

Chapter 4

LAND USE

The City of Maplewood's land use plan plays a key role in guiding development and redevelopment in Maplewood. The future land use plan identifies the location, intensity, and nature of future development and redevelopment in the City, and establishes the framework in which future development will occur. This plan is intended to guide redevelopment of various existing developed areas in the City, as well as the future development and growth of remaining undeveloped areas in Maplewood, to achieve the community's goals for balanced and efficient growth and the protection of natural resources and key open space and recreational areas.

ACCOMPLISHMENTS OF THE 2030 PLAN

- » Completion of updated market study in 2012 to ensure planned land uses in Gladstone are still viable
- » Public and private investment in Gladstone Redevelopment
- » Continue development of Legacy Village
- » Investment in major employment, retail, and health care campuses, including 3M, Maplewood Mall, and HealthEast St. Johns
- » Updated City's zoning map to be consistent with the 2030 Comprehensive Plan. The 2030 Plan's land use classifications reduced the amount of comprehensive plan amendments that city had been processing annually.

Like many older suburban communities in the Twin Cities region, Maplewood is nearly fully developed and the majority of growth and change in the City over the next two to three decades will result from redevelopment of existing urbanized areas around the community. The primary focus on redevelopment helps shape the Future Land Use (FLU) plan for Maplewood and will influence the overall future of Maplewood.

The City has a tremendous amount of natural resources, including a variety of parks, preserves, and open space areas, and the Future Land Use plan helps preserve these assets for future generations. The Land Use chapter, combined with the Natural Resources and Park, Trails and Open Space chapters outline ways for the community to continue to develop and redevelop while preserving and enhancing these natural resources.

As outlined in subsequent sections of this chapter, the City anticipates redevelopment occurring around the Maplewood Mall area, along the US Highway 61 and MN Highway 36 corridors, and at a variety of neighborhood nodes that contain retail, office, and residential uses, scattered around the City. In addition, a few select parcels in the southern end of the City await new development, and the Land Use chapter guides how the southern end of the City will evolve over the next few decades. All future land use projections discussed within this chapter area based on "net" calculations allowing for the protection of wetlands and other environmentally sensitive areas.

The City's planning for future growth in Maplewood focuses on increasing density and development potential within existing residential and commercial areas around the community. This strategy will allow for the continued preservation of park, preserve, and open space resources in Maplewood for future generations. The City will also use various mixed use land planning designations in order to accommodate a variety of residential and commercial uses at a higher density, and the land use plan anticipates the creation of a number of mixed-use nodes around Maplewood in the future. The mixed-use designation provides for additional opportunities to accommodate forecasted growth, including potential affordable housing, in a more efficient manner.

Purpose

The Land Use plan is interrelated with all of the other chapters of the of the Comprehensive Plan. The purpose of the Land Use plan is to designate the type, location, and density of land uses in the City. In doing this, the City considered the following elements:

- » Community goals and objectives
- » Amount and location of vacant and underutilized lands
- » Existing land use pattern
- » Natural resources
- » Existing transportation network and planned future investments
- » Supportive infrastructure, including utilities and drainage systems
- » Coordination with surrounding communities and metropolitan agencies

Existing Conditions

The following tables provide the forecasted population, households, and employment for 2020, 2030, and 2040, consistent with the forecasts prepared by Metropolitan Council.

Table 4-1. Population (Metropolitan Council Projections)

	2010	2017 (ESRI estimate)	2020 (Met Council projection)	2030 (Met Council projection)	2040 (Met Council projection)	Projected Change, 2017 - 2040	% Change
Maplewood	38,018	40,847	42,200	45,600	48,600	7,753	19%
N. St Paul	11,460	12,360	12,000	11,900	12,000	(360)	-3%
Oakdale	27,315	28,344	28,500	29,500	30,200	1,856	7%
Little Canada	9,773	10,565	9,900	10,300	10,300	(265)	-3%
Vadnais Heights	12,302	13,177	13,300	13,800	14,100	923	7%
White Bear Lake	23,779	25,051	24,300	25,000	25,800	749	3%
Ramsey County	508,640	542,810	548,220	570,610	593,320	50,510	9%
Twin Cities (7 County Region)	2,849,567	3,068,732	3,127,660	3,388,950	3,652,060	583,328	19%

Source: Metropolitan Council

Table 4-2. Households (Metropolitan Council Projections)

	2010	2017 (ESRI estimate)	2020 (Met Council projection)	2030 (Met Council projection)	2040 (Met Council projection)	Projected Change, 2017 - 2040	% Change
Maplewood	14,882	15,901	17,000	18,900	20,300	4,399	28%
N. St Paul	4,615	4,965	5,000	5,200	5,400	435	9%
Oakdale	10,922	11,399	11,700	12,200	12,500	1,101	10%
Little Canada	4,393	4,735	4,600	4,870	4,900	165	3%
Vadnais Heights	5,066	5,392	5,700	6,100	6,300	908	17%
White Bear Lake	9,940	10,423	10,500	11,200	11,700	1,277	12%
Ramsey County	202,691	214,846	223,460	236,090	246,050	31,204	15%
Twin Cities (7 County Region)	1,117,749	1,198,103	1,256,580	1,378,470	1,491,780	293,677	25%

Source: Metropolitan Council

Table 4-3. Employment Forecasts

	Maplewood	Ramsey County	Twin Cities (7-County Metro)
1970	11,060	232,230	779,000
1980	23,610	271,647	1,040,000
1990	25,068	294,676	1,272,773
2000	29,259	334,207	1,607,916
2010	27,635	317,046	1,544,613
2016	27,914	326,968	1,704,360
2020 (Projected)	32,700	356,130	1,791,080
2030 (Projected)	34,800	375,220	1,913,050
2040 (Projected)	36,600	393,070	2,032,660
Total Change, 2016 - 2040	8,686	66,102	328,300

Source: Metropolitan Council

Note: This plan refers to the planned transitway as Rush Line, but the name is anticipated to change to METRO Purple Line upon adoption into the Transportation Policy Plan.

Community Designation

As shown in the Community Designation Map in Chapter Two, the Metropolitan Council identifies Maplewood with the community designation of “Urban.” Urban communities experienced rapid development during the post-World War II era, and exhibit a development pattern dominated by the influence of the automobile. Urban communities are expected to plan for forecasted population and household growth at average densities of **at least 10 units per acre** for new development and redevelopment. In addition, Urban communities are expected to target opportunities for more intensive development near regional transit investments like the METRO Gold Line and METRO Rush Line. According to the 2040 Transportation Policy Plan, densities around the Rush Line and the METRO Gold Line should be a minimum of 25 units per acre.

Existing Land Use

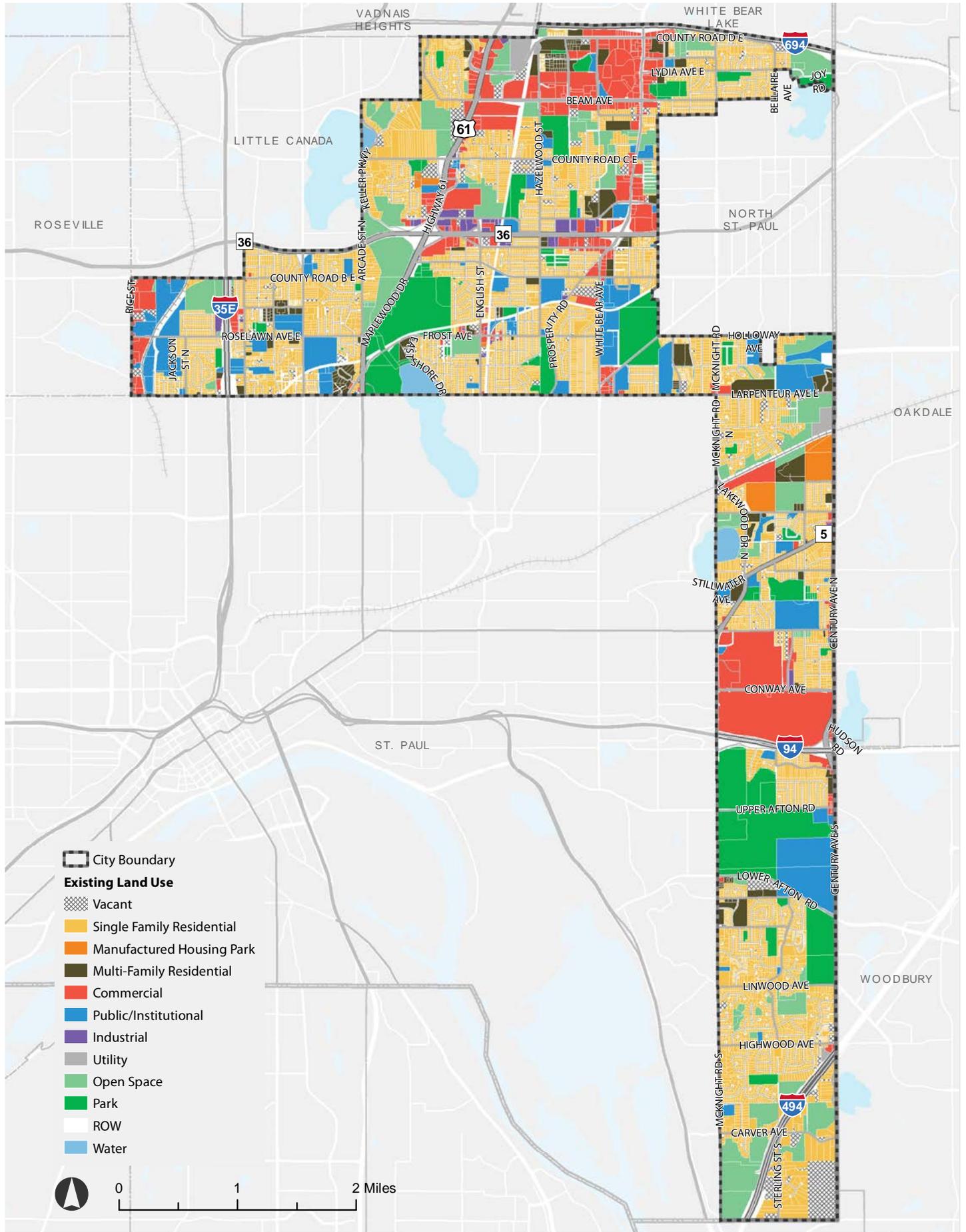
The current acreage of the City of Maplewood includes 11,573 acres. As shown in Table 4-4, the vast majority of the City has already been developed. The City currently has only 3% of land being vacant, which is done from 12% in the 2030 Comprehensive Plan. The table that follows identifies the current land uses within the City and the percentage of the overall land which is dedicated to that specific use.

Table 4-4. Existing Land Use

Existing Land Use	Gross Acres	Percent
Vacant	367	3.2%
Single Family Residential	4,036	34.9%
Manufactured Housing Park	106	0.9%
Multi-Family Residential	403	3.5%
Commercial	1,250	10.8%
Public/Institutional	926	8.0%
Industrial	86	0.7%
Utility	51	0.4%
Open Space	1,040	9.0%
Park	1,183	10.2%
ROW	2,032	17.6%
Water	93	0.8%
Total	11,573	100.0%

As shown in the table, Single Family Residential represents the largest land use in Maplewood, comprising 35 percent of the City’s total acreage. Parks and Open Space together account for over 19 percent of the land area in the City. Right of ways of various streets and utility corridors include nearly 18 percent of the land area in the City.

Figure 4-1. Existing Land Use



LAND USE

The following outline generalized land use definitions, for the existing land uses in the City of Maplewood. The categorization of properties was based on Ramsey County assessors classification, Metropolitan Council generalized land use, and site level assessment.

Vacant: This category includes lands that do not have a building or any current use, either public or private.

Single Family Residential: Residential purposes, including mostly one-family homes and manufactured homes. This designation may include some open space within or adjacent to or related to a residential development. This designation is the most prominent in the city.

Manufactured Housing Park: Residential purposes, encompassing mobile homes and similar structures, arranged in a consolidated development.

Multi-Family Residential: Residential purposes, including duplexes, triplexes, townhomes, apartment buildings and condominiums. This designation may include open space within, adjacent to, or related to a residential development.

Commercial: This category provides for general retail, service and office uses that serve the whole community.

Public / Institutional: This category includes publicly owned facilities (such as city hall and community buildings) as well as churches and similar non-profit buildings.

Industrial: This category allows primarily manufacturing and/or processing of products. It could include light or heavy industrial land use, or large warehouse facilities. It also includes extractive and railway uses.

Utility: Public or private land occupied by a power plant or substation, electric transmission line, oil or gas pipeline, water tower, municipal well, reservoir, pumping station, water treatment facility, communications tower, or similar use.

Open Space: 1) Resource protection or buffer; 2) Support unorganized public recreational activities and may contain trails, picnic areas, public fishing, etc., or 3) Preservation of unaltered land in its natural state for environmental or aesthetic purposes.

Park: Primarily for public active recreation activities improved with playfields / grounds or exercise equipment, golf courses, zoos, or similar areas.

Roadway Rights-of-Way (ROW): Public or private vehicular, transit and/or pedestrian rights-of-way

Water: Permanently flooded open water, rivers and streams, not including wetlands or periodically flooded areas.

Related Planning Initiatives

There are two previous and one recently completed planning studies that have relevance to future redevelopment planning in Maplewood.

Gladstone Redevelopment Plan

The Gladstone Neighborhood Development Plan was completed in 2007 to guide redevelopment in the area. The plan includes a conceptual redevelopment plan, including proposed housing densities and commercial components that responded to market forces. While implementation of the plan for specific properties may change over time due to external factors like market, adherence to the plan's guiding principles will ensure development will achieve the community's vision. These guiding principles include:

- » That the neighborhood maintains the resemblance of its historic past as a "village" marked by organic building patterns and a mix of uses.
- » That the regional trails be celebrated as village corridors where the neighborhood embraces them rather than relegate them.
- » That Gladstone becomes a compelling "quality of life" choice offering a great place to live, work, and play with an enduring quality of design. A sustainable community.
- » That natural and ecological functions are "woven" into the built and recreational fabric of the neighborhood, community and region rather than isolated to a parcel defined by historic use and ownership patterns.
- » That the story of Gladstone is told (or "whispered") through the design and improvements of public and private spaces.
- » That walkability becomes "the" standard when it comes to urban design and mobility in Gladstone.
- » That all stages of life are welcomed and embraced through the arrangement of uses and design of space throughout the neighborhood.
- » That opportunity for connections to varying modes of transportation are not lost but fostered through better design and vision.

The Gladstone Plan identified a number of projects and actions that would be instrumental in moving the neighborhood forward to achieve the common community vision. Over the last decade the City has completed a number of the public investments suggested by the Gladstone Plan, including restoration of the Savanna, area wide stormwater improvements, and streetscape improvements of Frost and English Street.

Beginning in 2016 the area also saw private investment in the neighborhood. The Frost English Village will be completed in three phases. Phase 1, which opened in the summer of 2016 included a 4-story, 50 unit rental apartment building. Phase II, currently underway, will include a senior rental building. Phase III, which will occur in 2018 will include a 6,500 square foot commercial building.



The Gladstone Master Plan image provides an illustrative example of how land uses and buildings could be organized in the neighborhood. It is not intended to represent exactly what will be built.



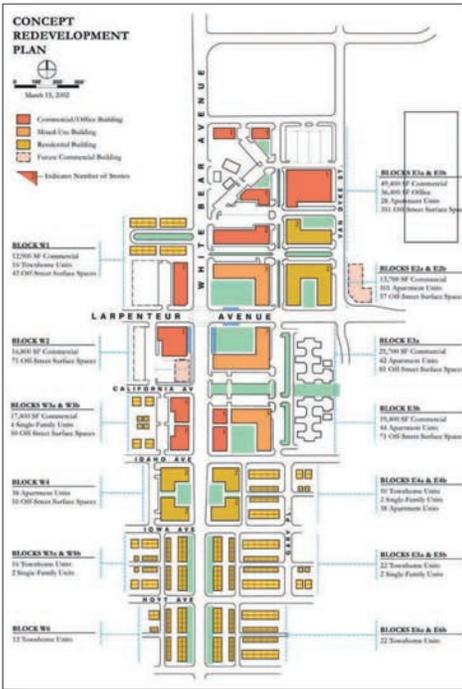
Phase I of the Frost English Village with 50 rental units.

Hillcrest Village

A study of the 85-acre Hillcrest Village area, located in both Maplewood and St. Paul, was completed in 2002. The area is fully developed with commercial, residential, and high-density senior housing land uses. There is a 1950s-era strip shopping center and other strip commercial uses located along the major roadway corridors of Larpenteur Avenue, White Bear Avenue, North St. Paul Road, and Frost Avenue. The intent for the study was to identify how to revitalize the area's retail and make the area walkable.

The final concept plan envisions a few mixed use buildings clustered near the intersection of Larpenteur and White Bear Avenues with additional commercial/office buildings lining White Bear to the north and south. Residential land uses extend out with denser apartment buildings immediately adjacent the mixed use and commercial buildings, transitioning to townhomes and rowhouses further away.

The City of Maplewood has taken steps to encourage redevelopment as proposed in the plan. The area is guided for mixed use and the City modified its zoning ordinance to support implementation of this plan. However, limited redevelopment has yet been realized. In 2017 the Hillcrest Golf Course, a private golf club located less than one mile to the east of the neighborhood announced that it would be closing. The City of St. Paul is currently evaluating future uses of that site and it is anticipated that plans for Hillcrest Village may be revisited.



Hillcrest Village Concept Redevelopment Plan

Rice-Larpenteur Vision Plan

The cities of Maplewood, Roseville, and St. Paul collaborated in 2017 on the development of a vision plan for the Rice Street and Larpenteur Avenue corridor. The purpose of the project was to understand and respond to barriers, challenges, benefits, and opportunities associated with changes in land use, access, transit services, and other facilities around key nodes in the corridor and to identify potential redevelopment sites.

The plan identifies the Rice-Larpenteur corridor as a high energy mixed-use area that serves the surrounding neighborhoods as well as the broader community. Goals identified include:

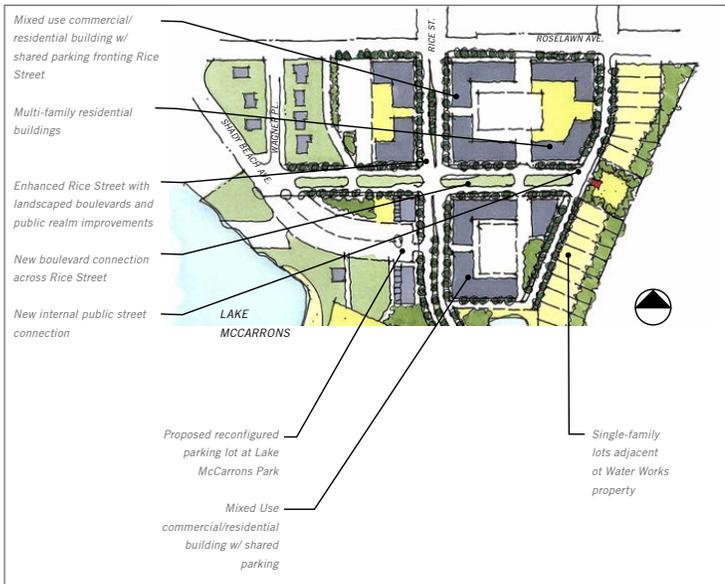
- » Provide safe connections for walking and biking to and through the area.
- » Ensure a safe crossing from the Marion Street area to the Community School of Excellence.
- » Improve the aesthetic quality of street design to improve the quality and condition of streetscape elements (lighting, benches, bus stops, etc.) and sidewalks
- » Capitalize on development and redevelopment opportunities associated with revitalization of the corridor.
- » Host a "Food Truck 101" and a "Restaurant 101" event in this area like the program held by the St. Paul Area Chamber of Commerce (SPACC) in December 2016.
- » Create an environment for people first, and the automobile last.
- » Develop a "Village by the Lake" using McCarrons and other blue-green infrastructure to create identity and increase sustainability.



