

AGENDA
MAPLE PLAIN PARKS COMMISSION
MAPLE PLAIN CITY HALL
November 19, 2018
5:30 PM

I. CALL TO ORDER

II. ADOPT AGENDA

III. CONSENT AGENDA

A. Approve the October 15, 2018 regular meeting minutes

IV. NEW BUSINESS

A. Destination Imagination Warming House Project

B. Comprehensive Plan Parks Chapter Feedback

V. COMMISSION REPORTS & OTHER BUSINESS

VI. VISITORS TO BE HEARD

Note: This is a courtesy extended to persons wishing to address the Parks Commission who are not on the agenda. A completed public comment form should be presented to the city administrator prior to the meeting; presentation will be limited to 3 minutes. This session will be limited to 15 minutes.

VI. ADJOURNMENT

**MINUTES
MAPLE PLAIN PARKS COMMISSION
MAPLE PLAIN CITY HALL
October 15, 2018
5:30 PM**

I. CALL TO ORDER

Commission Chair John Timpe called the meeting to order at 5:31 p.m.

Present: Commission Chair John Timpe, Park Commissioners Dana Oas, Lyle Brandt, Mike Rippberger, Dana Oas and Jeff Brown. Also Present: Councilmember Dominic Broda, City Planner Mark Kaltsas and Assistant to the City Administrator Nicole Tingley.

II. ADOPT AGENDA

Motion by Commissioner Oas, seconded by Commissioner Rippberger, to adopt the agenda. Motion passed 5-0.

III. CONSENT AGENDA

A. Approve the June 18, 2018 regular meeting minutes

Motion by Commissioner Rippberger, seconded by Commissioner Oas, to approve the Consent Agenda. Motion passed 5-0.

IV. NEW BUSINESS

A. Northside Park Drawings Feedback

City Planner Mark Kaltsas presented concept drawings for improvements to Northside Park. Kaltsas provided an overview and description of the features shown on the park drawings including the Veterans Memorial, walkways, new picnic shelter, and bandshell. Kaltsas asked the Parks Commission for their feedback and thoughts.

The Parks Commission made a list of priorities for Northside Park as a whole (not just the improvement area) as follows:

1. New Playground Equipment
2. Build Veterans Memorial
3. Add looped walking paths
4. Install ballfield lights
5. Upgrade the Concession Stand
6. Refurbish the existing picnic shelter
7. Other improvements including bandshell

Additionally, the Parks Commission shared the following:

- Concerns with the size of parking spaces and drive aisles noting lots of larger vehicles use the parking lot.

- The Grand Lawn area should be used for something else.
- There is not enough demand to have a second picnic shelter, therefore, the City should only refurbish the existing one.
- The plaza should be smaller.
- There should not be anything including other statutes in the middle of the Veterans Memorial.
- There should be pavers with engraved names incorporated into the Veterans Memorial area.
- A master plan should be made for all of the park.

Tingley thanked the Commission for their feedback and noted that there would be an open house on Thursday, November 1 from 4-6 pm to receive feedback from residents.

B. Grant Project Ideas

Tingley provided information the following grants: the Hennepin County Youth Baseball and Softball Grants, the Hennepin Youth Sports Program Facility, Equipment, and Playground Grants, the Local Trails Connection Grant Program, and the Outdoor Recreation Grant Program. Tingley asked the Parks Commission which grants they would be interested in and solicited for project ideas.

The Parks Commission expressed interest in applying for grants for baseball storage boxes for Rainbow Park, and field maintenance vehicles. Additionally, the Parks Commission shared they wanted to apply for a grant for a playground at Northside Park. Finally, the Parks Commission mentioned applying for the Outdoor Recreation Grant Program for the improvements at Northside Park or reapplying for improvements to Rainbow Park as submitted in 2014.

Tingley stated she would bring back grant discussions to future meetings.

V. COMMISSION REPORTS & OTHER BUSINESS

VI. VISITORS TO BE HEARD

Note: This is a courtesy extended to persons wishing to address the Parks Commission who are not on the agenda. A completed public comment form should be presented to the city administrator prior to the meeting; presentation will be limited to 3 minutes. This session will be limited to 15 minutes.

VI. ADJOURNMENT

Motion by Commissioner Rippberger, seconded by Commission Chair Timpe, to adjourn the meeting. Motion passed, 5-0. Meeting adjourned at 6:59 p.m.



5050 INDEPENDENCE STREET | MAPLE PLAIN, MN 55359
Phone: (763) 479-0515 | Fax: (763) 479-0519 | www.mapleplain.com

To: Parks Commission
From: Nicole Tingley, Assistant to the City Administrator
Re: Comprehensive Plan 2040 Parks Chapter Draft
Date: November 15, 2018

Attached is a rough draft of the Parks Chapter for the 2040 Comprehensive Plan. They are not any significant changes from the 2030 plan, rather we have mostly updated outdated information.

This will not be the only opportunity you have to comment on this chapter. We will be bringing a draft comprehensive plan to the City Council at their next meeting on November 26, 2018. After they review it, we will be submitting a draft to the Metropolitan Council and our surrounding jurisdictions (cities, county, school district) for comments. We will then incorporate all comments into another draft and bring it back for review.

