

PLANNING COMMISSION AGENDA

Thursday, August 6, 2026

CITY OF DAYTON, MINNESOTA

12260 So. Diamond Lake Road, Dayton, MN 55327

REGULAR MEETING OF THE PLANNING COMMISSION – 6:30 P.M.

To Participate in the Meeting, please see daytonmn.gov Calendar for Zoom Invitation.

Some Commission members may be attending via interactive technology.

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|------|-----------|---|
| 6:30 | 1. | CALL TO ORDER |
| 6:30 | 2. | PLEDGE OF ALLEGIANCE |
| | | (Roll Call) |
| | | Swearing in of Commissioners Darren Brownen and Jeff Sargent. |
| 6:30 | 3. | ROLE OF THE PLANNING COMMISSION |
| | | <i>The Planning Commission consists of five residents appointed by the City Council. The Commission administers the Comprehensive Plan, Zoning and Subdivision regulations. The Commission conducts Public Hearings and provides recommendations to the City Council. It is the City Council who may approve or deny land use applications.</i> |
| 6:30 | 4. | APPROVAL OF AGENDA |
| 6:30 | 5. | CONSENT AGENDA |
| | | <i>These routine or previously discussed items are enacted with one motion. Note: Commissioners absent from previous meetings may still vote to approve minutes.</i> |
| | | A. Planning Commission Minutes, July 9, 2026 |
| 6:30 | 6. | OPEN FORUM |
| | | <i>Public comments are limited to 3 minutes <u>for non-agenda items</u>; state your name and address; No Commission action will be taken, and items will be referred to staff. Group commenters are asked to have one main speaker.</i> |
| 6:35 | 7. | COUNCIL UPDATE |
| | | A. July 14, 2026 |
| | | B. July 28, 2026 |
| 6:40 | 8. | COMMISSION BUSINESS |
| 6:40 | | A. PUBLIC HEARING. Ordinance 2026-XX, Amending the Zoning Map, and Resolution XX-2026, Amending the Preliminary Plat and PUD of Sundance Greens and Sundance Greens 12th Addition |
| 7:30 | | B. PUBLIC HEARING. Resolution XX-2026, Planned Unit Development and Preliminary Plat of The Parkway Neighborhood |
| 8:15 | | C. PUBLIC HEARING. Resolution XX-2026, Amending the 2040 Comprehensive Plan related to the Ultimate Sewer Map, Southwest Dayton |
| 8:25 | | D. PUBLIC HEARING. Resolution XX-2026, Amending the 2040 Comprehensive Plan related to the Future Land Use Plan, 17051 117 th Ave |
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The City of Dayton's mission is to promote a thriving community and to provide residents with a safe and pleasant place to live while preserving our rural character, creating connections to our natural resources, and providing customer service that is efficient, fiscally responsible, and responsive.

- 8:55 E. **PUBLIC HEARING.** Ordinance 2026-XX, Amending City Code 1001.19 (Parking Regulations), and 1001.05 (Residential Districts) related to minimum garage size
- 9:30 F. **PUBLIC HEARING.** Ordinance 2026-XX, Amending City Code 1001.20 related to Temporary Signs
- 10:00 9. **NOTICES AND ANNOUNCEMENTS**
A. Staff & Commission Updates
- 10:10 10. **ADJOURNMENT** (Motion to Adjourn)

1. CALL TO ORDER

DeMuth called the Planning Commission meeting to order at 6:31 PM on Thursday, July 9, 2026.

2. PLEDGE OF ALLEGIANCE

(Roll Call)

Present: Paul Crosland, Peter DeMuth, Darren Browen, Jeff Sargent, and Keith Grover

Absent:

Also in Attendance: Jon Sevald, Community Development Director; Jason Quisberg, City Engineer; Grace Gerard, Consulting City Planner

Swearing in of Commissioners Darren Browen and Jeff Sargent.

Sevald led Browen and Sargent in the oath to swear in as planning commissioners.

3. ROLE OF THE PLANNING COMMISSION

The role of the Planning Commission was read into the record.

4. APPROVAL OF AGENDA

DeMuth noted that public comments received were not included in the packet.

Motion to approve the agenda was made by Crosland and seconded by Grover. Motion carried 5-0.

5. CONSENT AGENDA

A. Planning Commission Minutes, June 4, 2026

Motion to approve the Planning Commission minutes from June 4, 2026 was made by Sargent and seconded by Browen. Motion carried 5-0.

6. OPEN FORUM

Eric Seppelt of 11534 Brayburn Trail addressed the Commission regarding rumors that Sundance Golf Course intends to install lights on the driving range. Seppelt noted the property is subject to a PUD agreement and that lighting the driving range was not included in the original PUD, representing a significant operational change. Seppelt requested the Commission be attentive to any such permit requests and ensure they comply with city code.

7. COUNCIL UPDATE

A. June 9, 2026

B. June 23, 2026

Fisher reported council updates.

Commission members briefly discussed Maple Grove's proposed water softening program and its potential cost implications, noting the city must be off the Maple Grove system by 2036, with internal infrastructure potentially online by 2032.

Concerns were raised about ensuring accurate growth projections are provided to consultants for the upcoming facilities studies.

8. COMMISSION BUSINESS

A. PUBLIC HEARING. Ordinance 2026-XX, Amending City Code 1001.064, Subd 2 (Public Recreation District), Subd 3 (Table of Uses).

Sevald presented the item, explaining that the Table of Uses in the Public Recreation (PR) District listed an "F" designation for accessory buildings — an unknown and likely erroneous code. Staff's initial recommendation was to correct it to "P" (permitted use) and strike associated restrictive language. However, the code's own text states that accessory uses not contained within a principal building require a conditional use permit (CUP), suggesting the correct designation should be "C." Sevald gave examples of items built within the PR District between parks and the golf course on the agenda tonight.

DeMuth opened the public hearing at 6:54 PM.

Eric Seppelt of 11534 Brayburn Trail argued that the "F" was likely a typo for "C" given the restrictive character of the PR district, and that changing it to a permitted use would undermine protections for large PR-zoned parcels adjacent to varied residential uses. Seppelt asked council to deny the change.

Mike Peterson of 11536 Brayburn Trail echoed support for the CUP designation, citing disability-related sensory concerns for residents nearby.

Tom Dehn of 11261 Fernbrook Lane North acknowledged that a CUP does not prevent construction but simply requires review and conditions. Dehn stated the next item is different than a park pavilion.

James Warren of 11521 Polaris Lane North agreed the intent was likely a conditional use, noting that "F" is adjacent to "C" on a keyboard and that the CUP process allows the city and public to weigh in appropriately.

DeMuth closed the public hearing at 7:00 PM.

The Commission agreed the original intent was a CUP designation and that the language referencing accessory uses outside a principal building requiring a CUP should be retained. The motion was made to amend the ordinance by correcting the "F" to "C" in the Table of Uses, with all other proposed language changes denied.

Motion to amend City Code 1001.064 to correct the accessory building designation in the Public Recreation District Table of Uses from "F" to "C" (conditional use), retaining the existing associated language, was made by Sargent and seconded by Browen. Motion carried 5-0.

B. PUBLIC HEARING. Resolution XX-2026, Amending the Preliminary Plat and PUD of Sundance Greens and Sundance Greens 12th Addition

Sevald presented the application, which seeks preliminary plat approval for Sundance Greens 12th Addition (reducing lots from 58 to 48) and an amendment to the original 2018 PUD. A key element is the proposed relocation of the golf course maintenance building to the northeast corner of the golf course property. Sevald

recommended tabling the item to correct a zoning map discrepancy — lots rezoned to R-3 in 2018 were never updated on the official zoning map — and to allow for re-publication of the public hearing notice to include the rezoning.

Sevald also noted that, following the Commission's action under Item 8A, the maintenance building would now require a CUP, though it could alternatively be treated as part of the PUD. Sevald recommended the item to be tabled.

Sargent asked if the plans approved in 2018 approved the location of the building or was it approved in a site plan at that time to be reviewed by the attorney if the PUD can be amended. Sargent questioned the second driveway and if that was approved already also. Discussion over zoning of the property ensued compared to the business district.

Applicant Tom Dehn stated the maintenance building location was shown on plans approved in 2018, that he had disclosed the plan to neighboring developers, and that he had made design concessions including reducing the building footprint from 7,200 to 6,000 square feet and lowering the grade by six feet. Dehn expressed willingness to discuss setbacks and design elements further, and noted that if the current layout is rejected he could revert to the originally approved 58-lot plan.

Dehn explained general operation and maintenance hours of the golf course. Dehn answered commissioner questions.

DeMuth opened the public hearing at 7:50 PM.

Bruce Gartner of 11521 Polaris Lane, a former golf course owner, provided written statement and argued that Sundance represented the course as an amenity to homebuyers and cannot now relocate its least residentially compatible feature to where residents live. Gartner requested the Commission to deny tonight or table the item to seek an Environmental Assessment Worksheet or deny the location outright. Colette Ingle of 11521 Polaris Road questioned the legal authority to approve the proposed Polaris Lane driveway access, arguing it fails both the variance and public benefit tests under Minnesota law and city code.

Kathy Johnson of 11532 Brayburn Trail described the proposed building as a 6,000 square foot industrial maintenance facility approximately 75 feet from her home, bringing noise, commercial traffic, backup alarms, security lighting, and equipment operations into a quiet residential neighborhood. Johnson urged the Commission to require relocation to a less impactful area of the golf course to harmonize with the neighborhood as the PUD states.

Mike Peterson of 11536 Brayburn Trail raised concerns about sensory impacts on individuals with autism in the neighborhood and requested the Commission deny the current location proposed.

Eric Seppelt of 11534 Brayburn Trail shared paperwork and delivered a detailed argument that neither the driveway access nor the maintenance building were approved in the 2018 preliminary plat, that a CUP or variance would not be satisfied, and that the PUD amendment as proposed provides no public benefit while introducing significant harm to existing residents. Seppelt noted opposition letters from over 20 neighboring homes and the Brayburn Trails master HOA representing 267 homes.

Applicant Tom Dehn returned to discuss the driveway and numerous parcels in the city that have more than one driveway.

Natalie Miller of 11529 Polaris Lane described direct sightline and lighting impacts to her two-story walkout home and encouraged the Commission to consider alternative locations near the existing maintenance building, including potential parking lot redesign.

James Warne of 11525 Polaris Lane Noth reasoned the maintenance building is a commercial accessory structure and should be tied to the primary commercial cluster of the property rather than expanded across the site into residential areas.

Motion to table the public hearing was made by Sargent and seconded by Browen. Motion carried 5-0.

DeMuth tabled the public hearing.

Sevald stated most issues were on the maintenance shed tonight and asked if the lots were acceptable. The commission had general consensus that the lot reconfiguration itself was uncontroversial and supported. Sevald confirmed the lots not changing would have been a final plat.

Key outstanding issues identified for August included: obtaining a city attorney opinion on whether the 2018 approved plans constitute approval of the maintenance building's location; the appropriate building setback; and the orientation of the building's operational doors away from neighboring homes. Commissioners expressed a range of views on the building's proposed location, from strong opposition to conditional support depending on the attorney's findings. Sargent reminded this is not a variance application but the PUD flexibility to the code.

*Motion to table the item was made by Browen and seconded by Grover.
Motion carried 5-0.*

C. PUBLIC HEARING. Ordinance 2026-XX, adopting a six-month Interim Ordinance (moratorium) related to Site Plan Review.

Sevald presented the proposed moratorium, which would prohibit acceptance of site plan reviews for non-residential projects from August 1, 2026 through January 31, 2027. The moratorium was prompted by recent controversy over non-residential projects proposed adjacent to residential uses — specifically an industrial building

near the mobile home park and an assisted living center on Balsam — where existing code setbacks were deemed insufficient by the Council.

Sevald shared possible projects this would affect. Commissioners discussed the already approved projects versus the projects that are currently not approved. Sevald stated the intent was to allow time to study appropriate buffers between residential and non-residential uses. Commissioners discussed the possibility of requiring CUPs near residential zoning. Commissioners also discussed setback guidelines for uses and screening. Based on possible plans, Sevald suggested having a study without the moratorium.

DeMuth opened the public hearing at 9:00 PM.

No public comments were received and no one was online.

DeMuth closed the public hearing at 9:00 PM.

Commissioners who opposed reasoned that the existing zoning tools (CUPs, comp plan amendments, denial of applications) are sufficient; that a moratorium sends a negative signal to developers; and that the better solution is to amend individual zoning districts to include explicit setback requirements when abutting residential. Commissioners who supported acknowledged those points but noted the risk that new applications could arrive before code improvements are made.

Motion to deny adoption of the Ordinance 2026-XX moratorium related to Site Plan Review was made by Brown and seconded by Crosland. Motion carried 3-2, with nays Grover and DeMuth.

D. PUBLIC HEARING. Ordinance 2026-XX, adopting a six-month Interim Ordinance (moratorium) related to Preliminary Plats.

Sevald presented a separate proposed moratorium prohibiting acceptance of preliminary plat applications citywide from August 1, 2026 through January 31, 2027. The primary driver was staff capacity following the departure of a planner earlier in the year and the volume of current and anticipated applications. Sevald noted the moratorium's practical effect would be felt beginning around November, and that several green-listed projects were expected to submit prior to the August 1 deadline regardless.

Commissioners discussed staff and consultant time on projects. Sevald answered hiring is underway to replace the departed position, and a third-of-a-planner position is included in the preliminary 2027 budget.

Brown mentioned the general perception of the moratorium for the city, residents, and contractors.

DeMuth opened the public hearing at 9:19 PM.

Tom Dehn of 11261 Fernbrook Lane shared he understands planning and timelines, but Dubay Lake plan will be after July. Dehn asked the city to invest in themselves so

the city can be built out as projected. Dehn added the interest is not going to decrease. Dehn encouraged a well thought out community.

Eric Seppelt of 11534 Brayburn Trail echoed calls for the city to invest in additional planning staff rather than pause development, while acknowledging staff's difficult position. Seppelt appreciated the staff time used in his discussions.

DeMuth closed the public hearing at 9:24 PM.

DeMuth suggested postponing the moratorium to be during the comp plan focus.

Sevald added he talked with developers and timing needed for plats to be built future and how the moratorium would affect them.

Commissioners discussed the trade-offs: Opponents of the moratorium argued for consultant use and urgency in solving the staffing problem rather than pausing development. Supporters noted that the moratorium would create a practical window of reduced intake between November and January, allowing staff to address current projects thoroughly and that it could be lifted early if staffing improved.

Motion to adopt Ordinance 2026-XX, a six-month interim ordinance (moratorium) related to Preliminary Plats, was made by Grover and seconded by Crosland. Motion carried 4-1 with Browen nay.

Motion to amend and exclude properties southwest of I-94 from the moratorium made by Grover, failed for lack of a second. The motion went back to the original made to conclude the vote.

Sevald reminded that both moratoriums will have a public hearing at the council meeting on July 28th.

E. PUBLIC HEARING. Ordinance 2026-XX, Amending City Code 1001.19 (Parking Regulations), and 1001.05 (Residential Districts) related to minimum garage size.

Sevald reported that the ordinance amendment had been posted as a public hearing but could not be prepared in time. Sevald requested the item be tabled.

DeMuth opened the public hearing at 9:39 PM.

Motion to table the public hearing and item was made by Browen and seconded by Crosland. Motion carried 5-0.

DeMuth tabled the public hearing.

9. NOTICES AND ANNOUNCEMENTS

A. Staff & Commission Updates

Sevald provided multiple updates.

PLANNING COMMISSION
JULY 9, 2026
6:30 P.M.
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CITY OF DAYTON, MINNESOTA
12260 SO. DIAMOND LAKE RD.
HENNEPIN/WRIGHT COUNTIES

10. ADJOURNMENT

Motion to adjourn was made by Crosland and seconded by Sargent. Motion carried 5-0.

The meeting was adjourned at 9:47 PM.

ITEM:

PUBLIC HEARING. Ordinance 2026-XX, Amending the Zoning Map, and Resolution XX-2026, Amending the Preliminary Plat and PUD of Sundance Greens and Sundance Greens 12th Addition

APPLICANT/PRESENTERS:

Tom Dehn, Sundance Woods, LLC

PREPARED BY:

Jon Sevald, Community Development Director

POLICY DECISION / ACTION TO BE CONSIDERED:

Motion to Approve Rezoning, Preliminary Plat Amendment, and PUD Amendment of Sundance Greens 12th Addition.

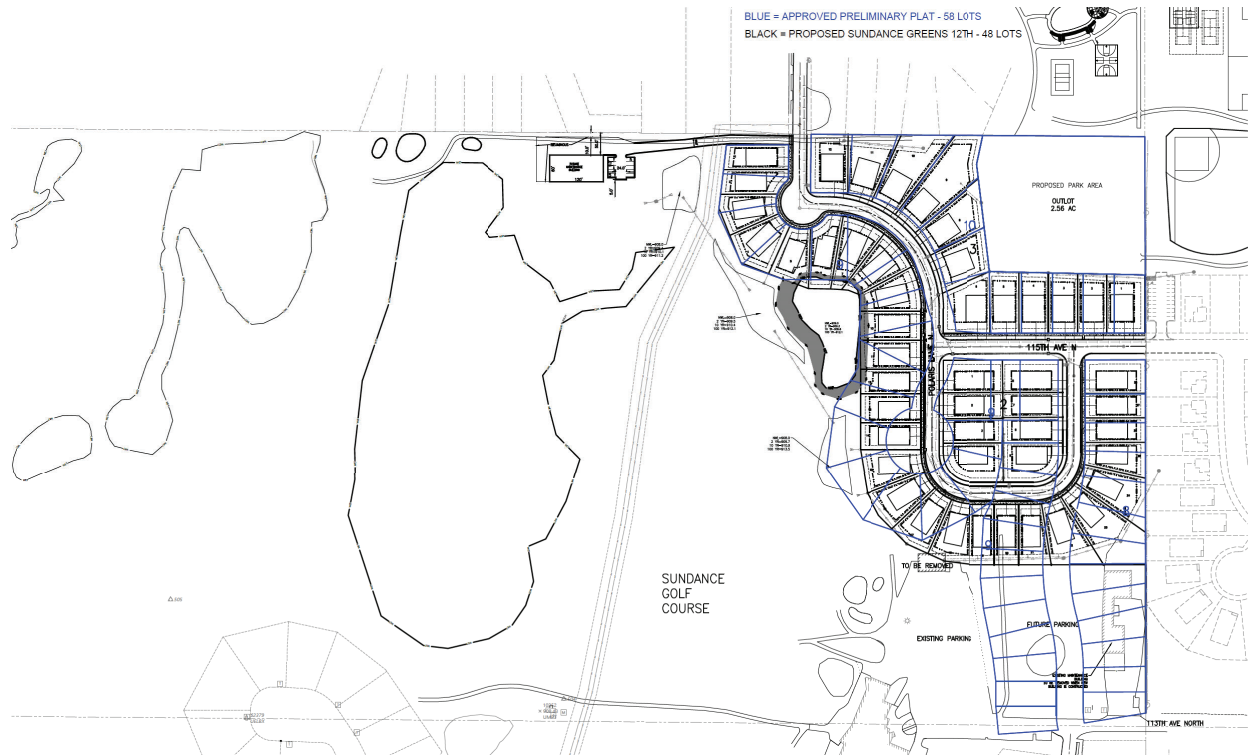
BACKGROUND/OVERVIEW:

Sundance Greens is a Planned Unit Development (PUD). The PUD and Preliminary Plat was approved in 2018 consisting of 645 residential units including 410 single-family detached homes, and a 100-unit apartment building. The project is generally located west of Fernbrook Lane, south of Sundance Golf Course, and north of the Maple Grove border.

Sundance Greens 12th Addition is in the northwest corner of Sundance Golf Course. The 12th Addition proposes a different street layout and reduces the lot count from 58 lots to 48 lots, compared to what was approved in the 2018 Preliminary Plat. Staff determined that the change in street configuration is significant enough to warrant a Preliminary Plat Amendment.

During writing of the July 9, 2026 staff report, staff realized that the Zoning Map is in error and that a Zoning Map Amendment is required to match the P-R Public Recreational district to the golf course and match the R-3/PUD district with Sundance Greens 12th Addition. At the July 9, 2026 Planning Commission meeting, the Commission tabled action at Staff's request. The Public Hearing Notice was re-published to include the rezoning.

During the July 9, 2026 Planning Commission meeting, the Commission asked the City Attorney to provide an opinion regarding if the proposed maintenance building relocation had been approved as part of the 2018 PUD approval. The City Attorney opined that the 2018 PUD includes an unidentified building at the same location as the 2026 proposed maintenance building, and that it is reasonable to address the Site Plan Review requirements as part of the PUD amendment.



Comparison between 2018 Preliminary Plat (blue lot lines) and proposed Sundance Greens 12th Addition (black lot lines).

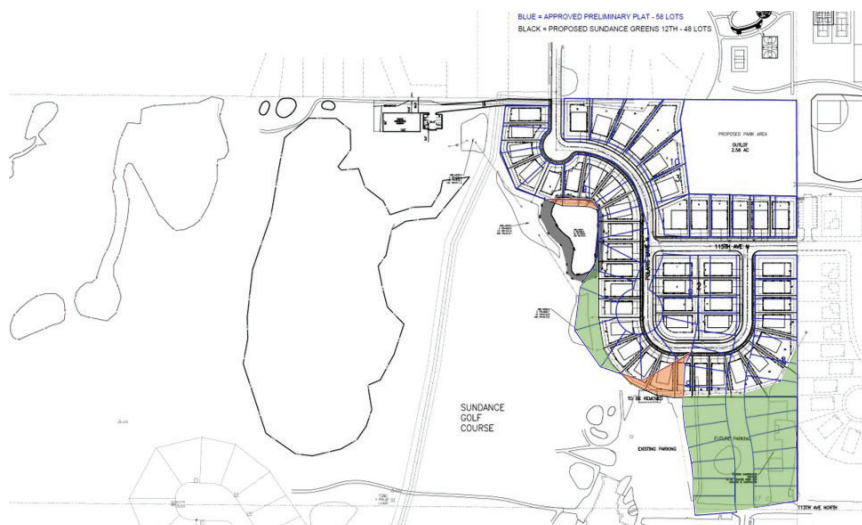
ANALYSIS

Comprehensive Plan

Guided Low Density Residential, 2-5 units per acre. 3.6 unit net density proposed.

Zoning

P-R *Public Recreation* and R-3 *Single Family and Attached Residential*.



Orange to be rezoned from P-R to R-3/PUD. Green to be rezoned from R-3/PUD to P-R.

Planned Unit Development A PUD allows for deviations from City Code requirements in exchange for a public benefit. Public Benefits include, *the variety of lot sizes, and ultimately house styles, nine-hole golf course, club house//restaurant, preservation of open space, extensive landscaping, HOA amenities, and enhanced entries are all deemed public benefits.*¹

Approved City Code Deviations include:²

- *Proposed 50' and 55' wide lots (where 65' is the minimum)*
- *Proposed lot width on twin home lots*
- *Front setback of proposed attached units is 25', code states 30'*
- *Wetland buffer proposed 15' (requirement is average of 25' with a minimum of 10')*
- *Rear setback proposed 20' (requirement is 30' or 20' if conditions in 1001.05 subd. 5(7)b)*
- *Cul-de-sacs on street 2, 13, 7 are longer than 500'*

Sundance Greens 12th Addition includes:

- 27 lots 55'+ lot widths
- 18 lots 65'+ lot widths
- 25' front yard setbacks

Site Plan Review A Site Plan Review is required *prior to the issuance of any permits for new development or building construction/expansion in any Non-Residential Zoning District.*³ A Site Plan Review was not part of the application. Staff is incorporating it as part of the PUD request. Enough information was provided to conduct a review, with the exception of landscaping and exterior lighting.⁴

The P-R district has minimal requirement details compared to most zoning districts. Unless explicitly regulated in the P-R district, Staff is comparing the proposed maintenance building site as if it were in a Business zoning district (B-1, B-2, B-3 and B-4).

¹ Resolution 23-18, *Resolution Granting Preliminary Plat and General Development Plan Planned Unit Development for Sundance Greens # G*

² Resolution 23-18, *Resolution Granting Preliminary Plat and General Development Plan Planned Unit Development for Sundance Greens # H*

³ City Code 1001.28, subd 3(1)(a) (Final Site Plan and Building Plan Regulations; Applicability and the approval process).

⁴ City Code 1001.28, Subd 3(2) (Final Site Plan and Building Plan Regulations; Content)

Setbacks*	Proposed	P-R	B-1	B-2	B-3	B-4	B-P	I-1
Maint. Bldg	30'	50'	40'	40'	40'	40'	40'	40'
Parking	20'	-	20'	20'	20'	20'	20'	20'

*setback adjacent to residential district.

A previous plan proposed a 50' building setback with garage doors and paved area facing north. The site plan was flipped to make the work area less visible to neighbors. Visibility was one of the neighbor's complaints during previous Public Hearings.

Behind the building will be a 5'-10' retaining wall, 20' set back from the residential property line. The building is recessed from adjacent residential properties, 5' – 10' below grade.

During the City Council/Planning Commission's July 28, 2026 Work Session related to Site Plan Reviews (not specific to Sundance Greens), the consensus was to require a 20' minimum setback for buildings and parking lots between residential and non-residential in GMU-4 Balsam district. As a response to this, the Developer increased the paved parking setback from 10' to 20', and building setback from 20' to 30'.

A 20' wide driveway will access the maintenance building from Polaris Ln. The driveway will have a 5' setback from residential properties, whereas there are no minimum driveway setbacks in the P-R district.

Three stalls are required, 10' X 20'.⁵ Six parking stalls are proposed. At least one ADA stall is required (none shown). An ADA stall is a stall + 5' wide no parking area. There is ample space to accommodate this.

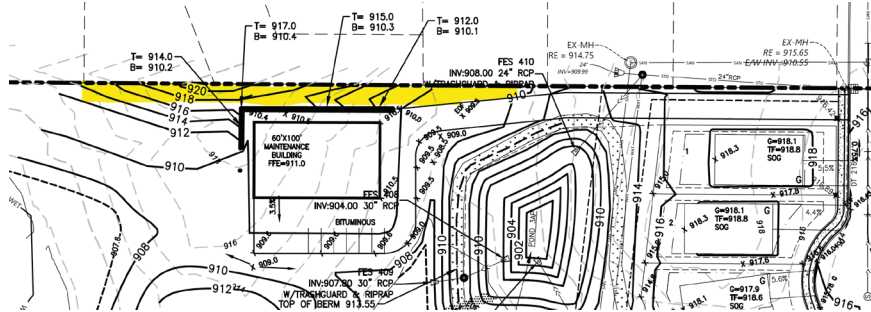
Screening is recommended between the building and parking lot adjacent to residential. Screening shall consist of 6' height, berming, trees, fencing or combination, with year-around screening.^{6 7} Vegetation must be irrigated. Dumpsters must be inside or within a 6' enclosure.⁸

⁵ City Code 1001.19, Subd 7(2)(j)(cc) (Calculation of parking requirements; Non-residential; Industrial, warehouse...)

⁶ City Code 1001.19, Subd 4(5) (Parking Provisions in Industrial Districts; Screening of parking facilities)

⁷ City Code 1001.24, Subd 7(2)(b)(Screening, Buffering, and Fencing; Buffer yards with screening shall be required under the following conditions)

⁸ City Code 1001.24, Subd 7 (Landscaping and Screening; Screening, Buffering and Fencing; Buffer yard design)



Recommended 20' buffer/screening (yellow highlight area)

Staff recommends the exact area to be screened be determined on-site during building construction. How plans look on two-dimensional paper is very different when in the field. A safety fence should be considered along the retaining wall where there is more than a 4' drop.

Maintenance Building

There are no architectural requirements in the P-R district. Staff compared the building elevation renderings to requirements in Business districts.⁹ As a PUD, the city has some flexibility to require higher standards than base-zoning.

25' is the maximum Accessory structure height in the P-R district. It is not known what the proposed building will be. No architectural plans were submitted other than the renderings.

*All buildings shall be of good aesthetic and architectural quality to ensure they will maintain and enhance the property values of neighboring properties and not adversely impact the community's public health, safety and general welfare.*¹⁰ This is a subjective requirement, which the Planning Commission/City Council should comment on.

Business district Building and design materials:

a	Design elements. The building design must include architectural interest through the use of a minimum of 3 of the following elements:	
1	Accent materials;	Yes
2	A visually pleasing front entry that, in addition to doors, shall be accented a minimum of 150 square feet around the door entrance for single occupancy buildings and a minimum of 300 square feet total for the front of multi-tenant buildings (this area shall be counted as 1 element);	
3	Twenty-five percent window coverage on each front that faces a street;	
4	Contrasting, yet complementary material colors;	Yes
5	A combination of horizontal and vertical design features;	Yes

⁹ City Code 1001.06, Subd 1(1) (Special Requirements and Performance Standards in all Business Districts; Building design and materials)

¹⁰ City Code 1001.06, Subd 1(1) (Special Requirements and Performance Standards in all Business Districts; Building design and materials)

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	6	Irregular building shapes; or	
	7	Other architectural features in the overall architectural concept.	
b	Other design requirements.		
	1	All principal buildings shall have an entry on a street;	N/A
	2	Buildings shall provide a base and top to their architecture;	Yes
	3	The tops of buildings shall be articulated to minimize "box" like images;	No
	4	Buildings shall be architecturally unique and shall not be of a corporate architecture (including roof patterns, corporate colors, architectural elements, and similar treatments).	Yes
c	Accent materials. Accent materials shall be wrapped around walls visible from public view. Painting shall not be substituted for visual relief, accenting, or a required element. Walls shall be articulated thus no wall shall exceed 100 feet in length without visual relief. Visual relief may be defined as the incorporation of design features such as windows, horizontal and vertical patterns, contrasting material colors, or varying wall depths. Use of fiber cement trim, soffit and fascia shall be allowed as accent materials.		Yes
d	Major exterior materials. Major exterior materials of all walls including face brick, stone, glass, stucco, synthetic stucco, fiber cement vertical panel siding, architectural concrete and precast panels shall be acceptable as the major exterior wall surface when they are incorporated into an overall design of the building. Stucco, synthetic stucco or fiber cement vertical panel siding shall not be allowed within 24 inches from grade. Architectural metal may be considered with matte finish and with neutral or earth tone colors. Fiber cement seam lines shall be architecturally integrated into the building design so that they are not visible. Seam lines can be filled, covered by other accent material or other method thereby making the seam lines invisible. Color impregnated decorative block shall also be allowed as a major exterior wall material, and shall be required to be sealed. All materials shall be color impregnated with the exception of allowing architectural concrete precast panel systems and fiber cement siding to be painted. Painting shall not be allowed on color impregnated, major exterior materials. Request for approval of cast in place systems shall be through a conditional use permit or Planned Unit Development, whichever is deemed appropriate by City staff. If the architectural precast panel systems are painted, they shall be properly prepared and maintained regularly to prevent peeling, stripping, shading or any other form of deterioration or discoloration. Proof of manufacturer's painting specifications shall be supplied prior to issuance of a building permit.		Yes
e	Restricted exterior materials. Unadorned pre-stressed concrete panels whether smooth or raked, nondecorative concrete block, sheet metal, corrugated metal or unfinished metal shall not be used as exterior materials. This restriction shall apply to all principal structures and to all accessory buildings except those accessory buildings not visible from any property line. No more than 25% of any exterior wall on a building shall be fiber cement siding, wood or metal accent material.		No
f	Roofs. Roofs which are exposed or an integral part of the building aesthetics shall be constructed only of commercial grade asphalt shingles, wood shingles, standing seam metal, slate, tile, or copper. Flat roofs, which are generally parallel with the first floor elevation, are not subject to these material limitations.		Yes
g	Building and roofing materials. All building and roofing materials shall meet current accepted industry standards, and tolerances, and shall be subject to review and approval by the City Planner for quality, durability, and aesthetic appeal. For all new buildings		

	and building exterior renovations, the applicant shall submit to the City product samples, color building elevations, and associated drawings which illustrate the construction techniques to be used in the installation of such materials. Building and roofing materials not specifically approved in this section may be allowed by a conditional use permit or Planned Unit Development only after it is demonstrated that the proposed material is equal to or better than approved materials. The long-range maintenance of the proposed material shall be incorporated as a condition of the approval and filed on the property.	
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It is Staff's opinion based on the building renderings that the base and top are differentiated by color tones. The building is very boxy, however, if a pitched roof, this would further impede neighbor's view of the golf course.

City Code intends for fiber cement to be an accent material, vs. primary material. These requirements are applicable to Business districts (not P-R). Staff's opinion is that fiber cement (LP siding) is consistent with the neighborhood. **The Planning Commission/City Council has discretion which of these requirements are applicable (if any) as part of the PUD.**

CRITICAL ISSUES:

Maintenance Building

The 2018 PUD includes the relocation of the maintenance building (not labeled in 2018 plans) to the northwest of what is now the 12th Addition. During the Planning Commission's May 7th Public Hearing there were several residents from the Brayburn Trails neighborhood who spoke in opposition to the relocation. Written comments submitted to staff are attached to the Staff Report. In summary, Brayburn neighbors oppose the maintenance building because it is close to homes and would inhibit views of the golf course, among other reasons. Sundance Greens neighbors have also submitted a petition opposing the maintenance building at its current location.

Proposed deviations from City Code requirements:

1. Reduce maintenance building setback from 50' to 30' from residential properties.¹¹
2. Second driveway¹²

¹¹ City Code 1001.063, Subd 2(5) (*Public Recreation District; Setbacks*)

¹² City Code 1001.14, Subd 9(1)(b) (*Driveways; Driveway permit*), "...No more than 1 access to the City street shall be permitted per parcel."

LEVEL OF CITY DISCRETION IN DECISION MAKING

Action taken on the proposed PUD Amendment and Preliminary Plat is **quasi-judicial** in nature; the City has broad discretion in making land use decisions based on the comprehensive plan and advancing the health, safety, and general welfare of the community. The basic question of the PUD Amendment and Preliminary Plat is if it is consistent with the Comprehensive Plan and Subdivision Ordinance.



ROLE OF THE PLANNING COMMISSION:

1. Recommend **Approval**.
2. Recommend **Denial**, with reasoning.
3. **Table** for more information (define what information is needed).

This item was Tabled during the July 9th, 2026 Planning Commission meeting to allow re-posting the Public Hearing notice to include the Zoning Map amendment.

STAFF RECOMMENDATION:

Staff recommends Approval.

60/120 DAY RULE

	Complete Application	60-Days	120-Days
Preliminary Plat & PUD Amendment	Feb 3, 2026	Apr 3, 2026	Aug 13, 2026 ¹³

A Public Hearing notice was published by THE PRESS on July 23, 2026 and mailed to property owners within ¼ mile.

RELATIONSHIP TO COUNCIL GOALS:

Strategic Initiative	Goal	Key Outcome Indicator	Target	Action Items
Encourage Diversity and Manage Thoughtful Development	Create a variety of housing options	- Review housing type and lot size by %'s.	- Proportionate housing types available	A) Begin work on Comp Plan – Create Timeline for Completion B) Develop Rental Housing Ordinance C) Seek out businesses more often D) Work with EDA to find niche businesses that are not in surrounding communities E) Complete Lage Area Plan – Breakdown of
	Encourage healthy lifespan of both residential and commercial operations	- Total amount of Funding provided. - Number of rental available and where they are located.	- Maintain grant program - Manage number of rentals	
	Healthy Commercial Sector with services and job growth	- Net difference of businesses movement including their employment	- Maintain a positive difference in business movement	

¹³ The Applicant agreed to extend the City's review of the Preliminary and Final Plat to August 13, 2026.

PLANNING COMMISSION MEETING

				Comp Pan Decades F) Require Parking Code Requirements
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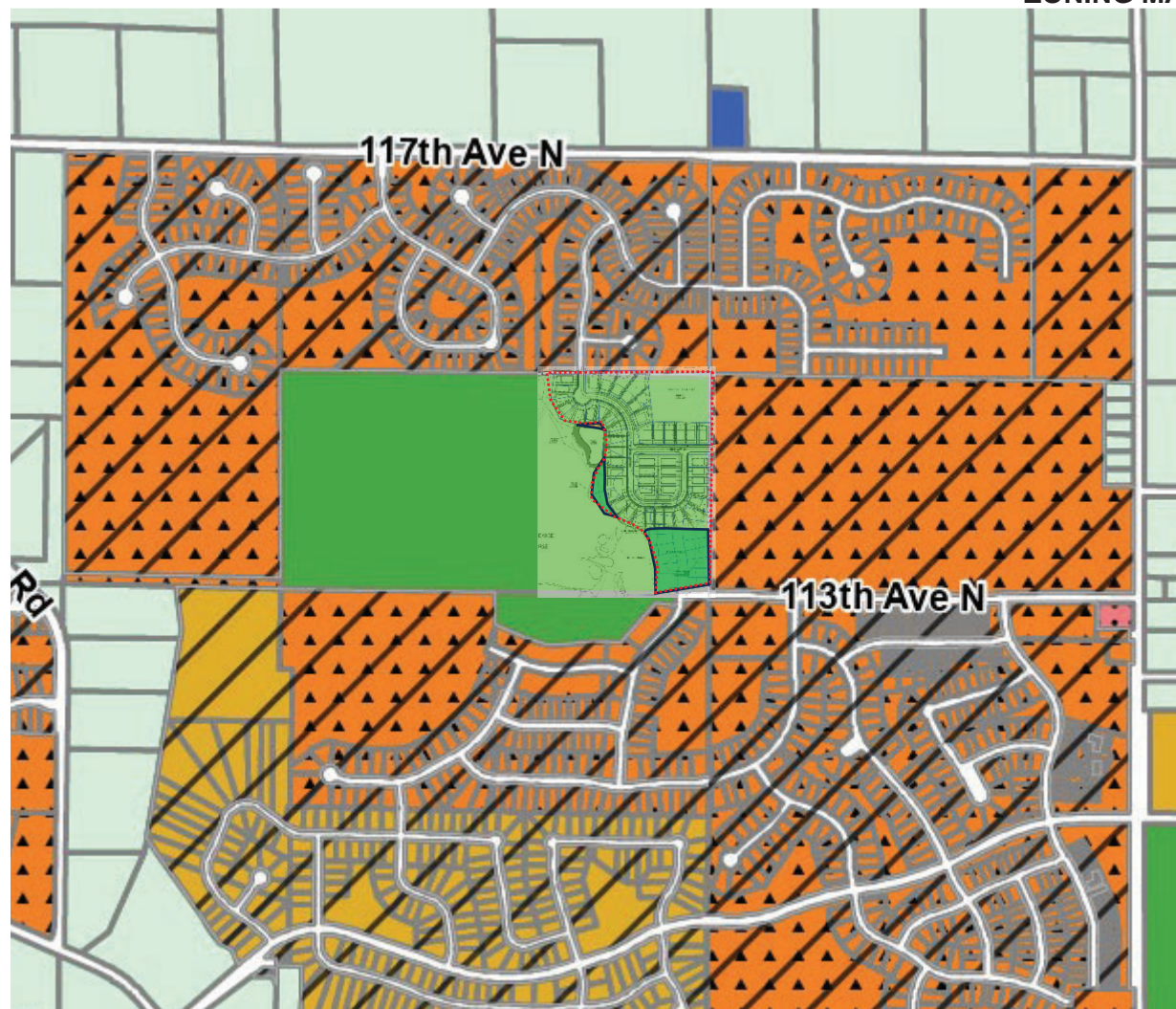
BUDGET IMPACT

N/A

ATTACHMENT(S):

Zoning Map
Maintenance Building Renderings
Public Hearing Notice map
Ordinance 2026-__
Resolution __-2026
City Engineer's letter, June 26, 2026
Applicant's Narrative
Landscape Rendering (2018)
2018 Preliminary Plat
2026 Preliminary Plat
2026 Final Plat
2026 Grading & Drainage Plan
Larkin Hoffman letter, Jul 30, 2026
Submitted public correspondence

ZONING MAP



Legend

A-1 Agricultural District	R-1A Single Family Residential
A-2 Agricultural District	R-2 Single Family District (90,000 Sf, Unsewered)
A-3 Agricultural District	R-3 Single Family and Attached Residential
B-2 Neighborhood Business District	R-E Single Family District (5 Ac, Unsewered)
B-3 General Business District	R-M Medium Density Residential District
B-4 Commercial/ Industrial District	R-MH Mobile Home District
B-P Business Park District	R-O Old Village Residential
ES Essential Service District	S-A Special Agriculture District
GMU-4 Balsam Lane	GMU-3 Historic Village
GMU-5 Southwest Mixed-Use	City Boundary
I-1 Light Industrial District	PUD
P-R Public Recreation District	County Parcels
R-1 Single Family District	

It is Staff's interpretation of Ordinance 2018-08 (Zoning Map Amendment) that the portion of the golf course to be developed was rezoned from A-1 and P-R to R-3. This is not reflected by the current Zoning Map (map is in error). Because Sundance Greens 12th Addition differs from the 2018 Preliminary Plat rezoning, a Zoning Map Amendment is needed.

