

## COMMUNITY DESIGN REVIEW BOARD STAFF REPORT

Meeting Date September 16, 2025

**REPORT TO:** Michael Sable, City Manager

**REPORT FROM:** Michael Martin, AICP, Assistant Community Development Director  
Rita Trapp, AICP, HKGi

**PRESENTER:** Michael Martin, AICP, Assistant Community Development Director

**AGENDA ITEM:** Design Review Resolution, Century Ponds Proposed Development, 601 Century Avenue South

**Action Requested:**  Motion       Discussion       Public Hearing

**Form of Action:**  Resolution       Ordinance       Contract/Agreement       Proclamation

### **Policy Issue:**

DR Horton is proposing a planned unit development with 133 detached single-family homes and 73 townhouse units on the former Ramsey County golf course located in the southwest quadrant of Lower Afton Road East and Century Avenue South. To move forward with the project, the applicant is requesting approval of a comprehensive plan amendment, rezoning to a Planned Unit Development, wetland buffer variance, public vacation of a wetland buffer easement, preliminary plat, and design review.

### **Recommended Action:**

Motion to approve a resolution for design review.

### **Fiscal Impact:**

Is There a Fiscal Impact?  No       Yes, the true or estimated cost is \$0

Financing source(s):  Adopted Budget       Budget Modification       New Revenue Source  
 Use of Reserves       Other: N/A

### **Strategic Plan Relevance:**

Community Inclusiveness       Financial & Asset Mgmt       Environmental Stewardship  
 Integrated Communication       Operational Effectiveness       Targeted Redevelopment

### **Background:**

In 2019, Ramsey County announced the closure of the Ponds at Battle Creek golf course. In 2020 and 2021, Ramsey County and the City of Maplewood collaborated on a community engagement process to review potential development scenarios for this property. Building on this groundwork, Ramsey County identified a potential developer and ultimately approved a purchase agreement with DR Horton to develop the property.

Dr Horton's proposed Planned Unit Development (PUD) will include a total of 206 dwelling units, 133 of which are proposed single-family homes on two different lot sizes (55' and 65' lots) and 73 of which are attached townhomes in four- and six-unit blocks. Each unit has an attached two- or three-car garage.

The proposed project's total lot area is 92.23 acres. The site is located along Century Avenue South, between Linwood Avenue East and Lower Afton Road East. It was the former site of the Maplewood Golf Course.

The single-family homes are on the northern end of the parcel, with access via Lower Afton Road and Century Avenue South. The townhomes are in the southern portion of the parcel, with access via Linwood Avenue East. Due to wetlands being preserved on the site, vehicle access is not permitted between the two parts of the development. The proposed development includes a 1.73-acre public park and 1.80 miles of public paved trail.

### Neighborhood Meetings

The applicant held six neighborhood meetings on August 15 and 21, October 24, November 21, and December 12 and 18, 2024. The applicant has indicated that the Century Ponds plans have evolved due to the feedback received during these meetings.

### Environmental Assessment Worksheet

Since the neighborhood meetings and the current project review, an Environmental Assessment Worksheet for the proposed development has been developed. On August 25, 2025, the city council adopted a resolution stating that additional environmental review was not required. The elements identified during this process are incorporated in this review.

### Comprehensive Plan Amendment

The 2040 Comprehensive Plan currently guides the property as Park. The applicant is requesting that the city amend the 2040 Comprehensive Plan to guide the project area as Low Density Residential, which allows for certain residential uses and has a density range of 2.6 to 6.0 units per net acre.

The gross density of the proposed project is 2.23 units per acre. However, Metropolitan Council density calculation guidance allows for wetlands, public parks and open space areas, and arterial road rights-of-way to be netted out from gross area. The proposed development includes 42.57 acres of outlots with public conservation easements, wetlands, and a public park. This results in a net site acreage of 49.66 acres for a net density of 4.15 units per acre. This falls within the 2040 Comprehensive Plan requirements for low-density residential.

The city will hold the public conservation easements, while maintenance responsibilities will initially fall to the developer and later transition to the homeowner's association. The roles and responsibilities will be detailed in both the homeowner's association documents and the developer's agreement. A developer's agreement will be created and will be approved by the city council along with the final plat.

### Rezoning to a Planned Unit Development

The requirements of a PUD are found in Sec. 44-312 of the Maplewood City Code. The applicant is proposing to rezone the entire property to PUD. The property is currently zoned Farm. As this is not

an underlying base residential district, the applicant proposes to use the R-1S Small-Lot Single-Dwelling District and R-3C Residence District as a guide for the standards set in the PUD.

### *Lot and Site Dimensions*

Lot area and setbacks in a PUD may differ from the base zoning district; however, perimeter setbacks shall conform to the requirements of the base zoning district. The proposed setbacks for the 55' lot single-family homes, 65' lot single-family homes, and townhouses are outlined in the tables below, alongside the base district requirements. The applicant is proposing reduced lot size standards for the single-family homes compared to the R-1S district. With the reduced lot sizes for some of the properties, the minimum setbacks still align with the intent of the R-1S district. The proposed setbacks for the townhouses align with the R-3C district. Additionally, the nearest existing residential development is buffered by the open space area in the development, which includes wetlands, public walking trails, and a public park. Therefore, staff do not have any concerns allowing the proposed lot dimensions and setbacks.

	R-1S Small Lot SF	Proposed Century Ponds	
		55' wide lots (78 Lots)	65' wide lots (73 Lots)
<b>Lot Standards</b>			
Lot Area (min.)	7,500 sf	6,600 sf	8,450 sf
Lot Width (min.)	60 ft	55 ft	65 ft
Corner Lot Width (min.)	85 ft	65 ft	75 ft
Lot Depth (min.)		120 ft	130 ft
<b>Setbacks</b>			
Front	30 to 35 ft	30 ft	30 ft
Rear	20% of Lot Depth	30 ft	30 ft
Sides	5 ft/10 ft	7.5 ft/7.5 ft	7.5 ft/7.5 ft
Side (corner)	30 ft	20 ft	20 ft
Foundation area (min.)	528 to 950 sf depending on house type	No flexibility requested	No flexibility requested
Building Width (min.)	21 feet	No flexibility requested	No flexibility requested
Building Lot Coverage (max.)	30%	40%	40%

	R-3C Townhomes	26' Wide Townhomes
<b>Setbacks</b>		
Front	30 ft	30 ft (from private road)
Rear	20 ft	20 ft
Sides	20 ft	20 ft
Dwelling to Dwelling	20 ft	20 ft
Floor Area (min.)	580 to 1,040 sf depending on unit	No flexibility requested

### *Parking, Access, and Circulation*

PUD requirements state that streets in a PUD shall be designed to promote a grid network of streets, minimizing dead ends and cul-de-sacs, and connecting to adjoining developments where streets have been 'stubbed in' for the purpose of continuation. The design of the proposed subdivision is influenced by the existing conditions of the site. The proposed neighborhoods do not

connect to the west because of the wetlands and lack of “stubs” in the existing neighborhood. The wetlands also limit the connectivity between the northern single-family neighborhood and southern townhomes.

The proposed development provides for separate circulation and access in the northern portion, where the single-family homes are, and the southern portion, where the townhouses are. The proposed street network provides access to the single-family units via Lower Afton Road and Century Avenue South. The streets in the single-family portion of the development will be public and dedicated to the City. The plat dedicates 60 feet of right-of-way with a 28-foot street.

The townhouses are accessed via Linwood Ave. The roads within the townhouse portion of the development are private and will be maintained by an HOA. The plat establishes a 50-foot outlet for the right-of-way with a 26-foot street. Initial plans proposed additional access to the townhouse development via Century Avenue South; however, Washington and Ramsey counties required that this access be removed. A turnaround has been added at the end of the cul-de-sac.

City Code requires a minimum of two spaces per single-family dwelling. Townhouses are required to have two spaces per unit, with at least one enclosed space. Each single-family unit has an attached two- or three-car garage, and the townhouses have attached two-car garages. This meets the parking code requirements.

There are 28 guest parking spaces in the townhouse development. There are an additional six public parking spaces in the cul-de-sac adjacent to the proposed park, which is located in the northern part of the property. On-street parking is allowed along one side of the street in both the northern single-family portion of the development and in the townhouse portion to the south. Before the final plat is reviewed, the applicant will be required to submit an exhibit indicating the location of the no-parking areas and where the mailboxes will be located. The applicant will be required to incur any costs associated with posting no-parking signs.

### *Traffic*

The applicant has provided a traffic impact analysis for the adjacent roadway systems. According to the documentation provided, only minor impacts on the adjacent roadways are anticipated. Intersections are expected to perform at the same levels of service (level A).

After fielding concerns from area residents along Linwood Avenue, the applicant performed additional observations and analysis for the Linwood Avenue at Century Avenue south intersection. This analysis concluded that minimal vehicle queuing occurs during AM and PM peak hours at this intersection and that no modifications are needed to accommodate the proposed development.

In order to get a second opinion of the potential traffic impacts from the proposed development, the City consulted with Bolton and Menk, Inc. to analyze the traffic impacts. Bolton and Menk’s analysis concurred with the analysis submitted by the developer, noting that the development will have minor impacts on the adjacent roadway, which has adequate capacity, with intersections maintaining the same levels of relative service. Please also refer to the attached report dated September 3, 2025, from the City’s consultant, Bolton and Menk, Inc.

### *Building Height*

PUDs allow building height to vary from the underlying base district standards if requested by the applicant. The applicant has not requested flexibility. The R-1S district allows a maximum height of 35 ft. As part of the building permit process, building height for the single-family homes will be

confirmed. Townhouse building heights will be considered in the design review.

### *Open Space*

Within the R-3C district, a minimum of 35% of the development must be retained for and devoted to green space. Green space is defined in the code as “the area(s) of the site which is not covered by paved surfaces, the principal structure, any accessory structures, and other structures like decks, pools, pergolas, etc. Green space can include landscaping, planting beds, fencing, retaining walls, and similar improvements.” When considering the southern portion of the proposed development where the townhouse development is, the green space calculations meet the requirements of the R-3C district.

<b>Townhouse Area</b>	<b>SF</b>	<b>Acres</b>	<b>% of Total</b>
Open Space Lots	104,695	2.41	20.22%
Outlot C (wetland/pond)	180,612	4.15	34.82%
<b>Total Green Space</b>	<b>285,307</b>	<b>6.56</b>	<b>55.03%</b>
<b>Total Townhouse Area</b>	<b>512,404</b>	<b>11.92</b>	<b>100%</b>

There are no specific green or open space requirements for PUDs or in the R-1S district. The proposed development has a variety of open space areas, including natural areas, wetlands, ponds, and a park, which will be dedicated to the City. The table below has acreage for each type of open space and total area across the entire site, including the townhouse and single-family home portions.

<b>Open Space</b>	<b>Acreage</b>	<b>Percent of total area</b>
Natural Areas	26.80 acres	29.06%
Wetlands	10.55 acres	11.43%
Ponds	4.06 acres	4.36%
Park	1.73 acres	1.87%
<b>Total Open Space</b>	<b>43.14 acres</b>	<b>46.77%</b>
<b>Total Property Area</b>	<b>92.23 acres</b>	<b>100%</b>

### *Landscape Plan*

The proposed tree preservation plan provides for more caliper inches than required for mitigation, exceeding the requirements of city code. It is recommended that the applicant includes trees at the site of the proposed park, particularly on the south side of Outlot B, to provide shade for the site in the future. If possible, saving tree #1187, a 23” white oak, is recommended as it would be a significant loss on the site. As it is located on the edge of the grading plan, there may be a way to work around the tree.

There are some concerns about the proposed tree list. Northern Pin Oak and Red Oak are highly susceptible to oak wilt, and they make up 67 trees (167.5 caliper inches) and 11.6% of the proposed tree cover. A further 33 trees are swamp white oak, which is less susceptible, but still the same genus. The applicant is encouraged to replace some of the oaks with climate resilient species like Kentucky Coffeetree and to further diversify the plant list by replacing some of the many maple trees with other species like Blue Beech, Ironwood, Pagoda Dogwood, and/or Serviceberry if smaller and/or understory species are allowable in planting areas outside of streetscapes.

The code requires screening where automobile headlights would be directed into residential

windows. The small parking lot in Outlot F on the southeastern side of the development will require screening. Headlight screening should be considered at all parking areas, even where not facing windows, and wherever proposed uses may be impacted by glare, including the parking spaces facing the park's basketball court.

The landscape plans do not show preserved canopy extents in all locations; canopy extents are shown on the east side but not on the west side. This would be helpful for evaluating shade cover along the proposed trail system. It is encouraged that the applicant consider trees at certain intervals along the trail system so that the trail is not just a full-sun trail experience through the development. As there will be no shade on the trail through the wetland areas, providing some shade elsewhere would be good.

The Environmental Assessment Worksheet created for this site identified an ideal time for tree removal to minimize the effects on wildlife. The applicant will be required to adhere to the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service guidelines regarding timeframes for tree removal.

### *Exterior Design Approval*

The exterior design and appearance of all single-family homes in this PUD must be approved by the director of community development. The review is required to ensure the exteriors of the homes are not similar in design. No single-unit home will be constructed with the same floor plan or exterior facade as a home immediately adjacent to it or across the street. In addition, all single-unit homes and townhomes shall be constructed of building materials that mitigate the noise from the adjacent shooting range.

### *Construction Management Plan*

Given that this project will be occurring over the course of multiple years, having a construction management plan in place will be integral. Staff is recommending that the applicant be required to submit a Construction Management Plan for approval by the City's Public Works Director. This plan should include, at a minimum, the following items:

- DR Horton/Developer Project Contact info for residents to call/email with questions and complaints.
- Hours and days of construction activity.
- Outline of project communication to the adjacent neighborhood, which includes:
  - Up-to-date project website that allows emails to be sent out when updates are made.
  - Option to receive updates for those without internet access.
- Construction traffic routing.
  - Including prohibiting construction traffic west of the site along Linwood Avenue.
- Outline of how demolition and excavated material will be handled and stored.
- A dust mitigation plan.

### *Signage*

The applicant intends to include monument signage as part of this development. These signs shall meet the city's sign code. In addition, the signage will be required to be landscaped around the sign's base and designed to be consistent with the development's building materials and colors.

### Wetland Buffer Variance

The applicant is seeking a variance to allow grading and trails within the minimum required wetland buffer, totaling 77,418 square feet (1.78 acres). The applicant states that the impact is to remove existing trails, create new trails, and create a stormwater system that will enhance the overall functionality and aesthetics of the wetlands on site.

Per the Wetland Delineation, the wetlands on the property are classified as Manage B, Manage C, and Water Quality Management Pond (WMP). The City of Maplewood requires the minimum and average buffer widths as follows:

<u>Wetland Management Class</u>	<u>Minimum Buffer Width</u>	<u>Average Buffer Width</u>
Manage A	75 ft	100 ft
Manage B	50 ft	75 ft
Manage C	50 ft	50 ft

Below are the proposed wetland buffer average widths, total areas, and requested variance widths and areas for the wetlands in the development site.

<u>Wetland No.</u>	<u>RWMWD/ Maplewood Class</u>	<u>Required Avg Buffer Width</u>	<u>Proposed Avg Buffer Width</u>	<u>Proposed Buffer Area</u>	<u>Requested Variance Area</u>
5	C	50 ft	78.79 ft	33,381 sf	0 sf
6	B	75 ft	76.83 ft	77,761 sf	6,639.38 sf
9	B	75 ft	75.64 ft	18,751 sf	548.75 sf
10	B	75 ft	75.21 ft	7,416 sf	1,562.33 sf
11	B	75 ft	77.61 ft	148,255 sf	14,738.62 sf
12	B	75 ft	80.38 ft	239,874 sf	16,457.74 sf
13	C	50 ft	86.80 ft	18,912 sf	17,827.16 sf
14	C	50 ft	75.52 ft	63,135 sf	16,139.94 sf
Offsite A*	A	100 ft	103.4 ft	107,029 sf	3,504.12 sf
<b>Total Area</b>				<b>714,514 sf</b>	<b>77,418.04</b>

\*This wetland is off the property, but the wetland buffer extends onto the property. The City of Maplewood and Ramsey Washington Metro Watershed District designates it as a Manage A class wetland.

Per the submitted plans, encroachments within the wetland buffer that would be included in the variance include paved bituminous trails, retaining walls, patios, and turf grass in the townhouse portion of the development.

#### Required Variance Findings:

1. The variance is in harmony with the general purposes and intent of the ordinance.
2. The variance is consistent with the comprehensive plan.
3. The applicant establishes practical difficulties in complying with the ordinance. Practical difficulties mean: (1) the proposed use is reasonable, (2) the need for a variance is caused by circumstances unique to the property, not created by the property owner, (3) the proposal will not alter the essential character of the locality

Staff reviewed the applicant's justification for the wetland variance and finds the request meets the required findings to approve a variance.

1. The proposed development meets the intent of city ordinance standards in the PUD zoning district, R-1S, and R-3C districts and is consistent with the goals of the 2040 Comprehensive Plan.
2. The request is reasonable. The proposed improvements within the wetland buffer enhance stormwater management and increase public access to the development's natural areas. The site has several wetlands, and the proposed development will continue to protect and enhance them while creating a public amenity via a trail system that allows the public to enjoy the natural landscapes on the site.
3. The existing conditions on this property are unique and not caused by the property owner.
4. Overall, the proposed development of this site is in character with the surrounding uses, which include single-family residential areas. The preservation of 47% of the total site as green space provides a natural buffer between the new development and established neighborhoods and adds a public amenity to the community that is accessible to the existing neighborhood.

#### Public Vacation

The applicant is seeking city approval to vacate portions of the existing wetland buffer easement in the southwest portion of the property. The applicant requests the vacation as the wetland buffer easement description does not align with the approved wetland delineation. The applicant is proposing to construct townhomes in this area, and Block 8, Lots 18 through 22 currently overlap with the buffer easement that the applicant is proposing to vacate. The applicant will create new buffers with the final plat. The required public hearing for this request will be held by the city council.

#### Preliminary Plat

In order to develop this property, the city needs to approve a preliminary plat and a final plat for the site. The PUD process allows for flexibility from the required minimum lot sizes outlined in City code. Aside from the specific flexibilities allowed for by the PUD as established in the PUD ordinance, the proposed preliminary plat meets the minimum subdivision standards and is a developable lot.

#### Design Review – Townhomes

##### *Elevations*

Each building is two stories and approximately 30 feet tall, meeting height requirements. The proposed building materials include lap siding, trim, board and batten, shake siding, and stone. The buildings will range from having three to six units. The front facades for the units at the ends of each building will include the lap siding, shake siding, and stone. The front facades for the internal units of each building will have lap siding, board and batten and stone wainscoting. The side and rear elevations of all buildings are proposed to include lap siding.

Staff believes the side and rear elevations of each building should have more architectural elements added to improve the aesthetics of the buildings. Additionally, there are opportunities to add

additional windows on the second floor of the side elevations and to wrap the stone wainscotting around to the rear elevation.

### *Floor Area and Indoor Storage*

The minimum habitable floor area for each R-3C multiple dwelling must be at least 580 to 1,040 square feet, depending on the unit's bedroom mix. The applicant's townhome plans meet this requirement.

### New Public Park

As part of this development, a new 1.73-acre public park will be built. The plans for this park are being developed by the city's parks and natural resources division, with oversight provided by the Park and Recreation Commission. The city council will approve the plans for the parks in a separate action. The park will be constructed and paid for by the applicant – this will be detailed in the developer's agreement. The cost of the park project will not reduce the applicant's required park availability charges.

### Department Comments

#### *Engineering*

Please see Jon Jarosch's engineering report, dated September 4, 2025, attached to this report. In addition, Bolton & Menk reviewed the development for sanitary sewer, stormwater, and traffic impacts, and that review is also attached to this report.

#### *Environmental*

Please see Shann Finwall and Katelyn Bergstrom's environmental report, dated September 8, 2025, attached to this report.

#### *Public Safety*

Please see Brian Bierdeman's comments, attached to this report.

### Commission Review

September 16, 2025: The community design review board will review this project.

September 16, 2025: The planning commission will hold a public hearing and review this project.

October 8, 2025: The environmental and natural resources commission will review this project.

### Citizen Comments

Staff sent public hearing notices to the 220 surrounding property owners within 500 feet of the proposed site.

## Reference Information

### *Site Description*

Campus Size: 92.23 acres  
Existing Land Use: Vacant, former golf course

### *Surrounding Land Uses*

North: Lower Afton Road and Ramsey County Correctional Facility  
East: Century Avenue, multi-family buildings, medical clinic and single-family homes – these uses are in the City of Woodbury  
South: Linwood Avenue and single-family homes  
West: Single-family homes and Saint Paul Police Training Facility

### *Planning*

Existing Land Use: Park – Proposed to be Amended to Low Density Residential  
Existing Zoning: Farm – Proposed to be Amended to Planned Unit Development

## **Attachments:**

1. Comprehensive Plan Amendment Resolution
2. Ordinance Amending Chapter 44 Zoning of the Maplewood City Code to Establish PUD-01
3. Wetland Buffer Variance Resolution
4. Public Vacation of an Easement Resolution
5. Preliminary Plat Resolution
6. Design Review Resolution
7. Overview Map
8. 2040 Future Land Use Map
9. Zoning Map
10. Wetland Map
11. Applicant's Narrative
12. Site Plan
13. Building Plans for 55-Foot Lots
14. Building Plans for 65-Foot-Lots
15. Building Plans for Townhomes
16. Color Packages for Townhomes
17. Public Safety Comments, from Brian Bierdeman
18. Engineering Report, dated September 4, 2025
19. Development Review Report from Bolton & Menk
20. Environmental Report, dated September 8, 2025
21. Applicant's Plans (separate attachment)

## COMPREHENSIVE PLAN AMENDMENT RESOLUTION

Resolution approving the comprehensive plan amendment re-guiding a portion of the property located at the southwestern corner of the intersection of Lower Afton Road East and Century Ave South from Park to Low Density Residential.

BE IT RESOLVED by the City Council of the City of Maplewood, Minnesota, as follows:

### Section 1. Background.

1.01 D.R. Horton has requested approval of a comprehensive plan amendment.

1.02 The property is located at 601 Century Avenue South and is legally described as:  
(PIN: 12-28-22-11-0002 and 12-28-22-44-0002)

That part of the Southeast Quarter of the Northeast Quarter, lying Southwesterly of Lower Afton Road as described in Document 1613681, on file and of record in the office of the County Recorder, Section 12, Township 28, Range 22, Ramsey County, Minnesota according to the government survey thereof, Ramsey County, Minnesota.

Also:

The Northeast Quarter of the Southeast Quarter, EXCEPT the East 1.6 Rods, Section 12, Township 28, Range 22, Ramsey County, Minnesota according to the government survey thereof, Ramsey County, Minnesota.

Also:

The Southeast Quarter of the Southeast Quarter EXCEPT the South 574.00 feet of the West 600.00 feet, Section 12, Township 28, Range 22, Ramsey County, Minnesota according to the government survey thereof, Ramsey County, Minnesota.

Abstract Property

### Section 2. Criteria

2.01 The 2040 Comprehensive Plan states the document may require amending due to a property owner request to change land use designation to allow a proposed development or redevelopment.

2.02 The 2040 Comprehensive Plan amendment process follows the same City identified public hearing process as the major update process used to develop the 2040 Comprehensive Plan. Amendments are required to submit and gain approval from the Metropolitan Council.

### Section 3. Findings

3.01 The requested amendment would meet various amendment criteria outlined in the 2040 Comprehensive Plan.

3.02 The proposed amendment is compatible with the surrounding residential neighborhoods.

3.03 Public utilities are available to provide services for the proposed residential use.

3.04 Adequate and safe access to the site can be provided from existing streets.

Section 4. City Review Process

4.01 The City conducted the following review when considering this amendment request.

1. On September 16, 2025, the planning commission held a public hearing. City staff published a hearing notice in the Pioneer Press and sent notices to the surrounding property owners. The planning commission gave everyone at the hearing a chance to speak and present written statements. The planning commission recommended that the city council \_\_\_\_\_ this resolution.
2. On October 27, 2025, the city council discussed the comprehensive plan amendment. They considered reports and recommendations from the planning commission and city staff.

Section 5. City Council

5.01 The above described comprehensive plan amendment is \_\_\_\_\_ based on the findings outlined in section 3 of this resolution. Approval is subject to, and only effective upon, the following conditions:

1. Review and approval of the Metropolitan Council as provided by state statute.

**ORDINANCE NO. \_\_\_\_\_**

**An Ordinance Amending Chapter 44 Zoning of the Maplewood City Code to Establish PUD-01 Century Ponds as a Planned Unit Development (PUD) District for the Property Located at the southwest intersection of Lower Afton Road East and Century Avenue South**

The City Council of Maplewood ordains as follows:

**Section 1.** Chapter 44 is hereby amended to add the following Sections to Article II – District Regulations:

*Sec. 44-313. – PUD-01 \_\_\_\_\_*

1. Except as specified within this section, the PUD shall adhere to the requirements in the R-1S Small-Lot Single-Dwelling District and the R-3C Townhouse Residence District.
2. The following uses are permitted within PUD-01:
  - a. Principal Uses
    - i. Detached single-unit residential
    - ii. Townhouses
  - b. Accessory Uses
    - i. Accessory uses as listed in the R-1S district for single-unit residential lots
    - ii. Accessory uses as listed in the R-3C district for townhouse lots
3. Minimum dimensional requirements for each use within PUD-01 shall be as follows:
  - a. Single-Unit Residential Lots
    - i. 55-Foot-Wide Lots
      1. A minimum lot area of 6,600 square feet.
      2. A minimum lot width of 55 feet. Corner lots shall be at least 65 feet wide.
      3. A minimum lot depth of 120 feet.
    - ii. 65-Foot-Wide Lots
      1. A minimum lot area of 8,450 square feet.
      2. A minimum lot width of 65 feet. Corner lots shall be at least 75 feet wide.
      3. A minimum lot depth of 130 feet.
    - iii. Setbacks for all Single-Unit Lots
      1. A minimum front setback of 30 feet.
      2. A minimum rear setback of 30 feet.
      3. A minimum side setback of 7.5 feet on each side.
      4. A minimum corner side setback of 20 feet.
    - iv. A maximum building height of 35 feet.
    - v. A maximum building lot coverage of 40%.
  - b. Townhouse Lots
    - i. A minimum front setback of 30 feet from a private road.
    - ii. A minimum rear setback of 20 feet.
    - iii. A minimum side setback of 20 feet.
    - iv. A minimum separation between dwellings of 20 feet.

- v. A maximum building height of 35 feet.
- vi. A minimum of 35% of the townhouse portion of the development retained for green space.

4. Building Performance Standards

- a. No single-unit home shall be constructed that has the same floor plan or exterior facade as a home immediately adjacent to it or across the street.
- b. All single-unit homes and townhomes shall be constructed of building materials which mitigate the noise from the adjacent shooting range.

5. Miscellaneous Requirements and Performance Standards

- a. Signage
  - i. Monument signage shall be landscaped around the sign’s base and designed to be consistent with the project’s building materials and colors.
  - ii. Monument signage must meet city sign code requirements for residential development.
  - iii. Covenants for the maintenance of monument signage shall be recorded against the property.
- b. Parking
  - i. Parking is limited to one side of the street throughout the development.
- c. Landscaping
- d. All other general zoning requirements in the Maplewood City Code not addressed in this ordinance shall be met.

- 6. Development Plans. The site shall be developed, used, and maintained in conformance with the following Final PUD signed official exhibits:
  - a. [Plans to be inserted with final ordinance]

**Section 3.** The Zoning Map of the City of Maplewood shall be amended by reclassifying the lands legally described as \_\_\_\_\_ from \_\_\_\_ to PUD-01 Century Ponds.

**Section 4.** This Ordinance shall be published and shall take effect following the approval of the final plat for the Century Ponds development.

Approved by the City Council of the City of Maplewood on \_\_\_\_\_, 2025.

Signed:

\_\_\_\_\_  
Marylee Abrams, Mayor

\_\_\_\_\_  
Date

Attest:

\_\_\_\_\_  
Andrea Sindt, City Clerk

\_\_\_\_\_  
Date

## WETLAND BUFFER VARIANCE RESOLUTION

BE IT RESOLVED by the City Council of the City of Maplewood, Minnesota, as follows:

### Section 1. Background

1.01 D.R. Horton has requested approval for a wetland variance buffer to allow grading and trail construction within the required buffer.

1.02 The property is located at 601 Century Avenue South and is legally described as: (PIN: 12-28-22-11-0002 and 12-28-22-44-0002)

That part of the Southeast Quarter of the Northeast Quarter, lying Southwesterly of Lower Afton Road as described in Document 1613681, on file and of record in the office of the County Recorder, Section 12, Township 28, Range 22, Ramsey County, Minnesota according to the government survey thereof, Ramsey County, Minnesota.

Also:

The Northeast Quarter of the Southeast Quarter, EXCEPT the East 1.6 Rods, Section 12, Township 28, Range 22, Ramsey County, Minnesota according to the government survey thereof, Ramsey County, Minnesota.

Also:

The Southeast Quarter of the Southeast Quarter EXCEPT the South 574.00 feet of the West 600.00 feet, Section 12, Township 28, Range 22, Ramsey County, Minnesota according to the government survey thereof, Ramsey County, Minnesota.

Abstract Property

### Section 2. Standards

2.01 City Ordinance Section 18-221 (d) (1) requires a minimum buffer width of 100 feet from Manage A Wetlands, 75 feet from Manage B Wetlands, and 50 feet from Manage C Wetlands.

2.02 City Ordinance Section 18-221 (h) (1) provides procedures for granting a variance to the wetland ordinance requirements and refers to the state statute where a variance may be granted when:

1. The variance is in harmony with the general purposes and intent of this ordinance;
2. When the variance is consistent with the comprehensive plan; and

3. When the applicant establishes that there are practical difficulties in complying with the ordinance. Practical difficulties mean: (1) The proposed use is reasonable; (2) the need for a variance is caused by circumstances unique to the property, not created by the property owner; (3) the proposal will not alter the essential character of the locality.

Section 3. Findings

3.01 The Maplewood City Council makes the following findings:

1. The proposed development meets the intent of city ordinance standards in the PUD zoning district, R-1S, and R-3C districts, and is consistent with the goals of the 2040 Comprehensive Plan.
2. The request is reasonable. The proposed improvements within the wetland buffer enhance stormwater management and increase public access to the development's natural areas. The site has several wetlands, and the proposed development will continue to protect and enhance them while creating a public amenity via a trail system that allows the public to enjoy the natural landscapes on the site.
3. The existing conditions on this property are unique and not caused by the property owner.
4. Overall, the proposed development of this site is in character with the surrounding uses, which include single-family residential areas. The preservation of 47% of the total site as green space provides a natural buffer between the new development and established neighborhoods and adds a public amenity to the community that is accessible to the existing neighborhood.

Section 4. City Review Process

4.01 The City conducted the following review when considering the public vacation request.

1. On September 16, 2025, the planning commission held a public hearing. City staff published a hearing notice in the Pioneer Press and sent notices to the surrounding property owners. The planning commission gave everyone at the hearing a chance to speak and present written statements. The planning commission recommended that the city council \_\_\_\_\_ this resolution.
2. On October 8, 2025, the environmental and natural resources commission reviewed the request. The environmental and natural resources commission recommended that the city council \_\_\_\_\_ this resolution.

3. On October 27, 2025, the city council discussed the wetland buffer variance request. They considered reports and recommendations from the planning commission, environmental and natural resources commission, and city staff.

Section 5. City Council Action

5.01 The city council hereby \_\_\_\_\_ the resolution. Approval is based on the findings outlined in Section 3 of this resolution. Approval is subject to the following conditions:

1. The applicant shall obtain all required permits from the Ramsey-Washington Metro Watershed District.
2. The site must be developed and maintained in substantial conformance with the following plans:
  - a. Wetland, grading and site plans, date-stamped July 22, 2025.

**PUBLIC VACATION OF AN EASEMENT RESOLUTION**

BE IT RESOLVED by the City Council of the City of Maplewood, Minnesota, as follows:

Section 1. Background.