Regarding the Capital Improvement Plan attached, I am open to any suggestions. These are very rough numbers and estimates. It is a very simple version of what we are working towards drafting in a Parks Capital Improvement Plan and a Parks Maintenance Plan.

PARKS SYSTEM ANALYSIS AND PLAN

This chapter of the Comprehensive Plan examines the parks, trails and open spaces currently in the City of Maple Plain; and establishes a vision for building upon the current system over the next twenty years. The inventories and analysis within this chapter are a result of resident input, multiple meetings, and tours of the various facilities. This chapter includes the following sections:

- Regional Partners & Connections
- Existing City Parks
- Existing Bikeways and Trails
- Park, Trail, and Open Space Plan
 - New parks
 - New trails
 - Focus on open space
 - Capital improvement plan
 - Active living principles

Regional Partners and Connections

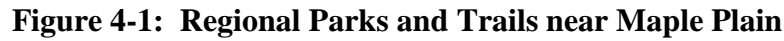
In order to fully understand the park and trail needs for the City of Maple Plain, it is critical to have an understanding of the regional facilities that serve the community. Figure 4-1 on the following page highlights the main regional facilities near Maple Plain including:

- Lake Rebecca Park Reserve/Lake Sarah Regional Park
- Baker Park Reserve
- Luce Line Regional Trail
- Pioneer Park (City of Independence)

While none of these facilities is within the borders of Maple Plain, each provides recreational opportunities for the citizens of Maple Plain. Additionally, each destination must be kept in mind when planning local parks, trails and open spaces to ensure the wise use of limited city dollars.

At this time, the Three Rivers Park District is in the process of drafting a new Master Plan for Baker Park Reserve. It is anticipated that this plan will be finished in April 2019. The City has

Figure 4-1: Regional Parks and Trails near Maple Plain



Regional Park System Improvements in Maple Plain

In 2014, the Three Rivers Park District drafted the Baker/Carver Regional Trail Master Plan. This proposed 10 foot wide trail is planned to go through Maple Plain as shown Figure 4-2 below. The Baker-Carver Trail will connect Maple Plain to the Luce Line Trail through Segment A (2.25 miles) as shown in Figure 4-3 on the next page. It is anticipated that Segment A will be completed 2024 or later (10+ years from 2014).

