

City of Maple Plain

Request for Rezoning, Site Plan Review Planned Unit Development (PUD) and Preliminary and Final Plat to Allow the Construction of a New Multi-Family Residential Building to be Located on the Properties Generally at the Intersection of Main St. and Maple Ave.

To: Planning Commission
From: Mark Kaltsas, City Planner
Meeting Date: February 5, 2026
Applicant: Matt Alexander
Owner: Maple & Main, LLC
Location: Maple Ave. and Main St. (City Owned Properties)

Request:

Matt Alexander and North Shore Development (Applicant) request that the City consider the following actions for the properties located at 5249 U S Hwy No 12, 5230 Main St E, 5220 Main St E, 5209 U S Hwy No 12 and 1620 Maple Ave, (PID No.s 2411824340069, 2411824340028, 2411824340070, 2411824340031 and 2411824340033):

- a. Rezoning from MU-D to MU-D Planned Unit Development (PUD), Planned Unit Development (PUD) and Site plan review to consider the redevelopment of the property into a new multi-family market rate apartment building and associated site improvements.
- b. Preliminary and Final Plat approval to allow the five (5) properties to be replatted which will combine the properties into a new single property.

Property/Site Information:

The property is located along the south north of State Highway 12 between CSAH 29 and Howard Ave. and just south of Gateway Blvd. The subject property is located within the Mixed Use – Gateway District. This property was established as an Outlot at the time that Cassia developed their building and site improvements. property has the following characteristics:

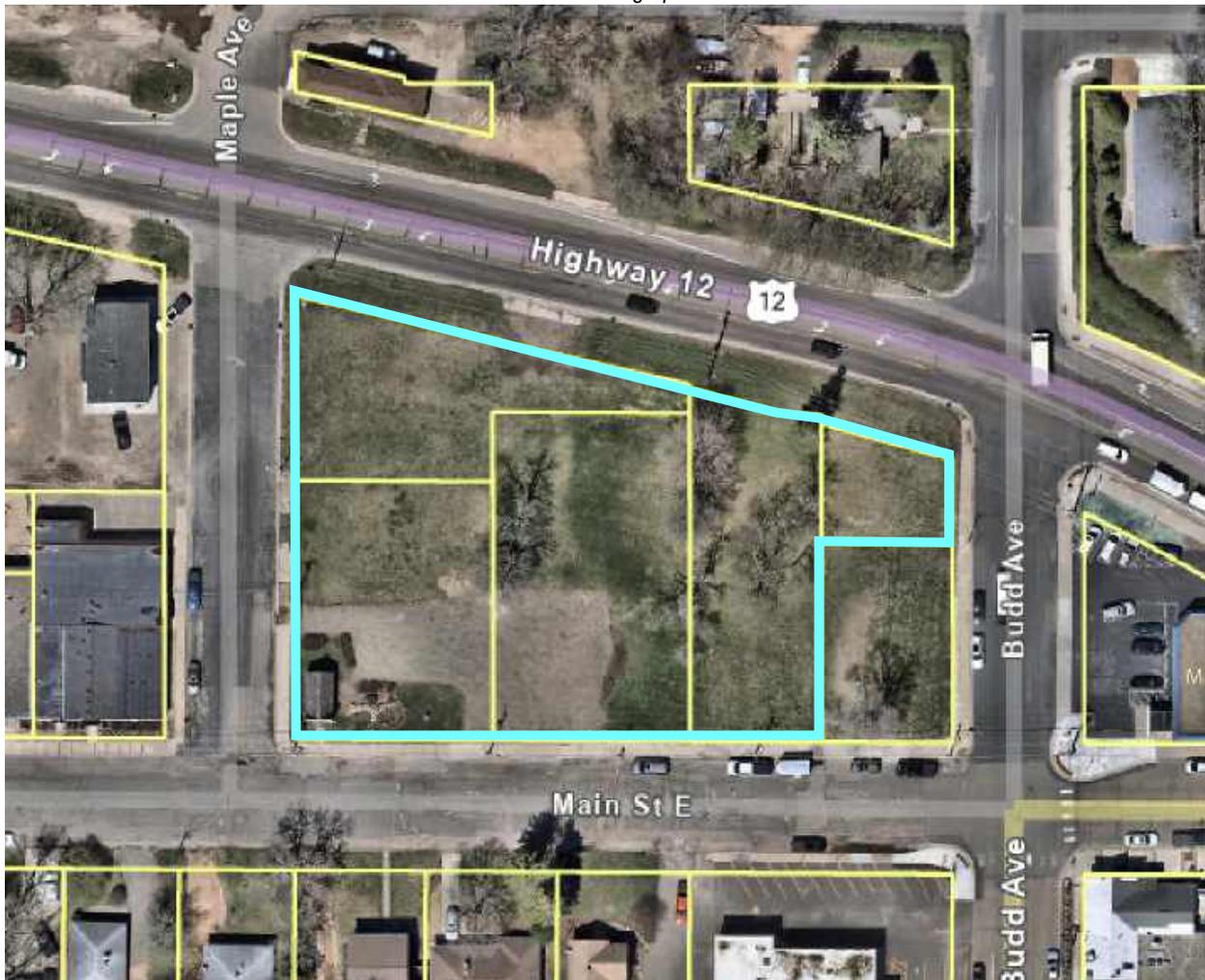
Property Information:

Zoning: *Mixed Use – Downtown (MU-D)*

Comprehensive Plan: *Mixed-Use*

Acreage: ± 1.25 Acres

Aerial Photograph



Discussion:

The city has been working on the redevelopment of the subject properties for nearly 20 years. The city historically owned several of the properties and worked to acquire and ultimately assemble all of the subject properties into a single parcel for the purpose of redevelopment. The developer has been working with the city for the past year on the redevelopment of the subject properties into a market rate 95-unit multi-family residential apartment building.

In addition to working with the developer for this project, the city has initiated and is in the process of preparing plans and specifications for the reconstruction of streets and utilities in this section of downtown (see initial plans attached). The city has coordinated some aspects of the redevelopment with the developer including:

- Regional stormwater management
- Burying overhead utilities
- Street and sidewalk preferred sections

- On-street parking spaces
- Streetscape
- Street lighting

It is anticipated that the city will be constructing the proposed parking spaces and a portion of the proposed sidewalks and utilities needed to support this development.

PROJECT OVERVIEW

The applicant proposes construction of a four-story, 95-unit multifamily residential building designed to align with the intent and character of the Maple Plain Downtown Design Guidelines. The development includes structured parking, resident amenities, and enhanced pedestrian-oriented streetscape features. Due to unique site constraints and desired design outcomes, the applicant is requesting approval of a Planned Unit Development (PUD) to allow flexibility in use, height, setbacks, density, and streetscape standards.

PROJECT DESIGN & ARCHITECTURE

The developer is proposing a four-story structure designed to be consistent with adopted downtown design principles.

Key architectural elements include:

- Two levels of indoor parking located on the ground level and below ground level
- Primary building entrances oriented at the southeast and northeast corners of the building
- A range of high-quality exterior materials including hardy plank panels, concrete-based lap siding, and board-and-batten siding
- Pedestrian-focused landscaping and site design that support walkability and downtown character
- A fourth-floor Sky Lounge on the southeast corner, offering gathering spaces and grilling areas overlooking Main Street

UNIT MIX

Unit Type	Number of Units	Average Size
Studios	27	600 sq ft
One-Bedroom	47	800 sq ft
Two-Bedroom	21	1,050 sq ft

Total Units: 95

CONSISTENCY WITH DOWNTOWN DESIGN GUIDELINES

The City has adopted Downtown Design Guidelines (attached) that establish goals and objectives for development and redevelopment within the MU-D Mixed Use Downtown zoning district. These guidelines

emphasize maintaining small-town character, appropriate building scale, high-quality materials, and architectural consistency throughout the district.

The redevelopment of this site has been evaluated by the City for many years and has been the subject of numerous proposals, including fully commercial uses, commercial with office and retail components, big-box retail, multifamily residential, mixed-use multifamily, and civic concepts. Across all of these proposals, a consistent theme has emerged: the financial viability of the site requires a development with a larger building mass and higher residential density.

It has also become evident that this site possesses unique characteristics that allow it to be developed in a manner that may differ from, yet remain compatible with, the broader MU-D district. In other words, redevelopment of this property can be evaluated on its own merits without detracting from or establishing an adverse precedent for the remainder of the district.

With this context, the proposed project cannot be accomplished without the density, height, and setback deviations outlined in this report. The developer has submitted the following analysis demonstrating how the project meets or aligns with the City’s Downtown Design Guidelines.

1. Establish a rich and vibrant small-town downtown
 - The project introduces 95 new residents in the downtown core, expanding the customer base for existing and future businesses and contributing to a more active, vibrant district.
2. Maintain an appropriate scale for downtown
 - The building’s form respects existing scale through a balanced massing, high-quality materials, and classic streetscape integration. Though taller than surrounding buildings, its proportions and façade treatments are consistent with the Guidelines.
3. Develop structures with architectural quality and consistency
 - The exterior façade includes durable, visually appealing materials and thoughtful detailing that reinforce architectural cohesion while allowing surrounding historic buildings to remain focal points.
4. Use vegetation, street furniture, lighting, and signage to define character
 - Streetscape enhancements include benches, tree grates, and layered landscaping. These elements improve pedestrian comfort and strengthen downtown identity.

RESIDENT AMENITIES

Maple & Main will provide amenities designed to meet the expectations of modern renters, including:

- Fourth-floor Sky Lounge with grill stations
- Club room with coffee bar
- Fitness and wellness center
- Pet spa and dog run

- Outdoor recreation space
- Enclosed garage parking
- Secure bike storage and package room
- Elevator and controlled access system
- High-speed internet throughout the building

PUD REQUEST & JUSTIFICATION

The city has not realized many redevelopment projects within the MU-D zoning district. The size, city ownership and unique character of this proposed development make this project different from all other projects previously considered by the city. In order for this project to be successful, the city will need to consider providing some flexibility for the development in the form of a Planned Unit Development. Specifically, PUD's can be considered to provide the following:

Allow for variations to the strict application of the land use regulations in this article in order to improve site design and operation, while at the same time incorporating design elements (e.g., construction materials, landscaping, lighting, and the like) that exceed the City's standards to offset the effect of any variations;

Promote a more creative and efficient approach to land use within the City, while at the same time protecting and promoting the health, safety, comfort, aesthetics, economic viability, and general welfare of the City;

To fully realize the design goals and respond to site constraints, the applicant requests flexibility in the following zoning requirements:

- Use: The proposed multi-family attached building is a permitted use in the MU-D zoning district.
- Height: Requested height: 54.5 feet, Zoning maximum: 40 feet
 - Justification: Height is needed to accommodate indoor parking and rooftop amenities while achieving architectural objectives and maintaining design quality.
- Setbacks: 50-foot setback requirement from US Highway 12 would prevent development.
 - Justification: Orienting the building toward Main Street promotes a pedestrian-friendly urban form consistent with the City's downtown vision.
 - Note: all other parking and building setbacks (5 feet parking from adjacent properties, and 0 feet building setback) are being satisfied as proposed.
- Density: Comprehensive Plan minimum: 20 - 40 units/acre, proposed density: 56 units/acre.
 - Note: the comprehensive plan contemplates the density across the entire MU-D zoning area. This development is a small piece and needs to be as dense as possible to support the overall net density of the MU-D district. The overall density of the MU-D zoning district will still be below the overall 20-40 units per acre.

- **Parking:** Mixed-use Downtown requires the following number of parking spaces:
 - *A minimum of one parking stall, garage or dedicated space shall be required for each residential unit development. For residential uses, the parking space must be on-site and cannot be shared or combined with other uses.*

- For additional context on parking requirements, the following should be noted:

Source/Type ⁸	Recommended Ratio (Spaces per Unit)
ITE (Affordable)	-0.8 to 1.0
Urban Core (Market)	0.7 to 1.0
Suburban (Market)	1.5 to 2.0
National Average (NAA)	-1.46

- The development is proposing 122 indoor parking spaces (two indoor floors – street level and below grade level) and 30 exterior parking spaces. This would equate to a total of 152 parking space or 1.6 parking spaces per unit. The city believes that 1.6 spaces per unit will provide sufficient parking for the proposed development. In addition to the off-street parking provided by the development, the city allows on-street parking spaces in front of the units to be counted towards parking totals. It would be conventional to consider the on-street parking spaces to remain fully public but be permitted for temporary guest parking.

- **Architecture:** The city has been working for several months with the applicant relating to architecture.
 - This includes scale, building materials, colors, streetscape and perimeter landscaping etc. The city’s design guidelines provide for building materials, colors, architecture, scape and fenestration. The challenges relating to this site have been previously noted. The city is still working with the applicant on the building architecture and additional direction; feedback should be provided by the Planning Commission and City Council.
 - A challenge to this site and project is the need for parking spaces. The applicant is proposing to construct one at grade parking level (first floor) and one below grade parking level. As a result of the at grade parking level, the first floor or main street level has limited fenestration. The city has worked with the developer to propose incorporating glazed openings along Main Street and Maple Avenue (false windows – see below).

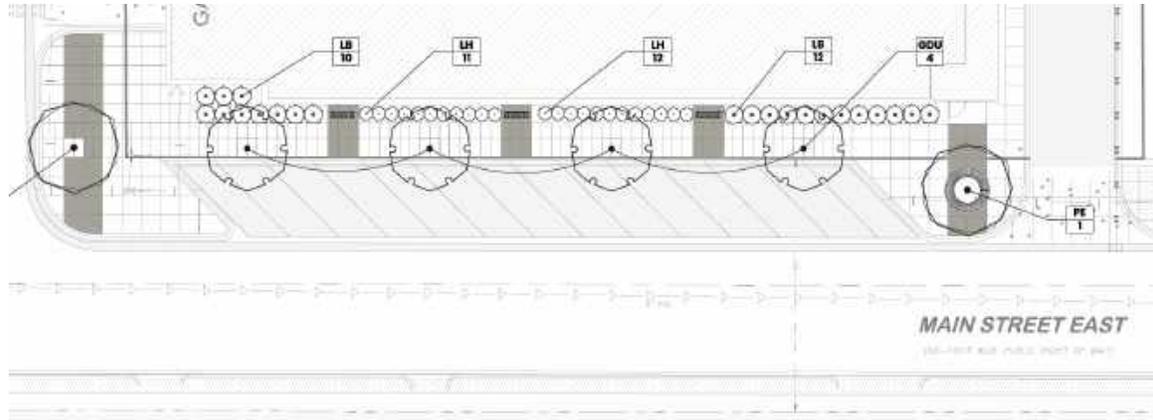


RELIANT DESIGN
2024.12.14



RELIANT DESIGN
2024.12.14

- As it relates to the building fenestration, the city's Design Guidelines are slanted towards commercial retail buildings and not as applicable to residential development. With that noted, the proposed building has a first-floor fenestration/window percentage of approximately 45%. This compares to the city's requirement of 60% for the first floor. All other floors proposed would meet applicable standards of 40% with a fenestration/window ration of approximately 41% for the remainder of the building.
- The applicant is proposing a combination of building materials as noted in their narrative. The proposed exterior design includes a mix of hardy plank panels, concrete-based lap siding and board-and batten siding
- Landscape: The city has been working for several months with the applicant relating to the streetscape.
 - The city has work with the developer on the preparation of a streetscape and landscape package that meets the downtown design guidelines and applicable landscape standards. The applicant is proposing to maintain a landscape border adjacent to the base of the building and then a nine (9) foot wide sidewalk. The sidewalk would have street trees located in tree grates similar to the existing section in front of the post office and McGarry's.



- The developer has also prepared landscape plan for the parking lot adjacent to Highway 12 and a buffer along Highway 12. The applicant is proposing to screen the parking lot using the requisite parking border hedge, evergreen and deciduous trees.
- The applicant has not submitted a formal lighting plan. The city will be preparing the on-street lighting plan which will be done in accordance with the downtown design standards and preliminarily shown in the reconstruction plans. The city will be working with the applicant to prepare a parking lot and building lighting plan that is fully compliant with applicable standards.
- It should be noted that the city has discussed allowing for the removal of the existing six trees on the property. The proposed landscape plan would satisfy all replacement requirements.

All commercial and industrial development is required to go through the site plan review process. Site plan review requires the review of the Planning Commission and City Council. The City shall consider the proposed site plan and subsequent effects relating to evaluation criteria established in the City's ordinance.

153.045 INTENT AND PROCEDURE

(l) Evaluation criteria. The Planning Commission and City Council shall evaluate the effects of the proposed site plan. This review shall be based upon, but not be limited to, compliance with the City Comprehensive Plan, provisions of this chapter (Design Guidelines and City Engineering Requirements).

Storm Water Management, Grading and Drainage:

The City's engineer has reviewed the plans and provided comments relating to the proposed development. Comments have been provided to the applicant that will be addressed in a revised set of plans. The applicant will be required to obtain Minnehaha Creek Watershed District (MCWD) approval.

Preliminary and Final Plat:

The applicant is proposing to plat the property so that the property can be conveyed and redeveloped. The city had purposefully left this property intact as five individual lots until such time as a redevelopment came forward. The consolidation of the property is necessary to support the redevelopment. The city is working with the developer on several plat related issues that will be resolved prior to City Council consideration of the final plat. Due to the simplicity and necessity of the lot consolidation, the city has supported processing preliminary and final plat at the same time. The city has noted several additional D&U easements that will need to be added to the preliminary and final plat.

TAX INCREMENT FINANCING

Establishment of Development District No. 2 and TIF District No. 2-1 (see attached Draft TIF Plan):

The City of Maple Plain has prepared a Development Program for Development District No. 2 and a Tax Increment Financing (Redevelopment) Plan for TIF District No. 2-1. The Planning Commission is asked to review these documents for consistency with the City's Comprehensive Plan and adopted development policies.

TIF District No. 2-1 is proposed to support the redevelopment of a 1.25-acre site at Main Street and Maple Avenue for a 95-unit multifamily housing project. Development District No. 2 encompasses the entire city and is intended to provide a framework to:

- Encourage redevelopment of underutilized and blighted properties,
- Facilitate private investment,
- Support needed public improvements,
- Increase tax base and employment opportunities.

The Program allows use of TIF as a financing tool to achieve these objectives.

Establishment of TIF District No. 2-1 (Redevelopment District)

Qualification as a Redevelopment District

An evaluation by LHB, Inc. confirms the site meets all statutory criteria for establishing a Redevelopment TIF District under Minn. Stat. §469.174:

- 100% of buildings are structurally substandard, exceeding the 50% requirement.
- 100% of the district area is "occupied" for coverage test purposes (exceeds 70% minimum).
- Substandard conditions are reasonably distributed throughout the district.

These findings legally permit the creation of a Redevelopment TIF District.

Need for TIF Assistance

Both the TIF Plan and Northland’s financial analysis conclude that the project would not be reasonably expected to occur without public assistance, due to extraordinary site and redevelopment costs. Key findings include:

- Total development cost: approximately \$21.7 million.
- Debt-only financing would not meet required minimum debt-service coverage, achieving only 0.96x without TIF versus 1.37x with TIF.
- Estimated cash-on-cash return is insufficient without TIF (2.5% vs. 6.4% with TIF at stabilization).

Northland concludes the project is not financially feasible through private investment alone.

Proposed TIF Structure

The TIF Plan and financial memo outline the following structure:

- Pay-As-You-Go (PAYGO) TIF Note issued to the developer.
- Maximum reimbursement of \$2,889,000 in qualified costs, plus 5.75% simple interest.
- Developer receives 70% of available increment, City retains the remainder for administration and eligible costs.
- Estimated total PAYGO payments over 26 years: approximately \$5.2 million (principal + interest).

The District would elect 2028 as the first year of increment and run for the statutory maximum term. [

Public Purpose & Expected Community Benefit

The proposed redevelopment advances multiple adopted public goals:

- Eliminates structurally substandard conditions.
- Provides new housing options within the community.
- Stimulates ongoing economic activity in the downtown area.
- Increases long-term taxable market value—projected increase of over \$26 million over the life of the district.

Because the development would not occur “but for” TIF, the TIF District is expected to generate no negative fiscal impact on other taxing jurisdictions during its term and will add to the tax base upon decertification.

Planning Commission Finding

The Planning Commission would need to find that the Development Program and TIF Plan are consistent with the City's Comprehensive Plan and other adopted development policies. A resolution with applicable findings has been prepared by the City's Attorney for consideration by the Planning Commission.

Additional Considerations/Summary

Staff is seeking Planning Commission feedback and direction regarding the proposed 95-unit multifamily redevelopment project. The City has evaluated redevelopment options for this site over many years, including concepts for all-commercial development, mixed office/retail, big-box retail, multifamily residential, mixed-use residential, and civic uses. Across all concepts, a consistent conclusion has emerged: the financial viability of this location requires a development with greater building mass and higher residential density.

In addition to meeting the financial realities of redevelopment, the City recognizes that this property represents a critical opportunity site within the MU-D District. Its redevelopment is anticipated to serve as a catalyst for future investment, both on adjacent parcels and throughout the broader downtown area. Introducing new residents, modern infrastructure, and an improved streetscape will help create market confidence, attract private reinvestment, and encourage subsequent redevelopment activity that has long been envisioned for this part of the city.

The site also possesses unique characteristics that allow it to be redeveloped in a manner that differs from, but remains compatible with, the broader MU-D District. For this reason, the proposed redevelopment can be evaluated on its own merits without establishing a precedent for other MU-D properties.

Given these conditions, the proposed project cannot be achieved without the density, height, and setback flexibility outlined earlier in this report. Staff also highlights the following additional considerations for the Planning Commission:

- MnDOT Review - The preliminary plat has been submitted to MnDOT for review and comment. Any comments received will need to be addressed prior to City Council consideration.
- MU-D PUD Rezoning - A draft rezoning ordinance creating the MU-D PUD District has been prepared. The PUD framework would authorize the redevelopment as proposed and would incorporate all approved project-specific standards into a formal PUD Agreement to be finalized and approved by the City Council. The PUD would apply solely to this development and would not transfer to, or establish standards for, future redevelopment proposals. Any subsequent PUD requests within the MU-D would require their own independent review and approval process.

Neighbor Comments:

The City has not received any verbal or written comments at the time this report was prepared.

Recommendation:

Staff is seeking direction from the Planning Commission relating to the requested Preliminary and Final Plat, Site Plan Review, Planned Unit Development and TIF Program Finding. Should the Planning Commission recommend approval of the requested actions to the City Council, the following findings and conditions should be included:

- a. The proposed site plan, planned unit development and preliminary and final plat meets all applicable conditions, criteria and restrictions stated in the City of Maple Plain Zoning and Subdivision Ordinance.
 - b. Prior to City Council consideration of the application, the following items shall be completed by the applicant:
 - a. The Applicant shall revise the plans as necessary to accommodate all known or additional comments made by the City, including Fire Department comments, engineering comments, Planning Commission, and staff comments.
 - b. The applicant shall receive all applicable approvals from all outside agencies with authority over this site including:
 - MCWD
 - MNDOT
5. The Planning Commission finds the Development Program for Development District No. 2 and the TIF Plan for TIF District No. 2-1 consistent with the Comprehensive Plan, based on:
- a. The site meets statutory criteria for a Redevelopment TIF District.
 - b. Financial analysis demonstrates the redevelopment cannot occur without TIF assistance.
 - c. The project aligns with long-standing City goals for redevelopment of this site.
 - d. The TIF Plan supports economic development, housing creation, and long-term tax-base growth.
6. The approval of the development and sign plan shall be in accordance with the approved plans. Any changes, expansions or alterations to the building, site and signage shall require the review and approval of the City.
7. The Applicant shall pay for all costs associated with the City's review of the site plan review and variance.

Attachments:

1. Application
2. Narrative
3. Survey
4. Civil Site Plan Package
5. Landscape Plan
6. Preliminary Plat
7. Building Elevations
8. TIF Memo
9. Draft TIF Plan
10. TIF Resolution
11. Draft Rezoning Ordinance
12. Initial Street Reconstruction Feasibility Report

January 12, 2026

City of Maple Plain
Attn: Mark Kaltsas, AICP
5050 Independence Street
P.O. Box 97
Maple Plain, MN 55359

RE: MAPLE & MAIN Apartments – PUD and Final Plat Application

Dear Mr. Kaltsas,

On behalf of North Shore Development, I am pleased to submit our application for a Planned Unit Development (PUD) and Preliminary/Final Plat for the property located at 5230 Main Street East.

This letter, along with the enclosed documentation, provides all supporting materials as outlined in the City's published application checklist. We believe this project will contribute meaningfully to the revitalization of the downtown area by promoting a walkable streetscape and bringing new residents to support local businesses.

We look forward to working collaboratively with the City of Maple Plain throughout the review and approval process.

Sincerely,

Matt Alexander
Principal
North Shore Development Partners

Project Narrative:

MAPLE & MAIN

Planned Unit Development Proposal

Rezoning Request

We respectfully request rezoning of the subject site from **Mixed Use – Downtown** to a **Planned Unit Development (PUD)** in order to facilitate a high-quality multifamily residential project in the heart of Downtown Maple Plain.

Project Overview

The proposed development, **MAPLE & MAIN**, will include **95 market-rate multifamily units** on **1.25 acres** located at the intersection of Maple Street and Main Street. This project is designed to bring much-needed residential density to the downtown core, fostering a vibrant pedestrian-friendly environment while supporting local businesses and encouraging redevelopment of surrounding parcels.

Design & Architecture

The building will be a **four-story structure** designed with sensitivity to the surrounding context and consistent with the intent of the **Maple Plain Downtown Design Guidelines**. The ground level will feature **two levels of indoor parking** and primary building entrances. The second floor will include community amenities such as a **lobby, fitness center, and lounge space**, while the fourth-floor **Sky Lounge** at the southeast corner will offer gathering areas and grilling stations overlooking Main Street.

Unit Mix:

- 27 Studios (avg. 600 sq ft)
 - 47 One-Bedroom Units (avg. 800 sq ft)
 - 21 Two-Bedroom Units (avg. 1,050 sq ft)
- Total: 95 Units**

The project's architect, **Neil Weber**, brings unique value to this development, having served as a member of the Design Team that helped establish the city's original Downtown Design Guidelines.

Alignment with Downtown Design Guidelines

1. Establish a rich and vibrant small-town downtown

This project will bring over 95 new residents to downtown, providing an immediate customer base for existing and future businesses.

2. Maintain an appropriate scale for downtown

The proposed building respects existing scale with a five-story profile, classic streetscape integration, and use of high-quality, durable materials that blend with the downtown character.

3. Develop structures with architectural quality and consistency

The exterior design includes a mix of hardy plank panels, concrete-based lap and board-and-batten siding, and pedestrian-focused landscaping—balancing visual interest with subtlety so that existing downtown buildings remain the focal point.

4. Use vegetation, street furniture, lighting, and signage to define character

Our streetscape design prioritizes pedestrian comfort and connectivity. Thoughtful placement of benches, tree grates, and landscaping enhances walkability and supports a welcoming downtown environment.

Resident Amenities

MAPLE & MAIN will offer a suite of amenities to meet the expectations of today's renters, including:

- Sky Lounge with grill stations
- Club room and coffee bar
- Fitness and wellness center
- Pet spa and dog run
- Outdoor recreation space
- Enclosed garage parking
- Bike storage and package room
- Elevator, controlled access, and high-speed internet

Proposed Deviations from Zoning Ordinance (PUD Justification)

We are requesting a Planned Unit Development designation to allow for flexibility in the following areas, which are necessary for the viability and success of the project on this uniquely situated site:

- **Use:** The building does not include a commercial component, as contemplated in the Mixed Use Downtown district. However, the added residential density provides critical support for existing businesses.

- **Height:** The PUD proposes a building height of 54.5', exceeding the 35' limit, in order to accommodate indoor parking and rooftop amenities while maintaining architectural harmony.
- **Setbacks:** The required 50-foot setback from US Highway 12 would prevent efficient development. Instead, the building is oriented toward Main Street, supporting a walkable urban form.
- **Density:** The 2040 Comprehensive Plan suggests a minimum of 20 units per acre; the proposed 95 units equate to 76 units per acre, which aligns with the city's goal to increase downtown residency.
- **Streetscape:** The project proposes a modified streetscape with strategic landscaping, seating, and tree placement to ensure a high-quality pedestrian experience.

Site & Utilities

The site is adequately served by municipal water and sanitary sewer, with no anticipated impacts to broader infrastructure systems per coordination with city staff.

Stormwater management will be coordinated with the City of Maple Plain through a separate city-led project. Our plans accommodate a flexible connection to the storm system along Main Street.

Conclusion

MAPLE & MAIN represents a thoughtful response to evolving market conditions, offering a dynamic residential project that supports the city's long-term vision for downtown Maple Plain. By increasing the resident base, enhancing the streetscape, and adhering to the design spirit of the Downtown Guidelines, this PUD will serve as a catalyst for continued investment and revitalization in the area.

We appreciate your consideration and look forward to working collaboratively with the City to bring this project to life.

PRELIMINARY PLANS

FOR:

MAPLE & MAIN

CLIENT:



NORTH SHORE DEVELOPMENT PARTNERS
235 LAKE STREET, SUITE #300
WAYZATA, MN
PH: 952-324-0535
EMAIL: MALEXANDER@NORTHSHOREDP.COM

ENGINEER/LANDSCAPE ARCHITECT:

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PH: 612-440-0934
EMAIL: PMOREAU@MEASUREGRP.COM



MEASURE GROUP - JOSH MCKINNEY, PLA (MN)
PO BOX 10
WAYZATA, MN 55391
PH: 612-440-0934
EMAIL: JMCKINNEY@MEASUREGRP.COM

ARCHITECT:



WEBER ARCHITECTS & PLANNERS- NEIL WEBER, AIA
PO BOX 437
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PH: 952-476-4434
EMAIL: NEILWEBER@ICLOUD.COM



VICINITY MAP- NOT TO SCALE

SHEET INDEX:

SHEET #	SHEET NAME
C1.0	COVER SHEET
C2.0	DEMOLITION PLAN
C3.0	SITE PLAN
C4.0	GRADING PLAN
C5.0	UTILITY PLAN
C6.0	PHASE 1 EROSION CONTROL
C6.1	PHASE 2 EROSION CONTROL
C7.0	SWPPP NARRATIVE
C7.1	SWPPP NOTES
C8.0	CIVIL DETAILS - SITE DETAILS
C8.1	CIVIL DETAILS - UTILITY DETAILS
C8.2	CIVIL DETAILS - ADA DETAILS
C8.3	CIVIL DETAILS - ADA DETAILS -CONTINUED
L1.0	LANDSCAPE PLAN



Client: **NORTH SHORE**
DEVELOPMENT PARTNERS
235 LAKE ST. E #300
WAYZATA, MN

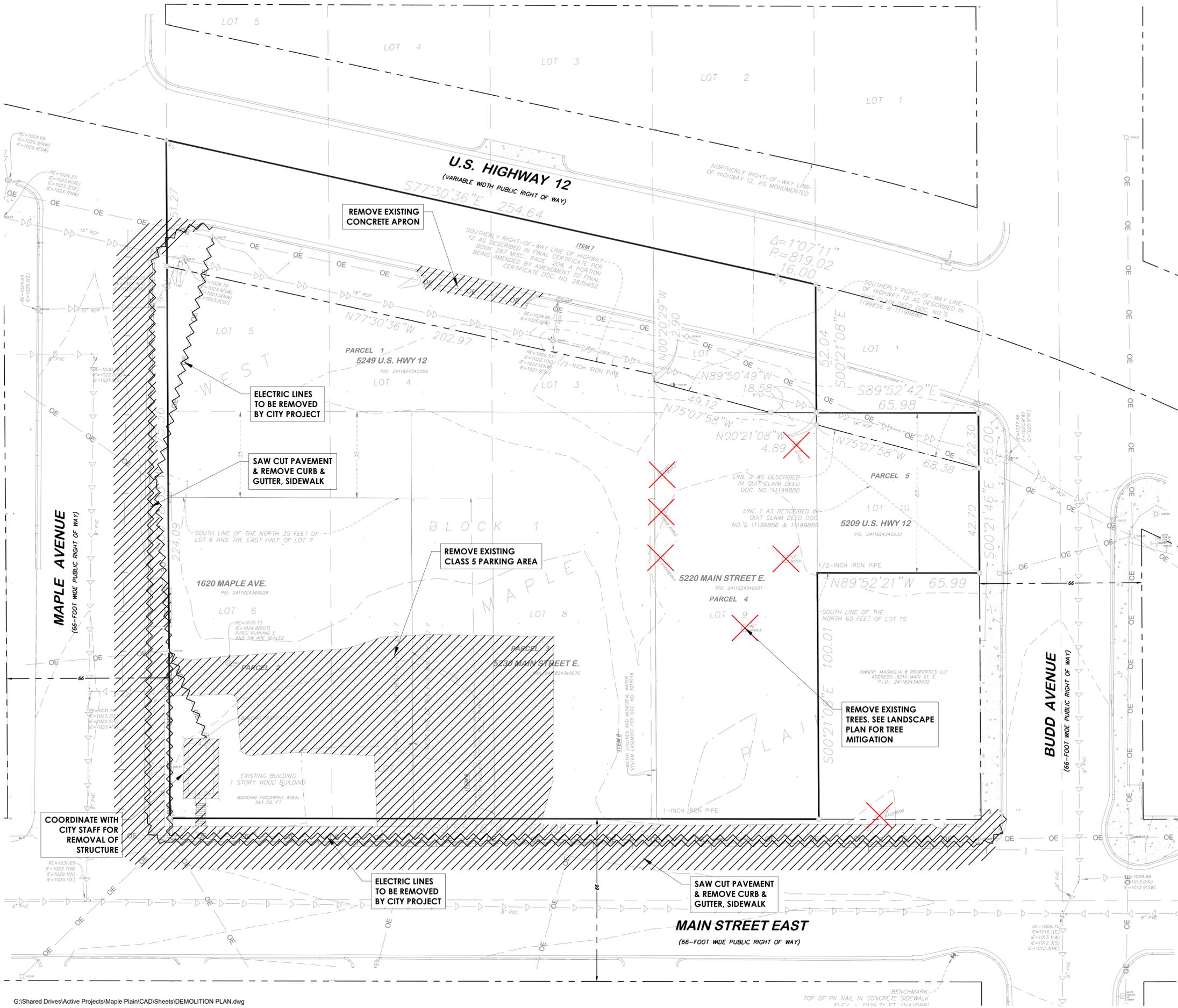
Project Title: **MAPLE & MAIN**
MAPLE PLAIN, MINNESOTA

I hereby certify that this plan, specifications or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.
Pete Moreau, PE
Date: XX.XX.XX Lic. No.: 53735

Rev.	Date	Description
	10.17.2025	PRELIMINARY
	1.23.2026	CITY RESUBMITTAL

Project #: 25-117
Drawn By: PM
Checked By: JM
Issue Date: 10/17/2025
Sheet Title:

COVER SHEET
Sheet: **C1.0**



LEGEND

EXISTING	PROPOSED	
---	---	PROPERTY BOUNDARY
---	---	LOT LINE
---	---	SETBACK LINE
---	---	RIGHT OF WAY LINE
---	---	EASEMENT
---	---	STANDARD CURB AND GUTTER
---	---	FENCE
---	---	RETAINING WALL

DEMOLITION NOTES

- DEMOLITION NOTES ARE NOT COMPREHENSIVE. CONTRACTOR SHALL VISIT THE SITE PRIOR TO CONSTRUCTION TO OBTAIN A CLEAR UNDERSTANDING OF THE INTENDED SCOPE OF WORK.
- THE DESIGN SHOWN IS BASED ON ENGINEER'S UNDERSTANDING OF EXISTING CONDITIONS. THE EXISTING CONDITIONS SHOWN ON THIS PLAN ARE BASED UPON ALTA AND TOPOGRAPHIC MAPPING PREPARED BY EFN DATED 9/5/25. IF CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS WITHOUT EXCEPTION, CONTRACTOR SHALL HAVE MADE, AT OWN EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR AND SUBMIT IT TO THE OWNER FOR REVIEW.
- THE CONTRACTOR IS RESPONSIBLE FOR DEMOLITION, REMOVAL AND DISPOSING IN ALLOCATION APPROVED BY ALL GOVERNING AUTHORITIES AND IN ACCORDANCE WITH APPLICABLE CODES, OF ALL STRUCTURES, PADS, WALLS, FLUMES, FOUNDATIONS, PARKING, DRIVES, DRAINAGE STRUCTURES, UTILITIES, ETC., SUCH THAT THE IMPROVEMENTS SHOWN ON THE PLANS CAN BE CONSTRUCTED. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLE COMPACTED FILL MATERIAL PER THE GEOTECHNICAL REPORT AND/OR GEOTECHNICAL ENGINEER.
- CLEARING AND GRUBBING: CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL DEBRIS FROM THE SITE AND DISPOSING THE DEBRIS IN A LAWFUL MANNER. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR DEMOLITION AND DISPOSAL.
- CONTRACTOR IS RESPONSIBLE FOR THE DISCONNECTION OF UTILITY SERVICES TO EXISTING BUILDINGS PRIOR TO DEMOLITION OF THE BUILDINGS.
- CONTRACTOR SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES PRIOR TO REMOVAL AND/OR RELOCATION OF UTILITIES. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANIES' FORCES AND ANY FEES WHICH ARE TO BE PAID TO UTILITY COMPANIES FOR SERVICES. CONTRACTOR IS RESPONSIBLE FOR PAYING ALL FEES AND CHARGES.
- CONTRACTOR IS SPECIFICALLY CAUTIONED THAT LOCATIONS OF EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM INFORMATION AVAILABLE. ENGINEER ASSUMES NO RESPONSIBILITY FOR THE UTILITY MAPPING ACCURACY. PRIOR TO START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES 48 HOURS PRIOR TO ANY EXCAVATION FOR ON-SITE LOCATIONS OF EXISTING UTILITIES. THE LOCATIONS OF UTILITIES SHALL BE OBTAINED BY THE CONTRACTOR BY CALLING MINNESOTA GOPHER STATE ONE CALL AT 800-252-1166 OR 651-454-0002.
- THE MAPPING LOCATION OF ALL EXISTING SEWERS, PIPING, AND UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT LOCATION, OR AS THE ONLY OBSTACLES THAT MAY OCCUR ON THE SITE. VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES. GIVE NOTICE TO ALL UTILITY COMPANIES REGARDING DESTRUCTION AND REMOVAL OF ALL SERVICE LINES AND CAP ALL LINES BEFORE PROCEEDING WITH WORK. UTILITIES DETERMINED TO BE ABANDONED SHALL BE REMOVED IF UNDER THE BUILDING INCLUDING 10' BEYOND FOUNDATIONS.
- ELECTRICAL, TELEPHONE, CABLE, WATER, FIBER OPTIC CABLE AND/OR GAS LINES NEEDING TO BE REMOVED OR RELOCATED SHALL BE COORDINATED WITH THE AFFECTED UTILITY COMPANY. ADEQUATE TIME SHALL BE PROVIDED FOR RELOCATION AND CLOSE COORDINATION WITH THE UTILITY COMPANY IS NECESSARY TO PROVIDE A SMOOTH TRANSITION IN UTILITY SERVICE. CONTRACTOR SHALL PAY CLOSE ATTENTION TO EXISTING UTILITIES WITHIN THE ROAD RIGHT OF WAY DURING CONSTRUCTION.
- CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, ETC., TO THE BEST PRACTICES.
- CONTINUOUS ACCESS SHALL BE MAINTAINED FOR THE SURROUNDING PROPERTIES AT ALL TIMES DURING DEMOLITION OF THE EXISTING FACILITIES.
- PRIOR TO DEMOLITION OCCURRING, ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED AND APPROVED BY THE LOCAL AUTHORITY.
- CONTRACTOR SHALL LIMIT SAW-CUT & PAVEMENT REMOVAL TO ONLY THOSE AREAS WHERE IT IS REQUIRED AS SHOWN ON THESE CONSTRUCTION PLANS BUT IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL AND REPAIR.
- CONTRACTOR TO PROTECT EXISTING FEATURES WHICH ARE TO REMAIN. DAMAGE TO ANY EXISTING CONDITIONS TO REMAIN WILL BE REPLACED AT CONTRACTOR'S EXPENSE.
- ABANDON OR REMOVE ALL SANITARY, WATER AND STORM SERVICES PER CITY STANDARDS. COORDINATE ALL WORK WITH CITY. ALL STREET RESTORATION SHALL BE COMPLETED IN COMPLIANCE WITH LOCAL STANDARDS.
- CONTRACTOR SHALL PREPARE AND SUBMIT TO THE GOVERNING AUTHORITY A TRAFFIC AND/OR PEDESTRIAN TRAFFIC PLAN PER CITY/COUNTY/STATE STANDARDS TO BE APPROVED BY THE LOCAL GOVERNING AUTHORITY.



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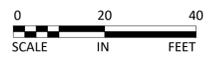
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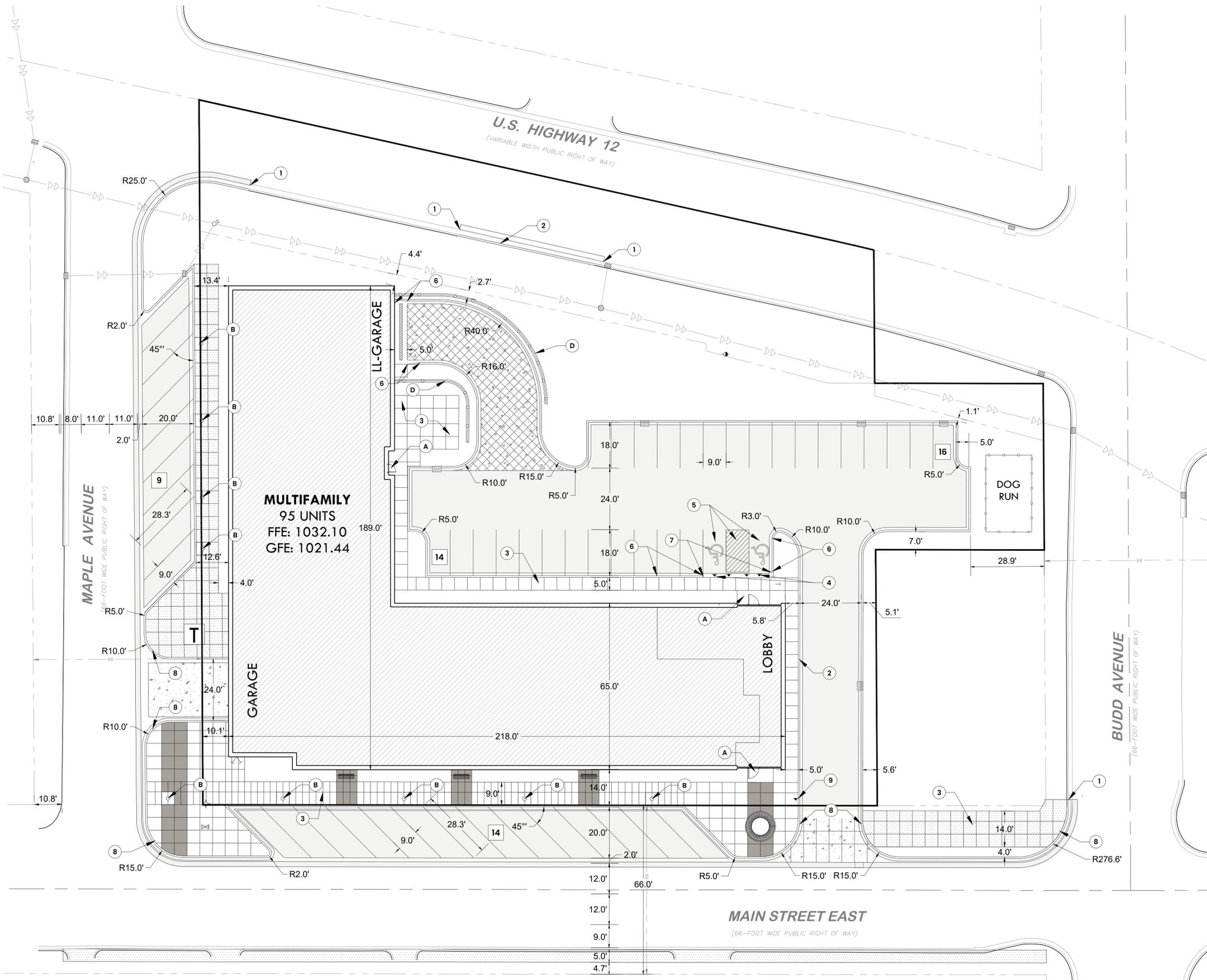
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 Issue Date: 10/17/2025
 Sheet Title:

DEMOLITION PLAN

Sheet: **C2.0**





LEGEND

- PROPOSED**
- PROPERTY BOUNDARY
 - SETBACK LINE
 - RIGHT OF WAY LINE
 - - - EASEMENT
 - ==== STANDARD CURB AND GUTTER
 - HEAVY DUTY BITUMINOUS PAVEMENT
 - LIGHT DUTY BITUMINOUS PAVEMENT
 - ▨ CONCRETE SIDEWALK
 - ▩ HEAVY DUTY CONCRETE PAVEMENT
 - ▧ HEATED CONCRETE RAMP
 - FENCE
 - RETAINING WALL (BY OTHERS)
 - ☀ TRAFFIC SIGN
 - ☀ LIGHT POLE

DEVELOPMENT SUMMARY

ZONING INFORMATION
CURRENT SITE ZONING: MU-D
PROPOSED SITE ZONING: PUD

SITE DATA
TOTAL SITE AREA: 1.25 ACRES

	REQUIRED	PROPOSED
DENSITY		
TOTAL UNITS:		71 UNITS
DENSITY:	15 UPA	56.6 UPA
BUILDING SETBACKS		
FRONT:	5'	14'
SIDE:	0'	10.1'
REAR:	10'	4.4'
PARKING SETBACKS		
HWY 12:	50'	1.1'
ELSEWHERE:	10'	5.0'+
PARKING		
ENCLOSED EXTERIOR STREET:	95 STALLS	122 STALLS
	95 STALLS	30 STALLS
		23 STALLS
TOTAL	190 STALLS	175 STALLS
SITE PARKING RATIO	2.00 STALLS PER UNIT	1.84 STALLS PER UNIT
EXISTING IMPERVIOUS SURFACE		0.20 AC
PROPOSED IMPERVIOUS SURFACE		1.00 AC

KEYNOTES

- ① MATCH EXISTING
- ② B6-18 CURB & GUTTER
- ③ CONCRETE SIDEWALK
- ④ ADA SIGNAGE & BOLLARDS - SEE CIVIL DETAILS
- ⑤ ADA PARKING STRIPING - SEE CIVIL DETAILS
- ⑥ CURB TAPER
- ⑦ FLUSH CURB
- ⑧ PEDESTRIAN RAMP- SEE CIVIL DETAILS
- ⑨ STOP SIGN

DESIGN BY OTHERS

- Ⓐ ARCHITECTURAL STOOP - COORDINATE WITH STRUCTURAL
- Ⓑ TREE GRATE
- Ⓒ LIGHT POLE WITH FOUNDATION
- Ⓓ RETAINING WALL WITH GUARDRAIL



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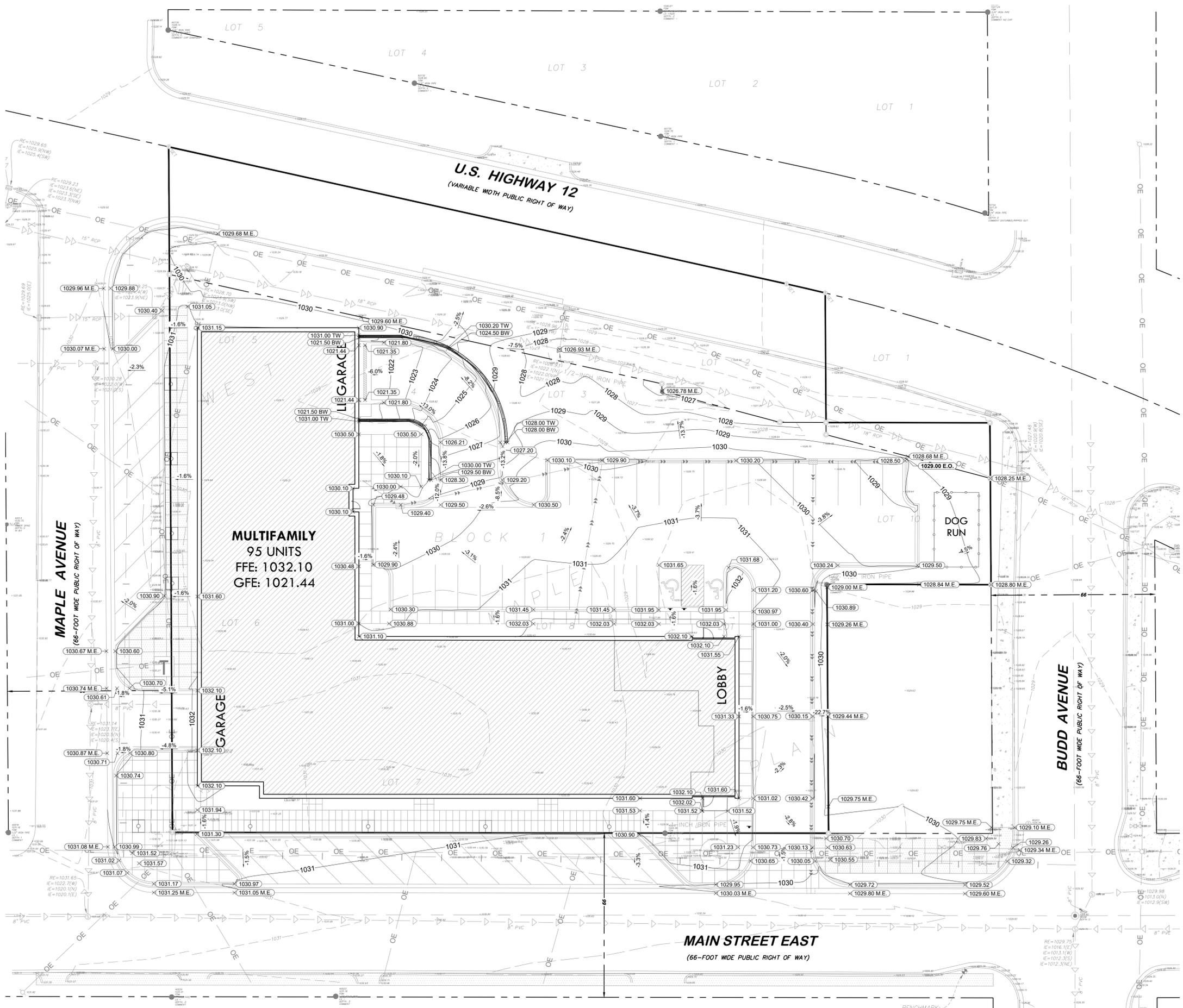
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SITE PLAN

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LEGEND

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- PROPOSED CONTOUR
- SETBACK LINE
- RIGHT OF WAY LINE
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- STANDARD CURB AND GUTTER
- STORM SEWER
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- RETAINING WALL
- DRAINILE
- GRADING LIMITS
- SPOT ELEVATION
- FLOW DIRECTION
- E.O. EMERGENCY OVERFLOW

SPOT ELEV. LABELS
 M.E.=MATCH EXISTING
 TW=TOP OF WALL
 BW=BOTTOM OF WALL
 TC=TOP OF CURB

GRADING NOTES

1. LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY IF ANY DISCREPANCIES ARE FOUND.
2. CONTRACTORS SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULE, SLOPED PAVEMENT, EXIT PORCHES, RAMPS, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS, EXACT BUILDING UTILITY ENTRANCE LOCATIONS, AND EXACT LOCATIONS AND NUMBER OF DOWNSPOUTS.
3. ALL EXCAVATION SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR TRENCH EXCAVATION AND BACKFILL/SURFACE RESTORATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
4. ALL DISTURBED UNPAVED AREAS ARE TO RECEIVE SIX INCHES OF TOPSOIL AND SOD OR SEED. THESE AREAS SHALL BE WATERED UNTIL A HEALTHY STAND OF GRASS IS OBTAINED. SEE LANDSCAPE PLAN FOR PLANTING AND TURF ESTABLISHMENT.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS
6. ALL SLOPES SHALL BE GRADED TO 3:1 OR FLATTER, UNLESS OTHERWISE INDICATED ON THIS SHEET.
7. CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING AND PROVIDE A SMOOTH FINISHED SURFACE WITH UNIFORM SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN OR BETWEEN SUCH POINTS AND EXISTING GRADES.
8. **SPOT ELEVATIONS SHOWN INDICATE FINISHED PAVEMENT ELEVATIONS & GUTTER FLOW LINE UNLESS OTHERWISE NOTED.** PROPOSED CONTOURS ARE TO FINISHED SURFACE GRADE.
9. SEE SOILS REPORT FOR PAVEMENT THICKNESSES AND HOLD DOWNS.
10. CONTRACTOR SHALL DISPOSE OF ANY EXCESS SOIL MATERIAL THAT EXISTS AFTER THE SITE GRADING AND UTILITY CONSTRUCTION IS COMPLETED. THE CONTRACTOR SHALL DISPOSE OF ALL EXCESS SOIL MATERIAL IN A MANNER ACCEPTABLE TO THE OWNER AND THE REGULATING AGENCIES.
11. CONTRACTOR SHALL PROVIDE A STRUCTURAL RETAINING WALL DESIGN CERTIFIED BY A LICENSED PROFESSIONAL ENGINEER.
12. ALL CONSTRUCTION SHALL CONFORM TO LOCAL, STATE AND FEDERAL RULES INCLUDING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS.
13. PRIOR TO PLACEMENT OF ANY STRUCTURE OR PAVEMENT, A PROOF ROLL, AT MINIMUM, WILL BE REQUIRED ON THE SUBGRADE. PROOF ROLLING SHALL BE ACCOMPLISHED BY MAKING MINIMUM OF 2 COMPLETE PASSES WITH FULLY-LOADED TANDEM-AXLE DUMP TRUCK, OR APPROVED EQUAL, IN EACH OF 2 PERPENDICULAR DIRECTIONS WHILE UNDER SUPERVISION AND DIRECTION OF THE INDEPENDENT TESTING LABORATORY. AREAS OF FAILURE SHALL BE EXCAVATED AND RE-COMPACTED AS SPECIFIED HEREIN.
14. EMBANKMENT MATERIAL PLACED BENEATH BUILDINGS AND STREET OR PARKING AREAS SHALL BE COMPACTED IN ACCORDANCE WITH REQUIREMENTS OF THE ORDINARY COMPACTION METHOD AS OUTLINED IN MNDOT 2105.3F2.
15. EMBANKMENT MATERIAL NOT PLACED IN THE BUILDING PAD, STREETS OR PARKING AREA, SHALL BE COMPACTED IN ACCORDANCE WITH REQUIREMENTS OF THE ORDINARY COMPACTION METHOD AS OUTLINED IN MNDOT 2105.3F2.
16. ALL SOILS AND MATERIALS TESTING SHALL BE COMPLETED BY AN INDEPENDENT GEOTECHNICAL ENGINEER. EXCAVATION FOR THE PURPOSE OF REMOVING UNSTABLE OR UNSUITABLE SOILS SHALL BE COMPLETED AS REQUIRED BY THE GEOTECHNICAL ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOILS TESTS AND INSPECTIONS WITH THE GEOTECHNICAL ENGINEER.

