

# Mapleton 2025 Plan Update

October 2004

Prepared by  
Mort L. Mazaheri, AICP

## **City Council**

Eric Grindberg, Mayor  
Larry Dell  
Rosemary Heise  
Eric Hillman  
Gordon Pederson

## **City Auditor**

Kate Olsen

## **Planning Commission**

Allen Moerke, Chair  
Susan Buringrud  
Tonia Eider  
Dean Mertz  
Maletta Meyer

# CONTENTS

COMMUNITY PROFILE -----	1
The setting -----	1
Population-----	1
Economy -----	5
Housing-----	7
Land Use -----	9
MAPLETON 2025 PLAN -----	12
PERSPECTIVE -----	12
RESIDENTIAL SUBURB -----	13
SERVICE SUB-CENTER-----	13
EMPLOYMENT CENTER -----	14
FULL SERVICE COMMUNITY -----	14
FRAMEWORK FOR PLANNING -----	15
Compact Development -----	16
Compatibility of Uses -----	16
Cooperation and Coordination -----	17
Fair and Cost Effective Services -----	17
Orderly Development-----	17
Partnership -----	18
Public Participation -----	18
GENERAL LAND USE PLAN -----	19
Objectives -----	19
Policies-----	19
Future Land Development -----	20
Present Available Lots-----	21
RESIDENTIAL AREAS -----	22
Goals -----	22
Standards -----	22

Objectives -----	23
Policies-----	24
COMMERCIAL AND INDUSTRIAL AREAS -----	27
Objectives -----	27
Policies-----	27
COMMUNITY BEAUTIFICATION, PARK, OPEN SPACES AND FACILITIES-----	31
Standards -----	31
Objectives -----	32
Policies-----	32
FRINGE AREA DEVELOPMENT-----	33
Objectives -----	33
Policies-----	34
PUBLIC FACILITIES AND SERVICES-----	35
Objectives -----	36
Policies-----	36
STREETS AND HIGHWAYS -----	36
Objectives -----	37
Policies-----	37
DEVELOPMENT PLAN ELEMENTS -----	38
Anticipated Growth Pattern-----	38
Land Use Pattern -----	39
Public Utilities Plan-----	43
Streets and Highway Patterns -----	44
City Appearance and Urban Aesthetics -----	45
Planning Period 2005-2009-----	46
Planning Period 2010-2014-----	48
Planning Period 2015-2019-----	49
Planning Period 2019-2025-----	50
APPENDIX A-----	

## **COMMUNITY PROFILE**

### **The Setting**

The City of Mapleton, located along the east bank of the Maple River came into existence with the arrival of the Northern Pacific railroad in 1871. It was incorporated in 1876 as a small rural farm center in east central Cass County. In 1900, Mapleton was a booming small town with a population of 322 with a wide range of general and retail services for its population support area.

Mapleton is presently a part of the Fargo Metropolitan area served by Interstate Highway 94, and Cass County Highways 10 and 11. Historically, a part of the land in Mapleton has been subject to flooding during the regional floods. During the 1997 regional flood, Mapleton faced some flood damage to several housing units and businesses. Since then, a permanent dike has been constructed west of Cass County 11 to protect the existing residential uses and lands as well as the new planned residential area around the Maple River Golf Course.

### **Population**

Mapleton experienced about a 127% population growth during the 1980-1990 period, but dropped 11.9% during the 1990s. Up to 1960, the population had been fluctuating from one decade to the next from a peak of 322 in 1900 (See Table 1). From the 1950s, there has been a reversal in population decline. In the 1990s, due to unavailability of housing, Mapleton did not add to its population. In fact, the flood of 1997, due to the loss of several single-family housing units, the population declined to below the 695 in 1990 level. In Table 1, we see a major population change during the 1970s and 1980s. These changes are due to a sizable number of housing units constructed in the late 1970s and early 1980s.

**Table 1**  
**Population Change in**  
**Mapleton, North Dakota**

	Mapleton Number	Percent Change	Cass Co.	Percent Change
1890	119		19,613	
1900	322	170.6	28,625	45.9
1910	207	(35.3)	33,935	18.6
1920	198	(8.2)	41,477	22.2
1930	195	(1.5)	48,757	17.5
1940	180	(7.3)	52,849	8.4
1950	169	(6.1)	58,877	11.4
1960	180	6.5	66,947	13.7
1970	219	21.7	73,653	10.0
1980	306	39.7	88,247	19.8
1990	695	127.1	102,847	16.6
2000	612	(11.9)	123,138	19.7

Source: Census of Population

In comparison with other similar sized communities in southeastern North Dakota, we find a wide variation in population changes. Mapleton, Arthur, Harwood and Kindred, because of the proximity to the Fargo urban area, show noticeable changes during the 1980s and 1990s (See Table 2).

**Table 2**  
**Population Change in Selected Cities**  
**of Eastern North Dakota**

	1960	1970	1980	1990	2000	Percent Change 1990-2000
<b>Mapleton</b>	<b>180</b>	<b>219</b>	<b>306</b>	<b>695</b>	<b>612</b>	<b>(11.9)</b>
Arthur	325	412	445	405	446	10.1
Finley	808	809	718	544	512	(5.9)
Harwood	-	-	326	577	615	6.6
hope	390	364	406	289	305	0.6
Kindred	580	495	568	578	614	6.2
Portland	606	534	627	583	651	11.7
Wyndmere	644	516	550	477	557	16.8

Source: U.S. Census of Population

During this period, we see major growth in age groups below 65 but a decline in the 1990s (See Table 3). The largest decline took place in the under 5 years of age group followed by 65 and over and the 5-17 age group (K-12). The above data shows that recent population of Mapleton is largely in the younger age group. School enrollment in the fall of 2000 reports 211 students K-12, nearly identical to the 1990 population for this age group.

**Table 3**  
**1980-2000 General Population**  
**Characteristics for Mapleton, ND**

	1980	1990	2000	Percent Change 1990-2000
under 5	25	81	44	(45.7)
5-17	83	212	190	(10.4)
18-64	178	385	364	(5.5)
65 and over	21	17	14	(17.6)

Source: U.S. Census of Population

Data from the Mapleton School District shows about a 9% decrease in school enrollment since 1991. The School District presently offers K-6 grades education in Mapleton. Grades 7-12 are split between West Fargo School District and central Cass in Casselton on out of district tuition basis (See Table 4). The change in enrollment is directly related to the general population growth in the School District and particularly the City of Mapleton. Since the city's population has not experienced a definitive population growth in the 1990s, the decrease in school enrollment is realistic, although the last 10 years data offers no change between 1991-92 and 1996-97.

**Table 4**  
**School Enrollment Data**  
**Mapleton School District**

	Mapleton K-6	Central Cass 7-12	West Fargo 7-12	Total
1991-92	151	17	60	228
1992-93	139	21	62	222
1993-94	128	29	60	217
1994-95	122	36	61	219
1995-96	119	34	57	210
1996-97	132	36	60	228
1997-98	117	46	55	218
1998-99	102	49	49	200
1999-00	108	48	48	204
2000-01	111	41	47	199
2001-02	105	36	50	191
2002-03	110	34	55	199
2003-04	98	29	57	184

Source: Mapleton School District, Office of the Superintendent

The present enrollment situation may continue until the population, because of new housing construction and job creation, begins to grow. In Table 5, a grade-by-grade breakdown of school enrollment for grades K-12 is shown, which also supports the need for increasing population in the district and the City of Mapleton.

**Table 5**  
**School Enrollment Data**  
**Mapleton School District**  
**2003-2004**

Grade	Mapleton Grade	Central Cass	West Fargo
K	13	-	-
1	12	7	7
2	10	1	8
3	14	5	10
4	19	3	11
5	16	9	5
6	14	4	8

Source: Mapleton School District, Office of the Superintendent

## Economy

Mapleton at the present time is a bedroom community with few local employment services. Most of the residents work in the Fargo urban area. A majority of the workers (52%) in Mapleton are engaged in construction, manufacturing, transportation and retail and wholesale trades (See Table 6). The largest groups of workers are in the manufacturing sector followed by retail trade, finance/insurance/real estate, business services and health services.

**Table 6**  
**2000 Employment by Industry**  
**Mapleton, ND**

Industry	2000	Percent Mapleton
Agriculture	2	0.1
Construction	27	8.3
Manufacturing	59	18.2
Transportation	21	6.5
Wholesale Trade	22	6.8
Retail Trade	40	12.3
Finance, Ins, Real Estate	32	9.8
Business/Services	32	9.8
Health Services	30	9.2
Educational Services	22	6.8
Professional Services	25	7.7
Public Service	13	4.0

Source: 2000 Census of Population, SF 3

In Table 7, we see the median income for Mapleton and other selected communities in southeastern North Dakota. In 2000, the median family income in Mapleton was 17% below the median family income in Cass County, 4% below the median family income in Kindred and 30% below the median income in Harwood. We find similarities in the median household income and non-family income. The per capita income in 2000 in Mapleton was the lowest among the selected cities. It was 38% below Cass County, 30% below Kindred and 40% below Harwood. A breakdown of the household and family income are presented in Table 8.