1.01 D.R. Horton has requested the Maplewood City Council to vacate the following portions of a wetland buffer easement.

That part of the Wetland Buffer Easement as described in Document No. 3510497, recorded in the office of the County Recorder, Ramsey County, Minnesota (said easement is in the Southeast Quarter of the Southeast Quarter of Section 12, Township 28, Range 22, said County), lying southerly of the following described line:

Commencing at the southeast corner of said Section 12; thence North 00 degrees 25 minutes 17 seconds West, assumed bearing along the east line of said Southeast Quarter of the Southeast Quarter, a distance of 690.07 feet; thence South 89 degrees 34 minutes 43 seconds West 411.82 feet to the point of beginning of the line to be described; thence continuing South 89 degrees 34 minutes 43 seconds West 100.00 feet; thence North 68 degrees 09 minutes 42 seconds West 16.88 feet; thence North 71 degrees 45 minutes 54 seconds West 76.39 feet; thence South 60 degrees 00 minutes 57 seconds West 51.96 feet; thence North 85 degrees 38 minutes 32 seconds West 29.32 feet; thence South 89 degrees 34 minutes 43 seconds West 100.00 feet, and said line there terminating.

That part of the Wetland Buffer Easement as described in Document No. 3510497, recorded in the office of the County Recorder, Ramsey County, Minnesota (said easement is in the Southeast Quarter of the Southeast Quarter of Section 12, Township 28, Range 22, said County), lying easterly of the following described line:

Commencing at the southeast corner of said Section 12; thence North 00 degrees 25 minutes 17 seconds West, assumed bearing along the east line of said Southeast Quarter of the Southeast Quarter, a distance of 1048.95 feet; thence South 89 degrees 34 minutes 43 seconds West 401.32 feet to the point of beginning of the line to be described; thence South 100.00 feet; thence South 25 degrees 33 minutes 41 seconds East 13.55 feet; thence South 12 degrees 01 minutes 40 seconds East 30.92 feet; thence South 00 degrees 15 minutes 56 seconds East 40.24 feet; thence South 30 degrees 48 minutes 39 seconds West 5.18 feet; thence South 108.30 feet, and said line there terminating.

Section 2. Criteria

2.01 Minnesota state statute requires that no vacation shall be made unless it appears in the interest of the public to do so.

Section 3. Findings

3.01 The Maplewood City Council makes the following findings:

1. The existing wetland buffer easement does not align with the approved wetland delineation for the site.
2. The vacation is not counter to the public interest.
3. A new public wetland buffer easement will be dedicated to align with the approved wetland delineation for the site to replace the vacated easement.

Section 4. City Review Process

4.01 The city conducted the following review when considering the public vacation request.

1. On September 16, 2025 the planning commission considered the public vacation request.
2. On October 27, 2025 the city council discussed the public vacation request. City staff published two consecutive weeks of a meeting notice in the Pioneer Press and sent notices to the surrounding property owners. The city council gave everyone at the hearing a chance to speak and present written statements. They considered reports and recommendations from the planning commission and city staff.

Section 5. City Council

5.01 The city council hereby \_\_\_\_\_ the resolution. Approval is based on the findings outlined in Section 3 of this resolution. Approval is subject to the following conditions:

1. The applicant shall provide and dedicate a new public wetland buffer easement that aligns with the approved wetland delineation.

## PRELIMINARY PLAT RESOLUTION

BE IT RESOLVED by the City Council of the City of Maplewood, Minnesota, as follows:

Section 1. Background.

1.01 D.R. Horton has requested preliminary plat approval.

1.02 The property is located at 601 Century Avenue South and is legally described as:  
(PIN: 12-28-22-11-0002 and 12-28-22-44-0002)

That part of the Southeast Quarter of the Northeast Quarter, lying Southwesterly of Lower Afton Road as described in Document 1613681, on file and of record in the office of the County Recorder, Section 12, Township 28, Range 22, Ramsey County, Minnesota according to the government survey thereof, Ramsey County, Minnesota.

Also:

The Northeast Quarter of the Southeast Quarter, EXCEPT the East 1.6 Rods, Section 12, Township 28, Range 22, Ramsey County, Minnesota according to the government survey thereof, Ramsey County, Minnesota.

Also:

The Southeast Quarter of the Southeast Quarter EXCEPT the South 574.00 feet of the West 600.00 feet, Section 12, Township 28, Range 22, Ramsey County, Minnesota according to the government survey thereof, Ramsey County, Minnesota.

Abstract Property

Section 2. Criteria

2.01 City ordinance requires that subdivisions and platting are subject to the procedures and application requirements established in Ch. 34 Subdivisions of the Maplewood City Code.

Section 3. Findings

3.01 The Maplewood City Council makes the following findings:

1. The proposal meets the specific platting standards.
2. The physical characteristics of the site are suitable for the type of development and use being proposed.

3. The proposed development will not negatively impact the public health, safety, or welfare of the community.

Section 4. City Review Process

4.01 The City conducted the following review when considering the public vacation request.

1. On September 16, 2025 the planning commission held a public hearing. City staff published a hearing notice in the Pioneer Press and sent notices to the surrounding property owners. The planning commission gave everyone at the hearing a chance to speak and present written statements. The planning commission recommended that the city council \_\_\_\_\_ this resolution.
2. On October 27, 2025 the city council discussed the preliminary plat. They considered reports and recommendations from the planning commission and city staff.

Section 5. City Council

5.01 The city council hereby \_\_\_\_\_ the resolution. Approval is based on the findings outlined in Section 3 of this resolution. Approval is subject to the following conditions:

1. The Preliminary Plat approval shall expire one year from the date of the City Council approval unless a Final Plat has been requested or a time extension has been granted by the City Council.
2. The site must be developed and maintained in substantial conformance with the design and site plans, date-stamped July 22, 2025.
3. Concurrent approval of comprehensive plan amendment, variance, and easement vacation applications.
4. Applicant shall be responsible for payment of all costs associated with the preliminary plat application.
5. A preliminary plat opinion letter from the City Attorney detailing the requirements for fee title and plat recording.
6. Homeowner's association documents. The documents must specify that all owners in the Century Ponds plat are responsible for the ownership, management, and maintenance of the Outlots and infiltration basins and details on how the wetland buffer and infiltration basins are to be preserved and maintained. The requirement of a conservation easement and roles and responsibilities will be outlined in the required developer's agreement.

7. Applicant shall submit a Construction Management Plan for approval by the City's Public Works Director. This plan should include, at a minimum, the following items:
  - a. Project Contact info for residents to call/email with questions and complaints.
  - b. Hours and days of construction activity.
  - c. Outline of project communication to the adjacent neighborhood, which includes:
    1. Up-to-date project website that allows emails to be sent out when updates are made
    2. Option to receive updates for those without internet access
  - d. Construction traffic routing
    1. Including prohibiting construction traffic west of the site along Linwood Avenue.
  - e. Outline of how demolition and excavated material will be handled and stored.
  - f. A dust mitigation plan.
8. Applicant shall be responsible for the procurement of any and/or all local or public agency permits, including, but not limited to, the submittal of all required information for building permit issuance.
9. The approval of an MPCA sanitary sewer extension permit from the Metropolitan Council.
10. The applicant shall coordinate with the DNR regarding requirements relating to avoidance measures and/or the need for a Permit to Take regarding Sullivant's milkweed on site.
11. The applicant shall work with the contractor to phase grading as efficiently as possible for the site in order to more effectively implement the erosion and sediment control plan and Stormwater Pollution Prevention Plan.
12. Stormwater on site will be routed to temporary sediment ponds during construction and permanent stormwater basins post construction to be treated before draining into the wetlands on site.

13. The applicant will be required to adhere to the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service guidelines on timeframes for tree removal.
14. Prior to the release of the Final Plat, the street names shall be reviewed and approved by the city.
15. Comply with conditions outlined in the September 4, 2025, Engineering Report.
16. Comply with conditions outlined in the September 4, 2025, Development Review report from Bolton & Menk.
17. Comply with conditions outlined in the September 8, 2025, Environmental Report.
18. Parking is limited to one side of the street in all areas of the development. Before the final plat, the applicant shall submit an exhibit indicating the location of the no-parking areas and where the mailboxes will be located. The applicant will be required to incur any costs associated with posting no-parking signs.
19. A Development Agreement shall be fully executed prior to the release of the Final Plat for recording.
20. Final sewer park availability charges shall be satisfied via cash dedication. Final park availability charges shall be memorialized in the Development Agreement.
21. The applicant shall be responsible for paying any SAC, WAC, or PAC charges related to the improvements proposed with this project. A SAC determination is required.
22. Prior to the issuance of a building permit, the Applicant shall provide the recorded covenants for maintenance of the monument signs for neighborhood identification.
23. The development must further comply with all conditions outlined in City Council Resolution No. \_\_\_\_\_ for a PUD Rezoning \_\_\_\_\_ by the Maplewood City Council on October 27, 2025.

## DESIGN REVIEW RESOLUTION

BE IT RESOLVED by the City Council of the City of Maplewood, Minnesota, as follows:

Section 1. Background.

1.01 D.R. Horton has requested approval of design review to construct 73 townhome units in 15 buildings.

1.02 The property is located at 601 Century Avenue South and is legally described as:

PIN: 12-28-22-11-0002 and 12-28-22-44-0002

That part of the Southeast Quarter of the Northeast Quarter, lying Southwesterly of Lower Afton Road as described in Document 1613681, on file and of record in the office of the County Recorder, Section 12, Township 28, Range 22, Ramsey County, Minnesota according to the government survey thereof, Ramsey County, Minnesota.

Also:

The Northeast Quarter of the Southeast Quarter, EXCEPT the East 1.6 Rods, Section 12, Township 28, Range 22, Ramsey County, Minnesota according to the government survey thereof, Ramsey County, Minnesota.

Also:

The Southeast Quarter of the Southeast Quarter EXCEPT the South 574.00 feet of the West 600.00 feet, Section 12, Township 28, Range 22, Ramsey County, Minnesota according to the government survey thereof, Ramsey County, Minnesota.

Abstract Property

Section 2. Site and Building Plan Standards and Findings.

2.01 City Ordinance Section 2-290(b) requires that the community design review board make the following findings to approve plans:

1. That the design and location of the proposed development and its relationship to neighboring, existing or proposed developments and traffic is such that it will not impair the desirability of investment or occupation in the neighborhood; that it will not unreasonably interfere with the use and enjoyment of neighboring, existing or proposed developments; and that it will not create traffic hazards or congestion.
2. That the design and location of the proposed development are in keeping with the character of the surrounding neighborhood and are not detrimental to the harmonious, orderly and attractive development contemplated by this article and the city's comprehensive municipal plan.

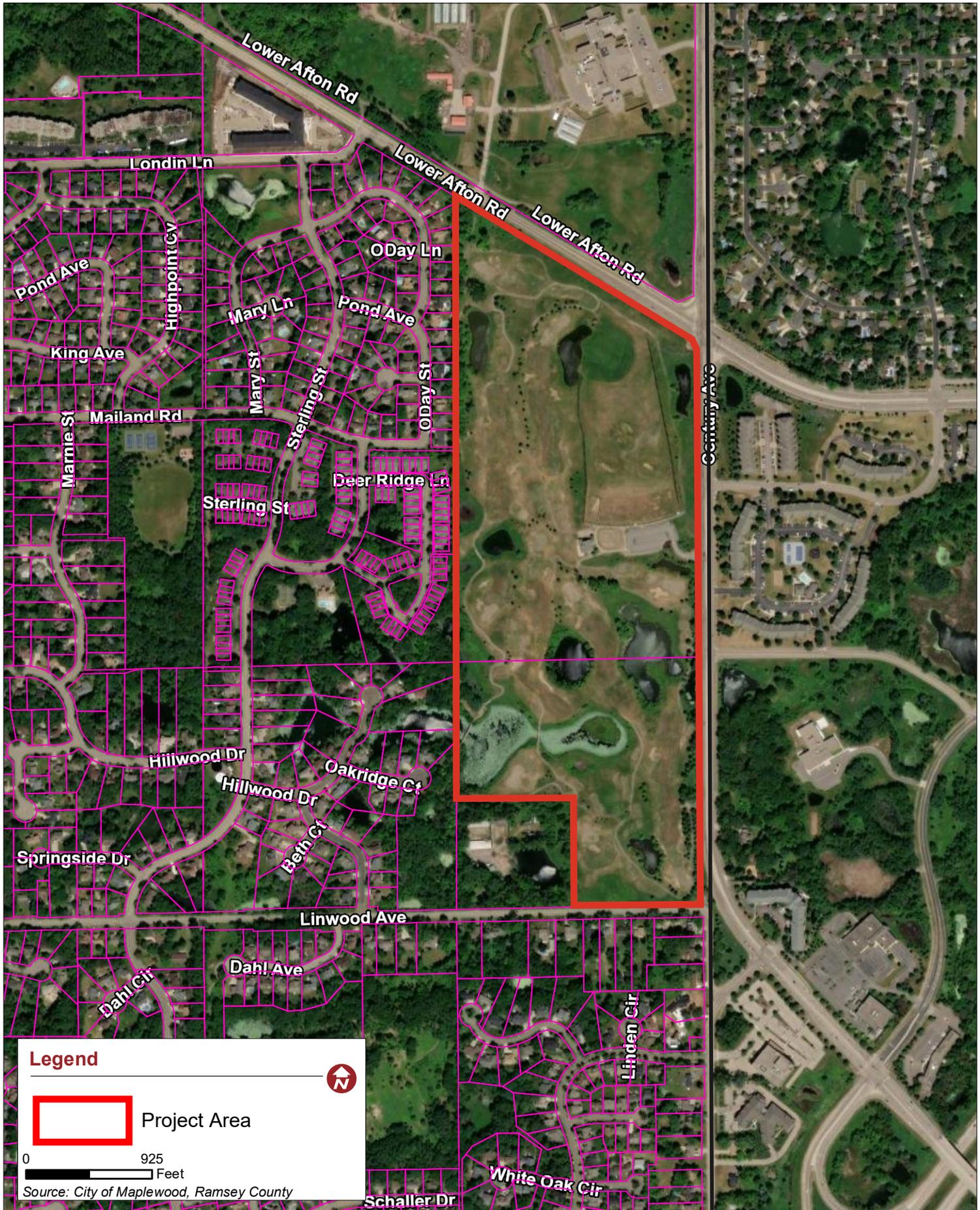
3. That the design and location of the proposed development would provide a desirable environment for its occupants, as well as for its neighbors, and that it is aesthetically of good composition, materials, textures and colors.

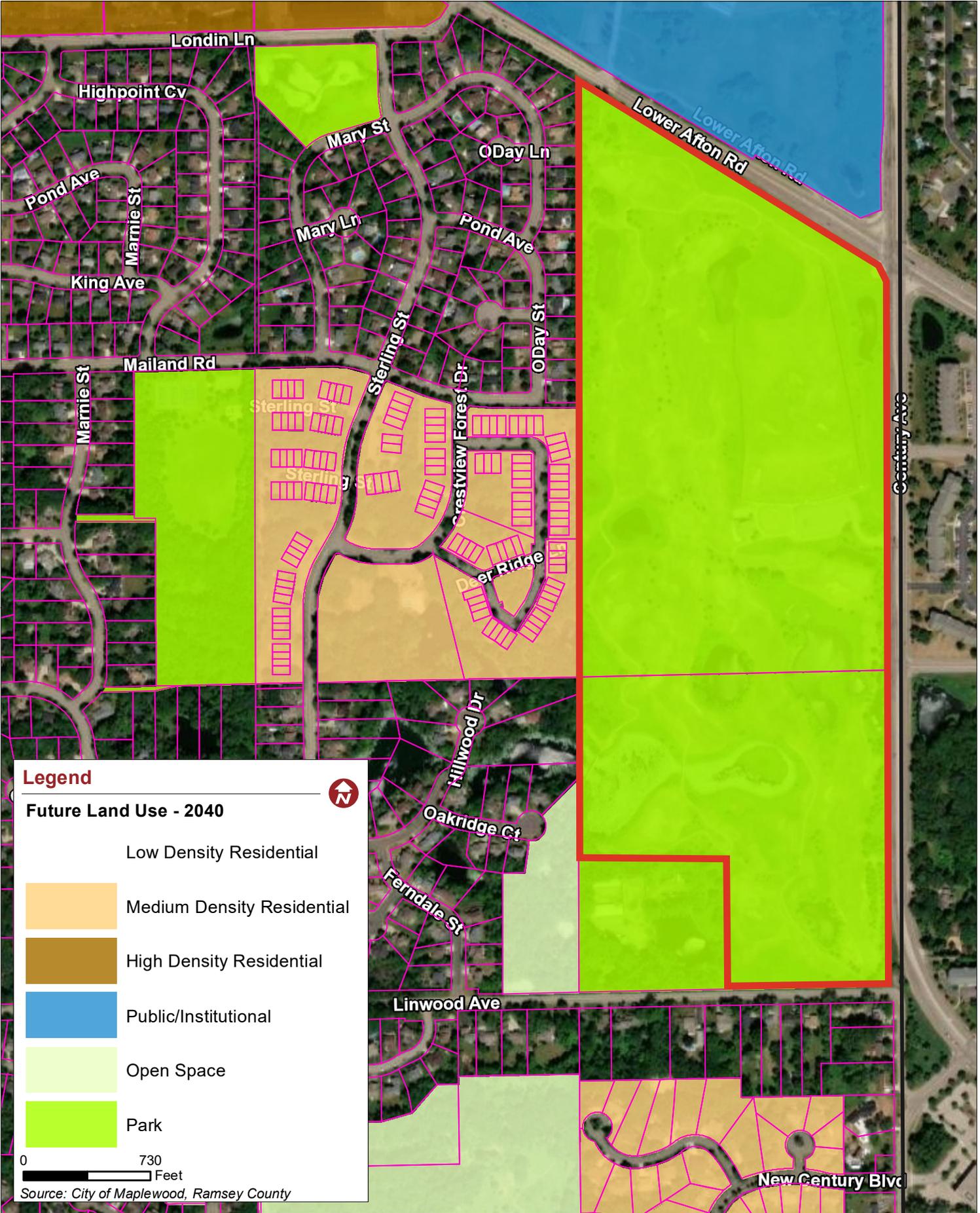
Section 3. City Action

3.01 The above-described site and design plans are hereby approved based on the findings outlined in Section 3 of this resolution. Subject to staff approval, the site must be developed and maintained in substantial conformance with the design plans date-stamped July 22, 2025. Approval is subject to the applicant doing the following:

1. Concurrent approval of comprehensive plan amendment, rezoning, variance, and easement vacation applications.
2. Repeat this review in two years if the city has not issued a building permit for this project.
3. All fire marshal and building official requirements must be met.
4. Satisfy the requirements set forth in the engineering review authored by Jon Jarosch, dated September 4, 2025.
5. Comply with conditions outlined in the September 4, 2025, Development Review report from Bolton & Menk.
6. Satisfy the requirements set forth in the environmental review authored by Shann Finwall, dated September 8, 2025.
7. The applicant shall obtain all required permits from the Ramsey-Washington Metro Watershed District.
8. Rooftop vents and equipment, and any ground equipment, shall be located out of view from all sides of the property. Any ground equipment must be screened with 100 percent opaque materials or landscaping.
9. Any identification or monument signs for the project must meet the city's sign ordinance requirements and be designed to be consistent with the project's building materials and colors.
10. Prior to the issuance of a building permit, the applicant shall submit for staff approval the following items:
  - a. Revised building elevations that show additional windows on the side elevations and stone wainscotting on the side and rear elevations.
11. The applicant shall complete the following before occupying the buildings:
  - a. Replace any property irons that were removed because of this construction.

- b. Provide continuous concrete curb and gutter around the parking lot and driveways.
  - c. Install all required landscaping and an in-ground lawn irrigation system for all landscaped areas.
  - d. Install all required outdoor lighting.
  - e. Install all required sidewalks and trails.
12. If any required work is not done, the city may allow temporary occupancy if:
- a. The city determines that the work is not essential to public health, safety or welfare.
  - b. The City of Maplewood holds the above-required letter of credit or cash escrow for all required exterior improvements. If the building is occupied in the fall or winter, the owner or contractor shall complete any unfinished exterior improvements by June 1 of the following year or within six weeks of occupancy if it is occupied in the spring or summer.
13. All work shall follow the approved plans. The director of community development may approve minor changes.





**Legend**

**Future Land Use - 2040**



Low Density Residential



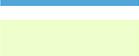
Medium Density Residential



High Density Residential



Public/Institutional



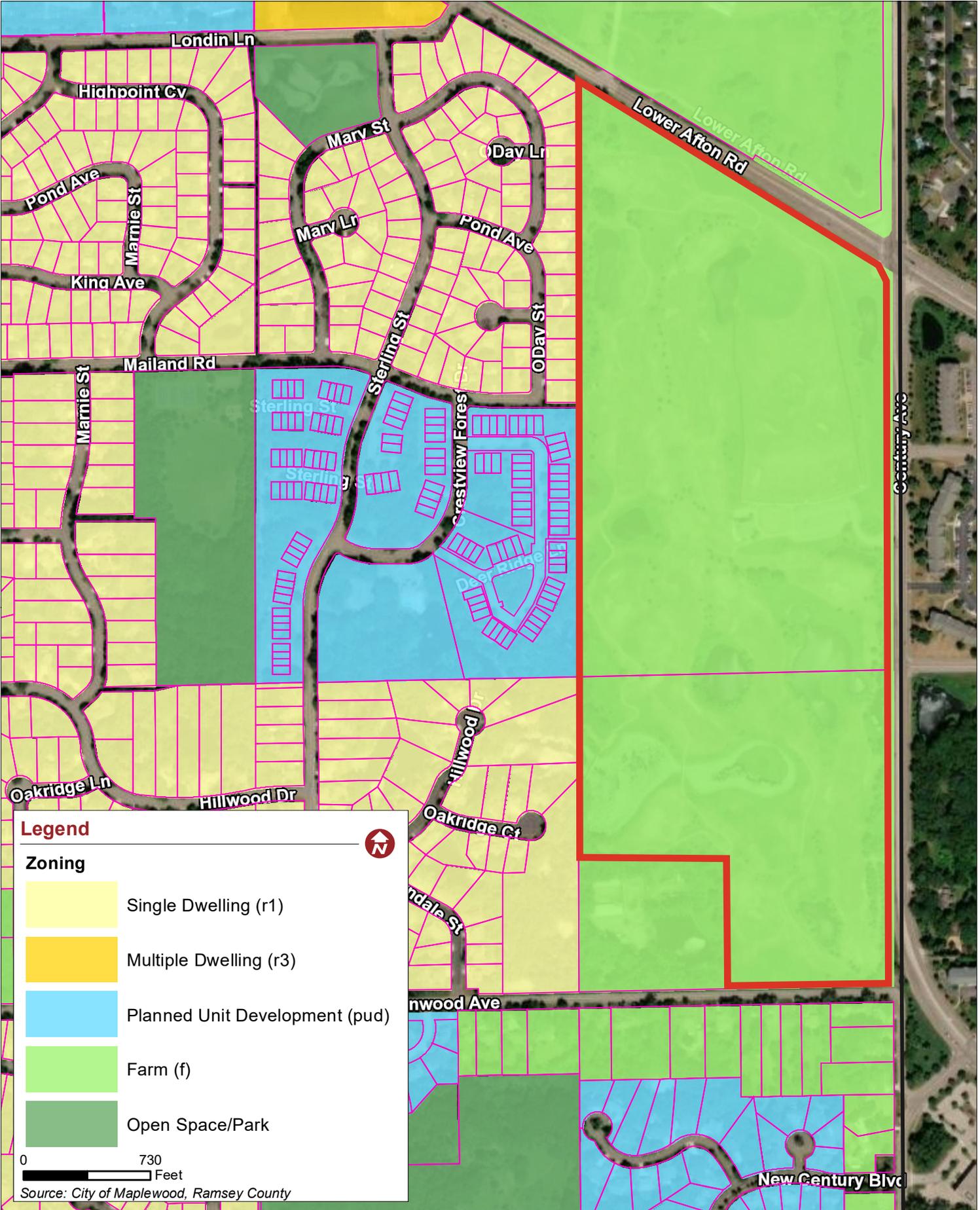
Open Space



Park



Source: City of Maplewood, Ramsey County



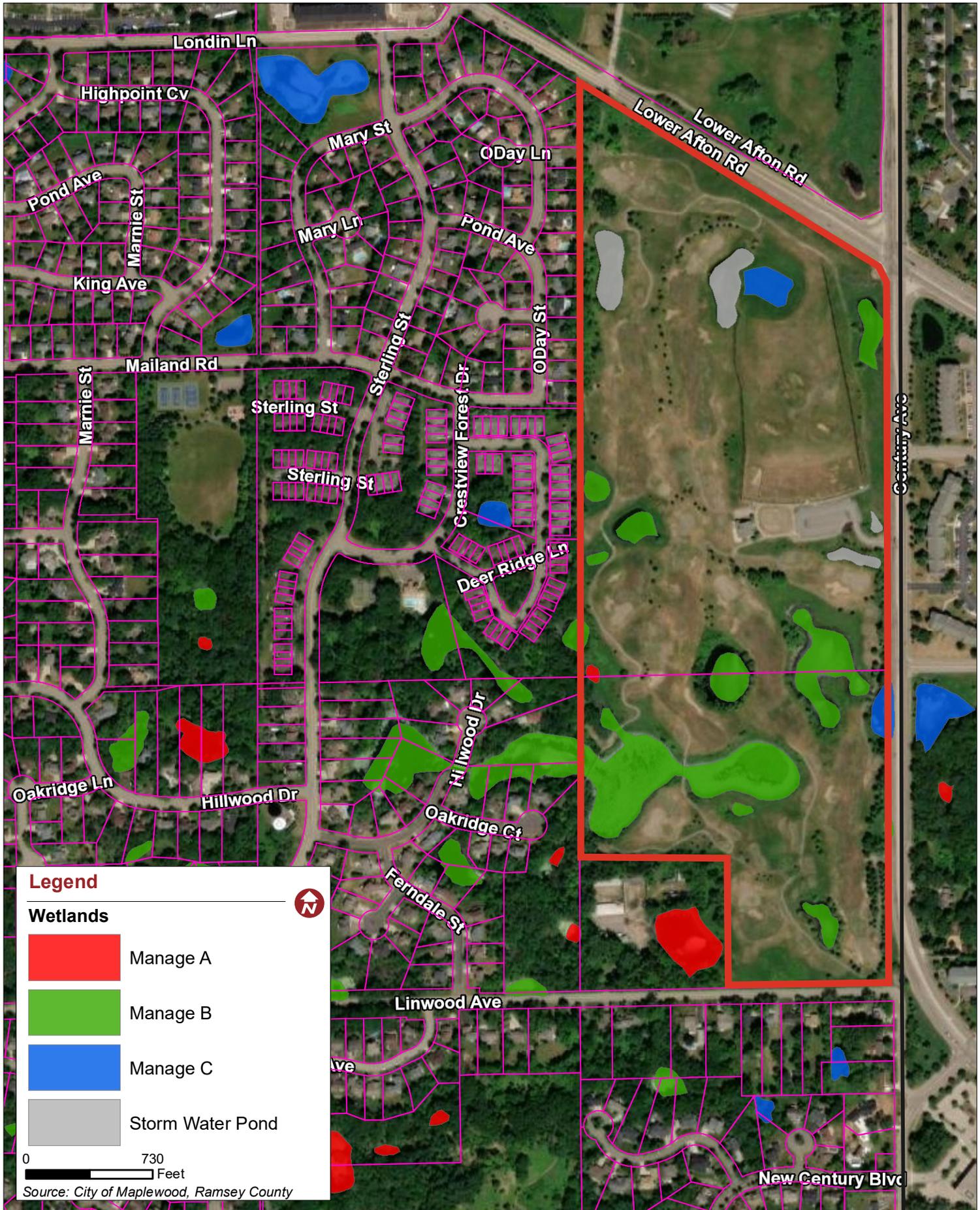
**Legend**

**Zoning**

- Single Dwelling (r1)
- Multiple Dwelling (r3)
- Planned Unit Development (pud)
- Farm (f)
- Open Space/Park

0 730 Feet

Source: City of Maplewood, Ramsey County





## CENTURY PONDS

### Comp Plan Amendment, Preliminary Plat, Rezoning, PUD Maplewood, MN

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After extensive community engagement and multiple iterations on the layout, D.R. Horton is pleased to submit this request for approval of Century Ponds. The proposed development consists of 133 single family homes & 73 townhomes, public park & trails and HOA-maintained open space on approximately 92 acres. The site is located on the former Ponds at Battle Creek Golf Course currently owned by Ramsey County. Surrounding land uses include St. Paul Police Training Facility & lower density residential to the west and south, Lower Afton Road & the Ramsey County Correctional Facility to the north, and Century Avenue & high-density residential uses within Woodbury city limits to the east.

The goals and objectives in creating this new neighborhood include the following:

- A neighborhood layout that is sensitive to the existing conditions, including multiple wetlands, wildlife habitat, cart path/trail system, availability of utilities, topography, ponding and drainage patterns.
- Design a walkable environment with sidewalks and trails.
- Preservation of trees and buffer to existing homes.
- Creation of a city-owned public park.
- Provide home styles and pricing attainable to various buyer groups that complement the surrounding neighborhood.

This application includes multiple requests for approval, including Comprehensive Plan Amendment, Preliminary Plat, Rezoning, Planned Unit Development (PUD), Community Design Review Board (CDRB), Wetland Buffer Easement Vacation and Wetland Buffer Variance.

### **EXISTING CONDITIONS**

**Trees.** Generally, the site has minimal tree coverage, except along the westerly boundary. The goal was to preserve this natural buffer between the existing and proposed neighborhoods.

**Wetlands.** A wetland investigation took place fall 2023 and a Notice of Decision was received from the Ramsey-Washington Metro Watershed District May 7, 2024. It was determined that there is 10.55 acres of wetlands. The proposed plan shows no impacts to the delineated wetlands.

As shown on the plans, there exists a Wetland Buffer Easement in favor of the City of Maplewood around the large wetland in the southwest portion of the site. DR Horton requests this be vacated, as the wetland buffer easement description does not align with the approved wetland delineation. As described, the buffer currently encroaches into planned townhome Lots 18 through 22, Block 8 of the preliminary plat.

**Ecological Study.** An ecological study was completed to locate and quantify the quality and locations of natural areas within the site. The study determined that there is approximately 9.5 acres of existing native area. This is less than the 14 acres that was being managed by the Watershed and golf course prior to its closing. This reduction could be attributed to lack of formal management and maintenance of the natural areas for the last 4 – 5 years resulting in invasive species taking over the native plants.

**Traffic.** A trip generation memorandum was prepared by Alliant in October 2024 to review the proposed accesses onto Century Avenue, Lower Afton Road and Linwood Avenue. The report summarized that the roads have sufficient capacity for this development. Washington and Ramsey Counties continue to review the access points. As shown on the preliminary plans, left turn lanes are proposed on Lower Afton and Century.

At the December neighborhood meetings, multiple residents commented about existing traffic on Linwood. There is concern that the townhome units will generate additional backups for vehicles heading toward Century Ave, as well as cut through traffic from Century onto the private townhome road (Waterleaf Way). Residents suggest that access not be available onto Linwood from the townhomes. Per City direction and for emergency access, the access is shown on the preliminary plans.

Based on the above comments, further review of the Linwood Ave/Century Ave intersection was completed. No stacking issues were observed with the current conditions.

## **COMPREHESIVE PLAN AMENDMENT**

Per the City's Comprehensive Plan, the site is guided for Park. DR Horton is requesting the property be re-guided to low density residential use. The residential use will not only create much needed new housing, but also open space, including park and trail, for

public use. Below is the density calculation per Met Council's Local Planning Handbook.

<b>MET COUNCIL DENSITY CALCULATION</b>		
A	Total Housing Units	206
B	Total Site Acreage	92.23 Ac
	Outlot A wetlands, trails & conservation	35.85
	Outlot B public park	1.68
	Outlot C wetlands & conservation	3.64
	Outlot D pond	1.99
	Outlot E pond	1.46
	Outlot G wetland & conservation	0.35
C	Total Acreage ponds, wetlands, park, trails, conservation	49.6 Ac
D	Total Net Acreage (B-C)	42.63 Ac
E	Gross Density (A/B)	2.24 DUA
F	Net Density (A/D)	4.83 DUA

DR Horton has met with St. Paul Regional Water Services to discuss capacity, routing, and water pressure for the proposed Century Ponds. It is our understanding that capacity and pressure are adequate to meet the needs of this new neighborhood. Watermain is proposed to be extended from the existing service stubs on Lower Afton Road, Mailand Road right-of-way and Linwood Avenue to create a looped system.