Northeast Corner of Rice and Roselawn



Northeast Corner of Rice and Larpenteur



Southeast Corner of Rice and Roselawn

Regional Transit Investments

A key influence in future redevelopment in Maplewood is the planned regional investment in the METRO Gold and METRO Rush Lines. These transitways are intended to improve accessibility and mobility in the Twin Cities region between areas where people live, work, shop, and recreate. To support these investments, cities are required to implement plans that will create and sustain activity levels that are sufficient to encourage use of the lines.

Strategies include:

- » Guiding land use around stations at sufficient net densities. For the METRO Rush Line, minimum net densities are 25 units an acre, while the minimum net density for the METRO Gold Line is 10 units per acre.
- » Planning for a total level of activity that includes at least 7,000 residents, jobs, or students through a mix of housing, employment, retail, entertainment, and education.
- » Creating a pedestrian-friendly environment that maximizes walking and biking access and fosters an inviting experience on the way to transit.
- » Planning for mixed use development and a mix of housing affordability.
- » Incorporating civic, public, and semi-public spaces.

METRO Rush Line (Purple)

The METRO Rush Line, anticipated to be known as the Purple Line, is a 14-mile bus rapid transit (BRT) corridor that will extend from downtown St. Paul to White Bear Lake. A locally preferred alternative was selected in 2017 with 85% of the line planned to be a dedicated guideway that will share the Ramsey County Regional Railway Authority (RCRRA) right-of-way with the Bruce Vento Trail. The corridor will jog at Beam Avenue to provide connectivity to HealthEast St. Johns and Maplewood Mall. North of Interstate 694 it will continue along US Highway 61. While exact station locations have not been determined, it is anticipated that there will be stations serving Maplewood at Larpentour Avenue, Frost Avenue, Highway 36/English, St. John's Hospital, and Maplewood Mall. Planning is currently underway with operations anticipated by the mid-2020s.

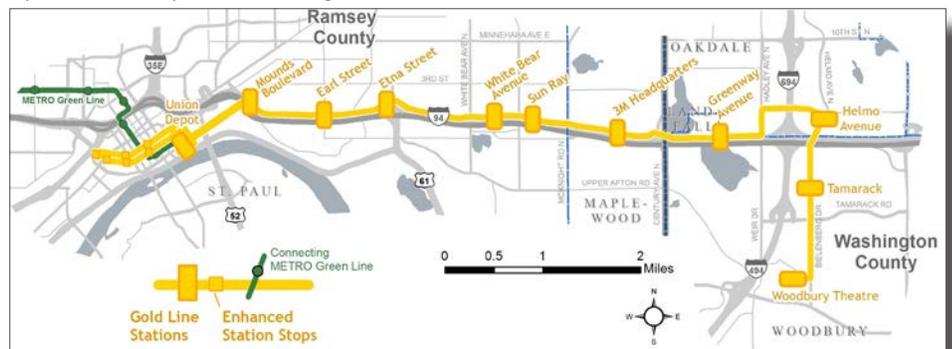
METRO Gold Line

The METRO Gold Line is a 9-mile bus-rapid transit (BRT) corridor that will extend from downtown St. Paul to Woodbury. There are 10 stations proposed along the route, with one proposed in Maplewood near the 3M headquarters. Planning is currently underway with construction anticipated in 2022 and operations expected to begin in 2024.



Proposed Route for the METRO Rush Line

Maplewood will seek to ensure there is safe and convenient pedestrian and bicycle access to the stations from all directions for both BRT lines. For METRO Gold Line, this would include a bridge over Interstate 94 that can serve the neighborhoods to the south and connect the station to regional resources like Battle Creek Regional Park and beyond.



Proposed Route for the METRO Gold Line

Issues and Opportunities

The list of issues and opportunities was developed based on the community's existing conditions, community input, past and current planning initiatives, and planned transit investments.

- » There are limited opportunities for new development. Most of growth will come from redevelopment and reinvestment.
- » Transit investments like the METRO Gold and METRO Rush Lines will benefit from the intensification of land uses in the surrounding area. While this will provide an opportunity to create thriving pedestrian-oriented, mixed-use neighborhoods, care must be taken to sensitively integrate with the long-term single-family neighborhoods.
- » Maplewood Mall is a notable hub for retail and services in the community. Retail trends may require innovative and creative approaches to support its evolution through 2040.
- » Historic retail nodes throughout the community are or will be in need of reinvestment over the next 20 years. Given retail market trends how can those areas be best supported so they can thrive and be a positive contributor to the surrounding neighborhoods.
- » Given the shape of Maplewood the City shares its border with many adjacent communities. Collaboration with these communities is important in shaping redevelopment, particularly in aging commercial areas.

Future Land Use

The City of Maplewood has various opportunities for redevelopment and development within its boundaries given the favorable location of the community in the metropolitan area. With this plan, the City seeks to ensure continued investment and reinvestment in the community while maintaining and enhancing the character of various neighborhoods around the City. The City of Maplewood has identified future land use designations to guide the location and intensity of development and redevelopment.

The City has considered a number of factors in determining the future land use designations, including the location of existing development and infrastructure, forecasts of households and employment growth, environmental considerations and constraints, regional growth strategies, the compatibility of land uses with one another, and other community goals. The ultimate outcome of this process is a land use plan that identifies future land uses that serve the needs of the existing community and anticipates the future needs of the community.

The Future Land Use Plan will provide a guide for managing future growth and redevelopment by identifying future land uses and intensity, as well as the identification of environmental protection areas. The City supports development and redevelopment that can be accommodated wisely and in an orderly fashion, while protecting the natural resources and open spaces that make Maplewood a distinctive community. The following table identifies the number of acres expected for each type of land use.

STATION AREA PLANNING

Station area planning involves detailed planning for the area immediately around a transit station, typically covering a half-mile radius. The process intentionally plans on integrating land uses with planned transit stations and customers. In the Twin Cities Metro region station area plans are undertaken with policies supportive of transit that address requirements in the Transportation Policy Plan, as well as other funding criteria.



A station area plan can inform future updates to a community's comprehensive plan. Alternatively, a community may draft a separate plan document in such a way that it can be incorporated into the comprehensive plan by reference.

Maplewood supports and is participating in station area planning for the METRO Gold Line and Rush Line. The results of the station area planning are reflected throughout the Land Use chapter of this plan.

Table 4-5. Future Land Use

Future Land Use	Gross Acres	Percent
Rural/Low Density Residential	209	1.8%
Low Density Residential	3,679	31.8%
Medium Density Residential	474	4.1%
High Density Residential	352	3.0%
Mixed Use - Neighborhood	200	1.7%
Mixed Use - Neighborhood High Density	24	0.2%
Commercial	444	3.8%
Mixed Use - Community	354	3.1%
Public/Institutional	871	7.5%
Employment	569	4.9%
Utility	52	0.4%
Open Space	1,040	9.0%
Park	1,183	10.2%
ROW	2,032	17.6%
Water	93	0.8%
Total	11,573	100.0%

As a developed community, Maplewood’s Future Land Use designations are the same throughout each 10-year planning period.

While gross acres are used for the overall Future Land Use, in estimating the number of residential units and non-residential areas, net acres are used. Using net acres removes wetlands and water bodies.

The future land use plan for the City of Maplewood accommodates residential land uses at various densities to accommodate and support various life-cycle housing options. The largest residential category is Low Density Residential, at nearly 3,700 acres. The purpose of the Rural / Low Density Residential classification is to ensure that particular areas of the City are protected for their rural and natural character. This classification primarily includes areas in the south Maplewood area.

To further the goal of providing for anticipated population and household growth through 2040, the majority of new growth is anticipated to occur in the developed area of the City, where three Mixed Use land use categories will support residential land uses of various densities. The higher residential densities anticipated in mixed use areas will allow the City to use and maximize the efficiency of existing infrastructure facilities in Maplewood.

Future Land Use Classifications

The following sections provide detailed descriptions of land use classifications through 2040 in Maplewood. Each residential land use category is tied to a particular density range. Household growth is calculated by multiplying residential land use categories by the appropriate housing density range identified for the particular land use category. These numbers and calculations represent the potential for residential development, and do not represent a guarantee that the maximum potential development will be achieved in each residential area. The Future Land Use Plan provides for the Metropolitan Council’s forecasted figure of 20,300 households by the year 2040.

To ensure that infrastructure is provided in an efficient and cost effective manner, the Metropolitan Council has established a minimum overall average density requirement of 10 units per net acre for new growth between 2020

Figure 4-2. Future Land Use

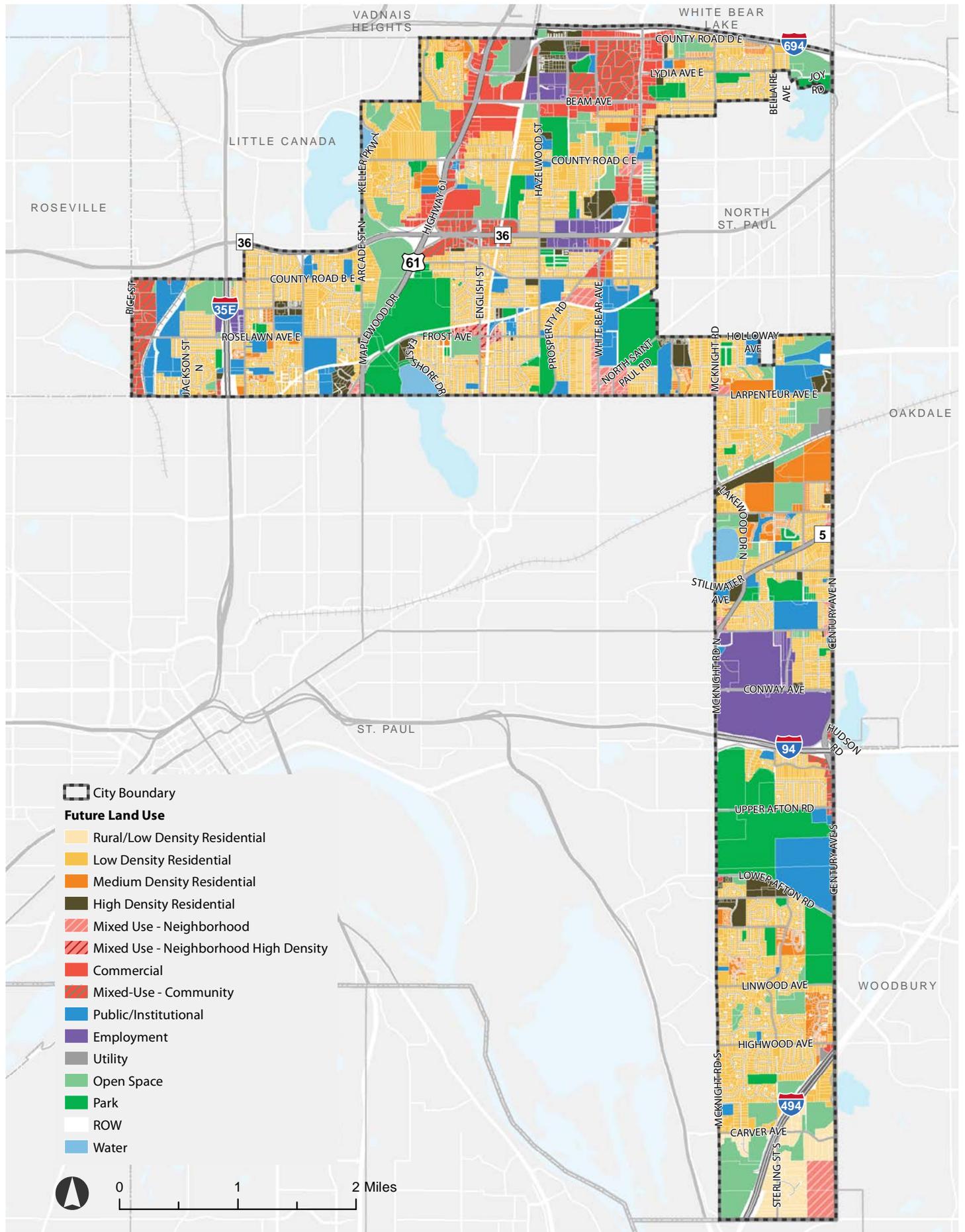


Table 4-6. Anticipated Changes in Land Use

	2020-2030		2030-2040		2020-2030	2030-2040	2020-2030	2030-2040
	Min Units	Max Units	Min Units	Max Units	Sq. Ft. Non-Res	Sq. Ft. Non-Res	Jobs	Jobs
Total	1,663	3,811	2,866	6,607	3,487,134	5,408,895	4,015	6,199
Overall Dwelling Units / Acre	16.67	38.21	16.04	39.97				

and 2040 for “Urban” communities. Maplewood’s Future Land Use Plan provides for enough residential land at appropriate densities to achieve this goal, as the City’s average minimum net density for anticipated areas of change through 2040 is more than 15 units per acre.

The table above provides a breakdown of anticipated changes in land use by decade through 2040 and the associated calculations of residential densities (units per acre) and jobs.

Rural/Low Density Residential **(0.5 - 1.5 units per net acre)**



The City intends the Rural/Low Density Residential classification to offer a rural residential setting and to help protect the City’s natural resources. Future land uses and development shall maintain and embrace the existing rural character as an essential element of neighborhood planning and design. Rural, not urban, planning and servicing principles will apply to these areas. Maplewood intends the rural-style and low density housing to be a long-term and enduring land use in this area. The City may allow the use of density bonuses if the applicant or property owners show how their proposal meets the City’s highest development standards. This classification is intended to have a mix of sewerred and non-sewerred developments. If appropriate densities are achieved in new developments, they will be sewerred. Otherwise, the City’s sanitary sewer plan (contained within the Comprehensive Plan) will be used to determine when urban services should be extended and where it would be appropriate. For developments that are lower in density and will need to utilize on-site systems the Individual Sewage Treatment System (ISTS) standards must be met and will have to provide for adequate acreage.

Low Density Residential **(2.6 - 6.0 units per net acre)**



Low Density Residential is by far Maplewood’s largest residential classification. The City intends for residential densities of 2.6 to 6.0 units per net acre in this land use category. Maplewood intends to continue this classification for the City’s present practice of mixing attached and detached single-family housing types (including traditional single-family detached homes, detached town houses and two-family homes).

Medium Density Residential **(6.1 - 10.0 units per net acre)**

The City intends the Medium Density Residential land use for moderately higher densities ranging from 6.1 to 10.0 units per net acre. Housing types in

this land use category would typically include lower density attached housing, manufactured housing and higher density single family detached housing units. Some forms of stacked housing (condominiums and apartments) could be integrated into Medium Density areas, but would need to be surrounded by additional green space.

High Density Residential **(10.1 - 25 units per net acre)**

Maplewood intends the High Density Residential land use for higher housing densities ranging from 10.1 to 25 units per net acre. Housing types in this category would include higher density townhome, condominium and apartment developments in stacked or attached configuration. These housing areas are often located along the freeway and major road corridors and near major shopping and employment areas. Also of importance to the location of High Density Residential is proximity to the parks and open space system, employment, goods and services, and transit.

Mixed Use - Neighborhood **(8 - 31 units per net acre)**

The City intends the mixed use - neighborhood classification to be for neighborhood serving (small scale buildings that serve a market at a neighborhood scale) commercial retail or service businesses, offices, and medium- to high-density housing. This district would lean residential, with at least 50 percent of development being residential in nature. Commercial and residential development may be combined vertically in the same building or horizontally on the same or adjacent sites. When uses are mixed within a building, retail, service, offices, and civic uses should be focused on the ground floor, while housing should be focused on the upper floors. Parking may be in structures to maximize land development intensity. Park space should be small and intimate and may occur in the form of plazas. The intensity of mixed use - neighborhood development will vary depending on its location within the City, surrounding uses, and transit service.

Mixed Use - Neighborhood High Density **(25 - 50 units per net acre)**

The City intends the mixed use - neighborhood high density classification to be for neighborhood serving (small scale buildings that serve a market at a neighborhood scale) commercial retail or service businesses, offices, and high-density housing. This district would lean residential, with at least 50 percent of development being residential in nature. Commercial and residential development may be combined vertically in the same building or horizontally on the same or adjacent sites. When uses are mixed within a building, retail, service, offices and civic uses should be focused on the ground floor, while housing should be focused on the upper floors. Parking should be in structures to maximize land development intensity. Park space should be small and intimate and may occur in the form of plazas. Higher intensities in mixed use - neighborhood high density development are encouraged to support nearby transit service.



Mixed Use – Community (25 – 50 units per net acre)

The City intends the mixed use - community classification to be for community and regional serving commercial retail or service businesses, offices, and high-density housing. This district would lean commercial, with at least 50 percent of development being commercial in nature. Commercial, office, and residential development may be combined vertically in the same building or horizontally on the same or adjacent sites. When uses are mixed within a building, retail, service and civic uses should be focused on the ground floor, while housing and offices should be focused on the upper floors. Parking should be in structures to maximize land development intensity. Park space should be actively programmed, surrounded by active ground floor uses, and may occur in the form of plazas and central greens. The intensity of mixed use - community development will vary depending on its location within the City and surrounding uses, but generally will be more intense in nature. Because frequent and reliable transit service greatly benefits mixed use – community centers, its construction and maintenance in and around these centers should be supported.



Commercial

The commercial classification includes a wide variety of commercial land use activities that focus on retail goods, services, offices, restaurants, and entertainment. This classification may also include but is not limited to areas for offices and related uses, car dealerships, and auto repair services. Light industrial uses which accommodate manufacturing, processing, warehousing, and research and development are also allowed. Low-intensity commercial uses, such as clinics, child care facilities, and smaller retail uses that cater to convenience shopping are included as well. This land use classification will work to provide for a transition between high-intensity employment and mixed use centers and residential districts. The City may allow high-intensity uses in this area, subject to performance guidelines.

Employment

Land use activities within the employment designation place a special emphasis on job retention and creation. The employment classification includes both lower- and higher-intensity manufacturing and industrial areas and major employment centers such as the 3M campus and the St. John's Hospital campus. Higher-intensity office, clinical, and business uses are supported to provide an integrated and attractive employment center. Industrial uses may include but are not limited to; warehouses, laboratories, wholesale businesses, radio and television stations and other manufacturing and industrial uses. Because frequent and reliable transit service greatly benefits large employment centers, its construction and maintenance in and around these centers should be supported.

Park

Maplewood intends the parks classification to represent active or passive recreation areas. Some uses are informal recreation areas while others are more formal with groomed fields.

Open Space

The City intends the open space classification to reflect lands that are either undevelopable or that city intends to not develop. Maplewood wants these areas to be used for passive recreational needs, habitat restoration, or as a preserve.

Public/Institutional

The Public/Institutional classification includes uses such as public schools, fire stations, libraries, water-system facilities, religious institutions, cemeteries, private schools, and other City, County, and State-used and owned properties. There is currently no zoning district designated for public/institutional uses. The city requires the approval of a conditional use permit for public/institutional land uses in all zoning districts in Maplewood.