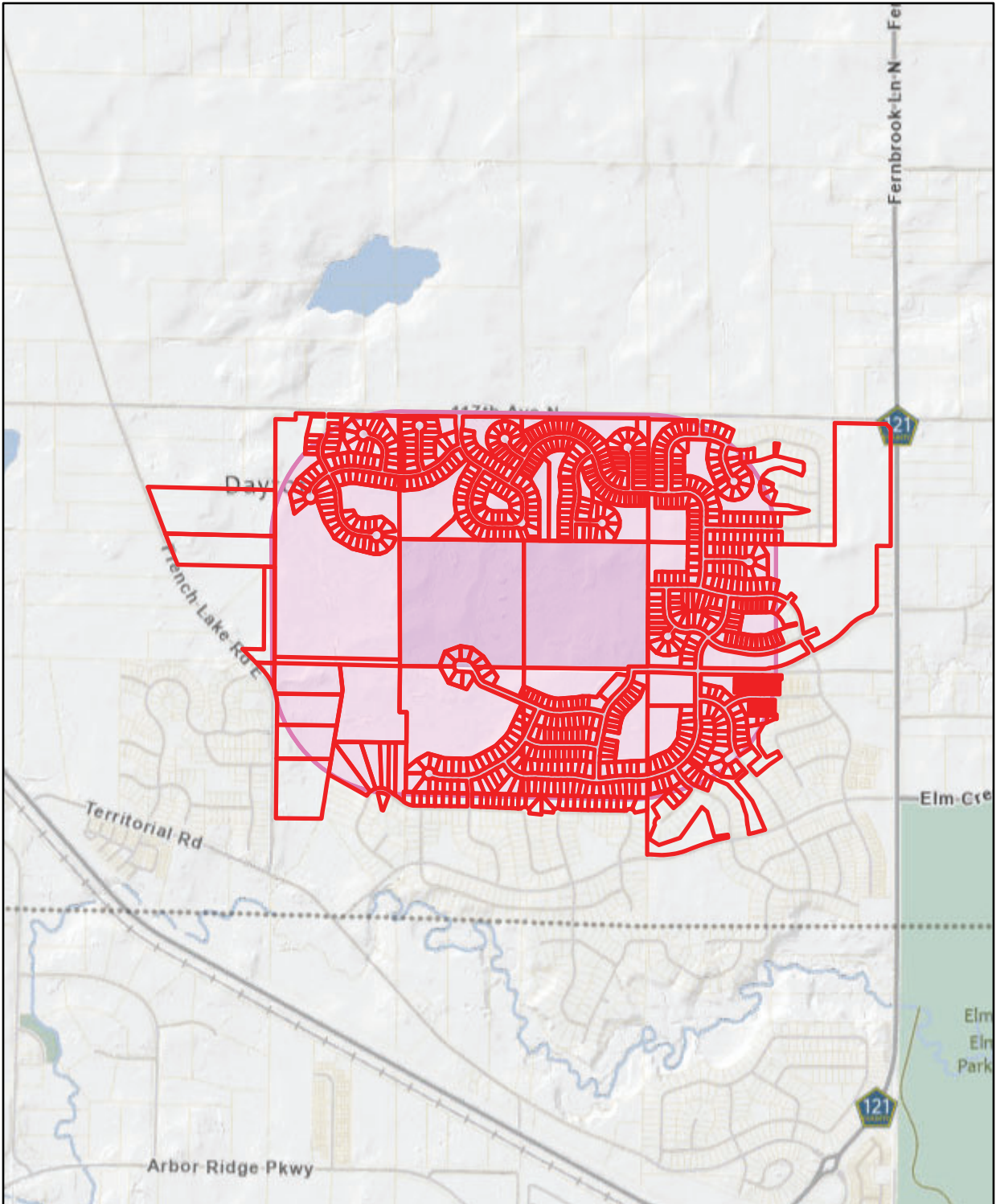
MAINTENANCE BUILDING RENDERINGS





Hennepin County Locate & Notify Map

Date: 6/23/2026



Buffer Size: 1320

Map Comments:

0 385770 1,540 Feet
| | | | |

This data (i) is furnished 'AS IS' with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this data.

For more information, contact Hennepin County GIS Office
300 6th Street South, Minneapolis, MN 55487 / gis.info@hennepin.us

ORDINANCE 2026-__
CITY OF DAYTON
COUNTIES OF HENNEPIN AND WRIGHT
STATE OF MINNESOTA

AN ORDINANCE AMENDING THE CITY OF DAYTON ZONING MAP

THE CITY COUNCIL OF THE CITY OF DAYTON DOES ORDAIN:

SECTION 1. AMENDMENT.

The zoning classification of the properties described in Section 2 below, as shown on the Zoning Map referred to in Section 1001.04, Subd. 2 (Zoning Map) of the Dayton Zoning and Subdivision Code and illustrated in Exhibit A, is hereby amended:

SECTION 2. PROPERTY DESCRIPTION.

From P-R to R-3/PUD]

[from R-3/PUD to P-R]

SECTION 3. EFFECTIVE DATE.

This Ordinance shall be in full force and effect from and after its passage.

Adopted by the City Council of the City of Dayton, this 13th day of August, 2026.

Dennis Fisher, Mayor

ATTEST:

Amy Benting, City Clerk

Motion by _____. Second by _____.

Ayes:

Nays:

Motion passed.

Published by THE PRESS on _____, 2026

EXHIBIT A
MAP

RESOLUTION __-2026

**CITY OF DAYTON
COUNTIES OF HENNEPIN AND WRIGHT
STATE OF MINNESOTA**

**A RESOLUTION AMENDING THE PLANNED UNIT DEVELOPMENT
OF SUNDANCE GREENS, AND APPROVING THE PRELIMINARY PLAT OF
SUNDANCE GREENS 12TH ADDITION**

WHEREAS, Tom Dehn, Sundance Woods, LLC (Applicant) has applied for an Amendment to the Planned Unit Development and Preliminary Plat of Sundance Woods, to be known as Sundance Woods 12th Addition; and,

WHREREAS, the project is located on property legally described as;

PID: 33-120-22-24-0005

That part of the South Half of the Northwest Quarter of Section 33, Township 120, Range 22, Hennepin County, Minnesota, described as follows: Commencing at the northeast corner of said South Half of the Northwest Quarter; thence South 00 degrees 05 minutes 06 seconds East, along the east line of said South Half of the Northwest Quarter, a distance of 959.52 feet; thence North 89 degrees 59 minutes 44 seconds West a distance of 394.80 feet; thence North 82 degrees 41 minutes 49 seconds West a distance of 58.36 feet; thence North 65 degrees 18 minutes 52 seconds West a distance of 91.51 feet; thence North 44 degrees 20 minutes 05 seconds West a distance of 89.19 feet; thence North 27 degrees 28 minutes 00 seconds West a distance of 56.34 feet; thence North 09 degrees 34 minutes 17 seconds West a distance of 100.58 feet; thence due, North a distance of 180.00 feet; thence North 00 degrees 56 minutes 55 seconds West a distance of 167.09 feet; thence North 67 degrees 39 minutes 41 seconds a distance of 26.73 feet; thence North 86 degrees 28 minutes 22 seconds West a distance of 39.92 feet; thence North 88 degrees 45 minutes 13 seconds West a distance of 49.53 feet; thence North 68 degrees 57 minutes 59 seconds West a distance of 161.98 feet; thence North 21 degrees 49 minutes 39 seconds West a distance of 131.12 feet; thence North 06 degrees 43 minutes 17 seconds East a distance of 142.58 feet; thence North 89 degrees 50 minutes 37 seconds East a distance of 138.57 feet; thence North 00 degrees 24 minutes 28 seconds East a distance of 24.00 feet to the north line of said South Half of the Northwest Quarter; thence North 89 degrees 35 minutes 32 seconds West, along said north line a distance of 800.84 feet to said northeast corner of the South Half of the Northwest Quarter.

WHEREAS, Sundance Woods received the following Approvals, provided here as a reference:

Resolution 57-2016 Granting Approval of a Land Use Amendment.

Ordinance 2018-08	An Ordinance to Amend the Dayton Zoning Ordinance by Amending the Zoning Districts therein
Resolution 23-2018	Granting Preliminary Plat and General Development Plan Planned Unit development for Sundance Greens
Resolution 54-2018	Granting Approval of a Final Plat and Development Agreement for Sundance Greens
Resolution 08-2019	Granting Final Development Plan, Planed Unit Development (PUD) Approval, Final Plat Approval, and Developers Agreement
Resolution 33-2019	Approval of Developers Agreement with US Home Corporation for Sundance Greens Second Addition
Resolution 66-2019	Granting Final Plat Approval, and Developers Agreement for Sundance Greens Third Addition
Resolution 19-2020	Granting Preliminary Plat Amendment and Planned Unit Development Amendment for a portion of Sundance Greens
Resolution 47-2020	Granting Approval of a Final Plat and Development Agreement for Sundance Greens 4 th Addition
Resolution 23-2021	Granting Approval of a Final Plat and Development Agreement for Sundance Greens 5 th Addition
Resolution 41-2021	Granting Approval of a Final Plat and Development Agreement for Sundance Greens 6 th Addition
Resolution 10-2022	Granting Approval of a Final Plat for Sundance Greens 7 th Addition
Resolution 15-2022	Granting Approval of Development Agreement for Sundance Greens 7 th Addition
Resolution 18-2022	Granting Approval of a Final Plat for Sundance Greens 8 th Addition
Resolution 19-2022	Granting Approval of Development Agreement for Sundance Greens 8 th Addition
Resolution 27-2023	Granting Approval of a Final Plat and Development Agreement for Sundance Greens 9 th Addition
Resolution 18-2024	Approval of a Final Plat for Sundance Greens 10 th Addition
Resolution 34-2024	Approval of the Final Pat of Sundance Greens 11 th Addition, and Development Agreement

WHEREAS, the city staff studied the matter, reports were issued and information was provided to the Planning Commission and City Council regarding the Application; and,

WHEREAS, the Planning Commission held a Public Hearing on March 5, 2026, continued on July 9, 2026 and August 6, 2026. The Planning Commission recommended approval; and,

PLANNED UNIT DEVELOPMENT

FINDINGS

1. A Planned Unit Development (PUD) was required because the property is within a Greenway Overlay zoning district. The PUD was approved in 2018 (Resolution 23-2018) and amended in 2019 (Resolution 08-2019).
2. PUD's allow for flexibility (deviations) from City Code requirements in exchange for a Public Benefit. According to Resolution 23-2018, Public Benefits include, *"The variety of lot sizes, and ultimate house styles, nine-hole golf course, club house/restaurant, preservation of open space, extensive landscaping, HOA amenities, and enhanced entries are all deemed public benefits."*
3. According to Resolution 23-2018, City Code Deviations include:
 - *Proposed 50' and 55' wide lots (where 65' is the minimum)*
 - *Proposed lot width on twin home lots*
 - *Front setback of proposed attached units is 25', code states 30'*
 - *Wetland buffer proposed 15' (requirement is average of 25' with a minimum of 10')*
 - *Rear setback proposed 20' (requirement is average of 25' with a minimum of 10')*
 - *Rear setback proposed 20' (requirement is 30' or 20' if conditions in 1001.05 subd.5(7)b)*
 - *Cul-de-sacs on street 2, 13, 7 are longer than 500'*
4. The golf course includes a primary building consisting of the Club House, which includes a restaurant/bar, bowling alley, retail store and event space. The golf course includes multiple Accessory Buildings including maintenance and storage buildings and structures. The Applicant has removed the maintenance building and proposes to construct a new maintenance building at a different location on the golf course. Accessory Buildings exceeding 1,000 sq ft are a Conditional Use in the P-R district. The proposed maintenance building is 6,000 sq ft. Conditional Uses may be permitted as a PUD.
5. The proposed maintenance building and access driveway to be located on PID: 33-120-22-24-0005 and PID: 33-120-22-23-0009 is not within the plat boundary of Sundance Greens 12th Addition. However, these PID's are inclusive of Outlot A of the Sundance Greens Preliminary Plat, dated January 5, 2018, and therefore the relocation of the Maintenance Building is relative to the Sundance Greens PUD. The general location of the proposed Maintenance Building is consistent with plans included in the February 28, 2018 City Council packet.
6. As part of the PUD Amendment, a Site Plan Review was conducted of the maintenance building site. Consistent with City Code 1001.28, subd 3(3) (Final Site Plan and Building Plan Regulations; Findings), *The City Council shall find the following prior to the approval of final site and building plans:*
 - a. *The proposed development is not in conflict with the Comprehensive Plan;*

FINDING: The project has no significant relationship to the 2040 Comprehensive Plan.

b. The proposed development is not in conflict with the zoning district provisions;

FINDING: The PUD provides flexibility from City Code requirements. Deviations from requirements are included in the DECISION. Where applicable, plans shall be revised to comply with City Code requirements.

c. The proposed development is compatible with existing and anticipated future development; and

FINDING: The maintenance building site is compatible with adjacent residential use, pending the revision of plans to comply with landscaping, screening and buffering requirements, unless otherwise approved as a Deviation in the DECISION.

d. Conform to the exterior building material requirements of the Zoning Code.

FINDING: The P-R district has no architectural requirements. Architectural renderings were compared to Business district requirements and are consistent with those requirements, but for; (1) flat roof (pitched roof would impede neighbor's views); and (2) exceeding 25% exterior walls consisting of fiber cement (use of LP siding is consistent with residential siding);

DECISION

1. The maintenance building shall be constructed consistent with Business zoning requirements, and shall be consistent with the elevation renderings include in the August 13, 2026 City Council packet. If conflict between Business zoning requirements and the renderings, the renderings shall prevail unless otherwise noted in this DECISION.
2. The maintenance building may deviate from the following City Code requirements:
 - 30' minimum building setback from residential property, whereas 50' is required in P-R district.
 - LP siding shall be permitted as a major exterior material.
 - A flat or minimally pitched roof shall be accepted.
 - A second driveway on the golf course property shall be permitted to serve the maintenance building.
3. Prior to the city issuing a Certificate of Occupancy for the maintenance building, the developer shall install a landscaped buffer and screening adjacent to 11532 Brayburn Trail, and the pedestrian trail next to 11534 Brayburn Trail. Screening may consist of 6' height, berming, trees, 90% opaque fencing, or a combination. Actual screening to be installed shall be determined by Staff on-site during building construction. The developer shall install a safety fence along the retaining wall where the drop exceeds 4'.

AMENDED PRELIMINARY PLAT

WHEREAS, the Preliminary Plat (Resolution 23-2018) and Amended Preliminary Plat (Resolution 19-2020) of Sundance Woods consist of a 310-acre project consisting of:

Single-Family Detached (existing)	1
Single-Family Detached	409
Twin Home Attached	28
Quad Home Attached	52
Senior Multi-Family	<u>100</u>
	645 units

WHEREAS, the area proposed as Sundance Greens 12th Addition differs from the Preliminary Plat relating to altering street layout and reducing the number of single-family lots from 58 lots to 48 lots. Staff determined that the altered street layout is a significant change, requiring an Amendment to the Preliminary Plat; and,

FINDING

1. Sundance Greens 12th Addition is consistent with the intent of the Preliminary Plat approved in Resolution 23-2018 and 19-2020.

DECISION

1. The Applicant shall revise plans to comply with the City Engineer's letter, June 26, 2026.
2. Prior to releasing the Final Plat for recording, the Applicant shall revise the Preliminary Plat to include lot dimensions, lot area, and building setbacks based on City Code deviations detailed in Resolution 23-2018.
3. The Applicant shall dedicate Outlot A to the city for a city park, and shall pay full Park and Trail dedication fees.

Adopted by the City Council of the City of Dayton, this 13th Day of August, 2026

Dennis Fisher, Mayor

ATTEST:

Amy Benting, City Clerk

Motion by _____. Second by _____.

Ayes: ____

Nayes: ____

*Motion **Approved.***

To:	Jon Selvald, Planning	From:	Jason Quisberg, Engineering Nick Findley, Engineering Ben Otto, Engineering
Project:	Sundance Greens 12 th Addition	Date:	6/26/2026

Exhibits:

This Memorandum is based on a review of the following documents:

1. Sundance Greens 12th Construction Plans by Campion Engineering Services, Inc., dated 11/26/2025, 19 sheets
2. Sundance Greens 12th Grading Plans by Campion Engineering Services, Inc., dated 5/18/2026, 6 sheets
3. Sundance Greens 12th Addition Plat Amendment Exhibit by Campion Engineering Services, Inc., dated 1/8/2026, 6 sheets
4. Sundance Greens Twelfth Addition Final Plat by Westwood Professional Services, Inc., undated, 2 sheets
5. Stormwater Management Plan Sundance Greens by Civil Methods, Inc., dated 12/8/2025, 310 sheets

Comments:General

1. Consistent with the review process, a comment response letter shall be provided in response to the following comments provided in this Memorandum in which the applicant provides a written response to each item.
2. In addition to engineering related comments per these plans, the proposed plans are subject to additional planning, zoning, land-use, and other applicable codes of the City of Dayton.
3. Final approval by the Elm Creek Watershed Management Commission must be attained before any site grading or activity may commence.
4. For any site activity (demo, grading, utilities, etc.) no closures or restrictions of any kind shall be imposed upon the public use of Polaris Lane and 115th Ave without the City's permission. Should any lane restrictions be necessary, the Contractor shall notify the City at least 48 hours in advance and provide a Traffic Control Plan.
5. Coordination will be required as the park plans develop for the area shown in the northwest corner of the site.
6. Approved record plans for all previous additions of the Sundance Greens development are required. Building permits for Sundance Greens 12th Addition will not be issued until the record plans are provided, reviewed, and accepted.

Plat

7. The 100-yr HWLs of ponds 3, 3a and 3b shall be encompassed in a Drainage and Utility Easement(s).

- The entirety of the pond is to be within drainage and utility easement. This can be provided as an Outlot included in the plat or as a separate agreement.
- 8. The 100-yr HWLs of all wetlands are to be contained by drainage and utility easement.
 - The entirety of the wetlands HWL is not covered by drainage and utility easement. This can be provided as an Outlot included in the plat or as a separate agreement.
- 9. The HWL of all backyard inlets are to be encompassed in drainage and utility easement. If HWL is not modeled, the EOF would be used in lieu of the HWL for determining the extent of drainage and utility easement.
- 10. All trails located outside of the ROW and not within an Outlot to be owned by the City of Dayton are to be covered by easement granting access and maintenance rights.

Erosion Control/SWPPP

- 11. It is recommended that the applicant consolidate the SWPPP and applicable erosion control notes to one sheet to assist with contractor implementation in the field.

Transportation

- 12. Provide a profile of the proposed trail running along the east side of the site. Additional discussion needs to be had on which development and contractor is responsible for the trail's construction.

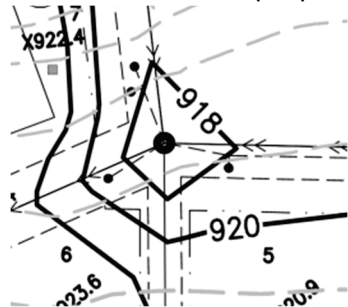
Site Plans

- 13. The provided intersection detail scales or slope labels appear to be incorrect.

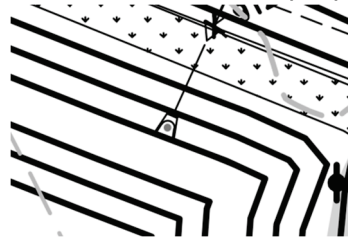
Grading /Stormwater

- 14. Revise the Storm Sewer Calculations to address the following:
 - Provide incremental flows (cfs) to each catch basin; spread shall be shown for flows over 2.5 cfs. Spread is not to exceed ½ of the drive lane.
 - Response: Inlets receiving over 2.5 cfs shall provide spread calculations. Double inlets shall be provided at low points such as CB-105 and CB-208 if spread is not provided for review.
- 15. TRM is to be provided at all EOFs from the NWL to the toe of slope or adjacent NWL per the standard detail plates.
- 16. Rational Method CB-201 shall include the offsite from the NE to verify pipe sizing. This may be done in HydroCAD.
- 17. Downstream manhole invert and slope from CBMH 113 to CBMH 301 shall be updated to match between rational method and plans.
- 18. Rational Method shall include Detail C. There are multiple instances of the same detail lettering being used in the storm sewer sheets, applicant may wish to update the lettering to avoid confusion.
- 19. Please re-attach stormsewer drainage area map.
- 20. All rear yard sump draintile located within drainage swales shall be perforated with the holes facing upwards. The current detail plates include additional information.

- Revise Storm Sewer Note 8 on sheet 3, only sump tile located within drainage swales are to be perforated. If the sump tile is located outside of drainage swales it is to be solid wall.
21. Pedestrian ramp details, showing ADA standards are met, are to be provided for all proposed ped ramps.
- Additional spot elevations for each pedestrian ramp need to be shown for each corner of the landing and ramp for all pedestrian ramps. Landings shall be identified with a hatch or other means.
 - The plans need to include all applicable MnDOT detail sheets, the most recent planset only has one MnDOT detail sheet which does not include all the necessary information for the proposed pedestrian ramps
22. All proposed retaining walls are to include top of wall and bottom of wall spot elevations.
- Provide a spot elevation on the west end of the retaining wall near wetland W3.
23. Provide spot elevations for all proposed or existing inlets and outfalls within the grading plans. Examples of where this is not complete include the following, correct all instances.
- Provide rim elevation for proposed storm sewer within grading plans.



- Provide invert elevation for proposed flared end sections within the grading plans.



24. There are multiple locations where contours do not tie into existing or end abruptly. All proposed contours are to tie into existing and be shown accurately.
- This has largely been completed except for the tie-in on the south side of 115th Ave near the proposed trail. Revise contours to ensure they are tying into the existing surface.
25. All grading within maintained areas is to be no steeper than 4:1, unmaintained areas are to be a maximum of 3:1. All drainage swales are to be a minimum of 2%, including side lot swales. The following lists are not inclusive, correct all instances.
- Maintained areas shown greater than 4:1.
 - Between Lots 6-7, Block 1
 - Between Lots 7-8, Block 1

- Between Lots 9-10, Block 1
 - Between Lots 11-12, Block 1
 - Between Lots 12-13, Block 1
 - Rear yard of Lot 24, Block 1
 - Between Lots 2-3, Block 3
 - Between Lots 3-4, Block 3
 - Between Lots 9-10, Block 3
 - There are numerous areas throughout the plans that show swales less than 2%.
 - Between Lots 9-10, Block 1
 - Between Lots 11-12, Block 1
 - Between Lots 23-25, Block 1
 - Between Lots 25-26, Block 1
 - Between Lots 27-28, Block 1
 - Between Lots 5-7, Block 2
 - Between Lots 7-8, Block 2
 - Between Lots 7-8, Block 3
 - Between Lots 8-9, Block 3
 - Between Lots 11-12, Block 3
26. There are numerous locations throughout the plans that show shared side lot swale drainage that is not within an easement. All drainage swales that share drainage between properties must be located within drainage and utility easement. This is not maintained in the following locations:
- Lots 4-8, Block 1
 - Lots 18-19, Block 1
 - Lots 23-24, Block 1
 - Lots 1-6, Block 3
 - Lots 8-9, Block 3
 - Lots 10-12, Block 3
27. Shared side lot swales shall be centered within the proposed easement. This is not maintained in the following locations:
- Lots 1-4, Block 1
 - Lots 23-24, Block 1
 - Lots 8-9, Block 3
28. The contours and spot elevation conflict for the portion of the proposed trail north of 115th Ave.
- Ensure the drainage is not directed towards the proposed home.
29. Spot elevations are to be provided for all highpoints including side lot swales.
- Provide spot elevations at highpoints for Lots 5-6 and Lots 6-7, Block 1
30. Provide spot elevations on all shared property corners for reference during the building permit process. This is not maintained for the following locations:
- Provide spot elevations near edge of easement line for Lots 6-10, Block 1
 - Lots 12-13, Block 1

- Lots 18-28, Block 1
 - Lots 9-12, Block 3
31. Lot 7, Block 3 does not provide 1' of separation from the street low point EOF (approximately station 6+50 of Polaris Lane) and the garage opening. Revise to ensure 1' of separation is maintained.
 32. Additional grading may be needed within the easement of the existing properties to the north upon removal of the existing cart path to ensure drainage is maintained.
 33. Wetland 3' existing NWL appears to be related to the overland outlet. The proposed conditions raise said outlet by approximately 2'. Adjust NWL to start at the outlet elevation or revise the design to provide a new outlet (pipe or overland) at the original elevation.
 34. Provide wetland impact table showing a percent change in volume and HWL bounce in a 1" storm event.
 - Based on the table provided (please provide within SWMP), the wetland is being indirectly impacted by the proposed development. Revise the design to provide a net change of 20% or less from existing conditions in a 1" storm event or a wetland application will be required.
 35. Label the EOF spot elevation (909.5) and flow path for the existing wetland to the north.
 36. Exact soil boring locations are not specific to the ponds. Submitted soil borings show potential pockets of sandy/B soils. If sandy soils are encountered in the field a clay liner is to be provided to prevent infiltration of the reuse ponds. Provide note or detail within the plans indicating this.
 37. Update outlet pipes in the modeling to match the storm sewer details and plan profiles.
 38. Update all EOF's in model to match the spot elevations and top of berms shown on the grading plan. For example, 3P has an EOF in the model shown at 913.50 while the plans show it higher at 914.30.
 39. Update stormwater management figures to be consistent with plans. Show the north pipe routed into basin 3a.
 40. Include future park treatment and impervious in subcatchment 3C. Include treatment calculations in SWMP.
 41. Provide existing conditions HydroCAD model.
 42. Update HydroCAD to provide modeling of the backyard CB's low points. HWL shall be shown for inlet depressions. The HWL shall be contained within Drainage and Utility easement. If HWL is not modeled, the EOF would be used in lieu of the HWL for determining the extent of drainage and utility easement.
 43. Within the Detail E profile both flared end sections are label 409, revise to ensure correct naming is used.
 44. STMH 301 has been moved to the curb line but was placed within a driveway. Shift CB to the north to ensure it is located outside of the driveway.
 45. Per the City of Dayton Design Guidelines RCP pipe class is to be a minimum of III. Revise Storm Sewer Note 1 to reflect the standard.

46. As the proposed maintenance building is not a dwelling, it is allowable for it to not meet the EOF separation requirement. It is recommended the applicant use caution and ensure the proposed separation is adequate for the proposed use. Raise the FFE elevation of the proposed maintenance building to be the same elevation as the adjacent pond EOF at a minimum.
47. Based on the current condition and historical aerials it appears the EOF for the existing wetland to the north is used frequently. The installation of a culvert underneath the proposed maintenance building drive is recommended to limit overtopping. Any proposed culvert must not be below the normal water level of the wetland.

Watermain/Sanitary Sewer

48. There are multiple locations where sewer and water services appear to conflict with storm sewer.
- Lot 4 Block 1
 - A proposed storm sewer structure is directly on top of service pipes, this will make future maintenance difficult. The structure also appears to be at the same depth as the service lines are typically installed at, based on the profile, this may result in the water line freezing. Revise services to be located in the driveway. Services located within driveways must be installed with Ford A1 or equal casting per the standard detail plate.
 - Between station 6+50 and 8+75 of Polaris Lane.
 - It is understood the sanitary sewer will not be in conflict, but the water service pipes will be in conflict. Call out that 2' of separation is to be maintained between the water service and storm sewer with insulation included.
49. Revise the watermain profile or hydrant location to ensure hydrants are located at all watermain highpoints.
- Hydrants at stations 4+50 and 15+10 on Polaris Lane are not at highpoints, revise profile or location of hydrants to ensure hydrants are installed at the watermain highpoints.
50. EOFs are shown within close proximity to existing sanitary sewer manholes. Ensure 1' of separation is provided from the EOF to the manhole.
- Raised rim elevation is 912.17 while the EOF for the adjacent pond is 912.55. Revise rim elevation to be above EOF and provide water tight casting if 1' of separation is not provided.
51. Show existing trunk watermain in the greenspace along the west side of the site adjacent to the existing sanitary sewer within the plans.
52. Less than 2' of separation is shown at the watermain and sanitary sewer located at the eastern intersection of 115th Ave and Polaris Lane. Provide insulation at the crossing.

Landscape

53. A landscape plan has not been provided with this submittal. A landscape plan must be provided.

June 26th, 2026

Sundance Greens 12th Addition

Jon Sevald

Page 7 of 7

- A landscape plan has not been provided with the most recent submittal, a landscape plan must be provided and reviewed by the City prior to start of construction.

End of Comments

To Jon Sevald, City of Dayton

Narrative on why Sundance Development building location should be approved by the City of Dayton Dated 5/20/2026

I understand the Residents in Brayburn Trails do not prefer the location of the Sundance Entertainment Golf Course maintenance facility. Although I understand it, I feel that I am being penalized for the Residents not doing their due diligences first for the following reasons:

- 1- My preliminary plat was approved by the City of Dayton on March 28th, 2018. I have not changed from the plan. I had the location of the maintenance building on the original plans submitted and approved as the same location I do now. I also had a space at the far north portion to allow for a driveway entrance to the maintenance building. See highlighted area on attachment exhibit – the original Sundance Greens City of Dayton Submittal.
- 2- It is not my responsibility that the developer of their project did not inform them of the building. I discussed it with them when I allowed the Brayburn Developer to cross the golf course with the sewer pipe to serve their neighborhood. In hindsight I should have denied access, hence their houses wouldn't have been built yet, and I wouldn't need to deal with this issue.
- 3- This idea that the location shouldn't be approved as the property/parcel already has one driveway access is ridiculous. The city doesn't enforce zoning code 1001.14 stating no more than one driveway access per parcel, and it should be amended. Currently in the City there are more than 100 parcels with 2 driveways onto the property, and multiple with more than 2 driveways, a couple being City Hall, Fire Station #1 and Dayton School. See the attached list of parcels with more than one driveway. This list doesn't even cover the entire City. If the City feels strongly that it should enforce this code, I will move the driveway entrance into the main building of the golf course 15 feet south to PID# 3312022310108 as the current entrance splits 2 parcels. See Exhibit 1
- 4- The idea that the building isn't shown on the revised plat and/or plan drawings and is an inaccurate statement. First, buildings are not shown on plats, it is not only shown on the Sundance Greens 12th Addition plat, but it was also not shown on the Brayburn Trails plat that was approved by the city for their development.

(see attachments Exhibit 2,3 and 4 approved by the City of Dayton)

- 5- I was courteous from the beginning on the golf course maintenance building location. I wouldn't have had to disclose the location as the golf course is not part of the 12th Addition, it is a separate parcel that is zoned P-R Public Recreation which allows commercial buildings to build on it. This is a commercial building meeting all city codes, not an accessory building. Under city ordinance and landowner rights, all I need to do is submit a building permit that meets all the city's ordinances.
- 6- One resident made the statement that I developed Brayburn Trail development, that is incorrect; I did not develop it.
- 7- There was a complaint that the existing maintenance building's appearance looks terrible. I agree, the only reason I haven't built a new one was that our original plan was always to build it at our proposed location. I knew long term we couldn't have a fairway so close to their homes as golf balls would hit their homes. So, this was a perfect use of space as it couldn't be a fairway and would offer a perfect buffer between area in play and their property. If I was to keep the existing fairway location, I would have been at the public hearing for Brayburn Trails when it was first proposed complaining about the home location in relation to the golf course. Again, I was just trying to work with the adjacent property owners.
- 8- One resident mentioned fire hazards, and that there were 9 golf maintenance buildings that have burned down in the United States since 2023. My question is how many homes have burned down since 2023? Many more than 9. The proposed building is 120 feet away from his home, and he is only 15 feet away from his neighbor's home.
- 9- There was another concern about chemical storage, while we do store some chemicals, most of the the chemical application is done by subcontractor who is certified and brings the product with him the day of application. More importantly, Hennepin County does come out to inspect our facility annually to make sure we are in compliance with all regulations.

Although the Brayburn Trails residents dislike the location of the building, I am trying to be neighborly in the past and in the future.

In the Past:

- 1- Adjacent homeowners didn't like the balls hitting their homes, so we shortened the 6th hole multiple times. Thus, eliminating our longest hole to the dissatisfaction of our customers. It seems ironic that the homeowners say they were there first, and the building shouldn't be built at this location, but the same rational isn't considered when golf balls hit their homes, and the golf course was there first.
- 2- When residence dogs chase our golfers, we didn't call impound to pick the dogs up; we just tried to work through it.
- 3- When underage children were selling beer to our golfers, we didn't start a lot of drama by asking the busy City of Dayton Police to be involved by making a complaint but did the neighborly thing and asked them to stop.
- 4- Again, to reiterate, I approved the sanitary sewer line to be run through the golf course so their neighborhood could be built.

Future building design:

- 1- We changed the original building design from a basic pole shed to low pitched roof line building.

(see attached rendering EXHIBIT #5)
- 2- We changed the building material from metal to LP Siding and added additional aesthetics to the exterior
- 3- I made sure all the overhead doors face the south. There are no entrances or lighting to the building on the north side.
- 4- I will excavate the building site down 6 feet to maintain the building exposure to the Brayburn Trails residence. Code calls for a 25-foot maximum height, with a new building design and excavating 6 feet; their exposure will be half of that.
- 5- North of the building I will build decorative retaining walls.
- 6- On top of the retaining walls, I will plant very large pine and spruce trees as a buffer. This should benefit the residents in two ways, first provide natural screening and secondly benefit some homeowners who mentioned they didn't like less trees after we needed to cut down the boxelder and diseased ash trees.
- 7- All the above-mentioned items add approximately \$100,000 to the building cost.

In conclusion, I have put careful thought into this design since 2017 and have been consistent with my message from the beginning. I don't know if the homeowners understand I will have new homes that will be more expensive than their homes which will look at the front and garage door at the entrance side of the building. It will also be seen from the patio of the restaurant. I will need to keep the site clean and orderly.