Sanitary sewer is proposed to be connected to the existing stub in the northwest corner of the property to serve the entire site. An additional option being explored is connecting into the City of Woodbury's sanitary stub located in the southeast corner (off Century Ave) to serve the townhomes. Discussions between Maplewood, Woodbury & DR Horton are in process. By splitting the sanitary sewer into north and south service areas, it will lead to less construction activities around the central wetland area, allowing for shallower sanitary sewer in the north portion of the site. It will also help with future maintenance.

At the August neighborhood meetings, residents commented about school capacity concerns. As such, DR Horton met with ISD #622 Superintendent Christine Osorio who indicated the school district has capacity for new families. She was enthusiastic about the opportunity of new homes and new families in Maplewood.

### **PRELIMINARY PLAT, REZONING & PUD**

The Century Ponds Preliminary Plat proposes 206 total homesites. This includes 133 detached single-family homes and 73 townhomes. With a site acreage of 92.23, the overall (gross) density is 2.24 units per acre. The net site area (site area minus wetlands) is 81.68 acres, resulting in a net density of 2.52 units per acre. Note: this is different than the Metropolitan Council calculation, which includes, ponding, public trails, public park and conservation area.

There are two lot sizes proposed for the single-family homes. The 55' wide lots fit DR Horton's Select Home plans and the 65' wide lots are for the Tradition Series Homes. The diversity in house styles will appeal to a larger group of potential buyers at varying home buying stages (i.e. 1<sup>st</sup> time, move-up, move-down). Variety in streetscape will be achieved by the multiple elevation and floorplan options. There are approximately 7 plans with 3 to 4 elevation options per plan in each of the single-family series.

The following is a summary of each house type:

- Tradition Series Homes (65' Wide lots)
  - 55 total homes
  - 1- & 2-story homes
  - 1,800 to 3,100 square feet
  - 3-car garage
  - Foundation types – full basement, walkout, lookout
  - Anticipated pricing – upper \$500,000s to low \$700,000s
  
- Select Homes (55' Wide Lots)
  - 78 total homes
  - 1- & 2-story homes
  - 1,500 to 2,600 square feet
  - 2- & 3-car garages
  - Foundation types – slab-on-grade, walkout, lookout
  - Anticipated pricing – mid \$400,000s to low \$500,000s
  
- Townhomes (26' Wide)
  - 73 total units

- 2-story units
- 1,665 square feet
- 2-car garage
- 3-bedroom plans
- Foundation type – slab-on-grade
- Anticipated pricing – upper \$300,000s to low \$400,000s
- HOA to maintained building exteriors & grounds
- 32 guest parking spaces

Due to the wetlands, the site is naturally divided into north and south sections. The north portion which contains all the detached single-family homes is accessed from Lower Afton Road and Century Ave. The south portion contains the townhomes with access to Century Ave and Linwood Ave.

This request includes approval to rezone the property from Farm to Planned Unit Development (PUD). The PUD designation will allow flexibility within the City's zoning code to create a neighborhood that not only attracts buyers at different price points, but also provides them with desirable outdoor public spaces and areas of environmental conservation.

In the case of Century Ponds, reduced setbacks and smaller lot sizes allows the preservation of wetlands, the creation of expansive contiguous natural areas, a meandering trail system and public park.

The below table compares the R-1S Zoning Ordinance to the requested PUD standards.

	R-1S Small Lot SF	Century Ponds PUD	
		65' Wide Lots	55' Wide Lots
<b>Lot Standards</b>			
Lot Area (Min)	7,500 SF	8,450 SF	6,600 SF
Lot Width (Min)	60 Ft	65 Ft	55 Ft
Corner Lot Width (Min)	85 Ft	75 Ft	65 Ft
Lot Depth (Min)		130 Ft	120 Ft
<b>Setbacks</b>			
Front	30 Ft	30 Ft	30 Ft
Rear	20% of Lot Depth	30 Ft	30 Ft
Sides	5 Ft/10 Ft	7.5 Ft/7.5 Ft	7.5 Ft/7.5 Ft
Side (Corner)	30 Ft	20 Ft	20 Ft
<b>Lot Coverage (Max)</b>	30%	40%	40%

	R-3C Townhomes	26'Wide Townhomes
<b>Setbacks</b>		
Front	30 Ft	30 Ft (from private road)
Rear	20 Ft	20 Ft
Sides	20 Ft	20 Ft
Dwelling to Dwelling	20 Ft	20 Ft

The below table depicts proposed ownership and maintenance of the Preliminary Plat Outlots.

OUTLOT	OWNERSHIP	USE	EASEMENTS	MAINTENANCE
A	HOA	- Natural Area - Ponding - Wetland - Trails	- D&U - Conservation - Public Trail	- HOA maintains natural areas per Conservation Easement - City maintains ponds
B	City	Park	None	City
C	HOA	- Natural Area - Ponding - Wetland - Trails	- D&U - Conservation - Public Trail	- HOA maintains natural areas per Conservation Easement - City maintains ponds
D	City	Pond	D&U	City
E	City	Pond	D&U	City
F	HOA	Private Street	D&U	HOA

## **TRAILS, PARK & NATIVE HABITAT**

Century Ponds proposes over 3 miles of public trails and sidewalks throughout the site. The trails and sidewalks offer connectivity to the surrounding neighborhoods and more importantly to the public open spaces, including ponds, wetlands, conservation areas & park. The goal is to repurpose portions of the golf path and wetland crossings where feasible.

The trails are shown in outlots that will be owned and maintained by a homeowners' association. DR Horton proposes to dedicate an easement in favor of the public over all trails in Century Ponds.

The proposed public park is nestled among the wetlands near the western site boundary and accessible from the trail system. As shown on the preliminary plans, the park elements include playgrounds, half basketball court, picnic shelter, seating area and an informal open play area. DR Horton will work with the Parks Department to create an attractive space that nearby residents can enjoy.

The proposed Century Ponds includes a plan to re-establish, enhance and create new native areas. In all, the site will contain about 27 acres of natural area in addition to the 14.5 acres of wetlands & ponds. This means that nearly 50% of the site is native habitat, including vegetated areas, ponds and wetlands.

In October 2024, Horton met with Friends of Maplewood Nature to consider priorities for the natural areas. The discussion centered on how to improve upon the Rusty Patch Bumble Bee and other animal habitats. It was agreed that the most valuable area to focus on is the large centrally located wetland complex. As such, the proposed plan creates native habitat around the wetlands, as well as other smaller pockets in the northeast & southeast portions of the site. Furthermore, a greenway corridor along the westerly boundary, not only creates a larger buffer for the existing residents, but also additional foraging and habitat area, as well as connectivity to Battle Creek Regional Park northwest of this site. Horton plans to work with Prairie Restorations (or a similar company) in finalizing a planting plan that encourages the Rusty Patch Bumble Bee and other species of wildlife. As the planting plan is further developed, Horton will seek feedback from the Friends of Maplewood Nature and the Ramsey Washington Metro Watershed.

### **HOA & CONSERVATION EASEMENT**

For long-term maintenance and management of the native vegetation areas, DR Horton proposes that a Master Homeowners' Association (HOA) be created. It is anticipated that the native areas will be contained in outlots owned by the HOA. The Declaration of Covenants, Conditions and Restrictions (which is recorded against all properties) would specify the tasks for the ongoing maintenance of these natural areas, which would be a common expense among all the homes and townhomes in Century Ponds.

Additionally, a Conservation Easement would be created so these areas remain natural in perpetuity. The Conservation Easement would be in favor of a public entity (i.e. the city or watershed) to ensure the HOA is completing tasks as required to maintain healthy vegetation for viable habitats.

The townhomes units would be part of a sub-homeowners association (under the Master HOA). Townhomes are setup as a common interest community. Here, the association would be responsible for building exteriors, private roads and grounds maintenance (mowing & snow removal).

The single-family homes would either have their own sub-association or be direct members of the Master HOA. This will be determined at the final plat stage.

## **PUBLIC BENEFIT**

In return for relaxing the zoning standards, the following public benefits are realized in Century Ponds:

- Housing Options – Multiple housing options that are achievable to a wider range of buyers.
- Trails – Meandering public trail system providing connections to surrounding neighborhoods and most importantly to public open spaces.
- Land Dedication – Horton will dedicate the public park to the City of Maplewood.
- Park Dedication Fees – Horton to pay cash for park dedication.
- Public Park – Horton to construct the park without credit to park dedication fees.
- Environmental Conservation – Creation of nearly 27 acres of native vegetation to enhance habitat for the existing wildlife, including the Rusty Patch Bumble Bee that can be enjoyed by all Maplewood residents & visitors.

## **PUBLIC ENGAGEMENT**

As discussed at the July 8, 2024 City Council Workshop, public engagement was important in moving the project forward. DR Horton has hosted multiple meetings over the past 6 months to receive public feedback. Century ponds has evolved to the current proposed plan because of these meetings.

Below is the list of the neighborhood meetings:

- 8/15/24 & 8/21/24 - Neighborhood Meetings
  - Invitations were sent to owners within about 1,500 feet of the project boundaries. *NOTE: city public notices only require 500 feet from project boundaries.*
  - Approximately 80 to 90 attendees at each meeting.
  - Feedback included concerns about the closing of the golf course, environmental impacts & open space, density, home prices, increased taxes for existing residents, school capacity, traffic impacts, public accessibility.
- 10/24/24 – Friends of Maplewood Meeting
  - Identified areas of focus for native vegetation; suggested greenway corridor
  - Agreed to continue discussions as Horton gets further into planning process.
- 11/21/24 – Meeting with Abutting Neighbors (shared property lines w/site)
  - Approximately 25 attendees.

- Purpose of meeting was to understand any current engineering issues (i.e. drainage) with existing homes.
- Horton to meet with abutting neighbors prior to development start.
  
- 12/12/24 & 12/18/24 – Neighborhood Meetings
  - Invitations were sent to the same list as the August meetings (approx. 1,500 radius)
  - Approximately 20 to 30 people attended each meeting
  - Purpose was to present the revised plan
  - Feed back included appreciation for changes, tax impacts, public accessibility to park & trail, technical concerns – traffic (especially on Linwood), water capacity & water pressure, stormwater routing & watershed review process

## **COMPLETED STUDIES**

The below have been completed to date:

- Geotechnical Review – March 2024; Test Pits – Dec 2024
- Wetland Delineation – November 2023; Updated April 2024 based on comments from TEP review; Approved May 2024
- Ecological Study – July 2024
- Sound Study – July 2024
- Tree Survey – Fall of 2023
- Trip Generation Memo – Oct 2024
- Linwood Ave Traffic Review – Jan 2025
- Environmental Assessment Worksheet (EAW) – Aug 25, 2025 City Council Negative Declaration
- Archeological Survey – Sept/Oct 2025

## **PROPOSED SCHEDULE**

Spring/Summer 2025

- Environmental Assessment Worksheet (EAW)

Fall/Winter 2025

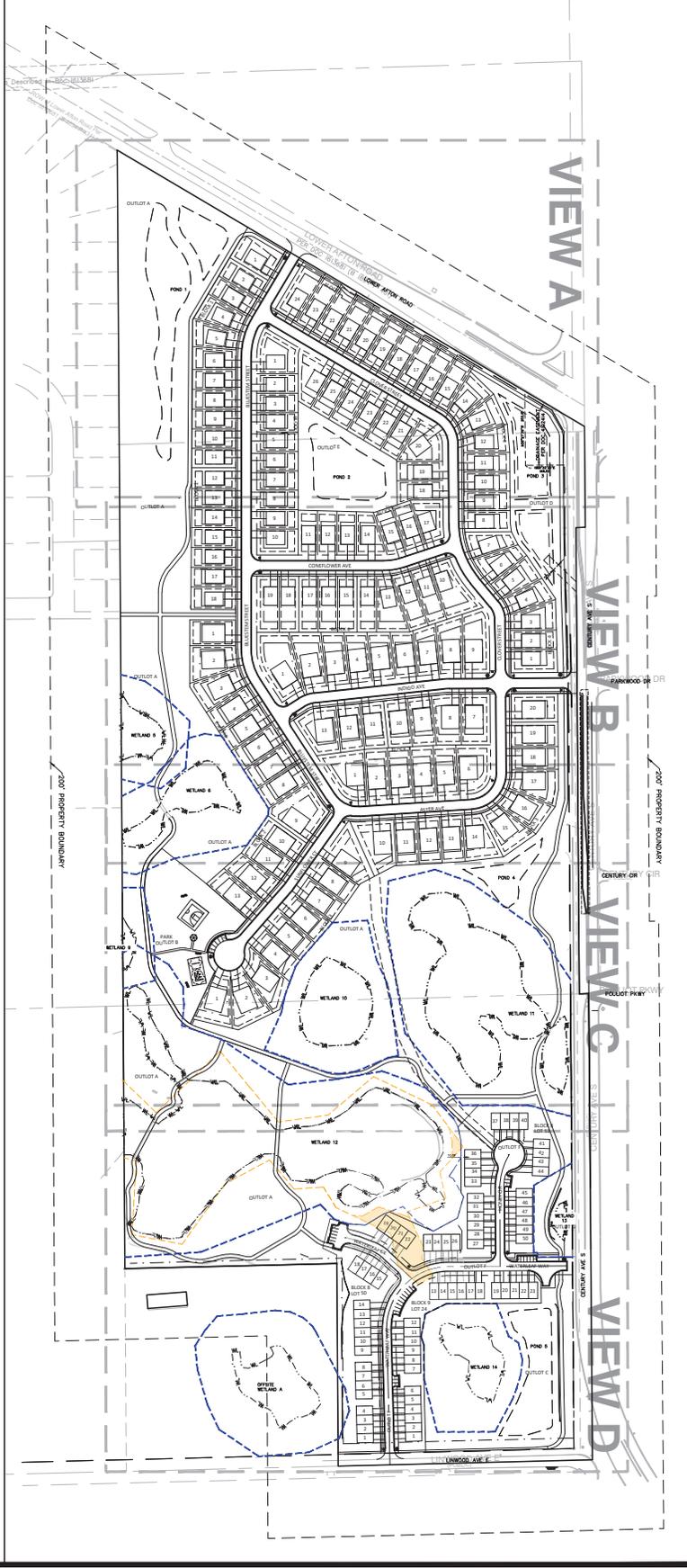
- Comprehensive Plan Amendment Request
- Preliminary Plat, Rezoning & PUD Requests
- Community Design Review Board

Spring/Summer 2026

- Final Plat
- Begin Site Work – Grading, Utilities & Streets

Winter 2026

- Begin Home Construction



**LEGEND:**

- EXISTING LINE
- - - - - BUILDING FOOTPRINT
- PROPERTY LINE
- LOT LINE
- ROW
- WETLAND BOUNDARY
- STOP SIGN
- RETAINING WALL

FOR REVIEW ONLY  
**PRELIMINARY**  
 NOT FOR CONSTRUCTION

0 75 150  
 SCALE IN FEET

**PROJECT TEAM DATA**

DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE
PROJECT NO.	4000041
SHEET	15 of 67

**CENTURY PONDS**  
 MAPLEWOOD, MN

**PRELIMINARY PLAT**

**SITE PLAN OVERVIEW**

I hereby certify that the design, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

DATE: 7/22/25  
 TIME: 8:28 AM  
 LICENSE NO.: 12184

**QUALITY ASSURANCE/CONTROL**

BY	ISSUE	DATE

**ALLIANT**  
 739 Marquette Avenue  
 Suite 700 65402  
 Minneapolis, MN 55414  
 612.258.3000  
 www.alliantinc.com



# The Pine

4 Bed | 2.5 Bath | 2 Garage | 1,989 Square Feet | 2 Stories



American Classic A



Heartland Cottage C



Northern Craftsman B

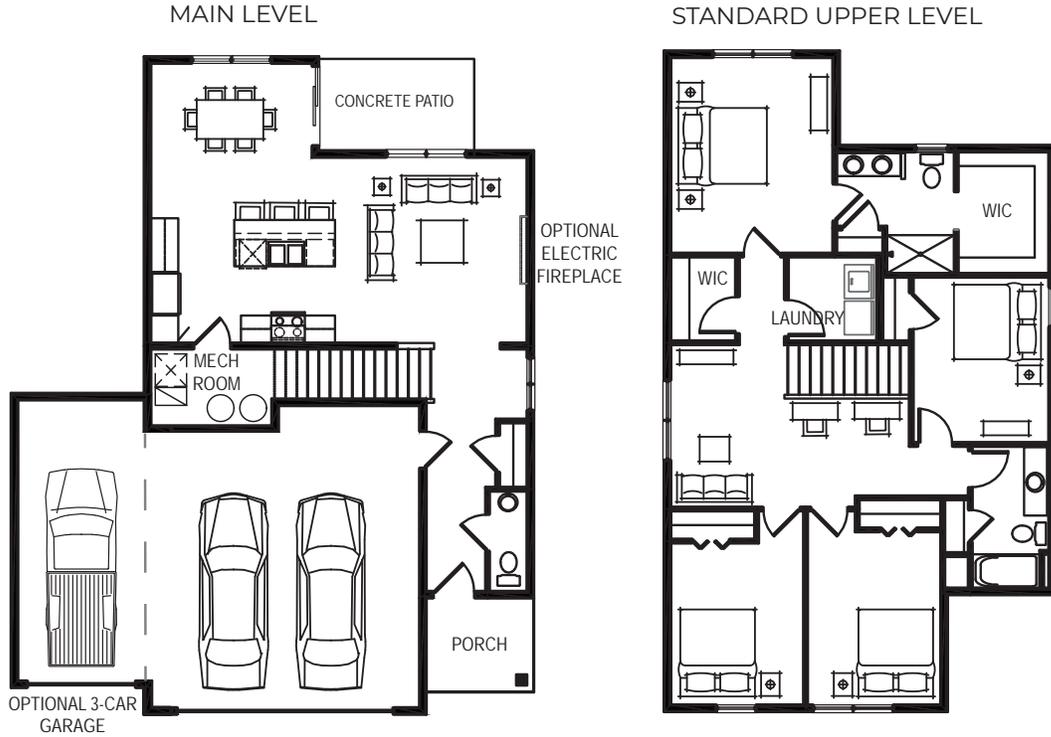


Prairie D

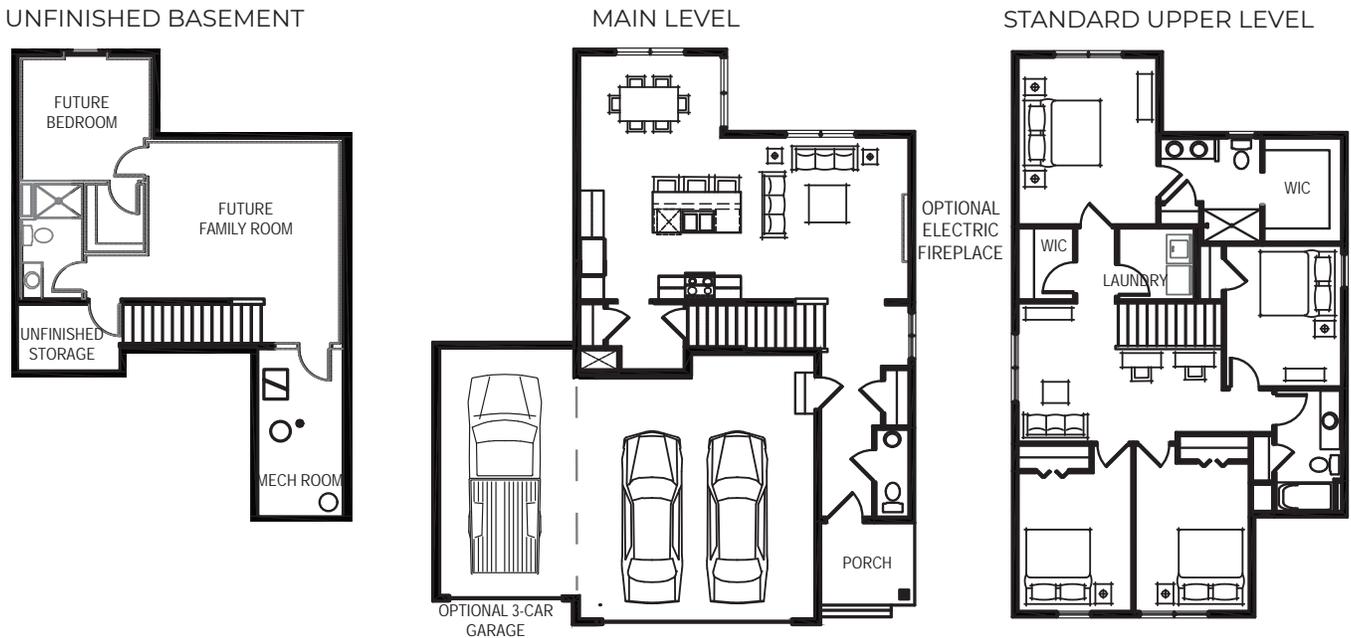




**SLAB ON GRADE PLAN**



**BASEMENT PLAN**



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# The Elm

5 Bed | 3 Bath | 2 Garage | 2,449 Square Feet | 2 Stories



American Classic A



Heartland Cottage C



Northern Craftsman B

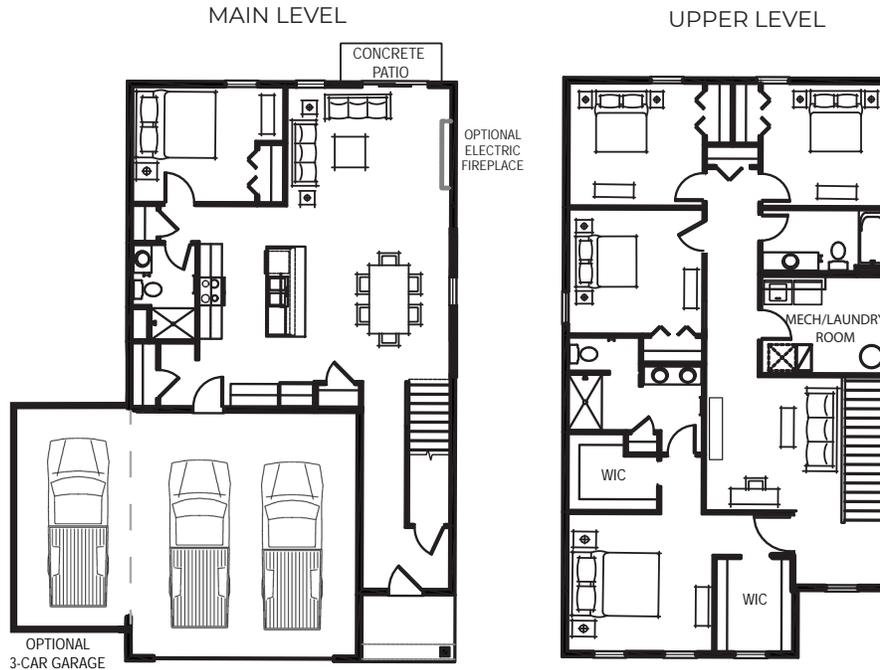


Prairie D

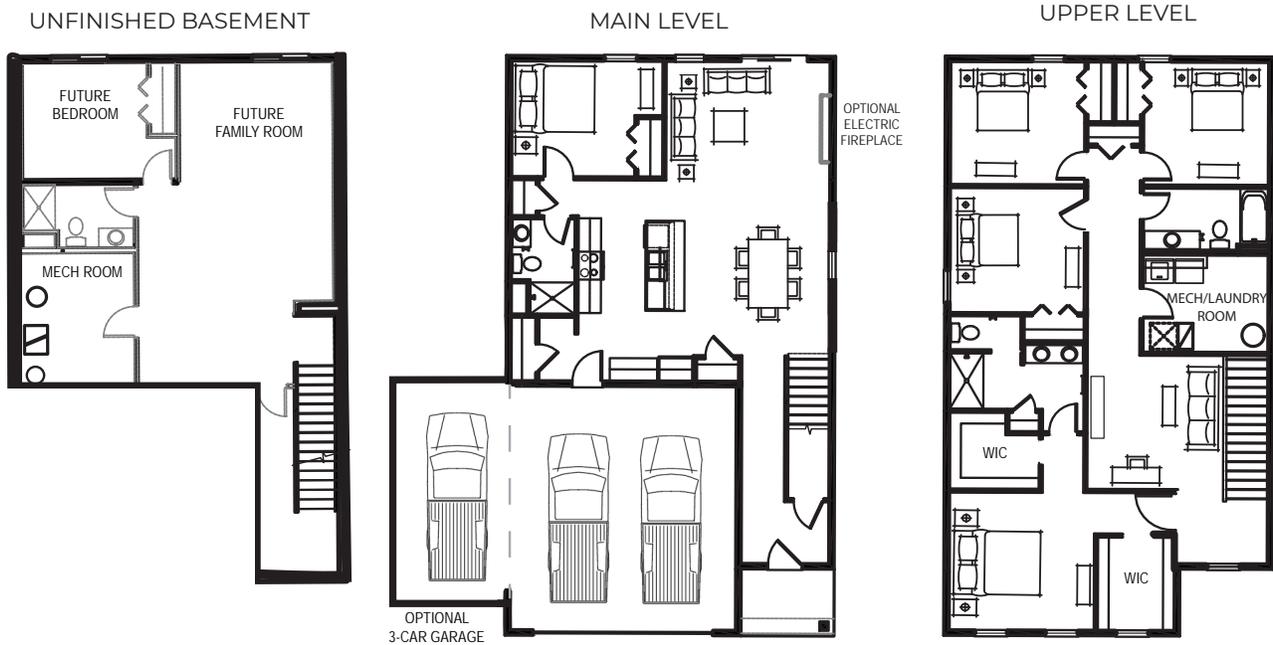




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# The Sienna

3 Bed | 2.5 Bath | 2 Garage | 1,842 Square Feet | 2 Stories



American Classic A



Heartland Cottage C



Northern Craftsman B



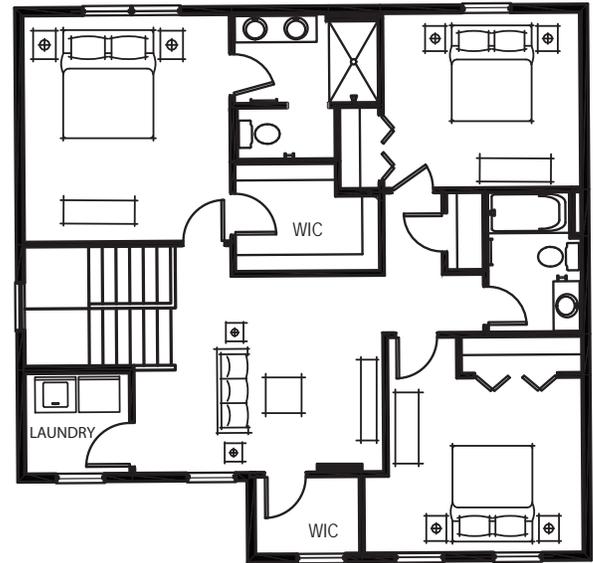
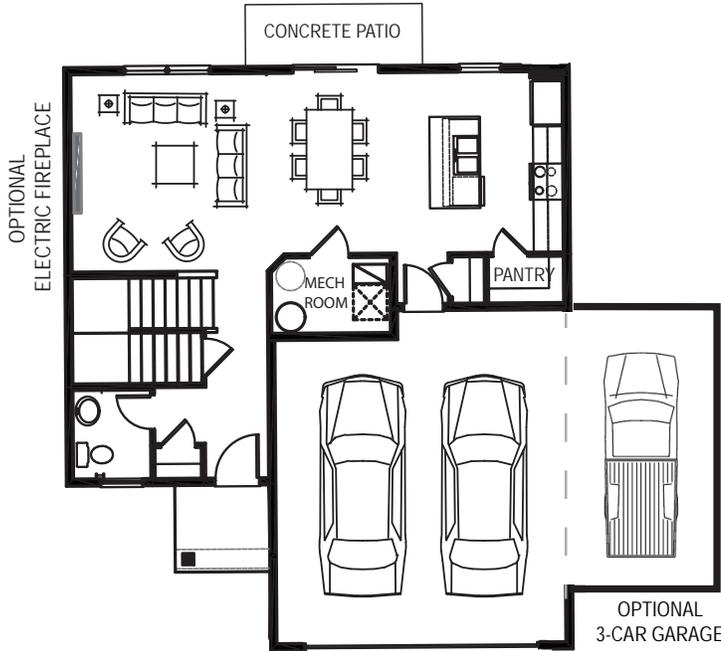
Prairie D



**SLAB ON GRADE PLAN**

MAIN LEVEL

UPPER LEVEL

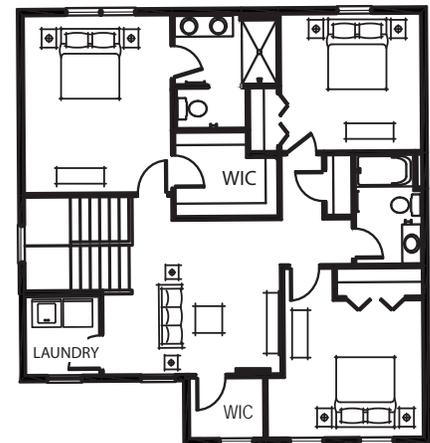
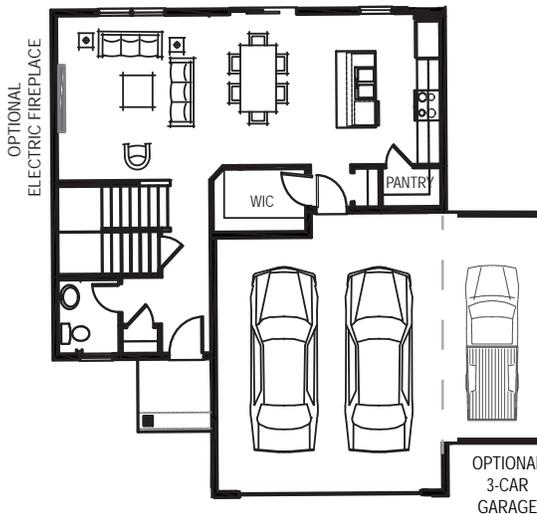
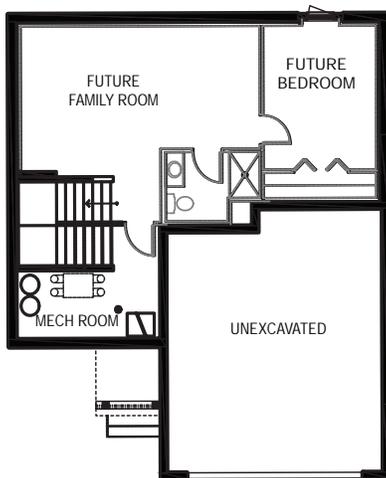