Utility

The utility classification may include uses such as, but not limited to, electrical substations, telecommunication towers, and natural gas storage.



MIXED USE IN MAPLEWOOD

The 2040 Comprehensive Plan expands the mixed use land use category found in the 2030 Comprehensive Plan from one land use category to three land use categories. Expanding the mixed use land use category to three categories allows the future land use plan to be

- » Better tuned to the existing surrounding character,
- » More supportive of future regional transit investments, and
- » More flexible and responsive to future market conditions and demands.

The mixed use categories differ from each other in the following ways:

- » Residential density
- » Commercial use market service area
- » Mix of non-residential to residential uses
- » Building scale

- » Parking location/orientation
- » Park space character
- » Vertical vs. horizontal mix of uses

FLEXIBILITY



Though a mix of uses (either vertical or horizontal) is encouraged within the mixed use districts, their primary benefit to the residents and businesses within the City of Maplewood is flexibility. The mixed use districts provide the opportunity for residential uses to be built if there is a greater need for places to live and offices or retail to be built to satisfy demand for their services and jobs. The mixed use districts will not require that individual properties, or even the individual node, to have both uses. There may be locations within the City where a mixed use district will only have commercial uses or only residential uses.

Table 4-7. Anticipated Staging of Residential Development

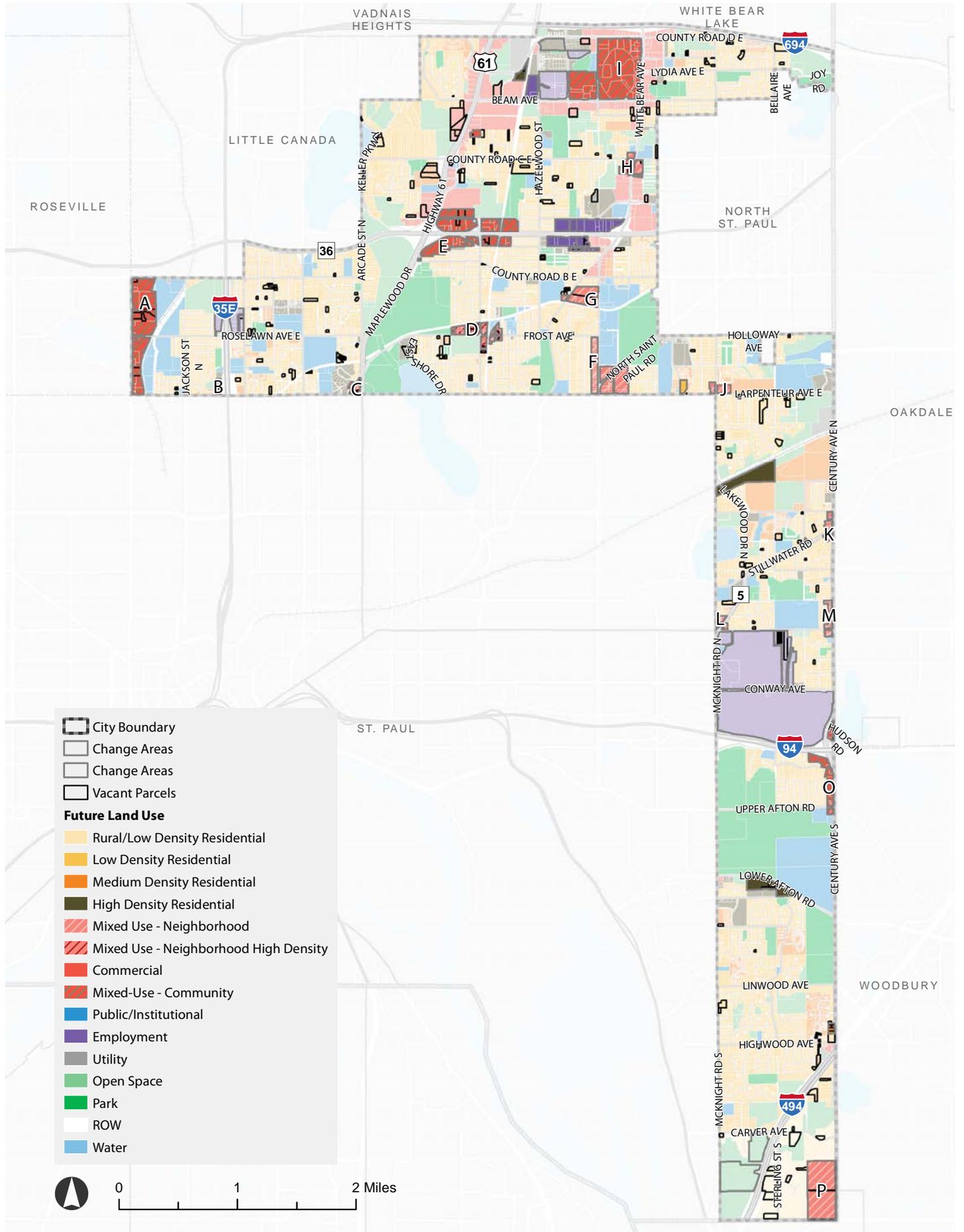
Area	Future Land Use	Net Acres	Density (units/acre)	Expected % Residential	2020-2030 Units	2030-2040 Units*
A	Mixed Use - Community	81	25-50	30%	212-423	302-604
B	Mixed Use - Community	3	25-50	40%	10-21	10-21
C	Mixed-Use - Neighborhood	6	8-31	70%	11-43	16-62
D	Mixed-Use - Neighborhood HD	24	25-50	80%	287-575	383-766
E	Mixed Use - Community	90	25-50	30%	203-406	338-677
F	Mixed-Use - Neighborhood	48	8-31	50%	97-375	116-450
G	Mixed-Use - Neighborhood	18	8-31	80%	57-222	80-311
H	Mixed-Use - Neighborhood	14	8-31	50%	22-86	28-108
I	Mixed Use - Community	141	25-50	40%	492-985	844-1,688
J	Mixed-Use - Neighborhood	5	8-31	50%	5-19	10-37
K	Mixed-Use - Neighborhood	9	8-31	60%	17-64	25-96
L	Mixed-Use - Neighborhood	5	8-31	50%	7-26	10-37
M	Mixed-Use - Neighborhood	8	8-31	50%	8-32	10-38
O	Mixed Use - Community	24	25-50	50%	60-120	120-239
P	Mixed-Use - Neighborhood	75	8-31	80%	0	48-187
Throughout	Rural/Low Density Residential	29	0.5-1.5	100%	15-44	15-44
Throughout	Low Density Residential	109	2.6-6	100%	283-653	283-653
Throughout	Medium Density Residential	15	6.1-10	100%	89-147	89-147
Throughout	High Density Residential	53	10.1-25	100%	184-456	536-1,327
Overall					2,059 - 4,695	3,263 - 7,491

* Includes units added 2020-2030, Source: HKGi

Development Staging

While much of the future development in Maplewood will come from redevelopment there is a small amount of infill and new growth identified as well. Figure 4-3 shows all of land area that is available or likely for redevelopment, infill development, or new development in Maplewood. In planning for future growth, an estimate for when development or redevelopment might occur was made in one of three 10-year increments, through 2020, 2021 to 2030, and 2030 to 2040. This staging plan was used in the development of the Local Sewer Plan. Analysis conducted determined that the City will be capable of serving this new growth when it occurs.

Figure 4-3. Staging of Development



LIONS PARK NEIGHBORHOOD MASTER PLAN

The availability of convenient transit service through the opening of the METRO Gold Line bus rapid transit (BRT) route has the potential to increase interest in redevelopment of surrounding neighborhoods. In an effort to support community reinvestment and be proactive to ensure quality development, the City explored in the 2040 Comprehensive Plan planning process the potential of re-guiding the Lions Park Neighborhood to Mixed Use Community Commercial.

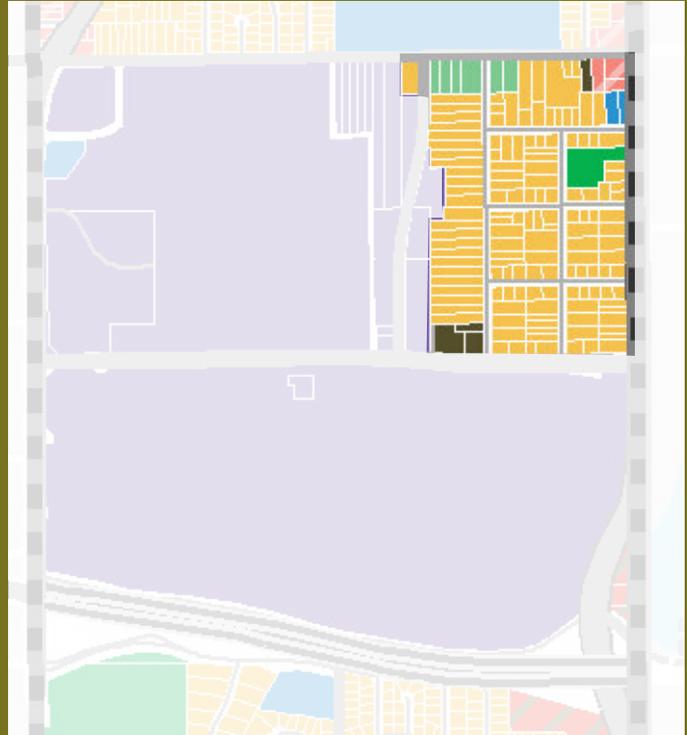
Mixed Use Community Commercial would allow a mix of uses, including all densities of residential, retail, and offices. It was intended that after adoption of the 2040 Comprehensive Plan, the City would modify its existing mixed use zoning district or create a new mixed use zoning district for this area to outline permitted and conditional land uses, as well as to identify design standards to integrate the new uses within the existing neighborhood. As with any of the mixed use districts, the intent of the re-guiding is to provide increased flexibility for property owners in the future use of their property as any future redevelopment would be at the discretion of property owners and the interest of private developers.

Through community engagement about the draft comprehensive plan, the City heard from numerous property owners within the Lions Park Neighborhood about this potential change in designation. Most property owners expressed concern about the designation as it would be a significant change from

the existing, predominantly single family residential neighborhood. Land use related concerns raised included, but were not limited to, the types of uses that would be allowed, building height, site design, traffic, and potential infrastructure costs that might be assessed on existing uses. Neighborhood residents also expressed concern about depressed market values and the potential for decreased investment in long-term property maintenance and improvements as a result of uncertainty about future land uses.

Given that the METRO Gold Line is not anticipated to be operating until the mid-2020s, the 2040 Comprehensive Plan was revised to include an action to complete a Lions Park Neighborhood Master Plan rather than having the entire neighborhood re-guided to Mixed Use Community Commercial (see Action #15). This approach recognizes that there are currently a few unknowns, such as the location of the station and the sidewalk/trail routes through 3M, that could affect the potential for Lions Park to be a focus for future transit related redevelopment. The intent is that a neighborhood master plan would be able to better assess the extent of potential redevelopment and identify where it would be best to designate mixed use community. The neighborhood master plan would also provide more specific direction regarding design and transitional elements that could help minimize the impact of future redevelopment on the neighborhood. It is recommended that the development of a neighborhood master plan include a taskforce which includes representation from the neighborhood.

While in general the land use designation follows the 2030 future land use designations, a few changes were made to reflect 2040 city-wide comprehensive plan directions. This includes the designation of properties adjacent to 3M as employment and the commercial properties at the corner of Century Avenue and Minnehaha as mixed use neighborhood.



The 2040 Comprehensive Plan uses existing land use to inform future designations. Properties adjacent to the 3M campus are guided employment, existing multi-family is guided high density residential, existing single family residential remain low density, and the commercial properties in the northeast corner are guided mixed use neighborhood.

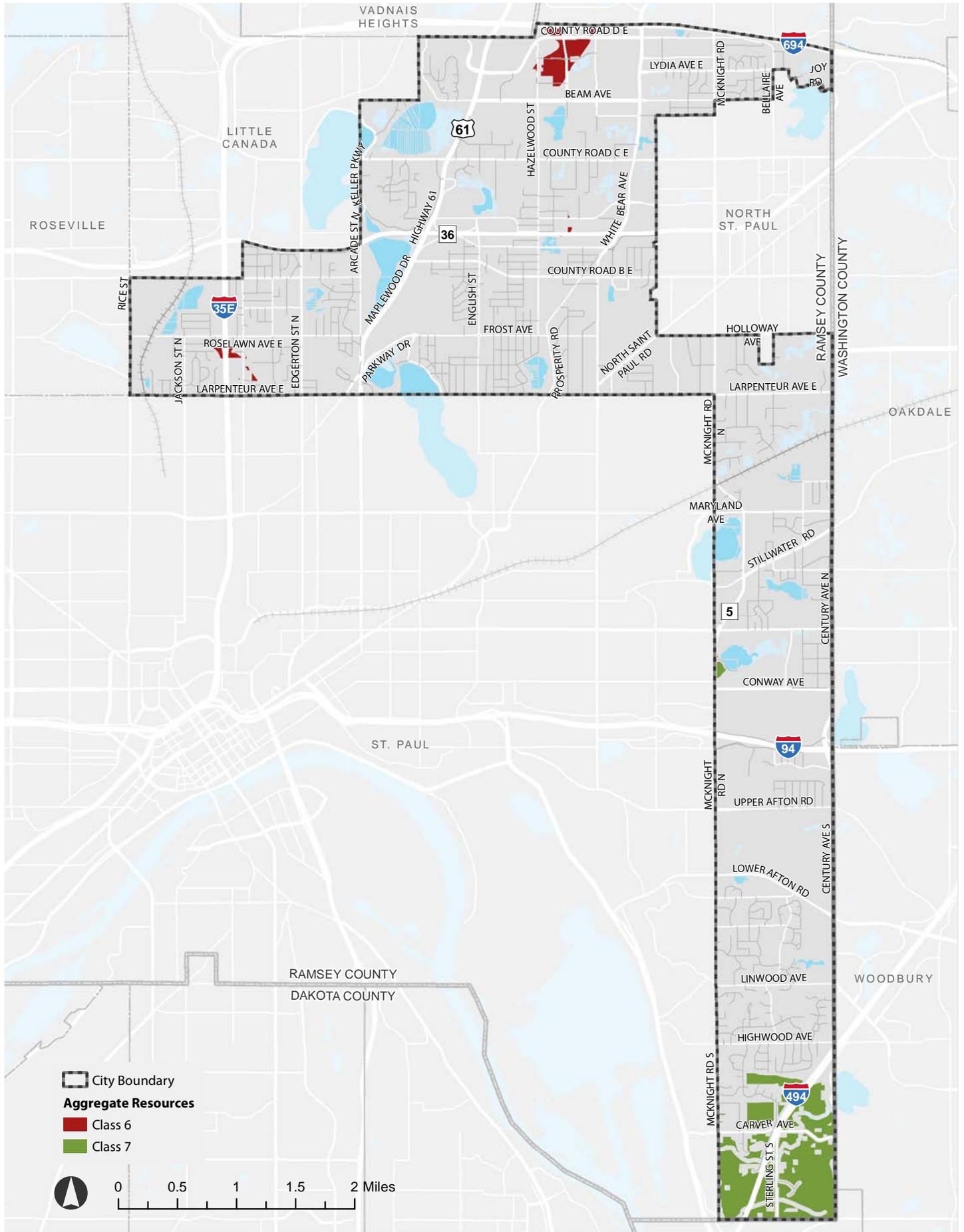
Aggregate Resources

The Metropolitan Council requires cities to identify the location of aggregate resources within the community based on the Minnesota Geological survey. A few areas of aggregate resources were identified in Maplewood along the northern edge of the city as well as the southernmost portion of the city. The two classes of aggregate resources identified are defined below.

- » Class 6: Des Moines Lobe deposits; >20% of bulk natural aggregate retained on #4 sieve; deposit 10- 40 feet thick; overburden <10 feet thick; water table deeper than 20 feet; good to limited subsurface data. Material moderate to good quality. Thickness set at 20 feet for computing volume of aggregate resources.
- » Class 7: Superior Lobe deposits; >20% of bulk natural aggregate retained on #4 sieve; deposit 10- 40 feet thick; overburden <10 feet thick; water table deeper than 20 feet; good to limited subsurface data. Material good to excellent quality. Thickness set at 20 feet for computing volume of aggregate resources.

It is unlikely that the aggregate resources on the north side of the community will be extracted because the community is generally developed. At the southern tip, much, but not all, of the land identified is public so aggregate resource extraction is also not likely. If any property or business owner seeks to extract aggregate resources, the City will explore with them the feasibility of extracting the resources and ensure all required state laws are followed in order to understand the potential impacts of mineral extraction.

Figure 4-4. Aggregate Resources





HEALTH



RESILIENCE



EQUITY



AGE-FRIENDLINESS

The icons above are used to reference the guiding principles, which describe community values that are intended to be achieved through the implementation of the Comprehensive Plan.

See Chapter 3: Guiding Principles for further description of each.

Implementation

The following goals, policies and actions are meant to build on the accomplishments from the 2030 Comprehensive Plan.

Goals and Policies

1. Enhance existing neighborhoods by encouraging residential neighborhood development and redevelopment to address gaps in the housing mix, ensuring the efficient use of city services and infrastructure, and strengthen neighborhood vitality.

- 1.1 Support developments that add to the diversity of housing (such as style, size, character, and price) and tie neighborhoods to nearby neighborhoods and districts and the broader community
- 1.2 Residential development projects should take advantage of the city's existing landscape features and amenities and promote the development of green connections (trails, sidewalks, etc.) to neighboring portions of the community.
- 1.3 Residential projects should use grid or curvilinear street patterns to provide connectivity and facilitate the provision of city services.
- 1.4 Support efforts to build on undeveloped lots within platted and partially developed neighborhoods that are already served by utilities.
- 1.5 Encourage new housing that adds to the diversity of housing products in the neighborhood while maintaining the existing character.
- 1.6 Require sidewalks and trails in neighborhoods to ensure safe routes to education, civic, and recreational facilities.



Goals and Policies surrounding addressing gaps in housing and improving neighborhoods have the potential for addressing equity, aging, and health.



Goals and Policies that support increased housing densities, intensifications of neighborhood nodes, and transit access address all of the themes.



Goals and Policies that support the development of the Maplewood Mall area as a pedestrian-friendly, mixed use area support multiple themes.

2. Increase development densities/intensities with quality design at appropriate locations to support an increased mix of housing options, viability of neighborhood commercial nodes, and regional transit investments.

- 2.1 Ensure redevelopment and new development uses the Urban Design Principles noted in the box to the left.
- 2.2 Ensure new development and redevelopment takes into account the general characteristics of the surrounding area in which the development is located and use high quality design to minimize impacts.
- 2.3 Ensure neighborhood concerns are taken into consideration by requiring developers to hold neighborhood meetings prior to submitting applications for significant development or redevelopment projects.
- 2.4 Require transitions between different types of land uses and/or development densities/intensities by using design standards, landscape buffers/screening, and land use transitions.
- 2.5 Encourage higher densities around the METRO Rush and METRO Gold Lines, as well as adjacent to regional nodes like Maplewood Mall, HealthEast St. Johns, and 3M.

