



CITY OF MAPLE PLAIN

Community Development | Planning Department

PLANNING COMMISSION STAFF REPORT

Highway 12 Equinox Townhomes

Rezoning to PUD • Planned Unit Development • Site Plan Review • Preliminary & Final Plat

To:	Planning Commission
From:	Mark Kaltsas, PLA, City Planner
Meeting Date:	Thursday, August 6, 2026
Applicant:	Equinox Development Partners, LLC
Owner:	Outcome Limited Partnership
Location:	At or adjacent to 5330 Highway 12, Maple Plain, MN
PID No.'s:	24-118-24-34-0020, 24-118-24-34-0021, 24-118-24-34-0083
Application Type:	Rezoning (PUD), Planned Unit Development, Site Plan Review, Preliminary & Final Plat

REQUEST

Equinox Development Partners, LLC (Applicant) and Outcome Limited Partnership (Owner) request that the City consider the following actions for the properties generally located at or adjacent to 5330 Highway 12, Maple Plain, MN (PID 24-118-24-34-0020, PID 24-118-24-34-0021, and PID 24-118-24-34-0083):

- Rezoning from Mixed-Use – Budd Avenue (MU-B) to Planned Unit Development (PUD), MU-Budd Avenue; and
- Planned Unit Development (PUD); and
- Site Plan Review to consider the development of an 85-unit rental townhome community and associated site improvements; and
- Preliminary and Final Plat approval to allow the property to be platted for the proposed development.

PROPERTY / SITE INFORMATION

Property Location:	At or adjacent to 5330 Highway 12, Maple Plain, MN
PID No.'s:	24-118-24-34-0020, 24-118-24-34-0021, 24-118-24-34-0083
Site Area:	6.05 acres
Current Zoning:	Mixed-Use – Budd Avenue (MU-B)
Requested Zoning:	MU-Budd Avenue Planned Unit Development (PUD)
Comprehensive Plan:	General Mixed-Use (MU)

Proposed Use:	85-unit market-rate rental townhome community (10 residential buildings plus a community/amenity building)
Proposed Density:	Approximately 12 units per acre (Comprehensive Plan guided range: 5–20 units per developable acre)
Current Conditions:	Vacant – former auto sales center and undeveloped land
Adjacent Uses:	Highway 12 and commercial to the south; industrial to the west; commercial/vacant land to the east; self-storage facility to the north



Figure 1 – Site Location Aerial (subject property outlined in cyan)

DISCUSSION

On June 4, 2026, the Planning Commission reviewed a concept plan for the redevelopment of the subject property with an approximately 85-unit rental townhome community. The Commission provided preliminary, non-binding feedback on land use compatibility, access, and pedestrian connectivity. The Applicant has since submitted formal land use applications; rezoning to a Planned Unit Development (PUD), Site Plan Review, and Preliminary and Final Plat, to allow construction of the project as described below.

Equinox Development Partners, LLC proposes an 85-unit townhome community on the subject property, a currently vacant former auto sales site located at 5330 Highway 12. The market-rate rental community consists of one-, two-, and three-bedroom townhome units distributed among 10 residential buildings, together with a community building providing a management office and indoor/outdoor resident amenities (fitness center, gathering spaces, grills, and firepits). Residents and guests will access the site directly from Highway 12, with a secondary access via a private road connecting north to Pioneer Creek Drive.