**Table 7**  
**1999 Median Family, Household,**  
**Non-family and Per Capita Income**  
**for Selected Small Cities in Southeastern ND**

	Median family	Median Household	Median Non-family	Per Capita
<b>Mapleton</b>	<b>\$42,750</b>	<b>\$30,028</b>	<b>\$26,875</b>	<b>\$12,900</b>
Arthur	\$41,875	\$36,250	\$21,250	\$13,948
Finley	\$43,417	\$32,917	\$21,500	\$17,989
Harwood	\$60,625	\$57,500	\$31,250	\$21,191
Hope	\$44,167	\$31,042	\$23,433	\$16,724
Kindred	\$44,091	\$43,250	\$23,958	\$18,314
Portland	\$43,250	\$30,375	\$17,426	\$15,149
Wyndmere	\$45,833	\$42,143	\$23,750	\$15,288
Cass County	\$51,469	\$38,147	\$23,403	\$20,889
North Dakota	\$43,654	\$34,604	\$20,296	\$17,769

Source: 2000 Census of Population, SF 3

**Table 8**  
**1999 Income of Households**  
**and Families in Mapleton, North Dakota**

	Household		Family	
	No.	Percent	No.	Percent
Under \$10,000	5	2.7	5	3.2
\$10,000-\$19,999	14	7.6	9	5.7
\$20,000-\$29,999	26	14.1	19	12.0
\$30,000-\$39,999	52	28.3	43	27.2
\$40,000-\$49,999	29	15.8	27	17.1
\$50,000-\$59,999	29	15.8	28	17.7
\$60,000-\$74,999	13	7.1	13	8.2
\$75,000 & over	16	8.2	14	8.9

Source: 2000 Census of Population SF 3

The single largest source of income for Mapleton is the property tax. Mapleton special assesses improvement against the benefiting properties. Two components of property taxes for municipal purposes are the property value as a base for assessment and the mil levy that is applied to the taxable value of property to generate city, county and school district tax funds. Cass County and Mapleton School District are independent taxing bodies and Mapleton is not involved in determining their mil levies. Mapleton, however, is directly involved in determining the property market values and setting the mil levy for municipal purposes (See Table 9).

**Table 9**  
**Mil Levy, Market Value and Assessed**  
**Valuation in Mapleton, North Dakota**

	City Levy	Market Value	Taxable Value
1991	63.21	\$10,648,600	\$532,753
1992	68.57	\$10,639,200	\$530,641
1993	75.72	\$10,725,000	\$537,650
1994	77.60	\$10,757,500	\$551,994
1995	75.32	\$11,427,600	\$567,009
1996	48.13	\$12,551,800	\$575,202
1997	63.02	\$13,740,900	\$629,588
1998	68.97	\$13,917,600	\$668,479
1999	70.14	\$13,602,200	\$654,804
2000	61.62	\$15,579,200	\$754,115
2001	60.00	\$16,598,233	\$801,847
2002	60.15	\$16,993,500	\$816,149
2003	59.30	\$17,154,350	\$828,150
2004*	61.00	\$19,532,400	\$903,000
% change			
1995-04	-19.0%	70.9%	59.3%

Source: Cass County Assessment Dept,  
Mapleton City Auditor, \*estimate

### **Housing**

There are 217 housing units in Mapleton today, compared to 191 units in 2000, about 61% of which were under 25 years old (See Table 10). Between the late 1970s and the early 1980s, 166 new houses were built in Mapleton. Since 2000, 26 new units have been added to the housing stock. Only 11% of the housing units in Mapleton date to before 1940. Most of the new houses built during 1970-1980 period are of modest nature and built on small lots (average 60 X 130 feet). In 1990, there were nine mobile homes and one duplex in Mapleton. Since 2000, a large lot subdivision (Ashmoor Glen) and two small lots subdivisions (Maplewood and maple Pointe) are made available.

**Table 10**  
**Age of Housing Units**  
**in Mapleton, ND**

Age	Number	Percent
before 1940	23	10.6
1940-1959	13	0.6
1960-1969	4	0.2
1970-1979	44	20.3
1980-1989	101	46.5
1990-1999	6	2.8
2000-2004*	26	
<b>Total</b>	<b>217</b>	

Source: 2000 Census of Population, SF3

\*City Auditor, to August 2004

About 5% of the housing units had values below \$50,000 while 38% had values between \$50,000 and \$70,000 (See Table 11). The remaining 57% of the housing units were valued at over \$70,000. The \$60,000-\$100,000 range included about 75% of all owner occupied units.

**Table 11**  
**1999 Value of Owner Occupied Housing**  
**Units in Mapleton, ND**

	Number	Percent
		Total
under \$40,000	5	3.0
\$40,000-\$49,999	4	2.4
\$50,000-\$59,999	15	8.9
\$60,000-\$69,999	48	28.8
\$70,000-\$79,999	42	25.0
\$80,000-\$89,999	35	20.8
\$90,000-\$99,999	17	10.1
\$100,000 & over	2	1.2

Source: 2000 Census of Population, STF3

In 1999, the median house in Mapleton was valued at \$72,900 compared with the median house of \$76,500 in Cass County and \$74,400 for North Dakota. At the same time, the median house value in other similar sized communities was below the median house value in Mapleton. The median house value is undoubtedly influenced by the large number of housing units constructed in Fargo and West Fargo. Harwood and Horace, because of closer proximity to Fargo have been attracting a large number of new and higher priced houses since the early 1970s.

## Land Use

Mapleton's corporate limits contain four sections of land, about 2,560 acres, of which only 12% is developed. By virtue of its location, the land used for highways consists of 41% of all developed land in Mapleton.

About two miles of I-94 right-of-way, three miles of Cass County Highways 10 and 11 and two miles of railroad right-of-way make up 149 acres of the 322 acres of all existing developed land. Recreational land use, largely because of the existence of the golf course is the second largest land use category in Mapleton (See Table 12 and Figure 1).

**Table 12**  
**2004 Land Use Pattern**  
**Mapleton, ND**

Land Use	Acres	Developed Land
Residential	49	15.2
Commercial	6	1.9
Industrial	10	3.1
Church/Cemetery	6	1.9
Parks/Open Spaces	6	1.9
Golf Course	80	24.8
Rights-of-Way	149	46.3
Railroad	24	7.5
Streets/Highways	125	38.8
Local Streets	5	1.6
County Highways	32	9.9
I-94	88	27.3
Waste Water Treatment	16	5.0
Total Developed Land	322	
Total Land/Water Area	2,560	
Agriculture/Water/Vacant	2,238	

Source: Mapleton City Auditor

Mort Mazaheri Associates

## Figure 1

The older residential area in Mapleton is located east of Cass County Highway 11 and south of Cass County Highway 10. The majority of the houses built during the late 1970s and early 1980s are located north of Cass County Highway 10. Two agriculturally related industries located a few hundred feet apart are located south of Cass County Highway 10 about 1/2 mile east of the developed part of the city and one is located in the Industrial Park. A Travel-Fuel Stop is located on the northeast quadrant of I-94 and Cass County Highway 11. To the north of this facility, there is a bar-restaurant. Three other commercial uses including an auto repair shop, a trucking operation, wood specialties and a storage building are located along Cass County Highways 10 and 11 on the north side of town. A larger trucking operation is anticipated to go in on a site west of the restaurant on Carl Olsen Street.

On the east side of Mapleton, south of the wastewater treatment ponds, a parcel of land about 120 acres is designated as industrial park. A grade school building constructed in the 1920s is located on First Street and Northern Pacific Avenue. A Community Center including the city offices is situated on Cass County Highway 11 and Second Street. A baseball park serves the city on the east side, south of which there is a cemetery.

A new residential area is planned along the Maple River Golf Course on the southeast side of Mapleton, with the first phase of 61 lots, about 11 of which are being built on. In addition, two medium density single-family areas are being platted: one (Maplewood Second Addition) with 18 (60' x 140') lots is east of the Maplewood First Addition; and another with 62 lots (Maple Pointe, 60' x 140') is located west of Cass County 11 and north of its intersection with Cass County Highway 10.

## **MAPLETON 2025 PLAN**

### **PERSPECTIVE**

The future of Mapleton is largely connected to the growth and changes in the Fargo Urbanizing Area, as is the future of many other communities within a reasonable commuting time. The type and intensity of growth in the urban area are directly related to the availability of municipal services, property taxes and land cost. Other factors such as small town atmosphere, regular face-to-face contacts also enter into consideration for choosing one town over another. Another unspoken factor, but quite visible, is the desire of the community and its openness and support for attracting the desired growth.

Mapleton has several alternatives for attracting and accommodating the future growth. These alternatives are discussed below under the planned growth concept, the very purpose of which is emphasized in this plan. Unplanned growth is costly in terms of over demanding the city's financial, physical and social resources. Under "Framework for Planning", a number of key points are emphasized. Consideration of these points in all land planning and community decisions are essential to the success of any development in general and the city's livability and the quality of life in particular. A series of objectives and policies following the framework elements are discussed as guidelines for consistency and fairness in the decision making process. These objectives and policies are the heart of the Comprehensive Plan (Mapleton 2025 Plan) and should be the basis for evaluating all development decisions and initiating new courses of action.

Under a planned growth principal, Mapleton has an opportunity to examine the following growth ideas:

1. Residential Suburb
2. Service sub-center
3. Employment sub-center
4. A full service community

## **RESIDENTIAL SUBURB**

The pace of development is presently predicated by availability of municipal services particularly sufficient water supply. Residential suburban status is a natural outgrowth of Fargo Urban Area, as historically experienced in West Fargo and in recent years in Harwood and Horace. Mapleton is in position to capture a part of metropolitan housing share based on the cost of lots, improvements and related real property taxes. Presently, the Ashmoor Glen residential development offers an opportunity for middle-upper single-family development. Maplewood Second Addition and Maple Pointe provide 80 lots for entry-level housing. Mapleton, in the meantime needs other single-family residential lots of 9,000-10,000 square feet, especially in the area close to the elementary school and north of Carl Olsen Street. Additional buildable residential lots in this area because of proximity to existing sewer and water must be in a reasonable price range to infill the town in a compact fashion.