Thanks,

Tom Dehn

Sundance Development, President

TWO DRIVEWAYS COMBINED TO ONE

# TO 1	ADDRESS
	12281 FERNBROOK
	16221 TERRITORIAL RD
	16331 TERRITORIAL RD
	17100 TERRITORIAL RD
	17800 TERRITORIAL RD
	17601 TERRITORIAL RD
5	17950 MAPLE CT
	11020 HOLLY LN
	11015 HOLLY LN
3	18270 TERRITORIAL RD
	18315 TERRITORIAL RD
	18950 TERRITORIAL RD
	11785 JUSTIN CIR
	19260 LINDEN DR
	19340 LINDEN DR
	19220 LINDEN DR
	19180 LINDEN DR
3	19140 LINDEN DR
	19150 TERRITORIAL RD
	11730 BROCKTON LN AT LAS
	11810 BROCKTON LN
	12130 BROCKTON LN
	311 8TH
	11760 TROY LN
	11790 TROY LN
	11771 TROY LN
	15380 XXXXX
	11500 DAYTON PKWY
	17051 117TH AVE
	15820 117TH
	11771 W FRENCH LAKE RD
	18225 W FRENCH LAKE RD
	18350 118TH AVE
	18150 118TH AVE
	18150 118TH AVE
	18700 121ST AVE
4	12665 W FRENCH LAKE RD
	12700 W FRENCH LAKE RD
	14420 S DIAMOND LAKE RD
	14400 S DIAMOND LAKE RD
3	17681 S DIAMOND LAKE RD

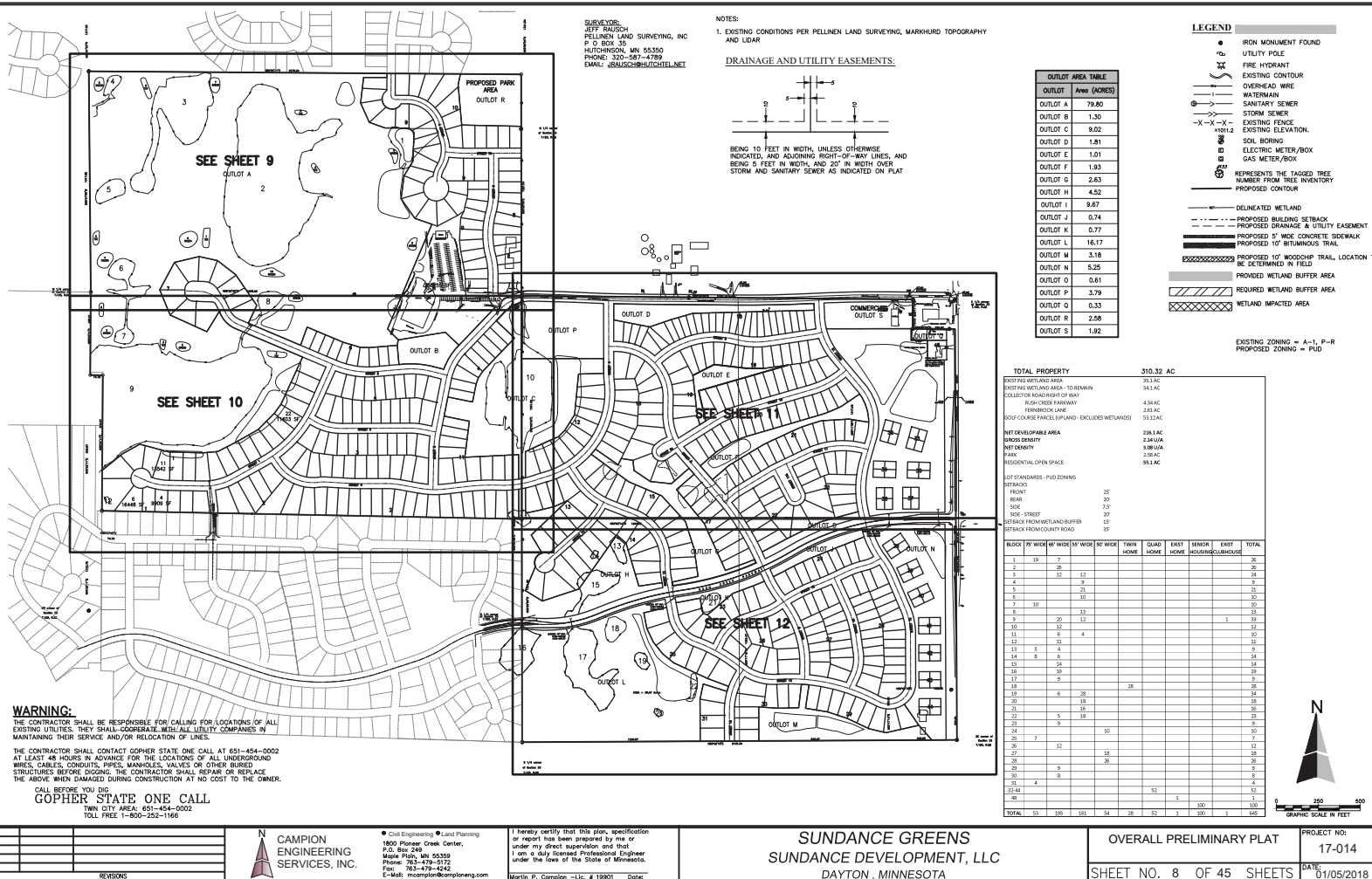
17401 S DIAMOND LAKE RD
15520 S DIAMOND LAKE RD
* 14281 S DIAMOND LAKE RD
14180 S DIAMOND LAKE RD
14180 S DIAMOND LAKE RD
* 15850 S DIAMOND LAKE RD
13541 S DIAMOND LAKE RD
13350 S DIAMOND LAKE RD
13170 S DIAMOND LAKE RD
12260 S DIAMOND LAKE RD
12000 S DIAMOND LAKE RD
13381 PINEVIEW LN
13331 PINEVIEW LANE
12650 130TH AVE
13060 OAKVIEW LN
13100 OAKVIEW LN
13140 OAKVIEW LN
12650 132 1/2 AVE
11881 134TH AVE
13460 HEMLOCK LN
13541 HEMLOCK LN
13570 HEMLOCK LN
13551 BALSAM LN
13801 HEMLOCK LN
13801 BALSAM LN
13841 BALSAM LN
13890 BALSAM LN
14120 HEMLOCK LN
14241 HEMLOCK LN
14290 HEMLOCK LN
14291 HEMLOCK LN
14171 HEMLOCK LN
14050 HEMLOCK LN
14000 HEMLOCK LN
13960 JONQUIL LN
13751 JONQUIL LN
13750 JONQUIL LN
13770 JONQUIL LN
13791 JONQUIL LN
13800 HEMLOCK LN
13891 HEMLOCK LN
11450 STONERIDGE CIR
11780 141ST AVE
16101 DAYTON RD
XXXXX DAYTON RD
16950 DAYTON RD
17780 DAYTON RD

17957 DAYTON RD
18380 COLUMBUS ST
1848 ROBINSON DR
15601 BROCKTON LN
15121 BROCKTON LN
15051 BROCKTON LN
13940 XANTHIUS LN
13930 XANTHIUS LN
13840 XANTHIUS LN
13740 XANTHIUS LN
17951 N DIAMOND LAKE RD
16861 N DIAMOND LAKE RD
16620 N DIAMOND LAKE RD
16400 N DIAMOND LAKE RD
15451 N DIAMOND LAKE RD
15231 N DIAMOND LAKE RD
15060 N DIAMOND LAKE RD
15061 N DIAMOND LAKE RD
16201 N DIAMOND LAKE RD
14080 KINGSVIEW LN
13401 ZANZIBAR
14751 LAWNSDALE
15300 LAWNSDALE
13780 LAWNSDALE
13250 142ND AVE
13190 142ND AVE
15280 125TH AVE
15201 125TH AVE
16360 125TH AVE
17270 125TH AVE

SUNDANCE / DEHN PROPERTY

DAYTON, MN





SUNDANCE GREENS TWELFTH ADDITION

C.R. DOC. NO.

KNOW ALL PERSONS BY THESE PRESENTS: That Sundance Development, LLC, a Minnesota limited liability company, owner of the following described property:

That part of the South Half of the Northwest Quarter of Section 33, Township 120, Range 22, Hennepin County, Minnesota, described as follows: Commencing at the northeast corner of said South Half of the Northwest Quarter; thence South 00 degrees 06 minutes 06 seconds East, along the east line of said South Half of the Northwest Quarter, a distance of 959.52 feet; thence North 89 degrees 59 minutes 44 seconds West a distance of 294.80 feet; thence North 82 degrees 41 minutes 49 seconds West a distance of 58.38 feet; thence North 65 degrees 18 minutes 52 seconds West a distance of 91.51 feet; thence North 44 degrees 20 minutes 05 seconds West a distance of 89.19 feet; thence North 27 degrees 28 minutes 00 seconds West a distance of 86.34 feet; thence North 09 degrees 34 minutes 17 seconds West a distance of 103.58 feet; thence due North a distance of 180.00 feet; thence North 00 degrees 56 minutes 55 seconds West a distance of 107.09 feet; thence North 02 degrees 39 minutes 41 seconds a distance of 26.73 feet; thence North 86 degrees 28 minutes 22 seconds West a distance of 39.32 feet; thence North 88 degrees 45 minutes 13 seconds West a distance of 49.53 feet; thence North 68 degrees 57 minutes 59 seconds West a distance of 161.58 feet; thence North 21 degrees 49 minutes 39 seconds West a distance of 131.12 feet; thence North 06 degrees 43 minutes 17 seconds East a distance of 142.58 feet; thence North 89 degrees 50 minutes 37 seconds East a distance of 138.57 feet; thence North 00 degrees 24 minutes 28 seconds East a distance of 24.00 feet to the north line of said South Half of the Northwest Quarter; thence North 89 degrees 35 minutes 32 seconds West, along said north line a distance of 800.84 feet to said northeast corner of the South Half of the Northwest Quarter.

Has caused the same to be surveyed and platted as SUNDANCE GREENS TWELFTH ADDITION and does hereby dedicate to the public for public use the public ways and the drainage and utility easements as created by this plat.

In witness whereof said Sundance Development LLC, a Minnesota limited liability company, has caused these presents to be signed by its proper officer this day of , 20 .

Signed: Sundance Development, LLC

By Tom Dehn, Managing Member

STATE OF MINNESOTA
COUNTY OF

This instrument was acknowledged before me this day of , 20 , by Tom Dehn, Managing Member of Sundance Development, LLC , a Minnesota limited liability company, on behalf of the company.

(Signature)

(Name Printed)

Notary Public, County, Minnesota
My Commission Expires

I Ernest M. Wirtz Jr. do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this day of , 20 .

Ernest M. Wirtz Jr., Licensed Land Surveyor
Minnesota License No. 63119

STATE OF MINNESOTA
COUNTY OF

This instrument was acknowledged before me on this day of , 20 , by Ernest M. Wirtz Jr.

(Signature)

(Name Printed)

Notary Public, County, Minnesota
My Commission Expires

CITY COUNCIL, CITY OF DAYTON, MINNESOTA

This plat of SUNDANCE GREENS TWELFTH ADDITION was approved and accepted by the City Council of the City of Dayton, Minnesota, at a regular meeting thereof held this day of , 20 , and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subdivision 2.

City Council, City of Dayton, Minnesota

By Mayor

By Clerk

COUNTY AUDITOR, Hennepin County, Minnesota

I hereby certify that taxes payable in 20 and prior years have been paid for land described on this plat, dated this day of , 20 .

Daniel Rogan, County Auditor

By Deputy

SURVEY DIVISION, Hennepin County, Minnesota

Pursuant to MN. STAT. Sec. 383B.565 (1969) this plat has been approved this day of , 20 .

Chris F. Mavis, County Surveyor

By

COUNTY RECORDER, Hennepin County, Minnesota

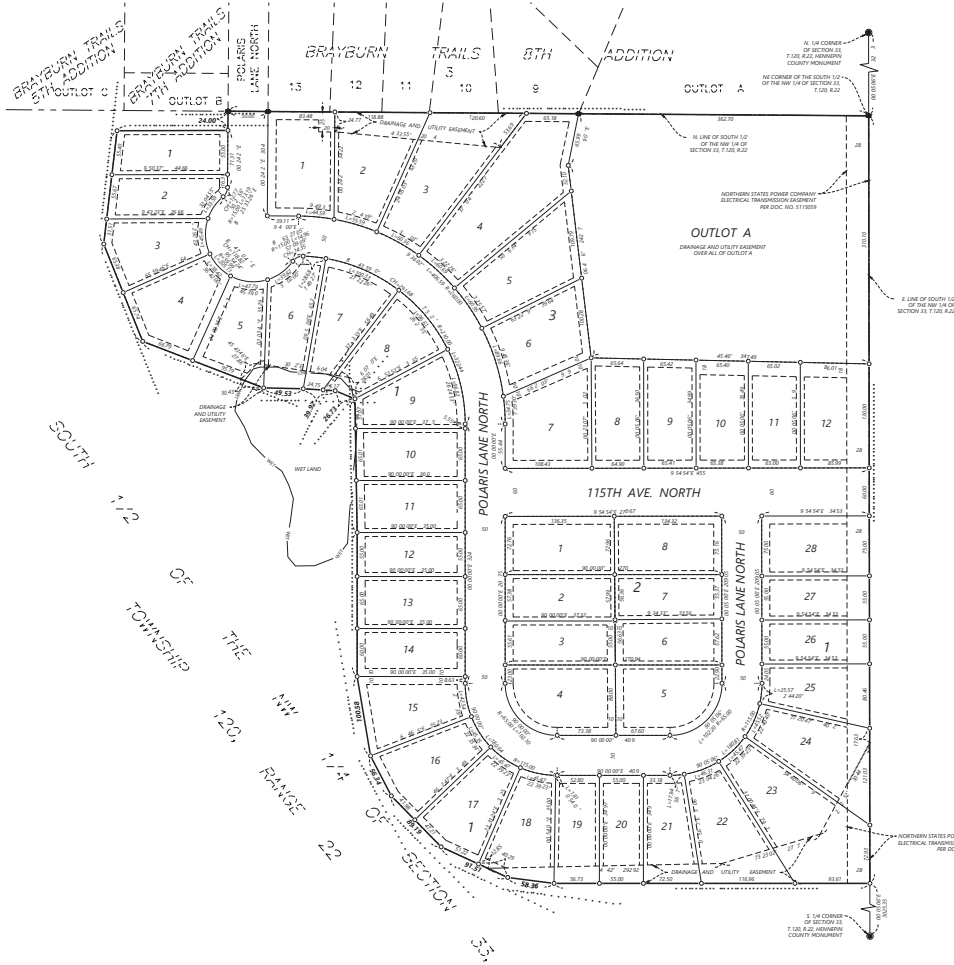
I hereby certify that the within plat of SUNDANCE GREENS TWELFTH ADDITION was recorded in this office this day of , 20 , at o'clock M.

Amber Bougie, County Recorder

By Deputy

SUNDANCE GREENS TWELFTH ADDITION

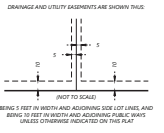
C.R. DOC. NO. _____



THE EAST LINE OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 120N, RANGE 22W, IS ASSUMED TO BEAR 00 05 00"E

LEGEND

- FOUND HENNEPIN COUNTY CAST IRON MONUMENT
- FOUND 1/2 IN. REBAR MONUMENT MARKED L5 42299 (UNLESS OTHERWISE NOTED)
- DENOTES SET 1/2 INCH X 14 INCH IRON REBAR MONUMENT MARKED WITH PLASTIC CAP INSCRIBED L5 55596
- WET — DENOTES WET LAND



WARNING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.
THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
CALL BEFORE YOU DIG
GOPHER STATE ONE CALL
TWIN CITY AREA 651-454-0002
TOLL FREE 1-800-252-1166

GRADING PLANS FOR: SUNDANCE GREENS 12TH ADDITION DAYTON, MN

PROJECT LOCATION



PROJECT DIRECTORY
OWNER/DEVELOPER
SUNDANCE WOODS DEVELOPMENT, LLC
1000 1ST ST N
DAYTON, MN 55441
PHONE (612) 328-2215
EMAIL: TOM.DELANEY@WOODSDEVELOP.COM
ENGINEER
CAMPION ENGINEERING SERVICES, INC.
MATT CAMPION
PO BOX 41456
PLYMOUTH, MN 55441
PHONE (763) 486-3799
EMAIL: MCAMPION@CAMPIONENG.COM
SURVEYOR
MATT HALLS
WESTWOOD
12701 WHITEWATER DR, SUITE 300
MINNETONKA, MN 55343
PHONE (763) 486-7322
EMAIL: MATT.HALLS@WESTWOODPS.COM

- GOVERNING SPECIFICATIONS:**
1. THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" LATEST EDITION & SUPPLEMENTS.
2. CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM) STANDARD UTILITIES SPECIFICATIONS. (LATEST EDITION)
3. ALL APPLICABLE FEDERAL, STATE AND LOCAL LAWS AND ORDINANCE WILL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

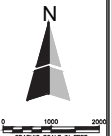
INDEX

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	EXISTING CONDITIONS & REMOVAL PLAN
3	GRADING PLAN
4	STORM WATER POLLUTION PREVENTION PLAN
5	DETAILS
6	DETAILS, GRADING & SWPPP NOTES

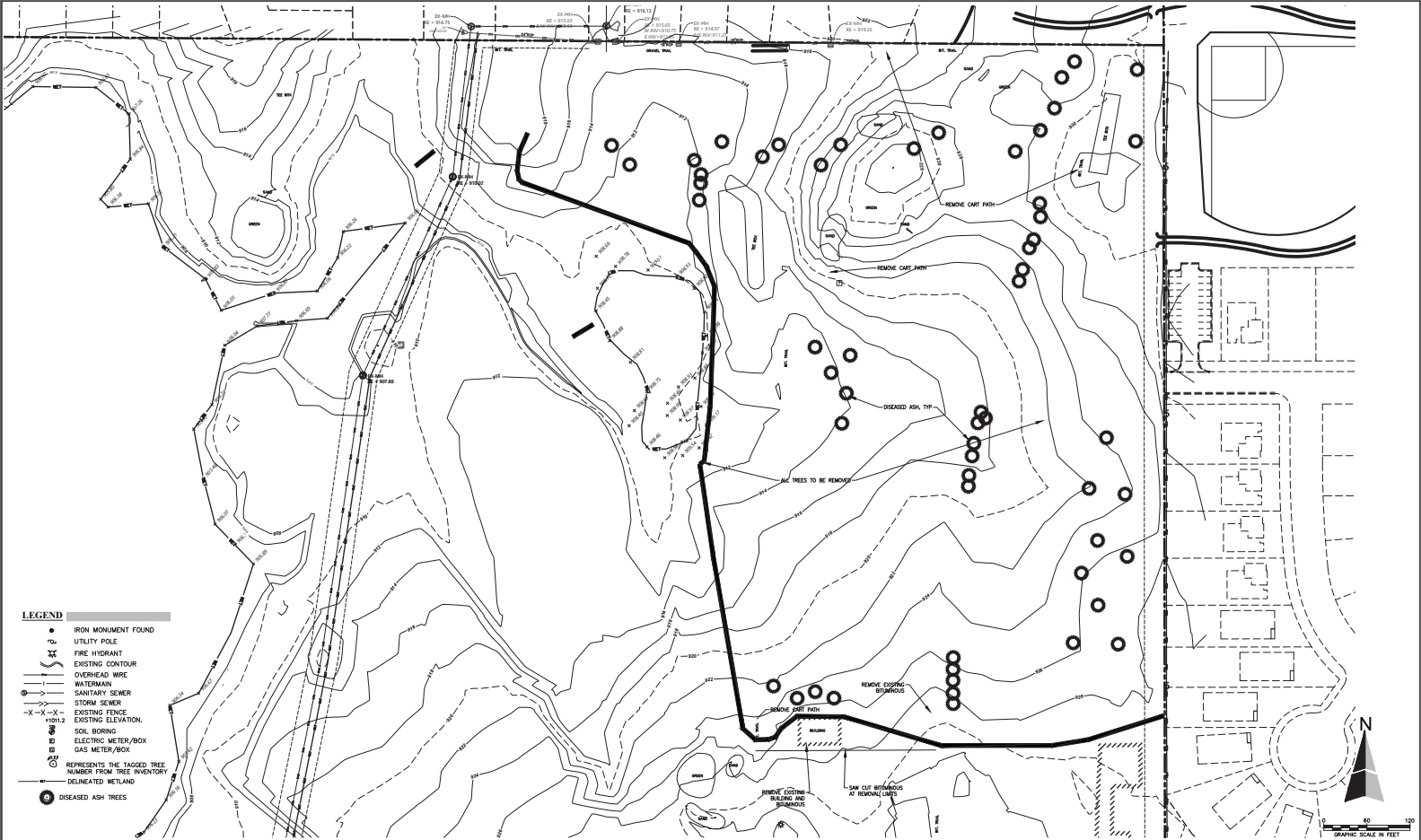
LEGEND

- IRON MONUMENT FOUND
- UTILITY POLE
- FIRE HYDRANT
- EXISTING CONTOUR
- OVERHEAD WIRE
- WATERSHED
- SANITARY SEWER
- STORM SEWER
- EXISTING FENCE
- EXISTING ELEVATION
- SOIL BORING
- ELECTRIC METER/BOX
- GAS METER/BOX
- REPRESENTS THE TAGGED TREE NUMBER FROM TREE INVENTORY
- PROPOSED CONTOUR
- DELINEATED WETLAND
- PROPOSED BUILDING SETBACK
- PROPOSED DRAINAGE & UTILITY EASEMENT
- PROPOSED 6' WIDE CONCRETE SIDEWALK

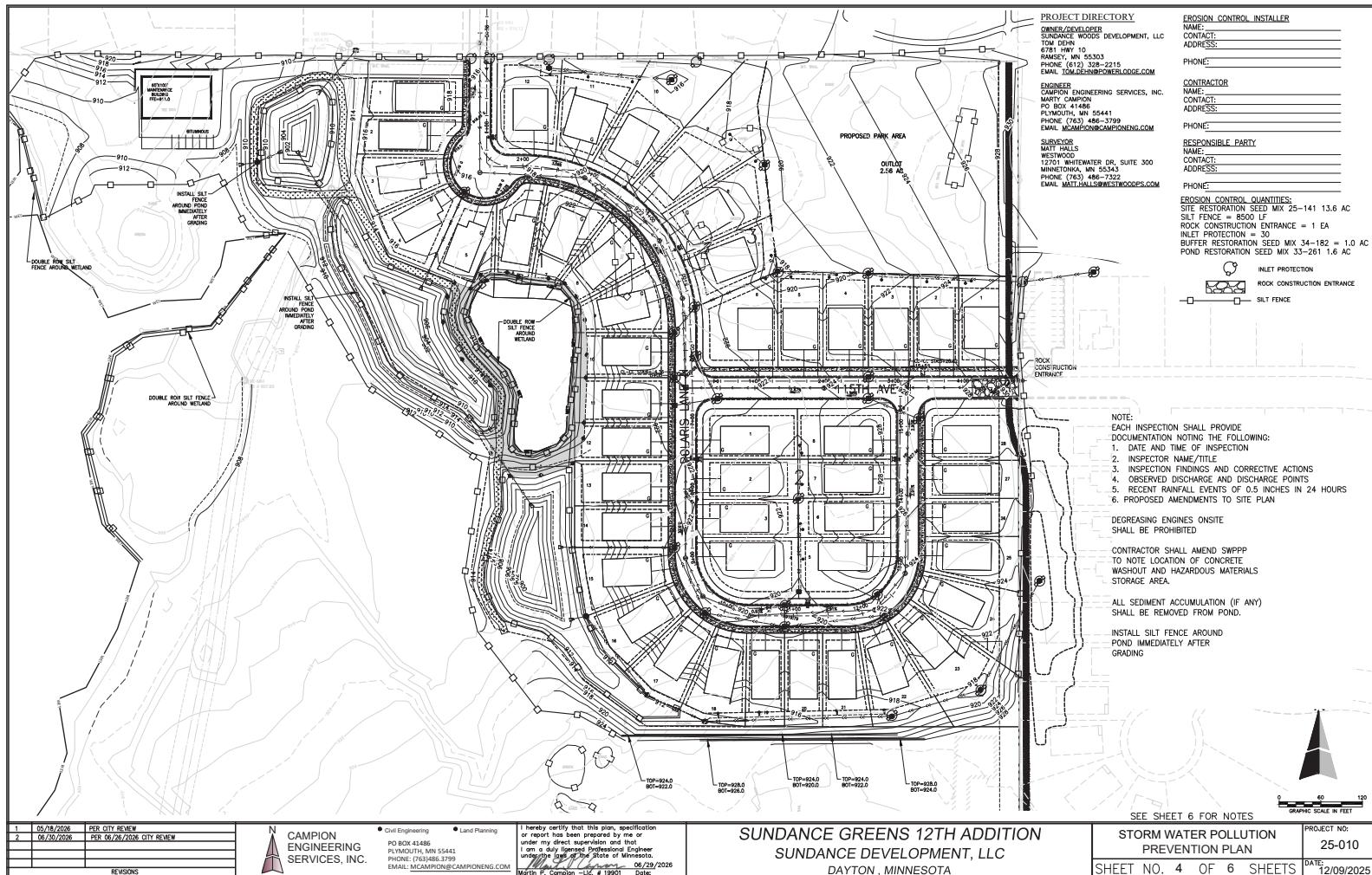
BENCHMARK:
SPK NOT FOUND - ON 112th
NORTH END OF INTERSECTION
BEN. MARKED LINE
ELEVATION: 14.0
SPK NOT FOUND - ON 112th
NORTH END OF INTERSECTION
BEN. MARKED LINE
ELEVATION: 14.0



1	05/18/2026	FOR CITY REVIEW	 CAMPION ENGINEERING SERVICES, INC. PO BOX 41456 PLYMOUTH, MN 55441 PHONE: (763)486-3799 EMAIL: MCAMPION@CAMPIONENG.COM	Civil Engineering • Land Planning I hereby certify that this plan, specification or report has been 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. Matti P. Campion - L.E. # 199201 Date: 06/29/2026	SUNDANCE GREENS 12TH ADDITION SUNDANCE DEVELOPMENT, LLC DAYTON, MINNESOTA	COVER SHEET	PROJECT NO: 25-010
2	06/20/2026	FOR 06/26/2026 CITY REVIEW					
REVISIONS							



1	05/18/2026	PER CITY REVIEW		CAMPION ENGINEERING SERVICES, INC.	Civil Engineering PO BOX 43486 PLYMOUTH, MN 55441 PHONE: (763) 486-3799 EMAIL: MCCAMPION@CAMPIONENG.COM	Land Planning	I hereby certify that this plan, specification or report has been 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.  Morten P. Campion - L.E. # 199201 Date: 06/29/2026	SUNDANCE GREENS 12TH ADDITION SUNDANCE DEVELOPMENT, LLC DAYTON, MINNESOTA	EXISTING CONDITIONS & REMOVAL PLAN	PROJECT NO: 25-010
2	06/20/2026	PER 06/26/2026 CITY REVIEW								
REVISIONS										



PROJECT DIRECTORY
OWNER/DEVELOPER
SUNDANCE WOODS DEVELOPMENT, LLC
TOM DEHN
6781 HWY 10
RAMSEY, MN 55303
PHONE: (612) 328-2215
EMAIL: TOM.DEHN@CAMPIONENG.COM
ENGINEER
CAMPION ENGINEERING SERVICES, INC.
MARTY CAMPION
PO BOX 41486
PLYMOUTH, MN 55441
PHONE: (763) 486-3799
EMAIL: MCAMPION@CAMPIONENG.COM
SURVEYOR
MATT HALLS
WESTWOOD
12701 WHITEWATER DR., SUITE 300
MINNETONKA, MN 55343
PHONE: (763) 486-7322
EMAIL: MATT.HALLS@WESTWOODPS.COM

EROSION CONTROL INSTALLER
NAME: _____
CONTACT: _____
ADDRESS: _____
PHONE: _____
CONTRACTOR
NAME: _____
CONTACT: _____
ADDRESS: _____
PHONE: _____
RESPONSIBLE PARTY
NAME: _____
CONTACT: _____
ADDRESS: _____
PHONE: _____

EROSION CONTROL QUANTITIES:
SITE RESTORATION SEED MIX 25-141 13.6 AC
SILT FENCE = 8500 LF
ROCK CONSTRUCTION ENTRANCE = 1 EA
INLET PROTECTION = 30
BUFFER RESTORATION SEED MIX 34-182 = 1.0 AC
POND RESTORATION SEED MIX 33-261 1.6 AC

NOTE:
EACH INSPECTION SHALL PROVIDE DOCUMENTATION NOTING THE FOLLOWING:
1. DATE AND TIME OF INSPECTION
2. INSPECTOR NAME/TITLE
3. INSPECTION FINDINGS AND CORRECTIVE ACTIONS
4. OBSERVED DISCHARGE AND DISCHARGE POINTS
5. RECENT RAINFALL EVENTS OF 0.5 INCHES IN 24 HOURS
6. PROPOSED AMENDMENTS TO SITE PLAN

DECREASING ENGINES ONSITE SHALL BE PROHIBITED

CONTRACTOR SHALL AMEND SWPPP TO NOTE LOCATION OF CONCRETE WASHOUT AND HAZARDOUS MATERIALS STORAGE AREA.

ALL SEDIMENT ACCUMULATION (IF ANY) SHALL BE REMOVED FROM POND.

INSTALL SILT FENCE AROUND POND IMMEDIATELY AFTER GRADING

SEE SHEET 6 FOR NOTES

1	05/18/2026	PER CITY REVIEW
2	06/20/2026	PER 06/26/2026 CITY REVIEW
REVISIONS		

CAMPION ENGINEERING SERVICES, INC.

• Civil Engineering • Land Planning
PO BOX 41486
PLYMOUTH, MN 55441
PHONE: (763) 486-3799
EMAIL: MCAMPION@CAMPIONENG.COM

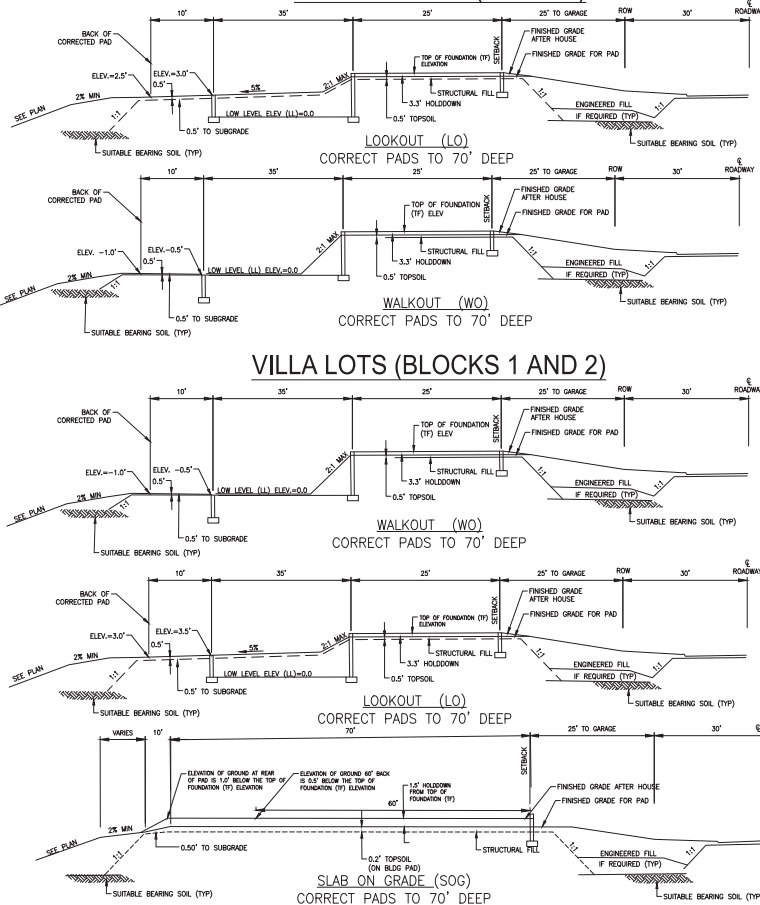
I hereby certify that this plan, specification or report has been prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the Seal of the State of Minnesota.
Marty P. Campion - L.E. # 199201 Date: 06/29/2026

SUNDANCE GREENS 12TH ADDITION
SUNDANCE DEVELOPMENT, LLC
DAYTON, MINNESOTA

STORM WATER POLLUTION PREVENTION PLAN
PROJECT NO: 25-010
SHEET NO. 4 OF 6 SHEETS
DATE: 12/09/2025

DETAILS	PROJECT NO: 25-010
SHEET NO. 5 OF 6 SHEETS	DATE: 12/09/2025

50' WIDE PADS (BLOCK3)



CALL 48 HOURS BEFORE DIGGING:
CONCRETE STATE ONE CALL
TWIN CITY AREA 651-454-0002
MN. TOLL FREE 1-800-252-1166

GENERAL NOTES

- CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE COVERING CODES.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
- THE CONTRACTOR MUST CONTACT ALL APPROPRIATE UTILITY COMPANIES AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF EXISTING UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS. THE LOCATIONS OF SMALL UTILITIES SHALL BE OBTAINED BY THE CONTRACTOR BY CALLING CONCRETE STATE ONE CALL (1-800-252-1166). THE CONTRACTOR SHALL MARK THE LOCATIONS OF EXISTING GAS VALVES AND MANHOLES WITH STEEL FENCE POSTS PRIOR TO BEGINNING GRADING.
- SAFETY NOTICE TO CONTRACTORS: IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THE REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES IN, ON OR NEAR THE CONSTRUCTION SITE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLARENS AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.
- THE CONTRACTOR SHALL RESTRICT ALL GRADING AND CONSTRUCTION ACTIVITIES TO AREAS BOUNDARIED ON THE PLANS. ACTIVITIES PROHIBITED OUTSIDE THE CONSTRUCTION BOUNDARIES INCLUDE, BUT ARE NOT LIMITED TO: STOCKPILING SOILS AND OTHER MATERIALS, STORING EQUIPMENT OR OTHER MACHINERY, DRIVING VEHICLES, LEAKING OR SPILLING OF ANY "WASHOUT" OR OTHER TOXIC MATERIALS.
- ALL SOIL TESTING SHALL BE COMPLETED BY THE OWNER'S SOILS ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMBINING ALL REQUIRED SOIL TESTS AND INSPECTIONS WITH THE SOILS ENGINEER.
- PRIOR TO PLACEMENT OF ANY STRUCTURE OR PAVEMENT, A TEST ROLL WILL BE REQUIRED ON THE SUBGRADE. THE CONTRACTOR SHALL PROVIDE A LOADED TANGENT ROLL TRUCK WITH A GROSS WEIGHT OF 25 TONS. THE TEST ROLL SHALL BE AT THE DISCRETION OF THE SOILS ENGINEER AND SHALL BE COMPLETED IN AREAS AS DIRECTED BY THE SOILS ENGINEER. THE SOILS ENGINEER SHALL DETERMINE WHICH SECTIONS ARE UNSATISFACTORY. CORRECTION OF THE SUBGRADE SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SOILS ENGINEER AND AS SPECIFIED.
- THE EXISTING TOPSOIL ON THIS SITE VARIES IN DEPTH. IT IS THE CONTRACTOR'S RESPONSIBILITY THAT ALL SURFACE VEGETATION AND ANY TOPSOIL OR OTHER LOOSE, SOFT OR OTHERWISE UNSUITABLE MATERIALS BE REMOVED FROM THE PARKING LOT, AND BUILDING PAD AREAS PRIOR TO PLACEMENT OF ANY EMBANKMENT IN ACCORDANCE WITH THE SOILS REPORT AND RECOMMENDATION OF THE SOILS ENGINEER.
- EMBANKMENT MATERIAL NOT PLACED IN THE PARKING LOT OR BUILDING PAD AREAS SHALL BE COMPACTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE QUALITY COMPACTION METHOD AS OUTLINED IN MNDOT 2105.3P2 OR AS DIRECTED BY THE SOILS ENGINEER.
- EXCAVATION FOR THE PURPOSES OF REMOVING UNSUITABLE OR UNSATISFACTORY SOILS SHALL BE COMPLETED AS REQUIRED BY THE SOILS ENGINEER. EMBANKMENT MATERIAL PLACED IN THE PARKING LOT SHALL BE COMPACTED IN ACCORDANCE WITH THE SPECIFIED DENSITY METHOD AS OUTLINED IN MNDOT 2105.3P1. EMBANKMENT MATERIAL PLACED IN THE BUILDING PAD AREA SHALL BE COMPACTED IN ACCORDANCE WITH THE SOILS REPORT.
- TOLERANCES:
 - THE STREET SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.05 FOOT ABOVE, OR 0.10 FOOT BELOW, THE PRESCRIBED ELEVATION OF ANY POINT WHERE MEASUREMENT IS MADE.
 - AREAS WHICH ARE TO RECEIVE TOPSOIL SHALL BE GRADED TO WITHIN 0.20 FOOT ABOVE OR BELOW THE REQUIRED ELEVATION, UNLESS DIRECTED BY THE ENGINEER.
 - TOPSOIL SHALL BE GRADED TO PLUS OR MINUS 1/8 INCH OF THE SPECIFIED THICKNESS.
 - ALL DISTURBED UNSURFACED AREAS ARE TO IMMEDIATELY RECEIVE SIX INCHES OF TOPSOIL, SEED AND MULCH AND BE ENTERED UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.
 - SPOT ELEVATIONS SHOWN INDICATE FINISHED GRADE ELEVATION UNLESS OTHERWISE NOTED.
 - PROPOSED CONTIGUES ARE TO FINISHED SURFACE GRADE.
 - INSTALL RIPRAP AT ALL PIPE OUTLETS PER DETAIL STD-09.
 - GRASSES AS SHOWN ARE INTENDED FOR OVERALL GRADING OF THE SITE. FINAL INDIVIDUAL LOT GRASSES MUST BE DETERMINED AT THE TIME OF THE INDIVIDUAL LOT BUILD, BUT MUST BE CONSISTENT WITH THE OVERALL GRADING PATTERN AND KEY ELEVATIONS SHOWN ON THIS OVERALL GRADING PLAN.
 - NO FINAL GRADE IN GREEN SPACE MAY EXCEED 3:1, 4:1 PREFERRED.

CUTION NOTES

- THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELED ON AS BEING EXACT OR COMPLETE.
- THE CONTRACTOR MUST CONTACT ALL APPROPRIATE UTILITY COMPANIES AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS. THE LOCATIONS OF SMALL UTILITIES SHALL BE OBTAINED BY THE CONTRACTOR BY CALLING CONCRETE STATE ONE CALL AT 800-252-1166 OR 651-454-0002.