Building Types

The development includes three residential building types, summarized below:

Building Type	Count	Stories	Unit Types
“A” Buildings	3	2	Three-bedroom plus den
“B” Buildings	3	2	One-bedroom and two-bedroom; first-floor units are single-level with no stairs
“C” Buildings	4	3	Three-bedroom plus den, and two-bedroom plus den



Figure 2 – Maple Plain Townhomes, Rendered Streetscape View (Equinox Development Partners / Momentum Design Group)

COMPREHENSIVE PLAN CONFORMANCE

Staff finds the proposed rezoning, Planned Unit Development, Site Plan, and Plat to be consistent with the City’s 2040 Comprehensive Plan. The subject property is guided General Mixed-Use (MU), which corresponds to the “Gateway” area and the area west of Budd Avenue on the north side of State Highway 12 (MU-G and MU-B zoning districts). The Comprehensive Plan describes the General Mixed-Use designation as follows:

General Mixed-Use (MU) – Land Use Description

“This is a land use designation that will correspond to the ‘Gateway’ as well as the area west of Budd Avenue on the north side of State Highway 12 (MU-G and MU-B Zoning Districts). The primary purpose of the Mixed-Use designation is to provide for redevelopment with the flexibility to respond to market conditions and provide a mix of uses which is generally along the highway corridor. Permitted uses include commercial, office,

and residential uses that have a density of between 5 to 20 units per developable acre. The height of the buildings will be defined by the zoning requirements.”

The proposed 85-unit townhome development results in a density of approximately 12 units per acre which is within the Comprehensive Plan’s guided range of 5 to 20 units per developable acre for the General Mixed-Use designation, as illustrated below.



Figure 3 – Proposed Density Relative to Comprehensive Plan Guided Range

Consistency with Comprehensive Plan Goals

The Applicant’s narrative identifies the following goals from Comprehensive Plan Table 2-1 (Chapter 2, Land Use: Goals, Policies and Implementation Summary) that are advanced by the proposed development:

- Maintain and encourage high-quality development by capitalizing on the geographic advantage of the City; the redevelopment of a highly visible, long-vacant former auto sales site along Highway 12 introduces 85 new housing units within a cohesively designed community.
- Maintain and enhance the small-town quality of a connected community; the development provides pedestrian and vehicular connectivity throughout the site and north to Pioneer Creek Drive, which accesses Veterans Memorial Park, the Orono Discovery Center, Baker Park, and the Highway 12 HAWK pedestrian signal.
- Provide a high-quality place for people to live, work, and play, the project incorporates quality architecture, a thoughtfully designed site layout, and dedicated indoor and outdoor resident amenities.
- Ensure availability of housing for all age groups; the development provides a broad continuum of unit types, sizes, and price points, from one-bedroom to three-bedroom-plus-den configurations.

The city finds the requested rezoning to a Planned Unit Development, the proposed Site Plan, and the proposed Preliminary and Final Plat to be consistent with the Comprehensive Plan’s General Mixed-Use designation and supporting land use goals.

ZONING AND LAND USE ANALYSIS

a. Rezoning – Planned Unit Development (PUD), MU-Budd Avenue

The subject property is currently zoned Mixed-Use - Budd Avenue (MU-B), within which multifamily residential development, including townhomes, is a permitted use. The Applicant requests rezoning to a project-specific Planned Unit Development (PUD) district – MU-Budd Avenue PUD – to allow flexibility in site design (private streets, and building configuration) while remaining within the density and use intent of the underlying General Mixed-Use Comprehensive Plan designation. The PUD would apply solely to this development and would not establish standards for, or transfer to, future redevelopment proposals within the MU-B district.

b. Planned Unit Development – Purpose and Flexibility Requested

The City's PUD provisions allow variations to the strict application of zoning standards in order to improve site design and operation, while incorporating design elements that exceed the City's standards to offset the effect of any variations, and to promote a more creative and efficient approach to land use while protecting the health, safety, and general welfare of the City. Staff and the Applicant's design team continue to refine the specific zoning flexibility (if any) requested for private street sections, setbacks, guest parking, and related site design elements identified in the Site Plan Review comments below. Any requested deviations from MU-B standards, together with supporting justification, will be documented in the final PUD Agreement prior to City Council consideration.

c. Preliminary and Final Plat

The Applicant requests Preliminary and Final Plat approval to consolidate the three subject parcels (PID 24-118-24-34-0020, -0021, and -0083) into a single platted lot to support the proposed development. The City Engineer has identified several easements that must be incorporated into the plat prior to City Council consideration, including:

- Utility easements for the City-owned mainline watermain and sanitary sewer – a minimum of 10 feet on each side of the utility, or a 1:1 slope for pipe deeper than 10 feet, whichever is greater.
- Access, watermain, and storm sewer easements across the adjacent property to the north (PID 24-118-24-34-0084) to define the shared access drive.
- Temporary construction easements needed to accommodate retaining wall construction.