## **SERVICE SUB-CENTER**

This scenario is based on the assumption that the future urbanization would initially require certain services to meet the needs of Mapleton. Most communities further away but with the same population size offer a wide range of services. In fact, Mapleton itself from early days through the 1950s had several times more services than it has today. It is appropriate to remember that Mapleton in the early 1900s was a full-fledged rural farm center. The abundant and varied services in the Fargo Urban Area have reduced the need for local services in Mapleton to its present scale. However, urbanization of this area within the next 20 years would undoubtedly change the pattern, as experienced in most metropolitan areas. This is not to say that the growth of urban services even in a 20-year period would replace the total need for the services offered in the Fargo Urban Area. Mapleton's growth from within and the metropolitan growth from outside will bring a new demand for basic services in a multi nuclei fashion. It is, therefore, realistic to think that a planned growth supported by Mapleton would facilitate development of services over a period of time.

The development of services in a particular area deserves planning, programming and consistent decision-making. Extensive frontage on I-94 and Cass County Highway 11 provides an opportunity to designate the area as a town site service center. This will be the new business



district for Mapleton and the western part of the metropolitan area. The type of services, at the outset, will be highway oriented such as the present fuel stop and restaurant and bar under construction to other general retail services to meet the needs of the city and traveling public along the I-94 freeway.

### **EMPLOYMENT CENTER**

This scenario is, in part, an outgrowth of the service center idea. It also requires specific steps for recruiting new employers with manufacturing and production emphasis. About 200 acres in various locations are presently set aside and ready for this purpose. To give this scenario reality, Mapleton with the Ottertail Power Co. needs to actively pursue existing processors and producers to consider locating in the industrial park. Due to limitations on present water supply-storage, those manufacturing entities requiring large water volume cannot be encouraged. This would certainly limit the choices for Mapleton until a more abundant water supply and sufficient storage capacity for Mapleton is secured. Provisions for a reliable water supply are critical to Mapleton's growth, particularly when we address opportunities for industrial development. In addition to this parcel, there are other tracts of land for industrial use in the future when this site is totally committed.

In the following pages under "Framework for Planning", a number of key points regarding the orderly, compact development, cost effective service and partnership particularly apply to business and industrial development. Typically, in the normal way, the growth comes in bits and pieces. On a planned basis with an eye on the long-term impacts (good or bad), adherence to these bits and pieces would result in a better development pattern from the perspective of physical appearance, cost effectiveness, compatibility with the surrounding uses and city resources.

### **FULL SERVICE COMMUNITY**

This scenario addresses most of the points discussed above in the three previous scenarios. It is a function of time and good planning to make it happen. A full service community is defined as a community that offers as much service and jobs that it realistically can attract. It will be achieved as the urbanization wave from the Fargo Metropolitan areas extends west beyond West Fargo.

West Fargo itself experienced the above stages in the last thirty years, from a proactive residential suburb to a service sub-center to employment center and finally approaching the full service community status. It is recognized that some services such as higher education, health care, major financial institutions, and county/state/federal government services will be in Fargo for a long period into the future.

Mapleton will be part of this growing urbanization in the future to offer a wide range of services to make it to a large degree self sufficient. However, the scale of Fargo Urban Area will always dominate certain uses and services from the standpoint of economy and efficiency regardless of the extent of metropolitan growth for a long time in the future. The key to the success for a full service community status is coordinated and comprehensive planning, forward looking community leadership and business friendly environment and lower taxes. Another important element, which would speed up the development process in all four scenarios, is the technology of communication. The present technology that will undoubtedly improve and spread faster than before, has in many cases made the classic relationship between living spaces and service or employment spaces obsolete. One can work out of the house for an employer many miles away. One can do a large part of shopping through a faster, hassle free communication system. In other words, the computer age will enable people greater freedom for the basic necessities of life that has required much time and toil in the past.

## **FRAMEWORK FOR PLANNING**

Framework for Planning serves as a general guide for directing the decision-making process. It defines a community direction by a series of objectives to be carried out by a series of policies as a community planning tool. Objectives and policies are developed where appropriate in the context of the Mapleton 2025 Plan, particularly in the land use guidance system articulated in the land development ordinance. Standards for land use and transportation are included in each section in the background analysis of this plan as well as in the land development ordinance. The essence of the Mapleton 2025 Plan is to guide decision making for the use and development of land.

Mapleton's future will be influenced by the growth of the Fargo Metropolitan area, action of the City Council, and state and national policies and by the action of local governments having jurisdiction for locating and maintaining public facilities including Cass County and adjoining townships. Effective community planning requires cooperation and coordination in decision making for making Mapleton a highly livable town in the Fargo urban area. Being a part of this growing metropolitan area, Mapleton, in a statutory sense, is defined by its corporate limits, although its true boundary economically and socially is tied to a much larger area. While there are still large tracts of land available for urban development in Mapleton, sound planning ideas require emphasis on development for a larger area than existing city limits. As a basic guide, several planning principles are discussed below, some of which define Mapleton as a physical, social and economic entity both in very local and much larger regional setting. The one-mile extraterritorial planning/zoning jurisdiction, authorized by ND Laws, is also an important part of Mapleton in future development.

### **Compact Development**

Compact development means efficient use of land. Sensible, well-spaced and cost effective development is a priority goal for Mapleton. Compact development does not mean a crowded or congested town. It means a carefully thought out system of land use, transportation and public facilities developed together based on a plan that meets the future needs while addressing the current demands of the people.

### **Compatibility of Uses**

The quality of life in Mapleton depends on a wide range of services and amenities and their physical relationships. Some activities fit together better in some areas than others. Since we need to accommodate a wide range of activities in the future, sound planning enables us to predetermine the appropriate use of each location that complement each other rather than posing conflicts. In Mapleton, as in other communities, a land development ordinance is a device used to keep the conflicts to a minimum by grouping complementary uses together. Other devices include site planning with appropriate landscaping, screening and buffering, or aggregating uses that are the most compatible and least conflicting. Here, the heart of the issue is careful consideration of each part of the development and its effect on the future. In reviewing land use-

rezoning applications, such questions as scale and appropriateness for the area both for now and in the future deserve attention. Over zoning and advanced zoning of land should be avoided. Rezoning of the future land parcels should be based on the provisions of this plan to avoid conflict and leapfrog development.

### **Cooperation and Coordination**

The City of Mapleton is responsible for a multitude of decisions regarding street, water and sewer, construction and maintenance. Other services will be needed as the city grows. Location of schools, parks and other community facilities influence the present and the future development. Similarly, state and federal agencies from the perspective of housing, transportation, water resources, flood plain management, and community development influence the physical direction and extent of changes in the city. As the city grows, the need for providing efficient and cost effective service requires much planning and coordination.

### **Fair and Cost Effective Services**

All communities borrow money to finance schools, parks, sewer, water, streets, drainage and public buildings. Distribution of the cost needs to be fair and prevent burdening of a group or area. The city relies on the municipal revenues, largely property taxes, to pay for the current operations as well as the long-term capital investments. Sharing of the facilities is important in any setting, yet it is also important to pay for the facilities that are used by all. To attract high quality development, Mapleton needs to keep the cost of services fairly distributed and yet reasonable. In the Metropolitan area, Mapleton has a good opportunity for a highly desirable growth at a lower cost. Property taxes play a major role in attracting new development in Mapleton. Above all, a long-term comprehensive facilities plan, continuously exploring sources, types and financing of water, sewer and other public services and facilities is the key to successful community planning.

### **Orderly Development**

Orderly development means a well paced and directed growth, compared to unanticipated and unguided development. A successful and orderly development is usually compatible with the extent of community services and resources such as capacity for water, sewer, street, drainage,

solid waste and other municipal services. An important element in orderly development is planning and coordination. Nearly all communities compete for resources and services and usually those who do better planning and are ready to act decisively are more successful. Mapleton has an opportunity in the future to attract new employment sources, service businesses and good quality housing.

### **Partnership**

The city is realistically a partner with its residents in all activities, which provide good uninterrupted service to the people. Such a partnership finds its roots in the citizens of Mapleton who rely on day-to-day services based on their individual or collective needs. Partnership in city government decisions is essential to the prosperity of the private businesses. Certain incentives, some specifically authorized by the state laws and some under general governmental powers, help in focusing on particular areas of needs, such as housing, business retention, expansion and attraction. This partnership is also important in maintaining a strong relationship with the adjoining townships, Cass County and other units of government in the metropolitan area.

### **Public Participation**

Public participation is essential in the planning process. Public planning is public business and public decisions are greatly enhanced when the public is involved. Because planning is a tool of decision making, then the public should be a part of it. Public participation would help set the stage for partnership in community planning, housing, business and industrial development, and enhancing educational, cultural and recreational facilities. The citizens of Mapleton provided input for decision making through citizen workshops, planning commission and at the City Council meeting. A detailed list of issues, priorities and opportunities provided in recent weeks is included in Appendix A. This list has been the key consideration in detailing objectives and policies set forth in the following section “GENERAL LAND USE” and the “DEVELOPMENT PLAN ELEMENTS” following that.

## GENERAL LAND USE PLAN

There is a total of 2,560 acres of land within the corporate limits of Mapleton in 2004. There has been no change in the corporate limits since the city was incorporated in the late 1800s. Today, single-family uses are the largest category of land uses. The following table provides the current land use data.

Land Use	Total Acres	Developed Acres
R-1 Residential	8	2
R-2 Residential	1	1
R-3 Residential	130	103
R-4 Residential	6	6
C-1 General Commercial	8	5
C-2 Highway Commercial	13	3
Industrial	170	70
Open Spaces/Golf Course	88	84
Total	424	274
Agricultural	2,140	-

Source: Mort Mazaheri, Compiled from Zoning Maps and Land Use Data File, 2004

### Objectives

1. To encourage development of attractive, well-balanced and well-linked land uses to meet the residential, commercial, industrial, and public and semi-public and recreational needs of Mapleton.
2. To encourage development of land in an orderly manner for good appearance, convenience of the people and effective savings in the cost of water, sewer, street construction and maintenance.