**BASEMENT PLAN**

UNFINISHED BASEMENT

MAIN LEVEL

UPPER LEVEL



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# The Hudson

4 Bed | 2.5 Bath | 2 Garage | 2,495 Square Feet | 2 Stories



American Classic A



Heartland Cottage C



Northern Craftsman B

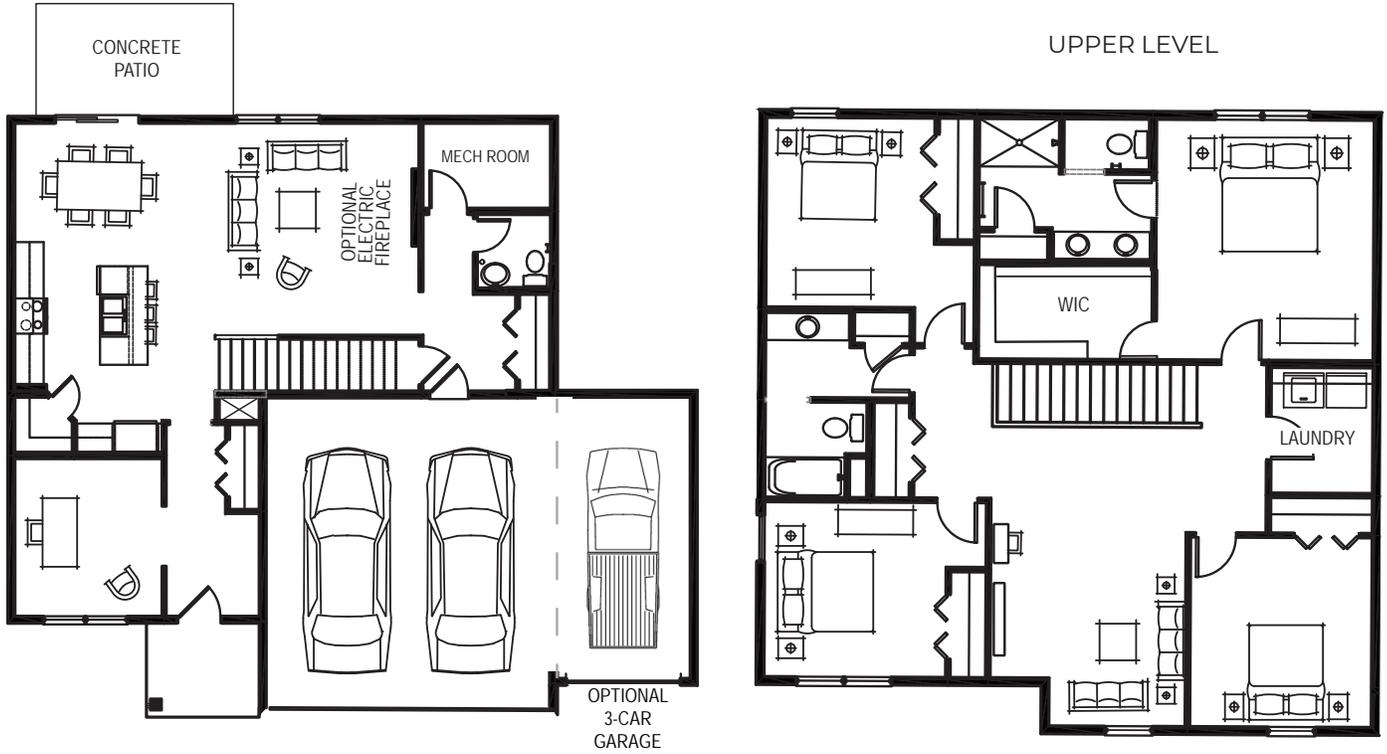


Prairie D

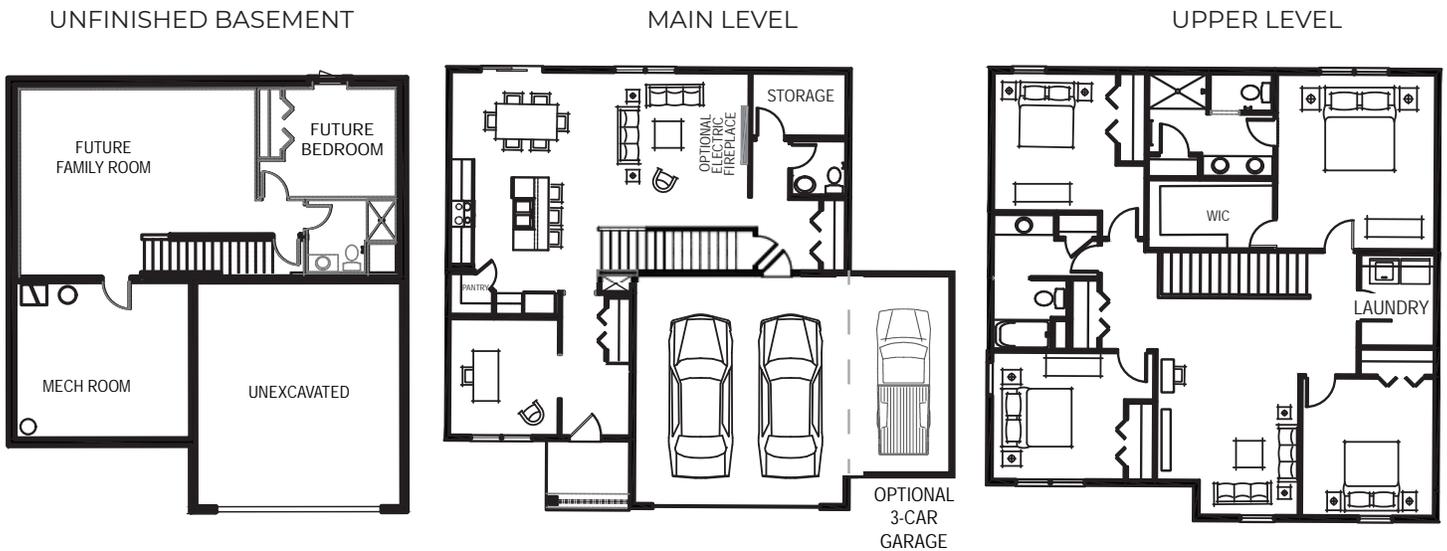




**SLAB ON GRADE PLAN**



**BASEMENT PLAN**



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# The Holcombe

4 Bed | 2.5 Bath | 2 Garage | 2,323 Square Feet | 2 Stories



American Classic A



Heartland Cottage C



Northern Craftsman B

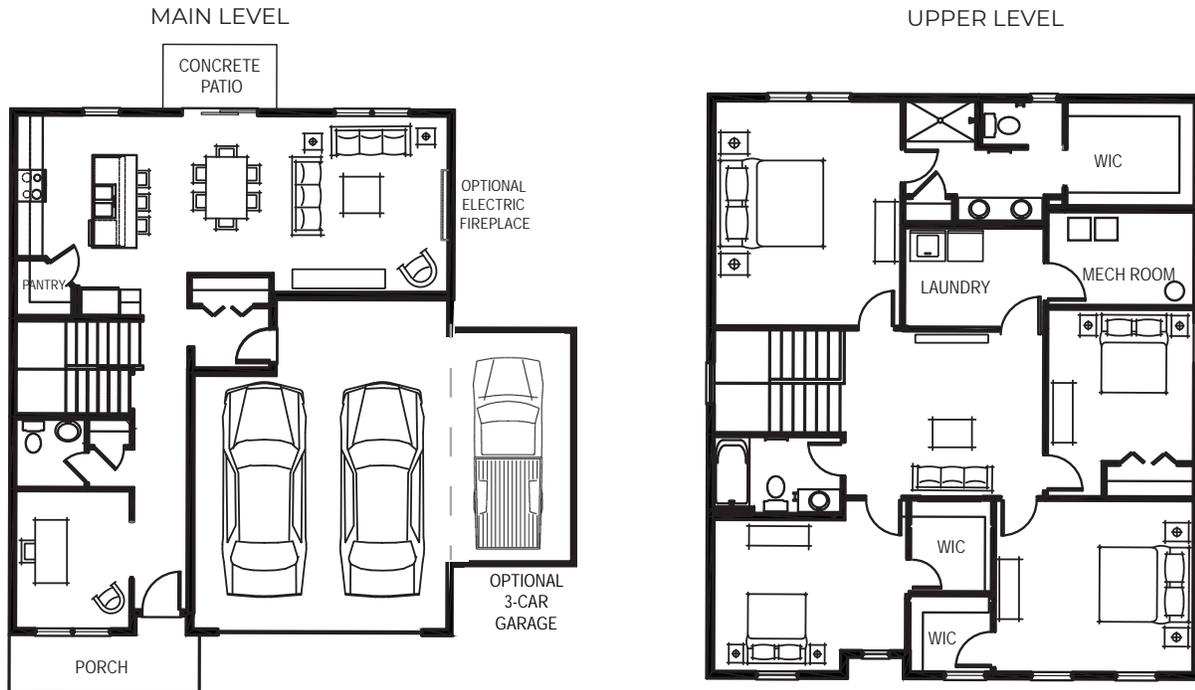


Prairie D

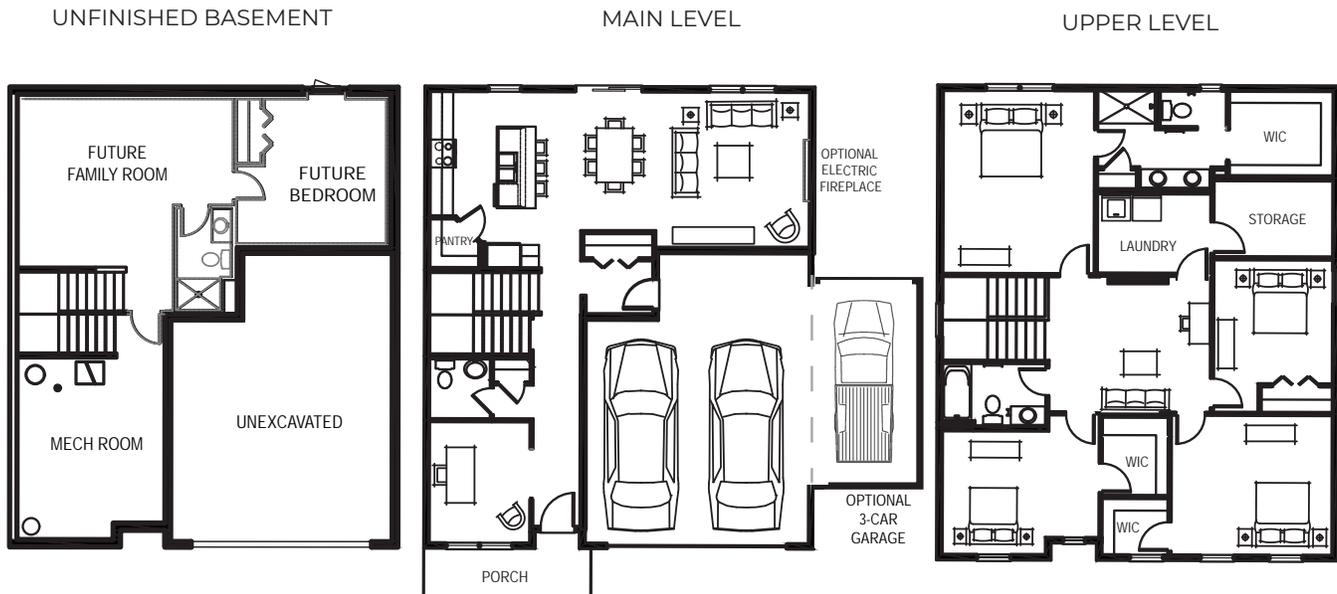




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# The Harmony

3 Bed | 2 Bath | 2 Garage | 1,485 Square Feet | 1 Story



American Classic A



Heartland Cottage C

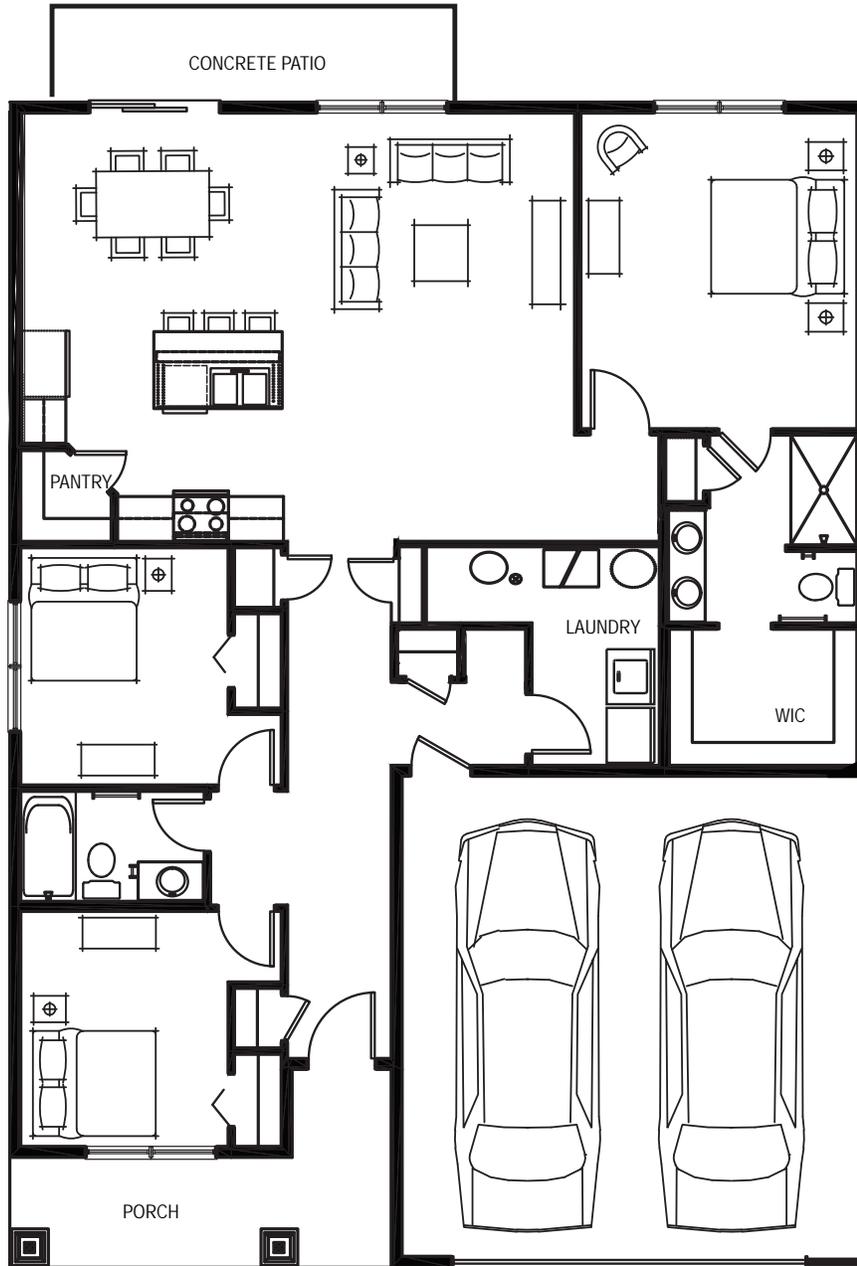


Northern Craftsman B



Prairie D





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# The Henley

5 Bed | 3 Bath | 2 Garage | 2,617 Square Feet | 2 Story



American Classic A



Heartland Cottage C



Northern Craftsman B

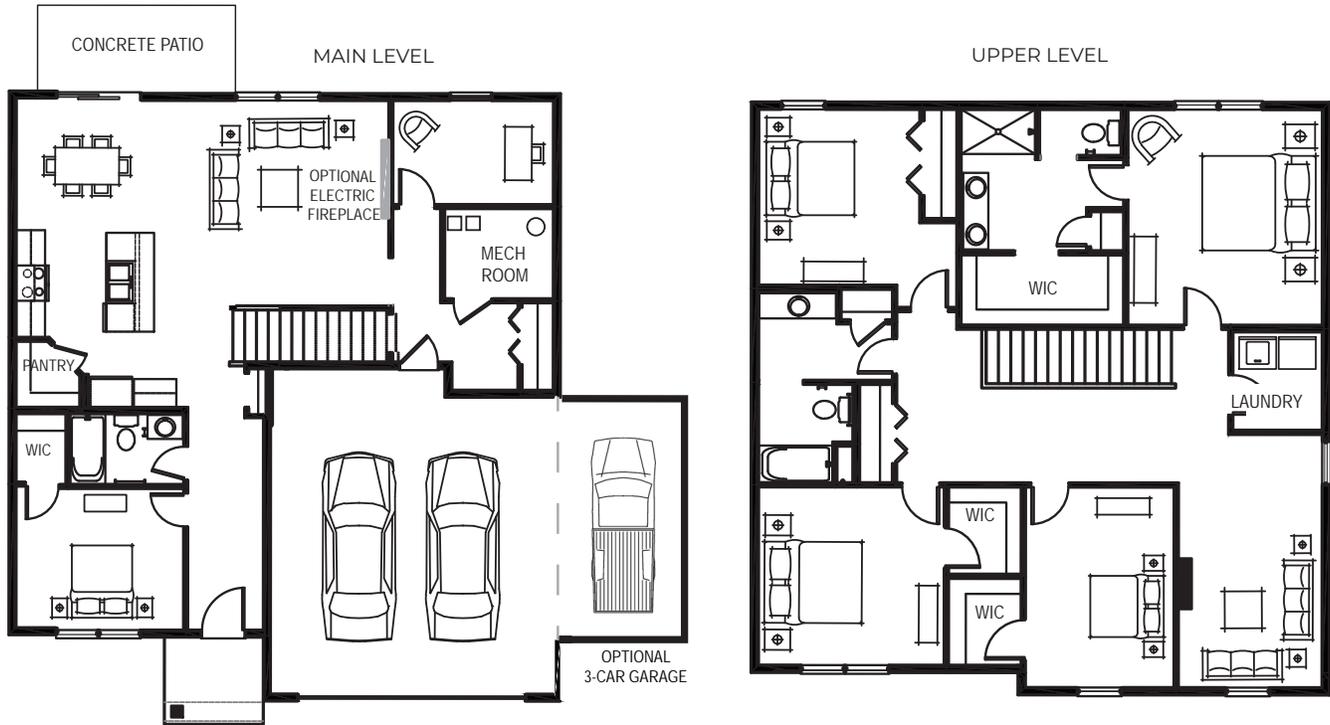


Prairie D

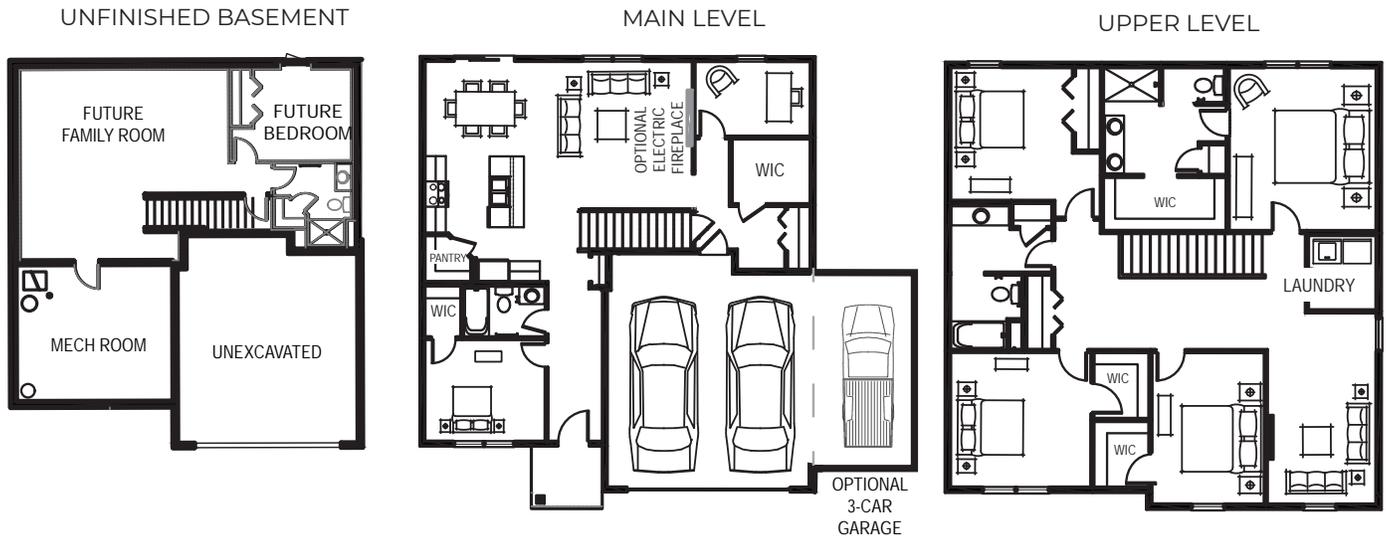




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# The Henry

5 Bed | 3 Bath | 2 Garage | 2,621 Square Feet | 2 Stories



American Classic A



Heartland Cottage C



Northern Craftsman B

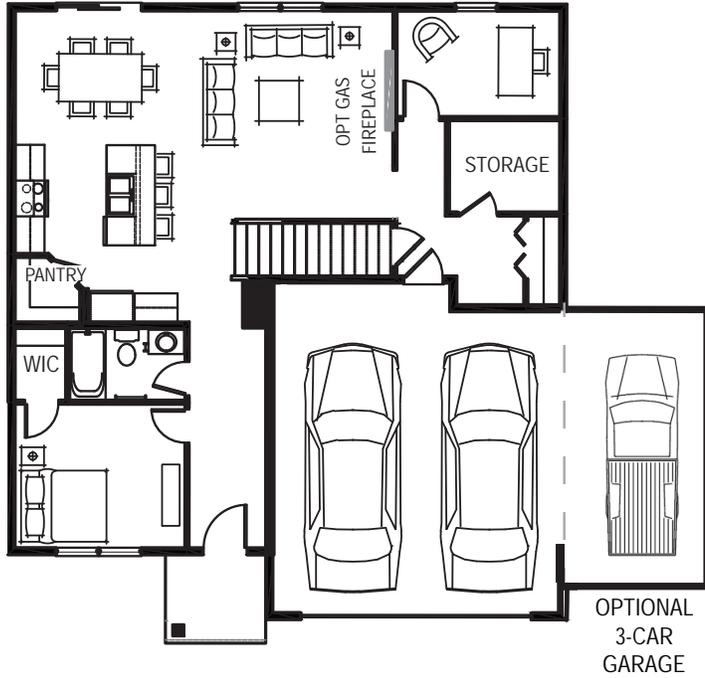


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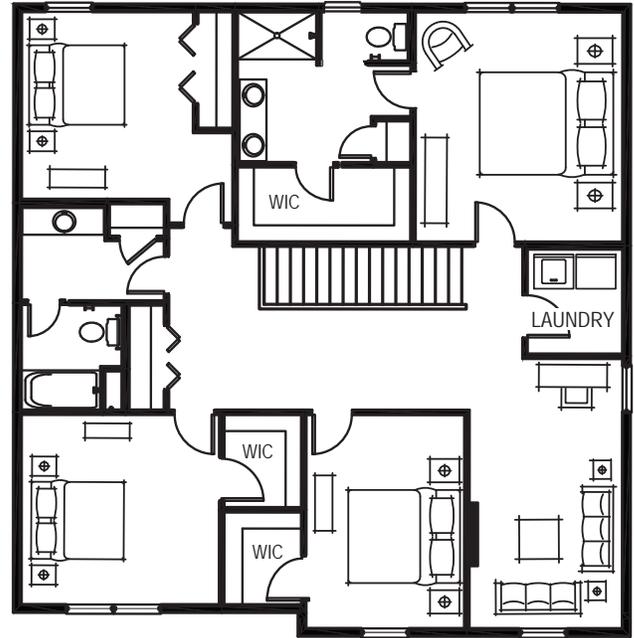




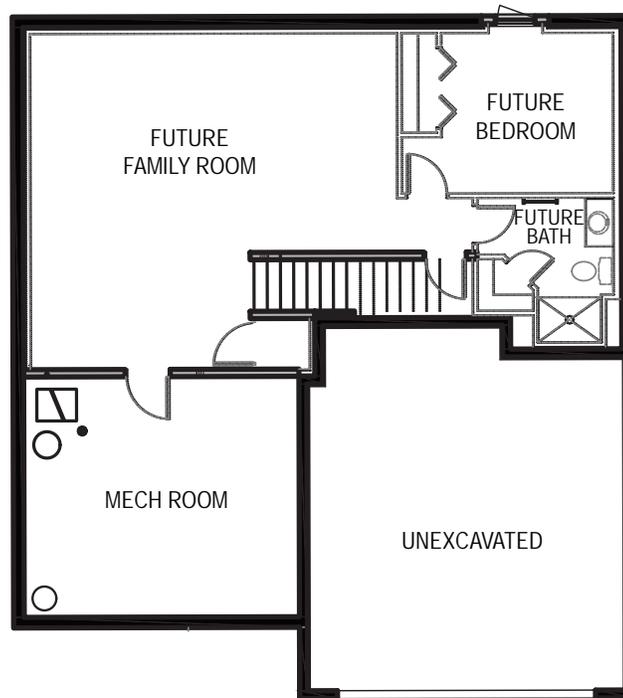
MAIN LEVEL



UPPER LEVEL



UNFINISHED BASEMENT



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# The Dover II

3 Bed | 2 Bath | 2 Garage | 1,721 Square Feet | 1 Story



American Classic A

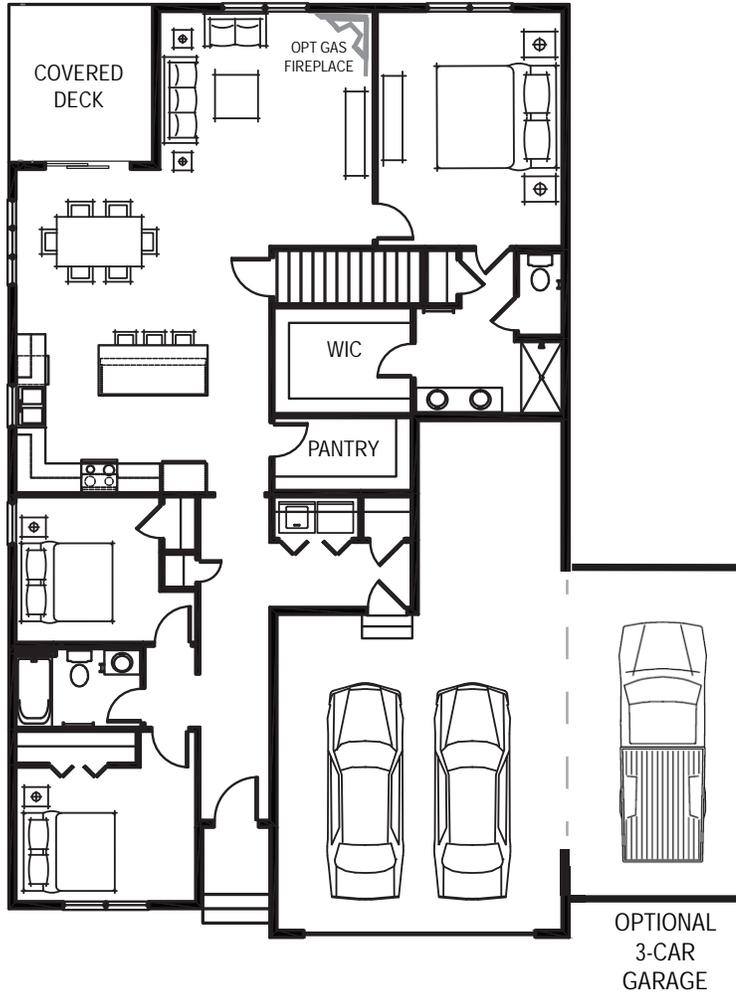


Northern Craftsman B

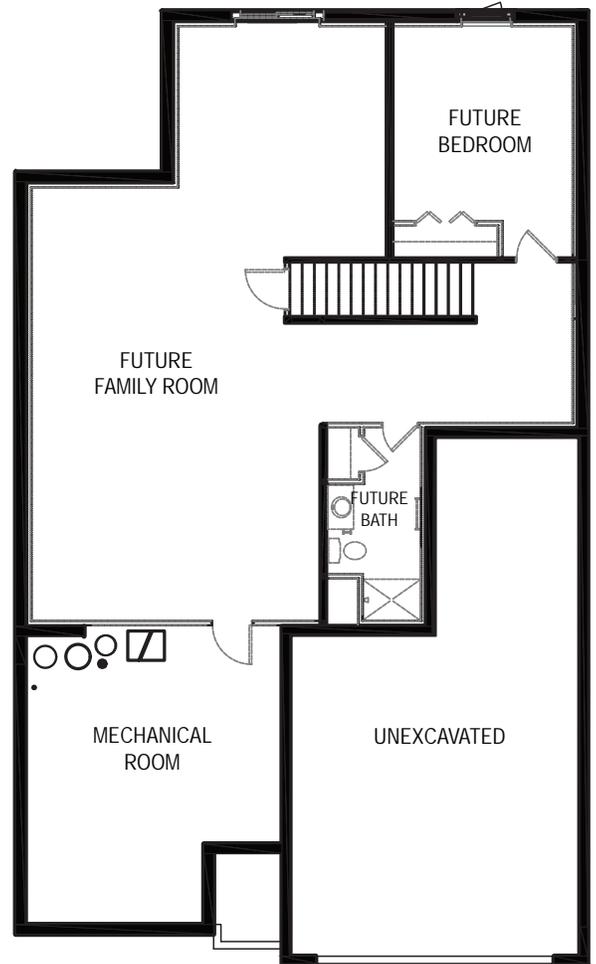




MAIN LEVEL



BASEMENT



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# The Whitney

5 Bed | 4 Bath | 3 Garage | 3,448 Square Feet | 2 Stories



American Classic A



Prairie D



Northern Craftsman B



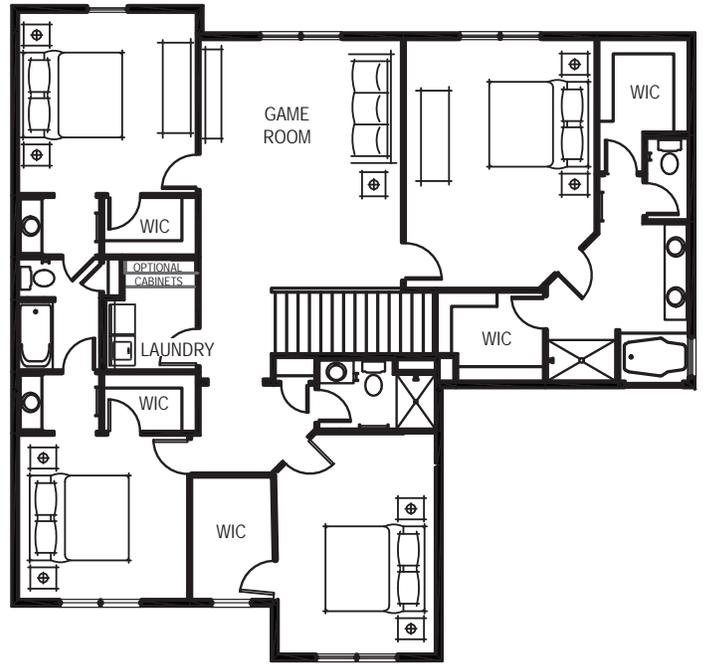
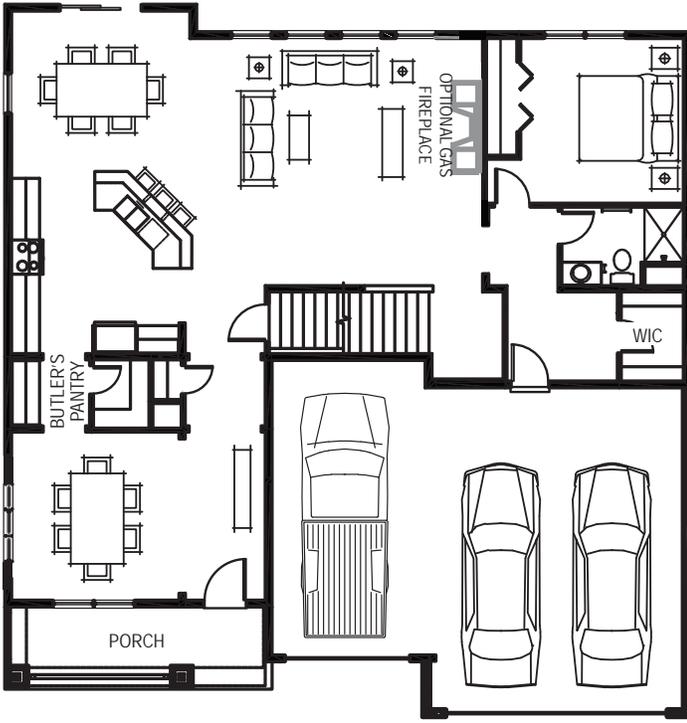
Artisan E