Figure 4-2: Regional Parks and Trails near Maple Plain

Regional Parks System

City of Maple Plain, Hennepin County

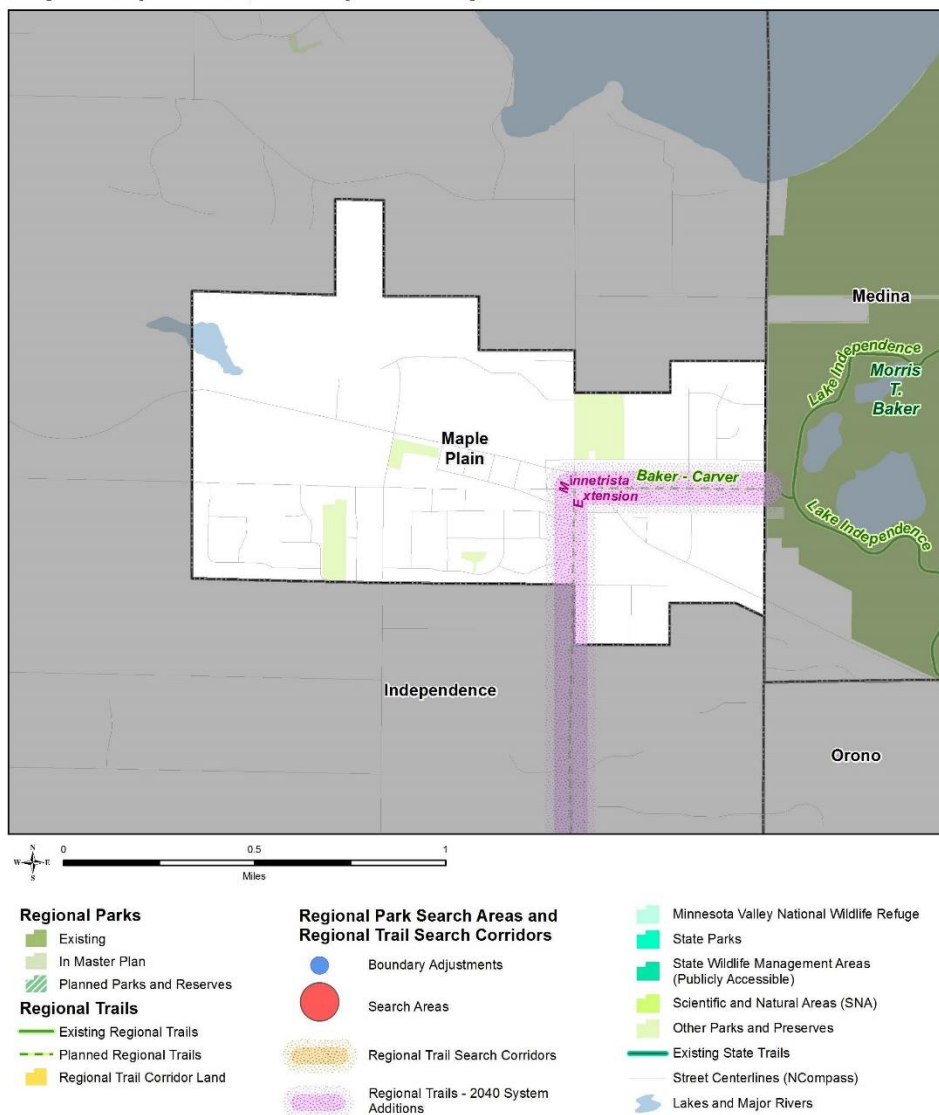
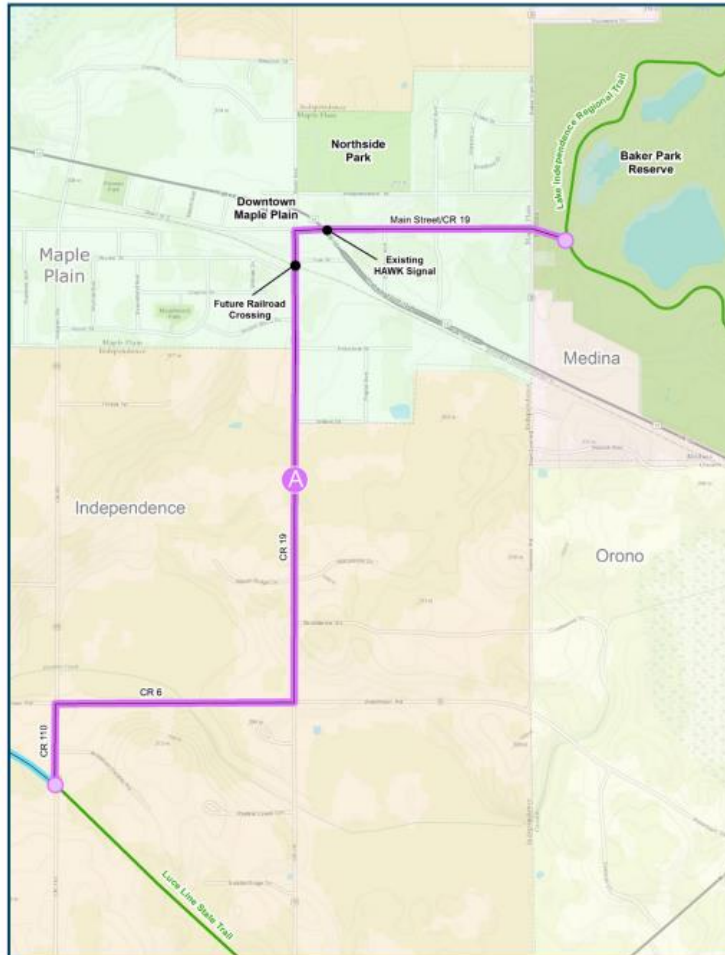


Figure 4-3: Segment A of the future Baker/Carver Trail



Existing & Proposed City Parks and Open Spaces

To its credit, the city of Maple Plain currently has a variety of park land that is well dispersed throughout the community. Geographically separating public facilities ensures that all portions of the community have access to parks and recreational areas. Currently the main park facilities in Maple Plain include:

- Northside Park
- Discovery Center/Orono School District Building
- Bryantwood Park
- Rainbow Park
- Pioneer Park
- Native American Burial Grounds

To complement these existing facilities, the City also intends to develop the following parks and open spaces through future redevelopment:

- Downtown Urban Square
- Gateway Urban Square

This section outlines the characteristics of these existing and proposed facilities.

Northside Park

Northside Park is one of two large community parks in Maple Plain which offers a concentration of many amenities for all age ranges. The prominent feature of this park is the high school baseball field which can accommodate many levels of competitive baseball or softball games. Adjacent to the baseball field is a high-quality public softball field. It is fortunate that Maple Plain has such facilities as ball fields are often difficult for communities to provide as they require a large land area. Other active use facilities at this park include a half basketball court and swing set. Finally, a large parking lot provides ample parking area for this heavily used facility. Improvements for this park are currently being explored including adding a bandshell, an upgraded picnic shelter, more sidewalks, and a Veterans Memorial.

Discovery Center (Orono School District Building)

Adjacent to Northside Park is the Discovery Center which hosts a number of community-based organizations. A large area of open space behind the Discovery Center complements the open space provided in Northside Park by providing an informal setting for any number of activities. For younger children, there are play structures on the east side of the Discovery Center building is open to the public during non-school hours. This provides opportunities for climbing and sliding and scaling monkey bars.

When viewed as a whole, Northside Park and the Discovery Center provide an all-inclusive facility with amenities for the entire family.