### Policies

1. Guide orderly and efficient use of land to avoid traffic and circulation problems and ensure safety, comfort and convenience of the public and at the same time creating a visually attractive environment.
2. Target sufficient acreage of land to meet the future land demand for residential, commercial, industrial and public uses, in accordance to the Mapleton 2025 Plan.
3. Avoid over zoning of land particularly where there is a supply of appropriately zoned properties.
4. Give priority to developing those properties where city utilities and services are

available with sufficient capacity. Avoid those uses that would require large volumes of water and produce a large and concentrated volume of wastewater.

5. Encourage development in compact, efficient and functional forms to provide for convenient movement between residential, shopping, and service areas.
6. Evaluate requests for rezoning for their long-term impact on the adjoining land uses and property values and the cost of municipal utilities and services.
7. Encourage coordination of efforts among the school district, park district, county, township and other governmental entities for selection of sites and improvement changes.
8. Plan for compact commercial areas in accordance with the Mapleton 2025 Plan to avoid extensive strip development that often adversely impacts the use and enjoyment of adjoining properties.
9. Require commercial development be located in areas readily served by city utilities and services.
10. Relate major commercial and industrial development to existing and planned transportation facilities and services.
11. Encourage the clustering of related industrial uses in the industrial park.

**Future Land Development**

Presently, there are three areas potentially available for development consisting of: (1) about 50 acres, north Carl Olsen Street, east of the Maplewood Addition; (2) about 265 acres Between I-94 and Carl Olsen Street, east of Cass County Highway 11; and (3) about 590 acres in section 31, north of Cass County Highway 10 and east of Cass County Highway 11. Based on the general development pattern of small communities in the fringe of the metropolitan areas, like Mapleton, the following table shows projected future land uses.

Priority Area # 1 Land north of Carl Olsen Street, west of Industrial park

Total	50 acres	
Park/Open Space	5 acres	
Streets	7 acres	
R-2	32 acres	140 lots (70 x 140)
R-4	5 acres	50 duplexes, Apts.
Unplatted part of Ashmoor Glen		130 large lots

Priority Area # 2 Land south of Carl Olsen Street, north of I-94

Total	265 acres	
Park/Open Spaces	25 acres	
Streets	60 acres	
R-2	50 acres	220 lots (70 x 140)
R-4	20 acres	200 duplexes, townhouses, apts.
C-1	70 acres	
C-2	40 acres	

Priority Area # 3 Land north of Cass County Highway 10 and east of Cass Highway 11

Total	590 acres	
Flood Plain	140 acres	
Park/Open Spaces	45 acres	
Streets	135 acres	
R-1	50 acres	170 lots (85 x 150)
R-2	120 acres	520 lots (75 x 140)
R-3	40 acres	230 lots (60 x 140)
R-4	30 acres	325 duplexes, townhouses, apts.
C-1	30 acres	

**Present Available Lots**

There are a total of 220 developed single-family residential lots and 7 commercial and industrial lots in Mapleton. Recently, there are 80 single-family lots being platted which in combination with Ashmoor Glen provide over 130 lots for building houses in R-3 and R-1 residential districts. Currently, there are no lots available in R-2 district. The following table gives a breakdown of available residential, commercial and industrial lots in Mapleton:

<u>Lots</u>	<u>#</u>	<u>Acreage</u>
Residential Lots		
Ashmoor Glen Addition, platted	58	17
Ashmoor Glen Addition, unplatted	122	35
Maplewood 2nd Addition	18	5.5
Maple Pointe Addition	62	17.5
Subtotal	260	75
Commercial Lots	2	14
Industrial Lots, platted	2	5
Industrial Lots, being platted	20	50
Total	284	144



For large-scale development, the city should require planned development to include a mix of residential uses and support commercial facilities. All three parcels discussed above have unique potential for planned development.

## **RESIDENTIAL AREAS**

R-1 single-family residential districts include those lots with an area of 12,000 or more square feet. Presently, the only lots in this district are located in Ashmoor Glen, south of the golf course. The proposed Ashmoor Glen residential plan consists of 184 lots, the first phase of which is platted includes 62 lots. A part of the first phase is also zoned R-3 to accommodate twin homes. The potential for additional large lot development exists in section 31, north of Cass County Highway 10 as well as a part of the land between Olsen Street and I-94.

R-2 single-family residential district in Mapleton is now limited to a small area west of Cass County Highway 11 and includes one acre. The medium size lots of 9,000-10,000 square feet are popular in most communities and there will be a demand for them in Mapleton in the near future.

R-3 single-family and duplex district is the most dominant land use in Mapleton and includes 94% of all residentially zoned land in the city (130 acres). In addition, there are over 80 vacant lots in two new subdivisions, Maplewood and Maple Pointe (23 acres).

R-4 residential district consists of 9 acres of land along Cass County Highway 10 and includes 7 single-family houses and two businesses, one is used for storage and the other one is an auto repair shop. There will also be a demand for lots for townhouses, duplexes and apartments. Presently, Mapleton requires 4,000 square feet per unit for townhouses and duplexes and 3,000 square feet per unit for apartments.

### **Goal**

To develop and maintain attractive and orderly residential areas for the benefit of the existing and future residents with good access to park, open spaces and community facilities.

## Standards

Diversity of the housing areas relate to the zoning designation for size of the lots. Typically, about 25% of an area in a residential plat is used by local streets to bring the traffic to connector and collector streets and then to the arterial streets. In addition, 10% of the land is required to be dedicated for public open spaces and public facilities. Therefore, only 65% of every residential acre goes into lot and parcels to accommodate houses, duplexes and apartments. It must be pointed out that 25% right-of-way is an approximate figure and the amount of land needed for rights-of-way may be from 20% -35% depending on the width and configuration of the streets. In Mapleton, at present, there are 5 types of residential districts designated as R-1, R-2, R-3, R-4 and R-5 in the Land Development Code. To translate the provision of these districts into number of lots per acre (density), the following is offered. One net acre of land (28,300 square feet or 65% of 43,560 square feet) produces:

- 2.4 lots in R-1 District
- 3.1 lots in R-2 District
- 4.0 lots in R-3 District
- 7 units in R-4 District
- 9.4 units in R-5 District

Residential spaces are important parts of Mapleton and offer a wide range of choices in housing densities and location. Presently, most of the small lot housing districts (R-3) are located north of Cass County Highway 10 and east of Cass County Highway 11. This district accommodates most of the existing housing units in Mapleton and covers 97% of the developed residential land. The breakdown of the available residentially platted and developed lands is as follows:

District	Total Platted	Developed Land
R-1	8	2
R-2	1	1
R-3	130	103
R-4	9	9

Paved driveways are a requirement of the City of Mapleton and their width varies according to the following:

- 9-12 feet for single driveways
- 18-24 feet for double driveways
- 27-36 feet for triple driveways

Sidewalks are presently required under a separate ordinance for all new residential streets including cul-de-sacs, when 80% of the land frontage is developed (Chapter 2-01). However, Mapleton has a procedure for requesting waivers, although the city requires developers to submit a sidewalk plan for approval to the Planning Commission and City Council. The present ordinance requires all driveways and sidewalks to be contracted by qualified contractors under the supervision of the City Engineer. Driveway Ordinance also limits the location of driveways near the street intersections as follows:

Local street approaching local street	20 feet (recommend 40 feet)
Local street approaching collector street	30-50 feet (recommend 50')
Local Street approaching arterial street	100-120 feet
Collector street	Limited
Arterial streets	Limited

**Objectives**

1. To encourage a home improvement program to renovate the housing units, which are undergoing deterioration due to lack of upkeep and aging.
2. To encourage the private sector to maintain a choice of housing types and locations for persons of all income levels.
3. To help expand the supply of new housing for a wide range of household sizes and income.

**Policies**

1. Encourage development of a broad range of housing types and densities to offer choices to the new households.
2. Encourage improvement of existing housing stock to increase choices in housing availability.
3. Encourage programs, which enable the elderly and fixed income households to remain in their homes rather than be displaced because of the high costs of municipal improvements, energy and property taxes.
4. Support programs for affordable housing to the first time homebuyers and those who can only afford lower priced houses. As provided by North Dakota laws, up to two years property tax exemption is a good approach in encouraging development of housing.

5. Encourage location of housing in areas that public utilities and services are now available.
6. Encourage planned development of housing projects to meet a wide range of housing needs based on age and financial considerations.
7. Discourage over concentration of housing units for low-moderate income households.
8. Enforce the building code and land development ordinance to assure upgrading of housing units and their physical appearance.
9. Keep the property taxes low to attract new housing.
10. While the focus of this plan is for the future, the present dominant use of R-3 is disproportionate to the overall land used for residential uses. The two new subdivisions, Maplewood and Maple Pointe offer about 80 new lots in this category. The city should not zone more land for R-3 District until such time that more land is zoned/developed for R-2 and R-1 District. The general criteria for balanced residential development in small communities, is 25% for R-1, 35% for R-2, 30% for R-3 and 15% for R-4 residential development.
11. Some of the existing housing units are in need of repair and improvement. To maintain a good supply of marketable housing units, the City of Mapleton should adopt a housing rehabilitation/improvement program by providing incentives for assisting property owners. The Renaissance Zone Program offers such opportunity by authorizing the city to give up to 100% property tax exemption for five years. At the same time properties in the Renaissance Zone, make the owners eligible for North Dakota income tax exemption up to \$2,000 per year for five years.
12. To encourage more single-family development, the city should adopt a one-time 2-year tax exemption under North Dakota laws for all development. In addition, those new single-family units that may be built after adoption of a Renaissance Zone will be eligible for a 5-year local property tax exemption and North Dakota state income tax exemption for five years and up to \$2,000 per year.