EROSION/SILTATION CONTROL

- ALL EROSION CONTROL AND SILTATION CONTROL WILL COMPLY WITH MINNESOTA'S BEST MANAGEMENT PRACTICES MANUAL AND REGULATIONS OF THE CITY.
- THE CONTRACTOR SHALL BE FAMILIAR WITH AND FOLLOW ALL REQUIREMENTS OF THE MPCA WAPES PHASE 8 PERMIT FOR CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO: EROSION CONTROL, INSPECTIONS EVERY 7 DAYS, INSPECTION AFTER 0.5" RAINFALL OR MORE AND DOCUMENTATION OF ALL CORRECTIVE MEASURES. INSPECTIONS AFTER RAIN EVENTS SHALL BE CONDUCTED WITHIN 24 HOURS. BY BEGINNING CONSTRUCTION, THE CONTRACTOR ACKNOWLEDGES THE TERMS OF THIS PERMIT AND AGREES TO ABIDE BY THEM.
- ALL NONFUNCTIONAL BMP'S SHALL BE REPAIRED, REPLACED, OR SUPPLEMENTED WITH FUNCTIONAL BMP'S BY THE END OF THE NEXT BUSINESS DAY OR WHEN FIELD CONDITIONS ALLOW.
- PERMETER CONTROL DEVICES SHALL BE REPAIRED, REPLACED, OR SUPPLEMENTED WHEN NONFUNCTIONAL OR SEDIMENT REACHES ONE-HALF THE HEIGHT OF THE DEVICE.
- ANY DEPOSITING OF SOIL OR MUD ON NEW OR EXISTING PAVEMENT SHALL BE REMOVED WITHIN ONE CALENDAR DAY OF DISCOVERY. REMOVAL FROM EXISTING PAVEMENTS SHALL BE ACCOMPLISHED BY SWEEPING.
- THE CONTRACTOR SHALL ASSUME COMPLETE RESPONSIBILITY FOR CONTROLLING ALL SILTATION INCLUDING BUT NOT LIMITED TO ROCK ENTRANCES AND/OR SILT FENCES. CONTROL SHALL COMMENCE WITH GRADING AND CONTINUE THROUGHOUT THE PROJECT UNTIL ACCEPTANCE OF THE WORK BY THE OWNER. THE CONTRACTOR'S RESPONSIBILITY INCLUDES ALL DESIGN AND IMPLEMENTATION AS REQUIRED TO PREVENT EROSION AND THE DEPOSITING OF SILT. THE OWNER MAY, AT HIS/HER OPTION, DIRECT THE CONTRACTOR IN HIS/HER METHODS AS DEEMED FIT TO PROTECT PROPERTY AND IMPROVEMENTS.
- ALL SEDIMENT DEPOSITS AND SILT SHALL BE REMOVED FROM SURFACE WATERS (INCLUDING DRAINAGE WAYES, CATCH BASINS, AND OTHER DRAINAGE SYSTEMS) AND THE REMOVAL AREAS REESTABLISHED WITHIN 7 DAYS, ALL AT THE EXPENSE OF THE CONTRACTOR. THE SILT FENCES SHALL BE REMOVED AND THE SILT REMOVED FROM THE PONDING AREAS BY THE CONTRACTOR AFTER THE STURF IS ESTABLISHED.
- CONTRACTOR MUST DRAIN TEMPORARY AND PERMANENT SEDIMENTATION BASINS AND REMOVE THE SEDIMENT WHEN THE DEPTH OF SEDIMENT COLLECTED IN THE BASIN REACHES 1/2 THE STORAGE VOLUME.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH AND THE MONITORING REQUIREMENTS OF THE MPCA PERMIT. ALL DISTURBED AREAS, EXCEPT ROADSIDE, BUILDING AREAS, AND SIDEWALKS, SHALL BE RESTORED WITH A MINIMUM 6 INCHES TOPSOIL, SEEDING AND MULCHED (TYPE 1). SEEDING SHALL BE IN ACCORDANCE WITH MNDOT SPECIFICATION 25T5. SEED MIX 25-14 SHALL BE USED TO RESTORE DISTURBED AREAS.
- AREAS DOMINANT SEEDING AREAS SHALL BE SEEDING AND MULCHED IN ACCORDANCE WITH MNDOT SPECIFICATIONS. STRAW MULCHING QUANTITY SHALL BE TWO TONS PER ACRE. FERTILIZER (10-10-20) SHALL BE APPLIED AT A RATE OF 200 POUNDS PER ACRE (CAN BE OMITTED IN LANDSCAPED AREAS IF LANDSCAPED SEEDING IS DONE CONCURRENTLY). MNDOT SEED MIX 21-113 APPLIED AT A RATE OF 110 LBS/ACRE SHALL BE USED FOR TEMPORARY SEEDING IF NEEDED. THE POND AREA SHALL BE RESTORED WITH SEED MIX 33-361. THE WETLAND BUFFER SHALL BE RESTORED WITH SEED MIX 34-162.
- CONSTRUCTION SHALL PROCEED IN THE FOLLOWING SEQUENCE:
 - CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE CITY.
 - INSTALL EROSION CONTROL MEASURES AND ROCK CONSTRUCTION DIVERSION.
 - CONTACT CITY FOR APPROVAL OF EROSION CONTROL INSTALLATION.
 - MAINTAIN EROSION MEASURE, I.E. SILT FENCE, ROCK CONSTRUCTION ENTRANCE.
 - COMPLETE SITE GRADING TOLERANCING.
 - INSTALL SEED AND MULCH ON AREAS THAT ARE NOT TO BE HARDED SURFACES.
 - ALL STORM SEWER INLETS AND FLARED END SECTIONS SHALL BE ADEQUATELY PROTECTED BEFORE AND AFTER PAVEMENT CONSTRUCTION UNTIL ALL DISTURBED AREAS ARE STABILIZED. INLET PROTECTION SHALL BE IN ACCORDANCE WITH CITY STANDARD DETAILS.
 - STOCKPILE AREAS WHICH REMAIN ON THE SITE FOR MORE THAN SEVEN DAYS SHALL BE SEEDING, MULCHED, AND SURROUNDED BY SILT FENCE.
 - BIO LOSS SHALL BE INSTALLED AT PIPE INLETS AND OUTLETS UNTIL RIPRAP IS INSTALLED. PERMANENT ENERGY DISSIPATORS SHALL BE INSTALLED WITHIN 24 HOURS OF CONNECTION TO A SURFACE WATER.
 - EROSION AND SEDIMENT CONTROL PRACTICES MUST REMAIN IN PLACE UNTIL THE SITE SOILS HAVE BEEN PERMANENTLY STABILIZED AND SHALL BE REMOVED WITHIN 30 DAYS THEREAFTER.
 - ALL STOCKPILES OF SOIL OR OTHER MATERIALS SUBJECT TO EROSION BY WIND OR WATER SHALL BE COVERED, VEGETATED, ENCLOSED, FENCED ON THE DOWN GRADIENT SIDE OR OTHERWISE EFFECTIVELY PROTECTED FROM EROSION IN ACCORDANCE WITH THE AMOUNT OF TIME THE MATERIAL WILL BE ON SITE AND THE MANNER OF ITS PROPOSED USE.
 - LOCATION OF CONCRETE WASHOUT AND HAZARDOUS MATERIALS STORAGE SHALL BE DETERMINED PRIOR TO START OF CONSTRUCTION. THE SWEEP WILL BE UPDATED AND LOCATIONS ADDED AT THAT TIME.
 - TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED IMMEDIATELY TO LIMIT SOIL EROSION AND SHALL BE COMPLETED NOT LATER THAN SEVEN DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED. INITIATED IMMEDIATELY MEANS TAKING AN ACTION TO COMMENCE STABILIZATION AS SOON AS PRACTICABLE, BUT NO LATER THAN THE END OF THE WORK DAY FOLLOWING THE DAY WHEN THE EARTH-DISTURBING ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. INITIATED STABILIZATION IS DEFINED AS COMPLETING ONE (OR MORE) OF THE FOLLOWING: SOIL PREPARATION FOR VEGETATION, MULCHING (OR OTHER NON-VEGETATIVE BMP), SEEDING/PLANTING, OR SCHEDULING STABILIZATION MEASURES TO BE FULLY INSTALLED AND COMPLETED WITHIN THE 7 DAY TIME FRAME.
 - THE CONTRACTOR SHALL PROVIDE AND INSTALL A SWEEP MULCH (INCIDENTAL).
 - THE WETTED PERIMETER OF THE LAST 200 LINEAR FEET OF ALL SWALES MUST BE STABILIZED WITHIN 24 HOURS OF CONNECTING TO A PROPERTY LINE OR SURFACE WATER. PERMITTEES MUST COMPLETE STABILIZATION OF REMAINING PORTIONS OF TEMPORARY OR PERMANENT DITCHES OR SWALES WITHIN 14 CALENDAR DAYS AFTER CONNECTING TO A SURFACE WATER OR PROPERTY EDGE AND CONSTRUCTION IN THAT PORTION OF THE SITE TEMPORARILY OR PERMANENTLY CEASES.
 - TEMPORARY OR PERMANENT DITCHES OR SWALES THAT ARE BEING USED AS A SEDIMENT CONTAINMENT SYSTEM DURING CONSTRUCTION MUST BE STABILIZED WITHIN 24 HOURS AFTER NO LONGER BEING USED AS A SEDIMENT CONTAINMENT SYSTEM. MULCH, HYDROMULCH, TACKIFIER, POLYACRYLAMIDE, OR SIMILAR EROSION PREVENTION PRACTICES CANNOT BE USED WITHIN THE NORMAL WETTED PERIMETER OF DRAINAGE DITCHES OR SWALE SECTION WITH A CONTINUOUS SLOPE OF GREATER THAN 2%.
 - CONTRACTOR SHALL STRIP EXISTING TOPSOIL TO PRESERVE IN SUFFICIENT QUANTITY TO RESEED A MINIMUM OF 4" OVER LAWN AND LANDSCAPE AREAS.
 - CONTRACTOR SHALL TAKE CARE TO MINIMIZE COMPACTION IN LAWN AND LANDSCAPE AREAS. CONTRACTOR SHALL SCARIFY THE UPPER 12-18" TO DECOMPACT AS NECESSARY.
 - DISCHARGES FROM BMP'S SHALL BE DIRECTED TO VEGETATED AREAS.
 - CONTRACTOR SHALL RESPECT AND MAINTAIN ALL PERMANENT STORMWATER TREATMENT BMP'S.
 - CONTRACTOR SHALL LIMIT VEHICLE AND EQUIPMENT WASHING TO A DEDICATED AREA ON-SITE.
 - CONTRACTOR SHALL PROVIDE CONTAINMENT FOR ALL LIQUID AND SOLID WASTES GENERATED BY WASHOUT OPERATIONS. WASHOUT WASTES SHALL BE PREVENTED FROM CONTACTING THE GROUND.

EROSION CONTROL BLANKET REQUIREMENTS

- TEMPORARY EROSION BLANKET SHALL BE BIODEGRADABLE COULDE-WEET STRAW (NORTH AMERICAN GREEN 5150 OR APPROVED EQUAL) AND EROSION MATS SHALL HAVE A MINIMUM FUNCTIONAL LONGEVITY OF 10 MONTHS.
- EROSION BLANKET PLACED ON SLOPES 4:1 OR GREATER SHALL BE ROLLED DOWN SLOPE AND WITH 4" MINIMUM LAP AND STAPLED AT 1' O.C.
- CONSTRUCT A 6"x12" ANCHOR TRENCH 3' BEYOND CREST AND TIE OF SLOPE. STAPLE EROSION BLANKET IN TRENCH AT 1' O.C.
- EO'S SHALL BE STABILIZED PER CITY PLATE STD-10.

1	05/18/2024	PER. CITY REVIEW
2	06/20/2024	PER. 06/26/2024 CITY REVIEW
REVISIONS		



CAMPION ENGINEERING SERVICES, INC.

PO BOX 41486
PLYMOUTH, MN 55441
PHONE: (763) 486-3779
EMAIL: MCCAMPION@CAMPIONENGS.COM

I hereby certify that this plan, specification or report has been prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the Seal of the State of Minnesota.

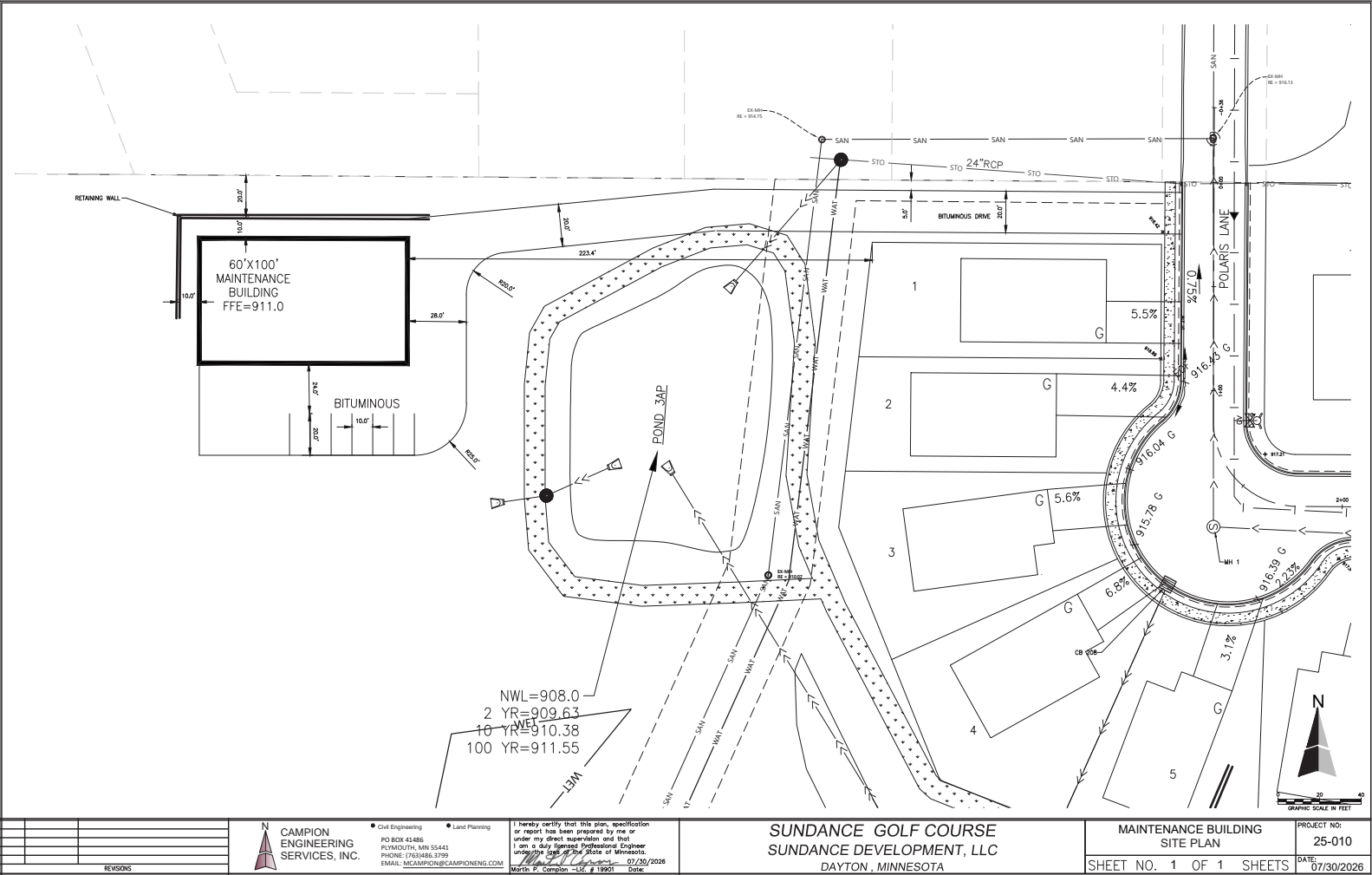
Martin P. Campion - L.E. # 199201 Date: 06/29/2024

SUNDANCE GREENS 12TH ADDITION
SUNDANCE DEVELOPMENT, LLC
DAYTON, MINNESOTA

DETAILS & NOTES

PROJECT NO: 25-010
DATE: 12/09/2025

SHEET NO. 6 OF 6 SHEETS



REVISIONS



CAMPION
ENGINEERING
SERVICES, INC.

- Civil Engineering
- Land Planning

PO BOX 43486
PLYMOUTH, MN 55443
PHONE: (763) 886-3799
EMAIL: MCAMPION@CAMPIONENG.COM

I hereby certify that this plan, specification or report has been prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the Seal of the State of Minnesota.
Muth P. Campion - L.E. # 199201 Date: 07/30/2026

SUNDANCE GOLF COURSE
SUNDANCE DEVELOPMENT, LLC
DAYTON, MINNESOTA

MAINTENANCE BUILDING
SITE PLAN
SHEET NO. 1 OF 1 SHEETS

PROJECT NO:
25-010
DATE:
07/30/2026

July 30, 2026

City of Dayton
Attn: Jon Sevald, Community Development Director
12260 South Diamond Lake Rd.
Dayton, MN 55327

Via Email
jsevald@daytonmn.gov

Re: Sundance Greens 12th Addition Maintenance Building

Dear Mr. Sevald:

We represent Sundance Development, LLC, the applicant for the Sundance Greens 12th Addition development currently pending before the Planning Commission. We appreciate City Staff's review of this matter and agree with the conclusion that the proposed maintenance building is an already-approved and permitted component of the Sundance Greens development.

I. Background

As background, the City approved the original Sundance Greens development in 2018 following extensive review of the planned golf course community, associated recreational amenities, infrastructure improvements, and supporting facilities. The approvals were intended to establish a long-term development framework for the project, which has since been constructed in multiple phases through a series of plats and development approvals. Throughout that process, the City and Sundance have worked collaboratively to implement the vision reflected in the original approved plans.

As reflected in the materials previously approved by the City, the maintenance building and its location were expressly depicted on plans that formed the basis for the City's approvals in 2018. In particular, the location of the maintenance building was shown on the approved landscape plan in 2018. Accordingly, the building is not a new or previously unreviewed use, but rather an element of the overall development that was contemplated and approved as part of the approvals in 2018.

II. Recent Discussion Related to Location of the Proposed Maintenance Building

On July 9, 2026, the City's Planning Commission considered our client's application to amend the Preliminary and Final Plat and PUD of Sundance Greens and Sundance Greens 12th Addition. At that meeting, there was discussion regarding whether the proposed maintenance building has already been approved under prior PUD approvals. We understand that the Planning Commission asked that the City Attorney review the matter following the meeting.

Subsequently, Ordinance No. 2026-13, Amending City Code Section 1001.064, subd. 3 (Table of Uses) was considered by the City Council on July 28, 2026, at which time the City Council, City Staff and the City Attorney discussed the ordinance amendment and provided clarification on the impact of the ordinance amendment on the proposed maintenance building for Sundance Greens. In short, City staff and the City Attorney correctly concluded that the location of the proposed maintenance building was approved as part of the 2018 PUD approvals. Since the proposed

maintenance building is an already-approved and permitted component of the Sundance Greens development, no conditional use permit approval should be required as part of Sundance Greens 12th Addition.

This conclusion is also supported by the purpose and intent of the Public Recreation District, which is intended to accommodate recreational facilities such as golf courses and their associated operations. A maintenance building is a customary and necessary component of an operating golf course. The maintenance building proposed as part of Sundance Greens 12th Addition is clearly incidental and subordinate to the principal recreational use of the property and serves the ongoing operation and maintenance of the golf course.

We appreciate Staff's thoughtful analysis and the City's recognition of the approvals previously issued for Sundance Greens. Our client values its longstanding relationship with the City and looks forward to continuing to work collaboratively with Staff and City officials as the current application moves forward.

Thank you for your time and consideration. Please let me know if there is anything further we can provide.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'J. Steen', with a long horizontal flourish extending to the right.

Jacob W. Steen, for
Larkin Hoffman

Direct Dial: 952-896-3239

Direct Fax: 952-842-1738

Email: jsteen@larkinhoffman.com

cc: Tom Dehn, Sundance Development, LLC
Cynthia Kirchoff, City Attorney



Comments for upcoming public hearing re: the amendment & plat revision for Sundance Greens (12th addition)

From Anna Babcock <kistan08@gmail.com>

Date Sun 3/1/2026 5:30 PM

To Hayden Stensgard <hstensgard@daytonmn.gov>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good evening Mr. Stensgard,

My neighbors and I in Brayburn Trails share significant concerns regarding the proposed PUD amendment that would allow driveway access to the golf course from Polaris Lane as I understand it.

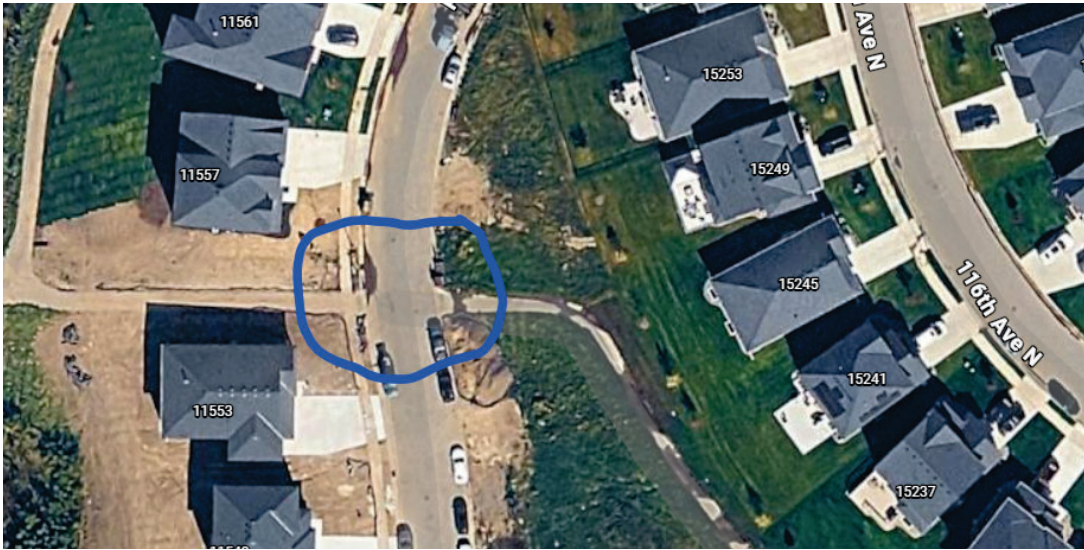
My children, along with many other young families in our neighborhood, use the trail system to access the City Park almost daily — even in the winter months. I am especially concerned about the intersection at the top of the hill along our route. From our direction of travel, children often run or bike ahead of parents, and visibility is limited due to the hill. It would be easy for a parent to temporarily lose sight of a child who may attempt to cross without supervision. We have already observed contractors and construction vehicles speeding excessively and failing to yield to pedestrians while traveling through the development during the build process. Introducing additional non-residential traffic from a golf course access point would likely compound these safety risks. Last summer, a [news story](#) reported a young family being hit in a marked crosswalk in Eden Prairie; I would hate for something like that to happen in our community.

Additionally, I would like to raise concerns about the proposed maintenance shed in close proximity to residential homes. Beyond aesthetic considerations, there are potential safety implications such as fire and theft risks. Many of us purchased our homes expecting a golf-course view, not the prospect of a large maintenance structure obstructing that view, which would negatively impact property values.

I respectfully ask that the Planning Commission carefully consider these concerns and ultimately deny the proposed amendment. I believe Sundance can continue to be successful without this change; however, I am not confident that the residents of Brayburn Trails would fare as well should it be approved.

Thank you for your service and for taking the time to consider the concerns of our community.

Sincerely,
Anna Babcock





Outlook

Neighborhood community opposition to Sundance Green maintenance building plans

From Caroline Schimunek <caroschim@gmail.com>**Date** Sat 2/28/2026 9:02 AM**To** Hayden Stensgard <hstensgard@daytonmn.gov>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Hayden Stensgard,

I am writing to oppose the plans for construction of a maintenance building and driveway directly South of the Brayburn trails neighborhood out of concern for negative impact on property values and neighborhood road safety. The proposed location of the building would increase work truck traffic directly at a path crossing connecting the community playground with trails to the new playground. This is a safety concern.

I request that alternative locations be considered, proposed, and discussed with community stakeholders.

Thank you for your time.

Sincerely,
Caroline Demro



Public Hearing; Amendment and Preliminary Plat Revision for Sundance Greens 12th Addition

From Keary Tangen <kearytangen@gmail.com>

Date Wed 3/4/2026 4:20 PM

To Hayden Stensgard <hstensgard@daytonmn.gov>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Members of the Planning Commission for the City of Dayton,

I'm writing to express my concerns with the proposed amendment to the PUD that would allow additional driveway access to the golf course property from Polaris Ln N. Based on what this driveway is intended to serve, I strongly oppose the amendment for the following reasons:

1. This would introduce a non-residential driveway serving a non-residential use directly adjacent to homes and the HOA-maintained trail corridor. With that comes increased vehicle traffic, noise, headlights, and site lighting — all of which are inconsistent with the character of the surrounding residential neighborhood.
2. There are clear safety concerns with adding staff traffic and business deliveries to residential streets, including Polaris Ln N and the future 115th Ave N. Both routes require crossing pedestrian trails that provide access to Dayton Farms City Park. Additional residential streets impacted would include Minnesota Ln N and Kingsview Ln N. Introducing this type of traffic into neighborhood roadways increases risk for pedestrians and families who use these trails daily.
3. The proposed 7,200-square-foot building — identified by staff as commercial in nature — is not typical for a public recreation district that directly borders a residential neighborhood. The size and operational nature of this structure threaten the residential character we rely on and significantly alter the existing site conditions.
4. There are also legitimate fire safety concerns given the anticipated operations of this building and the likely storage of potentially hazardous or flammable materials associated with golf course maintenance.
5. Finally, these combined factors present a real risk of negatively impacting the market value of neighboring homes.

For these reasons, I respectfully urge the Commission to recommend denial of the proposed PUD amendment allowing additional access from Polaris Ln N. Doing so will protect the wellbeing of Brayburn Trails residents and preserve the residential character of our neighborhood within the Dayton community — without compromising the continued success of Sundance Entertainment.

Thank you for your time and thoughtful consideration.

Sincerely,

Keary Tangen - A concerned neighbor and resident

To: City of Dayton Planning Council
Cc: Dayton City Council, Community Development Staff

Re: Sundance Greens 12th Addition Amendment – Proposed Driveway and Maintenance Facility

Dear Dayton City Council Members,

On behalf of the Brayburn Trails Homeowners Association, we respectfully submit the following statement regarding the proposed amendment to the Sundance Greens Planned Unit Development, specifically the addition of the 800-foot driveway extending west from Polaris Lane North and the proposed 7,200 square foot maintenance building located along the Brayburn Trails south property line.

While the Association recognizes the property owner's right to pursue development within the applicable zoning framework, the proximity and configuration of the proposed driveway and maintenance facility raise substantial concerns for the homeowners directly adjacent to this boundary.

Deviation from Approved Plans and Homeowner Expectations

This proposed driveway and maintenance building location were not included in the approved 2018 preliminary plat, nor were they reflected in the plans presented to residents prior to purchasing their homes. Homeowners relied on the approved development plans and the residential character represented at the time of purchase. Introducing a non-residential driveway and maintenance facility immediately along an established residential property line represents a material change to what was originally reviewed and approved, and what residents reasonably expected when investing in their homes.

Driveway Access and Zoning Compliance

City Code 1001.14 permits only one driveway access per parcel. The golf course parcel already has an established entrance. Granting an additional 800-foot driveway access appears inconsistent with the City's zoning standards and the stated intent of promoting orderly development and being a "good neighbor" to adjoining properties.

Further, the criteria required to justify an amendment do not appear to be met. The circumstances surrounding this parcel are neither unique nor unavoidable. Reasonable and less disruptive alternatives exist — particularly near the existing clubhouse and parking lot — that would avoid introducing a second access point directly abutting residential homes. Approving an additional access in this location would materially alter the residential character of the surrounding neighborhood and undermine the purpose and standards of the zoning code.

Operational and Compatibility Concerns

Based on materials obtained from the City, the proposed driveway would run immediately along the HOA property line, with minimal setback in certain areas, serving a non-residential maintenance facility located approximately 50 feet from the residential boundary. The anticipated operational use of this facility — including service vehicles, equipment transport, deliveries, equipment repair, and ongoing maintenance activity — differs substantially from typical residential driveway use.

The Association's concerns include, but are not limited to:

- Increased vehicular traffic directly behind residential lots
- Noise associated with maintenance operations, loading/unloading, and service vehicles
- Headlight glare and light spillover from vehicles and site lighting
- Safety considerations related to access and traffic flow
- Long-term impacts to homeowner property values and quiet enjoyment

Fire Safety and Hazardous Materials

The proposed maintenance building raises additional concerns related to fire safety and hazardous materials. Maintenance facilities commonly involve fuel storage, oil and fluid storage, equipment repair, and potential chemical storage. Locating such uses within close proximity to homes presents heightened fire risk and emergency response concerns that warrant thorough evaluation prior to approval.

Environmental and Stormwater Impacts

The addition of significant impervious surface near existing homes may impact nearby wetlands, stormwater systems, and groundwater. Approximately 28 homes could be affected by altered drainage patterns or runoff conditions. A detailed environmental and stormwater review should be completed before any action is taken.

Zoning Ambiguity

It remains unclear whether a maintenance or accessory operations building of this scale is expressly permitted within the Public Recreation zoning district. The introduction of what functions as an operational service facility adjacent to residential property warrants careful review to ensure compliance with both the letter and intent of the zoning code.

Request to Table and Deny the Amendment

Given the substantial change from the originally approved plans, the unresolved zoning questions, and the direct impacts to established residential homes, the Brayburn Trails HOA respectfully requests that the Council deny the requested amendment and proposed driveway access at this location.

At a minimum, if the Council is not prepared to deny the request outright, we strongly urge that the matter be tabled to allow for further analysis, including a detailed review of zoning compliance, amendment criteria, traffic impacts, fire and environmental safety considerations, and alternative site configurations that would utilize the existing entrance near the clubhouse.

The HOA is not opposing development in principle. However, this specific proposal — as currently configured — is inconsistent with prior approvals, incompatible with surrounding residential properties, and avoidable given more suitable alternative locations on the parcel.

We respectfully ask that the Council protect the health, safety, welfare, and reasonable expectations of existing homeowners and ensure full compliance with city standards before taking any final action.

Thank you for your time and thoughtful consideration.

Sincerely,
Brayburn Trails Master Association

A handwritten signature in black ink, appearing to read "Elliott O'Donnell". The signature is fluid and cursive, with the first name "Elliott" written in a more stylized, connected manner.

Elliott O'Donnell - Board Member

A handwritten signature in black ink, appearing to read "Sarah Baso". The signature is written in a cursive style, with the first name "Sarah" being more prominent.

Sarah Baso - Board Member

A handwritten signature in black ink, appearing to read "Akankshya Shradhanjali". The signature is written in a cursive style, with the first name "Akankshya" being more prominent.

Akankshya Shradhanjali - Board Member



Outlook

Public comment Sundance Greens 12th Addition

From Nancy Niznik <nancyniznik@gmail.com>**Date** Wed 3/4/2026 1:30 PM**To** Hayden Stensgard <hstensgard@daytonmn.gov>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Planning Commision,

This comment is in regards to the proposed changes to the Sundance Greens Parking Lot. I currently am a resident on Niagara Lane across the street from the Sundance Entertainment Center and my concern is that the entrance to the new parking area would be from Niagara Lane with the future closing of 113th Ave off Fernbrook. This could propose a safety issue for the children and youth that walk and ride their bikes to the community pool on Niagara Lane as well as access the golf course and entertainment center, amenities that this community appreciates. Should Niagara Lane become the direct access way to the new parking lot this will increase the traffic immensely down this neighborhood street. Please keep Niagara Lane a safe neighborhood street and not the main avenue into the parking lot.

Thank you for your consideration.

Sincerely, Nancy Niznik

11260 Niagara Lane N.

Sent from my iPhone



Planning comission hearing

From Roxane Peterson <rrkpeterson@gmail.com>
Date Wed 3/4/2026 11:29 AM
To Hayden Stensgard <hstensgard@daytonmn.gov>
Cc Roxane Peterson <rrkpeterson@gmail.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hayden Stensgard
Senior Planner, City of Dayton Planning & Zoning
hstensgard@daytonmn.gov
12260 S. Diamond Lake Rd
Dayton, MN 55327

Subject: Public Hearing; Amendment and Preliminary Plat Revision for Sundance Greens 12th Addition

Dear members of the the Planning Commission for the city of Dayton,

I am writing to outline concerns with the proposed amendment to the PUD allowing additional driveway access to the golf course property from Polaris Ln N. The listed concerns justify my opposition to the proposed amendment given what the driveway would be created to service.

1. A non-residential driveway for a non-residential use and servicing a non-residential purpose along with the noise, vehicle light, and site lighting that would come with it adjacent to properties and HOA maintained trail corridor.
2. Safety concerns with non-residential traffic from staff and business deliveries added to residential streets, including Polaris Ln N and future 115th Ave N, both of which require pedestrian trail crossing to access Dayton Farms city park. Other impacted residential streets include Minnesota Ln N and Kingsview Ln N.
3. Untypical building type (staff labeled commercial) of 7,200 sq feet in size and its associated operations in a public recreation district adjacent to a residential neighborhood, threatening the integrity of residential neighborhood characteristics and altering current site characteristics.
4. Fire safety risk considering the operations expected at this building type along with the storage of potentially hazardous and/or flammable materials expected with golf course operations.
5. Negative impact on the sellable market value of neighboring properties due to the aforementioned concerns.

We feel a commission recommend denial of the amendment to the PUD providing additional access to the golf course property from Polaris Ln N will protect the wellbeing of Brayburn Trails residents and allow Brayburn Trails to maintain the characteristic integrity of a residential neighborhood within the Dayton community while not compromising the ongoing success of Sundance Entertainment.

I am a resident living on Polaris Ln N. and this greatly concerns me to have commercial activity on our quiet residential street. Had I been aware of this proposal, we would not have built our dream home here. If passed, this would change the dynamic of the whole neighborhood. Please, please, do not allow this to go through.

We greatly appreciate your thoughtful consideration.

Concerned neighbor and resident,

Roxane and Randall Peterson



Public Hearing, Amendment and Preliminary Plat Revision for Sundance Greens 12th division

From Stephanie C. <stephanieconroy81@gmail.com>

Date Tue 3/3/2026 9:56 PM

To Hayden Stensgard <hstensgard@daytonmn.gov>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear members of the the Planning Commission for the city of Dayton,

I am writing to outline concerns with the proposed amendment to the PUD allowing additional driveway access to the golf course property from Polaris Ln N. The listed concerns justify my opposition to the proposed amendment given what the driveway would be created to service.

1. A non-residential driveway for a non-residential use and servicing a non-residential purpose along with the noise, vehicle light, and site lighting that would come with it adjacent to properties and HOA maintained trail corridor.
2. Safety concerns with non-residential traffic from staff and business deliveries added to residential streets, including Polaris Ln N and future 115th Ave N, both of which require pedestrian trail crossing to access Dayton Farms city park. Other impacted residential streets include Minnesota Ln N and Kingsview Ln N.
3. Untypical building type (staff labeled commercial) of 7,200 sq feet in size and its associated operations in a public recreation district adjacent to a residential neighborhood, threatening the integrity of residential neighborhood characteristics and altering current site characteristics.
4. Fire safety risk considering the operations expected at this building type along with the storage of potentially hazardous and/or flammable materials expected with golf course operations.
5. Negative impact on the sellable market value of neighboring properties due to the aforementioned concerns.

We feel a commission recommend denial of the amendment to the PUD providing additional access to the golf course property from Polaris Ln N will protect the wellbeing of Brayburn Trails residents and allow Brayburn Trails to maintain the characteristic integrity of a residential neighborhood within the Dayton community while not compromising the ongoing success of Sundance Entertainment.

We greatly appreciate your thoughtful consideration.

Concerned neighbor and resident,

Stephanie Maxson



Proposed Maintenance Building and Driveway (Polaris Lane)

From Gary Feldhege <garyfeldhege@gmail.com>
Date Tue 3/3/2026 10:19 PM
To Hayden Stensgard <hstensgard@daytonmn.gov>
Cc Ericm.sepp@gmail.com <Ericm.sepp@gmail.com>

 1 attachment (7 MB)

Proposed Polaris Ln Maintenance Building.pdf;

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Stensgard,

In anticipation of Thursday's discussion regarding the proposed driveway and maintenance building off Polaris Lane, I am submitting this letter and the attached photographic evidence for the official record.

To provide a clear precedent for what this type of development entails, I have documented the current state of the existing Sundance maintenance facility. These photographs, taken from public roadways, reveal a stark reality that contrasts sharply with the original intent of such structures. While the Sundance facility may have been deemed adequate at its inception, it has evolved into a staging area for:

- **Heavy Industrial Equipment:** Multiple earth-moving machines and snow removal gear.
- **Hazardous Storage:** Two large bulk fuel tanks.
- **Site Neglect:** Abandoned vehicles and accumulating piles of wood, stone, and scrap debris.

As the City considers a similar development in our neighborhood, I stand firmly with Eric Seppelt and my fellow neighbors in opposition to the proposed Polaris Lane driveway and maintenance building.

The attached images are not merely photos of a building; they are a visual forecast of what this project will likely become. We must ask ourselves: is this the standard of land use we want for our community's backyard?

I respectfully request that the Commission deny this proposal to protect the character and safety of our residential area.

Sincerely,

Gary Feldhege

3/4/26, 2:09 PM

Inbox - Hayden Stensgard - Outlook

11637 Niagara Lane North
Dayton, MN 55369



Public Hearing; Amendment and Preliminary Plat Revision for Sundance Greens 12th Addition

From Trisha Clemas <trisha.clemas@gmail.com>

Date Wed 3/4/2026 10:51 AM

To Hayden Stensgard <hstensgard@daytonmn.gov>

Cc Stacy Dailey <stacy.clemas@gmail.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear members of the the Planning Commission for the city of Dayton,

I am writing to outline concerns with the proposed amendment to the PUD allowing additional driveway access to the golf course property from Polaris Ln N. The listed concerns justify my opposition to the proposed amendment given what the driveway would be created to service.

1. A non-residential driveway for a non-residential use and servicing a non-residential purpose along with the noise, vehicle light, and site lighting that would come with it adjacent to properties and HOA maintained trail corridor.
2. Safety concerns with non-residential traffic from staff and business deliveries added to residential streets, including Polaris Ln N and future 115th Ave N, both of which require pedestrian trail crossing to access Dayton Farms city park. Other impacted residential streets include Minnesota Ln N and Kingsview Ln N.
3. Untypical building type (staff labeled commercial) of 7,200 sq feet in size and its associated operations in a public recreation district adjacent to a residential neighborhood, threatening the integrity of residential neighborhood characteristics and altering current site characteristics.
4. Fire safety risk considering the operations expected at this building type along with the storage of potentially hazardous and/or flammable materials expected with golf course operations.
5. Negative impact on the sellable market value of neighboring properties due to the aforementioned concerns.

We feel a commission recommend denial of the amendment to the PUD providing additional access to the golf course property from Polaris Ln N will protect the wellbeing of Brayburn Trails residents and allow Brayburn Trails to maintain the characteristic integrity of a residential neighborhood within the Dayton community while not compromising the ongoing success of Sundance Entertainment.

We greatly appreciate your thoughtful consideration.

Concerned neighbors and residents,

Stacy and Trisha Clemas
11540 Brayburn Trail
Dayton, MN 55369



Outlook

Sundance proposal

From Timothy Johnson <mwpharma@yahoo.com>

Date Thu 3/5/2026 8:10 AM

To Hayden Stensgard <hstensgard@daytonmn.gov>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Hayden

We live adjacent to Sundance Golf course on the north side where the proposed building is planned. When my wife and I moved to the neighborhood in 2020, there was a beautiful view of not only the course, but also a heavily wooded area and a partial view of the wetland. This view was part of our decision to move here; people visiting our home commented on how we were lucky to have the view that we had. Because we valued the outdoor space on our property, we invested tens of thousands of dollars in trees, landscaping, decking, and patio space.

Living next to the course has not been all wonderful, however, as errant golf balls have caused thousands of dollars of damage to our property including siding, deck, and aluminum privacy screens. I will add here that none of the golfers that hit our privacy screens was willing to pay for the cost of the repairs. I have heard the phrase "the golf course was here first-" and "you should know what you're getting when you move next to a golf course." These comments, while hurtful and disrespectful, are ultimately a way of avoiding responsibility.

The proposed storage facility threatens to upend everything that we have tried to create for ourselves at our home. Despite the fact that we have planted numerous trees in our backyard, there is no way that the screening we installed will mitigate the eyesore of the 25 ft high storage facility and driveway. The wooded area is gone and likely decreased our property value and now we are faced with the prospect of losing further property value due to this proposed 7200 square foot storage facility and driveway. We are requesting the city of Dayton to deny the request to allow this project to go forward.

Tim and Kathy Johnson



Formal opposition to PUD amendment, Sundance Greens 12th addition.