Rainbow Park

Rainbow Park is Maple Plain's second community park serving residents to the south of U.S. Highway 12. Like Northside Park, Rainbow Park also offers a concentration of many amenities for all age ranges. However, there are a number of amenities unique to this park such as tennis courts, a full basketball court, a soccer field, and a winter skating rink. Common elements found in this park are three small ball fields (for anything from kickball games to youth baseball and softball), and playground equipment including swings and a play structure. Finally, wide open areas of grass, abundant trees and a series of benches provide areas to relax and enjoy this picturesque park.

Rainbow Park is easily accessible from surrounding areas via the local road system. Planned improvements to the City's pedestrian infrastructure include a new trail along Bryantwood Drive west to Park Drive, and sidewalk improvements along Parkview Road, Joyce Street, and Bryantwood Drive to link Rainbow Park to Bryantwood Park to Downtown.

Bryantwood Park

Bryantwood Park is a small neighborhood park serving the area between downtown and Rainbow Park. Nestled amongst the back yards of numerous homes, this park's primary purpose is to provide a recreational opportunity for families and young children. Two areas with play equipment are the main amenities in this park. The first provides a small structure and slide designed specifically for toddlers. The second contains standard playground equipment including swings, see-saws, a jungle gym, and a slide. Access to Bryantwood park is provided via two trails; one connecting to Clayton Drive and the other to Joyce Street.



Pioneer Park

Pioneer Park serves a dual purpose for Maple Plain. Its primary use is as a location for the City's public works department and the water treatment plant. The secondary use is passive public recreation. There is currently a trail in which a part of it is bituminous and the other portion is gravel. Additionally, there is a sidewalk leading to a gazebo. The future for this park will be a fully bituminous mixed use path with proposed improvements including lighting and benches.



Amenities Summary

The amenities provided by Maple Plain's four parks are as follows:

[illegible]

New Parks

The need for additional new parks in Maple Plain is limited due to the strength of the current park system given its wide variety of amenities and geographical distribution of lands. While public gathering areas and other open space will need to be incorporated into the three proposed redevelopment areas, a new neighborhood park offering the same types of amenities found at Northside, Rainbow, or Bryantwood parks is likely unnecessary. Instead, much of the focus for parks in the coming years should be on ways to complement the existing park land and to fill identified gaps in recreational opportunities offered by the current system.

Over time, the City will likely receive numerous requests for park improvements ranging from cornhole, to a skate park, to a Frisbee golf course. In response to these requests, the City can assess the use of existing lands against the need for a requested amenity and the associated costs to determine whether a change is warranted. Maintaining and enhancing the overall park system for both aesthetic and recreational purposes will also play an important role in preserving existing parks as neighborhood centers and attractive gathering places. Periodic reviews of existing amenities for required maintenance are essential. As existing equipment ages, replacement needs will be identified and incorporated into future capital improvement budgets.

Trails and Sidewalks

There are very few existing trails and sidewalks within the City of Maple Plain. The few that do exist are mainly downtown and along Pioneer Creek Road.

The City recognizes that enhancement of the pedestrian system is needed in order to work towards the City's goal of providing adequate pedestrian connections to the different areas of the City. Providing more connections will promote walking and bicycling, improve access to employment and recreation centers and remove barriers that require travel by car. Proposed redevelopment efforts in the Gateway District, the Downtown District, and the Highway 12/Budd Avenue District will offer substantial opportunities. Furthermore, although not within Maple Plain limits, the City finds it important to provide pedestrian and biking connections to the Lake Independence Regional Trail access point at Baker Park Road and Main Street East. As a part of this effort, the City will work with Three Rivers Park District in the development of the Baker/Carver Regional Trail through Maple Plain. Additionally, the City will work with Hennepin County to provide a safer pedestrian crossing on Baker Park Road at Main Street East. In 2018, Hennepin County and Three Rivers Park District committed funding to preserve a pedestrian underpass at the railroad tracks at Highway 12 and Baker Park Road. Reconstruction and preservation of this underpass makes accessing Baker Park Reserve easier for Maple Plain Residents south of Highway 12.

In addition to the primary network of sidewalks and trails that is needed to provide city and regional connections, it is also recognized that some areas will require sidewalks regardless of whether they serve as the main link between major destinations. The primary need for such

sidewalks is in the Downtown District. Once people arrive by foot or by car, the new downtown area must provide for safe and easy pedestrian movements between the amenities envisioned in this area.

In order to improve connectivity and circulation of the City's walking and bicycling network as well as promote walking and bicycling, the City will implement system updates indicated in Figure 4-4 at the end of this chapter. This map is modified from the City of Maple Plain Walking and Biking Plan passed in 2012. Changes were made based on changing circumstances as well as from feedback from the City Council, Parks Commission, and residents. The City already has started progressing towards the realization of this plan. A sidewalk has been approved along the future Gateway Boulevard which will be a street through the Gateway area connecting Howard Avenue and Baker Park Road. This sidewalk will be installed with the construction of Gateway Boulevard anticipated to occur in 2019.

