

City of Mapleton
Growth
Management
Policies

*For I-94 & Cass
County Hwys 10 & 11
Corridors*

**CITY OF MAPLETON
NORTH DAKOTA**

**Growth Management Policies
For**

**1-94 Interchange and Cass County
Highways 10 and 11 Corridors**

**Recommended by the Planning Commission
June 5, 2007**

**Approved July 9, 2007
Mapleton City Council
Jeff Shirley, Mayor**

**Denise Brady Larry Dell
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Policies

for I-94 Interchange and Cass County

Highways 10 and 11 Corridors

I-94 Interchange

I-94 is an important gateway to Mapleton. Orderly development of this interchange will give a wholesome image of Mapleton as well as offering many opportunities for businesses of all types and medium-higher density residential development. Currently, one of the four quadrants (northwest) is fully committed to low-density residential development. Ashmoor Glen, a large lot residential area, surrounding a spacious golf course consists of many upper level single-family homes. On the southwest quadrant, there is a chemical processing and packing company in C-2 Commercial District. There is more space available in this quadrant for similar uses and highway related commercial development, as well as light manufacturing businesses. The southeast quadrant is largely in agricultural use and offers many opportunities for office park including various size office buildings and corporate establishments and associated commercial development. The southeast and southwest quadrants are not in the city but are within the extra-territorial Planning Jurisdiction of Mapleton. The northeast quadrant is within the city limits and aside from a gas station, a restaurant and a trucking operation is largely used for agricultural purposes. This quadrant, by virtue of being within the city limits is accessible to municipal services and offers the greatest potential for a town center including retail commercial development such as shopping malls, anchor stores, hotel/motel and medium-high density residential development. In the Fargo Metropolitan Area along I-94, the northeast and southeast quadrant offer large and open areas for a type of urban development that not only would be an asset to Mapleton but also will serve a large part of the metropolitan area.

In evaluating the proposed land uses in the Interchange area, particularly in the northeast, southeast and southwest quadrants the following criteria must be considered:

1. Compatibility with adjoining land uses including the use, scale, diversity of existing and proposed development. For example a hotel/motel facility is

- compatible if placed next to a restaurant, but a contractor's yard or a business that requires outdoor storage for material and products are not.
2. Larger scale development require larger setback to be used for landscaping and parking. It is required that larger development proposals submit a detailed site plan for placement of the main or support facilities including the location of the building(s), parking areas and points of access to the public roads and streets.
 3. Large scale development of shopping facilities and office complexes require multi-points of access to the interior street system such as Carl Olson and one access from the Cass County Highways 11 corridor between Carl Olsen Street and the gas station. Likewise the access points to the southeast and southwest quadrants from Cass County Highway 11 should be limited to no more than two points.
 4. Properties within the Town Center (NE quadrant) and office park area (SE quadrant) must be large enough to support sufficient parking for the users and drainage including storm water retention system.

Cass County Highways 10 and 11 Corridors

Cass County Highway 11 is a major north-south corridor in Mapleton with direct access to I-94. Cass County Highway 10, an east-west corridor, connects with Cass County 11 on the west and provides direct access to the east toward West Fargo and Fargo. Both of these corridors are, like I-94 Interchange, gateways to Mapleton from the east, north and south. There are a eight single-family homes driveways between First Street and Carl Olsen Street and four access points between First and Second Streets on the east side of Cass County Highway 11 which date back to the early days of development in Mapleton. As the city grows, there will be more traffic on these highways, requiring additional traffic lanes, signalization and channelization to move the traffic efficiently without impacting the adjoining uses particularly the existing houses with permanent driveways. The city of Mapleton regards these two highways as urban streets, which need to be built with curb, gutter, storm sewer and sidewalk, as, has been proposed by Cass County.

Presently, Mapleton enforces access control on both of these highways within city limits. It permits eight access points per side per mile within the City of Mapleton. The city also enforces four access points per side per mile in its one-mile extra-territorial area of Mapleton. The City of Mapleton, in a cooperative agreement with Cass County, acts on all requests for access to these corridors within the city limits and its extra-territorial area. The Planning Commission whether a part of a new plat or lot split will review all requests for access with recommendation to the City Council for final decisions.