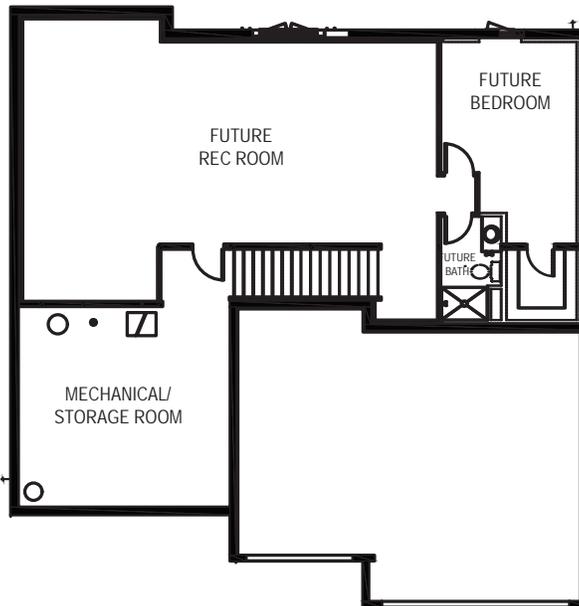


**MAIN LEVEL**

**UPPER LEVEL**



**LOWER LEVEL**



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# The Jordan

5 Bed | 3 Bath | 3 Garage | 3,003 Square Feet | 2 Stories



American Classic A



Heartland Cottage C



Northern Craftsman B



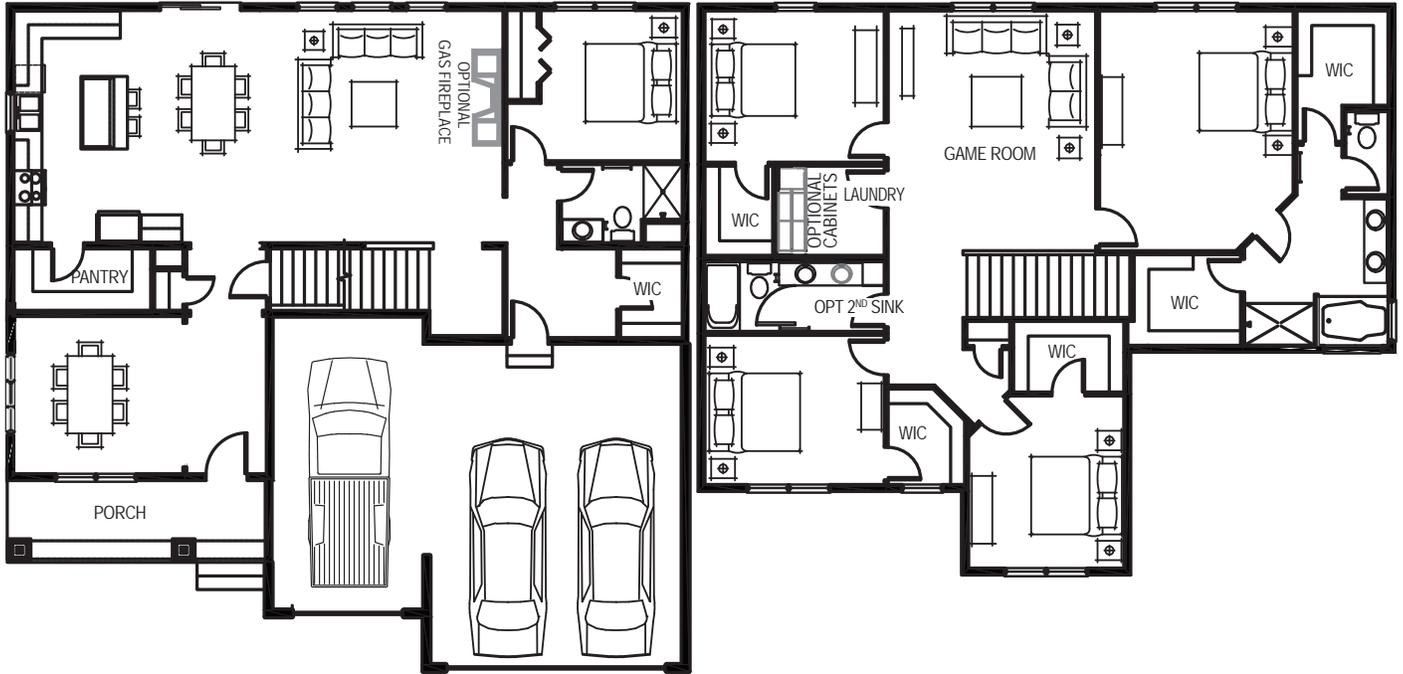
Prairie D



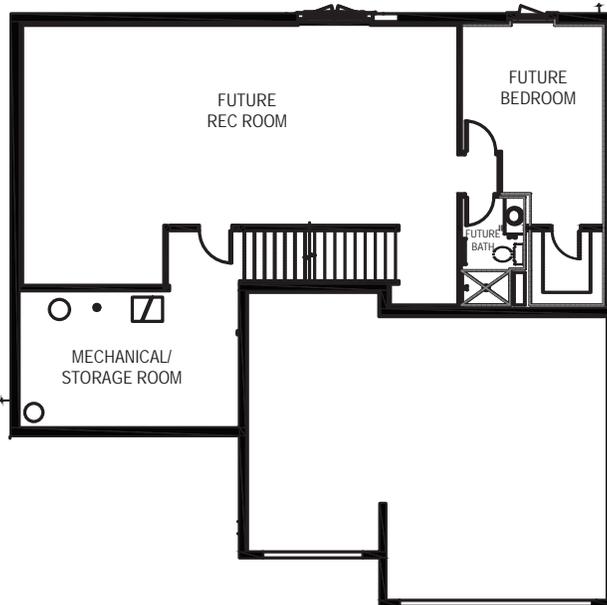


MAIN LEVEL

UPPER LEVEL



LOWER LEVEL



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# The Redwood

4 Bed | 3.5 Bath | 3 Garage | 3,084 Square Feet | 2 Stories



American Classic A



Northern Craftsman B

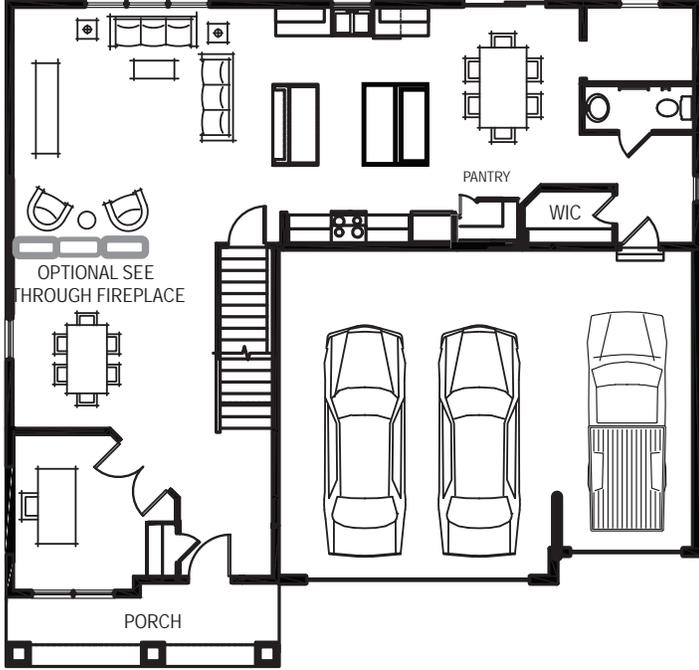


Heartland Cottage C

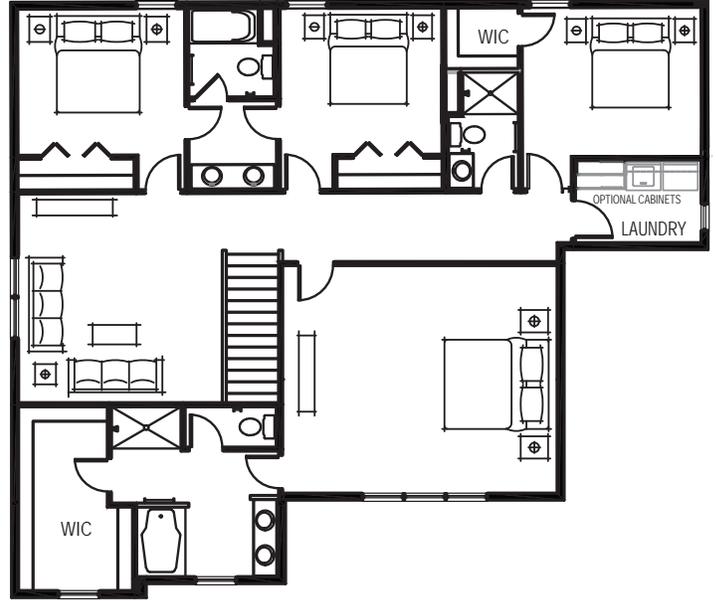




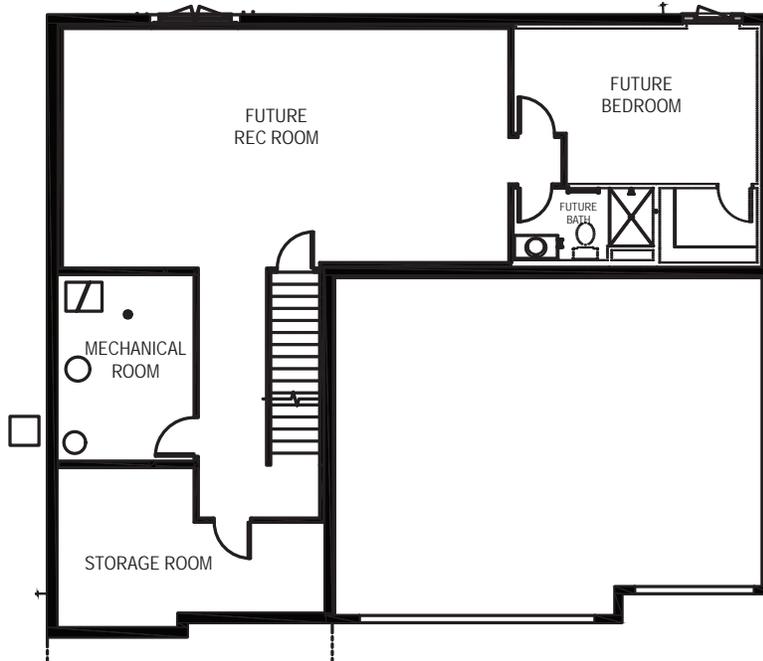
MAIN LEVEL



UPPER LEVEL



LOWER LEVEL



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# The Adams II

4 Bed | 2.5 Bath | 2 Garage | 2,776 Square Feet | 2 Stories



American Classic A



Heartland Cottage C



Northern Craftsman B

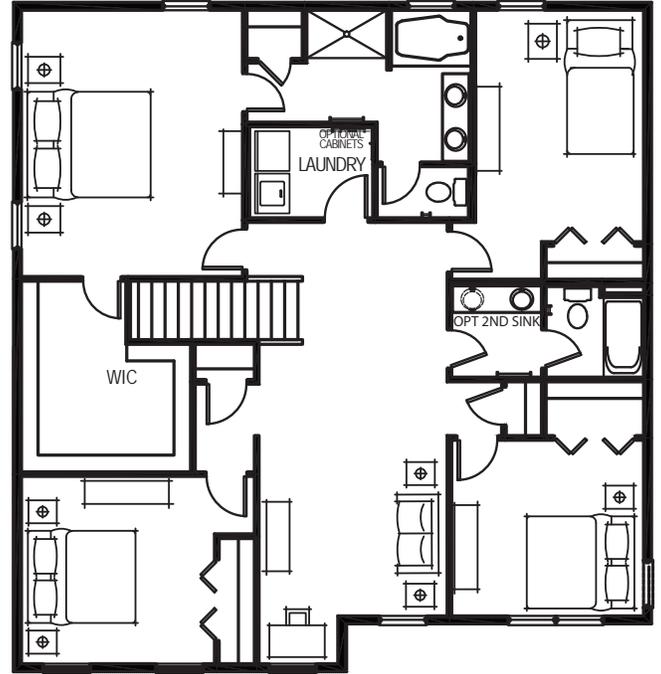
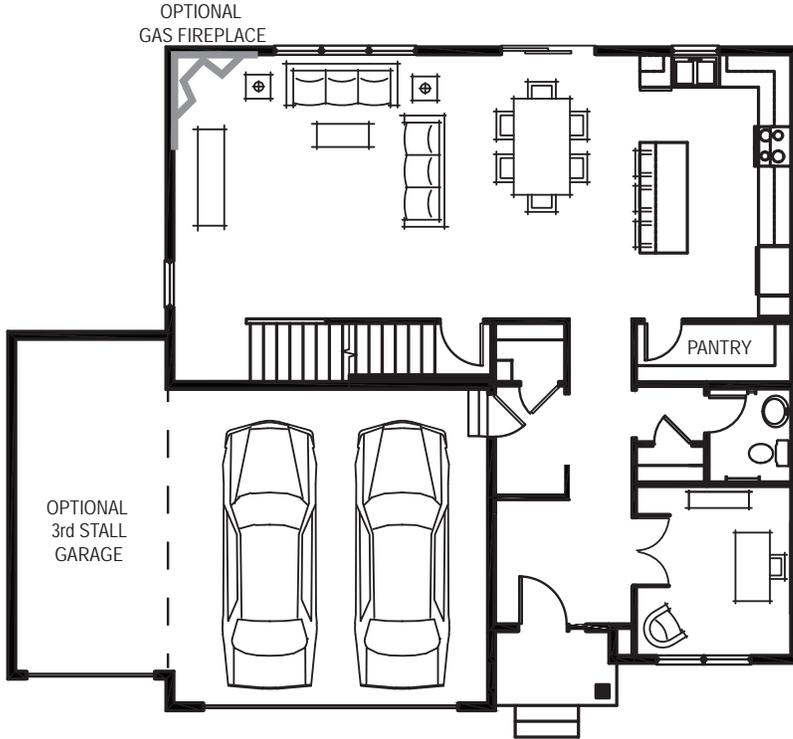


Prairie D

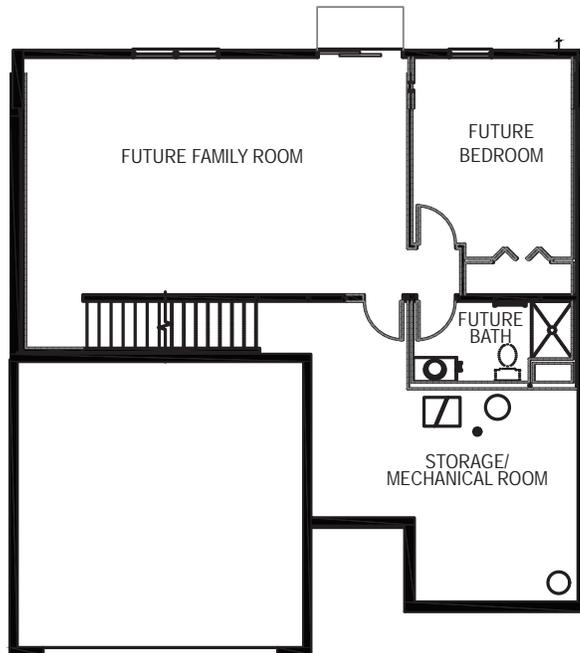


**MAIN LEVEL**

**UPPER LEVEL**



**LOWER LEVEL**



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# The Elliot/Finley



## **The Elliot** Exterior Unit

4 Bed | 2.5 Bath | 2 Garage  
1,792 Square Feet | 2 Stories

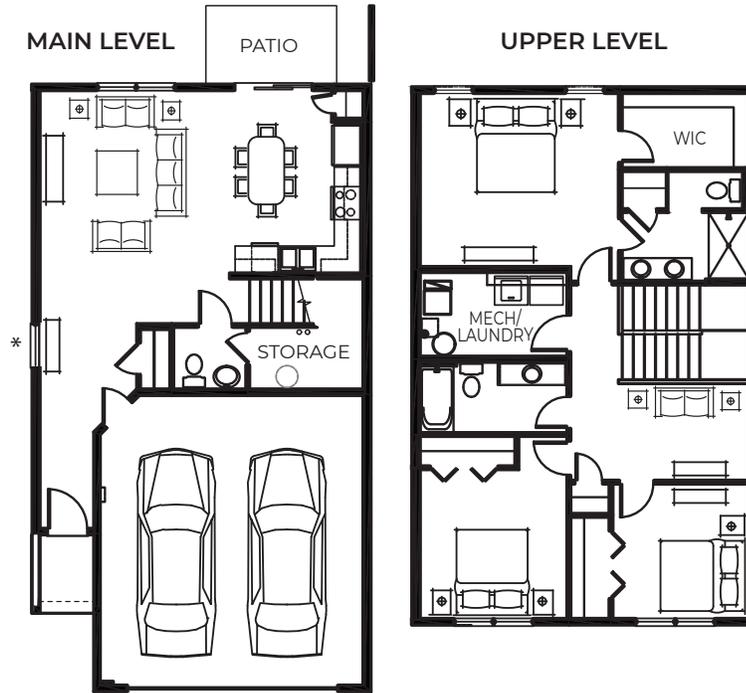
## **The Finley** Exterior and Interior Unit Options

3 Bed | 2.5 Bath | 2 Garage  
1,665 Square Feet | 2 Stories

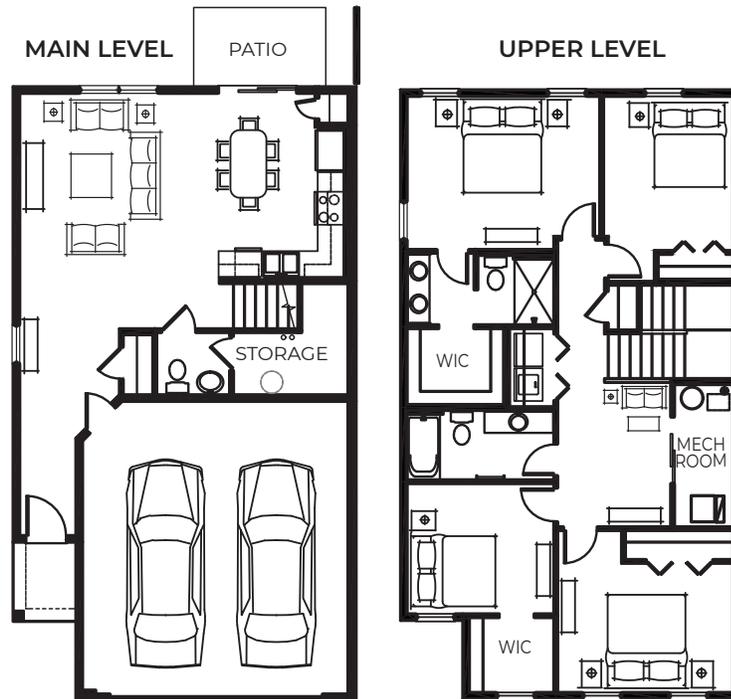


**The Finley  
Exterior and Interior  
Unit Options**

\*Window on Exterior Unit Only



**The Elliot  
Exterior Unit**



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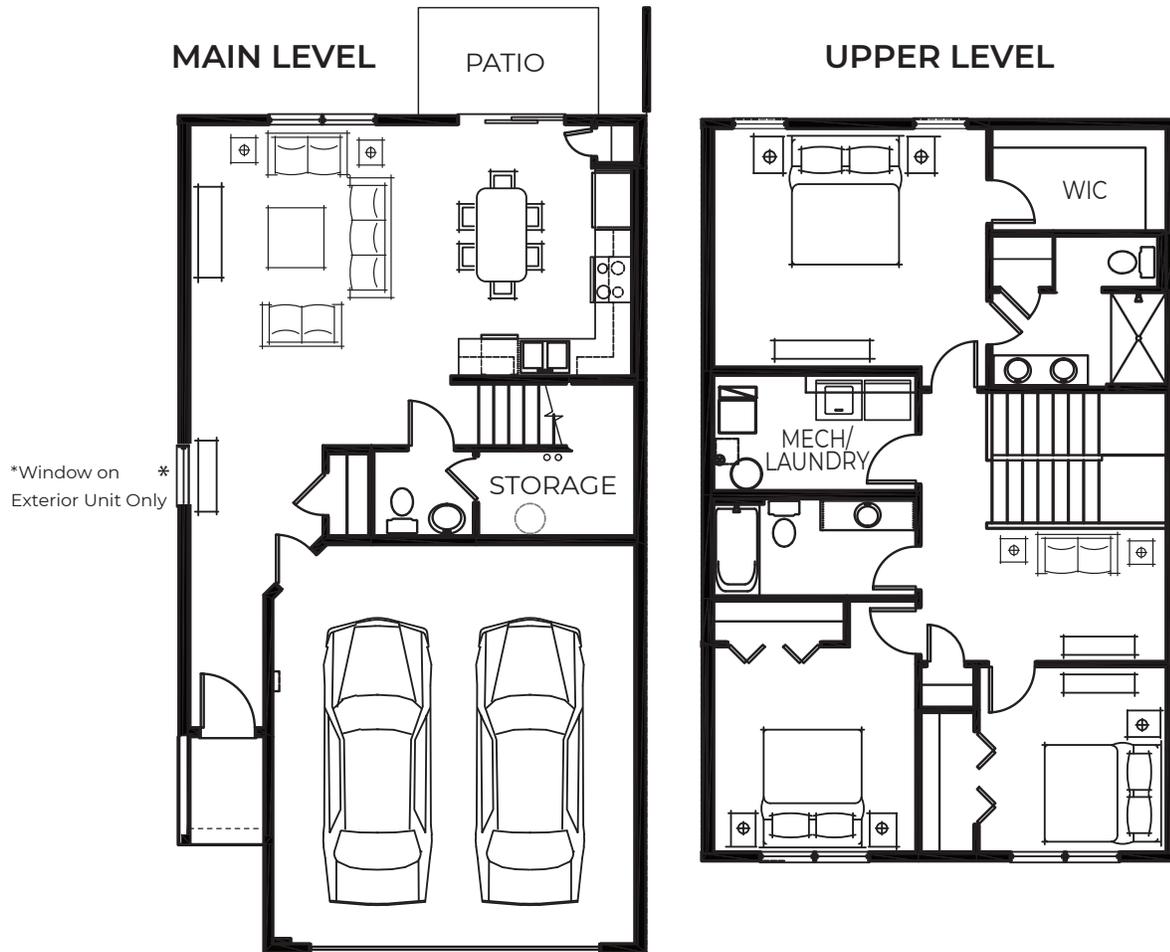
# The Fenway and Finley



## The Fenway and Finley

### Exterior and Interior Unit Options

3 Bed | 2.5 Bath | 2 Garage  
1,665 Square Feet | 2 Stories

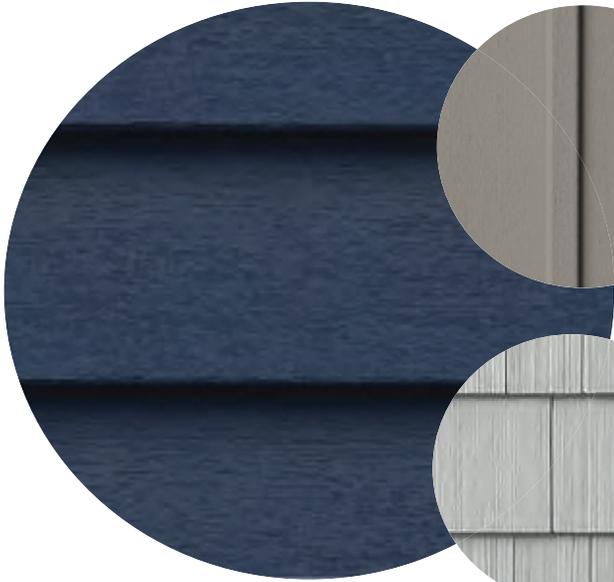


D.R. Horton is an Equal Housing Opportunity Builder. With basement foundations, water heaters and HVAC systems will be relocated to the first or second floors, as specified. All pricing, included features, terms, availability and amenities, are subject to change at any time without notice or obligation. Elevations and exterior materials may vary. Square footages, measurements and dimensions are approximate and will vary based on foundation type and options selected. Pictures, artist renderings, photographs, colors, features, and sizes are for illustration purposes only and will vary from the homes as built. Options and upgrades are available at an additional cost and are subject to availability and construction cut-off dates.

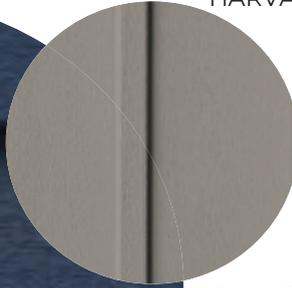


# T.H. VINYL EXTERIOR PACKAGE – TH-F

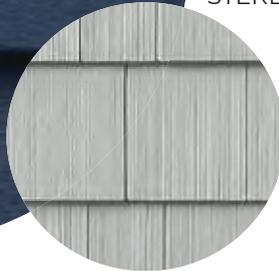
SIDING –MARINE BLUE



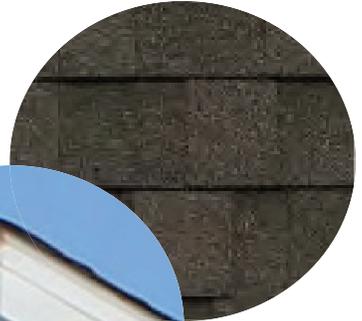
BOARD & BATTEN:  
HARVARD SLATE



SHAKES:  
STERLING



SHINGLES: WEATHERWOOD



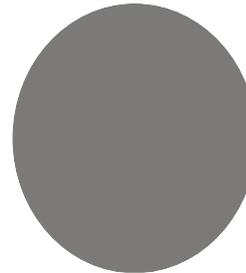
TRIM:  
WHITE



EXTERIOR STONE:  
WEATHERFACE ST CROIX GREY



FRONT DOOR:  
WESTCHESTER GRAY



\*Shakes, Board & Batten, Stone and Shutters are based on home elevation. Please ask a Sales Representative for details.

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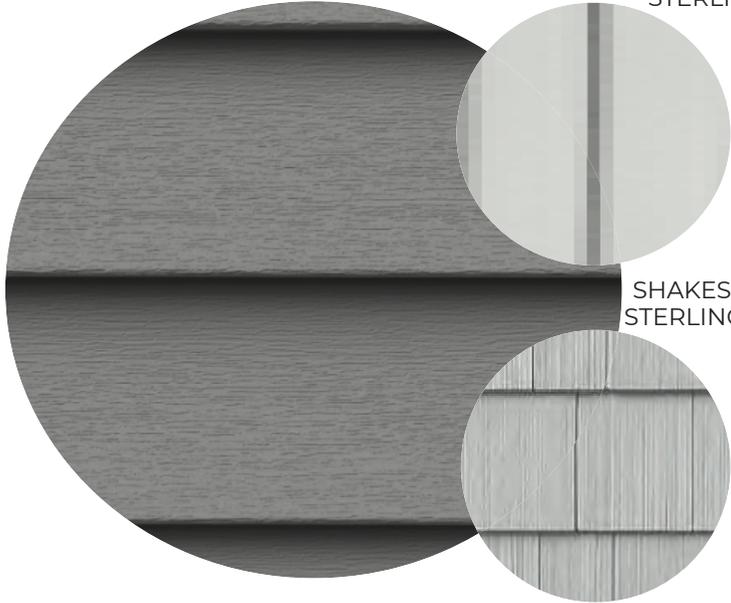
[drhorton.com](http://drhorton.com)





# T.H. VINYL EXTERIOR PACKAGE –TH-K

SIDING –ROCKSLIDE



BOARD & BATTEN:  
STERLING

SHAKES:  
STERLING

SHINGLES: WEATHERWOOD

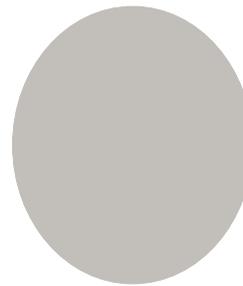
TRIM:  
WHITE



EXTERIOR STONE:  
SHADOW LEDGE SLATE



FRONT DOOR:  
LIGHT FRENCH GRAY



\*Shakes, Board & Batten, Stone and Shutters are based on home elevation. Please ask a Sales Representative for details.

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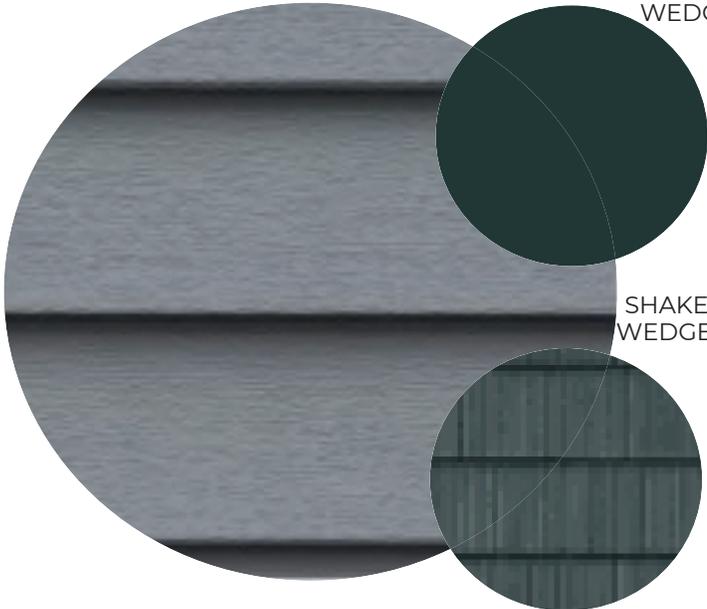
[drhorton.com](http://drhorton.com)



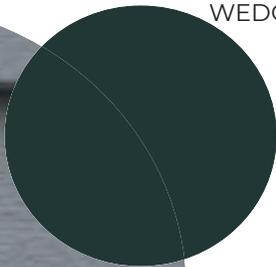


# T.H. VINYL EXTERIOR PACKAGE –TH-L

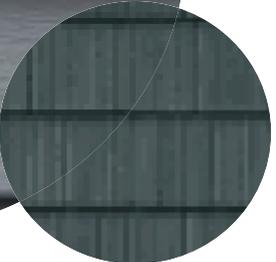
SIDING –STORM



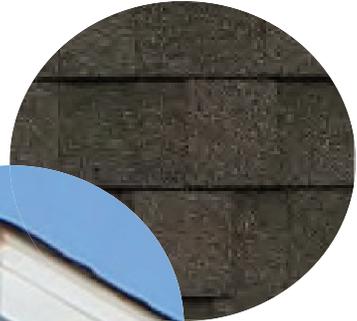
BOARD & BATTEN:  
WEDGEWOOD



SHAKES:  
WEDGEWOOD



SHINGLES: WEATHERWOOD



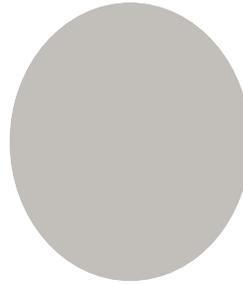
TRIM:  
WHITE



EXTERIOR STONE:  
SHADOW LEDGE ANDES SUMMIT



FRONT DOOR:  
LIGHT FRENCH GRAY



\*Shakes, Board & Batten, Stone and Shutters are based on home elevation. Please ask a Sales Representative for details.

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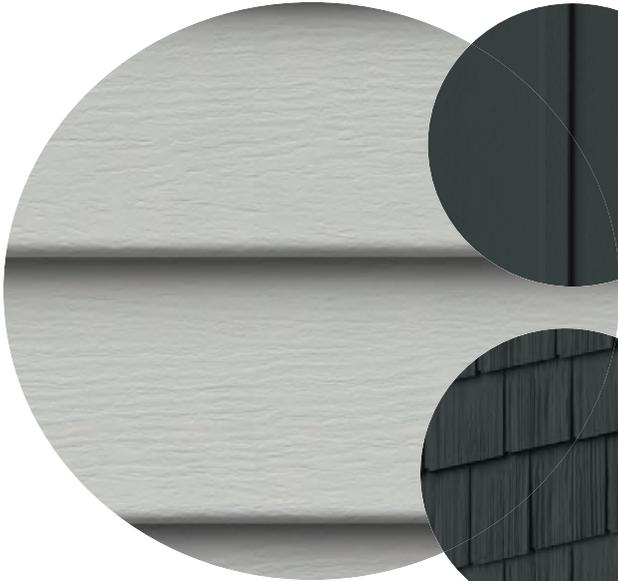
[drhorton.com](http://drhorton.com)



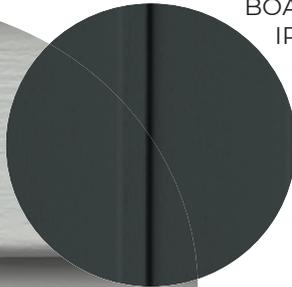


# TH VINYL EXTERIOR PACKAGE – TH- N

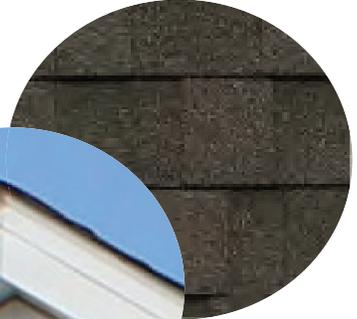
SIDING: STERLING



BOARD & BATTEN: IRONSTONE



SHINGLES: WEATHERWOOD



TRIM: WHITE



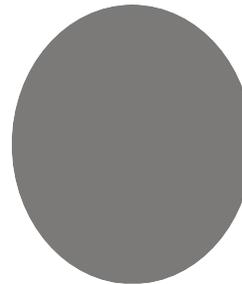
SHAKES: IRONSTONE



EXTERIOR STONE: TUSCAN LEDGE WILLOW PEAK



FRONT DOOR: WESTCHESTER GRAY



\*Shakes, Board & Batten, Stone and Shutters are based on home elevation. Please ask a Sales Representative for details.