13. Other forms of assistance for stimulating new housing development consist of water, sewer hook-up fee exemption, city support water and sewer cost for a period of time (usually 1 year).
14. When publicly owned land is available and determined suitable for residential development, the city shall make those lots available to individuals who wish to build and reside in Mapleton for at least five years at a reduced price. Such property shall not be transferred to another person or company. Should the recipient fail to construct a new house within one year, the property ownership would revert back to the city. This step can be accomplished through a quitclaim deed process.
15. The future residential areas for Mapleton, in addition to the unplatted part of Ashmoor Glen, are on both sides of Carl Olsen Street and in a large part of section 31, north of Cass County Highway 10. Most of the land north of Carl Olsen Street (50 acres) should be devoted to developing single-family lots of 9,000-10,000 square feet. The area immediately west of the Industrial Park should be used for duplexes, town houses and small apartment buildings. This area has the potential for developing 120-140 single-family houses 50 duplexes and small apartment buildings. The land directly south of Carl Olsen Street is suitable for different residential densities including R-2 and R-4 residential district type uses, in addition selected commercial uses for the west half to Cass County Highway 11. There are nearly 265 acres of undeveloped land in this area, the north half of which will be suitable for single-family residential development, while the south half fronting on I-94 has potential for commercial services. This land could accommodate 220 lots for lots of 9,000 square feet and larger in R-2 and R-1 districts. In addition, this area could hold 200 duplexes, town houses and apartment buildings.

Section 31, north of Cass County Highway 10 offers 590 acres of land, some of which now is classified by FEMA as flood prone area. About 450 acres of this land is suitable for residential development and support uses. The area could accommodate nearly 750 single-family lots and 300 apartments, duplexes, town houses, several

parks and some neighborhood commercial. If the flood prone part of this land is certified as developable (140 acres), additional 250-300 single-family and 100 more apartment units could be developed there.

## **COMMERCIAL AND INDUSTRIAL AREAS**

Service and employment are two key components in a growing community. In addition to comfort, convenience and satisfaction of having services and jobs near home, commercial and industrial uses are the mainstay of local property taxes. Studies show that residential areas tax base alone do not pay for meeting cost of municipal and school services. Larger tax producing entities are needed to balance employment and tax base of Mapleton.

In Mapleton, as a residential suburb now, there are few businesses, consisting of a service station, a restaurant, a tavern, a car repair shop, a cabinet shop and three manufacturing operations. The total commercial land in C-1 and C-2 Districts consists of 21 acres about 8 acres of which is developed. However, the location of Mapleton and availability of land near I-94 and Cass County Highways 10 and 11 makes the community a strong candidate for extensive commercial and industrial development in the future.

Mapleton, although presently a residential community in the Fargo Metropolitan Area, has a unique opportunity to become an employment and service sale center in the future. The overall economic health of the city is important not only to its residents but also to a large area around it. Healthy business and commerce is the foundation for good jobs, income and public and private services.

### **Objectives**

1. To support a healthy, growing business sector that provides employment opportunities.
2. To maintain an active city role in encouraging economic development.
3. To help make Mapleton an attractive and business friendly environment.

### **Policies**

1. Develop capacities and incentives to provide a favorable business climate.

2. Encourage stable and growing businesses that diversify Mapleton's economy in compatible groupings to be located in designated areas of the city such as the industrial park or the commercial service center(s).
3. Encourage the formation and development of new businesses by local entrepreneurs and investors.
4. Provide opportunities for business owners and investors to advise the city for improving the business climate in the city.
5. Provide the necessary public facilities and services (street, water and sewer) that help businesses to function successfully.
6. Future commercial areas should be located in clusters along arterial streets such as Cass County Highway 11, south of Cass County Highway 10 intersection and south of Cass County Highway 10 as a small support service center. In the future, when the land north of Cass County Highway 10 is ready for development, there would be opportunities for developing neighborhood commercial service centers.
7. A part of Carl Olsen Street is also suitable for commercial uses as there is now a restaurant at its intersection with Cass County Highway 11 and there is a trucking operation to go east of the restaurant. A good part of the land located between I-94 and Carl Olsen Street is suitable for single-family residential development as well as twin homes and apartment buildings of different densities.
8. The land along I-94 is largely suitable for commercial development. There is about one mile of frontage on I-94 that provides a very suitable location for commercial and certain manufacturing uses that need highway exposure. A part of this land, with sufficient buffers, is also suitable for higher density residential development.
9. Separate streets rather than individual driveways to the arterial streets should serve all future commercial development. A separate access should be granted only if the street intersections are more than 1,000 feet apart and only if the access point would serve a cluster of six or more uses, provided that the total number of access points do not exceed eight per side per mile.
10. Mapleton offers several outstanding sites for cluster commercial development by virtue of one mile of open frontage land north of I-94 and east of Cass County

Highway 11. This site offers many opportunities for large scale shopping services as the Fargo-Metropolitan Area grows west and the retail trade area expands. Care must be taken to avoid chopping the lands and thus limiting the orderly future commercial development in this area. This area has the potential to become one of the largest clusters of shopping services within the next 20 years.

11. There are also several locations that will be suitable for neighborhood commercial centers in Mapleton. Cass County Highway 11, south of Cass County Highway 10 and Cass County Highway 10 itself offers good location for neighborhood commercial development. Proliferation of commercial uses along this highway should be avoided until the lands to the north are ripe for development.
12. A detailed plan for all commercial uses shall be required for review and approval by the Planning Commission and the City Council, as a prerequisite for zoning, platting and issuance of building permits. The detailed plan shall include a site plan showing the location of present and future buildings, parking areas, location of access points, internal circulation, a drainage plan, a walkway (sidewalk) plan and a landscaping plan.
13. For individual commercial uses the site plan and supporting document(s), include location of loading areas, parking spaces, drainage and land compatibility with surrounding uses. Aside from the existing access points, single businesses shall not be given separate and direct access to the arterial streets in Mapleton.
14. All future industrial uses, as defined in the Mapleton Land Development Ordinance, shall be located in the present industrial park that currently has more than 100 acres of land available for development. Other locations for industrial uses may be considered if any single industry requires more than 60-80 acres of land, and if the industry's buildings and grounds are compatible with the adjoining uses.
15. Access to the industrial uses shall be from the side streets only in order to avoid traffic, circulation and congestion conflict.
16. Future industrial areas should be designated east of 5<sup>th</sup> Ave. SE and north of Carl Olsen Street, extended. This area is outside of the city limits now and its development must be made contingent upon annexation.



17. All future industrial uses shall have sufficient set back and landscaping to create a visually pleasing environment from the street and to avoid negative impact on the adjoining and nearby development.
18. All industrial uses, before receiving building permits, rezoning hearing and plat approval, shall submit a development site plan including the locations of access to the property, location of building(s), parking areas, drainage plan and landscaping plan. If the land is already platted and zoned, the Building Inspector shall certify that the requirements of this plan and the Mapleton Land Development Ordinance and other related city ordinances including but not limited to excavation, drainage, walkways (sidewalks) are met and submit a copy of the certificate to the City Code Administrator.
19. Commercial and industrial districts should not be used as catchall zones. A well-designed commercial and industrial area has a potential to become a showcase in Mapleton in addition to offering employment, services, tax base and community growth. To avoid unwanted situations the following provides a list of data and information required by the City of Mapleton with applications for rezoning, platting and building permits.
  - a. Site development plan for each lot or parcel, or total area
  - b. Setback lines to provide privacy and buffer among the uses in the area
  - c. Highway/street access points
  - d. Building heights
  - e. Spaces between buildings and structures
  - f. Location of signs and lights.
  - g. Off-street parking, loading areas and service areas
  - h. Storage areas
  - i. Designation of 5% land dedicated for parks, open spaces and community facilities.
  - j. Landscaping plan
20. The city shall require protective covenants if it determines potential conflict among the proposed uses and their impact on adjoining or nearby uses.

21. The city shall require a development agreement for all new land subdivision requests and building permits where all conditions, stipulations and plans are documented by the developer/builder and officially approved by the city. This step comes after all approvals by the Planning Commission and the City Council are finalized.

## **COMMUNITY BEAUTIFICATION, PARKS, OPEN SPACES AND FACILITIES**

To enhance the quality of life Mapleton, as a growing part of the Fargo Metropolitan community, is in a position to plan and implement a beautification program, a park and open space program and a community facilities program. While the location of the city, because of the BNSF Railroad bisecting the city in half and I-94 forming the south boundaries offers some limitations, it also provides many opportunities for guiding the development and provide good locations for new residential, commercial and industrial uses. Access to BNSF is very important to those industries and businesses that depend on rail facilities for bringing in the raw material and ship out the finished products. Interstate Highway 94 directly connects Mapleton to the heart of Fargo Metropolitan Area and other major population centers and the rural areas. The Maple River Golf Course has established itself as one of the top facilities in the region. The residential development near this facility will be highly sought after as similar locations in the Fargo area fully develop.

### **Standards**

There are 6 acres of publicly owned land consisting of a ball field and two small parks, one in the Prairieview neighborhood and another north of Maplewood Addition. A new plat, Maplewood Second Addition, also provides about 2 acres, east of the existing parkland north of Maplewood Addition. In addition, Maple Pointe Subdivision provides about ½ acre of land for a tot lot. The following standards offer a guide for future designation of park and open space uses:

Tot Lot	1 acre
Playground	2 acres
Neighborhood Parks	2-3 acres
Community Parks	5-10 acres
Area Parks	20-40 acres
Golf Courses	80 acres

## **Objectives**

To create a pleasing, functional and attractive community appearance with good parks, playgrounds, open spaces and community facilities.

1. To provide sufficient park and open spaces in all parts of the city particularly in the residential areas.
2. To encourage property owners to keep up the appearance of homes and businesses.
3. To involve the city government, groups and citizens in a community beautification program.