Trail & Sidewalk Design

Because specific alignments have not been established for the future sidewalk and trail system, it is important to outline general design standards for the benefit of both developers and local decision makers. These design standards can guide both parties in making sound decisions on how to incorporate the needed connections as a component of future development. For example, development within the Gateway District will play a key role in connecting Baker Regional Park to both the Luce Line Trail and Pioneer Park in Independence. The following design standards for different trail types will allow a developer to understand how these required connections may impact development of a site and what to propose up front that may be acceptable to the City.

Trails and pathways connecting to existing regional trails or other recreational systems shall meet or be compatible to the standards of the existing system to maintain the type and recreational experience and safety of its users. Maple Plain supports the interconnection of trailways into and/or through our City from neighboring communities or regional and state agencies. Maple Plain is committed to working with other agencies and government jurisdictions to develop a connective trail system without adverse impacts to our residents, development policies and natural resources.

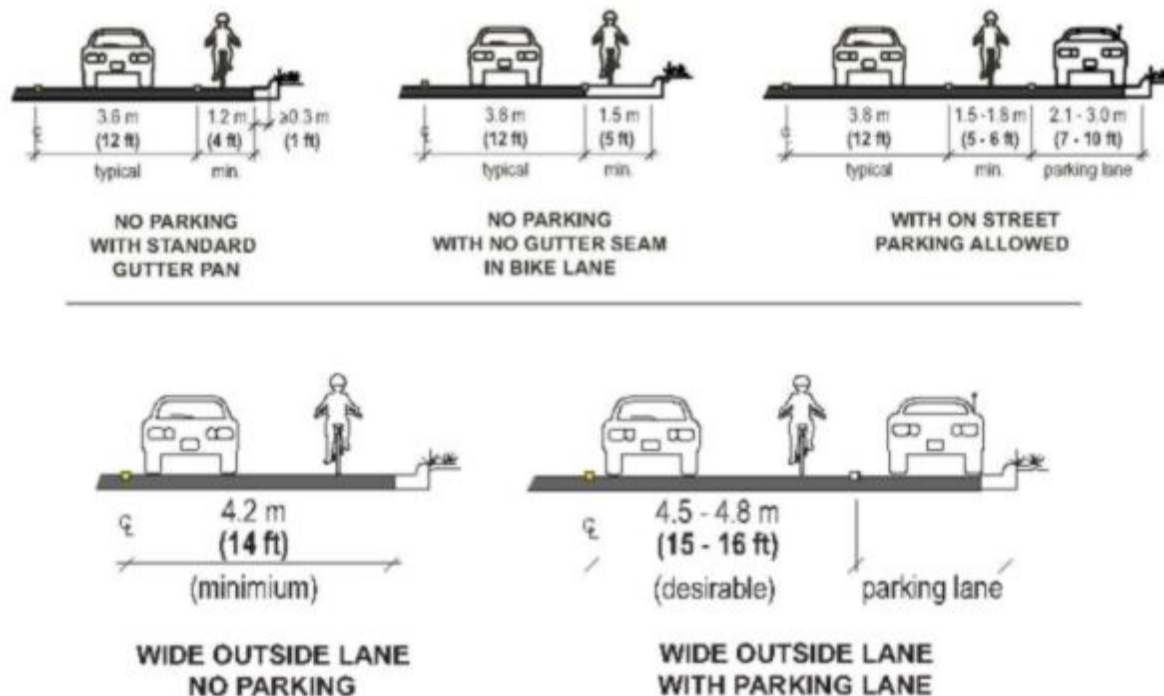
The following trail types will be considered when establishing the conceptual connections identified in the comprehensive plan:

- Sidewalks – sidewalks consist of an off-road paved surface six (6) feet wide. Sidewalks are not intended for adult bicyclists, so they should be avoided as the sole trail facility for regional connections.
- Off-Road Trails – off-road trails parallel the side of a street to provide safe walking and biking travel. Off-road trails can allow the mix of pedestrian and bicyclists or separate them, depending on the amount of right-of-way or number of users. Separating the off-road trail

and the road is recommended, the width of the separation is again varied based on traveled speed and allotted space. Wherever feasible, to ensure safety of pedestrian and other trail users, the City shall encourage off-road trails. The City considers these trails important in providing an efficient trail system in providing accessibility to other regional trails and recreational opportunities.

- On-Road Bike Lanes – dimensions of on-road trails will vary depending upon several variables including the width of the street, whether parking is permitted, etc. Figures 4-5, 4-6 and 4-7 illustrate the minimums dimensions for different on-road trail types. Note that with these types of facilities, an off-road pedestrian component must also be included.