3. Improve the economic condition and appearance of the Maplewood Mall area and ensure community-wide needs are met.

- 3.1 Promote the redevelopment of properties in the Maplewood Mall area as mixed-use, in order to strengthen retail and commercial uses in the area, and also integrate new households and new employment into this key area within the city.
- 3.2 Promote redevelopment projects that help maintain the Maplewood Mall vicinity as a key destination, not only in Maplewood, but also for surrounding communities in the metro area.
- 3.3 Support the efforts of the private sector to acquire, demolish, and reuse economically challenged properties in the area, which by virtue of their location, condition, or value no longer function at their highest potential economic use.
- 3.4 Ensure redevelopment projects in the Maplewood Mall area use appropriate urban design principles.

URBAN DESIGN PRINCIPLES

- » **Scaling new construction to be consistent with that of surrounding buildings**
- » **Using architectural features that enhance the quality of buildings and the public realm**
- » **Establishing a street grid and street connectivity to create a better integrated district in this part of Maplewood**
- » **Providing amenities for bicyclists and pedestrians, including sidewalks, trails, and enhanced streetscape elements**

4. Strengthen the 3M campus and the HealthEast St. Johns Hospital and surrounding area as key employment centers in Maplewood and this portion of the Twin Cities metro area.

- 4.1 Promote the development of “spin-off” office or employment-oriented land uses (such as medical office) in the vicinity of the two employment centers, in order to capitalize on the presence of 3M and the hospital, and create additional employment in the City of Maplewood.
- 4.2 Promote the development of retail and residential land uses in the vicinity, leveraging the economic strength of the two employment centers and providing nearby places for employees to shop and live.
- 4.3 Encourage mixed-use development in the vicinity of the two employment centers in order to create more distinctive and attractive districts in Maplewood.
- 4.4 Support the efforts of the private sector to acquire, demolish, and reuse economically challenged properties in the vicinity of the two employment centers, which by virtue of their location, condition, or value no longer function at their highest potential economic use.
- 4.5 Ensure that any development or redevelopment projects in these two employment centers, or the surrounding areas, use appropriate design strategies to provide for a higher quality public realm as described in the Urban Design Principles box on the previous page.



Goals and Policies that support expanded employment and the creation of adjacent mixed use districts have the potential for supporting equity and aging

5. Promote the revitalization of neighborhood retail shopping centers and corridors and surrounding areas as mixed-use nodes that enhance the vitality of particular neighborhoods in Maplewood from the perspectives of economic development and community character.

- 5.1 Ensure redevelopment projects in the mixed-use nodes and along corridors use appropriate design principles to enhance the character and attractiveness of these nodes (see Urban Design Principles box on the previous page).
- 5.2 Promote potential mixed-use nodes to the local development community as opportunity areas for a variety of redevelopment options, including retail, residential, and office uses.



Goals and Policies that support the transformation of neighborhood nodes into pedestrian friendly mixed use districts have the potential to support equity, aging, and health.

6. Encourage the use of sustainable site and building design and construction techniques

- 6.1 Promote the use of green/sustainable construction practices such as the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED), Minnesota Green Star, and Low Impact Design principles.
- 6.2 Use the City’s Green Building Program for residential, commercial, and industrial buildings owned and financed by the City.



- 6.3 Use natural resources information in the development review process to identify environmentally sensitive features to protect through preservation, best management practices, and sustainable design.
- 6.4 Encourage the use of renewable energy sources, including solar, wind, geothermal, hydro, and biomass.
- 6.5 Support the co-location of complementary industries (i.e. companies where the waste product of one can become an input of another).

Actions



- 1. Amend the Zoning Map to align it with the 2040 Future Land Use Plan.
- 2. Develop new zoning districts to implement the Mixed Use categories of the 2040 Comprehensive Plan.

Maplewood Mall

- 3. Complete a subarea plan or district plan for the Maplewood Mall area, to help define the following:
 - a. Expectations regarding anticipated mixes of land uses on a block by block basis.
 - b. Expectations regarding urban design principles guiding redevelopment in the area.
 - c. Opportunities for connections and synergy with the HealthEast St. Johns campus and surrounding supportive health care facilities.
 - d. Improvements to support pedestrian, bicycling, and transit connectivity, particularly the METRO Rush Line stations.
 - e. Further definition of implementation tools and steps to be completed, to support redevelopment and revitalization.
- 4. Rezone the Maplewood Mall area as a mixed-use community designation (including the definition of anticipated densities and other requirements) in order to proactively guide future development.
- 5. Lead targeted marketing efforts to identify developers and new uses for redevelopment in the Maplewood Mall area consistent with the comprehensive plan.
- 6. Form effective partnerships with private investors and other governmental agencies to undertake redevelopment efforts.

3M and Health East St. Johns

- 7. Rezone areas around the two employment centers as mixed-use (including the definition of anticipated densities and other requirements) in order to proactively guide future development.
- 8. Work with 3M and the hospital to proactively explore redevelopment ideas for properties near the two employment centers, including marketing efforts to identify potential developers and new uses for redevelopment in these areas, consistent with the comprehensive plan.

- Conduct planning meetings or work sessions with the hospital and 3M (separately) on a regular basis to review facilities needs for the two entities and how redevelopment within the two employment centers may proceed.



Mixed Use Corridors and Nodes

- Rezone neighborhood retail shopping centers and corridors as mixed-use nodes, in order to make entitlements of potential projects easier and to guide the parameters for new development (including items such as required density, setbacks, etc.). Provide flexibility such that nodes can be all commercial, all residential, or a mix of residential and commercial.
- Promote potential mixed-use nodes and redevelopment corridors to the local development community as opportunity areas for a variety of redevelopment options, including retail, residential, and office uses.
- Implement the Rice Larpenteur Vision Plan.
- Revisit the Hillcrest Village study in collaboration with the City of St. Paul.
- Implement the Gladstone Redevelopment Plan.
- Advocate for Maplewood's needs and desires in the station area planning for the METRO Rush and METRO Gold Lines. For both transit lines, the City seeks to ensure there is safe and convenient pedestrian and bicycle access to the stations from all directions. For METRO Gold Line, this would include a bridge over Interstate 94 that can serve the neighborhoods to the south and connect the station to regional resources like Battle Creek Regional Park and beyond.



Today I-94 and the lack of public sidewalks on the south side of 3M's campus are barriers to the planned 3M/Maplewood Station, limiting access to transit for Maplewood residents. The BRTOD Plan concept has the potential to provide direct access to transit, as well as enhance the health and quality of life with improved access to parks and the regional bike network.

The following recommendations from the BRTOD Plan are intended for the City of Maplewood to incorporate into the 2040 Comprehensive Plan:



Source: Gold Line Station Area Planning, Crandall Arambula

- » Include the I-94 pedestrian and bicycle bridge, and multi-use trails along the planned BRT guideway (from McKnight Road to Century Avenue) and Sterling Street (Hudson Place to Upper Afton Park) as potential pedestrian/bicycle network priority improvements within the currently proposed non-motorized access improvement area.
- » Engage partners to further refine the bridge and multi-use trail concepts and identify potential funding and implementation opportunities.
- » Initiate I-94 pedestrian / bicycle bridge and multi-use trails planning as a priority segment to position for grant funding.

16. Develop a Lions Park Neighborhood Master Plan once construction commences on the METRO Gold BRT Line. Use a taskforce with representation from the neighborhood in the development of the master plan.
17. Collaborate with the cities of Woodbury and Newport on master planning for the proposed mixed use node in the southeast corner of the City.



Residential Neighborhood Development

18. Review zoning ordinance to identify and remove barriers that prevent a variety of housing styles, types, lot sizes, and densities to be developed in new neighborhoods or as infill in existing neighborhoods.
19. Create zoning regulations to accommodate the development of limited retail uses (such as corner stores) and institutional uses within residential neighborhoods.

Areas of Change

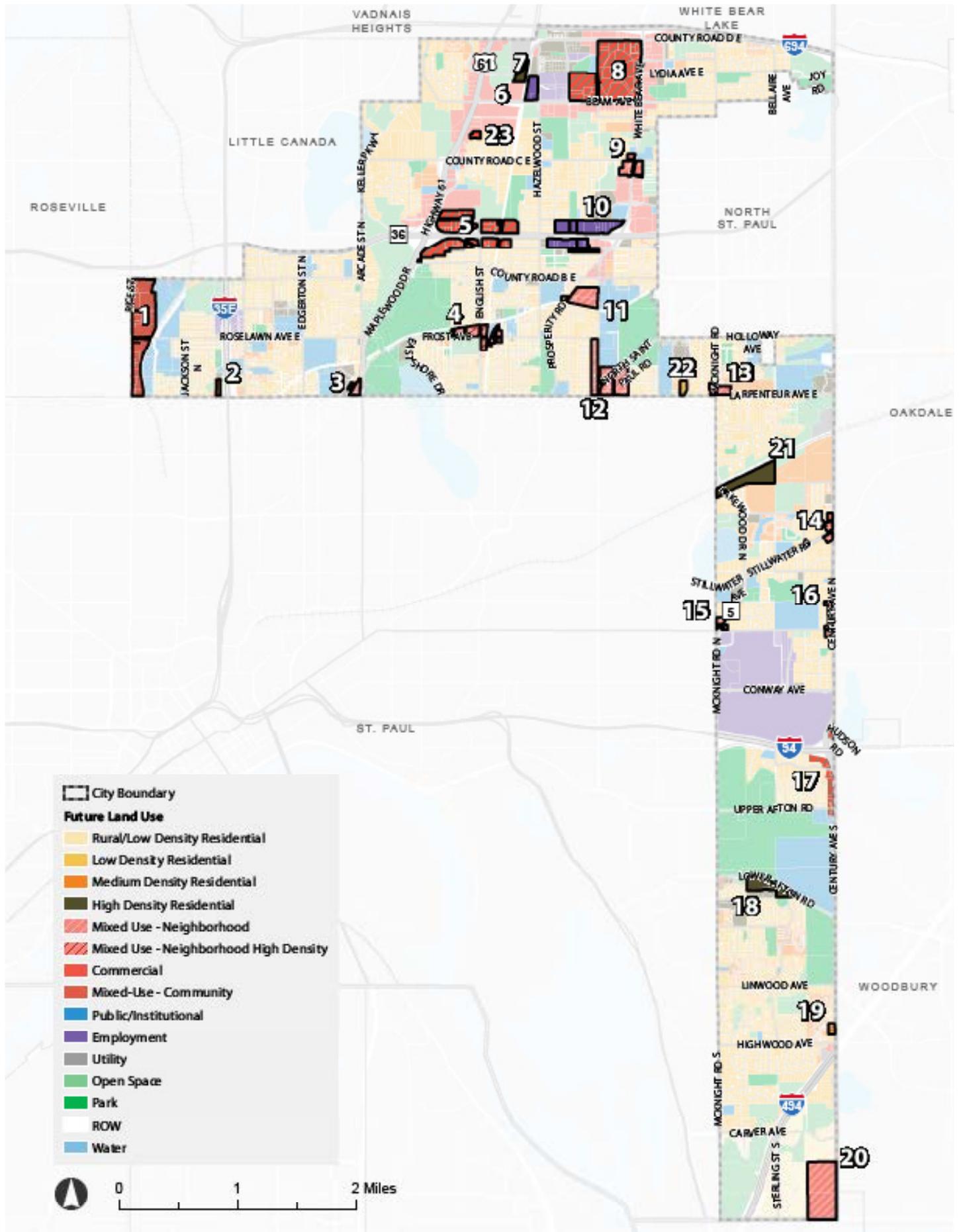
The following figures identify key changes in land use in “areas of change” anticipated in the City of Maplewood through 2040. These areas of change represent a change in land use guidance between what was guided in the 2030 Comprehensive Plan and this comprehensive plan. Highlighting and giving special emphasis to these areas in the plan may make it seem as though this comprehensive plan presents a drastic shift in land use guidance compared to the 2030 plan, but when all told, they only account for 4% of Maplewood’s land area. The table below highlights the employment-bearing land use intensity within the areas of change. Residential density within these areas is highlighted in Table 4-7.

Table 4-8. Employment-Bearing Land Use Intensity

Area	Future Land Use	Net Acres	Expected FAR	Expected % Non-residential
1	Mixed Use - Community	81	.5	70%
2	Mixed Use - Community	3	.3	60%
3	Mixed-Use - Neighborhood	6	.6	30%
4	Mixed-Use - Neighborhood HD	24	.8	20%
5	Mixed Use - Community	90	.6	70%
7	Employment	12	.8	100%
8	Mixed Use - Community	141	.8	60%
9	Mixed-Use - Neighborhood	14	.7	50%
10	Employment	45	.8	100%
11	Mixed-Use - Neighborhood	18	.6	20%
12	Mixed-Use - Neighborhood	48	.6	50%
13	Mixed-Use - Neighborhood	5	.6	50%
14	Mixed-Use - Neighborhood	9	.7	40%
15	Mixed-Use - Neighborhood	5	.7	50%
16	Mixed-Use - Neighborhood	8	.4	50%
17	Mixed Use - Community	24	.5	50%
20	Mixed-Use - Neighborhood	75	.5	20%
23	Commercial	2	.2	100%

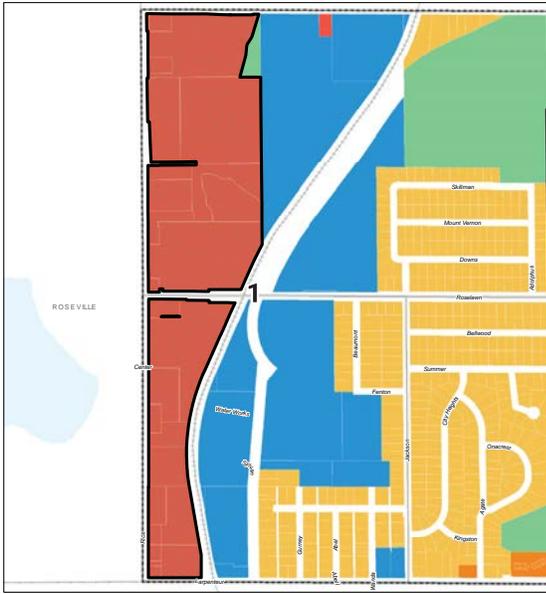
Source: HKGi

Figure 4-5. Areas of Change



LAND USE

2040 Planned Land Use



2030 Planned Land Use

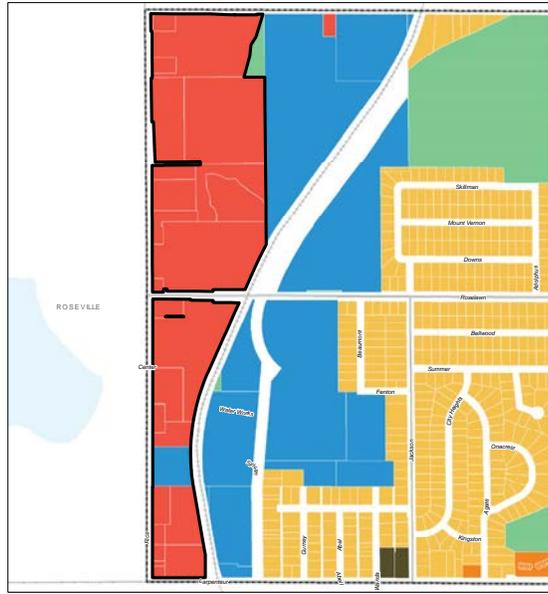
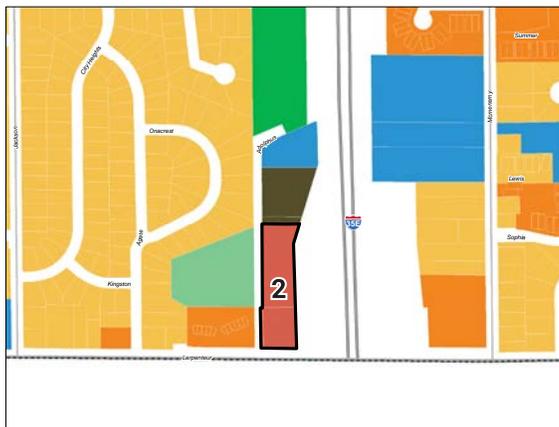


Figure 4-7. Areas of Change: 1

Area 1: The plan calls for the conversion of areas designated as “commercial” along the east side of the Rice Avenue corridor, between Larpenteur Avenue and the city limit with Little Canada, to convert to a “Mixed Use-Community” designation. This change will allow property owners the flexibility to develop projects that may include residential uses, in addition to or as an alternative to retail or office properties, as market conditions change over time. This land use change will align with the conclusions and recommendations of the Rice & Larpenteur corridor study.

2040 Planned Land Use



2030 Planned Land Use

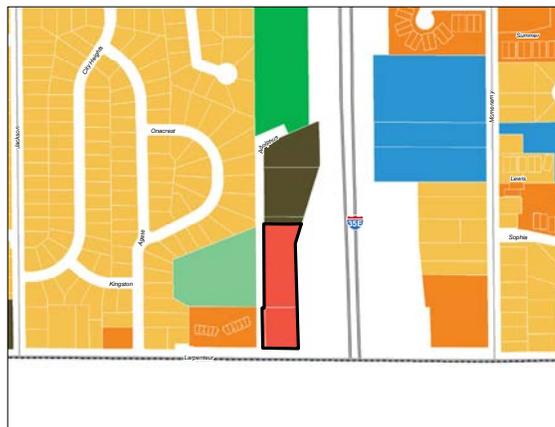


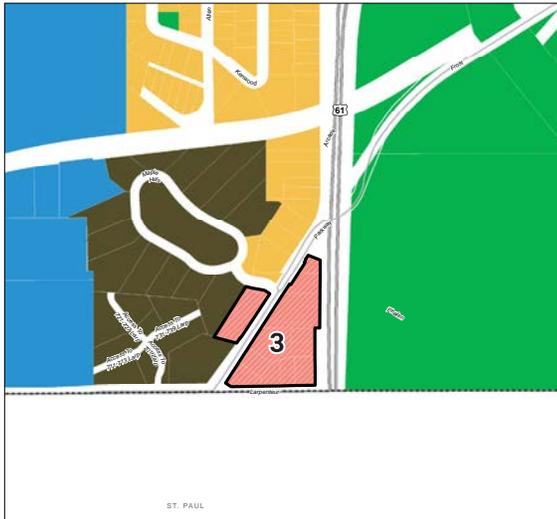
Figure 4-8. Areas of Change: 2

Area 2: The plan calls for the conversion of existing retail-designated land along the west side of I-35E, and just north of the Larpenteur interchange, from “commercial” to “Mixed Use-Community” in order to allow for a greater variety of options for development on these parcels, including various forms of multi-family residential land uses.

LEGEND

	Planned Gold Line Stations		Low Density Residential		Mixed Use - Neighborhood High Density		Employment		ROW
	Gold Line		Medium Density Residential		Commercial		Utility		Water
	Change Areas		High Density Residential		Mixed-Use - Community		Open Space		Park
	Half Mile Station Buffer		Mixed Use - Neighborhood		Public/Institutional				
	Rush Line Stations								
	Rush Line Alignment								

2040 Planned Land Use



2030 Planned Land Use

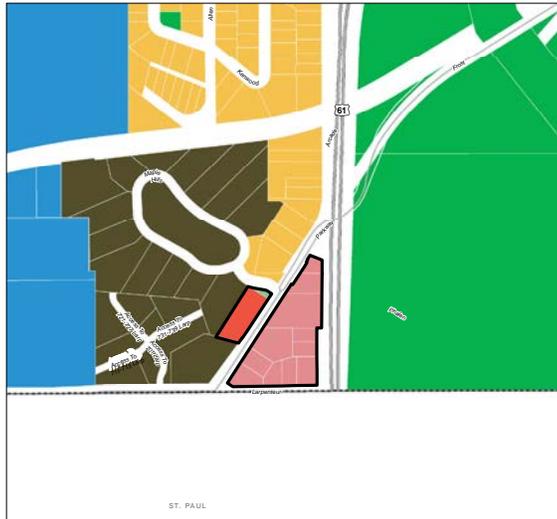


Figure 4-9. Areas of Change: 3

Area 3: The plan calls for the conversion of a triangle of land at the northwest corner of Larparenteur and US 61, and an additional parcel on the west side of Parkway Drive, to a “Mixed Use-Neighborhood” designation. This change will allow for the potential conversion of office buildings or retail-oriented properties to mixed-use development or residential development, depending on changes in market trends over time.