The Applicant will also be required to obtain approval from the Pioneer Sarah Creek Watershed Management Commission (PSCWMC) and to record a Stormwater Maintenance Agreement with the Final Plat, as further described in the Site Plan Review section below. An application to PSCWMC has been submitted.

SITE PLAN REVIEW

The City, in coordination with the City Engineer (Bolton & Menk, Inc.), has completed a detailed review of the development plans for the proposed 85-unit rental townhome community. Planning comments were issued to the Applicant by letter dated July 21, 2026; the City Engineer's detailed engineering comments were issued under separate cover on July 10, 2026, together with marked-up civil plan sheets and preliminary plat comments. The Applicant's engineer (Civil Site Group) and architect (Momentum Design Group) submitted a written response to all comments on July 31, 2026, along with a revised plan set. Both sets of City comments are consolidated below, together with the Applicant's response and/or proposed solution to each item.

Status of Revised Plans: The Applicant's revised plans and written responses to the City's Planning and Engineering comments, dated July 31, 2026 (Civil Site Group / Momentum Design Group), are reflected in the "Applicant Response / Proposed Solution" columns below. Two items remain open pending further documentation: the Highway 12 sidewalk connection (Planning Comment 1 / Engineering Comment 3), which the Applicant has indicated will be shown on a later construction plan set, and the access drive easement across PID 24-118-24-34-0084 (Engineering Comment 5), for which easement documents are still in process. Staff recommends these items be resolved prior to City Council consideration.

Planning Comments

Site Plan Review Letter, City of Maple Plain, dated July 21, 2026 (Mark Kaltsas, PLA, City Planner).

#	City Comment	Applicant Response / Proposed Solution
1	Highway 12 Sidewalk Connection - The City would like to see the sidewalk connection installed along Highway 12, consistent with prior discussions with the Applicant's design team. The City has prepared an exhibit illustrating a potential connection alignment and associated estimated construction cost (see Exhibit A, below). - Please revise the plan set to include this sidewalk connection. The City would also like to further discuss the parties' respective responsibilities for the design, construction, and cost of this improvement at the time of resubmittal.	COMMENT REMAINS OPEN Per discussions with the Owner and City, this sidewalk connection will be shown on later versions of the plans. The city is in agreement with this solution and is working with the developer to obtain MNDOT approval and also is considering funding that would help realize this connection.

