AGENDA
CITY OF DAYTON, MINNESOTA
12260 S. Diamond Lake Road, Dayton, MN 55327
Thursday, August 13, 2026
WORKSESSION - LONG TERM PLAN - 5:15 P.M.
REGULAR MEETING OF THE CITY COUNCIL - 6:30 P.M.
The invite for Zoom for this meeting can be found on the City's website community calendar

6:30 **CALL TO ORDER**
6:30 **PLEDGE OF ALLEGIANCE**
6:35 **APPROVAL OF AGENDA**
6:40 **CONSENT AGENDA** *These routine or previously discussed items are enacted with one motion. Any questions on items should have those items removed from consent agenda and approved separately.*

- **A.** Approval of Council Meeting Minutes of July 28, 2026
- **B.** Approval of Council Meeting Worksession Minutes of July 28, 2026
- **C.** Appoint Elm Creek Water Shed Applicant
- **D.** Approval of Gambling Permit for District 10 Hockey
- **E.** Approval of Pay Application 2 for the 2025 Mill and Overlay Project
- **F.** Approval of Pay Application 2 for the 2026 Mill and Overlay Project
- **G.** Approval of Pay Application 6 for Park Improvement Project
- **H.** Approval of Change Order 2 for the Dayton Parkway Traffic Signal Improvement Project
- **I.** Approval of Letter of Credit Reductions for the 1st, 2nd and 3rd Addition of Brayburn East Development
- **J.** Accept Drainage and Utility Easements for Pineview Roundabout Stormwater Improvements

Update
- **K.** Rep. Danny Nadeau House District 34A

OPEN FORUM RESPONSE

6:45 **OPEN FORUM** *Is limited to Three minutes for non-agenda items; state your name and address; No Council Action will be taken and items will be referred back to staff*
6:50 **STAFF, CONSULTANT AND COUNCIL UPDATES**

New Business
- **L.** 2nd Quarter Financial Report
- **M.** Review NW Water Tower Paint Options

Action Items
- **N.** Ordinance 2026-14 Amending the Zoning Map, Resolution 31-2026 Amending Sundance Greens PUD, and Approving the Preliminary Plat, Final Plat, and Development Agreement of Sundance Greens 12th Addition
- **O.** Approval of Payment of Claims for August 13, 2026
- **P.** Approve Engineering Proposal for the 2027 Pavement Improvements Project
- **Q.** Approve Proposal for the Pavement Management Plan Update
- **R.** Resolution 32-2026; Comprehensive Plan Amendment
- **S.** Resignation Policy

ADJOURNMENT

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.

CALL TO ORDER

Fisher called the regular meeting of the Dayton City Council to order at 6:30 PM on Tuesday, July 28, 2026.

PRESENT: Dennis Fisher, David Fashant, Stephanie Henderson, Scott Salonek, and Sara Van Asten

ABSENT:

ALSO PRESENT: City Administrator/Finance Director, Zach Doud; Assistant City Administrator/City Clerk, Amy Benting; Community Development Director, Jon Sevald; Public Works Superintendent, Marty Farrell; Fire Chief, Gary Hendrickson; Police Chief, Paul Enga; City Engineer, Jason Quisberg; City Attorney, Cynthia Kirchoff

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

Fisher requested to pull Item F for legal questions. Doud noted consent agenda sub-items A and B were corrected to reflect July 14th rather than July 7th meeting dates. Henderson requested to removed Item H to be deferred to the Capital Improvement Plan discussion.

Motion to approve the agenda as amended was made by Van Asten and seconded by Fashant. The motion carried 5-0.

CONSENT AGENDA

A. Approval of Council Meeting Minutes of July 14, 2026
B. Approval of Council Worksession Meeting Minutes of July 14, 2026
C. Approval of Hire Associate Planner
D. Approval of Final Pay Request 2 for the 138th Ave Stormwater Improvement Project

Motion to approve the consent agenda was made by Henderson and seconded by Salonek. The motion carried 5-0.

OPEN FORUM RESPONSE

Fisher provided a collective majority response regarding Metro Mobility implementation in Dayton: After reviewing cost and implementation information provided by the Metropolitan Council, the majority of the council determined that the cost does not outweigh the benefit at this time.

OPEN FORUM

Victoria Rice of 13931 Lawndale Lane North requested installation of stop signs on Diamond Lake Road due to excessive speeding. Rice submitted a hand-drawn map to staff and inquired about cost. Fisher indicated staff would review the request and provide a response.

Jenifer Zech of 13430 Pineview Court North addressed the council regarding the installation of Flock safety cameras, stating she had anonymously authored a Facebook post on the subject and that council member Salonek had publicly identified her despite her wish to remain anonymous. Zech raised concerns about the process used to install the cameras, text messages from the EDA chair targeting low-income residents, and broader issues of transparency and accountability in government. Zech called on the council to address these concerns.

Stephanie Carroll of 13145 Granstrom Circle spoke about the importance of community trust and transparency, specifically regarding the Flock camera have

been implemented within the City. Carroll requested a more open process and submitted a written letter to staff.

Eric Seppelt of 11534 Brayburn Trail raised concerns regarding a rumor that Sundance Golf Course plans to install lights on its driving range. Seppelt requested that the council ensure that any such plans comply with city code, noting that a Conditional Use Permit or PUD amendment may be required. Seppelt also noted an upcoming public hearing at the planning commission regarding a relocated maintenance building and asked council to review prior public comments when the matter comes before them.

Monica Heltemes of 14910 126th Avenue North raised questions about the process by which Flock cameras were approved, referencing the March 19, 2024, EDA meeting. Heltemes requested an independent review of the cameras, an audit of data access, a public forum on the matter, and that the cameras not be included in the next budget until those reviews are completed.

Laura Korbel of 12171 Dayton River Road conduct on social media. Fisher indicated that social media activity outside of official city events is generally considered personal expression, and that there is no city policy governing elected officials' social media use. Korbel was encouraged to contact the council member directly or submit documentation to staff.

STAFF, CONSULTANT AND COUNCIL UPDATES

Doud advised the council that a SharePoint communication site solution is in progress for packet delivery. Doud also noted he will be on vacation the following week, with department heads and Amy serving in his absence.

Benting reminded residents that early voting for the primary election is available at City Hall during office hours Monday through Friday, and on Saturday, August 8th from 9:00 AM to 3:00 PM.

Farrell reported multiple updates.

Enga noted that a "Towards Zero Deaths" grant enforcement patrol was conducted in the city that day with officers from multiple agencies.

Salonek announced Riverfest on August 7th featuring the band Halfway There and a car show, and a Joe Flip concert on September 2nd. Salonek also addressed the Flock camera controversy directly, stating the camera program went through the full budget process, was discussed multiple times before implementation, and that claims attributing the program solely to the EDA chair are inaccurate. Salonek expressed openness to reviewing the program's statistics.

Van Asten encouraged residents to vote in the primary. Van Asten also noted her continued attendance at Elm Creek Watershed meetings and shared that she will need a replacement representative for the school year. Van Asten discussed a low-salt design checklist being piloted by neighboring cities that could be considered for Dayton's planning process.

Fashant raised three items: (1) a question for the city attorney regarding whether cities can restrict e-bike operation under state law; (2) a DNR grant opportunity of up to $150,000 for Emerald Ash Borer community impact, with applications opening August 3rd and closing September 14th — staff confirmed they are already aware and plan to apply; and (3) a prepared statement on the Flock camera system, acknowledging it was approved through the normal budget process in 2024, but noting that the landscape around AI, immigration enforcement, and data security has

changed significantly. Fashant requested a police department report on system utilization and expressed intent to evaluate the program during the 2027 budget process.

Henderson echoed support for reviewing the Flock camera data and affirmed that council members should be held accountable for their conduct, encouraging residents to submit concerns formally to staff.

COUNCIL BUSINESS

PUBLIC HEARING

E. Ordinance 2026-11; Moratorium Site Plan Review

Sevald provided background, explaining that the moratorium was considered due to concerns about non-residential uses being incompatible with adjacent residential properties. Following a work session earlier that day, staff and council narrowed the issue to two vacant properties in the General Mixed Use district on Balsam Lane. The proposed solution is to increase parking setbacks from 5 feet to 20 feet in that district, which can be addressed through a code amendment rather than a moratorium. Planning Commission and staff both recommended denial of the moratorium. The earliest the code amendment could return to planning commission and council would be September.

Fisher opened the public hearing at 7:26 PM.

Stephanie Carroll of 13145 Granstrom Circle spoke during the public hearing requesting clarification on current zoning restrictions in mixed-use areas. Staff offered to follow up directly with her.

Fisher closed the public hearing at 7:28 PM.

Council consensus was to not adopt the moratorium and to pursue a targeted code amendment instead. Fashant clarified for the public that declining the moratorium does not mean the underlying issue will be ignored.

F. Ordinance 2026-12: Moratorium Preliminary Plat

No separate discussion. This item was addressed in conjunction with Ordinance 2026-11.

COUNCIL BUSINESS

New Business

G. Discussion - Condemnation Process

Kirchoff presented an overview of the Chapter 463 hazardous buildings process under Minnesota state statute, clarifying that this is not a condemnation process but rather a mechanism for the city to order repair or removal of hazardous structures, with the district court overseeing any special assessments. The building official plays a central role in documenting hazardous conditions. If a property owner fails to respond, the city attorney may seek a default judgment to authorize demolition or repair, with costs specially assessed against the property.

Doud presented examples of problem properties in the city, including structures on Robinson Street and a burned property on Teakwood. Staff sought council direction on how aggressively to pursue these cases, noting that hesitation stemmed partly from uncertainty about council's position on property rights.

Council directed staff to actively engage property owners with reasonable, documented timelines based on the nature of the hazard and time of year. If property owners fail to meet those timelines, staff is authorized to proceed to the next step in the statutory process. Council emphasized the importance of a uniform initial contact

process for all properties while acknowledging that remediation timelines will vary by situation. No local ordinance is needed; the state statute process is sufficient.

COUNCIL BUSINESS

Action Items

~~H. Approval of Sale of Rescue 21~~

This item was removed to discuss during the Capital Improvement Plan at a future meeting.

I. Approval of Payment of Claims for July 28, 2026

Council reviewed the payment of claims. Questions were raised on a $3,500 police department donation item (clarified as an expenditure, offset by a $6,000 donation from West Metro Fire for the wellness room), a $7,800 dehumidifier for the well/treatment plant (confirmed as a purchased asset to address condensation issues), a concrete testing line item (for the overlay project curb and gutter), and vehicle maintenance charges (council encouraged cross-departmental coordination between fire and public works for in-house vehicle maintenance).

Motion to approve payment of claims for July 28, 2026 was made by Van Asten and seconded by Fashant. The motion carried 5-0.

J. Award Construction Contract for the Southwest Dayton Infrastructure Improvement Project

Doud presented the bid results for the Southwest Dayton Infrastructure Improvement Project. Twelve bids were received, with the lowest bid from Tour Construction at $1,711,000 — approximately $300,000 under the estimated project budget of $2,700,000–$2,800,000. The project will construct roadway and utilities connecting properties to Dayton Parkway. Construction is anticipated to begin in early September, with an interim completion date of November 15, 2026, and final completion pushed to early 2028 to allow the pavement to endure freeze/thaw cycles. Financing will be through tax abatement bonds in coordination with the Dayton Parkway neighborhood development agreement. The bid documents allow cancellation without penalty if financing does not materialize.

Motion to award the construction contract for the Southwest Dayton Infrastructure Improvement Project to Tour Construction was made by Van Asten and seconded by Fashant. The motion carried 5-0.

K. Approval of Travel/Food Policy

Doud presented a draft travel and food policy compiled from a review of numerous comparable city policies. Van Asten noted the policy feels like two distinct policies merged together — one for travel and one for employee meals — but found no cleaner alternative. Council agreed to adopt the policy as written with the understanding that it would be reviewed after a year of practical use.

Motion to approve the Travel/Food Policy was made by Fashant and seconded by Van Asten. The motion carried 5-0.

L. Ordinance 2026-13: Amending City Code 1001.064, Subd 3 Table of Uses

Sevald explained that a long-standing typographical error in the zoning table of uses lists accessory buildings in the Park and Recreation (PR) district with an "F" designation of unclear intent. Planning Commission recommended that accessory buildings be treated as a Conditional Use (CUP). Staff recommended a Permitted

Use designation but offered a compromise: if the council prefers CUP, structures of 1,000 square feet or less would be exempt.
Council discussion weighed the administrative burden of requiring CUPs for small structures against the importance of public oversight for larger ones, particularly given that PR districts often abut residential areas.
Eric Seppelt of 11534 Brayburn Trail (online) cautioned against the 1,000 square foot exemption and affirmed support for the CUP approach.
Van Asten also identified a separate inconsistency in the Village Mixed Use (VM) district where light industrial is listed as conditional but medium industrial as permitted; council directed that both be changed to conditional use.
The council approved the ordinance with accessory buildings over 1,000 square feet requiring a CUP in the PR district, and both light and medium industrial uses in the VM district changed to conditional use.

Motion to approve Ordinance 2026-13 with the 1,000 square foot CUP threshold and the VM district industrial use corrections was made by Fashant and seconded by Salonek. The motion carried 4-1 with nay Van Asten.

M. Elsie Stephens Park Phase 3 Discussion

Raine Gardner and Eleanor Brandt from MSA presented the near-final plans for Phase 3 of Elsie Stephens Park, which includes installation of a covered shelter over the existing concrete stage pad, extension of a dance floor, realignment of the accessible pathway to maintain ADA compliance, and erosion mitigation behind the stage. The estimated construction cost is approximately $255,000, with a 10% contingency bringing the total to just under $280,000, not including the shelter structure being direct-purchased by the city.
Council raised concerns about the quality of existing limestone seat wall blocks, which are showing signs of fracturing, and discussed alternatives including stamped and stained concrete. Council direction was given to explore stamped concrete for the new seat wall row, potentially replacing the adjacent existing row for uniformity, and to investigate an alternate design for the slope behind the stage using a concrete apron with rock dissipation or drainage piping.
Council authorized staff and MSA to proceed directly to bidding without returning plans for another council review, in order to maximize the bidding window and target a November substantial completion date. The bid opening is anticipated around August 27th–September 2nd, with council award targeted for the September 8th meeting. Fashant raised concern that the splash pad component of the phase had been sidelined, and Farrell committed to bringing a splash pad presentation back in September with the goal of finalizing design this fall.

Motion to approve proceeding to bid for Elsie Stephens Park Phase 3 with direction to explore stamped concrete for seating and an alternate for the back slope was made by Salonek and seconded Fashant. The motion carried 5-0.

N. Consideration of Resolution 30-2026; Mayor and Council Pay Adjustment

Doud presented a pay adjustment analysis using the League of Minnesota Cities survey. Under the current ordinance methodology (plus/minus 1,000 population), the adjusted pay would be $6,952 for the mayor and $5,304 for council members. An alternative comparison using neighboring high-growth cities yielded higher figures of $7,875 and $6,188 respectively.

Council discussion noted that the current ordinance was last updated around 1978 and that the population-based comparison methodology does not account for the increased workload in rapidly growing communities. Council consensus was to update the ordinance to use neighboring cities rather than similarly-sized cities statewide as the benchmark, and to use the median rather than the mean. The update must be completed before the November election.

Motion directing staff to update the pay ordinance to use neighboring cities as the comparison benchmark was made by Van Asten and seconded by Henderson. The motion carried 4-0-1, with Salonek abstaining.

COUNCIL BUSINESS

Closed Session

O. Closed Session Pursuant to MN Statute 13D.03, a closed session shall be conducted for Labor Negotiations with Teamsters Public Law Enforcement Union, Local No. 320

Motion to enter closed session pursuant to MN Statute 13D.03 for labor negotiations with Teamsters Public Law Enforcement Union, Local No. 320 was made by Fisher and seconded by Van Asten. The motion carried 5-0.

The council entered closed session.

P. Closed Session. Pursuant to MN Statute 13D.05, subd 3(c)(3), a closed session shall be conducted to develop or consider offers or counteroffers for the purchase or sale of real or personal property PID: 32-120-22-23-0003 and 32-120-22-23-0004

Motion to enter closed session pursuant to MN Statute 13D.05, Subd. 3(c)(3) to develop or consider offers or counteroffers for the purchase or sale of real or personal property (PID: 32-120-22-23-0003 and 32-120-22-23-0004) was made by Fisher and seconded by Van Asten. The motion carried 5-0.

The council entered closed session.

COUNCIL BUSINESS

Action Items (Post Closed Session)

Q. Consideration of Taking Action Regarding the Matter Discussed in Closed Session for MN Statute 13D.03

Motion to not sign the agreement regarding PID 32-120-22-23-0003 and 32-120-22-23-0004 was made by Van Asten and seconded by Salonek. The motion carried 5-0.

R. Consideration of Taking Action Regarding the Matter Discussed in Closed Session for MN Statute 13D.05, Subd. 3(c)(3)

Motion to table the action item related to MN Statute 13D.05, Subd. 3(c)(3) was made by Van Asten and seconded Fashant. The motion carried 5-0.

ADJOURNMENT

With no objections, Fisher adjourned the meeting at 9:35 PM.

Approved: _____ Attest: Amy Benting

CALL TO ORDER

Fisher called the work session meeting to order at 5:15 p.m.

PRESENT: Mayor Dennis Fisher, Scott Salonek, David Fashant, Stephanie Henderson, and Sara Van Asten, Planning Commission members: Darren Browen, Paul Crosland, Keith Grover (arrived around 5:50 p.m.)

ABSENT:

ALSO PRESENT: Public Works Superintendent, Marty Farrell; Assistant City Administrator/City Clerk, Amy Benting; Fire Chief Gary Hendrickson; City Administrator/Finance Director, Zach Doud; Police Chief, Paul Enga; Community Development Director, Jon Sevald

WORK SESSION WITH PLANNING COMMISSION

Sevald led the discussion for two items: Forgent Power Solutions (former States Manufacturing) and setbacks/buffers between residential and non-residential properties.

Sevald gave background for the Forgent Concept Plan and stated the reason for discussion now is their urgency for groundbreaking in October 2026.

The applicants, Brandon Champeau of Hempel Real Estate and Josh McKinney of Measure Group, came forward to share the importance of this site for Forgent's expansion for 10-12 years that will add 300+ jobs.

Browen questioned the time of day for the traffic crossing between both parcels. Discussion followed for traffic surrounding the parcel.

The setbacks were deliberated next since not included in the staff report: since both are front yards, 59.5 feet on 117th Avenue and 45 feet on the south. The setback variance is only needed on the south because it is 12.5 feet difference because of the road being added. Consensus support was shown for the setbacks and screening for the project.

Sevald moved the conversation to the architecture of the building. The applicants mentioned the importance of dressing up the corners of the building and the secondary entrance with enhanced architecture. The façade would help draw light into the building.

Sevald mentioned there will be a public trail along Dayton Parkway that could intermix with the private trail on the parcel. Sevald stated the Planning Commission will see the plans at the September meeting and then to follow for Council.

Sevald led the second item and asked how close it too close to homes for setbacks. Sevald gave examples of Dayton Assisted Living and Oppidan plans with both meeting code requirements, but council and commission thought it was too close. Variance criteria were discussed as a variance appears easy to get. Parking and building setbacks were debated with the property uses.

Sevald shared he is hearing a Conditional Use Permit for every Mixed-Use District. Sevald brought up 20 foot setbacks for both building and parking as a solution and there was general consensus for Mixed-Use District.

ADJOURNMENT

Fisher declared the meeting adjourned at 6:13 p.m.

Approved: _____ Attest: Amy Benting

ITEM:

Appoint applicant to the Elm Creek Water Shed

PREPARED BY:

Amy Benting, Assistant City Administrator/City Clerk

POLICY DECISION / ACTION TO BE CONSIDERED:

Appointing Dayton representation to the Elm Creek Water Shed

BACKGROUND:

At the beginning of every year Dayton sets official designations and appointments which include the Elm Creek Watershed, Doug Baines was appointed and after learning that he is no longer a Dayton resident and opening needs to be filled. We received an application from Cathryn Kennedy. The Elm Creek Watershed Management Commission meets at 11:30 a.m. on the second Wednesday of each month at the Plymouth Community Center, 14800 34th Avenue N, Plymouth, MN. The agenda, meeting materials, and specific meeting room details are posted seven days prior to the meeting.

RECOMMENDATION:

Staff recommends appointing Cathy Kennedy

ATTACHMENT(S):

Application

CITY OF Dayton
Live the difference.

Appointment Application to Elm Creek Watershed

Applicant Name Cathryn Kennedy "Cathy"

In order that the Mayor and Council Members have a better understanding of your background and interests, please provide the following information: (Attach extra sheets if necessary.)

Home Address: 13654 142nd Ave N **Phone (H):** NA

E-mail Address: Cathrynkennedy@me.com **Phone (C):** (612) 309-3951

How long have you lived in the City of Dayton? 3 **Years** 2 **Months**

Employment (Firm and Occupation): Retired communications and marketing consultant

Educational Background: BS-Journalism, Kansas State University; MBA, University of St. Thomas

Elm Creek Watershed Commission meets the second Wednesday of the month at 11:30 a.m.

Prior experience on City Boards/Commissions: My board experience includes 9 years, including Chair of the Board of Climate Generation, a nonprofit. My City of Dayton experience includes Election Judge in 2024 and 2026.

Please provide a brief summary describing your interest in serving on the Elm Creek Watershed and your reasons for seeking appointment. I have a deep interest and professional experience in Communicating on environmental issues including clean water and watersheds. As founder and Owner of Cathryn Kennedy Consulting, my clients included Minnesota Environmental Partnership (MEP), Capitol Region Watershed District, Ramsey-Washington Metro Watershed District and Mississippi Watershed Management Organization. Through MEP, I helped with passage of the Clean Water, Land and Legacy Amendment. In addition, I have worked with the construction and building sector via my client, Mortenson Construction, and understand the developmental connection to our environment. Since moving to Dayton in 2023, I have been greatly interested in the quality of water here, Not only the drinking water, but also the storm water management, as my new home backs up To a storm water pond.

Briefly describe your background, skills, experience, interests and any other information not previously given which you believe should be considered regarding the appointment you are seeking.

Overall, I would bring expert communications and messaging skills to the Elm Creek Watershed Board, as well as board management experience, based on my years on the Climate Generation Board. My professional areas of expertise focused on media relations and getting the word out to target Audiences. My career has also intersected with governmental entities at the state, county, and Municipal levels. And, my board experience has garnered a broad understanding of board Roles and governance.

Signature: Cathryn Kennedy Date: July 27, 2026

Return to:

Amy Benting
City Clerk/Assistant City Administrator
12260 S. Diamond Lake Rd.
Dayton, MN 55327

Telephone:
(763) 421-1791
Fax:
(763) 427-3708
Email:abenting@daytonmn.gov

STATEMENT OF RIGHTS

In accordance with the Minnesota Government Data Practices Act, the City of Dayton is required to inform you of your rights as they pertain to private information collected from you. Private data is that information which is available to you, City of Dayton Administration but not to the public.

The purpose of the collected information is to determine your eligibility to participate on an advisory board/commission. Furnishing the requested information is voluntary, although refusal to supply the information may make you ineligible for an appointment.

Names and home addresses of applicants for appointment to and members of an advisory board or commission are public, as are rank on eligibility list, job history, education training and work availability. All other information obtained from you is private.

FOR OFFICE USE ONLY:

Date Application Received _____ **Date Distributed to Council** _____

Cathryn "Cathy" Kennedy
Dayton, Minnesota
612-309-3951
cathrynkennedy@me.com

Professional Summary
Senior communications, public affairs, and business executive with extensive leadership experience in consulting, public relations, government communications, and journalism. Proven ability to advise executives, build strategic communications programs, manage client relationships, and lead high-performing teams.

Education
Master of Business Administration, University of St. Thomas, St. Paul, Minnesota
Bachelor of Science in Journalism, Kansas State University

Professional Experience
Cathryn Kennedy Consulting — Owner (2001–2020)
• Advised organizations on communications, public affairs, and strategic initiatives.
• Developed communication strategies and managed long-term client relationships.

Weber Shandwick, Minneapolis — Senior Vice President & Various Leadership Roles (1984–2001)
• Led client communications programs and executive counsel.
• Managed teams, major accounts, and strategic public relations initiatives.

Roy, Wallace & Associates — Account Supervisor (1982–1984)
• Managed client accounts and public relations campaigns.

Office of Governor Al Quie — Press Secretary (1979–1982)
• Directed media relations, speechwriting, and communications strategy.

Minnesota House Independent Republican Caucus — Media Coordinator (1976–1979)
• Coordinated media outreach and legislative communications.

Red Wing Republican Eagle — Reporter (1975–1976)
Olathe Daily News — Reporter (1975)

Cathryn "Cathy" Kennedy – Executive Biography

Cathryn Kennedy is a seasoned communications and business executive with a career spanning consulting, corporate public relations, state government, and journalism. As founder of Cathryn Kennedy Consulting, she advised clients on strategic communications and public affairs for nearly two decades. Previously, she served in senior leadership at Weber Shandwick, following roles with Roy, Wallace & Associates, Governor Al Quie, the Minnesota House Independent Republican Caucus, and regional newspapers. She holds an MBA from the University of St. Thomas and a BS in Journalism from Kansas State University.

ITEM:

Approval of Gambling License for District 10 Hocky

PREPARED BY:

Amy Benting, City Clerk

POLICY DECISION / ACTION TO BE CONSIDERED:

Approval of Gambling License

BACKGROUND:

This is a standard Council approval, the gambling event is taking place September 11, 2026 at Daytona Golf Club 14730 Lawndale Lane N Dayton MN 55327

CRITICAL ISSUES:

There are no outstanding issues.

RECOMMENDATION:

Approval of gambling license

ATTACHMENT(S):

N/A

PRESENTER:

Jason Quisberg

ITEM:

2025 Dayton Mill and Overlay Improvements – Pay Application No. 2

PREPARED BY:

Jason Quisberg, Engineering
Nick Findley, Engineering

POLICY DECISION / ACTION TO BE CONSIDERED:

None

BACKGROUND:

Knife River Corporation – North Central has completed the majority of the work for the 2025 Dayton Mill and Overlay Project. The remaining work includes punch list and restoration establishment. A 5% retainage is being held until the final completion of this project.

CRITICAL ISSUES:
COMMISSION REVIEW / ACTION (IF APPLICABLE):
60/120-DAY RULE (IF APPLICABLE):
RELATIONSHIP TO COUNCIL GOALS:

BUDGET IMPACT:

The work completed is within the previously approved budget for the project.

RECOMMENDATION:

We recommend payment for the work completed to date, in the amount of $15,233.06.

ATTACHMENT(S):
Pay Estimate No. 2
2025 Dayton Mill and Overlay Pay Estimate No. 2 Tabulation

SECTION 00 62 76
APPLICATION FOR PAYMENT FORM

OWNER: City of Dayton
PROJECT: 2025 Dayton Mill and Overlay Improvements
CONTRACTOR: Knife River Corporation - North Central

PAY ESTIMATE NO. 2

Original Contract Amount:	$ 698,653.46
Contract Changes approved to Date (0):	$ -
Revised Contract Price :	$ 698,653.46
Work Completed to Date (attached):	$ 677,228.25
Retainage to Date, 5%:	$ 33,861.41
Work Completed to Date Less Retainage to Date:	$ 643,366.84
Total Amount Previously Certified:	$ 628,133.78
Payment Request This Estimate:	$ 15,233.06

I declare under penalty of perjury that this account, claim, or demand is just and correct and that no part of it has been paid.

7-31-26

CONTRACTOR

CERTIFICATE OF CONTRACTOR

I hereby certify that the work and the materials supplied to date, as shown on the request for payment, represents the actual value of accomplishment under the terms of the contract dated 8/26/2025 between betweeen the City of Dayton (OWNER) and Knife River Corporation - North Central (CONTRACTOR) and all authorized changes therto:

Knife River Corporation - North Central

By _____

Title ESTIMATING MANAGER

Approval:

(CONTRACTOR) _____ Date 7-31-26

STANTEC CONSULTING SERVICES, INC. _____ Date 8/4/2026

CITY OF DAYTON _____ Date _____

END OF SECTION

2025 DAYTON MILL AND OVERLAY IMPROVEMENTS
PAYMENT REQUEST FORM
QUANTITY TABULATION

NO.	ITEM DESCRIPTION	UNIT	BID QUANTITY	UNIT PRICE	TOTAL PRICE	COMPLETED TO DATE		LESS PREVIOUS PAYMENTS		PAY REQUEST #2 July 2026	
BASE BID SCHEDULE A						QTY	PRICE	QTY	PRICE	QTY	PRICE
1	MOBILIZATION	LUMP SUM	1	$60,000.00	$60,000.00	1	$ 60,000.00	0.9	$ 54,000.00	0.1	$ 6,000.00
2	TRAFFIC CONTROL	LUMP SUM	1	$7,500.00	$7,500.00	1	$ 7,500.00	0.9	$ 6,750.00	0.1	$ 750.00
3	MILL BITUMINOUS SURFACE (1.5")	SQ YD	57791	$1.75	$101,134.25	57791	$ 101,134.25	57791	$ 101,134.25	0	$ -
4	REMOVE BITUMINOUS CURB	LIN FT	3184	$0.80	$2,547.20	3184	$ 2,547.20	3184	$ 2,547.20	0	$ -
5	REMOVE BITUMINOUS PAVEMENT	SQ YD	163	$11.00	$1,793.00	129	$ 1,419.00	129	$ 1,419.00	0	$ -
6	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SQ YD	12	$35.00	$420.00	55	$ 1,925.00	55	$ 1,925.00	0	$ -
7	REMOVE SEWER PIPE (STORM)	LIN FT	128	$9.50	$1,216.00	128	$ 1,216.00	128	$ 1,216.00	0	$ -
8	STREET SWEEPER (WITH PICKUP BROOM)	HOUR	55	$75.00	$4,125.00	55	$ 4,125.00	55	$ 4,125.00	0	$ -
9	AGGREGATE BASE, CLASS 5 80% CRUSHED	TON	91	$50.00	$4,550.00	43	$ 2,150.00	43	$ 2,150.00	0	$ -
10	AGGREGATE BASE SPECIAL	TON	107	$45.00	$4,815.00	107	$ 4,815.00	107	$ 4,815.00	0	$ -
11	BITUMINOUS MATERIAL FOR TACK COAT	GAL	4471	$0.01	$44.71	3900	$ 39.00	3900	$ 39.00	0	$ -
12	TYPE SP 9.5 WEARING COURSE MIXTURE (3,B) - DRIVEWAY	TON	3	$155.00	$465.00	10	$ 1,550.00	10	$ 1,550.00	0	$ -
13	TYPE SP 9.5 WEARING COURSE MIXTURE (3,B)	TON	5619	$69.00	$387,711.00	5529	$ 381,501.00	5529	$ 381,501.00	0	$ -
14	TYPE SP 12.5 NON-WEARING COURSE MIXTURE (3,B) - PATCH	TON	35	$130.00	$4,550.00	43	$ 5,590.00	43	$ 5,590.00	0	$ -
15	4" BITUMINOUS CURB	LF	3184	$4.25	$13,532.00	3184	$ 13,532.00	3184	$ 13,532.00	0	$ -
16	BITUMINOUS DRAINAGE FLUME	SY	25	$75.00	$1,875.00	12	$ 900.00	12	$ 900.00	0	$ -
17	SALVAGE AND REINSTALL CATCH BASIN CASTING	EACH	2	$1,250.00	$2,500.00	2	$ 2,500.00	2	$ 2,500.00	0	$ -
18	STORM DRAIN INLET PROTECTION - MAINTAINED	EACH	5	$150.00	$750.00	5	$ 750.00	5	$ 750.00	0	$ -
19	CULVERT END PROTECTION - MAINTAINED	EACH	3	$250.00	$750.00	3	$ 750.00	3	$ 750.00	0	$ -
20	18" RC PIPE STORM CLASS V	LIN FT	52	$115.00	$5,980.00	52	$ 5,980.00	52	$ 5,980.00	0	$ -
21	18" RC FLARED END SECTION W/TRASH GUARD	EACH	2	$2,920.00	$5,840.00	2	$ 5,840.00	2	$ 5,840.00	0	$ -
22	22" X 14" RC ARCH PIPE SEWER CLASS V	LIN FT	59	$165.00	$9,735.00	60	$ 9,900.00	60	$ 9,900.00	0	$ -
23	22" X 14" RC ARCH FLARED END SECTION W/TRASH GUARD	EACH	2	$3,325.00	$6,650.00	2	$ 6,650.00	2	$ 6,650.00	0	$ -
24	RANDOM RIPRAP CLASS III	CU YD	10	$130.00	$1,300.00	11	$ 1,430.00	11	$ 1,430.00	0	$ -
25	CONNECT TO EXISTING STORM SEWER PIPE	EACH	1	$625.00	$625.00	1	$ 625.00	1	$ 625.00	0	$ -
26	SALVAGE AND REINSTALL METAL FLARED END SECTION	EACH	1	$740.00	$740.00	1	$ 740.00	1	$ 740.00	0	$ -
27	18" HDPE DUAL WALL PIPE	LIN FT	5	$42.00	$210.00	8	$ 336.00	8	$ 336.00	0	$ -
28	LOAM TOPSOIL BORROW (LV)	CU YD	153	$65.00	$9,945.00	72	$ 4,680.00	72	$ 4,680.00	0	$ -
29	HYDROMULCH W/ SEED AND FERTILIZER	SQ YD	1216	$2.50	$3,040.00	1799	$ 4,497.50	1799	$ 4,497.50	0	$ -
30	EROSION CONTROL BLANKET W/ SEED AND FERTILIZER	SQ YD	299	$3.00	$897.00	0	$ -	0	$ -	0	$ -
31	INTERIM PAVEMENT MARKING	LUMP SUM	1	$1,200.00	$1,200.00	1	$ 1,200.00	1	$ 1,200.00	0	$ -
32	24" SOLID LINE MUITI-COMPONENT WHITE STOP BAR	LIN FT	24	$30.00	$720.00	24	$ 720.00	0	$ -	24	$ 720.00
33	4" DOUBLE SOLID LINE YELLOW MULTI-COMPONENT	LIN FT	6638	$0.80	$5,310.40	6638	$ 5,310.40	0	$ -	6638	$ 5,310.40
34	4" SOLID LINE YELLOW MULTI-COMPONENT	LIN FT	4730	$0.40	$1,892.00	4730	$ 1,892.00	0	$ -	4730	$ 1,892.00
35	4" SOLID LINE YELLOW MULTI-COMPONENT - BROKEN	LIN FT	3406	$0.40	$1,362.40	3406	$ 1,362.40	0	$ -	3406	$ 1,362.40
			TOTAL SCHEDULE A BID		**$655,724.96**		**$645,106.75**		**$629,071.95**		**$16,034.80**

ALTERNATE 1		UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE	COMPLETED TO DATE		LESS PREVIOUS PAYMENTS		PAY REQUEST #2	
36	REMOVE BITUMINOUS PAVEMENT	SQ YD	257	$10.50	$2,698.50	293	$ 3,076.50	293	$ 3,076.50	0	$ -
37	CONCRETE CURB AND GUTTER B412	LIN FT	1099	$25.00	$27,475.00	890	$ 22,250.00	890	$ 22,250.00	0	$ -
38	AGGREGATE BASE CLASS 5, 80% CRUSHED	TON	113	$45.00	$5,085.00	21	$ 945.00	21	$ 945.00	0	$ -
39	TYPE SP 12.5 NON-WEARING COURSE MIXTURE (3,B) - PATCH	TON	59	$130.00	$7,670.00	45	$ 5,850.00	45	$ 5,850.00	0	$ -
			TOTAL ALTERNATE 1		**$42,928.50**		**$32,121.50**		**$32,121.50**		**$0.00**

GENERAL CONTRACTOR	COMPLETED TO DATE	LESS PREVIOUS PAYMENTS	PAY REQUEST #2
Knife River Corporation	**Subtotal: $ 677,228.25**	**Subtotal: $ 661,193.45**	**Subtotal: $16,034.80**
4784 Shadow Wood Dr. NE	**5% Retainage: $ 33,861.41**	**5% Retainage: $ 33,059.67**	**5% Retainage: $ 801.74**
Sauk Rapids, MN 56379	**Total: $ 643,366.84**	**Total: $ 628,133.78**	**Total: $ 15,233.06**

PRESENTER:

Jason Quisberg

ITEM:

2026 Dayton Mill and Overlay Improvements – Pay Application No. 2

PREPARED BY:

Jason Quisberg, Engineering
Nick Findley, Engineering

POLICY DECISION / ACTION TO BE CONSIDERED:

None

BACKGROUND:

Knife River Corporation – North Central has completed the majority of the work for the 2026 Dayton Mill and Overlay Project. The remaining work includes striping items, punch list, and restoration establishment. A 5% retainage is being held until the final completion of this project.

CRITICAL ISSUES:
COMMISSION REVIEW / ACTION (IF APPLICABLE):
60/120-DAY RULE (IF APPLICABLE):
RELATIONSHIP TO COUNCIL GOALS:

BUDGET IMPACT:

The work completed is within the previously approved budget for the project.

RECOMMENDATION:

We recommend payment for the work completed to date, in the amount of $660,925.17.