2040 Planned Land Use



2030 Planned Land Use



Figure 4-10. Areas of Change: 4

Area 4: The plan calls for the areas in the Gladstone neighborhood already designated as “Mixed Use” in the 2030 plan to convert to a “Mixed Use-Neighborhood High Density” designation in order to accommodate the levels of residential density anticipated with the opening of the METRO Rush line through the neighborhood, and surrounding the planned transit stop at Frost Avenue. This mixed-use designation allows for residential densities in excess of 25 units per acre, per guidance from 2040 Transportation Policy Plan concerning the type of residential density necessary to support transit-oriented development in the vicinity of transit line stations. The future land use plan for this area is intended to build upon the momentum of the Frost English development to create a true neighborhood hub for the Gladstone neighborhood.

2040 Planned Land Use



2030 Planned Land Use



Figure 4-11. Areas of Change: 5

Area 5: The 2040 plan calls for various commercial areas along either side of Highway 36, east of US 61, to convert from a “Commercial” designation to a “Mixed Use-Community” designation to allow for potential conversion of existing commercial properties to a variety of allowed uses, including residential. The eastern portion of Area 5 orients around a stop along the METRO Rush Line (at Highway 36), and therefore the residential development in this area near the future METRO Rush Line will orient around the transit line and help support its ongoing ridership.

2040 Planned Land Use



2030 Planned Land Use

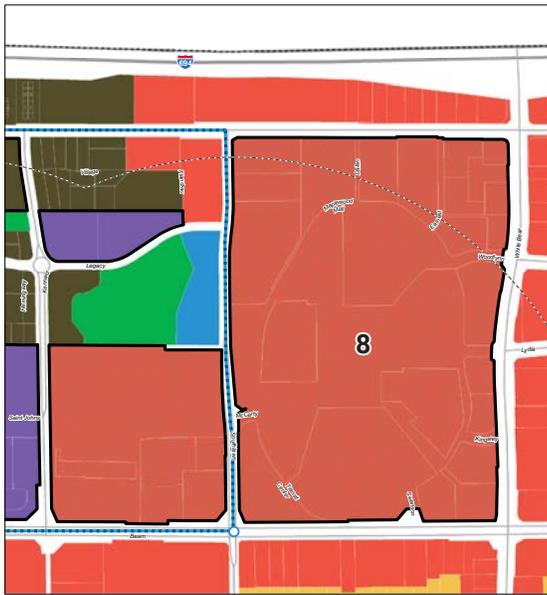


Figure 4-12. Areas of Change: 6 & 7

Area 6: The 2040 plan calls for the change in the land use designation for a parcel along the south side of County Road D and east of County View from “Commercial” to High Density Residential, as a result of consistent interest from the development community over the last few years in developing High Density Residential projects on this site.

Area 7: The 2040 plan converts the land use designation for the HealthEast St Johns Hospital campus and a parcel to the west, from “Commercial” to “Employment”, to better reflect the nature of the land uses at the medical center and adjoining properties.

2040 Planned Land Use



2030 Planned Land Use

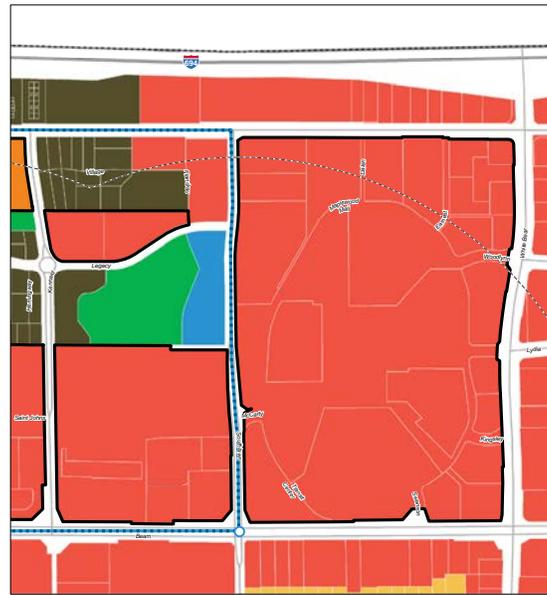


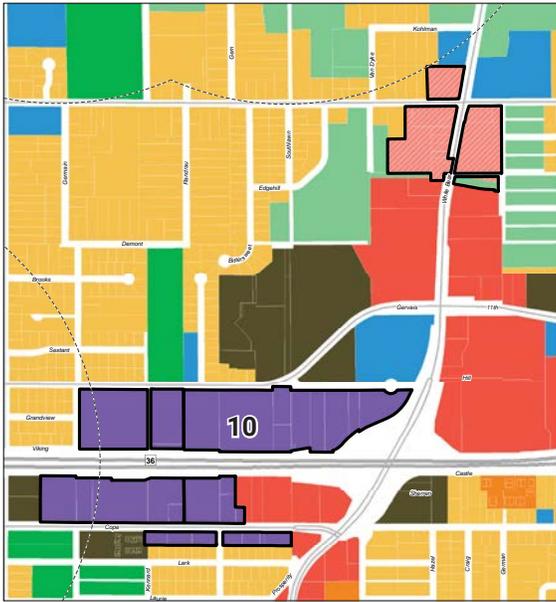
Figure 4-13. Areas of Change: 8

Area 8: The 2040 plan changes the land use designation for the Maplewood Mall area from “Commercial” to “Mixed Use-Community” to allow for developers to pursue a variety of redevelopment ideas for the mall and surrounding commercial properties in the area. The area has the potential to add a range of higher density residential land uses, and the mixed use designation is also intended to help encourage the potential revitalization of the mall area as a key community destination and a place to live, play, shop, and work in Maplewood and this portion of the metro area. The mixed use development around the Maplewood Mall could also include a variety of hotel and hospitality uses and entertainment uses geared to attract visitation from surrounding communities. Planning for mixed use near the mall will also help support the overall goal of strengthening White Bear Avenue as a key corridor in this portion of Maplewood.

LEGEND

	Planned Gold Line Stations		Low Density Residential		Mixed Use - Neighborhood High Density		Employment		ROW
	Gold Line		Medium Density Residential		Commercial		Utility		Water
	Change Areas		High Density Residential		Mixed-Use - Community		Open Space		Park
	Half Mile Station Buffer		Mixed Use - Neighborhood		Public/Institutional		Park		
	Rush Line Stations								
	Rush Line Alignment								

2040 Planned Land Use



2030 Planned Land Use

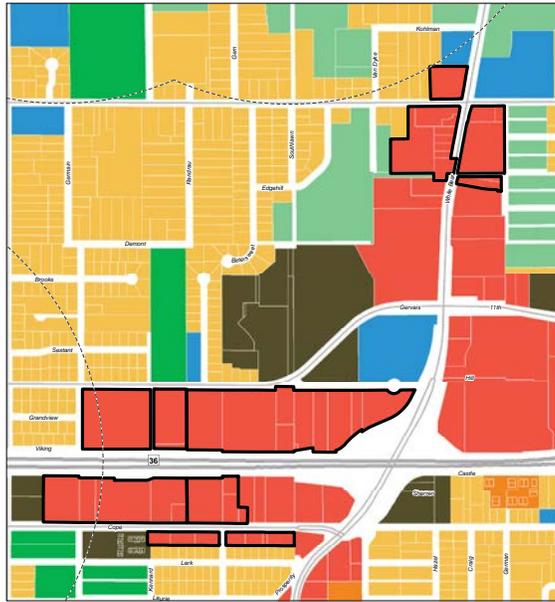
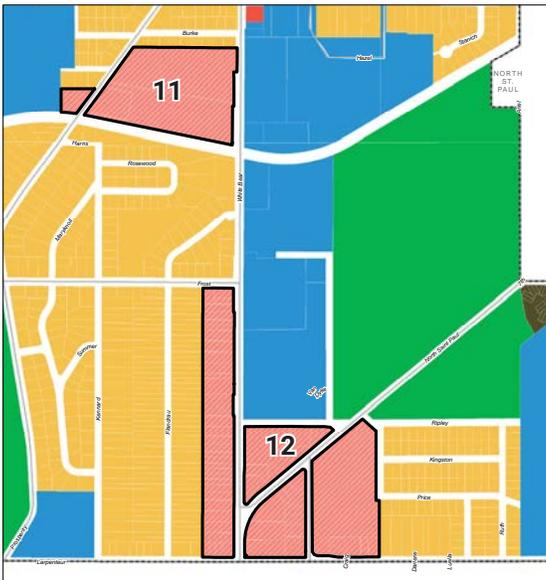


Figure 4-14. Areas of Change: 9 & 10

Area 9: The 2040 plan calls for an area around and to the south of the County Road C and White Bear Avenue intersection to convert from a “Commercial” to a “Mixed-Use Neighborhood” designation. This change will provide an option for property owners to add residential uses to redevelopment concepts for properties in the area, and help create more of a neighborhood node in this portion of Maplewood.

Area 10: The 2040 plan converts the land use designation for a variety of properties along either side of Highway 36, to the west of White Bear Avenue, from “Commercial” to “Employment”. This change will help the City in marketing the area to larger employers and to attract additional office users to this portion of the community.

2040 Planned Land Use



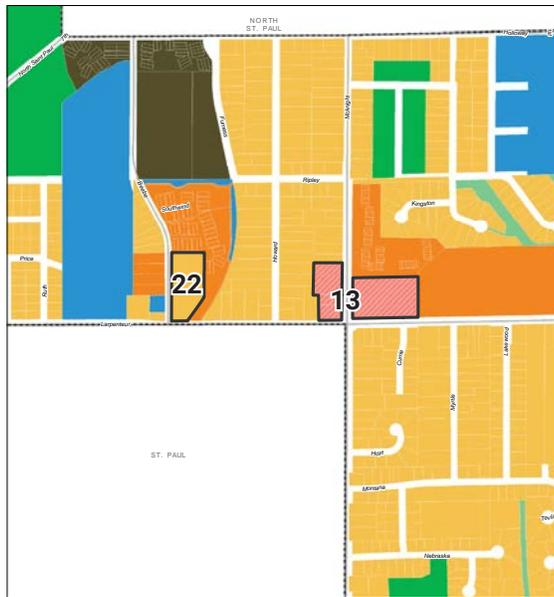
2030 Planned Land Use



Figure 4-15. Areas of Change: 11 & 12

Areas 11 and 12: The 2040 plan converts the land use designation for various properties along White Bear Avenue, between Larpenteur and County Road B, from “Mixed Use” to “Mixed Use-Neighborhood”. This change is intended to better reflect the nature of neighborhood oriented development intended for this part of Maplewood over time. This land use plan aligns with the overall vision of the community to revitalize the White Bear Avenue corridor throughout its length in Maplewood.

2040 Planned Land Use



2030 Planned Land Use

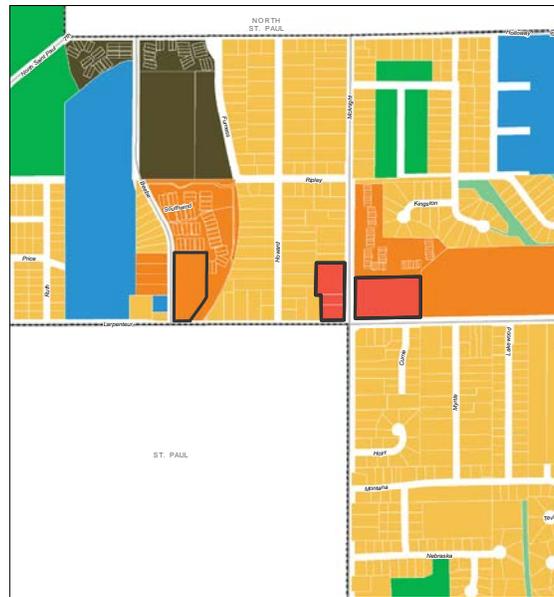


Figure 4-16. Areas of Change: 13 and 22

Area 13: The 2040 plan converts the land use designation for two commercial shopping centers at Larpenteur and McKnight from “Commercial” to “Mixed Use-Neighborhood”. This change will provide additional options for these property owners to consider in revitalizing or redeveloping these properties in the future, including the potential to add residential development in these parcels. The designation is also intended to convey the desire to improve this area to create more of a neighborhood node of mixed-use activity, in this part of Maplewood, over time.

Area 22: The 2040 plan takes into account a 2030 comprehensive plan amendment to change this highlighted area’s land use guidance from medium density residential to low density residential.

LEGEND

	Planned Gold Line Stations		Low Density Residential		Mixed Use - Neighborhood High Density		Employment		ROW
	Gold Line		Medium Density Residential		Commercial		Utility		Water
	Change Areas		High Density Residential		Mixed-Use - Community		Open Space		Park
	Half Mile Station Buffer		Mixed Use - Neighborhood		Public/Institutional		Park		
	Rush Line Stations								
	Rush Line Alignment								

2040 Planned Land Use



2030 Planned Land Use



Figure 4-17. Areas of Change: 14

Area 14: The 2040 plan converts the land use designation for a series of parcels on the west side of Century Avenue, from Maryland to south of Stillwater Road, from “Commercial” to “Mixed Use-Neighborhood”. This change will provide additional options for these property owners to consider in revitalizing or redeveloping these properties in the future, including the potential to add residential development in these parcels. The designation is also intended to convey the desire to improve this area to create more of a neighborhood node of mixed-use activity, in this part of Maplewood, over time.

2040 Planned Land Use



2030 Planned Land Use

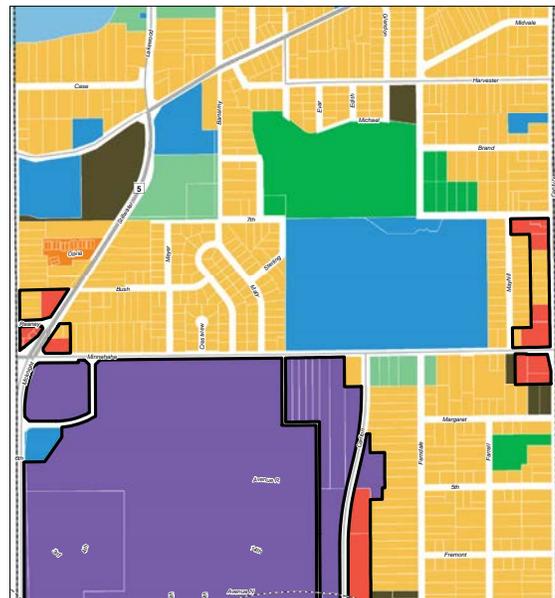
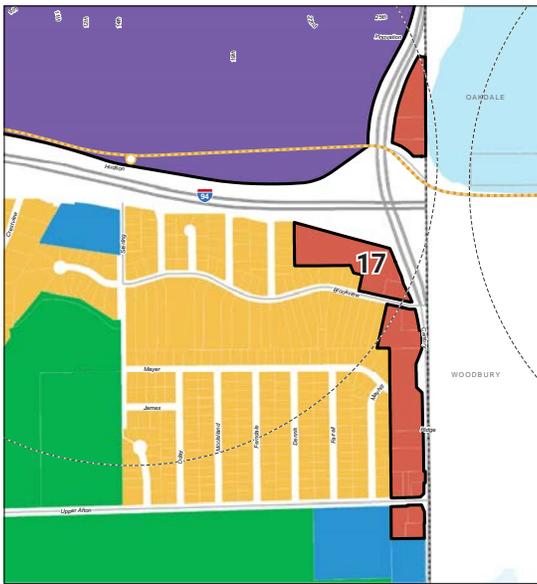


Figure 4-18. Areas of Change: 15 & 16

Areas 15 and 16: The 2040 plan converts the land use designation for a series of parcels to the north of the 3M campus (around McKnight and Minnehaha, and along Century between 7th and Minnehaha) from “Low Density Residential” and “Commercial”, to “Mixed Use-Neighborhood”. This change will provide additional options for these property owners to consider in revitalizing or redeveloping these properties in the future, including the potential to add residential development in these parcels. The designation is also intended to convey the desire to improve this area to create more of a neighborhood node of mixed-use activity, in this part of Maplewood, over time.

2040 Planned Land Use



2030 Planned Land Use

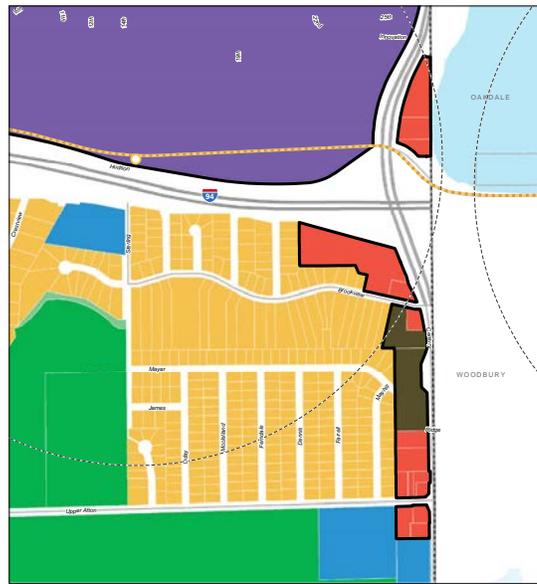


Figure 4-19. Areas of Change: 17

Area 17: The 2040 plan converts the land use designation of various commercial and residential parcels, along Century to the north and south of I-94, to a “Mixed-Use Community” designation. This change will provide additional options for these property owners (all of which are in close proximity to the 3M campus) to consider in revitalizing or redeveloping these properties in the future, including the potential to add residential development in these parcels. The designation is also intended to convey the desire to improve this area to create more of a significant node of mixed-use activity, in this part of Maplewood, over time.

2040 Planned Land Use



2030 Planned Land Use



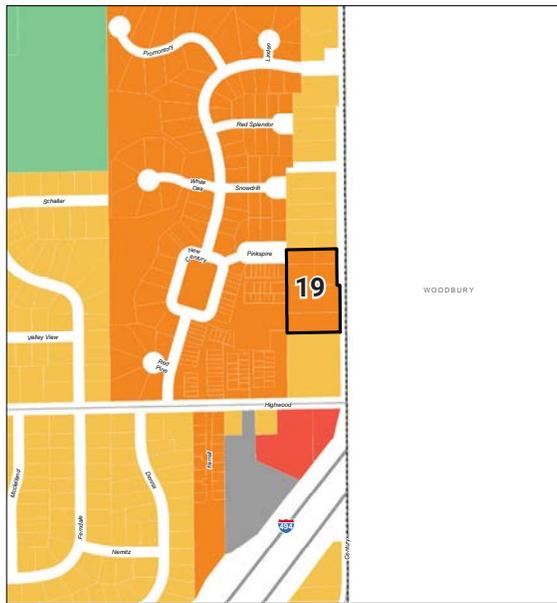
Figure 4-20. Areas of Change: 18

Area 18: The 2040 plan converts a former fire station parcel and a property to the west, along Lower Afton Road, to “High Density Residential” to encourage the continuation of higher density residential development in this portion of Maplewood.