measure

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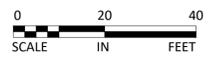
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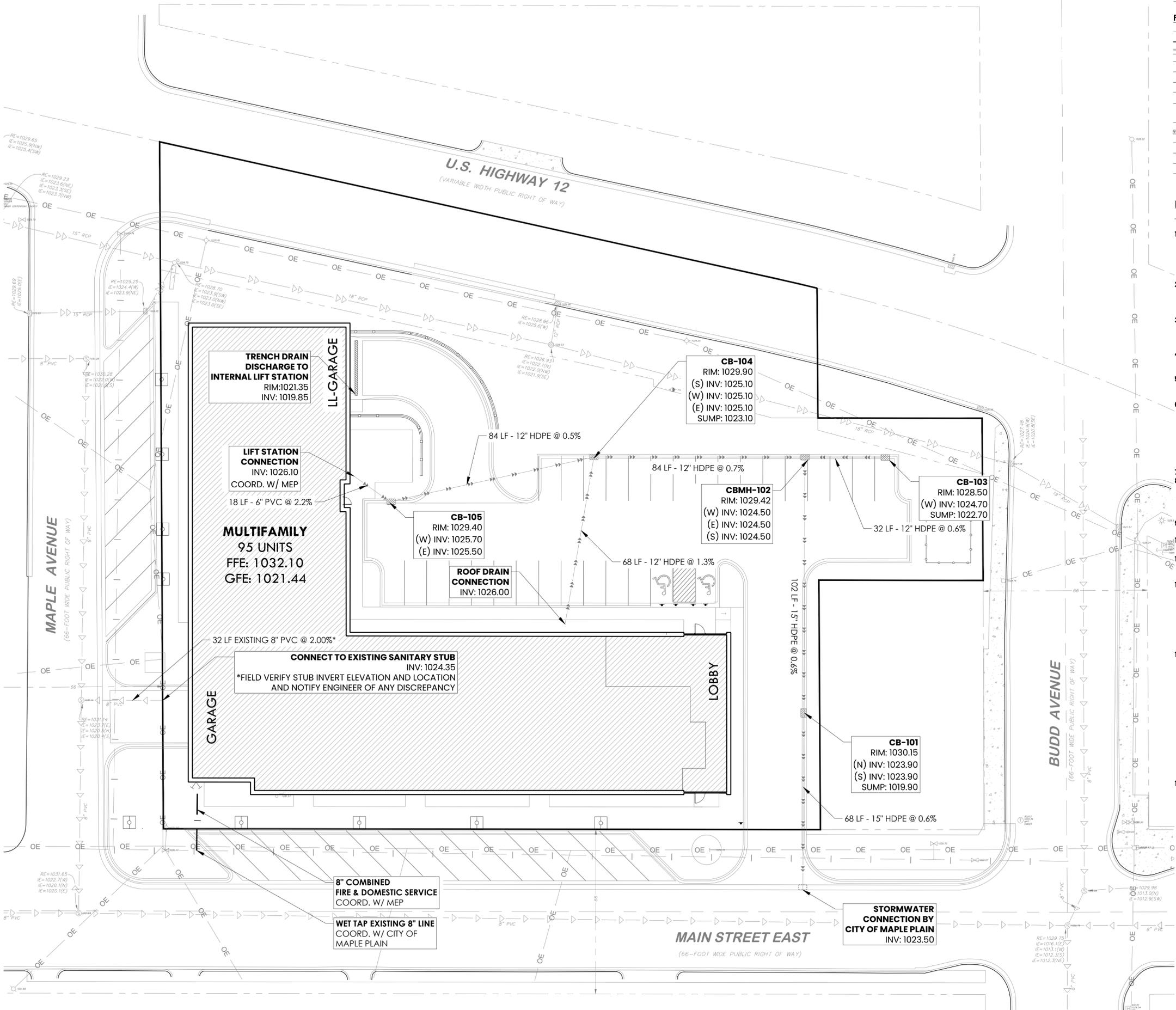
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GRADING PLAN
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C4.0





LEGEND

- PROPOSED**
- PROPERTY BOUNDARY
 - EASEMENT
 - CURB AND GUTTER
 - WATER MAIN
 - HYDRANT
 - GATE VALVE
 - SANITARY SEWER
 - STORM SEWER
 - FLARED END SECTION W/ RIP RAP & TRASH GUARD
 - DRAINTILE
 - RETAINING WALL
 - GAS
 - UNDERGROUND ELECTRIC
 - OVERHEAD ELECTRIC
 - TELEPHONE/FIBER
 - LIGHT POLE

UTILITY NOTES

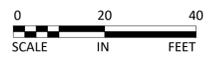
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2. ALL SANITARY SEWER, STORM SEWER AND WATER MAIN MATERIAL AND INSTALLATIONS SHALL BE PER CITY REQUIREMENTS, MINNESOTA PLUMBING CODE, AND IN ACCORDANCE WITH THE CURRENT EDITION OF THE STANDARD UTILITIES SPECIFICATION AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM).
3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN THE NECESSARY FEDERAL, STATE AND LOCAL PERMITS FOR THE PROPOSED WORK OR VERIFY WITH THE OWNER OR ENGINEER THAT PERMITS HAVE BEEN OBTAINED. PERMIT FEES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNLESS OTHERWISE ARRANGED WITH THE OWNER.
4. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION AND DIMENSIONS OF DOORWAYS, RAMPS, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY CONNECTION LOCATIONS.
5. ALL PRIVATE UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE APPROPRIATE UTILITY COMPANY. THE CONTRACTOR SHALL COORDINATE THE SERVICE LINE CONSTRUCTION WITH THE UTILITY COMPANIES.
6. CONTRACTOR SHALL OBTAIN ALL NECESSARY CITY PERMITS FOR UTILITY CONNECTIONS AND UTILITIES SHALL BE INSPECTED AND APPROVED BY THE CITY. THE CITY SHALL BE NOTIFIED 48-HOURS PRIOR TO COMMENCING WITH THE UTILITY CONSTRUCTION OR ANY REQUIRED TESTING. CONTRACTOR SHALL NOT OPERATE, INTERFERE WITH, CONNECT ANY PIPE OR HOSE TO, OR TAP ANY WATER MAIN BELONGING TO THE CITY UNLESS DULY AUTHORIZED TO DO SO BY THE CITY. ANY ADVERSE CONSEQUENCES OF SCHEDULED OR UNSCHEDULED DISRUPTIONS OF SERVICE TO THE PUBLIC ARE TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
7. PROVIDE WATER MAIN THRUST RESTRAINTS PER CITY STANDARD REQUIREMENTS.
8. PER MINNESOTA DEPARTMENT OF LABOR & INDUSTRY REQUIREMENTS, A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 10 FEET OF HORIZONTAL SEPARATION IS REQUIRED FROM WATERMAIN TO ANY MANHOLE, SEPTIC SYSTEM, CATCH BASIN, SEWER PIPE, OR OTHER SOURCE OF CONTAMINATION, MEASURED FROM THE OUTER EDGE OF THE PIPE TO THE OUTER EDGE OF THE CONTAMINATION SOURCE UNLESS OTHERWISE SHOWN.
9. UTILITY SERVICES TYPICALLY TERMINATE 5' OUTSIDE BUILDING WALL UNLESS OTHERWISE SHOWN OR NOTED.
10. WATERMAIN PIPE SHALL EITHER BE AWWA C900 PVC WITH DUCTILE IRON FITTINGS AND RISERS, OR DIP CLASS 52.
11. ALL WATER LINES SHALL HAVE 8' MINIMUM COVER (TOP OF PIPE TO FINISH GRADE). INSULATE WATER MAIN IF LESS THAN 8' OF COVER. INSULATION SHALL BE DOW STYROFOAM HI BRAND 35 OR EQUIVALENT, WITH 4 INCHES OF THICKNESS.
12. SANITARY SEWER PIPE OUTSIDE THE BUILDING ENVELOPE THAT IS 8" OR GREATER SHALL BE POLYVINYL CHLORIDE (PVC) SDR 26. SCHEDULE 40 MUST BE USED IS THE PIPE IS 6" OR SMALLER. C900 IS REQUIRED FOR DEPTHS GREATER THAN 20 FEET. SANITARY SEWER PIPE WITHIN 5 FEET OF THE BUILDING AND UNDER FOOTINGS SHALL BE SCHEDULE 40 PER ASTM D2865. ALL PLASTIC SANITARY SEWER SHALL BE INSTALLED PER D2321. SOLVENT WELD JOINTS MUST INCLUDE USE OF A PRIMER WHICH IS OF A CONTRASTING COLOR TO THE PIPE AND CEMENT. ALL SANITARY SEWER SHALL BE TESTED COMPLIANT TO CURRENT MINNESOTA PLUMBING CODE.
13. STORM SEWER PIPE:
 - 13.1. HDPE OR POLYPROPYLENE PIPE MAY BE INSTALLED WITH APPROVAL OF LOCAL GOVERNING AGENCIES.
 - 13.2. HDPE STORM PIPE 4- TO 60-INCHES IN DIAMETER SHALL MEET REQUIREMENTS OF ASTM F2648. FITTINGS SHALL BE PER ASTM F2306 AND INSTALLED PER ASTM D2321.
 - 13.3. POLYPROPYLENE STORM PIPE 12- TO 60-INCHES IN DIAMETER SHALL MEET REQUIREMENTS OF ASTM F2881. APPROVED FITTINGS SHALL MEET JOINT PERFORMANCE REQUIREMENTS OF ASTM D3212. AT PIPE JOINTS, THE SPIGOT SHALL UTILIZE TWO GASKETS MEETING THE REQUIREMENTS OF ASTM F477. INSTALL IN ACCORDANCE WITH ASTM D2321.
 - 13.4. PVC STORM SEWER PIPE AND FITTINGS SHALL BE SCHEDULE 40 PIPE PER ASTM D2665 AND INSTALLED PER ASTM D2321.
 - 13.5. IF REQUIRED BY AHJ, REINFORCED CONCRETE PIPE SHALL BE CLASS 5 FOR PIPE DIAMETERS 18" AND SMALLER AND CLASS 3 FOR PIPE DIAMETERS 21" AND LARGER UNLESS OTHERWISE NOTED, PER ASTM C76 WITH R-4 GASKETS.
14. ALL PORTIONS OF SANITARY & STORM SEWER SYSTEMS, INCLUDING STRUCTURES, LOCATED WITHIN 10'-FEET OF A BUILDING AND/OR WATER LINE SHALL BE TESTED IN ACCORDANCE WITH MINNESOTA RULES, PART 4714 AND CURRENT MINNESOTA PLUMBING CODE.

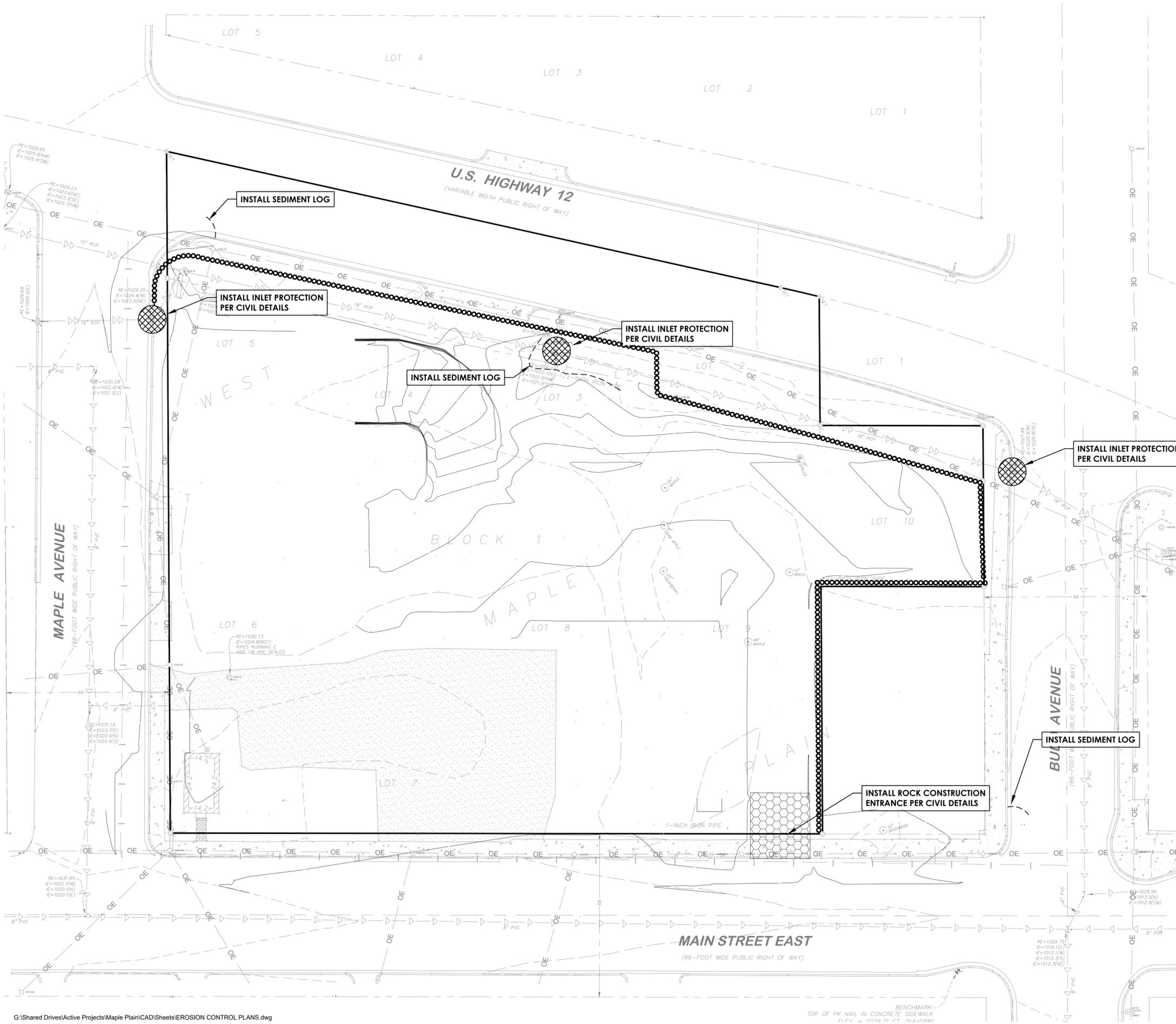
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LEGEND

- PROPERTY BOUNDARY
- - - EXISTING CONTOUR
- PROPOSED CONTOUR
- - - SETBACK LINE
- - - RIGHT OF WAY LINE
- - - EASEMENT
- STANDARD CURB AND GUTTER
- STORM SEWER
- FLARED END SECTION
- RETAINING WALL
- DRAINTILE
- GRADING LIMITS
- SPOT ELEVATION
- FLOW DIRECTION
- E.O. EMERGENCY OVERFLOW
- ROCK CONSTRUCTION ENTRANCE
- EROSION CONTROL BLANKET
- INLET PROTECTION
- SILT FENCE
- BIOROLL

EROSION CONTROL NOTES

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND LIMITED MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION SHALL NOT BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OR ENGINEER OF DISCREPANCIES.
2. ALL SILT FENCE AND OTHER EROSION CONTROL FEATURES SHALL BE IN-PLACE PRIOR TO ANY EXCAVATION/CONSTRUCTION AND SHALL BE MAINTAINED UNTIL VIABLE TURF OR GROUND COVER HAS BEEN ESTABLISHED. EXISTING SILT FENCE ON-SITE SHALL BE MAINTAINED AND OR REMOVED AND SHALL BE CONSIDERED INCIDENTAL TO THE GRADING CONTRACT. IT IS OF EXTREME IMPORTANCE TO BE AWARE OF CURRENT FIELD CONDITIONS WITH RESPECT TO EROSION CONTROL. TEMPORARY PONDING, DIKES, HAYBALES, ETC., REQUIRED BY THE CITY SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
3. EROSION AND SILTATION CONTROL (ESC): THE CONTRACTOR SHALL ASSUME COMPLETE RESPONSIBILITY FOR CONTROLLING ALL SILTATION AND EROSION OF THE PROJECT AREA. THE CONTRACTOR SHALL USE WHATEVER MEANS NECESSARY TO CONTROL THE EROSION AND SILTATION INCLUDING BUT NOT LIMITED TO: CATCH BASIN INSERTS, CONSTRUCTION ENTRANCES, EROSION CONTROL BLANKET, AND SILT FENCE. ESC SHALL COMMENCE WITH GRADING AND CONTINUE THROUGHOUT THE PROJECT UNTIL ACCEPTANCE OF THE WORK BY THE OWNER. THE CONTRACTOR'S RESPONSIBILITY INCLUDES ALL IMPLEMENTATION AS REQUIRED TO PREVENT EROSION AND THE DEPOSITING OF SILT. THE OWNER MAY DIRECT THE CONTRACTOR'S METHODS AS DEEMED FIT TO PROTECT PROPERTY AND IMPROVEMENTS. ANY DEPOSITION OF SILT OR MUD ON NEW OR EXISTING PAVEMENT OR IN EXISTING STORM SEWERS OR SWALES SHALL BE REMOVED AFTER EACH RAIN EVENT. AFFECTED AREAS SHALL BE CLEANED TO THE SATISFACTION OF THE OWNER, ALL AT THE EXPENSE OF THE CONTRACTOR. ALL TEMPORARY EROSION CONTROL SHALL BE REMOVED BY THE CONTRACTOR AFTER THE TURF IS ESTABLISHED.
4. ALL STREETS DISTURBED DURING WORKING HOURS MUST BE CLEANED AT THE END OF EACH WORKING DAY. A CONSTRUCTION ENTRANCE TO THE SITE MUST BE PROVIDED ACCORDING TO DETAILS TO REDUCE TRACKING OF DIRT ONTO PUBLIC STREETS.
5. PROPOSED PONDS SHALL BE EXCAVATED FIRST AND USED AS TEMPORARY PONDING DURING CONSTRUCTION.
6. WHEN INSTALLING END-OF-LINE FLARED END SECTIONS, BRING THE SILT FENCE UP & OVER THE FLARED END SECTIONS & COVER DISTURBED AREAS WITH RIP RAP. THE UPSTREAM FLARED END SECTIONS SHALL HAVE WOOD FIBER BLANKET INSTALLED ON THE DISTURBED SOILS.
7. ALL UNPAVED AREAS ALTERED DUE TO CONSTRUCTION ACTIVITIES MUST BE RESTORED WITH SEED AND MULCH, SOD, EROSION CONTROL BLANKET OR BE HARD SURFACED WITHIN 2 WEEKS OF COMPLETION OF CONSTRUCTION.
8. THE SITE MUST BE STABILIZED PER THE REQUIREMENTS OF THE MPCA, NPDES, MNDOT, AND CITY.
 - A. TEMPORARY (GREATER THAN 1-YEAR) SEED SHALL BE MNDOT SEED MIX 22-111 AT 30.5-POUNDS PER ACRE.
 - B. TEMPORARY (LESS THAN 1-YEAR) SEED SHALL BE MNDOT SEED MIX 21-112 (FALL) OR 21-111 (SPRING/SUMMER) AT 100-POUNDS PER ACRE
 - C. INFILTRATION/FILTRATION BASIN SHALL BE MNDOT SEED MIX 34-262 AT 14.5-POUNDS PER ACRE.
 - D. POND SLOPES SHALL BE MNDOT SEED MIX 33-261 AT 35-POUNDS PER ACRE.
 - E. GENERAL SEEDING SHALL BE MNDOT SEED MIX 25-151 AT 70-POUNDS PER ACRE.
 - F. MULCH SHALL BE MNDOT TYPE 1 APPLIED AT 2-TONS PER ACRE.
9. FOR AREAS WITH SLOPES OF 3:1 OR GREATER, RESTORATION WITH SOD OR EROSION CONTROL BLANKET IS REQUIRED.
10. ALL TEMPORARY STOCKPILES MUST HAVE SILT FENCE INSTALLED AROUND THEM TO TRAP SEDIMENT.
11. ALL PERMANENT PONDS USED AS TEMPORARY SEDIMENT BASINS DURING CONSTRUCTION SHALL BE DREDGED AFTER THE SITE HAS BEEN STABILIZED TO RESTORE THE POND TO THE PROPOSED BOTTOM ELEVATION.
12. ALL CONSTRUCTION SHALL CONFORM TO LOCAL AND STATE RULES INCLUDING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS.
13. THE SITE MUST BE KEPT IN A WELL-DRAINED CONDITION AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARY DITCHES, PIPING, OR OTHER MEANS REQUIRED TO INSURE PROPER DRAINAGE DURING CONSTRUCTION. LOW POINTS IN ROADWAYS OR BUILDING PADS MUST BE PROVIDED WITH A POSITIVE OUTFLOW.



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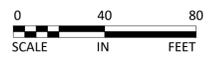
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**PHASE 1
EROSION
CONTROL**

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SWPPP NARRATIVE

THE SWPPP IS PREPARED IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) REGULATIONS AS ESTABLISHED BY THE CLEAN WATER ACT. THE MINNESOTA POLLUTION CONTROL AGENCY'S CONSTRUCTION GENERAL PERMIT MN R100001 (CSGP) (EXPIRATION DATE JULY 31, 2023) PROVIDES A FRAME WORK OF REQUIREMENTS FOR COMPLIANCE TO DISCHARGE STORMWATER FROM A CONSTRUCTION SITE.

THE SWPPP IS FOR IMPLEMENTATION BY THE OWNER AND OPERATOR, AS LISTED BELOW, AT MAIN AND MAPLE APARTMENTS. THIS REPORT SHALL BE ON THE SITE AT ALL TIMES DURING CONSTRUCTION. THE OWNER MUST ALSO KEEP THIS SWPPP ON FILE FOR THREE YEARS AFTER SUBMITTAL OF THE NOTICE OF TERMINATION. THE FOLLOWING ARE OUTLINED IN THIS SWPPP:
- CONTROL MEASURES FOR STORM WATER POLLUTION PREVENTION PRIOR TO AND DURING CONSTRUCTION
- CONTROL MEASURES FOR STORM WATER POLLUTION PREVENTION AFTER CONSTRUCTION
- SOURCES OF STORMWATER AND NON-STORMWATER POLLUTION
- INSPECTION AND MAINTENANCE PROCEDURES

THE GRADING AND EROSION CONTROL PLAN PREPARED FOR MAPLE & MAIN APARTMENTS SHALL BE CONSIDERED PART OF THE SWPPP.

PROJECT LOCATION

THIS DOCUMENT PRESENTS A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) FOR MAPLE & MAIN APARTMENTS IN MAPLE PLAIN, MINNESOTA. THE SITE IS LOCATED ON 1.25 ACRES NEAR THE INTERSECTION OF US HWY 12 & MAPLE AVENUE.

PROJECT CONTACT INFORMATION

OWNER/DEVELOPER: NORTH SHORE DEVELOPMENT
OWNER ADDRESS:
235 LAKE STREET E #300
WAYZATA, MN
OWNER EMAIL: MATT@NORTHSHOREDEVELOPMENT.COM
CONTRACTOR: NORTH SHORE CONTRACTORS

IDENTIFY PERSONNEL INVOLVED WITH THE PROJECT AND THEIR RELATED NECESSARY TRAINING COMMENSURATE WITH THEIR TASK PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES.

SWPPP DESIGNER: MEASURE GROUP, LLC

PETER MOREAU
PO BOX 10
WAYZATA, MN 55391
612-440-0934
PMOREAU@MEASUREGRP.COM

DESIGN OF CONSTRUCTION SWPPP, U OF M 05/31/28

SWPPP INSPECTION:

TBD

BMP INSTALLER:

TBD

OWNER/OPERATOR RESPONSIBILITIES

OWNER

- DEVELOPMENT OF SWPPP PRIOR TO APPLICATION/NOI SUBMITTAL
- SUBMIT A COMPLETE AND ACCURATE APPLICATION FORM (NOI)
- COMPLIANCE WITH ALL TERMS AND CONDITIONS OF CONSTRUCTION GENERAL STORMWATER PERMIT
- SWPPP SUBMITTAL FOR 30 DAY REVIEW FOR PROTECT GREATER THAN 50 ACRES & DISCHARGING TO SPECIAL/IMPAIRED WATERS WITHIN 1 MILE OF SITE DISCHARGE.
- KEEPING PERMIT COVERAGE UP-TO-DATE (TRANSFER/SUBDIVISION)
- SUBMIT NOTICE OF TERMINATION (NOT) WITHIN 30 DAYS AFTER ALL PERMIT TERMINATION CONDITIONS AS LISTED IN SECTION 13 ARE COMPLETE
- SUBMIT NOTICE OF TERMINATION (NOT) WITHIN 30 DAYS OF MEETING REQUIREMENTS OF FINAL STABILIZATION
- IDENTIFY WHO HAS LONG TERM OPERATION AND MAINTENANCE RESPONSIBILITY OF THE PERMANENT STORMWATER SYSTEM.
- DEVELOP CHAIN OF RESPONSIBILITY WITH ALL OPERATORS TO ENSURE NPDES COMPLIANCE.
- IDENTIFY TRAINED PERSONNEL TO DEVELOP THE SWPPP, INSTALL AND MAINTAIN BEST MANAGEMENT PRACTICES, AND OVERSEE THE SWPPP AND CONDUCT INSPECTIONS

OPERATOR

- COMPLETION OF AN ACCURATE NOI WITH THE OWNER
- COMPLIANCE WITH CSQP SECTIONS 3, 4, 6-22, 24 AND ANY APPLICABLE REQUIREMENTS FOR CONSTRUCTION ACTIVITY IN SECTION 23 (MINN. R. 7090)
- KEEPING THE PERMIT UP-TO-DATE WITH THE OWNER (PARTIAL, WHOLE, CONTRACTOR, BUILDER, ETC)
- COMPLETE AND SIGN APPLICATIONS FOR PERMIT TRANSFER AND MODIFICATION AND NOTICE OF TERMINATION WITH OWNER AS NEEDED.

PROJECT DESCRIPTION

THE SITE IS APPROXIMATELY 1.25 ACRES. CONSTRUCTION WILL CONSIST OF, BUT IS NOT LIMITED TO GRADING. THE PROPOSED PHASE OF THE DEVELOPMENT WILL CONSIST OF THE CONSTRUCTION OF A MULTIFAMILY HOUSING DEVELOPMENT WITH ASSOCIATED BUILDING, PARKING LOT AND UTILITY INFRASTRUCTURE.

PROJECT AREA = 1.25 AC
DISTURBED AREA = 1.67 AC
EXISTING IMPERVIOUS AREA = 0.20 AC
PROPOSED IMPERVIOUS AREA = 1.00 AC

PRE-DEVELOPMENT SITE CONDITIONS

SITE IS GENERALLY CONSISTENT WITH HSG TYPE "D" SOILS. THE EXISTING SITE GENERALLY DRAINS FROM SOUTHWEST TO THE NORTHEAST.

REFER TO GEOTECHNICAL REPORT DATED xx/xx/xxxx COMPLETED BY BRAUN INTERTEC.

POST-DEVELOPMENT SITE CONDITIONS

THE PROPOSED SITE MAINTAINS THE OVERALL EXISTING DRAINAGE PATTERNS. MOST OF THE SITE DRAINS FROM SOUTHWEST TO NORTHEAST. THE RUNOFF FROM MOST OF THE SITE WILL BE DIRECTED THROUGH STORM SEWER TO THE CITY DRAINAGE FACILITY TO BE IDENTIFIED AT A LATER DATE.

STORM WATER MANAGEMENT PLAN

- THE TEMPORARY STORMWATER MANAGEMENT PLAN WILL CONSIST OF GUIDELINES SET FORTH IN ITEMS 7 AND 8 OF THE SWPPP NOTES SECTION.
- THE PERMANENT STORM WATER MANAGEMENT PLAN WILL CONSIST OF SURFACE DRAINAGE BY CURB AND GUTTER, SWALES AND STORM SEWER PIPE.
- THE SITE DRAINAGE WILL BE ROUTED TO PROPOSED STORM SEWER WHICH WILL DISCHARGE TO THE PUBLIC TREATMENT SYSTEM.
- REFER TO THE PROJECT STORMWATER MANAGEMENT REPORT FOR MORE INFORMATION REGARDING THE PRE-DEVELOPMENT SITE CONDITIONS, POST-DEVELOPMENT SITE CONDITIONS, AND STORM WATER MANAGEMENT CALCULATIONS.
- THE SITE STORM WATER FACILITY WILL BE CONSTRUCTED TO MEET OR EXCEED LOCAL, STATE AND FEDERAL REQUIREMENTS.

- TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL BMP'S ALONG WITH THE PROCEDURES TO BE USED TO ESTABLISHED ADDITIONAL TEMPORARY BMP'S AS NECESSARY FOR SITE CONDITIONS DURING CONSTRUCTION ARE IDENTIFIED ON THE SITE GRADING AND EROSION CONTROL PLAN PREPARED FOR THE DEVELOPMENT OF THIS PROJECT, AND WITHIN THE PROJECT STORM WATER POLLUTION PREVENTION PLAN.

POTENTIAL STORM WATER POLLUTANTS

POTENTIAL POLLUTANT SOURCES, INCLUDING CONSTRUCTION AND WASTE MATERIALS THAT ARE USED OR STORED AT THE SITE, ARE DESCRIBED IN THE SECTION. BY IMPLEMENTATION OF THESE BMPS, THE POTENTIAL POLLUTANT SOURCES ARE NOT REASONABLY EXPECTED TO AFFECT THE STORM WATER DISCHARGES FROM THE SITE.

CONSTRUCTION MATERIALS, CHEMICALS AND WASTE MATERIALS THAT WILL BE USED OR STORED AT THE SITE:

POTENTIAL POLLUTANT	LOCATION	CONTROL MEASURE
ANTIFREEZE	VARIOUS	SECONDARY CONTAINMENT/DRIP PAN
DIESEL FUEL	VARIOUS	SECONDARY CONTAINMENT/DRIP PAN
FERTILIZER	LANDSCAPE CONTRACTOR	SECONDARY CONTAINMENT
GASOLINE	IN EQUIPMENT/FUELING AREA	SECONDARY CONTAINMENT/DRIP PAN
GLUE/ADHESIVES	CONTRACTOR	SECONDARY CONTAINMENT
HYDRAULIC OIL	CONTRACTOR	SECONDARY CONTAINMENT
PAINTS	CONTRACTOR	SECONDARY CONTAINMENT
GREASE	CONTRACTOR	SECONDARY CONTAINMENT/DRIP PAN
SANITARY WASTE	PORTABLE BATHROOMS	SERVICE PROVIDER TO SECURE UNITS FROM TIPPING
SOIL AMENDMENTS	LANDSCAPE CONTRACTOR	SECONDARY CONTAINMENT
CONCRETE	TRUCK WASHOUT	WASHOUT AREA
CONCRETE/MORTAR	MOBILE MIXER	S/C / WASHOUT AREA

CONSTRUCTION SEQUENCE

THE INTENDED SEQUENCING OF MAJOR SITE CONSTRUCTION ACTIVITIES IS AS FOLLOWS:

- INSTALL PERIMETER CONTROL DEVICES (SILT FENCE, BIO-LOGS, ETC.) AND INLET PROTECTION TO EXISTING STRUCTURES AS SHOWN ON PLAN.
- INSTALL TREE PROTECTION FENCE AS SHOWN ON PLAN.
- INSTALL STABILIZED ROCK CONSTRUCTION ENTRANCE.
- CLEAR AND GRUB SITE.
- STRIP AND STOCKPILE TOPSOIL.
- ROUGH GRADE OF SITE.
- STABILIZE DENUDED AREAS AND STOCKPILES.
- INSTALL SANITARY SEWER, WATERMAIN, STORM SEWER AND SERVICES.
- INSTALL INLET PROTECTION AROUND CATCH BASINS.
- INSTALL STREET SECTION.
- INSTALL CURB AND GUTTER.
- INSTALL PAVEMENT.
- INSTALL SMALL UTILITIES (GAS, ELECTRIC, PHONE, CABLE, ETC.)
- FINE GRADE BOULEVARD, LANDSCAPE AREAS, SEED AND MULCH.
- REMOVE ACCUMULATED SEDIMENT.
- FINAL GRADE.
- WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED BY EITHER SEED OR SOD AND LANDSCAPING, REMOVE SILT FENCE AND RESEED ANY AREAS DISTURBED BY THE REMOVAL.

CONSTRUCTION NOTES

IT IS HIGHLY RECOMMENDED THAT THE CONTRACTOR MAINTAIN A STOCKPILE OF EROSION CONTROL DEVICES AND SEDIMENT CONTROL BMP'S ON SITE AT ALL TIMES FOR IMMEDIATE USAGE. IN THE EVENT OF AN ACCIDENTAL SEDIMENT DISCHARGE TO WATERS OF THE STATE, OR ANY DISCHARGE OF HAZARDOUS MATERIAL OF REPORTABLE QUANTITY, CONTACT THE MPCA STATE DUTY OFFICER AT 1-800-422-0798.

TIMING OF BMP INSTALLATION

THE EROSION PREVENTION AND SEDIMENT CONTROL BMP'S SHALL BE INSTALLED TO MINIMIZE EROSION FROM DISTURBED SURFACES AND CAPTURE SEDIMENT ON SITE. THE FOLLOWING LIST DEFINES THE TIMING OF EROSION PREVENTION AND SEDIMENT CONTROL MEASURES IN SPECIFIC AREAS.

PRIOR TO START OF CONSTRUCTION

THE FOLLOWING EROSION PREVENTION AND SEDIMENT CONTROL MEASURES ARE SHOWN IN THE PLANS AND SHALL BE IMPLEMENTED PRIOR TO CONSTRUCTION:
1. INSTALL SILT FENCE OR OTHER SEDIMENT CONTROL AROUND THE PERIMETER OF AREAS TO BE GRADED AND ALL AREAS WHICH ARE NOT TO BE DISTURBED AS SHOWN ON THE GRADING AND EROSION CONTROL PLAN.
2. CONSTRUCT GRAVEL CONSTRUCTION ENTRANCES AT FIELD ENTRANCES TO THE SITE AS SHOWN ON THE CONSTRUCTION PLANS.
3. INLET PROTECTION IS TO BE INSTALLED AT ALL STORM WATER INLETS WHICH HAVE THE POTENTIAL TO RECEIVE STORM WATER RUNOFF FROM THE CONSTRUCTION SITE WITHIN 200 FEET OF LIMITS OF CONSTRUCTION.
4. INSTALL SILT FENCE OR OTHER SEDIMENT CONTROL AROUND ALL TEMPORARY INACTIVE STOCKPILES. ALL SILT FENCES FOR STOCKPILES SHALL BE INCIDENTAL TO GRADING CONTRACT IF STOCKPILES ARE PLACED OUTSIDE OF SILT FENCES SHOWN ON THE PLAN.

DURING CONSTRUCTION

THE FOLLOWING EROSION PREVENTION AND SEDIMENT CONTROL MEASURES ARE SHOWN IN THE PLANS AND SHALL BE IMPLEMENTED DURING CONSTRUCTION:

- PHASE GRADING WORK TO MINIMIZE THE DURATION THAT ANY DISTURBED SOIL IS EXPOSED.
- ALL DISTURBED AREAS SHALL HAVE TEMPORARY PROTECTION OR PERMANENT COVER OVER EXPOSED SOIL AREAS IF NOT BEING ACTIVELY GRADED AND/OR IF NOT AT FINAL GRADE WITHIN 7 DAYS OF DISTURBANCE ACTIVITY TEMPORARILY OR PERMANENTLY CEASING. TEMPORARY SEED MIX 22-11I, APPLIED AT A RATE OF 30.5 LBS/ACRE, SHALL BE USED PRIOR TO WINTER, IF SITE NOT SODDED.
- STRIP AND STOCKPILE TOPSOIL FOR REPLACEMENT OF 6 INCHES OF TOPSOIL OVER TURF AREAS WHEN GRADING IS COMPLETE.
- PLACE A MINIMUM OF 2 TONS/ACRE OF STRAW ON ALL AREAS AFTER REACHING FINAL GRADE WITH TOPSOIL AND ANCHOR STRAW WITH EITHER A STRAIGHT DISK, HYDROMULCH OR POLYMER.
- STABILIZATION OF TEMPORARY OR PERMANENT DRAINAGE DITCHES THAT DRAIN WATER FROM THE CONSTRUCTION SITE MUST BE INITIATED WITHIN 24 HOURS OF CONNECTING THE DRAINAGE DITCH TO ANY CONVEYANCE SYSTEM THAT DISCHARGES TO SURFACE WATERS. THE FIRST 200 LINEAR FEET MUST BE STABILIZED WITHIN 24 HOURS. THE REMAINING DITCH SHALL BE STABILIZED WITHIN 7 DAYS.
- INSTALL SILT FENCE AROUND ALL TEMPORARY INACTIVE STOCKPILES WHICH ARE NOT PLACED WITHIN EXISTING SILT FENCES OR OTHER PERIMETER CONTROLS.
- TEMPORARY OR PERMANENT ENERGY DISSIPATION AT PIPE APRON OUTLETS WILL BE PLACED PRIOR TO BUT NO SOONER THAN 7 DAYS BEFORE APRON IS INSTALLED. RIPRAP SHALL BE INSTALLED UNDER APRON LIP ACCORDING TO THE STANDARD DETAIL.
- SUFFICIENT PERSONNEL, EQUIPMENT, AND MATERIALS SHALL BE MOBILIZED WITHIN 24 HOURS OF A WRITTEN ORDER BY THE OWNER OR OWNER'S REPRESENTATIVE TO CONDUCT CORRECTIVE WORK AND INSTALL TEMPORARY EROSION CONTROL WORK IN THE CASE OF AN EMERGENCY.
- REMOVE ANY SEDIMENT THAT HAS BEEN TRACKED ONTO PUBLIC STREETS AT THE END OF THE DAY OR WITHIN 24 HOURS OF DETECTION, OR MORE FREQUENT AT DIRECTION OF SITE INSPECTOR.
- COLLECT ALL CONSTRUCTION DEBRIS IN DUMPSTERS AND ROLL-OFF BOXES, EMPTY WHEN DEBRIS REACHES TOP OF DUMPSTER
- INSPECT POLLUTION CONTROL MEASURES AS SPECIFIED WITHIN SECTION 11 OF THE GENERAL PERMIT.

INLET SEDIMENT CONTROL BMP REMOVAL

IF INLET SEDIMENT CONTROLS (WIMCO TYPE OR EQUAL) BMP'S ARE REMOVED FOR FLOODING / FREEZING CONCERNS UPON REQUEST OF THE MUNICIPALITY, WATERSHED DISTRICT OR OTHER AGENCY, DOCUMENTATION SHALL BE ATTACHED TO THE INSPECTION REPORTS AND THIS SWPPP OR BE AVAILABLE WITHIN 72 HOURS OF REQUEST. DOCUMENTATION SHALL BE A WRITTEN FORM OF CORRESPONDENCE VERIFYING THE NEED FOR REMOVAL.

UPON COMPLETION OF CONSTRUCTION ACTIVITIES

PERMIT TERMINATION CONDITIONS ARE ACHIEVED FOR THE PROJECT WHEN PERMANENT EROSION CONTROL BMP'S ARE APPLIED TO THE SITE. THE PERMANENT EROSION CONTROL BMP'S MAY BE A COMBINED OF VEGETATIVE AND NON-VEGETATIVE COVER TYPES.

ADDITIONAL REQUIREMENTS TO ACHIEVING FINAL STABILIZATION PERMIT TERMINATION CONDITIONS INCLUDE:

- ALL SOIL DISTURBING ACTIVITY IS COMPLETED. ALL DISTURBED AREA WITHOUT PERMANENT IMPERMEABLE SURFACES ARE VEGETATED FOR FINAL STABILIZATION.
- PERMANENT STORMWATER TREATMENT SYSTEM (IF REQUIRED) IS CONSTRUCTED AND ACCUMULATED SEDIMENT HAS BEEN REMOVED FROM CONSTRUCTION ACTIVITY. CLEAN OUT ALL SEDIMENT FROM CONVEYANCES AND FROM TEMPORARY SEDIMENT BASINS THAT ARE TO BE USED AS PERMANENT WATER QUALITY MANAGEMENT BASINS. THE CLEAN OUT OF PERMANENT BASINS MUST BE SUFFICIENT TO RETURN THE BASIN TO DESIGN CAPACITY.
- THE VEGETATIVE COVER FOR THE SITE IS AT A DENSITY, WITH UNIFORM PERENNIAL COVER OF 70% OF THE EXPECTED FINAL GROWTH DENSITY.
- ALL TEMPORARY, SYNTHETIC BMP'S HAVE BEEN REMOVED.

PERMANENT VEGETATION ESTABLISHMENT

PERMANENT TURF SHALL FOLLOW THE RECOMMENDATIONS PER NOTES AND SPECIFICATIONS IN THE GRADING AND/OR LANDSCAPE PLAN. SEED THAT IS TO OCCUR AFTER OCTOBER 20TH SHALL CONFORM TO THE MNDOT SPECIFICATIONS FOR DORMANT SEEDING.

SWPPP INSPECTIONS AND MAINTENANCE EROSION AND SEDIMENT CONTROL INSPECTIONS

CONSTRUCTION ACTIVITY AND ALL SUPPORT ACTIVITIES MUST BE INSPECTED (USING MPCA CONSTRUCTION STORMWATER INSPECTION CHECKLIST OR AN ALTERNATIVE FORM) WITHIN THE PARAMETERS OF THE SCHEDULE BELOW. THE INSPECTOR SHALL BE A PERSON TRAINED AND FAMILIAR WITH THE REQUIREMENTS OF THIS SWPPP AND THE MPCA MN R100001 PERMIT. ALTERNATES WILL INCLUDE INDIVIDUALS TO BE DESIGNATED BY THE OWNER AND MAY INCLUDE CONTRACTOR PERSONNEL OR OTHER QUALIFIED INDIVIDUALS AND SHALL BE LISTED IN THE PROJECT CONTACT INFORMATION SECTION OF THIS PLAN

INSPECTION SCHEDULE:

- IF THE SITE IS ACTIVE: INSPECTION NEEDED ONCE EVERY 7 CALENDAR DAYS AND WITHIN 24 HOURS OF A RAINFALL GREATER THAT 0.5 INCHES.
- INACTIVE AND STABILIZED AREAS: INSPECTION NEEDED ONCE EVERY 30 CALENDAR DAYS.
- INACTIVE AREAS WITH FINAL STABILIZATION: INSPECTION NEEDED ONCE EVERY MONTH FOR 12 MONTHS (NOT INCLUDING FROZEN CONDITIONS).
- SUBJECT TO WINTER/FROZEN CONDITIONS: NOT APPLICABLE/NOT NEEDED IF NO CONSTRUCTION ACTIVITY IS OCCURRING.

SCOPE OF INSPECTION SHALL INCLUDE:

- RECORD DATE AND TIME OF INSPECTION
- NAME OF PERSON(S) CONDUCTING INSPECTION
- FINDINGS OF THE INSPECTION
- LOCATION AND CORRECTIVE ACTIONS NEEDED
- CORRECTIVE ACTIONS TAKEN (DATE, TIME/BY WHOM)
- DATE AND AMOUNT OF RAINFALL (RAINFALL AMOUNTS TO BE TAKEN FROM AN ONSITE RAIN GAUGE)
- OBSERVED DISCHARGES LOCATIONS
- DESCRIBE DISCHARGE (COLOR, ODOR, FLOATING, SETTLED, SOLIDS, FOAM, OIL SHEEN)
- THE SITE INSPECTOR WILL VISUALLY CHECK A DISCHARGE FROM A TEMPORARY OR PERMANENT SEDIMENTATION BASIN TO ENSURE ADEQUATE TREATMENT IS OBTAINED AND DISCHARGE WATER WILL NOT CONTRIBUTE EXCESSIVE SEDIMENT OR OTHER NUISANCE CONDITIONS.
- RECORD CHANGES MADE TO THE SWPPP. AMENDMENTS FROM INSPECTIONS NEED TO BE COMPLETED WITHIN 7 DAYS.
- ALL INSPECTIONS SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER COMPLETING THE FIELD INSPECTION AND AVAILABLE IN PAPER OR ELECTRONIC FORM ON SITE.

MAINTENANCE OF EROSION AND SEDIMENT CONTROL DEVICES

THE OWNER/CONTRACTOR IS RESPONSIBLE FOR THE OPERATION, MAINTENANCE OF TEMPORARY AND PERMANENT WATER QUALITY MANAGEMENT BMPS AS WELL AS ALL EROSION PREVENTION AND SEDIMENT CONTROL BMPS, FOR THE DURATION OF THE CONSTRUCTION WORK AT THE SITE. THE CONTRACTOR MUST INSPECT ALL EROSION PREVENTION AND SEDIMENT CONTROL BMPS AND POLLUTION PREVENTION MANAGEMENT MEASURES TO ENSURE INTEGRITY AND EFFECTIVENESS DURING ALL ROUTINE AND POST RAINFALL EVENTS. ALL NONFUNCTIONAL BMPS MUST BE REPAIRED, REPLACED, OR SUPPLEMENTED WITH FUNCTIONAL BMPS BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS UNLESS ANOTHER TIME FRAME IS SPECIFIED BELOW.

THE FOLLOWING GUIDELINES WILL BE USED TO DETERMINE IF THE EROSION AND SEDIMENT CONTROL DEVICES REQUIRE MAINTENANCE, REPAIR, OR REPLACEMENT:

- ALL NON-FUNCTIONAL BMPS - OBSERVED CONDITION; SEDIMENT OVERTOPPING, UNDER WATER, SCOURED ENDS, UNDERMINED, DESTROYED, NON-FUNCTION AS DESIGNED, ETC. - SHALL BE MAINTAINED OR REPLACED BY THE END OF THE NEXT BUSINESS DAY AFTER DISCOVERY OR NOTIFICATION, OR AS SOON AS FIELD CONDITIONS ALLOW.
- PERIMETER SEDIMENT CONTROL (SILT FENCE, FIBER LOGS, BERMS, ETC.) - OBSERVED CONDITION TO BE 1/2 FULL OF SEDIMENT, FLATTENED TO 3 HEIGHT, DRIVEN OVER, UNDERMINED, SCOURED, MOVED FOR ACCESS, ETC. - SHALL BE MAINTAINED, REPAIRED OR SUPPLEMENTATION OF PERIMETER SEDIMENT CONTROL SHOULD BE DONE BY THE END OF NEXT BUSINESS DAY OR AD FIELD CONDITIONS ALLOW.
- INLET PROTECTION BMPS, CONVEYANCES, SURFACE WATERS - OBSERVED CONDITION; SEDIMENT DEPOSITION, SEDIMENT DELTAS AN ACCUMULATION OF SEDIMENT MATERIAL, DEVICES APPEAR PLUGGED WITH SEDIMENT - REMOVAL/CLEAN OUT OF ACCUMULATED SEDIMENT AND DELTAS TO BE REMOVED WITHIN 7 DAYS, STABILIZE AS NEEDED IF SOILS ARE EXPOSED DURING REMOVAL/CLEAN OUT.
- TEMPORARY SEDIMENT BASINS AND TRAPS/PERMANENT SEDIMENT BASINS - OBSERVED TO HAVE SEDIMENT DEPOSITION AND ACCUMULATION TO 1/2 OF THE STORAGE VOLUME - CLEAN OUT, REMOVE ACCUMULATED SEDIMENT MATERIAL WITHIN 7 DAYS OF OBSERVATION, OR AS FIELD CONDITIONS ALLOW ACCESS.
- SITE EXIT LOCATIONS, ROCK EXIT PADS, OTHER ANTI-TRACKING PRACTICES - OBSERVED TO HAVE ACCUMULATED SEDIMENT IN ROCK OR OTHER ANTI-TRACKING BMP, TRACKING OF SEDIMENT FROM THE SITE ONTO PAVED SURFACES - TOP DRESS ROCK, MAINTAIN ROCK EXIT OR OTHER ANTI-TRACKING CONTROLS, SCRAP PAVED SURFACES, SWEEP PAVED SURFACES WITHIN 1 CALENDAR DAY OF DISCOVERY.
- PAVED SURFACES AND ADJACENT STREETS - OBSERVED TO BE TRACKED WITH SEDIMENT AND SOIL MATERIAL FROM THE SITE HAULING OR ACCESS -SWEEP WITHIN 1 CALENDAR DAY OF DISCOVERY, ADDITIONAL AND/OR MORE FREQUENT SWEEPING MAY BE NEEDED TO MAINTAIN PUBLIC SAFETY OR PREVENT WASHING FROM FORECASTED RAINS.
- STREET SWEEPING IS REQUIRED ONE TIME PER WEEK AND AFTER RAINFALL OR MORE FREQUENTLY IF DIRECTED BY CITY ENGINEER.

TERMINATION OF COVERAGE

THE PROJECT PERMIT MAY BE TERMINATED IN ONE OF THE FOLLOWING SCENARIOS:

- ALL CONSTRUCTION ACTIVITY IS COMPLETE, TEMPORARY SYNTHETIC BMP'S ARE REMOVED, ACCUMULATED SEDIMENT FROM CONSTRUCTION IS REMOVED, AND PERMANENT COVER HAS BEEN ACHIEVED WITH VEGETATIVE AND/OR NON-VEGETATIVE COVER. THE NOTICE OF TERMINATION FORM FROM THE PCA SHOULD BE COMPLETED WITHIN 30 DAYS OF MEETING THE CONDITIONS ABOVE. UPON MIDNIGHT OF THE POST MARKED DATE, THE PERMIT COVERAGE IS TERMINATED UNLESS OTHERWISE NOTIFIED BY THE MPCA.
- OR:
2. WITHIN 30 DAYS OF SELLING OR OTHERWISE LEGALLY TRANSFERRING OWNERSHIP OF THE SITE IN IT'S ENTIRETY (INCLUDING STREET SWEEPING AND STORMWATER INFRASTRUCTURE) FROM THE ORIGINAL OWNER TO ANOTHER PARTY TAKING RESPONSIBILITY OF OWNERSHIP. THE TERMINATION IS EFFECTIVE UPON MIDNIGHT OF THE SUBMISSION DATE OF THE NOT. IF A PORTION OF THE SITE IS TRANSFERRED (I.E. OUTLOTS, LOTS/BLOCKS) THAT PORTION OF THE SITE IS TERMINATED FROM THE ORIGINAL PERMIT COVERAGE AT MIDNIGHT OF THE SUBMISSION DATE. OR:
3. PERMIT COVERAGE CAN BE TERMINATED IF ALL OF THE FOLLOWING ARE MET:
3.a. CONSTRUCTION ACTIVITY HAS CEASED FOR 90 DAYS; AND
3.b. AT LEAST 90% OF THE AREA OF THE ORIGINALLY PROPOSED ACTIVITY HAS BEEN COMPLETED AND PERMANENTLY ESTABLISHED WITH VEGETATION OR NON-VEGETATIVE COVER; AND
3.c. WHERE CONSTRUCTION ACTIVITY IS NOT COMPLETE, PERMANENT COVER HAS BEEN ESTABLISHED; AND
3.d. THE SITE IS COMPLIANT WITH PERMIT SECTIONS 13.3 THROUGH 13.7.
4. WHERE THE PROJECT OBTAINED PERMIT COVERAGE BUT NEVER STARTED CONSTRUCTION ACTIVITY DUE TO CANCELLATION OR OTHER REASONS, DOCUMENTATION SHOULD BE SENT TO THE MPCA WITH THE NOT FORM AND IS SUBJECT TO MPCA APPROVAL.

SWPPP BMP QUANTITIES

SILT FENCE	XXX LF	SOD	XXXX SF
BIO-ROLL	XX LF	EROSION CONTROL BLANKET	XXXX SF
INLET PROTECTION	X EACH	ROCK CONSTRUCTION ENTRANCE	1 EACH
CULVERT/ FES PROTECTION	X EACH	STREET SWEEPING	1 EACH
TEMPORARY SEED MIX (22-11I)	AS NEEDED		
PERMANENT SEED MIX	XX,XXX SF		

measure

NORTH SHORE
DEVELOPMENT PARTNERS

Client:

235 LAKE ST. E #300
WAYZATA, MN

MAPLE & MAIN
MAPLE PLAIN, MINNESOTA

Project Title:

I hereby certify that this plan, specifications or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.

Peter S Moreau, PE

Date: XX.XX.XX Lic. No.: 53735

Rev.	Date	Description
	10.17.2025	PRELIMINARY
	1.23.2026	CITY RESUBMITTAL

Project #: 25-117

Drawn By: PM

Checked By: JM

Issue Date: 10/17/2025

Sheet Title:

SWPPP NARRATIVE

Sheet:

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LISTED BELOW ARE ADDITIONAL BMP'S THAT MAY BE CONSIDERED FOR USE IF THE BMP'S IDENTIFIED IN THE EROSION CONTROL PLANS PROVE TO BE INSUFFICIENT. PAYMENT FOR THESE BMP'S MAY ONLY BE MADE IF PRIOR APPROVAL FROM AN OWNER HAS BEEN GIVEN.

1. IMPORTANT VEGETATION

- SAFETY FENCE OR A SIMILAR METHOD OF PROTECTION SHALL BE INSTALLED TO PROTECT IMPORTANT VEGETATION AND PROHIBIT VEHICULAR TRAFFIC.
- A SECONDARY SILT FENCE SHALL BE INSTALLED AT FIELD OFFICES, STORED EQUIPMENT (INCLUDING VEHICLE PARKING), CONSTRUCTION MATERIAL LOCATIONS, AND TOPSOIL OR FILL STOCKPILES INSTALLED WITHIN A 25-FOOT MINIMUM BUFFER OUTSIDE THE DRIP LINE OF TREES.

2. DITCH PROTECTION (TEMPORARY OR PERMANENT)

- THE LAST 200 FEET OF ANY DITCH CONNECTING TO A SURFACE WATER SHALL HAVE TEMPORARY OR PERMANENT STABILIZATION MEASURES IN PLACE WITHIN 24 HOURS OF DIRECT CONNECTION TO A SURFACE WATER. DITCHES MAY BE KEPT IN A "SMOOTH" ROUGH GRADED CONDITION IN ORDER TO PROPERLY INSTALL EROSION CONTROL SEEDING, MULCH, MATS AND BLANKETS.
- STABILIZATION METHODS FOR DITCH BOTTOM WETTED PERIMETER MAY INCLUDE ONE OF THE FOLLOWING OR COMBINATIONS OF EROSION CONTROL BLANKET, MATS, RIP-RAP, BIO-ROLLS OR ROCK CHECK DAMS. THE METHOD CHOSEN WILL BE BASED ON AN ANALYSIS OF THE SLOPE AND VELOCITY OF THE RUNOFF. THESE ARE ADDITIONAL BMP'S WHICH MAY BE CONSIDERED FOR USE IF THE BMP'S IDENTIFIED IN THE EROSION CONTROL PLANS PROVE TO BE INSUFFICIENT. PAYMENT FOR THESE BMP'S MAY ONLY BE MADE IF PRIOR APPROVAL FROM AN OWNER HAS BEEN GIVEN.
- WHERE DITCH GRADES EXCEED 5%, ROCK CHECK DAMS OR EQUIVALENT BMP SHALL BE INSTALLED. CHECK DAMS TO BE SPACED SO THAT THE CREST OF THE DOWNSTREAM DAM IS AT THE ELEVATION OF THE TOE OF THE UPSTREAM DAM. TEMPORARY EROSION CONTROL DEVICES REQUIRED DUE TO CONTRACTORS METHOD OF SEQUENCING THEIR CONSTRUCTION WORK SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
- ABOVE THE WETTED PERIMETER, THE DITCH WILL BE STABILIZED BY SEEDING AND MULCH AND/OR EROSION CONTROL BLANKETS DEPENDING ON SIDE SLOPE STEEPNESS AND LENGTH.
- ALL DITCHES WILL BE STABILIZED WITHIN 14 DAYS.

3. WORK NEXT TO WETLANDS

- PRESERVE A 100' FROM SPECIAL WATERS) NATURAL BUFFER, OR IF A BUFFER IS INFEASIBLE, PROVIDE REDUNDANT SEDIMENT CONTROLS PRIOR TO DISTURBANCE OF UP-GRADIENT AREAS.
- FILL SLOPES ADJACENT TO WETLANDS SHALL BE SEEDED AND MULCHED WITHIN 7 DAYS OF COMPLETION OF WORK. INSTALL EROSION CONTROL BLANKET AS INDICATED ON THE EROSION CONTROL / GRADING PLAN.