## **Policies**

1. Develop a beautification program through the Mapleton Park Commission. This should involve the business owners, homeowners, ND Forest Service, and some ND State agencies such as the Department of Transportation, ND Park & Recreation Department and Cass County Highway Department. Each of these agencies has some form of control on some of the roadways, or provide technical assistance on urban forestry and beautification.
2. Encourage property owners to maintain the appearance of their properties, particularly in the residential areas. Well-maintained neighborhoods become a source of inspiration for other areas and improve the physical quality of life. The arterial streets like I-94 and Cass County Highways 10 and 11 serve as gateways to Mapleton and their appearance add much to desirability of the city as a place to live.
3. Require a general landscaping element as a part of a building permit, for new houses and those properties that use tax abatement and public based incentives.
4. Prohibit collection of machine/automobile parts in the residential area. This may require enacting an ordinance in the future.
5. Develop a tree planting/landscaping ordinance that emphasizes beautification in all areas of the city. ND Forest Service offers technical assistance in this area and offers trees and planting material at reduced prices. The city should encourage a type of landscaping that is compatible with the Red River Valley considering the soil and precipitation conditions.
6. Require dedication of land (10% for residential uses including apartment areas

and 5% for commercial and industrial uses) as provided in the Mapleton Land Development Ordinance.

Presently, the Mapleton Land Development Ordinance requires dedication of 10% of land for park, playgrounds, open spaces and community facilities, or money in lieu of land dedication, if the Planning Commission and the City Council determine the proposed land, because of location, access, or other limitations, is unsuitable for parks, playgrounds or community facilities. The funds obtained by the city are kept in a separate fund by the city. Annually, the Park Commission, based on a plan for each project(s) and needs may request the City Council for release of funds. The City Council, in consultation with the Park Commission, may use these funds for other community facilities such as a swimming pool, community center and school buildings and play areas.

## **FRINGE AREA DEVELOPMENT**

Cities like Mapleton experience visible changes on the fringes as they grow. Because of its location, Mapleton is expected to grow at a rapid rate, as space for urban type uses with high visibility and accessibility will be more in demand. Interstate Highway 94 as a major transportation route, Cass County Highways 10 and 11 attract development some of which may be incompatible with the development in the city, and therefore pose limitations for orderly community development. Unplanned and piecemeal development outside the city causes traffic-circulation problems, less attractive growth and in the long run cost more for corrective action for access and placement of public services and facilities.

### **Objectives**

1. To encourage development of an orderly pattern of land use which provides the best use of spaces in Mapleton and its fringe areas particularly within one mile extraterritorial planning area.
2. To encourage physical development of the land to be based upon the standards set forth by the city for siting, access, setbacks, landscaping and compatibility with the adjoining uses. Many of these standards are in the Mapleton Land Development Ordinance. More standards should be added in the future.

3. To encourage special treatment of uses for appearance and ease of access along the major highway corridors particularly Interstate Highway 94. Appearance of the city is often judged by the quality of development as one enters the community.

### **Policies**

1. Implement the 2025 Plan and enforce the land development ordinance in fringe area development for consistency of the development pattern in Mapleton. Recognize that the city fringes are important parts of the community and their appearance and arrangements influence the public perception about Mapleton.
2. Coordinate all efforts with the business community to consider the fringe areas as the new parts whose success or failure pose social and economic impacts on the city and its service area.
3. Prioritize areas for development based on access to transportation, availability of municipal services, visual and economic impact on Mapleton.
4. Formal agreements with the townships would assist in articulating the responsibility of Mapleton in these areas.
5. Extend residential areas to meet the growing needs of Mapleton and create new residential area where the land is most suitable. Although there is sufficient land within the existing city limits to accommodate additional population of 3,500-4,500, the City of Mapleton must focus on the lands along Cass County Highways 10 and 11 outside of the city. Presently, the city has an extraterritorial authority to control lands for zoning and platting within one mile outside the city limits. The lands south of I-94, near the interchange with Cass County Highway 11 is very critical to the development pattern in the future. The actual development of these lands on a plan basis has enormous benefits to Mapleton and its service area.
6. Encourage extension of streets and utilities to those areas that are mature for development and ready for receiving the full municipal services, when annexed to Mapleton. In the future, the second step after fully exercising the extraterritorial zoning is annexation.
7. Avoid development of those lands that are subject to flooding or pose drainage problems, or are costly to serve by utilities. There is a current study underway by

FEMA to determine the extent of lands outside of Mapleton that may continue to remain flood prone. This study may provide new data that could expand the developability of some lands in the city, particularly the lands in Sections 31 and 36, east and west of Cass County Highway 11. About 140 acres of Section 31 and nearly all of Section 36 are designated as flood prone areas by FEMA.

8. Exercise extraterritorial planning and zoning in fringe area development for consistency of the development pattern. Recognize that the city fringes outside will be part of the city in the future and their appearance and arrangements influence the public perception about Mapleton and attract or detract the future development.
9. Coordinate all efforts with the county and townships to consider the fringe areas as the new parts whose success or failure pose social and economic impacts on the city and its service area.
10. Develop a plan for annexation of land and when feasible contact property owners in the fringe area and encourage annexation without undue financial hardships. Advanced annexation, based on reasonable agreements with the property owners, is an important step in long range planning for Mapleton.

## **PUBLIC UTILITIES AND SERVICES**

Water, sewer, and storm sewer systems are a vital part of a growing community like Mapleton. These systems are complex and costly and need to be planned for the long-term future growth of the city in the near future. A general public facilities plan and projection of needs for population equivalents of 1,500, 2,500, 3,500 and 5,000 is timely now.

Presently, the water storage is insufficient for meeting the growing needs of the city. The existing daily water allocation from the Cass Rural Water District is 100,000 gallons per day with a promise of an additional 100,000 gallons daily. However, the total storage capacity is 100,000, meaning that the reserve water is only sufficient for 1 day. In addition, the wastewater lagoons have reached their capacity and need to be expanded in the near future. Furthermore, there are several drainage problems in the city and the need for improvement of the drainage system and perhaps separate storm water system is eminent.

## **Objectives**

1. To establish a city service area to serve the existing and new development by priority areas defined in the Mapleton 2025 Plan.
2. To extend public services to areas which prove most cost effective.
3. To utilize the public services as a negotiating tool to enhance and improve the economic interest of Mapleton.

## **Policies**

1. Limit the extension of public services to priority areas designated by the Mapleton 2025 Plan. Standards for service area should include: (1) availability and capacity of public services;(2) location, use and cost of services; (3) ability of the area to pay the fair share of services, consisting of such costs as extension of services and maintenance; and (4) surcharges for those developments which appear too distant away and do not prove cost effective for the city.
2. Avoid extension of public utilities to large areas of undeveloped land without a specific development plan to measure the overall impacts.
3. Evaluate and monitor the capacities in the public utilities to accommodate the anticipated future employment and population.
4. Coordinate planning and development efforts with the school and park districts, township, county and state agencies. This could be accomplished by agreements under the ND Joint Powers Act.
5. Expand water and sewer facilities in the next five years particularly the availability of sufficient water for attracting new housing and businesses.
6. Develop general plans for community facilities and utilities to address the needs of the city based on population of: 1,500; 2,500; 3,500; and 5,000.

## **STREETS AND HIGHWAYS**

Mapleton, from the standpoint of highway access, is in a unique position. I-94 and Cass County Highways 10 and 11 provide access to many parts of North Dakota and beyond. These arterial highways will be very important and influential in the future growth and development of the city.

## **Objectives**

1. To provide safe, convenient and efficient transportation services to meet the needs of all people in the city.
2. To realize the full potential of I-94 and Cass County Highways 10 and 11.
3. To plan for street and highway network which would guide the type of desired uses and growth pattern of the community. The advanced location of arterial streets facilitates the type and diversity of development without jeopardizing public safety or convenience.
4. To provide for sufficient parking needs as new businesses come to Mapleton.

## **Policies**

1. Encourage timely maintenance programs to preserve the existing roads and streets to increase safety and capacity.
2. Maintain a functional classification system of streets and roadways and encourage heavier traffic to use arterial routes.
3. Reserve sufficient right-of-way to allow for future streets.
4. Provide street access control measures to preserve the travel capacity of Cass County Highways 10 and 11.
5. Preserve the rail corridors to minimize the conflict with street transportation or adjoining uses.
6. Protect the frontage on Interstate Highway 94 by requiring sufficient setbacks, placement of buildings, structures, advertising signs and billboards.
7. Control of access along arterial streets is essential to guide the future development of Mapleton and its fringe area. I-94 by virtue of its design is access controlled and is very advantageous to the city. Cass County Highway access control standards provide for four access points per side per mile in undeveloped areas including field and farmstead driveways. In agreement with the City of Mapleton, the Cass County Engineer has accepted the new standard of eight accesses per side per mile for highways 10 and 11 in the city limits. In the extraterritorial area, the access control is still limited to four per side per mile unless development plans require more access points. Aside from the existing driveway, no individual



driveways will be permitted to the County Highways in the city. All new points of access shall be via new street intersections, or service streets.

8. The arterial streets, in addition to the Cass County Highways will have access control of eight per side per mile. The City's present arterial streets include Carl Olsen Street, 5<sup>th</sup> Ave. in addition to Cass County Highways 10 and 11.
9. Future arterial streets will be proposed in north-south and east-west directions for lands north I-94 and the lands north of Cass County Highway 10 and east of Cass County Highway 11.
10. The following standards will be enforced for dedication of highway rights-of-way:

Arterial Streets	120-150 feet
Collector Streets	80-100 feet
Local Streets	70 feet
Cul-de-sacs shorter than 600 feet	60 feet

## **DEVELOPMENT PLAN ELEMENTS**

### **Anticipated Growth Pattern**

Mapleton's future for the next 20 years will be influenced by several factors that have been discussed in the previous parts of this plan. Such factors as adequacy of water supply, lower property taxes and posture of the city government are influential to the type and quality of growth. Other elements such as school location and capacity, decisions on the exercise of the extra territorial jurisdiction, availability of resources for economic development from Cass County and North Dakota agencies and the speed of urbanization process from the east play a major part.