ATTACHMENT(S):
Pay Estimate No. 2
2026 Dayton Mill and Overlay Pay Estimate No. 2 Tabulation

SECTION 00 62 76

APPLICATION FOR PAYMENT FORM

OWNER: City of Dayton
PROJECT: Dayton 2026 Mill and Overlay Improvements
CONTRACTOR: Knife River Corporation - North Central

PAY ESTIMATE NO. 2

Original Contract Amount:	$ 1,293,775.50
Contract Changes approved to Date (0):	$ -
Revised Contract Price :	$ 1,293,775.50
Work Completed to Date (attached):	$ 971,252.70
Retainage to Date, 5%:	$ 48,562.63
Work Completed to Date Less Retainage to Date:	$ 922,690.07
Total Amount Previously Certified:	$ 261,764.90
Payment Request This Estimate:	$ 660,925.17

I declare under penalty of perjury that this account, claim, or demand is just and correct and that no part of it has been paid.

Tom Dahl Knife River Corp.

CONTRACTOR

CERTIFICATE OF CONTRACTOR

I hereby certify that the work and the materials supplied to date, as shown on the request for payment, represents the actual value of accomplishment under the terms of the contract dated 8/26/2025 between betweeen the City of Dayton (OWNER) and Knife River Corporation - North Central (CONTRACTOR) and all authorized changes therto:

Knife River Corp

By Tom Dobrick

Title PM / Estimator

Approval:

(CONTRACTOR)	Knife River Corp Tom Dobrick	Date	8/3/26
STANTEC CONSULTING SERVICES, INC.	Mark J Schuh	Date	8/4/2026
CITY OF DAYTON		Date	

END OF SECTION

2026 DAYTON MILL AND OVERLAY IMPROVEMENTS
PAYMENT REQUEST FORM
QUANTITY TABULATION

NO.	ITEM DESCRIPTION	UNIT	BID QUANTITY	UNIT PRICE	TOTAL PRICE	COMPLETED TO DATE		LESS PREVIOUS PAYMENTS		PAY REQUEST #2 August 2026	
BASE BID SCHEDULE A						QTY	PRICE	QTY	PRICE	QTY	PRICE
1	MOBILIZATION	LUMP SUM	1	$38,000.00	$38,000.00	1	$ 38,000.00	0.7	$ 26,600.00	0.3	$ 11,400.00
2	TRAFFIC CONTROL	LUMP SUM	1	$12,000.00	$12,000.00	1	$ 12,000.00	0.7	$ 8,400.00	0.3	$ 3,600.00
3	MILL BITUMINOUS SURFACE (1.5")	SQ YD	55452	$1.60	$88,723.20	48290	$ 77,264.00	0	$ -	48290	$ 77,264.00
4	MILL BITUMINOUS SURFACE (2")	SQ YD	13746	$2.40	$32,990.40	13746	$ 32,990.40	0	$ -	13746	$ 32,990.40
5	REMOVE CONCRETE CURB AND GUTTER	LIN FT	6533	$5.70	$37,238.10	3082	$ 17,567.40	3082	$ 17,567.40	0	$ -
6	REMOVE BITUMINOUS PAVEMENT	SQ YD	6121	$4.30	$26,320.30	5510	$ 23,693.00	1247	$ 5,362.10	4263	$ 18,330.90
7	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SQ YD	234	$9.00	$2,106.00	140	$ 1,260.00	140	$ 1,260.00	0	$ -
8	REMOVE CONCRETE DRIVEWAY PAVEMENT	SQ YD	434	$11.00	$4,774.00	51	$ 561.00	51	$ 561.00	0	$ -
9	SHAPE EXISTING AGGREGATE	SQ YD	4286	$1.00	$4,286.00	4286	$ 4,286.00	0	$ -	4286	$ 4,286.00
10	AGGREGATE BASE CLASS 5, 80% CRUSHED	TON	100	$29.50	$2,950.00	302	$ 8,909.00	50	$ 1,475.00	252	$ 7,434.00
11	AGGREGATE BASE CLASS 2, 100% CRUSHED - SHOULDERING	TON	303	$56.50	$17,119.50	151	$ 8,531.50	0	$ -	151	$ 8,531.50
12	BITUMINOUS MATERIAL FOR TACK COAT	GAL	8300	$0.01	$83.00	4400	$ 44.00	0	$ -	4400	$ 44.00
13	TYPE SP 9.5 WEARING COURSE MIXTURE (3,B) - DRIVEWAY	TON	50	$140.00	$7,000.00	11	$ 1,540.00	11	$ 1,540.00	0	$ -
14	TYPE SP 9.5 WEARING COURSE MIXTURE (3,B) - COMMERCIAL DRIVEWAY	TON	10	$175.00	$1,750.00	18	$ 3,150.00	18	$ 3,150.00	0	$ -
15	TYPE SP 9.5 WEARING COURSE MIXTURE (3,B)	TON	7622	$74.00	$564,028.00	6287	$ 465,238.00	0	$ -	6287	$ 465,238.00
16	TYPE SP 12.5 NON-WEARING COURSE MIXTURE (3,B) - PATCH	TON	466	$112.00	$52,192.00	200	$ 22,400.00	194	$ 21,728.00	6	$ 672.00
17	TYPE SP 12.5 NON-WEARING COURSE MIXTURE (3,B)	TON	641	$74.00	$47,434.00	645	$ 47,730.00	0	$ -	645	$ 47,730.00
18	CONCRETE CURB AND GUTTER DESIGN B618	LIN FT	5357	$24.50	$131,246.50	2488	$ 60,956.00	2488	$ 60,956.00	0	$ -
19	CONCRETE CURB AND GUTTER DESGIN SURMOUNTABLE	LIN FT	503	$24.50	$12,323.50	503	$ 12,323.50	503	$ 12,323.50	0	$ -
20	CONCRETE VALLEY GUTTER - HIGH EARLY CONCRETE	SQ YD	12	$150.00	$1,800.00	8	$ 1,200.00	8	$ 1,200.00	0	$ -
21	CONCRETE CURB AND GUTTER DESIGN RIBBON	LIN FT	673	$23.00	$15,479.00	92	$ 2,116.00	92	$ 2,116.00	0	$ -
22	CONCRETE DRIVEWAY PAVEMENT	SQ YD	341	$80.00	$27,280.00	0	$ -	0	$ -	0	$ -
23	CONCRETE COMMERICAL DRIVEWAY PAVEMENT - HIGH EARLY CONCRETE	SQ YD	93	$110.00	$10,230.00	53	$ 5,830.00	53	$ 5,830.00	0	$ -
24	ADJUST CATCH BASIN CASTING	EACH	60	$410.00	$24,600.00	45	$ 18,450.00	45	$ 18,450.00	0	$ -
25	ADJUST MANHOLE CASTING	EACH	69	$875.00	$60,375.00	61	$ 53,375.00	55	$ 48,125.00	6	$ 5,250.00
26	ADJUST VALVE BOX	EACH	10	$220.00	$2,200.00	4	$ 880.00	4	$ 880.00	0	$ -
29	REPLACE VALVE BOX TOP SECTION - WATER	EACH	10	$375.00	$3,750.00	5	$ 1,875.00	5	$ 1,875.00	0	$ -
28	REMOVE AND REPLACE MANHOLE CASTING	EACH	2	$1,450.00	$2,900.00	2	$ 2,900.00	2	$ 2,900.00	0	$ -
29	REMOVE AND REPLACE CASTING WITH R-3067-C	EACH	1	$1,200.00	$1,200.00	1	$ 1,200.00	1	$ 1,200.00	0	$ -
30	REPAIR STORM STRUCTURE DOGHOUSES/INVERTS	EACH	10	$489.00	$4,890.00	2	$ 978.00	2	$ 978.00	0	$ -
31	STORM DRAIN INLET PROTECTION - MAINTAINED	EACH	89	$150.00	$13,350.00	88	$ 13,200.00	88	$ 13,200.00	0	$ -
32	LOAM TOPSOIL BORROW (LV)	CU YD	162	$60.00	$9,720.00	31	$ 1,860.00	31	$ 1,860.00	0	$ -
33	RESTORATION	SQ YD	1597	$5.00	$7,985.00	1826	$ 9,130.00	1826	$ 9,130.00	0	$ -
34	24" SOLID LINE WHITE MULTI-COMPONENT	LIN FT	157	$7.50	$1,177.50	94	$ 705.00	0	$ -	94	$ 705.00
35	24" SOLID LINE YELLOW MULTI-COMPONENT	LIN FT	157	$7.50	$1,177.50	141	$ 1,057.50	0	$ -	141	$ 1,057.50
36	4" DOUBLE SOLID LINE YELLOW MULTI-COMPONENT	LIN FT	5328	$0.80	$4,262.40	5269	$ 4,215.20	0	$ -	5269	$ 4,215.20
37	4" SOLID LINE YELLOW MULTI-COMPONENT	LIN FT	107	$0.40	$42.80	0	$ -	0	$ -	0	$ -
38	4" SOLID LINE WHITE MULTI-COMPONENT	LIN FT	5835	$0.40	$2,334.00	5835	$ 2,334.00	0	$ -	5835	$ 2,334.00
39	4" BROKEN LINE YELLOW MULTI-COMPONENT	LIN FT	2489	$0.40	$995.60	2489	$ 995.60	0	$ -	2489	$ 995.60
40	CROSSWALK MULTI-COMPONENT	SQ FT	666	$6.70	$4,462.20	378	$ 2,532.60	0	$ -	378	$ 2,532.60
41	IRRIGATION SYSTEM REPAIR	EACH	20	$275.00	$5,500.00	25	$ 6,875.00	25	$ 6,875.00	0	$ -
42	PET CONTAINMENT SYSTEM REPAIR	EACH	20	$275.00	$5,500.00	4	$ 1,100.00	0	$ -	4	$ 1,100.00
			TOTAL SCHEDULE A BID		**$1,293,775.50**		**$971,252.70**		**$275,542.00**		**$695,710.70**

GENERAL CONTRACTOR	COMPLETED TO DATE	LESS PREVIOUS PAYMENTS	PAYMENT REQUEST 2
Knife River Corporation	Subtotal: $ 971,252.70	Subtotal: $ 275,542.00	Subtotal: $ 695,710.70
4784 Shadow Wood Dr. NE	5% Retainage: $ 48,562.63	5% Retainage: $ 13,777.10	5% Retainage: $ 34,785.53
Sauk Rapids, MN 56379	Total: $ 922,690.07	Total: $ 261,764.90	Total: $ 660,925.17

PRESENTER: Marty Farrell

ITEM: Approve payment of Pay Application #6 for Park Improvements Project for the sum of $75,277.18.

PREPARED BY: Martin Farrell

BACKGROUND: Staff solicited bids from contractors for the Park Improvements Project for Area 21 Park, Ione Gardens upgrades and Elsie Stephens Phase 3. The bids were separated into base bids and multiple alternates for each of the Parks to help with spending limited dollars appropriately.

Bid packages were posted on March 3 2025, and the bid opening scheduled for March 27 2025. Staff held the bid opening and received 6 competitive bids. The bids were analyzed for Low Base Bid and various scenarios with the Alternates. Staff and Paul Kangas presented the low bids and alternates to the Park Commission on 4-1-2025 for their recommendation of which alternates to accept to determine the low bid.

The Park Commission recommended including PSA A retaining walls and Landscape, PSA-B concrete edger around the sand volleyball court, PSA D Tree Plantings, IOG-A tree plantings, ESPAA all base bid, ESP-A West Parking Lot, ESP-B Gate at Historic Entrance. Subsequently Council removed Elsie Stephens Park from the Contract along with alternates and Tree plantings at Ione Gardens and Area 21 Park.

There have been some quantity overruns due to soil corrections and a section of trail that was not installed by the Developer as agreed with Staff, the Developer paid Trail Dedication fees instead, total cost of overruns $18,650.40. There is also a Change Order submitted for additional excavation and irrigation materials totaling $23,408.49. These numbers are reflected on the project spreadsheet, the project is still running within the budget and has a healthy contingency.

CRITICAL ISSUES: Meets City Strategic Initiative to “Foster a Safe and Welcoming Community”.

BUDGET IMPACT: Funded from Fund 405 Park Dedication Funds $1,850,000 and Irrigation Funded from Water Fund 601 $225,000

Revised Contract Bid	$1,026,918.18
Construction Management @ 6%	$61,615
Contingency @ 7%	$65,000
Total Project Cost	$1,153,533.68

RECOMMENDATION: Approve payment of Pay Application #6

ATTACHMENT(S): Project Spreadsheet, Cost Increase Summary, Pay Application #6

	Project Financial Breakdown	**CUSTOM BUILDERS**		
Date	Pay Application/Change Order	Custom Builders Pay App Amount	Custom Builders Change Orders	Custom Builders Contract Balance
	Starting Balance			**$ 1,026,918.68**
7/8/2025	Pay Application #1	$ 170,750.45		$ (170,750.45)
8/8/2025	Pay Application #2	$ 96,558.81		$ (96,558.81)
9/9/2025	Pay Application #3	$ 177,951.09		$ (177,951.09)
9/9/2025	Change Order 1		$ 23,408.49	$ 23,408.49
	Pay Application #4	$ 272,037.63		$ (272,037.63)
12/2/2025	Pay Application #5	$ 266,268.91		$ (266,268.91)
7/27/2026	Pay Application #6	$ 75,277.18		$ (75,277.18)
7/27/2026	Quantity Overruns		$ 18,517.40	$ 18,517.40
		$ 1,058,844.07	**$ 41,925.89**	**$ 10,000.50**

AS OF 08-4-2026		
Contract Balances to Project Close Out		
Custom Builders	$	10,000.50
Construction Management	$	53,807.60
Remaining Contract Balances Total	**$**	**63,808.10**
Project Starting Balance incl contingency	$	1,153,533.68
Minus total pay apps to date	$	(1,066,651.47)
Remaining Project Balance	**$**	**86,882.21**
Remaining Project Balance	$	86,882.21
Minus remaining Contract Balances	$	(63,808.10)
Contingency	**$**	**23,074.11**

APPLICATION AND CERTIFICATION FOR PAYMENT *AIA DOCUMENT G702* PAGE ONE OF 1 PAGES

TO OWNER:
City of Dayton

12260 S Diamond Lake Rd,Dayton, MN 55327

FROM CONTRACTOR:
Custom Builders, Inc.

12383 234th St. Cold Spring, MN 56320

PROJECT:
2025 Park Improvements
#21 Neighborhood/lone Gardens,
Dayton, MN 55327
VIA ARCHITECT:
Inside Outside Architecture

14165 James Rd-St 200A, Rogers, MN 55374

APPLICATION NO: 6 FINAL
APPLICATION DATE: December 02, 2025
PERIOD TO: 11/26/25-7/3/26
PROJECT NOS:

Distribution to:
OWNER: ☐
ARCHITECT: ☐
CONTRACTOR: ☒
FIELD: ☐
OTHER: ☐

SUBCONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Subcontract.
AIA Document G703®S, Continuation Sheet, Subcontractor Version, is attached.

1. ORIGINAL SUBCONTRACT SUM	$1,026,918.18
2. NET CHANGE BY CHANGE ORDERS	$41,925.89
3. SUBCONTRACT SUM TO DATE (Line 1 ± 2)	$1,068,844.07
4. TOTAL COMPLETED & STORED TO DATE (Column G on G703)	$1,068,844.07
5. RETAINAGE:	
a. 0 % of Completed Work (Column D + E on G703:) =	
b. % of Stored Material (Column F on G703: $0.00) = $0.00	
Total Retainage (Lines 5a + 5b or Total in Column I of G703)	
6. TOTAL EARNED LESS RETAINAGE (Line 4 Less Line 5 Total)	$1,068,844.07
7. LESS PREVIOUS CERTIFICATES FOR PAYMENT (Line 6 from prior Certificate)	$983,566.89
8. CURRENT PAYMENT DUE	$85,277.18
9. BALANCE TO FINISH, INCLUDING RETAINAGE (Line 3 less Line 6)	$0.00

CHANGE ORDER SUMMARY	ADDITIONS	DEDUCTIONS
Total changes approved in previous months by Owner	$23,408.49	$0.00
Total approved this Month (overruns/ underruns)	$18,517.40	$0.00
TOTALS	$41,925.89	$0.00
NET CHANGES by Change Order		$41,925.89

The undersigned Subcontractor certifies that to the best of the Subcontractor's knowledge, information and belief the Work covered by this Application for Payment has been completed in accordance with the Subcontract Documents, that all amounts have been paid by the Subcontractor for Work for which previous Certificates for Payment were issued and payments received from the Contractor, and that current payment shown herein is now due.

CONTRACTOR: Custom Builders, Inc.
By: Jeffrey A. Ruth Date: July 09, 2026
State of: Minnesota
County of: Stearns
Subscribed and sworn to before me this 9 day of July 2026

MELISSA ANN GRAMS
NOTARY PUBLIC
MINNESOTA
My Commission Expires Jan. 31, 2031

Notary Public: Melissa A. Grams
My Commission expires: Jan. 31, 2031

ARCHITECT'S CERTIFICATE FOR PAYMENT

In accordance with the Contract Documents, based on on-site observations and the data comprising this application, the Architect certifies to the Owner that to the best of the Architect's knowledge, information and belief the Work has progressed as indicated, the quality of the Work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED.

AMOUNT CERTIFIED $ 75,277.18
(Attach explanation if amount certified differs from the amount applied for. Initial all figures on this Application and on the Continuation Sheet that are changed to conform to the amount certified.)
ARCHITECT:
By: Paul Hanson Date: 7/27/2026

This Certificate is not negotiable. The AMOUNT CERTIFIED is payable only to the Contractor named herein. Issuance, payment and acceptance of payment are without prejudice to any rights of the Owner or Contractor under this Contract.

$10,000 is being withheld from final payment due to pickleball surfacing and final punch list items not completely resolved.

ITEM:
Dayton Parkway Traffic Signal: Territorial Road/Holly Lane

PREPARED BY:
Jason Quisberg, Engineering

POLICY DECISION / ACTION TO BE CONSIDERED:

Approve Change Order No. 2 for the Dayton Parkway Traffic Signal Improvements project

BACKGROUND:
A construction contract for the installation of a signal system at the intersection of Dayton Parkway & Holly Lane/Territorial Road (adjacent Kwik Trip) was awarded in September. Project work is essentially complete, with only minor punch list work and closeout activities remaining.

Two light poles were as identified for removal on the plans, as they were in direct conflict with the improvements. Upon construction, it became apparent that an additional three light poles should be removed as well. Though not in direct conflict, Public Works and Engineering agreed there could be sight line issues with the signal heads, and therefore, to avoid potential future issues, and improve site aesthetics, directed the contractor to remove the additional lights.

The contractor cost for the additional removals was $7,526.64. Public Works and Engineering believe this was a fair cost for the effort required for the work. It can also be noted that the light fixtures were removed intact, and delivered to Public Works, for future re-use, if so desired.

BUDGET IMPACT:
The construction contract will be increased by $7,526.64 with this change.

RECOMMENDATION:
We recommend approval of Change Order No. 2 in the amount of $7,526.64.

ATTACHMENT(S):
Change Order No. 2 form

SECTION 00 63 63

CHANGE ORDER FORM

Change Order No. 2

Date August 3, 2025

Agreement Date September 23, 2025

Name of Project: Dayton Parkway Traffic Signal Improvements

Owner: City of Dayton

Contractor: Collings Electrical Construction Co.

The following changes are hereby made to the Contract Documents:

Remove existing light pole foundations, concrete, and cables. Reconnect remaining lights to keep operational.

Justification: Public Works Director requested the additional light poles be salvaged due to general proximity to the signals.

Original Contract Price: $ 743,976.75

Current Contract Price adjusted to previous Change Order: $ 751,832.55

The Contract Price due to this Change Order will be (increased) (decreased) by

$ 7,526.64 .

The new Contract Price including this Change Order will be $ 759,359.19

Original Contract-Required Substantial Completion Date: March 14, 2026

Current Contract Substantial Completion Date adjusted to previous Change Order:

March 14, 2026

The Contract Time will be (increased) (decreased) by 0 calendar days.

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The revised Contract Substantial Completion Date for completion of Work will be March 14, 2026

Original Contract Final Completion Date: June 15, 2026

The Contract Time will be Increased by 122 Calendar days

Current Contract Final Completion Date adjusted to this Change Order: October 15, 2026

Approvals Required:

To be effective, this Order must be approved by the Owner and the Contractor if it changes the scope of objective of the Project, or as may otherwise be required by the Supplemental General Conditions.

Requested by: _____
Jason Quisberg, P.E.

Ordered by: _____
City of Dayton

Accepted by: _____
(Contractor)

END OF SECTION

PRESENTER:

Jason Quisberg

ITEM:

Reduction of the Letter of Credit (LOC) for the 1st, 2nd, and 3rd Addition of the Brayburn East Development.

PREPARED BY:

Jason Quisberg, Engineering
Nick Findley, Engineering

POLICY DECISION / ACTION TO BE CONSIDERED:

Reduction of the letter of credit for public improvements for the 1st, 2nd, and 3rd Addition of the Brayburn East Development.

BACKGROUND:

Work in the 1st, 2nd, and 3rd Addition of the Brayburn East Development continues to be completed. To date 1st, 2nd, and 3rd addition have completed the street building process and still need to complete wear course paving, pond work, and punchlist items.

The current LOC balance for 1st Addition is $346,353.30, 2nd Addition is $104,137.42, and 3rd Addition is $172,319.64. We recommend reducing 1st Addition in the amount of $87,604.38, 2nd Addition in the amount of $13,977.00, and 3rd Addition in the amount of $12,634.20. For a remaining balance for 1st Addition of $258,748.92, 2nd Addition of $90,160.42, and 3rd Addition of $159,685.44.

CRITICAL ISSUES:

There are no outstanding critical issues.

COMMISSION REVIEW / ACTION (IF APPLICABLE):

60/120-DAY RULE (IF APPLICABLE):

RELATIONSHIP TO COUNCIL GOALS:

BUDGET IMPACT:

None

RECOMMENDATION:

Staff recommends reducing the LOC for the 1st Addition of the Brayburn East Development by the amount of $87,604.38 for a remaining balance of $258,748.92, 2nd Addition by the amount of $13,977.00 for a remaining balance of $90,160.42, and 3rd Addition by the amount of $12,634.20 for a remaining balance of $159,685.44.

ATTACHMENT(S):

Brayburn East 1st Addition Remaining Work Summary
Brayburn East 2nd Addition Remaining Work Summary
Brayburn East 3rd Addition Remaining Work Summary

SR Weidema Inc Invoice#: Pay App 10 1st Add

Invoice Number:	Pay App 10 1st Add	**Invoice Amount:**	13,053.60
Customer Account #:	none	**Invoice Date:**	07/01/2026
Original PO#:	N/A	**Payment Terms:**	Due Upon Receipt
Ordered by:		**Invoice Due Date:**	07/01/2026
Supplier:	10041	**WorkFlow:**	TCLD - Brayburn East
Property for Processing:	32005-000001 Brayburn East	**Batch Name:**	
Invoice Type:	Standard	**Invoice State:**	Pending Approval

Ship To:
Creative Companies
Brayburn East
Woodbury, MN 55125

Invoice Line Items

Quantity	Item Number	Description	UOM	Unit Price	Line Total
1.0000		Please View Invoice Image	EA	13,053.60	13,053.60

Remit Payment To:
SR Weidema Inc
17600 113th Ave N
Maple Grove, MN 55369

SubTotal:	13,053.60
Shipping Cost:	0.00
Sales Tax:	0.00
Additional Tax:	0.00
Other +/- Price Adjustments:	0.00
Discount (-):	0.00
Invoice Total:	13,053.60

Distributions

Line	Project Codes	Accounting Codes	Cost Codes	Variance Codes
1	32005-000001	1350	T520	A
2	32005-000001	2040	(none selected)	(none selected)

Line	Description	Percent	Amount
1	televising	102.04%	13,320.00
2	retainage at 2%	-2.04%	-266.40

Distributed Amount	13,053.60
Remaining Amount	0.00
Total:	13,053.60

Payments
No information available.

ALLIANT
ENGINEERING

July 1st, 2026

Twin Cities Land Development
4800 Olson Memorial Highway, Suite 100
Golden Valley, MN 55422

Re: Brayburn Trails East – 1st Addition – Pay Application 10

Contractor's Certification

The undersigned CONTRACTOR certifies that:

1. All previous progress payments received from OWNER on account of work done under the contract referred to below have been applied to discharge in full all obligations of CONTRACTOR incurred in connection with work covered by prior Applications for Payment number 0 through 9 inclusive.
2. Title to all materials and equipment incorporated in said work or otherwise listed in or covered by the Application for Payment will pass to OWNER at time of payment free and clear of all liens, claims, security interests and encumberances except as covered by Bond acceptable to OWNER

CONTRACTOR
SR Weidema Inc.

By: _____ Date: _____

As requested, Alliant Engineering, Inc. has reviewed the pay application attached here, for work through the date of June 17th, 2026. For our understanding of work completed, Alliant recommends the payment of pay application 10 for project Dayton – Brayburn Trails East Phase 1.

Engineer
Alliant Engineering Inc.

By: _____ Date: 7-1-2026

For work accomplished through June 17th, 2026

Payment Schedule

Gross Amount Pay Application 10	$	2,264,038.19
Less 2% Retainage	$	9,756.56
Amount Due to Date	$	2,250,718.19
Less Previous Payments	$	2,241,228.02
Amount Due this Application	$	13,053.60

COMPLETED ITEMS BY PAY PERIOD

BRAYBURN TRAILS EAST - PHASE 1
TWIN CITIES LAND DEVELOPMENT

SR WEIDEMA JOB # 3200
PAY PERIOD END DATE: **Thru. 6/17/2026**

ITEM	DESCRIPTION OF PAY ITEM	QUANTITIES	UNIT	UNIT PRICE	TOTAL BID	PARTIAL PAY ESTIMATE 10		PERCENT COMPLETE	TOTAL TO DATE	
						QUANTITY	AMOUNT		QUANTITY	AMOUNT
	BASE BID									
	SANITARY SEWER:									
10	MOBILIZATION	1.00	LS	7,500.00	7,500.00	-	$0.00	100%	1.00	$7,500.00
20	TELEVISE SEWER	2,321.10	LF	2.50	5,802.75	-	$0.00	100%	2,322.00	$5,805.00
30	CONNECT TO EXISTING SANITARY SEWER	1.00	EA	3,000.00	3,000.00	-	$0.00	100%	1.00	$3,000.00
40	8" PVC SANITARY SEWER SDR35	691.40	LF	57.00	39,409.80	-	$0.00	100%	692.00	$39,444.00
50	8" PVC SANITARY SEWER SDR26	1,629.70	LF	105.00	171,118.50	-	$0.00	100%	1,630.00	$171,150.00
60	CONSTRUCT SANITARY MH-48" DIA (0-8')	13.00	EA	4,810.00	62,530.00	-	$0.00	100%	13.00	$62,530.00
70	CONSTRUCT SANITARY MH-48" DIA (>8')	105.30	LF	242.00	25,482.60	-	$0.00	100%	105.30	$25,482.60
80	8" X 4" PVC WYE SCH.40 W/BEND + CAP	50.00	EA	294.00	14,700.00	-	$0.00	100%	50.00	$14,700.00
90	4" PVC SAN SERVICE SCH.40 - RISER (ACTUAL LENGTH)	394.00	LF	16.00	6,304.00	-	$0.00	100%	394.00	$6,304.00
100	4" PVC SANITARY SERVICE SCHEDULE 40	1,701.50	LF	24.00	40,836.00	-	$0.00	112%	1,904.00	$45,696.00
110	REPLACE EXISTING ROAD AT CONNECTION	329.00	SF	5.50	1,809.50	-	$0.00	100%	329.00	$1,809.50
115	INSULATION 4" ATOP SANITARY SEWER	135.00	LF	27.00	3,645.00	-	$0.00	100%	135.00	$3,645.00
	SUBTOTAL SANITARY SEWER:				**382,138.15**		**$0.00**			**$387,066.10**
	WATERMAIN:									
120	CONNECT TO EXISTING WATER MAIN	1.00	EA	1,500.00	1,500.00	-	$0.00	100%	1.00	$1,500.00
130	WATER TEST	1.00	EA	1,500.00	1,500.00	-	$0.00	100%	1.00	$1,500.00
140	6" WATER MAIN DIP CL-52 (HYDRANT LEADS)	72.80	LF	40.00	2,912.00	-	$0.00	103%	75.00	$3,000.00
145	6" WATER MAIN C900 PVC	165.50	LF	42.00	6,951.00	-	$0.00	100%	165.00	$6,930.00
150	8" WATER MAIN C900 PVC	2,282.00	LF	45.00	102,690.00	-	$0.00	100%	2,282.00	$102,690.00
160	HYDRANT W/ 6" GATE VALVE & BOX	6.00	EA	7,363.00	44,178.00	-	$0.00	100%	6.00	$44,178.00
170	SALVAGE AND RE-INSTALL HYDRANT W/ 6" GV & BOX	1.00	EA	1,559.00	1,559.00	-	$0.00	100%	1.00	$1,559.00
180	8" X 6" TEE	7.00	EA	1,040.00	7,280.00	-	$0.00	100%	7.00	$7,280.00
190	8" X 8" TEE	2.00	EA	1,130.00	2,260.00	-	$0.00	100%	2.00	$2,260.00
200	8" - 11.25 DEGREE BEND	3.00	EA	680.00	2,040.00	-	$0.00	100%	3.00	$2,040.00
210	8" - 22.5 DEGREE BEND	7.00	EA	699.00	4,893.00	-	$0.00	100%	7.00	$4,893.00
220	6" - 45 DEGREE BEND	2.00	EA	605.00	1,210.00	-	$0.00	100%	2.00	$1,210.00
230	6" - 11.25 DEGREE BEND	1.00	EA	584.00	584.00	-	$0.00	100%	1.00	$584.00
240	6" GATE VALVE & BOX	1.00	EA	2,080.00	2,080.00	-	$0.00	100%	1.00	$2,080.00
250	8" GATE VALVE & BOX	6.00	EA	2,802.00	16,812.00	-	$0.00	100%	6.00	$16,812.00
260	1" CORP, SADDLE, CURB STOP AND BOX	50.00	EA	565.00	28,250.00	-	$0.00	100%	50.00	$28,250.00
270	1" POLYETHYENE BLUE ULTRA HDPE SERVICE	2,157.00	LF	16.00	34,512.00	-	$0.00	100%	2,157.00	$34,512.00
280	2" CORP, SADDLE, CURB STOP, AND BOX (IRR. SERVICE)	2.00	EA	1,166.00	2,332.00	-	$0.00	100%	2.00	$2,332.00
290	2" POLYETHYENE BLUE ULTRA HDPE SERVICE (IRR. SERVICE)	68.00	LF	55.00	3,740.00	-	$0.00	121%	82.00	$4,510.00
300	WATER MAIN LOWERING - 8"	2.00	EA	3,456.00	6,912.00	-	$0.00	100%	2.00	$6,912.00
310	WATER MAIN LOWERING - 6"	1.00	EA	2,474.00	2,474.00	-	$0.00	100%	1.00	$2,474.00
320	INSULATION	1.00	LS	2,311.00	2,311.00	-	$0.00	100%	1.00	$2,311.00
	SUBTOTAL WATER MAIN:				**278,980.00**		**$0.00**			**$279,817.00**
	STORM SEWER:									
330	TELEVISE SEWER	3,823.00	LF	3.00	11,469.00	-	$0.00	0%	0.00	$0.00
340	TELEVISE STREET DRAINTILE	4,282.00	LF	2.50	10,705.00	4,282.00	$10,705.00	100%	4,282.00	$10,705.00
350	TELEVISE SUMP DRAINTILE	1,046.00	LF	2.50	2,615.00	1,046.00	$2,615.00	100%	1,046.00	$2,615.00
360	12" RC PIPE SEWER CLASS V	1,177.40	LF	63.00	74,176.20	-	$0.00	100%	1,177.40	$74,176.20
370	15" RC PIPE SEWER CLASS V	795.00	LF	69.00	54,855.00	-	$0.00	100%	795.00	$54,855.00
380	18" RC PIPE SEWER CLASS V	652.20	LF	73.00	47,610.60	-	$0.00	100%	652.20	$47,610.60
390	21" RC PIPE SEWER CLASS III	835.30	LF	88.00	73,506.40	-	$0.00	100%	835.30	$73,506.40
400	24" RC PIPE SEWER CLASS III	157.70	LF	91.00	14,350.70	-	$0.00	100%	157.70	$14,350.70

410	27" RC PIPE SEWER CLASS III	45.60	LF	114.00	5,198.40	-	$0.00	100%	45.60	$5,198.40
420	30" RC PIPE SEWER CLASS III	160.10	LF	164.00	26,256.40	-	$0.00	100%	160.10	$26,256.40
430	CONSTRUCT DRAINAGE STRUCTURE DESIGN 2'X3' BOX	7.00	EA	2,737.00	19,159.00	-	$0.00	114%	8.00	$21,896.00
440	CONSTRUCT DRAINAGE STRUCTURE DESIGN 27" DIA (0-8')	2.00	EA	2,623.00	5,246.00	-	$0.00	100%	2.00	$5,246.00
450	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48" DIA (0-8')	26.00	EA	4,624.00	120,224.00	-	$0.00	96%	25.00	$115,600.00
460	CONSTRUCT DRAINAGE STRUCTURE DESIGN 60" DIA (0-8')	1.00	EA	6,628.00	6,628.00	-	$0.00	100%	1.00	$6,628.00
470	CONSTRUCT OUTLET CONTROL STRUCTURE 60" DIA (0-8')	7.00	EA	13,855.00	96,985.00	-	$0.00	100%	7.00	$96,985.00
480	CONSTRUCT DRAINAGE STRUCTURE 48" DIA (<8')	24.10	LF	240.00	5,784.00	-	$0.00	81%	19.52	$4,684.80
490	CONSTRUCT DRAINAGE STRUCTURE 60" DIA (<8')	10.57	LF	392.00	4,143.44	-	$0.00	100%	10.57	$4,143.44
500	12" RC PIPE SEWER CLASS III APRON W/TRASH GUARD	2.00	EA	1,425.00	2,850.00	-	$0.00	100%	2.00	$2,850.00
510	15" RC PIPE SEWER CLASS III APRON W/TRASH GUARD	2.00	EA	1,585.00	3,170.00	-	$0.00	100%	2.00	$3,170.00
520	18" RC PIPE SEWER CLASS III APRON W/TRASH GUARD	1.00	EA	1,716.00	1,716.00	-	$0.00	100%	1.00	$1,716.00
530	21" RC PIPE SEWER CLASS III APRON W/TRASH GUARD	2.00	EA	2,191.00	4,382.00	-	$0.00	100%	2.00	$4,382.00
540	24" RC PIPE SEWER CLASS III APRON W/TRASH GUARD	2.00	EA	2,574.00	5,148.00	-	$0.00	100%	2.00	$5,148.00
550	27" RC PIPE SEWER CLASS III APRON W/TRASH GUARD	1.00	EA	2,973.00	2,973.00	-	$0.00	100%	1.00	$2,973.00
560	30" RC PIPE SEWER CLASS III APRON W/TRASH GUARD	1.00	EA	3,317.00	3,317.00	-	$0.00	100%	1.00	$3,317.00
570	4" PVC PERF. DRAINTILE (STREET)	4,282.00	LF	18.00	77,076.00	-	$0.00	100%	4,282.00	$77,076.00
580	4" PVC DRAINTILE CLEANOUT (STREET)	15.00	EA	193.00	2,895.00	-	$0.00	100%	15.00	$2,895.00
590	INLET PROTECTION	36.00	EA	378.00	13,608.00	-	$0.00	100%	36.00	$13,608.00
600	CLASS III RIP RAP	162.00	CY	171.00	27,702.00	-	$0.00	100%	162.00	$27,702.00
610	6" X 4" PVC WYE (SUMP SERVICE)	20.00	EA	99.00	1,980.00	-	$0.00	100%	20.00	$1,980.00
620	4" X 4" PVC WYE (SUMP SERVICE)	22.00	EA	74.00	1,628.00	-	$0.00	100%	22.00	$1,628.00
630	4" PVC NON-PERFORATED DRAINTILE (SUMP SERVICE) 5' EA	110.00	LF	11.50	1,265.00	-	$0.00	100%	110.00	$1,265.00
640	4" PVC NON-PERFORATED DRAINTILE (C;EANOUT RISER) 4' EA	88.00	LF	9.00	792.00	-	$0.00	100%	88.00	$792.00
650	4" CLEANOUT RISER CAP	22.00	EA	126.00	2,772.00	-	$0.00	100%	22.00	$2,772.00
660	6" PVC NON-PERFORATED DRAINTILE (SUMP MAINLINE)	1,046.00	LF	14.00	14,644.00	-	$0.00	100%	1,046.00	$14,644.00
670	6" PVC CLEANOUT (SUMP MAINLINE)	11.00	EA	318.00	3,498.00	-	$0.00	100%	11.00	$3,498.00
680	6" PVC PERFORATED DRAINTILE (BMP 2)	1,052.00	LF	24.00	25,248.00	-	$0.00	0%	0.00	$0.00
690	6" PVC DRAINTILE CLEANOUT (BMP 2)	7.00	EA	310.00	2,170.00	-	$0.00	0%	0.00	$0.00
700	#57 COURSE AGGREGATE (DRAINTILE SECTION) (BMP 2)	28.00	CY	81.00	2,268.00	-	$0.00	0%	0.00	$0.00
710	MEDIA MIX C DRAINTILE TRENCH (BMP 2)	18,379.00	SF	1.70	31,244.30	-	$0.00	0%	0.00	$0.00
720	6" PVC PERFORATED DRAINTILE (BMP 7)	739.00	LF	24.00	17,736.00	-	$0.00	0%	0.00	$0.00
730	6" PVC PERFORATED CLEANOUT (BMP 7)	3.00	EA	436.00	1,308.00	-	$0.00	0%	0.00	$0.00
740	6" PVC NON-PERFORATED DRAINTILE (BMP 7)	54.00	LF	14.00	756.00	-	$0.00	0%	0.00	$0.00
750	#57 COURSE AGGREGATE (DRAINTILE SECTION) (BMP 7)	20.00	CY	81.00	1,620.00	-	$0.00	0%	0.00	$0.00
760	MEDIA MIX C DRAINTILE TRENCH (BMP 7)	18,751.00	SF	1.70	31,876.70	-	$0.00	0%	0.00	$0.00
770	REMOVE EXISTING 24" FES (NW CORNER)	1.00	EA	334.00	334.00	-	$0.00	100%	1.00	$334.00
780	REMOVE EXISTING 24" PIPE (NW CORNER)	13.00	LF	19.00	247.00	-	$0.00	100%	13.00	$247.00
790	CORE DRILL EXISTING NE STORM STRUCTURE	1.00	LS	1,200.00	1,200.00	-	$0.00	100%	1.00	$1,200.00
800	MAINTENANCE ACCESS 6" TOPSOIL ON 6" CL-5	5,670.00	SF	6.25	35,437.50	-	$0.00	0%	0.00	$0.00
805	TURF REINFORCEMENT MAT - CITY DETAIL STO-10	2,647.00	SF	16.50	43,675.50	-	$0.00	0%	0.00	$0.00
	SUBTOTAL STORM SEWER:				**945,449.14**		**$13,320.00**			**$737,653.94**
	STREETS:									
810	MOBILIZATION	1.00	LS	5,150.00	5,150.00	-	$0.00	100%	1.00	$5,150.00
820	SUBGRADE PREPARATION	9,332.10	SY	1.65	15,397.97	-	$0.00	100%	9,332.10	$15,397.97
830	SUBGRADE STABILIZATION FABRIC, NON-WOVEN (GEO FAB TYPE V)	9,332.10	SY	1.30	12,131.73	-	$0.00	100%	9,332.10	$12,131.73
840	12" SELECT GRANULAR BORROW (CV) (TO 1' BOC)	3,110.70	CY	23.25	72,323.78	-	$0.00	205%	6,372.00	$148,149.00
850	8" AGGREGATE BASE (CV) CL-5 100% CRUSHED (TO 1' BOC)	2,073.80	CY	36.00	74,656.80	-	$0.00	100%	2,073.80	$74,656.80
860	2" TYPE SPNWB330B BASE COURSE MIXTURE	911.80	TN	76.85	70,071.83	-	$0.00	103%	939.61	$72,209.03
870	1.5" TYPE SPWEA340B WEAR COURSE MIXTURE	683.80	TN	95.75	65,473.85	-	$0.00	5%	33.23	$3,181.77
880	TACK COAT SP2357	379.90	GAL	3.50	1,329.65	-	$0.00	19%	74.00	$259.00
890	CONCRETE CURB & GUTTER DESIGN B618	1,143.00	LF	23.00	26,289.00	-	$0.00	114%	1,298.00	$29,854.00
900	CONCRETE CURB & GUTTER DESIGN SURMOUNTABLE	3,336.00	LF	18.40	61,382.40	-	$0.00	97%	3,228.00	$59,395.20
910	ADJUST MH CASTINGS	13.00	EA	485.00	6,305.00	-	$0.00	100%	13.00	$6,305.00
920	ADJUST GATE VALVE CASTINGS	7.00	EA	352.00	2,464.00	-	$0.00	100%	7.00	$2,464.00
930	5' WIDE 6" SIDEWALK W/6" CL-5	11,472.00	SF	7.95	91,202.40	-	$0.00	93%	10,713.00	$85,168.35
940	PED RAMP 5' SIDEWALK	8.00	EA	1,325.00	10,600.00	-	$0.00	75%	6.00	$7,950.00
950	8' WIDE TRAIL - 3" SPWEA240B BIT - 6" CL-5	9,010.00	SF	3.95	35,589.50	-	$0.00	79%	7,080.00	$27,966.00
960	PED RAMP 8' BIT TRAIL	2.00	EA	1,640.00	3,280.00	-	$0.00	200%	4.00	$6,560.00