4. LONG-STEEP CUT/FILL SLOPES

- THERE WILL BE NO UNBROKEN SURFACE SLOPE LENGTHS OF GREATER THAN 75 FEET FOR SLOPES WITH A GRADE OF 3:1 OR STEEPER WITHIN 200 FEET OF SURFACE WATERS. ALL EXPOSED AREAS WITH A CONTINUOUS POSITIVE SLOPE WITHIN 200 FEET OF A SURFACE WATER WILL HAVE A TEMPORARY OR PERMANENT COVER YEAR ROUND. THE EXPOSED SOILS SHALL BE STABILIZED WITHIN 14 DAYS
- PLANNED SLOPES OF 3:1 (H:V) OR STEEPER AND GREATER THAN 75 FT IN LENGTH WILL BE TEMPORARILY OR PERMANENTLY STABILIZED IN INCREMENTS NOT TO EXCEED 75 FT, PRIOR TO CONSTRUCTION OR DISTURBING A NEW INCREMENT.
- LONG SLOPES SHOULD BE BROKEN INTO SHORTER LENGTHS BY INSTALLING STRAW BIOROLLS IN INTERLOCKING HERRINGBONES AS SHOWN ON THE GRADING PLAN. IF TEMPORARY SEEDING AND MULCH CAN NOT BE USED ON SLOPES STEEPER THAN 3:1, THEN THE SLOPE MAY BE COVERED WITH TARPS OR PLASTIC SHEETING. TEMPORARY EROSION CONTROL DEVICES REQUIRED DUE TO CONTRACTORS METHOD OF SEQUENCING THEIR CONSTRUCTION WORK SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
- THE SOIL SURFACE ON RE-VEGETATED SLOPES WILL BE ROUGHENED USING ANY APPROPRIATE IMPLEMENT THAT CAN BE SAFELY OPERATED ON THE SLOPE, SUCH AS BULLDOZERS OR DISKS. THE GROOVES SHALL BE CREATED PERPENDICULAR TO THE SLOPE TO HELP ESTABLISH VEGETATIVE COVER, REDUCE RUNOFF VELOCITY, INCREASE INFILTRATION, AND PROVIDE FOR SEDIMENT TRAPPING.

5.CULVERT INLET/OUTLET PROTECTION

- SOD MAY BE PLACED AND ANCHORED AT CULVERT INLETS AS SHOWN ON THE GRADING PLAN, UNLESS VELOCITIES REQUIRE RIPRAP.
- AT LEAST ONE 2-FOOT WIDE STRIP OF SOD OR FIBER BLANKET SHALL BE PLACED ALONG THE EDGES OF CULVERT HEADWALLS AND WINGWALLS AS SHOWN ON THE GRADING AND/OR UTILITY PLANS.
- RIPRAP AT PIPE APRON OUTLETS WILL BE PLACED PRIOR TO BUT NO SOONER THAN 7 DAYS BEFORE APRON IS INSTALLED. RIPRAP SHALL BE INSTALLED UNDER APRON LIP ACCORDING TO THE STANDARD DETAIL.

6.STORM SEWER INLET PROTECTION

- STORM DRAIN INLETS SHALL BE PROTECTED UNTIL THE DISTURBED AREAS THAT COULD DISCHARGE TO AN INLET HAVE BEEN STABILIZED.
- INFRASAFE SEDIMENT CONTROL BARRIERS OR APPROVED EQUAL SHALL BE USED WHEN CASTINGS ARE NOT IN PLACE AS INDICATED ON THE UTILITY PLAN AND AS APPROVED BY THE OWNER.
- INFRASAFE DEBRIS COLLECTION DEVICE OR APPROVED EQUIVALENT SHALL BE USED WHEN CASTINGS ARE IN PLACE AS INDICATED ON THE UTILITY PLAN AND AS APPROVED BY THE OWNER.
- DOCUMENTATION IS NEEDED WITHIN 72 HOURS IF REMOVAL OF PROTECTION BMPS IS NEEDED DUE TO WINTER CONDITIONS OR FLOODING CONCERNS.

7.STORM WATER POND OUTLETS

- TEMPORARY OR PERMANENT ENERGY DISSIPATION MEASURES SHALL BE IN PLACE AT THE STORM WATER POND OUTLETS WITHIN 24 HOURS OF DIRECT CONNECTION TO A SURFACE WATER.
- RIPRAP AT PIPE APRON OUTLETS WILL BE PLACED PRIOR TO APRON INSTALLATION AND SHALL BE INSTALLED UNDER THE APRON LIP.
- POND EMERGENCY SPILLWAYS SHALL BE LINED BASED ON THE DESIGN DISCHARGE FLOW VELOCITY AND AS INDICATED ON GRADING AND/OR UTILITY PLANS.

8.TEMPORARY SEDIMENT BASINS

- TEMPORARY SEDIMENT BASINS WILL BE PROVIDED WHERE 10 OR MORE ACRES OF DISTURBED SOIL DRAIN TO A COMMON LOCATION. THE BASIN SIZE IS BASED ON RUNOFF FROM A 2-YEAR, 24 HOUR STORM, FOR EACH ACRE DRAINED TO THE BASIN. AT A MINIMUM, THE BASIN WILL PROVIDE 1800 CUBIC FEET OF STORAGE FOR EACH ACRE DRAINED TO THE BASIN.
- SEDIMENT BASINS WILL DETAIN WATER LONG ENOUGH TO SETTLE OUT AT LEAST 75 PERCENT OF THE SEDIMENT. THE USE OF FLOCS MAY BE NECESSARY. THE DISCHARGE QUALITY SHALL BE EQUAL TO OR BETTER THAN THE RECEIVING WATER. THE TEMPORARY BASIN MAY BE DRAWN DOWN WITH A PUMP TO INCREASE CAPACITY FOR THE NEXT RAIN EVENT. TEMPORARY EROSION CONTROL DEVICES REQUIRED DUE TO CONTRACTORS METHOD OF SEQUENCING THEIR CONSTRUCTION WORK SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
- THE SEDIMENT PONDS WILL BE EXCAVATED TO MAINTAIN THE NECESSARY SEDIMENT CAPACITY AND CONTAINMENT.
- TEMPORARY SEDIMENT FOREBAYS WILL BE CONSTRUCTED TO CAPTURE SEDIMENT BEFORE IT ENTERS THE POND, IF NECESSARY.
- THE SEDIMENT PONDS WILL BE MONITORED BY THE CONTRACTOR TO DETERMINE THE SEDIMENT LEVEL IN THE POND.

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- WHEN THE DEPTH OF SEDIMENT COLLECTED IN THE TEMPORARY BASIN REACHES 1/2 FULL (50% OF THE STORAGE VOLUME) THE BASIN SHALL BE DRAINED USING PUMPS AND ENERGY DISSIPATION AND SEDIMENT REMOVAL SHALL BE COMPLETED WITHIN 72 HOURS OF DISCOVERY OF THE BASIN BEING 1/2 FULL OF SEDIMENT, OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS. TEMPORARY EROSION CONTROL DEVICES REQUIRED DUE TO CONTRACTORS METHOD OF SEQUENCING THEIR CONSTRUCTION WORK SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
- TEMPORARY SEDIMENT BASINS WILL HAVE A STABILIZED EMERGENCY OVERFLOW AND CONTAIN ENERGY DISSIPATION AT BASIN OUTLET.

9.DEEP UTILITIES: WATER AND SANITARY/GAS LINE

- SILT FENCE OR A SIMILAR TYPE OF PERIMETER CONTROL SHALL BE PLACED DOWN GRADIENT OF THE EXCAVATED SOIL IF WORK IS DONE WITHIN 200 FEET OF WETLANDS OR STREAMS.
- DISTURBANCE OF CHANNEL BANKS, WETLANDS, AND IMPORTANT VEGETATION AREAS SHALL BE MINIMIZED TO THE EXTENT POSSIBLE.
- THE UTILITY CONSTRUCTION SITE SHALL BE SEEDDED WITH A TEMPORARY
- SEED MIX AND MULCH AFTER INSTALLATION IF THE SITE WILL BE IDLE FOR 7, 14, OR 21 DAYS DEPENDING UPON SLOPES OF STEEPER THAN 3:1, 3:1 TO 10:1 AND FLATTER THAN 10:1 RESPECTIVELY.

10.STOCKPILES (TEMPORARY AND PERMANENT)

- LOCATE STOCKPILES A MINIMUM OF 100 FEET FROM CATCH BASIN INLETS, PONDS, AND SITE DRAINAGE ROUTES PERIMETER CONTROLS SUCH AS SILT FENCE SHALL BE INSTALLED AROUND ALL STOCKPILES IF NOT PLACED WITHIN EXISTING SILT FENCES OR OTHER SEDIMENT CONTROL.
- TEMPORARY SEED AND MULCH SHALL BE USED TO STABILIZE THE STOCKPILES AND THE STOCKPILES SHALL BE SHAPED TO FACILITATE SEEDING AND MINIMIZE EROSION AND SHALL BE SEEDDED WITHIN 7 DAYS. TEMPORARY EROSION CONTROL DEVICES REQUIRED DUE TO CONTRACTORS METHOD OF SEQUENCING THEIR CONSTRUCTION WORK SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
- IF TEMPORARY SEED AND MULCH CANNOT BE USED, THEN THE STOCKPILES SHALL BE COVERED WITH HYDROMULCH, TARPS OR PLASTIC SHEETING AS APPROVED BY THE OWNER.
- IF STOCKPILES MUST BE PLACED WITHIN A CONVEYANCE A TEMPORARY BYPASS SHALL BE INSTALLED (I.E. PVC PIPE) TO ADEQUATELY CONVEY RUNOFF. TEMPORARY BYPASS BMPS SHALL BE INCIDENTAL TO THE CONTRACT UNLESS PREVIOUSLY APPROVED BY THE OWNER / ENGINEER

11.CONSTRUCTION DEWATERING

- DURING DEWATERING ACTIVITIES, THE SEDIMENT LADEN WATER CANNOT BE DIRECTLY DISCHARGED TO SURFACE WATERS. OPTIONS FOR REDUCING THE TURBIDITY OF THE WATER INCLUDE: (TEMPORARY EROSION CONTROL DEVICES REQUIRED DUE TO CONTRACTORS METHOD OF SEQUENCING THEIR CONSTRUCTION WORK SHALL BE INCIDENTAL TO THE GRADING CONTRACT):
 - CONSTRUCT A TEMPORARY SEDIMENT TRAP FOR TURBID WATER DISCHARGE.
 - USE A PORTABLE SEDIMENT TRAP SYSTEM.
 - APPLY NATURAL BASED FLOCCULENT TECHNOLOGY SUCH AS CHITOSAN IN SEDIMENT TRAPS OR A SERIES OF DITCH CHECKS TO CONTAIN SEDIMENT.
 - DISCHARGE THROUGH FIBERLOGS OR A ROCK WEEPER INTO A LARGE VEGETATIVE BUFFER AREA.
 - PUMP TO A TEMPORARY SEDIMENT BASIN.
 - ENERGY DISSIPATION WILL BE PROVIDED AT ALL DISCHARGE POINTS.
 - DEWATERING OR BASIN DRAINING ACTIVITIES WILL NOT CAUSE EROSION IN RECEIVING CHANNELS OR ADVERSELY IMPACT WETLANDS.
 - ALL EROSION CONTROL OR SEDIMENT TRAPS REQUIRED FOR CONSTRUCTION DEWATERING SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION ACTIVITY REQUIRING DEWATERING.

12.CONSTRUCTION ENTRANCES

- A TEMPORARY CRUSHED ROCK OR WOOD CHIP PAD SHALL BE LOCATED WHERE VEHICLES LEAVE THE CONSTRUCTION SITE.
- THE CONSTRUCTION ENTRANCE PAD SHALL BE AT LEAST 50 FEET IN LENGTH.
- GEOTEXTILE FABRIC MAY BE PLACED UNDER THE CRUSHED ROCK OR WOOD CHIPS TO PREVENT MIGRATION OF MUD FROM UNDERLYING SOIL INTO THE CONSTRUCTION ENTRANCE MATERIAL.
- ROCK PADS SHALL BE CONSTRUCTED OF ROCK 1 TO 3 INCHES IN SIZE AND PLACED IN 6 INCH LAYERS.
- CONSTRUCTION ENTRANCES SHALL BE INSPECTED AT LEAST EVERY 7 DAYS AND MAINTAINED AS NEEDED.
- TRACKED SEDIMENTS SHALL BE REMOVED FROM PAVED SURFACES AT THE END OF EACH DAY USING PICK-UP TYPE STREET SWEEPER.
- IF TRACKING INTO ROADWAY BECOMES PROBLEMATIC THE ENTRANCE PADS SHALL BE LENGTHENED OR OTHER TECHNIQUE APPLIED. TEMPORARY EROSION CONTROL DEVICES REQUIRED DUE TO CONTRACTORS METHOD OF SEQUENCING THEIR CONSTRUCTION WORK SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
- THE CONSTRUCTION ENTRANCE SHALL BE MONITORED CLOSELY DURING WET CONDITIONS. IF TRACKING INTO ADJACENT ROADWAYS OCCURS, THE FREQUENCY OF STREET SWEEPING SHALL BE INCREASED.

13.CONCRETE TRUCK WASHOUT

- CONCRETE TRUCKS SHALL UTILIZE THE CONCRETE WASHOUT AREA SHOWN ON THE PLANS TO WASH AND RINSE THEIR EQUIPMENT PRIOR TO LEAVING THE SITE.
- WASHOUT OF CONCRETE MIXER TRUCKS WILL BE PERFORMED IN THE DESIGNATED AREAS ONLY.
- WASHOUTS WILL BE CONSTRUCTED AND MAINTAINED TO PROVIDE SUFFICIENT CONTAINMENT FOR ALL LIQUID AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS.
- WASHOUTS SHALL BE CLEARLY MARKED ON SITE WITH SIGNAGE BY THE UTILITY CONTRACTOR WITH APPROVAL FROM OWNER.
- WASHOUTS SHALL BE LOCATED A MINIMUM OF 50 FEET FROM DRAINAGE FACILITIES AND WATERCOURSES.
- CONCRETE WASHOUT AREAS WILL HAVE AN IMPERMEABLE LINER TO PREVENT CONCRETE WASHOUT WATER FROM INFILTRATING/CONTACTING WITH SOIL.
- IMPERMEABLE LINER INCLUDES 10 MIL POLYLINER OR COMPACTED CLAY LINER.
- WASHOUT SYSTEMS CAN BE USED AS ALTERNATE WASHOUT AREAS.

14.VEHICLE MAINTENANCE

- ROUTINE MAINTENANCE OF VEHICLES AND EQUIPMENT SHALL OCCUR IN STAGING AREAS ONLY.
- VEHICLE WASHING SHOULD BE AVOIDED. IF WASHING IS NECESSARY, RUNOFF FROM THE WASHING WILL BE CONTAINED AND LIMITED TO A DEFINED AREA OF THE SITE. RUNOFF MUST BE CONTAINED AND WASTE PROPERLY DISPOSED OF
- ENGINE DEGREASING SHALL BE AVOIDED. IF DEGREASING IS NECESSARY, RUNOFF FROM THE OPERATION WILL BE CONTAINED IN A LINED SEDIMENT TRAP AND PROPERLY DISPOSED OF AT A TREATMENT FACILITY.
- ALL REQUIRED SEDIMENT TRAPS AND CONTAINMENT FACILITIES AND PROPER DISPOSAL OF WASH WATER/DEGREASING AT A TREATMENT FACILITY SHALL BE INCIDENTAL TO THE CONSTRUCTION CONTRACT.

15.FUELING

- ANY FUEL TANK OR TRUCK STORED ON THE PROJECT SITE SHALL BE PROTECTED BY A SECONDARY CONTAINMENT SYSTEM.
- FUELING AREAS SHALL NOT BE WASHED OR RINSED WITH WATER SINCE THIS COULD CAUSE FUEL SPILLS TO BE DISCHARGED INTO STORM WATER SYSTEMS.
- ABSORBENT MATERIALS SHALL BE AVAILABLE ON SITE FOR USE IN CLEANING UP SMALL SPILLS.
- ALL REQUIRED FUEL CONTAINMENT AND CLEAN-UP MATERIALS AND THE PROPER DISPOSAL OF THE MATERIALS SHALL BE INCIDENTAL TO THE CONSTRUCTION CONTRACT.

16.HAZARDOUS MATERIALS

- HAZARDOUS MATERIALS SHALL BE PROPERLY STORED TO PREVENT VANDALISM OR UNAUTHORIZED ACCESS.
- CONTAINMENT UNITS SHALL BE INSTALLED IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL REGULATIONS.
- MPCA STORING AND DISPOSAL REQUIREMENTS SHALL BE FOLLOWED FOR ALL HAZARDOUS WASTE.
- NO HAZARDOUS MATERIAL SHOULD BE STORED WITHIN 200 FEET OF AN IDENTIFIED CRITICAL AREA.
- ABSORBENT MATERIALS SHALL BE AVAILABLE FROM THE CONTRACTOR ON SITE FOR USE IN CLEANING UP SMALL SPILLS.
- IF BUILDING MATERIALS, CHEMICALS, OR GENERAL REFUSE IS BEING USED, STORED, DISPOSED OF, OR OTHERWISE MANAGED INAPPROPRIATELY, THE CONTRACTOR SHALL CORRECT SUCH DEFECTS WITHIN 24 HOURS OF DETECTION OR NOTIFICATION.
- ALL REQUIRED CONTAINMENT / STORAGE UNITS / ABSORBENT MATERIAL AND REQUIRED DISPOSAL SHALL BE INCIDENTAL TO THE CONSTRUCTION CONTRACT.

17.CHEMICAL CONTAINMENT

- GASOLINE, OIL, PAINT, SOLVENTS, AND OTHER CHEMICALS NECESSARY FOR CONSTRUCTION ARE NOT ALLOWED TO CONTACT THE GROUND SURFACE, BE EXPOSED TO GROUNDWATER OR BE RELEASED TO A SURFACE OR GROUNDWATER EXCEPT IN DE MINIMIS QUANTITIES.
- ALL PRODUCTS SHALL BE KEPT IN THEIR ORIGINAL CONTAINER, WITH ORIGINAL LABELS STILL ATTACHED, UNLESS THE CONTAINER IS NOT RESEALABLE.
- HAZARDOUS MATERIALS SHALL BE RETURNED TO THE HAZARDOUS MATERIAL STORAGE AREA AT THE END OF EACH DAY.
- AN EFFORT SHOULD BE MADE TO STORE ONLY ENOUGH PRODUCTS TO DO THE REQUIRED JOB.
- THE CONTRACTOR SHALL PROVIDE TANKS OR BARRELS TO COLLECT LIQUID BYPRODUCTS THAT POSE A POLLUTION HAZARD.
- THE POLLUTANTS SHALL BE REMOVED FROM THE SITE ON A WEEKLY BASIS AND DISPOSED OF IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS.
- ALL SPILLS SHALL BE CLEANED UP IMMEDIATELY AFTER DISCOVERY, IN ACCORDANCE WITH THE MANUFACTURE'S RECOMMENDED METHODS.
- ALL REQUIRED CONTAINMENT / STORAGE UNITS / ABSORBENT MATERIAL AND REQUIRED DISPOSAL SHALL BE INCIDENTAL TO THE CONSTRUCTION CONTRACT
- ALL STORAGE AREAS SHALL BE SECURED TO PREVENT UNAUTHORIZED ACCESS.

18.SOLID WASTE

- SOLID WASTE SHALL BE STORED IN APPROPRIATE CONTAINERS AND PROPERLY DISPOSED OF ON A REGULAR BASIS.
- CONTAINERS SHALL BE COVERED TO PREVENT WIND BLOWING THE WASTE AROUND THE SITE.
- MPCA DISPOSAL REQUIREMENTS WILL BE FOLLOWED FOR ALL SOLID WASTE.
- SOLID WASTE STORAGE CONTAINERS AND PROPER DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION CONTRACT.

19.DUST CONTROL

- THE CONTRACTOR SHALL USE A VARIETY OF DUST CONTROL INCLUDING BUT NOT LIMITED TO THE FOLLOWING:
 - RAPID STABILIZATION METHODS ON SLOPES
 - WATER ON ROADWAYS AND GRADED AREAS
 - ALTERNATIVES: IN THE FORM OF VEGETABLE POLYMERS, WATER AND CALCIUM CHLORIDE PETROLEUM EMULSION RESINS, OR ACRYLIC COPOLYMERS MAY ALSO BE USED.
- ALL REQUIRED DUST CONTROL SHALL BE INCIDENTAL TO THE CONSTRUCTION CONTRACT AS PER SPECIFICATIONS.

20.WINTER STABILIZATION

- COVER EXPOSED SOILS ON OR AROUND NOV. 15TH AND/OR PRIOR TO TERMINATION OF CONSTRUCTION ACTIVITIES FOR WINTER
- ALL EXPOSED SOILS TO BE COVERED WITH 2 TONS TYPE 1 MULCH
- ALL EXPOSED SOILS TO BE SEEDDED WITH MNDOT SEED MIX 150
- ALL LOW POINTS IN ROADS TO BE ADEQUATELY DRAINED IN ACCORDANCE WITH NPDES DEWATERING REQUIREMENTS PART IV. CONSTRUCTION ACTIVITY REQUIREMENTS. SECTION D. DEWATERING AND BASIN DRAINING.
- PERIMETER SILT FENCE OR OTHER CONTROLS TO BE INSTALLED 3-5 FEET FROM THE BACK OF THE CURB AND OUT OF THE PLOWED SNOW AREA.
- PERIMETER CONTROLS AROUND PERMANENT STORMWATER BASINS TO BE INSTALLED AND MAINTAINED
- INLET CONTROLS TO BE REMOVED ACCORDING TO LEGAL REQUIREMENTS WITH DOCUMENTATION WITHIN 72 HOURS FROM LEGAL AUTHORITY.
- IF WORK HAS OCCURRED NEAR OR IN STREAMS OR OTHER SURFACE WATERS, THE EXPOSED SOILS SHALL BE STABILIZED TO PROTECT AGAINST FLOODING AND SPRING RUNOFF TO THE 100-YR FLOOD ELEVATION.
- ALL TEMPORARY AND PERMANENT STORMWATER BASINS AND SEDIMENT BASINS SHOULD HAVE OUTLETS AND STABILIZED EMERGENCY OVERFLOWS INSTALLED AS PER THE GRADING AND/OR UTILITY PLAN AND AT THE APPROVAL OF THE OWNER.

21.NON-STORMWATER DEWATERING

- HYDRANT FLUSHING: FLUSHING OF HYDRANTS WILL BE DISCHARGED
- THROUGH TEMPORARY PIPES AS NECESSARY, ONTO IMPERVIOUS SURFACES OR TO STABILIZED AREAS WITH ENERGY DISSIPATION AT THE DISCHARGE POINT. THE DISCHARGE SHOULD BE COLLECTED BY THE STORM WATER BASINS AND STORM SEWER SYSTEM.
- POTABLE WATER DISCHARGE: ALL WATER LINES WILL BE FLUSHED USING HOSES AND DISCHARGED ONTO AN IMPERVIOUS SURFACE AND DIRECTED TO THE STORM SEWER INFRASTRUCTURE BY NON-EROSIVE MEANS.

22.WORK NEAR OR IN IMPAIRED WATERS

- EXPOSED SOILS MUST BE STABILIZED WITHIN 7 DAYS OF ACTIVITY TEMPORARILY OR PERMANENTLY CEASED.
- TEMPORARY SEDIMENT BASIN NEEDED WITHIN AREAS 5 ACRE DISTURBANCE WITH COMMON POINT OF DISCHARGE.
- IF WORK IS NEAR SPECIAL WATERS REFER TO APPENDIX A OF THE NPDES PERMIT FOR ADDITIONAL NOTES AND REQUIREMENTS.
- NO UNTREATED DEWATERING WILL TAKE PLACE AND DISCHARGE TO "IMPAIRED WATERS"
- SEE PERMIT FOR ADDITIONAL NOTES AND REQUIREMENTS

23.INFILTRATION/FILTRATION AREAS

- FENCE OFF AREA PRIOR TO BEGINNING CONSTRUCTION.
- EXCAVATION AREA SHALL TAKE PLACE AFTER CONTRIBUTING AREAS ARE AT FINAL GRADE AND STABILIZED.
- DO NOT USE HEAVY/WHEELED EQUIPMENT IN FILTRATION AREA.
- DIVERSIONS, REDUNDANT SEDIMENT AND EROSION CONTROLS MUST BE USED TO PROTECT AREA.
- ENSURE 8 FT MAINTENANCE ACCESS IS ADEQUATE FOR AREA.
- IF GRADING MUST OCCUR IN FILTRATION AREA, LEAVE GRADE 3 FT HIGH TEMPORARILY UNTIL AREA CAN BE FINAL GRADED AND STABILIZED

measure

NORTH SHORE
DEVELOPMENT PARTNERS

235 LAKE ST. E #300
WAYZATA, MN

Client:

MAPLE & MAIN
MAPLE PLAIN, MINNESOTA

Project Title:

I hereby certify that this plan, specifications or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.

Per: J Moreau, PE

Date: XX.XX.XX Lic. No.: 53735

Rev.	Date	Description
	10.17.2025	PRELIMINARY
	1.23.2026	CITY RESUBMITTAL

Project #: 25-117

Drawn By: PM

Checked By: JM

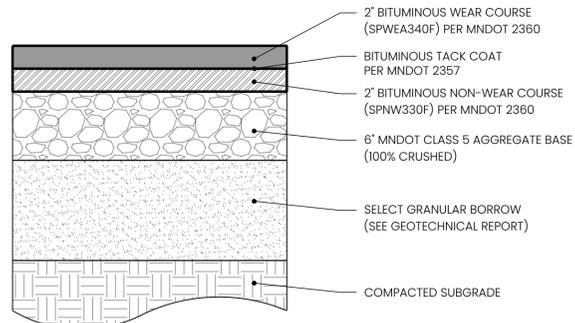
Issue Date: 10/17/2025

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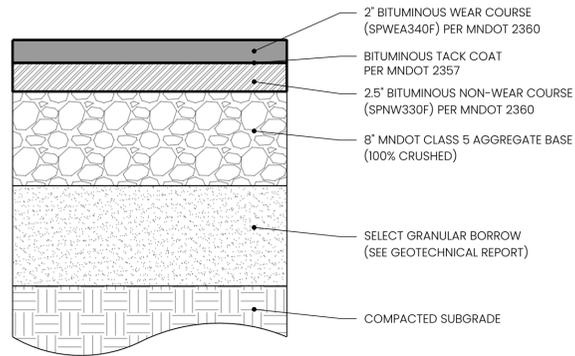
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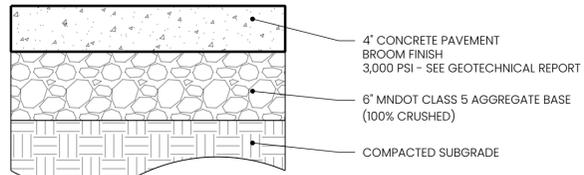
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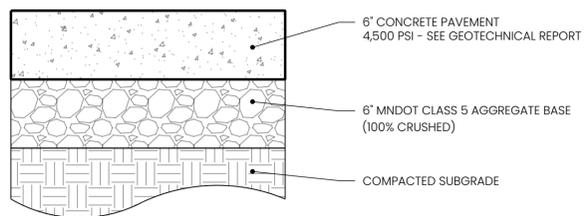
LIGHT DUTY BITUMINOUS PAVEMENT



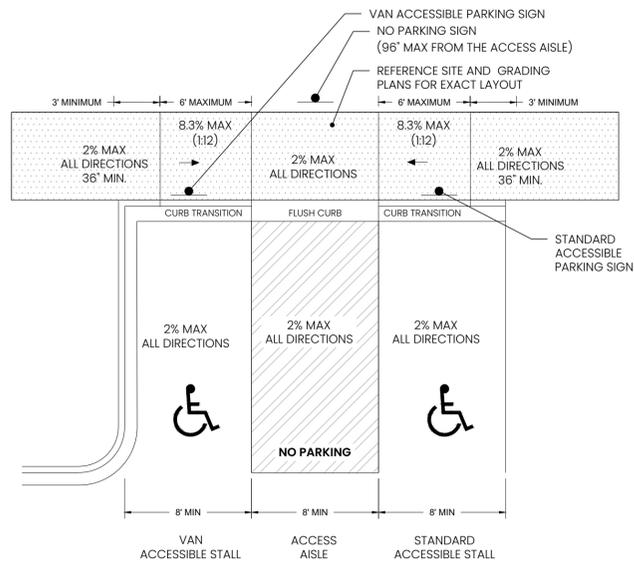
HEAVY DUTY BITUMINOUS PAVEMENT



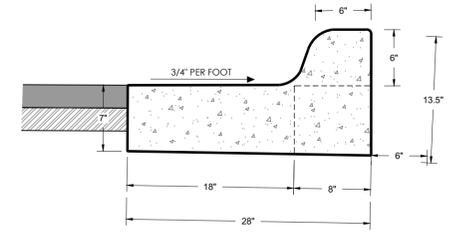
CONCRETE SIDEWALK



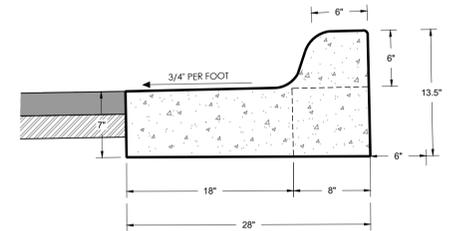
CONCRETE PAVEMENT



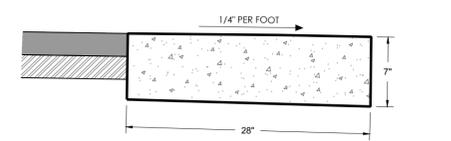
3 ACCESSIBLE PARKING STALLS
NOT TO SCALE



B618 - TIP IN GUTTER



B618 - TIP OUT GUTTER

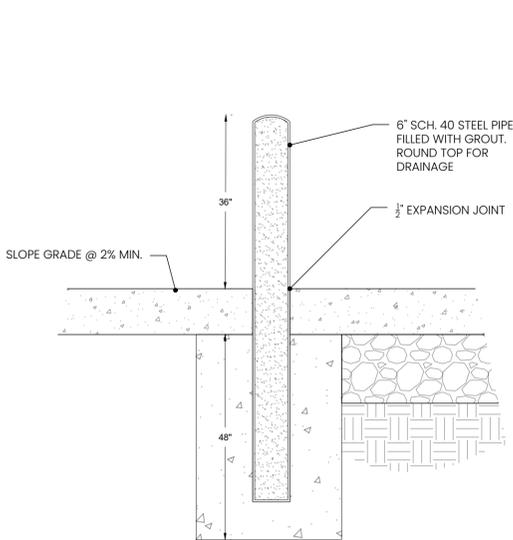


B618 - FLUSH CURB

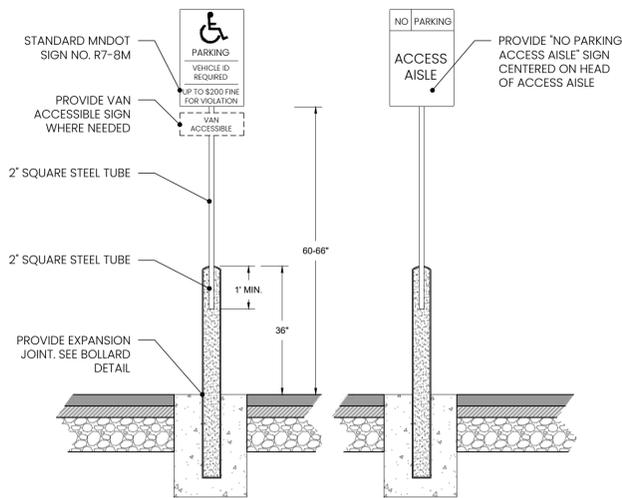
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1 BITUMINOUS PAVEMENT SECTIONS
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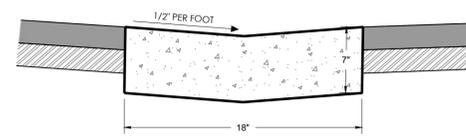
2 CONCRETE PAVEMENT SECTIONS
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5 BOLLARD DETAIL - PAVEMENT ADJACENT
NOT TO SCALE



6 ACCESSIBLE SIGNAGE DETAIL
NOT TO SCALE



VALLEY CURB

7 VALLEY CURB DETAIL
NOT TO SCALE

measure

NORTH SHORE
DEVELOPMENT PARTNERS
235 LAKE ST. E #300
WAYZATA, MN

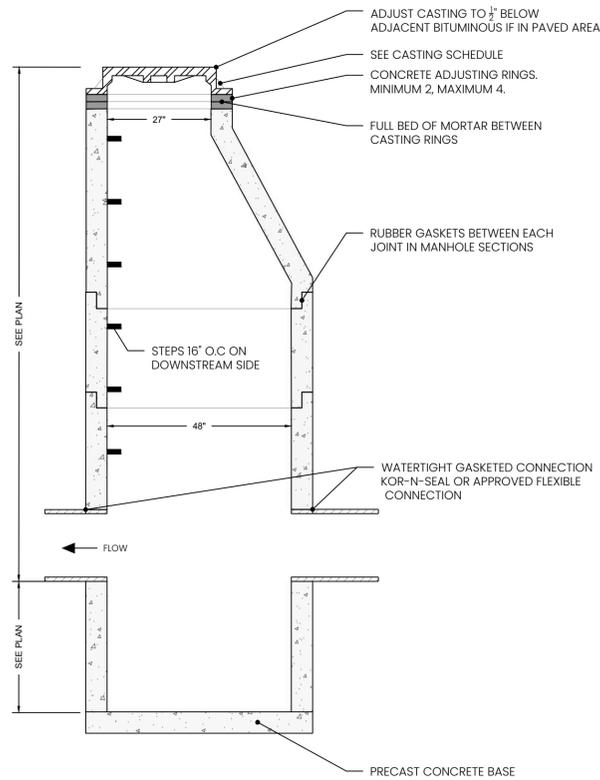
MAPLE & MAIN
MAPLE PLAIN, MINNESOTA

I hereby certify that this plan, specifications or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.
Peter Moreau, PE
Date: XX.XX.XX Lic. No.: 53735

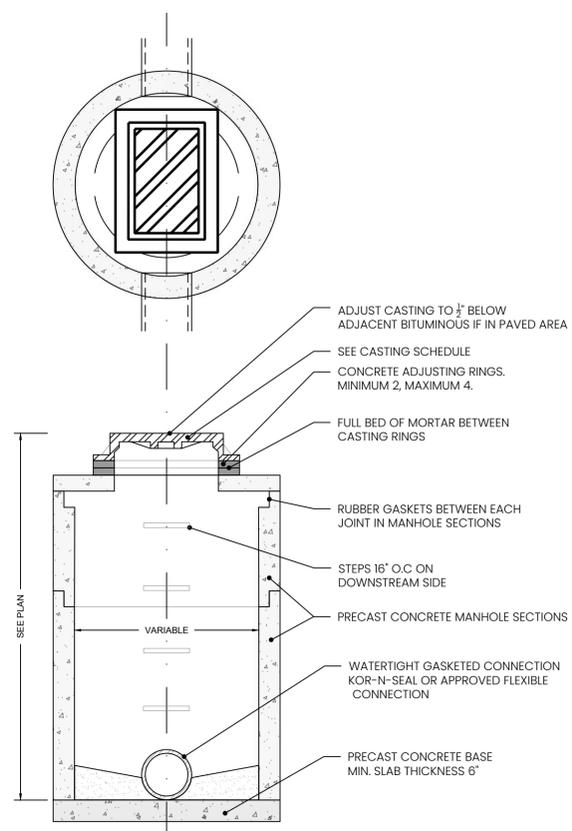
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Project #: 25-117
Drawn By: PM
Checked By: JM
Issue Date: 10/17/2025
Sheet Title:

CIVIL DETAILS - SITE DETAILS
Sheet:
C8.0



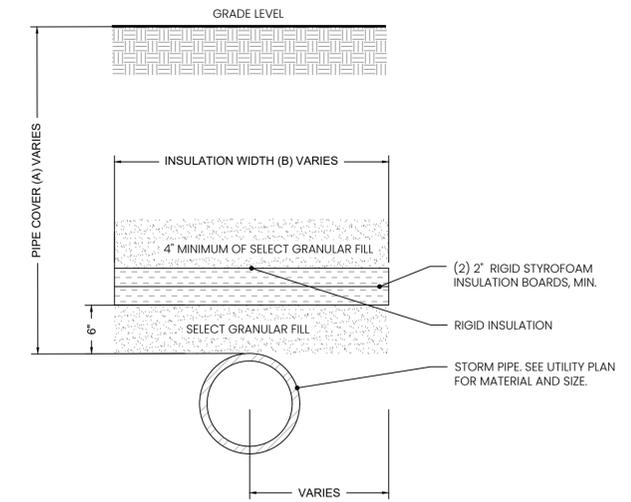
1
C8.1 **STORM SEWER SUMP MANHOLE**
NOT TO SCALE



2
C8.1 **CATCH BASIN MANHOLE**
NOT TO SCALE

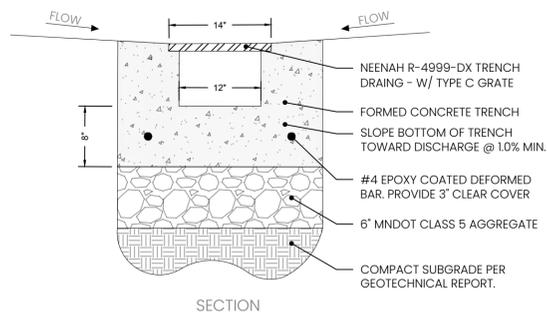
MANHOLE CASTING SCHEDULE			
MH/ CB NAME	TYPE	CASTING	NOTES
CB- 101	48	R-3067-V	2' SUMP
CBMH - 102	48	R-3067-V	
CB - 103	48	R-3067-V	2' SUMP
CB - 104	48	R-3067-V	2' SUMP
CB - 105	48	R-3067-V	
TD-1	48	R-4999-DX	SEE TRENCH DRAIN DETAIL

3
C8.1 **MANHOLE CASTING SCHEDULE**

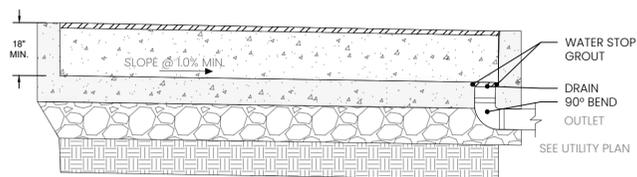


PIPE COVER (A)	INSULATION BOARD WIDTH (B)
2'	11'
3'	9'
4'	7'
5'	5'

4
C8.1 **STORM SEWER INSULATION**
NOT TO SCALE



SECTION



PROFILE

5
C8.1 **CONCRETE TRENCH DRAIN**
NOT TO SCALE

G:\Shared Drives\Active Projects\Maple Plain\CAD\Sheets\CIVIL DETAILS.dwg

measure

NORTH SHORE
DEVELOPMENT PARTNERS
235 LAKE ST. E #300
WAYZATA, MN

MAPLE & MAIN
MAPLE PLAIN, MINNESOTA

I hereby certify that this plan, specifications or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.

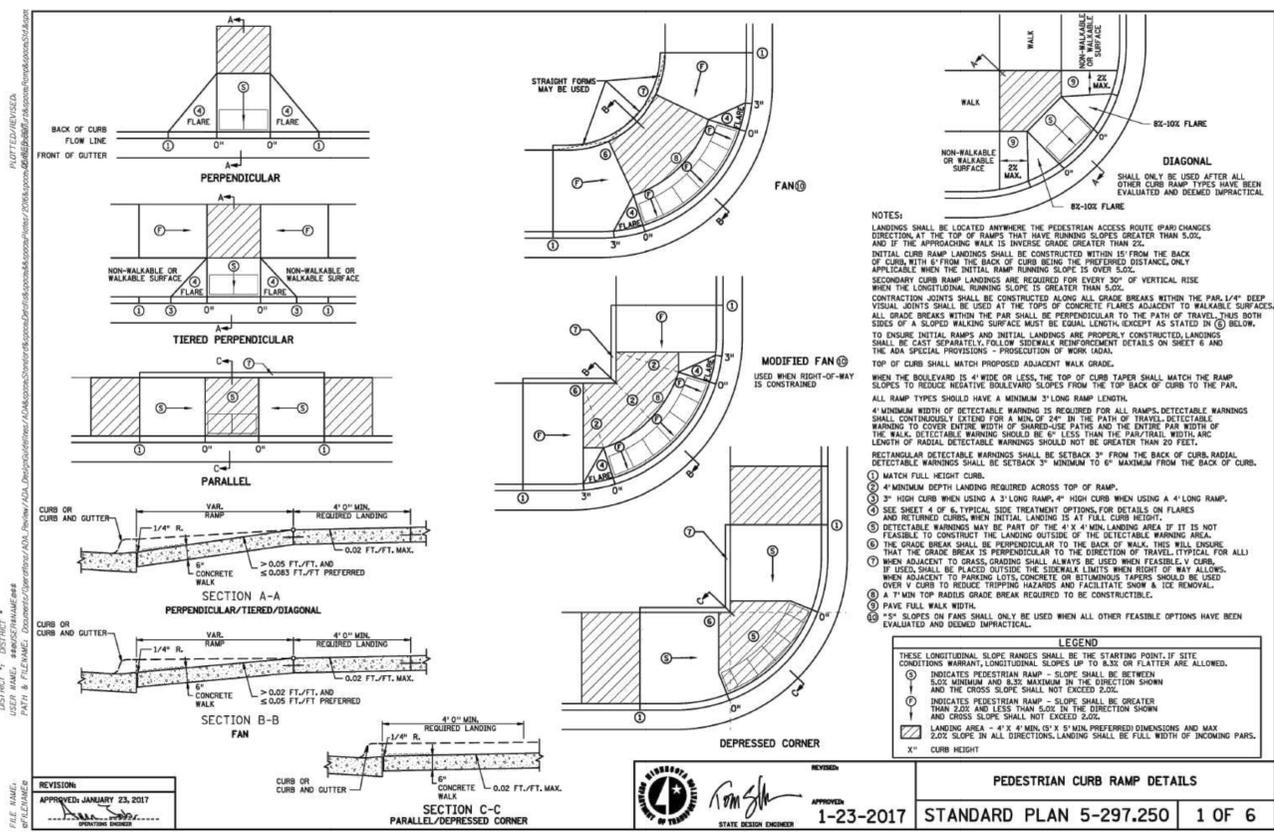
Per: [Signature] Moreau, PE
Date: XX.XX.XX Lic. No.: 53735

Rev.	Date	Description
	10.17.2025	PRELIMINARY
	1.23.2026	CITY RESUBMITTAL

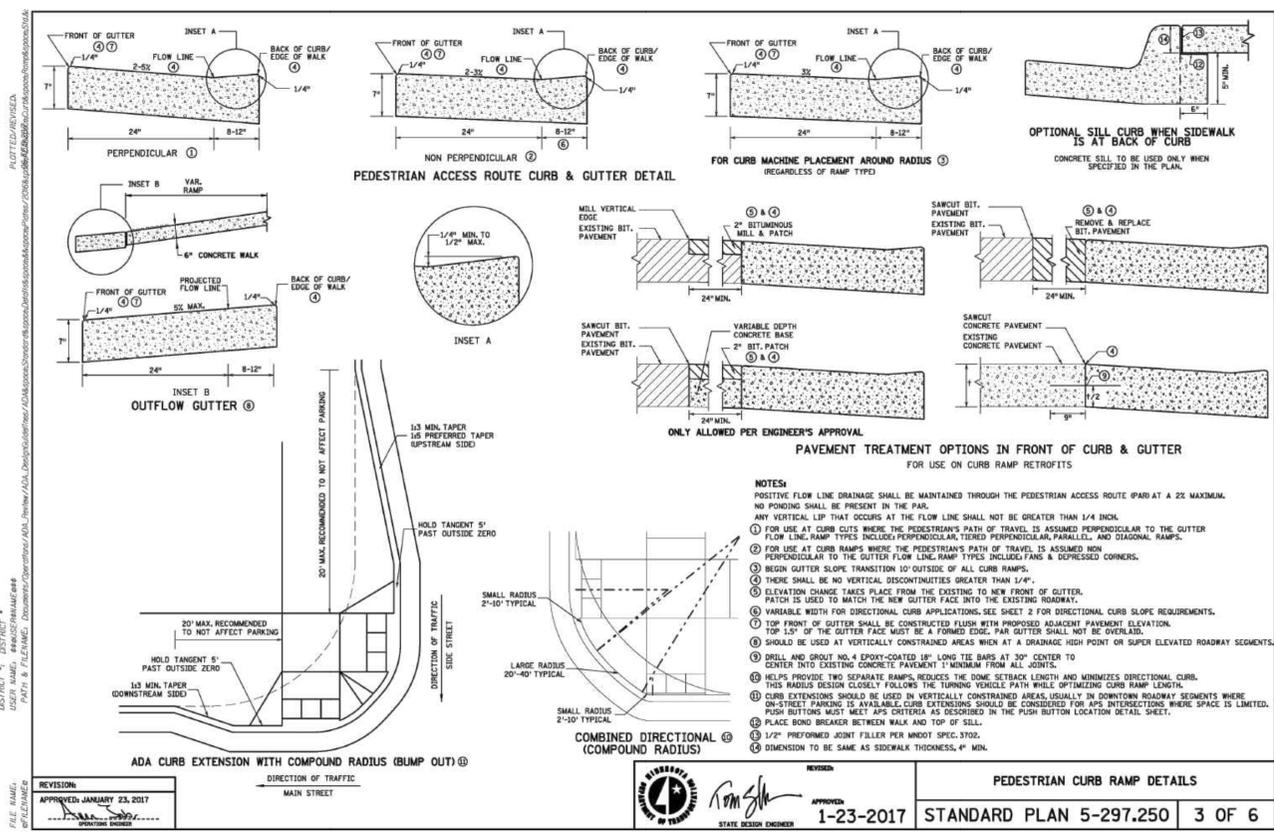
Project #: 25-117
Drawn By: PM
Checked By: JM
Issue Date: 10/17/2025
Sheet Title:

CIVIL DETAILS - UTILITY DETAILS

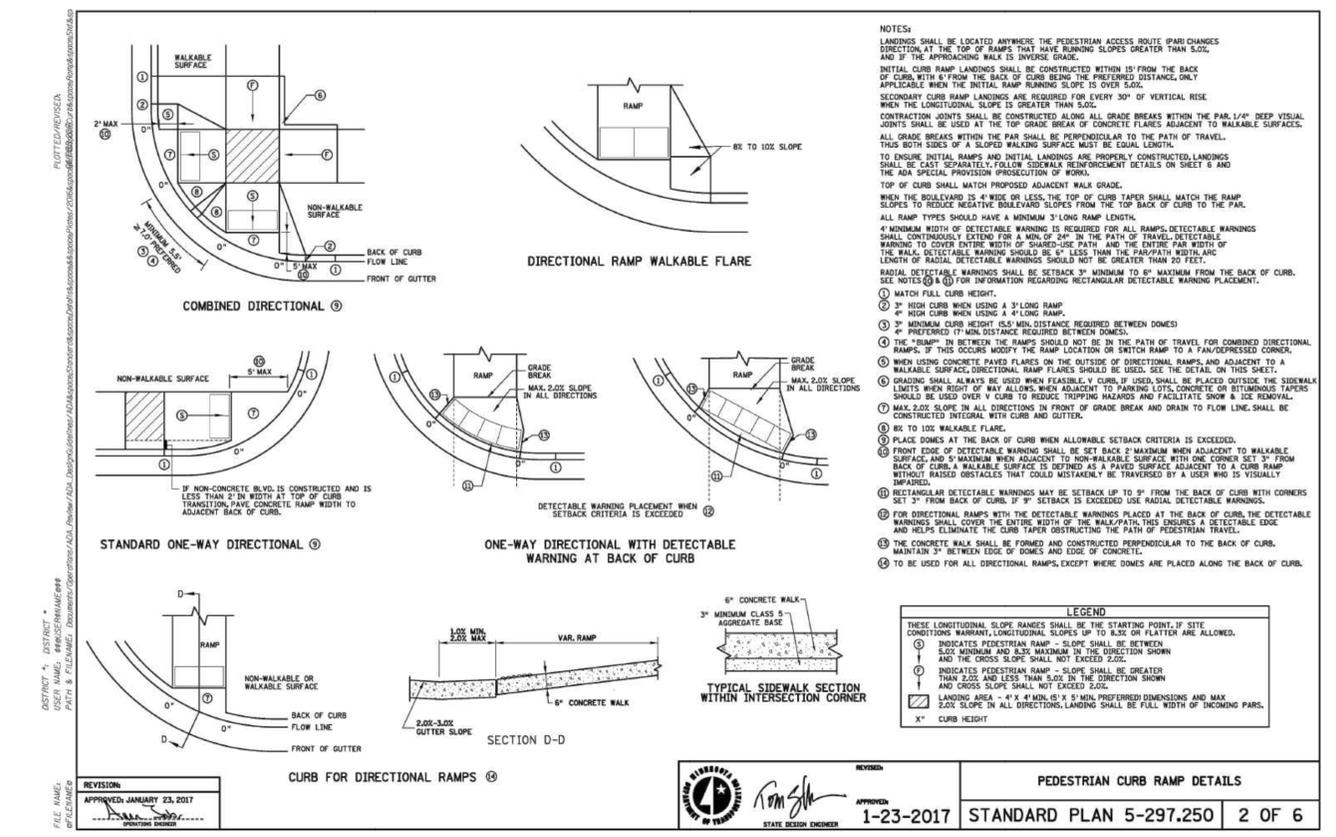
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C8.1



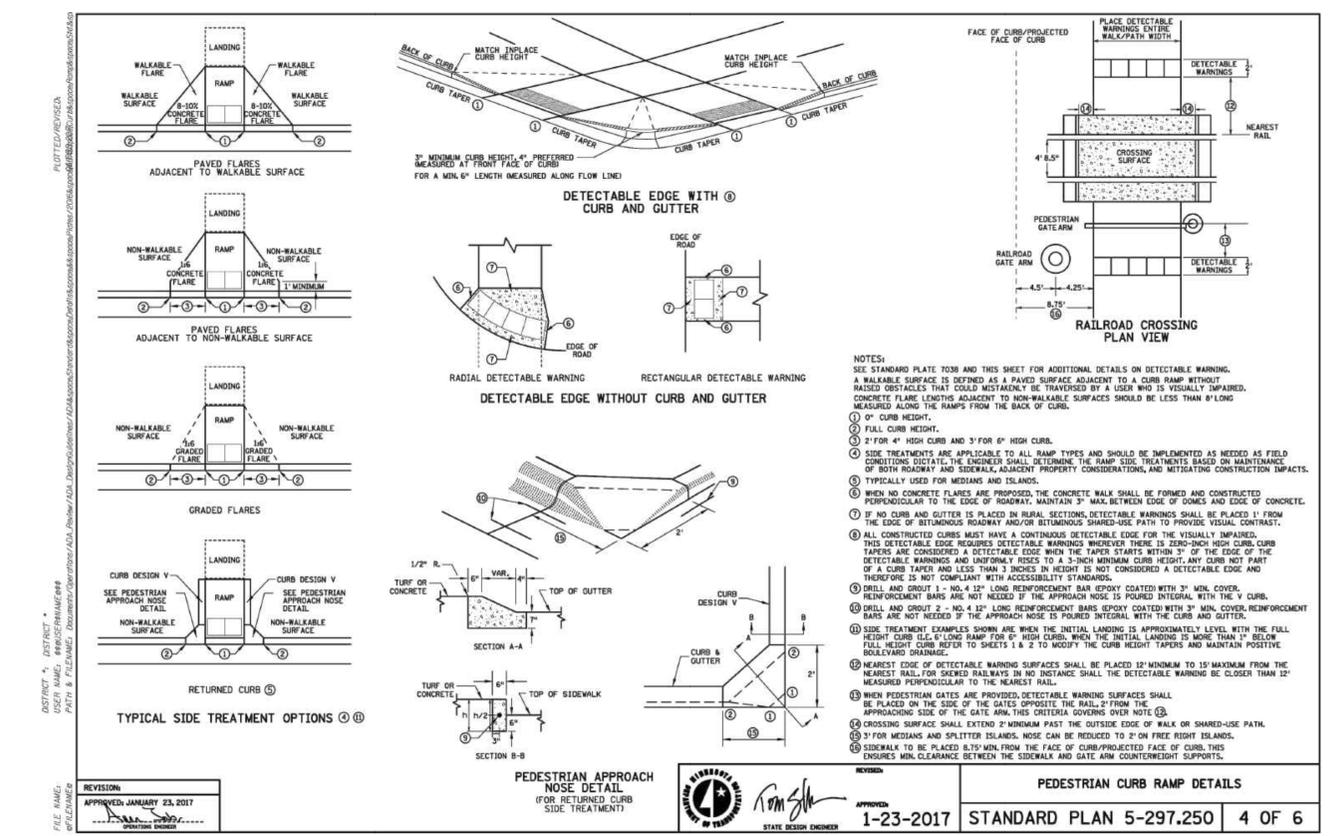
1 C8.2



3 C8.2



2 C8.2



4 C8.2

measure

NORTH SHORE DEVELOPMENT PARTNERS

235 LAKE ST. E #300
WAYZATA, MN

Client:

Project Title:

I hereby certify that this plan, specifications or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.