To guide the orderly development of Mapleton, the city will enforce access control on Cass County Highways 10 and 11 within city limits and extra-territorial area subject to the following conditions:

1. No individual driveway access, aside from the permanent existing driveways, will be permitted.
2. Existing driveways may be exchanged for fully dedicated paved streets that meet the requirements of street right-of-way, location and design standards of Mapleton Land Development Ordinance.
3. All lot splits and land subdivisions along these highways must meet the requirements of the Mapleton Land Development Ordinance and 2025 Comprehensive Plan. The city requires a storm sewer plan, site plan for all lot splits and land subdivision. All requirements of the land development ordinance must be met before the Mapleton Code Administrator issues a certificate of compliance.
4. For new street access, Mapleton will require site plan(s) showing the location, exact right-of-way with present/proposed adjoining uses, a drainage plan and a developer's agreement to assure all city requirements are met.
5. Any variation from these policies, the Mapleton land Development Ordinance and Comprehensive Plan must be approved by the city Council.
6. The City sidewalk ordinance needs to be amended to reflect the needs of the residential neighborhoods in a timely fashion.

PRIORITIES FOR ACTION

1. Amend the Comprehensive Plan to include a major emphasis on the importance of I-94 Interchange and Cass County Highways 10 and 11 corridors. Such amendments will focus on compatibility of uses, the physical appearance, spatial and location relationship of the land uses.
2. Amend the land Development Ordinance to create overlay districts for I-94 Interchange and Cass County Highways 10 and 11 frontages both for the parts within the City and in the extra-territorial area. The overlay district requires additional documentation and approval by the City Council over and above the existing zoning district requirements:
 - a. Require submission of a site plan along those corridors for all property under one ownership for the area up to 40 acres in size.
 - b. The site plan should include a drainage plan for the area to be accessed, subdivided or developed...
 - c. The site shall include access to public water and sewer. Extension of water, sewer and drainage shall be the responsibility of the applicant.
 - d. Access point to the I-94 Interchange ramp from Cass County Highway 11 shall be no less than 660 feet.
 - e. All requirements of the land Development Ordinance must be met including street pavement, curb, gutter, storm sewer and sidewalk
 - f. Uses with access from a new publicly developed street along the Cass County Highways 10 and 11 Corridor and in the interchange area (NE and SE quadrants) shall be limited to those uses that: (i) would enhance and improve the economic base of Mapleton; (ii) would bring the needed services to Mapleton and outlying area; (iii) would result in consistent and orderly development and visual appearance of Mapleton; (iv) would not physically or financially impact the adjoining uses or limit the potential development of the area and; (v) would not create noise, dust, fume, odor or pose public safety problems. The northeast quadrant of the Interchange along with parts of Cass County Highway 11 south of Carl Olsen Street will develop as a town center offering a broad range of retail

and office and service facilities including: (i) small to major retail uses such as discount malls, shopping malls and major retail anchor facilities; (ii) offices and service commercial uses; (iii) highway oriented uses, such as gas stations, restaurants and hotels/motels; (iv) institutional uses such as health care and government facilities. Within the Interchange area the uses may include: (i) residential uses of higher densities such as apartment buildings and condominiums; (ii) public uses such as parks or recreational uses and tourist attraction or recreational facilities.

- g. Uses incompatible with above or uses that may endanger public safety, or generate noise, dust, fume odor including but not limited to communications towers, fuel storage facilities, anhydrous ammonia storage, chemical fertilizer manufacturing, fireworks stores and the like shall not be permitted in the Interchange areas or in the two highway corridors.
- h. Promote pedestrian and bicycle use in all quadrants of the interchange areas and the two highway corridors to the maximum extent possible to tie into other bikeway/walkway network in Mapleton.
- i. Provide coordinated access points between land uses especially in all quadrants of I-94 Interchange to minimize conflict of traffic/circulation, use and appearance of the establishments.