970	STREET LIGHTING - TCLD COORDINATING		EA		0.00	-	$0.00	#DIV/0!	0.00	$0.00
980	STOP SIGN	5.00	EA	500.00	2,500.00	-	$0.00	100%	5.00	$2,500.00
990	STREET SIGN	4.00	EA	450.00	1,800.00	-	$0.00	100%	4.00	$1,800.00
1000	PEDESTRIAN CROSSING SIGN W11-2 24"X24"	2.00	EA	550.00	1,100.00	-	$0.00	200%	4.00	$2,200.00
1010	TYPE III BARRICADES (STREET)	6.00	EA	500.00	3,000.00	-	$0.00	100%	6.00	$3,000.00
1020	TYPE III BARRICADES (SIDEWALK & TRAIL)	2.00	EA	450.00	900.00	-	$0.00	100%	2.00	$900.00
1030	TEMPORARY CUL-DE-SAC (NORTH)	1.00	LS	9,838.00	9,838.00	-	$0.00	0%	0.00	$0.00
1040	TEMPORARY CUL-DE-SAC (SOUTH)	1.00	LS	12,038.00	12,038.00	-	$0.00	100%	1.00	$12,038.00
1050	STREET CLEANING FOR WEAR COURSE INSTALLATION	1.00	LS	990.00	990.00	-	$0.00	0%	0.00	$0.00
1060	REMOVE EXISTING TEMPORARY CUL-DE-SAC	1.00	LS	918.00	918.00	-	$0.00	0%	0.00	$0.00
1062	CROSSWALK PAVEMENT MARKING	3.00	EA	900.00	2,700.00	-	$0.00	0%	0.00	$0.00
1064	SPEED LIMIT 30MPH SIGN	1.00	EA	450.00	450.00	-	$0.00	100%	1.00	$450.00
1066	TEMPORARY "NO PARKING SIGN" (TEMP CDS)	2.00	EA	350.00	700.00	-	$0.00	50%	1.00	$350.00
	SUBTOTAL STREETS:				**590,581.90**		**$0.00**			**$580,035.85**
	117TH AVE IMPROVEMENTS:									
1070	SAWCUT & REMOVE 1' BITUMINOUS SHOULDER	1,917.00	LF	5.35	10,255.95	-	$0.00	101%	1,935.00	$10,352.25
1080	REMOVE EXISTING GRAVEL EDGE	1,917.00	LF	0.80	1,533.60	-	$0.00	101%	1,935.00	$1,548.00
1090	REMOVE & SALVAGE EXISTING DRAINTILE	250.00	LF	6.15	1,537.50	-	$0.00	100%	250.00	$1,537.50
1100	FILL BOULEVARD (COMMON EX.)	3,585.00	CY	10.00	35,850.00	-	$0.00	89%	3,175.00	$31,750.00
1110	SUBGRADE PREPARATION	1,171.00	SY	1.65	1,932.15	-	$0.00	101%	1,183.00	$1,951.95
1120	SUBGRADE STABILIZATION FABRIC, NON-WOVEN (GEO FAB TYPE V)	1,171.00	SY	1.30	1,522.30	-	$0.00	101%	1,183.00	$1,537.90
1130	12" SELECT GRANULAR BORROW (CV) (TO 1' BOC)	390.00	CY	26.50	10,335.00	-	$0.00	100%	390.00	$10,335.00
1140	12" AGGREGATE BASE (CV) CL-5 100% CRUSHED (TO 1' BOC)	390.00	CY	40.50	15,795.00	-	$0.00	100%	390.00	$15,795.00
1150	2.5" TYPE SPNWB330B BASE COURSE MIXTURE	78.00	TN	135.00	10,530.00	-	$0.00	100%	78.00	$10,530.00
1160	1.5" TYPE SPWEA340B WEAR COURSE MIXTURE	47.00	TN	150.00	7,050.00	-	$0.00	100%	47.00	$7,050.00
1170	TACK COAT SP2357	26.00	GAL	3.50	91.00	-	$0.00	100%	26.00	$91.00
1180	CONCRETE CURB & GUTTER DESIGN B618	1,824.00	LF	19.20	35,020.80	-	$0.00	106%	1,935.00	$37,152.00
1190	10' WIDE TRAIL - 3" SPWEA240B BIT- 6" CL-5	18,532.00	SF	3.40	63,008.80	-	$0.00	100%	18,532.00	$63,008.80
1200	PED RAMP 10' BIT TRAIL	2.00	EA	3,300.00	6,600.00	-	$0.00	100%	2.00	$6,600.00
1210	4" SOLID WHITE PAVEMENT MARKING	1,840.00	LF	2.35	4,324.00	-	$0.00	101%	1,855.00	$4,359.25
1220	4" PVC PERF. DRAINTILE (STREET)	721.00	LF	19.00	13,699.00	-	$0.00	103%	745.00	$14,155.00
1230	4" PVC DRAINTILE CLEANOUT (STREET)	4.00	EA	232.00	928.00	-	$0.00	100%	4.00	$928.00
	SUBTOTAL 117TH AVE IMPROVEMENTS:				**220,013.10**		**$0.00**			**$218,681.65**
	TOTAL - BASE CONTRACT				**$2,417,162.29**		**$13,320.00**			**$2,203,254.54**

EXTRA WORK

ITEM	DESCRIPTION OF PAY ITEM	QUANTITIES	UNIT	UNIT PRICE	TOTAL BID	PARTIAL PAY ESTIMATE 10			TOTAL TO DATE	
						QUANTITY	AMOUNT		QUANTITY	AMOUNT
1	4" IRRIGATION SERVICE	1.00	LS	7,900.00	7,900.00	-	$0.00		1.00	$7,900.00
2	ADDITIONAL 12" SUBCUT	3,260.00	CY	4.15	13,529.00	-	$0.00		3,260.00	$13,529.00
3	ADD 3" MINUS TO SUBGRADE	247.00	TN	33.75	8,336.25	-	$0.00		247.00	$8,336.25
4	INVOICE 3200-01 (MODIFY SAN MH 21)	1.00	LS	2,239.25	2,239.25	-	$0.00		1.00	$2,239.25
5	STREET NAME SIGN CANCELATION CHARGE	8.00	EA	85.00	680.00	-	$0.00		8.00	$680.00
6	TEMP SIGN MOBILIZATION	1.00	LS	360.00	360.00	-	$0.00		1.50	$540.00
7	TEMP STREET NAME SIGN	3.00	EA	300.00	900.00	-	$0.00		4.00	$1,200.00
8	TEMP STOP SIGN	3.00	EA	120.00	360.00	-	$0.00		4.00	$480.00
9	CONDUIT CROSSINGS	17.00	EA	425.00	7,225.00	-	$0.00		23.00	$9,775.00
10	INSTALL SILT FENCE	150.00	LF	3.50	525.00	-	$0.00		150.00	$525.00
11	INVOICE 3200-02 (REGRADE AFTER SMALL UTILITIES)	1.00	LS	5,399.50	5,399.50	-	$0.00		1.00	$5,399.50
12	INVOICE 3200-03 (REMOVE SILT FENCE)	1.00	LS	2,312.50	2,312.50	-	$0.00		1.00	$2,312.50
13	INVOICE 3200-04 (REMOVE & REPLACE CURB)	1.00	LS	2,617.15	2,617.15	-	$0.00		1.00	$2,617.15
14	TRAFFIC CONTROL (SHOULDER EXTENSION)	1.00	LS	5,250.00	5,250.00	-	$0.00		1.00	$5,250.00
15						-	$0.00		0.00	$0.00
16						-	$0.00		0.00	$0.00
17						-	$0.00		0.00	$0.00
	TOTAL - EXTRA WORK				**$57,633.65**		**$0.00**			**$60,783.65**

TOTAL BASE BID + EXTRA WORK	**$2,474,795.94**	**$13,320.00**	**$2,264,038.19**

Retainage Previously Paid:	**$ 35,524.20**
Retainage Remaining (2%):	**$ 9,756.56**
Previous Earned:	**$ 2,250,718.19**
Earned this Period:	**$ 13,320.00**
Previous Paid:	**$ 2,241,228.02**
Amount Due:	**$ 13,053.60**

Remaining Work: $153,124.10

120% of Remaining Work: $183,748.92

Punchlist and Record Plans: $75,000

Total: $258,748.92

SR Weidema Inc Invoice#: Pay App 8 2nd Add

Invoice Number:	Pay App 8 2nd Add	**Invoice Amount:**	11,298.07
Customer Account #:	none	**Invoice Date:**	07/01/2026
Original PO#:	N/A	**Payment Terms:**	Due Upon Receipt
Ordered by:		**Invoice Due Date:**	07/01/2026
Supplier:	10041	**WorkFlow:**	TCLD - Brayburn East
Property for Processing:	32005-000001 Brayburn East	**Batch Name:**	
Invoice Type:	Standard	**Invoice State:**	Pending Approval

Ship To:
Creative Companies
Brayburn East
Woodbury, MN 55125

Invoice Line Items

Quantity	Item Number	Description	UOM	Unit Price	Line Total
1.0000		Please View Invoice Image	EA	11,298.07	11,298.07

Remit Payment To:
SR Weidema Inc
17600 113th Ave N
Maple Grove, MN 55369

SubTotal:	11,298.07
Shipping Cost:	0.00
Sales Tax:	0.00
Additional Tax:	0.00
Other +/- Price Adjustments:	0.00
Discount (-):	0.00
Invoice Total:	11,298.07

Distributions

Line	Project Codes	Accounting Codes	Cost Codes	Variance Codes
1	32005-000001	1350	T520	A
2	32005-000001	2040	(none selected)	(none selected)

Line	Description	Percent	Amount
1	televising	103.09%	11,647.50
2	3% retainage	-3.09%	-349.43

Distributed Amount	11,298.07
Remaining Amount	0.00
Total:	11,298.07

Payments
No information available.

ALLIANT
ENGINEERING

July 1st, 2026

Twin Cities Land Development
4800 Olson Memorial Highway, Suite 100
Golden Valley, MN 55422

Re: Brayburn Trails East – 2nd Addition – Pay Application 8

Contractor's Certification

The undersigned CONTRACTOR certifies that:

1. All previous progress payments received from OWNER on account of work done under the contract referred to below have been applied to discharge in full all obligations of CONTRACTOR incurred in connection with work covered by prior Applications for Payment number 0 through 7 inclusive.
2. Title to all materials and equipment incorporated in said work or otherwise listed in or covered by the Application for Payment will pass to OWNER at time of payment free and clear of all liens, claims, security interests and encumbrances except as covered by Bond acceptable to OWNER

CONTRACTOR
SR Weidema Inc.

By: _____ Date: _____

As requested, Alliant Engineering, Inc. has reviewed the pay application attached here, for work through the date of June 17th, 2026. For our understanding of work completed, Alliant recommends the payment of pay application 8 for project Dayton – Brayburn Trails East Phase 2.

Engineer
Alliant Engineering Inc.

By: _____ Date: 7-1-2026

For work accomplished through June 17th, 2026

Payment Schedule

Gross Amount Pay Application 8	$	1,614,812.88
Less 3% Retainage	$	9,083.19
Amount Due to Date	$	1,603,165.38
Less Previous Payments	$	1,564,431.62
Amount Due this Application	$	11,298.07

COMPLETED ITEMS BY PAY PERIOD

BRAYBURN TRAILS EAST PH. 2
TWIN CITIES LAND DEVELOPMENT

SR WEIDEMA JOB# 3208
PAY PERIOD END DATE: **Thru. 6/17/2026**

ITEM	DESCRIPTION OF PAY ITEM	QUANTITIES	UNIT	UNIT PRICE	TOTAL BID	PARTIAL PAY ESTIMATE 8		PERCENT	TOTAL TO DATE	
						QUANTITY	AMOUNT	COMPLETE	QUANTITY	AMOUNT
	BASE BID									
	SANITARY SEWER:									
10	MOBILIZATION	1.00	LS	2,500.00	$2,500.00	-	$0.00	100%	1.00	$2,500.00
20	TELEVISE SEWER	2,481.90	LF	2.50	$6,204.75	-	$0.00	100%	2,481.90	$6,204.75
30	CONNECT TO EXISTING SANITARY SEWER	2.00	EA	3,000.00	$6,000.00	-	$0.00	100%	2.00	$6,000.00
40	8" PVC SANITARY SEWER SDR 35	2,087.10	LF	57.00	$118,964.70	-	$0.00	100%	2,087.10	$118,964.70
50	8" PVC SANITARY SEWER SDR 26	394.80	LF	105.00	$41,454.00	-	$0.00	100%	394.80	$41,454.00
60	CONSTRUCT SANITARY MH - 48" DIA (0-8')	13.00	EA	4,810.00	$62,530.00	-	$0.00	100%	13.00	$62,530.00
70	CONSTRUCT SANITARY MH - 48" DIA (>8')	59.20	LF	242.00	$14,326.40	-	$0.00	100%	59.20	$14,325.19
80	8" X 4" PVC WYE SCH 40 W/BEND + CAP	65.00	EA	294.00	$19,110.00	-	$0.00	100%	65.00	$19,110.00
90	4" PVC SANITARY SERVICE SCHEDULE 40 - RISER (ACTUAL LENGTH)	134.50	LF	16.00	$2,152.00	-	$0.00	100%	134.50	$2,152.00
100	4" PVC SANITARY SERVICE SCHEDULE 40	2,684.30	LF	24.00	$64,423.20	-	$0.00	111%	2,985.00	$71,640.00
	SUBTOTAL SANITARY SEWER:				**$337,665.05**		**$0.00**			**$344,880.64**
	WATERMAIN:									
110	CONNECT TO EXISTING WATER MAIN	1.00	EA	1,500.00	1,500.00	-	$0.00	100%	1.00	$1,500.00
120	WATER TEST	1.00	EA	1,500.00	1,500.00	-	$0.00	100%	1.00	$1,500.00
130	6" WATER MAIN DIP CL-52 (HYDRANT LEADS)	54.90	LF	40.00	2,196.00	-	$0.00	118%	64.90	$2,596.00
140	8" WATER MAIN C900 PVC	2,523.00	LF	45.00	113,535.00	-	$0.00	100%	2,523.00	$113,535.00
150	HYDRANT W/ 6" GATE VALVE & BOX	4.00	EA	7,363.00	29,452.00	-	$0.00	100%	4.00	$29,452.00
160	8" X 6" TEE	3.00	EA	1,040.00	3,120.00	-	$0.00	100%	3.00	$3,120.00
170	8" X 8" TEE	1.00	EA	1,130.00	1,130.00	-	$0.00	100%	1.00	$1,130.00
180	8" X 6" REDUCER	1.00	EA	736.00	736.00	-	$0.00	300%	3.00	$2,208.00
190	8" - 11.25 DEGREE BEND	2.00	EA	680.00	1,360.00	-	$0.00	100%	2.00	$1,360.00
200	8" - 22.5 DEGREE BEND	6.00	EA	699.00	4,194.00	-	$0.00	100%	6.00	$4,194.00
210	8" - 45 DEGREE BEND	5.00	EA	605.00	3,025.00	-	$0.00	100%	5.00	$3,025.00
220	8" GATE VALVE & BOX	2.00	EA	2,802.00	5,604.00	-	$0.00	100%	2.00	$5,604.00
230	1" CORP, SADDLE, CURB STOP AND BOX	65.00	EA	565.00	36,725.00	-	$0.00	100%	65.00	$36,725.00
240	1" POLYETHYENE BLUE ULTRA HDPE SERVICE	2,610.00	LF	16.00	41,760.00	-	$0.00	102%	2,657.00	$42,512.00
250	WATERMAIN LOWERING - 8"	1.00	EA	3,456.00	3,456.00	-	$0.00	100%	1.00	$3,456.00
260	INSULATION	1.00	EA	2,311.00	2,311.00	-	$0.00	100%	1.00	$2,311.00
265	TEMPORARY HYDRANT (TO BE SALVAGED FOR 3RD ADDITION)	2.00	EA	7,363.00	14,726.00	-	$0.00	100%	2.00	$14,726.00
	SUBTOTAL WATERMAIN:				**266,330.00**		**$0.00**			**$268,954.00**
	STORM SEWER:									
270	TELEVISE SEWER	1,545.00	LF	3.00	4,635.00	-	$0.00	0%	0.00	$0.00
280	TELEVISE STREET DRAINTILE	3,854.00	LF	2.50	9,635.00	3,854.00	$9,635.00	100%	3,854.00	$9,635.00
290	TELEVISE SUMP DRAINTILE	805.00	LF	2.50	2,012.50	805.00	$2,012.50	100%	805.00	$2,012.50
300	12" RC PIPE SEWER CLASS V	1,017.00	LF	63.00	64,071.00	-	$0.00	100%	1,017.00	$64,071.00
310	15" RC PIPE SEWER CLASS V	158.50	LF	69.00	10,936.50	-	$0.00	100%	158.50	$10,936.50
320	18" RC PIPE SEWER CLASS V	322.40	LF	73.00	23,535.20	-	$0.00	100%	322.40	$23,535.20
330	21" RC PIPE SEWER CLASS III	46.90	LF	88.00	4,127.20	-	$0.00	100%	46.90	$4,127.20
340	CONSTRUCT DRAINAGE STRUCTURE DESIGN 2'X3' BOX	7.00	EA	2,737.00	19,159.00	-	$0.00	100%	7.00	$19,159.00
350	CONSTRUCT DRAINAGE STRUCTURE DESIGN 27" DIA (0-8')	1.00	EA	2,623.00	2,623.00	-	$0.00	100%	1.00	$2,623.00
360	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48" DIA (0-8')	15.00	EA	4,624.00	69,360.00	-	$0.00	100%	15.00	$69,360.00
370	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48" DIA (<8')	5.71	LF	240.00	1,370.40	-	$0.00	100%	5.71	$1,370.40
380	12" RC PIPE SEWER CLASS III APRON W/ TRASH GUARD	2.00	EA	1,425.00	2,850.00	-	$0.00	100%	2.00	$2,850.00
390	15" RC PIPE SEWER CLASS III APRON W/ TRASH GUARD	1.00	EA	1,585.00	1,585.00	-	$0.00	100%	1.00	$1,585.00
400	18" RC PIPE SEWER CLASS III APRON W/ TRASH GUARD	1.00	EA	1,716.00	1,716.00	-	$0.00	100%	1.00	$1,716.00
410	21" RC PIPE SEWER CLASS III APRON W/ TRASH GUARD	1.00	EA	2,121.00	2,121.00	-	$0.00	100%	1.00	$2,121.00
420	4" PVC PERF. DRAINTILE (STREET)	3,854.00	LF	18.00	69,372.00	-	$0.00	100%	3,854.00	$69,372.00

430	4" PVC DRAINTILE CLEANOUT (STREET)	16.00	EA	193.00	3,088.00	-	$0.00	50%	8.00	$1,544.00
440	INLET PROTECTION	18.00	EA	378.00	6,804.00	-	$0.00	100%	18.00	$6,804.00
450	CLASS III RIP RAP	47.00	CY	171.00	8,037.00	-	$0.00	100%	47.00	$8,037.00
460	6" X 4" PVC WYE (SUMP SERVICE)	11.00	EA	99.00	1,089.00	-	$0.00	100%	11.00	$1,089.00
470	4" X 4" PVC WYE (SUMP SERVICE)	14.00	EA	74.00	1,036.00	-	$0.00	100%	14.00	$1,036.00
480	4" PVC NON-PERFORATED DRAINTILE (SUMP SERVICE) 5' EA	123.00	LF	11.50	1,414.50	-	$0.00	100%	123.00	$1,414.50
490	4" PVC NON-PERFORATED DRAINTILE (CLEANOUT RISER) 4' EA	56.00	LF	9.00	504.00	-	$0.00	100%	56.00	$504.00
500	4" CLEANOUT RISER CAP	14.00	EA	126.00	1,764.00	-	$0.00	100%	14.00	$1,764.00
510	6" PVC NON-PERFORATED DRAINTILE (SUMP MAINLINE)	805.00	LF	14.00	11,270.00	-	$0.00	100%	805.00	$11,270.00
520	6" PVC CLEANOUT (SUMP MAINLINE)	5.00	EA	318.00	1,590.00	-	$0.00	100%	5.00	$1,590.00
530	6" PVC PERFORATED DRAINTILE (BMP 2)		LF	24.00	0.00	-	$0.00	#DIV/0!	0.00	$0.00
540	6" CONCRETE APRON WITH RODENT GUARD (SUMP MAINLINE OUTLET)	1.00	EA	450.00	450.00	-	$0.00	100%	1.00	$450.00
545	6" PVC NON-PERFORATED DRAINTILE (CONNECT TO EXISTING FARM SOUTH)	207.00	LF	14.00	2,898.00	-	$0.00	0%	0.00	$0.00
	SUBTOTAL STORM SEWER:				**329,053.30**		**$11,647.50**			**$319,976.30**
	STREETS:									
550	MOBILIZATION	1.00	LS	3,000.00	3,000.00	-	$0.00	100%	1.00	$3,000.00
560	SUBGRADE PREPARATION	9,954.10	SY	1.65	16,424.27	-	$0.00	100%	9,954.10	$16,424.27
570	SUBGRADE STABILIZATION FABRIC, NON-WOVEN (GEOTEXTILE FABRIC TYPE V)	9,954.10	SY	1.30	12,940.33	-	$0.00	100%	9,954.10	$12,940.33
580	12" SELECT GRANULAR BORROW (CV) (to 1' BOC)	3,318.00	CY	23.25	77,143.50	-	$0.00	100%	3,318.00	$77,143.50
590	8" AGGREGATE BASE (CV) CL-5 100% CRUSHED (to 1' BOC)	2,212.00	CY	36.00	79,632.00	-	$0.00	100%	2,212.00	$79,632.00
600	2" TYPE SPNWB330B BASE COURSE MIXTURE	965.90	TN	76.85	74,229.42	-	$0.00	110%	1,065.70	$81,899.05
610	1.5" TYPE SPWEA340B WEAR COURSE MIXTURE	724.40	TN	95.75	69,361.30	-	$0.00	0%	0.00	$0.00
620	TACK COAT SP2387	402.50	GAL	3.50	1,408.75	-	$0.00	14%	55.00	$192.50
630	CONCRETE CURB & GUTTER DESIGN B618	197.00	LF	23.00	4,531.00	-	$0.00	205%	404.00	$9,292.00
640	CONCRETE CURB & GUTTER DESIGN SURMOUNTABLE	4,624.00	LF	18.40	85,081.60	-	$0.00	97%	4,508.00	$82,947.20
650	ADJUST MH CASTINGS	13.00	EA	485.00	6,305.00	-	$0.00	100%	13.00	$6,305.00
660	ADJUST GATE VALVE CASTINGS	2.00	EA	352.00	704.00	-	$0.00	100%	2.00	$704.00
670	5' WIDE 6" SIDEWALK W/ 6" CL-5	11,371.00	SF	7.95	90,399.45	-	$0.00	105%	11,934.00	$94,875.30
680	PED RAMP 5' SIDEWALK	3.00	EA	1,325.00	3,975.00	-	$0.00	100%	3.00	$3,975.00
690	8' WIDE TRAIL - 3" SPWEA240B BIT - 6" CL-5	11,399.00	SF	3.95	45,026.05	-	$0.00	102%	11,600.00	$45,820.00
700	PED RAMP 8' BIT TRAIL	3.00	EA	1,640.00	4,920.00	-	$0.00	100%	3.00	$4,920.00
710	STREET LIGHTING (DEVELOPER INFO) (NOT TO BE BID)	3.00	EA			-	$0.00	0%	0.00	$0.00
720	STOP SIGN	1.00	EA	500.00	500.00	-	$0.00	100%	1.00	$500.00
730	STREET SIGN	1.00	EA	450.00	450.00	-	$0.00	100%	1.00	$450.00
740	PEDESTRIAN CROSSING SIGN W11-2 24" X 24"	4.00	EA	550.00	2,200.00	-	$0.00	50%	2.00	$1,100.00
750	TYPE III BARICADE (STREET)	4.00	EA	500.00	2,000.00	-	$0.00	100%	4.00	$2,000.00
760	TYPE III BARICADE (SIDEWALK & TRAIL)	2.00	EA	450.00	900.00	-	$0.00	0%	0.00	$0.00
770	TEMPORARY CUL-DE-SAC	2.00	EA	12,038.00	24,076.00	-	$0.00	50%	1.00	$12,038.00
780	STREET CLEANING FOR WEAR COURSE INSTALLATION	1.00	EA	990.00	990.00	-	$0.00	0%	0.00	$0.00
790	REMOVE EXISTING TEMPORARY CUL-DE-SAC	1.00	EA	918.00	918.00	-	$0.00	0%	0.00	$0.00
800	CROSSWALK PAVEMENT MARKING	1.00	EA	900.00	900.00	-	$0.00	0%	0.00	$0.00
810	"NO PARKING SIGN" CDS	1.00	EA	350.00	350.00	-	$0.00	100%	1.00	$350.00
820	TEMPORARY "NO PARKING SIGN" (TEMP CDS)	1.00	EA	350.00	350.00	-	$0.00	0%	0.00	$0.00
830	12" SELECT GRANULAR BORROW (CV) (ADDITIONAL SUBCUT)	3,318.00	CY	23.25	77,143.50	-	$0.00	99%	3,301.00	$76,748.25
840	CONCRETE CURB & GUTTER DESIGN B618 - TIP OUT	122.00	LF	23.00	2,806.00	-	$0.00	0%	0.00	$0.00
850	3' CONCRETE HARDSCAPE (6" CONCRETE W/ 6" CL-5)	325.00	SF	11.50	3,737.50	-	$0.00	92%	300.00	$3,450.00
860	"AHEAD" SIGN 24" X 12" W/16-9P	2.00	EA	100.00	200.00	-	$0.00	0%	0.00	$0.00
	SUBTOTAL STREETS:				**692,602.66**		**$0.00**			**$616,706.39**
TOTALS - BASE CONTRACT					**$1,625,651.01**		**$11,647.50**			**$1,550,517.33**

EXTRA WORK

ITEM	DESCRIPTION OF PAY ITEM	QUANTITIES	UNIT	UNIT PRICE	TOTAL BID	PARTIAL PAY ESTIMATE 8			TOTAL TO DATE	
						QUANTITY	AMOUNT		QUANTITY	AMOUNT
1	CONDUIT CROSSINGS	16.00	EA	425.00	6,800.00	-	$0.00		23.00	$9,775.00
2	WINTER HEAT CHARGE - CURB	3,555.00	LF	1.15	4,088.25	-	$0.00		3,555.00	$4,088.25
3	EXPORT EXCESS MATERIAL OFFSITE	3,758.00	LCY	12.35	46,411.30	-	$0.00		3,758.00	$46,411.30
4	INVOICE 3208-03 (CLEAN-UP SITE)	1.00	LS	1,921.00	1,921.00	-	$0.00		1.00	$1,921.00
5	116TH SIDEWALK ADDITIONAL MOB	1.00	LS	2,100.00	2,100.00	-	$0.00		1.00	$2,100.00
6		0.00		0.00	0.00	-	$0.00		0.00	$0.00

7	0.00	0.00	0.00	-	$0.00		0.00	$0.00
8	0.00	0.00	0.00	-	$0.00		0.00	$0.00
			$61,320.55		**$0.00**			**$64,295.55**
TOTAL BASE BID + EXTRA WORK			**$1,686,971.56**		**$11,647.50**			**$1,614,812.88**

Retainage Previously Paid	**$ 39,361.20**
Retainage Remaining (3%)	**$ 9,083.19**
Previous Earned:	$ 1,603,165.38
Earned this Period:	$ 11,647.50
Previous Paid:	$ 1,594,431.62
Amount Due:	$ 11,298.07

Remaining Work (not including extra work): $75,133.68

120% of Remaining Work: $90,160.42

Total: $90,160.42

SR Weidema Inc Invoice#: RET Pay App 4-3rd Ad

Invoice Number:	RET Pay App 4-3rd Ad	**Invoice Amount:**	26,258.56
Customer Account #:	none	**Invoice Date:**	03/17/2026
Original PO#:	N/A	**Payment Terms:**	Due Upon Receipt
Ordered by:		**Invoice Due Date:**	03/17/2026
Supplier:	10041	**WorkFlow:**	TCLD - Brayburn East
Property for Processing:	32005-000001 Brayburn East	**Batch Name:**	BRIXCL - 03/26/2026 04:21:35
Invoice Type:	Standard	**Invoice State:**	Approved

Ship To:
Creative Companies
Brayburn East
Woodbury, MN 55125

Invoice Line Items

Quantity	Item Number	Description	UOM	Unit Price	Line Total
1.0000		Please View Invoice Image	EA	26,258.56	26,258.56

Remit Payment To:
SR Weidema Inc
17600 113th Ave N
Maple Grove, MN 55369

SubTotal:	26,258.56
Shipping Cost:	0.00
Sales Tax:	0.00
Additional Tax:	0.00
Other +/- Price Adjustments:	0.00
Discount (-):	0.00
Invoice Total:	26,258.56

Distributions

Line	Project Codes	Accounting Codes	Cost Codes	Variance Codes
1	32005-000001	2040	(none selected)	(none selected)

Line	Description	Percent	Amount
1	reduce retainage to 2%	100.00%	26,258.56

Distributed Amount	26,258.56
Remaining Amount	0.00
Total:	26,258.56

Payments
No information available.

ALLIANT
ENGINEERING

March 17th, 2026

Twin Cities Land Development
4800 Olson Memorial Highway, Suite 100
Golden Valley, MN 55422

Re: Brayburn Trails East – 3nd Addition – Pay Application 4 – Retainage Reduction

Contractor's Certification

The undersigned CONTRACTOR certifies that:

1. All previous progress payments received from OWNER on account of work done under the contract referred to below have been applied to discharge in full all obligations of CONTRACTOR incurred in connection with work covered by prior Applications for Payment number 0 through 3 inclusive.
2. Title to all materials and equipment incorporated in said work or otherwise listed in or covered by the Application for Payment will pass to OWNER at time of payment free and clear of all liens, claims, security interests and encumbrances except as covered by Bond acceptable to OWNER

CONTRACTOR
SR Weidema Inc.

By: _____ Date: _____

As requested, Alliant Engineering, Inc. has reviewed the pay application attached here, for work through the date of March 9th, 2026. For our understanding of work completed, Alliant recommends the payment of pay application 4 for project Dayton – Brayburn Trails East Phase 3.

Engineer
Alliant Engineering Inc.