From Cody Johnson <coajohn28@gmail.com>

Date Thu 3/5/2026 1:08 PM

To Hayden Stensgard <hstensgard@daytonmn.gov>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: City of Dayton Planning Commission

From: Cody Johnson, Resident of Brayburn Trails

Date: March 5, 2026

Subject: Formal Opposition to Proposed Maintenance Building and Polaris Lane Driveway Access

As a resident living only four homes north of the proposed site, I am writing to formally oppose the amendment to the Planned Unit Development (PUD) regarding the Sundance Greens 12th Addition. While I respect the growth of our local businesses, this specific proposal significantly compromises the residential integrity of the Brayburn Trails community.

Arguments for Denial

1. Incompatibility with Residential Character

The introduction of a 7,200 sq. ft. commercial/industrial maintenance building is fundamentally untypical for a public recreation district adjacent to a settled residential neighborhood. Placing an industrial-use facility in such close proximity to single-family homes threatens the established "Live the difference" characteristic of the Dayton community.

2. Safety and Infrastructure Concerns

The proposed driveway connecting to Polaris Lane N would route non-residential staff and business delivery traffic onto residential streets.

This traffic creates a direct safety hazard for residents and children utilizing the HOA-maintained trail corridors and the pedestrian crossings required to access Dayton Farms city park.

The presence of the driveway and building would introduce persistent noise, vehicle light, and site lighting pollution directly adjacent to existing home lots.

3. Environmental and Fire Safety Hazards

Golf course maintenance operations inherently involve the storage of flammable and potentially hazardous materials.

Situating these materials so close to high-density residential housing creates an unnecessary fire safety risk for the families in Brayburn Trails.

4. Negative Impact on Property Values

The visual and operational blight of a maintenance facility at the south end of our development will have a measurable negative impact on the sellable market value of neighboring properties.

As a homeowner in the immediate "impact zone," I believe this amendment fails to provide the "betterment" of the community required by PUD standards.

Conclusion and Request

I urge the Planning Commission to recommend denial of this amendment. Protecting the wellbeing and safety of Dayton residents should take precedence over the operational convenience of the developer. If the Commission considers approval, I request a mandatory requirement for a 30-foot evergreen sound buffer and a complete restriction on driveway access to Polaris Lane N.

Respectfully,

Cody Johnson
612-418-6942

Hayden Stensgard
Senior Planner, City of Dayton Planning & Zoning
hstensgard@daytonmn.gov
12260 S. Diamond Lake Rd
Dayton, MN 55327

Subject: Public Hearing; Amendment and Preliminary Plat Revision for Sundance Greens 12th Addition

Dear members of the the Planning Commission for the city of Dayton,

I am writing to outline concerns with the proposed amendment to the PUD allowing additional driveway access to the golf course property from Polaris Ln N. The listed concerns justify my opposition to the proposed amendment given what the driveway would be created to service.

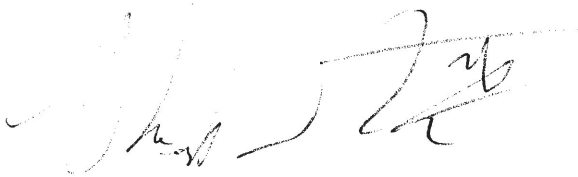
1. A non-residential driveway for a non-residential use and servicing a non-residential purpose along with the noise, vehicle light, and site lighting that would come with it adjacent to properties and HOA maintained trail corridor.
2. Safety concerns with non-residential traffic from staff and business deliveries added to residential streets, including Polaris Ln N and future 115th Ave N, both of which require pedestrian trail crossing to access Dayton Farms city park. Other impacted residential streets include Minnesota Ln N and Kingsview Ln N.
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4. Fire safety risk considering the operations expected at this building type along with the storage of potentially hazardous and/or flammable materials expected with golf course operations.
5. Negative impact on the sellable market value of neighboring properties due to the aforementioned concerns.

We feel a commission recommend denial of the amendment to the PUD providing additional access to the golf course property from Polaris Ln N will protect the wellbeing of Brayburn Trails residents and allow Brayburn Trails to maintain the characteristic integrity of a residential neighborhood within the Dayton community while not compromising the ongoing success of Sundance Entertainment.

We greatly appreciate your thoughtful consideration.

Concerned neighbor and resident,

Theo Quant 11548 Brayburn 902-8075405



From: [Jeremy Miller](#)
To: [Jon Sevald](#)
Subject: Public Hearing; Amendment and Preliminary Plat Revision for Sundance Greens 12th Addition
Date: Monday, April 20, 2026 12:12:29 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear members of the Dayton Planning Commission,

I am writing to outline concerns with the proposed amendment to the PUD allowing additional driveway access to the golf course property from Polaris Ln N. The listed concerns are justification for opposing the proposed amendment given what the driveway would be intended to service.

1. This would be a non-residential driveway used for non-residential use and servicing a non-residential purpose along with the nuisance noise conditions, vehicle light, and site lighting that would come with it adjacent to residential properties and HOA maintained trail corridor.
2. Safety concerns with non-residential traffic types from staff and business deliveries added to residential streets, including Polaris Ln N and future 115th Ave N, both of which require pedestrian trail crossing to access Dayton Farms city park. Other impacted residential streets include Minnesota Ln N and Kingsview Ln N.
3. Untypical driveway and building type (staff labeled commercial) of 7,200 sq. feet in size and its associated operations in a public recreation district not in harmony with the adjacent residential neighborhood, threatening the integrity of residential neighborhood characteristics and altering current site characteristics.
4. Fire safety risk considering the operations expected at this building type along with the storage of potentially hazardous and/or flammable materials expected with golf course operations.
5. Negative impact on the sellable market value of neighborhood properties due to the aforementioned concerns.

Commission recommended DENIAL of the PUD amendment providing additional access to the golf course property from Polaris Ln N is in the best interest of protecting the wellbeing of Brayburn Trails residents and maintaining the characteristic integrity of a residential neighborhood within the Dayton community.

Your thoughtful consideration is very much appreciated.

Concerned neighbor and resident,

Jeremy L Miller

From: [Suzy Wang](#)
To: [Jon Sevald](#)
Subject: Comments on DCM Farms / Sundance Woods PUD Amendment
Date: Tuesday, May 26, 2026 10:01:50 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Sevald,

I am writing regarding the proposed PUD amendment for DCM Farms / Sundance Woods scheduled for the June 4, 2026 Planning Commission hearing.

I oppose the proposed reduction in setbacks and increased garage-facing frontage allowance because I am concerned these changes could make the neighborhood feel more crowded and reduce the openness and character of the community.

Unfortunately, I am unable to attend the hearing, but I respectfully request that my comments be included in the public record.

Thank you for your consideration.

Sincerely,

Haixia Wang & Xianzhi Lin
15232 115th Ave N
Dayton MN 55369

[Sent from Yahoo Mail for iPhone](#)

From: [Trisha Clemas](#)
To: [Jon Sevald](#)
Cc: [Stacy Dailey](#)
Subject: Proposed Golf Course Maintenance Shed and Driveway (Polaris Lane / Brayburn Trails)
Date: Tuesday, May 26, 2026 8:05:14 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Members of the Planning Commission and City Council,

As a homeowner residing just four doors down from the proposed project site on Polaris Lane, I am writing to express my strong opposition to the requested zoning approval for the golf course maintenance shed and its connecting driveway.

While we value the amenities our local golf course provides, placing a massive commercial infrastructure project directly between residential properties fundamentally threatens the safety, peace, and financial equity of our neighborhood. I urge the commission to deny this proposal based on the following critical concerns:

1. Incompatible Scale and Commercial Encroachment

The original proposed building size of 7,200 square feet is nearly double the footprint of the surrounding single-family homes, which average between 3,500 and 4,000 square feet. Introducing a structure of this industrial scale—and placing it a mere 25 to 30 feet from the residential property boundary—destroys the visual harmony and residential integrity of Brayburn Trails.

2. Operational Hazards and Quality of Life

Golf course maintenance sheds are active, industrial hubs. Granting this approval will introduce consistent, negative disruptions directly behind our homes:

Noise and Disruptions: Maintenance operations inherently begin in the early morning hours. Heavy machinery, commercial mowers, and staff arrivals will create significant noise pollution when families are sleeping.

Environmental and Health Risks: These facilities routinely store bulk fertilizers, chemical pesticides, and fuel. Placing these hazards so close to residential backyards poses unnecessary runoff and odor concerns for neighboring families.

Visual Blight: As evidenced by existing, dilapidated green maintenance structures near the clubhouse, these facilities inevitably weather poorly and become a permanent visual detriment to the surrounding community.

3. Traffic and Safety Risks via Polaris Lane

The proposed 300-to-400-foot driveway connecting directly to Polaris Lane between residential homes is a major safety hazard. Brayburn Trails is a vibrant, active neighborhood filled with young families and children who play outside and walk these streets daily.

Introducing consistent commercial truck traffic and maintenance equipment into a tight residential corridor places our children at direct physical risk.

4. Severe, Unfair Impact on Property Values and Resale

When homeowners invest in a premier residential community like Brayburn Trails, they do so with a reasonable expectation that the city's zoning guidelines will protect their investment. Families on the front lines of this proposal—specifically Eric and Lisa Seppelt, as well as Tim Johnson—should absolutely not have to question the hard-earned equity of their homes.

If this commission grants an exception to allow a commercial service road and a chemical/equipment storage shed right next to these properties, it forces an unjust reality upon these families if they ever decide to move:

Forced Value Depreciation: They will be forced to artificially lower their asking prices simply to compensate for the active noise and visual blight of a commercial yard in their backyards.

A Compromised Buyer Pool: Forcing a commercial driveway between these homes completely shifts the market dynamics. It shifts the property away from traditional families looking for a safe, quiet neighborhood, forcing these homeowners to market to a completely different type of client or investor willing to tolerate industrial encroachment.

Conclusion

The Seppelts, the Johnsons, and the rest of the residents in Brayburn Trails have invested deeply in our neighborhood. We should not be asked to shoulder a massive financial hit or navigate a compromised resale market just to accommodate the commercial convenience of the golf course.

Municipal protections exist precisely to shield residential neighborhoods from industrial encroachment. We strongly urge the Planning Commission to protect our homeowners, uphold the integrity of our neighborhood, and deny this proposal.

Sincerely,

Trisha & Stacy Clemas

11540 Brayburn Trail

From: [Gary Feldhege](#)
To: [Jon Sevald](#)
Cc: Ericm.sepp@gmail.com
Subject: Written Comments – Sundance Woods, LLC Preliminary Plat and PUD Amendment
Date: Monday, July 6, 2026 1:46:40 PM
Attachments: [Dayton City Planning Commission Letter.pdf](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Sevald,

I am submitting the attached and below written comments for the record regarding the *Sundance Woods, LLC Amendment to the Preliminary Plat and Planned Unit Development of Sundance Woods*, with specific reference to the proposed relocation of the maintenance building and associated second driveway off Polaris Lane.

The proposal would relocate a maintenance facility as part of the redevelopment of the Sundance property into single-family residential lots. This would remove the structure from view of future residential lots and reposition it along the boundary of the established Brayburn Trails HOA neighborhood, **shifting visual and operational impacts from one residential neighborhood to another.**

The stated justification is to free the current building site for additional parking associated with the entertainment center. However, there appears to be substantial, underutilized parking in and around the facility. This raises a question as to whether relocation is driven by actual parking demand or by the desire to remove the structure from view of future residents.

In addition, the proposal requires a second driveway access. This configuration is not permitted under current code without a variance. Approval would materially increase site access and operational activity along the Brayburn Trails residential boundary.

While redevelopment is appropriate, variances are intended to address genuine hardship, not to optimize internal site layout in a way that transfers operational impacts onto neighboring residential uses.

For the reasons stated above, **I respectfully request denial of the requested variance** and the proposed relocation of the maintenance building in connection with the *Sundance Woods, LLC Amendment to the Preliminary Plat and Planned Unit Development of Sundance Woods*.

Respectfully submitted,

Gary Feldhege
11637 Niagara Lane North
Maple Grove, MN 55369
Phone: 320.249.3805
Email: garyfeldhege@gmail.com

6 July 2026

To the Members of the Dayton Planning Commission,

I am submitting written comments for the record regarding the *Sundance Woods, LLC Amendment to the Preliminary Plat and Planned Unit Development of Sundance Woods*, with specific reference to the proposed relocation of the maintenance building and associated second driveway off Polaris Lane.

The proposal would relocate a maintenance facility as part of the redevelopment of the Sundance property into single-family residential lots. This would remove the structure from view of future residential lots and reposition it along the boundary of the established Brayburn Trails HOA neighborhood, **shifting visual and operational impacts from one residential neighborhood to another.**

The stated justification is to free the current building site for additional parking associated with the entertainment center. However, there appears to be substantial, underutilized parking in and around the facility. This raises a question as to whether relocation is driven by actual parking demand or by the desire to remove the structure from view of future residents.

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While redevelopment is appropriate, variances are intended to address genuine hardship, not to optimize internal site layout in a way that transfers operational impacts onto neighboring residential uses.

For the reasons stated above, **I respectfully request denial of the requested variance** and the proposed relocation of the maintenance building in connection with the *Sundance Woods, LLC Amendment to the Preliminary Plat and Planned Unit Development of Sundance Woods*.

Respectfully submitted,

Gary Feldhege
11637 Niagara Ln N
Dayton, MN 55369

Hayden Stensgard
Senior Planner, City of Dayton Planning & Zoning
hstensgard@daytonmn.gov
12260 S. Diamond Lake Rd
Dayton, MN 55327

Subject: Public Hearing; Amendment and Preliminary Plat Revision for Sundance Greens 12th Addition

Dear members of the the Planning Commission for the city of Dayton,

I am writing to outline concerns with the proposed amendment to the PUD allowing additional driveway access to the golf course property from Polaris Ln N. The listed concerns justify my opposition to the proposed amendment given what the driveway would be created to service.

1. A non-residential driveway for a non-residential use and servicing a non-residential purpose along with the noise, vehicle light, and site lighting that would come with it adjacent to properties and HOA maintained trail corridor.
2. Safety concerns with non-residential traffic from staff and business deliveries added to residential streets, including Polaris Ln N and future 115th Ave N, both of which require pedestrian trail crossing to access Dayton Farms city park. Other impacted residential streets include Minnesota Ln N and Kingsview Ln N.
3. Untypical building type (staff labeled commercial) of 7,200 sq feet in size and its associated operations in a public recreation district adjacent to a residential neighborhood, threatening the integrity of residential neighborhood characteristics and altering current site characteristics.
4. Fire safety risk considering the operations expected at this building type along with the storage of potentially hazardous and/or flammable materials expected with golf course operations.
5. Negative impact on the sellable market value of neighboring properties due to the aforementioned concerns.

We feel a commission recommend denial of the amendment to the PUD providing additional access to the golf course property from Polaris Ln N will protect the wellbeing of Brayburn Trails residents and allow Brayburn Trails to maintain the characteristic integrity of a residential neighborhood within the Dayton community while not compromising the ongoing success of Sundance Entertainment.

We greatly appreciate your thoughtful consideration.

Concerned neighbor and resident,

Candace Fisher 3/1/26


From: [Keenan Meade](#)
To: [Jon Sevald](#)
Subject: Public Hearing; Amendment and Preliminary Plat Revision for Sundance Greens 12th Addition
Date: Wednesday, May 27, 2026 1:24:11 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear members of the Dayton Planning Commission,

I am writing to outline concerns with the proposed amendment to the PUD allowing additional driveway access to the golf course property from Polaris Ln N. The listed concerns are justification for opposing the proposed amendment given what the driveway would be intended to service.

1. This would be a non-residential driveway used for non-residential use and servicing a non-residential purpose along with the nuisance noise conditions, vehicle light, and site lighting that would come with it adjacent to residential properties and HOA maintained trail corridor.
2. Safety concerns with non-residential traffic types from staff and business deliveries added to residential streets, including Polaris Ln N and future 115th Ave N, both of which require pedestrian trail crossing to access Dayton Farms city park. Other impacted residential streets include Minnesota Ln N and Kingsview Ln N.
3. Untypical driveway and building type (staff labeled commercial) of 7,200 sq. feet in size and its associated operations in a public recreation district not in harmony with the adjacent residential neighborhood, threatening the integrity of residential neighborhood characteristics and altering current site characteristics.
4. Fire safety risk considering the operations expected at this building type along with the storage of potentially hazardous and/or flammable materials expected with golf course operations.
5. Negative impact on the sellable market value of neighborhood properties due to the aforementioned concerns.

Commission recommended DENIAL of the PUD amendment providing additional access to the golf course property from Polaris Ln N is in the best interest of protecting the wellbeing of Brayburn Trails residents and maintaining the characteristic integrity of a residential neighborhood within the Dayton community.

Your thoughtful consideration is very much appreciated.

Concerned neighbor and residents,
Keenan & Kathryn Meade
11620 Yuma Ln N
Dayton, MN 55369

From: [Kyle Johnson](#)
To: [Jon Sevald](#)
Subject: Public Hearing; Amendment and Preliminary Plat Revision for Sundance Greens 12th Addition
Date: Wednesday, May 27, 2026 7:54:55 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear members of the Dayton Planning Commission,

I am writing to outline concerns with the proposed amendment to the PUD allowing additional driveway access to the golf course property from Polaris Ln N. The listed concerns are justification for opposing the proposed amendment given what the driveway would be intended to service.

1. This would be a non-residential driveway used for non-residential use and servicing a non-residential purpose along with the nuisance noise conditions, vehicle light, and site lighting that would come with it adjacent to residential properties and HOA maintained trail corridor.
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3. Untypical driveway and building type (staff labeled commercial) of 7,200 sq. feet in size and its associated operations in a public recreation district not in harmony with the adjacent residential neighborhood, threatening the integrity of residential neighborhood characteristics and altering current site characteristics.
4. Fire safety risk considering the operations expected at this building type along with the storage of potentially hazardous and/or flammable materials expected with golf course operations.
5. Negative impact on the sellable market value of neighborhood properties due to the aforementioned concerns.

Commission recommended DENIAL of the PUD amendment providing additional access to the golf course property from Polaris Ln N is in the best interest of protecting the wellbeing of Brayburn Trails residents and maintaining the characteristic integrity of a residential neighborhood within the Dayton community.

Your thoughtful consideration is very much appreciated.

Kyle Johnson
15262 116th Ave N

From: [Letha Kunshier](#)
To: [Jon Sevald](#)
Subject: Public Hearing: Amendment and Revision for Sundance Greens 12th Addition
Date: Monday, June 1, 2026 7:53:12 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jon Sevald
Community Development Director
jsevald@daytonmn.gov
12260 S. Diamond Lake Rd
Dayton, MN 55327

Dear members of the Dayton Planning Commission,

I am writing to outline concerns with the proposed amendment to the PUD allowing additional driveway access to the golf course property from Polaris Ln N. The listed concerns are justification for opposing the proposed amendment given what the driveway would be intended to service.

I'd ask for a thoughtful review as a nearby resident of 11522 Brayburn Trail.

1. This would be a non-residential driveway used for non-residential use and servicing a non-residential purpose along with the nuisance noise conditions, vehicle light, and site lighting that would come with it adjacent to residential properties and HOA maintained trail corridor.
2. Safety concerns with non-residential traffic types from staff and business deliveries added to residential streets, including Polaris Ln N and future 115th Ave N, both of which require pedestrian trail crossing to access Dayton Farms city park. Other impacted residential streets include Minnesota Ln N and Kingsview Ln N.
3. Untypical driveway and building type (staff labeled commercial) of 6,000 sq. feet in size and its associated operations in a public recreation district not in harmony with the adjacent residential neighborhood, threatening the integrity of residential neighborhood characteristics and altering current site characteristics.
4. Fire safety risk considering the operations expected at this building type along with the storage of potentially hazardous and/or flammable materials expected with golf course operations.
5. Negative impact on the sellable market value of neighborhood properties due to the aforementioned concerns.

Commission recommended DENIAL of the PUD amendment providing additional access to the golf course from Polaris Ln N for a relocated maintenance building is in the best interest of protecting the wellbeing of Brayburn Trails residents and maintaining the characteristic integrity of a residential neighborhood within the Dayton community.

Your thoughtful consideration is very much appreciated.

Concerned neighbor and resident,

The Kunshier Family

--

Letha Kunshier
612-432-1090 Cell
lkunshier@gmail.com

From: [Stephanie C.](#)
To: [Jon Sevald](#)
Subject: Fwd: Public Hearing, Amendment (Brayburn Trails)
Date: Monday, July 6, 2026 11:43:26 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear members of the the Planning Commission for the city of Dayton,

I am writing to outline concerns with the proposed amendment to the PUD allowing additional driveway access to the golf course property from Polaris Ln N. The listed concerns justify my opposition to the proposed amendment given what the driveway would be created to service.

1. A non-residential driveway for a non-residential use and servicing a non-residential purpose along with the noise, vehicle light, and site lighting that would come with it adjacent to properties and HOA maintained trail corridor.
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We feel a commission recommend denial of the amendment to the PUD providing additional access to the golf course property from Polaris Ln N will protect the wellbeing of Brayburn Trails residents and allow Brayburn Trails to maintain the characteristic integrity of a residential neighborhood within the Dayton community while not compromising the ongoing success of Sundance Entertainment.

We greatly appreciate your thoughtful consideration.

Concerned neighbor and resident,

Stephanie Maxson

From: [HANNAH HENNEN](#)
To: [Jon Sevald](#)
Subject: Re: Sundance Maintenance Building Proposal
Date: Monday, July 6, 2026 7:05:19 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission Members,

I am writing to express my opposition to the proposed location of the new golf course maintenance building and driveway. I am unable to attend the open discussion

When we purchased our home, one of the primary reasons we chose this neighborhood was the beautiful golf course views and the walking paths that allow residents to enjoy the open space and scenery. The proposed placement of this building would significantly change that experience by replacing those views with a large maintenance facility and associated driveway traffic.

I understand the need for updated maintenance facilities, but I believe a much more appropriate location would be at or near the existing maintenance building. Replacing the current structure with a new, modern facility would improve the property without taking away the scenic views and character that attracted many of us to this neighborhood in the first place.

The current proposal places an unnecessary burden on nearby homeowners and diminishes one of the community's greatest assets. I respectfully ask that you deny the proposed location and instead consider rebuilding or expanding the existing maintenance facility.

Thank you for your time and consideration of the concerns of the residents who call this neighborhood home.

Sincerely,

Hannah Hennen

Ranchview Lane N

As a resident of Sundance Greens and a member of the Sundance Greens HOA I am in agreement with the placement of the Sundance Golf Course Maintenance Building that was approved during the PUD approval process in 2018. I was aware of the location and understood by moving to the development this was the approved spot and understand the intent and purpose of the location.

In addition to aesthetic pleasing design, several operational and safety considerations support the maintenance building's approved location:

- **Safety:** Relocating the maintenance building to the resident-proposed site would require ground crews to drive maintenance equipment through the main customer parking lot to access the golf course. This would increase traffic congestion and substantially increase the risk of accidents involving customers, pedestrians, and bicyclists.
- **Operational Efficiency:** The approved location provides the most efficient access to the golf course, allowing maintenance staff to perform their duties more effectively as they only drive on the golf course, thus not driving on public streets or trails, reducing fuel consumption, equipment usage, and operating hours.
- **Business Operations:** Relocating the building to the proposed site would eliminate future parking opportunities and could negatively impact on customer access to the clubhouse and golf course facilities, potentially limiting future business growth and financial viability.
- **Fire Safety:** Sundance Golf Course does not store flammable chemicals on-site. Chemical applications are managed by Ritter Greens, Inc., which stores such materials at its facility in Buffalo, Minnesota. Additionally, Sundance undergoes annual fire and hazardous waste inspections to ensure compliance and safety throughout all facilities, including the maintenance building.
- **Patron Opinion:** As I play Sundance Golf Course regularly, I speak with many of the patrons that also feel the new maintenance building location should stay where originally approved in by the city in 2018.

The maintenance building placement/designed was carefully thought out initially as Sundance Greens was designed and presented to the City of Dayton. The developer has been honest and direct since the beginning; he has never wavered. We believe the approved location represents the best balance between operational efficiency, public safety, business sustainability, and compatibility with the surrounding neighborhood.

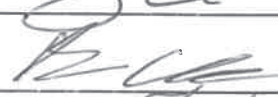
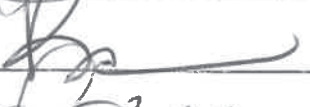
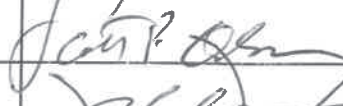
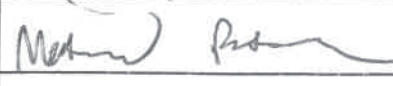
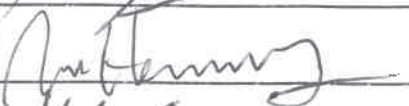
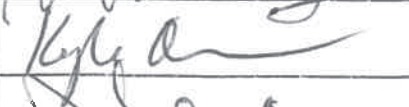
Title: Petition to keep proposed maintenance building site on north end of Sundance property.

To: Dayton City Council

Description: The undersigned agree to petition to keep the proposed building site of the new Sundance golf course maintenance building on the north side of the property due to safety & business logistic efficiencies & fewer homes will be in proximity than any other location.

Name	Address	Signature
1 Tim Casey		
2 Carl Colapry		
3 Aaron Bateman		
4 Luke Koski		
5 John Ciesinski	9316 Rimberg Ln Maple Grove	
6 DAVID HEHL	11675 Shady View Ln Rogers MN 55311	
7 JUNE ERIEAN	11240 NIAGARA LN N	
8 Mary Holm	11250 Niagara lane N	
9 Cat Barnes	15234 11th Ave N	
10 BOB LUCAS	14800 99TH NO. H.G. Rd	
11 ART DACE	48 COVENTRY	
12 Kurt Albeck	11488 E French Ave 420 AETNA	
13 G. MCGINTY	RUTHTON, MN. 56170	
14 Ken Francis	15851 12th Ave N Dayton MN 55327	
15 Chris Schuster	301 Clinton Ave Mpls, MN 55412	
16 TIM BALKO	11230 NIAGARA LN N Maple Grove, MN 55369	
17 RICK KELLAR	21720 WEBER WAY ROGERS MN. 55374	
18 DAVE BIROSH	11616 ABLE ST. NE. BLAINE MN 55434	
19 Adam Rickard	11337 73rd St NE Osseo, MN 55301	
20 Kim Arndtson	9029 Sycamore Lane N Maple Grove, MN	
21 David Arndtson	7816 Willow Ln NW Gig Harbor, WA 98335	
22		

23	Brian Hetterick	18313 Tyler St. N.W Elk River, MN 55330	Bentley
24	Nate Franke	15780 125th Ave N Dayton MN 55327	Nate Franke
25	Jesse Olson	12930 Zachary Cir N Dayton, MN 55327	Jesse Olson
26	Ryan Erdahl	13059 Hawthorn St NW Champlin	Ryan Erdahl
27	Gregg Carlson	7618 110th Ave. N. Champlin	Gregg Carlson
28	Ken Wilcox	12520 95th Ave N Maple Grove	Ken Wilcox
29	Kevin Scholmeyer	14001 Quince St. N.W. Andover	Kevin Scholmeyer
30	Nathan Peterson	11609 Yuma Lane N, Maple Grove MN (Brynthon Trails)	Nathan Peterson
31	Brady Thompson	11723 Kury St. Coon Rapids 55433 MN	Brady Thompson
32	Brian Manning	6981 137th Ave NW Ramsey, MN 55303	Brian Manning
33	Curt Thompson	11723 Kery St NW Coon Rapids MN 55433	Curt Thompson
34	LARRY BERGUM	4216 93RD AV N P.D., MN 55443	Larry Bergum
35	GABE MILTON	106 West River Pkwy Champlin, MN 55316	Gabe Milton
36	PJ Lande	15851 Creekside Ln Dayton, MN 55369	PJ Lande
37	Craig Skaliky	15650 Creekside Ln Dayton MN	Craig Skaliky
38	Rob Anderson	13321 BALSAM LN DAYTON MN	Rob Anderson
39	Jim Rann	13841 Oakwood Ln N Dayton MN	Jim Rann
40	Bud Williams	10901 Timberline Dr Champlin, MN 55316	Bud Williams
41	Steve Johnson	13460 Humlock Ln Dayton, MN	Steve Johnson
42	Tom Bolduc	13900 Elm Creek Rd Dayton, MN 55369	Tom Bolduc
43	Kevin Costello	222 Reese Ln W Champlin	Kevin Costello
44	Tim Smith	10800 Phoca Lane N Dayton	Tim Smith
45	Greg Hansen	15422 111th Ave Dayton	Greg Hansen
46	Tom SANDERS	13541 Hemlock Ln DAYTON MN	Tom Sanders
47	STEPHANIE SANDERS	11	Stephanie Sanders

48	JACE REED	11661 134 th Ave N Dayton MN 55327	
49	Andy Nestor	11420 Evergreen Circle N. Dayton, MN 55327	
50	Lee Hansen	1210 194 th Ave SE 56721 East Grand Forks MN	
51	MIKE BELLESON	18278 S DIAMOND LAKE CT DAYTON MN 55327	
52	BRAD SOLOMON	11319 Trillium Ln. N. Champlin, MN 55316	
53	COREY NEA	905 BRADFORD AVE. CHAMPLIN, MN 55316	
54	Bjorn Burnevik	12014 Mississippi Ave N Champlin, MN 55316	
55	Mike Eickert	11407 Hazelwood Ln. N. Champlin, MN 55316	
56	Paul Raterczuk	10992 Mississippi Park N Champlin, MN 55316	
57	Josh Bitz	8032 Edgewood Ave N BP 55445	
58	David Graft	6603 106 th Ave N B Park MN 55443	
59	BRUCE CARLSON	10445 HIDDEN GATES LN N, CHAMPLIN, MN 55316	
60	BRYAN TANN	11202 Oakdale Circle N Champlin MN 55316	
61	SCOTT OLSEN	12788 CEDAR RIDGE LN CHAMPLIN, MN 55316	
62	BLAKE NORSTED	11016 TIMBERLINE DR N CHAMPLIN, MN 55316	
63	ED RALPHAW	8400 Quail Rd Mpls Park MN	
64	JON HAMPT	11387 73 rd ST OTSEGO MN 55301	
65	Taylor Bayerkühler	6000 111 th Ave Champlin MN 55316	
66	Aaron Peterson	6712 105 th Trail N Brooklyn Park, MN 55445	
67	Matthew Peterson	6712 105 th trail N Brooklyn Park, MN 55445	
68	Ava Ostendorf	10401 Fernwood Ln N Champlin, MN 55316	
69	Michael T Scannell	2917 Florida Ave No. Crystal Mn 55427	
70	Jim Hamming	8008 Norway Mn 55369	
71	Kyle Anderson	15391 Creekside Ln Dayton, MN 55367	
72	Dave Leysa	28503 127 th St Zimmerman	

73	Tim Moon	2231 Poppy St. NU Oak Grove	Timothy A. Moon
74	Ron Kagan	Plymouth	Ron Kagan
75	DAN ANDERSEN	14825 38th Pl. N. Plymouth, MN 55446	Dan E. Andersen
76	KRIST DOMOGALA	11120 NIAGARA C DAYTON	Krist Domogala
77	JAYNE DOMOGALA	" "	Jayne Domogala
78	Gennor Herbert	14541 112th ave N Dayton MN	Gennor Herbert
79	Dennis Wheeler	Dayton	Dennis Wheeler
80	Neil Bering	Plymouth	Neil Bering
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Report Opposing Proposed Sundance Greens Maintenance Facility and Fire Apparatus Access Road

Submitted for the July 9 Planning Commission Meeting Record
and for distribution to Planning Commission members

Bruce Gaertner
11521 Polaris Lane
Dayton, Minnesota
Submitted June 29, 2026

Executive Summary / Requested Action

Requested action: I respectfully ask the Planning Commission to recommend denial of the proposed Sundance Greens maintenance facility and fire apparatus access road at the Brayburn Trails boundary. If the Planning Commission is unable to deny the application at this time, it should be tabled until an Environmental Assessment Worksheet is directed by the Council and completed.

Main points:

- **The proposed facility will have a detrimental effect upon the neighborhood and area in which it is proposed to be located.**
- The proposed facility is a large workplace facility like a farm or auto repair shop—not appropriate for the location.
- The access road is no ordinary residential driveway—it serves a nonresidential purpose abutting a residential neighborhood.
- The proposed building is within 75 feet of the nearest dwelling and 25 feet from adjacent residential lots—virtually in the backyards of Brayburn Trails. Sundance asks the City to use PUD discretionary authority to reduce setbacks mandated by both R and P-R zoning.
- The 2018 record shows that Sundance had the opportunity to include the proposed facility in its 2018 preliminary plat/ PUD application.
- The true nature of the proposed facility is not represented in Sundance's submissions, nor is its future use and appearance accounted for.
- Any attempt to screen the building or the road proves why the facility simply doesn't belong—it would punish homeowners by blocking their views of the green, open spaces they bargained for.
- A maintenance-building fire involving fertilizers, pesticides, fuels, oils, plastics, and equipment is a public-safety and environmental-response event, not just an ordinary structure fire.
- Comparable Twin Cities golf-course maintenance buildings are typically much farther from dwellings. At approximately 75 feet from the nearest home, the proposed Sundance location would be an extreme outlier.
- Alternative locations near the existing Sundance facility appear available and would place the maintenance building farther from homes, closer to existing utilities, and in a location better suited to access, monitoring, and shared parking.
- The proposed PUD amendment is in opposition to the City's own code: 1001.10 Subd. 3(1)c. "The Planned Unit Development can be planned and developed to harmonize with any existing or proposed development in areas surrounding the project site. **The development *shall not* have a detrimental effect upon the neighborhood or area in which it is proposed to be located.**"

Introduction and 2018 Approval Record

In 2018 Sundance Development LLC submitted a preliminary plat and PUD application named Sundance Greens, which the city of Dayton approved in March 2018. The plan involved converting roughly half of the golf course to residential homesites, in addition to homesites on adjacent land to the south also controlled by Sundance. A large area adjacent to the course to the north had been platted October of 2017 as Brayburn Trails. Both Sundance Greens and Brayburn Trails involved numerous phases, which are ongoing.

Now Sundance asks the city to amend both the Sundance Greens preliminary plat and the PUD. This application is on the July 9 agenda. Included in the amendment request is a new access from Polaris Ln and a road at the northern property line leading to a new 6,000 square foot golf course maintenance building, and an overall facility footprint of 16,000 square feet.

The proposed building is 25 feet from the adjacent backyards of Brayburn Trails homes. The zoning code specifies a 50-foot setback for land zoned P-R—the golf course's zoning classification, so Sundance would have the City use its PUD discretionary authority to reduce the setback from residential property by half. The proposed building itself is less than 75 feet from the nearest home. This proposed facility feels and looks like it's literally in the neighborhood's backyards.

The proposed fire apparatus access road—described as a driveway—is 20 feet wide and 365 feet long from a new access on Polaris Ln. As drawn, the driveway is a foot from the north property line and a foot from the south property line. This means Sundance would have the City use its PUD discretionary authority to reduce the setback even under residential zoning from 5 feet and from an Agricultural setback of 10 feet to just a foot in order to preserve its adjacent proposed new lot to the south, allowing traffic—including large trucks—to pass within what appears to be just 11 feet of that home's north wall.

The new access from Polaris asks the City to use its PUD discretionary authority to grant a variance, since Sundance has an access already on 113th Ave. The access would be used by large commercial vehicles hauling materials and fuel to the maintenance buildings and by numerous employees every day—vehicles, materials and traffic not meant for residential driveways and detrimental to the neighborhood they pass through.

As shown in Exhibit 1 on the following page, the 2018 preliminary plat and PUD application submission package included a landscaping plan, which is a set of survey plans much like the plat itself. The building, the facility footprint and the road with access to Polaris LN were on the landscape plan, but not on the plat. I can find nothing in the 2018 plat/PUD record referring to or acknowledging the presence of the maintenance facility in the landscape plan or any discussion of the maintenance facility at the time the plat was approved. It isn't clear why the current facility proposal appears in the 2018 submission, even if only on the landscape plan. But since the landscape plan is a required part of the Master Development Plan PUD application, we know that the maintenance facility belonged to the submission but was not approved. Because if it was approved it would appear on the plat. Therefore it is reasonable to infer that the maintenance building, the road and the access were either withdrawn or rejected. Whatever the case, Sundance had an opportunity to do in 2018 what it asks approval to do now—but failed to do so.

Exhibit 1 - 2018 Plat and Landscape Plan Discrepancy

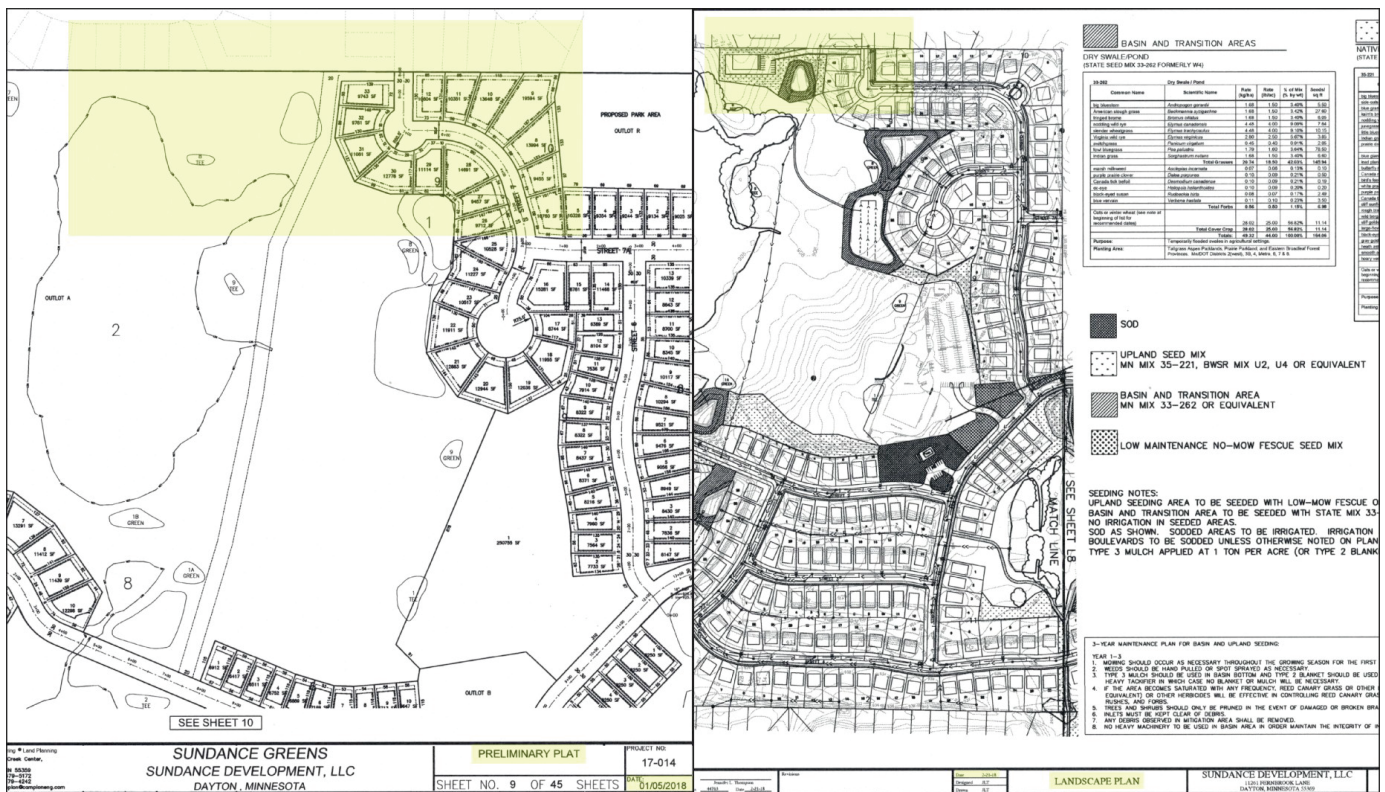


Exhibit 2 - Backyard View / Visual Impact

This is the view of the proposed maintenance building seen from the south facing deck of 11534 Brayburn trail. The rendering uses the corner stakes placed by the landowner to accurately depict the building at its intended site, based on the landowners submitted rendering of the building. The distance from the backyard patio to the building is 86 feet.