LEGEND

- Planned Gold Line Stations
- Gold Line
- Change Areas
- Half Mile Station Buffer
- Rush Line Stations
- Rush Line Alignment
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use - Neighborhood
- Commercial
- Mixed-Use - Community
- Mixed Use - Neighborhood High Density
- Employment
- Utility
- Open Space
- Park
- Public/Institutional
- Water
- ROW

2040 Planned Land Use



2030 Planned Land Use

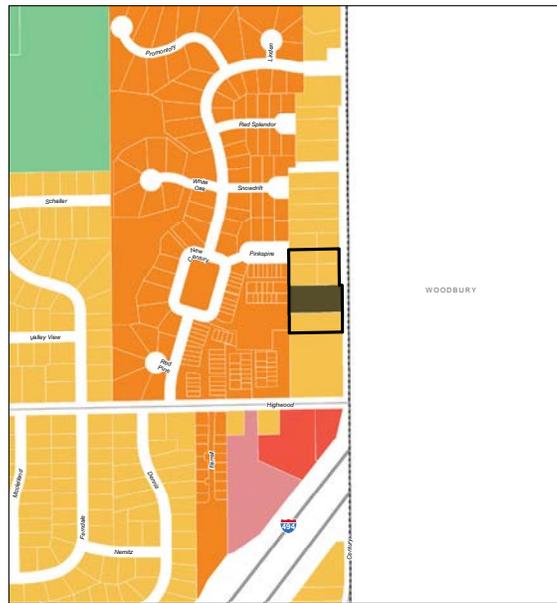
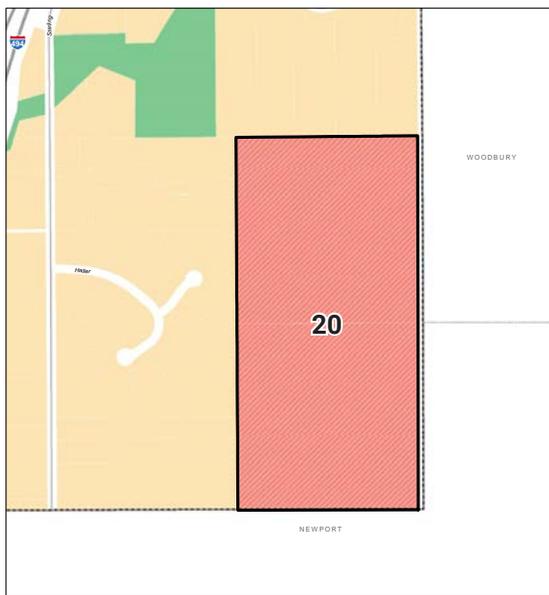


Figure 4-21. Areas of Change: 19

Area 19: The 2040 plan converts the land use designations for six parcels along the west side of Century, to the north of Highwood, from Low and High Density Residential, to Medium Density Residential.

2040 Planned Land Use



2030 Planned Land Use

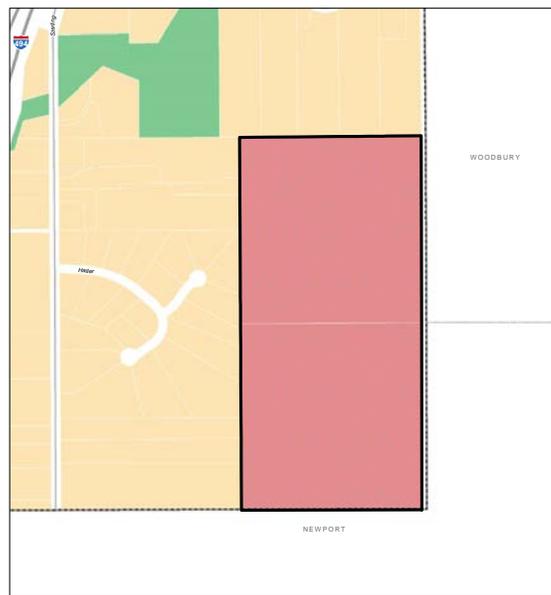


Figure 4-22. Areas of Change: 20

Area 20: The 2040 plan converts the land use designation for an agricultural parcel along Century at the southern border of the City from “Mixed Use” to “Mixed Use-Neighborhood” to align with the new land use designations in the new plan.

LEGEND

	Planned Gold Line Stations		Low Density Residential		Mixed Use - Neighborhood High Density		Employment		ROW
	Gold Line		Medium Density Residential		Commercial		Utility		Water
	Change Areas		High Density Residential		Mixed-Use - Community		Open Space		Park
	Half Mile Station Buffer		Rush Line Alignment		Public/Institutional				

2040 Planned Land Use



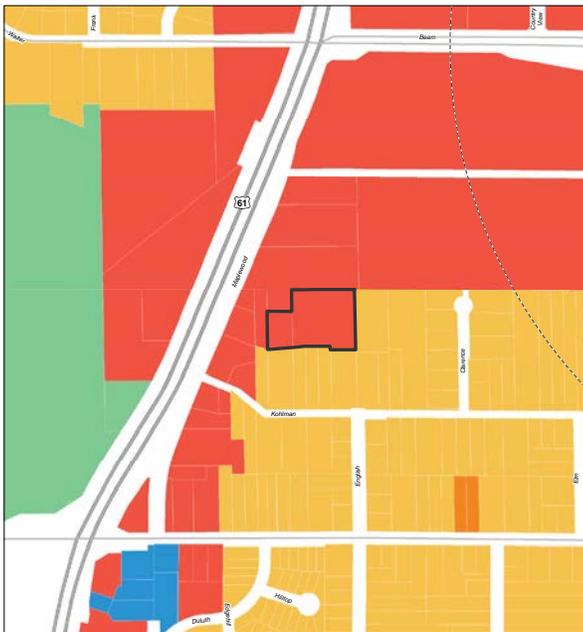
2030 Planned Land Use



Figure 4-23. Areas of Change: 21

Area 21: The 2040 plan converts the land use designation for an industrial parcel along the railroad, west and east of Lakewood Dr. from “Industrial” to “High Density Residential” to encourage the continuation of higher density residential development in this portion of Maplewood.

2040 Planned Land Use



2030 Planned Land Use

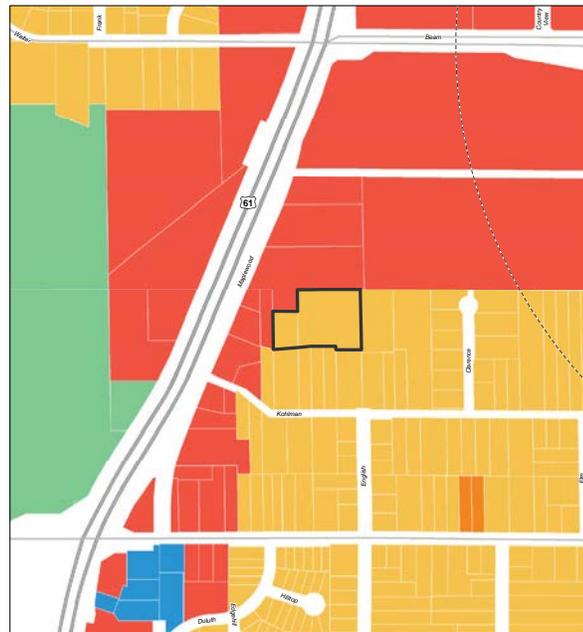


Figure 4-24. Areas of Change: 23

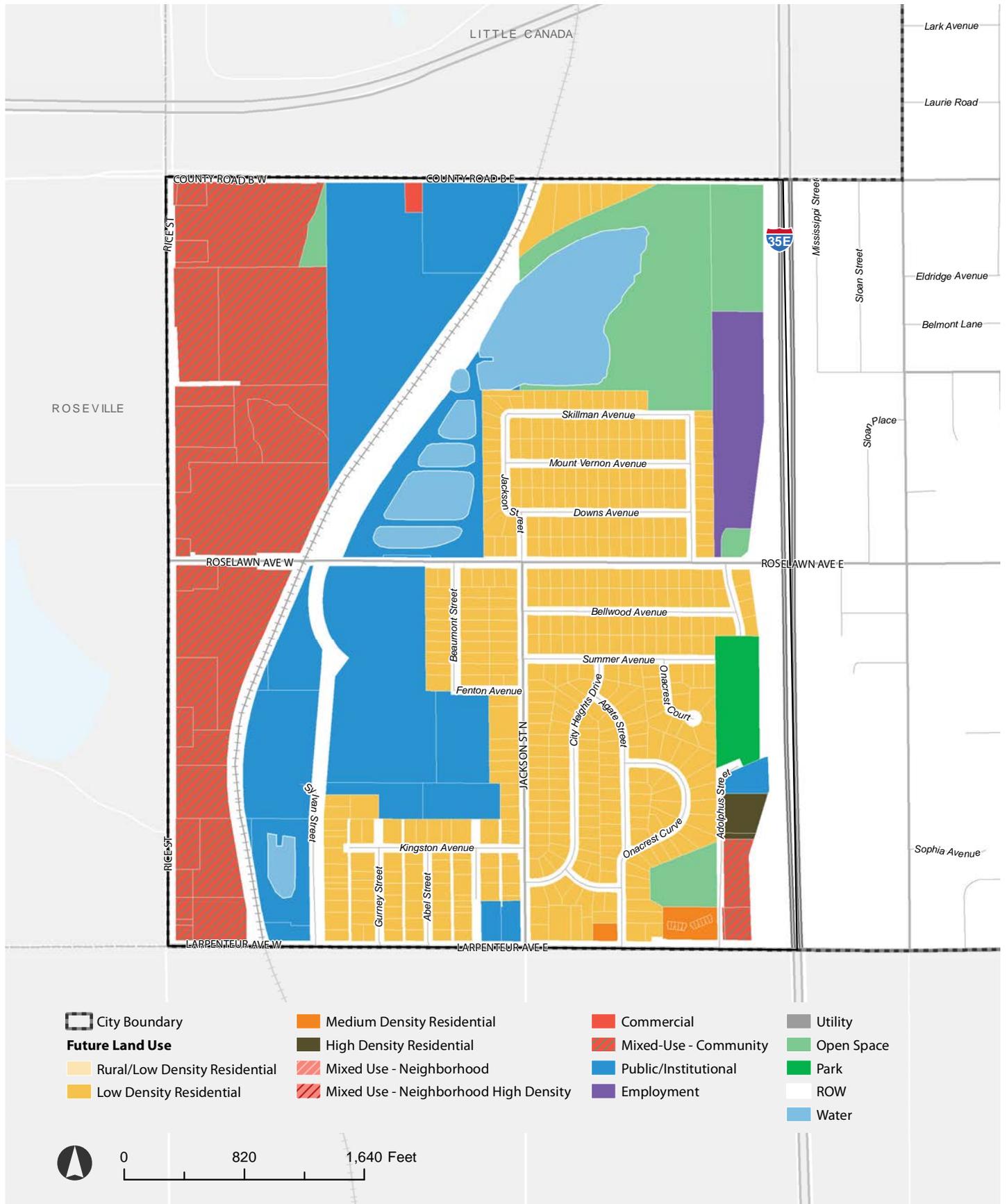
Area 23: The 2040 plan takes into account a 2030 comprehensive plan amendment to change this highlighted area’s land use guidance from low density residential to commercial.

Neighborhood Future Land Use Maps

The following maps provide a more detailed look at the future land use map, at a neighborhood level.

- » Western Hills
- » Parkside
- » Kohlman Lake
- » Hazelwood
- » Maplewood Heights
- » Sherwood Glen
- » Gladstone
- » Hillside
- » Beaver Lake
- » Battle Creek
- » Vista Hills
- » Highwood
- » Carver Ridge

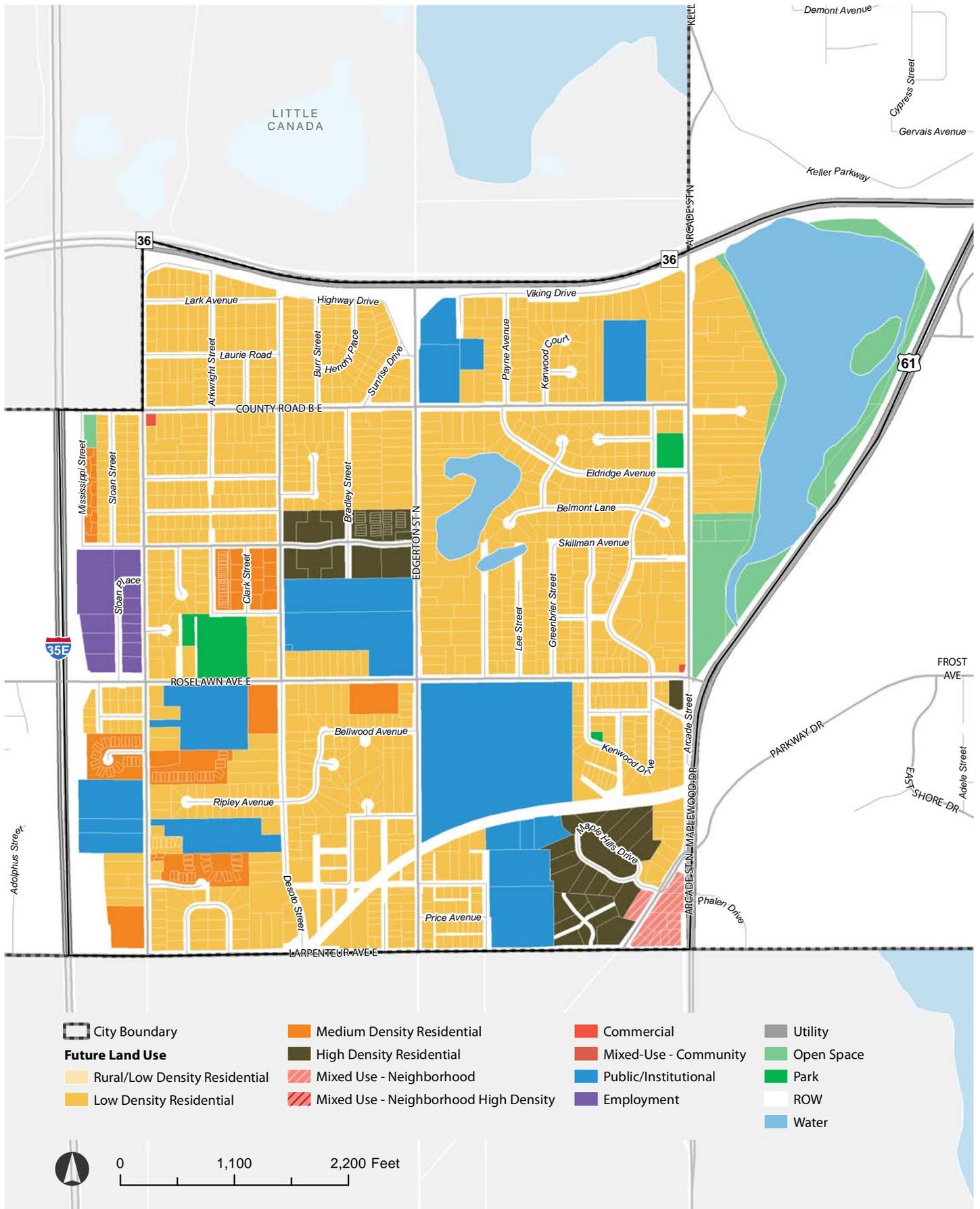
Figure 4-25. Neighborhood Future Land Use Map: Western Hills