By: _____ Date: 3-17-2026

For work accomplished through March 9th, 2026

Payment Schedule

Gross Amount Pay Application 4	$	875,285.07
Less 5% Retainage	$	17,505.70
Amount Due to Date	$	857,779.37
Less Previous Payments	$	831,520.81
Amount Due this Application	$	26,258.56

COMPLETED ITEMS BY PAY PERIOD

BRAYBURN TRAILS EAST 3RD ADDITION, DAYTON
SR WEIDEMA JOB# 3307
TWIN CITIES LAND DEVELOPMENT

PAY PERIOD END DATE: **Thru. 3/9/2026**

ITEM	DESCRIPTION OF PAY ITEM	QUANTITIES	UNIT	UNIT PRICE	TOTAL BID	PARTIAL PAY ESTIMATE 4 R.R		PERCENT COMPLETE	TOTAL TO DATE	
						QUANTITY	AMOUNT		QUANTITY	AMOUNT
	BASE BID									
	SANITARY SEWER:									
10	MOBILIZATION	1.00	LS	15,000.00	15,000.00	-	$0.00	100%	1.00	$15,000.00
20	TELEVISE SEWER	1,566.00	LF	2.50	3,915.00	-	$0.00	97%	1,515.00	$3,787.50
30	CONNECT TO EXISTING SANITARY SEWER	2.00	EA	1,050.00	2,100.00	-	$0.00	100%	2.00	$2,100.00
40	8" PVC SANITARY SEWER SDR 35	1,376.00	LF	72.00	99,072.00	-	$0.00	110%	1,515.00	$109,080.00
50	8" PVC SANITARY SEWER SDR 26	190.00	LF	95.00	18,050.00	-	$0.00	0%	0.00	$0.00
60	CONSTRUCT SANITARY MH - 48" DIA (0-8')	9.00	EA	4,000.00	36,000.00	-	$0.00	78%	7.00	$28,000.00
70	CONSTRUCT SANITARY MH - 48" DIA (>8')	45.30	LF	250.00	11,325.00	-	$0.00	65%	29.53	$7,382.50
80	8" X 4" PVC WYE SCH 40 W/ BEND + CAP	30.00	EA	280.00	8,400.00	-	$0.00	110%	33.00	$9,240.00
90	4" PVC SANITARY SERVICE SCHEDULE 40 - RISER (ACT. LENGTH)	42.50	LF	23.00	977.50	-	$0.00	82%	35.00	$805.00
100	4" PVC SANITARY SERVICE SCHEDULE 40	1,298.30	LF	18.00	23,369.40	-	$0.00	109%	1,418.00	$25,524.00
110	8" PLUG	2.00	EA	295.00	590.00	-	$0.00	0%	0.00	$0.00
	SUBTOTAL SANITARY SEWER:				**218,798.90**					**$200,919.00**
	WATERMAIN:									
120	CONNECT TO EXISTING WATERMAIN	2.00	EA	1,500.00	3,000.00	-	$0.00	100%	2.00	$3,000.00
130	WATER TEST	1.00	EA	3,900.00	3,900.00	-	$0.00	100%	1.00	$3,900.00
140	6" WATERMAIN DIP CL-52 (HYDRANT LEADS)	63.30	LF	65.00	4,114.50	-	$0.00	66%	42.00	$2,730.00
150	8" WATERMAIN C900 PVC	1,626.40	LF	44.00	71,561.60	-	$0.00	108%	1,751.00	$77,044.00
160	HYDRANT W/6" GATE VALVE & BOX	3.00	EA	8,000.00	24,000.00	-	$0.00	100%	3.00	$24,000.00
170	SALVAGE AND INSTALL HYDRANT W/6" GV (2ND ADD. STUBS)	2.00	EA	2,500.00	5,000.00	-	$0.00	100%	2.00	$5,000.00
180	8" X 6" TEE	2.00	EA	1,130.00	2,260.00	-	$0.00	100%	2.00	$2,260.00
190	8" X 8" CROSS	1.00	EA	1,650.00	1,650.00	-	$0.00	100%	1.00	$1,650.00
200	8" X 8" TEE	1.00	EA	1,200.00	1,200.00	-	$0.00	100%	1.00	$1,200.00
210	8" X 6" REDUCER	1.00	EA	685.00	685.00	-	$0.00	100%	1.00	$685.00
220	8" - 11.25 DEGREE BEND	2.00	EA	730.00	1,460.00	-	$0.00	100%	2.00	$1,460.00
230	8" - 22.5 DEGREE BEND	1.00	EA	750.00	750.00	-	$0.00	100%	1.00	$750.00
240	8" - 45 DEGREE BEND	5.00	EA	760.00	3,800.00	-	$0.00	100%	5.00	$3,800.00
250	8" GATE VALVE & BOX	5.00	EA	2,850.00	14,250.00	-	$0.00	100%	5.00	$14,250.00
260	1" CORP, SADDLE, CURB STOP AND BOX	30.00	EA	570.00	17,100.00	-	$0.00	100%	30.00	$17,100.00
270	1" POLYETHYENE BLUE ULTRA HDPE SERVICE	1,245.00	LF	16.50	20,542.50	-	$0.00	100%	1,245.00	$20,542.50
280	8" PLUG	2.00	EA	500.00	1,000.00	-	$0.00	0%	0.00	$0.00
	SUBTOTAL WATERMAIN:				**176,273.60**					**$179,371.50**
	STORM SEWER:									
290	TELEVISE SEWER	1,138.40	LF	2.50	2,846.00	-	$0.00	0%	0.00	$0.00
300	TELEVISE STREET DRAINTILE	2,433.00	LF	2.50	6,082.50	-	$0.00	0%	0.00	$0.00
310	TELEVISE SUMP DRAINTILE	632.00	LF	2.50	1,580.00	-	$0.00	0%	0.00	$0.00
320	12" RC PIPE SEWER CLASS V	753.90	LF	62.00	46,741.80	-	$0.00	107%	809.00	$50,158.00
330	15" RC PIPE SEWER CLASS V	200.20	LF	68.00	13,613.60	-	$0.00	100%	200.20	$13,613.60
340	18" RC PIPE SEWER CLASS V	184.30	LF	75.00	13,822.50	-	$0.00	100%	184.30	$13,822.50
350	CONSTRUCT DRAINAGE STRUCTURE DESIGN 2'X3' BOX	3.00	EA	2,850.00	8,550.00	-	$0.00	133%	4.00	$11,400.00
360	CONSTRUCT DRAINAGE STRUCTURE DESIGN 27" DIA (0-8')	2.00	EA	2,650.00	5,300.00	-	$0.00	100%	2.00	$5,300.00
370	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48" DIA (0-8')	11.00	EA	4,150.00	45,650.00	-	$0.00	100%	11.00	$45,650.00
380	CONSTRUCT DRAINAGE STRUCTURE 48" DIA (>8')	6.15	LF	255.00	1,568.25	-	$0.00	105%	6.43	$1,639.65
390	15" RC PIPE SEWER CLASS III APRON W/ TRASH GUARD	1.00	EA	1,660.00	1,660.00	-	$0.00	100%	1.00	$1,660.00
400	18" RC PIPE SEWER CLASS III APRON W/TRASH GUARD	2.00	EA	1,800.00	3,600.00	-	$0.00	100%	2.00	$3,600.00
410	4" PVC PERF. DRAINTILE (STREET)	2,433.00	LF	19.50	47,443.50	-	$0.00	100%	2,433.00	$47,443.50
420	4" PVC DRAINTILE CLEANOUT (STREET)	10.00	EA	62.00	620.00	-	$0.00	100%	10.00	$620.00
430	INLET PROTECTION	12.00	EA	380.00	4,560.00	-	$0.00	100%	12.00	$4,560.00
440	CLASS III RIP RAP	29.00	CY	155.00	4,495.00	-	$0.00	100%	29.00	$4,495.00
450	6" X 4" PVC WYE (SUMP SERVICE)	9.00	EA	160.00	1,440.00	-	$0.00	100%	9.00	$1,440.00
460	4" X 4" PVC WYE (SUMP SERVICE)	13.00	EA	140.00	1,820.00	-	$0.00	100%	13.00	$1,820.00
470	4" PVC NON-PERFORATED DRAINTILE (SUMP SERVICE) 5' EA	101.00	LF	8.50	858.50	-	$0.00	100%	101.00	$858.50

480	4" PVC NON-PERFORATED DRAINTILE (CLEANOUT RISER) 4' EA	52.00	LF	6.50	338.00	-	$0.00	104%	54.00	$351.00
490	4" CLEANOUT RISER CAP	13.00	EA	47.50	617.50	-	$0.00	100%	13.00	$617.50
500	6" PVC NON-PERFORATED DRAINTILE (SUMP MAINLINE)	632.00	LF	9.00	5,688.00	-	$0.00	100%	632.00	$5,688.00
510	6" PVC CLEANOUT (SUMP MAINLINE)	6.00	EA	200.00	1,200.00	-	$0.00	100%	6.00	$1,200.00
	SUBTOTAL STORM SEWER:				**220,095.15**					**$215,937.25**
	STREETS:									
520	MOBILIZATION	1.00	LS	5,000.00	5,000.00	-	$0.00	100%	1.00	$5,000.00
530	SUBGRADE PREPARATION	6,405.00	SY	1.70	10,888.50	-	$0.00	100%	6,405.00	$10,888.50
540	SUBGRADE STABILIZATION FABRIC, NON-WOVEN (TYPE V)	6,405.00	SY	1.35	8,646.75	-	$0.00	100%	6,405.00	$8,646.75
550	12" SELECT GRANULAR BORROW (CV) (TO 1' BOC)	2,135.00	CY	25.00	53,375.00	-	$0.00	100%	2,135.00	$53,375.00
560	8" AGGREGATE BASE (CV) CL-5 100% CRUSHED (TO 1' BOC)	1,423.30	CY	35.00	49,815.50	-	$0.00	100%	1,423.00	$49,805.00
570	2" TYPE SPNWB330B BASE COURSE MIXTURE	616.30	TN	80.25	49,458.08	-	$0.00	117%	722.15	$57,952.54
580	1.5" TYPE SPWEA340B WEAR COURSE MIXTURE	462.30	TN	95.25	44,034.08	-	$0.00	0%	0.00	$0.00
590	TACK COAT SP2357	256.80	GAL	0.01	2.57	-	$0.00	0%	0.00	$0.00
600	CONCRETE CURB & GUTTER DESIGN B618	1,061.00	LF	19.65	20,848.65	-	$0.00	119%	1,259.00	$24,739.35
610	CONCRETE CURB & GUTTER DESIGN SURMOUNTABLE	2,450.00	LF	19.65	48,142.50	-	$0.00	84%	2,061.00	$40,498.65
620	ADJUST MH CASTINGS	9.00	EA	515.00	4,635.00	-	$0.00	100%	9.00	$4,635.00
630	ADJUST GATE VALVE CASTINGS	5.00	EA	375.00	1,875.00	-	$0.00	100%	5.00	$1,875.00
640	5' WIDE 6" SIDEWALK W/6" CL-5	8,539.00	SF	8.00	68,312.00	-	$0.00	0%	0.00	$0.00
650	PED RAMP 5' SIDEWALK	5.00	EA	1,000.00	5,000.00	-	$0.00	0%	0.00	$0.00
660	8' WIDE TRAIL - 3" SPWEA240B BIT - 6" CL-5	1,193.00	SF	7.00	8,351.00	-	$0.00	0%	0.00	$0.00
670	PED RAMP 8' BIT TRAIL	1.00	EA	2,500.00	2,500.00	-	$0.00	0%	0.00	$0.00
680	STREET LIGHTING (DEVELOPER INFO) (NOT TO BE BID)	3.00	EA		0.00	-	$0.00	0%	0.00	$0.00
690	STOP SIGN	2.00	EA	500.00	1,000.00	-	$0.00	0%	0.00	$0.00
700	STREET SIGN	2.00	EA	500.00	1,000.00	-	$0.00	0%	0.00	$0.00
710	TYPE III BARRICADES (STREET) (SALVAGE AND MOVE)	4.00	EA	500.00	2,000.00	-	$0.00	0%	0.00	$0.00
720	TYPE III BARRICADES (SIDEWALK AND TRAIL) (SALVAGE AND MOVE)	2.00	EA	500.00	1,000.00	-	$0.00	0%	0.00	$0.00
730	STREET CLEANING FOR WEAR COURSE INSTALLATION	1.00	LS	1,200.00	1,200.00	-	$0.00	0%	0.00	$0.00
740	REMOVE EXISTING TEMPORARY CUL-DE-SAC	2.00	LS	1,500.00	3,000.00	-	$0.00	50%	1.00	$1,500.00
750	"NO PARKING SIGN" CDS	1.00	EA	350.00	350.00	-	$0.00	0%	0.00	$0.00
760	ISLAND SIDEWALK 3' WIDE 6" CONCRETE ON 6" CL-5	324.00	SF	8.50	2,754.00	-	$0.00	0%	0.00	$0.00
	SUBTOTAL STREETS:				**393,188.62**	-	$0.00			**$258,915.79**
	TOTALS - BASE CONTRACT				**$1,008,356.27**		**$0.00**			**$855,143.54**

EXTRA WORK

ITEM	DESCRIPTION OF PAY ITEM	QUANTITIES	UNIT	UNIT PRICE	TOTAL BID	PARTIAL PAY ESTIMATE 4 R.R		PERCENT COMPLETE	TOTAL TO DATE	
						QUANTITY	AMOUNT		QUANTITY	AMOUNT
1	CONDUIT CROSSINGS	7.00	EA	425.00	2,975.00	-	$0.00		1,700.00	$1,700.00
2	ADJUST STORM SEWER CASTING - CB 806	1.00	EA	550.00	550.00	-	$0.00		550.00	$550.00
3	SUBGRADE STABILIZATION - 3" MINUS	50.69	TON	37.00	1,875.53	-	$0.00		1,875.53	$1,875.53
4	HAUL ONSITE EXCESS MATERIAL - TEMP CUL-DE-SAC	1.00	LS	3,500.00	3,500.00	-	$0.00		3,500.00	$3,500.00
5	CLASS 5 AGGREGATE BASE - TEMP CUL-DE-SAC	165.00	CY	35.00	5,775.00	-	$0.00		5,775.00	$5,775.00
6	2" BIT BASE COURSE - TEMP CUL-DE-SAC	84.00	TON	80.25	6,741.00	-	$0.00		6,741.00	$6,741.00
7		0.00		0.00	0.00	-	$0.00		0.00	$0.00
8		0.00		0.00	0.00	-	$0.00		0.00	$0.00
					$21,416.53		**$0.00**			**$20,141.53**
	TOTAL BASE BID + EXTRA WORK						**$0.00**			**$875,285.07**

Retainage	**$ 17,505.70**
Previous Earned:	$ 875,285.07
Earned this Period:	$ (0.00)
Previous Paid:	$ 831,520.81
Amount Due:	$ 26,258.56

Remaining Work: $133,071.20

120% of Remaining Work: $159,685.44

Total: $159,685.44

ITEM:
Pineview Improvements – Drainage & Utility Easements

PREPARED BY:
Jason Quisberg, Engineering

POLICY DECISION / ACTION TO BE CONSIDERED:
Accept Drainage & Utility Easement Agreements for the Pineview Lane Roundabout Stormwater Infrastructure

BACKGROUND:
In 2021, Dayton constructed a roundabout at the intersection of Pineview Lane and 129th Avenue (CR-121). To support the project, stormwater improvements were required. These improvements were constructed within the Elm Creek Park Reserve, south and west of the intersection.

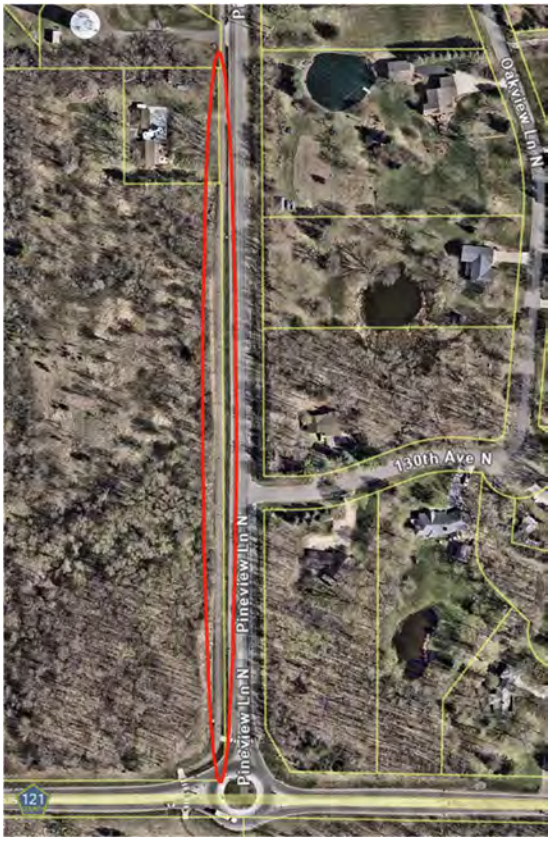


As part of the same city project, a bituminous trail was constructed along the west side of Pineview Lane, north of 129th Avenue (CR-121), also encroaching in the Elm Creek Park Reserve.

To allow City crews to access these areas for maintenance (and trail plowing) easements over the constructed improvements, in favor of the City, are recommended over the constructed improvements.

These easements were coordinated back at the time of the project; however, it was recently brought to our attention that the easement documents were never executed or recorded with the County.

Three Rivers Park District has requested signatures on the easement agreements so that they can be recorded. The (two) easement documents are attached for review.



RECOMMENDATION:

Accept and execute the easement agreements as drafted, and submit to Three Rivers Park District for recording at the County.

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ATTACHMENT(S):

Drainage & Utility Easement Agreement – stormwater infrastructure
Drainage & Utility Easement Agreement – trail

(top 3 inches reserved for recording)

DRAINAGE AND UTILITY EASEMENT

This Drainage and Utility Easement is hereby granted by the Three Rivers Park District ("Grantor") in favor of the City of Dayton, a municipal corporation under the laws of Minnesota ("Grantee" or "City").

RECITALS

WHEREAS, Grantee is engaged in a project for the improvement of streets, intersections, and trails along County Road 121 (129th Avenue North), Pineview Lane North, and Oakview Lane North ("Project"); and

WHEREAS, Grantee requires a permanent drainage and utility easement over Grantor's property, as legally described in Exhibit A and depicted in Exhibit B, in order to complete the Project; and

WHEREAS, Grantor agrees to grant a permanent drainage and utility easement to Grantee according to the terms and conditions contained herein.

TERMS OF EASEMENT

NOW THEREFORE, IN CONSIDERATION OF the foregoing and the agreements contained herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantor agrees to grant a permanent drainage and utility easement to Grantee as follows:

1. Grant of Easement. Grantor hereby grants and conveys to Grantee a permanent drainage and utility easement under, over, across, through and upon the following described land situated in the Hennepin County, Minnesota, as described in the attached Exhibit A and depicted in the attached Exhibit B ("Easement Area").

2. Scope of Easement. The easement granted hereunder includes the right of Grantee, its contractors, agents, and employees to enter upon said premises at all reasonable times for the purposes of construction, reconstruction, inspection, repair, replacement, grading, sloping, and restoration purposes, and all purposes ancillary thereto, together with the right to remove trees, shrubs, or other vegetation in the Easement Area, as well as the right to deposit earthen materials within the Easement Area, all as necessary to utilize the Easement Area for the intended drainage and utility purposes.

3. Warranty of Title. Grantor warrants that it is the owner of the property described herein and has the right, title, and capacity to convey to Grantee the easement described herein.

4. Environmental Matters. Grantee shall not be responsible for any costs, expenses, damages, demands, obligations, including penalties and reasonable attorney's fees, or losses resulting from any claims, actions, suits or proceedings based upon a release or threat of release of any hazardous substances, pollutants, or contaminants that may have existed on, or that relate to, the Easement Area described herein or to the surrounding property prior to the date of this instrument.

5. Binding Effect. The terms and conditions of this instrument shall run with the land and be binding on Grantor and its successors and assigns.

STATE DEED TAX DUE HEREON: NONE

Dated this ____ day of _____, 2026.

[Signature page follows]

GRANTOR

By: _____
Chair – Three Rivers Park District
Board of Commissioners

Date: _____

And: _____
Superintendent and Secretary
to the Board

Date: _____

STATE OF MINNESOTA)
) ss.
COUNTY OF _____)

The foregoing was acknowledged before me on the _____ day of _____, 2026, by _____ and _____, the Chair-Board of Commissioners and Superintendent and Secretary to the Board, respectively, of Three Rivers Park District, a body corporate and politic and a political subdivision of the State of Minnesota, on behalf of the District.

NOTARY STAMP OR SEAL

_____
Notary Public

ACCEPTED BY CITY:
CITY OF DAYTON

By:_____
Dennis Fisher, Mayor

Date: _____

By:_____
Amy Benting, City Clerk

Date: _____

STATE OF MINNESOTA)
) ss.
COUNTY OF HENNEPIN)

The foregoing was acknowledged before me on the _____ day of _____, 2026, by _____ and _____, the Mayor and City Clerk, respectively, of the City of Dayton, a municipal corporation of the State of Minnesota, on behalf of the City.

THIS INSTRUMENT DRAFTED BY:
LeVander, Gillen, & Miller, P.A.
1305 Corporate Center Drive, Suite 300
Eagan, MN 55121
651-451-1831

Exhibit A

Legal Description of Easement Area

A perpetual easement for drainage and utility purposes over, under, across and through part of the following described parcel:

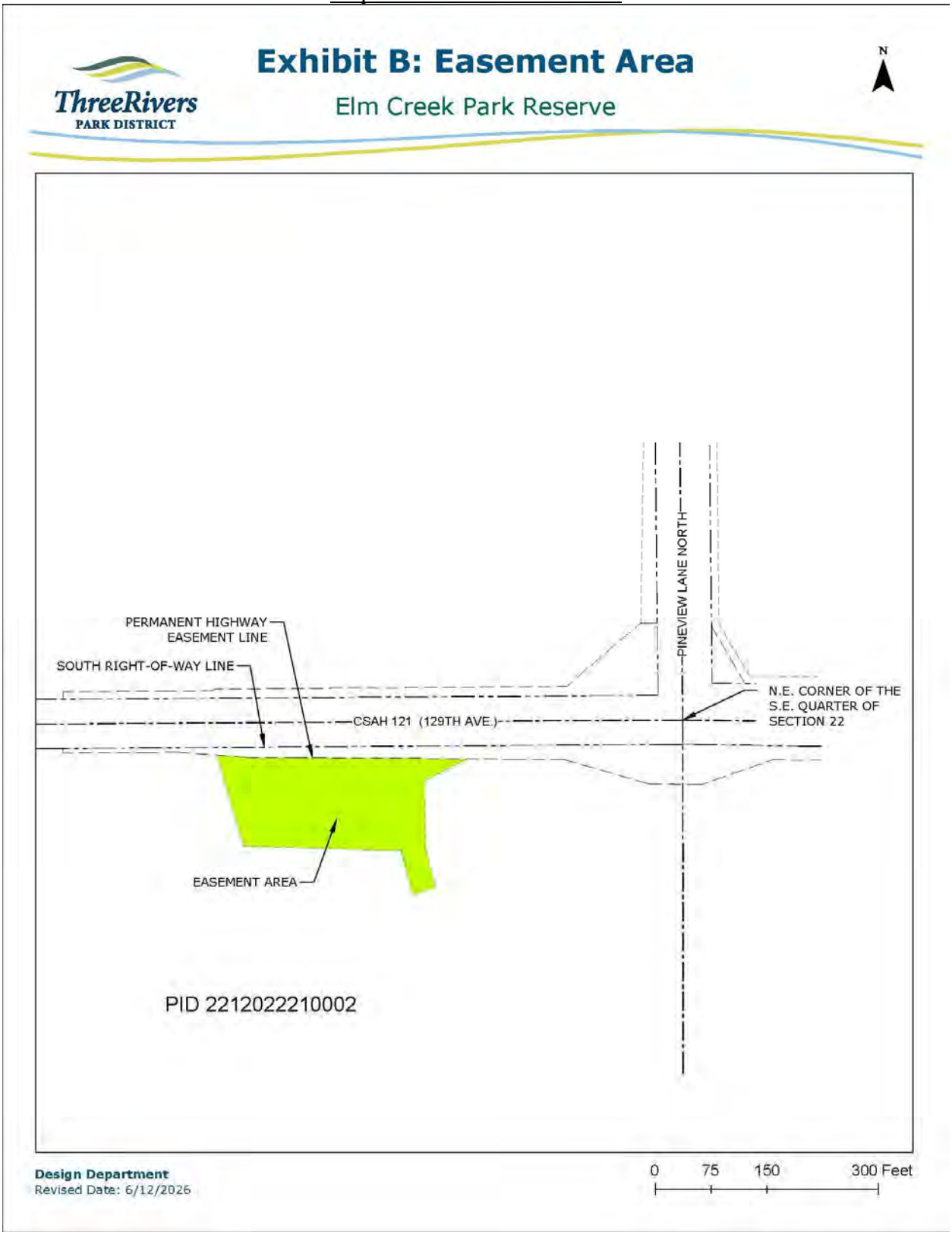
> The Northeast Quarter of the Southeast Quarter of Section 22, Township 120, Range 22, Except Roads.

Being all that part of the hereinbefore described parcel described as follows:

> Commencing at the northeast corner of the Southeast Quarter of Section 22, Township 120, Range 22; thence South 00 degrees 02 minutes 35 seconds East, along the east line of said Southeast Quarter, 86.74 feet; thence North 88 degrees 42 minutes 54 seconds West 46.34 feet; thence North 74 degrees 05 minutes 18 seconds West 118.05 feet; thence North 89 degrees 36 minutes 55 seconds West 130.68 feet to the point of beginning; thence South 63 degrees 08 minutes 57 seconds West 64.54 feet; thence South 01 degrees 14 minutes 08 seconds East 91.51 feet; thence South 13 degrees 48 minutes 19 seconds East 54.08 feet; thence South 74 degrees 00 minutes 28 seconds West 31.81 feet; thence North 14 degrees 35 minutes 04 seconds West 60.64 feet; thence North 88 degrees 16 minutes 27 seconds West 212.45 feet; thence North 16 degrees 23 minutes 57 seconds West 126.91 feet to the highway easement line; thence South 85 degrees 46 minutes 21 seconds East, along said highway easement line, 39.54 feet; thence continuing along said line, South 89 degrees 36 minutes 55 seconds East 297.31 feet to the point of beginning.

Exhibit B

Depiction of Easement Area



(top 3 inches reserved for recording)

DRAINAGE AND UTILITY EASEMENT

This Drainage and Utility Easement is hereby granted by the Three Rivers Park District ("Grantor") in favor of the City of Dayton, a municipal corporation under the laws of Minnesota ("Grantee" or "City").

RECITALS

WHEREAS, Grantee is engaged in a project for the improvement of streets, intersections, and trails along County Road 121 (129th Avenue North), Pineview Lane North, and Oakview Lane North ("Project"); and

WHEREAS, Grantee requires a permanent drainage and utility easement over Grantor's property, as legally described in Exhibit A and depicted in Exhibit B, in order to complete the Project; and

WHEREAS, Grantor agrees to grant a permanent drainage and utility easement to Grantee according to the terms and conditions contained herein.

TERMS OF EASEMENT

NOW THEREFORE, IN CONSIDERATION OF the foregoing and the agreements contained herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantor agrees to grant a permanent drainage and utility easement to Grantee as follows:

1. Grant of Easement. Grantor hereby grants and conveys to Grantee a permanent drainage and utility easement under, over, across, through and upon the following described land situated in the Hennepin County, Minnesota, as described in the attached Exhibit A and depicted in the attached Exhibit B ("Easement Area").

2. Scope of Easement. The easement granted hereunder includes the right of Grantee, its contractors, agents, and employees to enter upon said premises at all reasonable times for the purposes of construction, reconstruction, inspection, repair, replacement, grading, sloping, and restoration purposes, and all purposes ancillary thereto, together with the right to remove trees, shrubs, or other vegetation in the Easement Area, as well as the right to deposit earthen materials within the Easement Area, all as necessary to utilize the Easement Area for the intended drainage and utility purposes.

3. Warranty of Title. Grantor warrants that it is the owner of the property described herein and has the right, title, and capacity to convey to Grantee the easement described herein.

4. Environmental Matters. Grantee shall not be responsible for any costs, expenses, damages, demands, obligations, including penalties and reasonable attorney's fees, or losses resulting from any claims, actions, suits or proceedings based upon a release or threat of release of any hazardous substances, pollutants, or contaminants that may have existed on, or that relate to, the Easement Area described herein or to the surrounding property prior to the date of this instrument.

5. Binding Effect. The terms and conditions of this instrument shall run with the land and be binding on Grantor and its successors and assigns.

STATE DEED TAX DUE HEREON: NONE

Dated this ____ day of _____, 2026.

[Signature page follows]

GRANTOR

By: _____
Chair – Three Rivers Park District
Board of Commissioners

Date: _____

And: _____
Superintendent and Secretary
to the Board

Date: _____

STATE OF MINNESOTA)
) ss.
COUNTY OF _____)

The foregoing was acknowledged before me on the _____ day of _____, 2026, by _____ and _____, the Chair-Board of Commissioners and Superintendent and Secretary to the Board, respectively, of Three Rivers Park District, a body corporate and politic and a political subdivision of the State of Minnesota, on behalf of the District.

NOTARY STAMP OR SEAL

_____
Notary Public

ACCECPTED BY CITY:
CITY OF DAYTON

By:_____
Dennis Fisher, Mayor

Date: _____

By:_____
Amy Benting, City Clerk

Date: _____

STATE OF MINNESOTA)
) ss.
COUNTY OF HENNEPIN)

The foregoing was acknowledged before me on the _____ day of _____, 2026, by _____ and _____, the Mayor and City Clerk, respectively, of the City of Dayton, a municipal corporation of the State of Minnesota, on behalf of the City.

THIS INSTRUMENT DRAFTED BY:
LeVander, Giller, & Miller, P.A.
1305 Corporate Center Drive, Suite 300
Eagan, MN 55121
651-451-1831

Exhibit A

Legal Description of Easement Area

A perpetual easement for drainage and utility purposes over, under, across and through part of the following described parcel:

> The Southeast Quarter of the Northeast Quarter of Section 22, Township 120, Range 22, Excepting therefrom the North 208.00 feet of the East 208.00 feet.

Being all that part of the hereinbefore described parcel lying northerly of the following described line:

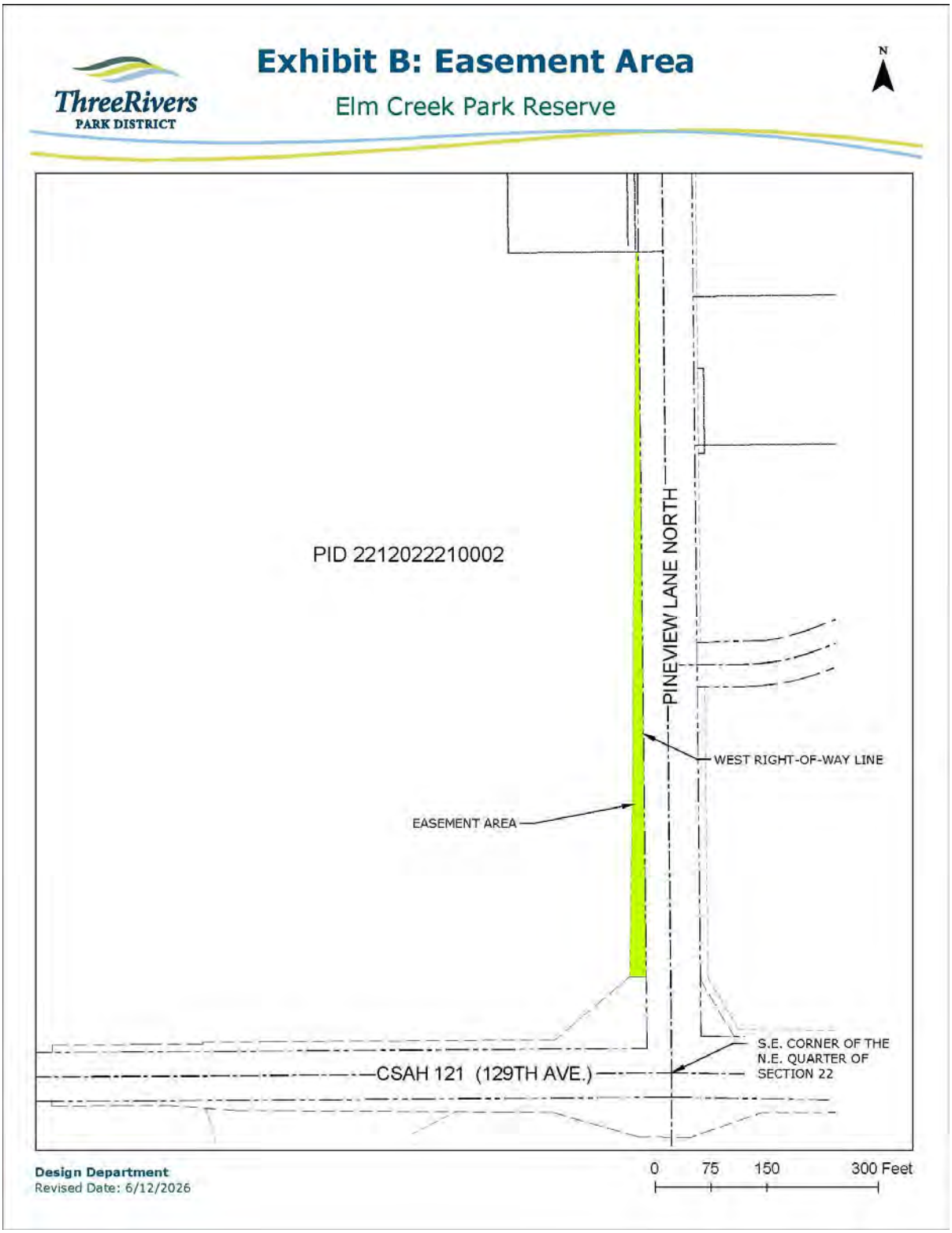
> Commencing at the southeast corner of the Northeast Quarter of Section 22, Township 120, Range 22; thence North 00 degrees 37 minutes 02 seconds West, along the east line of said Northeast Quarter, 129.95 feet; thence South 89 degrees 28 minutes 20 seconds West 33.00 feet to a point on the west right-of-way line of Pineview Lane and the point of beginning of said line; thence South 89 degrees 28 minutes 20 seconds West 22.21 feet; thence South 49 degrees 46 minutes 06 seconds West 130.79 feet; thence South 89 degrees 33 minutes 15 seconds West 474.67 feet; thence South 00 degrees 39 minutes 07 seconds East 2.35 feet; thence South 89 degrees 37 minutes 45 seconds West 203.08 feet; thence South 00 degrees 01 minutes 02 seconds West 10.00 feet to the north right-of-way line of County State Aid Highway No. 121 and there said line terminating.

AND westerly of the west right-of-way line of Pineview Lane North, and easterly of the following described line:

> Commencing at the southeast corner of the Northeast Quarter of Section 22, Township 120, Range 22; thence North 00 degrees 37 minutes 02 seconds West, along the east line of said Northeast Quarter, 129.95 feet; thence South 89 degrees 28 minutes 20 seconds West 55.21 feet to the point of beginning of said line; thence North 00 degrees 47 minutes 33 seconds East 273.71 feet; thence North 00 degrees 21 minutes 11 seconds East 702.66 feet to the south line of the North 208.00 feet of the Southeast Quarter of the Northeast Quarter of said Section 22 and there said line terminating.

Exhibit B

Depiction of Easement Area



2nd Quarter Report

As of June 30, 2026

Presented by: **Zach Doud, City Administrator**



Revenues	YTD Budget	YTD Actual	Percent of YTD Budget	
Taxes	$ 3,566,780	$ 23,609	0.7 %	↓
Licenses and permits	681,400	990,637	145.4	↑
Intergovernmental	280,835	116,037	41.3	↓
Charges for services	15,650	13,908	88.9	↓
Fines and forfeitures	25,000	20,779	83.1	↓
Refunds and reimbursements	3,000	200	6.7	↓
Miscellaneous	70,500	127,724	181.2	↑
	$ 4,643,165	$ 1,292,893	27.8	

Key

- ↑ Varies more than 10% from budget positively
- ↓ Varies more than 10% from budget negatively
- → Within 10% of budget

Disbursements	YTD Budget	YTD Actual	Percent of YTD Budget	
Mayor and city council	$ 33,795	$ 43,024	127.3 %	↓
Committees and commissions	4,590	80	1.7	↑
Administration	74,180	70,046	94.4	→
Elections	24,660	3,132	12.7	↑
City clerk	72,660	61,530	84.7	↑
Finance	180,860	181,945	100.6	→
Audit	18,000	34,965	194.3	↓
Engineering	50,000	53,749	107.5	→
Legal	46,900	57,230	122.0	↓
Recycling	153,750	145,326	94.5	→
Inspections	333,130	291,982	87.6	↑
Planning and economic developn	142,460	122,460	86.0	↑
Central services	103,625	120,912	116.7	↓
Information technology	70,500	71,135	100.9	→
Activity center	70,175	42,463	60.5	↑
Police patrol and investigation	1,843,660	1,703,513	92.4	→
Emergency management	8,600	8,210	95.5	→
Animal control	2,250	1,186	52.7	↑
Fire suppression	478,460	372,264	77.8	↑
Public works	611,845	632,167	103.3	→
Parks	296,565	237,775	80.2	↑
Contingency	22,500	19,433	86.4	↑
	$ 4,643,165	$ 4,274,526	92.1	

CITY OF DAYTON
INCOME STATEMENT
AS OF JUNE 30, 2026

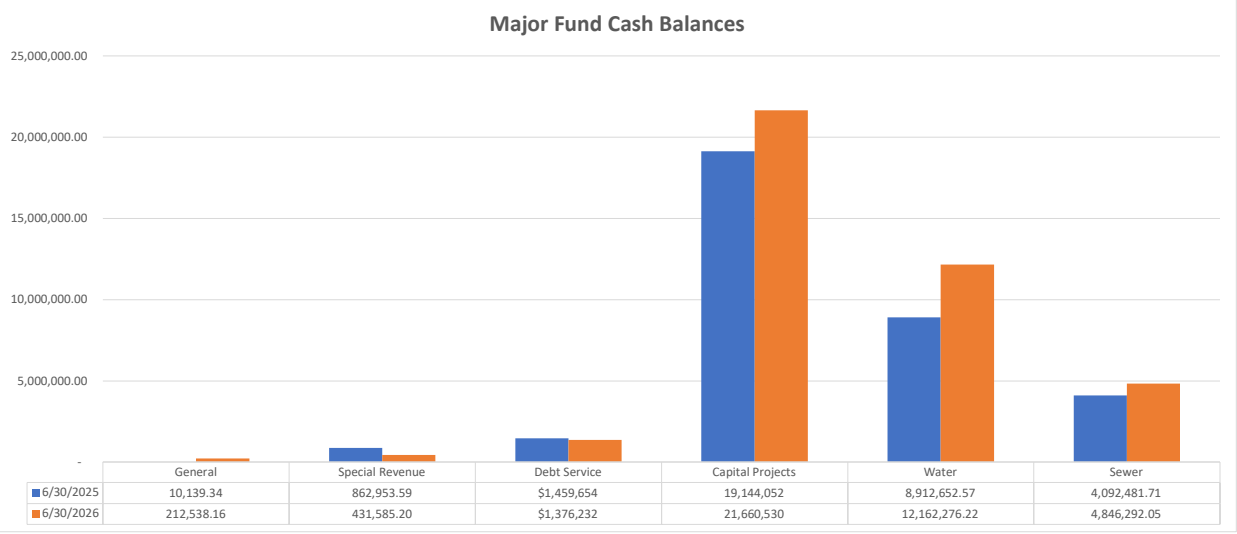
	Annual Budget	Budget thru 06/30/2026	Actual thru 06/30/2026	Variance - Favorable (Unfavorable)		Percent Received or Expended based on YTD Budget
Revenues						
Taxes	$ 7,133,560	$ 3,566,780	$ 23,609	$ (3,543,171)	*1*	0.7 %
Licenses and permits	1,362,800	681,400	990,637	309,237	*2*	145.4
Intergovernmental	561,670	280,835	116,037	(164,798)	*3*	41.3
Charges for services	31,300	15,650	13,908	(1,742)		88.9
Fines and forfeitures	50,000	25,000	20,779	(4,221)		83.1
Refunds and reimbursements	6,000	3,000	200	(2,800)		6.7
Miscellaneous	141,000	70,500	127,724	57,224	*4*	181.2
Total Revenues	9,286,330	4,643,165	1,292,893	(3,350,272)		27.8
Expenditures						
Mayor and city council	67,590	33,795	43,024	(9,229)		127.3
Committees and commissions	9,180	4,590	80	4,510		1.7
Administration	148,360	74,180	70,046	4,134		94.4
Elections	49,320	24,660	3,132	21,528	*5*	12.7
City clerk	145,320	72,660	61,530	11,130		84.7
Finance	361,720	180,860	181,945	(1,085)		100.6
Assessing	-	-	805	(805)		0.0
Audit	36,000	18,000	34,965	(16,965)		194.3
Engineering	100,000	50,000	53,749	(3,749)		107.5
Legal	93,800	46,900	57,230	(10,330)		122.0
Recycling	307,500	153,750	145,326	8,424		94.5
Inspections	666,260	333,130	291,982	41,148		87.6
Planning and economic development	284,920	142,460	122,460	20,000		86.0
Central services	207,250	103,625	120,912	(17,287)		116.7
Information technology	141,000	70,500	71,135	(635)		100.9
Activity center	140,350	70,175	42,463	27,712	*6*	60.5
Police patrol and investigation	3,687,320	1,843,660	1,703,513	140,147		92.4
Emergency management	17,200	8,600	8,210	390		95.5
Animal control	4,500	2,250	1,186	1,064		52.7
Fire suppression	956,920	478,460	372,264	106,196	*7*	77.8
Public works	1,223,690	611,845	632,167	(20,322)		103.3
Parks	593,130	296,565	237,775	58,790		80.2
Contingency	45,000	22,500	19,433	3,067		86.4
Total Expenditures	9,286,330	4,643,165	4,275,331	367,834		92.1
Excess revenues (expenditures)	-	-	(2,982,438)	(3,718,107)		
Other financing sources (uses)						
Transfers in	-	-	-	-		0.0
Transfers out	-	-	-	-		0.0
Total other financing sources (uses)	-	-	-	-		
Excess (deficiency) of revenues and other financing sources (uses) over (under) expenditures and other uses	-	-	(2,982,438)	(3,718,107)		

Item	Explanation of item for percentage less than 80% or greater than 120% and $ variance greater than $20,000
1	First Half of taxes have not been received yet, will be received in July 2026.
2	More licenses and permits than budgeted for at this time of year, building homes has increased when compared to the prior year along with commercial buildings starting in Q2.
3	Only received 1st half of MSA Maintenance Aid to date, typically receive most of this revenue in Q4 of each year.
4	Related to LMC Insurance Reimbursement's totaling $62,436.82 all in Q1 and received $27,661.74 Cobra Health Reimbursement from State in Q2.
5	Election Wages will be paid out in Q3 and Q4 when they are being worked. Under-budget in Q2 due to timing.
6	Under budget as we didn't have much payroll expenses paid out in Q1 and Q2, due to hiring Community Event Specialist on 6/29/2026.
7	Slightly under Budget as we budgeted for Part-Time Duty Crew Fire Fighters which started beginning of June but was budgeted for entire year.