Exhibit 3 - Proposed Facility Under 2018 Site Conditions

This is a rendering of the proposed building, facility footprint and road as the site appeared in March 2018. Note that the fields to the north had been platted as Brayburn Trails 5 months earlier, in October 2017. It isn't clear whether David Weekley Homes, Brayburn Trails' builder, had knowledge of Sundance's intentions at any time between 2017 and 2026, but there is no reasonable expectation that any subsequent home buyers would have known, since the official record is the approved preliminary plat.



Exhibit 4 - Proposed Facility Under Current Neighborhood Conditions

Here is the proposed maintenance facility on the site as it appears today. The 3 homes at lower right below the facility entrance are proposed as part of the revised Sundance Greens preliminary plat and PUD application—they're not yet built. Several things to point out in this picture. As proposed, the entrance road—20 feet wide by 365 feet long—is called a driveway. It is a foot from the north property line and a foot from south property line. The image accurately depicts the scene as a busy workplace. Note the stockpiles of materials at the northwest corner and the two large fuels tanks—likely 500 and 200 gallons—near the northeast corner. Note the kinds of vehicles present in the picture. Note that the site does not conform to the fire-related access code. See Minnesota State Fire Code (MSFC) § 503.2.5 (Dead ends) , § 503.1.1 (Buildings and facilities), § 503.2.1 (Dimensions).Is this access road actually a driveway, and then under what zoning? It clearly doesn't serve a residence or have a residential purpose.



Exhibit 5 - Applicant Rendering Compared with Existing Maintenance Facility

Here is a rendering of the proposed building submitted by Sundance. Below it is the current Maintenance facility located just north of the Sundance Entertainment establishment's 113th Ave entrance. Note the 500- and 200-gallon fuel tanks and material stockpiles at the existing facility don't appear in the rendering of the new building. The existing facility is typical of golf courses around the twin cities. The depiction of the new building is not. Sundance's depiction of the building fails to show its actual use and purpose—as seen in the appearance of the existing building. And once the building is built and in use, what determines how it appears then?



Exhibit 6 - Elevation, Screening, and Loss of Open-Space View

The retaining wall depicted behind the north side suggests the building sits substantially below the grade at the north property line. Yet the plan itself indicates the building floor is at an elevation of 915 feet. The earlier depiction of the building as seen from 11534 Brayburn Trail in exhibit 1 shows the floor as it would appear at 915 feet. At this elevation, screening the building amounts to screening the view of the beautiful golf course open space. The same is true of the access road. The idea that a new building the neighbors find objectionable must be screened from view, and that the screening blocks the desirable view—this is a strong indication that the building doesn't belong here, not a remedy.

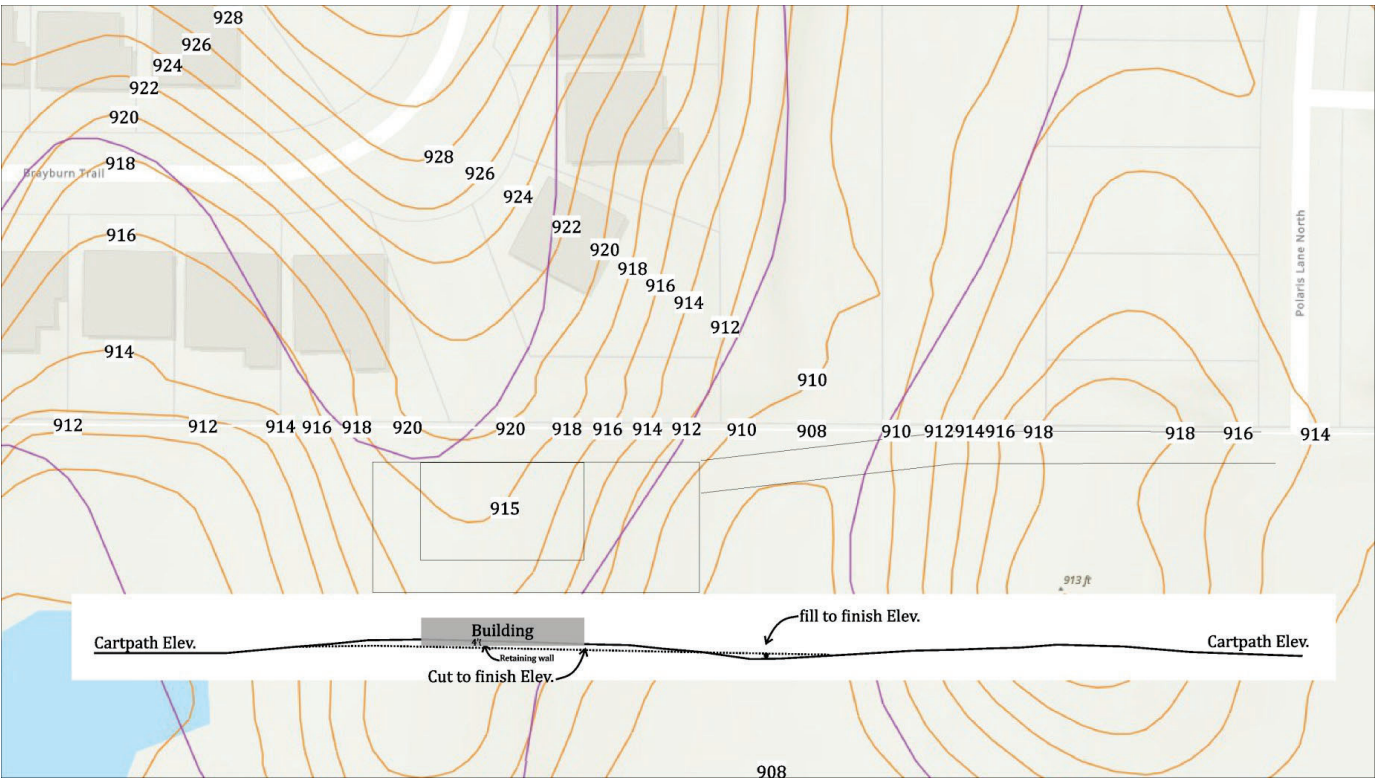


Exhibit 7 - Maintenance Facility as a Working Shop

Here you see a closer view of the proposed site as it would appear now. The right side of the image shows six shop floors—two golf course maintenance buildings, two farm maintenance buildings, and two auto repair shops. Fundamentally, they’re all the same. The proposed building is a workplace, like a farm or a mechanic’s shop. All three kinds of shops produce flames, sparks, and intense heat—“hot work” zones as defined by OSHA. They all store flammables near equipment regularly serviced and maintained, where batteries are charged, and where grinding, welding, cutting, and other ignition-producing work is performed.



Exhibit 8 - Golf Course Maintenance Building Fires

Here you see a collection of screen shots from youtube videos of local news outlets reporting golf course maintenance building fires. Fires are not uncommon in and around maintenance buildings. The Chaska Town Course maintenance building burned down. The fire was so hot it burned a separate chemical storage building 60 feet away—here the closest home isn't much further. A maintenance-building fire involving fertilizers, pesticides, fuels, oils, plastics, and equipment is a public-safety and environmental-response event, not just an ordinary structure fire.

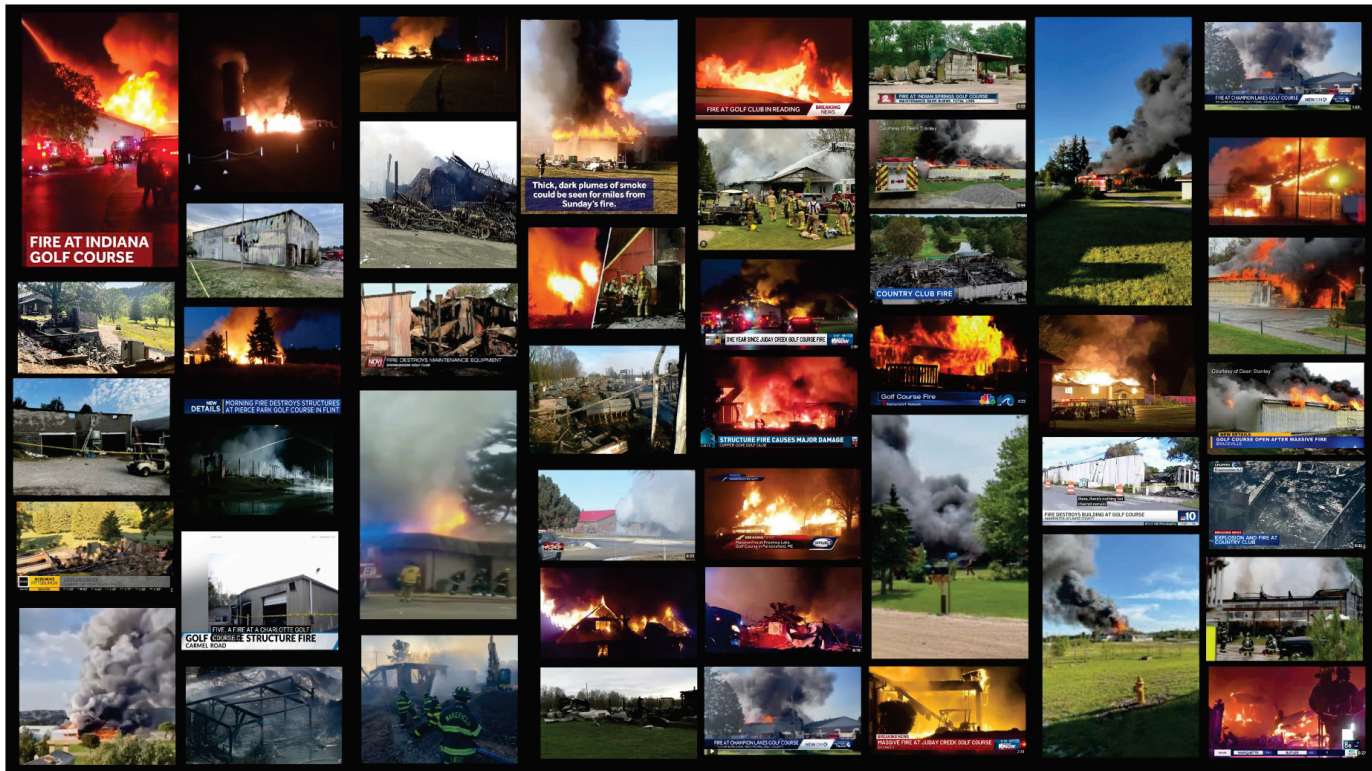


Exhibit 9 - Fire and Environmental-Response Concern

Here's what the building might look like on fire. And it isn't just the risk of fire that concerns us. The nature of the work performed here, and the materials delivered and stored here involve a wide range of environmental hazards. An Environmental Assessment Worksheet is needed. Outside agencies will need to be consulted.



Exhibit 10 - Twin Cities Area Maintenance Building Proximity List

This list compares the distance from privately owned Twin Cities area golf course maintenance buildings to the nearest dwelling.

Golf Course	Feet	County	Golf Course	Feet	County
Wilds	Very far	Scott	Woodhill	394	Hennepin
Lost Spur	Very far	Dakota	Southview	391	Ramsey
Mystic Lake	Very far	Scott	Majestic Oaks	387	Anoka
StoneRidge	Very far	Washington	Cedar Creek	376	Wright
Elk River	1399	Sherburne	Island View	365	Carver
Windsong	1323	Hennepin	Rush Creek	341	Hennepin
Links of Norfolk	1313	Anoka	Princeton	295	Sherburne
Spring Hill	1288	Hennepin	Refuge	286	Anoka
Wayzata	989	Hennepin	Burl Oaks	282	Hennepin
Minnesota Valley	925	Hennepin	Dellwood	250	Washington
Bear Path	871	Hennepin	Loggers Trail	245	Washington
Somerset	857	Dakota	Minikahda	241	Hennepin
Tanners Brook	840	Washington	Stillwater	232	Washington
Hazeltine	823	Carver	Mendota	224	Dakota
Riverwood	727	Wright	Dahlgren	218	Carver
Oak Marsh	716	Washington	Royal	214	Washington
Oneka Ridge	643	Washington	TPC	212	Anoka
Shamrock	642	Hennepin	Stonebrooke	208	Scott
Halla	609	Carver	Vintage	200	Wright
Bluff Creek	607	Carver	Rum River	184	Anoka
Forest Hills	603	Washington	Bent Creek	178	Hennepin
White Bear	557	Washington	Layfayette	174	Hennepin
Town & Country	551	Ramsey	Buffalo Heights	171	Wright
Edina	510	Hennepin	Wild Marsh	161	Wright
Indian Hills	493	Washington	Oak Ridge	156	Hennepin
Pheasant Run	470	Hennepin	Interlochen	154	Hennepin
Daytona	467	Hennepin	Monticello	121	Wright
Ponds	457	Anoka	Hiddern Haven	121	Anoka
Deer Run	439	Carver	Minneapolis	120	Hennepin
Golden Valley	431	Hennepin	Sundance	75	Hennepin
Medina	396	Hennepin	Olympic Hills	Very near	Hennepin
Fox Hollow	396	Wright	Oak Glen	Very near	Washington
Median distance	394	9 Metro Counties			
Mean distance	498				

Exhibit 10 Continued - Distance Summary

I have examined the locations of 64 privately owned twin cities area golf course maintenance buildings—all the courses I could find in the 9-county metro area—and determined their location in proximity to the nearest dwelling. The median average distance between a maintenance building and the nearest dwelling is 394 feet. Only two other maintenance buildings are closer: Oak Glen in Stillwater and Olympic Hills in Eden Prairie. In both cases the homes were built after the maintenance building. Of all the courses that built maintenance buildings in proximity to dwellings already there, the closest is Rush Creek’s building—341 feet from the dwelling. What this data tells us is that golf course industry best practices keep unwanted maintenance buildings away dwellings. Below is the next closest dwelling to a maintenance building—after Sundance as proposed—the Minneapolis Golf Club in St. Louis Park. The Sundance maintenance building would be 75 feet from 11532 Brayburn Trail, as depicted below.



Exhibit 11 - Alternative Maintenance Building Sites Near Existing Sundance Facility



Notes: The existing parking spaces shown are totals after subtracting the building footprint. The new parking area is calculated based on Dayton's 10' x 20' stall and 24' two-way aisle requirement, the raw double-loaded 90-degree parking module is approximately 320 square feet per space; after allowing for Dayton's required landscaped breaks, parking-court division, circulation, stormwater, and layout inefficiencies, I estimate 350–400 square feet per space. After subtracting the new facility footprint, I estimate a 225-250 additional spaces @ 350-400 square feet per space.

Exhibit 11 Continued - Alternatives and Parking

Finally there is the question of parking—the problem, we’re told, that compels Sundance to build the new building in our backyards— it needs more parking. But this seems like a preference, not a necessity. Are homeowners expected to bear the burden of Sundance’s preferences when there are other viable sites available? And if Sundance itself foreclosed many other site options over the years by its own choices, is that the homeowners’ burden to bear now? After all, Sundance has had many years— since well before the Sundance Greens plat and PUD were approved— to build a new maintenance building but waited—for some unknown reason—until the golf course was completely surrounded by homes. Now it asks the city to weigh its preferences, and mistakes and omissions, against the interests of homeowners—and in the way least favorable to its neighbors. Or perhaps Sundance’s maintenance building proposal was rejected by the city in 2018. We don’t know because there seems to be no mention of the building in the record of 2018, nor any explanation for why it appears on one set of landscape plans but not on the plat. In any case, here is a rendering of the area surrounding the main Sundance Entertainment building that illustrates alternative sites for the building there and the potential for additional parking.

Based on 28 years’ experience as a golf course owner— and a developer of homesites on a golf course under a PUD— my opinion is there are better locations available for a new maintenance building. You can see four examples shown—the same building Sundance proposes. All are safer than the Brayburn Trails site because each one is more than twice the distance from dwellings and the fire access is better. Mishaps of all kinds are more likely to be detected sooner in a busier location. All have existing access to public utilities. Three of the sites can share customer parking and serve as overflow parking at night. The fourth is removed from existing and future parking areas as shown above.

There are drawbacks to a maintenance building in public view. Some superintendents would object to the scrutiny that comes with a public facing facility. But if you look at the 64 golf courses on the proximity list, you will see that maintenance buildings close to club houses are usually better maintained than those far away—therefore safer.

I estimate Sundance currently has between 200 and 225 nonconforming parking spaces. And I estimate it can add another 225-250 conforming parking spaces. I expect these estimates are in the ballpark, but Sundance should specify what it has, what it needs and why. This potential total number of spaces likely exceeds the number required by Dayton’s code standards. But even if Sundance needs still more spaces, the city itself can and should help Sundance address his parking needs without allowing a maintenance building bordering Brayburn Trails. For example, Sundance could gain many more spaces if the city allowed new spaces to be non-conforming like the old spaces.

Conclusion - PUD Standard and Neighborhood Impact

Dayton Code of Ordinances 1001.10 Subd. 3 (1) c.

“The Planned Unit Development can be planned and developed to harmonize with any existing or proposed development in the areas surrounding the project site. **The development plan *shall not* have a detrimental effect upon the neighborhood or area in which it is proposed to be located.**”

The proposed PUD and plat amendment *does* have a detrimental effect on the neighborhood where it is proposed. And the city can only approve it by using its discretionary authority to interpret every detrimental effect in the way that's least favorable to the affected homeowners, and every consequence that results from Sundance's own actions in the way most favorable to Sundance.

From: [Kathy Johnson](#)
To: [Jon Sevald](#)
Subject: Agenda item
Date: Thursday, July 2, 2026 7:40:44 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Members of the Dayton City Council,

We are writing to respectfully ask you to reconsider the proposed location of the golf course's new 15,000-square-foot maintenance building. Our family is not opposed to improvements to the golf course or to its continued success. However, we strongly believe that placing an industrial maintenance facility just 75 feet from our residential property line is incompatible with the surrounding neighborhood and would have a significant and lasting negative impact on our home, our quality of life, and our property value.

When we purchased our home, we understood that we would be living next to a golf course. We welcomed the open green space, scenic views, and peaceful character that come with a recreational land use. We never anticipated that our backyard would border a large maintenance complex where commercial equipment would be stored, serviced, fueled, repaired, and operated.

This is not another golf hole, cart path, or clubhouse improvement. It is the golf course's operational maintenance center—a facility where equipment is stored, repaired, fueled, maintained, and dispatched each day. This use is fundamentally different from the recreational golf course that has historically bordered our property and is not compatible with a residential property only 75 feet away.

A maintenance facility introduces industrial activities that extend far beyond the game itself. We are deeply concerned about the daily impacts this facility would create, including:

- Noise from commercial lawn equipment, tractors, utility vehicles, loaders, and maintenance operations.
- Early morning activity as equipment is prepared before golfers arrive, along with employee traffic, deliveries, and the loading and unloading of materials.
- Backup alarms, engines idling, power tools, pressure washers, and equipment repairs that would carry well beyond the building itself.
- Security lighting, parking lot lights, motion-activated lighting, and vehicle headlights that would introduce light pollution into what has always been a quiet residential setting.

These impacts would not be occasional inconveniences—they would become part of our daily lives. The peaceful enjoyment of our backyard, patio, gardens, and home would be permanently altered. Opening our windows, sitting outside with family, entertaining guests, or simply enjoying the quiet beauty that drew us to this property would no longer be the same.

Our family has invested a significant amount in this home. It represents the largest financial investment we have ever made. We purchased it because of its unique setting adjacent to open golf course land, not because we wanted to live next to an industrial maintenance operation. While we understand that property values are influenced by many factors, the proximity of a large maintenance facility would negatively affect both the desirability and marketability of our home.

Perhaps most importantly, this proposal raises the broader question of compatibility. Is it appropriate to place a 15,000-square-foot maintenance facility only 75 feet from an existing residential property when other locations on the golf course may be available? The burden of accommodating this operational building should not fall so heavily on neighboring homeowners who purchased their properties in good faith, expecting to live beside recreational open space.

We respectfully ask the Council to carefully evaluate whether this location is truly the only feasible site. Alternative locations on the golf course should be thoughtfully considered before permanently burdening adjacent residential

properties, while still meeting the operational needs of the golf course.

We respectfully request that any maintenance facility be placed at a different location and that meaningful protections accompany that relocation, including increased setbacks, substantial berms and evergreen landscaping, fully shielded lighting, restrictions on outdoor maintenance activities, limits on operating hours, and a professional noise assessment.

This decision will affect our family every single day for years to come. Once this building is constructed, its impacts cannot be undone. We cannot move our backyard, our home, or the years of memories we have built here. The maintenance building, however, can still be relocated before construction begins.

We respectfully ask you to protect the homeowners who placed their trust in this community by ensuring that an industrial maintenance facility is not placed just 75 feet from an existing residence. We ask that you carefully balance the operational needs of the golf course with the rights of the families who call this neighborhood home. Thank you for your thoughtful consideration and for your service to the residents of Dayton.

Respectfully,
Tim and Kathy Johnson
11532 Brayburn TRL
Dayton
Sent from my iPhone

From: [Eric S](#)
To: [Jon Sevald](#)
Subject: Preliminary plat and PUD amendment Sundance Greens
Date: Tuesday, July 7, 2026 12:51:01 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Mr. Sevald,

I appreciate the effort put into the revised staff report regarding the Sundance Greens 12th addition Plat and PUD amendments.

Upon review of the staff report I noticed one item in particular I wanted to draw your attention to. In the CRITICAL ISSUES, Maintenance Building section it states "The 2018 PUD includes the relocation of the maintenance building to the northwest of what is now the 12th Addition." Is this a typing error or is there another explanation? I don't see any documents included in the packet otherwise confirming the relocation plans in the 2018 PUD as stated. I have reviewed the PUD documents provided to me and I didn't see any reference to building relocation in the PUD or on the preliminary plat renderings. It is only shown inconspicuously on the concept plan diagram and in an early landscape plan, both inconsistent with the neighborhood layout on the preliminary plat that does not show a maintenance building (they do not include the reconfiguration allowing for the Dayton Farms Park dedication quadrant). Thanks in advance for clarifying what is meant here. If this was intended to read as it does and what I have stated is indeed valid, I would appreciate the correction being made to not mislead the planning commission into thinking the relocation has been indicated since 2018.

Additionally, I have reviewed the new letter provided by the applicant and supplied my own comments in response. This would be lengthy to try to bring before the commission at the public hearing so I ask you share the below with them. I would appreciate being cc'd with your forwarding of this request and I would also like to extend a courtesy to the commission to discuss with them my concerns prior to making a statement at the public hearing if any of them would prefer. Please see my comments in red to Mr. Dehn's applicant narrative:

I understand the Residents in Brayburn Trails do not prefer the location of the Sundance Entertainment Golf Course maintenance facility. Although I understand it, I feel that I am being penalized for the Residents not doing their due diligences first for the following reasons:

I reached out to the city asking for all plans related to future and planned development of the golf course when considering my home purchase June of 2020. Nothing that was provided to me indicated a possible maintenance building. Ironically, the applicant is the one seeking variances and leniencies to zoning code by way of this PUD amendment for, one could say, not doing his own due diligence.

1- My preliminary plat was approved by the City of Dayton on March 28th, 2018. I have not changed from the plan. I had the location of the maintenance building on the original plans submitted and approved as the same location I do now. I also had a space at the far north portion to allow for a driveway entrance to the maintenance building. See highlighted area on attachment exhibit – the original Sundance Greens City of Dayton Submittal.

The preliminary plat does not show the driveway or maintenance building. The concept plan, attached as exhibit, shows an undefined square, but is just that - a concept plan. This presents the earliest idea and often changes to yield the final product. This concept plan has changed in several ways, the most obvious being the neighborhood layout that does not reflect the agreed upon SW quadrant park dedication of what is now known as Dayton Farms Park. The plan hanging in city hall reflects the park dedication, the change in neighborhood design, and absence of a maintenance building.

2- *It is not my responsibility that the developer of their project did not inform them of the building. I discussed it with them when I allowed the Brayburn Developer to cross the golf course with the sewer pipe to serve their neighborhood. In hindsight I should have denied access, hence their houses wouldn't have been built yet, and I wouldn't need to deal with this issue.*

While the applicant can't control what the Brayburn developer and home sales team told buyers, in a July 7, 2016 planning commission meeting Tina Goodroad (previous city administrator) did say staff wants the two developers (Brayburn and Sundance) to "work together" around the 57:25 mark of that meeting. The applicant has known for just as many years as Sundance Greens has been under development that Brayburn Trails would and does exist in its current footprint - nothing has changed regarding homes that would be built next to this section of the golf course.

3- *This idea that the location shouldn't be approved as the property/parcel already has one driveway access is ridiculous. The city doesn't enforce zoning code 1001.14 stating no more than one driveway access per parcel, and it should be amended. Currently in the City there are more than 100 parcels with 2 driveways onto the property, and multiple with more than 2 driveways, a couple being City Hall, Fire Station #1 and Dayton School. See the attached list of parcels with more than one driveway. This list doesn't even cover the entire City. If the City feels strongly that it should enforce this code, I will move the driveway entrance into the main building of the golf course 15 feet south to PID# 3312022310108 as the current entrance splits 2 parcels. See Exhibit 1*

I have personally reviewed and provided detail on this list of 2 driveway addresses and will be provided to the commission members at the meeting. The clear difference here is not a single driveway on that list passes directly between two unrelated residential properties and not a single driveway is a commercial use driveway passing between residential homes. If the applicant is really willing to relocate the main entrance driveway to come into compliance then make that a condition should approval be recommended. If the applicant is so willing to relocate the current entrance it makes me wonder how necessary creating more parking really is or what the actual plans are for parking and parking entrances.

4- *The idea that the building isn't shown on the revised plat and/or plan drawings and is an inaccurate statement. First, buildings are not shown on plats, it is not only shown on the Sundance Greens 12th Addition plat, but it was also not shown on the Brayburn Trails plat that was approved by the city for their development.*

(see attachments Exhibit 2,3 and 4 approved by the City of Dayton)

Upon review of the meeting packet it is unclear which exhibits are being referenced here. It sounds as if the applicant is confirming the building was not shown on plats for Sundance Greens or Brayburn Trails. I think it's pretty clear developers try to hide or omit anything that may deter a buyer on their shown plans. No maintenance building exists on the Sundance Green rendering hanging in city hall and emailed to me by the city when considering my home purchase, no maintenance building exists on the Brayburn Trails home site map provided to me by David Weekly Homes when considering my purchase, no maintenance building is shown at the current building site on the MI Homes home site map for DCM Farms. All three of these diagrams will be available for review in the folder of material I will provide the commission at the public hearing or can be requested from me ahead of time.

5- *I was courteous from the beginning on the golf course maintenance building location. I wouldn't have had to disclose the location as the golf course is not part of the 12th Addition, it is a separate parcel that is zoned P-R Public Recreation which allows commercial buildings to build on it. This is a commercial building meeting all city codes, not an accessory building. Under city ordinance and landowner rights, all I need to do is submit a building permit that meets all the city's ordinances. The parcel is zoned PR but is also subject to PUD guidelines as agreed upon by the developer and thus significant changes that can negatively impact the surrounding development require PUD amendment approval. Additionally, in the PR district commercial buildings are not outright allowed. Per the table of uses, Commercial Recreation requires a CUP and all other commercial types listed are either not permitted or require a CUP. The case can also be made that the maintenance building is an accessory structure to the golf course and comes with its own argument that it is not outright allowed.*

https://codelibrary.amlegal.com/codes/daytonmn/latest/dayton_mn_zoning/0-0-0-2329

6- *One resident made the statement that I developed Brayburn Trail development, that is incorrect; I did not develop it.*

Not sure how this applies or how refuting the statement supports the case for relocating the maintenance building. In fact, Brayburn Trails is the only development the applicant does not have developer or home builder ties to surrounding the golf course...makes sense why he wants to relocate the maintenance building away from neighborhoods he develops and next to a neighborhood he didn't develop. I'm sure the MI homes, Lennar, and other builders would not have liked plans that kept a maintenance building closer to the homes they are trying to sell in his developments.

7- *There was a complaint that the existing maintenance building's appearance looks terrible. I agree, the only reason I haven't built a new one was that our original plan was always to build it at our proposed location. I knew long term we couldn't have a fairway so close to their homes as golf balls would hit their homes. So, this was a perfect use of space as it couldn't be a fairway and would offer a perfect buffer between area in play and their property. If I was to keep the existing fairway location, I would have been at the public hearing for Brayburn Trails when it was first proposed complaining about the home location in relation to the golf course. Again, I was just trying to work with the adjacent property owners.*

If the applicant agrees the current maintenance building looks terrible it does not take building a new one to clean up around the site to improve its appearance at least to some degree. Future plans to build new are not an excuse to let deteriorate or ignore build up of unsightly site clutter. This is not a reassuring statement that future site care will be any better. Personally, I purchased my home when the fairway ran along it to be next to the golf course, accepting of errant shots that come with living on a golf course. Placing a commercial building next to my home is not "working with" me. I told this to the applicant

over the phone directly. The current course re-design and future home sites would not allow for a fairway here anyways. The course has finished work that relocates a green adjacent to where the building is being proposed, not a fairway.

8- One resident mentioned fire hazards, and that there were 9 golf maintenance buildings that have burned down in the United States since 2023. My question is how many homes have burned down since 2023? Many more than 9. The proposed building is 120 feet away from his home, and he is only 15 feet away from his neighbor's home.

This was just a sampling and not a complete log of all golf maintenance buildings that occurred. It also did not include all commercial building and maintenance building fires not specific to golf courses. It was meant to illustrate there is more than a perceived risk here. Obviously there are more home fires than golf maintenance building fires based on sheer volumes. The proposed building at a 25' setback as indicated in the meeting packet puts the building 105', not 120' from my home and even closer to 11532 Brayburn Trail.

9- There was another concern about chemical storage, while we do store some chemicals, most of the the chemical application is done by subcontractor who is certified and brings the product with him the day of application. More importantly, Hennepin County does come out to inspect our facility annually to make sure we are in compliance with all regulations.

This operational process could change with time and therefore result in more chemical storage on site if moving away from the subcontracting process utilized currently. There is no control over that operational decision once this building site is approved. An annual inspection leaves 364 other days of the year to be out of compliance and being in compliance with regulations doesn't mean accidents don't happen. How can the fire department be sure of what is on site should a fire ignite say 300 days after the last inspection?

Although the Brayburn Trails residents dislike the location of the building, I am trying to be neighborly in the past and in the future.

In the Past:

1- Adjacent homeowners didn't like the balls hitting their homes, so we shortened the 6th hole multiple times. Thus, eliminating our longest hole to the dissatisfaction of our customers. It seems ironic that the homeowners say they were there first, and the building shouldn't be built at this location, but the same rational isn't considered when golf balls hit their homes, and the golf course was there first.

I have never complained about balls hitting my house. The course has moved up the tee box but that doesn't mean all patrons follow the advised use following the tee markings. The course continues to maintain the original tee boxes creating confusion for some golfers and offering a far tee for those unwilling to adjust to the marked changes and think rules don't apply to them. The one time I talked to the golf course was because they decided to play the back tee box randomly one league night, hitting my house and nearly hitting a pedestrian on the walking path. I communicated to the course attendant that notice would be appreciated as residents walk the path assuming play of the relocated tees that are in view from the path not expecting a ball to be coming from out of view, which becomes a safety concern.

2- When residence dogs chase our golfers, we didn't call impound to pick the dogs up; we just tried to work through it.

That's just being neighborly. When the course was conducting brush cleaning and burning, a dog belonging to whoever was conducting the work trespassed onto my yard. I also did not call impound and instead contacted the golf course to alert them. Nothing special here to justify support of the application.

3- When underage children were selling beer to our golfers, we didn't start a lot of drama by asking the busy City of Dayton Police to be involved by making a complaint but did the neighborly thing and asked them to stop.

I have no knowledge of this behavior but imagine it was maybe a one time occurrence or similar. Likewise every time I see a golfer trespassing onto private HOA land or engaging in public urination I do not call the police. Nothing special here to justify support of the application.

4- Again, to reiterate, I approved the sanitary sewer line to be run through the golf course so their neighborhood could be built.

This was a decision the applicant made despite an alternative plan being in place by the Brayburn Trails developer discussed in public meetings. How do we know there was not some form of compensation or mutual benefit agreement made between the two developers? It certainly was not a condition of the PUD and therefore does not justify extra leniency from city code at this time.

Future building design:

1- We changed the original building design from a basic pole shed to low pitched roof line building.
(see attached rendering EXHIBIT #5)

2- We changed the building material from metal to LP Siding and added additional aesthetics to the exterior

3- I made sure all the overhead doors face the south. There are no entrances or lighting to the building on the north side.

4- I will excavate the building site down 6 feet to maintain the building exposure to the Brayburn Trails residence. Code calls for a 25-foot maximum height, with a new building design and excavating 6 feet; their exposure will be half of that.

5- North of the building I will build decorative retaining walls.

6- On top of the retaining walls, I will plant very large pine and spruce trees as a buffer.

This should benefit the residents in two ways, first provide natural screening and secondly benefit some homeowners who

mentioned they didn't like less trees after we needed to cut down the boxelder and diseased ash trees.

7- All the above-mentioned items add approximately \$100,000 to the building cost.

Sure, some of these concessions make the building seem less impactful but they don't eliminate the negative impact. Simply reducing the impact, does not equal providing a public benefit design as required under a PUD and PUD amendment. The request is still asking for leniency from code standards and does not satisfy conditions for PUD amendments.

In conclusion, I have put careful thought into this design since 2017 and have been consistent with my message from the beginning. I don't know if the homeowners understand I will have new homes that will be more expensive than their homes which will look at the front and garage door at the entrance side of the building. It will also be seen from the patio of the restaurant. I will need to keep the site clean and orderly.

If careful thought was put into the design since 2017 why not include it in formal site renderings and why was the applicant not ready to present when he first submitted his application for the March 2026 public hearing. The referenced new homes will be located further away from the building than ours and therefore less impact on them and owners will be making a purchase decision knowing of what is there or going to be there unlike us current homeowners in Brayburn Trails that it was concealed from. I challenge how much more expensive the new homes will be but that shouldn't be the point anyways. If anything it illustrates why the applicant is preferring the proposed site - to move it further away from the "expensive homes" and closer to our apparently inexpensive homes tax valued right around \$650,000. The golf course was a listed public benefit under the PUD - placing the maintenance building in view of the restaurant patio seems to diminish the public benefit and provide further rationale against the proposed site.

Thanks,

Tom Dehn

Sundance Development, President

Thanks for your time and attention,

Eric Seppelt

11534 Brayburn Trail

Dayton, MN 55369

608-385-3837

From: [RON & JACKIE TORFIN](#)
To: [Jon Sevald](#)
Cc: [Jackie Torfin](#)
Subject: Public Hearing: Amendment and preliminary plat revision for Sundance Greens 12th Addition
Date: Wednesday, July 8, 2026 8:20:37 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Members of the Dayton Planning Commission,

We are writing to formally oppose the proposed PUD amendment to allow additional driveway access from Polaris Ln N for a relocated maintenance building, as well as the connected applications for street and lot reconfiguration known as Sundance Greens 12th Addition. Our neighborhood is not opposed to the golf course's existence, but rather to this specific proposal, which introduces a non-residential commercial use into a residential area while enabling private financial gain for the developer at our expense. We respectfully request the Commission recommend DENIAL of this amendment.

Our opposition is based on the following key concerns, which demonstrate why this proposal fails to meet the standards for PUD amendments under City of Dayton code.

1. This Is a Land Swap That Benefits the Developer at Neighborhood Expense

The public hearing notice confirms this amendment involves both the maintenance building relocation and the reconfiguration of streets and lots for Sundance Greens 12th Addition. These applications are connected — one enables the other.

The developer plans to demolish the existing maintenance building on the opposite side of the golf course — a site surrounded by parking and currently used for maintenance operations — so they can build new homes on that prime redeveloped land. They then propose to relocate that 6,000 sq. ft. commercial maintenance facility to Polaris Ln N, directly adjacent to our residential properties and the HOA-maintained trail corridor.

This is not a neutral relocation. This is a direct transfer of a commercial burden from a site the developer wants to profit from, to a site that will degrade our neighborhood. The developer gains the financial benefit of new home construction; our neighborhood gains a commercial maintenance facility with all its associated noise, light, traffic, and safety risks.

2. The Proposal Violates PUD Standards for Harmonious Development and "Beneficial Effect"

Under the City's PUD standards, any amendment requires a finding that the

development "shall not have a detrimental effect upon the neighborhood or area in which it is proposed to be located." Additionally, PUDs must be planned "to harmonize with any existing or proposed development in the areas surrounding the project site."

The original PUD was approved with the maintenance building located where it is — a known condition that surrounding property owners could reasonably rely upon when purchasing their homes. Now, the developer seeks to rezone that building's site for residential use while re-zoning a portion of our residential corridor for commercial maintenance use. This is not harmonious development — it is a bait-and-switch that fundamentally alters the character of our neighborhood after the fact.

The City should not allow a developer to "move" a commercial nuisance from one location to another simply to increase land value, especially when the new location is more residential and more sensitive than the original. The proposal fails to provide the required "beneficial effect" for the community that would justify such a change. Instead, it creates a significant detrimental impact on surrounding properties that outweighs any benefit.

3. The Existing Building Should Remain in Its Current Location

The current maintenance building already functions on the opposite side of the course. It has existing access, parking, and operational patterns that surrounding residents have long been accustomed to. If the developer wants to build new homes on that site, they should design around the existing maintenance building, not use a PUD amendment to offload it onto our neighborhood.