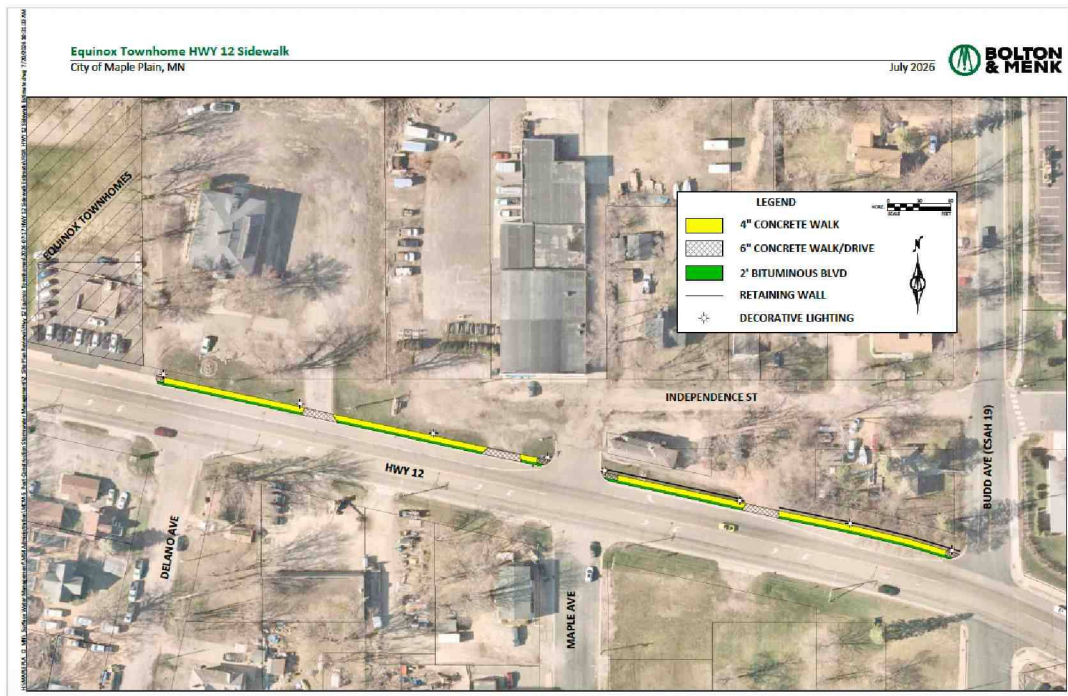


Exhibit A – Highway 12 Sidewalk Connection, Conceptual Alignment Prepared by the City

#	City Comment	Applicant Response / Proposed Solution
2	Sidewalk Alignment – Buildings C.1 and C.2 The sidewalk located along the east side of Buildings C.1 and C.2 does not align with the parallel parking spaces directly adjacent to it. Staff recommends shifting this sidewalk segment so that it abuts the parking spaces, allowing residents and guests to step directly from a parked vehicle onto the sidewalk rather than into the drive aisle (see Exhibit B, below).	Sidewalks updated to align with the parallel parking areas as recommended.

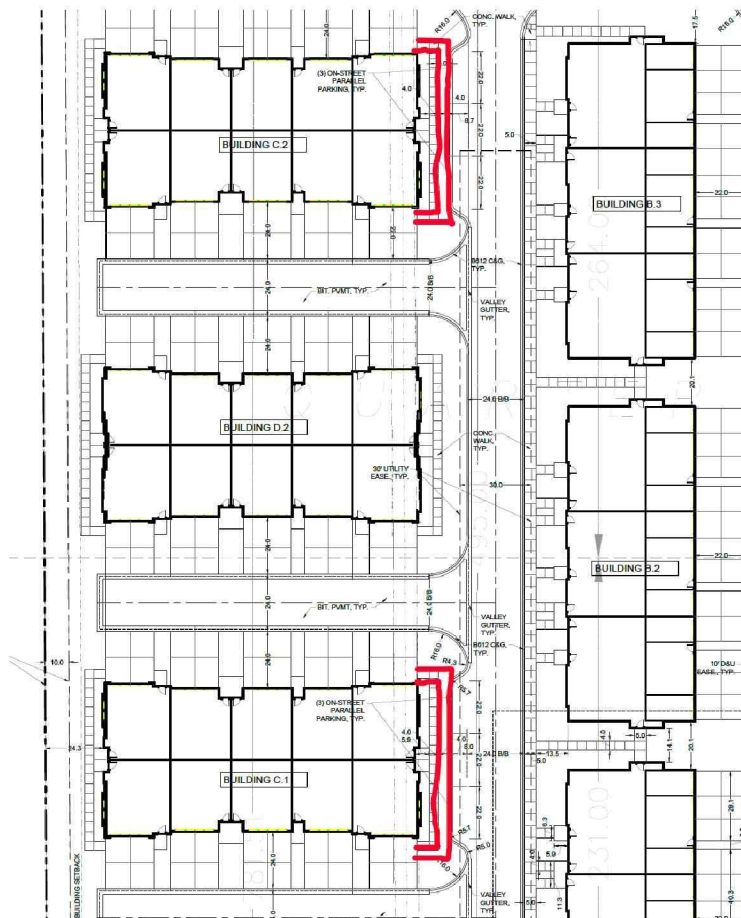


Exhibit B – Recommended Sidewalk Alignment, Buildings C.1 & C.2 Parallel Parking Area