City of Dayton
Unaudited Cash Balances by Fund

Fund		Balance 6/30/2025	Balance 12/31/2025	Balance 6/30/2026	YTD Change from 12/31/2025	Change from 6/30/2025		Percentage Change from 12/31/2025
101	General	$ 10,139	$ 3,437,544	$ 212,538	$ (3,225,006)	$ 202,399	*1*	-93.8 %
225	EDA	532,519	872,952	88,052	(784,900)	(444,467)	*2*	-89.9
226	Cable	165,252	138,154	114,785	(23,370)	(50,467)		-16.9
228	Local Affordable Housing Aid	-	73,197	73,197	-	73,197		0.0
235	Police Forfeiture	13,174	13,174	10,747	(2,428)	(2,428)		-18.4
236	Fire Public Safety Aid	65,064	65,064	57,861	(7,204)	(7,204)		-11.1
237	Police Public Safety Aid	86,944	86,944	86,944	-	-		0.0
342	2014A & 2015A NE Utilities	1,464,789	2,810,917	1,373,577	(1,437,340)	(91,211)	*3*	-51.1
348	2009A & 2010 W French Lk Rd	297,184	339,746	390,979	51,232	93,795		15.1
355	2016A PW/PD Facility	(12,065)	174,040	(11,242)	(185,281)	823		-106.5
378	2020A Dayton Parkway Interchange	16,394	59,232	(147,597)	(206,829)	(163,991)	*4*	-349.2
379	2023A CRG TIF Bond	(306,648)	308,812	(229,486)	(538,298)	77,163	*4*	-174.3
401	Capital Equipment	(1,325,242)	-	(913,972)	(913,972)	411,270		0.0
404	Park Development	187,778	175,721	164,842	(10,879)	(22,936)		-6.2
405	Park Dedication	3,467,970	2,921,713	3,063,303	141,591	(404,667)		4.8
406	Park Capital Equipment	(103,907)	-	(58,907)	(58,907)	45,000		0.0
408	Park Trail Development	2,996,633	3,194,008	3,209,945	15,937	213,311		0.5
409	Temporary Financing	2,184,451	2,073,548	1,872,792	(200,756)	(311,658)		-9.7
410	Capital Facilities	866,910	717,715	875,291	157,576	8,381		22.0
411	Developer Escrows	3,293,813	3,323,226	4,147,745	824,519	853,932	*5*	24.8
414	Pavement Mgmt and Improvements	3,007,203	3,609,613	4,130,728	521,115	1,123,525		14.4
415	Stormwater	2,787,806	2,763,513	3,185,280	421,767	397,474		15.3
420	Landscape Escrows	1,173,000	1,104,000	1,206,000	102,000	33,000		9.2
421	ROW Escrows	(3,000)	(3,000)	(3,000)	-	-		0.0
430	TIF 20 Graco 2	(1,614)	50,963	49,958	(1,005)	51,572		-2.0
435	TIF 16 Sand Companies	9,969	18,723	10,608	(8,114)	639		-43.3
436	TIF 17 Graco	72,646	135,983	136,599	616	63,953		0.5
438	TIF 14 Liberty	172,590	175,273	177,447	2,174	4,857		1.2
459	2022 TIF Street Improvements	237,690	235,994	239,961	3,968	2,271		1.7
477	TIF 15 French Lk Industrial Park	120,154	233,549	165,910	(67,640)	45,755		-29.0
480	Dayton Parkway Interchange	(799)	-	-	-	799		0.0
601	Water	8,912,653	10,888,424	12,162,276	1,273,853	3,249,624		11.7
602	Sewer	4,092,482	4,633,077	4,846,292	213,215	753,810		4.6
	Total	$ 34,481,933	$ 44,631,820	$ 40,689,453	$ (3,942,367)	$ 6,207,520		-8.8 %

Item	Explanation of changes greater than $75,000 from prior year and change greater than 20% from year-end
1	Change is related to normal operations of the General Fund, please see General Fund Income Statement for further information.
2	Change is due to 2 EDA Land Purchases; one in Q1 2025 and one in Q4 2025.
3	Slowly decreasing the balance of this fund so that we can pay off the debt but not have excess dollars in this fund.
4	Timing of bond payments and when we receive tax settlements which take place in July and December.
5	Due to amount of development, this fund has increased related to the developer fees related to this.

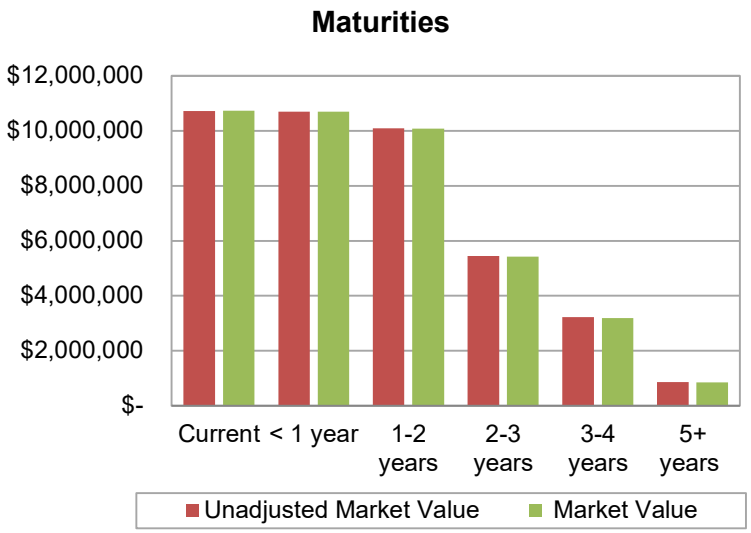


City of Dayton, Minnesota
Schedule of Investments
For the Month Ending June 30, 2026

ATTACHMENT C

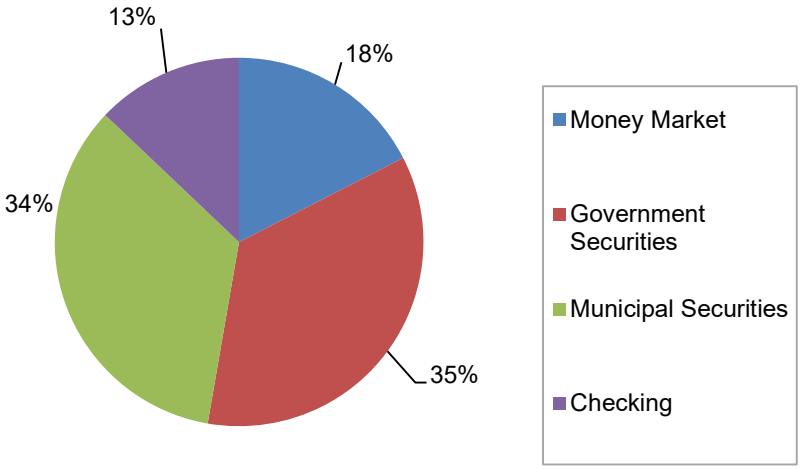
Institution	Description	Type	Maturity Year	Market Value 1/1/2026	Deposits - Purchases	Expenditures - Sales	Transfers	Interest	Unadjusted Market Value 6/30/2026	Market Value 6/30/2026	Unrealized gain / loss
21st Century Bank	Checking	Checking		$ 4,276,704.07	$ 4,623,229.22	$ (1,917,494.99)		$ 2,112.12	$ 4,563,720.74	$ 4,563,720.74	$ -
				4,276,704.07	4,623,229.22	(1,917,494.99)	-	2,112.12	4,563,720.74	4,563,720.74	-
MCM	First American Government	Money Market		2,702,607.37	854,881.04		93,993.37	7,189.32	3,367,544.93	3,367,544.93	-
US Bank - LOC	First American Governement - Alro LOC	Money Market		2,721,611.90			-	8,305.27	2,770,926.99	2,770,926.99	-
US Bank - LOC		Money Market		-	-	-	-	-	-	-	-
MCM	FHLMC Multiclass Mtg Partn CMO Ser K J37	Government Securities	2027	45,141.29		(343.08)	(45.85)	45.85	31,480.12	31,487.84	7.72
MCM	FHLMC Multiclass CMO Ser K 0258	Government Securities	2026	19,954.47			-		-		-
MCM	FHLMC Multiclass Mtg Partn CMO	Government Securities	2030	98,406.00		(1,170.01)	(186.35)	186.35	90,815.06	90,738.29	(76.77)
MCM	FHLMC Multiclass Mtg Partn CMO	Government Securities	2027	74,446.50			(202.69)	202.69	74,396.25	74,325.75	(70.50)
MCM	FHLMC Multiclass MTG Partn CMO Ser K119 Cl A1	Government Securities	2030	146,360.67		(2,767.09)	(100.28)	100.28	129,830.70	129,832.68	1.98
MCM	FHLMC Multiclass Mtg Partn	Government Securities	2027	94,558.90		(105.73)	(108.47)	108.47	94,475.38	94,531.02	55.64
MCM	FNMA Gtd REMIC Pass Thru 0.785 04/25/2030	Government Securities	2030	15,378.39		(1,242.81)	(2.50)	2.50	2,539.69	2,557.17	17.48
MCM	FNMA Partn Cert Pool #An0754	Government Securities	2026	91,263.89			-		-		-
MCM	FNMA Partn Cert Pool # An2791	Government Securities	2026	126,722.53		(336.03)	(265.67)	265.67	125,358.63	125,470.34	111.71
MCM	Fed Home Ln Bks Multi Cpn	Government Securities	2027	-	-	-	(9,012.50)	9,012.50	995,196.30	993,414.40	(1,781.90)
MCM	FNMA Partn Cert Pool #BI3919	Government Securities	2026	298,914.00			-		-		-
MCM	FNMA Partn Cert Pool # BI5348	Government Securities	2026	90,367.84			-		-		-
MCM	Federal Home Loan Bks	Government Securities	2027	1,014,420.00			(21,250.00)	21,250.00	1,003,870.00	1,000,750.00	(3,120.00)
MCM	Federal Home Loan Bank	Government Securities	2026	752,205.00		(750,000.00)	(16,406.25)	16,406.25	127.50		(127.50)
MCM	Federal Home Loan Bank	Government Securities	2026	736,234.20			-		733,029.50	731,737.40	(1,292.10)
MCM	U.S International Dev Fin COR	Government Securities	2028	47,939.00			-		48,206.00	48,250.50	44.50
MCM	US Intl Dev Fin Corp	Government Securities	2028	48,063.50			-		48,294.50	48,340.00	45.50
MCM	US Treasury Note	Government Securities	2026	124,177.50			-		-		-
MCM	US Treasury Note	Government Securities	2027	145,957.50			-		147,028.50	147,187.50	159.00
MCM	US Treasury Note	Government Securities	2027	146,794.50			-		147,732.00	147,844.50	112.50
MCM	US Treasury Note	Government Securities	2026	246,450.00			-		248,262.50	248,642.50	380.00
MCM	US Treasury Note	Government Securities	2029	-	1,260,309.61	-	17,161.89	(17,161.89)	1,260,309.61	1,256,504.15	(3,805.46)
MCM	US Treasury Note	Government Securities	2027	1,004,800.00			-		1,001,340.00	1,000,080.00	(1,260.00)
MCM	US Treasury Note	Government Securities	2026	1,040,371.65		(1,035,000.00)	(25,228.13)	25,228.13	-		-
MCM	Bank of America N A C/D FDIC	Corporate Securities	2026	239,119.50			-		-		-
MCM	Bank Hapoalim BM New York	Corporate Securities	2027	245,110.25			-		244,245.40	244,218.45	(26.95)
MCM	Bank of Coushatta LA CD	Corporate Securities	2027	245,813.40			-		244,931.40	244,882.40	(49.00)
MCM	Bank New York Mellon Corp CD	Corporate Securities	2026	239,654.86			-		239,033.46	239,000.00	(33.46)
MCM	BMW Bank Salt Lake	Corporate Securities	2027	244,571.25			-		243,461.40	243,201.70	(259.70)
MCM	Denver SVGS Bk Iowa CD	Corporate Securities	2027	249,973.59			(1,643.74)	1,643.74	248,965.14	248,937.75	(27.39)
MCM	Fieldpoint Private Bk TR Gre	Corporate Securities	2026	218,102.46			-		-		-
MCM	First Fed Savings Bank Roch	Corporate Securities	2026	249,084.66			-		-		-
MCM	First FINL Bk Cincinnati Oh CD	Corporate Securities	2026	239,650.08			-		239,033.46	239,004.78	(28.68)
MCM	First Fndtn Bk Irvine Ca	Corporate Securities	2026	238,138.04			-		-		-
MCM	First GTY BK Hammond LA CD	Corporate Securities	2027	245,249.90			(4,530.82)	4,530.82	243,880.35	243,444.25	(436.10)
MCM	First Nat'l Bk Middle Tenn CD	Corporate Securities	2027	245,940.80			-		245,009.80	244,951.00	(58.80)
MCM	Goldman Sachs Bank New York	Corporate Securities	2027	244,473.25			-		243,358.50	243,096.35	(262.15)
MCM	Huntington Natl Bank Columbus OH	Corporate Securities	2026	244,117.12			-		-		-
MCM	InBank Raton New Mexico CD	Corporate Securities	2027	244,485.50			(4,397.92)	4,397.92	243,236.00	242,875.85	(360.15)
MCM	Industrial and Coml Bank China	Corporate Securities	2026	245,083.30			-		-		-
MCM	Merrick BK South Jordan Utah	Corporate Securities	2027	249,239.04			(1,560.52)	1,560.52	247,792.35	247,443.75	(348.60)
MCM	Ohio Valley Bank Gallopolis Ohio	Corporate Securities	2026	245,085.75			-		-		-
MCM	PNC Bk Natl Assn Wilmington DE	Corporate Securities	2026	244,080.52			-		-		-
MCM	Preferred BK Los Angelos CA C/D FDIC	Corporate Securities	2026	249,692.22			(835.34)	835.34	249,004.98	248,997.51	(7.47)
MCM	Sallie Ma BK Murray Utah	Corporate Securities	2028	244,816.25			(4,581.16)	4,581.16	242,866.05	242,091.85	(774.20)
MCM	State BK India New York NY C/D FDIC	Corporate Securities	2028	-	244,000.00	-	-	-	244,000.00	243,438.80	(561.20)
MCM	Townebank Portsmouth VA CD	Corporate Securities	2026	239,654.86			-		239,033.46	239,000.00	(33.46)
MCM	Transportation Alliance Bank	Corporate Securities	2027	248,833.17			(761.33)	761.33	247,924.32	247,715.16	(209.16)
MCM	UBS BK USA Salt Lake City UT	Corporate Securities	2029	248,760.96			(1,560.52)	1,560.52	246,788.88	246,012.00	(776.88)
MCM	United CMNTY BK Chatham Ill CD	Corporate Securities	2027	250,075.68			(845.92)	845.92	249,044.82	249,009.96	(34.86)
MCM	United Fid Bk FSB Evansville CD	Corporate Securities	2026	250,531.35			(1,015.10)	1,015.10	249,241.53	249,077.19	(164.34)
MCM	Webbank Salt Lake City Utah CD	Corporate Securities	2026	239,628.57			-		239,031.07	239,000.00	(31.07)
MCM	Belmont-Redwood Shores-CalifScho Dist GO	Municipal Securities	2027	231,712.80			-		232,864.80	233,030.40	165.60
MCM	Berkeley Calif Uni Scho Dist GO Ref Bds	Municipal Securities	2027	154,011.20			-		155,094.40	155,214.40	120.00
MCM	Bowling Green Oh	Municipal Securities	2026	336,899.40			(1,650.83)	1,650.83	339,790.50	340,414.95	624.45
MCM	California ST Univ Rev Systemwide	Municipal Securities	2026	48,998.00			-		49,402.00	49,534.00	132.00
MCM	Charles Cnty MD Taxable GO Ref Bds	Municipal Securities	2027	1,946,160.00			-		1,949,380.00	1,949,980.00	600.00
MCM	Coast County College Dist Calif	Municipal Securities	2027	97,083.00			-		97,457.00	97,455.00	(2.00)
MCM	Compton Calif Cmty Coll 2021	Municipal Securities	2027	169,702.75			-		170,717.75	170,773.75	56.00
MCM	Compton Calif Cmty Coll 2021	Municipal Securities	2026	167,866.50			-		169,330.20	169,639.60	309.40
MCM	Conneticut ST Taxable GO Bonds 2018A	Municipal Securities	2027	250,820.00			-		249,312.50	248,927.50	(385.00)
MCM	Conneticut ST Taxable GO BDS 2017A	Municipal Securities	2026	199,962.00			-		-		-
MCM	Cypress - Fairbanks Tax Indp Sc	Municipal Securities	2027	142,137.80			-		141,054.20	140,813.40	(240.80)
MCM	Eastern Ia Cmnty	Municipal Securities	2026	560,056.25		(565,000.00)	(4,237.50)	4,237.50	-		-
MCM	Fort Lee N J BRD ED REF GO	Municipal Securities	2026	891,490.60			(6,451.90)	6,451.90	898,315.60	899,616.90	1,301.30
MCM	Frisco Tex Taxable GO Bds GO	Municipal Securities	2028	519,080.40			-		517,401.00	517,816.80	415.80
MCM	Grafton Wi Sch Dist	Municipal Securities	2026	218,796.60			-		-		-
MCM	Hermantown Minn Indpt Scho GO Ref Bonds 2020A	Municipal Securities	2026	299,373.00			-		-		-
MCM	Highland Park Nj	Municipal Securities	2027	286,398.20			-		285,998.00	286,322.80	324.80
MCM	Huntington Beach Calif UN High Taxable GO Ref Bds 2021	Municipal Securities	2027	241,635.00			-		242,765.00	242,922.50	157.50
MCM	Irvington Twp N J Taxable GO Ref BDS	Municipal Securities	2028	-	476,774.10	-	1,083.28	(1,083.28)	476,774.10	474,823.80	(1,950.30)
MCM	King Cnty Wash Pub Hosp Dist	Municipal Securities	2027	240,415.00			(2,100.00)	2,100.00	241,580.00	240,887.50	(692.50)
MCM	Lyndhurst Twp NJ Tax GO Bonds 2021	Municipal Securities	2026	147,657.00			-		149,152.50	149,464.50	312.00
MCM	Neosho Cnty Kans Uni Sch Dist 101 Taxable GO Ref Bds 2022	Municipal Securities	2028	468,444.90			-		466,519.20	466,431.00	(88.20)
MCM	New York St Dorm Auth ST	Municipal Securities	2027	49,552.00			-		49,578.00	49,556.50	(21.50)
MCM	New York St Taxable GO Bds 2021	Municipal Securities	2026	74,671.50			-		-		-
MCM	Oklahoma Cnty Okla Indpt Sch	Municipal Securities	2026	654,225.00			-		651,098.50	650,546.00	(552.50)
MCM	Oregon Cmnty	Municipal Securities	2026	474,182.40		(480,000.00)	(2,748.00)	2,748.00	(1,084.80)		1,084.80
MCM	Oxnard Calif Sch Dist Tax Ref GO Bonds 2020	Municipal Securities	2027	241,385.00			-		242,360.00	242,622.50	262.50
MCM	Rancho Santiago Calif Cmty Coll 2020	Municipal Securities	2027	575,694.00			-		578,898.00	579,414.00	516.00
MCM	Santa Clarita Calif Cmnty Coll Taxable GO Ref Bds 2021	Municipal Securities	2027	101,495.10			-		101,794.35	102,067.35	273.00
MCM	Skokie Il Taxable GO Bds 2022	Municipal Securities	2027	48,427.50			(509.25)	509.25	48,509.50	48,513.00	3.50
MCM	Tulsa Cnty Okla Indpt Sch Dist GO	Municipal Securities	2026	1,007,420.00			-		1,001,650.00	1,000,680.00	(970.00)
MCM	Wayland Mich Un Sch Dist Taxable GO Unltd Tax Ref	Municipal Securities	2027	244,672.50			-		245,677.50	245,740.00	62.50
MCM	Yosemite Ca Cmnty College Dis	Municipal Securities	2027	97,802.00			-		97,779.00	97,795.00	16.00
				29,610,340.33	2,835,964.75	(2,835,964.75)	-	109,487.96	27,059,815.33	27,046,567.86	(13,247.47)
UBS	Money Market	Money Market		2,091,401.23	(269,005.25)		32,016.28	(1,089.47)	25,029.71	25,029.71	-
UBS	Fairfax County VA EDA Taxable Bonds 2017	Municipal Securities	2026	169,221.40			-		169,362.50	169,449.20	86.70
UBS	Nassau Cnty NY Taxable Bonds 2021	Municipal Securities	2026	195,534.00			-		197,120.00	197,534.00	414.00
UBS	Charleston County SC Taxable Bonds 2021	Municipal Securities	2026	127,301.20			(910.00)	910.00	128,294.40	128,486.80	192.40
UBS	New York St Urban Dev Sales Tax Bonds 2021	Municipal Securities	2027	175,581.00			-		176,673.60	176,774.40	100.80
UBS	Pennington County SD Taxable Bonds 2021	Municipal Securities	2027	101,546.55			(656.25)	656.25	102,157.65	102,242.70	85.05
UBS	New York NY Taxable GO Bonds 2021	Municipal Securities	2027	443,789.60			-		446,075.80	446,177.00	101.20
UBS	San Francisco Calif City&Cty PUB Util Wastewtr Rev BDS	Municipal Securities	2026	502,975.00			-		501,015.00	500,760.00	(255.00)
UBS	New York NY City Transi	Municipal Securities	2026	553,140.00			-		556,203.20	556,533.60	330.40
UBS	FHLMC PL WN1376	Government Securities	2029	2,011,200.00			(7,818.89)	7,818.89	2,002,880.00	2,000,960.00	(1,920.00)
UBS	FHLMC PL WN2484	Government Securities	2028	490,073.50			(1,856.56)	1,856.56	489,167.00	488,554.50	(612.50)
UBS	FNMA PL BZ1209	Government Securities	2029	101,868.00			(419.36)	419.36	101,105.00	100,843.00	(262.00)
UBS	FNMA PL BZ2695	Government Securities	2029	1,018,120.00			(4,309.86)	4,309.86	1,003,640.00	1,001,290.00	(2,350.00)
UBS	FHLMC PL WN5257	Government Securities	2030	1,008,770.00			(3,875.00)	3,875.00	1,000,510.00	1,000,680.00	170.00
UBS	FHLMC PL WN5271	Government Securities	2030	955,206.00			(3,681.25)	3,681.25	947,663.00	948,005.00	342.00
UBS	FHLMC PL WN1797	Government Securities	2031	-	760,005.25	-	-		760,005.25	753,091.60	(6,913.65)
UBS	CIBC Bank IL USA	Corporate Securities	2026	245,093.12		(244,000.00)	(5,688.54)	5,688.54	78.08		(78.08)
UBS	Popular Bank NY	Corporate Securities	2026	248,128.79		(247,000.00)	(2,800.57)	2,800.57	61.75		(61.75)
UBS	Morgan Stanley Bank UT US	Corporate Securities	2028	247,703.92			-		245,412.76	244,758.84	(653.92)
UBS	Morgan Stanley PRV NY US	Corporate Securities	2028	247,703.92			-		245,412.76	244,758.84	(653.92)
UBS	Pitney Bowes BK CT US	Corporate Securities	2028	247,767.36			-		245,449.36	244,761.28	(688.08)
				11,182,124.59	491,000.00	(491,000.00)	-	30,926.81	9,343,316.82	9,330,690.47	(12,626.35)
	Total Cash and Investments			$ 45,069,168.99	$ 7,950,193.97	$ (5,244,459.74)	$ (0.00)	$ 142,526.89	$ 40,966,852.89	$ 40,940,979.07	$ (25,873.82)
		Deposits in Transit		$ 23,243.25					Deposits in Transit	$ 50,615.97	
		Outstanding Checks		$ (460,592.03)					Outstanding Checks	$ (302,142.08)	
		Reconciled Balance		$ 44,631,820.21					Reconciled Balance	$ 40,689,452.96	

City of Dayton, Minnesota
Investments
For the Month Ending June 30, 2026



Maturity	Unadjusted Market Value 6/30/2026	Market Value 6/30/2026	Variance 6/30/2026
Current	$ 10,722,355.20	$ 10,727,222.37	$ 4,867
< 1 year	10,694,317.87	10,691,986.34	(2,331.53)
1-2 years	10,080,912.66	10,073,630.86	(7,281.80)
2-3 years	5,453,481.02	5,421,101.76	(32,379.26)
3-4 years	3,215,400.30	3,183,207.85	(32,192.45)
5+ years	851,085.83	843,829.89	(7,255.94)
	$ 41,017,552.88	$ 40,940,979.07	$ (76,573.81)

Weighted Average Rate of Return	3.06%	6/30/2026
Average Maturity (years)	1.32	6/30/2026



Investment Type	Market Value 6/30/2026
Money Market	$ 6,163,501.63
Government Securities	12,465,118.14
Corporate Securities	5,619,677.71
Municipal Securities	12,128,960.85
Checking	4,563,720.74
	$ 40,940,979.07

Operating Account

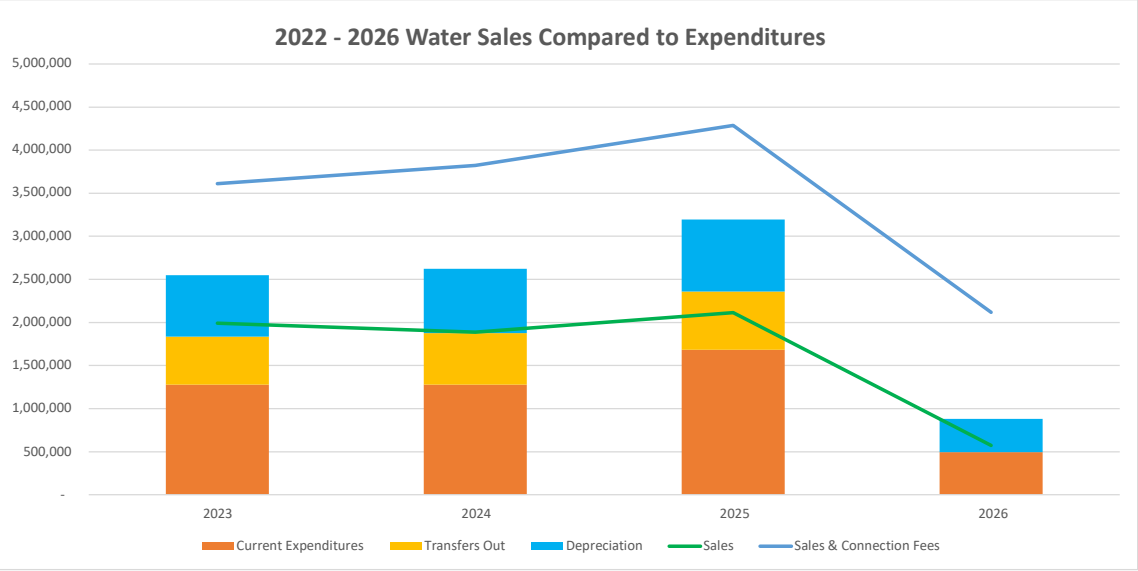
O/S Deposits	$ 50,615.97
O/S Checks	(302,142.08)
Reconciled Balance	$ 40,689,452.96

CITY OF DAYTON
INCOME STATEMENT
AS OF JUNE 30, 2026

WATER FUND

	Annual Budget	Budget thru 6/30/2026	Actual thru 6/30/2025	Actual thru 6/30/2026	Prior Year Variance - Favorable (Unfavorable)		Percent Received or Expended based on YTD Budget
Revenues							
Charges for services	$ 1,982,500	$ 991,250	$ 549,657	$ 571,267	$ 21,610	*1*	57.6 %
Miscellaneous	307,000	153,500	1,243,537	195,644	(1,047,893)	*2*	127.5
Total Revenues	2,289,500	1,144,750	1,793,194	766,911	(1,026,283)		67.0
Expenditures							
Salaries and benefits	390,070	195,035	130,009	161,562	(31,554)		82.8
Supplies	390,800	195,400	213,577	120,837	92,740	*3*	61.8
Professional services	116,000	58,000	59,546	52,931	6,615		91.3
Insurance	12,600	6,300	10,790	10,148	641		161.1
Utilities	467,000	233,500	216,583	115,816	100,766	*4*	49.6
Repair and maintenance	110,000	55,000	100,949	31,455	69,494	*5*	57.2
Depreciation	775,000	387,500	375,000	387,500	(12,500)		100.0
Total Expenditures	2,261,470	1,130,735	1,106,453	880,250	226,203		77.8
Excess revenues (expenditures)	28,030	14,015	686,742	(113,339)	(1,252,486)		
Other financing sources (uses)							
Connection charges	1,807,000	903,500	981,549	1,544,612	563,063	*6*	171.0
Transfers in	-	-	-	-	-		0.0
Transfers out	(706,575)	(353,288)	-	-	-		0.0
Total other financing sources (uses)	1,100,425	550,213	981,549	1,544,612	563,063		
Excess (deficiency) of revenues and other financing sources (uses) over (under) expenditures and other uses	1,128,455	564,228	1,668,291	1,431,273	(689,423)		

Item	Explanation of item for percentage less than 80% or greater than 120% and $ variance greater than $10,000
1	Increased number of homes in Dayton from last year. This has caused increased billings and more water meters to be sold.
2	Interest earnings took a dip when looking at the market compared to last year but we are still higher then budgeted for in Q2.
3	The City of Maple Grove Invoice for water usage for May/June totaling $118,332.75 is on Claims Roster 7-28-206. Which would put us on budget.
4	Utility provider rates have increased from last year which caused a slight increase but less water being used we are under budget for the year.
5	We are underbudget for repairs and maintenance which is a good thing. Last year we were overbudget at this time due to Dayton Well #4 Rehab repairs, sand removel and well pump 4 repairs.

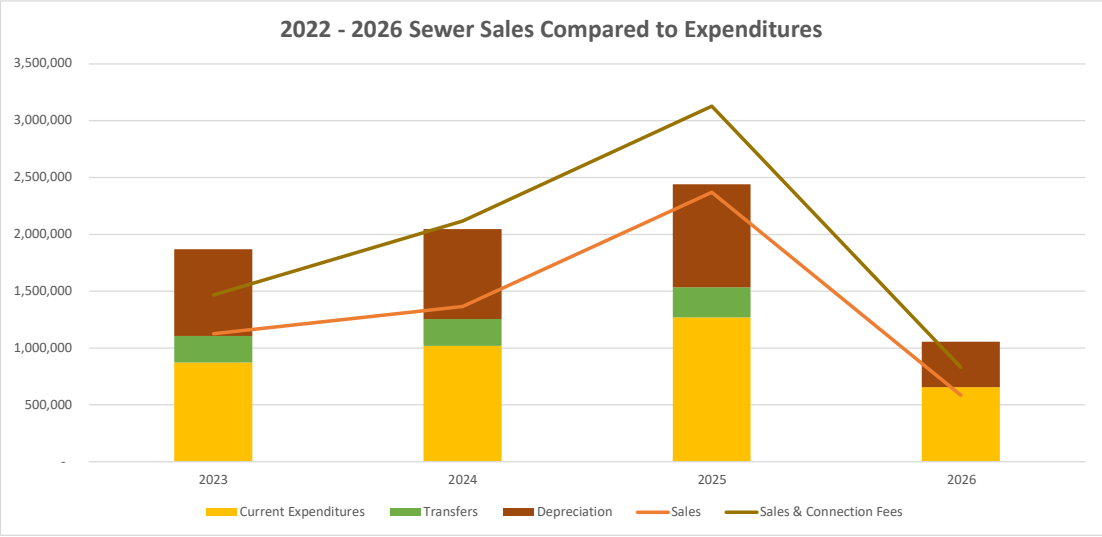


CITY OF DAYTON
INCOME STATEMENT
AS OF JUNE 30, 2026

SEWER FUND

	Annual Budget	Budget thru 6/30/2026	Actual thru 6/30/2025	Actual thru 6/30/2026	Prior Year Variance - Favorable (Unfavorable)		Percent Received or Expended based on YTD Budget
Revenues							
Charges for services	$ 1,360,000	$ 680,000	$ 520,342	$ 584,975	$ 64,633		86.0 %
Miscellaneous	140,000	70,000	118,938	80,432	(38,505)		114.9
Total Revenues	1,500,000	750,000	639,280	665,407	26,127		88.7
Expenditures							
Salaries and benefits	362,190	181,095	120,980	151,870	(30,890)		83.9
Supplies	18,600	9,300	9,441	12,719	(3,278)		136.8
Professional services	846,742	423,371	410,304	464,398	(54,094)		109.7
Insurance	18,300	9,150	15,690	13,582	2,108		148.4
Utilities	25,000	12,500	3,256	3,420	(164)		27.4
Repair and maintenance	95,000	47,500	9,518	9,181	337		19.3
Depreciation	800,000	400,000	387,500	400,000	(12,500)		100.0
Total Expenditures	2,165,832	1,082,916	956,689	1,055,171	(98,482)		97.4
Excess revenues (expenditures)	(665,832)	(332,916)	(317,409)	(389,763)	124,609		
Other financing sources (uses)							
Connection charges	651,000	325,500	176,288	245,908	69,620	***1***	75.5
Transfers in	-	-	-	-	-		0.0
Transfers out	(275,000)	(137,500)	-	-	-		0.0
Total other financing sources (uses)	376,000	188,000	176,288	245,908	69,620		
Excess (deficiency) of revenues and other financing sources (uses) over (under) expenditures and other uses	(289,832)	(144,916)	(141,121)	(143,855)	194,229		

Item	**Explanation of item for percentage less than 80% or greater than 120% and $ variance greater than $10,000**
1	This is directly related to building demands due to commercial and number of homes built thus far into the year.



ITEM:
NW Water Tower – paint options

PREPARED BY:
Jason Quisberg, Engineering

POLICY DECISION / ACTION TO BE CONSIDERED:
Review NW Dayton Water Tower Paint Options (no formal action requested)

BACKGROUND:
Council recently authorized design for the proposed water tower in NW Dayton. Part of the design includes identifying the paint scheme for the tower.

While specific selection of the paint will not be critical until final design documents are being prepared, starting the review process now is preferred, as coming to a consensus on tower painting can often be an iterative, time consuming process.