The Commission should reject the amendment and require the developer to keep the maintenance building in its current location with its current access, as originally approved. There is no demonstrated public need to relocate this facility — only a demonstrated private financial interest in doing so.

4. Safety Concerns with Non-Residential Traffic

Introducing commercial traffic — including staff vehicles and delivery trucks — to residential streets including Polaris Ln N and future 115th Ave N creates serious safety concerns. Both streets require pedestrian trail crossings to access Dayton Farms City Park. Other impacted residential streets include Minnesota Ln N and Kingsview Ln N.

This proposal fails to "minimize conflicts between vehicular, pedestrian, and bicycle circulation patterns" as required by the City's development standards. The addition of commercial vehicles to a residential street with trail crossings and park access is a clear and present danger to our families.

5. Noise, Light, and Nuisance Concerns

This would be a non-residential driveway serving a non-residential purpose, bringing with it nuisance noise conditions, vehicle light, and site lighting directly adjacent to residential properties and the HOA trail corridor. Dayton's zoning code requires that noise, odors, and light not be a nuisance to adjoining properties. The proposal does not demonstrate how these impacts will be mitigated. We request that if this amendment were to move forward — which we oppose — the Commission require conditions such as noise-reducing building design and lighting hooded and directed away from homes. However, we maintain that these mitigations cannot fully remedy the fundamental incompatibility of this use in our residential neighborhood.

6. Fire Safety and Hazardous Materials Risks

Golf course maintenance buildings are known to store hazardous and flammable materials, including fuels, solvents, pesticides, and oils. We are concerned about the fire safety risk this building's operations pose to our homes and families. The applicant has not provided a plan to show how these risks will be mitigated or how they will comply with applicable safety regulations and the Minnesota Community Right-To-Know Act, which requires reporting of such hazardous substances. The proximity of this building to our homes and the HOA trail corridor elevates this from a general concern to a legitimate safety threat.

7. Negative Impact on Property Values

The combination of noise, light, traffic, safety concerns, and the introduction of a commercial use into a residential area will have a negative impact on the sellable market value of our properties and the quality of life we expect in a residential neighborhood. This is not a speculative concern — it is a well-established principle that incompatible land uses reduce adjacent property values.

8. The Connected Applications Must Be Considered Together

The public notice shows this amendment is tied to street and lot reconfiguration for Sundance Greens 12th Addition. These applications are connected — the building relocation enables the new homes. The Commission should evaluate the total net impact of both applications together. When viewed as a whole, the proposal negatively impacts our neighborhood while providing no public benefit — only private financial gain for the developer.

Conclusion and Request

For all the reasons stated above, I respectfully request that the Planning Commission recommend DENIAL of the PUD amendment providing additional access from Polaris Ln N for a relocated maintenance building.

The building should remain in its current location with its current access, as originally approved and relied upon by surrounding residents. The amendment is a pretext to enable new home construction that benefits the developer while imposing a commercial burden on our residential neighborhood. Denial is in the best interest of protecting the wellbeing of Brayburn Trails residents and maintaining the characteristic integrity of a residential neighborhood within the Dayton community.

Thank you for your thoughtful consideration of this matter. We hope to see you at the public hearing and look forward to your decision.

Sincerely,

Ronnie I. Torfin

Ronnie and Jacqueline Torfin
11537 Polaris Lane N
Dayton, MN 55369
612-719-2282
rtorfin@comcast.net

Question: If this access from Polaris lane fails the variance test, does the City Council have the authority to grant relief that's prohibited by both its own ordinances and State law?

Dayton Code of Ordinances

1001.1 Subd. 1 (1) "This section may allow deviations, under appropriate circumstances, to underlying ordinance provisions, if it is proven that public benefits are provided to mitigate any deviations."

1001.14 Subd. 9 (1) b. 1 "No more than 1 access to the City street shall be permitted per parcel."

1001.29 Subd. 1 "The variance process enables the City Council to provide limited relief from the literal provisions of this Subsection in instances where strict enforcement would cause practical difficulties because of circumstances unique to the individual property under consideration and when it is demonstrated that such actions are consistent with this Subsection. Variances shall not be granted to allow a use not permitted by the zoning district, nor to merely remove inconveniences or financial burdens that the requirements of this chapter may impose on property owners in general. Variances are intended to address extraordinary, exceptional, or unique situations that where not caused by the applicant's act or omission. Variances are not to be used in the place of ordinance amendments to address situations applicable to numerous properties.

1001.29 Subd. 3 " All requests for a variance shall be subject to a determination that the variance request complies with the requirements of Minn. Stat. § 462.357 and any amendments thereto, which include, but are not limited to:

(1) A variance shall only be permitted when it is in harmony with the general purpose and intent of City Code and consistent with the Comprehensive Plan.

(2) A variance may only be permitted when the applicant establishes that there are practical difficulties in complying with the zoning ordinance, meaning:

a. The property owner proposes to use the lot or parcel in a reasonable manner not permitted by the zoning code.

b. The plight of the property owner must be due to non-economic) circumstances that are unique to the lot or parcel and not created by the property owner.

c. The variance must not alter the essential character of the locality.

2025 Minnesota Statutes

462.357 Subd. 6 (2) "Variances shall only be permitted when they are in harmony with the general purposes and intent of the ordinance and when the variances are consistent with the comprehensive plan. Variances may be granted when the applicant for the variance establishes that there are practical difficulties in complying with the zoning ordinance. "Practical difficulties," as used in connection with the granting of a variance, means that the property owner proposes to use the property in a reasonable manner not permitted by the zoning ordinance; the plight of the landowner is due to circumstances unique to the property not created by the landowner; and the variance, if granted, will not alter the essential character of the locality. Economic considerations alone do not constitute practical difficulties.

Good evening commissioners.

Tonight's decision ultimately comes down to one question: Has the applicant demonstrated that this amendment satisfies Dayton's zoning code and PUD standards?

Here are the facts. The area is zoned Public Recreation District with a PUD applied overlay. Per the PUD agreement, the developer agreed to develop pursuant to the preliminary plat. Contrary to what is in the staff report, neither the driveway access nor maintenance building are on the approved preliminary plat and a relocation of the maintenance building was not indicated in the 2018 PUD. If this was in error, it was not rectified in the 2020 preliminary plat amendment or any time in the last 8 years throughout 11 phases of Sundance Greens development. A second street-access driveway is not permitted by city code and would require a variance under standard zoning regulations. Regarding the maintenance building, all indications suggest a CUP would normally be required for an accessory or commercial building in the PR district. Neither request would appear to satisfy the required findings in city code for granting a variance or a CUP. That being said, a PUD amendment should not be used in this case simply as a backdoor to circumvent the variance and CUP criteria defined in city code to evaluate such requests.

The driveway request does not comply with variance criteria.

According to 1001.29, Subd 1 Purpose, the variance may not be granted to merely remove inconveniences or financial burdens and is for extraordinary, exceptional or unique situations NOT caused by the applicant's own acts or omissions. The request does not satisfy these general-purpose standards set forth nor does it comply with all criteria from Subd 3.

1. Item 2b is not satisfied: This is not a unique hardship. The applicant created this situation through their own development decisions and the request is driven by convenience and cost, not by necessity—including but not limited to avoiding the need to extend access from the existing parking lot across course redesign work already completed and requesting setback relief due to the location of newly constructed green #8.
2. Item 2c is not satisfied: The proposed driveway would alter the character of the locality. The driveway would be several hundred feet long, cutting through a watercourse area between wetlands and running adjacent to residential homes introducing commercial-type impacts into a residential setting.

The maintenance building request does not comply with CUP conditions.

According to section 1001.23, Subd. 1, (3) Process, item E, ALL of the following criteria must ALWAYS be met. Furthermore, it's unlikely reasonable conditions can be set to bring the listed items into full compliance.

1. Item 2 is not met- the proposed use will diminish or impair property values.
2. Item 6 is not met – the proposed use will not be adequately screened.
3. Item 7 is not met – the proposed use will create nuisance, both noise and visual pollution

The proposed amendment does not meet PUD criteria.

1. Improved design and public benefit is the clearly stated intent for the flexibility provided under a PUD. Furthermore, according to chapter 1001.10 any amendment to the PUD shall require the same procedures as for the application for a PUD. It goes on to say the PUD, or PUD amendment in this case, must harmonize with the existing development in the areas surrounding the project site and it should not have a detrimental effect upon the neighborhood in which it is proposed to be located. The proposed plan represents a substantial change in the character of development at the perimeter of the Sundance property nearest residential homes that currently functions largely as passive open space; it is not harmonious with the existing development for the following reasons:
 - The driveway access to Polaris Ln N is by way of an untypical property extension of the golf course between two residences where it otherwise would not abut the street.
 - The driveway is approximately 350-400' long extending between and past homes - it is more comparable in length to cul-de-sac streets in Brayburn Trails like 115th Ave N and Ranchview Ln N that come in at just over 300'.
 - The long driveway intentionally places the maintenance building closer to, not farther away from, existing homes thus shifting a new and greater negative impact upon residential areas not previously subject to such impacts.
 - While the volume of traffic may be low, it will be for large lawn implements, delivery trucks and trailers, garbage trucks, UTVs and other equipment that have a more significant impact on adjacent properties.
 - The proposal introduces operational changes incompatible with the adjacent residential uses resulting in nuisance conditions related to noise, vehicle light cast on residences, and various safety concerns.
 - A building setback reduction to 25', less than PR district guidelines of 50', places the impact even closer to residential properties and represents a more impactful design than provided in the March planning commission packet.
 - It cannot be guaranteed that adjacent property values will not be negatively impacted.
2. There is direct conflict with the originally justified PUD public benefits:
 - Updated 9-hole golf course – inserting an atypical driveway and relocating the maintenance building to a more impactful location is in direct conflict with the proposed benefit of a golf course.
 - Preservation of open space - the proposal consumes open green space.
 - 113th road improvements - service related traffic would now be diverted off 113th intended for this type of use and instead directed through residential neighborhoods.

- Parkland dedication in the northeast corner, now Dayton Farms city park - the driveway location will create concentrated vehicle activity and safety concerns adjacent to residential properties and on streets within this park access corridor.

The phrasing within city code is best interpreted that the leniencies provided under a PUD are to directly result in the improved design and public benefit that adherence to strict zoning code would otherwise prevent. The idea isn't to allow exceptions one place to in turn provide unrelated benefits somewhere else as a trade-off. A PUD most certainly is not put in place to simply grant exemptions to rules. The rules still apply - the applicant is asking they not apply to him. The applicant was already granted other exceptions related to home setbacks, wetland buffers, lot widths, etc. in exchange for previously agreed upon, yet debatable, so-called public benefits in the PUD. The amendment before you comes with no corresponding public benefit and certainly does not create a public benefit in design. Opposition has been voiced in letters by representation from over 20 neighboring homes, a letter from the Brayburn Trails Master HOA Board representing all 267 homes in Brayburn trails, and statements made before this commission. Residents, THE PUBLIC, have clearly voiced they see no public benefit.

Most importantly, the negative impacts cannot be meaningfully mitigated. While the applicant makes promises to appease the commission and council, there is no control over how operations are run or if current ownership will even remain in place. Adhering to screening requirements for visual and noise-related impacts is nothing more than an illusion of protection. For retaining walls and berms, sightline needs to be disrupted to have any impact on sound screening. The retaining wall shown peaks at an elevation of 920' sloping downward from West to East to a low of 912', same as the building floor elevation. The elevation at seated height on my deck and main floor is 931' and from my second-floor windows 941'. The wall simply cannot interrupt the line of sight between maintenance activities and our home and therefore cannot meaningfully interrupt sound. The applicant says he'll plant very large pine and spruce trees. Scientific research indicates it takes 50-100' of dense vegetation types to provide any noticeable degree of sound screening. With a proposed 25' setback this is not feasible and even if attempted, the tree maturity needed to provide any density wouldn't be realized for several years. Furthermore, with the retaining wall terminating at the parking edge it is insufficient in length to prevent sound from refracting around it. With no additional screening provided the length of the driveway, lights coming down the driveway in the morning will shine right into my home and when leaving at night, right into Bruce's home. Screening is not meant to be used as an excuse to allow something not allowed, especially when it is not effective. The substation on 117th just down the road from our neighborhood is a prime example of screening ineffectiveness.

There is no valid supporting evidence to justify this request. The applicant claims parking limitations justify the relocation. However, the plans actually create substantially more area near the clubhouse to accommodate expanded parking and a new maintenance building. I've provided a photo journal of peak parking illustrating parking demand has not exceeded availability. The applicant's justification for adding a second driveway access is that other properties in the city have more than one driveway access going as far as providing you with a list. I reviewed every property address on the list and my analysis is provided in your folder.

These are in nearly every single case two adjacent driveways in close proximity to one another. Most importantly, not a single one of those driveways pass between two unrelated properties and not a single one is a business or commercial use driveway passing between two residential properties.

This is the view of my home, my neighbor Tim and Kathy's home, and the corridor into our peaceful neighborhood. On the other side of that wall...my daughter's bedroom, the office where my wife conducts the administrative duties of her business, and our living room we use to spend meaningful family time. This separation wasn't enough to buffer the sound and safeguard the enjoyment of our home when skid steers and chainsaws were used 300 feet south of my property during course redesign operations. It definitely will not be enough to protect us from daily sounds of maintenance operations carried out just 65' from my property and 105' from my home.

The proposed location is clearly non-conforming and **does not represent the least impactful or most compatible configuration**. Opposition for us neighbors is not just about a view, it's about personal enjoyment of our homes and neighborhood. **The detrimental impact is entirely avoidable** by making renovations at or near the current maintenance building location. The guidelines for planning commission are clear and that is, your recommendation be guided by city code and in accordance with the planning commission's pledge to residents. This decision is not about the applicant personally or even personal beliefs regarding land usage. It's about whether city code is applied consistently and whether residents are protected from avoidable harm. Likewise, you are not tasked with creating a working solution for the applicant's problem and should not feel obligated to grant the request. I respectfully ask that you recommend denial of the proposed amendment.

Should approval be considered, I request thoughtful consideration in outlining conditions of the approval related to increased setbacks, intensified screening standards, building design, restrictions on outdoor storage use, lighting, etc.

ORDINANCE NO. 2018-08

**CITY OF DAYTON
COUNTIES OF HENNEPIN AND WRIGHT**

**AN ORDINANCE TO AMEND THE DAYTON ZONING ORDINANCE BY
AMENDING ZONING DISTRICTS THEREIN**

THE CITY COUNCIL OF THE CITY OF DAYTON DOES ORDAIN:

SECTION 1. **AMENDMENT.** The zoning classification of the property described in Section 2, as shown on the zoning map referred to in Section 1001.04, subd. 2, of the Dayton Ordinance Code, is hereby amended from A-1, Agricultural District and P-R Public Recreation District to R-3, Single Family Attached and Detached Residential. An exception to the rezoning is the 80.18 acres Outlot of the golf course portion of the Preliminary Plat.

SECTION 2. **PROPERTY DESCRIPTION.**

Parcel 1:

The North Half of the Southwest Quarter, except the South 49 rods of the West 4 1/2 rods thereof, of Section 33, Township 120, Range 22, Hennepin County, Minnesota.

and

Also the South Half of the Northwest Quarter of Section 33, Township 120, Range 22, Hennepin County, Minnesota.

Parcel 2:

The Northeast Quarter of the Southeast Quarter of Section 33, Township 120, Range 22, Hennepin County, Minnesota, except the North 175 feet of the East 250 feet thereof, and except the West 651 feet thereof.

and

The Southeast Quarter of the Southeast Quarter of Section 33, Township 120, Range 22, Hennepin County, Minnesota.

Parcel 3:

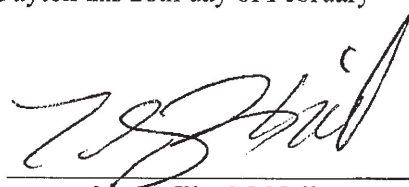
The Northwest Quarter of the Southeast Quarter of Section 33, Township 120, Range 22, Hennepin County, Minnesota.

and

The West 651 feet of the Northeast Quarter of the Southeast Quarter of Section 33,
Township 120, Range 22, Hennepin County, Minnesota.

SECTION 3. **EFFECTIVE DATE.** This Ordinance shall be in full force and
effect from and after its passage and publication as required by law and the recording the
final plat of Sundance Greens.

Adopted by the City Council of the City of Dayton this 28th day of February
2018.



Mayor Tim McNeil

ATTEST: 

City Clerk Amy Benting

Published in the Champlin Dayton Press on 03/15/18

RESOLUTION NO. 23-2018

**RESOLUTION
GRANTING PRELIMINARY PLAT AND GENERAL DEVELOPMENT PLAN
PLANNED UNIT DEVELOPMENT FOR SUNDANCE GREENS**

WHEREAS, Sundance Development, LLC (hereinafter referred to as the "Applicant/Developer") has made an application for preliminary plat approval for Sundance Greens as well as General PUD of the project to be located on the legally described as:

Parcel 1:

The North Half of the Southwest Quarter, except the South 49 rods of the West 4 1/2 rods thereof, of Section 33, Township 120, Range 22, Hennepin County, Minnesota.

and

Also the South Half of the Northwest Quarter of Section 33, Township 120, Range 22, Hennepin County, Minnesota.

Parcel 2:

The Northeast Quarter of the Southeast Quarter of Section 33, Township 120, Range 22, Hennepin County, Minnesota, except the North 175 feet of the East 250 feet thereof, and except the West 651 feet thereof.

and

The Southeast Quarter of the Southeast Quarter of Section 33, Township 120, Range 22, Hennepin County, Minnesota.

Parcel 3:

The Northwest Quarter of the Southeast Quarter of Section 33, Township 120, Range 22, Hennepin County, Minnesota.

and

The West 651 feet of the Northeast Quarter of the Southeast Quarter of Section 33, Township 120, Range 22, Hennepin County, Minnesota.

(hereinafter referred to as the "Property"); and

WHEREAS, the City staff studied the matter, reports were issued, and information was provided to the Planning Commission and City Council regarding the Application; and

WHEREAS, the City Planning Commission at its March 8, 2018 meeting held a public hearing regarding the Application; and

WHEREAS, the City Council at its March 28, 2018 meeting has considered the matter.

NOW, THEREFORE, the City Council of the City of Dayton makes the following:

FINDINGS

- A. The Applicant proposes to develop the Property pursuant to the Preliminary Plat into multiple phases.
- B. The Applicant has submitted, for the City's review and approval, the Preliminary Plat of Sundance Greens (563 lots) and preliminary plans for the property drafted by Campion Engineering Services, Inc dated January 5, 2018 (hereinafter referred to as the "Preliminary Plans").
- C. The applicant is requesting approval of the General Development PUD.
- D. The property is guided Low Density Residential on the Comprehensive Plan. The property is zoned R-3.
- E. The Preliminary Plat also contains 310 gross acres, 53 acres of preserved open space, 563 single family detached and attached lots, 17 Outlots and public right-of way. The Outlots will be used as nine-hole golf course and amenities and HOA association-maintained pool and open space. Many site amenities are being planned including a grand entrance area at the main entries with extensive landscaping non-hole golf course, HOA maintain pool, trails, sidewalks and preservation of existing wetlands and woodlands within the Greenway Corridor.
- F. Minn. Stat. § 462.358 grants the City, for the purpose of protecting and promoting the public health, safety and general welfare, the authority to adopt subdivision regulations providing for the orderly, economic and safe development of land within the City.
- G. The PUD provides for additional flexibility for both the City and Developer regarding existing standards and regulations beyond what is established by the underlying zoning district, which in this case is R-3. The purpose of using the PUD is to provide for flexibility to the Developer while achieving other public

benefits for the City and future residents. The PUD is also required as the property is located within the greenway corridor. The variety of lot sizes, and ultimately house styles, nine-hole golf course, club house/restaurant, preservation of open space, extensive landscaping, HOA amenities, and enhanced entries are all deemed public benefits.

- H. Deviations to the underlying zoning requirements may be considered as part of the PUD approval. Deviations in this case include:
- Proposed 50' and 55' wide lots (where 65' is the minimum)
 - Proposed lot width on twin home lots
 - Front setback of proposed attached units is 25', code states 30'
 - Wetland buffer proposed 15' (requirement is average of 25' with a minimum of 10')
 - Rear setback proposed 20' (requirement is 30' or 20' if conditions in 1001.05 subd. 5(7)b)
 - Cul-de-sacs on street 2, 13, 7 are longer than 500'
- I. The City Council has adopted Subdivision Regulations for the orderly, economic and safe development of land within the City.
- J. Dayton City Code §1002.02 states that "no land shall be subdivided without complying with the provisions of [Chapter 1002]".
- K. The proposed subdivision of the Property is governed by Dayton City Code Chapter 1002.
- L. Dayton City Code 1001.10 requires review of final planned unit development plans to be reviewed with the final plat.
- M. The Final Plans are governed by Dayton City Code 1001.10.
- N. The Applicant has submitted the Preliminary Plat and Rezoning to R-3, General PUD for the City's review and approval.
- O. The Preliminary Plat meet the City Code requirements and the Preliminary Plans meet the City Code requirements, provided they are subject to and satisfy the conditions set forth in this Resolution.

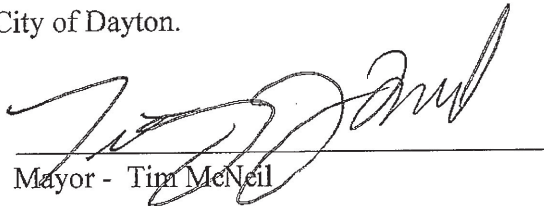
DECISION

NOW, THEREFORE, and based upon the information received and the above Findings it is resolved by the City Council of the City of Dayton as follows:

1. That the City Council does hereby conditionally approve the Preliminary Plat of Sundance Greens and Preliminary Plans dated January 5, 2018 and General Development Plan PUD, subject to the conditions set forth below that must be met, to the satisfaction of the City, prior to release of the Final Plat, unless otherwise expressly stated:
 - a. The applicant/developer shall meet all engineering conditions and make all plan changes as noted in the attached memo prior to approval of the final plat.
 - b. Final Development Plan PUD approval shall be required prior to issuance of a Final Plat approval.
 - c. The applicant/developer shall enter into a Developers Agreement at time of final plat.
 - d. All development fees shall be paid per the current City Fee schedule as calculated with each final plat.
 - e. A revised trail plan shall be submitted with the Final Development Plan PUD that includes the following:
 - i. A trail along the entire length of 113th Avenue with a connection to Fernbrook Lane.
 - ii. Final layout of trail connection from Brayburn Trails and any necessary approvals for construction of the trail within the powerline easement.
 - iii. Proposed Trail easement extension though the west portion of the course to connect to trails planned in Brayburn Trails for future connection.
 - iv. Trail connection at stub street at south portion of the plat to connect to future trail in Maple Grove.
 - v. Trail connection at southeast corner to connect to future trail along Fernbrook Lane.
 - vi. Trail extension on the east side of Fernbrook Lane on the south side of Rush Creek Road up to the parking area at the Nature Preserve.
 - f. The applicant/development shall provide the city an easement for all trails upon construction.
 - g. The applicant/developer shall provide a plan for park land dedication in the northeast corner in an amount determined with the Final Development Plan PUD and deeded to the city at time of final plat.
 - h. The applicant/developer shall receive park dedication credit for 30 foot wide trail corridor within the preserved woodland in the south portion of the development.
 - i. The applicant/developer shall work with the staff, the County and Three Rivers regarding development of an underpass as part of the future Rush Creek Regional Trail.
 - j. Architectural Renderings shall be submitted for all attached product for the Final Development PUD approval.
 - k. No vinyl siding shall be permitted on any future structure in Sundance Greens.
 - l. All lots shown as 50 foot wide on the Preliminary Plat shall be changed to a minimum of 55 feet wide on all future final plats.
 - m. Final plat shall be revised to accommodate 65 feet of ROW along Fernbrook Lane.

- n. The applicant/Developer shall be responsible for construction of turn lane improvements at Rush Creek Parkway and 113th Avenue as part of the Final Plat and included in the Developers Agreement.
- o. The applicant/Developer shall be responsible for 113th Road improvements, as required by the County and City, as part of the Final Plat Approval and included in the Developers Agreement.
- p. The applicant/developer shall meet all fire department conditions and make all plan changes prior to approval of the final plat.
- q. All future builders shall provide an anti-monotony plan tracker that can be followed as permits are submitted.
- r. All HOA documents shall be reviewed and approved by City Staff and City Attorney and recorded with all final plats.
- s. The applicant/developer shall provide designated fence styles permitted in the development based on requirements of the zoning ordinance.

Adopted this 28th day of March 2018 by the City of Dayton.



Mayor - Tim McNeil



City Clerk - Amy Benting

*Motion by Councilmember Ziebell, Second by Councilmember Shermer
Motion carried unanimously*



SUNDANCE GREENS

DAYTON, MN



David Weekley Homes

Building Dreams, Enhancing Lives

See a David Weekley Homes Sales Consultant for details. Prices, plans, dimensions, features, specifications, materials, and availability of homes or communities are subject to change without notice or obligation. Illustrations are artists' depictions only and may differ from completed improvements.

BC697545
🏠

● Sold

● Quick Move-In

11534: \$32,990

Look at Rambler



BRAYBURN
Trails

Dayton, Minnesota

9/6/2019

11:56



www.mihomes.com



Subd. 9 Driveways

1001.14 General Regulations

(1) Driveway permit.

- a. No person shall construct a new access driveway within the City without first obtaining a permit to construct the driveway from the City Planner or Zoning Administrator.
- b. A driveway permit may be obtained from the City Planner or Zoning Administrator upon the following terms and conditions:
 1. The person desiring to obtain a permit shall make application to the Public Works Department Clerk on a form available from the City. Each application shall include a site plan showing, but not limited to access onto the City street. **No more than 1 access to the City street shall be permitted per parcel.**
 2. The applicant states on the application that the driveway shall be constructed according to the terms of this Subsection.
 3. The applicant has paid the permit fee to be set from time to time by the City Council.
 4. A certificate of occupancy shall not be issued for any parcel until the access driveway has been completed and is approved by the City, or in the alternative, an escrow deposit, guaranteeing the timely and workmanlike completion of the access driveway, in an amount established by the City, has been provided to the City.
- c. A driveway permit is not required to resurface an existing driveway, unless the driveway apron/approach (within City right-of-way) is being widened.

(2) Performance standards.

- a. All dwellings, whether of an agricultural or residential nature, shall provide an access driveway. For the purposes of this Subsection, agricultural nature shall mean any property located within an Agricultural Zoned District and which is primarily used for commercial, or for-profit, agricultural activity. Residential nature shall mean any property not of an agricultural nature.
- b. The driveway shall include an all-weather driving surface constructed pursuant to the following minimum specifications:

1. Driveway length (measured from centerline of road):

Zoning Class	Less than 150 feet	More than 150 feet
Agricultural	12' wide gravel	16' wide gravel
Residential	12' wide hard surface	12' wide hard surface with 2' wide gravel shoulder on each side

2. General requirements for surfaces.

- (a) Gravel surfaces shall have a minimum of 6 inches thick section with a 4 inch thick, well compacted Class 5 aggregate base of 100% crushed limestone (recycled concrete/bituminous or similar may be permitted for the base material) and shall have a minimum of 2 inch thick Class 5 surface. Gravel surfaces shall be allowed only within Agricultural Zoning Districts.
- (b) Hard surface driveways shall be used in Residential Zoning Districts. Hard surface driveways shall have a minimum 6 inches thick section consisting of a minimum of 4 inches thick, well

Subd. 2 Public Recreation District (PR)

(1) *Permitted uses.* See table at Subdivision 3.

(2) *Permitted accessory uses.* Uses listed as accessory uses in table at Subdivision 3 when customarily incidental and clearly subordinate to the permitted or approved conditional use. Accessory uses are to be contained wholly within a lawfully erected principal building, **except designated accessory structures approved as a conditional use.**

(3) *Conditional uses.* See table at Subdivision 3 for a listing of conditional/interim uses.

(4) *District requirements.*

Minimum district size	none
Minimum lot area - non-residential	20 acres
Minimum lot depth - non-residential	330 feet
Minimum lot width - non-residential	500 feet
Maximum lot coverage of all structures	2%

(5) *Setbacks.*

Front, side or rear to a street*	30 feet
Maximum dwelling front setback	500 feet
Interior side yard, minimum	50 feet
Interior side yard, abutting residences	50 feet
Rear yard, minimum*	50 feet
Rear yard, abutting residences	50 feet
Rear yard, detached accessory uses	50 feet
* Street setback abutting an arterial street shall be a minimum of 50 feet	

(6) *Other requirements.*

Principal structure height limit	25 feet
Accessory structure height limit	25 feet
Minimum distance between principal buildings on the same lot	35 feet

Subd. 3 Table of Uses

N-Not Permitted P-Permitted C-Conditional/Interim Use Permit A-Accessory		
Use	Zoning District	
	VM	RP

Accessory buildings	N	F
Adult use	N	N
Agriculture	N	C
Auto and marine sales	N	N
Auto and marine services major repair	N	N
Auto and marine services minor repair	C	N
Boarding houses	C	N

N-Not Permitted

P-Permitted**C-Conditional/Interim Use Permit****A-Accessory**

Use	Zoning District	
	VM	RP
Bus/transit station	C	N
Business/trade schools	C	N
Clinics/medical offices	P	N
Commercial recreation	C	C
Convenience/gas station	C	N
Day care	C	C
Day care accessory to business use	A	A
Essential services	P	P
Equipment rental	C	N
Financial institutions	P	N
Financial institutions w/ drive up	C	N
Heavy manufacturing	N	N
Hospitals	N	N
Industrial, heavy	N	N
Industrial, light	C	N
Industrial, medium	P	N
Laboratories - medical, dental	C	N
Mining	N	N
Mini-storage, commercial	N	N
Mortuaries, funeral homes	C	N
Motels, hotels	N	N
Nurseries, retail	C	N
Off sale liquor store	C	N
On sale liquor establishment	C	C

N-Not Permitted

Resolution No. 23-2018

- G. The PUD provides for additional flexibility for both the City and Developer regarding existing standards and regulations beyond what is established by the underlying zoning district, which in this case is R-3. The purpose of using the PUD is to provide for flexibility to the Developer while achieving other public

1001.04 Classification of Districts Subd. 1 Districts

(30) *PUD, Planned Unit Development.* This is an overlay district which allows flexibility from the strict application of zoning standards in exchange for improved design and public benefit. Development is to be connected to municipal sewer and water.

1001.10 Planned Unit Development Subd. 1 Purpose

(1) Encourage a more creative and efficient development of land and its improvements through the preservation of natural features and amenities than is possible under the more restrictive application of zoning requirements. This section may allow deviations, under appropriate circumstances, to underlying ordinance provisions, if it is proven that public benefits are provided to mitigate any deviations. These changes shall meet the standards and purposes of the Comprehensive Plan while preserving the health, safety, and welfare of the citizens of the City.

(4) Protects natural site features including but not limited to topography, wetlands, open space, trees, natural buffers, in private, common and public open space.

Subd. 4 Procedure for Processing a PUD (9) Review and Amendments

e. Any amendment to the PUD shall require the same procedures as for the application for a PUD as set forth in this chapter.

Subd. 3 General Standards for Approval

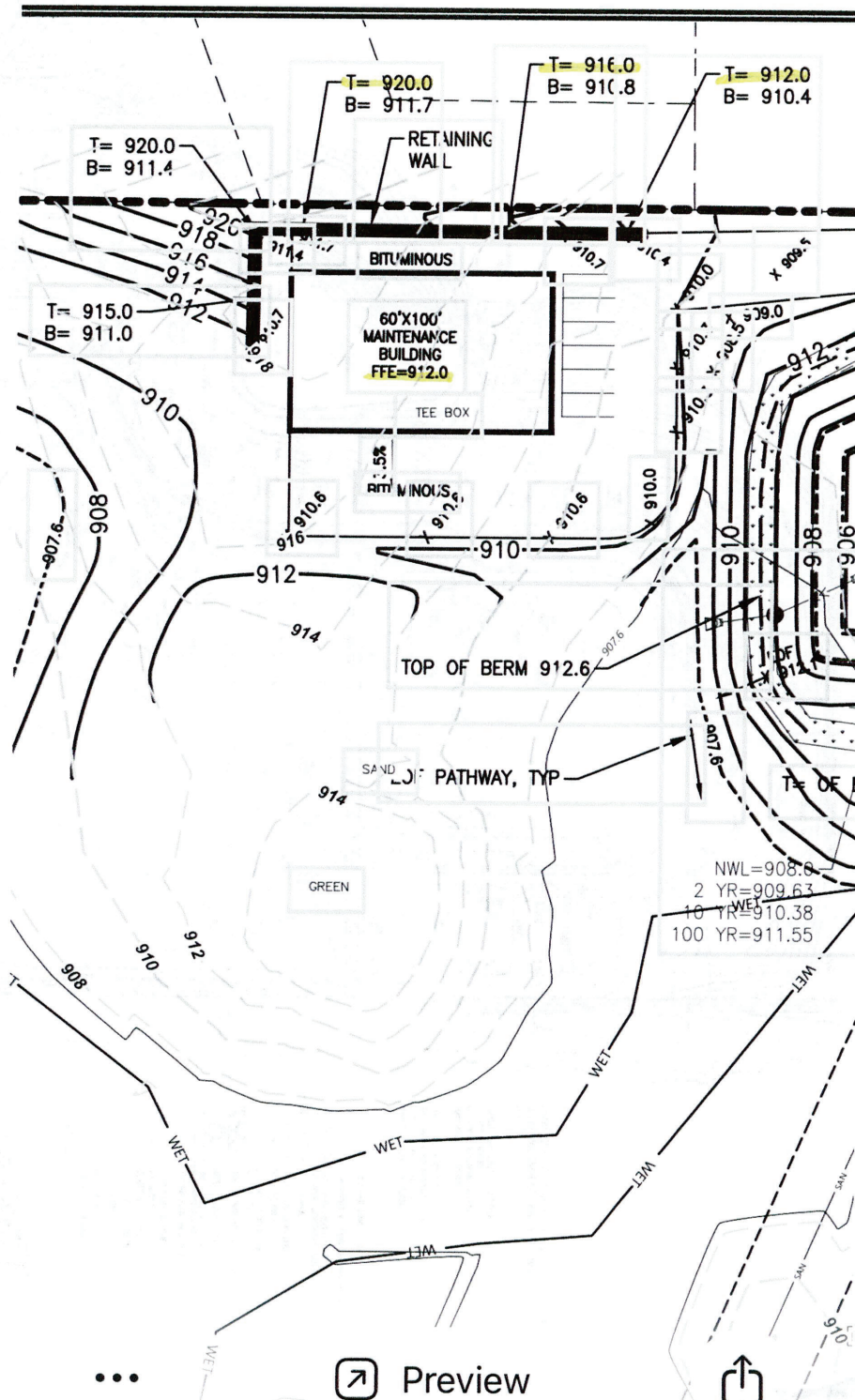
(1) A rezoning will be required of all Planned Unit Developments. The rezoning will be applied as an overlay to the underlying zoning district and reflected as such on the official Zoning Map. The City may approve the Planned Unit Development only if it finds that the development satisfies all of the following standards:

- a. The Planned Unit Development is consistent with the Comprehensive Plan of the City.
- b. The Planned Unit Development is an effective and unified treatment of the development possibilities on the project site and the development plan provides for the preservation or creation of unique amenities such as natural streams, stream banks, wooded cover, rough terrain, manmade landforms or landscaping and similar areas.
- c. The Planned Unit Development can be planned and developed to harmonize with any existing or proposed development in the areas surrounding the project site. The development plan shall not have a detrimental effect upon the neighborhood or area in which it is proposed to be located.
- d. The Planned Unit Development provides transitions in land use in keeping with the character of adjacent land use and provides variety in the organization of site elements and building design.
- e. The tract under consideration is under single ownership or control.
- f. Public benefits shall be included in each development and considered as part of the review of the overall Planned Unit Development and as an opportunity to support any deviations from the primary zoning ordinance provisions and

10:00



Sundance Greens 12th Grading (...)



10:14



henepin.hub.arcgis.com



HENNEPIN COUNTY
MINNESOTA



Records: 447,334



Elevation_Contours
_2ft



OBJECTID	248095
Elevation	920
Contour_Type	Index
Shape_Length	1,745.181



Powered by Esri



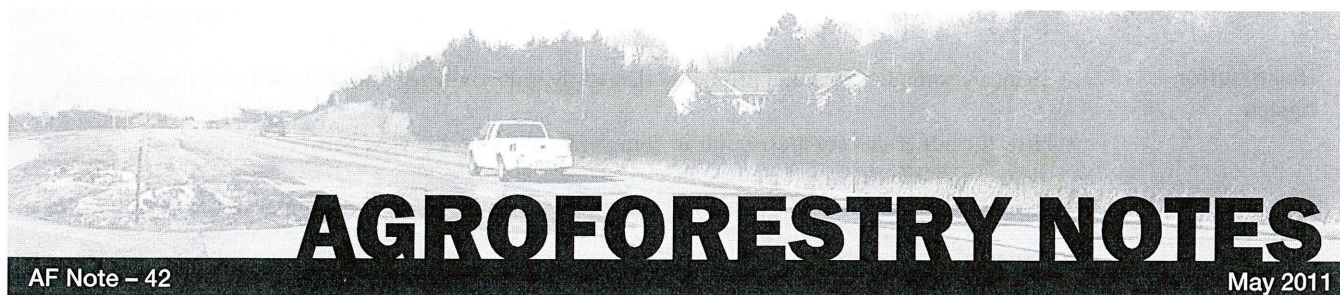
Menu



Ask



12



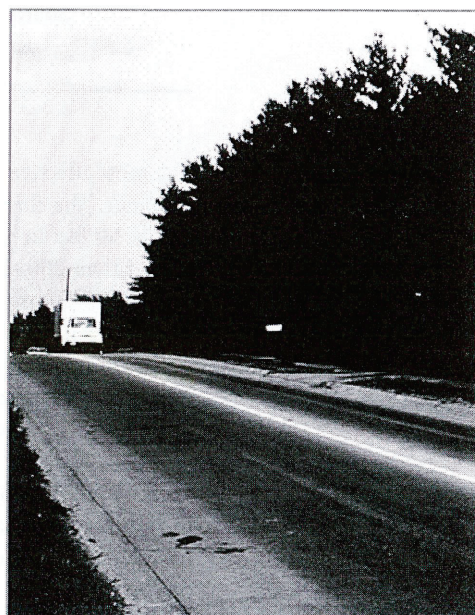
Using agroforestry to buffer noise

Introduction

Excessive noise is considered a form of environmental pollution and can have detrimental effects for individuals and their quality of life. Unwanted noise can cause anxiety, tension, and in some cases even illness. Prolonged exposure to high levels of noise can also cause hearing loss. Outdoor noise invades our recreational areas, parks, playgrounds, schools, and even our backyards.