Figure 4-5: Minimum On-road Shoulder Trail Dimensions



* See Table 4-1 for bicycle lane width

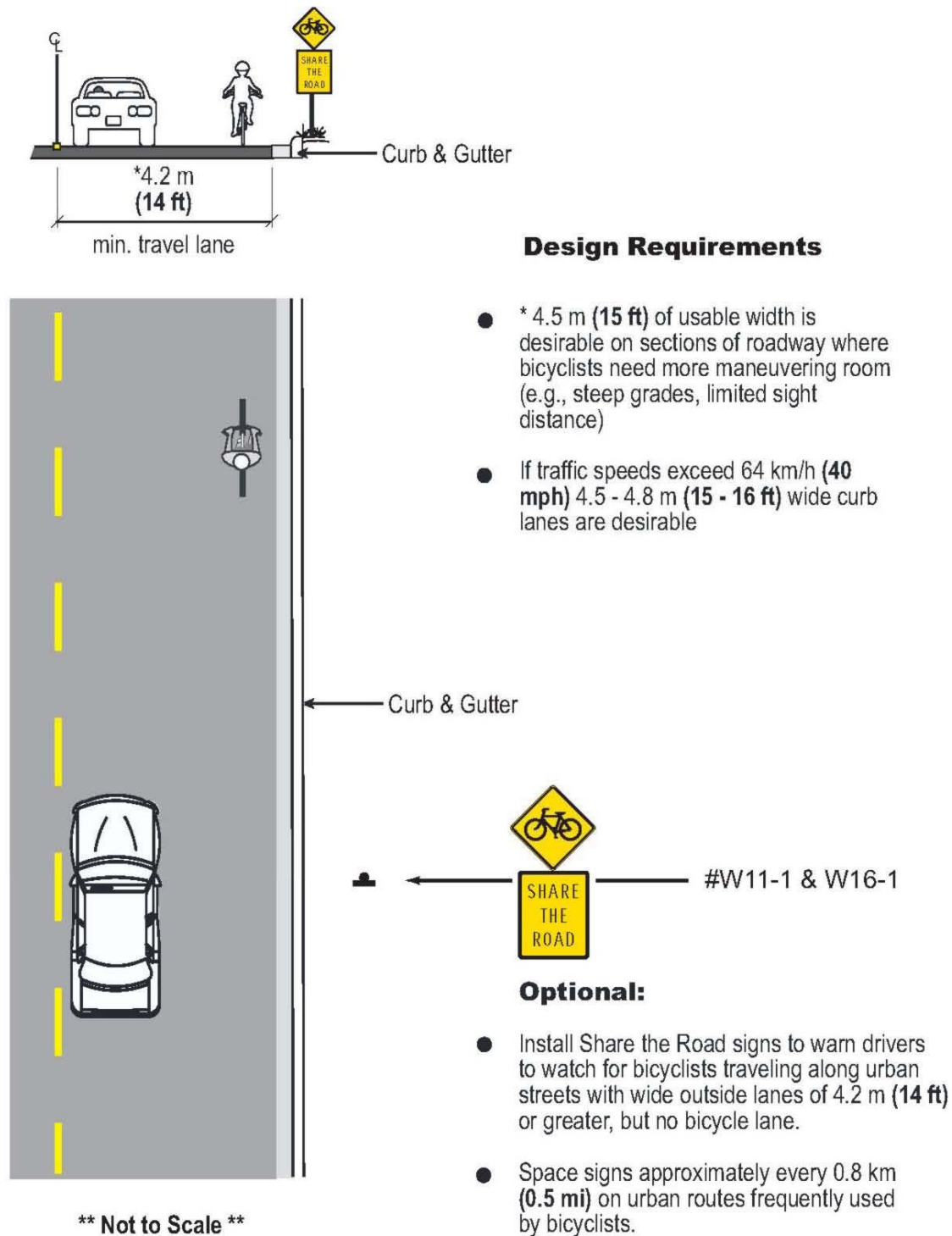
Diagram illustrating the dimensions and markings for a bicycle lane:

- Dimensions:**
 - Travel lane (typical): 3.6 m (12 ft)
 - Bike lane: 1.2 m (4 ft)
 - Curb & Gutter: 0.3 m (1 ft)
- Markings:**
 - Bike Lane Stripe:** Pavement marking line 100 mm (4 in) wide solid white.
 - Bike Lane Symbol & Arrow:** Pre-cut plastic or stencil pavement markings.
 - Dimensions for Markings:**
 - 1.8 m (6 ft) (Arrow length)
 - 1.8 m (6 ft) (Symbol length)
 - 1.2 m (4 ft) (Symbol width)
 - 1.8 m (6 ft) (Symbol length)
 - 1.2 m (4 ft) (Symbol width)
- Signage:**
 - BIKE LANE Sign:** #R3-17
 - No Parking Sign:** #R8-3a

Install #R3-17 signs and pavement symbols at periodic intervals along the bicycle lane

Application of MN MUTCD Series R7-9 or R7-9a "NO PARKING BIKE LANE" signage may be used. Check current MN MUTCD for any changes to signs and striping configurations.

Figure 4-7: Wide Outside Lane with No Parking



Note: Check current MN MUTCD for any changes to signs and striping configurations.

Focus on Nature

One of the hallmark components of the conceptual park, trail and open space plan is a bog walk connecting Maple Plain to Independence Park in the neighboring City of Independence. In addition to providing a pedestrian link to a major activity center near the community, the bog walk can provide an educational opportunity to residents by incorporating signs with illustrations and commentary on common plant and animal species found in the bog. The walk is planned to be wheelchair friendly and can include benches for resting at strategic locations along the 4500' long walkway.