Attached are some paint schemes for the proposed tower. A brief discussion at the meeting, with providing some, at least general, direction for the paint to be considered is recommended. Please review the exhibits and come to the meeting prepared to share what schemes, or components of schemes, you like, and which ones you don't like. Our hope is that we can eliminate and/or modify the options to 2-3 scenarios, from which a final selection can be made (at a future meeting).

RECOMMENDATION:
Review the prepared tower paint scenarios and provide feedback and direction for paint selections, or for revised schemes.
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ATTACHMENT(S):
Figure – Water Tower Logo Comparisons



LOGO 1
TANK COLOR: WHITE
TEXT HEIGHT: “y” - 7’-9”

Logo applied 2 sides

LOGO 2
TANK COLOR: DARK BLUE
TEXT HEIGHT: “y” - 7’-9”

Logo applied 2 sides

LOGO 3
TANK COLOR: WHITE
TEXT HEIGHT: “D” - 10’-4”

Logo applied 2 sides

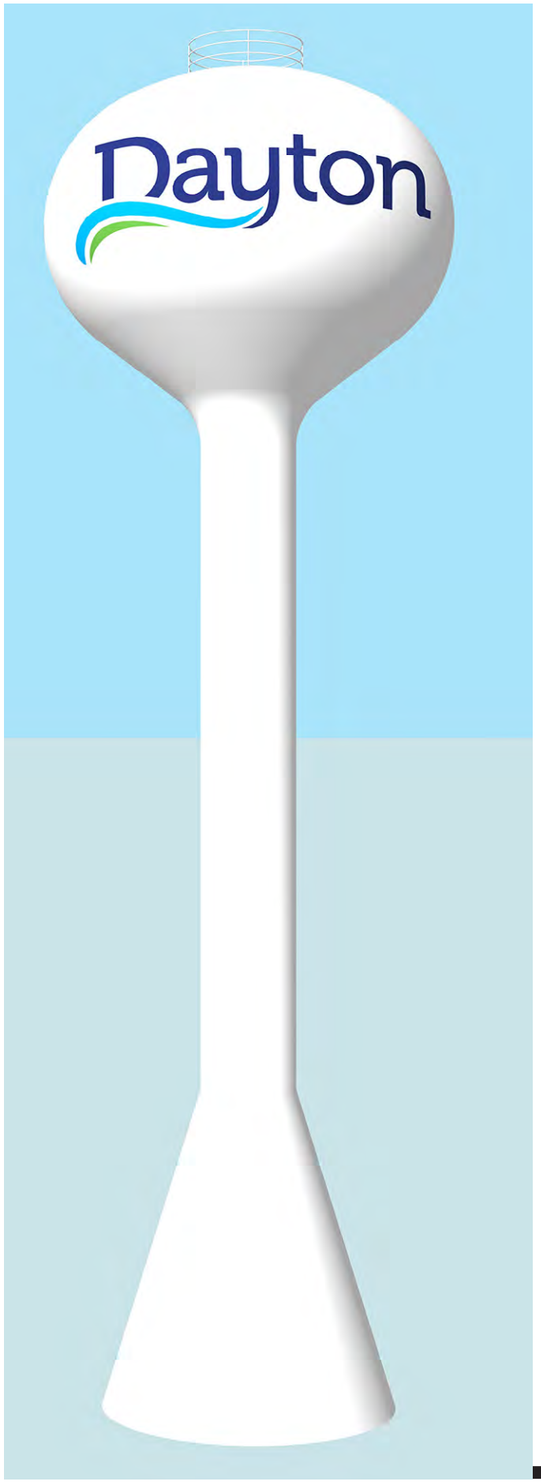
LOGO 4 “BASEBALL”
TANK COLOR: WHITE
TEXT HEIGHT: none
Baseball seams: 4’-0”, spaced 2’-0” on center

Logo applied 2 sides

LOGO 5 “BASEBALL” W/TEXT
TANK COLOR: WHITE
TEXT HEIGHT: “D” - 10’-4”
Baseball seams: 4’-0”, spaced 2’-0” on center

Logo applied 2 sides

WATER TOWER LOGO COMPARISONS





GOOGLE EARTH PERPSECTIVE:
DISTANCE FROM WATER TOWER: Approx. 600 feet

LOGO 1

TANK COLOR: WHITE
TEXT HEIGHT: “y” - 7’-9”

Logo applied 2 sides



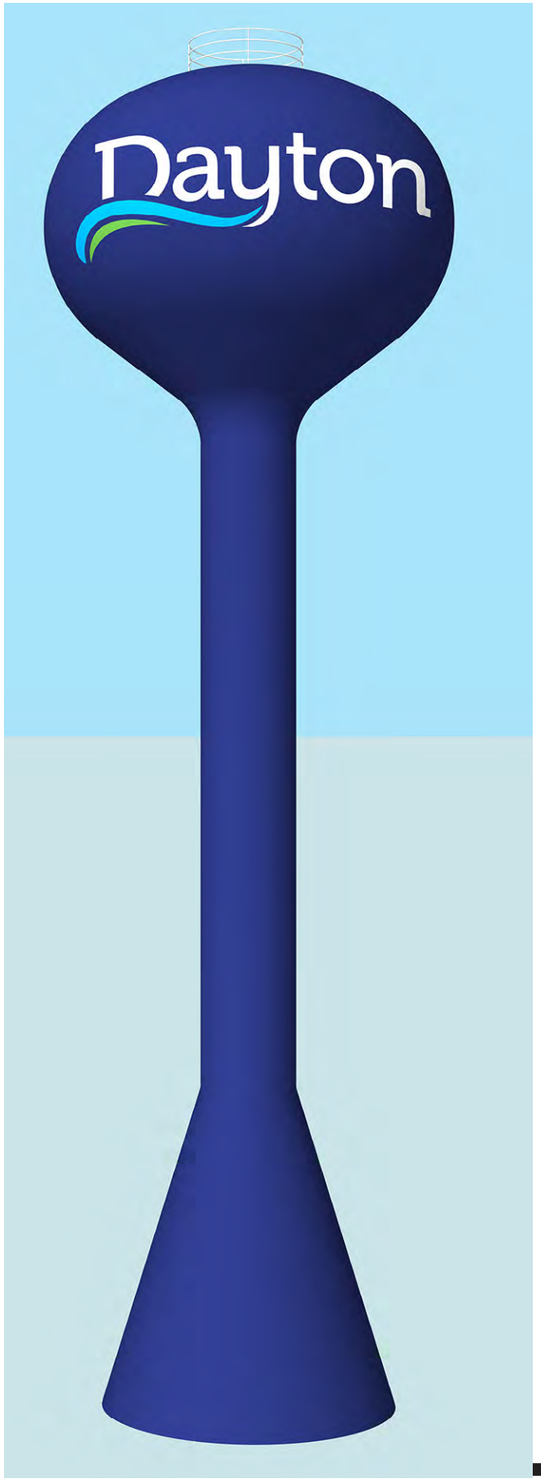
GOOGLE EARTH PERPSECTIVE:
LOOKING NORTH AT THE INTERSECTION OF BROCKTON LN N AND DAYTON RIVER RD
DISTANCE FROM WATER TOWER: Approx. 650 feet

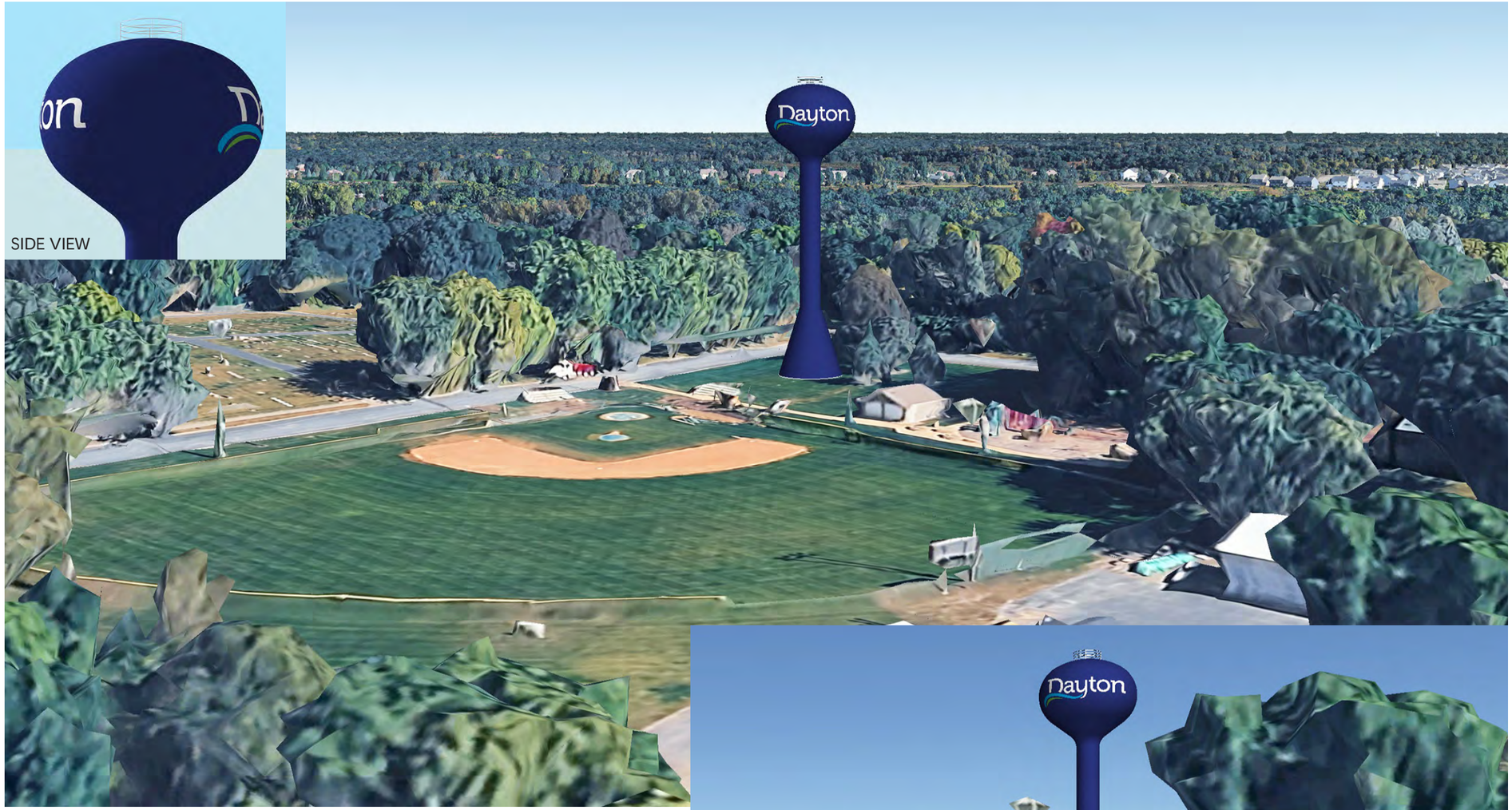
CITY OF DAYTON, MN
WATER TOWER LOGO STUDY

DATE: 08-05-2026

PROJ. NO. 193807720

Stantec





GOOGLE EARTH PERPSECTIVE:
DISTANCE FROM WATER TOWER: Approx. 600 feet

LOGO 2

TANK COLOR: DARK BLUE
TEXT HEIGHT: “y” - 7’-9”

Logo applied 2 sides



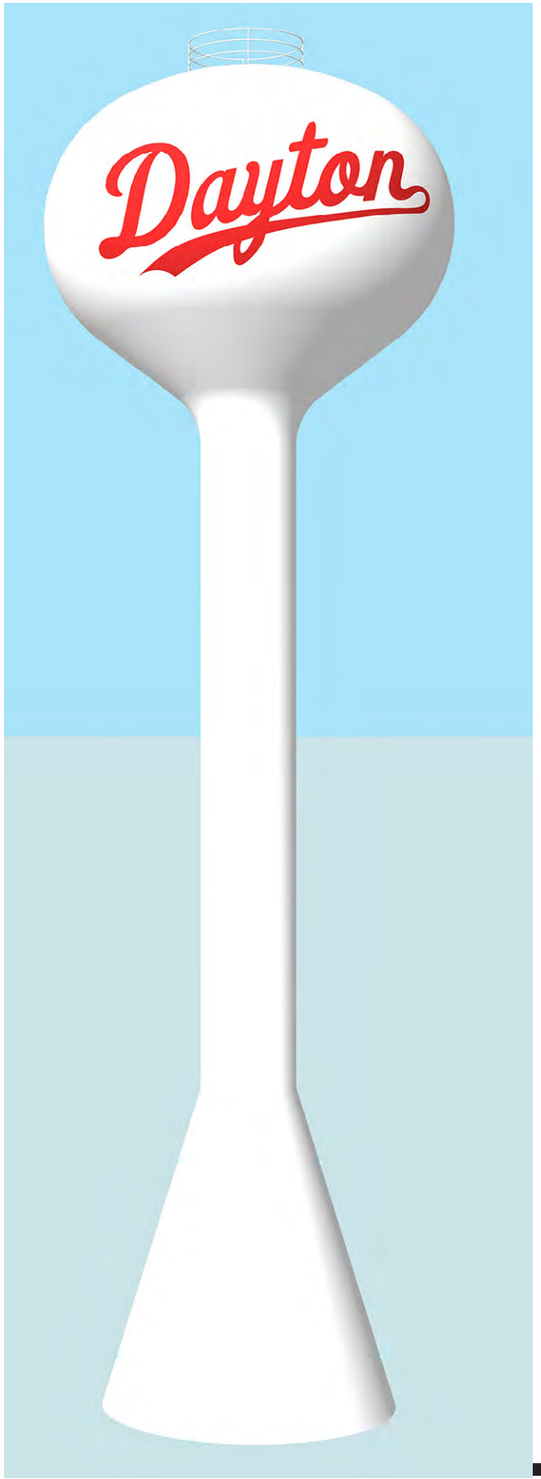
GOOGLE EARTH PERPSECTIVE:
LOOKING NORTH AT THE INTERSECTION OF BROCKTON LN N AND DAYTON RIVER RD
DISTANCE FROM WATER TOWER: Approx. 650 feet

CITY OF DAYTON, MN
WATER TOWER LOGO STUDY

DATE: 08-05-2026

PROJ. NO. 193807720

Stantec





GOOGLE EARTH PERPSECTIVE:
DISTANCE FROM WATER TOWER: Approx. 600 feet

LOGO 3

TANK COLOR: WHITE
TEXT HEIGHT: “D” - 10’-4”

Logo applied 2 sides



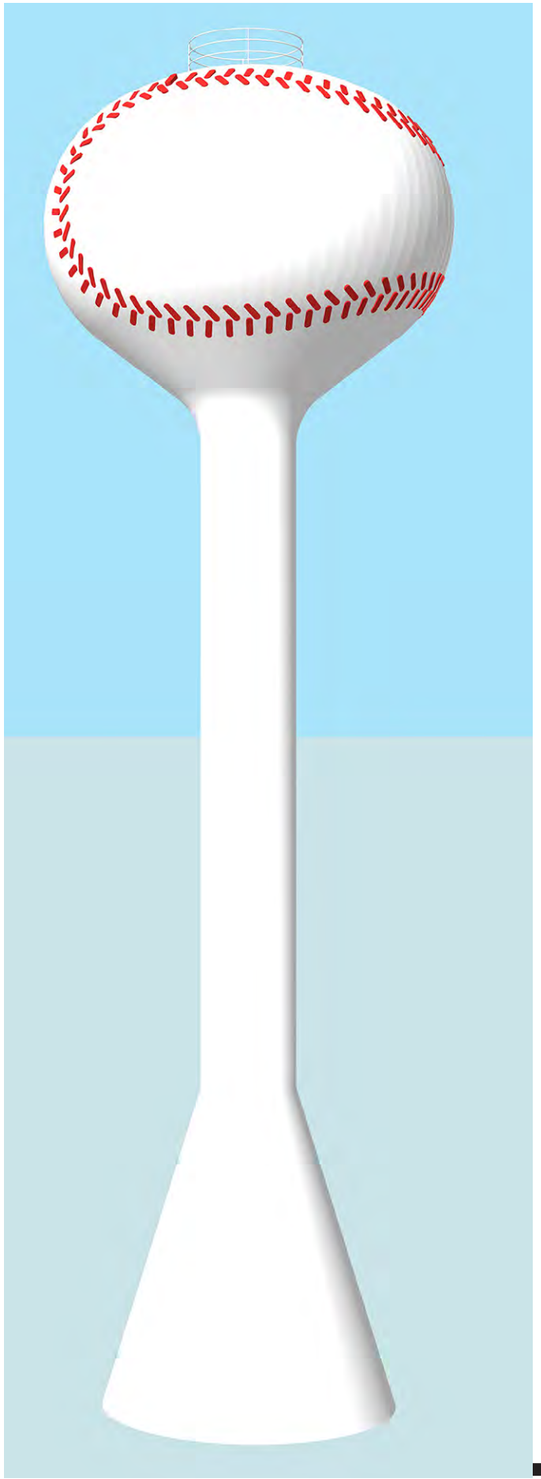
GOOGLE EARTH PERPSECTIVE:
LOOKING NORTH AT THE INTERSECTION OF BROCKTON LN N AND DAYTON RIVER RD
DISTANCE FROM WATER TOWER: Approx. 650 feet

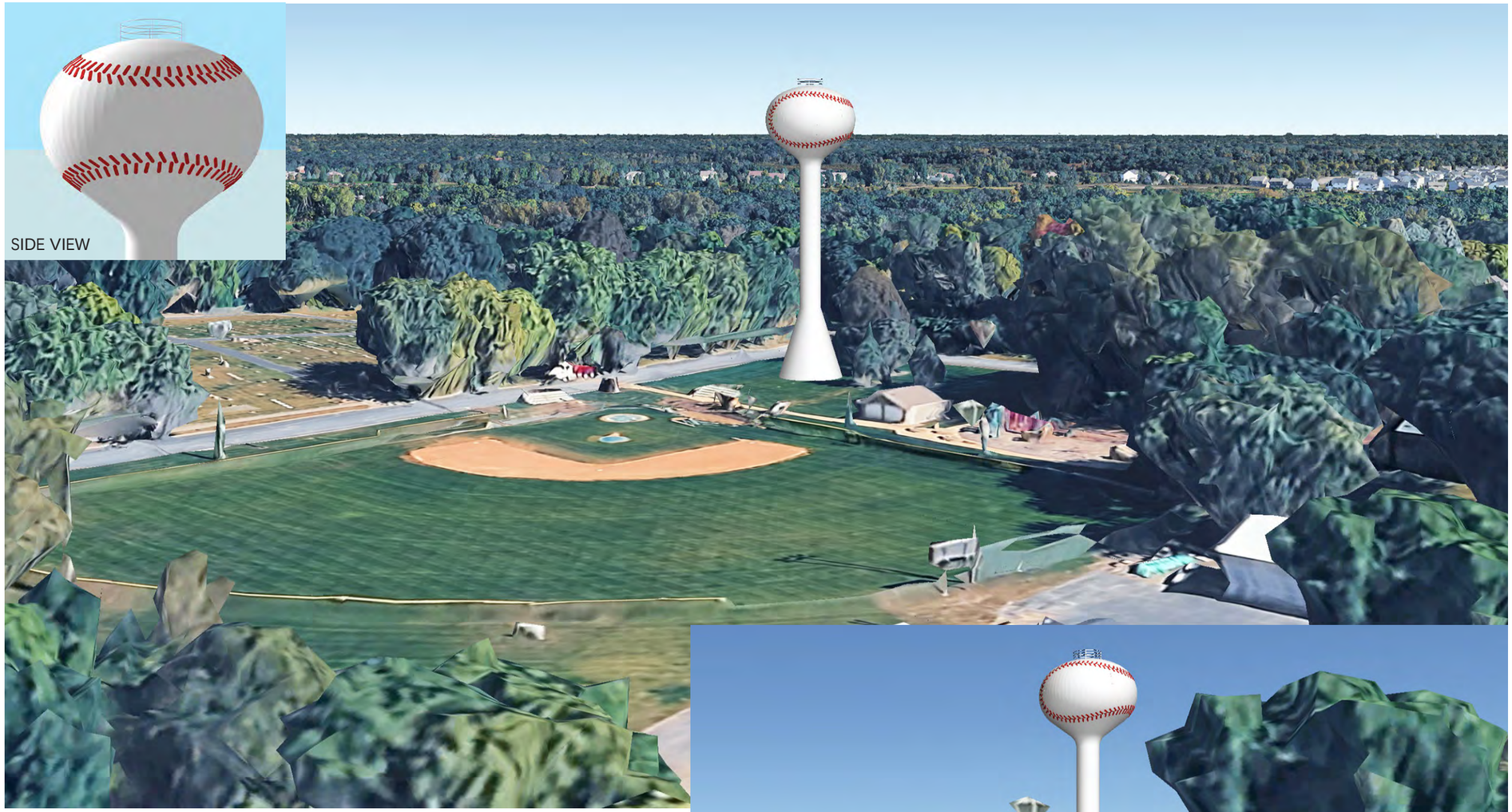
CITY OF DAYTON, MN
WATER TOWER LOGO STUDY

DATE: 08-05-2026

PROJ. NO. 193807720

Stantec



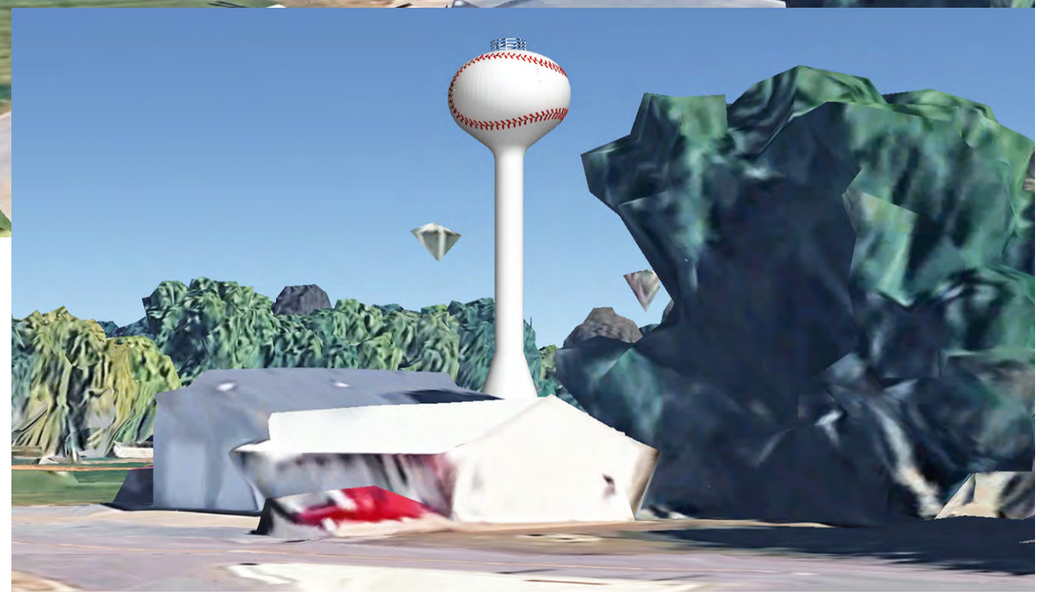


GOOGLE EARTH PERPSECTIVE:
DISTANCE FROM WATER TOWER: Approx. 600 feet

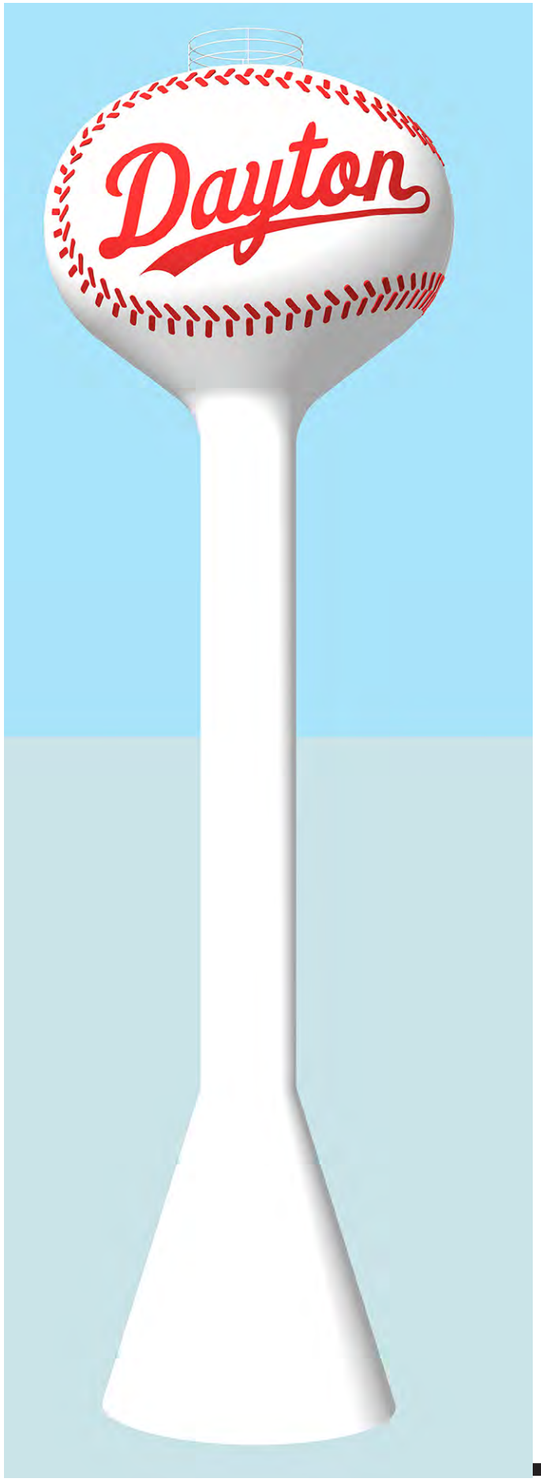
LOGO 4 “BASEBALL”

TANK COLOR: WHITE
TEXT HEIGHT: none
Baseball seams: 4’-0”,
spaced 2’-0” on center

Logo applied 2 sides



GOOGLE EARTH PERPSECTIVE:
LOOKING NORTH AT THE INTERSECTION OF BROCKTON LN N AND DAYTON RIVER RD
DISTANCE FROM WATER TOWER: Approx. 650 feet





GOOGLE EARTH PERPSECTIVE:
DISTANCE FROM WATER TOWER: Approx. 600 feet

LOGO 5 “BASEBALL” W/TEXT

TANK COLOR: WHITE
TEXT HEIGHT: “D” - 10’-4”
Baseball seams: 4’-0”,
spaced 2’-0” on center

Logo applied 2 sides



GOOGLE EARTH PERPSECTIVE:
LOOKING NORTH AT THE INTERSECTION OF BROCKTON LN N AND DAYTON RIVER RD
DISTANCE FROM WATER TOWER: Approx. 650 feet

CITY OF DAYTON, MN
WATER TOWER LOGO STUDY

DATE: 08-05-2026

PROJ. NO. 193807720

Stantec

ITEM:
Ordinance 2026-14, Amending the Zoning Map; and Resolution 31-2026, Amending the PUD and of Sundance Greens and Approving the Preliminary Plat, Final Plat, and Development Agreement of Sundance Greens 12th Addition

APLICANT/PRESENTERS:
Tom Dehn, Sundance Woods, LLC

PREPARED BY:
Jon Sevald, Community Development Director

POLICY DECISION / ACTION TO BE CONSIDERED:
Motion to Approve Rezoning, PUD Amendment, Preliminary Plat, Final Plat, and Development Agreement 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.



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

During the July 9, 2026 Planning Commission meeting, the Commission asked the City Attorney to provide an opinion (attached) regarding if the proposed maintenance building relocation had been approved as part of the 2018 PUD approval. The City Attorney opinioned 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.

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)*

[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

- *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).

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'	50'	20'	20'	20'	20'	20'	20'

*setback adjacent to residential district.

The P-R district does not differentiate building setbacks from parking setbacks. There are only "setbacks".

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.

NOTE: During the Planning Commission's August 6, 2026 Public Hearing, the Planning Commission recommended, and the Applicant agreed to move the Maintenance Building such that it

[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)

would be set back 50', or as far as practical (if less than 50') from the north property line adjacent to Brayburn Trails. It was not known how this would impact parking, retaining wall, etc. The intent is for the parking lot to remain on the south and/or east side of the maintenance building (facing away from Brayburn Trails). There was not time for the Applicant to revise plans prior to publishing of the August 13, 2026 City Council packet.

Behind the building (as presented to Planning Commission) will be a 5'-10' retaining wall. The building is recessed from adjacent residential properties, 5' – 10' below grade. As noted, once the plan is revised, the retaining wall may not be necessary.

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' (presented to the Planning Commission, August 6, 2026).

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.

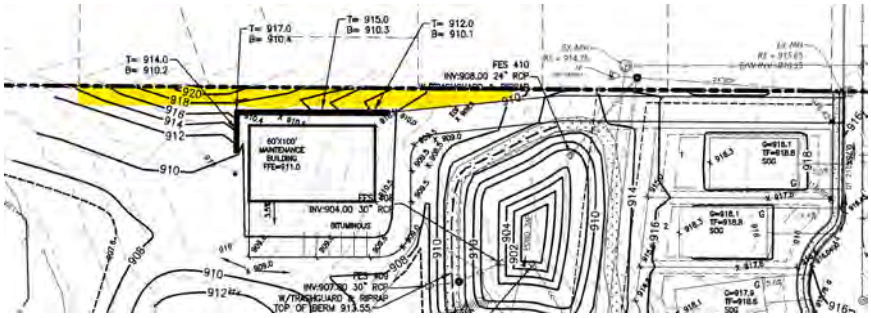
Screening is recommended between the building and parking lot adjacent to residential. Screening shall consist of 6' height, berming, trees, fencing or combination, with year-around screening.[6] [7] Vegetation must be irrigated. Dumpsters must be inside or within a 6' enclosure.[8]

[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. The Applicant predicts about 14' building height. 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 City Council should comment on. The Planning Commission was supportive of the architecture as presented.

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;	

[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)

	4	Contrasting, yet complementary material colors;	Yes
	5	A combination of horizontal and vertical design features;	Yes
	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.	

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 City Council has discretion which of these requirements are applicable (if any) as part of the PUD. The Planning Commission was supportive of the building's architecture as presented.

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 as close to 50' as practical from residential properties.[11]
2. Second driveway[12]

[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."*

	The Planning Commission noted that this PUD Amendment (e.g. Maintenance Building) offers no additional Public Benefits from which was approved in 2018.
Development Agreement	Unresolved items include credit for oversizing of utilities, and credit for Park & Trail Dedication approved in 2018. The DA will be edited and approved administratively.

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 CITY COUNCIL:

1. **Approval**.
2. **Denial**, with reasoning.
3. **Table** for more information (define what information is needed). NOTE: Due to the 120-Day review (expires August 13, 2026), Tabling will result in APPROVAL by default.

PLANNING COMMISSION RECOMMENDATION:

The Planning Commission conducted a Public Hearing at its August 6, 2026 meeting, recommending Approval (2-1), with a condition that the Maintenance Building be set back 50' (or as far as practical) from Brayburn Trails. The dissenting opinion was that the Maintenance Building was not included in the 2018 PUD approval because the 2018 plans did not label the use of an unidentified building as a "Maintenance Building".

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]

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
	Encourage healthy lifespan of both residential and	- Total amount of Funding provided. - Number of rental available and	- Maintain grant program - Manage number of rentals	

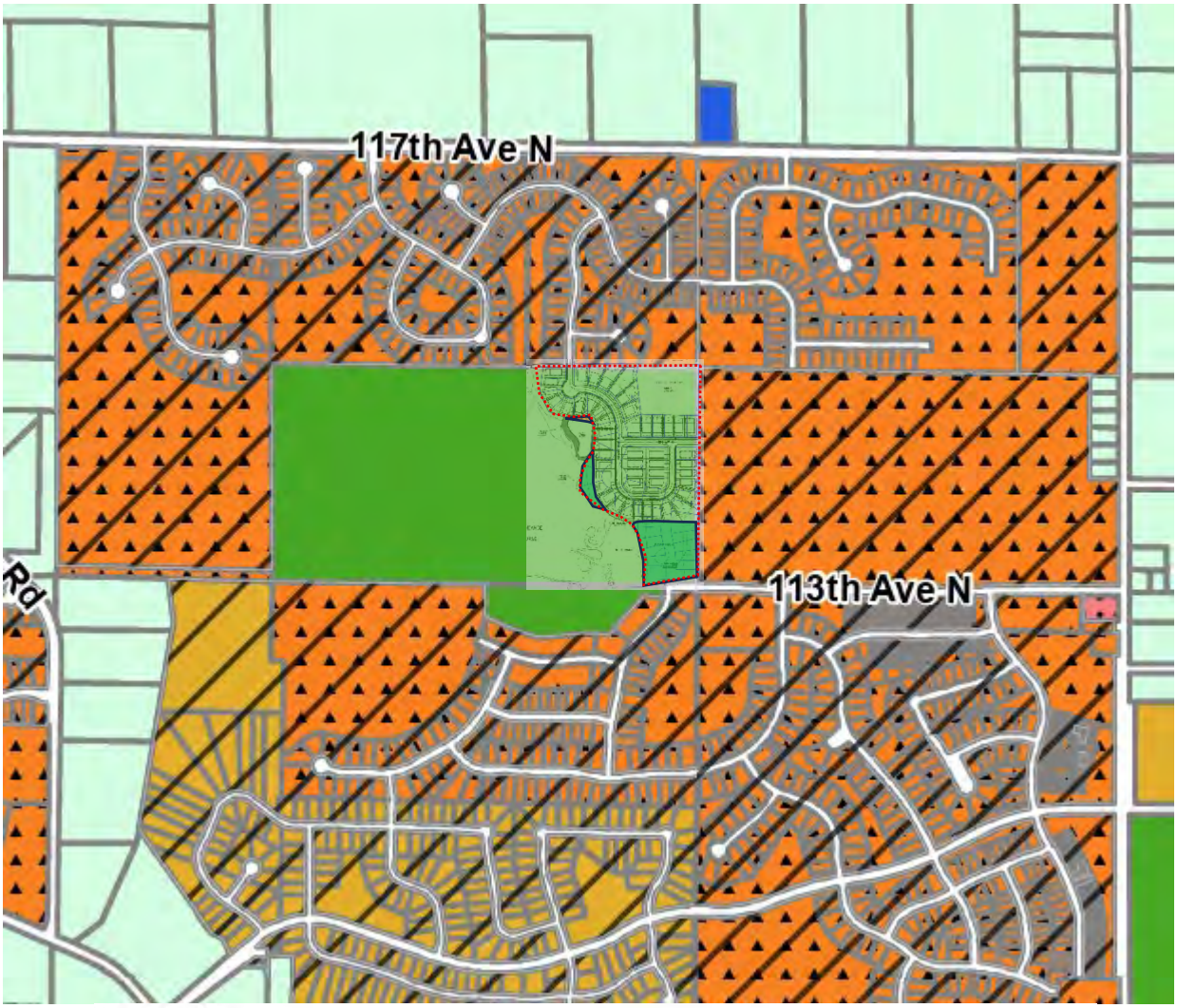
[13] The Applicant agreed to extend the City's review of the Preliminary and Final Plat to August 13, 2026.

	commercial operations	where they are located.		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 Comp Pan Decades F) Require Parking Code Requirements
	Healthy Commercial Sector with services and job growth	- Net difference of businesses movement including their employment	- Maintain a positive difference in business movement	

BUDGET IMPACT
N/A

ATTACHMENT(S):
Zoning Map
Maintenance Building Renderings
Public Hearing Notice map
Ordinance 2026-14
Resolution 31-2026
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
City Attorney opinion, Aug 5, 2026
Larkin Hoffman letter, Jul 30, 2026
Submitted public correspondence
DRAFT Development Agreement

ZONING MAP



Legend

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

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







ORDINANCE 2026-14

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

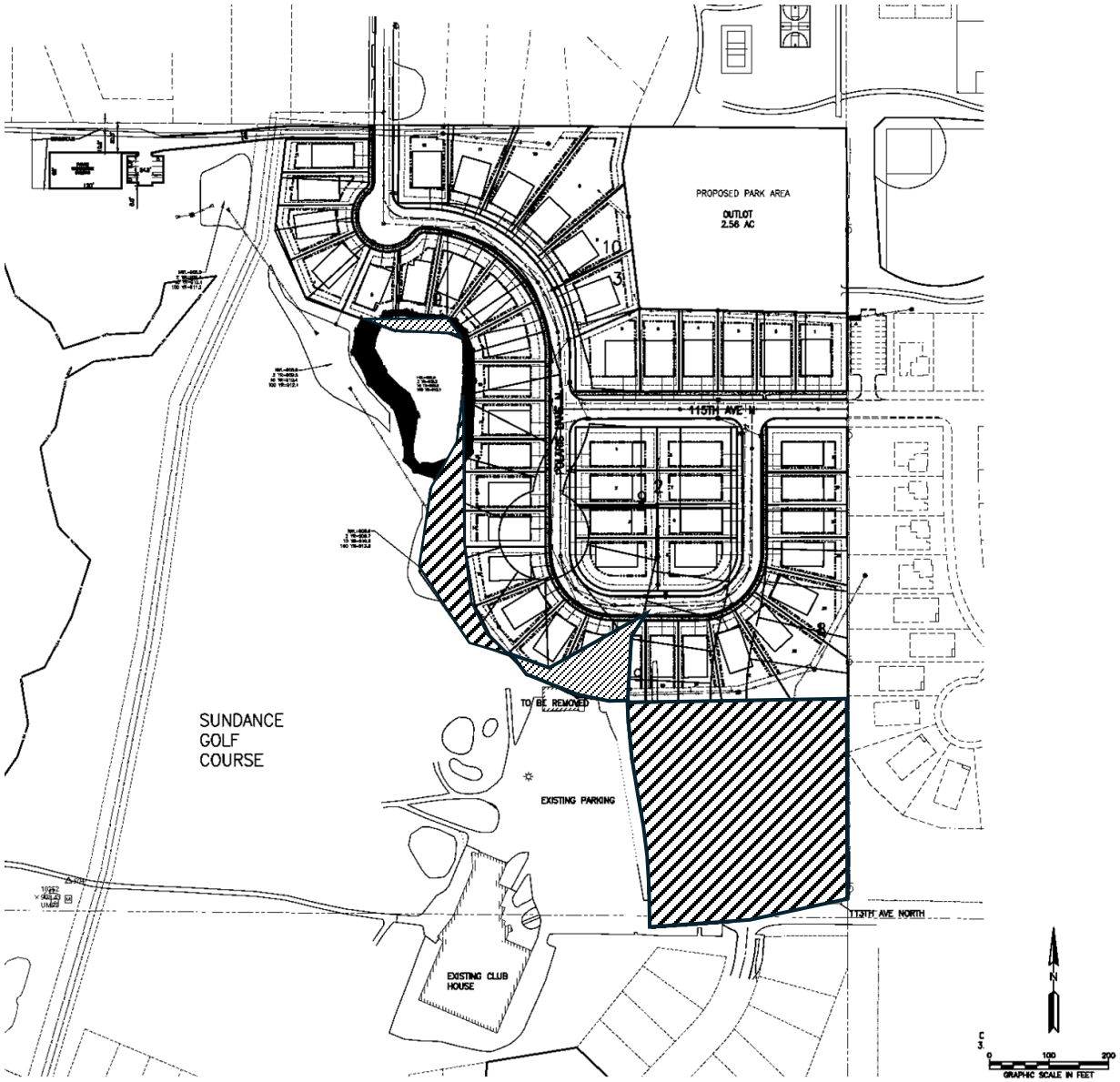
Motion by _____. Second by _____.