Not for Construction

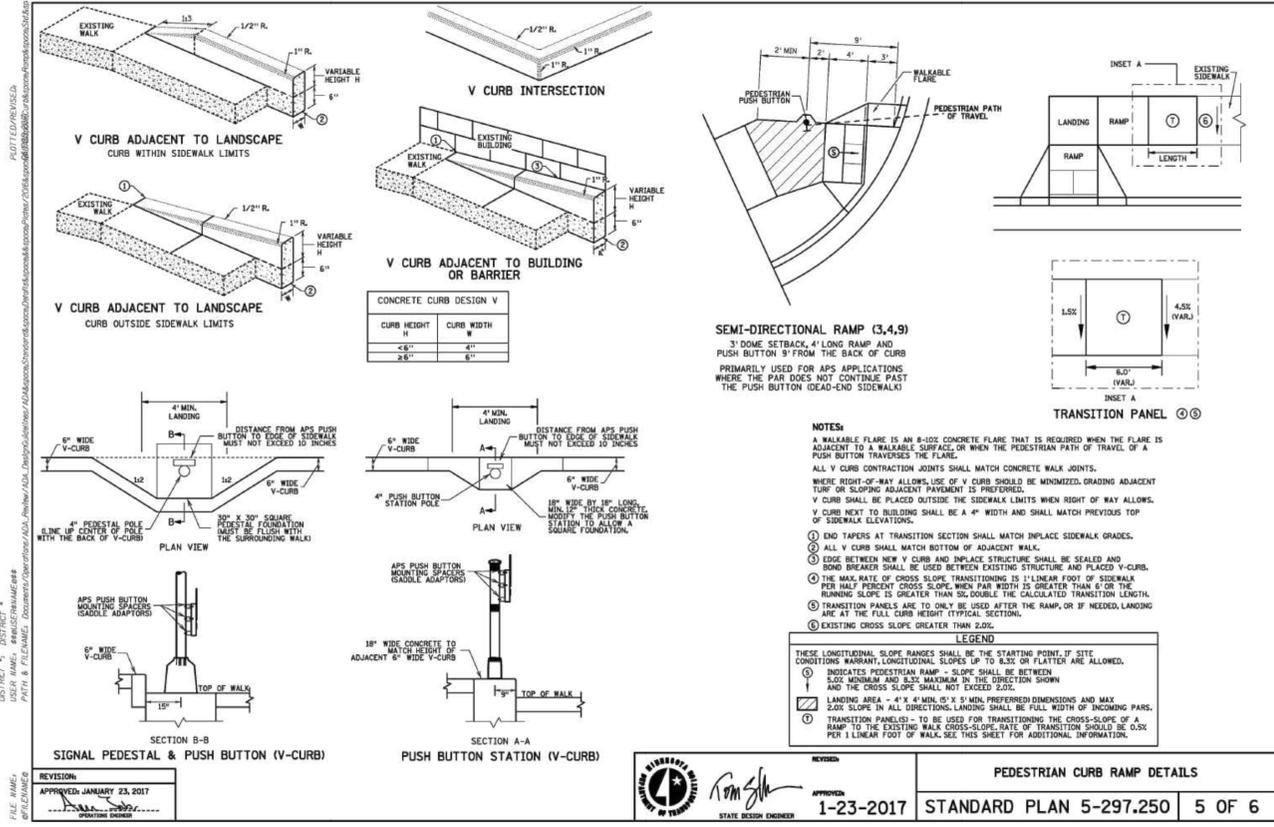
Per: Moreau, PE
Date: XX.XX.XX Lic. No.: 53735

Rev.	Date	Description
	10.17.2025	PRELIMINARY
	1.23.2026	CITY RESUBMITTAL

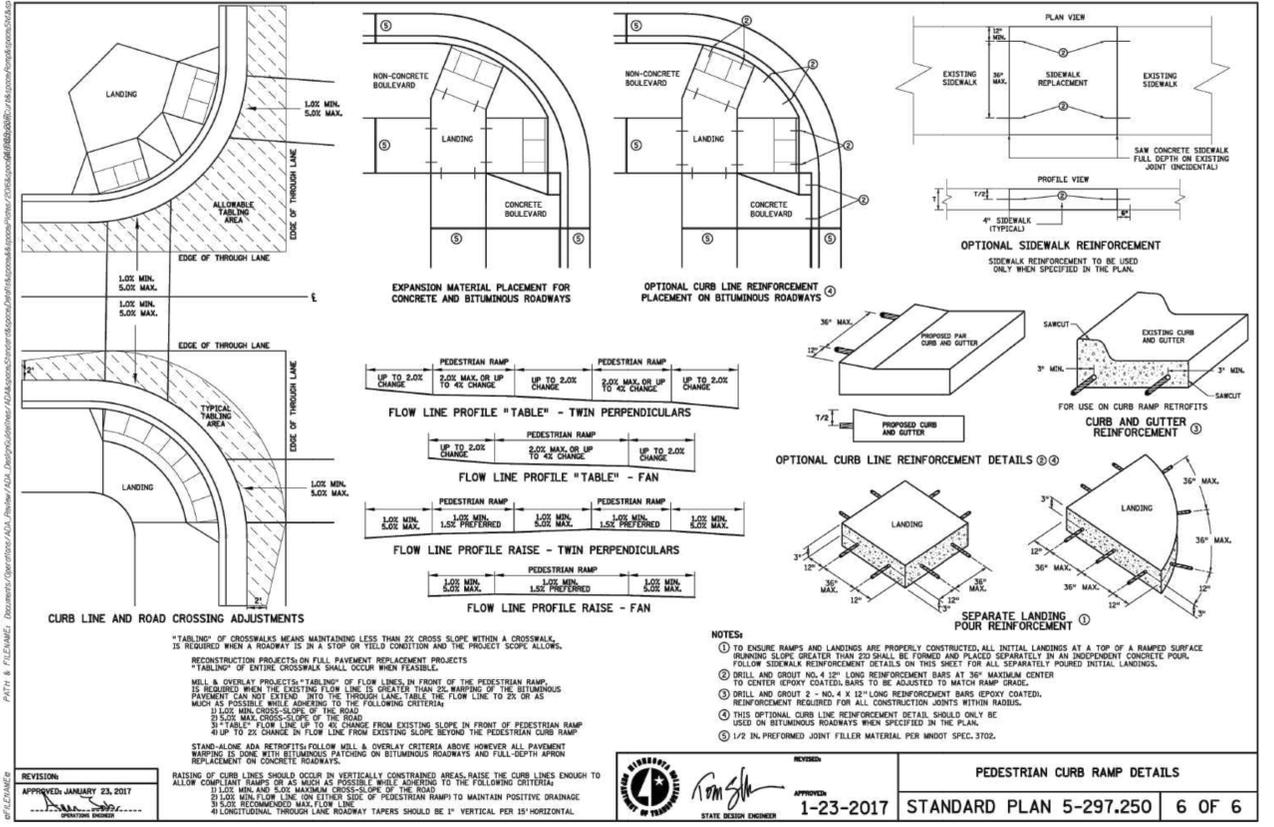
Project #: 25-117
Drawn By: PM
Checked By: JM
Issue Date: 10/17/2025
Sheet Title:

CIVIL DETAILS - ADA DETAILS

Sheet: **C8.2**



	REVISION:	APPROVED:	1-23-2017	PEDESTRIAN CURB RAMP DETAILS	STANDARD PLAN 5-297.250	5 OF 6



	REVISION:	APPROVED:	1-23-2017	PEDESTRIAN CURB RAMP DETAILS	STANDARD PLAN 5-297.250	6 OF 6

1
C8.3

2
C8.3

measure

NORTH SHORE
DEVELOPMENT PARTNERS

Client:

235 LAKE ST. E #300
WAYZATA, MN

MAPLE & MAIN
MAPLE PLAIN, MINNESOTA

Project Title:

I hereby certify that this plan, specifications or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.

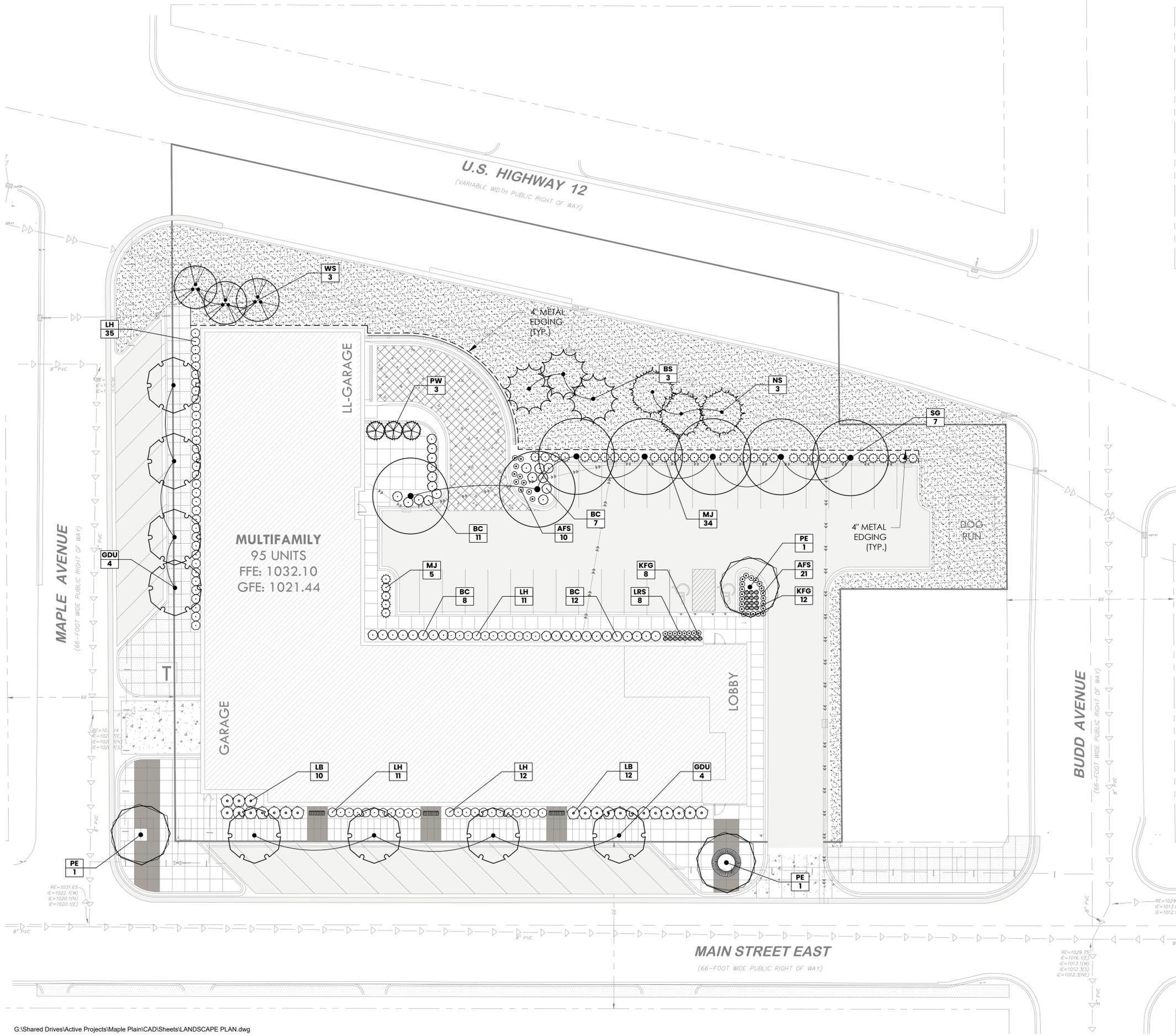
Per: Tom Skala, PE
Date: XX.XX.XX Lic. No.: 53735

Rev.	Date	Description
	10.17.2025	PRELIMINARY
	1.23.2026	CITY RESUBMITTAL

Project #: 25-117
 Drawn By: PM
 Checked By: JM
 Issue Date: 10/17/2025

Sheet Title:
**CIVIL DETAILS -
 ADA DETAILS
 -CONTINUED**

Sheet:
C8.3



LANDSCAPE REQUIREMENTS

- LANDSCAPING REQUIRED:**
- TREE PRESERVATION ORDINANCE:
 - 30% REMOVAL IS ALLOWED WITHOUT PENALTY
 - 50% OF SIGNIFICANT TREE DIAMETER IS REQUIRED TO BE REPLACED.

EXISTING SIGNIFICANT TREES

SPRUCE	18"
MAPLE	24"
CRABAPPLE	8"
BIRCH	10"
HACKBERRY	22"
MAPLE	48"
BASSWOOD	22"

TOTAL DIAMETER OF SIGNIFICANT TREES 152"

TOTAL REPLACEMENT INCHES REQUIRED 76"

TOTAL REPLACEMENT INCHES PROVIDED 85"

PLANT SCHEDULE

SYMBOL	CODE	COMMON / BOTANICAL NAME	SIZE	TYPE	QTY
TREES					
	PE	AMERICAN ELM / ULMUS AMERICANA 'PRINCETON'	8.6 B	2.5' CAL	3
	SG	SIENNA GLEN MAPLE / ACER FREEMANNI 'SIENNA GLEN'	8.6 B	2.5' CAL	7
	GDU	TRUE NORTH™ KENTUCKY COFFEETREE / GYMNOCLADUS DIOICUS 'UMINSYNERGY'	8.6 B	2.5' CAL	8
	WS	WHITESPIRE BIRCH / BETULA PAPIRIFERA 'WHITESPIRE'	8.6 B	2.5' CAL	3
CONIFERS					
	BS	BLACK HILLS SPRUCE / PICEA GLAUCA DENSATA	8.6 B		3
	NS	NORWAY SPRUCE / PICEA ABIES	8.6 B		3
	PW	PYRAMIDAL WHITE PINE / PINUS STROBUS 'FASTIGIATA'	8.6 B		3
	CODE	COMMON / BOTANICAL NAME	SIZE	TYPE	QTY
SHRUBS					
	BC	AUTUMN MAGIC BLACK CHOKEBERRY / ARONIA MELANOCARPA 'AUTUMN MAGIC'	5 GAL		38
	LB	LILAC / SYRINGA X 'BLOOMERANG'	5 GAL		22
	LH	LITTLE LIME HYDRANGEA / HYDRANGEA PANICULATA 'JANE'	5 GAL		69
	MJ	MINT JULEP JUNIPER / JUNIPERUS CHINENSIS 'MINT JULEP'	5 GAL		39
GRASSES					
	KFG	FEATHER REED GRASS / CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	1 GAL		20
PERENNIALS					
	AFS	AUTUMN FIRE SEDUM / SEDUM X 'AUTUMN FIRE'	1 GAL		31
	LRS	LITTLE SPIRE RUSSIAN SAGE / PEROVSKIA ATRIPUICIFOLIA 'LITTLE SPIRE' TM	1 GAL		8
	SYMBOL	CODE	COMMON / BOTANICAL NAME		QTY
GROUND COVERS					
	TUR HIG	SOD / TURF SOD HIGHLAND SOD			14,541 SF

LANDSCAPE NOTES

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND LIMITED MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION SHALL NOT BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OR ENGINEER OF DISCREPANCIES.
2. ALL SANITARY SEWER, STORM SEWER AND WATER MAIN MATERIAL AND INSTALLATIONS SHALL BE PER CITY REQUIREMENTS, MINNESOTA PLUMBING CODE, AND IN ACCORDANCE WITH THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION AND SANITARY SEWER AND STORM SEWER INSTALLATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA.
3. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN THE NECESSARY FEDERAL, STATE AND LOCAL PERMITS FOR THE PROPOSED WORK OR VERIFY WITH THE OWNER OR ENGINEER THAT PERMITS HAVE BEEN OBTAINED. PERMIT FEES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNLESS OTHERWISE



NORTH SHORE
DEVELOPMENT PARTNERS
235 LAKE ST. E #300
WAYZATA, MN

MAPLE & MAIN
MAPLE PLAIN, MINNESOTA

I hereby certify that this plan, specifications or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Landscape Architect under the laws of the State of Minnesota.

Joseph J. McKinney, PLA
Date: XX.XX.XX Lic. No.: 53234

Rev.	Date	Description
	10.17.2025	PRELIMINARY
	1.23.2026	CITY RESUBMITTAL

Project #: 25-117
Drawn By: PM
Checked By: JM
Issue Date: 10/17/2025
Sheet Title:

LANDSCAPE PLAN

Sheet: **L1.0**



PRELIMINARY PLAT FOR: NORTH SHORE DEVELOPMENT PARTNERS

EXISTING LEGAL DESCRIPTION:

Parcel 1:
That part of Lots 3, 4, and 5 lying South of the center line of U. S. Highway No. 12;
The North 35 feet of Lot 6;
The North 35 feet of the West 1/2 of Lot 7;
Block 1, "West Maple Plain", Hennepin County, Minnesota
Being Registered land as is evidenced by Certificate of Title No. 1414115.

Parcel 2:
All of Lot 6 and the West Half of Lot 7, Block 1, West Maple Plain, except the North 35 feet thereof, all according to the map or plat thereof on file or of record in the Office of the Register of Deeds within and for said Hennepin County, Minnesota.

Parcel 3:
The East Half of Lot 7 and Lot 8, Block 1, West Maple Plain, in the City of Maple Plain, County of Hennepin, State of Minnesota.

Parcel 4:
Lot 9, Block 1, West Maple Plain, Hennepin County, Minnesota.

Parcel 5:
That part of the north 65 feet of Lot 10, Block 1, West Maple Plain, according to the plat thereof on file and of record in the office of the County Recorder in and for Hennepin County, Minnesota, lying south of Trunk Highway No. 12, as now located and established.

SURVEYOR'S NOTE:

Per Quit Claim Deed Document No. 11199880, the State of Minnesota conveyed portions of Lot 10 and Lot 2, Block 1, WEST MAPLE PLAIN to the City of Maple Plain, described as follows:

Tract A. That part of the north 65 feet of Lot 10, Block 1, West Maple Plain, according to the plat thereof on file and of record in the office of the County Recorder in and for Hennepin County, Minnesota, lying south of Trunk Highway No. 12, as now located and established;

Tract B. That part of Lot 2, Block 1, West Maple Plain, according to the plat thereof on file and of record in the office of the County Recorder in and for Hennepin County, Minnesota;

which lies northerly of Line 1 described below and southerly of Line 2 described below:

Line 1. Beginning at a point on the westerly line of said Lot 10, distant 12.3 feet southerly of the northwesterly corner thereof; thence southeasterly to the southeasterly corner of Tract A hereinbefore described and there terminating;

Line 2. Beginning at a point on the westerly line of said Lot 2, distant 12.5 feet north of the southwest corner thereof; thence on an azimuth of 104 degrees 52 minutes 02 seconds for a distance of 136.80 feet, and there terminating;

This document is referenced in the title commitment under the Informational Note and in analyzing this document, the portion of Lot 2, Block 1, WEST MAPLE PLAIN is missing from the current title commitment. The area of said Lot 2 is shown hereon in Orange to convey the area described. This document also describes the right of way MNDOT conveyed more particularly, and clearly defines the right of way easement line in Lots 2 and 10. This parcel also is represented as a portion of Parcel 4 on the Hennepin County GIS, for reference.

PROPOSED LEGAL DESCRIPTION:

Lot 1, Block 1, MAPLE AND MAIN, Hennepin County, Minnesota.

PROPOSED PARCEL INFORMATION:

Proposed Lot 1, Block 1:	69,295 square feet	1.5908 acres
(Less Right of Way of Hwy. 12):	54,626 square feet	1.2540 acres
(Within Right of Way of Hwy. 12):	14,669 square feet	0.3368 acres

GENERAL SURVEY NOTES:

- The orientation of this bearing system is based on the Hennepin County coordinate grid (NAD 83-2011 Adj.).
- The legal description and easement information used in the preparation of this survey is based on the Commitment for Title Insurance prepared by Guaranty Commercial Title, Inc., issuing agent for Old Republic National Title Insurance Company, Commitment No. 70011 dated July 27, 2025 at 09:00 PM.
- The surveyed property has direct access to Main Street East, Budd Avenue, Maple Avenue, and U.S. Highway 12, all public rights of way.
- No evidence of cemeteries, burial grounds or gravesites was observed in the process of conducting the fieldwork.
- The address of the properties described hereon are 5209 & 5249 U.S. Highway 12, 1620 Maple Avenue, and 5220 & 5230 Main Street East, Maple Plain, MN 55359.
- The properties described hereon lies within Flood Zone X (Areas determined to be outside the 0.2% annual chance floodplain) per Federal Insurance Rate Map No.'s 27053C0143F & 27053C0144F, both dated November 4, 2016.
- The total area of the properties described hereon is 69,295 square feet or 1.5908 acres. The area of the property hereon described less areas used for right-of-way purposes is 54,626 square feet or 1.2540 acres, and is broken down as follows:

Parcel 1: 20,960 square feet or 0.4812 acres	Parcel 1 less ROW: 10,813 square feet or 0.2482 acres
Parcel 2: 12,889 square feet or 0.2959 acres	
Parcel 3: 16,344 square feet or 0.3752 acres	
Parcel 4: 10,892 square feet or 0.2500 acres	
Parcel 5: 4,289 square feet or 0.0985 acres	Parcel 5 less ROW: 3,392 square feet or 0.0779 acres
Lot 2: 3,921 square feet or 0.0900 acres	Lot 2 less ROW: 296 square feet or 0.0068 acres
- The contours depicted hereon are per elevation data collected while conducting the fieldwork. The contour interval is 1 foot.

PROJECT BENCHMARK: Top of Minnesota Department of Transportation Geodetic Monument MNDT Y 117 RESET Elevation = 1013.67 feet. (NAVD88)

SITE BENCHMARK: Top of PK Nail in concrete Sidewalk in the SW corner of Main Street and Budd Ave. Elevation = 1029.71 feet. (NAVD88)
- Existing utilities, services and underground structures shown hereon were located either physically, from existing records made available to us, by resident testimony, or by locations provided by Gopher State One Call, per Ticket No. 252173503. However, lacking excavation, the exact location of underground features cannot be accurately and reliably depicted. Where additional or more detailed information is required, the client is advised that excavation may be necessary. Other utilities and services may be present and verification and location of all utilities and services should be obtained from the owners of the respective utilities prior to any design, planning or excavation.
- The names of adjoining owners according to current tax records are depicted hereon.
- No zoning report or letter was provided. See zoning information notes.

CERTIFICATION:

I hereby certify that this survey, plan, or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Date of survey: August 25, 2025.
Date of signature: January 29, 2026.

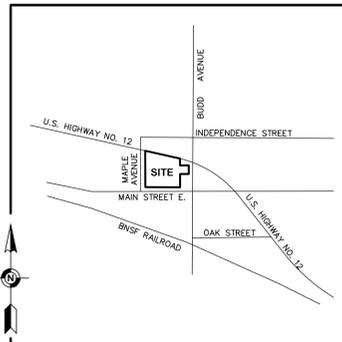
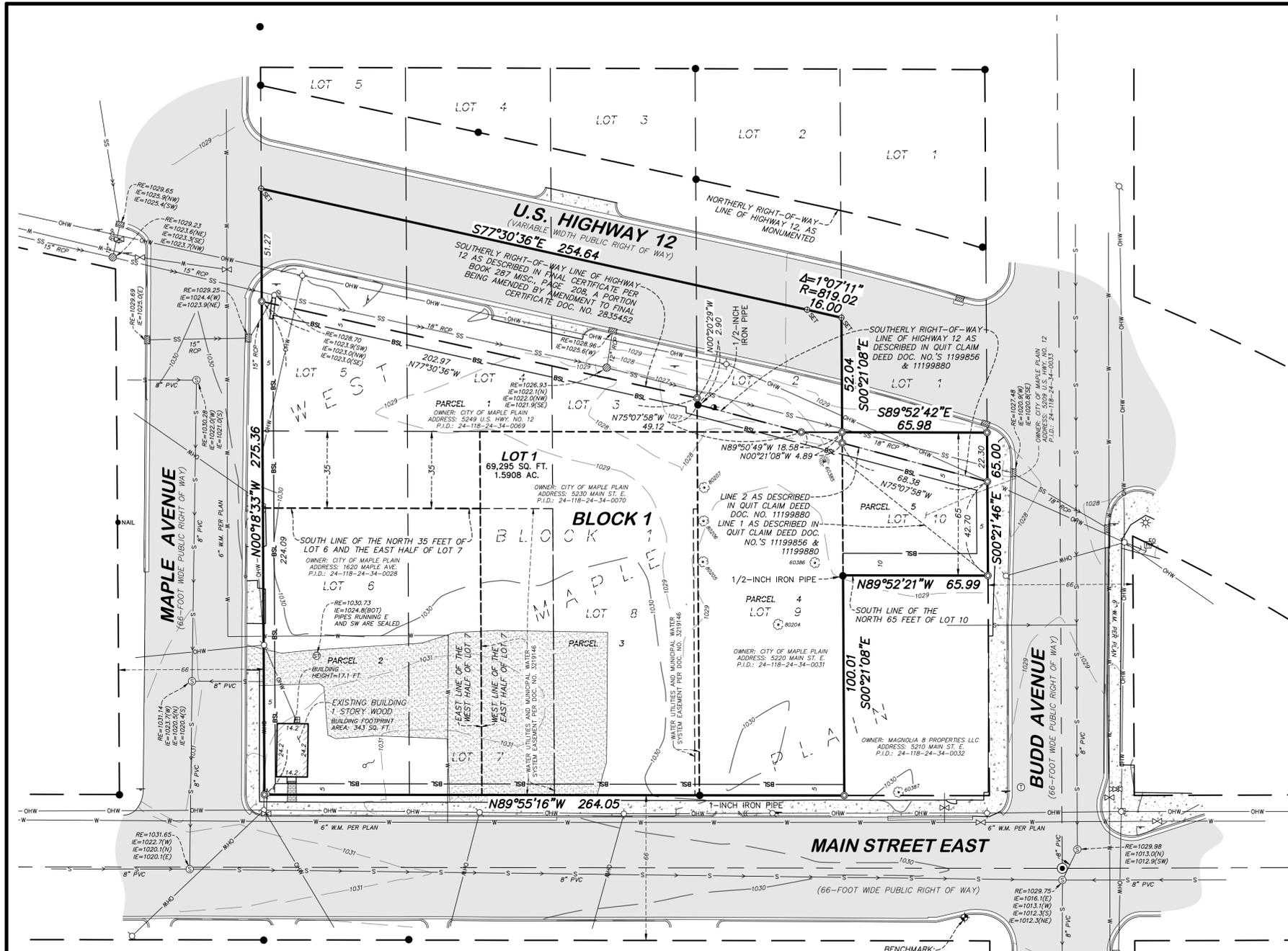
Christopher A. Terwedo
Christopher A. Terwedo
Minnesota License No. 53536
cterwedo@fnsurvey.com

LEGEND:

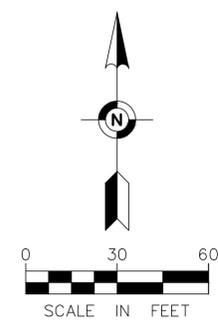
- FOUND CAST IRON MONUMENT
- FOUND IRON MONUMENT
- NAIL
- FOUND NAIL
- ⊙ SET IRON MONUMENT MARKED WITH LICENSE NUMBER 53536
- ⊙ SET MASONRY NAIL
- ⊙ BENCHMARK
- ⊙ SANITARY MANHOLE
- ⊙ STORM MANHOLE
- ⊙ CATCH BASIN
- ⊙ DRAIN (INLET)
- ⊙ GATE VALVE
- ⊙ HYDRANT
- ⊙ ELECTRIC METER
- ⊙ GUY POLE
- ⊙ UTILITY POLE
- ⊙ POWER POLE WITH LIGHT
- ⊙ TELEPHONE MANHOLE
- ⊙ GAS SIGN
- ⊙ SIGN
- ⊙ FLAGPOLE
- ⊙ SANITARY SEWER
- ⊙ STORM SEWER
- ⊙ OVERHEAD WIRE
- ⊙ BUILDING SETBACK LINE
- 920 — EXISTING CONTOUR LINE
- OR ○ TREE
- BITUMINOUS SURFACE
- CONCRETE SURFACE
- GRAVEL SURFACE
- PAVER SURFACE

TREE INVENTORY:

Tag #	Species	Diameter	Trunks
60385	Spruce	18"	1
60386	Birch	10"	2
60387	Basswood	22"	1
80204	Maple	48"	1
80205	Hackberry	22"	1
80206	Crab Apple	8"	1
80207	Maple	24"	1



VICINITY MAP
NO SCALE



GOPHER STATE ONE CALL NOTE:

List of utilities notified per Gopher State One Call Ticket No. 252173503.

ARVIG	CENTER POINT ENERGY
CITY OF MAPLE PLAIN	MEDIACOM
FRONTIER COMMUNICATIONS	MNDOT
HENNEPIN COUNTY PUBLIC WORKS	LEVEL 3 NOW LUMEN
HENNEPIN COUNTY SHERIFF	XCEL ENERGY
MIDCONTINENT COMMUNICATIONS	ZAYO BANDWIDTH

ZONING INFORMATION:

Per the City of Maple Plain zoning map dated 11/21/2012, the subject property is zoned MU - Mixed Use District (Downtown). Per the City of Maple Plain city code, building setback requirements for said zoning district are as follows:

Front Yard Building Setback:	5 feet
Side Yard Building Setback (interior):	0 feet
Side Yard Building Setback (corner):	5 feet
Rear Yard Building Setback:	10 feet

FIELD BOOK	PAGE	FIELDWORK CHIEF:	REVISIONS	
NO.	DATE	DESCRIPTION	NO.	DATE

DRAWING NAME: 42855 Preliminary Plat.dwg
JOB NO. 42855
FILE NO.

**PRELIMINARY PLAT OF
MAPLE AND MAIN**

**SURVEY FOR:
NORTH SHORE
DEVELOPMENT PARTNERS**

PROPERTY ADDRESS:
5209 & 5249 U.S. HIGHWAY 12
5220 & 5230 MAIN STREET EAST
1620 MAPLE AVENUE
MAPLE PLAIN, MN 55359

Egan, Field & Nowak, Inc.
475 Old Highway 8 NW, Suite 200
New Brighton, Minnesota 55112
PHONE: (612) 466-3300
WWW.EFNSURVEY.COM
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Land surveyors since 1872



MEMORANDUM

To: City of Maple Plain
From: Tammy Omdal
Date: January 9, 2026
Re: Tax Increment Financing (TIF) District 2-1

The City of Maple Plain (the “City”) received an application from North Shore Development Partners (the “Developer”) for public financial assistance to assist with redevelopment of property and the construction by the Developer of a multi-family housing / apartment complex consisting of approximately 95 rental housing units (the “Project”).

The Project is located at south of Highway 12, north of Main Street, west of Budd Ave. and east of Maple Street in the City. The parcels that will be included within the boundaries of the proposed tax increment financing district includes the following five parcels identified (PID) as: 2411824340069; 2411824340028; 2411824340070; 2411824340031; and 2411824340033 (the “Property”). The Property is proposed to be platted into one parcel for the Project. The Main and Maple legal description is proposed as follows:

Main and Maple Legal Description:

Lots 6, 7, 8, and 9, Block 1, “West Maple Plain,” Hennepin County, Minnesota;
That part of Lots 3, 4, and 5, Block 1, “West Maple Plain,” lying southerly of the centerline of U.S. Trunk Highway No. 12, as now located and established; That part of the north 65 feet of Lot 10, Block 1, “West Maple Plain,” lying southerly of Trunk Highway No. 12, as now located and established; EXCEPTING Tract A and Tract B as described in Quit Claim Deed Document No. 11199880; Together with notice that a portion of the premises is Registered Land under Certificate of Title No. 1414115.

Subject to approval of the request for financial assistance, the Developer plans to commence construction of the Project by April 1, 2026, and complete construction by May 1, 2027.

The cost of the Project is estimated at approximately \$21.7 million based on the Developer’s pro forma as of December 18, 2025. The Developer’s request for financial assistance is to assist with the extraordinary costs of redevelopment of the Property. The Developer has stated that it will not undertake the Project as proposed without the approval of the financial assistance.

It is Northland’s opinion that the Project as proposed is unlikely to occur but for the proposed financial assistance, inclusive of the tax increment financing (TIF). Without the financial assistance, the Project is not expected to achieve the level of debt service coverage and returns needed to secure the necessary private financing and equity investment.

Northland finds that it is reasonable for the City to consider financial assistance through tax increment financing for the Project. The redevelopment of the Property will provide rental housing units within the City and development and economic activity within the City on a site that the City has desired redevelopment for many years. The Project will not occur solely through private investment within the reasonably foreseeable future without financial assistance.

Public Financial Assistance

The Developer is seeking financial assistance from the City in the form of pay-go tax increment financing assistance and waving or a reduction of certain City fees. The tax increment revenue is proposed to come from the establishment of Tax Increment Financing (Redevelopment) District No. 2-1 (the "TIF District") within the proposed Development District No. 2 (the "Project Area"). The boundaries of the Project Area will be coterminous with the City's municipal boundaries.

The City Council will hold a public hearing on February 9, 2025, to consider approval of the establishment of the TIF District and the Project Area, among other items.

Based on Northland's analysis of the financial information provided by the Developer, the following terms for tax increment financing assistance to the Developer are proposed:

- Proposed terms will be subject to a Development Agreement (the "Agreement") between the Developer and the City.
- Maximum term of 26 years for TIF assistance for duration of the TIF District and assistance to the Developer.
- TIF "pay-go" revenue note (the "TIF Note") to be issued to reimburse of \$2,889,000 of qualified costs for the Project incurred by the Developer, plus interest at rate of 5.75%, from the estimated dated date of issue 8/1/2027, per annum to the earlier of maturity or prepayment.
- Total estimated "pay-go" payments to the Developer over 26 years is estimated to be approximately \$5.2 million, including principal and interest payments. The TIF Note will be payable solely from net available semi-annual tax increments. Net available semi-annual tax increments shall be based on 70% of the tax increment collected from the Project.
- The TIF Note shall bear simple, non-compounding interest from the date that the City has determined paid invoices, as paid by the Developer, in compliance with the terms of the Agreement. First payment on the TIF Note shall be 8/1/2028, and on each February 1 and August 1 thereafter to and including 2/1/2054, or when the principal and interest payable have been paid in full, whichever occurs earlier.
- The Property shall not be subject to a minimum assessment agreement.

Exhibit A provides a summary of the estimated tax increment cash flow from the TIF District available to reimburse the Developer for TIF eligible qualified costs.

Review of Application for Assistance

Northland completed a review of the Developer's application for financial assistance. Northland reviewed project cost estimates to ensure all anticipated sources and uses for the Project were properly included.

Exhibit B provides information on the sources and uses of funds for the Project. Exhibit C provides a summary of the Developer pro forma for the Project. Based on a review of the estimated pro forma for the Project and under current market conditions, we find that the Project, as proposed, may not reasonably be expected to occur solely through private investment within the reasonably near future. Due to the costs associated with the redevelopment of the Property, the Project as proposed is feasible only through assistance, in part, from TIF. This conclusion is supported by the following:

- The Developer plans for the \$21.7 million cost for the Project to be funded from a combination of debt (72.5%), equity (24.7%), and deferred developer fee (2.8%). The present value of the estimated future tax increment revenue from the TIF Note payments to the
-

Developer reduces the effective cost of the Project by an estimated \$2,889,000. Based on estimated net operating income, the effective return without financial assistance is not at a level the Project, as proposed, would proceed.

- The total estimated cost per unit for the Project is estimated at approximately \$228,021 for the construction of 95 units. Based on Northland's experience with similar projects and given the location of the Project, we find the estimated cost per unit to be reasonable.
- The estimated average gross monthly rent for units, in the first stabilized year of the Project (2029), is estimated at approximately \$1,683 per month. The annual total gross rental income for the Project is estimated at \$1,918,620 the first year of stabilized occupancy (2029), before adjusting for estimated apartment vacancy and rental loss of 5%.
- The total annual expense, operating and non-operating, including property taxes, is estimated at \$9,585 per unit. This average estimated cost per unit is reasonable.
- The estimated average debt service coverage with tax increment financing is estimated to average 1.37X during the first ten years of operations, and without financial assistance the average is 0.96X. The coverage for the mortgage without the tax increment is not at a level that we would expect the Project, as proposed, to proceed. The financing of this type of project would be expected to be at a minimum of approximately 1.3X coverage.
- The year-to-date average cash-on-cash return is projected to reach an estimated 6.4% by year ten of the Project with financial assistance and 2.5% without assistance. By the final year of the TIF District, the estimated year-to-date average cash-on-cash return is projected at 10.5% with assistance and 6.7% without TIF assistance.

DRAFT

EXHIBIT A**City of Maple Plain****Tax Increment Financing District No. 2-1 (Redevelopment)****Maple and Main Redevelopment****Projected Tax Increment Financing (TIF) Cash Flow and Real Estate Taxes**

TIF District Year	Taxes Payable Year	Taxable Market Value (TMV)	Captured Tax Capacity for TIF	Available TIF from District	TIF to City	Net Available TIF to Developer	% of Available TIF from District	PV Net Available TIF to Developer (at 5.75% rate)	Total Real Estate Taxes
1	2028	14,962,500	173,152	203,393	61,018	142,375	70.0%	140,386	248,905
2	2029	21,588,750	255,981	300,687	90,206	210,481	70.0%	336,487	359,134
3	2030	21,804,638	258,679	303,856	91,157	212,699	70.0%	523,735	362,725
4	2031	22,022,684	261,405	307,058	92,117	214,940	70.0%	702,526	366,352
5	2032	22,242,911	264,158	310,292	93,088	217,204	70.0%	873,244	370,016
6	2033	22,465,340	266,938	313,558	94,067	219,491	70.0%	1,036,251	373,717
7	2034	22,689,993	269,746	316,856	95,057	221,799	70.0%	1,191,894	377,453
8	2035	22,916,893	272,582	320,188	96,056	224,132	70.0%	1,340,506	381,228
9	2036	23,146,062	275,447	323,553	97,066	226,487	70.0%	1,482,404	385,040
10	2037	23,377,523	278,340	326,952	98,086	228,866	70.0%	1,617,890	388,891
11	2038	23,611,298	281,262	330,384	99,115	231,269	70.0%	1,747,252	392,780
12	2039	23,847,411	284,214	333,851	100,155	233,696	70.0%	1,870,768	396,707
13	2040	24,085,885	287,195	337,352	101,206	236,147	70.0%	1,988,701	400,674
14	2041	24,326,744	290,206	340,888	102,267	238,622	70.0%	2,101,302	404,681
15	2042	24,570,011	293,246	344,460	103,338	241,122	70.0%	2,208,812	408,728
16	2043	24,815,711	296,318	348,068	104,421	243,648	70.0%	2,311,461	412,815
17	2044	25,063,869	299,420	351,712	105,514	246,199	70.0%	2,409,469	416,944
18	2045	25,314,507	302,553	355,392	106,618	248,774	70.0%	2,503,044	421,113
19	2046	25,567,652	305,717	359,110	107,733	251,377	70.0%	2,592,387	425,324
20	2047	25,823,329	308,913	362,863	108,859	254,004	70.0%	2,677,688	429,577
21	2048	26,081,562	312,141	366,655	109,997	256,659	70.0%	2,759,130	433,873
22	2049	26,342,378	315,401	370,484	111,145	259,339	70.0%	2,836,888	438,212
23	2050	26,605,802	318,694	374,352	190,409	183,943	49.1%	2,889,000	442,594
24	2051	26,871,860	322,019	378,259	378,259	0	0.0%	-	447,020
25	2052	27,140,578	325,378	382,204	382,204	0	0.0%	-	451,489
26	2053	27,411,984	328,771	386,190	386,190	0	0.0%	-	456,005
				8,748,619	3,505,346	5,243,273		2,889,000	

Key Assumptions:

- 1 Taxable market value (TMV) annual growth assumption = 1.0%.
- 2 Original Tax Capacity Rate for calculation of Available TIF from District is estimated based on Taxes Payable Year 2025 rate of 117.89%.
- 3 Election for captured tax capacity is 100.00%.
- 4 Base Tax Capacity is calculated based on estimated TMV value of the Property within the TIF District. Base value will be established based on final plat of the Property and TMV at time of request for certification of the TIF District.
- 5 Present Value (PV) Net Available TIF calculated on semi-annual payments and stated rates above and dated date 8/1/2028.
- 6 TMV is estimated based on an approximately 95-unit apartment building with underground parking with estimated average value of approximately \$225,000/unit (today's dollars) with no retail-commercial included.
- 7 Available TIF from District is after deduction of State Auditor Fee (0.36%).
- 8 City to elect 2028 as first year of tax increment collection. Analysis assumes project is 70% completed in 2026 for taxes first payable in 2028.

EXHIBIT B
City of Maple Plain
Redevelopment of Property for Housing Project with 95 Market Rate Housing Units
Developer Sources and Uses of Funds for Construction

	Total Project Cost	% of Total	Per Unit Average
Sources of Funds			
Debt Financing (1st Mortgage and TIF Loan from Lender)	\$13,128,600	60.6%	\$138,196
TIF Loan from Lender	\$2,583,000	11.9%	\$27,189
Deferred Developer Fee	\$600,000	2.8%	\$6,316
Equity	\$5,350,363	24.7%	\$56,320
Total Sources of Funds	\$21,661,963	100.0%	\$228,021
Uses of Funds			
Land Acquisition	\$100,000	0.46%	\$1,053
Building Construction	\$17,575,000	81.13%	\$185,000
Construction and Soft Cost Contingency	\$592,250	2.73%	\$6,234
City Storm Water Connection Fee	\$190,000	0.88%	\$2,000
City Park Dedication Fee	\$209,000	0.96%	\$2,200
Metropolitan Council SAC Fee	\$111,825	0.52%	\$1,177
Professional Design Consultant Fees	\$375,000	1.73%	\$3,947
Developer Fee	\$600,000	2.77%	\$6,316
Financing Fees, Carrying Cost During Construction, CIF	\$1,093,609	5.05%	\$11,512
Other Soft Costs	\$815,279	3.76%	\$8,582
Total Uses of Funds	\$21,661,963	100.00%	\$228,021

Housing Units 95

Notes:

1/ Prepared by Northland from information provided by Developer and information provided by City.

EXHIBIT C
City of Maple Plain
Redevelopment of Property for Housing Project with 95 Market Rate Housing Units
Summary Pro Forma - All Amounts are Estimates for Planning Purposes

Calendar Year Year of TIF District	2032 Year 5	2037 Year 10	2042 Year 15	2047 Year 20	2053 Year 26
Income before TIF	2,210,868	2,440,977	2,695,035	2,975,537	3,350,938
TIF to Developer	217,204	228,866	241,122	254,004	-
Income after TIF	2,428,072	2,669,843	2,936,158	3,229,541	3,350,938
Less operating expense (not including property tax)	615,677	677,780	746,346	822,049	923,363
Less property taxes	370,016	388,891	408,728	429,577	456,005
Net operating income	1,442,379	1,603,172	1,781,084	1,977,915	1,971,570
Less debt service	1,171,250	1,171,250	1,171,250	1,171,250	1,171,250
Net cash flow with TIF	271,129	431,922	609,834	806,665	800,320
YTD Average Cash on cash with TIF (NOI / Equity)	6.0%	6.4%	7.6%	9.1%	10.5%
YTD Average Cash on cash without TIF	2.3%	2.5%	3.5%	4.9%	6.7%
YTD Average Cash on Cost with TIF (NOI / TDC)	6.0%	6.5%	7.0%	7.4%	7.8%
YTD Average Cash on Cost without TIF	5.0%	5.6%	6.0%	6.4%	6.9%
YTD Average Debt coverage with TIF	1.44	1.37	1.40	1.46	1.51
YTD Average Debt coverage without TIF	0.99	0.96	0.99	1.04	1.15
YTD TIF to Developer	997,700	2,118,475	3,299,330	4,543,332	5,243,273
Present Value of YTD TIF to Developer (5.75% Rate)	873,244	1,617,890	2,208,812	2,677,688	2,889,000

Notes:

1/ Total Development Cost (TDC):

21,661,963

2/ Developer Equity (Equity):

5,350,363

3/ Estimated par amount of reimbursement to developer is \$2,889,000, payable semi-annually solely from available tax increment with interest at 5.75%. First payment 8/1/2028, and on each February 1 and August 1 thereafter to and including 2/1/2051, or when the principal and interest payable have been paid in full, whichever occurs earlier.

4/ Income before TIF, operating expense, and debt service are based on estimates prepared by Developer and submitted with application to City, with the exception of estimated TIF to Developer and Property Taxes, which are estimates prepared by Northland Public Finance.

DRAFT

CITY OF MAPLE PLAIN, MINNESOTA

**DEVELOPMENT PROGRAM FOR DEVELOPMENT
DISTRICT NO. 2**

**AND TAX INCREMENT FINANCING PLAN FOR
TAX INCREMENT FINANCING (REDEVELOPMENT)
DISTRICT NO. 2-1 WITHIN DEVELOPMENT DISTRICT NO. 2**

PROPOSED TO BE ADOPTED BY CITY COUNCIL OF MAPLE PLAIN, MN

PUBLIC HEARING DATE: _____, 2026

ESTABLISHMENT DATE: _____, 2026

REQUEST CERTIFICATION DATE: _____, 2026

CERTIFICATION DATE: _____, 2026



Northland Securities, Inc.
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(800) 851-2920
Member NASD and SIPC
Registered with SEC and MSRB

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ARTICLE I – INTRODUCTION AND DEFINITIONS

SECTION 1.01 INTRODUCTION

The City of Maple Plain proposes to provide tax increment financing assistance to assist with economic development within the City. This document contains the plan for achieving the objectives of the Development Program for Development District No. 2 through the establishment and use of tax increment financing districts within its boundaries. This document also contains the Tax Increment Financing Plan for Tax Increment Financing (Redevelopment) District No. 2-1, which is the first district to be established within the boundaries of Development District No. 2.

SECTION 1.02 DEFINITIONS

For the purposes of this document, the terms below have the meanings given in this section, unless the context in which they are used indicates a different meaning:

1. “City” means the City of Maple Plain, Minnesota.
2. “City Council” means the City Council of the City.
3. “County” means Hennepin County, Minnesota.
4. “County Auditor” means the County Auditor/Treasurer of the County.
5. “Developer” means the private party undertaking construction of the Development in the TIF District, their successors or assigns.
6. “Development” means the redevelopment of the Property within the TIF District to include the construction by the Developer of a multi-family housing / apartment complex consisting of approximately 95 rental housing units.
7. “Development District” means Development District No. 2 within the City, established pursuant to the Development District Act.
8. “Development District Act” means Minnesota Statutes, Sections 469.124 through 469.134, as amended and supplemented from time to time.
9. “Development Program” means the Development Program for the Development District, as amended and supplemented from time to time.
10. “Property” means the approximate 1.25 acres within the TIF District as described in Section 3.03.2 of the TIF Plan.
11. “Project Area” means the geographic area of the Development District.
12. “Public Development Costs” means the cost of the development activities that will or are expected to occur within the Project Area or TIF District.
13. “School District” means Orono Independent School District 278.
14. “State” means the State of Minnesota.
15. “Tax Increment Bonds” means any tax increment bonds as defined in Section 469.174, Subd. 3 of the TIF Act, issued by the City to finance Public Development Costs, and any obligations issued to refund such bonds, pursuant to Section 469.178 of the TIF Act.
16. “TIF Act” means Minnesota Statutes, Sections 469.174 through 469.1794 as amended, both inclusive.
17. “TIF District” means Tax Increment Financing (Redevelopment) District No. 2-1.
18. “TIF Plan” means the tax increment financing plan for the TIF District (this document).

SECTION 1.03 PLAN PREPARATION

This document was prepared for the City by Northland Securities, Inc.

ARTICLE II - DEVELOPMENT PROGRAM

SECTION 2.01 OVERVIEW

The City hereby establishes Development District No. 2 and the related Development Program as a tool to achieve the objectives described in Section 2.02. The Development District serves as the “Project Area” for the tax increment financing districts established within its boundaries. The Development Program describes the City’s objectives for the development of this area and the use of tax increment financing.

SECTION 2.02 STATEMENT OF OBJECTIVES

The establishment of the Development District pursuant to the Development District Act is necessary and in the best interests of the City and its residents and is necessary to give the City the ability to meet certain public purpose objectives that would not be obtainable in the foreseeable future without intervention by the City in the normal development process.

The City intends, to the extent permitted by law, to accomplish the following objectives through the implementation of the Development Program:

1. Provide for the acquisition of land and construction and financing of the private development in the Development District which are necessary for the orderly and beneficial development of the Development District and adjacent areas of the City.
2. Encourage the redevelopment of blighted and under-utilized areas of the City.
3. Facilitate the removal of deteriorated structures and encourage redevelopment in commercial areas providing high levels of property maintenance and private investment.
4. Provide parking needed to support development and encourage use of shared parking to promote additional private development.
5. Build, maintain improve, and reconstruct public improvements and utilities needed to support development.
6. Promote and secure the prompt and unified development of certain property in the Development District, which property is not now in productive use or in its highest and best use, with a minimum adverse impact on the environment, and thereby promote and secure the desirable development of other land in the City.
7. Promote and secure additional employment opportunities within the Development District and the City for residents of the City and the surrounding area, thereby improving living standards and reducing unemployment and the loss of skilled and unskilled labor and other human resources in the City.
8. Secure the increase in values of property subject to taxation by the City, the School District, the County, and other taxing jurisdictions in order to better enable such entities to pay for governmental services and programs that they are required to provide.
9. Promote the concentration of new unified development consisting of desirable industrial and other appropriate development in the Development District so as to maintain these areas in a manner compatible with its accessibility and prominence in the City.
10. Encourage the expansion and improvement of local business, economic activity and development, whenever possible.
11. Create a desirable and unique character within the Development District through quality land use alternatives and design quality in new buildings.

SECTION 2.03 BOUNDARIES OF DEVELOPMENT DISTRICT

The boundaries of the Development District are conterminous with the municipal boundaries of the City as shown in Exhibit V.

SECTION 2.04 DEVELOPMENT ACTIVITIES

The City will perform or cause to be performed, to the extent permitted by law, all project activities pursuant to the Development District Act, the TIF Act, and other applicable state laws, and in doing so anticipates that the following may, but are not required, to be undertaken by the City:

1. The making of studies, planning, and other formal and informal activities relating to the Development Program.
2. The implementation and administration of the Development Program.
3. The rezoning of land within the Development District.
4. The acquisition of property, or interests in property, by purchase or condemnation, which acquisition is consistent with the objectives of the Development Program.
5. The preparation of property for use and development in accordance with applicable Land Use Regulations and the Development Agreement, including demolition of structures, clearance of sites, placement of fill and grading.
6. The resale of property to private parties.
7. The construction or reconstruction of site improvements to property within a tax increment financing district.
8. The construction, improvement and maintenance of parking facilities.
9. The construction, improvement and maintenance of streets, sidewalks, alleys, and public utilities.
10. The issuance of Tax Increment Bonds to finance the Public Development Costs of the Development Program, and the use of tax increment revenue available to the City to pay or finance the Public Development Costs of a tax increment financing district, as provided in a tax increment financing plan, incurred or to be incurred by it pursuant to the Development Program.
11. The use of tax increment revenue to pay debt service on the Tax Increment Bonds or otherwise pay or reimburse with interest the Public Development Costs of a tax increment financing district, as provided in a tax increment financing plan.

SECTION 2.05 PAYMENT OF PUBLIC DEVELOPMENT COSTS

Public Development Costs and the plan for their payment will be described in the tax increment financing plans for a tax increment financing district. It is anticipated that the Public Development Costs of the Development Program will be paid primarily from tax increment revenues from tax increment financing districts within the Development District. The City reserves the right to utilize other available sources of revenue, including but not limited to special assessments, user charges and financial assistance from other units of government, which the City may apply to pay a portion of the Public Development Costs.

SECTION 2.06 ENVIRONMENTAL CONTROLS; LAND USE REGULATIONS

All municipal actions, public improvements and private development shall be carried out in a manner consistent with existing environmental controls and all applicable land use regulations.

SECTION 2.07 PARK AND OPEN SPACE TO BE CREATED

Park and open space within the Development District, if created, will be created in accordance with the City's Comprehensive Plan and zoning and subdivision ordinances.

SECTION 2.08 PROPOSED REUSE OF PROPERTY

The Development Program provides that the City or Authority may acquire property and reconvey the same to another entity. All parcels in the Development District are eligible for acquisition. In acquiring land, the City will require the execution of a binding development agreement with respect thereto and evidence that tax increment revenues or other funds will be available to repay the costs associated with the proposed acquisition of property. It is the intent of the City to negotiate the acquisition of property whenever possible. Appropriate restrictions regarding the reuse and redevelopment of property shall be incorporated into any development agreement to which the City is a party.

SECTION 2.09 ADMINISTRATION AND MAINTENANCE OF DEVELOPMENT DISTRICT

Maintenance and operation of the Development District will be the responsibility of the City Administrator or designee of the City who shall serve as administrator of the Development District for the City. Each year the Administrator will submit to the City the maintenance and operation budget for the following year.

The Administrator will administer the Development District pursuant to the provisions of Section 469.131 of the Development District Act; provided, however, that such powers may only be exercised at the direction of the City Council. No action taken by the Administrator pursuant to the above-mentioned powers shall be effective without authorization by the City Council.

SECTION 2.10 AMENDMENTS

The City reserves the right to alter and amend the Development Program, subject to the provisions of state law regulating such action. The City specifically reserves the right to enlarge or reduce the size of the Development District, the Development Program and the Public Development Costs of the Development Program.

ARTICLE III - TAX INCREMENT FINANCING PLAN

SECTION 3.01 STATUTORY AUTHORITY

The TIF District and this TIF Plan are established under the authority of the TIF Act.

SECTION 3.02 PLANNED DEVELOPMENT

3.02.1 Development Description

The Developer proposes to undertake the redevelopment of the Property. The Developer proposes redevelopment of the property within the TIF District to include the construction by the Developer of a multi-family housing / apartment complex consisting of approximately 95 rental housing units.

3.02.2 City Plans and Development Program

In addition to achieving the objectives of the Development Program, the Development is consistent with and works to achieve the development objectives of the City. The TIF Plan for the TIF District conforms to the general plan for development or redevelopment of the

City as a whole. The City has adopted land use controls to guide the use of the Property. The development plans for the Development in the TIF District have been reviewed by the Planning Commission and the City Council, and conform to current land use controls.

3.02.3 *Land Acquisition*

There is no land acquisition by the City related to the Development. The Developer will acquire the Property from the City for the Development.

3.02.4 *Development Activities*

The City anticipates that activities proposed in the TIF Plan will be subject to contracts as of the date of approval of the establishment of the TIF District or a date thereafter. The City has and anticipates it will enter into contracts with the Developer to provide tax increment financing assistance to the Developer to reimburse the Developer for certain Public Development Costs to be incurred by the Developer.

3.02.5 *Need for Tax Increment Financing*

In the opinion of the City, the Development would not reasonably be expected to occur solely through private investment within the foreseeable future and the increased market value of the site that could reasonably be expected to occur without the use of tax increment financing would be less than the increase in the market value estimated to result from the Development after subtracting the present value of the projected tax increments for the maximum duration of the TIF District permitted by the TIF Plan. The reasons and facts supporting this finding include the following:

- The Development requires public financial assistance to offset site improvement and preparation costs to allow for the Developer to proceed with construction of the Development.
- A comparative analysis of estimated market values both with and without establishment of the TIF District and the use of tax increments has been performed as described above and is shown in Exhibit I. This analysis indicates that the increase in estimated market value of the Development (less the present value of the projected tax increments for the maximum duration permitted by the TIF Plan) exceeds the estimated market value of the site prior to the establishment of the TIF District.

The TIF Plan will afford maximum opportunity, consistent with the sound needs of the City as a whole, for the development or redevelopment of the Development District by private enterprise.

SECTION 3.03 TAX INCREMENT FINANCING DISTRICT

3.03.1 *Designation*

This TIF District is designated as Tax Increment Financing (Redevelopment) District No. 2-1.

3.03.2 *Boundaries of TIF District*

The boundaries of the TIF District are depicted in Exhibit V. The TIF District includes one parcel described (the "Property"), to be described below, and the immediate adjacent roads and right-of-way to this parcel.

- Main and Maple Legal Description
Lots 6, 7, 8, and 9, Block 1, "West Maple Plain," Hennepin County, Minnesota;
That part of Lots 3, 4, and 5, Block 1, "West Maple Plain," lying southerly of the centerline of U.S. Trunk Highway No. 12, as now located and established; That part of the north 65 feet of Lot 10, Block 1, "West Maple Plain," lying southerly of Trunk Highway No. 12, as now located and established; EXCEPTING Tract A and Tract B as described in Quit Claim Deed Document No. 11199880; Together with notice that a portion of the premises is Registered Land under Certificate of Title No. 1414115.

The parcel to be within the boundaries of the TIF District will be platted prior to the City submitting the request for certification of the TIF District to the County. The parcel to be platted, as described above, is anticipated to be inclusive of all or a portion of the following five current parcels:

- 2411824340069
- 2411824340028
- 2411824340070
- 2411824340031
- 2411824340033

3.03.3 *Type of District*

The TIF District is established as a “redevelopment district” pursuant to Section 469.174, subdivision 10 of the TIF Act. The City has determined that the Property in the TIF District meets the statutory criteria for a redevelopment district.

Section 469.174, subdivision 10 (a) (1) of the TIF Act requires two tests for occupied parcels be met to qualify as a “redevelopment district”: a conditions test and coverage test. For a “redevelopment district” more than 50% of the buildings, not including outbuildings, must be found to be structurally substandard to a degree requiring substantial renovation or clearance.

The conditions test for structurally substandard is defined under Section 469.174, subdivision 10(b) of the TIF Act. For purposes of that subdivision, “structurally substandard” means containing defects in structural elements or a combination of deficiencies in essential utilities and facilities, light and ventilation, fire protection including adequate egress, layout and condition of interior partitions, or similar factors, which defects or deficiencies are of sufficient total significance to justify substantial renovation or clearance.”

Buildings are not eligible to be considered structurally substandard unless they meet certain additional criteria, as set forth in Section 469.174, subdivision 10(c) of the TIF Act. A building is not structurally substandard if it is in compliance with the building code applicable to new buildings or could be modified to satisfy the building code at a cost of less than 15% of the cost of constructing a new structure of the same square footage and type on the site.