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## Background

The proposed Century Ponds development will add **207 new housing units** (134 single-family homes and 73 townhomes), bringing approximately **590 new residents** to Maplewood at full build-out.

The Maplewood Police Department has reviewed the potential impact of this development using both population-based ratios and workload-based projections from our recent staffing study.

---

## Staffing Impact

While the development does not rise to the level of requiring an additional full-time officer, the added residents and calls for service equate to roughly 0.40–0.50 of a full-time officer's workload. This means that nearly half of one officer's annual capacity will be absorbed by this single project.

---

## Estimated Annual Cost

To provide a balanced view, we considered both the cheapest (marginal costs only) and most expensive (per-capita equivalency) approaches. A middle-of-the-road estimate is the most practical for planning purposes:

- **Calls for Service & Patrol Time:** \$60,000
- **Investigations:** \$15,000
- **Fuel, Vehicles & Equipment Wear:** \$10,000
- **Administrative & Support Costs:** \$5,000

## Estimated Annual Total: \$90,000

This estimate captures the operational impact and not the .50 of an FTE that would be needed.

---

## Conclusion

- Century Ponds will add measurable demand to police services.
  - While the project alone does not justify an additional officer, it represents nearly **half of an officer's workload**.
  - The annual operating cost impact is estimated at **\$90,000**.
- 

## Recommendation

Note the \$90,000 annual cost impact and the 0.40–0.50 FTE equivalent workload as part of ongoing growth planning, while deferring any staffing increase until cumulative demand reaches the established thresholds.

**Public Works Plan Review**

**PROJECT:** Century Ponds Development  
297 & 601 Century Avenue

**PROJECT NO:** 24-07

**COMMENTS BY:** Jon Jarosch, P.E. – Assistant City Engineer  
Bolton and Menk, Inc. – City Consultant Engineer

**DATE:** 9-4-2025

**PLAN SET:** Plans dated 7-22-2025

**REPORTS:** Geotechnical Report dated 3-12-2024  
Trip Generation Memorandum dated 10-18-2024  
Linwood at Century Transportation Memorandum dated 1-21-2025

The applicant is seeking a Comprehensive Plan amendment, rezoning, Planned Unit Development approval, wetland buffer variance, design review and a public vacation of easements for a residential development at the former Ponds at Battle Creek golf course site. DR Horton is proposing to redevelop the former golf course with approximately 133 residential homes and 73 townhomes.

This review does not constitute a final review of the plans, as the applicant will need to submit construction documents and calculations for final review. The following are engineering review comments on the design and act as conditions prior to issuing permits.

**Stormwater Management**

As this project disturbs more than ½ acre of land and creates more than 5,000 square-feet of new impervious surface, it is required to meet the City's Stormwater Management Standards. This includes, among other things, ensuring post-construction runoff rates are equal to or less than existing rates along with infiltrating the equivalent of 1.1-inches of runoff over all impervious surface areas. The project proposes meeting the City's standards through the installation of five wet ponds and two large filtration basins. Based on the information submitted, this project meets or exceeds the City's requirements. Below are comments related to stormwater management on this site. Please also refer to comments on the attached memorandum dated August 25, 2025 from the City's consultant, Bolton and Menk, Inc. These comments shall be addressed as well.

- 1) This project shall be submitted to the Ramsey-Washington Metropolitan Watershed District (RWMWD) for approval. All requirements of RWMWD shall be met.

- 2) Draintile is proposed under portions of lots 15-24, Block 4. It is recommended that this draintile be shifted northerly to lie beneath the trail to protect it from future landscaping or fence installations by homeowners.
- 3) The low points in the backyard swale areas in Blocks 6, 7, & 8 shall have their 100-year HWL noted on the plan sheets.
- 4) The backyard swale areas in Blocks 6, 7, & 8 shall include draintile to aid in preventing standing water over time.
- 5) Cleanouts shall be installed every 100 feet on filtration basin draintile. These cleanouts shall include an iron cap to aid in locating in the future.
- 6) The low point in the roadway at the intersection of Honey Court and Waterleaf Way is within 1 foot of the slab elevation for the adjacent townhomes. The applicant shall review this area to ensure adequate freeboard is provided to meet City and RWMWD requirements.
- 7) Overflow control structure 800 is shown having draintile from the filtration basin at an elevation of 1008.84 and an outlet pipe elevation of 1015.00. As currently configured, the draintile would be non-functional. The applicant shall review this configuration and revise accordingly to ensure proper function of the filtration basin.
- 8) A flared-end section shall be installed on the overflow pipe for the 900 series of storm sewer in Pond 4. Please adjust the plans accordingly.
- 9) A flared-end section shall be installed on the overflow pipe for the 300 series of storm sewer in Pond 5. Please adjust the plans accordingly.
- 10) A flared-end section shall be installed on the overflow pipe leading to OCS 609 in Pond 3. Please adjust the plans accordingly.
- 11) FES's 612, 614, 616, 802, 804, & 806 show outlet velocities more than 20 feet per second. Outlet velocities more than 10 feet per second are likely to promote scour and damage the downstream filtration basins. The applicant shall reconfigure these outlets to reduce velocities and the potential for scour.
- 12) SAFL Baffles shall be installed in all sump manholes to aid in sediment removal and the long-term protection of downstream ponds and filtration basins.
- 13) Pipe series 1100 has been included to provide an overflow system for the wetland complex to the west. This has been provided due to past concerns from area residents about impacts to their properties during levels of high rainfall. An alternative to the piping system would be to grade and stabilize an overflow swale at an elevation of 1034.5 feet,

which is the currently established DNR OHWL. The applicant shall review this overflow system and provide either a piped overflow system at the OHWL or an overflow swale.

- 14) A stormwater maintenance agreement is required between the townhome area homeowner's association, the City of Maplewood, and the RWMWD.

### **Grading and Erosion Control**

- 15) The notes to contractor on sheet 23 reference the RAHR Preserve. Please adjust to the current project. In this same note, there is reference to the mass grading contractor turning over NPDES responsibilities to the Developer and City. Please revise this note to eliminate the City from the parties responsible.
- 16) A double row of silt fencing or other perimeter control measures are required between all site grading and wetlands.
- 17) A rock construction entrance is required where Indigo Avenue intersects with Century Avenue. Please display this on sheet 25.
- 18) Existing contours shall be shown outside of the development grading limits so that it can be seen how the site ties into adjacent areas.

### **Traffic Impacts and Street Layout**

The proposed development would have three access points onto adjacent streets. The single-family home portion of the site would have one access to Lower Afton Road and one access onto Century Avenue. The townhome portion of the site would be restricted to one access point on Linwood Avenue. It should be noted that the townhome area proposed an access point on Century Avenue, but this connection was denied by Ramsey and Washington Counties.

The applicant has provided traffic impact analysis for the adjacent roadways systems. According to the documentation provided, only minor impacts on the adjacent roadways are anticipated. Intersections are expected to perform at the same levels of service (level A).

After fielding concerns from area residents along Linwood Avenue, the applicant performed additional observations and analysis for the Linwood Avenue at Century Avenue south intersection. This analysis concluded that minimal vehicle queuing occurs during AM and PM peak hours at this intersection. It further concluded that no modifications are needed at this intersection to accommodate the proposed development.

In order to get a second opinion of the potential traffic impacts from the proposed development, the City consulted with Bolton and Menk, Inc. to analyze the traffic impacts. Bolton and Menk's analysis concurred with the analysis submitted by the developer, noting that the development will have minor impacts on the adjacent roadways, which have adequate capacity, with intersections maintaining the same levels of relative service. Please also refer to the attached memorandum dated September 3, 2025 from the City's consultant, Bolton and Menk, Inc.

- 19) The project currently calls for surmountable curb and gutter throughout the project. City standard curb and gutter is B618. The project shall be revised to include B618 curb and gutter on the proposed public streets.
- 20) Pavement wearing course shall be MnDOT SPWEA330C. No recycled asphalt (RAP) is allowed in the wearing course mixture.
- 21) Pavement base course shall be MnDOT SPWEB330C. RAP is allowed in base course mixtures.
- 22) Given the poorly draining and frost-susceptible soils on this site, a minimum 1-foot-thick sand sub-base with geotextile fabric and draitile is required beneath all streets, as referenced in standard plate 111. The final road section shall be based upon geotechnical recommendations but shall in no case be lesser than a 1-foot sand sub-base with fabric and draitile, 8-inches of aggregate base, and 3.5-inches of asphalt pavement.
- 23) Asphalt joint-adhesive shall be installed between all wear-course pavements and concrete curb and gutter.
- 24) Ribbon-style (or other low-backed curbing) shall be installed at the end of the Sunflower Court cul-de-sac to aid in snow removal. This curbing shall be utilized between the parking bay area and lot 1 of Block 3.
- 25) Areas of minimum road profile slope are shown on Bluestem Street (STA 5+00 to 11+50) and Clover Street (STA 24+00 to 32+00). While these streets meet the minimum required profile slope of 0.50%, the length of these minimal profile slope areas will be subject to the increased possibility of water ponding and icing. The applicant shall review these areas to ensure gutter spread of runoff is within standards. It is recommended that the roadway profile in these areas be increased to aid in improving runoff characteristics and reducing the potential for icing issues.
- 26) The connections to County roadways shall be reviewed and approved by Ramsey and Washington Counties. All requirements of the Counties shall be met.

### **Sanitary Sewer**

Below are comments related to sanitary sewer on this site. Please also refer to comments on the attached memorandum dated September 4, 2025 from the City's consultant, Bolton and Menk, Inc. These comments shall be addressed as well.

- 27) A sewer disconnect permit is required for the removal of the existing sewer service.

- 28) MH 37 is shown with a build height of only 1.29 feet. It appears that there is a typo in the rim elevation. Please review and adjust accordingly.

### **Watermain**

- 29) This project shall be reviewed by Saint Paul Regional Water Services (SPRWS). All requirements of SPRWS shall be met.
- 30) The applicant shall work with the City to relocate the fire-hydrant at the end of Sunflower Court to better accommodate snow removal activities.
- 31) A watermain easement shall be provided to SPRWS for the watermain within Outlot F, Lots 50 & 51 of Block 8, and Lot 24 of Block 9.

### **General**

- 32) The applicant shall be responsible for paying any SAC, WAC, or PAC charges related to the improvements proposed with this project. A SAC determination is required.
- 33) A developer's agreement is required for this development.
- 34) Lot and block numbers, along with outlot designations shall be displayed on the preliminary plat sheets.
- 35) Public trail easements shall be provided over all proposed public trails. This includes over individual residential lots and outlots.
- 36) Draintile is currently shown crossing portions of lots 15-24, Block 4. If the draintile is to remain in this location, a 10-foot-wide public drainage and utility easement shall be provided over the pipe to allow for future maintenance.
- 37) City streetlighting standards call for streetlights to be installed at all street intersections, bends, and dead ends. In addition to the street lighting shown on the plans, streetlights shall also be included in the following locations.
  - a. Inside bend of the road near Lot 20, Block 5.
  - b. Inside bend of the road near Lot 9, Block 6.
  - c. Inside bend of the road near Lot 1, Block 6.
  - d. Inside bend of the road near Lot 6, Block 7.
- 38) Removal of the concrete median in the center of Century Avenue, near the south end of this site, is shown on the demolition sheets. A connection to Century Avenue in this area is no longer proposed. Please adjust the plans to show no changes to the median in this area.

- 39) The drainage and utility easement over Outlot A lying between the single-family home portion of the site and the townhome portion of the site varies in width on different plan sheets. It is shown as 45-feet wide on sheet 12 and 30-feet wide on sheet 18. The plans shall be adjusted to match the true proposed width.
- 40) City standard asphalt trail width is 8 feet. The plans currently note a 10-foot-wide trail. The trail shall be adjusted to City standard width.
- 41) An asphalt trail connection is shown to extend toward the Mailand Road right-of-way. This trail shall extend and connect to Mailand Road with an ADA compliant ramp.
- 42) A number of tee-intersections are shown on the proposed asphalt trail layout. The applicant shall work with the City to configure these intersections for ease of snow removal.
- 43) Battle Creek Regional Park lies just north and west of this site. An existing trail connecting to this park lies along the north-side of Lower Afton Road. The applicant shall make a trail connection to this system from the Century Ponds Trail system in coordination with Ramsey County Public Works. It shall be noted that an existing enhanced connection to this trail system lies just west of this site near Londin Lane.
- 44) The townhome streets and utilities at the south end of the project shall be private.
- 45) This project shall be reviewed by Ramsey and Washington Counties. All work within their respective rights-of-way require permits from these entities. All conditions from the counties shall be met.
- 46) An existing Saint Paul Police firing range is located near the southwest corner of this site. While this firing range has provided sound reduction measures over the years, the City still receives complaints from area residents from time to time. Potential homebuyers shall be made aware of the adjacent firing range. Likewise, this site lies adjacent to higher volume roadways such as Lower Afton Road, Century Avenue, and Highway 494. The applicant shall evaluate the need for sound mitigation measures for townhomes and homes proposed with this development to ensure they meet applicable noise standards.
- 47) The applicant shall include verbiage in Homeowners Association documents restricting drainage easement areas from having landscaping or other structures placed in the easement areas which could block the intended flow of runoff or maintenance in these areas. This is required for all lots in Blocks 6 & 7, lots 1 & 2 of Block 1, lots 1-3,9-11, & 26 of Block 5, lots 1-4, 7 & 8 of Block 4, lots 9 & 10 of Block 2, and lots 14-15 of Block 3.

- 48) All disturbed areas of Linwood Avenue and Mailand Road shall be restored per the City's Right-of-Way Ordinance.
- 49) The applicant shall review the landscaping plans to ensure trees are not placed in locations that would block access or intended runoff flow through drainage and utility easements. Trees shall be moved if necessary.
- 50) The southern boundary of Outlot A shall be shown on the preliminary plat.
- 51) All public roadways are shown at 28 feet wide. Parking on these roadways shall be restricted to one side of the roadway only per the City's Living Street's Policy.
- 52) All utilities, roadways, and common areas in Outlot C, Outlot F, Lot 50 & 51 of Block 8, and Lot 24 of Block 9 shall be privately maintained by the Homeowners Association.

- END COMMENTS -



Real People. Real Solutions.

E2, Attachment 19  
3507 High Point Drive North  
Bldg. 1 Suite E130  
Oakdale, MN 55128

Ph: (651) 704-9970  
Bolton-Menk.com

## MEMORANDUM

Date: September 4, 2025  
To: Jon Jarosch, PE; Assistant City Engineer  
From: Cristina Mlejnek, PE  
Subject: Century Ponds  
Development Review

---

The following are our development review comments (sanitary sewer, stormwater and traffic impacts) based on our correspondence and the review of the following documents received on August 20, 2025:

- Century Ponds Geotechnical Report.pdf
- Century Ponds SWMP – 2025-0205.pdf
- Century Ponds Trip Gen – Wash County Comments.pdf
- Century Ponds\_Linwood Ave Memo\_20250121.pdf
- Century Ponds\_Trip Gen Memo\_20241018.pdf

And the following received on August 7, 2025:

- Century Ponds – Preliminary Plat.pdf
- Century Ponds – Buffer Variance Exhibit-22x34 P.pdf
- Century Ponds – Patio Exhibit.pdf

And the following reference documents:

- Battle Creek\_RWMWD-Management-Plan.pdf
- Carver\_RWMWD-Management\_Plan.pdf
- Existing Drainage Map\_Century Ponds SWMP.pdf
- NRCS Soils Map.pdf
- EAW
- Additional materials as noted within the Memorandums

Name: Jon Jarosch  
Date: September 4, 2025  
Page: 2

Sanitary Sewer

- Century Ponds – Preliminary Plat
  - Sheets 40-44
    - SDR 35, SDR 26 and C900 are shown. Review and confirm pipe material based on depth (per Utility Note 16, sheet 40) for each run.
  - Sheet 41
    - The proposed single-family area flows into the existing system along Lower Afton Road. Can the system handle this additional flow?
  - Sheet 44
    - The proposed townhome area flows into the existing system along Century Avenue. Can the system handle this additional flow?
    - MH 37 RIM is incorrect, showing 1012.99 resulting in a build of 1.29 feet.
    - How does MH 38 tie into the Existing MH?
      - 40' – 8" PVC stub per sheet 46, Not showing on sheet 44

Stormwater – see attached Memo from Lani Leichy, PE.

Traffic – see attached Memo from Anna Irby, PE.

## MEMORANDUM

Date: August 25, 2025  
To: Cristina Mlejnek, P.E.  
From: Lani Leichty, P.E.  
Subject: Century Ponds – Stormwater & Grading Comments  
Maplewood, Minnesota  
BMI Project No.: 25X.137854.000

---

I have reviewed the grading plans, stormwater management plan, and calculations dated July 22, 2025, for the above-mentioned project and have the following comments:

### Stormwater Management Plan Comments

- 1) The required permanent pool volume for Pond 4 is short by 0.1 acre-feet. Recommend that this pond be enlarged/deepened to meet the required volume.
- 2) The TSS and TP loadings in Wetland 13 are greater in the proposed condition than in the existing condition. Please revise accordingly (RWMWD rule 3(d)(1)).
- 3) Modify the catchment boundaries that flow to wetlands 6 and 9 as shown on the existing drainage map. Update the existing drainage model accordingly.
- 4) Soil boring ST-9, ST-11 and ST-14 show silty sand as the surface layer, which is a type B soil. Update the subcatchments in the area of these borings to reflect these soil conditions.
- 5) There are three different types of time-of-concentration (Tc) methods used in the HydroCad model to calculate the catchment Tc's. It is recommended to use the TR-55 method (sheet flow/shallow concentrated) to calculate the Tc for all catchments, with a minimum Tc of 6 minutes. Show the flow lengths used to calculate the Tc's on the existing and proposed drainage maps.
- 6) For proposed pond P-2, enter the 12" outlet pipe to be routed to device #1 (30" culvert).
- 7) For proposed pond 5 (P-5), enter the 12" inlet pipe to be routed to device #1 (15" culvert).
- 8) The 100-yr HWL exceeds the storage limit of the pond for Pond W-1 in the existing condition model. Add additional storage or adjust the EOF characteristics.
- 9) For proposed pond P-2, enter the 12" outlet pipe to be routed to device #1 (30" culvert).
- 10) Include the 12" outlet pipe and OCS rim elevation as an outlet device routed to the 18" culvert outlet pipe for pond 4 (P-4) in the proposed HydroCad model.
- 11) In the proposed HydroCad model for wetland 11 (W-11), device #3 is shown as a 5-ft weir, yet it is in a 48" manhole, please update accordingly.

Name: Century Ponds  
Date: August 25, 2025  
Page: 2

- 12) The outlet pipe for wetland 14 (W-14) is shown as a 24" pipe, but the storm schedule shows this as a 12" pipe. Please update accordingly.
- 13) The EOF for wetland 14 (W-14) in the model(s) does not match the grading plans, please update.
- 14) Several of the total areas (acres) in the MIDS worksheets do not match the areas as shown on the drainage maps, please update accordingly.

#### Plan Review Comments

- 15) Submerge the outlets in each wet sedimentation pond so that they serve as skimming devices to prevent floatables from traveling downstream.
- 16) The plans show three 36" culvert outlet pipes from Pond 1, but the HydroCad model shows four 36" pipes. Please update the plans accordingly.
- 17) Provide a minimum of 0.5% slope on the filtration basin drain tiles, per MN Stormwater Manual recommendations.
- 18) The EOF elevation for pond W-5 does on the plans does not match the HydroCad model, please update accordingly.
- 19) Show the EOF elevation for wetland 6 (W-6) on the proposed drainage map and grading plans.
- 20) The plan detail for OCS 609 rim elevation does not match the HydroCad model. Please update.
- 21) The HWL for filtration basin 2 (Pond 1P) on the plans does not match the HydroCad output, please update accordingly.
- 22) The invert for the 48" orifice in filtration basin 2 (pond 1P) on the detail for OCS 609 does not match the HydroCad model, please update accordingly.
- 23) Show where the 15" culvert is located on the plans that is called out as a secondary outlet in filtration basin 2 (Pond 1P).
- 24) The EOF for wetland 10 (W-10) on the plans does not match the HydroCad model, please update.
- 25) Show two rows of redundant silt fence adjacent to the wetlands where a 50-ft natural buffer cannot be maintained next to the grading limits.
- 26) Provide a SWPPP meeting the requirements of Section 5 of the Construction Stormwater General Permit.
- 27) On the erosion control plans show erosion control blanket on all 3:1 sloped grading areas, except what is shown already in the ponding areas.
- 28) A signed maintenance agreement will be required by the City for future maintenance of the wet ponds and filtration basins.

The applicant should respond in writing to the above comments and submit revised plans for review prior to the issuance of a building permit.



**CENTURY PONDS**  
 MAPLEWOOD, MN  
**PRELIMINARY PLAT**  
 GRADING PLAN - VIEW A

I hereby certify that this plan, prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer in the State of Minnesota, and that I am the author of the design and calculations herein.

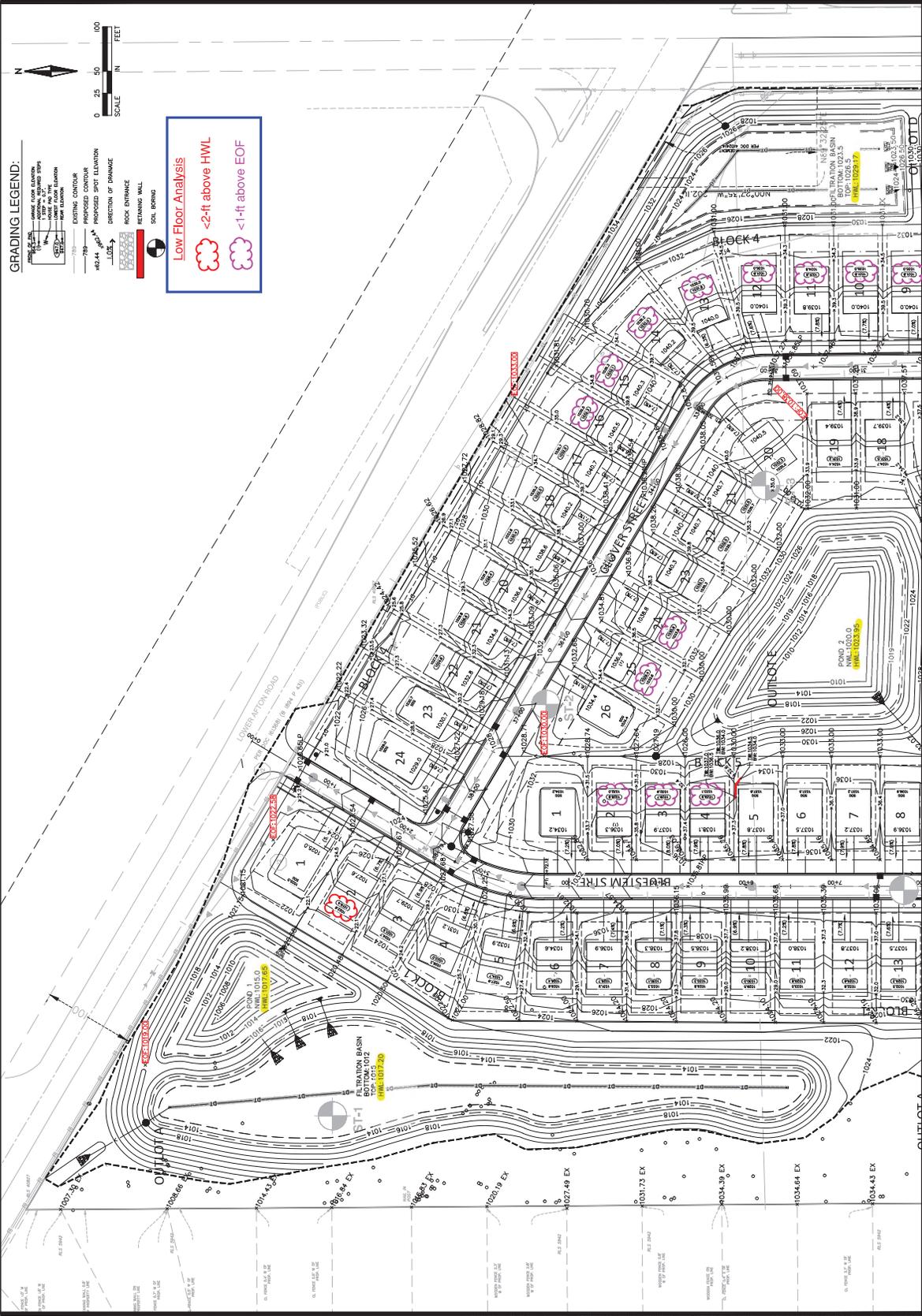
DATE: 04/22/25  
 DRAWN BY: JRM  
 CHECKED BY: JRM  
 LICENSE NO.: 12148

QUALITY ASSURANCE/CONTROL

DATE	ISSUE
04/22/25	ISSUE 1
04/27/25	ISSUE 2
05/01/25	ISSUE 3
05/05/25	ISSUE 4
05/09/25	ISSUE 5
05/13/25	ISSUE 6
05/17/25	ISSUE 7
05/21/25	ISSUE 8
05/25/25	ISSUE 9
05/29/25	ISSUE 10
06/02/25	ISSUE 11
06/06/25	ISSUE 12
06/10/25	ISSUE 13
06/14/25	ISSUE 14
06/18/25	ISSUE 15
06/22/25	ISSUE 16
06/26/25	ISSUE 17
07/01/25	ISSUE 18
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09/07/25	ISSUE 35
09/11/25	ISSUE 36
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04/30/26	ISSUE 94
05/04/26	ISSUE 95
05/08/26	ISSUE 96
05/12/26	ISSUE 97
05/16/26	ISSUE 98
05/20/26	ISSUE 99
05/24/26	ISSUE 100

PROJECT TEAM DATA  
 DESIGNED: JRM  
 CHECKED: JRM  
 PROJECT NO.: 4000041

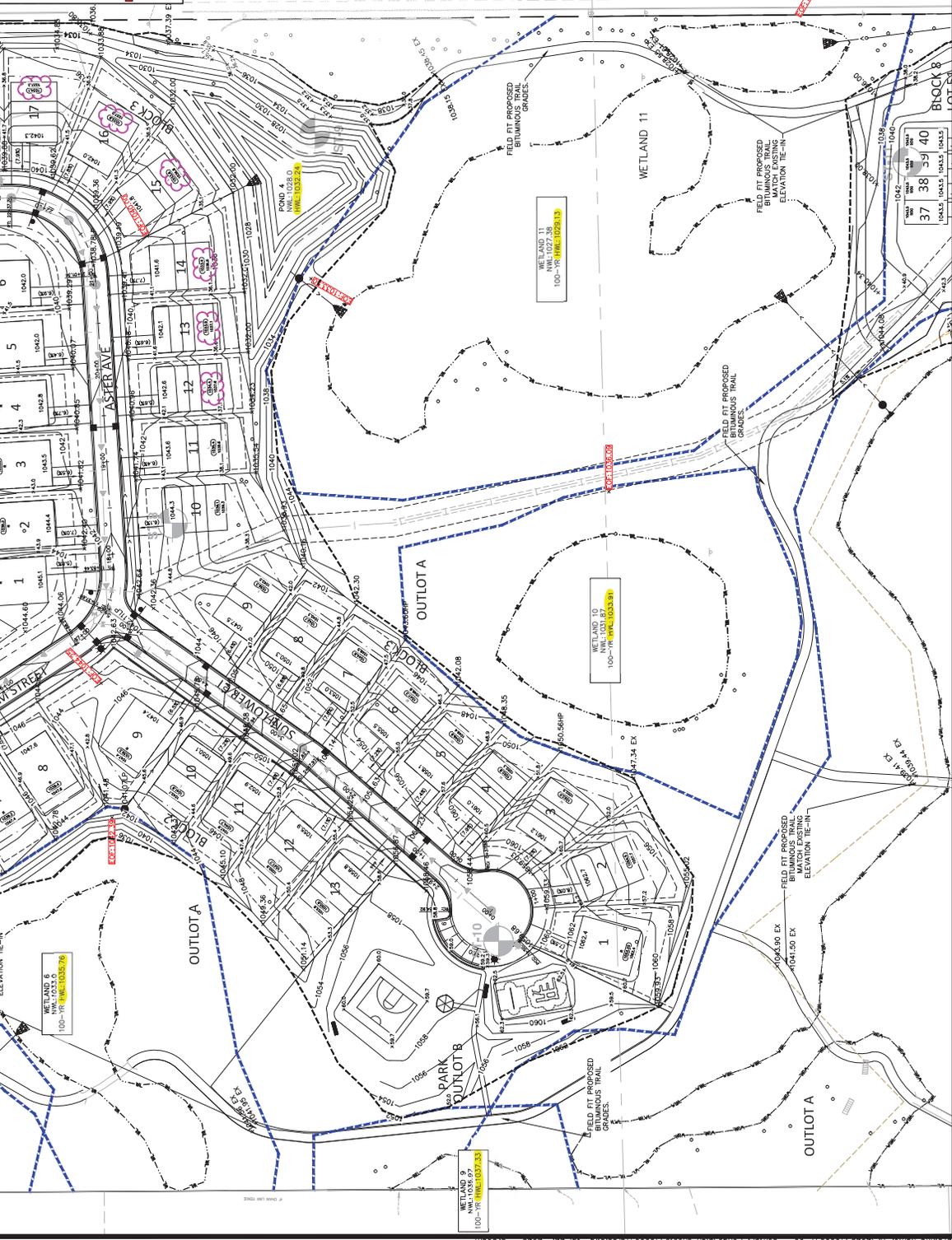
30  
 SHEET 30 of 67





**GRADING LEGEND:**

- PROPOSED EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED SPOT
- DIRECTION OF DRAINAGE
- ROCK ENTRANCE
- RETAINING WALL
- SOIL BORING



**ALLIANT**  
 733 Marquette Avenue  
 Suite 700  
 Minneapolis, MN 55402  
 612.758.3080  
 www.alliantinc.com

**Low Floor Analysis**

- <2-ft above HWL
- <1-ft above EOF

MAPLEWOOD, MN  
 PRELIMINARY PLAN  
 CENTURY PONDS

1. I hereby certify that this plan, prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer in the State of Minnesota.

**QUALITY ASSURANCE/CONTROL**

DATE	ISSUE
07/22/2025	PRELIMINARY
07/22/2025	PERMIT SUBMITTAL
07/22/2025	PERMIT SET
07/22/2025	CONSTRUCTION

**PROJECT TEAM DATA**

DESIGNED BY	4000041
DRAWN BY	4000041
CHECKED BY	4000041
PROJECT NO.	4000041

32  
 SHEET 32 of 67



**Low Floor Analysis**  
 <-2-ft above HWL  
 <-1-ft above EOF

**CENTURY PONDS**  
 PRELIMINARY PLAN  
 MAPLEWOOD, MN  
 GRADING PLAN - VIEW D

I hereby certify that this plan, prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer in the State of Minnesota.