Ayes:
Nays:
Motion passed.

Published by THE PRESS on _____, 2026

DRAFT

EXHIBIT A
MAP



Re-Zone from P-R to R-3 / PUD

Re-Zone from R-3 / PUD to P-R

RESOLUTION 31-2026

CITY OF DAYTON
COUNTIES OF HENNEPIN AND WRIGHT
STATE OF MINNESOTA

RESOLUTION AMENDING THE PLANNED UNIT DEVELOPMENT OF SUNDANCE GREENS, AND APPROVING THE PRELIMINARY PLAT, FINAL PLAT, AND DEVELOPMENT AGREEMENT 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 Greens, and Final Plat of Sundance Greens 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 Greens 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 4th Addition
Resolution 23-2021	Granting Approval of a Final Plat and Development Agreement for Sundance Greens 5th Addition
Resolution 41-2021	Granting Approval of a Final Plat and Development Agreement for Sundance Greens 6th Addition
Resolution 10-2022	Granting Approval of a Final Plat for Sundance Greens 7th Addition
Resolution 15-2022	Granting Approval of Development Agreement for Sundance Greens 7th Addition
Resolution 18-2022	Granting Approval of a Final Plat for Sundance Greens 8th Addition
Resolution 19-2022	Granting Approval of Development Agreement for Sundance Greens 8th Addition
Resolution 27-2023	Granting Approval of a Final Plat and Development Agreement for Sundance Greens 9th Addition
Resolution 18-2024	Approval of a Final Plat for Sundance Greens 10th Addition
Resolution 34-2024	Approval of the Final Pat of Sundance Greens 11th 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 indicating the location of a future building (use of building is not labled).

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 applicable 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.

FIDNING: 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:

   A. 5' minimum driveway setback from adjacent property.
   B. 50' minimum building setback from residential property, or if less, then as far as practical, whereas 50' is required in P-R district.
   C. 20' minimum parking lot setback from residential property, whereas 50' is required in P-R district. The parking lot shall be on the south and/or east side of the Maintenance Building, allowing a drive aisle around the building.
   D. LP siding shall be permitted as a major exterior material.
   E. A flat or minimally pitched roof shall be accepted.
   F. 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.

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	100
	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, construct a city trail along the overhead powerline easement, 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**.*

Stantec

Memo

To:	Jon Selvald, Planning	From:	Jason Quisberg, Engineering Nick Findley, Engineering Ben Otto, Engineering
Project:	Sundance Greens 12th 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.

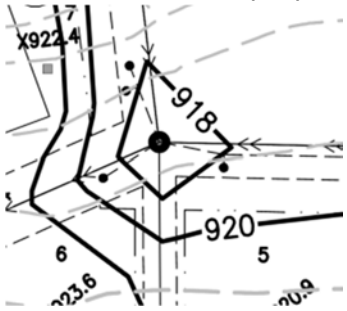
Site Plans

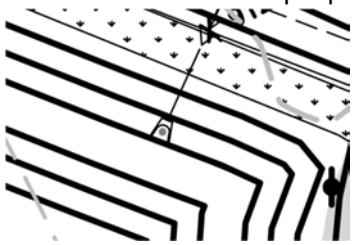
13. The provided intersection detail scales or slope labels appear to be incorrect.

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

o 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.

- 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

SUNDANCE / DEHN PROPERTY

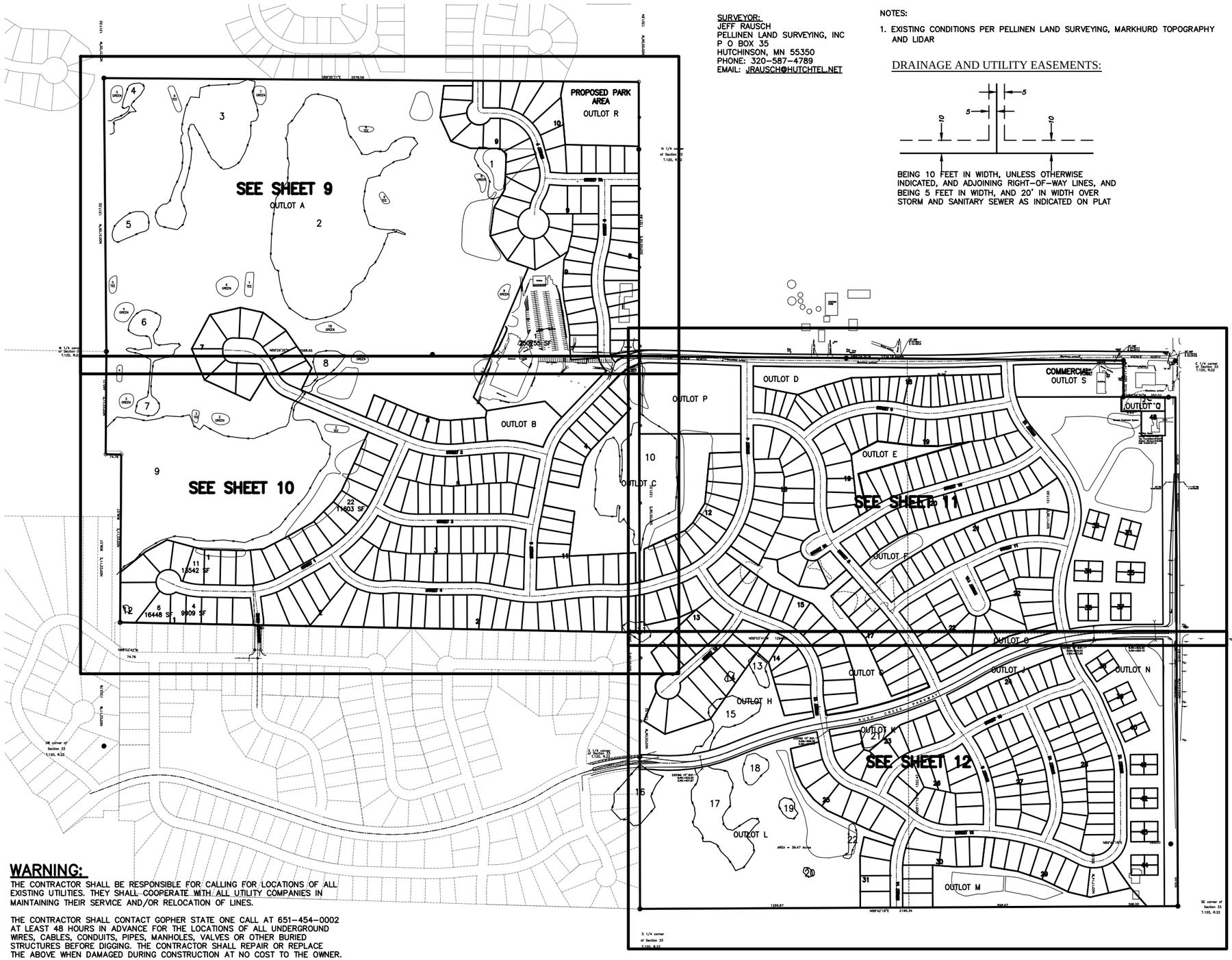
DAYTON, MN



SUNDANCE / DEHN PROPERTY

DAYTON, MN





SURVEYOR:
JEFF RAUSCH
PELLINEN LAND SURVEYING, INC
P O BOX 35
HUTCHINSON, MN 55350
PHONE: 320-587-4789
EMAIL: JRAUSCH@HUTCHTEL.NET

NOTES:

1. EXISTING CONDITIONS PER PELLINEN LAND SURVEYING, MARKHURD TOPOGRAPHY AND LIDAR

DRAINAGE AND UTILITY EASEMENTS:

BEING 10 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, AND ADJOINING RIGHT-OF-WAY LINES, AND BEING 5 FEET IN WIDTH, AND 20' IN WIDTH OVER STORM AND SANITARY SEWER AS INDICATED ON PLAT

OUTLOT AREA TABLE	
OUTLOT	Area (ACRES)
OUTLOT A	79.80
OUTLOT B	1.30
OUTLOT C	9.02
OUTLOT D	1.81
OUTLOT E	1.01
OUTLOT F	1.93
OUTLOT G	2.63
OUTLOT H	4.52
OUTLOT I	9.67
OUTLOT J	0.74
OUTLOT K	0.77
OUTLOT L	16.17
OUTLOT M	3.18
OUTLOT N	5.25
OUTLOT O	0.61
OUTLOT P	3.79
OUTLOT Q	0.33
OUTLOT R	2.58
OUTLOT S	1.92

LEGEND

- IRON MONUMENT FOUND
- UTILITY POLE
- FIRE HYDRANT
- EXISTING CONTOUR
- OHW — OVERHEAD WIRE
- W — WATERMAIN
- S — SANITARY SEWER
- ST — STORM SEWER
- EXISTING FENCE
- x1011.2 EXISTING ELEVATION.
- SB — SOIL BORING
- E — ELECTRIC METER/BOX
- G — GAS METER/BOX
- #133 REPRESENTS THE TAGGED TREE NUMBER FROM TREE INVENTORY
- PROPOSED CONTOUR
- WET — DELINEATED WETLAND
- PROPOSED BUILDING SETBACK
- PROPOSED DRAINAGE & UTILITY EASEMENT
- PROPOSED 5' WIDE CONCRETE SIDEWALK
- PROPOSED 10' BITUMINOUS TRAIL
- PROPOSED 10' WOODCHIP TRAIL, LOCATION TO BE DETERMINED IN FIELD
- PROVIDED WETLAND BUFFER AREA
- REQUIRED WETLAND BUFFER AREA
- WETLAND IMPACTED AREA

EXISTING ZONING = A-1, P-R
PROPOSED ZONING = PUD

TOTAL PROPERTY	310.32 AC
EXISTING WETLAND AREA	35.1 AC
EXISTING WETLAND AREA - TO REMAIN	34.1 AC
COLLECTOR ROAD R/W DEDICATION	
RUSH CREEK PARKWAY	8.34 AC
FERNBROOK LANE	2.61 AC
GOLF COURSE PARCEL (UPLAND - EXCLUDES WETLANDS)	53.12 AC
NET DEVELOPABLE AREA	**236.1 AC**
GROSS DENSITY	**2.14 U/A**
NET DENSITY	**3.08 U/A**
PARK	2.58 AC
RESIDENTIAL, OPEN SPACE	55.1 AC

LOT STANDARDS - PUD ZONING

SETBACKS	
FRONT	25'
REAR	20'
SIDE	7.5'
SIDE - STREET	20'
SETBACK FROM WETLAND BUFFER	15'
SETBACK FROM COUNTY ROAD	35'

BLOCK	75' WIDE	65' WIDE	55' WIDE	50' WIDE	TWIN HOME	QUAD HOME	EXIST HOME	SENIOR HOUSING	EXIST CLUBHOUSE	TOTAL
1	19	7								26
2		26								26
3		12	12							24
4			9							9
5			21							21
6			10							10
7	10									10
8			13							13
9		20	12						1	33
10		12								12
11		6	4							10
12		11								11
13	5	4								9
14	8	6								14
15		14								14
16		19								19
17		9								9
18					28					28
19		6	28							34
20			18							18
21			16							16
22		5	18							23
23		9								9
24				10						10
25	7									7
26		12								14
27				18						18
28				26						26
29		9								9
30		8								8
31	4									4
32-44						52				52
48							1	100	1	1 100
TOTAL	53	195	161	54	28	52	1	100	1	645

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

N

0 250 500
GRAPHIC SCALE IN FEET

REVISIONS

CAMPION ENGINEERING SERVICES, INC.
● Civil Engineering ● Land Planning
1800 Pioneer Creek Center,
P.O. Box 249
Maple Plain, MN 55359
Phone: 763-479-5172
Fax: 763-479-4242
E-Mail: 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 laws of the State of Minnesota.

Martin P. Campion -Lic. # 19901 Date:

SUNDANCE GREENS

SUNDANCE DEVELOPMENT, LLC

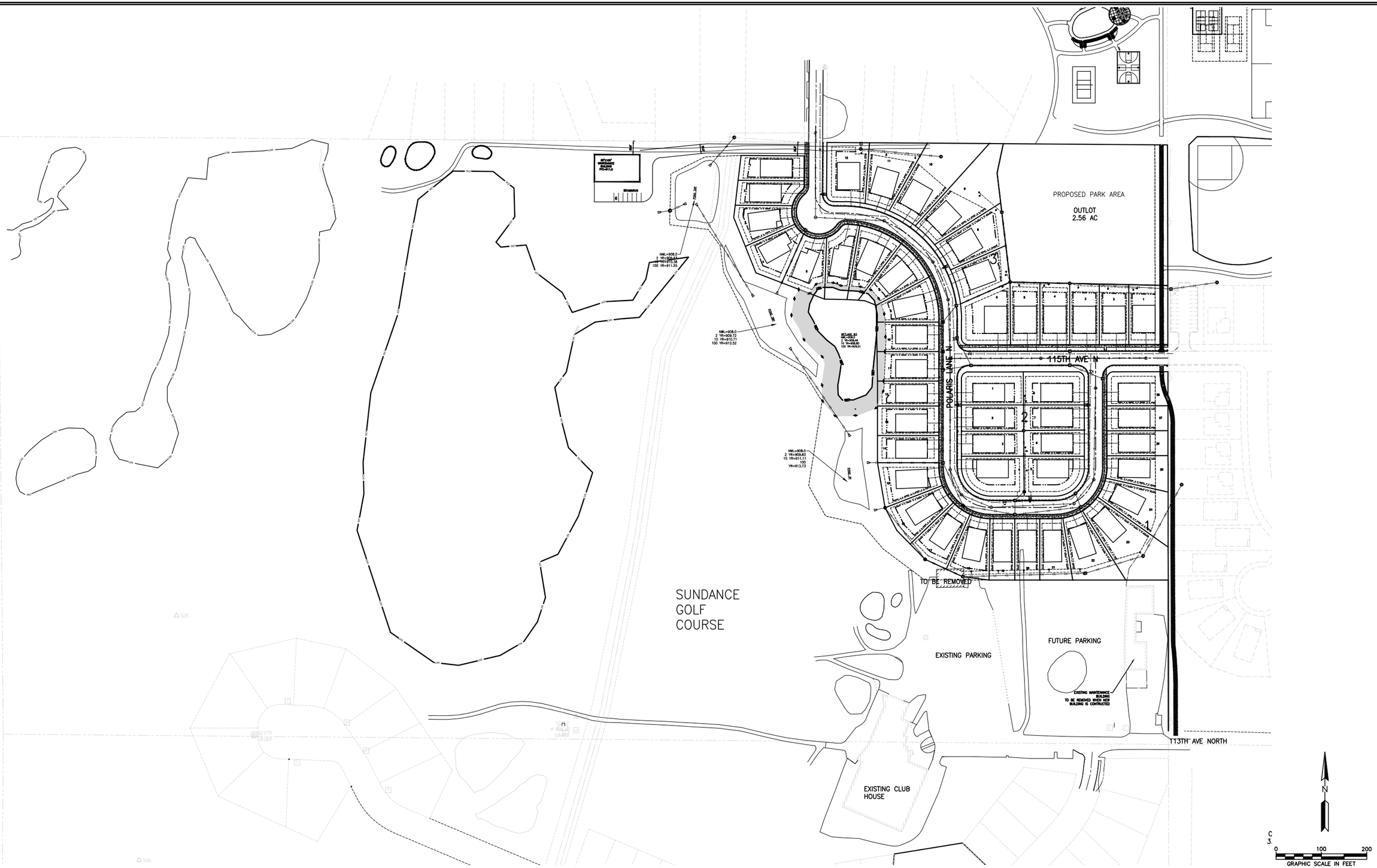
DAYTON , MINNESOTA

OVERALL PRELIMINARY PLAT

PROJECT NO: 17-014

SHEET NO. 8 OF 45 SHEETS

DATE: 01/05/2018



1	08/04/2026	UPDATE EXHIBIT	
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 laws of the State of Minnesota.

Martin P. Campion –Lic. # 19901 Date: 08/04/2026

SUNDANCE GREENS 12TH ADDITION

SUNDANCE DEVELOPMENT, LLC

DAYTON , MINNESOTA

EXHIBIT

SHEET NO. 1 OF 1 SHEETS

PROJECT NO: 25-010

DATE: 01/08/2026

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 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.

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 _____ By _____
Mayor 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

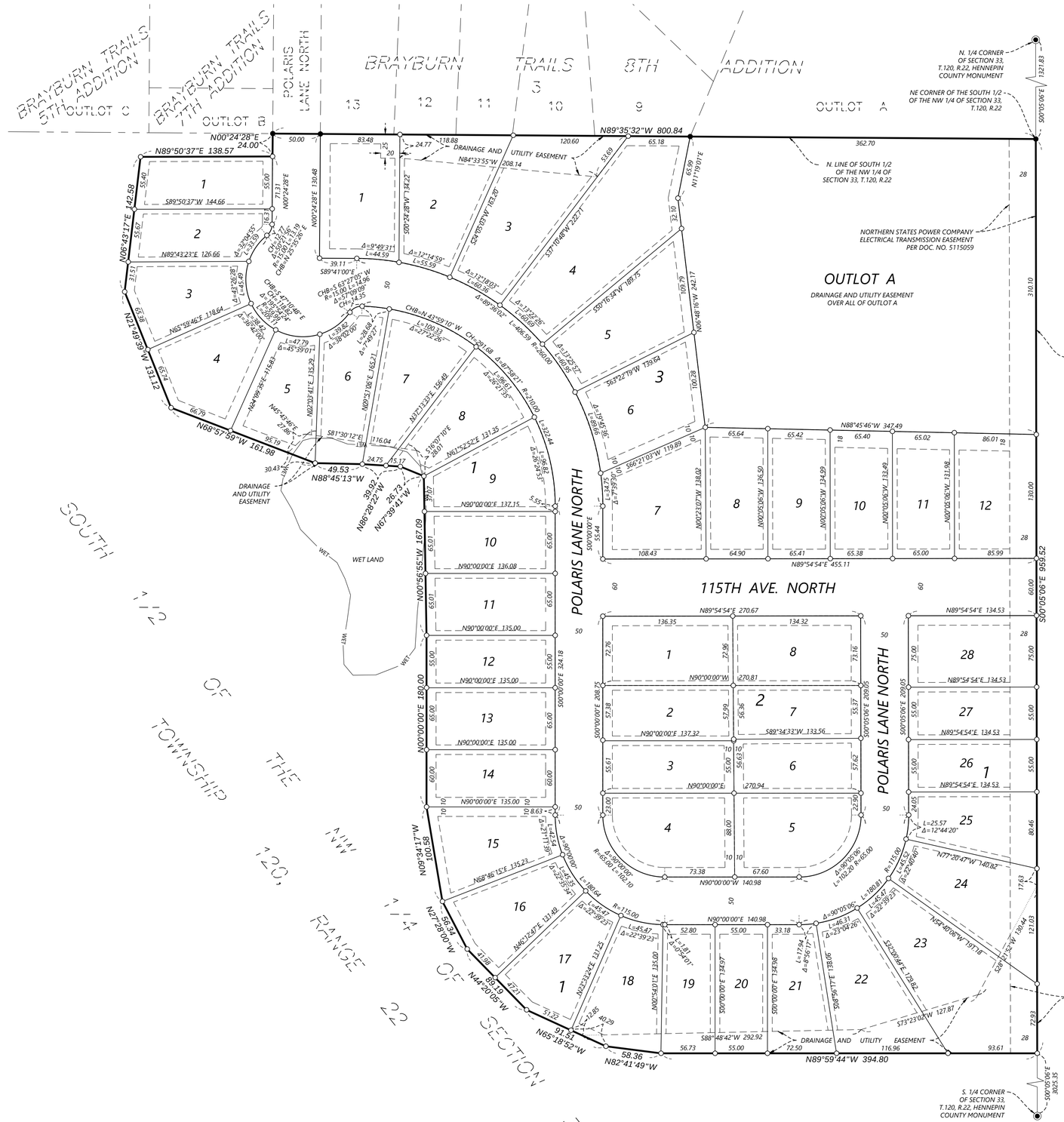
I hereby certify that the within plat of SUNDANCE GREENS TWELFTH ADDITION was recorded in this office this _____ day of _____ _____, 20_____, at __ o'clock ____.M.

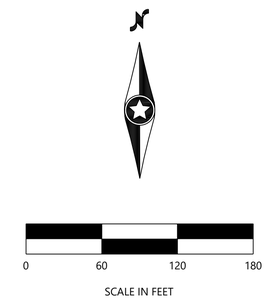
Amber Bougie, County Recorder By _____
Deputy

Westwood
Professional Services, Inc.

SUNDANCE GREENS TWELFTH ADDITION

C.R. DOC. NO. _____



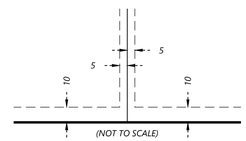


THE EAST LINE OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 120, RANGE 22, IS ASSUMED TO BEAR S00°05'06"E.

LEGEND

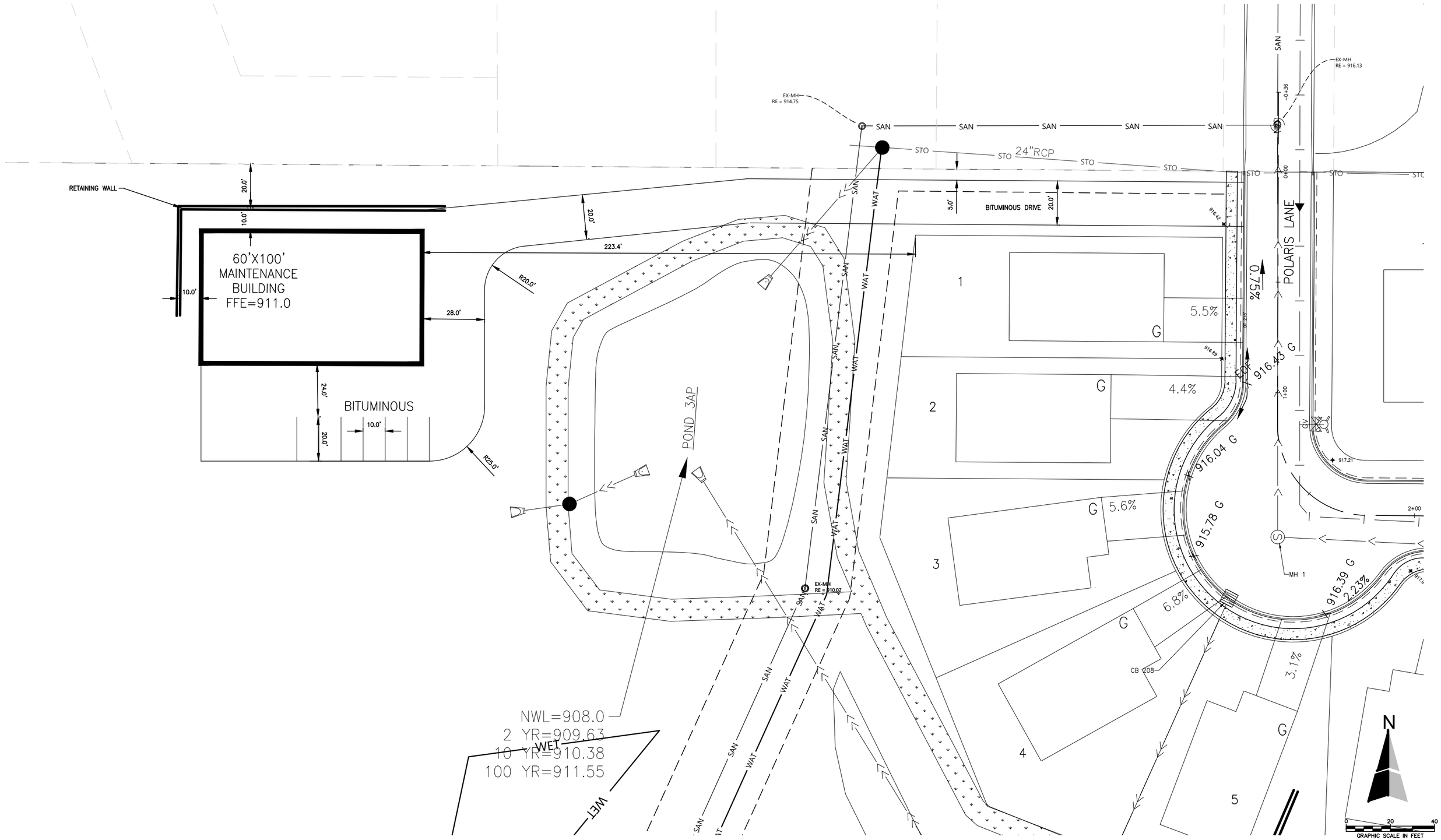
- FOUND HENNEPIN COUNTY CAST IRON MONUMENT
- FOUND 1/2 IN. REBAR MONUMENT MARKED LS 42299 (UNLESS OTHERWISE NOTED)
- ○ DENOTES SET 1/2 INCH X 14 INCH IRON REBAR MONUMENT MARKED WITH PLASTIC CAP INSCRIBED LS 53596
- WET DENOTES WET LAND

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



BEING 5 FEET IN WIDTH AND ADJOINING SIDE LOT LINES, AND BEING 10 FEET IN WIDTH AND ADJOINING PUBLIC WAYS UNLESS OTHERWISE INDICATED ON THIS PLAT

Westwood
Professional Services, Inc.



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 laws of the State of Minnesota.

Martin P. Campion –Lic. # 19901 Date: 07/30/2026

SUNDANCE GOLF COURSE

SUNDANCE DEVELOPMENT, LLC

DAYTON , MINNESOTA

MAINTENANCE BUILDING SITE PLAN

PROJECT NO: 25-010

SHEET NO. 1 OF 1 SHEETS

DATE: 07/30/2026

LEVANDER GILLEN & MILLER P.A.
ATTORNEYS AT LAW

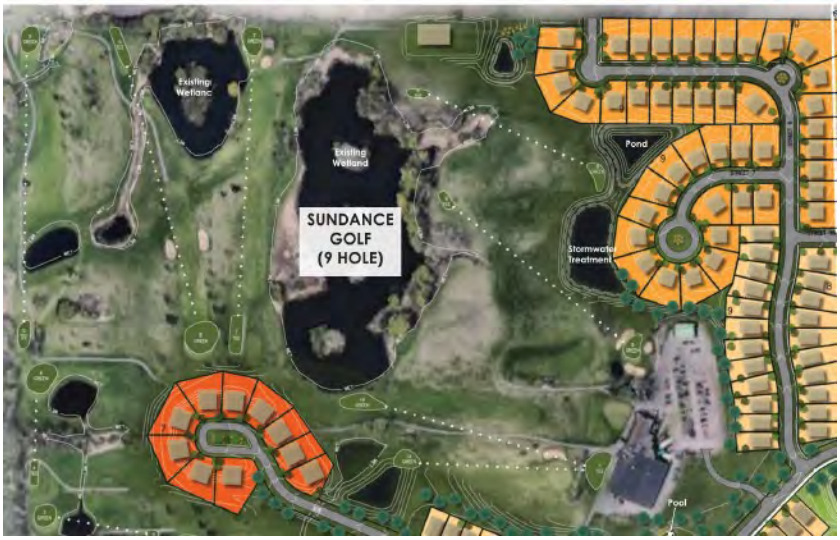
TO: Jon Sevald, AICP, Community Development Director
FROM: Cynthia Kirchoff, City Attorney
DATE: August 5, 2026
RE: Sundance Greens 12th Addition - Golf Course Maintenance Building

You requested that I prepare an opinion about the status of the proposed maintenance building for the golf course in the Sundance Greens development.

I reviewed the March 28, 2018, staff report with attachments for Resolution 23-2018 Granting Preliminary Plat and General Development Plan PUD Approval of Sundance Greens ("Staff Report") to prepare this memorandum.

I conclude that the redevelopment of the existing golf course was included in the approval of the Sundance Greens Planned Unit Development (PUD) development plan and preliminary plat because the Staff Report states: "[t]he golf course is intended to be re-configured into a nine hole course with the other existing amenities at Sundance contained in Outlot A" and "[t]he proposed layout is heavily based on the redevelopment of the Sundance Golf Course and developing trail networks."

The site plan (a portion is inserted below) attached to the Staff Report depicts a building along the northern boundary in the "Sundance Golf (9 Hole)" portion of the development. Due to its location, the building is presumably associated with the redevelopment of the golf course.



I conclude that the building is for the redevelopment of the golf course and the general location along the northern boundary within the development was approved when the City Council approved the PUD development plan and preliminary plat for Sundance Greens and Resolution 23-2018.

Larkin Hoffman

8300 Norman Center Drive
Suite 1000
Minneapolis, MN 55437-1060
General: 952-835-3800
Fax: 952-896-3333
www.larkinhoffman.com

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,



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

4910-0685-0498, v. 1

Outlook

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


11561
11557
11553
15253
15249
15245
15241
15237
Ave N
116th Ave N

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

Outlook

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 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



Elliott O’Donnell - Board Member



Sarah Baso - Board Member



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

Outlook

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

Outlook

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.
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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,

Stephanie Maxson

Outlook

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

11637 Niagara Lane North
Dayton, MN 55369

Outlook

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

Outlook

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.
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,

Theo Quant 11548 Brayburn 902-802-5405

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.
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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 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.

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 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.
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.

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.
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

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 maintenace 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 maintance building on the north side of the property due to safety & business logistic effeciencies & fewer homes will be in proximity than any other location.

	Name	Address	Signature
1	Tim Casey		
2	Carl Colloby		
3	Aaron Boatman		
4	Luke Koski		
5	John Cesarotti	9316 Ringberry Ln Maple Grove	
6	DAVID HEHL	11675 Shady View Ln Rogers MN 55311	
7	JUNE ERICAU	11240 NIAGARA LN N	
8	Mary Holm	11250 Niagara lane N	
9	Cat Barnes	15234 111th Ave N	
10	BOB LUCAS	14800 99TH No. M. G MN	
11	ART DALE	48 COVENTRY	
12	KENT ALBERT	11488 E French Lake	
13	G. McGINTY	420 AETNA RUTHTON MN 56170	
14	Ken Franco	15851 125th Ave N Dayton MN 55327	
15	CHRIS SCHUETH	361 Clifton Ave Mpls MN 55405	
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 Rickal	11337 73rd St NE Otsego, MN 55301	
20	Kim Arndtson	9029 Sycamore Lane N Maple Grove, MN	
21	David Arndtson	4816 Willow Ln NW Gig Harbor, WA 98335	
22			

23	Brian Hetterick	18313 Tyler. St. N.W Elk River, MN. 55330	
24	Nate Franke	15780 125th Ave N Dayton MN 55327	
25	Jesse Olson	12930 Zachary Cir N Dayton, MN 55327	
26	Ryan Erdahl	13059 Arrowhead St NW	
27	Gregg Carlson	718 110th Ave No. Champlin	
28	KEN WILCOX	12520 95TH AVE N MAPLE GROVE	
29	Kevin Scholmeiers	14001 Quince ST. N.W Andover	
30	Nathan Peterson	11609 Yuma Lane N, Maple Grove MN (Brayton Trails)	
31	Brady Thompson	11723 Kerry St. Coon Rapids 55433 MN	
32	Brian Manning	6981 137th Ave NW Ramsey, MN. 55303	
33	Curt Thompson	11723 Kerry st NW Coon Rapids MN 55433	
34	LARRY BERGUM	4216 93RD AV N B.P., MN 55443	
35	GABE MILTON	106 West River Pkwy Champlin, MN 55316	
36	PJ Lande	15851 Creekside Ln Dayton, MN 55369	
37	Craig Skalicky	15650 creekside Ln Dayton MN	
38	ROB ANDERSON	13321 BALSAM LN N DAYTON MN	
39	Jim Rann	13841 Tgakwood Ln N Dayton MN	
40	Bud Williams	10901 Timberline Pr Champlin MN 55316	
41	Tom Johnson	13460 Hemlock Ln Dayton, MN	
42	Tom Bolduc	13900 Elm Creek Rd Dayton, MN 55369	Tom Bolduc
43	Kevin Costello	222 Revere Ln N Champlin	
44	Tim Smith	10800 Ithaca Lane N Dayton	
45	Greg Hansen	15422 111th Ave Dayton	
46	TOM SANDERS	13541 Hemlock LN DAYTON MN	
47	STEPHANIE SANDERS	"	

48	JACE KEED	11661 134th Ave N Dayton MN 55327	
49	Andy Nestoss	11920 Evergreen Circle N. Dayton, MN 55327	
50	Lee Hanson	1210 19th 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 NEU	905 BRADFORD AVE. CHAMPLIN, MN 55316	
54	Bjorn Burnevik	12014 Mississippi Dr N Champlin MN 55316	
55	Mike Eiker	11867 Hazelwood LN. N. Champlin, MN 55316	
56	Paul Ratajczak	10992 Mississippi DR N Champlin, MN 55316	
57	Josh Bitz	8032 Edgewood Ave N BP, 55445	
58	David Graff	6603 106th Ave N B Park MN 55443	
59	[illegible]	10445 Hidden Oaks LN N, Champlin, MN 55316	
60	[illegible]	11262 Oakridge Circle N Champlin MN 55316	
61	SCOTT OLSEN	12750 CEDAR RIDGE LN CHAMPLIN, MN 55316	
62	BLAKE NORSTED	11016 TIMBERCREST DR N CHAMPLIN, MN 55316	
63	ED Ralchew	[illegible]	
64	JON Hample	11307 73rd ST OTSEGO MN 55301	
65	Taylor Bayerkohler	6100 111 1/2 Ave Champlin MN 55316	
66	Aaron Peterson	6712 105th Trail N Brooklyn Park, MN 55445	
67	Mathew Peterson	6712 105th 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	[illegible]	8008 Norwood MN, 55369	
71	Kyle Anderson	15391 Creekside Ln Dayton, MN 55369	
72	Dave Leyse	28503 127th St Zimmerman MN	

	NN	Address	Sign
73	Tim Moon	22231 Poppy St. NW Oakgrove	
74	Ron Karg	Plymouth	Ron Karg
75	DAN ANDERSEN	14825 38th PL. N. Plymouth, MN 55446	
76	CRAIG DOMOGALLA	11120 NIAGARA C DAYTON	
77	JAYNE DOMOGALLA	" "	
78	Connor Herbert	14541 112th ave N Dayton MN	
79	Dennis Wheeler	Dayton	
80		Plymouth	
81			
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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.