#	City Comment	Applicant Response / Proposed Solution
3	Site Lighting & Photometric Plan No site lighting is currently shown on the plans. Staff anticipates that the private streets will include street lighting. Proposed light fixture locations should be shown on the plans, along with a complete photometric plan for staff review.	A site photometric plan is included at the end of the drawing packet; see the revised plans reflecting site lighting changes.
4	West Property Line Landscape Buffer The existing landscaping along the west property line, which was previously required, is shown as being removed, with new landscaping proposed in its place. Staff recommends additional evergreen trees along the west property line to provide a stronger visual buffer to the adjacent industrial use.	See Sheet L1.5 for the existing vs. proposed landscape breakdown along the west property line. Additional overstory and evergreen plantings have been added throughout this area.
5	Private Street Width, Guest Parking & Signage The proposed private streets are 24 feet wide and will not accommodate on-street parking. The plans currently provide 12 guest parking spaces; based on a preferred ratio of one guest space per five units, approximately 17 off-street guest spaces are anticipated for this development.	Guest parking is provided in driveways, with an average of 4 parking stalls per unit (2 garage and 2 driveway spaces). An additional 8 guest/resident spaces are provided at the clubhouse and 11 parallel spaces off the street. “No Parking” signage has been added to the plan, along with “Guest Parking, No Overnight Parking”

#	City Comment	Applicant Response / Proposed Solution
	– The City would like to further understand how the no-parking condition on the private streets will be implemented and enforced. At minimum, “No Parking” signage will be required throughout the development, including at the ends of all proposed private driveways.	signage at the parallel parking areas. Additional address and wayfinding signage is included on the Site and Architectural Parking & Signage Plan.

Engineering Comments

Engineering Review #1, Bolton & Menk, Inc. (City Engineer), dated July 10, 2026 (Matt Bauman, P.E., Project Manager).

#	City Comment	Applicant Response / Proposed Solution
1	Stormwater Management Trigger – The project creates 4.5 acres of impervious surface and 7.8 acres of total land-disturbing activity, which triggers stormwater management rules under the Pioneer Sarah Creek Watershed Management Commission (PSCWMC).	Noted.
2	Required Permits – MnDOT – Minnesota Department of Health – watermain review – NPDES – construction stormwater – Pioneer Sarah Creek Watershed Management Commission (PSCWMC) – Minnesota Pollution Control Agency – sanitary sewer extension	All required permits to be coordinated and obtained prior to construction.
3	Highway 12 Sidewalk – MnDOT Coordination – Sidewalk behind the curb is acceptable; sidewalk pedestrian access route (PAR) must be a minimum of 5 feet wide (6 feet preferred), with a minimum 2-foot buffer from the back of curb. – If lighting is desired behind the curb, an additional buffer from light poles will likely be needed (5-foot minimum). Submit plans to Kyle Fitterer (MnDOT) for routing and review.	COMMENT REMAINS OPEN This sidewalk connection will be included in a future full construction set that will address the items noted at left. The general sidewalk layout shown on the current plans is for reference only.
4	Watermain & Sanitary Sewer Easements – The City will own the mainline watermain and sanitary sewer pipes. Easements must accommodate 10 feet on each side of the utility, or a 1:1 slope for pipe deeper than 10 feet, whichever is greater. Update the plat drawings accordingly.	Noted; easements updated.
5	Access Drive Easements – PID 24-118-24-34-0084 – Easements for the access drive across the property north of the building should be included to define watermain, storm sewer, and roadway/access rights.	COMMENT REMAINS OPEN Easement documents are in process.