The municipality may find that a building is not disqualified as structurally substandard under the preceding sentence on the basis of reasonably available evidence, such as the size, type, and age of the building, the average cost of plumbing, electrical, or structural repairs, or other similar reliable evidence. Items of evidence that support such a conclusion that the building is not disqualified include recent fire or police inspections, on-site property tax appraisals or housing inspections, exterior evidence of deterioration, or other similar reliable evidence.

Furthermore, parcels consisting of 70% of the area of the district must be occupied by buildings, streets, utilities, or paved or gravel parking lots to meet the required coverage test. The coverage required by the parcel to be considered occupied is defined under Section 469.174, subdivision 10(e) of the TIF Act. For purposes of such subdivision, a parcel is not occupied by buildings, streets, utilities, or paved or gravel parking lots unless 15% of the area of the parcel contains building, streets, utilities, or paved or gravel parking lots.

As summarized in the table of data on page 8, 100% of the area of the TIF District is occupied by improved parcels, and 100% of the buildings within the TIF District are found to be substandard. The substandard buildings are reasonably distributed.

The detailed results of the building inspection and analysis performed by LHB, Inc. is contained in the report from LHB, Inc. dated January 6, 2025 and included in Exhibit V of the TIF Plan. In summary the findings are as follows:

Number of Parcels	1
Site Area Included (square feet without roads).....	54,398
Area of Improved Parcels (square feet).....	9,952
Percent of Area Improved	18.3%
Number of Parcels with Buildings	1
Number of Buildings found Substandard	1
Percent of Buildings found Substandard	100%

SECTION 3.04 PLAN FOR USE OF TAX INCREMENT

3.04.1 Estimated Tax Increment

The original net tax capacity of value of the TIF District will be set by the County upon request for certification. For the purposes of the TIF Plan, the estimated original net tax capacity is \$13,879. This amount is estimated based on the estimated market value for the parcels within the TIF District of \$1,110,300, with tax capacity value calculated based on residential-apartment property classification.

The total tax capacity value of the Property after Development completion is estimated at \$269,859 (for payable 2029). This amount is based on a total estimated taxable market value of \$21,588,750 assessed January 2028 for tax payable in 2029, with residential-apartment property classification. The calculation of tax increment is not affected by the fiscal disparities program, as residential property is not subject to the fiscal disparities program.

The estimated difference between the total tax capacity value after Development completion and the original net tax capacity value is the captured tax capacity value in the amount of \$255,981 for the creation of tax increment (estimated for payable 2029).

The total local tax rate is estimated at 117.89% based on the tax rates for taxes payable in 2025. The TIF Plan uses this rate for purpose of estimating tax increment for the TIF District. At the time of certification of the original net tax capacity for the TIF District, the County Auditor shall certify the original local tax rate that applies to the TIF District, which will vary from the estimate used in the TIF Plan. The original local tax rate is the sum of all the local tax rates, excluding that portion of the school rate attributable to the general education levy under Minnesota Statutes Section 126C.13, that apply to a property in the TIF District. The local tax rate to be certified is the rate in effect for the same taxes payable year applicable to the tax capacity values certified as the TIF District’s original tax capacity. The resulting tax capacity rate is the original local tax rate for the life of the TIF District.

Under these assumptions, the estimated annual tax increment will be \$300,687 (in payable 2029) after Development completion and after deducting for the State Auditor’s fee (0.36% of the captured tax increments). The actual tax increment will vary according to the certified original tax capacity value and original tax rate, the actual property value produced by the Development and the changes in property value and State tax policy over the life of the TIF District.

The City will retain 100% the full captured net tax capacity for the duration of the TIF district, pursuant to Section 469.177, Subd. 2, (b), (1) of the TIF Act. Exhibit II contains the projected tax increment over the life of the TIF District.

3.04.2 Public Development Costs

The City will use tax increment to pay Public Development Costs. The contracts between the City and the Developer will define the means for verifying Public Development Costs incurred by the Developer that will be eligible for reimbursement and the means of disbursing tax increments collected by the City.

The City will use tax increment to pay financing costs. The interest rate payable on Tax Increment Bonds issued will be set pursuant to approving resolutions. Pay-go tax increment

TAX INCREMENT FINANCING (REDEVELOPMENT) DISTRICT NO. 2-1

revenue notes and interfund loans are included in the definition of Tax Increment Bonds, among other types of obligations that may be applicable.

3.04.3 Estimated Sources and Uses of Funds

The estimated sources of revenue, along with the estimated Public Development Costs of the TIF District, are itemized in Figure 3-1 that follows. Such costs are eligible for reimbursement from tax increments, and other listed sources of revenue from the TIF District. The City reserves the right to administratively adjust the amount of any of the Public Development Cost items listed in Figure 3-1, so long as the total estimated tax increment project costs amount, not including financing costs, is not increased.

Figure 3.1
City of Maple Plain
Tax Increment Financing District No. 2-1
Projected Tax Increment
Maple and Main Redevelopment

	Total
Estimated Tax Increment Revenues (from tax increment generated by the district)	
Tax increment revenues distributed from the county	\$8,748,619
Interest and investment earnings	\$50,000
Total Estimated Tax Increment Revenues	\$8,798,619
 Estimated Project/Financing Costs (to be paid or financed with tax increment)	
Project costs	
Land/building acquisition	\$100,000
Site improvements/preparation costs	\$2,789,000
<i>Subtotal</i>	<i>\$2,889,000</i>
Other qualifying improvements	\$1,660,658
Administrative costs	\$50,000
Estimated Tax Increment Project Costs	\$4,599,658
 Estimated financing costs	
Interest expense	\$4,198,961
Total Estimated Project/Financing Costs to be Paid from Tax Increment	\$8,798,619
 Estimated Financing	
Total amount of bonds to be issued	\$8,798,619

3.04.4 Administrative Costs

The City plans to use tax increment revenues to pay for administrative expenses for the TIF District. The use of tax increment revenues to pay administrative expenses will not exceed a maximum amount of 10% of tax increment revenues pursuant to the TIF Act. The City will use tax increments to pay for and reimburse itself for costs of administering the TIF District as allowed by the TIF Act. The estimated amount of tax increment revenue planned to pay administrative expense is shown in Figure 3-1. Anticipated administrative expenses of the TIF District include annual audit of the fund for the TIF District, preparation of annual reporting, legal publication of annual report, and administration of the development agreement.

3.04.5 County Road Costs

The Development will not substantially increase the use of county roads and necessitate the need to use tax increments to pay for county road improvements.

3.04.6 Bonded Indebtedness

The total amount of Tax Increment Financing Bonds estimated to be issued is shown in Figure 3-1.

The City may issue general obligation bonded indebtedness, with pledge of tax increments, to finance certain Public Development Costs that may be incurred by the City as a result of the TIF Plan.

The City may advance or loan money to finance expenditures, Public Development Costs, under Section 469.176, Subd. 4 and Section 469.178, Subd. 7 of the TIF Act, from the general fund of the City or any other legally authorized fund under which it has legal authority to do so, subject to the following provisions:

- (a) Not later than 60 days after money is transferred, advanced, or spent, whichever is earliest, the loan or advance must be authorized by resolution of the City.
- (b) The resolution may generally grant to the City the power to make interfund loans under one or more tax increment financing plans or for one or more districts. The resolution may be adopted before or after the adoption of the tax increment financing plan or the creation of the tax increment financing district from which the advance or loan is to be repaid.
- (c) The terms and conditions for repayment of the loan must be provided in writing. The written terms and conditions may be in any form, but must include, at a minimum, the principal amount, the interest rate, and maximum term. Written terms may be modified or amended in writing by the City before the latest decertification of any tax increment financing district from which the interfund loan is to be repaid. The maximum rate of interest permitted to be charged is limited to the greater of the rates specified under Minnesota Statutes, Section 270C.40 or 549.09 as of the date the loan or advance is authorized, unless the written agreement states that the maximum interest rate will fluctuate as the interest rates specified under Minnesota Statutes, Section 270C.40 or 549.09 are from time to time adjusted. Loans or advances may be structured as draw-down or line-of-credit obligations of the lending fund.
- (d) The City shall report in the annual report submitted under Section 469.175, Subd. 6 of the TIF Act:
 - (1) the amount of any interfund loan or advance made in a calendar year; and
 - (2) any amendment of an interfund loan or advance made in a calendar year.

3.04.7 Election of First Year of Tax Increment and Duration of TIF District

Pursuant to Section 469.175, Subd. 1 of the TIF Act, the City elects 2028 to be the earliest first year to receive increment. The duration to collect and spend tax increments on eligible purposes is set by this TIF Plan at the maximum duration of twenty-five (25) years after the date of receipt of the first tax increment collection, all pursuant to the TIF Act. Based on the elected year for first collection of tax increment, the decertification date is estimated to be December 31, 2053.

The estimated decertification date may be superseded by the actual statutory limitations. The TIF District must be decertified when outstanding obligations pursuant to the TIF Plan have been paid, defeased, or had sufficient increment set aside for their payment, all pursuant to Section 469.1763, Subd. 4(b) of the TIF Act.

3.04.8 Estimated Impact on Other Taxing Jurisdictions

Exhibits III and IV show the estimated impact on other taxing jurisdictions if the maximum projected retained captured net tax capacity of the TIF District was hypothetically available to the other taxing jurisdictions. The City believes that there will be no adverse impact on other taxing jurisdictions during the life of the TIF District, since the Development would not have

occurred without the establishment of the TIF District and the provision of public assistance. A positive impact on other taxing jurisdictions will occur when the TIF District is decertified and the Development therein becomes part of the general tax base.

The City anticipates minimal impact of the Development on City-provided services. There may be minimal borrowing costs to the City for the Development. A manageable increase in water and sewer usage is expected. It is anticipated that there may be a slight but manageable increase in police and fire protection duties due to the Development.

3.04.9 Prior Planned Improvements

No building permits were issued for the parcel within the TIF District during the 18 months preceding the date of establishment of the TIF District.

ARTICLE IV – ADMINISTERING THE TIF DISTRICT

SECTION 4.01 FILING AND CERTIFICATION

The filing and certification of the TIF Plan consists of the following steps:

1. The City shall request that the County Auditor certify the original net tax capacity and net tax capacity rate of the TIF District. To assist the County Auditor in this process, the City shall submit copies of the TIF Plan, the resolution establishing the TIF District and adopting the TIF Plan, and a listing of any prior planned improvements.
2. The City will file a copy of the TIF Plan and any amendments to the TIF Plan with the Commissioner of Revenue of the State and the Office of the State Auditor, along with other required documents pursuant to Section 469.175, Subd. 4a of the TIF Act.
3. The City shall send the County Assessor any assessment agreement establishing the minimum market value of land and improvements within the TIF District and shall request that the County Assessor review and certify the assessment agreement as reasonable. The City does not expect to enter into an assessment agreement in connection with the Development.

SECTION 4.02 MODIFICATIONS OF THE TAX INCREMENT FINANCING PLAN

The City reserves the right to modify the TIF District and the TIF Plan. Under current State law, the following actions can only be approved after satisfying all the necessary requirements for approval of the original TIF Plan (including notifications and public hearing):

- Reduction or enlargement in the geographic area of the Development District or the TIF District.
- Increase in the amount of bonded indebtedness to be incurred.
- Increase in the amount of capitalized interest.
- Increase in that portion of the captured net tax capacity to be retained by the City.
- Increase in the total estimated Public Development Costs, including administrative costs of the City.
- Designation of additional property to be acquired by the City.

Other modifications can be made by resolution of the City. In addition, the original approval process does not apply if (A) (1) the only modification is elimination of parcels from the TIF District and (2) the current net tax capacity of the parcels eliminated equals or exceeds the net tax capacity of those parcels in the TIF District's original net tax capacity, or (B) the City agrees that the TIF District's original net tax capacity will be reduced by no more than the current net tax capacity of the parcels eliminated.

The City must notify the County Auditor of any modification that reduces or enlarges the geographic area of the TIF District. The geographic area of the TIF District may be reduced but not enlarged after five years following the date of certification.

SECTION 4.03 CORRECTING REDEVELOPMENT CONDITIONS

Section 469.176, Subd. 4j of the TIF Act requires that at least 90% of the revenues derived from tax increments from the TIF District be used to finance the cost of correcting conditions that allow designation of the TIF District as a redevelopment district. These costs include, but are not limited to, acquiring properties containing structurally substandard buildings or improvements or hazardous substances, pollution, or contaminants, acquiring adjacent parcels necessary to provide a site of sufficient size to permit development, demolition and rehabilitation of structures, clearing of the land, the removal of hazardous substances or remediation necessary for the development of the land, and installation of utilities, roads, sidewalks, and parking facilities for the site. The allocated administrative expenses of the City, including the cost of preparation of the development action response plan, may be included in the qualifying costs.

SECTION 4.04 FOUR-YEAR KNOCKDOWN RULE

The provision of the TIF Act referred to as the Four-Year Knockdown Rule requires development activity to take place on each parcel within a tax increment financing district within four years from the date of certification of the original net tax capacity of such tax increment financing district. If development activity on a parcel has not begun within the required time frame, no additional tax increment may be collected from that parcel and its value must be excluded from the district's original net tax capacity.

Development activity includes demolition, rehabilitation, renovation or site improvement, including a qualified improvement of an adjacent street, on a parcel located within the TIF District. If no development activity has occurred within four years from the date of certification then that parcel shall be excluded from the TIF District and the original net tax capacity shall be adjusted accordingly. The City must submit to the County Auditor, by February 1 of the fifth year, evidence that the required activity has taken place for each parcel in the TIF District.

If a parcel is excluded from the TIF District and the City or owner of the parcel subsequently commences any of the above activities, the City shall recertify to the County Auditor that such activity has commenced and the parcel shall once again be included in the TIF District. The County Auditor shall certify the net tax capacity of the parcel, as most recently certified by the Commissioner of Revenue, and add such amount to the original net tax capacity of the TIF District.

SECTION 4.05 POOLING AND FIVE-YEAR RULE

Section 469.176 of the TIF Act provides for certain limitations on the use of tax increments. This includes provision that an amount equal to at least 75% of the total revenue derived from tax increments paid by properties in the TIF District must be expended on activities in the TIF District or to pay bonds, to the extent that the proceeds of the bonds were used to finance activities in the TIF District or to pay, or secure payment of, debt service on credit enhanced bonds, among other limitations in the TIF Act.

Not more than 25% of the total revenue derived from tax increments paid by properties in the TIF District may be expended, through a development fund or otherwise, on activities outside of the TIF District but within the defined geographic area of the Project Area except to pay, or secure payment of, debt service on credit enhanced bonds.

Revenue derived from tax increments paid by properties in the TIF District are considered to have been "spent" within the TIF District if such amounts are:

- actually paid to a third party for activities performed within the TIF District within five years after certification of the district;
- used to pay bonds that were issued and sold to a third party, the proceeds of which are reasonably expected on the date of issuance to be spent within the later of the five-year period or a reasonable temporary period or are deposited in a reasonably required reserve or replacement fund.
- used to make payments or reimbursements to a third party under binding contracts for activities performed within the TIF District, which were entered into within five years after certification of the district; or
- used to reimburse a party for payment of eligible costs (including interest) incurred within five years from certification of the district.

It is anticipated that all revenue derived from tax increments paid by properties in the TIF District will be spent or obligated within the first five years after certification of the TIF District and all tax increments will be spent on Public Development Costs within the boundaries of the TIF District.

SECTION 4.06 FINANCIAL REPORTING AND DISCLOSURE REQUIREMENTS

The City will comply with the annual reporting requirements of the TIF Act pursuant to the guidelines of the Office of the State Auditor. Under current law, the City must prepare and submit a report on the TIF District on or before August 1 of each year. The City must also annually publish in a newspaper of general circulation in the City an annual statement for the TIF District, in the format as prescribed by the Office of the State Auditor.

The reporting and disclosure requirements outlined in this section begin with the year a tax increment financing district is certified, and shall end in the year in which both the district has been decertified and all tax increments have been spent or returned to the County for redistribution. Failure to meet these requirements, as determined by the State Auditors Office, may result in suspension of distribution of tax increments.

SECTION 4.07 BUSINESS SUBSIDY COMPLIANCE

The City will comply with the business subsidy requirements specified in Minnesota Statutes, Sections 116J.993 to 116J.995 (the "Business Subsidy Act"), as amended. Assistance to residential property is not subject to the Business Subsidy Act.

Exhibit I
City of Maple Plain
Tax Increment Financing District No. 2-1
Present Value Analysis As Required By Statute
Minnesota Statutes 469.175(3)(2)
Maple and Main Redevelopment

1 Estimated Future Market Value w/ Tax Increment Financing	27,411,984 ¹
2 Payable 2025 Market Value	1,110,300
3 Market Value Increase (1-2)	26,301,683
4 Present Value of Future Tax Increments	4,807,187
5 Market Value Increase Less PV of Tax Increments	21,494,497
6 Estimated Future Market Value w/o Tax Increment Financing	1,423,885 ¹
7 Payable 2025 Market Value	1,110,300
8 Market Value Increase (6-7)	313,584
9 Increase in MV From TIF	21,180,912 ²

¹ Assume 1.00% annual appreciation over 26 year life of district.

² Statutory compliance achieved if increase in market value from TIF (Line 9) is greater than or equal to zero.

TAX INCREMENT FINANCING (REDEVELOPMENT) DISTRICT NO. 2-1

Exhibit II
City of Maple Plain
Tax Increment Financing District No. 2-1 (Redevelopment)
Maple and Main Redevelopment
Projected Tax Increment Financing (TIF) Cash Flow and Real Estate Taxes

TIF District Year	Taxes Payable Year	Taxable Market Value (TMV)	Tax Capacity	Original Base Tax Capacity	Captured Tax Capacity for TIF	Original Tax Rate	Available TIF from District	PV Available TIF (5.0%)
1	2028	14,962,500	187,031	13,879	173,152	117.89%	203,393	200,913
2	2029	21,588,750	269,859	13,879	255,981	117.89%	300,687	483,620
3	2030	21,804,638	272,558	13,879	258,679	117.89%	303,856	755,542
4	2031	22,022,684	275,284	13,879	261,405	117.89%	307,058	1,017,088
5	2032	22,242,911	278,036	13,879	264,158	117.89%	310,292	1,268,653
6	2033	22,465,340	280,817	13,879	266,938	117.89%	313,558	1,510,617
7	2034	22,689,993	283,625	13,879	269,746	117.89%	316,856	1,743,344
8	2035	22,916,893	286,461	13,879	272,582	117.89%	320,188	1,967,187
9	2036	23,146,062	289,326	13,879	275,447	117.89%	323,553	2,182,482
10	2037	23,377,523	292,219	13,879	278,340	117.89%	326,952	2,389,556
11	2038	23,611,298	295,141	13,879	281,262	117.89%	330,384	2,588,721
12	2039	23,847,411	298,093	13,879	284,214	117.89%	333,851	2,780,278
13	2040	24,085,885	301,074	13,879	287,195	117.89%	337,352	2,964,517
14	2041	24,326,744	304,084	13,879	290,206	117.89%	340,888	3,141,717
15	2042	24,570,011	307,125	13,879	293,246	117.89%	344,460	3,312,145
16	2043	24,815,711	310,196	13,879	296,318	117.89%	348,068	3,476,061
17	2044	25,063,869	313,298	13,879	299,420	117.89%	351,712	3,633,711
18	2045	25,314,507	316,431	13,879	302,553	117.89%	355,392	3,785,335
19	2046	25,567,652	319,596	13,879	305,717	117.89%	359,110	3,931,162
20	2047	25,823,329	322,792	13,879	308,913	117.89%	362,863	4,071,414
21	2048	26,081,562	326,020	13,879	312,141	117.89%	366,655	4,206,302
22	2049	26,342,378	329,280	13,879	315,401	117.89%	370,484	4,336,032
23	2050	26,605,802	332,573	13,879	318,694	117.89%	374,352	4,460,799
24	2051	26,871,860	335,898	13,879	322,019	117.89%	378,259	4,580,794
25	2052	27,140,578	339,257	13,879	325,378	117.89%	382,204	4,696,198
26	2053	27,411,984	342,650	13,879	328,771	117.89%	386,190	4,807,187
TOTAL =							8,748,619	4,807,187

Key Assumptions:

- 1 Taxable market value (TMV) annual growth assumption = 1.0%.
- 2 Original Tax Capacity Rate for calculation of Available TIF from District is estimated based on Taxes Payable Year 2025 rate of 117.89%.
- 3 Election for captured tax capacity is 100.00%.
- 4 Base Tax Capacity is calculated based on estimated TMV value of the Property within the TIF District. Base value will be established based on final plat of the Property and TMV at time of request for certification of the TIF District.
- 5 Present Value (PV) Net Available TIF calculated on semi-annual payments and stated rates above and dated date 8/1/2028.
- 6 TMV is estimated based on an approximately 95-unit apartment building with underground parking with estimated average value of approximately \$225,000/unit (today's dollars) with no retail-commercial included.
- 7 Available TIF from District is after deduction of State Auditor Fee (0.36%).
- 8 City to elect 2028 as first year of tax increment collection. Analysis assumes project is 70% completed in 2026 for taxes first payable in 2028.

Exhibit III
City of Maple Plain
Tax Increment Financing District No. 2-1
Impact on Other Taxing Jurisdictions
(Taxes Payable 2025)
Maple and Main Redevelopment

Annual Tax Increment

Estimated Annual Captured Tax Capacity (Full Development)	\$328,771
Payable 2025 Local Tax Rate	117.889%
Estimated Annual Tax Increment	\$387,585

Percent of Tax Base

	Net Tax Capacity (NTC)	Captured Tax Capacity	Percent of Total NTC
City of Maple Plain	3,179,201	328,771	10.34%
Hennepin County	2,608,879,837	328,771	0.01%
ISD #278	68,214,910	328,771	0.48%

Dollar Impact of Affected Taxing Jurisdictions

	Net Tax Capacity (NTC)	% of Total	Tax Increment Share	Added Local Tax Rate
City of Maple Plain	53.481%	45.366%	175,830	5.531%
Hennepin County	37.081%	31.454%	121,912	0.005%
ISD #278	18.952%	16.076%	62,309	0.091%
Other	8.375%	7.104%	27,535	
Totals	117.889%	100.000%	387,586	

NOTE NO. 1: Assuming that ALL of the captured tax capacity would be available to all taxing jurisdictions even if the City does not create the Tax Increment District, the creation of the District will reduce tax capacities and increase the local tax rate as illustrated in the above tables.

NOTE NO. 2: Assuming that NONE of the captured tax capacity would be available to the taxing jurisdiction if the City did not create the Tax Increment District, then the plan has virtually no initial effect on the tax capacities of the taxing jurisdictions. However, once the District is established, allowable costs paid from the increments, and the District is terminated, all taxing jurisdictions will experience an increase in their tax base.

TAX INCREMENT FINANCING (REDEVELOPMENT) DISTRICT NO. 2-1

Exhibit IV
City of Maple Plain
Tax Increment Financing (Redevelopment) District No. 2-1
Maple and Main Redevelopment
Estimated Tax Increments Over Maximum Life of District

Based on Pay 2025 Tax Rate = 117.889% 53.481% 37.081% 18.952% 8.375%

TIF District	Taxes Payable Year	New Taxable Market Value	New Tax Capacity	Base Tax Capacity	Captured Tax Capacity	Estimated Total Tax Increments	City TIF Related Share	County TIF Related Share	School TIF Related Share	Other TIF Related Share
1	2028	14,962,500	187,031	13,879	173,152	204,128	92,604	64,207	32,816	14,501
2	2029	21,588,750	269,859	13,879	255,981	301,773	136,901	94,920	48,513	21,439
3	2030	21,804,638	272,558	13,879	258,679	304,954	138,344	95,921	49,025	21,664
4	2031	22,022,684	275,284	13,879	261,405	308,167	139,802	96,932	49,541	21,892
5	2032	22,242,911	278,036	13,879	264,158	311,413	141,274	97,952	50,063	22,124
6	2033	22,465,340	280,817	13,879	266,938	314,691	142,761	98,983	50,590	22,357
7	2034	22,689,993	283,625	13,879	269,746	318,001	144,263	100,025	51,122	22,591
8	2035	22,916,893	286,461	13,879	272,582	321,345	145,780	101,076	51,660	22,829
9	2036	23,146,062	289,326	13,879	275,447	324,722	147,312	102,139	52,203	23,068
10	2037	23,377,523	292,219	13,879	278,340	328,133	148,859	103,211	52,751	23,312
11	2038	23,611,298	295,141	13,879	281,262	331,578	150,422	104,295	53,305	23,556
12	2039	23,847,411	298,093	13,879	284,214	335,057	152,000	105,389	53,864	23,804
13	2040	24,085,885	301,074	13,879	287,195	338,571	153,595	106,495	54,429	24,052
14	2041	24,326,744	304,084	13,879	290,206	342,120	155,205	107,611	55,000	24,304
15	2042	24,570,011	307,125	13,879	293,246	345,705	156,831	108,739	55,576	24,559
16	2043	24,815,711	310,196	13,879	296,318	349,326	158,474	109,878	56,158	24,816
17	2044	25,063,869	313,298	13,879	299,420	352,983	160,133	111,028	56,746	25,076
18	2045	25,314,507	316,431	13,879	302,553	356,676	161,808	112,190	57,340	25,338
19	2046	25,567,652	319,596	13,879	305,717	360,407	163,500	113,363	57,939	25,605
20	2047	25,823,329	322,792	13,879	308,913	364,174	165,210	114,548	58,545	25,871
21	2048	26,081,562	326,020	13,879	312,141	367,980	166,936	115,745	59,157	26,142
22	2049	26,342,378	329,280	13,879	315,401	371,823	168,680	116,954	59,775	26,414
23	2050	26,605,802	332,573	13,879	318,694	375,705	170,441	118,175	60,399	26,690
24	2051	26,871,860	335,898	13,879	322,019	379,626	172,219	119,408	61,029	26,970
25	2052	27,140,578	339,257	13,879	325,378	383,585	174,016	120,654	61,666	27,249
26	2053	27,411,984	342,650	13,879	328,771	387,585	175,830	121,912	62,309	27,534
Total						8,780,228	3,983,200	2,761,750	1,411,521	623,757

Note: The Estimated Total Tax Increment shown above is before deducting the State Auditor's fee, which is payable at a rate of 0.36% of the Total Tax Increment collected. Exhibit II provides Estimated Total Tax Increment after deducting for the State Auditor's fee.

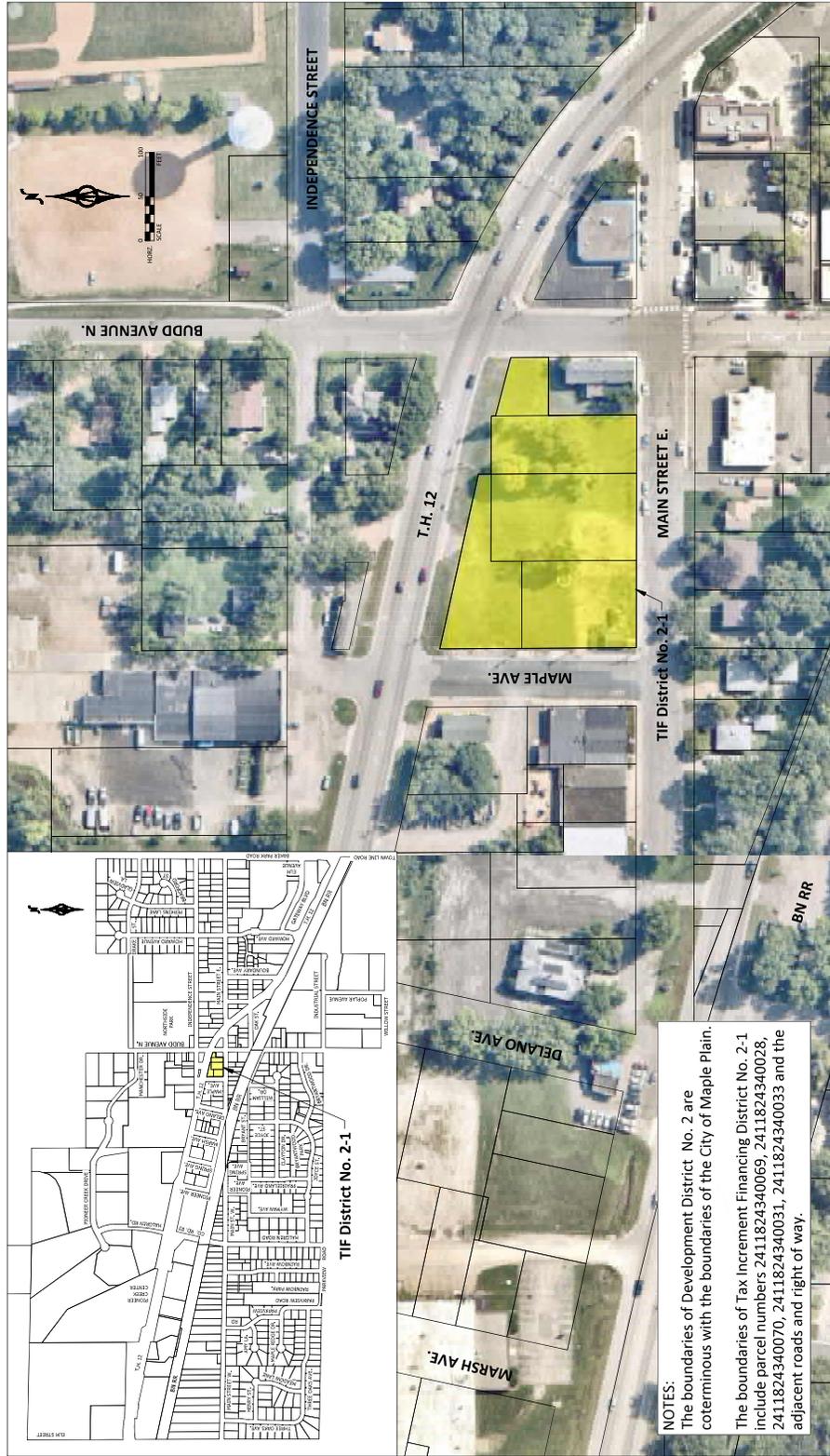
Exhibit V

Map of Boundaries of Tax Increment Financing District No. 2-1 and Development District No. 2

Boundaries of Development District No. 2 are coterminous with municipal boundaries of the City.

TIF District No. 2-1
December 2025

City of Maple Plain



NOTES:
The boundaries of Development District No. 2 are coterminous with the boundaries of the City of Maple Plain.
The boundaries of Tax Increment Financing District No. 2-1 include parcel numbers 2411824340069, 2411824340028, 2411824340070, 2411824340031, 2411824340033 and the adjacent roads and right of way.

Exhibit VI
Inspection Report of Property

REPORT OF INSPECTION PROCEDURES AND RESULTS
FOR
DETERMINING QUALIFICATIONS
OF A
TAX INCREMENT FINANCING DISTRICT

MUSEUM
REDEVELOPMENT TIF DISTRICT

Prepared for

CITY OF MAPLE PLAIN
MAPLE PLAIN, MINNESOTA
JANUARY 9, 2026



LHB Inspection Report

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Part 1: Executive Summary

Purpose of the Evaluation

LHB was hired by the City of Maple Plain to inspect and evaluate the properties within a Tax Increment Financing Redevelopment District (“TIF District”) proposed to be established by the City. The proposed TIF District is located at 1620 Maple Avenue (Diagram 1). The purpose of LHB’s work is to determine whether the proposed TIF District meets the statutory requirements for coverage, and whether one building on one parcel, located within the proposed TIF District, meets the qualifications required for a Redevelopment District.



LHB Inspection Report

Diagram 1: Proposed TIF District

Scope of Work

The proposed TIF District consists of one parcel with one building. The building was inspected on November 13, 2025. Building Code and Condition Deficiency reports are in Appendix B.

Conclusion

After inspecting and evaluating the properties within the proposed TIF District and applying current statutory criteria for a Redevelopment District under *Minnesota Statutes, Section 469.174, Subdivision 10*, it is our professional opinion that the proposed TIF District qualifies as a Redevelopment District because:

- The proposed TIF District has a coverage calculation of 100 percent which is above the 70 percent requirement.
- 100 percent of the buildings are structurally substandard which is above the 50 percent requirement.
- The substandard buildings are reasonably distributed.

The remainder of this report describes our process and findings in detail.

Part 2: Minnesota Statute 469.174, Subdivision 10 Requirements

The properties were inspected in accordance with the following requirements under *Minnesota Statutes, Section 469.174, Subdivision 10(c)*, which states:

Interior Inspection

“The municipality may not make such determination [that the building is structurally substandard] without an interior inspection of the property...”

Exterior Inspection and Other Means

“An interior inspection of the property is not required, if the municipality finds that

- (1) the municipality or authority is unable to gain access to the property after using its best efforts to obtain permission from the party that owns or controls the property; and
- (2) the evidence otherwise supports a reasonable conclusion that the building is structurally substandard.”

Documentation

“Written documentation of the findings and reasons why an interior inspection was not conducted must be made and retained under section 469.175, subdivision 3(1).”

Qualification Requirements

Minnesota Statutes, Section 469.174, Subdivision 10 (a) (1) requires three tests for occupied parcels:

1. COVERAGE TEST

- a. *Minnesota Statutes, Section 469.174, Subdivision 10(a)(1)* states:

“Parcels consisting of 70 percent of the area of the district are occupied by buildings, streets, utilities, or paved or gravel parking lots...”

- b. The coverage required by the parcel to be considered occupied is defined under *Minnesota Statutes, Section 469.174, Subdivision 10(e)*, which states:

“For purposes of this subdivision, a parcel is not occupied by buildings, streets, utilities, paved or gravel parking lots, or other similar structures unless 15 percent of the area of the parcel contains buildings, streets, utilities, paved or gravel parking lots, or other similar structures.”

2. CONDITION OF BUILDINGS TEST

- a. *Minnesota Statutes, Section 469.174, Subdivision 10(a)* states:

“...and more than 50 percent of the buildings, not including outbuildings, are structurally substandard to a degree requiring substantial renovation or clearance;”

- b. Structurally substandard is defined under *Minnesota Statutes, Section 469.174, Subdivision 10(b)*, which states:

“For purposes of this subdivision, ‘structurally substandard’ shall mean containing defects in structural elements or a combination of deficiencies in essential utilities and facilities, light and ventilation, fire protection including adequate egress, layout and condition of interior partitions, or similar factors, which defects, or deficiencies are of sufficient total significance to justify substantial renovation or clearance.”

- i. We do not count energy code deficiencies toward the thresholds required by *Minnesota Statutes, Section 469.174, Subdivision 10(b)* defined as “structurally substandard”, due to concerns expressed by the State of Minnesota Court of Appeals in the *Walser Auto Sales, Inc. vs. City of Richfield* case filed November 13, 2001.

- c. Buildings are not eligible to be considered structurally substandard unless they meet certain additional criteria, as set forth in *Subdivision 10(c)* which states:

“A building is not structurally substandard if it follows the building code applicable to new buildings or could be modified to satisfy the building code at a cost of less than 15 percent of the cost of constructing a new structure of the same square footage and type on the site. The municipality may find that a building is not disqualified as structurally substandard under the preceding sentence based on reasonably available evidence, such as the size, type, and age of the building, the average cost of plumbing, electrical, or structural repairs, or other similar reliable evidence.”

“Items of evidence that support such a conclusion [that the building is not disqualified] include recent fire or police inspections, on-site property tax appraisals or housing inspections, exterior evidence of deterioration, or other similar reliable evidence.”

- i. LHB counts energy code deficiencies toward the 15 percent code threshold required by *Minnesota Statutes, Section 469.174, Subdivision 10(c)* for the following reasons:
 - 1) The Minnesota energy code is one of ten building code areas highlighted by the Minnesota Department of Labor and Industry website where minimum construction standards are required by law.
 - 2) Chapter 13 of the 2015 *Minnesota Building Code* states, “Buildings shall be designed and constructed in accordance with the *International Energy Conservation Code*.” Furthermore, Minnesota Rules, Chapter 1305.0021 Subpart 9 states, “References to the *International Energy Conservation Code* in this code mean the *Minnesota Energy Code*...”
 - 3) Chapter 11 of the 2015 Minnesota Residential Code incorporates Minnesota Rules, Chapters, 1322 and 1323 *Minnesota Energy Code*.
 - 4) The Senior Building Code Representative for the Construction Codes and Licensing Division of the Minnesota Department of Labor and Industry confirmed that the Minnesota Energy Code is being enforced throughout the State of Minnesota.
 - 5) In a January 2002 report to the Minnesota Legislature, the Management Analysis Division of the Minnesota Department of Administration confirmed that the construction cost of new buildings complying with the Minnesota Energy Code is higher than buildings built prior to the enactment of the code.

- 6) Proper TIF analysis requires a comparison between the replacement value of a new building built under current code standards with the repairs that would be necessary to bring the existing building up to current code standards. For an equal comparison to be made, all applicable code chapters should be applied to both scenarios. Since current construction estimating software automatically applies the construction cost of complying with the Minnesota Energy Code, energy code deficiencies should also be identified in the existing structures.

3. DISTRIBUTION OF SUBSTANDARD BUILDINGS

- a. Minnesota Statutes, Section 469.174, Subdivision 10, defines a Redevelopment District and requires one or more of the following conditions “reasonably distributed throughout the district.”:

“(1) Parcels consisting of 70 percent of the area of the district are occupied by buildings, streets, utilities, paved or gravel parking lots, or other similar structures and more than 50 percent of the buildings, not including outbuildings, are structurally substandard to a degree requiring substantial renovation or clearance.

(2) the property consists of vacant, unused, underused, inappropriately used, or infrequently used rail yards, rail storage facilities, or excessive or vacated railroad rights-of-way.

(3) tank facilities, or property whose immediately previous use was for tank facilities...”

- b. Our interpretation of the distribution requirement is that the substandard buildings must be reasonably distributed throughout the district as compared to the location of all buildings in the district. For example, if all the buildings in a district are located on one half of the area of the district, with the other half occupied by parking lots (meeting the required 70 percent coverage for the district), we would evaluate the distribution of the substandard buildings compared with only the half of the district where the buildings are located. If all the buildings in a district are located evenly throughout the entire area of the district, the substandard buildings must be reasonably distributed throughout the entire area of the district. We believe this is consistent with the opinion expressed by the State of Minnesota Court of Appeals in the *Walser Auto Sales, Inc. vs. City of Richfield* case filed November 13, 2001.

Part 3: Procedures Followed

LHB inspected one building on November 13, 2025.

Part 4: Findings

1. Coverage Test

- a. The total square foot area of the parcel in the proposed TIF District was obtained from City records, GIS mapping and site verification.
- b. The total square foot area of buildings and site improvements on the parcels in the proposed TIF District was obtained from City records, GIS mapping and site verification.
- c. The percentage of coverage for each parcel in the proposed TIF District was computed to determine if the 15 percent minimum requirement was met. The total square footage of parcels meeting the 15 percent requirement was divided into the total square footage of the entire district to determine if the 70 percent requirement was met.

FINDING

The proposed TIF District met the coverage test under *Minnesota Statutes, Section 469.174, Subdivision 10(e)*, which resulted in parcels consisting of 100 percent of the area of the proposed TIF District being occupied by buildings, streets, utilities, paved or gravel parking lots, or other similar structures (Diagram 2). This exceeds the 70 percent area coverage requirement for the proposed TIF District under *Minnesota Statutes, Section 469.174, Subdivision (a) (1)*.



Diagram 2 – Coverage Diagram

Shaded area depicts a parcel more than 15 percent occupied by buildings, streets, utilities, paved or gravel parking lots or other similar structures

2. Condition of Building Test

a. BUILDING INSPECTION

- i. The first step in the evaluation process is the building inspection. After an initial walk-thru, the inspector makes a judgment whether a building “appears” to have enough defects or deficiencies of sufficient total significance to justify substantial renovation or clearance. If it does, the inspector documents with notes and photographs code and non-code deficiencies in the building.

b. REPLACEMENT COST

- i. The second step in evaluating a building to determine if it is substandard to a degree requiring substantial renovation or clearance is to determine its replacement cost. This is the cost of constructing a new structure of the same square footage and type on site. Replacement costs were researched using R.S. Means Cost Works square foot models for 2025.
- ii. The replacement cost was calculated by first establishing building use (office, retail, residential, etc.), building construction type (wood, concrete, masonry, etc.), and building size to obtain the appropriate median replacement cost, which factors in the costs of construction in Maple Plain, Minnesota.
- iii. Replacement cost includes labor, materials, and the contractor’s overhead and profit. Replacement costs do not include architectural fees, legal fees or other “soft” costs not directly related to construction activities. Replacement cost for each building is tabulated in Appendix A.

c. CODE DEFICIENCIES

- i. The next step in evaluating a building is to determine what code deficiencies exist with respect to such building. Code deficiencies are those conditions for a building which are not in compliance with current building codes applicable to new buildings in the State of Minnesota.
- ii. Minnesota Statutes, Section 469.174, Subdivision 10(c), specifically provides that a building cannot be considered structurally substandard if its code deficiencies are not at least 15 percent of the replacement cost of the building. As a result, it was necessary to determine the extent of code deficiencies for each building in the proposed TIF District.
- iii. The evaluation was made by reviewing all available information with respect to such buildings contained in City Building Inspection records and making interior and exterior inspections of the buildings. LHB utilizes the current Minnesota State Building Code as the official code for our evaluations. The Minnesota State Building Code is a series of provisional codes written specifically for Minnesota requirements, adoption of several international codes, and amendments to the adopted international codes.
- iv. After identifying the code deficiencies in each building, we used R.S. Means Cost Works 2025; Unit and Assembly Costs to determine the cost of correcting the identified deficiencies. We were then able to compare the correction costs with the replacement cost of each building to determine if the costs for correcting code deficiencies meet the required 15 percent threshold.

FINDING

One out of one building (100 percent) in the proposed TIF District contained code deficiencies exceeding the 15 percent threshold required by Minnesota Statutes, Section 469.174, Subdivision 10(c). Building Code, Condition Deficiency and Context Analysis reports for the building(s) in the proposed TIF District can be found in Appendix B of this report.

d. SYSTEM CONDITION DEFICIENCIES

- i. If a building meets the minimum code deficiency threshold under Minnesota Statutes, Section 469.174, Subdivision 10(c), then for such building to be “structurally substandard” under Minnesota Statutes, Section 469.174, Subdivision 10(b), the building’s defects, or deficiencies should be of sufficient total significance to justify “substantial renovation or clearance.” Based on this definition, LHB re-evaluated each of the buildings that met the code deficiency threshold under Minnesota Statutes, Section 469.174, Subdivision 10(c), to

- determine if the total deficiencies warranted “substantial renovation or clearance” based on the criteria we outlined above.
- ii. System condition deficiencies are a measurement of defects or substantial deterioration in site elements, structure, exterior envelope, mechanical and electrical components, fire protection and emergency systems, interior partitions, ceilings, floors, and doors.
 - iii. The evaluation of system condition deficiencies was made by reviewing all available information contained in City records and making interior and exterior inspections of the buildings. LHB only identified system condition deficiencies that were visible upon our inspection of the building or contained in City records. We did not consider the amount of “service life” used up for a particular component unless it was an obvious part of that component’s deficiencies.
 - iv. After identifying the system condition deficiencies in each building, we used our professional judgment to determine if the list of defects or deficiencies is of sufficient total significance to justify “substantial renovation or clearance.”

FINDING

In our professional opinion, one out of one buildings (100 percent) in the proposed TIF District are structurally substandard to a degree requiring substantial renovation or clearance, because of defects in structural elements or a combination of deficiencies in essential utilities and facilities, light and ventilation, fire protection including adequate egress, layout and condition of interior partitions, or similar factors which defects or deficiencies are of sufficient total significance to justify substantial renovation or clearance. This exceeds the 50 percent requirement of Subdivision 10a(1).

3. Distribution of Substandard Structures

Much of this report has focused on the condition of individual buildings as they relate to requirements identified by Minnesota Statutes, Section 469.174, Subdivision 10. It is also important to look at the distribution of substandard buildings throughout the geographic area of the proposed TIF District (Diagram 3).

FINDING

The parcels with substandard buildings are reasonably distributed compared to all parcels that contain buildings.



Diagram 3 – Substandard Buildings

Shaded green area depicts parcels with buildings.
 Shaded orange area depicts substandard buildings.

Part 5: Team Credentials

Michael A. Fischer, AIA, LEED AP - Project Principal/TIF Analyst

Michael is a Principal and Vice President at LHB, with over 39-years of experience serving as a Project Principal, Project Manager, Project Designer and Project Architect on planning, urban design, educational, commercial, and governmental projects, he has become an expert on Tax Increment Finance District (TIF) analysis assisting over 130 cities with strategic planning for TIF Districts.

Michael completed a two-year Bush Fellowship, studying at MIT and Harvard in 1999, earning master's degrees in City Planning and Real Estate Development from MIT. He has served on more than 50 committees, boards, and community task forces, including a term as a City Council President, Chair of a Metropolitan Planning Organization, and Chair of the Edina Planning Commission. Most recently, he served as a member of the Edina city council and Secretary of the Edina HRA. Michael has also managed and designed several award-winning architectural projects and was one of four architects in the Country to receive the AIA Young Architects Citation in 1997.

Phil Fisher – Inspector

For 35 years, Phil Fisher worked in the field of Building Operations in Minnesota including White Bear Lake Area Schools. At the University of Minnesota, he earned his Bachelor of Science in Industrial Technology. He is a Certified Playground Safety Inspector, Certified Plant Engineer, and is trained in Minnesota Enterprise Real Properties (MERP) Facility Condition Assessment (FCA). His FCA training was recently applied to the Minnesota Department of Natural Resources Facilities Condition Assessment project involving over 2,000 buildings.

Appendices

- APPENDIX A** Property Condition Assessment Summary Sheet
- APPENDIX B** Building Code, Condition Deficiency and Context Analysis Report
- APPENDIX C** Building Replacement Cost Report
 - Code Deficiency Cost Report
 - Photographs

APPENDIX A

Property Condition Assessment Summary Sheet

LHB Inspection Report

Museum Redevelopment TIF District

Property Condition Assessment Summary Sheet

Maple Plain, Minnesota

TIF Map No.	PID #	Property Address	Improved or Vacant	Survey Method Used	Site Area (S.F.)	Coverage Area of Improvements (S.F.)	Coverage Percent of Improvements	Coverage Quantity (S.F.)	No. of Buildings	Building Replacement Cost	15% of Replacement Cost	Building Code Deficiencies	No. of Buildings Exceeding 15% Criteria	No. of buildings determined substantial	
A	TBD	1620 Maple Avenue	Improved	Interior/Exterior	54,398	9,952	18.3%	54,398	1	\$141,432	\$21,215	\$25510	1	1	
TOTALS															
Total Coverage Percent: 100.0%									Percent of buildings exceeding 15 percent code deficiency threshold: 100.0%						Percent of buildings determined substantial: 100.0%

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APPENDIX B

Building Code, Condition Deficiency and Context Analysis Report

LHB Inspection Report

Museum Redevelopment TIF District

Building Code, Condition Deficiency and Context Analysis Report

Parcel A

Address:
Parcel ID:
Inspection Date(s) & Time(s):
Inspection Type:
Summary of Deficiencies:

Museum

1620 Maple Avenue, Maple Plain, Minnesota 55359
2411824340028
November 13, 2025, 9:45 am
Interior and Exterior
It is our professional opinion that this building is Substandard because:
- Substantial renovation is required to correct Conditions found.
- Building Code deficiencies total more than 15% of replacement cost, NOT including energy code deficiencies.

Estimated Replacement Cost:	\$141,432
Estimated Cost to Correct Building Code Deficiencies:	\$25,510
Percentage of Replacement Cost for Building Code Deficiencies:	18.0%

DEFECTS IN STRUCTURAL ELEMENTS

1. The foundation is showing signs of differential settlement.

COMBINATION OF DEFICIENCIES

1. Essential Utilities and Facilities
 - a. There is no code required accessible parking.
 - b. There is no code required accessible route into the building.
 - c. There is no code required restroom.
 - d. There is no code required potable water to the building.
 - e. A code required drinking fountain should be installed.
2. Light and Ventilation
 - a. The lighting system does not comply with code.
 - b. The HVAC system does not comply with code,
3. Fire Protection/Adequate Egress
 - a. Thresholds do not comply with code
 - b. There is no emergency lighting system in the building as required by code.
 - c. There is no code required emergency notification system in the building.
 - d. There is no code required illuminated exit lights in the building.
 - e. There is no code required fire caulking.
 - f. There are no code required smoke detectors.

- g. Code requires two means of exiting for this building.
- 4. Layout and Condition of Interior Partitions/Materials
 - a. Interior walls and ceilings should be repaired and repainted.
 - b. The wood flooring should be sanded and refinished.
 - 5. Exterior Construction
 - a. Exterior wood siding should be repaired and repainted.
 - b. Windows are failing, allowing for water intrusion which is contrary to code.
 - c. Wood siding is rotting allowing for water intrusion which is contrary to code.

DESCRIPTION OF CODE DEFICIENCIES

- 1. Differential settlement of the foundation should be corrected per code.
- 2. A code required accessible parking area should be created.
- 3. A code required accessible route into the building should be created.
- 4. A code required restroom should be installed.
- 5. Potable water should be brought into the building per code.
- 6. A code required drinking fountain should be installed.
- 7. The lighting system should be modified to comply with code.
- 8. A code-compliant HVAC system should be installed.
- 9. Thresholds should be modified to comply with code.
- 10. Install a code required emergency lighting system.
- 11. Install a code required emergency notification system.
- 12. Install code required illuminated exit signs.
- 13. Install code required fire caulking.
- 14. Install code required smoke detectors.
- 15. Install a code required second exit from this building.
- 16. Replace failed windows to prevent water intrusion, per code.
- 17. Replace rotting siding to prevent water intrusion, per code.

OVERVIEW OF DEFICIENCIES

The building currently exhibits several significant deficiencies with respect to code compliance and overall condition. The foundation shows signs of differential settlement, and there is a lack of code-required accessible parking, an accessible route into the building, and a compliant restroom. Additionally, potable water service and a drinking fountain are absent, which do not meet code requirements. The lighting system, HVAC system, and thresholds are all non-compliant with code standards. Furthermore, the building lacks both an emergency lighting system and an emergency notification system, as well as illuminated exit lights, fire caulking, and smoke detectors required by code. The building also does not provide two means of exiting as mandated. Beyond these code deficiencies, interior walls and ceilings need repair and repainting, wood flooring should be sanded and refinished, and the exterior wood siding requires repair and refinishing. Windows and wood siding are also failing and rotting, respectively, allowing water intrusion that violates code requirements. These issues collectively highlight the urgent need for comprehensive remediation to bring the building into compliance and restore its structural integrity.

ENERGY CODE DEFICIENCIES

In addition to the building code deficiencies listed above, the existing building does not comply with the current energy code. These deficiencies are not included in the estimated costs to correct code deficiencies and are not considered in determining whether the building is substandard.