**DATE** 02/22/2025  
**SCALE** AS SHOWN  
**PROJECT NO.** 4000041

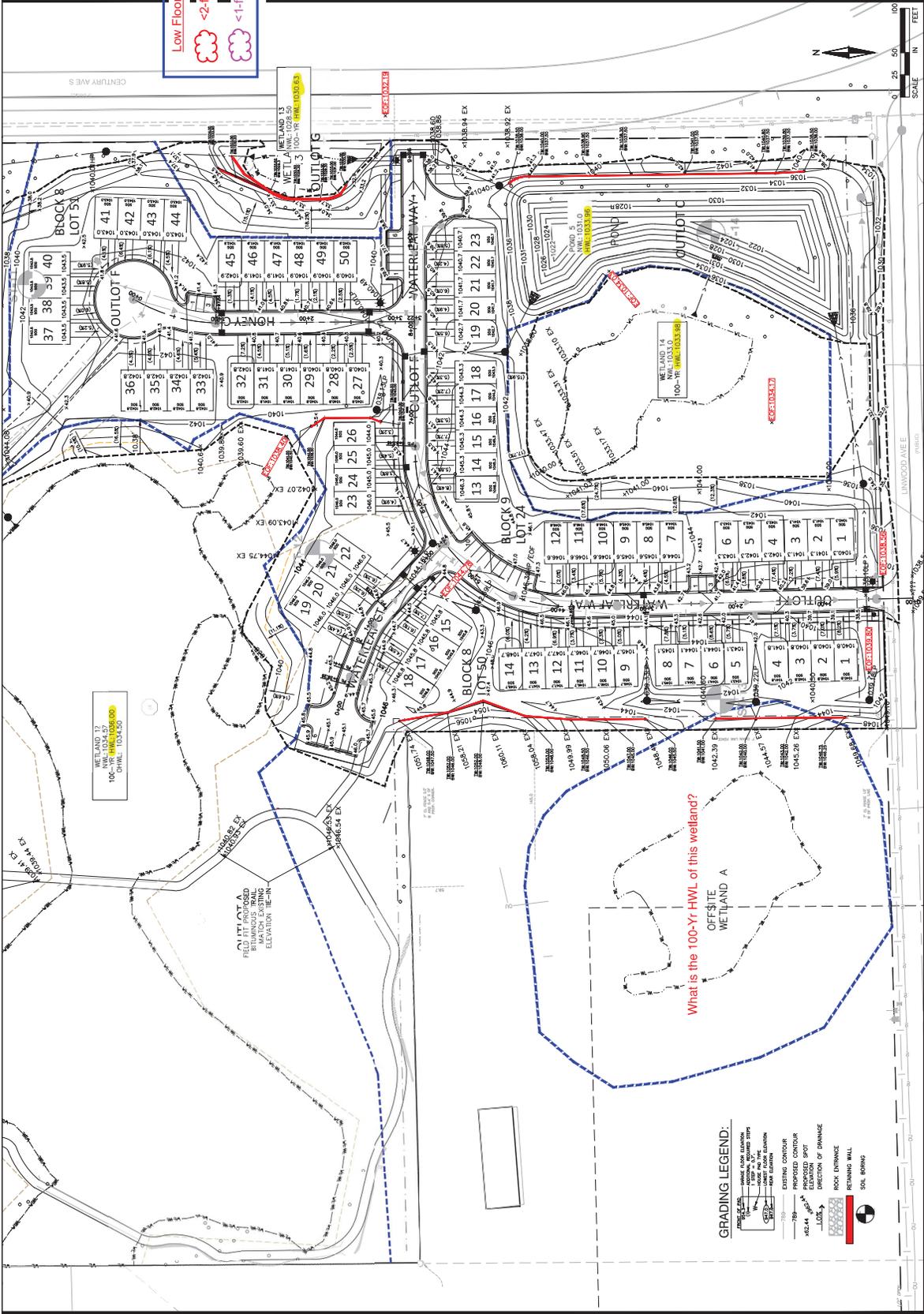
**QUALITY ASSURANCE/CONTROL**

DATE	ISSUE
02/22/2025	PRELIMINARY
02/22/2025	REVISIONAL

**PROJECT TEAM DATA**

DESIGNED BY: [Redacted]  
 PROJECT NO.: 4000041

33  
 SHEET 33 of 67







**BOLTON  
& MENK**

Real People. Real Solutions.

E2, Attachment 19

1960 Premier Drive  
Mankato, MN 56001-5900

Ph: (507) 625-4171  
Fax: (507) 625-4177  
Bolton-Menk.com

September 3, 2025

Jon Jarosch  
Assistant City Engineer  
City of Maplewood - Public Works  
1902 County Road B E  
Maplewood, MN 55109  
(651)-249-2405  
[Jon.Jarosch@maplewoodmn.gov](mailto:Jon.Jarosch@maplewoodmn.gov)

Reference: Century Ponds  
Maplewood, Minnesota

Subject: Traffic Memorandum

I hereby certify that this report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Anna Irby, P.E.

63412  
License. No.

September 3, 2025  
Date

## Introduction

The following is a Traffic Memorandum for the proposed Century Ponds residential development to be located along Linwood Avenue, west of Century Avenue in Maplewood, Minnesota. This memorandum has been prepared to provide capacity analysis at the intersection of Century Avenue and Linwood Avenue and necessary mitigation to accommodate the impacts of the proposed development. The impacts to the adjacent street network will also be reviewed. Additionally, this memo will provide comments and recommendations on the previously prepared Trip Generation Memorandum (10/18/24) and Linwood Avenue E Memorandum (1/21/25) by Alliant Engineering for the same development.

## Development Overview

The proposed development, anticipated to be built out by 2028, is assumed to consist of 134 single-family homes and 73 townhomes.

Site access to the development is proposed via the following:

- One (1) full movement driveway along Linwood Avenue
- One (1) full movement driveway along Century Avenue

- One (1) full movement driveway along Lower Afton Road

Refer to the attachments for the preliminary site plan.

### Existing Conditions

Existing lane characteristics, average annual daily traffic (AADT), and over intersection roadway information within the study area is shown in **Table 1**.

Table 1: Existing Roadway Inventory

Road Name	Typical Cross Section	Speed Limit	Functional Class	MnDOT AADT (vpd)
Linwood Avenue	2-lane undivided	30 mph	Urban Major Collector	1,707
Century Avenue (N/S)	4-lane divided	50 mph	Urban Major Collector	10,763
Century Avenue (E/W)	2-lane undivided	35 mph	Urban Major Collector	3,154
Lower Afton Road	2-lane undivided	50 mph	Urban Minor Arterial	7,888

#### *Data Collection*

13-hour turning movement counts were collected at the intersection of Century Avenue and Linwood Avenue on a typical weekday, when schools were in session, in February 2025. Based on the turning movement counts collected, the peak hours were determined to be 7:15-8:15 AM and 3:45-4:45 PM. Although the intersection PM peak hour is slightly outside of the typical weekday PM peak period (4:00-6:00 PM), using the peak hour determined by the turning movement counts is expected to provide a conservative analysis.

Refer to the attachments for a figure illustrating the existing 2025 peak hour volumes at the study intersection.

### Future Conditions

#### *No-Build 2028*

No-Build traffic is the component of traffic due to the growth of the community and surrounding area that is anticipated to occur regardless of whether or not the proposed development is constructed. Based on historical AADT volumes in the study network, an average annual growth rate of 1% was calculated. The 1% annual growth rate was applied to existing 2025 traffic volumes to determine no-build 2028 peak hour volumes.

Refer to the attachments for a figure illustrating the no-build 2028 peak hour volumes at the study intersection.

### *Trip Generation*

The proposed development is assumed to consist of 134 single family homes and 73 townhomes. Average daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using the ITE *Trip Generation Manual*, 11<sup>th</sup> Edition. **Table 2** provides a summary of the trip generation potential for the proposed development utilizing equations for the land uses.

Table 2: Trip Generation Summary

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Single Family Homes (210)	134 units	1,312	24	73	82	48
Single Family Attached Housing (215)	73 units	506	8	24	24	16
<b>Total Site Trips</b>		<b>1,818</b>	<b>32</b>	<b>97</b>	<b>106</b>	<b>64</b>

The proposed development is estimated to generate approximately 1,818 total site trips on the roadway network during a typical 24-hour period. Of the daily traffic volume, it is anticipated that 129 trips (32 entering and 97 exiting) will occur during the weekday AM peak hour and 170 trips (106 entering and 64 exiting) will occur during the weekday PM peak hour.

Based on the most recent preliminary site plan, only the townhome portion of the proposed development is expected to be accessed via the site driveway along Linwood Avenue. For the purposes of providing capacity analysis at the intersection of Century Avenue and Linwood Avenue, it was assumed that only townhome site trips would utilize this intersection to access the site.

### *Trip Distribution*

The trip distribution used in assigning the site traffic for the proposed development was estimated based on a combination of existing traffic patterns, population centers in the vicinity of the study area, and engineering judgement. For the purposes of this memo, it was assumed that only townhome site trips would utilize the Century Avenue and Linwood Avenue intersection.

It was assumed that the townhome site trips will be regionally distributed throughout the study area as follows:

- 90% to/from the east via Century Avenue
- 10% to/from the west via Century Avenue

Refer to the attachments for figures illustrating the site trip distribution and site trip assignment at the study intersection.

### *Build 2028*

To estimate traffic conditions with the site fully built-out, the total site trips utilizing the study intersection were added to the no-build 2028 traffic volumes to determine the build 2028 peak hour volumes. Refer to the attachments for an illustration of the build 2028 peak hour volumes.

### Capacity Analysis

Weekday AM and PM peak hour intersection levels of service were estimated using the Synchro/SimTraffic 12 analysis software for the study intersection. Level of Service (LOS) is a letter grade that describes the quality of traffic operations, with levels of service ranging from LOS A (minimal delays) to LOS F (breakdown of traffic flow with major delays).

Based on guidance in the MnDOT *Access Management Manual*, operations at LOS E or LOS F will be considered deficient and in need of some type of mitigation to minimize degradation. Refer to **Table 3** for the LOS delay thresholds for each LOS at an unsignalized intersection.

Table 3: Highway Capacity Manual – Levels-of-Service and Delay

UN SIGNALIZED INTERSECTION	
LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)
A	0-10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

Intersection level of service analysis was performed for the following traffic scenarios:

- Existing 2025 Traffic Conditions
- No-Build 2028 Traffic Conditions
- Build 2028 Traffic Conditions

### *Existing 2025 Conditions*

The existing weekday AM and PM peak hour traffic volumes were analyzed to determine the level of service at the study intersection. A summary of the existing 2025 conditions capacity analysis and queuing results for the study intersection are shown in **Table 4** and **Table 5**.

Table 4: Existing 2025 Capacity Analysis Summary

Intersection	Approach	AM Peak Hour					PM Peak Hour				
		Traffic Delay (sec/veh)					Traffic Delay (sec/veh)				
		Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)
L	T	R	L	T			R				
Century Avenue & Linwood Avenue	EB	2 - A	0 - A	-	1 - A	2 - A	2 - A	0 - A	-	1 - A	1 - A
	WB	-	0 - A	0 - A	0 - A		-	0 - A	0 - A	0 - A	
	SB	8 - A	-	5 - A	8 - A		6 - A	-	4 - A	6 - A	

Table 5: Existing 2025 Queuing Analysis Summary

Intersection	Approach	AM Peak Hour						PM Peak Hour					
		Traffic Queuing (feet)						Traffic Queuing (feet)					
		Left Turn			Right Turn			Left Turn			Right Turn		
		Storage	Avg	Max	Storage	Avg	Max	Storage	Avg	Max	Storage	Avg	Max
Century Avenue & Linwood Avenue	EB	-	25	50	-	-	-	-	25	50	-	-	-
	WB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	50	100	-	50	100	-	50	75	-	50	75

Capacity analysis of existing 2025 conditions indicates that the intersection and all approaches are expected to operate with acceptable levels of service during the weekday AM and PM peak hours. Additionally queuing on all approaches is expected to be minimal and not exceed 100 feet.

*No-Build 2028 Conditions*

The no-build weekday AM and PM peak hour traffic volumes were analyzed to determine the level of service at the study intersection. A summary of the no-build 2028 conditions capacity analysis and queuing results for the study intersection are shown in **Table 6** and **Table 7**.

Table 6: No-Build 2028 Capacity Analysis Summary

Intersection	Approach	AM Peak Hour					PM Peak Hour				
		Traffic Delay (sec/veh)					Traffic Delay (sec/veh)				
		Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)
L	T	R	L	T			R				
Century Avenue & Linwood Avenue	EB	2 - A	0 - A	-	1 - A	2 - A	2 - A	0 - A	-	1 - A	1 - A
	WB	-	0 - A	0 - A	0 - A		-	0 - A	0 - A	0 - A	
	SB	8 - A	-	5 - A	8 - A		6 - A	-	4 - A	6 - A	

Table 7: No-Build 2028 Queuing Analysis Summary

Intersection	Approach	AM Peak Hour						PM Peak Hour					
		Traffic Queuing (feet)						Traffic Queuing (feet)					
		Left Turn			Right Turn			Left Turn			Right Turn		
		Storage	Avg	Max	Storage	Avg	Max	Storage	Avg	Max	Storage	Avg	Max
Century Avenue & Linwood Avenue	EB	-	25	50	-	-	-	-	25	50	-	-	-
	WB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	50	100	-	50	100	-	50	75	-	50	75

Capacity analysis of no-build 2028 conditions indicates that the intersection and all approaches are expected to operate with acceptable levels of service during the weekday AM and PM peak hours. Additionally queuing on all approaches is expected to be minimal and not exceed 100 feet.

*Build 2028 Conditions*

The build weekday AM and PM peak hour traffic volumes were analyzed to determine the level of service at the study intersection. A summary of the build 2028 conditions capacity analysis and queuing results for the study intersection are shown in **Table 8** and **Table 9**.

Table 8: Build 2028 Capacity Analysis Summary

Intersection	Approach	AM Peak Hour					PM Peak Hour					
		Traffic Delay (sec/veh)					Traffic Delay (sec/veh)					
		Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)	
L	T	R	L	T			R					
Century Avenue & Linwood Avenue	EB	3 - A	0 - A	-	1 - A	2 - A	2 - A	0 - A	-	1 - A	1 - A	
	WB	-	0 - A	0 - A			0 - A	-	0 - A			0 - A
	SB	8 - A	-	6 - A			8 - A	6 - A	-			4 - A

Table 9: Build 2028 Queuing Analysis Summary

Intersection	Approach	AM Peak Hour						PM Peak Hour					
		Traffic Queuing (feet)						Traffic Queuing (feet)					
		Left Turn			Right Turn			Left Turn			Right Turn		
		Storage	Avg	Max	Storage	Avg	Max	Storage	Avg	Max	Storage	Avg	Max
Century Avenue & Linwood Avenue	EB	-	25	50	-	-	-	-	25	50	-	-	-
	WB	-	-	-	-	-	-	-	-	-	-	0	25
	SB	-	75	100	-	75	100	-	50	75	-	50	75

Capacity analysis of build 2028 conditions indicates that the intersection and all approaches are expected to operate with acceptable levels of service during the weekday AM and PM peak hours. Additionally queuing on all approaches is expected to be minimal and not exceed 100 feet.

It should be noted that the southbound approach is expected to experience a maximum queue of four (4) vehicles during either peak hour, while the eastbound approach experiences a maximum queue of three (3) vehicles during either peak hour. An estimated maximum of 24 site trips are

expected to be added to the southbound approach under build 2028 conditions. This addition of site trips generated by the proposed development is expected to have a negligible effect on the southbound queues by only increasing queue lengths by one (1) vehicle compared to existing 2025 and no-build 2028 conditions.

### **Adjacent Street Impacts**

#### *Future AADT Projections*

For the purposes of this memo, the future AADT volumes were calculated at roadways adjacent to the proposed site to determine the site traffic’s impact on the surrounding roadway capacity. **Table 10** illustrates the calculated AADT projections for Linwood Avenue, Century Avenue, and Lower Afton Road.

Table 10: Future AADT Projections – Adjacent Streets

Adjacent Roadway	MnDOT AADT (vpd)	Site Trip Distribution	Daily Site Trip Assignment (vpd)	Future AADT (vpd)
Linwood Avenue	1,707	10%	+506	2,213
Century Avenue	10,763	50%	+525	11,288
Lower Afton Road	7,888	40%	+787	8,675

Based on the calculated daily site trip assignment to the adjacent roadways (Linwood Avenue, Century Avenue, and Lower Afton Road), the proposed development is expected to have minor impacts on the surrounding street network. These findings are consistent with previous memos conducted by Alliant Engineering in October 2024 and January 2025 that concluded all roadways are expected to perform at similar LOS despite the increase in trips due to available roadway capacity. Additionally, this memo supports that no modifications would be needed to the study intersection to accommodate development trips.

#### *Turn Lane Evaluation*

Due to the location of the proposed development, both Ramsey County and Washington County guidelines were reviewed for turn lane recommendations at the proposed site access points. Although Ramsey County had no specific turn lane requirement guidelines, Washington County guidelines state that residential developments with more than 10 dwelling units shall require turn lanes or bypass lanes to be constructed on County State Aid Highways (CSAH). Within this study area, that includes Century Avenue (CSAH 25) and Lower Afton Road (CSAH 39). Additionally, the turn lane Warrant 9 within the MnDOT *Access Management Manual* was reviewed. The turn lane recommendations are as follows:

- Lower Afton Road
  - A westbound left-turn lane is warranted and recommended into the proposed site access. This is consistent with other driveways along the corridor.

- Per Washington County guidelines and the MnDOT *Access Management Manual*, the proposed site access along Lower Afton Road is not expected to meet access spacing requirements.
    - If construction of an exclusive westbound left-turn lane is not feasible due to the proximity to the signal and the configuration of the westbound approach, it is recommended that the proposed site access be restricted to a right-in/right-out.
  - An eastbound right-turn lane is warranted but not recommended unless safety issues arise in the future.
- Century Avenue
  - A northbound left-turn lane is warranted and recommended into the proposed site access. This is consistent with other driveways along the corridor.
    - Per Washington County guidelines and the MnDOT *Access Management Manual*, the proposed site access along Century Avenue is not expected to meet access spacing requirements.
  - A southbound right-turn lane is warranted but not recommended unless safety issues arise in the future.
- Linwood Avenue
  - No turn lanes are warranted due to minimal volumes and roadway classification.

## Conclusion

The proposed Century Ponds residential development was reviewed to provide capacity analysis at the intersection of Century Avenue and Linwood Avenue and necessary mitigation to accommodate the impacts of the proposed development. Additionally, this memo analyzed the anticipated impacts to the adjacent street network and commented on the recommendations on the previously prepared Trip Generation Memorandum (10/18/24) and Linwood Avenue E Memorandum (1/21/25) by Alliant Engineering for the same development. Based on the results of this analysis, the Century Ponds development is anticipated to generate site trips that will have a minor impact on the surrounding roadway network. These findings are consistent with previous studies conducted by Alliant Engineering in October 2024 and January 2025 for the same development, reinforcing the reliability of the projected traffic impacts. In accordance with agency guidelines and to maintain corridor consistency, left-turn lanes should be considered at the proposed site access points along Century Avenue and Lower Afton Road to support safe and efficient traffic operations.

Attachments: Figures  
Preliminary Site Plan  
SimTraffic Simulation Summaries



**CENTURY PONDS**  
**MAPLEWOOD, MN**  
**PRELIMINARY PLAT**  
**SITE PLAN OVERVIEW**

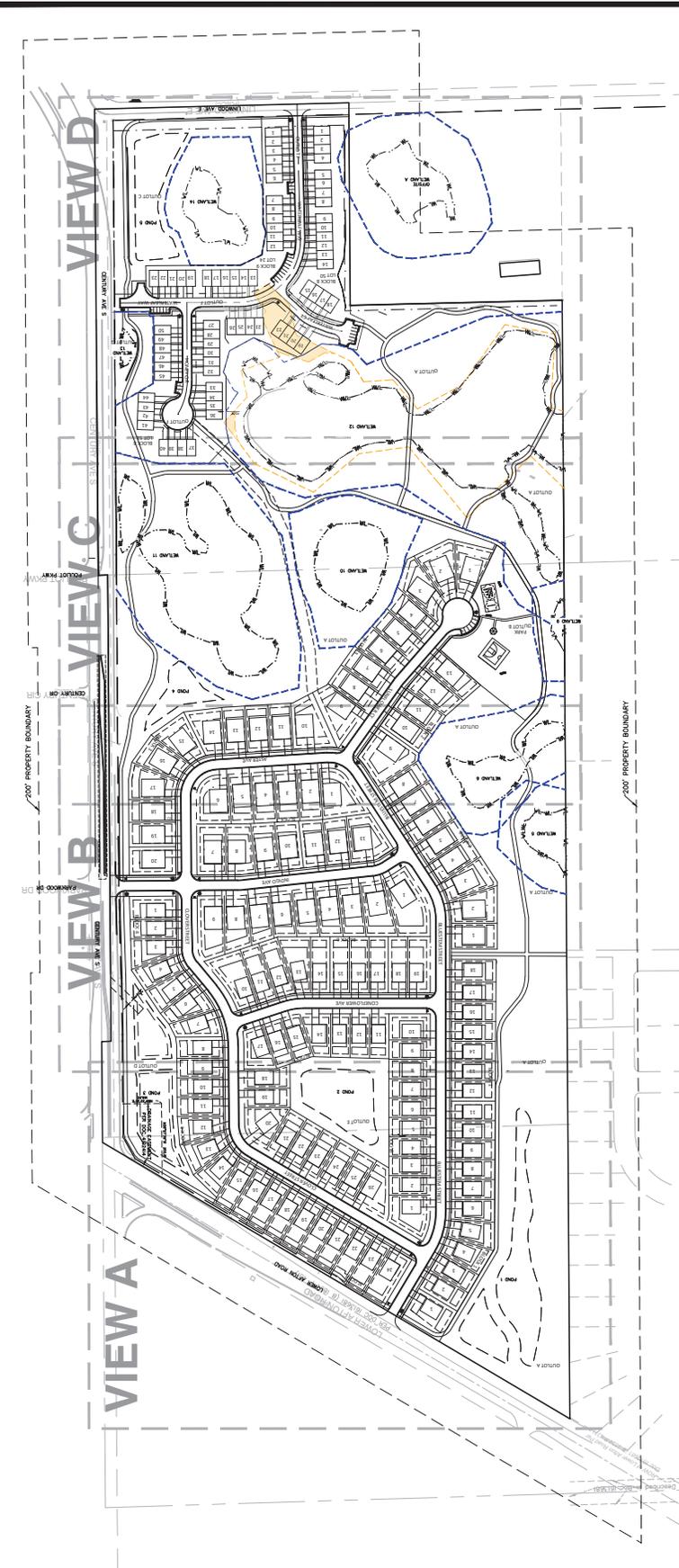
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DATE: 08/22/2025  
 TIME: 2:15M  
 LICENSE NO.: 21356

**QUALITY ASSURANCE/CONTROL**

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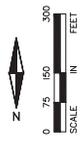
PROJECT TEAM DATA  
 DESIGNED: JP  
 DRAWN: JP  
 PROJECT NO.: 4000041



**LEGEND:**

- EASEMENT LINE
- - - BUILDING SETBACK
- PROPERTY LINE
- LOT LINE
- ROW
- WETLAND BUFFER
- STOP SIGN
- RETAINING WALL

FOR REVIEW ONLY  
**PRELIMINARY**  
 NOT FOR CONSTRUCTION





**Century Ponds Development**  
Maplewood, MN

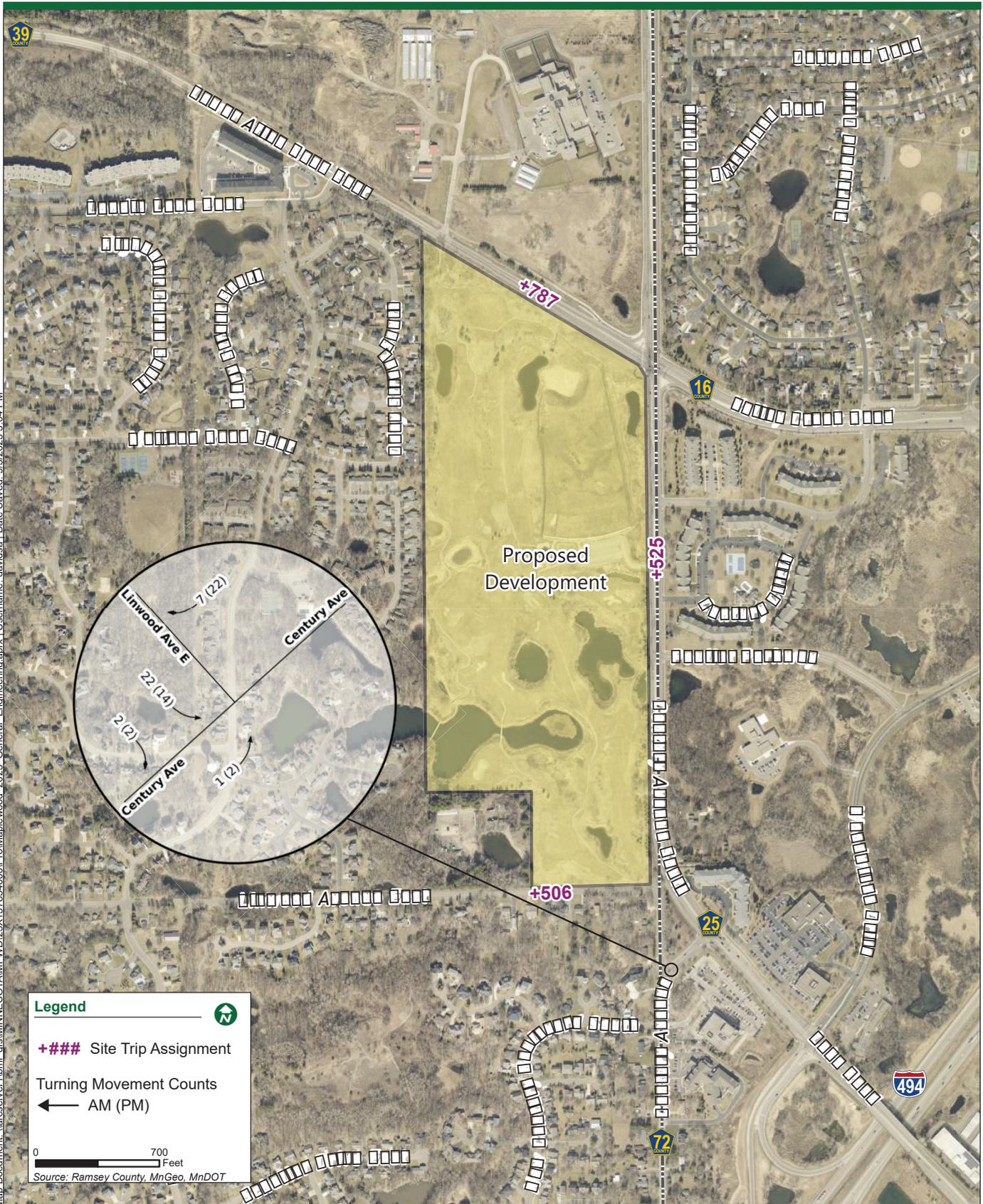
Site Location  
September 2025



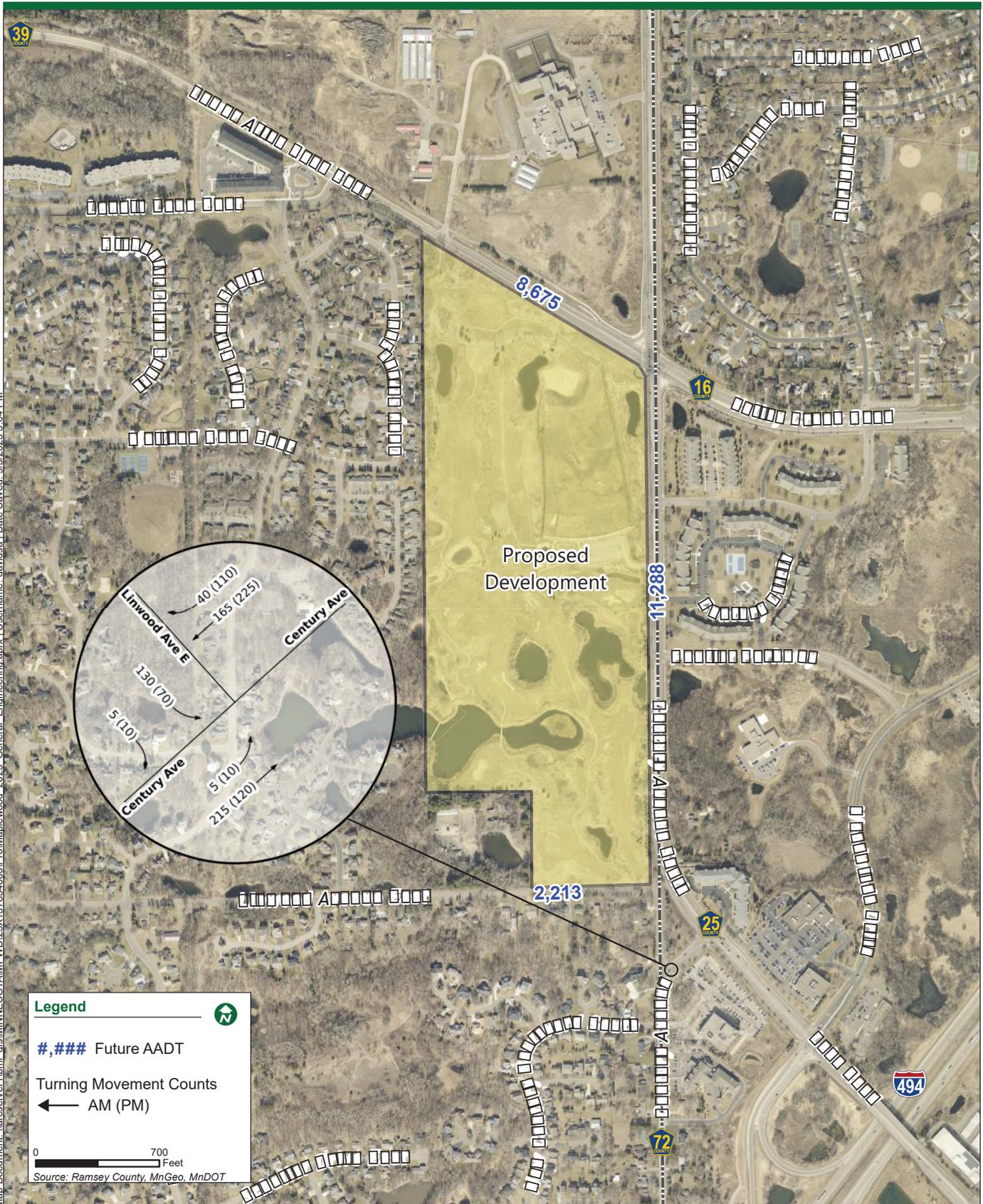
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SimTraffic Simulation Summary  
Existing 2025

AM Peak Hour  
08/20/2025

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:07	8:07	8:07	8:07	8:07	8:07	8:07
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	630	693	682	641	558	638	668
Vehs Exited	629	686	683	640	553	637	667
Starting Vehs	4	1	2	2	1	3	2
Ending Vehs	5	8	1	3	6	4	3
Travel Distance (mi)	100	110	109	102	88	101	106
Travel Time (hr)	3.7	4.1	4.0	3.9	3.2	3.7	3.9
Total Delay (hr)	0.5	0.5	0.5	0.6	0.3	0.5	0.5
Total Stops	162	165	175	163	129	153	151
Fuel Used (gal)	3.9	4.2	4.2	4.0	3.3	3.8	4.0

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:07	8:07	8:07	8:07
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	692	617	623	644
Vehs Exited	690	616	623	642
Starting Vehs	3	3	2	1
Ending Vehs	5	4	2	4
Travel Distance (mi)	110	98	99	102
Travel Time (hr)	4.2	3.7	3.6	3.8
Total Delay (hr)	0.6	0.5	0.4	0.5
Total Stops	177	152	153	157
Fuel Used (gal)	4.3	3.8	3.7	3.9

Interval #0 Information Seeding

Start Time	6:57
End Time	7:07
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

SimTraffic Simulation Summary  
Existing 2025

AM Peak Hour  
08/20/2025

Interval #1 Information Recording

Start Time 7:07  
End Time 8:07  
Total Time (min) 60

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	630	693	682	641	558	638	668
Vehs Exited	629	686	683	640	553	637	667
Starting Vehs	4	1	2	2	1	3	2
Ending Vehs	5	8	1	3	6	4	3
Travel Distance (mi)	100	110	109	102	88	101	106
Travel Time (hr)	3.7	4.1	4.0	3.9	3.2	3.7	3.9
Total Delay (hr)	0.5	0.5	0.5	0.6	0.3	0.5	0.5
Total Stops	162	165	175	163	129	153	151
Fuel Used (gal)	3.9	4.2	4.2	4.0	3.3	3.8	4.0

Interval #1 Information Recording

Start Time 7:07  
End Time 8:07  
Total Time (min) 60

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	692	617	623	644
Vehs Exited	690	616	623	642
Starting Vehs	3	3	2	1
Ending Vehs	5	4	2	4
Travel Distance (mi)	110	98	99	102
Travel Time (hr)	4.2	3.7	3.6	3.8
Total Delay (hr)	0.6	0.5	0.4	0.5
Total Stops	177	152	153	157
Fuel Used (gal)	4.3	3.8	3.7	3.9

SimTraffic Performance Report  
Existing 2025

AM Peak Hour  
08/20/2025

1: Century Avenue & Linwood Avenue Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.2	0.3	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.0	0.4
Total Del/Veh (s)	2.5	0.5	0.3	0.2	7.9	5.3	2.2
Vehicles Entered	4	249	194	40	148	9	644
Vehicles Exited	4	249	194	40	147	9	643
Hourly Exit Rate	4	249	194	40	147	9	643
Input Volume	4	244	196	40	149	8	641
% of Volume	100	102	99	100	99	112	100