LAND USE

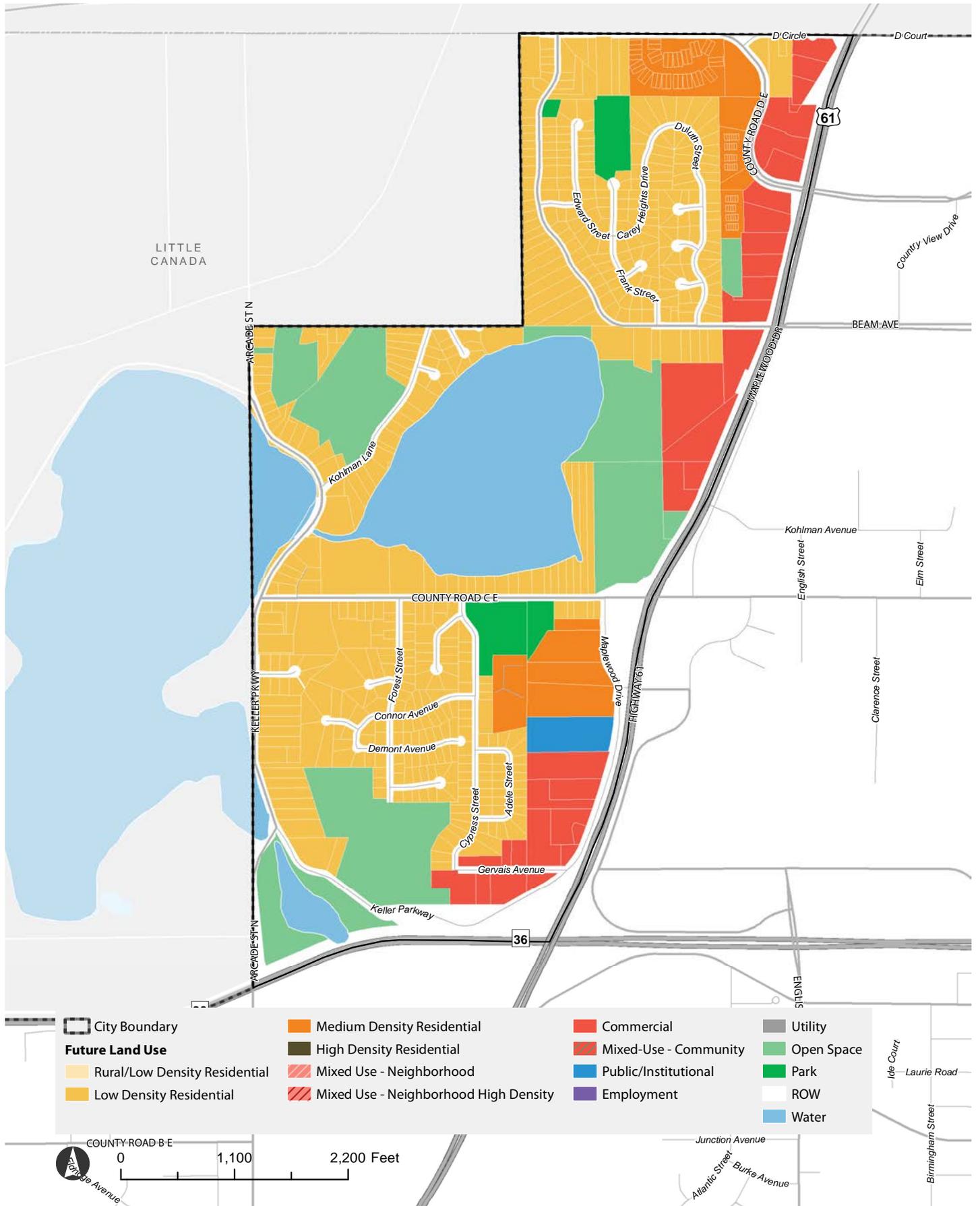
Western Hills

Figure 4-26. Neighborhood Future Land Use Map: Parkside



Parkside

Figure 4-27. Neighborhood Future Land Use Map: Kohlman Lake



LAND USE

Kohlman Lake

Figure 4-28. Neighborhood Future Land Use Map: Hazelwood

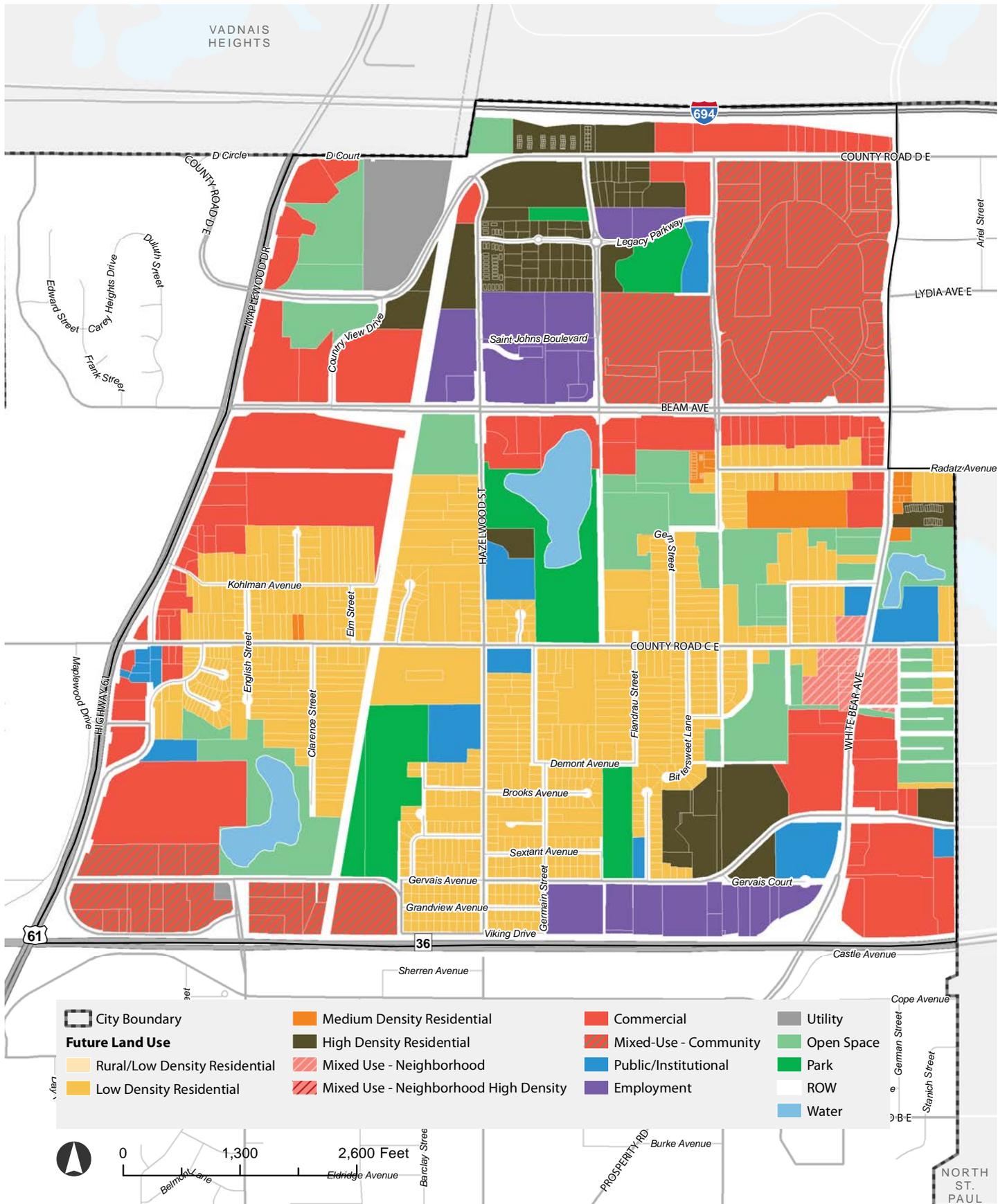
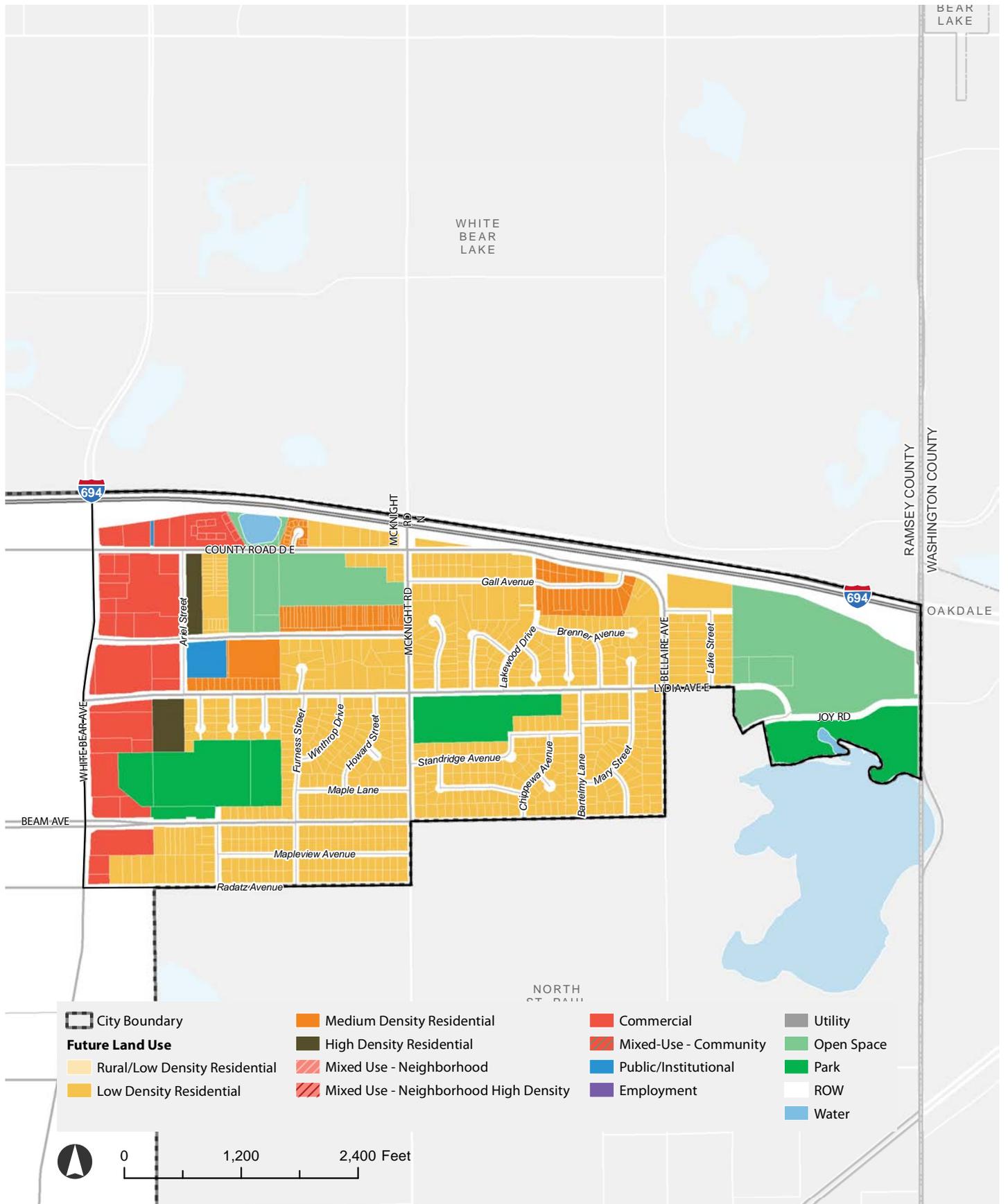


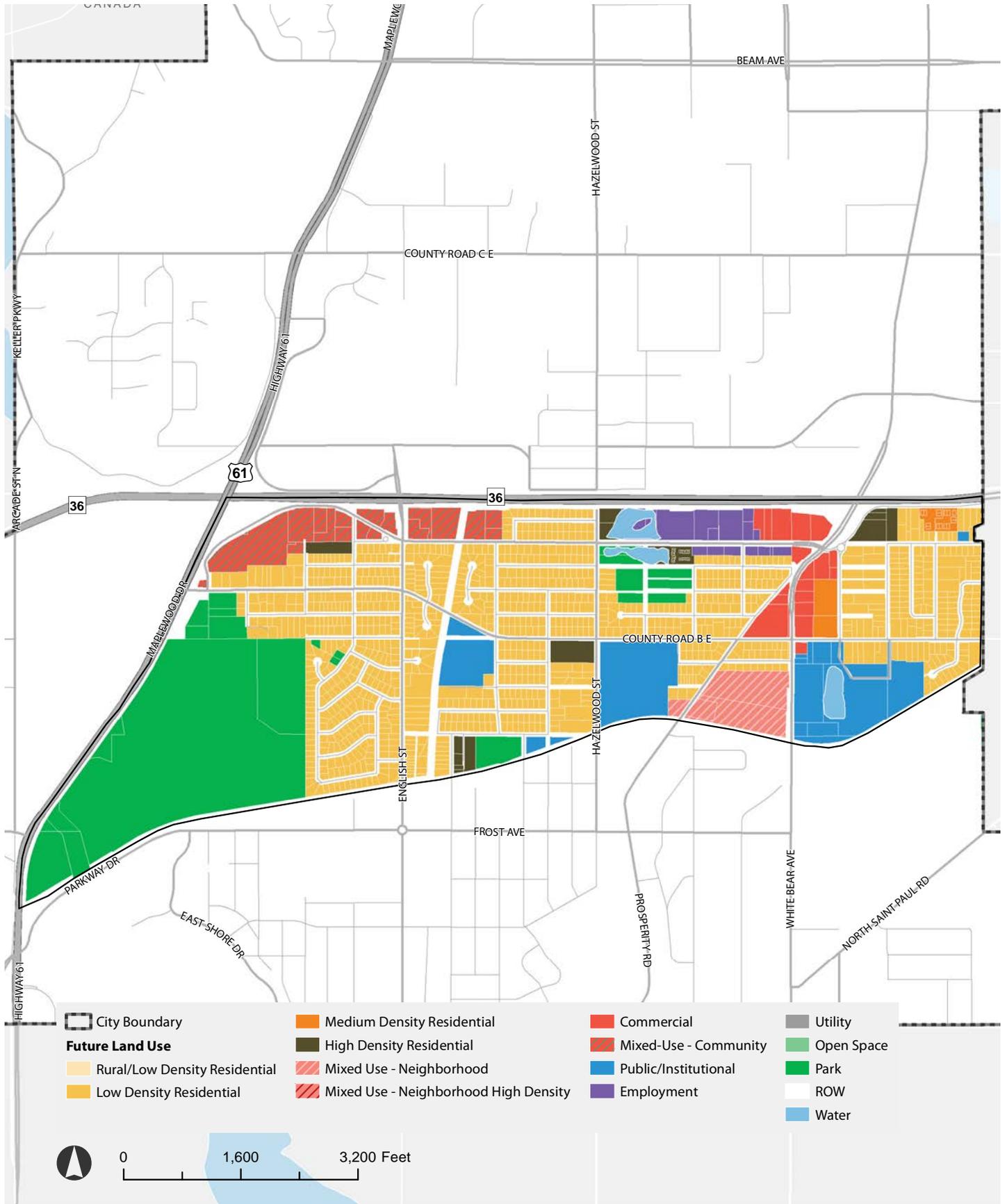
Figure 4-29. Neighborhood Future Land Use Map: Maplewood Heights