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LHB Inspection Report

APPENDIX C

Building Replacement Cost Report

Code Deficiency Cost Report

Photographs

LHB Inspection Report

Museum Redevelopment TIF District

Replacement Cost Report

RSMeans data <small>from BIDDIAN</small>	Square Foot Cost Estimate Report	Date:	12/9/2025
Estimate Name:	1620 Maple Ave		
Building Type:	Office, 1 Story with Vinyl Clapboard / Wood Frame		
Location:	MAPLE PLAIN, MN		
Story Count:	1		
Story Height (L.F.):	10		
Floor Area (S.F.):	336		
Labor Type:	OPN		
Basement Included:	No		
Data Release:	Year 2025 Quarter 4		
Cost Per Square Foot:	\$420.93	<small>Costs are derived from a building model with basic components. Scope differences and market conditions can cause costs to vary significantly.</small>	
Building Cost:	\$141,432.74		

		Quantity	% of Total	Cost Per S.F.	Cost
A	Substructure		13.33%	\$48.78	\$16,388.42
A1010	Standard Foundations			\$40.78	\$13,702.86
A10101051560	Foundation wall, CIP, 4' wall height, direct chute, .148 CY/LF, 7.2 PLF, 12" thick	76		\$25.15	\$8,451.50
A10101102700	Strip footing, concrete, reinforced, load 11.1 KLF, soil bearing capacity 6 KSF, 12" deep x 24" wide	76		\$13.64	\$4,582.04
A10102107410	Spread footings, 3000 PSI concrete, load 100K, soil bearing capacity 6 KSF, 4' - 6" square x 15" deep	1.15		\$1.99	\$669.32
A1030	Slab on Grade			\$7.55	\$2,538.12
A10301202240	Slab on grade, 4" thick, non industrial, reinforced	336		\$7.55	\$2,538.12
A2010	Basement Excavation			\$0.44	\$147.44
A20101104560	Excavate and fill, 10,000 SF, 4' deep, sand, gravel, or common earth, on site storage	336		\$0.44	\$147.44
B	Shell		24.63%	\$90.16	\$30,293.32
B1010	Floor Construction			\$16.88	\$5,670.13
B10102103450	Wood column, 8" x 8", 20' x 20' bay, 10' unsupported height, 133 BF/MSF, 160 PSF total allowable load	336		\$0.70	\$234.21
B10107203700	Fireproofing, gypsum board, fire rated, 2 layer, 1" thick, 14" steel column, 3 hour rating, 22 PLF	101.08		\$16.18	\$5,435.92
B1020	Roof Construction			\$9.49	\$3,189.95
B10201027100	Wood roof, truss, 4/12 slope, 24" O.C., 30' to 43' span	336		\$9.49	\$3,189.95
B2010	Exterior Walls			\$28.91	\$9,715.38
B20101484850	Wood siding, 2"x6" studs 16"OC, insulated wall, 8" plain vinyl siding	608		\$26.39	\$8,866.04
B20101907600	Insulation, fiberglass batts, 6" thick, R19	336		\$2.53	\$849.34
B2020	Exterior Windows			\$17.47	\$5,869.14
B20201066550	Windows, aluminum, awning, insulated glass, 4'-5" x 5'-3"	6.61		\$17.47	\$5,869.14
B2030	Exterior Doors			\$7.80	\$2,619.76
B20301106950	Door, aluminum & glass, with transom, narrow stile, double door, hardware, 6'-0" x 10'-0" opening	0.1		\$4.68	\$1,572.71
B20301107300	Door, aluminum & glass, with transom, bronze finish, hardware, 3'-0" x 10'-0" opening	0.1		\$1.93	\$647.90
B20302203450	Door, steel 18 gauge, hollow metal, 1 door with frame, no label, 3'-0" x 7'-0" opening	0.1		\$1.19	\$399.15
B3010	Roof Coverings			\$9.61	\$3,228.96
B30101404000	Wood roofing, shakes, 18", 4" min slope, 8-1/2" exposure, 2.8 PSF	336		\$9.61	\$3,228.96
C	Interiors		7.65%	\$28.01	\$9,410.25
C1010	Partitions			\$7.62	\$2,559.07
C10101241200	Wood partition, 5/8" fire rated gypsum board face, none base, 2 x 4 @ 16" OC framing, same opposite face, 0 insul	117.6		\$2.20	\$740.25
C10101241425	Wood partition, 5/8" fire rated gypsum board face, 1/4" sound deadening gypsum board, 2x4 @ 16" OC framing, same opposite face, sound attenuation insul	50.4		\$1.63	\$549.10
C10101280700	Gypsum board, 1 face only, exterior sheathing, fire resistant, 5/8"	608		\$2.29	\$769.61
C10101280960	Add for the following: taping and finishing	608		\$1.49	\$500.11

LHB Inspection Report

TAX INCREMENT FINANCING (REDEVELOPMENT) DISTRICT NO. 2-1

C1020	Interior Doors			\$4.79	\$1,610.16
C10201022600	Door, single leaf, kd steel frame, hollow metal, commercial quality, flush, 3'-0" x 7'-0" x 1-3/8"	1.06		\$4.79	\$1,610.16
C3010	Wall Finishes			\$3.29	\$1,105.43
C30102300140	Painting, interior on plaster and drywall, walls & ceilings, roller work, primer & 2 coats	608		\$2.12	\$711.97
C30102300140	Painting, interior on plaster and drywall, walls & ceilings, roller work, primer & 2 coats	336		\$1.17	\$393.46
C3020	Floor Finishes			\$9.51	\$3,194.79
C30204101600	Vinyl, composition tile, maximum	100.8		\$1.13	\$380.54
C30204101720	Tile, ceramic natural clay	33.6		\$1.01	\$340.62
C30204102160	Oak strip, sanded and finished, minimum	201.6		\$7.36	\$2,473.63
C3030	Ceiling Finishes			\$2.80	\$940.80
C30301400560	Furring, wood strips, 1"x3", on wood, 12" OC	336		\$2.80	\$940.80
D	Services		54.39%	\$199.09	\$66,893.00
D2010	Plumbing Fixtures			\$2.67	\$895.57
D20101102080	Water closet, vitreous china, bowl only with flush valve, wall hung	0.14		\$1.41	\$473.85
D20103101560	Lavatory w/trim, vanity top, PE on CI, 20" x 18"	0.14		\$0.75	\$251.66
D20108202080	Water cooler, electric, floor mounted, dual height, 14.3 GPH	0.05		\$0.51	\$170.06
D2020	Domestic Water Distribution			\$1.41	\$474.69
D20202501860	Gas fired water heater, commercial, 100< F rise, 100 MBH input, 91 GPH	0.05		\$1.41	\$474.69
D3050	Terminal & Package Units			\$24.94	\$8,380.11
D30501553840	Rooftop, multizone, air conditioner, offices, 10,000 SF, 31.66 ton	336		\$24.94	\$8,380.11
D4010	Sprinklers			\$4.40	\$1,479.87
D40104100620	Wet pipe sprinkler systems, steel, light hazard, 1 floor, 10,000 SF	336		\$4.40	\$1,479.87
D4020	Standpipes			\$2.63	\$883.54
D40203101540	Wet standpipe risers, class III, steel, black, sch 40, 4" diam pipe, 1 floor	0.06		\$2.63	\$883.54
D5010	Electrical Service/Distribution			\$137.73	\$46,276.46
D50101200320	Overhead service installation, includes breakers, metering, 20' conduit & wire, 3 phase, 4 wire, 120/208 V, 400 A	1.25		\$30.75	\$10,333.50
D50102300320	Feeder installation 600 V, including RGS conduit and XHHW wire, 400 A	100		\$38.73	\$13,012.40
D50102400240	Switchgear installation, incl switchboard, panels & circuit breaker, 120/208 V, 3 phase, 600 A	1.2		\$68.25	\$22,930.56
D5020	Lighting and Branch Wiring			\$18.43	\$6,191.92
D50201100640	Receptacles incl plate, box, conduit, wire, 16.5 per 1000 SF, 2.0 W per SF, with transformer	336		\$6.91	\$2,320.28
D50201350320	Miscellaneous power, 1.2 watts	336		\$0.49	\$163.03
D50201400280	Central air conditioning power, 4 watts	336		\$0.93	\$311.94
D50202100520	Fluorescent fixtures recess mounted in ceiling, 1.6 watt per SF, 40 FC, 10 fixtures @32watt per 1000 SF	386.4		\$10.11	\$3,396.67
D5030	Communications and Security			\$6.88	\$2,310.84
D50303101020	Telephone wiring for offices & laboratories, 8 jacks/MSF	252		\$2.24	\$751.10
D50309100452	Communication and alarm systems, fire detection, addressable, 25 detectors, includes outlets, boxes, conduit and wire	0.05		\$4.03	\$1,354.45
D50309100460	Fire alarm command center, addressable without voice, excl. wire & conduit	0.05		\$0.61	\$205.29
E	Equipment & Furnishings		0.00%	\$0.00	\$0.00
E1090	Other Equipment			\$0.00	\$0.00
F	Special Construction		0.00%	\$0.00	\$0.00
G	Building Sitework		0.00%	\$0.00	\$0.00
SubTotal			100%	\$366.03	\$122,984.99
Contractor Fees (General Conditions,Overhead,Profit)			15.0%	\$54.90	\$18,447.75
Architectural Fees			0.0%	\$0.00	\$0.00
User Fees			0.0%	\$0.00	\$0.00
Total Building Cost				\$420.93	\$141,432.74

LHB Inspection Report

Museum Redevelopment TIF District

Code Deficiency Cost Report

Parcel A - 1620 Maple Avenue, Maple Plain, Minnesota 55359
 Parcel ID 2411824340028

Building Name or Type
 Museum

Code	Related Cost Items	Unit Cost	Units	Unit Quantity	Total
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Accessibility Items

Parking					
	A accessible parking area should be created per code	\$ 100.00	Ea	1	\$ 100.00
Accessible Route					
	A code required accessible route into the building should be created	\$1,000.00	Lump	1	\$ 1,000.00
Restroom					
	A code required accessible restroom should be installed.	\$ 4.85	SF	336	\$ 1,629.60
Drinking Fountain					
	A code required drinking fountain should be installed	\$ 0.51	SF	336	\$ 171.36

Structural Elements

Foundation					
	Differential settlement should be corrected per code	\$3,500.00	Lump	1	\$ 3,500.00

Exiting

Thresholds					
	Modify thresholds to comply with code	\$1,250.00	Lump	1	\$ 1,250.00
Emergency Lighting					
	Install a code required emergency lighting system	\$ 2.00	SF	336	\$ 672.00
Emergency Notification System					
	Install a code required emergency notification system	\$ 0.61	SF	336	\$ 204.96
Illuminated Exit Signs					
	Install code required illuminated exit signs	\$ 1.50	SF	336	\$ 504.00
Secondary Egress					
	Install a code required secondary egress for this building	\$ 5.00	SF	336	\$ 1,680.00

Fire Protection

Fire Caulking					
	Install code required fire caulking	\$ 1.00	SF	336	\$ 336.00
Smoke Detectors					
	Install code required smoke detectors	\$ 350.00	EA	1	\$ 350.00

Exterior Construction

Windows					
	Replace failed windows to prevent water intrusion per code	\$ 6.61	SF	336	\$ 2,220.96
Wood Siding					
	Replace rotting wood siding to prevent water intrusion per code	\$ 26.39	SF	100	\$ 2,639.00

TAX INCREMENT FINANCING (REDEVELOPMENT) DISTRICT NO. 2-1

Code	Related Cost Items	Unit Cost	Units	Unit Quantity	Total
------	--------------------	-----------	-------	---------------	-------

Roof Construction

No deficiencies observed \$ -

Mechanical - Electrical

Mechanical

A code compliant HVAC system should be installed \$ 24.94 SF 50 \$ 1,247.00

Potable water should be installed per code \$ 10.11 SF 50 \$ 505.50

Electrical

Install a code compliant lighting system \$7,500.00 Lump 1 \$ 7,500.00

Total Code Improvements \$ 25,510

LHB Inspection Report

Museum Redevelopment TIF District | Parcel A



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LHB Inspection Report

Museum Redevelopment TIF District | Parcel A



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LHB Inspection Report

Museum Redevelopment TIF District | Parcel A



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LHB Inspection Report

Museum Redevelopment TIF District | Parcel A



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LHB Inspection Report

Museum Redevelopment TIF District | Parcel A



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Prepared by:



701 Washington Avenue North, Suite 200, Minneapolis, MN 55401

LHBcorp.com

LHB Inspection Report

LHB Project No. 250713.00



MAPLE PLAIN PLANNING COMMISSION

RESOLUTION NO. 2026-0205-01

A RESOLUTION FINDING THE DEVELOPMENT PROGRAM FOR DEVELOPMENT DISTRICT NO. 2 AND THE TAX INCREMENT FINANCING PLAN FOR TAX INCREMENT FINANCING (REDEVELOPMENT) DISTRICT NO. 2-1 CONSISTENT WITH THE MAPLE PLAIN COMPREHENSIVE PLAN

WHEREAS, the city council of the city of Maple Plain (the “City”) has determined that it is in the public interest to adopt a Development Program (the “Development Program”) for Development District No. 2 (the “Development District”) and to establish Tax Increment Financing (Redevelopment) District No. 2-1 (“TIF District No. 2-1”) within the Development District, and

WHEREAS, the City has prepared a Development Program for the Development District which encompasses the entire City; and

WHEREAS, the City has also prepared a tax increment financing plan (the “TIF Plan”) for TIF District No. 2-1 which authorizes the expenditure of tax increment to meet, in part, the expenses of the Development District, and

WHEREAS, the Development Program and the TIF Plan are included in a document entitled “Development Program for Development District No. 2 and Tax Increment Financing Plan for Tax Increment Financing (Redevelopment) District No. 2-1 within Development District No. 2”, which is on file with the City, and

WHEREAS, the Planning Commission has received the Development Program and TIF Plan and reviewed them regarding the land use and community development aspects thereof.

NOW, THEREFORE, BE IT RESOLVED by the Maple Plain Planning Commission that the Development Program and the TIF Plan are consistent with Maple Plain’s comprehensive plan and other general plans for development and redevelopment of the community.

Adopted by the Maple Plain Planning Commission this 5th day of February, 2026.

Chair

ATTEST:

Clerk

DRAFT
ORDINANCE NO. XXX

CITY OF MAPLE PLAIN

**AN ORDINANCE AMENDING ARTICLE 4 OF THE CITY CODE BY ADDING
PLANNED UNIT SPECIFIC ZONING TO SECTION 10-543**

THE CITY COUNCIL OF THE CITY OF MAPLE PLAIN HEREBY ORDAINS AS
FOLLOWS:

SECTION 1. AMENDMENT. City Code Section 10-533 is amended by adding the following underlined language:

10-543. “MU” Mixed-Use District.

(a). *Intent.*

- (1) The purpose of the mixed-use district is to provide an area for compact, mixed-use development that will be compatible through a combination of careful planning and urban design and investments. The mixture of land uses within the district is essential to create a vibrant community. The district will include three sub-districts: the Gateway (MU-G), the Downtown (MU-D) and Budd/Highway 12 (MU-B). The sub-districts will contribute to the overall uniqueness of smaller areas while creating a consistent character throughout the community.

(1) Planned Unit Development. Any application for a Planned Unit Development in the MU-D zoning district shall follow and be subject to the requirements of Section 10-546. Any approved Planned Unit Development requires the subject property to be rezoned to PUD-MU-D, Mixed Use Downtown Planned Unit Development. The zoning governing the subject property shall be the requirements and conditions of the MU-D zoning district as expressly modified by the approved plans and agreement with the city.

SECTION 2. EFFECTIVE DATE. This Ordinance shall be in full force and effect from and after its passage and publications as required by law.

Adopted by the City Council of the City of Maple Plain this ____ day of _____,
2026.

Julie Maas-Kusske, Mayor

ATTEST:

Jacob Schillander, City Administrator

Published in the _____ on _____, 2026



**BOLTON
& MENK**

Real People. Real Solutions.

2638 Shadow Lane
Suite 200
Chaska, MN 55318-1172

Ph: (952) 448-8838
Fax: (952) 448-8805
Bolton-Menk.com

January 12, 2026

City of Maple Plain
Attn: Jacob Schillander, City Administrator
PO Box 97
Maple Plain, MN 55359

RE: Preliminary Assessment Hearing - 2026 Downtown Reconstruction Project

Dear Jacob:

On December 15, 2026, the feasibility study for the 2026 Downtown Reconstruction Project was presented to the City Council. The study includes a description of the proposed improvements, cost estimates, cost apportionment, and a preliminary assessment role, which includes the benefiting properties from Main Street E between Pioneer Ave. and Budd Ave., Pioneer Avenue, Delano Avenue and Maple Avenue, Marsh Avenue and Spring Avenue. At that time, the Council accepted the study and ordered an Improvement Hearing for January 20, 2026.

I will be present on the 20th to present the relevant information regarding the project to the public and will be available to participate in the discussion and answer questions as directed.

Please let me know if you have questions or need additional information.

Sincerely,

Bolton & Menk, Inc.

David P. Martini, P.E.
Senior Principal Engineer



2026 Street Reconstruction Project

City of Maple Plain, MN

January 20, 2026

David Martini, P.E.
Senior Principal Engineer

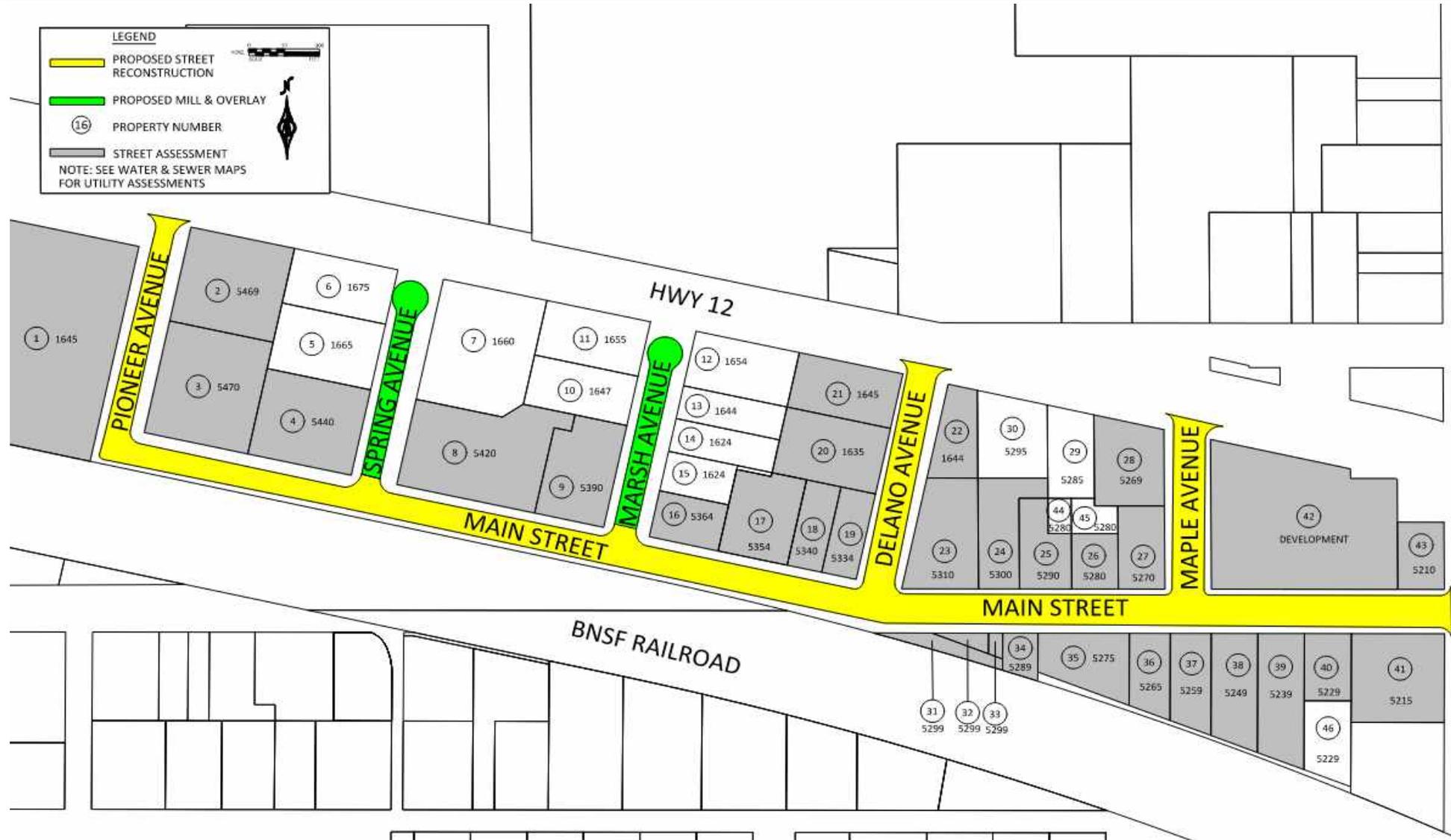
Introduction

- **On October 27, 2025, the City Council authorized the preparation of a feasibility study to analyze improvements to the following streets:**
 - Main Street E, Pioneer Avenue, Delano Avenue, Maple Avenue, Marsh Avenue and Spring Avenue
 - Fire station parking lot
- **All existing infrastructure elements within the project area were evaluated as part of the report, which provides descriptions of the proposed improvements, itemized cost estimates, cost apportionments, and preliminary assessment roll.**

Need for Improvements

- **Based on limited as-built information, it appears improvements were originally constructed between the 1930's and the 1960's.**
- **The existing pavements in most of the project areas have deteriorated to a point where traditional maintenance activities are no longer effective.**
- **Pioneer Avenue is undersized.**
- **Several roadways do not have curb and gutter.**
- **Due to corrosive soils, the watermain pipes in the project area have deteriorated to a point that they are fragile and subject to breaks.**
- **Sanitary sewer within the project area consists of mostly clay pipes and has some block-built structures that are susceptible to infiltration.**

Project Area – Downtown Reconstruction



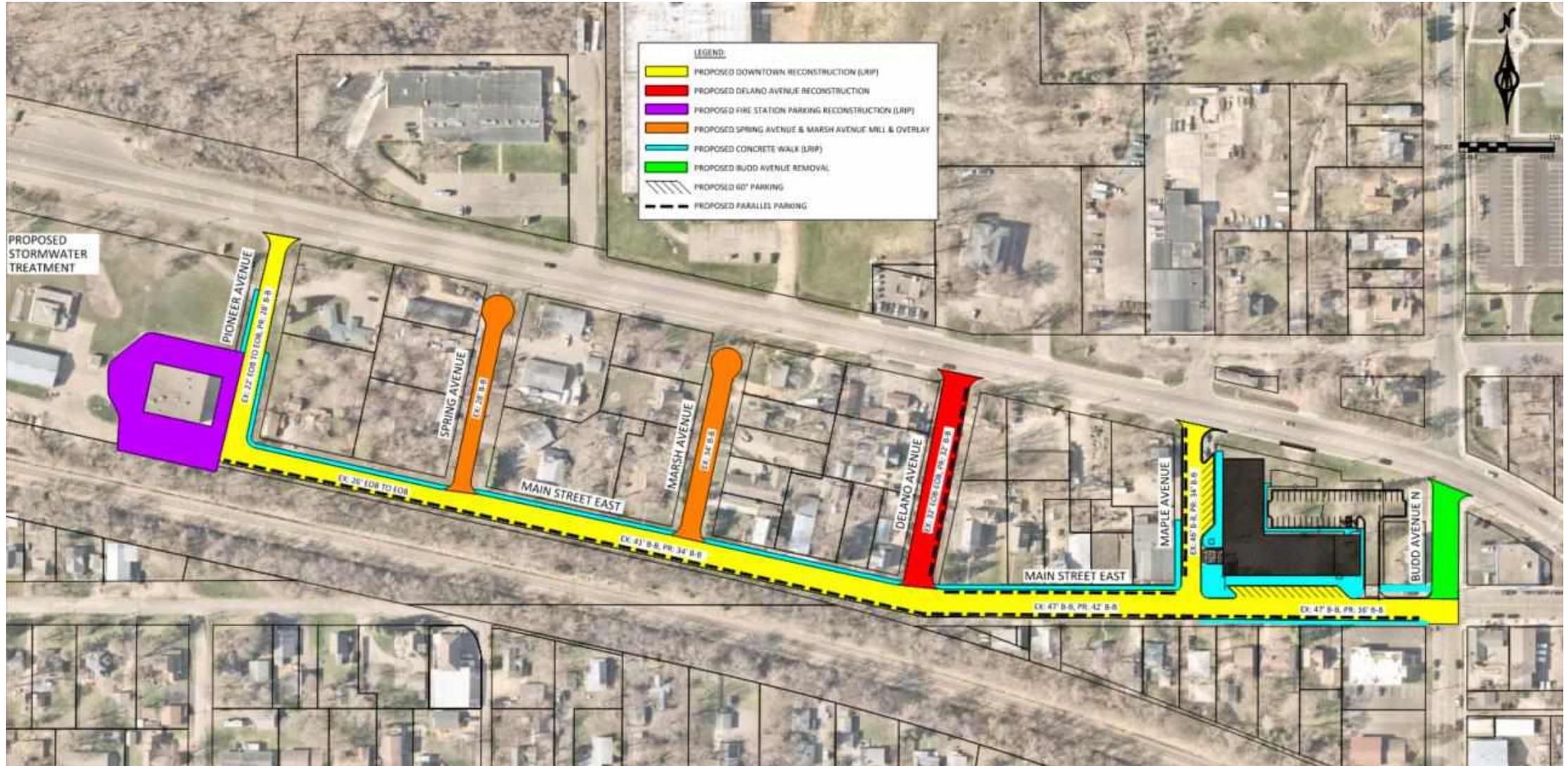
Proposed Improvements – Downtown Reconstruction

- **Full reconstruction & mill and overlay**
- **Watermain and services replaced in the R/W of reconstructed streets**
 - Loop to Pioneer
- **Sanitary sewer main and services replaced in the R/W**
- **Replace and add storm sewer**
- **Addition of stormwater quality treatment**
- **Replace and add sidewalk**
 - Connect to trail on Pioneer Ave
- **Streetscaping around development**
- **Lighting**
- **Bury power around redevelopment block**

Proposed Improvements – Roadways, Parking, Walks

- **Full reconstruction:**
 - Main Street E
 - Pioneer Avenue
 - Delano Avenue
 - Maple Avenue
- **Mill and Overlay:**
 - Spring Avenue
 - Marsh Avenue
- **Remove Budd Avenue (Main St to Hwy 12)**
 - Reduces crash risk by forcing traffic to use better visibility intersections
- **Street widths modified for standard drive lanes and parking changes**
 - Parallel and diagonal parking
- **Replace and add curb and gutter to all streets.**

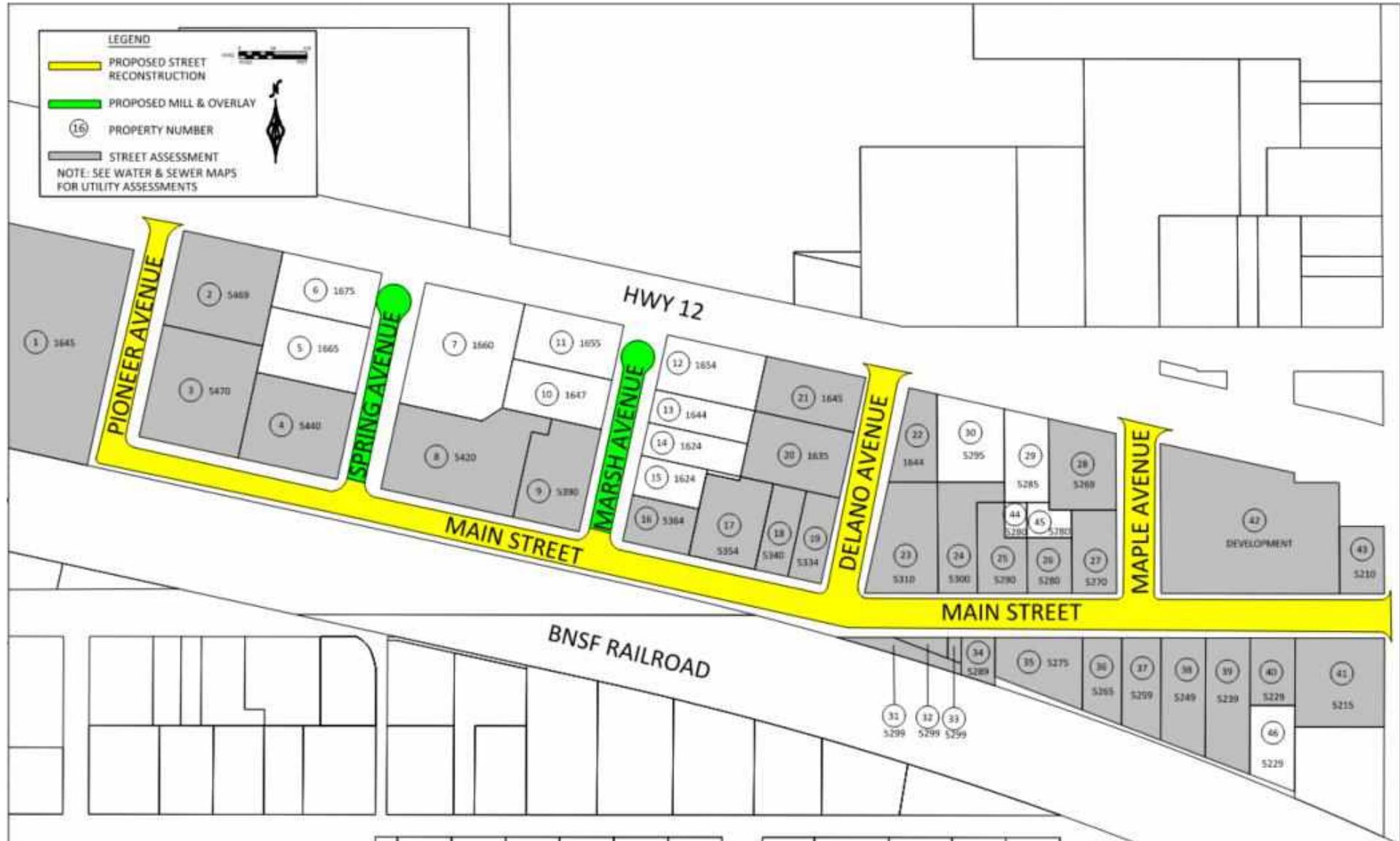
Project Improvements



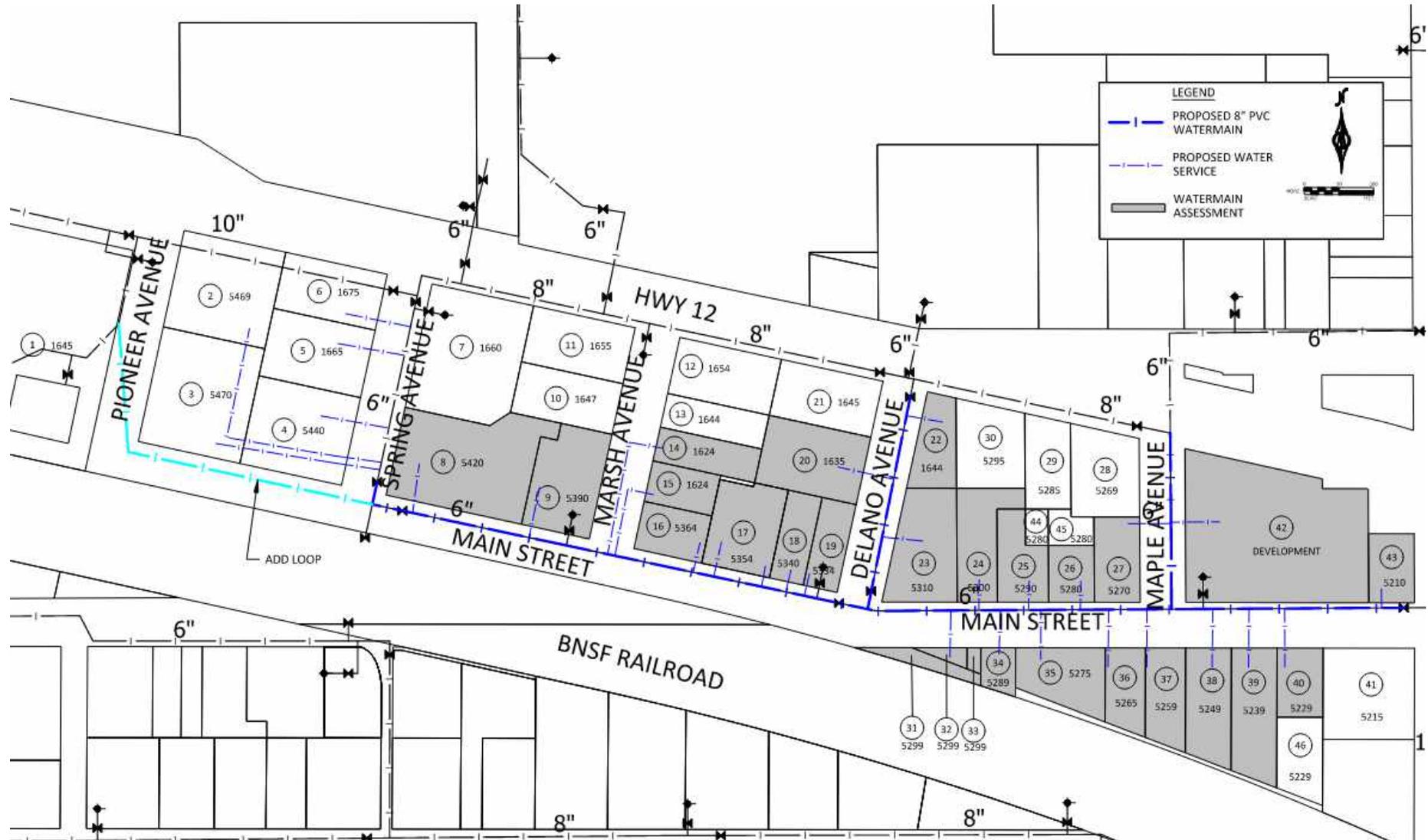
Assessment Methodology

- **35% of street and storm sewer project costs proposed to be assessed on an adjusted front footage basis.**
- **35% of utility project costs proposed to be assessed on a unit basis.**
 - Only properties served by utilities within the project area assessed for those utilities.
- **City to pay for non-assessable frontage and project elements.**
 - Marsh and Spring Avenue Mill and Overlay
 - Sidewalk
 - Lighting
 - Burying of overhead power (on Maple and Main)
 - Fire station parking lot
 - Budd Avenue removal
 - Non-assessable street, storm water, water and sanitary sewer frontage

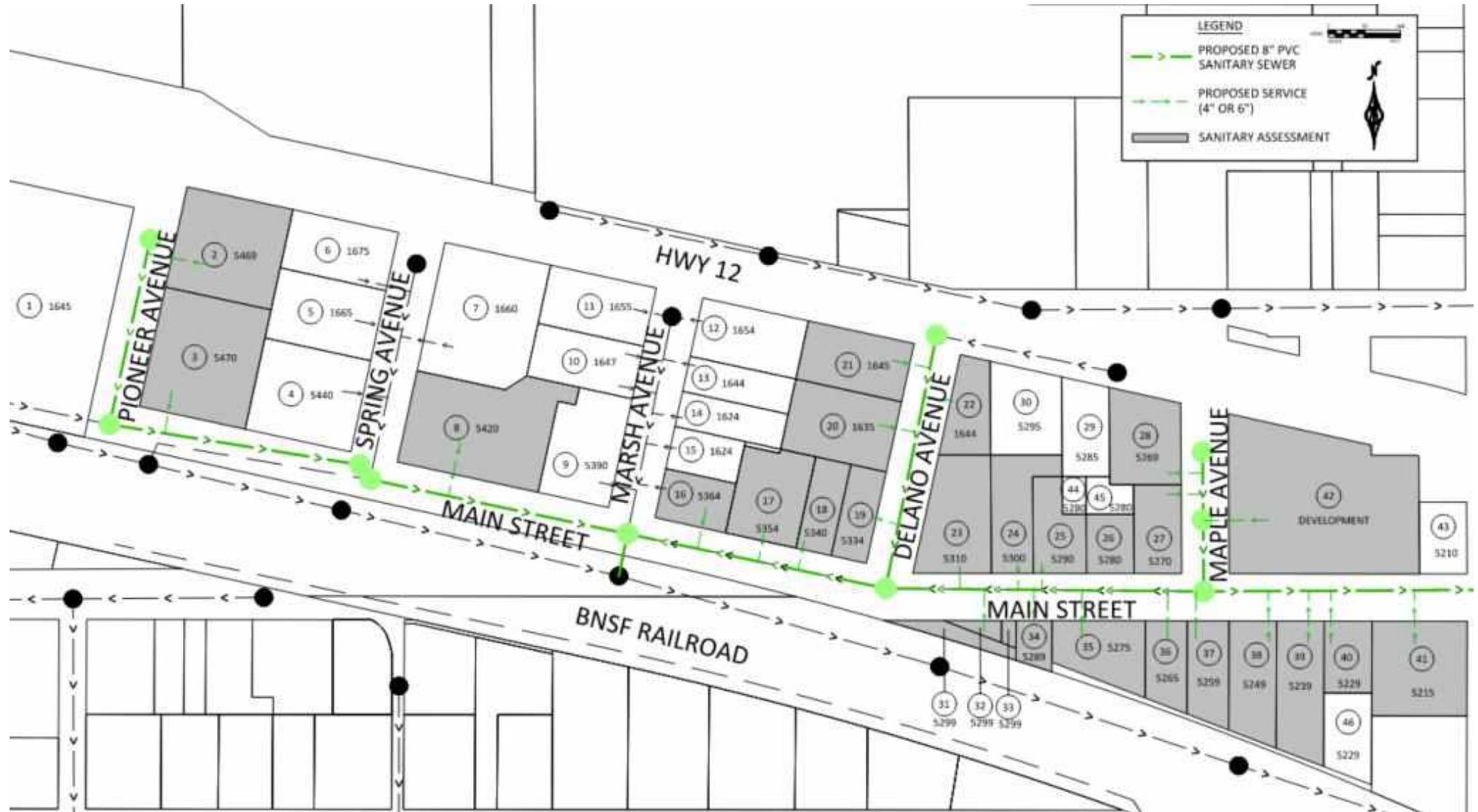
Streets – Assessment Maps



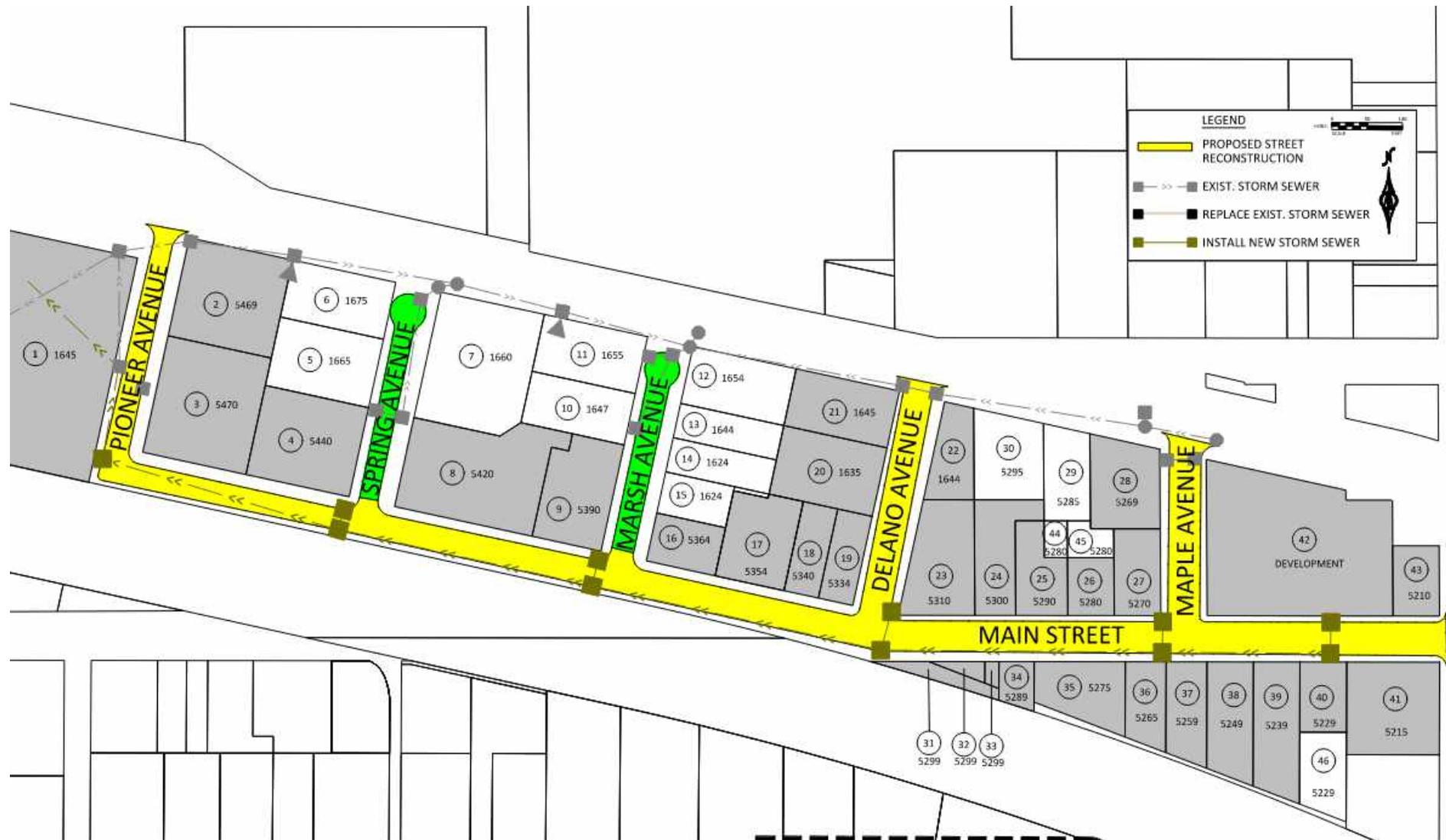
Water



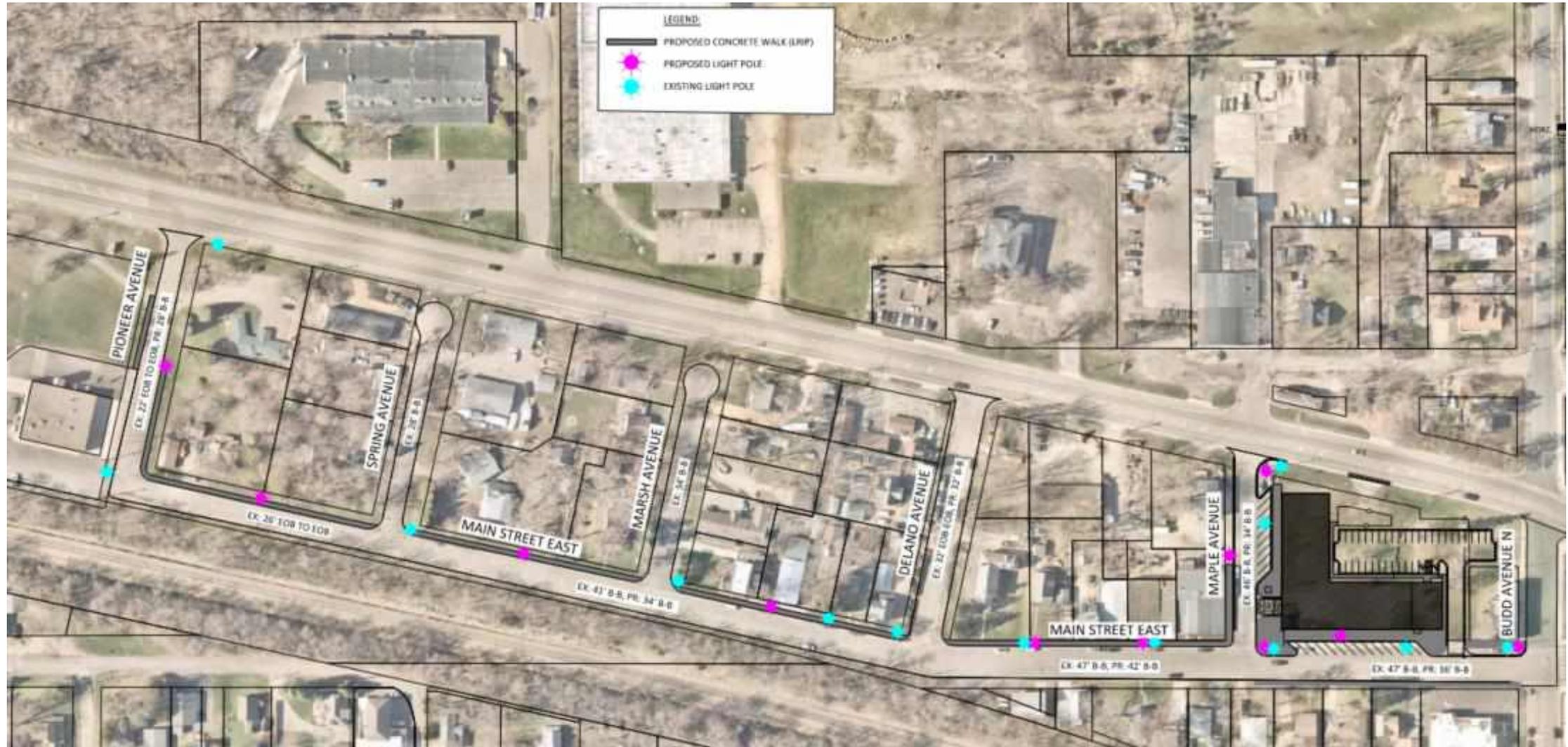
Sanitary Sewer



Storm Sewer



Project Improvements – Lighting



Cost Apportionment Summary

Assessments - \$1,669,821 (Includes City Costs of \$877,649)

Streets (Walks, Parking Lot, Lights & Power) - \$2,839,868

Storm Sewer - \$500,000

Water - \$527,573

Sanitary Sewer - \$358,483

Total Cost - \$5,895,745

City Cost Summary

City Assessable Share - \$877,649

Streets – \$1,715,040

Storm Sewer - \$500,000

Non-Assessable Project Costs - \$1,124,828

Water - \$527,573

Sanitary Sewer - \$358,483

Assessment Summary

Street and Storm Sewer - \$226.02/Adj. Front Foot

Sanitary Sewer - \$1,814.19/Unit

Water - \$2,695.23/Unit

Assessments

City - \$398,587 (10.4 ERUs & FF)

Development \$405,153 (71 ERUs based on SAC)

City and Fire Station Lot - \$73,909

Avg Assessment (w/ Water and Sewer) - \$26,226

Non-Assessed Project Costs

Marsh and Spring Ave. M&O - \$47,486.25

Lighting and Power - \$462,500

Sidewalk Addition & Budd Ave Removal \$354,277

Fire Station Parking Lot - \$260,565

Conclusion

- **From an engineering standpoint, the proposed improvements are feasible, cost effective and necessary to maintain the City's existing infrastructure.**
 - The condition of the infrastructure within the project area is typical given its age, material type, and environment.
 - Scope of work, costs and proposed assessments are consistent with previous projects.
 - Infrastructure maintenance is reactionary and no longer cost effective.
 - Improvements can be made using traditional construction methods.

Next Steps

- **Schedule**

- ~~Week of December 22nd – City mails notices for Improvements Hearing.~~
- ~~January 3rd and January 10th – Notice of Improvements Hearing advertised in the newspaper.~~
- ~~January 6th – Open House Meeting.~~
- January 20th – Improvements Hearing
- January 26th – Council Considers Resolution to Order Improvements
- April 2026 – Authorize Bids.
- May 2026 – Open and Award Bids.
- June 2026 – Begin Construction.
- Fall 2026 – Final Assessment Hearing.

Questions?



Real People. Real Solutions.

Feasibility Report For

2026 Downtown Reconstruction Project City of Maple Plain

December 2025

Submitted by:

Bolton & Menk, Inc.
2638 Shadow Lane
Suite 200
Chaska, MN 55318
P: 952-448-8838
F: 952-448-8805

Certification

Feasibility Report

For

2026 Downtown Street Reconstruction Project

City of Maple Plain
Maple Plain, MN
25X.141263

December 2025

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

By:



Matthew S. Bauman, P.E.
License No. 51323

Date: December 8, 2025

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Appendix

Figures

Preliminary Cost Estimates

Preliminary Assessment Roll

I. EXECUTIVE SUMMARY

A. Introduction

The impetus for this project is a request by the City of Maple Plain to evaluate infrastructure improvements in the project area. From an engineering standpoint, the proposed improvements are feasible, cost effective and necessary to maintain the City’s existing infrastructure.

B. Proposed Improvements

The proposed improvements consist of reconstructing Main Street E, Pioneer Avenue, Delano Avenue and Maple Avenue with concrete curb and gutter. Spring Avenue and Marsh Avenue are proposed to be mill and overlaid. Sanitary sewer, watermain and services will be replaced in the project area.

C. Assessment Summary

35% of all project costs of standard width are proposed to be assessed on an adjusted front footage basis for street improvements. Utilities will be assessed on a unit basis. City policy directs assessments to account for 20-50% of project costs for reconstruction. The Spring & Marsh Avenue mill and overlay area will not be assessed per City policy. Additional portions of the project not assessed include Budd Avenue removal, sidewalk, underground power, lighting and fire station improvements. Properties receiving new utility services will be assessed for utilities. Corner lots that have previously been assessed for street improvements on a project within the last 10 years and corner lots with driveways accessing another street that can be assessed in the future will not be assessed for the street and storm sewer improvements.

The estimated assessment rate for the proposed street and storm sewer improvements is \$226.02 per adjusted front foot.

The estimated assessment rate for the proposed sanitary sewer improvements is \$1,814.19 per unit.

The estimated assessment rate for the proposed watermain improvements is \$2,695.23.

D. Funding Summary

The project costs are proposed to be apportioned as follows:

Assessments ⁽¹⁾	\$1,669,820.78
Capital Improvement Fund ⁽²⁾	\$2,839,868.29
Storm Sewer Fund	\$500,000.00
Water Fund	\$527,572.50
Sanitary Sewer Fund	\$358,483.13
Total Project Cost	\$5,895,744.69

⁽¹⁾City covers \$877,648.55 of this amount

⁽²⁾See additional detail in Section IV and the Summary in the Appendix

II. INTRODUCTION

On October 27, 2025, the City Council authorized the preparation of a preliminary engineering report to analyze the following streets:

- Main Street E (from Pioneer Ave. to Budd Ave.)
- Pioneer Avenue
- Delano Avenue
- Maple Avenue
- Marsh Avenue and Spring Avenue
- The fire station parking lot

A. Scope

This report will determine the feasibility of reconstructing the above-mentioned streets. All existing infrastructure elements (street, utilities, etc.) within the project area were evaluated as part of this report.

The report will provide a description of the proposed improvements, an itemized cost estimate, a cost apportionment and a preliminary assessment roll.

B. Background

Based on limited as-built information the City has for the proposed project area, it appears the majority of the improvements were originally constructed in the 1960's, and some as early as the 1930's. It appears the roads have been overlaid at some point.

The existing pavements in a majority of the project area have deteriorated. There are many transverse and longitudinal cracks, areas of patching and crown deficiencies.

III. EXISTING CONDITIONS

The existing conditions are identified in Figure No. 5 in the Appendix.

Several blocks do not have curb and gutter, including Pioneer Avenue, Delano Avenue and Main Street E between Pioneer and Spring Avenue. Street widths for the project area include:

- Main Street East width varies from 26-foot edge-of-bit to edge-of-bit (Pioneer to Spring), 41-foot back-of-curb to back-of-curb (Spring to Delano), and 47-foot back-of-curb to back-of-curb (Delano to Budd).
- Pioneer Avenue is 22-foot wide edge-of-bit to edge-of-bit.
- Delano Avenue varies in width from 29-foot to 35-foot wide edge-of-bit to edge-of-bit.
- Maple Avenue is 46-foot back-of-curb to back-of-curb.
- Spring Avenue is approximately 28-foot wide from back-of-curb to back-of-curb with a 27.5-foot radius cul-de-sac.
- Marsh Avenue is 34-foot wide back-of-curb to back-of-curb with a 25-foot radius cul-de-sac.

The existing sanitary sewer is 8-inch vitrified clay pipe (VCP) and the watermain is 6-inch cast iron pipe (CIP). There is minimal existing storm sewer. The entire project is within the Pioneer Sarah Creek Watershed District. Drainage on the project generally heads west. Main Street east has minimal existing storm sewer and the existing drainage for the project is typically collected by

storm sewer running along Highway 12.

IV. PROPOSED IMPROVEMENTS

The proposed project area is identified in Figure No. 5 in the Appendix.

The proposed improvements are as follows:

A. Street and Storm Sewer

All reconstructed streets are proposed to include concrete B618 curb and gutter. Widths vary based on planned parking configurations. Roadways with no parallel parking will be 28-foot back-to-back, roadways with one side parallel parking will be 34-foot back-to-back and roadways with parallel parking on both sides will be 42-foot back-to-back. Additionally, the roadways around the downtown redevelopment space will be modified to include parallel parking on one side and diagonal parking on the other. If conditions warrant, drain tile will be placed along both sides of the road and stubs would be provided at each property to allow a location to connect sump pump systems. Sidewalks will be replaced where they exist now and the sidewalk will be extended from the trail on Pioneer Avenue to the existing sidewalk on Main Street East at Marsh Avenue.

As part of the project, the Budd Avenue section of roadway between Main Street and Highway 12 is proposed to be removed. The intersection of Budd Avenue and Highway 12 has a high traffic incident rate and has long been on the list of intersections to be changed for safety purposes.

The proposed storm sewer improvements consist of installing storm sewer on Main Street East to include additional catch basins and reduce overland flow on the roadway. Stormwater treatment will be installed in the City lot west of the water treatment plant. Proposed additions can be seen in Figure No. 4 in the Appendix.

No changes are proposed for Marsh Avenue and Spring Avenue and a 1.5-inch mill and overlay will be completed to renew the pavement surface.

The updated national and local watershed district rules require that new and reconstructed impervious surface treat 0.5-inches of stormwater. This will require stormwater treatment facilities and will be evaluated more thoroughly during final design. The preliminary plan is to create a treatment area on the City lot, west of the water treatment plant.

Based on feedback from property owners regarding existing issues, additional storm sewer could be added to the project area in the design stage. The extent of drain tile in the project may also be adjusted based on property owner feedback.

As part of the downtown redevelopment, overhead power lines on Maple Avenue and on Main Street East between Maple Ave. and Budd Ave. will be buried. Additionally, the project will add lighting along the sidewalk areas where none exists now and is shown on Figure No. 6 in the Appendix.

Additionally, the asphalt parking lot for the fire station will be replaced with this project and is shown on Figure No. 5 in the Appendix.

The total estimated costs for the street and storm sewer improvements are \$4,532,582.19, broken down as follows:

- Assessable Project Costs: \$1,192,713.90
- Non-assessable Project Costs (Capital Improvement Fund): \$3,339,868.29
 - Storm Fund: \$500,000.
 - Mill & Overlay Improvements: \$47,486.25
 - Sidewalks: \$289,406.25
 - Power and Lighting: \$462,500.00
 - Fire Station Parking Lot: \$260,565.38
 - Budd Avenue Removal: \$64,870.31

B. Watermain

The proposed watermain improvements are identified in Figures No. 3 in the Appendix.

The proposed watermain improvements consist of replacing the existing watermain and water services to the curb stop within the project area. The proposed watermain will be 8-inch PVC pipe. A watermain loop will be added on Pioneer Avenue and Main Street East on the west side of the project to improve reliability and allow better access if redevelopment of lots occurs in the future.

The total estimated project cost for the proposed watermain improvements is \$811,650.00.

C. Sanitary Sewer

The proposed sanitary sewer improvements are identified in Figure No. 2 in the Appendix.

The proposed sanitary sewer improvements consist of replacing the sanitary sewer and services to approximately 10-feet behind the curb in the project area. The proposed sanitary sewer main will be 8-inch PVC. Sanitary sewer services will be PVC and match the size of the existing service.

During construction, the condition of sanitary sewer services on private property will be evaluated to identify I&I issues. Property owners will be given the option of working with the contractor to replace the portion of the service line on private property and adding the cost of the replacement to the assessment for the property.

The total estimated project cost for the proposed sanitary sewer improvements is \$551,512.50.

V. Special Assessments

35% of all project costs of standard width are proposed to be assessed on an adjusted front footage basis for street improvements and unit basis for utilities. City policy directs assessments to account for 20-50% of project costs for reconstruction. The Spring & Marsh Avenue mill and overlay area will not be assessed per City policy. Additional portions of the project not assessed include Budd Avenue removal, sidewalk, underground power, lighting and fire station improvements. Properties receiving new utility services will be assessed for utilities. Corner lots that have previously been assessed for street improvements on a project within the last 10 years and corner lots with driveways accessing another street that can be assessed in the future will not be assessed for the street and storm sewer improvements.

The estimated assessment rate for the proposed street and storm sewer improvements is

\$226.02 per adjusted front foot.

The estimated assessment rate for the proposed sanitary sewer improvements is \$1,814.19 per unit.

The estimated assessment rate for the proposed watermain improvements is \$2,695.23.

Properties proposed to be assessed are shown in Figure No's 1-4 in the Appendix. A preliminary assessment roll is included in the Appendix. Actual assessments will be based on the final project costs and special benefit analysis. Some numbers in this report have been rounded.

VI. FUNDING

The project costs are proposed to be financed through the sale of Chapter 429 Improvement Bonds. The assessed portions of the project costs are proposed to be funded through the levying of special assessments to the benefiting properties.

The total estimated project costs for the proposed improvements are \$5,895,744.69, which includes an estimated 25 percent for soft costs. Itemized cost estimates have been included in the Appendix.

Additionally, the City is pursuing Local Road Improvement Grant funds for a portion of the construction of roadways. The maximum award for this grant is \$1.5M and award notice will come out in March of 2026.

VII. ESTIMATED COSTS

A summary of the estimated funding apportionment for the proposed improvements is as follows:

Assessments ⁽¹⁾	\$1,669,820.78
Capital Improvement Fund ⁽²⁾	\$2,839,868.29
Storm Sewer Fund	\$500,000.00
Water Fund	\$527,572.50
Sanitary Sewer Fund	\$358,483.13
Total Project Cost	\$5,895,744.69

⁽¹⁾City covers \$877,648.55 of this amount

⁽²⁾See additional detail in Section IV and the Summary in the Appendix

VIII. CONCLUSION

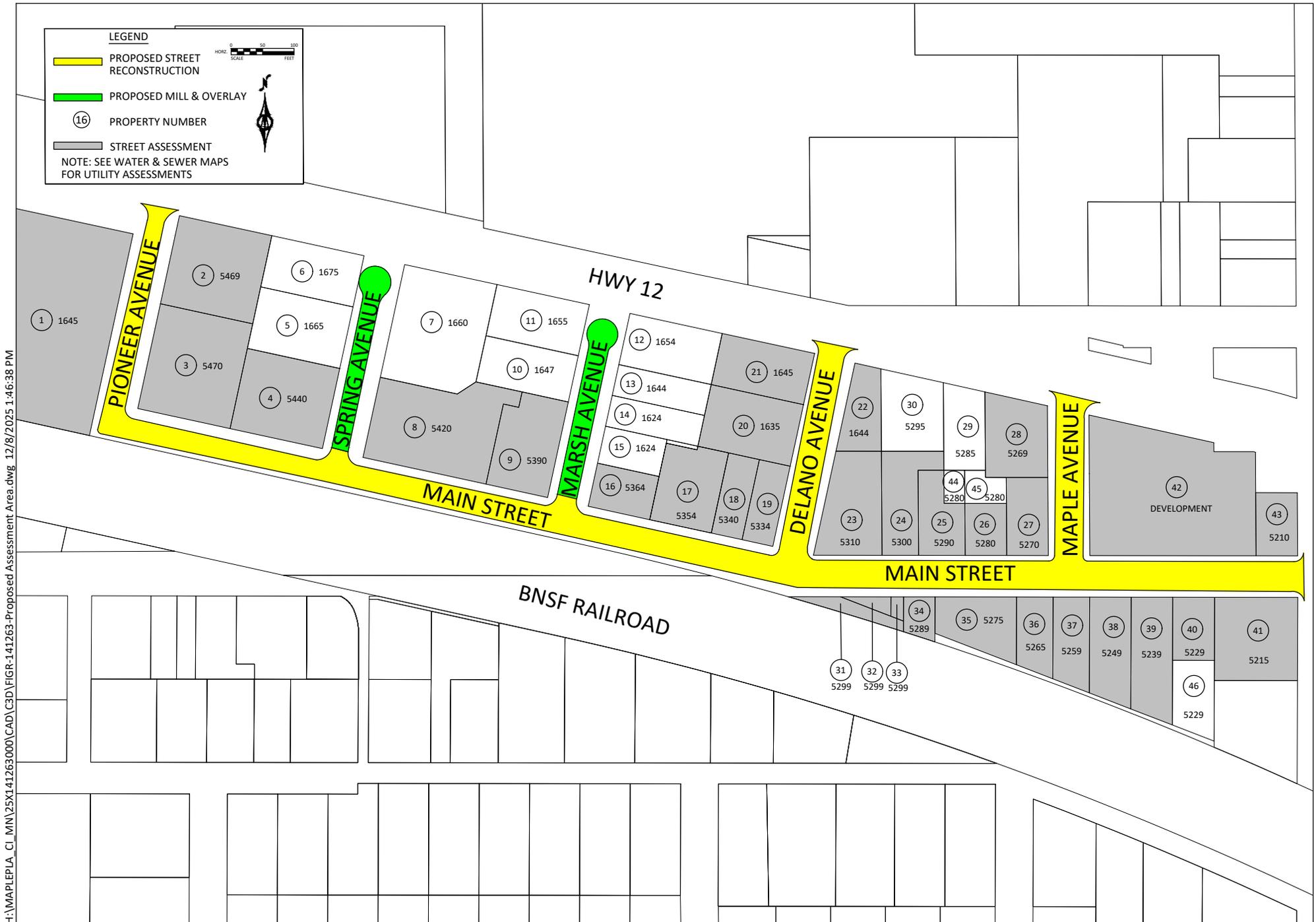
From an engineering standpoint, the proposed improvements are feasible, cost effective and necessary to maintain the City's existing infrastructure.