Total Network Performance

Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.5
Total Del/Veh (s)	2.5
Vehicles Entered	644
Vehicles Exited	642
Hourly Exit Rate	642
Input Volume	1282
% of Volume	50

Queuing and Blocking Report  
Existing 2025

AM Peak Hour  
08/20/2025

Intersection: 1: Century Avenue & Linwood Avenue

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	30	82
Average Queue (ft)	1	46
95th Queue (ft)	14	73
Link Distance (ft)	516	524
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

SimTraffic Simulation Summary  
Existing 2025

PM Peak Hour  
08/20/2025

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	3:57	3:57	3:57	3:57	3:57	3:57	3:57
End Time	5:07	5:07	5:07	5:07	5:07	5:07	5:07
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	446	501	505	468	424	438	495
Vehs Exited	446	502	504	467	423	436	494
Starting Vehs	1	4	3	1	1	1	2
Ending Vehs	1	3	4	2	2	3	3
Travel Distance (mi)	71	79	80	74	67	70	79
Travel Time (hr)	2.4	2.8	2.8	2.7	2.4	2.4	2.8
Total Delay (hr)	0.2	0.2	0.2	0.2	0.1	0.1	0.2
Total Stops	53	63	67	59	46	53	66
Fuel Used (gal)	2.5	2.8	2.9	2.7	2.4	2.5	2.8

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	3:57	3:57	3:57	3:57
End Time	5:07	5:07	5:07	5:07
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	511	452	474	471
Vehs Exited	511	453	474	471
Starting Vehs	3	2	2	0
Ending Vehs	3	1	2	0
Travel Distance (mi)	81	72	76	75
Travel Time (hr)	2.9	2.5	2.7	2.6
Total Delay (hr)	0.2	0.1	0.2	0.2
Total Stops	74	49	65	59
Fuel Used (gal)	3.0	2.5	2.7	2.7

Interval #0 Information Seeding

Start Time	3:57
End Time	4:07
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

SimTraffic Simulation Summary  
Existing 2025

PM Peak Hour  
08/20/2025

Interval #1 Information Recording

Start Time 4:07  
End Time 5:07  
Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	446	501	505	468	424	438	495
Vehs Exited	446	502	504	467	423	436	494
Starting Vehs	1	4	3	1	1	1	2
Ending Vehs	1	3	4	2	2	3	3
Travel Distance (mi)	71	79	80	74	67	70	79
Travel Time (hr)	2.4	2.8	2.8	2.7	2.4	2.4	2.8
Total Delay (hr)	0.2	0.2	0.2	0.2	0.1	0.1	0.2
Total Stops	53	63	67	59	46	53	66
Fuel Used (gal)	2.5	2.8	2.9	2.7	2.4	2.5	2.8

Interval #1 Information Recording

Start Time 4:07  
End Time 5:07  
Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	511	452	474	471
Vehs Exited	511	453	474	471
Starting Vehs	3	2	2	0
Ending Vehs	3	1	2	0
Travel Distance (mi)	81	72	76	75
Travel Time (hr)	2.9	2.5	2.7	2.6
Total Delay (hr)	0.2	0.1	0.2	0.2
Total Stops	74	49	65	59
Fuel Used (gal)	3.0	2.5	2.7	2.7

SimTraffic Performance Report  
Existing 2025

PM Peak Hour  
08/20/2025

1: Century Avenue & Linwood Avenue Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	2.2	0.2	0.2	0.3	6.0	3.9	0.9
Vehicles Entered	6	116	210	82	49	8	471
Vehicles Exited	6	116	210	82	49	8	471
Hourly Exit Rate	6	116	210	82	49	8	471
Input Volume	7	114	216	83	51	7	478
% of Volume	86	102	97	99	96	114	99

Total Network Performance

Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.1
Total Del/Veh (s)	1.1
Vehicles Entered	471
Vehicles Exited	471
Hourly Exit Rate	471
Input Volume	956
% of Volume	49

Queuing and Blocking Report  
Existing 2025

PM Peak Hour  
08/20/2025

Intersection: 1: Century Avenue & Linwood Avenue

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	33	61
Average Queue (ft)	2	28
95th Queue (ft)	15	53
Link Distance (ft)	516	524
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

SimTraffic Simulation Summary  
No-Build 2028

AM Peak Hour  
08/27/2025

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:07	8:07	8:07	8:07	8:07	8:07	8:07
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	646	711	688	660	572	658	684
Vehs Exited	643	703	689	659	567	654	683
Starting Vehs	4	1	2	2	1	3	2
Ending Vehs	7	9	1	3	6	7	3
Travel Distance (mi)	102	112	110	105	90	104	108
Travel Time (hr)	3.8	4.2	4.1	4.0	3.3	3.8	4.0
Total Delay (hr)	0.5	0.5	0.5	0.6	0.4	0.5	0.5
Total Stops	165	169	175	168	131	159	156
Fuel Used (gal)	4.0	4.3	4.2	4.1	3.4	3.9	4.1

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:07	8:07	8:07	8:07
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	706	634	637	661
Vehs Exited	704	632	636	657
Starting Vehs	3	3	2	1
Ending Vehs	5	5	3	5
Travel Distance (mi)	112	100	101	104
Travel Time (hr)	4.2	3.8	3.7	3.9
Total Delay (hr)	0.6	0.5	0.5	0.5
Total Stops	178	155	160	161
Fuel Used (gal)	4.4	3.8	3.9	4.0

Interval #0 Information Seeding

Start Time	6:57
End Time	7:07
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

SimTraffic Simulation Summary  
No-Build 2028

AM Peak Hour  
08/27/2025

Interval #1 Information Recording

Start Time 7:07  
End Time 8:07  
Total Time (min) 60

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	646	711	688	660	572	658	684
Vehs Exited	643	703	689	659	567	654	683
Starting Vehs	4	1	2	2	1	3	2
Ending Vehs	7	9	1	3	6	7	3
Travel Distance (mi)	102	112	110	105	90	104	108
Travel Time (hr)	3.8	4.2	4.1	4.0	3.3	3.8	4.0
Total Delay (hr)	0.5	0.5	0.5	0.6	0.4	0.5	0.5
Total Stops	165	169	175	168	131	159	156
Fuel Used (gal)	4.0	4.3	4.2	4.1	3.4	3.9	4.1

Interval #1 Information Recording

Start Time 7:07  
End Time 8:07  
Total Time (min) 60

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	706	634	637	661
Vehs Exited	704	632	636	657
Starting Vehs	3	3	2	1
Ending Vehs	5	5	3	5
Travel Distance (mi)	112	100	101	104
Travel Time (hr)	4.2	3.8	3.7	3.9
Total Delay (hr)	0.6	0.5	0.5	0.5
Total Stops	178	155	160	161
Fuel Used (gal)	4.4	3.8	3.9	4.0

SimTraffic Performance Report  
No-Build 2028

AM Peak Hour  
08/27/2025

1: Century Avenue & Linwood Avenue Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.2	0.3	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.0	0.4
Total Del/Veh (s)	2.5	0.5	0.3	0.2	8.0	5.2	2.2
Vehicles Entered	4	255	200	41	152	9	661
Vehicles Exited	4	254	199	41	151	9	658
Hourly Exit Rate	4	254	199	41	151	9	658
Input Volume	4	251	202	41	153	8	659
% of Volume	100	101	99	100	99	112	100

Total Network Performance

Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.5
Total Del/Veh (s)	2.5
Vehicles Entered	661
Vehicles Exited	657
Hourly Exit Rate	657
Input Volume	1318
% of Volume	50

**Queuing and Blocking Report  
No-Build 2028**AM Peak Hour  
08/27/2025**Intersection: 1: Century Avenue & Linwood Avenue**

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	30	84
Average Queue (ft)	1	46
95th Queue (ft)	14	74
Link Distance (ft)	516	524
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Network Summary**

Network wide Queuing Penalty: 0

SimTraffic Simulation Summary  
No-Build 2028

PM Peak Hour  
08/27/2025

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	3:57	3:57	3:57	3:57	3:57	3:57	3:57
End Time	5:07	5:07	5:07	5:07	5:07	5:07	5:07
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	461	515	520	484	440	455	510
Vehs Exited	461	515	519	482	439	454	509
Starting Vehs	1	3	3	1	1	1	2
Ending Vehs	1	3	4	3	2	2	3
Travel Distance (mi)	73	82	83	77	70	72	81
Travel Time (hr)	2.5	2.9	2.9	2.8	2.5	2.5	2.9
Total Delay (hr)	0.2	0.2	0.2	0.2	0.1	0.1	0.2
Total Stops	56	69	69	61	48	55	68
Fuel Used (gal)	2.6	2.9	3.0	2.8	2.5	2.6	2.9

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	3:57	3:57	3:57	3:57
End Time	5:07	5:07	5:07	5:07
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	521	467	486	486
Vehs Exited	521	468	486	485
Starting Vehs	3	2	2	0
Ending Vehs	3	1	2	1
Travel Distance (mi)	83	74	77	77
Travel Time (hr)	3.0	2.6	2.7	2.7
Total Delay (hr)	0.2	0.2	0.2	0.2
Total Stops	76	51	66	62
Fuel Used (gal)	3.0	2.6	2.8	2.8

Interval #0 Information Seeding

Start Time	3:57
End Time	4:07
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

SimTraffic Simulation Summary  
No-Build 2028

PM Peak Hour  
08/27/2025

Interval #1 Information Recording

Start Time 4:07  
End Time 5:07  
Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	461	515	520	484	440	455	510
Vehs Exited	461	515	519	482	439	454	509
Starting Vehs	1	3	3	1	1	1	2
Ending Vehs	1	3	4	3	2	2	3
Travel Distance (mi)	73	82	83	77	70	72	81
Travel Time (hr)	2.5	2.9	2.9	2.8	2.5	2.5	2.9
Total Delay (hr)	0.2	0.2	0.2	0.2	0.1	0.1	0.2
Total Stops	56	69	69	61	48	55	68
Fuel Used (gal)	2.6	2.9	3.0	2.8	2.5	2.6	2.9

Interval #1 Information Recording

Start Time 4:07  
End Time 5:07  
Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	521	467	486	486
Vehs Exited	521	468	486	485
Starting Vehs	3	2	2	0
Ending Vehs	3	1	2	1
Travel Distance (mi)	83	74	77	77
Travel Time (hr)	3.0	2.6	2.7	2.7
Total Delay (hr)	0.2	0.2	0.2	0.2
Total Stops	76	51	66	62
Fuel Used (gal)	3.0	2.6	2.8	2.8

SimTraffic Performance Report  
No-Build 2028

PM Peak Hour  
08/27/2025

1: Century Avenue & Linwood Avenue Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	2.3	0.2	0.2	0.3	6.1	3.9	1.0
Vehicles Entered	6	119	216	85	52	8	486
Vehicles Exited	6	119	216	85	52	8	486
Hourly Exit Rate	6	119	216	85	52	8	486
Input Volume	7	117	223	86	53	7	493
% of Volume	86	102	97	99	98	114	99

Total Network Performance

Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.2
Total Del/Veh (s)	1.2
Vehicles Entered	486
Vehicles Exited	485
Hourly Exit Rate	485
Input Volume	986
% of Volume	49

Queuing and Blocking Report  
No-Build 2028

PM Peak Hour  
08/27/2025

Intersection: 1: Century Avenue & Linwood Avenue

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	33	61
Average Queue (ft)	2	28
95th Queue (ft)	16	53
Link Distance (ft)	516	524
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

SimTraffic Simulation Summary  
Build 2028

AM Peak Hour  
08/27/2025

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:07	8:07	8:07	8:07	8:07	8:07	8:07
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	675	735	726	681	599	696	726
Vehs Exited	673	727	728	680	592	692	725
Starting Vehs	4	1	3	2	1	3	3
Ending Vehs	6	9	1	3	8	7	4
Travel Distance (mi)	107	116	115	108	94	110	115
Travel Time (hr)	4.1	4.4	4.4	4.2	3.5	4.2	4.4
Total Delay (hr)	0.6	0.6	0.6	0.7	0.4	0.6	0.6
Total Stops	188	184	204	189	152	187	187
Fuel Used (gal)	4.2	4.6	4.6	4.3	3.7	4.3	4.4

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:07	8:07	8:07	8:07
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	732	656	661	689
Vehs Exited	729	654	660	687
Starting Vehs	3	3	2	2
Ending Vehs	6	5	3	5
Travel Distance (mi)	116	104	105	109
Travel Time (hr)	4.5	4.0	3.9	4.2
Total Delay (hr)	0.7	0.6	0.5	0.6
Total Stops	199	174	180	184
Fuel Used (gal)	4.6	4.1	4.1	4.3

Interval #0 Information Seeding

Start Time	6:57
End Time	7:07
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

SimTraffic Simulation Summary  
Build 2028

AM Peak Hour  
08/27/2025

Interval #1 Information Recording

Start Time 7:07  
End Time 8:07  
Total Time (min) 60

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	675	735	726	681	599	696	726
Vehs Exited	673	727	728	680	592	692	725
Starting Vehs	4	1	3	2	1	3	3
Ending Vehs	6	9	1	3	8	7	4
Travel Distance (mi)	107	116	115	108	94	110	115
Travel Time (hr)	4.1	4.4	4.4	4.2	3.5	4.2	4.4
Total Delay (hr)	0.6	0.6	0.6	0.7	0.4	0.6	0.6
Total Stops	188	184	204	189	152	187	187
Fuel Used (gal)	4.2	4.6	4.6	4.3	3.7	4.3	4.4

Interval #1 Information Recording

Start Time 7:07  
End Time 8:07  
Total Time (min) 60

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	732	656	661	689
Vehs Exited	729	654	660	687
Starting Vehs	3	3	2	2
Ending Vehs	6	5	3	5
Travel Distance (mi)	116	104	105	109
Travel Time (hr)	4.5	4.0	3.9	4.2
Total Delay (hr)	0.7	0.6	0.5	0.6
Total Stops	199	174	180	184
Fuel Used (gal)	4.6	4.1	4.1	4.3

SimTraffic Performance Report  
Build 2028

AM Peak Hour  
08/27/2025

1: Century Avenue & Linwood Avenue Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.2	0.3	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.4	0.0	0.5
Total Del/Veh (s)	3.0	0.5	0.3	0.2	8.5	5.9	2.5
Vehicles Entered	3	254	200	48	175	9	689
Vehicles Exited	3	254	199	48	174	9	687
Hourly Exit Rate	3	254	199	48	174	9	687
Input Volume	3	251	202	49	175	8	688
% of Volume	100	101	99	98	99	112	100

Total Network Performance

Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.6
Total Del/Veh (s)	2.9
Vehicles Entered	689
Vehicles Exited	687
Hourly Exit Rate	687
Input Volume	1376
% of Volume	50

**Queuing and Blocking Report**  
**Build 2028**AM Peak Hour  
08/27/2025**Intersection: 1: Century Avenue & Linwood Avenue**

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	28	97
Average Queue (ft)	1	51
95th Queue (ft)	13	83
Link Distance (ft)	516	524
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Network Summary**

Network wide Queuing Penalty: 0

SimTraffic Simulation Summary  
Build 2028

PM Peak Hour  
08/27/2025

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	3:57	3:57	3:57	3:57	3:57	3:57	3:57
End Time	5:07	5:07	5:07	5:07	5:07	5:07	5:07
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	498	556	553	517	468	490	548
Vehs Exited	500	555	552	516	468	488	548
Starting Vehs	3	4	3	2	2	1	3
Ending Vehs	1	5	4	3	2	3	3
Travel Distance (mi)	79	88	88	82	74	78	87
Travel Time (hr)	2.8	3.2	3.2	3.0	2.7	2.8	3.2
Total Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.3
Total Stops	68	86	85	70	60	73	82
Fuel Used (gal)	2.9	3.2	3.3	3.1	2.7	2.9	3.2

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	3:57	3:57	3:57	3:57
End Time	5:07	5:07	5:07	5:07
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	572	508	523	523
Vehs Exited	572	509	522	524
Starting Vehs	4	3	3	1
Ending Vehs	4	2	4	3
Travel Distance (mi)	91	81	83	83
Travel Time (hr)	3.4	2.9	3.0	3.0
Total Delay (hr)	0.3	0.2	0.2	0.2
Total Stops	100	70	80	77
Fuel Used (gal)	3.5	3.0	3.1	3.1

Interval #0 Information Seeding

Start Time	3:57
End Time	4:07
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

SimTraffic Simulation Summary  
Build 2028

PM Peak Hour  
08/27/2025

Interval #1 Information Recording

Start Time 4:07  
End Time 5:07  
Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	498	556	553	517	468	490	548
Vehs Exited	500	555	552	516	468	488	548
Starting Vehs	3	4	3	2	2	1	3
Ending Vehs	1	5	4	3	2	3	3
Travel Distance (mi)	79	88	88	82	74	78	87
Travel Time (hr)	2.8	3.2	3.2	3.0	2.7	2.8	3.2
Total Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.3
Total Stops	68	86	85	70	60	73	82
Fuel Used (gal)	2.9	3.2	3.3	3.1	2.7	2.9	3.2

Interval #1 Information Recording

Start Time 4:07  
End Time 5:07  
Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	572	508	523	523
Vehs Exited	572	509	522	524
Starting Vehs	4	3	3	1
Ending Vehs	4	2	4	3
Travel Distance (mi)	91	81	83	83
Travel Time (hr)	3.4	2.9	3.0	3.0
Total Delay (hr)	0.3	0.2	0.2	0.2
Total Stops	100	70	80	77
Fuel Used (gal)	3.5	3.0	3.1	3.1

SimTraffic Performance Report  
Build 2028

PM Peak Hour  
08/27/2025

1: Century Avenue & Linwood Avenue Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.1	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	2.4	0.3	0.3	0.3	6.3	3.8	1.1
Vehicles Entered	8	119	214	107	64	11	523
Vehicles Exited	8	119	214	108	64	11	524
Hourly Exit Rate	8	119	214	108	64	11	524
Input Volume	9	117	223	108	67	9	533
% of Volume	89	102	96	100	96	122	98

Total Network Performance

Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.2
Total Del/Veh (s)	1.3
Vehicles Entered	523
Vehicles Exited	524
Hourly Exit Rate	524
Input Volume	1066
% of Volume	49

Queuing and Blocking Report  
Build 2028

PM Peak Hour  
08/27/2025

Intersection: 1: Century Avenue & Linwood Avenue

Movement	EB	WB	SB
Directions Served	LT	R	LR
Maximum Queue (ft)	34	2	66
Average Queue (ft)	2	0	32
95th Queue (ft)	18	2	56
Link Distance (ft)	516	261	524
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

## Environmental Review

<b>Project:</b>	Century Ponds
<b>Location:</b>	297/601 Century Avenue
<b>Date of Plans:</b>	August 22, 2025
<b>Date of Review:</b>	September 8, 2025
<b>Reviewer:</b>	Shann Finwall, Sustainability Coordinator (651) 249-2304, <a href="mailto:shann.finwall@maplewoodmn.gov">shann.finwall@maplewoodmn.gov</a>
	Katelyn Bergstrom, Natural Resources Coordinator (651) 249-2416, <a href="mailto:katelyn.bergstrom@maplewoodmn.gov">katelyn.bergstrom@maplewoodmn.gov</a>

### Background:

DR Horton is proposing to redevelop the former Ramsey County Ponds golf course. The proposed project includes the construction of new single-family residential housing and townhomes. There are significant trees and wetlands located on the property. The proposal must comply with the City's tree and wetland ordinances, and landscape and stormwater basin planting policies.

### Trees:

1. Tree Preservation Ordinance:
  - a. Significant Trees: Maplewood's tree preservation ordinance describes a significant tree as a healthy tree as follows - hardwood tree with a minimum of 6 inches in diameter, an evergreen tree with a minimum of 8 inches in diameter, and a softwood tree with a minimum of 12 inches in diameter.
  - b. Specimen Trees: A specimen tree is defined as a healthy tree of any species which is 28 inches in diameter or greater.
  - c. Tree Replacement: Tree replacement is based on a calculation of significant trees located on the parcel and significant trees removed. Credits are given for all specimen trees that are preserved.
2. Tree Impacts and Replacement Requirements: The tree preservation plan shows 359 significant trees equaling 5,589 diameter inches on the site. The applicant is proposing to remove 94 significant trees equaling 2,147 diameter inches, which is 38 percent of the tree coverage on the site.

Based on the City's tree preservation ordinance tree replacement calculation, the applicant is required to replace 282 caliper inches of replacement trees, which equals 141 – 2 caliper inch trees.

3. Tree Replacement: The landscape plan includes 532 new trees, for a total of 1,440 caliper inches, which exceeds the tree replacement requirements of 282 caliper inches. Tree replacement for most of the single-family lots will include one tree in the back yard and one tree in the front yard, within the right-of-way.
4. Tree Recommendations:
  - a. Prior to the issuance of a grading permit the applicant must submit the following:
    - 1) Tree Inventory and Tree Preservation Plans: A revised tree inventory and tree preservation plan with the following changes:
      - a) Identification of all trees that are dead or unhealthy, and indicating whether those trees are included in the tree calculation or removed from the calculation per the City's tree ordinance.
      - b) Identification of all specimen trees and whether those trees will be removed or saved. The current plan identifies most of the specimen trees with an asterisk, however, some trees over 28 inches in diameter are not called out as specimen trees.
      - c) Preservation of the 23-caliper inch White Oak near the proposed playground (Tree #1187).
      - d) Updated tree replacement calculation as needed based on the above-mentioned corrections.
    - 2) Landscape Plan: A revised landscape plan with the following tree changes:
      - a) Make the following tree species changes:
        1. Reduce the number of Northern Pin Oaks, Red Oaks, and Swamp White Oaks with climate resilient species. Northern Pin Oak and Red Oak are highly susceptible to oak wilt, and they make up 67 trees for a total of 167.5 caliper inches, 11.6 percent of the proposed tree cover. Thirty-three trees are Swamp Oaks, which are less susceptible, but still the same genus. South Maplewood is an area where oak wilt is susceptible.
        2. Replace the Northern Flare Sugar Maple and Burgundy Belle Red Maple with a climate resilient species. Maple trees are an overabundant tree species in Maplewood.
      - b) Tree Mitigation Requirement from Tree Preservation Plan Section:

1. Ensure that the correct number of caliper inches for tree replacement is accurately reflected in this section. The current plan states 543 caliper inches of replacement trees are required. According to the tree replacement calculation 282 caliper inches of trees are required to be replaced.
  2. Identify how the total inches of trees being replaced is calculated in this section. This includes identifying the number of trees, times the size of trees, and how the total inches proposed equals 1,440 caliper inches.
- b) Landscape Schedule Section: The scientific name of Balsam Fir is incorrect, *Abies balsamea* is the correct name.
- c) Existing Trees to be Preserved Section: Show all existing trees to be preserved on the landscape plan.
- d) Additional Tree Planting: While the development meets the City's tree replacement requirements, it is a large development adjacent residential property. As such, additional tree planting should take place in the following key areas (dependent on existing trees to be preserved):
1. Outlot A – on the west side of the filtration basin (Pond 1).
  2. Trails – along the existing and newly established trails.
  3. Outlet B (Park) – There is one tree proposed in the internal section of the park, and five trees along the cul-de-sac. There is an opportunity for additional trees throughout the internal section of the park, especially on the south side of the park to help shade the site in the future.
  4. Townhouse and park parking areas – Addition of trees (and other landscaping) to prevent vehicle headlights from being directed into windows.
- 3) Tree Maintenance and Replacement Plan: The Landscape Plan shows replacement trees being planted within the single-family home rights-of-way. The developers' agreement should include a requirement that the homeowner's association be responsible for the maintenance and replacement of the trees in the right-of-way.
- 4) Tree Protection Plan: In addition to the tree protection fence detailed in the tree preservation plan, the developer must submit

an overall tree protection plan that identifies how trees being preserved will be protected per the City's tree ordinance and standards during development.

- 5) Surety: A cash escrow or letter of credit to cover the cost of the replacement trees. This surety will be refunded once all trees are planted with a one-year warranty.

**Wetland:**

1. Wetland Ordinance:

1. Wetlands on Site: The November 17, 2023, wetland delineation report identified 14 wetlands. After review by the Ramsey-Washington Metro Watershed District six of those wetlands were deemed incidental, and eight were classified as jurisdictional wetlands. Of the jurisdictional wetlands five were upgraded from the City's previously classified Manage C to Manage B wetlands, and three remained Manage C wetlands. Additionally, there is a Manage A wetland located within the St. Paul Police Training site that will impact development on the Century Ponds site.

The City's wetland ordinance requires that no grading, mowing, or building take place within the required wetland buffers as follows:

- Manage A: 100-foot average, and 75-foot minimum wetland buffer
  - Manage B: 75-foot average, and 50-foot minimum wetland buffer
  - Manage C: 50-foot minimum wetland buffer
  - Storm Ponds: 10-foot setback to structures
- b. Wetland Buffer Averaging: The wetland ordinance allows flexibility in instances where, because of the unique physical characteristics of a specific parcel of land, the averaging of buffer width for the entire parcel may be necessary to allow for the reasonable use of the land during a development or construction project. The wetland ordinance allows encroachments to a Manage A wetland within 75 feet and a Manage B wetland within 50 feet of the wetland edge if the buffer width will be compensated for by increased buffer widths elsewhere in the same parcel to achieve the required average buffer width.
  - c. Wetland Buffer Averaging and Variance Assessment: Wetland buffer averaging and wetland buffer variances are allowed based on an assessment of the following:
    - 1) Undue hardship would arise from not allowing the average buffer, or would otherwise not be in the public interest.
    - 2) Size of parcel.
    - 3) Configuration of existing roads and utilities.
    - 4) Percentage of parcel covered by wetland.

- 5) Configuration of wetlands on the parcel.
  - 6) Averaging will not cause degradation of the wetland or stream.
  - 7) Averaging will ensure the protection or enhancement of portions of the buffer which are found to be the most ecologically beneficial to the wetland or stream.
  - 8) A wetland buffer mitigation plan is required for construction of development projects that will require averaging. In reviewing the mitigation plan, the city may require one or more of the following actions:
    - a) Reducing or avoiding the impact by limiting the degree or amount of the action, such as by using appropriate technology.
    - b) Rectifying the impact by repairing, rehabilitating, or restoring the buffer.
    - c) Reducing or eliminating the impact over time by prevention and maintenance operations during the life of the actions.
    - d) Compensating for the impact by replacing, enhancing, or providing substitute buffer land at a two-to-one ratio.
    - e) Monitoring the impact and taking appropriate corrective measures.
    - f) Where the city requires restoration or replacement of a buffer, the owner or contractor shall replant the buffer with native vegetation. A restoration plan must be approved by the city before planting.
    - g) Any additional conditions required by the applicable watershed district and/or the soil and water conservation district shall apply.
    - h) A wetland or buffer mitigation surety, such as a cash deposit or letter of credit, of 150 percent of estimated cost for mitigation. The surety will be required based on the size of the project as deemed necessary by the administrator. Funds will be held by the city until successful completion of restoration as determined by the city after a final inspection. Wetland or buffer mitigation surety does not include other sureties required pursuant to any other provision of city ordinance or city directive.
2. Wetland Impacts: Of the nine wetlands on site or adjacent Century Ponds, eight wetland buffers appear to be impacted due to grading on the site, requiring

wetland buffer variances. More detail is required to determine the exact dimensional variance required, but the estimates are outlined below:

- a. Wetland 6 - Manage B wetland with a required 75-foot wetland buffer. It appears that grading takes place very close to the wetland edge on the west side of the single-family development, however, the dimensional setbacks on the plan identify a 50-foot buffer. More detail is required to determine the variance.
  - b. Wetland 9 - Manage B wetland with a required 75-foot wetland buffer to be graded to within 50 feet at its closest point. A 25-foot wetland buffer variance is required.
  - c. Wetland 10 - Manage B wetland with a required 75-foot wetland buffer to be graded to within 50 feet at its closest point. A 25-foot wetland buffer variance is required.
  - d. Wetland 11 - Manage B wetland with a required 75-foot wetland buffer. It appears that grading takes place very close to the wetland edge on the north side of the townhome development, however, the dimensional setbacks on the plan identify a 52.55 foot buffer. More detail is required to determine the variance.
  - e. Wetland 12 - Manage B wetland with a required 75-foot wetland buffer. It appears that grading takes place up to the wetland edge on the north side of the townhome development, however, the dimensional setbacks on the plan identify a 50-foot buffer. More detail is required to determine the variance.
  - f. Wetland 13 - Manage C wetland with required 50-foot wetland buffer. It appears that grading takes place very close to the wetland edge, however, the plans detail a dimensional setback of 50 feet, which would meet City code requirement.
  - g. Wetland 14 - Manage C wetland with a required 50-foot wetland buffer. It appears that grading takes place very close to the wetland edge, however, the plans detail a dimensional setback of 50 feet, which would meet City code requirement.
  - h. Offsite Wetland - Manage A wetland with a required 100-foot wetland buffer to be graded to within 49 at its closest point. A 26-foot wetland buffer variance is required.
  - i. Townhouse Patio and Yard Area Encroachments – The Patio Exhibit shows additional wetland buffer grading encroachments that may occur with the development of the townhouse patios and yard areas. Additional analysis of those encroachments is needed to determine if other wetland buffer variances are required.
3. Wetland Buffer Recommendations:

- a. Prior to the issuance of a grading permit the applicant must submit the following:
- 1) Grading Plans: Revised grading plans showing the dimensional setback of the grading to the edge of all wetlands.
  - 2) Wetland Plans: Revised wetland plans showing the dimensional setback of the grading to the edge of all wetlands. .
  - 3) Wetland Buffer Mitigation Plan: The City's wetland ordinance requires a mitigation plan for large-scale projects. The plan should identify the location and square footage of the wetland buffers being impacted, the location and square footage of wetland buffers or native areas being re-established, and strategies for reducing, rectifying, eliminating, or compensating for the alteration of a wetland buffer. Restoration strategies should include the removal of invasive plants and the planting of native plants to include a mixture of native seeds and plugs.
  - 3) Patio Exhibit: Revised patio exhibit showing the grading required for the installation of the townhouse patios and yard areas in relation to the edge of the wetland. The current plan shows dimensional encroachments into the "required" buffers but the plans do not specify additional grading and exact dimensional encroachment to the wetland edge.
  - 4) Wetland Buffer Sign Plan: Identify the location of wetland buffer signs to be installed along the approved wetland buffers. The signs should be placed every 100 feet at a minimum. The City of Maplewood supplies wetland buffer signs identifying that no building, mowing, or grading should take place within the buffer. There is a \$35 fee per sign.
  - 5) Wetland Buffer Sign Installation: Install the City wetland buffer signs that specify that no building, mowing, cutting, grading, filling or dumping be allowed within the buffer.
  - 6) Maintenance Agreement: Sign a wetland buffer mitigation agreement with the City requiring that the applicant establish and maintain the required wetland buffer mitigation strategies for a three-year period.
  - 7) Surety: A cash escrow or letter of credit to cover 150 percent of the wetland buffer mitigation. The City will retain the surety for up to three years as outlined in the maintenance agreement to ensure the wetland buffer mitigation and plantings are established and maintained.

**Landscape Policies and Recommendation:**

Review of the overall landscape plan to ensure nonnative and invasive species are avoided, seed mix is appropriate for use in areas proposed, and plantings are climate resilient.

1. Prior to the issuance of a grading permit the applicant must submit the following:
  - a. Revised landscape plans for the following areas:
    - 1) Park Landscape Plan: Final landscape plans for the new park to be reviewed and approved as part of the City's park development process. At a minimum tree planting within the park should include all trees proposed in the August 22, 2025, landscape plan, plus additional trees as determined through the review process.
    - 2) Single-Family and Townhome Foundation Landscape Plans: Foundation planting plans for each single-family home and townhome are required. Plan to include a mix of perennials.

### **Stormwater Basin Recommendations**

Several stormwater ponds and filtration basins are proposed throughout the development. The stormwater ponds and filtration basins are required to be planted, ideally with deep-rooted native plants. The City requires a portion of the basin to be planted rather than seeded; typically a minimum of 5,000 square feet of plantings are required on large basins. Using plants rather than seed hastens establishment and provides a better chance of successful establishment. Basin bottoms and lower elevations almost never establish successfully from seed since the seed is washed away when stormwater flows into the basin.

1. Prior to the issuance of a grading permit the applicant must submit the following:
  - a. Revised landscape plan that shows a detailed planting plan for each pond and filtration basin to include a mix of native plugs and seed.