LAND USE

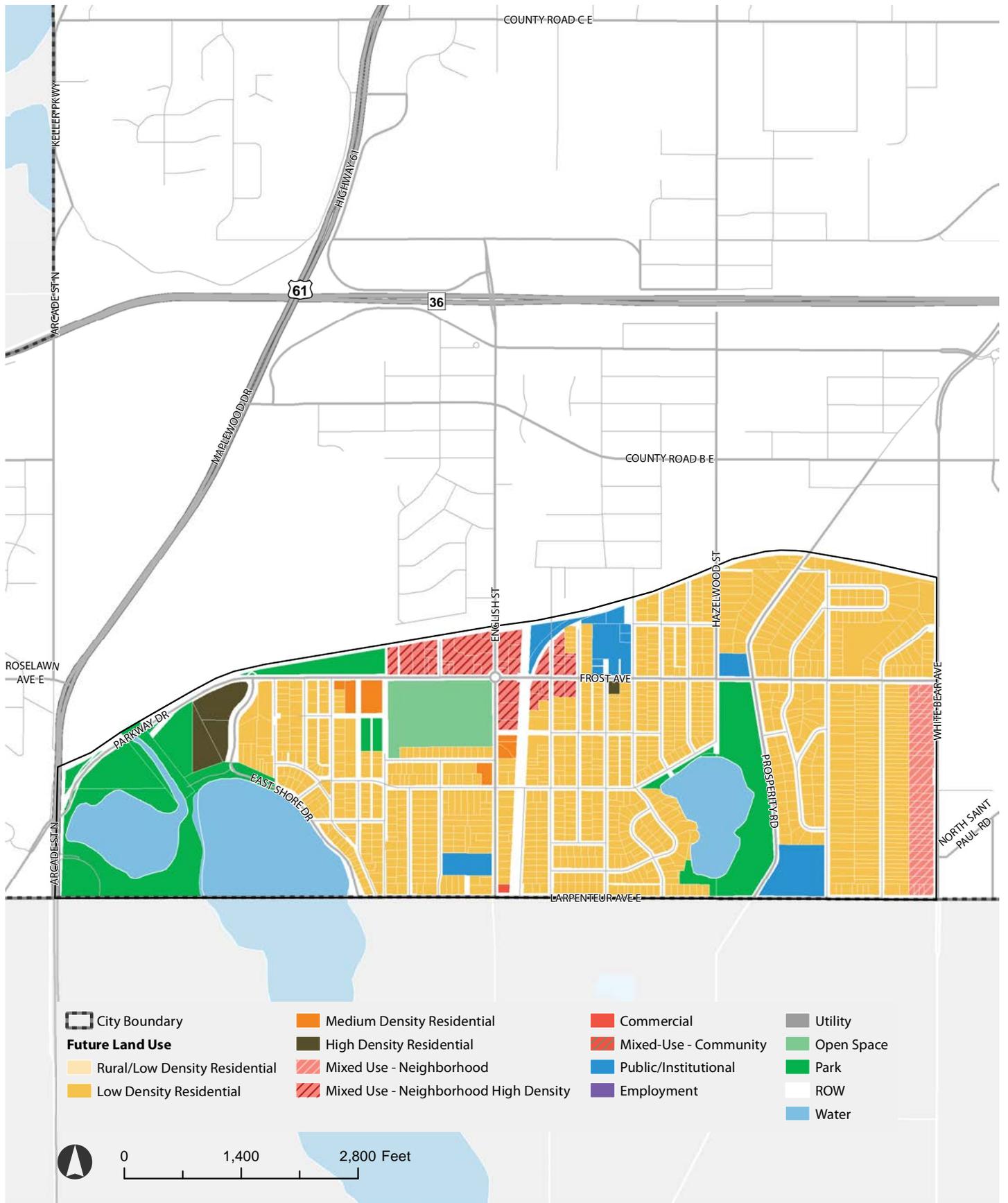
Maplewood Heights

Figure 4-30. Neighborhood Future Land Use Map: Sherwood Glen



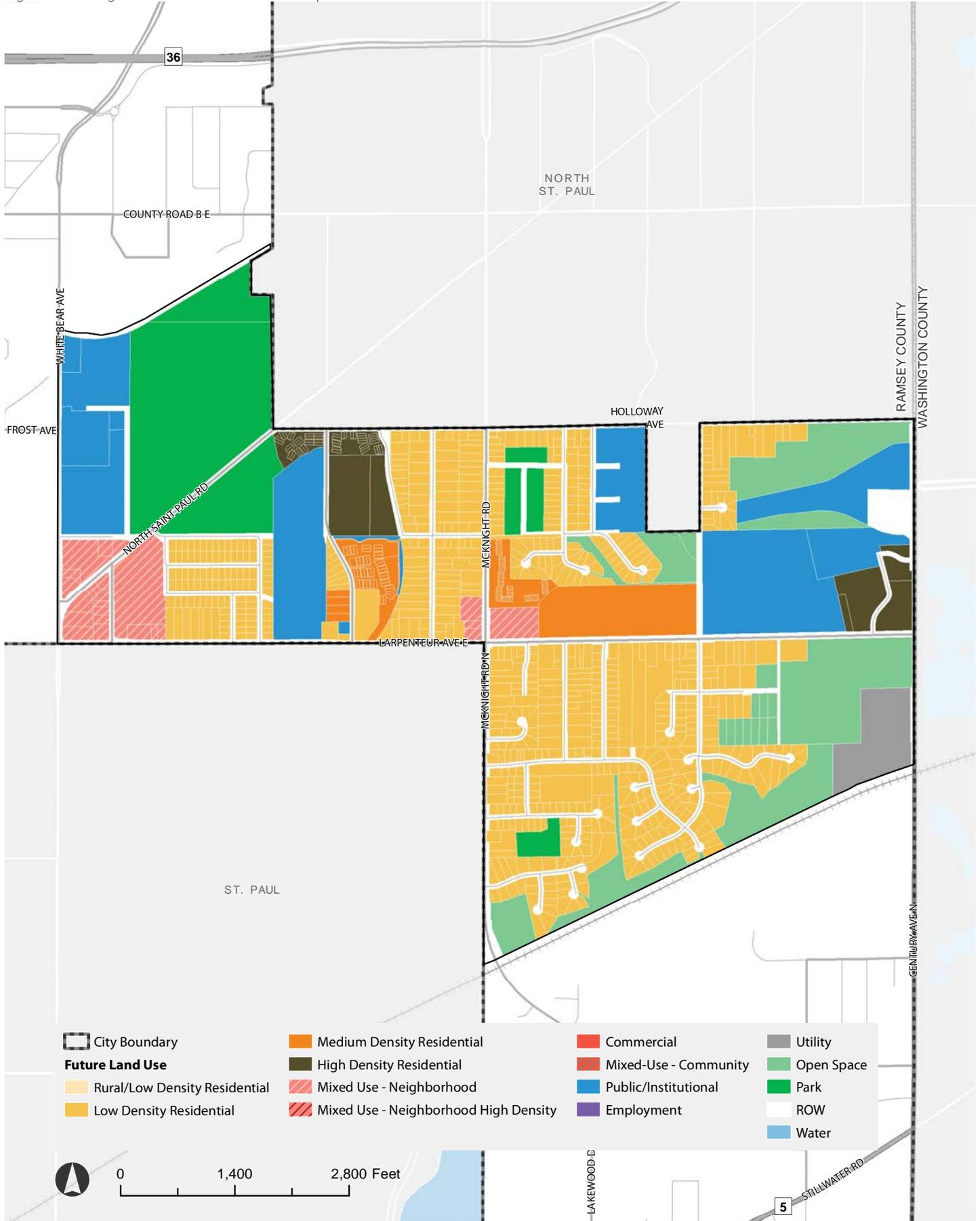
Sherwood Glen

Figure 4-31. Neighborhood Future Land Use Map: Gladstone



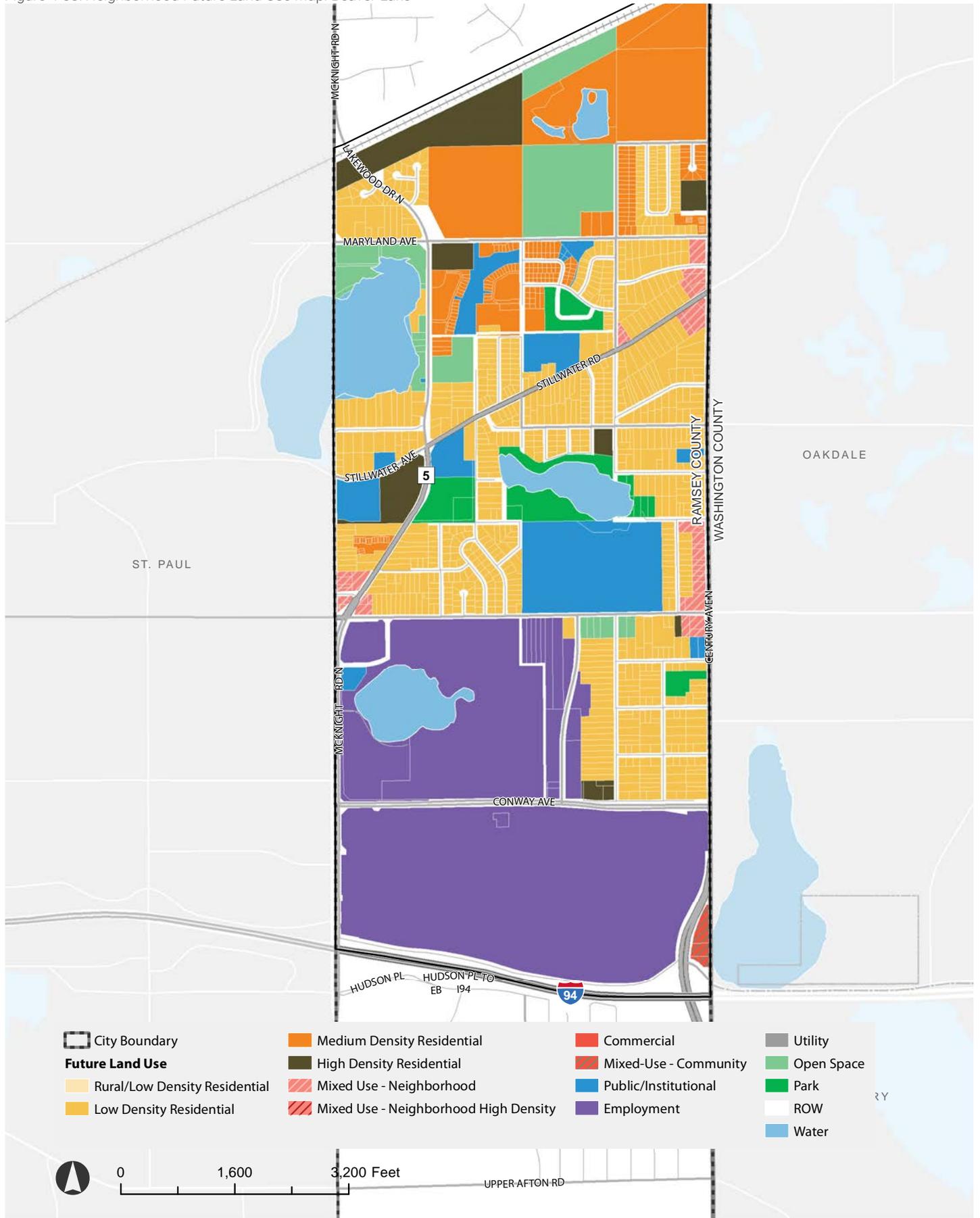
LAND USE

Figure 4-32. Neighborhood Future Land Use Map: Hillside



Hillside

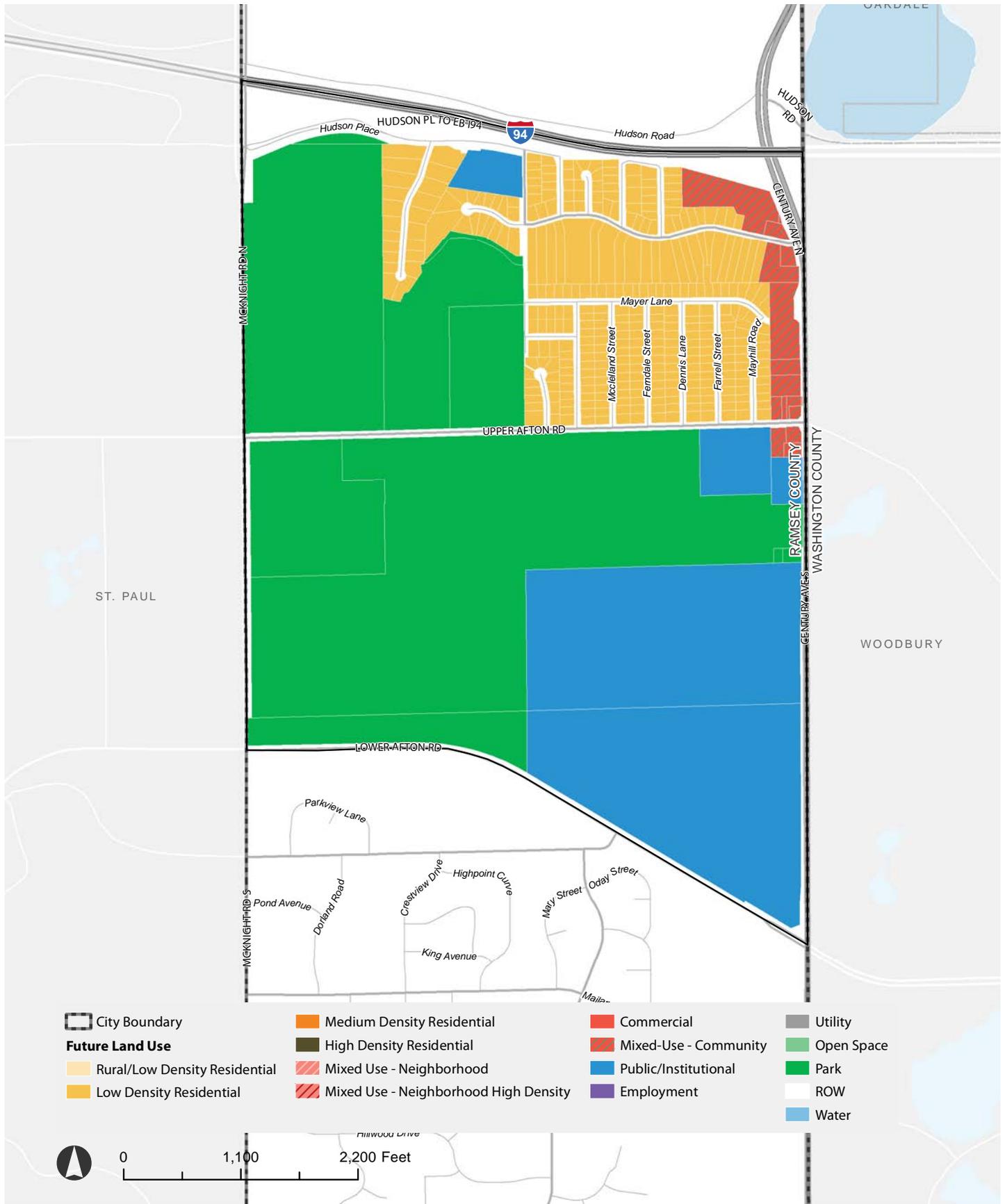
Figure 4-33. Neighborhood Future Land Use Map: Beaver Lake



LAND USE

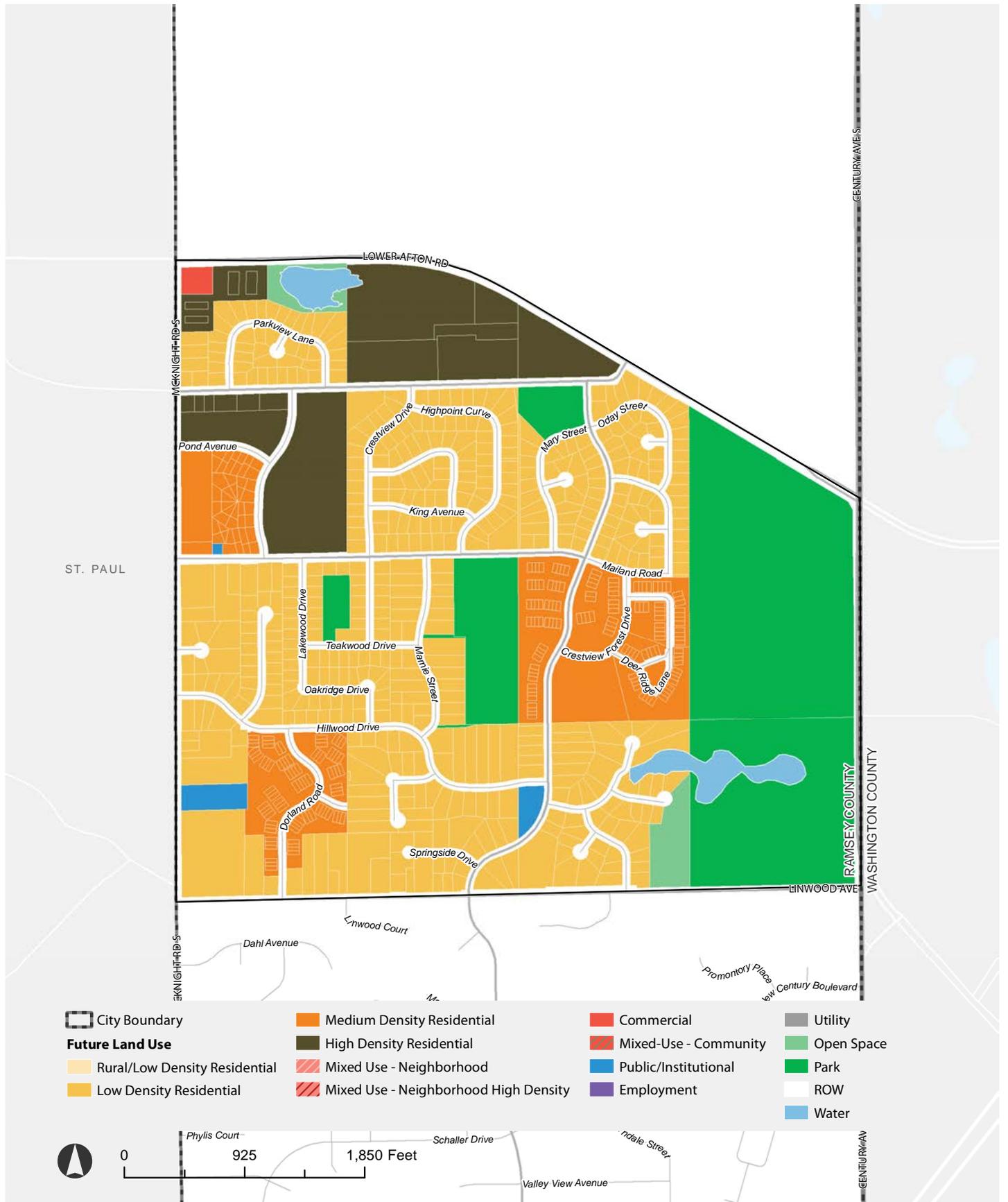
Beaver Lake

Figure 4-34. Neighborhood Future Land Use Map: Battle Creek



Battle Creek

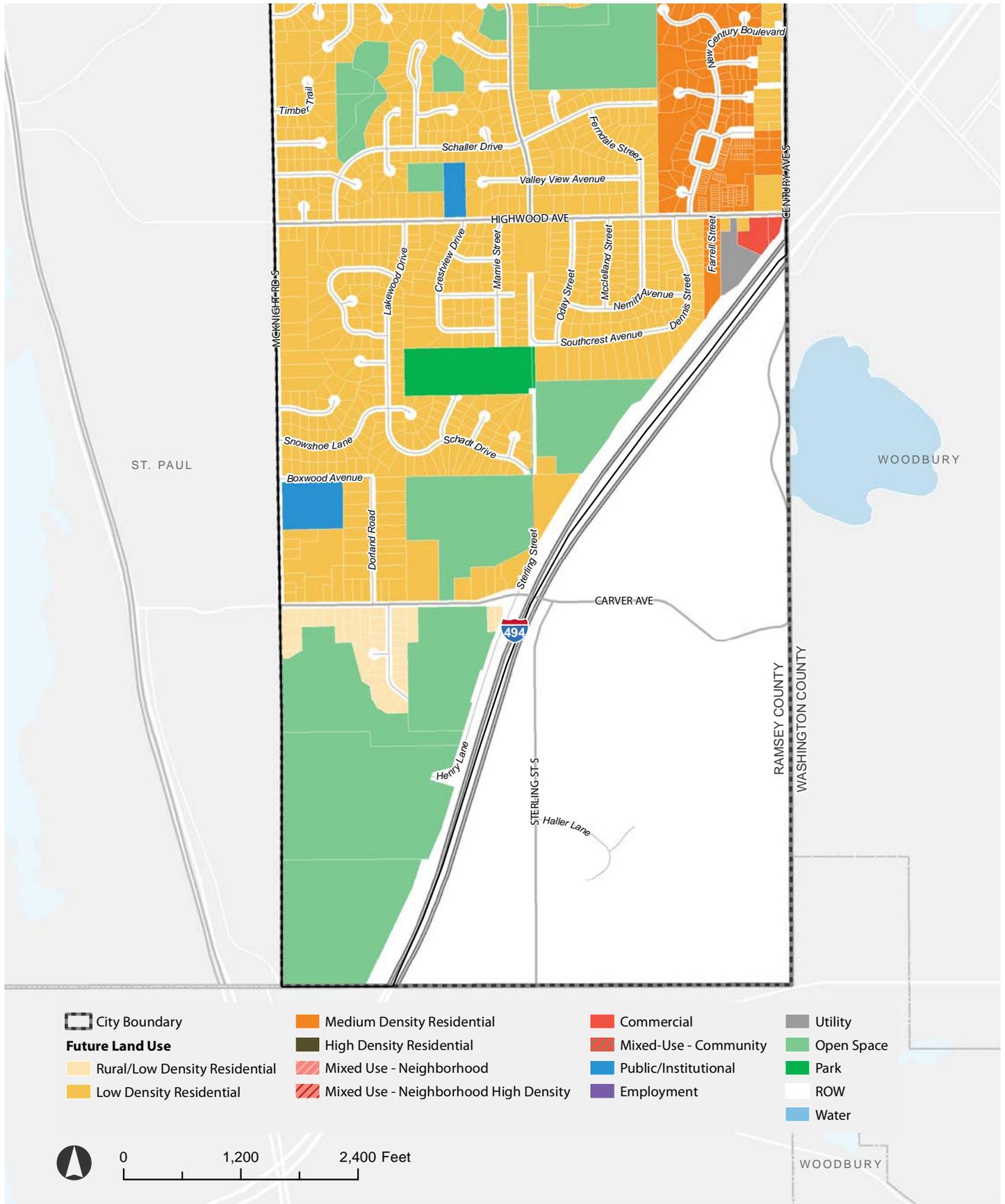
Figure 4-35. Neighborhood Future Land Use Map: Vista Hills



LAND USE

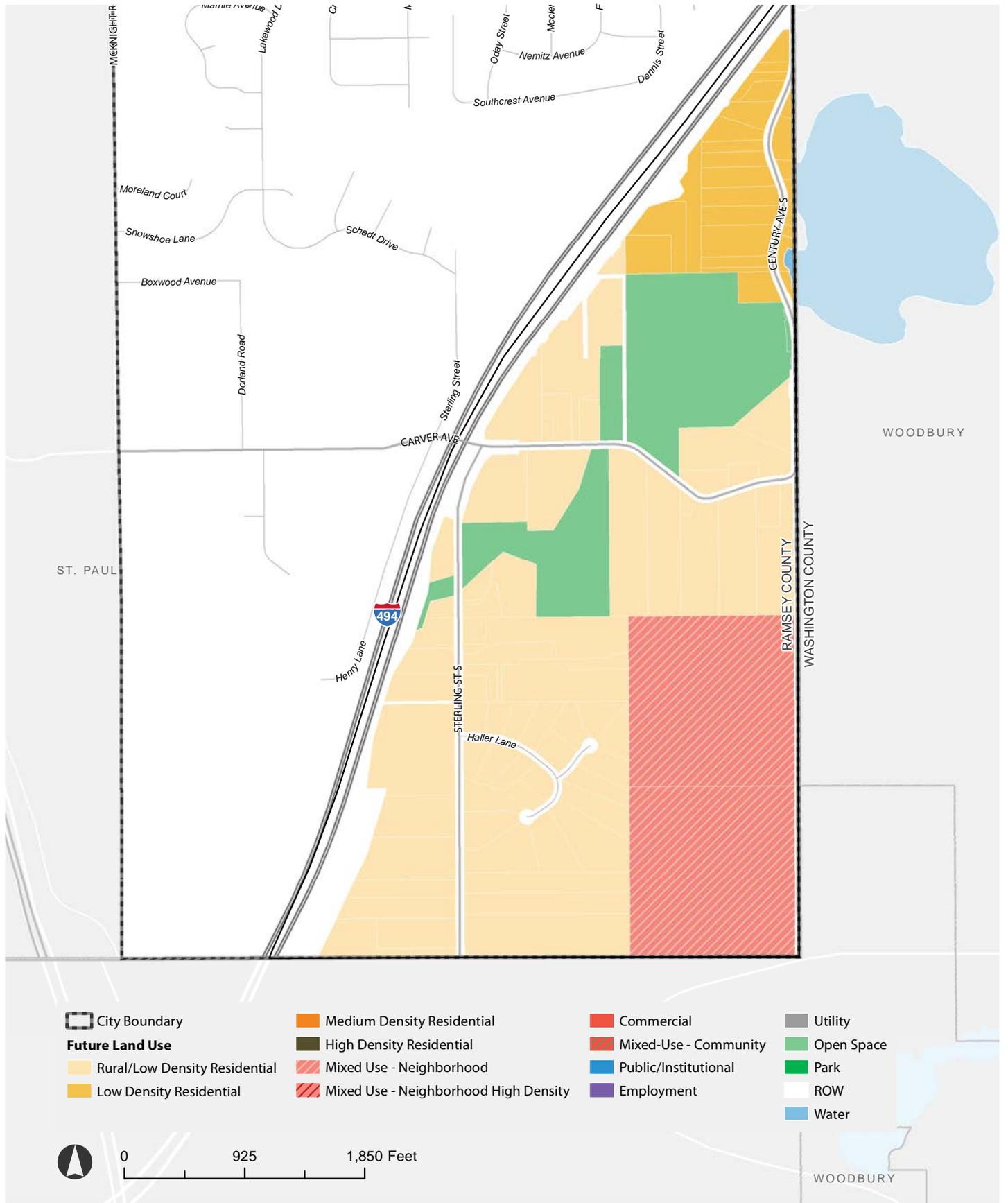
Vista Hills

Figure 4-36. Neighborhood Future Land Use Map: Highwood



Highwood

Figure 4-37. Neighborhood Future Land Use Map: Carver Ridge



LAND USE

Carver Ridge