#	City Comment	Applicant Response / Proposed Solution
6	Temporary Construction Easements – Temporary construction easements will be needed to accommodate retaining wall construction.	Temporary easements to be obtained prior to construction.
7	Utility Profiles & Bury Depth – Profiles of mainline utilities must be provided; corridors are tight, with multiple utilities and grade changes requiring review for bury depth and conflicts. – Grading significantly affects bury depth of the existing watermain on the north side of the site; portions will need to be rebuilt at proper depth. – The sanitary sewer connection to the Highway 12 mainline should use a more conducive angle and shorter run to allow adequate bury depth (current plan provides only 4.29 feet at the furthest point).	Existing watermain on the north end of the site is being cut by one foot or less; Contractor to add insulation as needed. The watermain on the parcel to the northwest will be impacted more by the cut, and will be insulated where feasible or replaced otherwise. Sanitary sewer alignment and connection point have been updated.
8	Storm Sewer Calculations – Provide additional calculations for storm sewer pipe sizing, gutter spread/bypass at the Pioneer Creek Drive intersection, bioretention basin inlet capacity, and drawdown for the bioretention basin drain tile.	Storm sewer sizing, gutter spread, and bypass calculations to be completed as part of construction documents. Drawdown calculations are included in the stormwater report.
9	Additional Plan Details Required – Road section details for Highway 12, Pioneer Creek Drive, and internal roadways (City street patch section for Pioneer Creek Drive: 1.5" wear course, 3.0" base course, 12" Class 5 aggregate base, 12" select granular borrow, geotextile fabric). – Bituminous trail detail; watermain offset detail. – Hydrant detail defining a Storz nozzle, with all thrust blocking in concrete. – Specialty storm structures, including sumps, OCS, and filter/diversion structures. – Retaining wall design (walls over 4 feet must be designed by a registered professional engineer). – Roadway drain tile – perforated PVC is recommended (corrugated pipe clogs with roots and cannot be maintained long-term); include drain tile cleanouts.	Road section, watermain offset, hydrant, and specialty storm structure details: see Sheets C7.0 and C7.1 detail sheets. Retaining walls: noted. Drain tile: see plans for revised sizing — 4-inch corrugated pipe is proposed, for subgrade drainage only. Drain tile cleanouts were not specifically addressed in the Applicant's response and should be confirmed in the next submittal.
10	Casting Adjustments – Casting adjustments shall be in accordance with City standards, result in a watertight seal, and include a chimney seal.	See Sheet C4.0.
11	Pre-Construction Condition Review – The condition of Highway 12 and Pioneer Creek Drive should be reviewed by the City and Contractor prior to any work and documented with video or photographs. Damage occurring after work commences shall be the Contractor's and Owner's responsibility to repair.	See Sheet C2.0.

#	City Comment	Applicant Response / Proposed Solution
12	Right-of-Way Work & Utility Connection Coordination – Work in the public right-of-way and utility connections must be coordinated with the City with a minimum 24-hour prior notice. Bituminous pavement shall be saw-cut and concrete removed to the joint for clean match lines, with removal limits marked by the City. Repairs shall match in kind (materials and thickness); subgrade corrections may be required.	See Sheets C2.0 & C4.0.
13	Erosion Control – Perimeter erosion control must be installed by the Contractor and inspected by the City before any other work begins, with a minimum 24-hour notice prior to inspection.	See Sheets SW1.0 & SW1.1.
14	MnDOT Right-of-Way Permit Compliance – Work within MnDOT right-of-way shall follow MnDOT permit requirements.	Noted.
15	Stormwater Facility Acceptance Testing – Prior to acceptance of the bioretention basin, jellyfish filter, and underground runoff treatment system, all systems shall be filled with hydrant water and observed to confirm drawdown within 48 hours.	See Sheet C4.0.
16	Stormwater Maintenance Agreement – The Applicant must submit a Maintenance Agreement for all stormwater management structures and facilities defining O&M responsibilities, inspection/maintenance types and frequency, and responsible parties, with reporting requirements and right-of-entry provisions for City and watershed personnel. The Agreement shall be recorded with the Final Plat.	Maintenance agreement to be finalized prior to construction.
17	Plan Revisions per Engineering Markup – Complete all plan modifications indicated on the plan sheets marked “Bolton & Menk Engineering Comments – 7/8/2026.” Additional comments may follow once revised materials are submitted.	Noted.
18	Record Drawings & Sanitary Sewer Televising – Record drawings must be provided upon project completion. The Developer must televise the sanitary sewer system and provide two copies of the televising report and data for City review.	See Sheet C2.0.