Since it is difficult to make population projections for a city like Mapleton based on the recent past, it is more realistic if the population change in the future is based on certain assumptions. Here in Table 13 a series of projections is made on the percent annual growth. For example at 1% annual growth Mapleton's population should be 720 in 2005, 755 in 2010, 790 in 2015 and 830 in 2025. Similar calculations are given in this table for 2%, 3%, 4% and 5% annual growth for each of the planning periods.

**Table 13**  
**Potential Future Population**  
**for Mapleton, ND**

Planning Period	Annual Growth Rates				
	1%	2%	3%	4%	5%
2005	720	750	785	820	855
2010	755	825	705	985	1,070
2015	790	910	1,040	1,185	1,335
2020	830	1,000	1,200	1,420	1,670

Source: Mort Mazaheri Associates

The actual population growth may be smaller or larger than these projections depending on the strategies the city wishes to employ, the regional and national economic factors such as low interest money, financial incentives offered by state and local entities. On the other hand, these projections provide a target for the city to reach. At the same time, these projections give us ideas as the need for the amount of land, capacity of sewer and water and location and timing of street improvement.

**Land Use Pattern**

Projection of land demand, here, is based on the historical data and comparison of recent development in other communities. The present developed part of Mapleton, which includes a large acreage in Highway right-of-way, is 322 acres. This translates into a general density of 2.1 persons per acre. The 49 acres residential land in Mapleton, on the other hand translates into 14 persons per net acre. Recently, in mid 2004, about 23 acres (Maplewood and Maple Pointe) of land was platted into 80 lots for entry-level houses. In addition, there are about 50 large lots available in Ashmoor Glen. In view of recent public input and discussion by the Planning Commission, a priority area #1 is the land located north of Carl Olsen Street and east of Maplewood First Addition. This area contains 50 acres and can provide 140 medium sized (70' x 140') lots with about 200 townhouses and small apartments (R-4 District). This area is particularly suitable for single-family development because of proximity to grade school and park and playfield. In addition, this site offers opportunities for a new school location and additional parks and playgrounds. Priority area #2 is considered a part of development as other newly platted areas begin to fill in and development of priority area #1 actively moves ahead. A

part of this area (near the highway) however, has potential for commercial service development. Care must be exercised to follow policy recommendations of this plan to avoid chopping the land and therefore reduce the future development potential. For the next twenty years, based on the assumption listed in Table 13 and the present metropolitan growth pattern, Mapleton needs 100 or more acres of land for single-family residential uses. In addition, 10-15 acres of land is needed for multi-family units. This growth is dependent upon the availability of water and its storage and capacity of wastewater system. It must be emphasized that the growth in the earlier years would be slower, subject to the real estate market response and potential homebuyers attitude toward understanding of the quality of life in Mapleton. In Figure 2, priority areas are delineated for residential development. These priority areas do not include presently platted lands that are assumed to develop, based on the market demand and also availability and sufficiency of water and sewer systems. Furthermore, the land north of Cass County 10 and particularly the land east of Prairieview Estates are potentially suitable for residential development. These parcels include about 765 acres of land about 300 acres of which are suitable for residential uses. Based on the average of 10 persons per acre density, these areas (the three priority areas and available platted lots) can accommodate 3,850-4,250 residents, far beyond even the highest 20-year projection of 1,670 persons offered in Table 13. Not all of these parcels may be utilized in the next 20 years, unless the enthusiasm for homeownership – residency in Mapleton, and metropolitan growth overcome the complexities of the real estate market through advertising and community attraction. Presently, the First Addition of Ashmoor Glen Development offers 50 lots in the upper price range.

Most of the non-flood prone lands, north of Cass County Highway 10 in Section 31, should be regarded as suitable for residential development, but maybe beyond the 20-year planning period with the exception of the land east of Prairieview and west of the dike. The need for multi-family residential units is anticipated beyond a five-year period and should be located in accessible locations in priority areas # 1 particularly on the land east of Maplewood First Addition and possibly east of Cass County Highway 11 on a planned basis to avoid conflicts with the developability of other land in the area (priority #2).

To encourage more commercial development in Mapleton as a service center, there is a need for promoting sites along Cass County Highway 11 south of Carl Olsen Street, but mostly should be located along I-94, if larger parcels are needed. Service type commercial uses could be placed along Cass County Highway 11, on a planned basis. The words "planned basis" are repeatedly mentioned in the future land development in Mapleton to assure all commercial uses are placed properly and their relationship with existing development is carefully examined before the land is rezoned. Some commercial uses require large parcels. For example, the typical travel-fuel center requires 10 or more acres of land. This area (Cass County Highway 11, south of Cass County Highway 10) is envisioned as a new town site center for a broad range of regional retail services and the supporting highway commercial.

As a part of the "Service Center" scenario, there will be a need for large parcels of land for commercial development. The properties fronting on Cass County Highway 11 and I-94 appear to be the most suitable for Mapleton and its service area. There are about 120-160 acres (See Figure 2) available for developing a town center and the support service area. In addition, there may be also a need for additional neighborhood commercial service in the future as the development fills in. It must be pointed out again that the use of highway frontage while suitable for commercial uses, requires careful consideration to site planning, as random commercial development can create many difficulties such as poor traffic and circulation, limiting the true potential of sound property development and an unaesthetic appearance. Access control of eight points per side per mile is essential to avoid future individual driveways that limit the growth potential of the area.

Likewise, industrial development requires sizable lots with good internal circulation and access to high capacity roadways. The present 100-acre industrial park on the east side and south of the wastewater treatment facility, under "Employment Center" scenario, is sufficient for a ten-year period. Additional land is available east of this site for meeting the longer-term industrial development. Industrial development should be limited to this area at least until the next plan update in 2009.

Figure 2

A word of caution is important here. Because the land is available, however, there is little justification for creating a leapfrog development that is costly for extension and development of infrastructure and neglects the planning principals mentioned under “Framework for Planning” and the urban beautification criteria. In addition “chopping the land” is counter productive to the best future use of land and not in the best interest of Mapleton.

The amount and location of land needed for park and playground is related to the population size. Higher densities require more open space for all ages. Generally, the local parks and playgrounds space should be 10-15 acres per 1,000 persons. Larger park spaces for sport activities and picnicking would require additional 10-15 acres per 1,000 persons. Presently, Mapleton requires 10% land dedication for park, open spaces and community facilities in residential areas including the higher residential densities (R-3, R-4, R-5) and planned development and 5% in the commercial and industrial area.

The longer-term scenario “Full Service Community” should be looked at in light of the large-scale urbanization requiring much financial resources within the next 20 years. Judging from the experience of West Fargo and other similar communities the, land requirement may double. In addition, gaining such a status may go beyond a twenty-year planning period, although effective management requires a continuing examination of development opportunities to allow Mapleton to stay ahead of market forces. There is a need for a full examination of land use changes and their relationship to Mapleton 2025 Plan at five-year intervals in 2009, 2014, 2019 and 2024. This process is meant to keep the plan up-to-date and learn from the city’s growth experience

### **Public Utilities Plan**

The present public water supply for Mapleton, provided by Cass Rural Water, under a contract, is limited to 50,000 gallons per day. Two storage (one tower and one underground tank) facilities provide a total capacity of 100,000 gallons, which is now barely sufficient for 1 1/2 days in case of emergency. The water use in March 2000 was 1,275,000 gallons leaving only a margin of 225,000 gallons. Average daily use has been 35,000-40,000 gallons per day. The remaining 10,000-15,000 gallons per day can support a population equivalent of 80-120 persons. This margin is too small and the city needs to obtain more water for future development. A

larger water source and storage system is vital to the future of Mapleton. Heavy water using commercial and industrial uses cannot be accommodated at this point, since most of this margin is needed for the peak month uses and additional residential population. The water distribution system is in fair-good condition at this time but needs to be evaluated by the City Engineer, to prepare a plan for expansion of the storage as well as water availability alternatives for populations of 1,500, 2,500, 3,500 and 5,000.

The present wastewater treatment system for Mapleton consists of 3 cell ponds with storage capacity of 22 million gallons for 180 days. Recent wastewater generation has been 16 million gallons leaving about 25% additional capacity for the future. Sewer mains and lift stations are in fair-good condition but need to be evaluated by the City Engineer. The wastewater system needs to be expanded soon to meet the needs of existing 140 platted lots and the future residential area. Public utilities and services are very important to the future growth of Mapleton and the time for action is now.

### **Streets and Highways Patterns**

The City of Mapleton needs to work closely with the Cass County Highway Department to maintain about 3 miles of county roads that will serve the city as the major arterials connecting the city to I-94 and to West Fargo and Fargo urban area as well as the gateways to the community. These two roads are critical to the future development of Mapleton. To reduce the roadway capacity, to avoid conflicts in the pedestrian/vehicular movements and to increase the visual attraction to the city, these roads should be given priority in access control and maintenance. Presently, the city has set a standard of eight (8) access points per side per mile within the city limits. Cass County's standards require four (4) access points per side per mile. As the city exercises its extraterritorial authority, it should also (with concurrence of Cass County Highway Engineer) exercise its standards in these areas.