Appendix

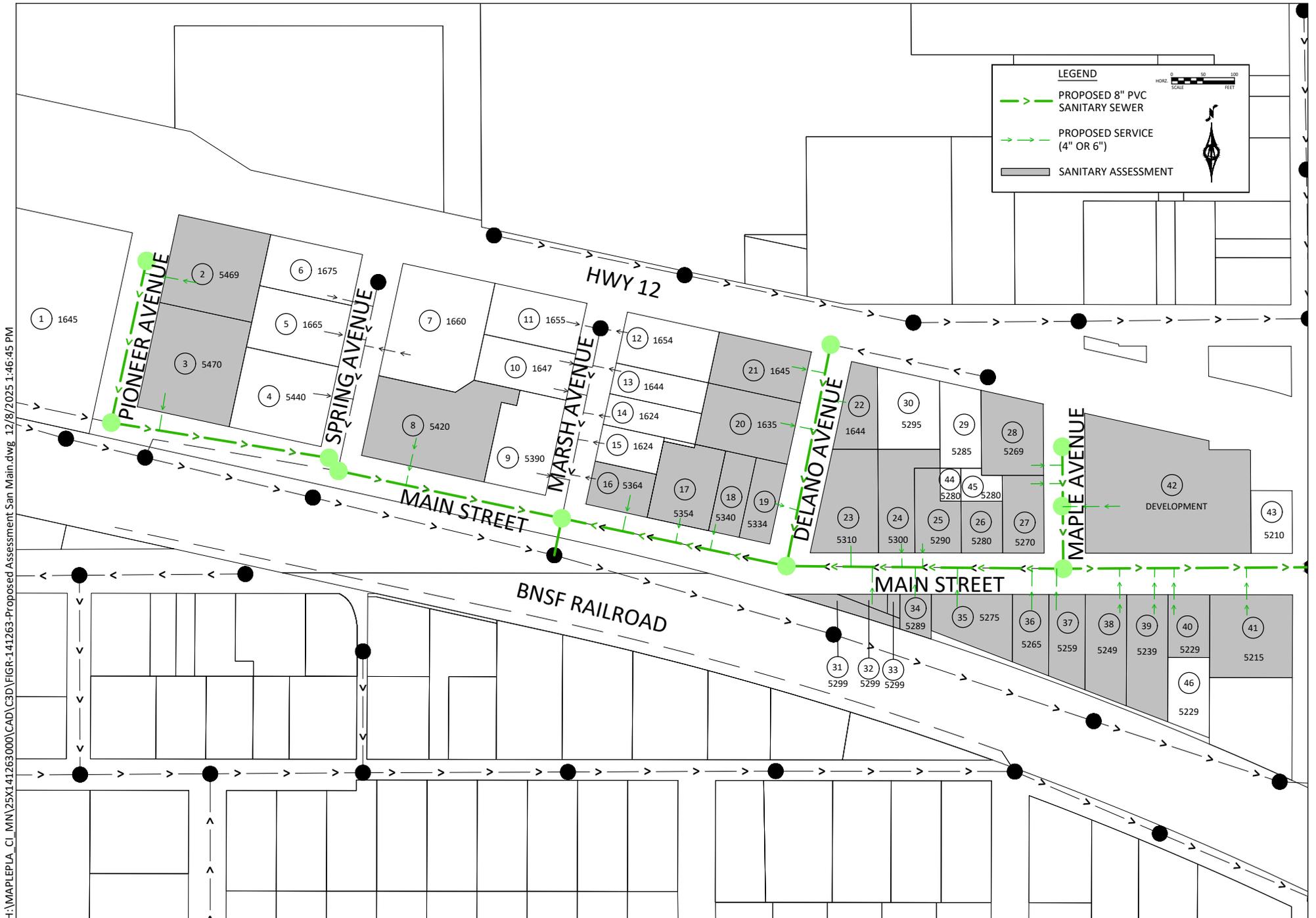
Figures

Preliminary Cost Estimates

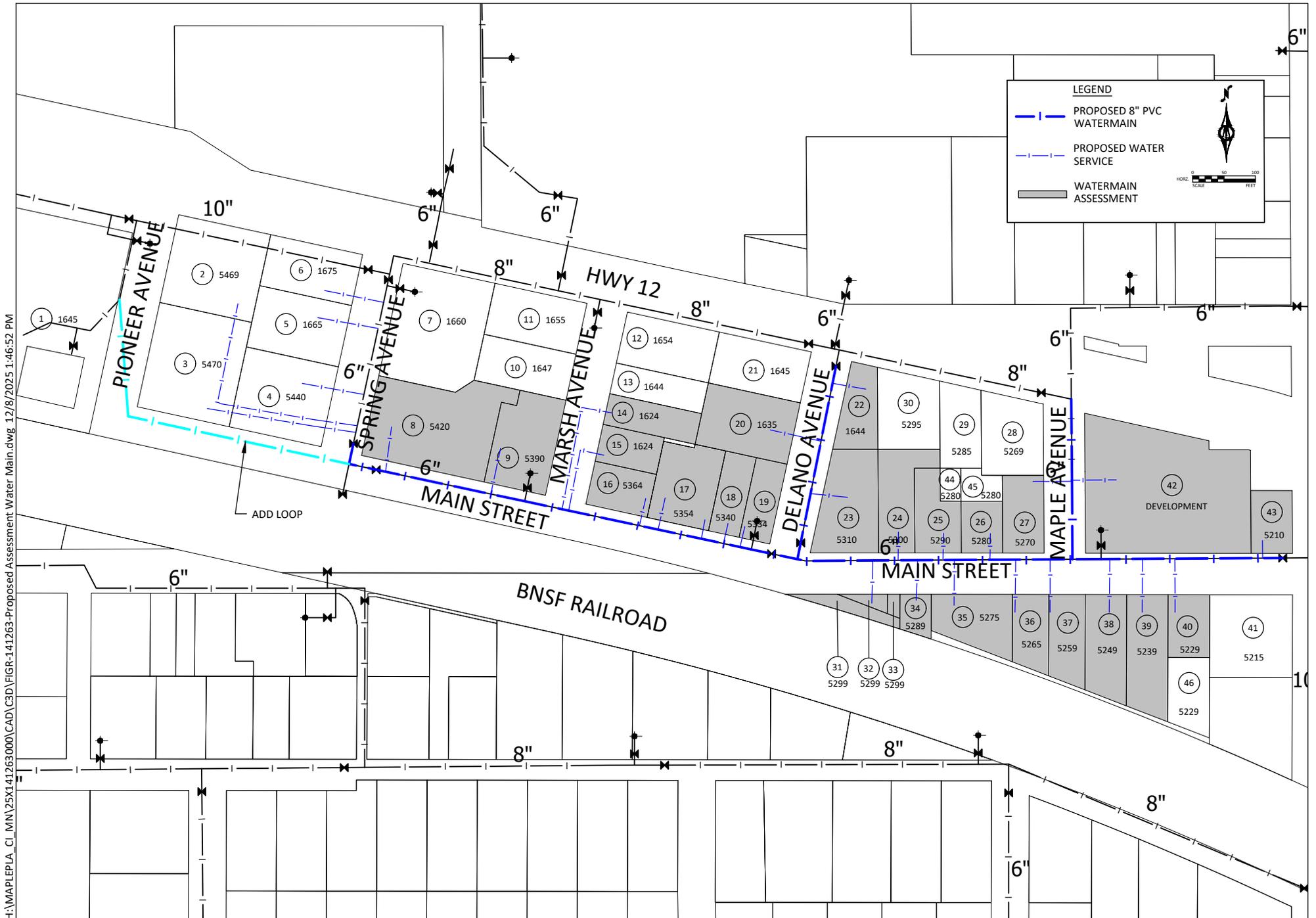
Preliminary Assessment Rolls



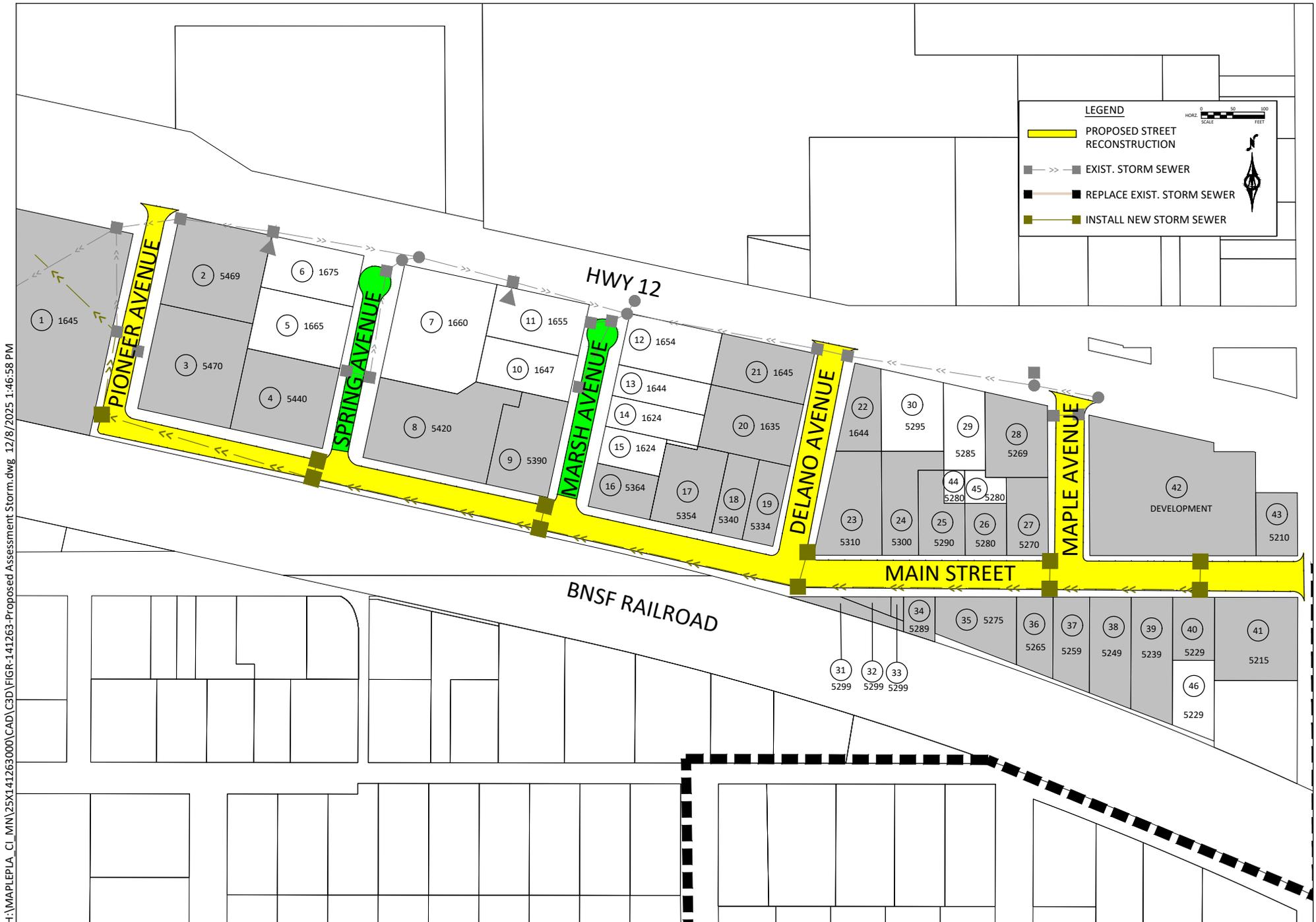
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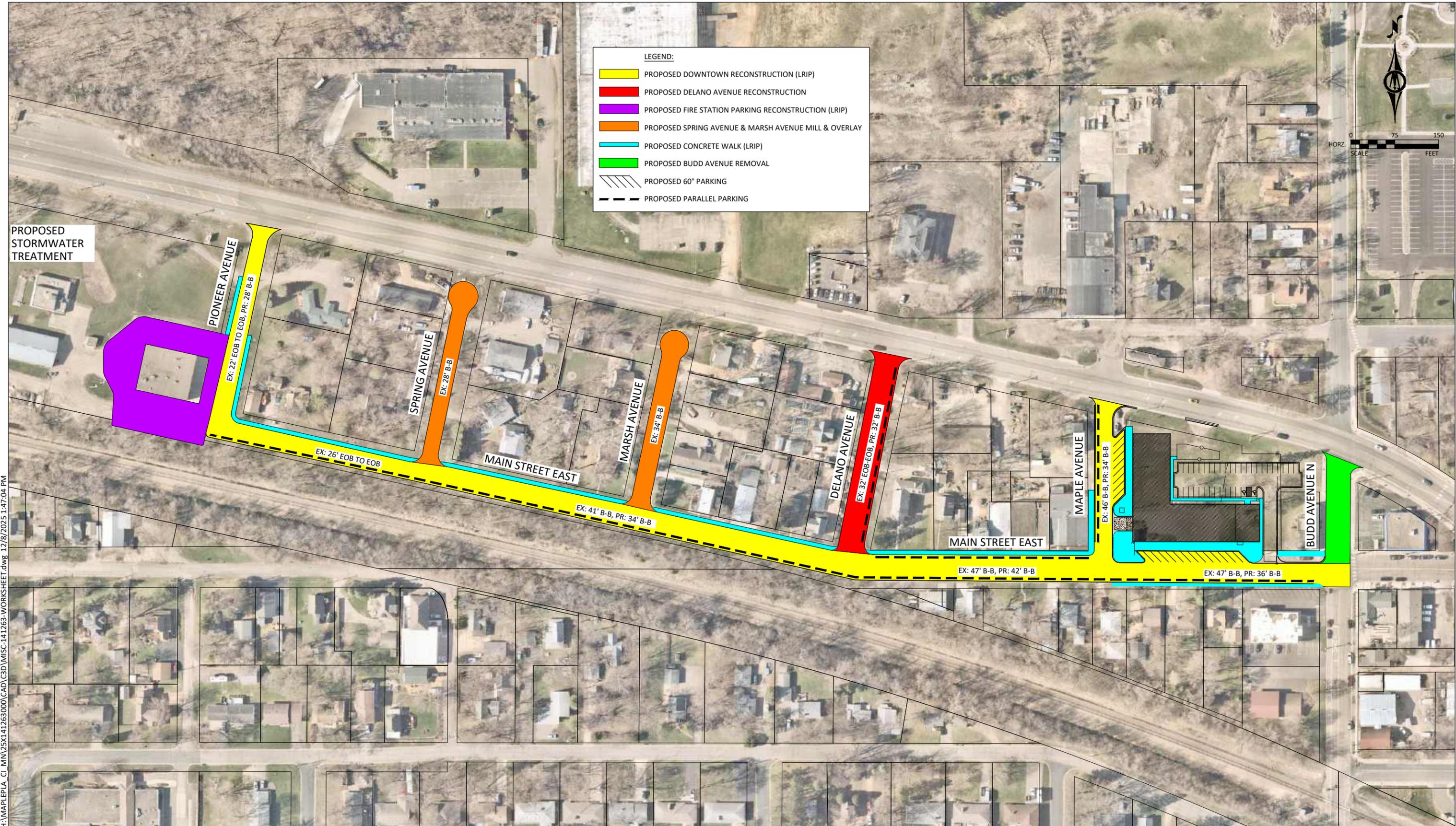
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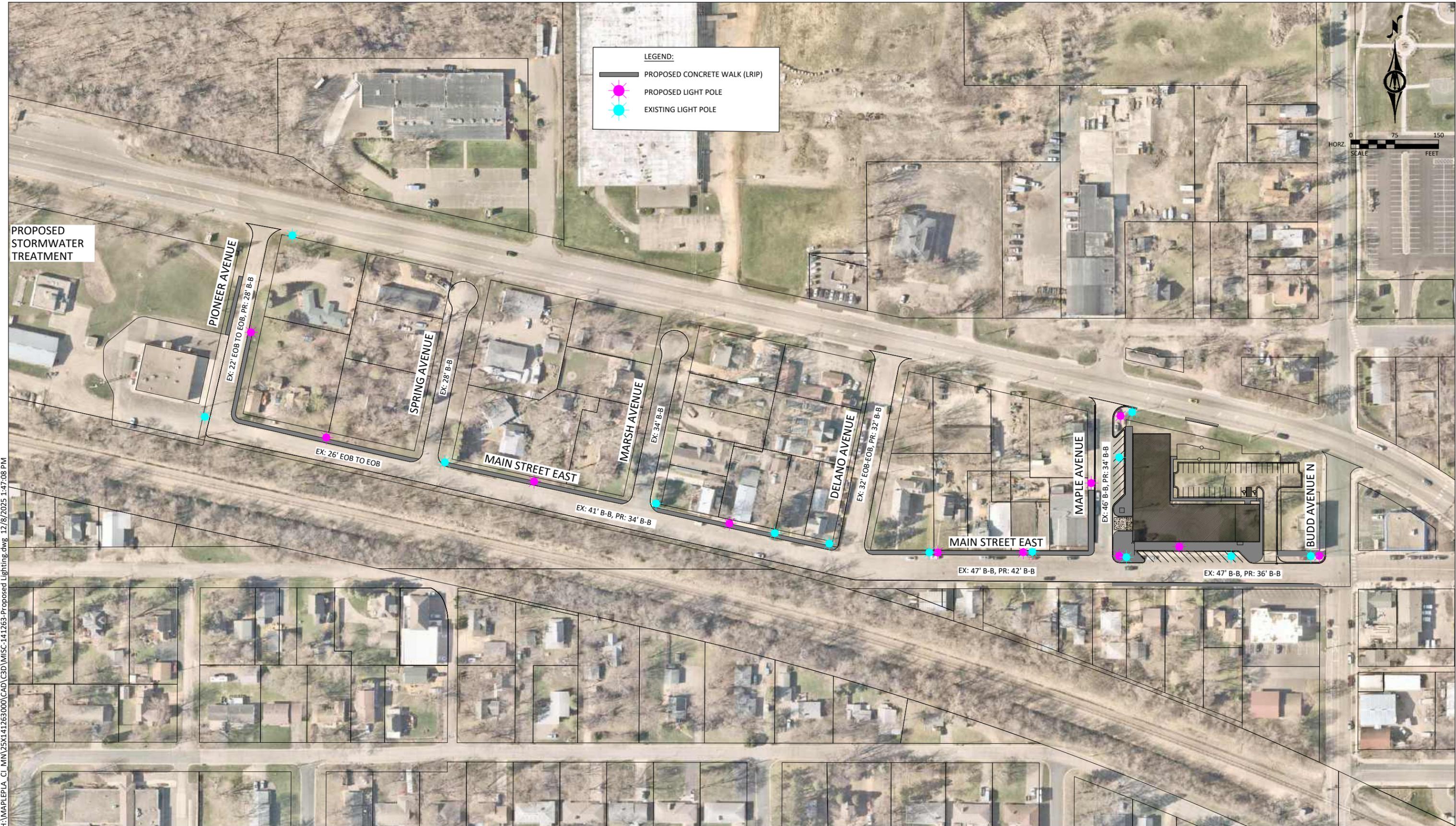


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PRELIMINARY COST ESTIMATE

2026 STREET IMPROVEMENTS
CITY OF MAPLE PLAIN, MINNESOTA
BMI PROJECT NO. 141263

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
PRORATA					
1	MOBILIZATION	1	LUMP SUM	\$195,000.00	\$195,000.00
2	TRAFFIC CONTROL	1	LUMP SUM	\$16,000.00	\$16,000.00
STREET AND STORM SEWER IMPROVEMENTS					
3	CLEARING & GRUBBING	1	LUMP SUM	\$10,000.00	\$10,000.00
4	MISC REMOVALS	1	LUMP SUM	\$10,000.00	\$10,000.00
5	SAWING BITUMINOUS (FULL DEPTH)	1,250	LIN FT	\$2.50	\$3,125.00
6	SAWCUT CONCRETE	300	LIN FT	\$5.25	\$1,575.00
7	REMOVE CONCRETE CURB (ANY TYPE)	3,600	LIN FT	\$5.00	\$18,000.00
8	REMOVE CONCRETE	10,000	SQ FT	\$2.00	\$20,000.00
9	COMMON EXCAVATION (CV) (P)	11,000	CU YD	\$27.00	\$297,000.00
10	SUBGRADE EXCAVATION (CV)	2,950	CU YD	\$28.00	\$82,600.00
11	GRANULAR BORROW (CV)	8,300	CU YD	\$33.50	\$278,050.00
12	GEOTEXTILE FABRIC TYPE V	16,120	SQ YD	\$3.00	\$48,360.00
13	AGGREGATE BASE CLASS 5 (100% CRUSHED)	11,800	TON	\$30.00	\$354,000.00
14	TYPE SP 9.5 WEAR COURSE MIX (2,B)	1,400	TON	\$105.00	\$147,000.00
15	TYPE SP 12.5 NON WEAR COURSE MIX (2,B)	1,750	TON	\$90.00	\$157,500.00
16	4" CONCRETE	20,700	SQ FT	\$10.00	\$207,000.00
17	6" CONCRETE DRIVEWAY	2,000	SQ FT	\$12.00	\$24,000.00
18	8" CONCRETE DRIVEWAY	1,000	SQ FT	\$18.00	\$18,000.00
19	TRUNCATED DOMES	180	SQ FT	\$75.00	\$13,500.00
20	TYPE SP 9.5 WEAR COURSE MIX (2,B) (DRIVEWAY)	750	TON	\$180.00	\$135,000.00
21	CONCRETE CURB & GUTTER DESIGN B618	5,800	LIN FT	\$25.00	\$145,000.00
22	MAINTAIN MAIL SERVICE	1	LUMP SUM	\$5,000.00	\$5,000.00
23	ADJUST FRAME & RING CASTING	9	EACH	\$1,150.00	\$10,350.00
24	STRIPING	1	LUMP SUM	\$10,000.00	\$10,000.00
25	COMMON TOPSOIL BORROW (LV)	2,800	CU YD	\$40.00	\$112,000.00
26	LANDSCAPING	1	ALLOWANCE	\$70,000.00	\$70,000.00
27	SOD	8,300	SQ YD	\$12.00	\$99,600.00
28	SEED AND BLANKET	4,000	SQ YD	\$3.50	\$14,000.00
29	REMOVE DRAINAGE STRUCTURE	7	EACH	\$700.00	\$4,900.00
30	REMOVE SEWER PIPE (STORM)	250	LIN FT	\$15.00	\$3,750.00
31	4" HDPE PERFORATED DRAINTILE	1,800	LIN FT	\$18.00	\$32,400.00
32	DRAINTILE CLEANOUT	35	EACH	\$400.00	\$14,000.00
33	RC PIPE SEWER DES 3006 CL V	2,500	LIN FT	\$105.00	\$262,500.00
34	CONNECT TO EXISTING STORM SEWER	0	EACH	\$2,400.00	\$0.00
35	CONSTRUCT DRAINAGE STRUCTURE DESIGN R-1 2'X3'	5	EACH	\$3,000.00	\$15,000.00

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
36	CONSTRUCT DRAINAGE STRUCTURE DESIGN 4020-48"	12	EACH	\$5,800.00	\$69,600.00
37	STORM SEWER TREATMENT	1	LUMP SUM	\$90,000.00	\$90,000.00
38	ROCK CONSTRUCTION ENTRANCE	4	EACH	\$1,800.00	\$7,200.00
39	SILT FENCE, TYPE MS	2,000	LIN FT	\$3.00	\$6,000.00
40	STORM DRAIN INLET PROTECTION	22	EACH	\$200.00	\$4,400.00
41	SEDIMENT CONTROL LOG TYPE STRAW	1,000	LIN FT	\$4.00	\$4,000.00
	ESTIMATED CONSTRUCTION COST				\$3,015,410.00
	CONTINGENCY (5%)				\$150,770.50
	TOTAL ESTIMATED CONSTRUCTION COST				\$3,166,180.50
	PROJECT COSTS (25%)				\$791,545.13
	TOTAL ESTIMATED STREET AND STORM PROJECT COST				\$3,957,725.63

BUDD AVE REMOVAL

1	MOBILIZATION	1	LS	\$1,000.00	\$1,000.00
2	REMOVE CONCRETE CURB & GUTTER	175	LIN FT	\$5.00	\$875.00
3	REMOVE CONCRETE WALK	1,400	SQ FT	\$2.00	\$2,800.00
4	REMOVE BITUMINOUS STREET	800	SQ YD	\$10.00	\$8,000.00
5	CONCRETE CURB & GUTTER DESIGN B618	150	LIN FT	\$25.00	\$3,750.00
6	SIDEWALK MODIFICATIONS	1	LUMP SUM	\$10,000.00	\$10,000.00
7	STORM SEWER MODIFICATIONS	1	LUMP SUM	\$10,000.00	\$10,000.00
8	COMMON TOPSOIL BORROW	200	CU YD	\$40.00	\$8,000.00
9	SEED AND BLANKET	1,000	SQ YD	\$5.00	\$5,000.00
	ESTIMATED CONSTRUCTION COST				\$49,425.00
	CONTINGENCY (5%)				\$2,471.25
	TOTAL ESTIMATED CONSTRUCTION COST				\$51,896.25
	PROJECT COSTS (25%)				\$12,974.06
	TOTAL ESTIMATED BUDD AVE REMOVAL COST				\$64,870.31

MILL AND OVERLAY IMPROVEMENTS IMPROVEMENTS

1	MILL BITUMINOUS SURFACE	2040	SY	\$2.00	\$4,080.00
2	CURB REPAIR AND PATCHING	1	LUMP SUM	\$9,000.00	\$9,000.00
3	BITUMINOUS WEAR (1.5")	190	TON	\$105.00	\$19,950.00
4	ADJUST STRUCTURES	1	LUMP SUM	\$1,150.00	\$1,150.00
5	TURF RESTORATION	1	LUMP SUM	\$2,000.00	\$2,000.00
	TOTAL ESTIMATED CONSTRUCTION COST				\$36,180.00
	CONTINGENCY				\$1,809.00
	TOTAL ESTIMATED CONSTRUCTION COST				\$37,989.00
	PROJECT COSTS (25%)				\$9,497.25
	TOTAL ESTIMATED MILL AND OVERLAY PROJECT COST				\$47,486.25

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
LIGHTING IMPROVEMENTS					
1	MOBILIZATION	1	LS	\$4,950.00	\$4,950.00
2	LIGHTING UNIT TYPE SPECIAL A	9	EACH	\$6,000.00	\$54,000.00
3	LIGHTING UNIT TYPE SPECIAL B	2	EACH	\$12,000.00	\$24,000.00
4	LIGHT FOUNDATION DESIGN E MODIFIED	11	EACH	\$1,500.00	\$16,500.00
5	GFCI RECEPTACLES	11	EACH	\$300.00	\$3,300.00
6	GROUNDING ELECTRODE	11	EACH	\$100.00	\$1,100.00
7	HANDHOLE	8	EACH	\$3,000.00	\$24,000.00
8	EQUIPMENT PAD B	1	EACH	\$1,500.00	\$1,500.00
9	SERVICE CABINET - TYPE L2	1	EACH	\$16,000.00	\$16,000.00
10	UNDERGROUND CABLE SPLICE	2	EACH	\$300.00	\$600.00
11	2" NON-METALLIC CONDUIT	2,350	LIN FT	\$8.00	\$18,800.00
12	UNDERGROUND WIRE 1/C 6 AWG	11,750	LIN FT	\$3.00	\$35,250.00
	ESTIMATED CONSTRUCTION COST				\$200,000.00
	CONTINGENCY (5%)				\$10,000.00
	TOTAL ESTIMATED CONSTRUCTION COST				\$210,000.00
	PROJECT COSTS (25%)				\$52,500.00
	TOTAL ESTIMATED LIGHTING COST				\$262,500.00
UNDERGROUND POWER					
1	UNDERGROUND POWER	1	LUMP SUM	\$200,000.00	\$200,000.00
	TOTAL ESTIMATED POWER CONVERSION COST				\$200,000.00
SANITARY SEWER IMPROVEMENTS					
1	BYPASS PUMPING	1	LS	\$10,000.00	\$10,000.00
2	REMOVE EXISTING SANITARY SEWER (ANY TYPE, ANY SIZE)	4,400	LF	\$4.00	\$17,600.00
3	REMOVE SANITARY MANHOLE (ANY TYPE, ANY SIZE)	8	EACH	\$700.00	\$5,600.00
4	4" PVC, SERVICE PIPE	300	LF	\$40.00	\$12,000.00
5	6" PVC SERVICE PIPE	500	LF	\$50.00	\$25,000.00
6	SERVICE WYE	26	EACH	\$1,000.00	\$26,000.00
7	8" PVC, SDR 35	2,900	LF	\$70.00	\$203,000.00
8	SANITARY MANHOLE	8	EACH	\$7,000.00	\$56,000.00
9	CONNECT TO EXISTING SANITARY SEWER	6	EACH	\$3,000.00	\$18,000.00
10	CONNECT TO EXISTING SERVICE	26	EACH	\$900.00	\$23,400.00
11	TRACER WIRE BOX	26	EACH	\$225.00	\$5,850.00
12	CHIMNEY SEAL	10	EACH	\$375.00	\$3,750.00
13	SUBSURFACE INVESTIGATION	10	HOUR	\$800.00	\$8,000.00
14	TRENCH ROCK	100	TON	\$60.00	\$6,000.00
	ESTIMATED CONSTRUCTION COST				\$420,200.00

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	CONTINGENCY				\$21,010.00
	TOTAL ESTIMATED CONSTRUCTION COST				\$441,210.00
	PROJECT COSTS (25%)				\$110,302.50
	TOTAL ESTIMATED SANITARY SEWER PROJECT COST				\$551,512.50
WATERMAIN IMPROVEMENTS					
1	SUBSURFACE INVESTIGATION	10	HOUR	\$800.00	\$8,000.00
2	REMOVE WATERMAIN	2,200	LIN FT	\$10.00	\$22,000.00
3	REMOVE WATER SERVICE PIPE (INCLUDING CURB STOP)	1,200	LIN FT	\$10.00	\$12,000.00
4	REMOVE HYDRANT	3	EACH	\$600.00	\$1,800.00
5	REMOVE GATE VALVE & BOX	10	EACH	\$300.00	\$3,000.00
6	TRENCH ROCK	200	TON	\$60.00	\$12,000.00
7	TEMPORARY WATER SERVICE	1	LUMP SUM	\$40,000.00	\$40,000.00
8	CONNECT TO EXISTING WATERMAIN	5	EACH	\$2,750.00	\$13,750.00
9	6" GATE VALVE & BOX	5	EACH	\$3,000.00	\$15,000.00
10	8" GATE VALVE & BOX	11	EACH	\$3,800.00	\$41,800.00
11	HYDRANT	4	EACH	\$7,800.00	\$31,200.00
12	HYDRANT EXTENSION	4	LIN FT	\$2,000.00	\$8,000.00
13	GATE VALVE EXTENSION	15	LIN FT	\$250.00	\$3,750.00
14	6" PVC, C900 WATERMAIN	200	LIN FT	\$65.00	\$13,000.00
15	8" PVC, C900 WATERMAIN	2,700	LIN FT	\$75.00	\$202,500.00
16	INSULATION	50	SY	\$65.00	\$3,250.00
17	WATERMAIN FITTINGS	3,000	POUND	\$18.00	\$54,000.00
18	1" COPPER WATER SERVICE, TYPE K	1,300	LIN FT	\$50.00	\$65,000.00
19	1" CURB STOP & BOX	26	EACH	\$800.00	\$20,800.00
20	1" CORPORATION STOP	26	EACH	\$725.00	\$18,850.00
21	TRACER WIRE BOX	26	EACH	\$225.00	\$5,850.00
22	CONNECT TO EXISTING SERVICE	24	EACH	\$700.00	\$16,800.00
23	ADJUST GATE VALVE & BOX	11	EACH	\$550.00	\$6,050.00
	ESTIMATED CONSTRUCTION COST				\$618,400.00
	CONTINGENCY				\$30,920.00
	TOTAL ESTIMATED CONSTRUCTION COST				\$649,320.00
	PROJECT COSTS (25%)				\$162,330.00
	TOTAL ESTIMATED WATERMAIN PROJECT COST				\$811,650.00
TOTAL ESTIMATED PROJECT COST					\$5,895,744.69

2026 Downtown Reconstruction Cost Summary Breakdown

COST SUMMARY	ASSESSABLE (35%)	NON-ASSESSABLE (REMAINING 65% +)	CITY ASSESSMENT PORTION	PROPERTY ASSESSED	CITY TOTAL	TOTAL
STREET & STORM SEWER COST	\$1,192,713.90	\$2,215,040.10	\$510,581.90	\$682,132.00	\$2,725,622.00	\$3,407,754.00
<i>UNDERGROUND POWER - ESTIMATED</i>				\$0.00	\$200,000.00	\$200,000.00
<i>STREET LIGHTING</i>				\$0.00	\$262,500.00	\$262,500.00
<i>SIDEWALK & BUDD AVENUE REMOVAL</i>				\$0.00	\$354,276.56	\$354,276.56
FIRE STATION	\$0.00	\$260,565.38	\$0.00	\$0.00	\$260,565.38	\$260,565.38
<i>INCLUDES FULL REBUILD</i>						
MILL & OVERLAY	\$0.00	\$47,486.25	\$0.00	\$0.00	\$47,486.25	\$47,486.25
<i>SPRING AND MARSH</i>						
WATERMAIN	\$284,077.50	\$527,572.50	\$219,391.92	\$64,685.58	\$746,964.42	\$811,650.00
SANITARY SEWER	\$193,029.38	\$358,483.13	\$147,674.73	\$45,354.65	\$506,157.85	\$551,512.50
SUMMARY	\$1,669,820.78	\$3,409,147.35	\$877,648.55	\$792,172.22	\$5,103,572.46	\$5,895,744.69
LRIP ELIGIBLE (MAX \$1.5M)						\$3,679,062.52
<i>MAIN, MAPLE, PIONEER</i>						

**PRELIMINARY ASSESSMENT ROLL
2026 DOWNTOWN STREET IMPROVEMENTS
CITY OF MAPLE PLAIN, MINNESOTA
12/8/2025**

PROP. NO.	OWNER	OWNER ADDRESS	PROPERTY ADDRESS	P.I.D.	NOTES	FF (FOOT)	SIDE YARD (FOOT)	ADJ. FF (FOOT)	SANITARY UNIT	WATER UNIT	STREET ASSESSMENT (FOOT)	SANITARY (UNIT)	WATERMAIN (UNIT)	TOTAL ASSESSMENT
1	CITY OF MAPLE PLAIN	PO BOX 97	1645 Pioneer Avenue	2411824330029		327		327			\$73,908.93	\$0.00	\$0.00	\$73,908.93
2	MN BEEF PROMO & RSRCH CNCL	PO BOX 39	5469 HWY 12	2411824330018		143		143	1		\$32,321.03	\$1,814.19	\$0.00	\$34,135.22
3	MP MAIN LLC	5470 MAIN ST E	5470 Main Street East	2411824330036		150	170	235	1		\$53,114.98	\$1,814.19	\$0.00	\$54,929.17
4	S L BOURGERIE & R BOURGERIE	5440 MAIN ST E	5440 Main Street East	2411824330030		150		150			\$33,903.18	\$0.00	\$0.00	\$33,903.18
5	MARIA'S GARDENS LLC	5025 FERN DRIVE LORETTO MN 55357	1665 Spring Avenue	2411824330011				0			\$0.00	\$0.00	\$0.00	\$0.00
6	KAJ ENTERPRISES LLC	481 PRAIRIE CREEK DR DELANO MN 55328	1675 Spring Avenue	2411824330041				0			\$0.00	\$0.00	\$0.00	\$0.00
7	I J BREKHUS & D L BREKHUS	4527 PLEASANT ST SE PRIOR LAKE MN 55372	1660 Spring Avenue	2411824330037				0			\$0.00	\$0.00	\$0.00	\$0.00
8	J J HATECKE & R E HATECKE	5420 MAIN ST E	5420 Main Street East	2411824330004		200		200	1	1	\$45,204.24	\$1,814.19	\$2,695.23	\$49,713.66
9	J M GOLDADE & N J SWANSON	5390 MAIN ST E	5390 Main Street East	2411824340061		100		100		1	\$22,602.12	\$0.00	\$2,695.23	\$25,297.35
10	LTW INC	1720 RESTHAVEN LA MOUND MN 55364	1647 Marsh Avenue	2411824340060				0			\$0.00	\$0.00	\$0.00	\$0.00
11	MARIAH J SCHWECKE	1655 MARSH AVE	1655 Marsh Avenue	2411824340064				0			\$0.00	\$0.00	\$0.00	\$0.00
12	DJ.B FUTURES INC ET AL	1654 MARSH AVE MAPLE PLAIN MN 55359	1654 Marsh Avenue	2411824340063				0			\$0.00	\$0.00	\$0.00	\$0.00
13	BRADLEY D DICKHAUSEN	1644 MARSH AVE	1644 Marsh Avenue	2411824340055				0			\$0.00	\$0.00	\$0.00	\$0.00
14	MARK A SHEPARD & MARY E SHEPARD	155 NORTH SHORE DR	1624 Marsh Avenue	2411824340054				0		1	\$0.00	\$0.00	\$2,695.23	\$2,695.23
15	MARK A SHEPARD & MARY E SHEPARD	155 NORTH SHORE DR	1624 Marsh Avenue	2411824340053				0		1	\$0.00	\$0.00	\$2,695.23	\$2,695.23
16	KATHLEEN PURDY	440 ENCHANTED DR SHOREWOOD MN 55364	5364 Main Street East	2411824340052	(d)	100		100	1	1	\$22,602.12	\$1,814.19	\$2,695.23	\$27,111.54
17	PINE PROPERTIES LLC	11221 LORRY LANE MINNETONKA MN 55305	5354 Main Street East	2411824340082		100		100	1	1	\$22,602.12	\$1,814.19	\$2,695.23	\$27,111.54
18	RIVER HILLS REVOCABLE TRUST	2937 LAKE SHORE AVE	5340 Main Street East	2411824340050		50		50	1	1	\$11,301.06	\$1,814.19	\$2,695.23	\$15,810.48
19	RIVER HILLS REVOCABLE TRUST	2937 LAKE SHORE AVE	5334 Main Street East	2411824340049		130	50	155	1	1	\$35,033.29	\$1,814.19	\$2,695.23	\$39,542.71
20	THOMAS S WOLF & ANN RIEFF	4624 BROOK ST	1635 Delano Avenue	2411824340048		100		100	1	1	\$22,602.12	\$1,814.19	\$2,695.23	\$27,111.54
21	MALIK HOSPITALITY GROUP LLC	5329 HWY 12	1645 Delano Avenue	2411824340062		83		83	1		\$18,759.76	\$1,814.19	\$0.00	\$20,573.95
22	SANDI KAY MILLAR & CHARLES R MILLAR	1397 30TH ST SE BUFFALO MN 55313	1644 Delano Avenue	2411824340037		143		143	1	1	\$32,321.03	\$1,814.19	\$2,695.23	\$36,830.45
23	STEEPLE ON MAIN LLC	5310 MAIN ST E	5310 Main Street East	2411824340073		169	109	224	1	1	\$50,628.75	\$1,814.19	\$2,695.23	\$55,138.17
24	TIMOTHY G CROLLEY	5300 MAIN ST E	5300 Main Street East	2411824340074		58		58	1	1	\$13,109.23	\$1,814.19	\$2,695.23	\$17,618.65
25	CHRIS JANE PALM	PO BOX 403	5290 Main Street East	2411824340076		74		74	1	1	\$16,725.57	\$1,814.19	\$2,695.23	\$21,234.99
26	J JAMES & L JAMES	1225 MAPLEWOOD DR LONG LAKE MN 55356	5280 Main Street East	2411824340042		66		66	1	1	\$14,917.40	\$1,814.19	\$2,695.23	\$19,426.82
27	5270 MAIN STREET LLC	1613 MAPLE AVENUE	5270 Main Street East	2411824340044		124	66	157	1	1	\$35,485.33	\$1,814.19	\$2,695.23	\$39,994.75
28	NELLY AND CO LLC	1325 CO RD 12 SW MONTROSE MN 55363	5269 HWY 12	2411824340034		114		114	1		\$25,766.42	\$1,814.19	\$0.00	\$27,580.60
29	IRONWOOD PROPERTIES LLC	709 MINNETONKA HIGHLAND LANE LONG LAKE MN 55356	5285 HWY 12	2411824340035				0			\$0.00	\$0.00	\$0.00	\$0.00
30	IRONWOOD PROPERTIES LLC	709 MINNETONKA HIGHLAND LANE LONG LAKE MN 55356	5295 HWY 12	2411824340036				0			\$0.00	\$0.00	\$0.00	\$0.00
31	HARTMANN HOLDINGS LLC	6645 HILLSTROM RD INDEPENDENCE MN 55359	5299 Main Street East	2511824210135	(c)		67	34			\$7,684.72	\$0.00	\$0.00	\$7,684.72
32	HARTMANN HOLDINGS LLC	6645 HILLSTROM RD INDEPENDENCE MN 55359	5299 Main Street East	2511824210067	(c)		40	20	1	1	\$4,520.42	\$1,814.19	\$2,695.23	\$9,029.84
33	HARTMANN HOLDINGS LLC	6645 HILLSTROM RD INDEPENDENCE MN 55359	5299 Main Street East	2511824210068	(c)	20		20			\$4,520.42	\$0.00	\$0.00	\$4,520.42
34	KENZIE ERVIN & JEFFREY ERVIN	5289 MAIN ST E	5289 Main Street East	2511824210066		50		50	1	1	\$11,301.06	\$1,814.19	\$2,695.23	\$15,810.48
35	LESTER A JONES	5275 MAIN ST E	5275 Main Street East	2511824210065		129		129	1	1	\$29,156.74	\$1,814.19	\$2,695.23	\$33,666.15
36	BETSY L SUTHERLAND	POST OFFICE BOX 203	5265 Main Street East	2511824210064		58		58	1	1	\$13,109.23	\$1,814.19	\$2,695.23	\$17,618.65
37	SCOTT A STEVENSON	5259 MAIN ST E	5259 Main Street East	2511824210063		58		58	1	1	\$13,109.23	\$1,814.19	\$2,695.23	\$17,618.65
38	ARIC J MIECH	5249 MAIN ST E	5249 Main Street East	2511824210062		66		66	1	1	\$14,917.40	\$1,814.19	\$2,695.23	\$19,426.82
39	J WINDLER JR & S WINDLER	860 FOREST ARMS LANE ORONO MN 55364	5239 Main Street East	2511824210061		66		66	1	1	\$14,917.40	\$1,814.19	\$2,695.23	\$19,426.82
40	K P T LE & A T VO	5229 MAIN ST E	5229 Main Street East	2511824210060		67		67	1	1	\$15,143.42	\$1,814.19	\$2,695.23	\$19,652.84
41	YAAB PROPERTIES LLC	5215 MAIN ST E	5215 Main Street East	2511824210132		132		132	1		\$29,834.80	\$1,814.19	\$0.00	\$31,648.98
42	DEVELOPMENT ⁽¹⁾				(b)	264	223	376	71	71	\$84,983.97	\$128,807.20	\$191,361.50	\$405,152.67
43	MAGNOLIA 8 PROPERITIES LLC	2670 KELLEY PARKWAY 311 ORONO MN 55356	5210 Main Street East	2411824340032		66		66		1	\$14,917.40	\$0.00	\$2,695.23	\$17,612.63
44	J JAMES & L JAMES	1225 MAPLEWOOD DR LONG LAKE MN 55356	5280 Main Street East	2411824340039	(e)			0			\$0.00	\$0.00	\$0.00	\$0.00
45	J JAMES & L JAMES	1225 MAPLEWOOD DR LONG LAKE MN 55356	5280 Main Street East	2411824340043	(e)			0			\$0.00	\$0.00	\$0.00	\$0.00
46	K P T LE & A T VO	5229 MAIN ST E	5229 Main Street East	2511824210069	(e)			0			\$0.00	\$0.00	\$0.00	\$0.00

**PRELIMINARY ASSESSMENT ROLL
2026 DOWNTOWN STREET IMPROVEMENTS
CITY OF MAPLE PLAIN, MINNESOTA
12/8/2025**

PROP. NO.	OWNER	OWNER ADDRESS	PROPERTY ADDRESS	P.I.D.	NOTES	FF (FOOT)	SIDE YARD (FOOT)	ADJ. FF (FOOT)	SANITARY UNIT	WATER UNIT	STREET ASSESSMENT (FOOT)	SANITARY (UNIT)	WATERMAIN (UNIT)	TOTAL ASSESSMENT
	CITY OF MAPLE PLAIN				(a)	1556		1556	10.4	10.4	\$351,689.00	\$18,867.53	\$28,030.42	\$398,586.95
				Total		4913	725	5277	106.4	105.4	\$1,192,713.90	\$193,029.38	\$284,077.50	\$1,669,820.78

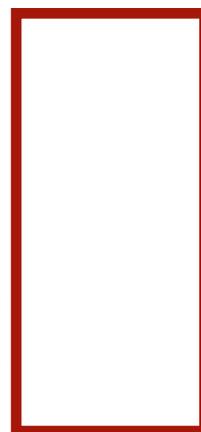
Notes

⁽¹⁾ Currently four lots owned by the City scheduled for development
Project Costs Not Included: Sidewalks, Power, Lighting, Budd Avenue, Mill and Overlay

Notes

(a) RR frontage of 1139', add 417' of frontage/sideyards dropped from Adj FF Conversions. Convert RR frontage to 10.4 ERU's based on avg frontage of 110'
(b) Assumed SAC count based on 71 units
(c) Triangular properties calculated based on sideyard midpoints for Adj. FF
(d) Two services - one in assessment area
(e) No direct access lot

Maple Plain
design guidelines





Acknowledgements:

City Council



Maple Plain Design Team

Brian Nowak, Planning Commission



Jason Ziemer, City Administrator

Consultant Team:

Jennifer Haskamp
Swanson Haskamp Consulting

Rose Lorsung
MFRA

Maple Plain

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Introduction

The Maple Plain Design Guidelines document is designed as an easy-to-use, and informative guide for the architectural and design characteristics for Maple Plain. These Guidelines are not meant to be inhibit creativity or the process of good design and problem solving by developers and builders, but rather carry out the values and small characterisitcs that the community assimilates. The community has prepared these Guidelines to demonstrate what the City wants for architectural aesthetics and design quality in the City's three special Districts the Gateway, Downtown and Budd/ Highway 12 District. The Guidelines should serve as a reference for all projects throughout the community regardless if a project lies within one of the Districts. The goal is to create a unifying development and design aesthetic community wide and create a sense of place throughout Maple Plain.

The opening section of the document contains introductory information, historical background, demographics, process, and guiding vision for the community. The City went through a significant public participation process to develop the Guidelines. The process included a charette process by the Minnesota Design Team, followed by an extensive Visual Preference Survey administered to the community which serves as the foundation for the following Guidelines. The second section includes general, non-district specific guidelines, followed by Guidelines that pertain specifically to special areas identified in the City's Comprehensive Plan. The special areas are established early in section two, through the use of graphics as well as the text that introduce the goals for each special area District. The goals can be as descriptive and suggestive as the Guidelines themselves and therefore developers and buildings should heavily consider and use them when working on projects in the City.

The final section includes a brief implementation section that provides objective statements to accomplish some of the general community initiatives. An example of a community-wide initiative would be the implementation of a unified streetscaping design throughout the city, with the most care and detail paid to the special area districts.

Throughout the document a collection of drawings and images are presented to help visually describe the goals and aspirations of the Guidelines. The images presented are suggestive and are meant to help further clarify the regulations identified throughout the document.



Maple Plain Today

This image of Downtown Maple Plain represents progress. The Pub has been updated to reflect the direction of the architectural style and color preferred for downtown. Some streetscaping is present, and will become more robust through the Design Guidelines requirements.

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Purpose of Design Guidelines

The City of Maple Plain created these Design Guidelines to help the community achieve and implement its vision for the community. The City embraces the unique, small-town, special quality of the community, and realizes the need to preserve these qualities for the enjoyment of the current residents and future generations.

The Design Guidelines pertain to the special areas identified in the Comprehensive Plan, which include the Gateway District, the Downtown and the Budd/Highway 12 District. Although these guidelines are strictly enforced in these Districts, a developer proposing any structure or redevelopment project anywhere in the community should review these Guidelines to understand the community and its characteristics, and should attempt to apply the standards identified in this guide.

This user-friendly document is a guide for the City's decision makers and citizen advisory boards. The objective is for this document to be used not only by those proposing development or redevelopment in the special area districts, but also to integrate the standards identified in this document throughout the community. By using the existing positive and high quality elements in the community, the City will enhance or improve the overall quality of life.



Community Character

The City is located approximately 25 miles west of Minneapolis on U.S. Highway 12. The proximity of the community to major employment centers and recreational opportunities attracts families and those interested in a more rural and small town way of life, while still maintaining access and opportunities to more urban settings. As a significant regional employment area, the community will continue to be a viable place for residential development, and will continue to be attractive to new and existing residents. The City's Comprehensive Plan and Metropolitan Council identify Maple Plain as a developed community; however the community will continue to grow and provide options for residents to live, work and recreate.

Maple Plain is also faced with new demographic challenges, and the residential consumer will change significantly over the next several years. The fastest growing demographic in the country is the aging baby-boomers, which means the active senior will be the next population to consider and provide housing. This becomes a significant driver for a community like Maple Plain that has historically served young families. The housing type is primarily single family detached dwellings. More detailed demographic information can be found in the City's Comprehensive Plan, but generally impacts the Guidelines because the document includes opportunities to diversify the housing stock, and for example provide living opportunities for seniors in the mixed-use areas.

In addition to an aging population, home prices have risen over the past several years which almost eliminates options for first-time home buyers. The current housing stock does not provide entry-level options, which means younger residents have a harder time staying in the community. Addressing the needs of this population means keeping young, vibrant people in the community that contributes the long-term sustainability of the City. These housing needs should also be considered, and the opportunity to address these concerns can be achieved through not only zoning, but also through Design Guidelines that promote and mandate mixed-use.

The community developed a mission statement through their comprehensive planning process. The Design Guidelines should uphold and support the following mission:

Building upon its past for a prosperous future, the City of Maple Plain, Minnesota is a safe, livable community where elected officials, city staff, residents and businesses work together to provide quality services and create a community that is attractive to a wide variety of people and businesses.

Process Background

The establishment of the Design Guidelines demonstrates the care and consideration made to ensure a document was created that reflects the needs and wants of the community. These Guidelines were developed through a set of comprehensive meetings, charrettes with the Minnesota Design Team, and public participation opportunities. Engaging the larger community in developing the Guidelines ensured that they are representative of the vision of the entire community, not just a small segment of the community.

A formal working group, the Maple Plain Design Team, was established to work through design issues in the community. This group of citizen volunteers worked through a charrette process with the guidance of the Minnesota Design Team. This group helped the community establish Districts, architectural styles, and character for the Downtown Maple Plain area. This effort formed a foundation from which the Maple Plain Design Team continued working to ensure the successful integration of design in the community's decision making process.

A major component of developing the Guidelines included a Visual Preference Survey (VPS) to help clearly identify specific elements that were important to the community. The VPS provided the detail to the general objectives gained from the Minnesota Design Team charrettes. This information was quantified and used to help create the specific Guidelines of this document. Since the Minnesota Design Team's charrette process, the City has continued to work towards integrating the ideas and work of that process. The development of this guide used information collected through that process as the foundation from which to create the Design Guidelines. Further refinements of the elements in this guide were achieved through feedback from the Maple Plain Design Team.

District Establishment and General Applicability of Standards

Introduction

The following Guidelines apply to all special area Districts: the Gateway, Downtown, and Budd/ Highway 12. Additionally, these Guidelines should be reviewed by developers for all development and redevelopment projects throughout the community. These guidelines are general and are intended to guide development in a way that encourages continuity, but discourages sameness and repetition. The City is committed to creating a uniform and cohesive character through the Gateway, Downtown and Budd/Highway 12 Districts, and will achieve this vision through decorative elements and a palette of acceptable architectural styles. All commercial and retail structures shall demonstrate four-sided architecture, which will be described hereafter as architecture that pays attention to all sides of a structure and includes high-quality, well articulated and fenestrated details on the facade, sides and rear of a structure. The City does not want to discourage creativity and unique development because, when done appropriately, will contribute to the overall beauty of the community. The following elements are one way to achieve unification across the City while continuing to allow some flexibility of architectural development.

Streetscapes and Pedestrian Environments

Streetscaping offers the perfect opportunity to achieve a cohesive and well-designed pedestrian environment that will make Maple Plain a desirable place for people to live and visit. The goal is to create and foster a community that is a place that people want to stop and explore further. By developing interesting and well-maintained streetscapes, people will naturally be more comfortable walking through downtown, visiting shops, and ultimately investing and reinvesting in the community.

Streetscapes throughout the community should be thought of in terms of zones, where there are four (five when Bike Zone is included) distinct zones that should be planned for and provided.



Figure 1 graphically describes these zones.

These zones are universal, whether located in a residential neighborhood, along Main Street, or internal to a shopping area.

Maintaining these zones encourages pedestrian activity and contributes to the overall pedestrian scale thereby encouraging people to walk rather than drive their motor vehicles from place to place. The zonal concept was developed, and is supported by the Federal Highway Administration (FHA). The minimum standards and areas are approved by the FHA and help to create uniform pedestrian environments throughout communities that contribute to the overall success of pedestrian spaces.

Citywide - Streetscaping and Scale

Streetscaping and architectural elements should reduce the scale of the pedestrian environment. This sidewalk includes awnings, signage, plantings and seating to encourage a pedestrian friendly environment.