PLANNING COMMISSION RECOMMENDATION

Staff recommends that the Planning Commission open the public hearing, take testimony, and review the requested Rezoning to Planned Unit Development, Planned Unit Development, Site Plan, and Preliminary and Final Plat. The

Applicant has submitted written responses and a revised plan set addressing the Planning and Engineering comments above; two items remain open, as noted in the Site Plan Review section. Staff recommends the Commission's recommendation to the City Council be conditioned upon satisfactory resolution of those open items. Should the Planning Commission recommend approval of the requested actions to the City Council, staff recommends the following findings and conditions be included:

- a. The proposed rezoning, Planned Unit Development, Site Plan, and Preliminary and Final Plat are consistent with the General Mixed-Use (MU) designation of the City's Comprehensive Plan, including the guided density range of 5 to 20 units per developable acre.
- b. Prior to City Council consideration of the applications, the Applicant shall revise the plans to address all Planning and Engineering comments identified in this report, including the outstanding items in the "Applicant Response / Proposed Solution" columns above.
- c. The Applicant shall obtain all applicable approvals from outside agencies with authority over the site, including MnDOT, the Pioneer Sarah Creek Watershed Management Commission (PSCWMC), the Minnesota Department of Health, the NPDES construction stormwater program, and the Minnesota Pollution Control Agency.
- d. The Applicant shall execute a PUD Agreement memorializing all approved project-specific standards and any deviations from MU-B zoning requirements, for review and approval by the City Council.
- e. The Applicant shall execute a Development Agreement memorializing all aspects of the development, proposed improvements and details relating to the construction of the development for review and approval by the City Council
- f. The Applicant shall record a Stormwater Maintenance Agreement, including right-of-entry provisions for City and watershed personnel, concurrently with the Final Plat.
- g. The Applicant shall dedicate all easements identified by the City Engineer, including utility easements for City-owned watermain and sanitary sewer, access/utility easements across PID 24-118-24-34-0084, and any temporary construction easements needed for retaining wall construction.
- h. Approval of the development shall be in accordance with the approved plans; any subsequent changes, expansions, or alterations to the buildings, site, or signage shall require City review and approval.
- i. The Applicant shall pay all costs associated with the City's review of the Rezoning, Planned Unit Development, Site Plan, and Plat applications.

ATTACHMENTS

- Land Use Application & Project Narrative, Equinox Development Partners, LLC, dated June 11, 2026
- Concept Plan Review Staff Report, Planning Commission Meeting of June 4, 2026
- Planning Commission Public Hearing Notice, dated July 10, 2026 (hearing of August 6, 2026)
- City Site Plan Review Comment Letter, dated July 21, 2026
- Bolton & Menk, Inc. Engineering Review Comments #1, dated July 10, 2026, with marked-up civil plan sheets
- Applicant Response to City Plan Review Comments, Civil Site Group / Momentum Design Group, dated July 31, 2026

- Revised Land Use Application Drawings (Civil Site Plan Set, Preliminary Plat, Landscape Plan, and Building Elevations), Momentum Design Group / Civil Site Group, dated June 10, 2026
- **Draft** PUD Ordinance
- **Draft** Rezoning Ordinance
- PUD Agreement (forthcoming)