Focus on Public Space

The City will concentrate on providing public spaces within the Downtown District and the Gateway District as part of the planned redevelopment effort. Proper use of open space can help to define these new areas and provide ties to the greater community. In some cases, open space may be used as a buffer to offset the close proximity of old and new. And most importantly, great public spaces will draw people to areas and encourage active living principles. Specific thoughts on how open space will be incorporated into the redevelopment areas follow.

Gateway District

As development occurs, the City will strive to incorporate appropriate open spaces throughout the Gateway District. Consideration will be given to development of public squares containing a combination of paving and vegetative cover which work together to create an attractive setting that welcomes and draws people to the area. Plazas alongside or incorporated into proposed buildings can also provide unique public spaces with the same benefits of a square. Pedestrian friendly streets with vegetative plantings and curb-bulbs round out a series of important tools for creating an inviting and exciting district.

Downtown District

Open space is viewed as an important component for revitalization of the Downtown District. Specifically, the area surrounding the future city hall, library and post office in the Downtown District is envisioned to become an asset for the institutions it surrounds—and by extension—the community as a whole. The open space will be designed to provide a sense of connection to the rest of the community and inherently reflect the small town feel and values of Maple Plain. The public gathering areas provided within the Downtown District should also draw people to this portion of the City and the services offered there.

Capital Improvement Plan

On a yearly basis, the City will review and revise a capital improvement plan for future expenditures relating to parks, trails and open spaces. The City's current draft of the Capital Improvement Plan is included in the Implementation Chapter of the Comprehensive Plan.

Active Living Principles

Maple Plain's vision to create a comprehensive series of trails and open spaces serving the entire city is shared by many communities and is strongly encouraged by today's health professionals as such facilities promote increased physical activity which translates to a healthier community. The term "active living" is commonly used to describe this type of development. The City recognizes the importance of following active living principles and will seek funding assistance when available to promote this type of development. The following are general principles the City will use to guide decisions on the design, location, and implementation of future parks, trails and open spaces.

- Physical activity is a behavior that can favorably improve health and quality of life.
- Everyone, regardless of age, gender, language, ethnicity, economic status or ability, should have safe, convenient and affordable choices for physical activity.
- Places should be designed to provide a variety of opportunities for physical activity and should accommodate a wide range of individual preferences and abilities.
- Development patterns should encourage mixed-uses, compact design, and a variety of transportation choices.
- Buildings should be designed and oriented to promote opportunities for active living, especially active transportation.
- Transportation systems, including transit, should provide safe, convenient and affordable access to housing, worksites, schools and community services.
- Parks and green space, including trails, should be safe, accessible and part of a transportation network that connects destinations of interest, such as housing, worksites, schools, community services and other places with high population density.

The City should plan for ongoing routine maintenance of facilities to provide for the continued safety, quality and attractiveness of the physical infrastructure. It is recognized that not all development will achieve all or some of the active living principles listed above. However, by acknowledging these principles as important, it is hoped that most if not all future projects will work to promote a healthier community for the citizens of Maple Plain.

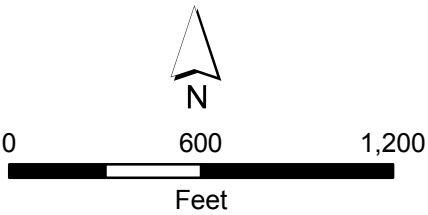
Parks, Trails, and Open Space Goals and Policies

1. To compliment the City's existing parks, the City intends to develop public spaces and trails within the Gateway, Downtown and Budd Avenue/Highway 12 Districts and the surrounding areas.
2. Providing adequate pedestrian connections to the different areas of the City will improve access to employment and recreation centers and reduce the need of automobiles
3. Improvements to Pioneer Park to provide a full bituminous mixed-use path and scenic thoroughfare.
4. Incorporate sidewalks or bikeways into all new development projects. The need of sidewalks along other streets will be determined during street improvement projects.
5. Work with Three Rivers Park District on the development of the Baker/Carver Regional Trail through Maple Plain.
6. Create a regional trail link between Baker Park Reserve and Pioneer Park in Independence.
7. The City recognizes the importance of following active living principals and will seek funding assistance when available to promote this type of development.