In addition, the city as it reviews the zoning change requests and plats of subdivisions should require sufficient rights-of-way for other streets to meet the needs of arterial, collector and local streets. Generally, minor arterial streets should be planned at least 1/2 mile apart with 120-150 feet of right-of-way. Collector streets require 80-100 feet of right-of-way. Local streets should

have 70 feet of right-of-way. Streets such as Cass County Highways 10 and 11; Carl Olsen Street; service roads in large commercial areas, 6<sup>th</sup> Street NE and major bisecting roads in Section 31 (not there now) should be classified as arterial streets.

### **City Appearance and Urban Aesthetics**

Most every family and individual takes pride in keeping their home and yard in good appearance and pleasantly attractive. Regardless of the type of home, its location or market value, it is natural for most people to keep their place in a presentable condition. Regular up-keep, yard beautification and maintenance are also part of making the businesses more appealing to the customers. There is little disagreement that an attractive community not only generates a sense of pride among its residents, but it also is a strong vehicle for drawing others to it. It is the best advertising. An attractive community reflects the values of its citizens in wishing everyone to know that they care about their living, work and service environment of their town.

Beautification ideas for a town are not magic. It is an attitude that reflects care and value of the members of the community. Mapleton as a small town now, but in the threshold of being an urban community, is in a position to put itself in a high level. Mapleton, outside of the Maple River, has few natural features to rely on, but it has a great opportunity to add on to its human made features over time. The Maple River Golf Course, as a pleasant environment to even non-golfers is an example. There are many approaches the city could choose to accomplish the status of an attractive community. City beautification, as a part of city planning, is a continuing process. There are many changes that impact the shape, form and aesthetics of the community. Most of the beautification elements are tied into placement of the buildings and structures and landscaping to create a curbside appeal. Neatness and uncluttered areas are a major component in beautification. Certain local regulations and policies are needed to require landscaping, building maintenance and upkeep. The Park Commission should be designated as the agency for beautification to work with the Planning Commission and the City Council.

Mapleton needs to give major consideration to the development of its gateways to the community. Development along Cass County Highways 10 and 11 from the east, north and south approaches to the city need to be kept uncluttered and well landscaped. Likewise, I-94 is



an important part of the community appearance and the future uses should add to the desirability of the city. These gateways are very important to the impression they leave on the minds of local residents as well as on visitors. Commercial and industrial development along these gateways should be required to prepare and implement landscaping plans including specification for tree and shrub planting as well as sufficient building setbacks. The rights-of-ways should be kept clear of obstruction for the ease of movement for the pedestrian and vehicular traffic as well as creating a visually attractive environment.

A general landscaping element should be required as a part of all rezoning applications and building permits to assure proper drainage for parking and storage areas in commercial and industrial areas to create a more wholesome environment. A landscaping element should also be a part of the building permit for residential uses particularly for multiple family housing units as the need arises in Mapleton. Collection of unused vehicle parts, general and salvage material in residential areas must be discouraged. Use of shrubs and fences in commercial areas where certain volume of used and new parts and materials are needed should be screened from the public view with appropriate fencing or shrubbery.

### **Planning Period 2005-2009**

This period is crucial for setting up priorities for bringing the present municipal water system up to date. A facilities plan needs to be prepared to address the need and implementing a program for expanding the present water-supply capacity and storage to meet the future needs. Also, wastewater and drainage infrastructure should be planned for during the early part of this period. A reliable and expanded water supply is critical to the future of Mapleton as is a well-equipped wastewater system. There are many opportunities to test the real estate market for housing development in Mapleton to determine the type and mix of housing units that Mapleton can accommodate during the 2005-2009 period as it has been during the 2001-2005 period. Depending on the thrust of the real estate market, the population of Mapleton may grow to 900 people.

In one respect the “Residential Suburb” scenario is the most natural to achieve, although the city should be alert to examine any opportunities for commercial and industrial development. The

community should also be aware that space limitations in the existing elementary school might become an obstacle for attracting families with school age children. This also applies to the difficulties for middle school and high school age student, presently provided for by the West Fargo School District and the Central Cass School District.

The developable areas, in addition to the Ashmoor Glen, Maplewood and Maple Pointe subdivisions should be in priority areas #1 east of the present elementary school where extension of water, sewer and street is the most cost effective. The time for planning for water, sewer system and drainage system is now.

A summary of the tasks to be undertaken during the first phase of city development (2001-2005) is as follows:

1. A detailed inventory, analysis and alternative plans of the city's infrastructure by the City Engineer. This plan should include: conditions, capacity of existing water and sewer lines; condition and capacity of the water system including source, storage and alternatives for making the necessary changes; waste water treatment needs and alternative; solid waste management needs and alternatives.
2. Identification of other municipal facilities need such as schools, parks and recreational facilities.
3. Evaluation of the city's and other financial resources for commitment to long-term improvements.
4. Programming and scheduling of improvement plan(s) for water, storm and sanitary systems.
5. Targeting an area for single-family residential development in addition to Ashmoor Glen subdivision to make other buildable lots at affordable prices.
6. Extension of the extra-territorial planning jurisdiction outside the city.
7. Development of promotion and marketing plan in cooperation with major area land developers.
8. Begin a process for rehabilitation of existing deficient housing units to maintain a quality housing stock.

### **Planning Period 2010-2014**

Preparation in this period to capture a part of the metropolitan growth is essential. Planning for and expansion of infrastructure in Mapleton is vital to the growth of Mapleton. In this period, the service commercial uses are expected to grow as the housing construction establishes a foothold. Two of the basic requirements for this period are availability of water supply with the additional capacity of 100,000-150,000 gallons per day and the waste water treatment facilities with a capacity of 25-30 millions gallons

The pace of development during this period rests with availability of sufficient water and a program for community tax base enhancement. Expansion of waste water system is also needed but is a lesser problem. Water is critical to the growth of Mapleton and needs immediate attention in this period, if it is not already taken care of during the 2005-2009 planning period.

During this period, it is anticipated that the single family housing construction continues at a faster pace. Also, the “Service Center” ideas should be tested for attracting new businesses. Furthermore, it is anticipated that industrial development programs will continue to recruit new industries. Here, it must be cautioned to discourage development outside of the present industrial park. Should the existing site be filled in during this time period, efforts should be made to develop the land presently located to the east. This means that the overall comprehensive plan, Mapleton 2025 Plan should be adhered to closely to avoid scatteration of industrial uses in other parts of Mapleton. It must be emphasized that proximity to the rail and Cass County Highway 10 access is essential for a successful industrial development program.

A summary of actions during this period includes:

1. Evaluation of accomplishments during 2005-2009 to determine the quality and targeted tasks and the remaining unmet needs.
2. Adjustment of planning agenda for programming and scheduling the unmet needs for this period.
3. Evaluation of the community financial resources and identification of other resources for completion of the tasks identified by Mapleton.

4. Development of doable targets in meeting the housing, community facilities, businesses and industries needs.
5. Implementation of this plan under “Framework for Planning”, “Objectives and Policies” and standards.
6. Continuance of a Municipal Capital Improvement Program for replacement and expansion of the municipal facilities services.
7. Continuance of a marketing program to promote and implement the targeted areas in this period.

### **Planning Period 2015-2019**

This period offers the time needed to gather the resources for a faster paced and diversified development in Mapleton. We anticipate much change in this period for building all types of new housing units, more service facilities to serve the growing population of Mapleton and vicinity. While we anticipate a faster pace in technological development compared to the present level, it is anticipated that many of the highway related and local service centers with some changes will be still dominant in the area.

There will be new service center nuclei in the metropolitan area and Mapleton because of its strategic location will be one. In this period, while many of the municipal services should be up do date with sufficient capacity for growth, there is a need for keeping a watchful eye on the regional economic and social forces that would shape and reshape the community priorities and projects.

A summary of tasks needing attention in this planning period is as follows:

1. Evaluation of the second planning period (2010-2014) accomplishments and identification of targeted but unmet or partly met tasks. In this step, the causes for not being able to accomplish certain programs and projects must be established.
2. Evaluation of the municipal services including infrastructure development and maintenance.
3. Development of programs and priorities for growth and development in this period.

4. Identification of local and outside financial resources on which Mapleton can realistically rely.
5. Evaluation of the alternatives for “residential suburb”, “service center” and “Employment Center” to determine a direction for emphasis for the five-year time frame.

### **Planning Period 2019-2024**

Fifteen years from now Mapleton will have seen many changes in physical form, appearance and its place in the expanding Fargo Urban Area. One of the key tasks for Mapleton is to begin a planning process for the next twenty years (2025-2045) while this plan is being implemented. At the same time, the experience gained in the first 15 years will be helpful in targeting of projects for the last phase of Plan 2025. At this time, Mapleton may have doubled or tripled its population and established itself as a viable part of the urban area that is anticipated to extend west toward Casselton. By this time, the technological changes either have changed many aspects of transportation and community development as we know today, or ready to set larger and faster changes in motion. This is the basis for continuing community planning to keep ahead of potentially negative changes.

A summary of tasks during this period would be as follows:

1. Overall, evaluation of the three previous planning periods to determine the tasks to be undertaken in the next five years.
2. Evaluation of the city’s local and outside financial resources to determine doable projects through the year 2025.
3. Continuation of marketing and promotion of Mapleton through private development sector.
4. Evaluation of city’s services and infrastructure to determine the needed changes to keep the system up to date.
5. Development of a comprehensive plan for 2025-2045 period.

It must be again emphasized that we are living in a fast paced technological society that will result in major changes in housing, transportation, work place and personal and professional

service access. Planning should not be limited to just once in a generation. It should rather be a part of community decision process continually. Regular reviews and evaluation of changes are needed to keep the plan up to date, as unforeseen opportunities, challenges and possibly threats may reveal changing conditions.

Adopted this 11<sup>th</sup> day of October 2004 by the City Council

---

Eric Grindberg, Mayor

---

Kate Olsen, City Auditor