Maple Plain

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The section below defines the sidewalk zones according to the FHA. The definitions provided are modified and adopted from the FHA standards. All sidewalks in the communities must be built to a minimum of the following specifications, and larger furniture and frontage zones are encouraged where appropriate:

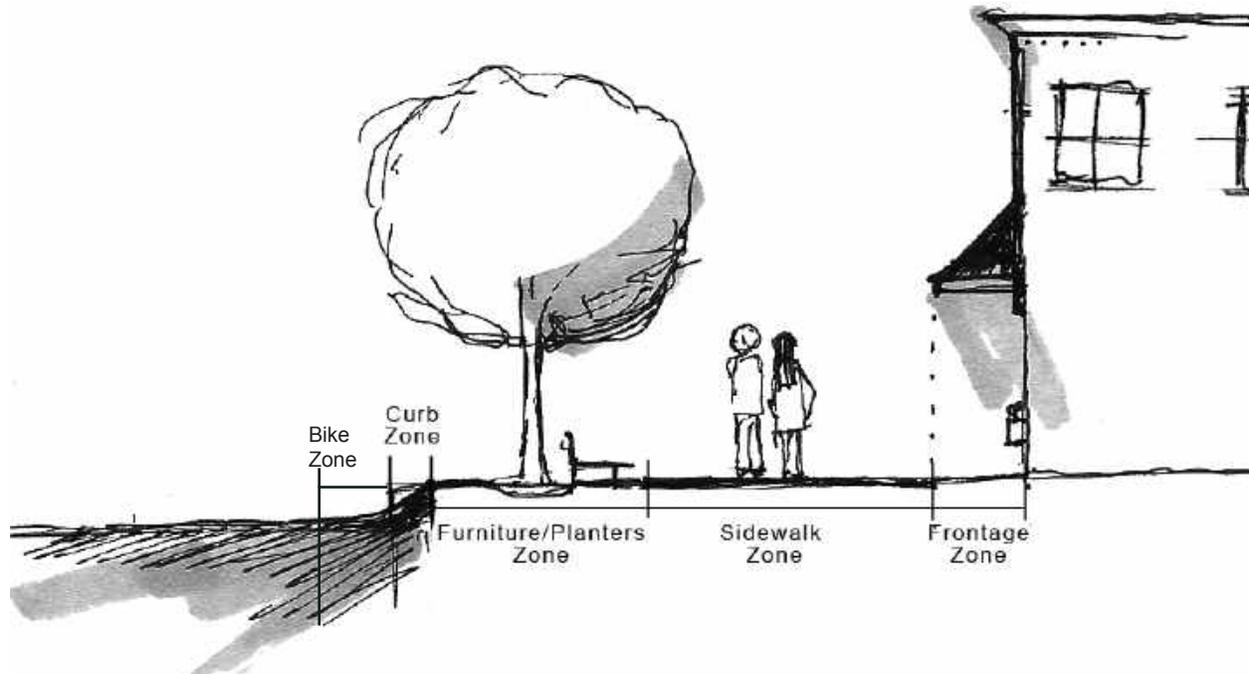


Figure 1 Sidewalk Zones

Citywide - Minimum Sidewalk Standards

This section demonstrates the sidewalk zone concept. The intent is to create district spaces or ‘zones’ that create a clearly defined pedestrian environment. Creating the perception of a safe pedestrian environment is critical because it encourages walking and use of outdoor spaces, therefore creating a sense of accessibility.

Frontage Zone: Three Feet (3') – Where the awnings, window boxes, or other projecting elements must be located within the frontage zone.

Sidewalk Zone: Five Feet (5') – This path must be kept clear and may not include any intrusion of objects. Plantings located in the Planter/Furniture zone may overhang into the pedestrian zone if at a height of 6-feet or taller. (See Figure 1 for further clarification)

Furniture/Planter Zone: Four to Eight Feet (4'-8') – the Planter/Furniture zone is intended to provide area for utilities (such as lighting, hydrants, etc) and will provide area for street trees, grass, sidewalk furniture and planters. This area helps to reduce the scale of the street frontage and to provide a sense of safety for pedestrians.

Curb Zone: Six Inches (6") – The curb zone is important for both the perception of safety by the pedestrian as well as the functional quality of the sidewalk. If parallel parking is permitted, periodic curb cuts should be provide to allow accessibility and ADA compliance. The curb zone also provides area for adequate drainage and clear delineation between road and vehicular traffic and the pedestrian area.

Maple Plain

Bike Zone (Optional): Four Feet (4') – in many cases it is appropriate to also plan for bike traffic and to include this within the sidewalk zoning process (this area would be located beyond the curb zone.) It is reasonable to plan for bike lanes as part of the pedestrian environment because oftentimes reduced road width, and the presence of bikes helps reduce traffic speeds as well as encourages safer driving.

Sidewalk and Bike Zones

The image demonstrates a sidewalk zone that designates a Bike Zone that would be to the exterior of the Curb Zone.



Urban Sidewalk with Zones

This image demonstrates a sidewalk zone concept with a Sidewalk Zone that is continuous with the Furniture/Plater Zone. This type of sidewalk provides a quaint pedestrian environment but would only be appropriate in a downtown area where parallel parking is allowed, and buildings are not set back as far from streets. Additionally, the paver sidewalks provide an additional level of texture and interest.



Maple Plain's progress towards Zones

Maple Plain today is headed in the right direction. This streetscape is laid out with the correct zones, but will require additional vegetation, lighting and furniture to complete the design.



Maple Plain

Street Furniture

The street furniture will be a unifying element throughout the community. Similar styles and materials should be used throughout the community to encourage a cohesive appearance. The street furniture may be located in either the Furniture/Planter Zone or the Frontage Zone on a sidewalk. It is imperative that the appropriate scale and type of furniture is provided in each District (Downtown, Gateway or Budd/Highway 12) and sidewalk zone to ensure that pedestrian and bike spaces are not encroached upon, thereby reducing the success of these spaces.

The Visual Preference Survey identified several types and styles of street furniture that would be acceptable to the community. Some characteristics that were continually prioritized included: historical fixtures with a preference towards the Danish/Scandinavian style with integrated clean lines, rich colors, and metals. Fixtures that included wrought iron and other metals dominated responses. Fixtures and furniture styles with scroll work and traditional elements were not prioritized as high as those with clean lines minimal detail.

Consideration should be given to the weather and climate. Furniture and streetscaping elements should be durable and require little maintenance. Materials such as wrought iron and other metals are encouraged due to their ability to withstand the elements. All external decorative elements should consider weather and maintenance. This includes awnings, canopies, planter boxes and signs.



Sidewalk Furniture

Clean lines and sculptural street furniture will be encouraged. The styles and colors should be compatible with adjacent building styles and colors.



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Light Fixtures

When development or redevelopment is proposed a comprehensive light fixture submittal will be required to demonstrate compliance with these Design Guidelines. The intent is to create a cohesive street frontage through detail elements, including light fixtures, and it will be necessary for each project to present their lighting details. In addition to the fixture itself, the wattage, illumination area and direction of light shall be identified to ensure light pollution is kept to a minimum and that the night sky in Maple Plain is not disturbed by excessive light.

All areas in the community will be required to use the same street light fixture style to help create a cohesive theme or brand throughout the community. To create a comprehensive street package, a clean but historically detailed fixture will be required for pedestrian scaled lighting. Each fixture shall be capable of hanging banners, flags and planters to allow for the most flexibility for streetscape appearances. In addition, if planters are proposed, the developer or builder shall be required to submit an irrigation plan to ensure maintenance of all plants along the boulevard. All street fixtures should be from the Lantern style, distributed by Xcel (see images). If this style should become obsolete at any time, the closest fixture in style shall be the replacement to ensure consistency. The consistency of the fixture throughout the community will allow for more diversity of individual lighting packages on structures.

Light fixtures are required on the façade of each structure and for each user, as previously stated, a standard light fixture will not be required; however, the developer shall be required to demonstrate how lighting on the structure is consistent with the overall character of the architecture, streetscape and approved street fixture. Additionally, if the builder or developer cannot demonstrate an appropriate lighting plan, a pre-approved City standard specification shall be provided to ensure a successful streetscape.



Light Fixture Design/Style

These images demonstrate the fixture and pole type required for all development in the City of Maple Plain. All fixture packages should be consistent/compatible with this style. The Lantern Style fixture distributed by Xcel shall be the required street light fixture.



Gateway

The Gateway area is geographically described in the adjacent figure. The Gateway area consists of approximately 40 acres and serves as the entrance to Maple Plain. The Gateway area has the opportunity to welcome people to the City, and should exemplify the character for the City as a whole. The Gateway is decidedly different from the Downtown District due to its scale, and potential opportunities that simply are not available in downtown because of more constrained parcels, roads and existing users. That opportunity means the City has the chance to create a unique, innovative Gateway area.

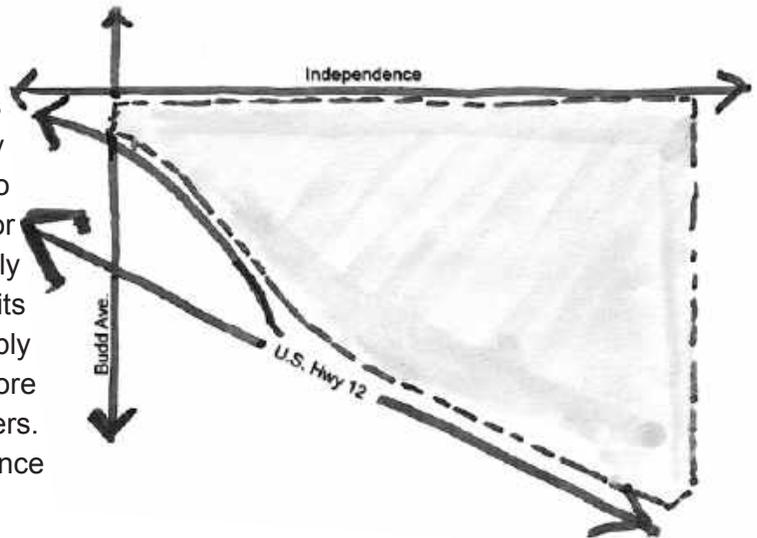


Figure 2 Gateway District Area

The figure demonstrates the parameters of the Gateway District geographically. This area is the 'entrance' to the City of Maple Plain.

The Maple Plain Design Team acknowledged that opportunity, and as a result established this District to focus attention and additional design considerations because of its visibility. The Team decided this area should be reflective of the Maple Plain vision and character, but should be different from the Downtown District in terms of architecture and land uses. As a result the following goals are established based on the information collected from the Visual Preference Survey as well as the Design Team:

Goals

- Establish a true entrance to the community that demonstrates the character of the community.
- Develop an area that includes commercial, office and residential uses all within the Gateway area.
- Develop and create structures of similar architectural quality and style to enforce the quality and character of the Gateway.
- Integrate green spaces, amenities, and a strong pedestrian environment that connects the Gateway to the overall community.

These goals are the foundation from which the following Guidelines were established. These standards are established to ensure a successful, high-quality Gateway that represents the vision for the community. The City wants to encourage development and redevelopment of the Gateway, so that Maple Plain becomes a destination and long-term sustainable community. Therefore, these Guidelines are meant to give direction to potential developers or builders, not to inhibit the creative process or to make development cost-prohibitive.

Architecture and Color

The character of the Gateway will be different than the Downtown but will integrate elements from the Downtown District. During development of these Guidelines, many of the characteristics of the Downtown were also preferred for the Gateway, including color and architectural detailing. The use of elements common to both Districts is important to encourage a cohesive design throughout the City. The following Guidelines are established for the Gateway area:

Neo-Traditional and traditional architecture should be the primary architectural style for commercial users in the Gateway. Commercial architecture could also include classic architectural details.

Commercial architecture shall be four-sided with attention and detail given to all sides, but there should continue to be one primary entrance to each user/building.

The stick-built architectural style should be reserved for the residential component in the Gateway area.

The District should integrate traditional Downtown streetscaping elements such as awnings, arbors and parapets. These details should be scaled to the environment, and larger users will be required to include these architectural details to create a more pleasant and walkable environment.

Warm, rich colors should be used where possible. Neutrals are acceptable provided with a warm undertone. Primary colors and other bright colors shall be permitted in small percentages not to exceed 10-percent of a storefront.

Mixed-use and false fronts (appearance of mixed use) shall be required throughout the District.



Gateway Architecture and Color

These images demonstrate the appropriate scale and architectural style for the Gateway District. The top image uses a good mix of warm colors with accents of primary colors that would be appropriate for the Gateway. The two images below have strong corner elements that anchor a development and area. The architectural style of these three images demonstrate a mix of traditional and modern elements that is desired for the Gateway District. Finally a mix of uses is preferred for the district, which is demonstrated in the bottom images, while the first image uses false fronts and parapets to give the illusion of multi-use structures.



Figure 3 Gateway Architecture

*This sketch meets the district intent and regulations in the following way:
The facade has a large percentage of windows and is “transparent” and welcoming.
Awnings and materials are varied to add interest to the building.
Simple, clean architectural details (cornices, etc.) are present, and high quality materials are used.*

This sketch demonstrates the architectural style and preferences for the Gateway area. Notice a large percentage of glass and fenestration to add interest to the structure. The doorway is clearly identified and is also transparent with a large window signifying the entrance. Awnings are present in two different styles to add interest and suggest multiple users. The building is well articulated with multiple surfaces with different materials.

The structure is a single story but includes a parapet area to add additional height and interest. The signage is well identified and in proportion to the structure. Vegetation helps reduce the overall scale of the structure and marks a clear entrance.

This image demonstrate a literal representation of the sketch provided. Additional details such as color and high quality materials make this building a good example of the architectural style and building quality desired for the Maple Plain Gateway.



Materials

High-quality traditional materials for commercial primary facades (wood, brick, stucco, hardie, stone, etc.) are required for all structures. The primary façade is described as the front or main entrance.

Four-sided architecture is required, and sides and back of structures may use a combination of masonry, spandrel glass, hardie or other high-quality materials. EIFS (Exterior Insulation Finishing Systems), which is essentially a synthetic stucco product common on commercial structures, may not exceed 10-percent of any façade and should be used sparingly.



Gateway - Materials

These images demonstrate the types of materials that would be appropriate for the Gateway. A combination of brick, stone, stucco, and windows dominate the facades, and are present on all four sides of the structure. False fronts are present, and structures all visually give perception of between a one and half stories and two stories.



The following material breakdown is required for all commercial structure facades:

Street Level –Primary Facade (Calculation includes parapets and False Fronts for single-story structures):

Fenestration/Windows:	40% Minimum
Wood/Brick/Stone/Hardie:	25% Minimum
EIFS/Aluminum/Other:	10% Maximum

Second Level (Calculation includes parapets and false fronts)

Fenestration/Windows:	20% Minimum
Wood/Brick/Stone/Hardie:	50% Minimum
EIFS/Aluminum/Other:	10% Maximum

Sides and Rear

Fenestration/Windows:	15% Minimum
Masonry/Hardie/Brick/Wood:	50% Minimum
EIFS/Aluminum/Other:	10% Maximum

Residential materials shall be reviewed on a project basis, but developers and builders are encouraged to follow the standards identified for commercial users.



Gateway - Material Breakdown

The image demonstrates the proper percentages of materials appropriate for the Maple Plain Gateway. The facade includes a mix of high quality materials including stone, brick, stucco and glass. Small aluminum accents and fabric awnings add interest and detail.

Scale and Massing

The scale and massing of the Gateway area is deliberately left general because of all the opportunities there may be to integrate commercial, office and residential uses all within the same area or building. Although the specific detail of the area is not prescribed, some general scale and massing requirements can be applied, and divided between commercial and residential uses in the area. The following Guidelines shall apply to the scale and massing in the Gateway District:

Commercial

The commercial component of the Gateway will provide different opportunities to commercial users than in the downtown. The Downtown District should be reserved for smaller, specialized users and restaurants while the Gateway provides adequate space to increase the scale and size to meet other market demands.

Larger, multi-use tenant buildings should be developed to create a specific shopping area with various services for the community.

Multi-use buildings should be established in the District as opposed to a single large or medium user.

Fenestration and architectural detail shall be required to delineate between spaces and users. Each storefront (perceived or literal) shall be required to have distinct articulation every 20-feet to avoid large blank walls or the perception of a large warehouse type of structure.

Larger commercial users should consider integrating a residential component and green space into the development to help minimize the impact of a larger retailer.



Gateway Scale

The articulation and fenestration in these images help reduce the scale of larger multi-tenant structures. These techniques should be used throughout the Gateway district.



Multi-level structures (or the illusion of through parapets and false fronts) should be used throughout all commercial and/or office developments. Further development of single story strip mall type structures will not be permitted.

Clearly marked entrances, exits and pathways should be included throughout all commercial/office developments

Scale reducing architectural elements, such as awnings and canopies should be used to add architectural interest as well as create a sense of enclosure for pedestrians in the space.

Residential (Scale and Massing)

The residential scale should be compatible with the scale and massing of adjacent commercial and/or office uses. Mixed-use structures are highly desirable, but at a minimum a residential component should be developed in proximity to the commercial spaces. The intent is to create a pedestrian friendly environment where residents can walk to and easily access the commercial spaces in the Gateway District. The following parameters are defined:

Higher density options should be explored in vertically, mixed-use structures. The commercial development in the Gateway would be a good opportunity and location for condominiums in a mixed use structure to diversify housing options in Maple Plain.

Height (increasing to three stories) is more palatable when vertically integrated uses are present (commercial and residential mixed-use). Structures should not exceed 40 feet and should comply with the zoning district in which the property is located (the most restrictive shall apply). This height shall include parapets, false fronts, and roof lines.

Pure residential uses should be developed as traditional townhomes or row homes and apartment or condominium units should be reserved for mixed-use projects.

Residential townhomes and row homes shall have a minimum unit width of 18 feet of frontage per unit, and shall not exceed 6 units per structure. This will reduce the overall mass of the structures and visually break up the development.



Gateway Residential

These images represent residential styles that would be permitted in the Gateway District. Interesting roof lines, front porches and traditional styling make this style appropriate and compatible with the commercial architecture proposed in the Gateway.

Signage

Signage is integral to the overall success of the users and development of the Gateway area. The visibility of the shops from U.S. Highway 12 will make this a natural shopping destination for the community and surrounding area. Therefore, successfully communicating the uses and services in the area will be important to ensure the viability of the establishments.

Although visibility of the signage is critical, equally important is the design of each sign because it sends a message about the quality of the establishments in the area. Signage in the Gateway must meet the City's adopted sign ordinance standards, and will also be held to additional standards as stated below. The purpose of these regulations is to encourage a higher quality of design and aesthetic to ensure that as people enter the community they know they have entered a special place. The level of design filtrates all the way to the signage throughout the community. The following Guidelines are provided for signage in the Gateway:

Signage should be at a neighborhood and local scale. Visibility of the user is critical and signage may be on multiple sides of a structure provided it meets the standards set forth in this document.

Sign area shall not exceed 10% of the area of the façade. If a multi-tenant user, then the frontage allocated to each user shall be the area considered for the calculation.

Signs are encouraged to be backlit where possible, and to avoid internal lighting and neon signs. Box-lit signs are not permitted in the Gateway.

Corporate identity signage is appropriate in the Gateway area, provided the signage meets the standards within this document.

Full signage plans are required prior to development to ensure compliance with these standards. A signage plan must include actual signs and lettering styles to be approved and building permits granted.

One monument sign shall be permitted for each multi-use structure. The monument sign must be constructed of similar materials as the principal structure, and shall not include box-lit signs.



Gateway Signage

Signage should be interesting and should complement the architecture of the Gateway District. These images demonstrate appropriate scale and style of signage for users in the Gateway.

Maple Plain

Streetscaping and Sidewalk Environment

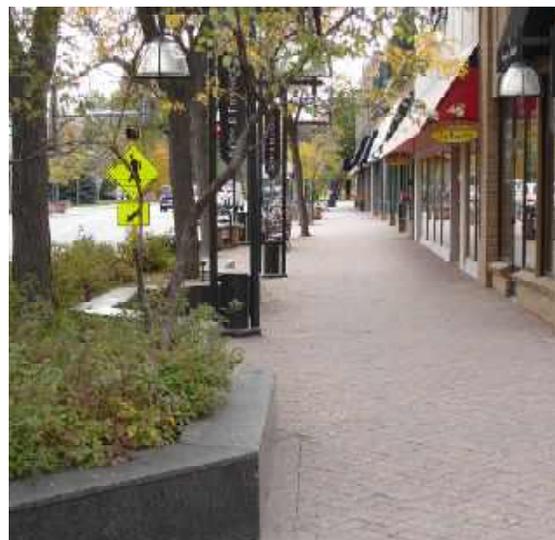
Streetscaping and the sidewalk environment will be constructed and designed consistent with the elements found in the General Guidelines and the Downtown District. The intent is to use similar design qualities and standards to encourage a cohesive sense of place community-wide, rather than giving a specific District a certain character. The way the City intends to achieve this is through streetscaping elements and easy wayfinding through both districts to help pedestrians and residents understand the spaces as uniquely Maple Plain.

The FHA Sidewalk Standards and plans shall serve as the baseline in the Gateway District, just like in the Downtown District. This consistency will visually queue users of how to travel through the spaces. The standards identified in the general standards and the Downtown District are identified below with some minor changes and additions that are specific to the Gateway District.

Spacing between the façade and the street should provide enough room for a sidewalk and small boulevard but should not be oversized. Spacing should follow the sidewalk zones identified in the general guidelines. These requirements shall be enforced through commercial, residential and mixed-use areas.

Additional Frontage zone area, or Furniture/Planter Zone area may be increased where appropriate. If these areas are increased users should use the space for outdoor cafes, community spaces, or other purposes.

The Furniture/Planter Zone should be well manicured with some green spaces, but should be clean in appearance. This zone may substitute green space with interesting mulches, pavers or stamped concrete finishes. Furniture in this zone should be a cohesive package throughout the District and users should consider the overall style and character of the area.



Gateway Sidewalk Environment

Sidewalks should have a clear pedestrian path and should be welcoming and inviting. Scale reducing elements should be used to help create a distinct space.

Overall setback area should be consistent with the zoning district, and cross-referenced, to ensure appropriate setback area and easement areas are provided.

Permanent planters should be used where appropriate, and may be recessed or vertical.

Traditional materials such as brick, concrete, wood or stone should be used on planters. The planters should use warm, muted colors to create a warm pedestrian environment.

Wayfinding signs/elements should be interspersed within the sidewalk environment to help guide pedestrians through the spaces.

Plant materials in the Furniture/Planter Zone may be informal or formal depending on the user and maintenance schedule of the City.

Parking bays should be provided behind structures where possible to create a more desirable pedestrian environment. Limited storefront parking will also be provided to increase accessibility.

Landscaping requirements for parking bays shall meet the City's zoning ordinance.

Clearly defined walkways through parking bays shall be required to ensure safe pedestrian activity to and from the businesses.

Sidewalk light fixtures as well as fixtures affixed to individual users shall be required in the Gateway. The fixture package shall be required as a part of a submittal.



Gateway Planters and Vegetation

These images demonstrate the importance of vegetation and landscaping to improve areas dominated by impervious surfaces. Innovative and environmentally friendly materials are encouraged. Examples include impervious surfaces such as pavers and porous pavements, native vegetation and the integration of rain gardens.

Canopies and/or awnings are permitted in the Gateway. The color and material should be consistent with the requirements identified in previous sections. Signage is permitted on these structures, but will be calculated as part of the overall sign area.

Clean streetscapes and environments, with matching furniture including benches, trash cans, bollards and lighting shall be required.

Small areas of pavers and stamped concrete in both sidewalks and roadways should be integrated to improve the quality and appearance of the Gateway area.

Vegetation and green spaces should be included in the Gateway area to make it a warmer place. Small pocket parks and well-connected green spaces should be included to integrate residential and commercial uses.

A trail/walking path will be required between residential and commercial development to create walkability and pedestrian/bike activity in the area.



Gateway Pedestrian Scale Details

Elements that make a space special will help create a sense of place for the Gateway area. Elements should be unifying and should integrate color, vegetation, and accessibility.

Downtown

The Downtown District is geographically described in Figure 4. The downtown area is approximately an eight block area that consists of primarily commercial uses today. The majority of the uses and buildings in the downtown could benefit from redevelopment, or improvements to help increase the overall aesthetic of the area.

The Maple Plain Design Team spent some time visiting other downtown areas throughout the Twin Cities Metropolitan Area to help refine and define their goals for the Maple Plain Downtown area. The Team determined that the quaint, small-town downtown character was ultimately the City's goal.

They wanted to see a pedestrian friendly destination for residents and visitors. The following goals were established through input from the Design Team and the Visual Preference Survey.

Goal: Establish a rich and vibrant small-town downtown environment that encourages pedestrian and human activity.

Goal: Maintain an appropriate scale for downtown Maple Plain that includes spaces for commerce, office and residential uses.

Goal: Develop and create structures of similar architectural quality and style to enforce the quality and character of downtown Maple Plain.

Goal: Use vegetation, street furniture, lighting and signage to create a distinct character for downtown.

These goals are the foundation from which the following Guidelines were established. The following Guidelines should be thought of as objectives or implementation steps to achieving the goals for downtown Maple Plain. These standards are established to ensure a successful, high-quality downtown environment. The purpose of establishing Design Guidelines for downtown Maple Plain is to ensure appropriate development and redevelopment activities occur and that the

vision and goals for the downtown are achieved through appropriate architectural styles and details. The City wants development and redevelopment to happen, so these Guidelines are meant to give more direction to potential developers, not to inhibit the creative process or to make development cost-prohibitive.

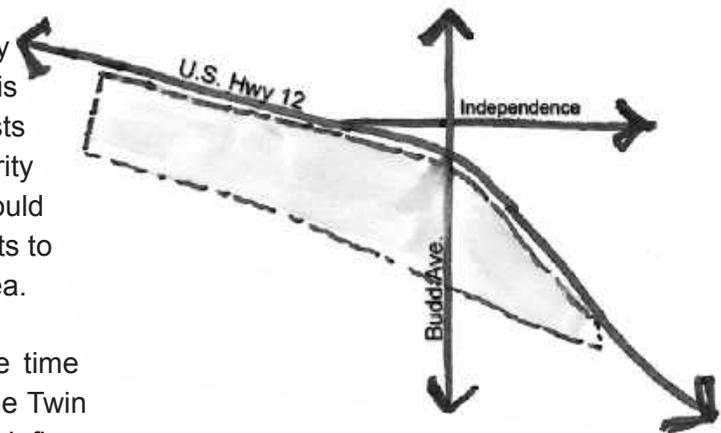


Figure 4 Downtown District

The Figure demonstrates the parameters of the Downtown District geographically.



Figure 5 Downtown Development Concept

This concept sketch demonstrates how Downtown might be developed.

Architecture and Color

Through the work of the Maple Plain Design Team and residents of the community, several parameters were set for general character, architecture and color for Downtown. The image demonstrates the architectural style, color and massing that shall dominate the Downtown streetscapes. The main goal is to use common elements (i.e. color) throughout downtown to unite the users and create a more uniform frontage. The following Guidelines shall apply to the Downtown District.

Color



Maple Plain

Rich colors and muted tones should be used on structures throughout the Downtown District. Dominant colors on structures should be muted rich tones. For example, burgundy, chocolate brown, forest green or slate blue. Non-dominant colors could be more diverse but should not be more than 20-percent of a storefront. Primary colors may be used as accents provided they are consistent with and do not exceed 20-percent of the façade.

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Downtown Color Palette

It is imperative that the Downtown District have a cohesive design and vision, and color will play a critical role in creating that environment. The first set of colors are appropriate as the dominant color scheme, and would also include warm neutral colors. Bright and primary colors should be used sparingly and should be left for details and signage.

Architecture - Elements and Characteristics

The sketches identify the appropriate style of architecture for the Downtown District. The downtown architecture should create a special and unique environment, and should feel different than the Gateway or Budd/Highway 12 Districts.



Figure 6 Downtown Architecture

The sketch demonstrates a mix of architecture styles, including a neotraditional structure as well as a stick-built traditional Danish structure. Both images include the following characteristics that unite them and make them appropriate for Downtown:

High percentage of glass at the street level makes them inviting and adds an element of transparency.

Architectural details including the parapets, cornices, window casings and sashes, and roof lines all have clean lines.

Clearly identified structures and signage affixed to the facade of the structure is required on all buildings in the Downtown District,



Architecture

Objective: To create an environment with an architectural palette that is cohesive and unique to Downtown Maple Plain.

Individual storefronts and separation between structures (perceived or literal) should dominate the downtown District. Mixed-use structures, when stacked, are appropriate for the downtown provided the scale does not exceed two and a half stories.

The stick-built Danish and/or Scandinavian architectural style shall dominate downtown. Neo-traditional structures are appropriate provided color and scale matches the downtown character. If architectural styles of adjacent structures is different, common elements such as window style or color should be used to help create a more cohesive street frontage.

Buildings and structures shall have a distinct and varying roof line to encourage interest and variety. Structures shall have a district entry to clearly delineate the entrance to users.

The first level of all structures shall have a transparent façade that is interesting and inviting.

Four-sided architecture is required particularly for structures with double frontage (i.e. corner lot), or visibility from major thoroughfares.



Downtown Architecture

A mix of stick-built and traditional/neo-traditional architecture is appropriate in the downtown provided a similar street space and color palette are created for a cohesive environment. It is critical that adjacent buildings integrate similar characteristics to help unify the district. Streetscaping will also help unite the district and give a strong sense of place.



Materials

It is the objective of the City to use high-quality materials that are warm, welcoming and sturdy throughout the Downtown District.

High-quality traditional materials for structures (wood, brick, stucco, hardie, stone, etc.) are required for all structures.

The following material breakdown is required for all structures:

Street Level (Calculation includes parapets and False Fronts for single-story structures):

Fenestration/Windows:	60% Minimum
Wood/Brick/Stone/Hardie:	35% Minimum
EIFS/Aluminum/Other:	5% Maximum

2nd Level (Calculation includes parapets and false fronts)

Fenestration/Windows:	40% Minimum
Wood/Brick/Stone/Hardie:	50% Minimum
EIFS/Aluminum/Other:	10% Maximum

Clearly marked, welcoming entrances shall be required for all retail and office space in the Downtown District. All doors shall have a minimum of 50% of their area transparent (i.e. glass).



Downtown Materials

All of the structures represented in these images use high quality materials that would be appropriate for the Downtown District. Traditional materials such as wood, stucco, brick, stone and cloth awnings all support a classic downtown environment. Use of these materials will be required in the Downtown.

Scale and Massing

Architectural style and quality will directly influence scale and massing because style and height restrictions will naturally control the size and location of a structure. Additional parameters as set forth below shall also guide development in Downtown.

There should be no more than half ($\frac{1}{2}$) story difference between structures on the street to create some visual consistency.

Parapets and false fronts may be used to achieve greater consistency along the street frontage.

Parapets and false fronts will be included in materials calculations on the façade. These areas must include architectural detail, and/or fenestration to add visual interest to a façade.

Building space can be literal or perceived. (See Image) Buildings may be connected, but the illusion of spacing must be created to eliminate the appearance of a strip mall or connected multi-use structures.

Architectural detailing and fenestration should be used to reduce large expanses of walls without interest.

Buildings shall be a minimum of 15-feet wide but should be no larger than 40-feet wide; each user must have a minimum of 15-feet of frontage at the street-level.

Structures shall be no taller than 2.5 stories (35-feet maximum), where the half story is attributed to a parapet, false front, or roof pitch.



Downtown Scale and Massing

This image demonstrates the appropriate scale for the Downtown District. Parapets, false fronts and facade treatment help to break up the mass of the structures and to create a quaint downtown feel.

Signage

A sign package should be created that allows each user the creativity to clearly define their space, but to do so in a manner that creates a visually appealing street frontage. Clear communication, as well as an aesthetic that caters to the small-town flavor shall be required in all sign packages.

All proposed signage should meet the current sign ordinance. In addition to these requirements, the following standards shall be applied to signs within the Downtown District.

Clean, elegant signage with small town character. Materials and scale should reflect the materials and scale of each user.

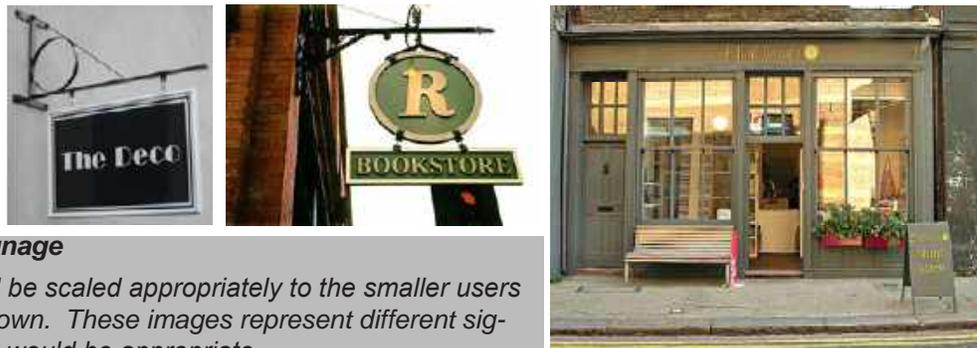
Supplemental signs are acceptable in this District, including sandwich boards and projecting signs.

Wall signage (i.e. signage affixed to the structure and flush with the façade) is required to ensure visibility of each user.

The following requirements shall apply to the signage package for each user:

- | | |
|----------------|--|
| Area | The total signage package shall not exceed 15-percent of the total façade area. This area includes the primary wall sign, supplemental signs including sandwich boards, projecting signs, and window signage. |
| Sign Materials | Primary material should be wood. EIFS may also be included but will be calculated against materials requirements. Other materials include metals such as aluminum or wrought iron. |
| Lighting | All signs within the Downtown District must have secondary lighting. Internal lighting is not acceptable. This includes neon signs which are also not permitted. Backlit signs are appropriate provided they meet lighting standards set forth in the City's zoning code. Light pollution should be reduced when possible and energy reducing light fixtures used when possible. |

Users should consider the scale and size of the sign package, and should develop a package that is complimentary to the user and the overall City character. A full signage package should be submitted for review during initial submittal of each project. This package will be reviewed by the Planning Commission or other design review commissions as identified by the City.



Downtown Signage

Signage should be scaled appropriately to the smaller users found in Downtown. These images represent different signage types that would be appropriate.

Streetscaping and Sidewalk Environment

A uniform street frontage should be created with appropriate setbacks to encourage pedestrian activity and viable Downtown Environment.

The setback shall follow, at a minimum, the Sidewalk Zones identified earlier in this section. Additional parameters and considerations are defined below and apply specifically to the Downtown District.

Spacing between the façade and the street should provide enough room for a sidewalk and small boulevard but should not be oversized. Spacing should follow the Sidewalk Zones identified in Figure 1 (Page 8). Additional frontage zone area, or furniture/planting zone area may be increased where appropriate. If these areas are increased users should use the space for outdoor cafes, community spaces, or other purposes.

The Furniture/Planters Zone should be well manicured with some green spaces, but should be clean in appearance. Furniture in this zone should be a cohesive package throughout the District, and users should consider the overall style and character of the area.



Downtown Sidewalk Environment

These images demonstrate how to create appropriate a street environment in Downtown. Clear pedestrian spaces, vegetation and signage provide users will accessibility, clear direction, and continuity.

Overall setback area should consistent with the zoning District, and cross referenced to ensure appropriate setback area and easement areas are provided.

Permanent planters should be used where appropriate, and may be recessed or vertical.

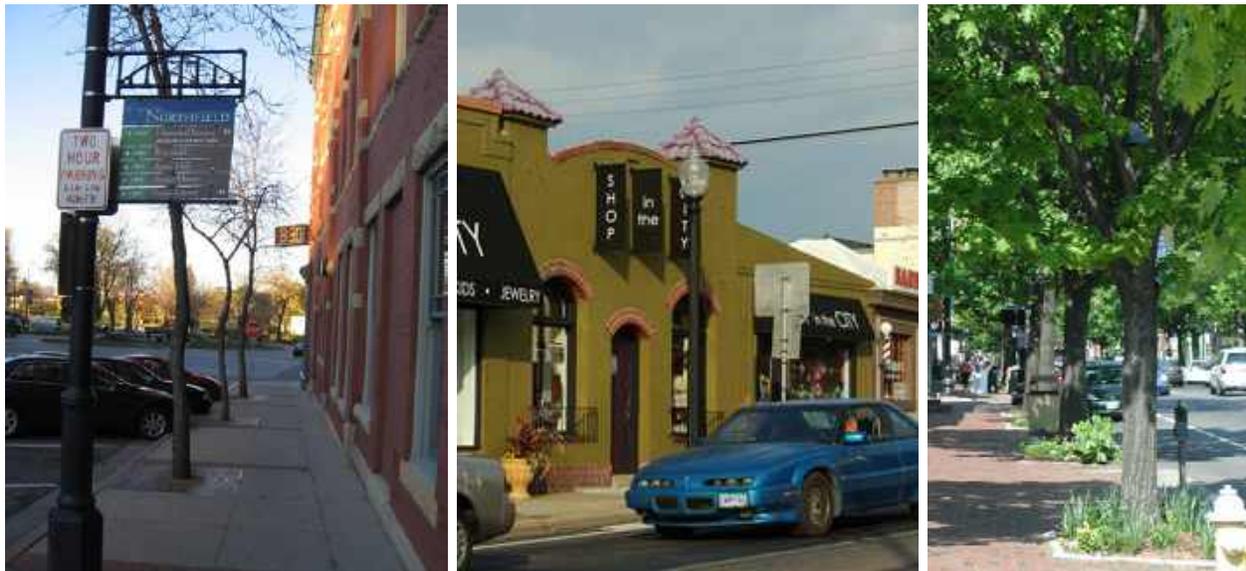
Wayfinding signs/elements should be interspersed within the sidewalk environment to help guide pedestrians through the spaces.

Plant materials in the Furniture/Planter Zone may be informal or formal depending on the user and maintenance schedule of the City.

Parallel parking shall be primary parking in downtown. Americans with Disabilities Act (ADA) compliant curb cuts should be placed periodically along a block to ensure accessibility. These considerations must be made across all zones of a sidewalk.

Sidewalk light fixtures as well as fixtures affixed to individual users shall be required in downtown. The fixture package shall be required as a part of a plan submittal. (Sample specs can be found in the implementation section).

Canopies and/or awnings are permitted in downtown. The color and material should be consistent with the requirements identified in previous sections. Signage is permitted on the canopies or awnings, but will be calculated as part of the overall sign area.

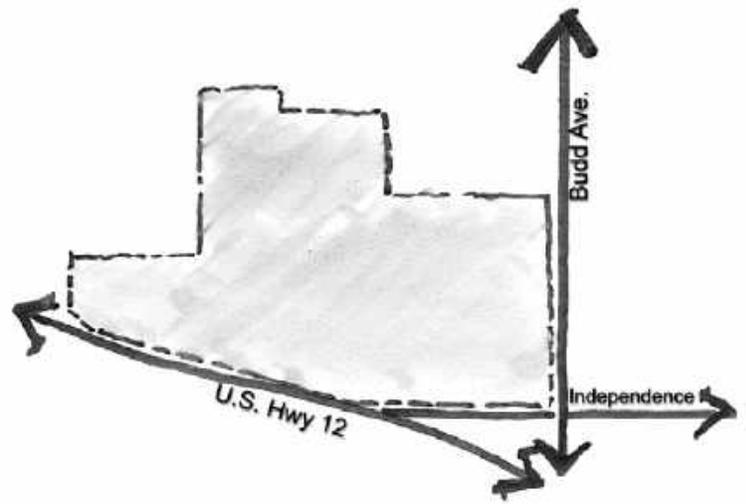


Downtown Streetscaping/Environment

The images demonstrate the usage of wayfinding signage, awnings and vegetation to create unique street spaces. Stamped concrete and pavers are encouraged in the downtown to enhance the Downtown District.

Budd/Highway 12

The Budd/Highway 12 area is geographically described in the adjacent figure. The Budd/Highway 12 provides the opportunity to integrate elements of the Downtown and Gateway Districts in a more intensely developed area of the community. The City's Comprehensive Plan identifies this area as an important area for new development including larger commercial users as well as increased housing density.



The following Design Guidelines are created to help transition design elements between the Downtown and Gateway Districts. The vision for this area is to create an architectural and design style that complements both the Downtown and Gateway, integrating common elements such as streetscaping, colors, landscaping and other unifying elements. The following Goals are established for the Budd/Highway 12 District:

Goals

- Integrate, transition and blend architectural and design styles between the Downtown and Gateway Districts to create a unified character and vision for the community.
- Provide greater opportunity for commercial, office and residential uses all within the Budd/Highway 12 area that support the community.
- Integrate green spaces, amenities, and a strong pedestrian environment that connects the Budd/Highway 12 District to the adjacent special area districts.

Figure 7 Budd/Hwy 12 District
The Budd/Highway 12 District is intended to be a transition district between the Downtown and Gateway. This area will allow larger users than in the other Districts but will still be focused on creating a strong sense of place.



Figure 8 Budd/Hwy 12 Development Concept
The image above demonstrates conceptually how the Budd/Hwy 12 area might develop. As demonstrated in the image, this area would be appropriate for larger single-use structures, which might be described as medium-box retailers.

These goals are the foundation from which the following guidelines were established. The following Guidelines can be thought of the objectives or implementation steps to achieving the goals the Budd/Highway 12 District. These standards are established to ensure a successful, high-quality area that represents the vision for the community. The City wants to encourage development and redevelopment, so that Maple Plain becomes a destination and long-term sustainable community. The Budd/Highway 12 District has the opportunity to provide services to the community and on a more regional scale.

Architecture and Color

The Budd/Highway 12 area will be a transition area between the Downtown District and the Gateway District. It will be essential to integrate characteristics and elements of both of the other special area districts into the Budd/Highway 12 District to help create and support a cohesive vision and quality to Maple Plain. The following Guidelines are established for the Budd/Highway 12 area:

Neo-traditional and traditional architecture should be the primary architectural style for commercial users in the Budd/Highway 12 area. Commercial architecture should include classic architectural details. The architectural style shall be consistent with the style prescribed for the Gateway District.

Commercial architecture shall be four-sided with attention and detail given to all sides, but there should continue to be one primary entrance to each user or building.

The stick-built architectural style should be reserved for the Downtown District and will not be permitted for commercial structures in the Budd/Highway 12 District.

The District should integrate traditional downtown streetscaping elements such as awnings, arbors and parapets. These details should be scaled to the environment, and larger users will be required to include these architectural details to create a more pleasant and walkable environment.

Warm, rich colors should be used where possible. Neutrals are acceptable provided the color includes warm undertones. Primary colors and other bright colors shall be permitted in small percentages not to exceed five-percent of a storefront. (See color swatches on pg. 24)

Mixed-use and false fronts - appearance of mixed use - shall be desired throughout the District. These elements help reduce the scale of larger users; and therefore, shall be required of any structure proposed that is larger than 5,000 square feet.

Residential architecture shall include classical and neo-traditional elements to help unify the District. Residential structures shall also be required to use a warm color palette that is consistent with the commercial/office users in the District.



Budd/Hwy 12 Architecture and Color

The Budd/Hwy 12 District is the most flexible of the design districts and allows for a mix of uses including commercial, residential and mixed-use. As demonstrated in the images, structures should integrate a warm color palette, and traditional architectural elements.

design guidelines

Architecture - Elements and Characteristics

The following sketches demonstrate the architectural character and style preferred for the Budd/Hwy 12 District. Architectural elements from both the Downtown and Gateway Districts will be required to help unite the three districts and create a cohesive character for the City of Maple Plain.



Figure 9 & 10 Budd/Hwy 12 Architecture

The sketch demonstrates a similar architectural style to both the Downtown and Gateway Districts but is at a slightly larger scale. Structures will be required to have a large percentage of glass and a transparent store front to encourage pedestrian activity. Additionally, clean, simple architectural details will help create a similar feeling between the Budd/Highway 12 District and other areas in the city. Awnings, light fixtures and vegetation will also be required to help reduce the scale of larger structures in the District.



Multi-story structures will be permitted in the Budd/Highway 12 District, but should be compatible with the parameters of the other districts. Interesting architectural details, such as clocks, awnings, sculptures, and other elements should be included to help encourage interesting buildings. Large blank walls will not be permitted, and articulation including spandrel glass will be required to help break up massing and creating an interesting facade.

Materials

High-quality traditional materials shall be required for commercial primary facades (wood, brick, stucco, hardie, stone, etc.). The primary façade is described as the front or side that contains the main entrance.

Four-sided architecture is required, and sides and back of structures may use a combination of masonry, spandrel glass, hardie or other high-quality materials. EIFS may not exceed 10-percent of any façade and should be used sparingly.

The following material breakdown is required for all commercial structure facades:

Street Level –Primary Facade (Calculation includes parapets and False Fronts for single-story structures):

Fenestration/Windows:	40% Minimum
Wood/Brick/Stone/Hardie:	25% Minimum
EIFS/Aluminum/Other:	10% Maximum

Second Level (Calculation includes parapets and false fronts)

Fenestration/Windows:	20% Minimum
Wood/Brick/Stone/Hardie:	50% Minimum
EIFS/Aluminum/Other:	10% Maximum

Sides and Rear

Fenestration/Windows:	15% Minimum
Masonry/Hardie/Brick/Wood:	50% Minimum
EIFS/Aluminum/Other:	10% Maximum

Residential materials shall be reviewed on a project basis, but developers and builders are encouraged to predominantly use high-quality materials. Multi-family structures shall be required to demonstrate four-sided architectural details and shall use a similar color and materials palette to adjacent users.

Budd/Highway 12 Materials

As demonstrated in this image, the structure includes both residential and commercial use with retail at ground level. This structure integrates brick, hardie, wood and lots of windows. This quality of architecture and materials shall be required in the Budd/Highway 12 District. Colors and scale-reducing elements of this structure should also be noted.



Scale and Massing

The scale and massing of the Budd/Highway 12 area is not specifically defined in this document because of existing users and the unknown redevelopment aspirations in the area. Although the specific detail of the area is not prescribed, some general scale and massing requirements can be applied, and divided between commercial and residential uses in the area. The following Guidelines shall apply to the scale and massing in the Budd/Highway District:

Commercial

The commercial component of the Budd/Highway 12 area will provide different opportunities to commercial users than in the Downtown and the Gateway. The Budd/Highway 12 area shall accommodate medium size commercial users and services and will generally provide opportunities for larger commercial users than the Downtown or Gateway would allow. The following Guidelines apply to the Budd/Highway 12 District:

Medium single-user and multi-use structures shall be permitted in this District.

Fenestration and architectural detail shall be required to visually break up a facade. This detail shall be required of single users and multi-tenant structures. Each storefront (perceived or literal) shall have distinct articulation or architectural detail (such as a column) every 24-feet to avoid large blank walls or the perception of a large warehouse type of structure.

Larger commercial users should integrate green space into the development to help minimize the impact of a larger retailer. Environmentally friendly treatments such as porous pavement, prairie style raingardens, and on site stormwater management shall be encouraged in all larger scale developments.

Multi-level structures (or the illusion of through parapets and false fronts) should be used throughout all commercial and/or office development. Single story strip mall type structures will not be permitted.

Clearly marked entrances, exits and pathways should be included throughout all commercial/office developments

Scale reducing architectural elements, such as awnings and canopies should be used to add architectural interest as well as create a sense of enclosure for pedestrians in the space.

Scale reducing vegetation such as trees, native prairie grasses, bushes, and flowers shall be required in all development.

Budd/Highway 12 Scale

The scale demonstrated in this image would be appropriate for the Budd/Highway 12 District. A mix of commercial and residential uses are present and traditional architectural detail helps to create a more historic flavor even though the buildings were recently constructed.



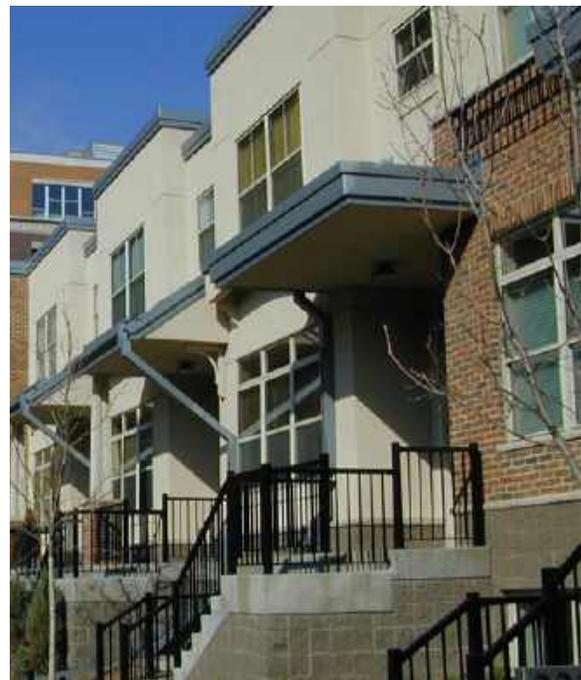
design guidelines

Residential (Scale and Massing)

The residential scale should be compatible with the scale and massing of adjacent commercial and/or office uses. Residential area should be developed in proximity to the commercial spaces. The intent is to create a pedestrian friendly environment where residents can walk to and easily access the commercial spaces in the Budd/Highway 12 District, as well as the Downtown and Gateway Districts. The following parameters are defined:

Higher density residential uses are appropriate in the Budd/Highway 12 District. Apartments and condominiums are permitted in this district, but should be done in conjunction with less intense residential uses such as traditional townhomes and row homes.

Residential townhomes and row homes shall have a minimum unit width of 18-feet of frontage per unit, and shall not exceed 6 units per structure. This will reduce the overall mass of the structures and visually break up the development.



Budd/Highway 12 Residential Scale

The residential scale and massing in these images represents a higher density unit type than allowed in the Downtown or Gateway Districts. It is intended that this District will be more appropriate for a dense product due to the more intense commercial uses that will be allowed in the area. Residential units should integrate similar architectural, material and color standards as identified in the commercial areas of the district.

Signage

Signage is integral to the overall success of the users and developments in the Budd/Highway 12 District. The visibility of the shops from Highway 12 will make this a natural shopping destination for the community and region. Therefore, successfully communicating the users and services in the area will be important to ensure the viability of the establishments.

Although visibility of the signage is critical, equally important is the design of each sign because they send a message about the quality of the establishments in the area. Signage in the Budd/Highway 12 District must meet the City's adopted sign ordinance standards, and will also be held to additional standards as stated below. The purpose of these regulations is to encourage a higher quality of design and aesthetic. The following Guidelines are provided for signage in the Budd/Highway 12 District:

Signage should be at a neighborhood or local and regional scale. Visibility of the user is critical and signage may be on multiple sides of a structure provided it meets the standards set forth in this document.

Sign area shall not exceed 10% of the area of the façade. If a multi-tenant user, then the frontage allocated to each user shall be the area considered for the calculation.

Signs are encouraged to be backlit where possible, and to avoid internal lighting and neon signs. Box-lit signs are not permitted in the Budd/Highway 12 District.

Corporate identity signage is appropriate in the Budd/Highway 12 District, provided the signage meets the standards within this document and those in the City's Sign Ordinance.

Full signage plans are required prior to development to ensure compliance with these standards. A signage plan must include actual signs and lettering styles to be approved prior to the City granting building permits.

One monument sign shall be permitted for each multi-use structure. The monument sign must be constructed of similar materials as the principal structure, and shall not include box-lit signs.



Budd/Highway 12 Signage

As demonstrated in these images, corporate identity signage is expected for most commercial users in the Budd/Highway 12 District. These signs are all scaled appropriately for the buildings, and are visually legible from auto traffic and pedestrians.

Streetscaping and Sidewalk Environment

Streetscaping and the sidewalk environment will be constructed and designed consistent with the elements found in the Downtown and Gateway Districts. The intent is to use similar design qualities and standards to encourage a cohesive sense of place community wide, rather giving a specific district a certain character. The way the City intends to achieve this is through streetscaping elements and easy wayfinding through all areas that will help pedestrians and residents understand the spaces as uniquely Maple Plain.

The FHA Sidewalk Standards and plans shall serve as the baseline in the Budd/Highway 12 District, just as they do in the Downtown and Gateway Districts. This consistency will visually queue users of how to travel through the spaces and districts. The standards identified in the Downtown and Gateway Districts are identified below with some minor changes and additions that are specific to the Budd/Highway 12 District.

Spacing between the façade and the street should provide enough room for a sidewalk and small boulevard but should not be oversized. Spacing should follow the sidewalk zones identified on page eight. These requirements shall be enforced through commercial, residential and mixed-use areas.

Additional frontage zone area and planting/furniture zone area should be increased for users along Highway 12. Increased area shall be required in all areas where a parking bay or lot is present in front of a structure. This increased area will provide a visual buffer and a transition area.



Budd/Highway 12 Pedestrian Environment
The images demonstrate clear pedestrian spaces with vegetation, wayfinding elements, and clear entrances. The demonstrated setbacks and materials are appropriate for the Budd/Highway 12 Area.



The Plantings/Furniture Zone should be well manicured with some green spaces, but should be clean in appearance. This zone may substitute green space with interesting mulches, pavers or stamped concrete finishes. Furniture in this zone should consist of a cohesive package throughout the District and users should consider the overall style and character of the area.

Overall setback area should be consistent with the zoning district, and cross-referenced, to ensure appropriate setback area and easement areas are provided.

Permanent planters should be used where appropriate, and may be recessed or vertical.

Traditional materials such as brick, concrete, wood or stone should be used on planters. The planters should use warm, muted colors to create a warm pedestrian environment.

Wayfinding signs/elements should be interspersed within the sidewalk environment to help guide pedestrians through the spaces.

Plant materials in the Furniture/Planter zone may be informal or formal depending on the user and maintenance schedule of the City.

Parking bays should be provided behind structures where possible to create a more desirable pedestrian environment.

Landscaping requirements for parking bays shall meet the City's zoning ordinance. Developers are encouraged to use native plantings and to integrate environmentally friendly materials in parking lots and parking bays. This could include areas of porous pavement or porous pavement, usage of rain gardens or other creative techniques.

Clearly defined walkways through parking bays shall be required to ensure safe pedestrian activity to and from the businesses.

Sidewalk light fixtures as well as fixtures affixed to individual users shall be required in the Budd/ Highway 12 District. The fixture package shall be required as a part of a submittal.

Canopies and/or awnings are permitted in the Budd/Highway 12 District. The color and material should be consistent with the requirements identified in previous sections. Signage is permitted on these structures, but will be calculated as part of the overall sign area.



Budd/Highway 12 Pedestrian Environment

Scale reducing elements such as awnings, stamped concrete and vegetation should be used to promote a more pedestrian friendly environment throughout the district.

Clean streetscapes and environments, with matching furniture including benches, trash cans, bollards and lighting shall be required.

Small areas of pavers and stamped concrete in both sidewalks and roadways should be integrated to improve the quality and appearance of the Budd/Highway 12 District.

Vegetation and green spaces should be included in the Budd/Highway 12 area to make it a warmer place. Small pocket parks and well-connected green spaces should be included to integrate residential and commercial uses.

A trail/walking path will be required between residential and commercial development to create walkability and pedestrian/bike activity in the area. Additionally, this area shall be required to connect through trails to both the Downtown and Gateway Districts.

Implementation

The implementation of these standards is critical to the overall success of these Guidelines. As stated previously, these standards are Guidelines and are meant to help future builders and developers understand the goals and aspirations with respect to design in the community. The City is committed to creating an identity and strong sense of place through design. The City does not want to limit creativity or unique development that might have a place in the community, which is why these Guidelines are designed to be general and broad, therefore creating opportunities for great design.

Although creativity and individuality is encouraged, these Guidelines must be enforced as a minimum standard throughout each District. The images and sketches throughout the document visually represent the character for the community. These images are not literal interpretations of Maple Plain, but they do suggest the direction of future design for the community.

Implementation of these Guidelines will occur in several ways and will affect a builder and developer at a variety of different times throughout the planning and design process. First and foremost, zoning and land use plays a role in these Guidelines and it is the responsibility of the developer or builder to understand how these regulations and the Guidelines work together.

Checklists for the Design Guidelines will be available at City Hall to help guide a developer or builder through the process. These guidelines will need to be included and addressed in all future submittals that are within the district areas.

Maple Plain

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