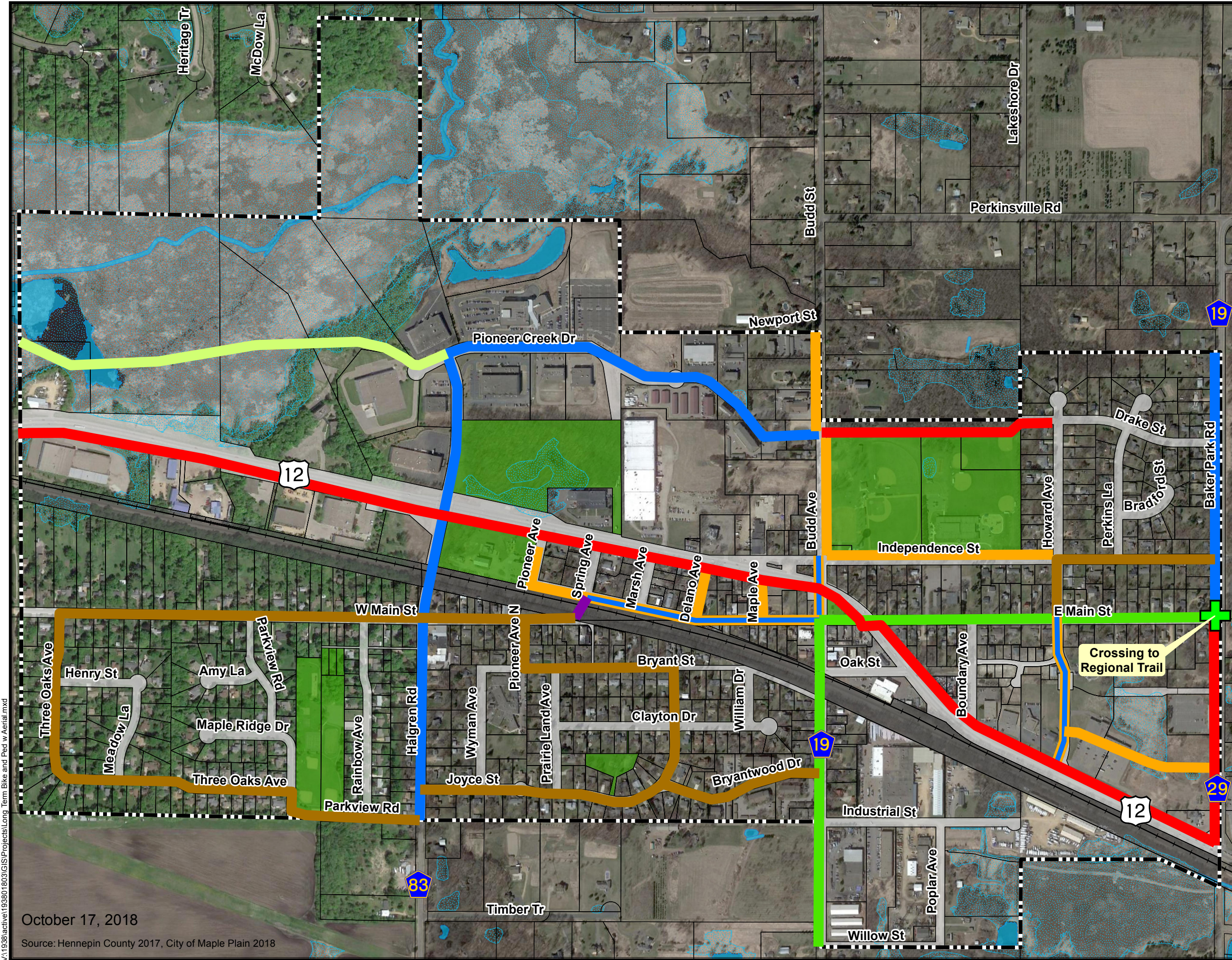
(This page intentionally blank)

Long Term Bicycle and Pedestrian System

City of Maple Plain



- Regional Trail
- Shared Use Path
- Sidewalk
- Sidewalk and Bike Lane
- Painted Bicycle/Pedestrian Shoulder
- Neighborhood Slow Streets
- Pioneer Creek Boardwalk
- Pedestrian Bridge
- City Boundary
- Park/Institutional
- Rail Right-of-Way
- Right-of-Way
- Open Water
- NWI Wetland



CITY OF MAPLE PLAIN
2019 - 2023 Comprehensive Capital Improvement Plan

Department	Item
Transportation	Main Street and Rainbow Seal Coat and Crack Fill Three Oaks Ave, Henry St, Meadow Ln, Parkview Rd, Joyce St, Prairieland Ave, Clayton Dr, Bryantwood Dr, William Dr, Independence St, Pioneer Creek Dr, and Halgren Rd Seal Coat and Crack Fill
	Main St. E. and Maple Ave. Reconstruct
	Amy Ln and Maple Ridge Dr Mill/Overlay
	Budd Ave Seal Coat and Crack Fill
	Yearly Patching
	Replace Ford F350 Truck
	Upgrade Ford F150 Truck to Ford F550 Truck
Sewers	Replace sanitary sewer- Main St. E. and Maple Ave
	Purchase camera for I&I POS inspections
Parks	Northside Park Improvements
	New Picnic Shelter- Rainbow
	Repair Hockey Rink- Rainbow
	Warming house expansion
	Playground- Rainbow
Water Supply	Seal Well 2
	Routine Well Maintenance
	Replace watermain- Main St. E. and Maple Ave
Open Space Facilities	

2019	2020	2021	2022	2023	Five Year Total
?					
	?	?	?	?	
\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 250,000
	\$ 50,000				
	\$ 65,000				
		?			\$ -
\$ 12,000					\$ 12,000
\$300,000					\$ 300,000
			\$40,000		\$ 40,000
	\$15,000				\$ 15,000
	\$ 30,000				\$ 30,000
		\$ 100,000	\$ -		\$ 100,000
?					\$ -
		?			
\$ -	\$ -	\$ -		\$ -	\$ -