Obviously the most effective way to reduce noise pollution is to reduce the noise level or to completely enclose it. Quieter running lawn equipment, different road surface materials, and slower traffic speeds are all ways to lower noise levels. When noise generation cannot be reduced, creating noise barriers or buffers between the source of the noise and the recipient is another option. The amount of noise acceptable varies depending on the individual and the circumstances surrounding the situation.

Measuring noise levels is not a simple matter. High and low frequency sounds travel differently and sound waves bend over and around objects and barriers. Noise can be reflected and it diminishes with distance. The volume of sound is commonly measured in decibels. Noise volume is most commonly measured using an A-weighted decibel scale (dBA), which approximates what the human ear can hear. Decibels are measured using a logarithmic scale. Consequently a 10 dBA reduction equates to a halving of the apparent noise level. Somewhere around 66 dBA is considered an acceptable noise level for daytime outdoor environments and about 50 dBA is desirable during evening hours.



Traffic noise on high speed roads is a common complaint. Noise can be partially deflected and absorbed with a combination of structural and vegetative practices.

USDA National Agroforestry Center file photo.

Types of noise buffers

Wood, masonry, or other solid barriers that are often erected for visual screening have proved useful as outdoor noise buffers. These barriers are often seen along high-speed roads within residential areas of cities.

Constructed earth berms are another type of solid barrier that is utilized to reflect and diffract road noise. Berms or linear mounds do require more space than walls and fences. Plant materials, such as trees, shrubs, and vines have often been considered by homeowners as effective noise buffers. But unless they are properly designed, possibly along with a solid barrier, most landscape vegetation will accomplish little more than “out of sight, out of mind” reduction in noise.

Noise buffer basics

There are some fundamental principles that apply universally regardless of the type of buffer used.

- First, the buffer density must result in completely blocking the view between the recipient and the noise source.
- Second, sound is refracted over and around buffers, bending toward the buffer or toward the recipient.

Consequently both the height and length of the buffer are very important. Noise buffers and barriers are most effective when they are located either near the source or the recipient. Buffers located midway between the source and recipient are relatively ineffective. Each of these factors will be discussed in more detail.

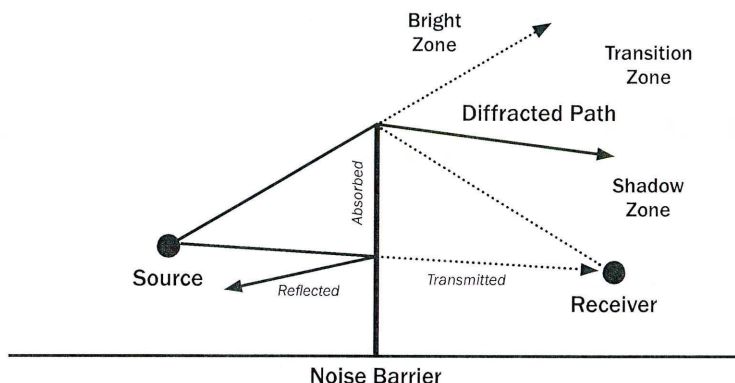


Figure adapted from the Federal Highway Administration's Highway Noise Barrier Design Handbook

Buffer location

The most effective location for a buffer is near the source of the noise; the next best location is near the recipient. The closer the buffer is located to the noise source the better. The buffer should be preferably within 50 feet in each case. Buffers located near the recipient are minimally effective when they are greater than 200 feet from the source.

Buffer density

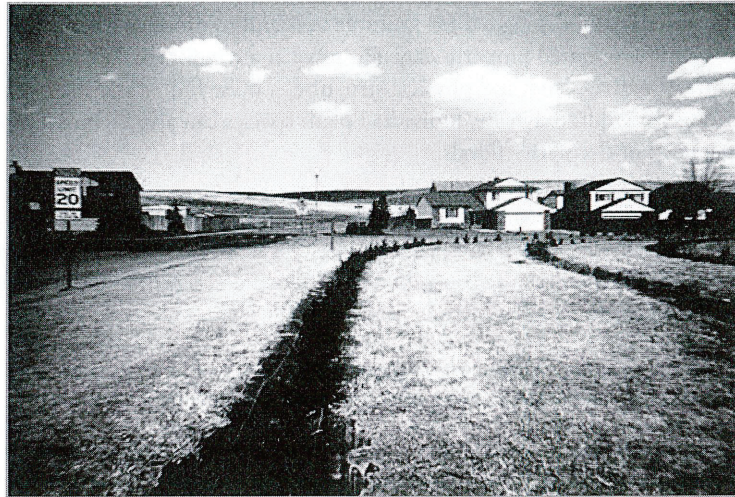
The noise buffer must completely block the line of sight. If any light can be seen through the buffer, it is providing no appreciable noise reduction. When only trees and shrubs are used for the buffer, this means the planting must be at least 100 feet wide with evergreen species for year around reduction. Even with wide and dense vegetative buffers noise reduction above 3 to 5 dBA is not likely.

To achieve a 10 dBA reduction (one half the noise level) either a very wide dense tree planting or including a solid barrier is necessary. Solid barriers can be either an earthen berm or a solid wall or fence. If a berm is utilized trees and shrubs should be planted on top and near the recipient. Planting on top of the berm creates a relative increase in height of the trees with respect to the recipient. Solid barriers also reflect sound back toward the source. If this is an issue, a row of shrubs can be planted near the solid barrier on the source side. If a solid wall is constructed the least effective location is within the tree planting and the most effective location is near the source.



A single row of trees will not provide noticeable noise reduction. At best they will provide a visual screen between residents and the noise source.

USDA National Agroforestry Center file photo.

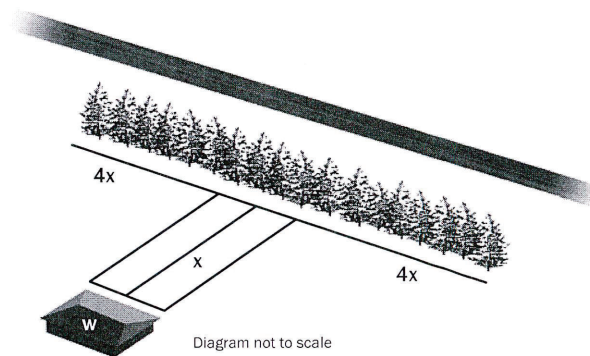


A newly planted noise and visual barrier consisting of multiple rows of evergreen trees and close to the source of the undesirable road noise. Also note the slower speed limit that also reduces noise creation.

USDA National Agroforestry Center file photo.

Buffer length

Since sound refracts around the ends of a barrier or buffer the overall length is very important. The necessary length is best described with respect to the distance between the recipient, or the area for which the noise reduction is desired, and the buffer. The buffer should extend in either direction at least four times the distance between the recipient and the buffer. For example, if a 60-foot-wide house is located 75 feet from the buffer, the recommended buffer length is 660 feet $([4 \text{ feet} \times 75 \text{ feet left}] + [4 \text{ feet} \times 75 \text{ feet right}] + [60 \text{ feet house width}] = 660 \text{ feet})$. If space does not allow for the recommended buffer length, some additional advantage can be gained by curving the ends of the buffer inward.



Buffer height

Keep in mind, the relative height of the recipient location to the noise source will impact the buffer design. If noise reduction is desired for a two-story house, then the buffer must completely block the line of sight from the house roof to the noise source, commonly the street or highway.

Considerations

- *Cost and availability of materials:* The cost of trees and shrubs must be balanced against the cost of constructing an alternative structural barrier such as a wall or earthen mound.
- *Urgency of the situation:* Man-made landforms can be constructed rather quickly, whereas the time required to develop a tree and shrub buffer, capable of providing substantial noise protection, may take several years.
- *Aesthetics:* Certain situations are not compatible with a sterile-looking fence. Combining trees and shrubs with the structure will improve overall aesthetics and provide a softer profile increasing noise protection for the long term.
- *Safety and conflict:* Avoid planting under or over utilities, on rights-of-ways, and too close to sidewalks. Think safety to maintain visibility for pedestrians and traffic.
- *Traffic noise:* Traffic noise is a combination of the volume, speed, and number of trucks in the flow of traffic. Generally speaking 2,000 vehicles per hour is twice as loud as 200 vehicles per hour; 65 mph traffic is twice as loud as 30 mph traffic; one truck at 55 mph is twice as loud as ten cars at 55 mph.

Additional benefits and uses	Noise buffers can be designed for multiple uses and to produce a variety of products. For example, a noise buffer oriented properly may also serve as a windbreak. When the design includes a diverse mixture of native plants and physical structure, a noise buffer can also provide food, cover, and travel corridors for wildlife. Finally, individual plant species can also be incorporated for other products like fruits, nuts, or decorative florals.
Conclusion	Where noise is a problem and where a natural environment is sought, trees, shrubs, and other vegetation can offer more than just a psychological advantage gained by screening the view of the noise source. Anticipating a noise problem and employing vegetative noise buffers is an opportunity to act, rather than react.
Additional information	Suburban Noise Control with Plant Materials and Solid Barriers, David I. Cook and David F. Van Haverbeke, USDA Forest Service, Rocky Mountain Research Station, Research Bulletin EM100, 1977 Tree-Covered Land-Forms for Noise Control, David I. Cook and David F. Van Haverbeke, USDA Forest Service, Rocky Mountain Research Station, Research Bulletin 263, 1974 FHWA Highway Noise Barrier Design Handbook, U.S. Department of Transportation, Research and Special Programs Administration, John A. Volpe National Transportation Systems Center (Volpe Center), Acoustics Facility, in support of the Federal Highway Administration (FHWA), Office of Natural Environment, www.fhwa.dot.gov/environment/noise/table.htm Keeping the Noise Down-Highway Traffic Noise Barriers, Federal Highway Administration Washington, DC 20590, www.fhwa.dot.gov/environment/keepdown.htm This Quiet House-Noise Control for the Home, James P. Cowan, www.nonoise.org/library/qz7/HomeNoiseControl.pdf
Author	Richard Straight, USFS Lead Agroforester, USDA National Agroforestry Center, Lincoln, Nebraska. Email: rstraight@fs.fed.us



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Contact: USDA National Agroforestry Center, 402.437.5178 ext. 4011, 1945 N. 38th St., Lincoln, Nebraska 68583-0822. www.unl.edu/nac

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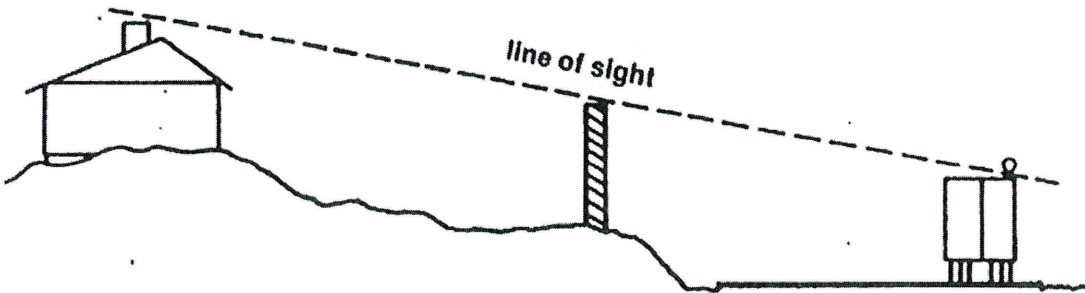
SOURCE: FHWA DOT

4.4 Barriers

A noise barrier is an obstacle placed between a noise source and a receiver which interrupts the path of the noise. They can be made out of many different substances:

- a. sloping mounds of earth, called berms
- b. walls and fences made of various materials including concrete, wood, metal, plastic, and stucco
- c. regions of dense plantings of shrubs and trees
- d. combinations of the above techniques

The choice of a particular alternative depends upon considerations of space, cost, safety and aesthetics, as well as the desired level of sound reduction. The effectiveness of the barrier is dependent on the mass and height of the barrier, and its distance from the noise source and the receiver. To be effective a barrier must block the "line of sight" between the highest point of a noise source, such as a truck's exhaust stack, and the highest part of the receiver. This is illustrated in Figure 4.16.



4.16 To be effective, a barrier must block the "line of sight" between the highest point of a noise source and the highest part of a receiver.

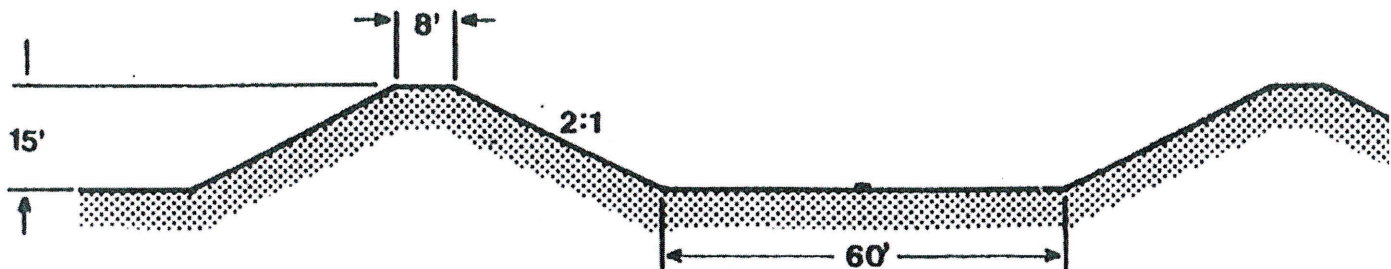
To be most effective, a barrier must be long and continuous to prevent sounds from passing around the ends. It must also be solid, with few, if any, holes, cracks or openings. It must also be strong and flexible enough to withstand wind pressure.

Safety is another important consideration in barrier construction. These may include such requirements as slope, the distance from the roadway, the use of a guard rail, and discontinuation of barriers at intersections.

Aesthetic design is also important. A barrier constructed without regard for aesthetic considerations could easily be an eyesore. A well-designed berm or fence can aesthetically improve an area from viewpoints of both the motorist and the users of nearby land.

A) Earth Berms

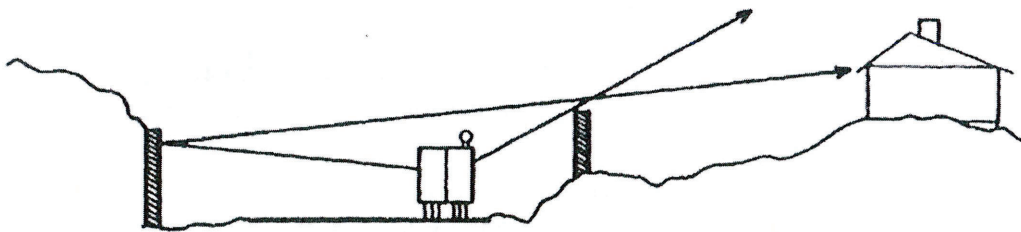
An earth berm, a long mound of earth running parallel to the highway, is one of the most frequently used barriers. Figure 4.17 shows a cross-section of a berm.



4.17 Cross section of a berm

Berms can range from five to fifty feet in height. The higher the berm, the more land is required for its construction. Because of the amount of land required, a berm is not always the most practical solution to highway noise. Different techniques must be applied in urban as distinct from rural settings.

A berm can provide noise attenuation of up to 15 dBA if it is several feet higher than the "line of sight" between the noise source and the receiver. This is comparable to the noise reduction of various walls and fences which are used as barriers. However, earth berms possess an added advantage: instead of reflecting noise from one side of the highway to another, as walls do,¹⁹ and thus increasing the noise heard on the opposite side, they deflect sound upwards. Figure 4.18 illustrates this phenomenon.



4.18 Wall barriers may reflect sound from one side of the highway to the other.

The cost of building a berm varies with the area of the country and the nature of the project. In California, the statewide average for building a berm is about \$1 per cubic yard when the earth is at the site.²⁰

In planning a berm, one must include seeding and planting in figuring cost. Also to be included are land costs and maintenance in relation to erosion, drainage, snowplowing, mowing, and perhaps future seeding. It costs approximately \$1,000 per acre per year to maintain a berm which is accessible to maintenance equipment.²¹

B) Walls and Fences as Barriers

In addition to the more usual function of keeping people, animals and vehicles from entering the highway right of way at undesired locations, a properly designed fence or wall can also provide visual and acoustical separation between highway noise sources and adjacent land areas. This method can reduce noise as much as 15 dBA.²²

The vertical construction and minimal width of walls and fences makes installation possible when space is severely limited. This is especially important when land costs are high, and where buildings are already adjacent to the highway. The advantages and disadvantages of wall and fence barriers are summarized in Figure 4.19.

The number of design variations for fence and wall barriers is virtually unlimited.

Acoustically, any solid continuous structure will suffice, provided that it is high enough, and provided that the barrier is of adequate mass and density.

The cost of a fence or wall type barrier can vary considerably according to the type of construction, the material used, local availability of materials and skills, and the barrier's dimensions. Not all types of barriers are suited for all climates, and local conditions may cause significant differences in the maintenance cost of the various barrier types. The cost questions must be evaluated on a local basis.

Some of the frequently used materials for fence and wall construction are masonry, precast concrete, and wood.

Masonry noise barriers can be made of concrete blocks, brick or stone. A concrete block barrier might range in cost from \$10 a linear foot for a 6-ft. high wall, to \$75 a linear foot for a 12-ft. high wall. This latter figure includes a safety railing. In general, a concrete block wall would cost \$50 to \$60 a linear foot.²³ To alleviate the monotony of a long run of wall, pilasters can be used: a 20 ft. high concrete wall with pilasters might cost \$300 per linear foot.²⁴ Brick and stone are extremely expensive and should only be used for special aesthetic considerations.²⁵

Precast concrete panels offer opportunities for cost reduction. A 13' 4" high wall in Fairfield, California constructed of precast concrete panels cost only \$29.50 per linear foot. Wood noise barriers are another possibility. They tend to be less expensive than other methods but are not as durable. An estimated cost for a 6' high 5/8" plywood fence is \$5.00 per linear foot.²⁶

C) Plantings

Plants absorb and scatter sound waves. However, the effectiveness of trees, shrubs, and other plantings as noise reducers is the subject of some debate. Some conclusions can, however, be drawn:

- Plantings in a buffer strip, high, dense, and thick enough to be visually opaque, will provide more attenuation than that provided by the mere distance which the buffer strip represents. A reduction of 3-5 dBA per 100 feet can be expected. Shrubs or other ground cover are necessary in this respect to provide the required density near the ground.
- The principal effect of plantings is psychological. By removing the noise source from view, plantings can reduce human annoyance to noise. The fact that people cannot see the highway can reduce their awareness of it, even though the noise remains.
- Time must be allowed for trees and shrubs to attain their desired height.
- Because they lose their leaves, deciduous trees do not provide year-round noise protection.

In general, plantings by themselves do not provide much sound attenuation. It is more effective, therefore, to use plantings in conjunction with other noise reduction techniques and for aesthetic enhancement.

The cost of plantings varies with the species selected, the section of the country, the climate, and the width of the buffer strip. For deciduous trees and evergreens, costs range from \$10 to \$50 a linear foot. The width of such a strip would be approximately 40 feet for deciduous trees and 20 feet for evergreens. Planting shrubs between the trees so as to form a dense ground cover would double the price.

D) Combinations of Various Barrier Designs

Often, the most economical, acoustically acceptable, and aesthetically pleasing barrier is some combination of the barrier types previously discussed.

For example, the Milwaukee County Expressway and Transportation Commission feels that barriers constructed of precast concrete on top of an earth berm provide maximum benefit for the cost.²⁷ They estimate that such a combination costs \$51 per linear foot.

In addition to cost advantages, an earth berm with a barrier wall on top of it possesses several other advantages over both a wall or a berm alone: 1) it is more visually pleasing than a wall of equivalent height; 2) the berm portion of this combination is less dangerous for a motorist leaving the roadway; 3) the non-vertical construction of the berm does not reflect noise back to the opposite side of the highway the way a wall does; 4) the combination requires less land

than would be required for a berm of equivalent height and slope; and 5) the wall provides a fencing function not provided by a berm.

Another combination to be considered is that of plantings in combination with a barrier. Not only do plantings and ground cover provide some additional noise attenuation, but they also increase visual appeal.

4.5 Conclusion

Figure 4.19 provides a summary of the physical techniques which can be used by designers, builders, and developers to reduce highway noise impacts. Some conclusions follow which may be useful in getting them implemented.

Figure 4.19 Summary of Physical Techniques to Reduce Noise Impacts

Physical Technique	Potential Effectiveness	Situations Where Most Effective	Cost	Relevant Administrative Technique	Comments
Acoustical Site Planning	Good-excellent: depends on size of lot and natural terrain.	Before building construction, before subdivision development	Low. only costs are fees of acoustical consultant and site planner.	Building code* Health code	Fairly inexpensive but requires space which may be unavailable. Has limited sound reduction. Positive aesthetic impacts.
Acoustical Architectural Design	Fair	Before building construction.	Low: only cost is that of acoustical consultant	Building code* Health code	Low cost but limited effectiveness.
Acoustical construction.	Excellent for interior, poor for exterior.	During building construction best. Most costly after construction.	Varies with amount of noise reduction desired but generally high especially	Building code* Health code	Most effective noise reduction for interiors

			after construction.		
Barriers	Fair-excellent, depends on height and mass	Varies with type of barrier	Moderate-high: varies with type of barrier, see below.	Zoning, subdivision rules, health code	High noise reduction and potentially low cost. Achieves exterior noise reduction. Can have adverse aesthetic impacts.
Earth Berms	Good-excellent	Best during road construction when earth is available. Costly after road construction. Impractical in densely populated areas where land is scarce.	Moderate-high: depends on availability of earth.		Good noise reduction properties and aesthetic appeal, but requires space and requires maintenance.
Walls and Fences	Poor-excellent, depends on height and mass	Any time	Low-high: depends on height and thickness.		Requires little space and no maintenance, but may be aesthetically unappealing and can reflect noise to other side of road.
Plantings	Poor	After road construction. After building construction.	Moderate high: depends on size of buffer strip.		Poor noise reduction but often necessary for aesthetic appeal. Best used in combination

					with other techniques.
Combinations	Good-excellent.	Depends on particular combination.	Moderate-high: depends on type of barrier used		Potentially high noise reduction and aesthetic appeal.

*Administrative techniques which can achieve any physical technique are health codes, occupancy permit procedures, architectural review boards, and municipal design services.

As is indicated by the chart below, five factors which must be considered in the selection of noise reduction measures include the following:

1. Noise reduction desired
2. Situation where the physical technique would be most effective
3. Cost
4. Relevant administrative techniques
5. Aesthetics

Noise Reduction: The physical techniques discussed vary in their noise reduction capabilities. For example, the effectiveness of the less expensive techniques, such as site planning and acoustical architectural design, is limited to situations where there is some distance between the buildings and the noise source. If the noise source is nearby and significant noise reduction is desired regardless of the expense, then more expensive measures, such as acoustical soundproofing and barrier construction, may be necessary.

Situation where a technique is most applicable: The applicability of a technique is determined by the population density of an area and the point in the development process at which the technique is to be used, i.e., its timing. In a densely populated area, site planning (perhaps in conjunction with construction of a berm and a region of plantings) can often solve the noise problem. In a high-density area where land is scarce and expensive, a better alternative would be barrier construction and acoustical soundproofing of the buildings.

The timing of a technique also determines whether or not it is applicable. There are three points at which physical noise reduction measures can be used: in the planning phase; during building construction; and after construction. Techniques applicable during the planning phase Include acoustical site planning and acoustical architectural design. During the construction phase, those techniques most applicable for highways are berms and barriers, since building materials are available at the site; and during building construction the most appropriate

measure is acoustical soundproofing. It is possible to undertake noise reduction measures after construction, but costs are much higher.

Cost: Cost is a very important consideration in the selection of a physical noise reduction technique. Generally, cost is determined by the amount of noise reduction desired and whether the noise measure is a preventative or ameliorative one.

The most effective noise reduction measures are often the most expensive. These include barrier construction and acoustical soundproofing. However, if action is taken as a preventative measure in the planning stage, there is often no need for the more expensive techniques.

Relevant administrative techniques: All these physical techniques depend upon administrative actions for implementation. It is possible that physical measures to reduce noise would be taken without local government action, but since they involve extra expense, it is unlikely that they would be adopted on any significant scale. Many administrative means exist to achieve each physical noise reduction technique. For example, a noise impacted area can be zoned to specify details of development design or construction. In such an area, buffer strips (acoustical site planning), acoustical arrangement of living spaces (acoustical architectural design), building insulation (acoustical construction techniques), and barrier construction could be required. Similar requirements could be included in the subdivision laws. Building and health codes, enforced by withholding an occupancy permit, are effective ways to bring about acoustical soundproofing. As explained in the section on Building Codes, particular acoustical construction materials can be required or specific performance standards established.

Aesthetics: Aesthetic and quality of life considerations are another important area of concern. They depend largely on local preferences and climate, and opinions of what is aesthetically pleasing will vary among communities.

Whatever the aesthetic judgement, aesthetic considerations must be incorporated into the planning and construction process to ensure that the solution which results is not offensive to the community. This can save a great deal of time and money in the long run.

Finally, it should be stressed that no single technique or combination of techniques is best for all situations, and that technique which is best will depend on the nature of the project. The factors which are discussed above (i.e., noise reduction, cost, applicability, and aesthetics) must be balanced against each other to determine which technique or combination of techniques will be most effective in a given situation.

1 Hans Bernard Reichow, "Town Planning and Noise Abatement," *Architect's Journal*, 137-7 (February 13, 1963) pp. 357-360.

2 "Live-in Wall, 3,900 Feet Long, is Also a Sound Shield," *Engineering Record*, (September 6, 1973).

3 "Live-In Wall is Also Sound Shield," *Engineering News-Record*, September 6, 1973.

4 "Live-in Wall..."

5 This technique is used extensively in Cerritos, California.

6 R.K. Cook and P. Chrzanowski, "Transmission of Noise Through Walls and Floors," Cyril Harris, ed., *Handbook of Noise Control*, McGraw-Hill Book Company, Inc. (New York, 1957).

7 Leslie T. Doelle, *Environmental Acoustics*, (New York, McGraw-Hill Book Company, 1972), pp. 232-233.

8 Ibid, p. 172.

9 Ibid, p. 162.

10 Doelle, p. 20.

11 United States Gypsum, *Sound Control Construction: Principles and Performance* (Chicago, 1972), p. 66.

12 Costs taken from *National Construction Estimator, 1970-1*, 18th Edition, Craftsman Book Company (Los Angeles, 1970).

13 U.S. Department of Housing and Urban Development, *A study of Techniques to Increase the Sound Insulation of Building Elements*, Report No. WR 73-5, Washington, D.C., June 1973.

14 Los Angeles Department of Airports, *Guide to the Soundproofing of Existing Homes Against Exterior Noise*, Report No. WCR 70-2, March 1970, pp. 9-11, 22-30. In this report, the function and performance of a number of operable seals are described.

15 Ibid.

16 D.E. Bishop and P.W. Hirtie, "Notes on the Sound Transmission Loss of Residential-Type Windows and Doors," *Journal of the Acoustical Society of America*, 43:4 (1968).

17 U.S. Gypsum, *Sound Control...*, p.100.

18 *Ibid.*, p. 15.

19 Reflection of noise from one side of the highway to another can increase sound levels by 3 dBA. Scholes, Salvidge, and Sargent, "Barriers and Traffic Noise Peaks," *Applied Acoustics*, 5:3 (July 1972) p. 217.

20 This estimate was provided by the California Highway Department.

21 *Ibid.*

22 California Division of Highways, *Highway Noise Control, A Value Engineering Study*, (October 1972).

23 Figure provided by an official of the California Highway Department.

24 Representative cost estimates of materials and labor of construction but excluding real estate acquisition; private

25 California Division of Highways, *Highway Noise Control, Value Engineering Study*, (October 1972), p. 33.

26 California Division of Highways, *Highway Noise Control, Value Engineering Study*, (October 1972), p. 46.

27 Milwaukee County Expressway and Transportation Commission, *Noise Impact Study of the Airport Spur Vol. II: Technical Report*, (March 1973), pp. 7-21.

TWO DRIVEWAYS COMBINED TO ONE

ADDRESS	ZONING	USE	LAYOUT
12281 FERNBROOK	Agricultural	farm field	
16221 TERRITORIAL RD	Agricultural	home + shed	adjacent
16331 TERRITORIAL RD	Agricultural	home + garage	adjacent
17100 TERRITORIAL RD	Agricultural	home + farm	adjacent
17800 TERRITORIAL RD	Light industrial	RDO business	connections to main parking
17601 TERRITORIAL RD	Light industrial	Cemstone business	adjacent entrances
17950 MAPLE CT	Light industrial	Kwik Trip	adjacent entrances
11020 HOLLY LN	Light industrial	business	adjacent entrances
11015 HOLLY LN	Light industrial	business	standard vs shipping entrances
18270 TERRITORIAL RD	Light industrial	business	2 parcels, adjacent entrances
18315 TERRITORIAL RD	Light industrial	business	adjacent entrances
18950 TERRITORIAL RD	General business	home + shed	adjacent
11785 JUSTIN CIR	<i>Rogers property</i>		
19260 LINDEN DR	<i>Rogers property</i>		
19340 LINDEN DR	<i>Rogers property</i>		
19220 LINDEN DR	<i>Rogers property</i>		
19180 LINDEN DR	<i>Rogers property</i>		
19140 LINDEN DR	<i>Rogers property</i>		
19150 TERRITORIAL RD	<i>Rogers property</i>		
11730 BROCKTON LN AT LAS	General business	business	only 1 driveway
10 BROCKTON LN	Light industrial	business	adjacent entrances
12130 BROCKTON LN	Light industrial	business	only 1 driveway; 2nd removed
311 8TH	<i>no search result</i>		
11760 TROY LN	General business	church	split entrance to parking in/out
11790 TROY LN	General business	business	split entrance with island
11771 TROY LN	General business	business	split entrance with island
15380 XXXXX	<i>no search result</i>		
11500 DAYTON PKWY	Light industrial	The Cubes	separate entrances, same tract of land
17051 117TH AVE	agricultural	home	adjacent
15820 117TH	agricultural	home + shed	adjacent
11771 W FRENCH LAKE RD	Agricultural	home + shed	adjacent
18225 W FRENCH LAKE RD	<i>no search result</i>		
18350 118TH AVE	Light industrial	business	adjacent entrances
18150 118TH AVE	Light industrial	business	adjacent entrances
18150 118TH AVE	<i>repeat</i>		
18700 121ST AVE	Light industrial	business	adjacent entrances front/back building
12665 W FRENCH LAKE RD	Light industrial	Graco	adjacent entrances
12700 W FRENCH LAKE RD	Light industrial	Graco	adjacent entrances
14420 S DIAMOND LAKE RD	<i>Elm Creek Park?</i>		
14400 S DIAMOND LAKE RD	<i>Elm Creek Park?</i>		
17681 S DIAMOND LAKE RD	Agricultural	home + farm	adjacent
01 S DIAMOND LAKE RD	Agricultural	home	adjacent
15520 S DIAMOND LAKE RD	Special Agricultural		only 1 driveway
14281 S DIAMOND LAKE RD	Agricultural	home + shed	adjacent

14180 S DIAMOND LAKE RD	Agricultural	home	1 driveway + merged driveway with 14060
14180 S DIAMOND LAKE RD	<i>repeat</i>		
15850 S DIAMOND LAKE RD	Agricultural	home + shed	adjacent
13541 S DIAMOND LAKE RD	Agricultural	home + shed/field	adjacent
13350 S DIAMOND LAKE RD	Residential	home	horseshoe style driveway
13170 S DIAMOND LAKE RD	Residential	home	corner lot, access from each street
12260 S DIAMOND LAKE RD	Public Recreation	City Hall	
12000 S DIAMOND LAKE RD	Public Recreation	Dayton Elementary	
13381 PINEVIEW LN	Agricultural	home	adjacent
13331 PINEVIEW LANE	Agricultural	home + garage	adjacent
12650 130TH AVE	Residential	home	horseshoe style driveway
13060 OAKVIEW LN	Residential	home + storage	adjacent
13100 OAKVIEW LN	Residential	home	horseshoe style driveway
13140 OAKVIEW LN	Residential	home + shed	adjacent
12650 132 1/2 AVE	Residential	home + shed	adjacent
11881 134TH AVE	Residential	home + garage	adjacent
13460 HEMLOCK LN	Residential	home + garage	adjacent
13541 HEMLOCK LN	Residential	home	wide driveway with landscaped median
13570 HEMLOCK LN	Residential		only 1 driveway
13551 BALSAM LN	Mixed use	2 business	adjacent entrances to shared parking
13801 HEMLOCK LN	no search result		
13801 BALSAM LN	Residential	home + shed	adjacent, tracks across yard
13841 BALSAM LN	Residential	home + shed	adjacent
13890 BALSAM LN	Residential	home + shed	adjacent
14120 HEMLOCK LN	Residential	home + shed	adjacent, 2 different streets
14241 HEMLOCK LN	Residential	home + shed	adjacent
14290 HEMLOCK LN	no search result		Jonquil Ln: Residential, home + shed, adjacent
14291 HEMLOCK LN	no search result		Jonquil Ln: Residential, home + shed, adjacent
14171 HEMLOCK LN	no search result		Jonquil Ln: Residential, home + shed, adjacent
14050 HEMLOCK LN	no search result		Jonquil Ln: Residential, home + shed, adjacent
14000 HEMLOCK LN	no search result		Jonquil Ln: Residential, home + shed, adjacent
13960 JONQUIL LN	Residential	home + shed	adjacent, tracks across yard
13751 JONQUIL LN	Residential	home + shed	adjacent
13750 JONQUIL LN	Residential	home + garage	adjacent
13770 JONQUIL LN	Residential	home + unknown	adjacent
13791 JONQUIL LN	Residential		only 1 driveway
13800 HEMLOCK LN	Residential	home + shed	adjacent
13891 HEMLOCK LN	Residential	home + shed	adjacent, separate street, tracks across yard
11450 STONERIDGE CIR	Residential	home + unknown	adjacent
11780 141ST AVE	no search result		141st Cir N: Residential, home + shed, adjacent
16101 DAYTON RD	agricultural	Laurel Tree Farm	adjacent, 2 separate roads
XXXXX DAYTON RD	no search result		
16950 DAYTON RD	Agricultural	home + shed	adjacent
17780 DAYTON RD	Agricultural	home + shed	adjacent
17957 DAYTON RD	no search result		
18380 COLUMBUS ST	Res. Old Village	Church	adjacent, landscaped median shared parking
1848 ROBINSON DR	no search result		

15601 BROCKTON LN	Agricultural	home	horeshoe style driveway
15121 BROCKTON LN	Agricultural		only 1 driveway
15551 BROCKTON LN	Agricultural	home + shed	adjacent
13940 XANTHIUS LN	Residential	home + shed	adjacent
13930 XANTHIUS LN	Residential	home + shed	adjacent
13840 XANTHIUS LN	Residential	home + unknown	adjacent
13740 XANTHIUS LN	Residential	home + shed	adjacent
17951 N DIAMOND LAKE RD	no search result		
16861 N DIAMOND LAKE RD	Agricultural	Magnus Veterans	adjacent entrances
16620 N DIAMOND LAKE RD	Agricultural	home + shed	adjacent
16400 N DIAMOND LAKE RD	Agricultural	home + shed	adjacent
15451 N DIAMOND LAKE RD	Agricultural	home + barn	adjacent
15231 N DIAMOND LAKE RD	Agricultural	home + shed	adjacent
15060 N DIAMOND LAKE RD	Residential	home + shed	adjacent
15061 N DIAMOND LAKE RD	Agricultural	home + shed	horseshoe style driveway
16201 N DIAMOND LAKE RD	no search result		
14080 KINGSVIEW LN	Agricultural	home + shed	adjacent
13401 ZANZIBAR	Agricultural	2 parcels	potentially 1 access parcel 13401 and 13391
14751 LAWNSDALE	Agricultural	home + stable	adjacent, circular access
15300 LAWNSDALE	Agricultural	house + field access	adjacent
13780 LAWNSDALE	no search result		
13250 142ND AVE	Residential	home + shed	adjacent
13190 142ND AVE	no search result		
13180 125TH AVE	Agricultural	home + unknown	adjacent
15201 125TH AVE	Agricultural	home + farm/shed	adjacent
16360 125TH AVE	Agricultural	Dehn Heritage Farm	adjacent, separate parcel field access?
17270 125TH AVE	Agricultural	home + pumpkin patch	adjacent, driveway branching off driveway?
118 total entries			Agricultural = 39%
-7 Rogers parcels			Residential = 34%
-11 no search result parcels			Industrial/business = 23%
-2 repeat parcels			PR district = 2%
-6 single driveway parcels			Dayton parcels approximately 4500
=92 remaining parcels			Approximately 2% of parcels in Dayton have more than 1 driveway



Monday 3/16/26



Tuesday 3/3/26



Wednesday 4/8/26



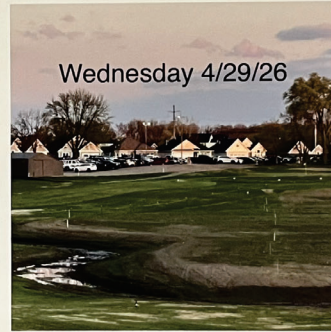
Wednesday 5/6/26



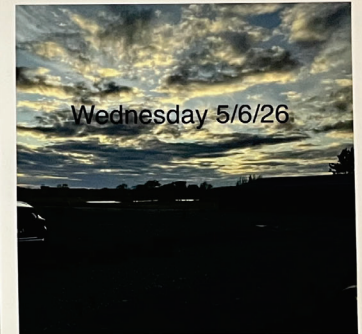
Monday 4/27/26



Tuesday 4/28/26



Wednesday 4/29/26



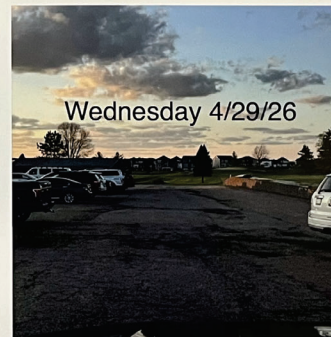
Wednesday 5/6/26



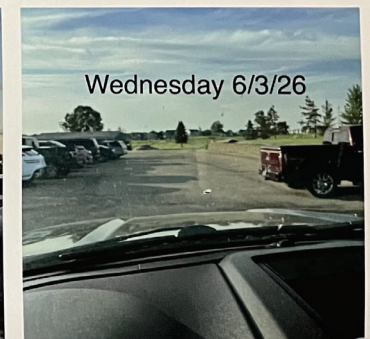
Monday 5/11/26



Tuesday 5/12/26



Wednesday 4/29/26



Wednesday 6/3/26