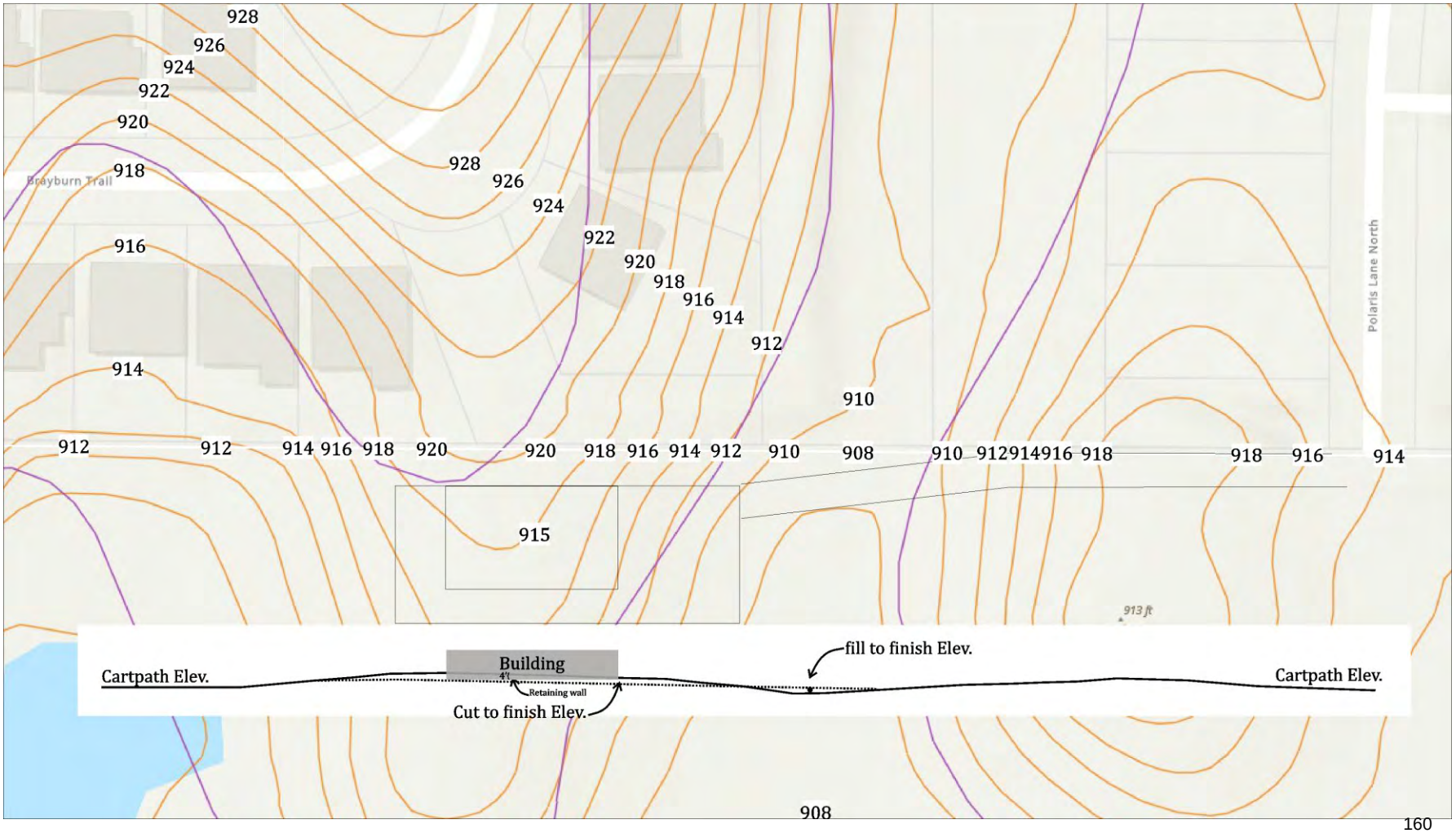


Exhibit 7 - Maintenance Facility as a Working Shop

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' × 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 leniences 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 an 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.

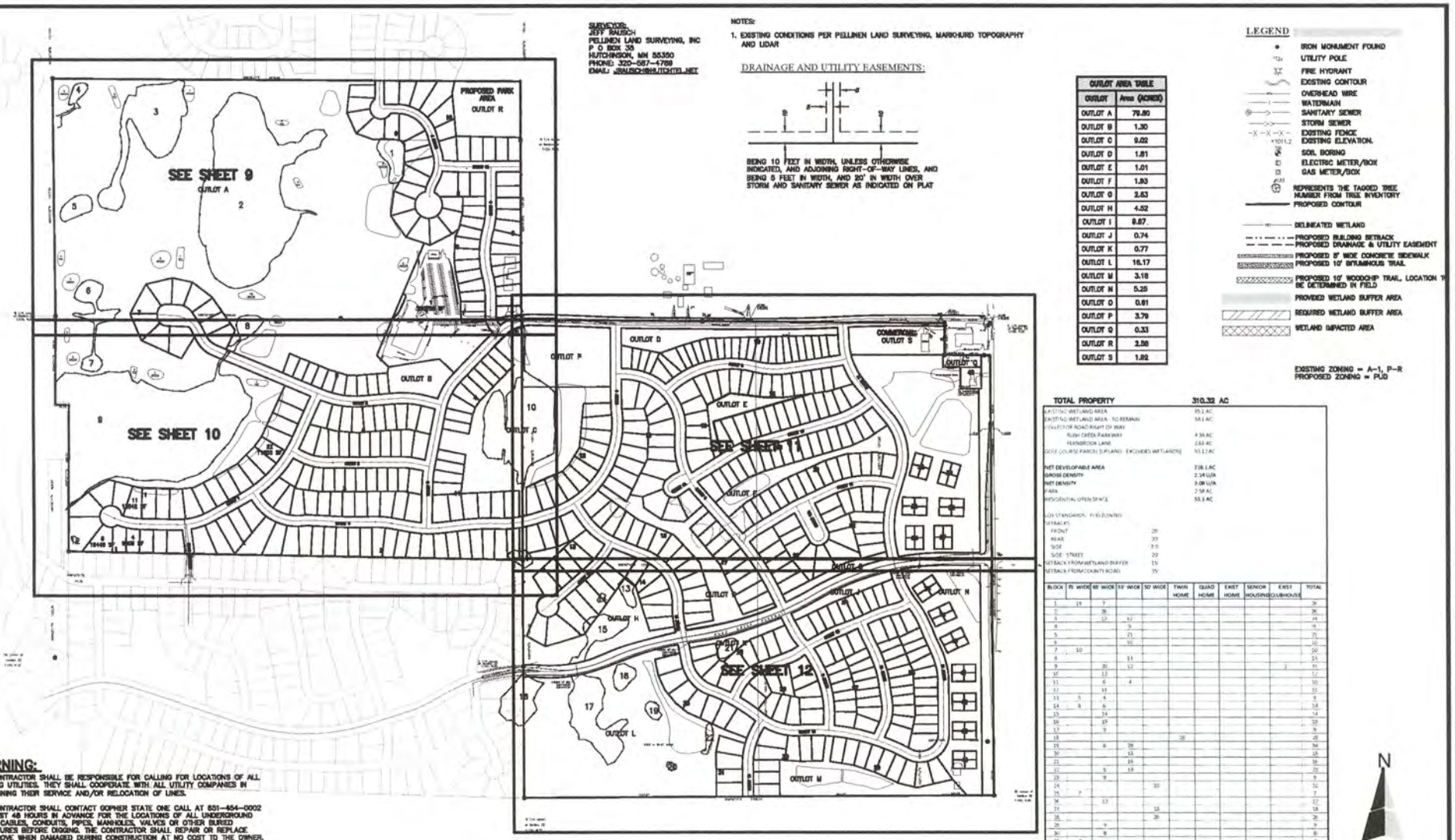
n. The applicant/Developer shall be responsible for construction of turn lane improvements at Rush Creek Parkway and 113th Avenue as part of the Final Plat and included in the Developers Agreement.
o. The applicant/Developer shall be responsible for 113th Road improvements, as required by the County 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



SURVEYOR:
JEFF RAUSCH
PELLINEN LAND SURVEYING, INC
P O BOX 35
HUTCHINSON, MN 55350
PHONE: 320-587-4788
EMAIL: JRAUSCH@HUTCHTEL.NET

NOTES:
1. EXISTING CONDITIONS PER PELLINEN LAND SURVEYING, MARCH/JUNE TOPOGRAPHY AND LIDAR

DRAINAGE AND UTILITY EASEMENTS:

BEING 10 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, AND ADJOINING RIGHT-OF-WAY LINES, AND BEING 5 FEET IN WIDTH, AND 20' IN WIDTH OVER STORM AND SANITARY SEWER AS INDICATED ON PLAT

OUTLOT AREA TABLE	
OUTLOT	Area (ACRES)
OUTLOT A	79.80
OUTLOT B	1.30
OUTLOT C	9.02
OUTLOT D	1.81
OUTLOT E	1.01
OUTLOT F	1.83
OUTLOT G	2.63
OUTLOT H	4.52
OUTLOT I	0.87
OUTLOT J	0.74
OUTLOT K	0.77
OUTLOT L	16.17
OUTLOT M	3.18
OUTLOT N	5.25
OUTLOT O	0.81
OUTLOT P	3.79
OUTLOT Q	0.33
OUTLOT R	2.58
OUTLOT S	1.82

LEGEND
- IRON MONUMENT FOUND
- UTILITY POLE
- FIRE HYDRANT
- EXISTING CONTOUR
- OVERHEAD WIRE
- WATERMAIN
- SANITARY SEWER
- STORM SEWER
- EXISTING FENCE
- 1011.2 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 5' WIDE CONCRETE SIDEWALK
- PROPOSED 10' BITUMINOUS TRAIL
- PROPOSED 10' WOODCHIP TRAIL, LOCATION TO BE DETERMINED IN FIELD
- PROVIDED WETLAND BUFFER AREA
- REQUIRED WETLAND BUFFER AREA
- WETLAND IMPACTED AREA

EXISTING ZONING = A-1, P-R
PROPOSED ZONING = PUD

TOTAL PROPERTY	310.33 AC
EXISTING WETLAND AREA	95.1 AC
EXISTING WETLAND AREA - TO REMAIN	54.1 AC
COLLECTOR ROAD RIGHT OF WAY	
RUSH CREEK PARKWAY	4.34 AC
HENDRICKS LANE	2.66 AC
GOLF COURSE PARCEL (UPLAND - EXCLUDES WETLANDS)	93.12 AC
NET DEVELOPABLE AREA	738 LAC
GROSS DENSITY	2.34 U/A
NET DENSITY	3.08 U/A
PARK	2.58 AC
RESIDENTIAL OPEN SPACE	55.3 AC

LDR STANDARDS - PUD ZONING
SETBACKS
- FRONT 20'
- REAR 20'
- SIDE 7.5'
- SIDE - STREET 20'
- SETBACK FROM WETLAND BUFFER 15'
- SETBACK FROM COUNTY ROAD 75'

BLOCK	75 WIDE	80' WIDE	55' WIDE	50' WIDE	TWIN HOME	QUAD HOME	EXIST HOME	SENIOR HOUSING	EXIST CLUBHOUSE	TOTAL
1	19	7								26
2		26								26
3		12	12							24
4			9							9
5			21							21
6			10							10
7	10									10
8			11							11
9		20	12					1		33
10		12								12
11		6	4							10
12		11								11
13	3	6								9
14	8	6								14
15		14								14
16		10								10
17		9								9
18					10					10
19		6	28							34
20			15							15
21			16							16
22		9	10							19
23		9								9
24				10						10
25	7									7
26		13								13
27				15						15
28				26						26
29		9								9
30		8								8
31	4									4
32 44						52				52
45							1			1
								100		100
TOTAL	53	195	241	54	28	52	1	100	1	645

GRAPHIC SCALE IN FEET

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

REVISIONS

CAMPION ENGINEERING SERVICES, INC.
• Civil Engineering • Land Planning
1600 Pioneer Creek Center,
P.O. Box 240
Maple Plain, MN 55359
Phone: 763-479-9172
Fax: 763-479-4242
E-Mail: 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 laws of the State of Minnesota.
Martin P. Campion - Lic. # 19801 Date:

SUNDANCE GREENS
SUNDANCE DEVELOPMENT, LLC
DAYTON, MINNESOTA

OVERALL PRELIMINARY PLAT

SHEET NO. 8 OF 45 SHEETS

PROJECT NO: 17-014
DATE: 01/05/2018



SUNDANCE GREENS

DAYTON, MN



David Weekley Homes

Building Dreams, Enhancing Lives

● Sold ● Quick Move-In

11534 : $32,990

Lookout Ramble

BC697545

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.

N

BRAYBURN Trails

Dayton, Minnesota

9/6/2019


11:56
www.mihomes.com
Map
Satellite
N
115TH AVE N
MINNESOTA LANE N
18
17
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36
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114TH AVE N
MINNESOTA COURT N
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KINGSVIEW LANE N
113TH AVE N
113th Ave N
Niagara Ln N
King
Controls
Google
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2

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

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



SEE SHEET 6 FOR NOTES

REVISIONS		
1	09/18/2026	PER CITY REVIEW

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 laws of the State of Minnesota.
Martin P. Campion -Lic. # 19901 Date: 09/18/2026

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

GRADING PLAN

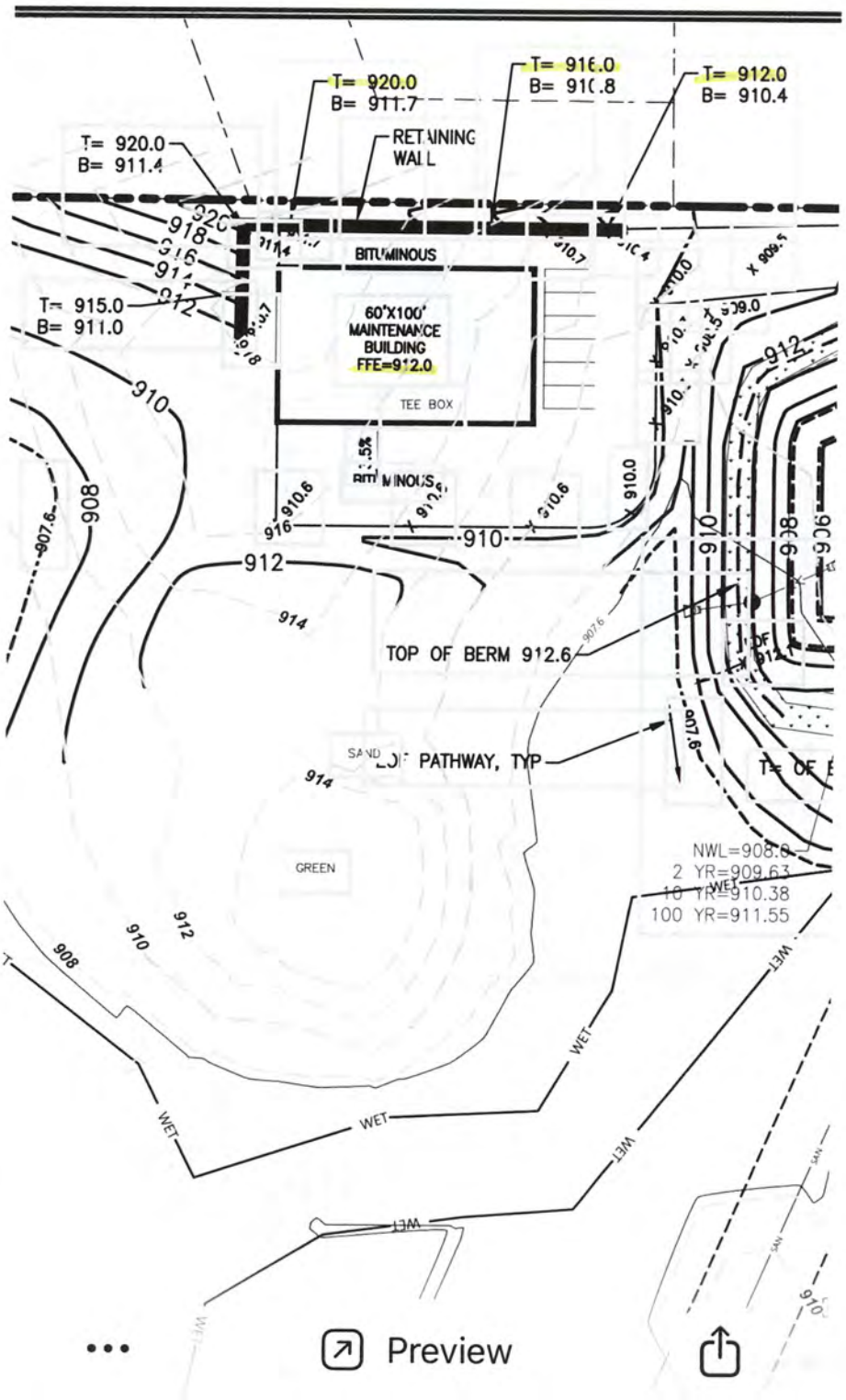
SHEET NO. 4 OF 6 SHEETS

PROJECT NO: 25-010

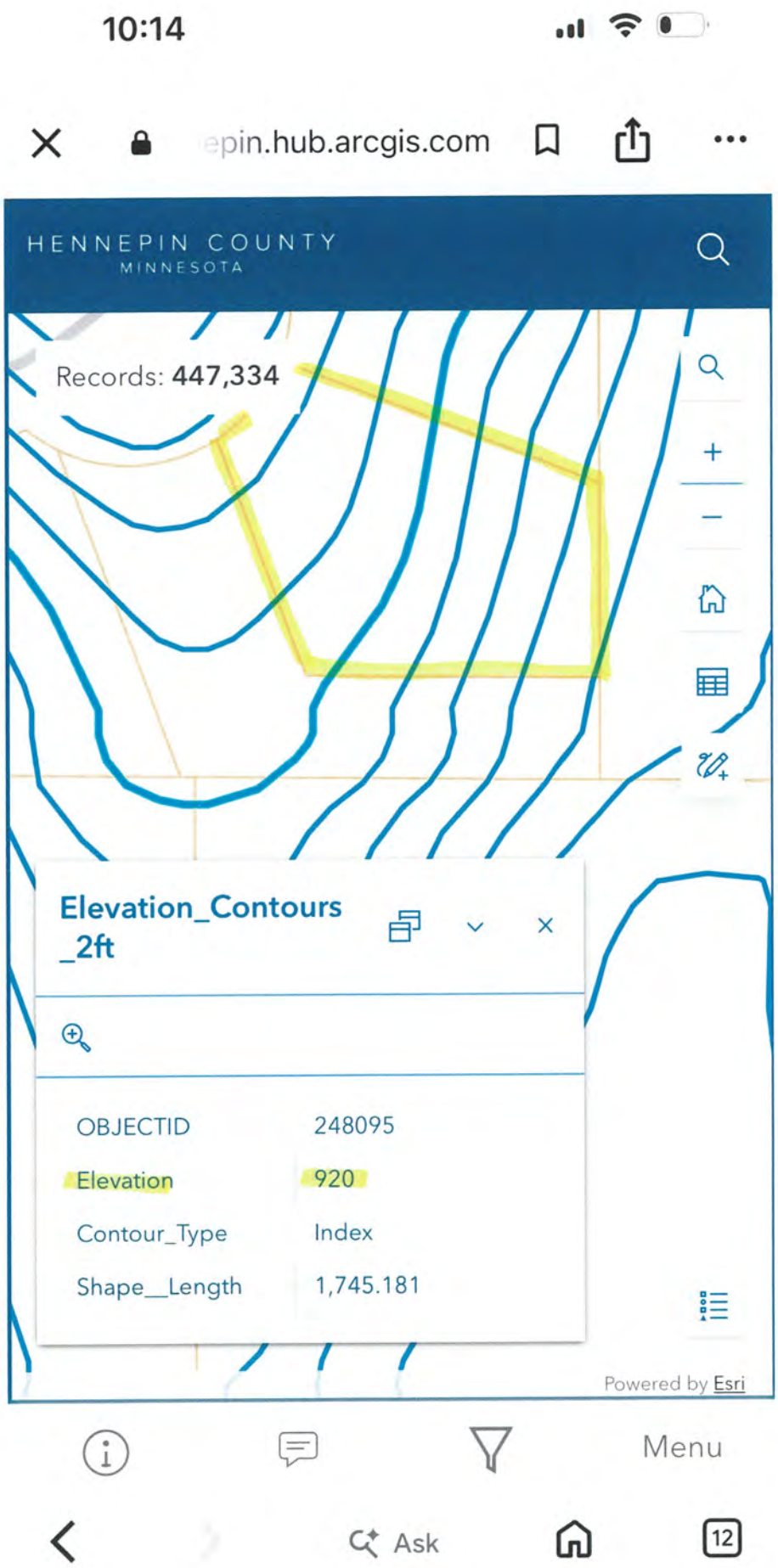
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Preview


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AGROFORESTRY NOTES
AF Note – 42
May 2011

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.

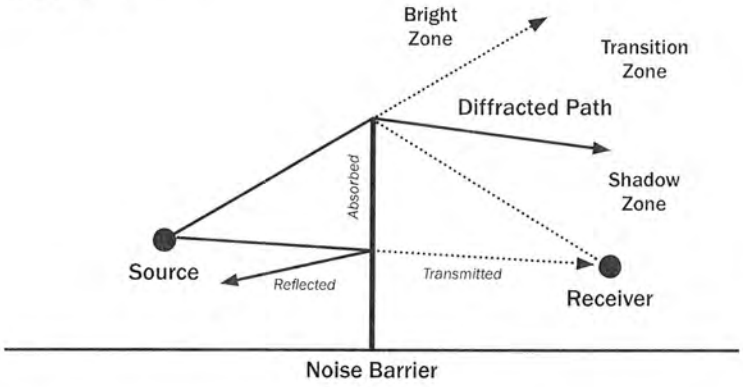


Figure adapted from the Federal Highway Administration's Highway Noise Barrier Design Handbook

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 recommend buffer length is 660 feet ([4 feet × 75 feet left] + [4 feet × 75 feet right] + [60 feet house width] = 660 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.

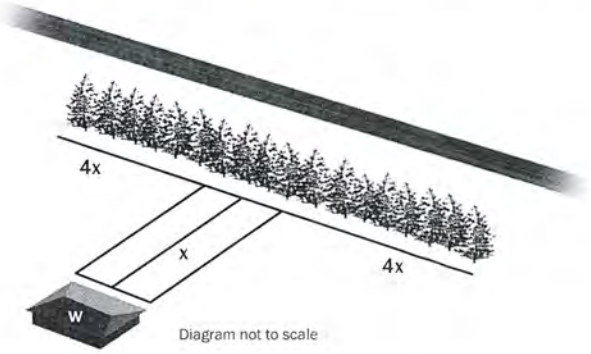


Diagram not to scale

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

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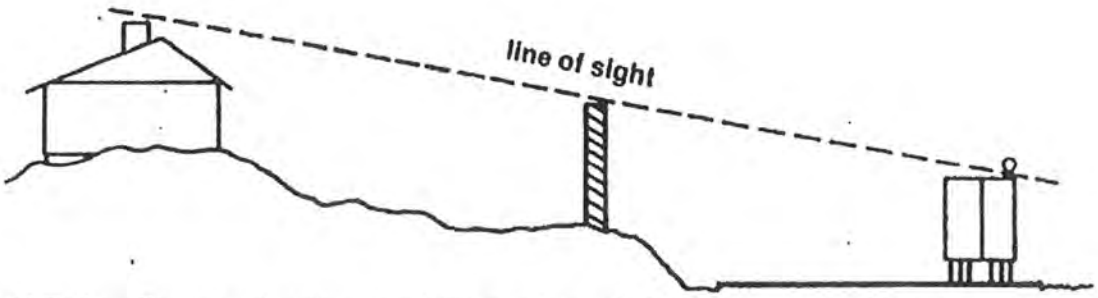
SOURCE: FHWA DOT

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.

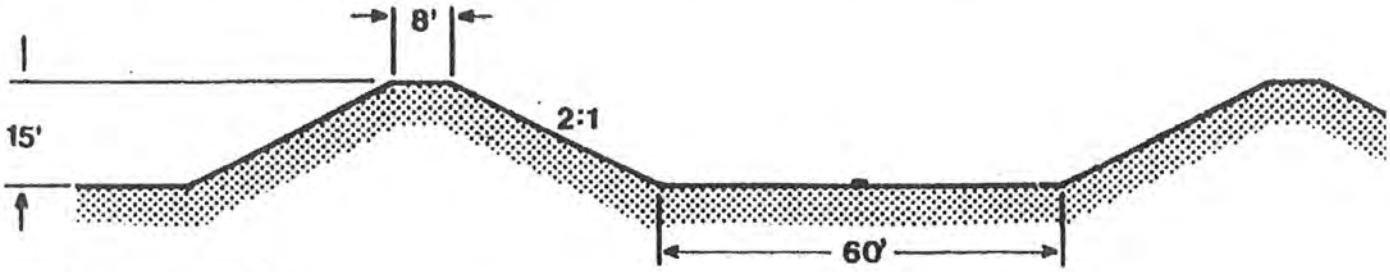
To be most effective, a barrier must be long and continuous to prevent sounds from passing around the ends. It must also be solid, with few, if any, holes, cracks or openings. It must also be strong and flexible enough to withstand wind pressure.

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

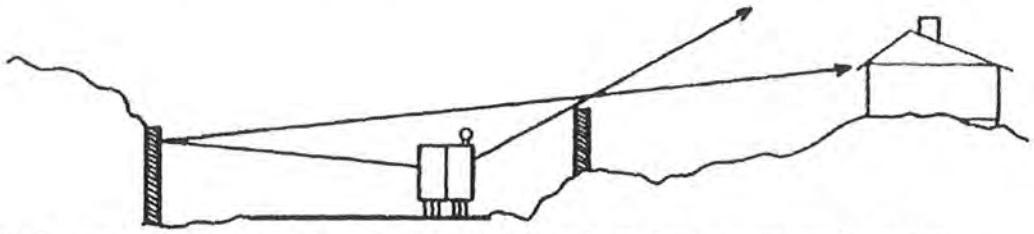
An earth berm, a long mound of earth running parallel to the highway, is one of the most frequently used barriers. Figure 4.17 shows a cross-section of a berm.



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 constructi on.		
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.

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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).

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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

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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	adjacenet 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	***Rogers property***		
19260 LINDEN DR	***Rogers property***		
19340 LINDEN DR	***Rogers property***		
19220 LINDEN DR	***Rogers property***		
19180 LINDEN DR	***Rogers property***		
19140 LINDEN DR	***Rogers property***		
19150 TERRITORIAL RD	***Rogers property***		
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	***no search result***		
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 entrnace with island
15380 XXXXX	***no search result***		
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	***no search result***		
18350 118TH AVE	Light industrial	business	adjacent entrances
18150 118TH AVE	Light industrial	business	adjacent entrances
~~18150 118TH AVE~~	*repeat*		
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	*Elm Creek Park?*		
14400 S DIAMOND LAKE RD	*Elm Creek Park?*		
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~~	*repeat*		
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	Residenital	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	Residenital	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
[illegible]21 BROCKTON LN	Agricultural		only 1 driveway
[illegible]51 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 LAWNDALE	Agricultural	home + stable	adjacent, circular access
15300 LAWNDALE	Agricultural	house + field access	adjacent
13780 LAWNDALE	***no search result***		
13250 142ND AVE	Residential	home + shed	adjacent
[illegible]190 142ND AVE	***no search result***		
[illegible]80 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 -7 Rogers parcels -11 no search result parcels -2 repeat parcels -6 single driveway parcels **=92 remaining parcels**			Agricultural = 39% Residential = 34% Industrial/business = 23% PR district = 2% Dayton parcels approximately 4500 **Appoximately 2% of pacels in Dayton have more than 1 driveway**


Monday 3/16/26


Tuesday 3/3/26

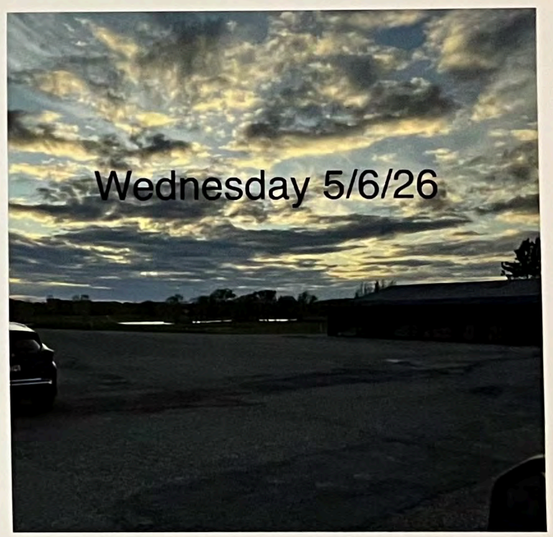

Wednesday 4/8/26


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

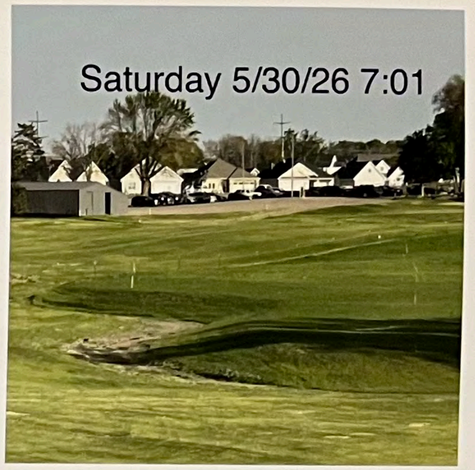

Wednesday 4/29/26


Wednesday 6/3/26

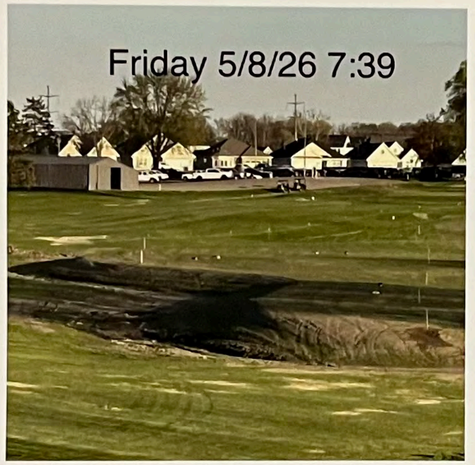

Thursday 4/16/26


Friday 3/13/26 6:31


Friday 5/29/26 7:07


Saturday 5/30/26 7:01


Thursday 5/7/26


Friday 5/8/26 7:39


Saturday 4/11/26 6:46


Sunday 4/12/26 12:25


Thursday 6/18/26


Friday 5/29/26 7:14


Saturday 5/9/26 6:53


Sunday 5/10/26 6:51

originals

Petition Opposing the Proposed Sundance Golf Course Maintenance Facility Relocation and Access Variance

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We believe that placing a golf course maintenance facility next to existing homes would introduce additional traffic, noise, lighting, chemical and petroleum product storage and use, and maintenance operations that could negatively affect property values, quality of life, and the character of our neighborhood. Changes benefiting a developer should not create unintended negative impacts on an existing neighborhood.

We respectfully urge the Dayton Planning Commission and City Council to deny the proposed relocation and any requested driveway or access variance and to protect existing residential neighborhoods from incompatible land uses.

	Signature	Name	Address	Date
1.		Gary Feldes	11637 Niagara Ln N Dayton	7/30/26
2.		JOE ZONIS	11637 NIAGARA LN N DAYTON	7/30/26
3.		Beth Lambert	15249 116th Ave N Dayton	7/30/26
4.		Randall Peterson	11553 Polaris Ln. N. Dayton	7/30/26
5.	Roxane Peterson	Roxane Peterson	11553 Polaris Ln N. Dayton	7/30/26
6.	Felicity Johnson	Felicity Johnson	11547 Brayburn Dr Dayton	7/30/26
7.	Tim Johnson	TIM JOHNSON	11532 Brayburn Tr Dayton	7/30/26
8.		Kathy Johnson	11532 Brayburn TRL Dayton	7.30.26
9.		Kim Franklin	11508 Yuma Ln N Dayton	7/30/26
10.	Michelle Styrbicki	Michelle Styrbicki	15717 116th Ave N	7/30/26
11.		Alex Styrbicki	15717 116th Ave N	7/30/26
12.		DEB BANERJEE	11604 upland Ln N	7/30/26.
13.	Kathryn Dombrowski	Kathryn Dombrowski	15601 116th Ave. N.	7/30/2026
14.		Brad Ziemer	15601 116th Ave N.	7/30/26
15.	Eric Hagemann	Eric Hagemann	15909 116th Ave N.	7/30/26
16.		Josh Sondsrud	11601 Ranchview Ln N	7/30/26

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	Signature	Name	Address	Date
1.		Michael Knige	15213 116th Ave N	7/31/26
2.		Desmond Stubblefield	15329 116th Ave N	7/31/26
3.		Steve Geisen	11537 Yuma Ln N	7/31/26
4.		Ron Toffin	11531 Polaris Lane N.	7/31/26
5.		Jacqueline Toffin	11537 Polaris Lane N	7/31/26
6.		Aaron Anderson	15325 116th Ave N	7/31/26
7.		Liz Anderson	15325 116th Ave N	7/31/26
8.		Connor Wick	11551 Brayburn Trl	7/31/26
9.		Kaitlyn Gustafson	15257 116th Ave N	7/31/26
10.		Jordan Gustafson	15257 116th Ave N	7/31/26
11.		Sofia Smedsrud	11601 Ranchview Ln. N	7/31/26
12.		Brandon Rodgers	11624 Ranchview Ln N	7/31/26
13.		Ambry Rodgers	11624 Ranchview Ln N	7/31/26
14.		Umair Anjum	15316 116th Ave N	7/31/26
15.		MARY STARNS	11613 Niagara Ln N	7/31/2026
16.	Cathy Mayo	Cathy Mayo	15225 115th Ave N	8/1/2026

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	Signature	Name	Address	Date
1.		Michael Peterson	11536 Brayburn Trail	8/1/26
2.		JoAnn Peterson	11536 Brayburn Trail	8/1/26
3.		Adam Baso	15237 116th Ave N	1-Aug-2026
4.		Laura Zavala	11507 Brayburn Tr	8/1/2026
5.		Tyler A Zavala	11507 Brayburn Tr	8/11/2026
6.		Tyler Howard	11506 Brayburn Tr	8/11/2026
7.		Kelsey Howard	11506 Brayburn	8/11/2026
8.		Gretchen Revolinski	11560 Brayburn Tr.	8/1/26
9.		Bradley Revolinski	11560 Brayburn Tr.	8/1/26
10.		Kailey Stacken	16001 116th Ave. N	8/1/26
11.		Brandon Stacken	16001 116th Ave N	8/1/26
12.		Dana Hagemann	15909 116th ave N	8/1/26
13.		Alexis Becker	11545 Brayburn Trl	8/1/26
14.		Jerry Tybergheim	15308 116th Ave N	8/1/26
15.		Mandy Kasowicz	15233 116th Ave N	8/1/26
16.		Meghan Johnson	15262 116th Ave N	8/1/26

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	Signature	Name	Address	Date
1.		Kyle Johnson	15262 116th Ave N.	8/1/26
2.		Helen LaPoint	11565 Polaris Ln N	8/1/26
3.		Anthony LaPoint	11565 Polaris Ln N	8/1/26
4.		Lisa Holste	15320 116th Ave N	8/26
5.		Michael Manthey	11608 Weston Ln N	8/1/26
6.		Angela Streeter	11628 Niagara Ln N	8/1/26
7.	Sumit Beniwal	Sumit Beniwal	11625 Niagara Ln N	8/1/26
8.		CARL STARNS	11613 Niagara Ln N	8/1/26
9.		Jason Goetz	15245 116th ave. N	8/1/26
10.		Sheila Goetz	15245 116th Ave N	8/1/26
11.		Fahmi Darwish	15226 116th Ave N	8/1/26
12.		Steven Jordan	15305 116th Ave N	8/1/26
13.		M Brandt	15321 116th Ave. N	8/1/26
14.			" "	"
15.	NICOLE BICZKOWSKI		11612 Niagara Lan N	8/1/26
16.		Evan Biczkowski	" "	8/1/26

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	Signature	Name	Address	Date
1.		Susula Obcog	11633 Niagara Ln N	08-01-2026
2.		Krista Guzman	11557 Polaris Ln N	8-1-2026
3.		Jose Guzman	11557 Polaris LN N	8-1-2026
4.		Jan Tjeerdsma	11549 " "	8-1-2026
5.		JILL ONDREY	11525 Brayburn Trl	8-1-2026
6.		Matthew Schilz	11528 Brayburn Trl	8-1-26
7.		Emily Jesser	11508 Brayburn Trl	8-1-26
8.		Olivia Sanchez	15266 ~~Brayburn Trl~~ 116th Ave. N.	8-1-26
9.		Justin Moser	11516 Yuma Ln N	8-2-26
10.		Matt Combs	11541 Yuma Ln N	8-2-26
11.		Jihan Moore	11621 Niagara Ln N	8-2-26
12.		Natalie Miller	11529 Polaris Ln N	8-2-26
13.		Bruce Gaertner	11521 Polaris Ln N	8/2/26
14.		Colette Ingle	11521 Polaris Ln	8-2-26
15.		Katherine Moen	11525 Polaris Lane	8-2-26
16.		Douglas Kuligowski	11528 Yuma Ln. N	8-2-26

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	Signature	Name	Address	Date
1.		Robert Burns	11617 Upland	8.2.26
2.		Laurie Burns	11617 Upland	8.2.26
3.		Peter Tribuno	15705 116TH AVE N	8.2.26
4.		Michael Mathekar-Cochran	11601 Upland Lane N.	8.02.26
5.		Pruesad Mathekar-Cochran	11601 Upland Ln N	08/02/26
6.		BZEH OUTCAST	11520 Brayburn Trail	08/02/26
7.		Jamie Wen	11636 Niagara Ln N	8/2/26
8.		JANET BUDACH	11636 Niagara LN N	8/2/26
9.		Chris Amsden	11617 Niagara Ln N	8/2/26
10.		Taylor Amsden	11617 Niagara Ln N	8/2/26
11.		Travis Schaubschlager	15246 116th Ave N	8/2/26
12.		MICH KOSOWICH	15273 116th Ave N	8/2/26
13.		ANGIE S.	11625 Niagr Ln	8/3/26
14.		Brandon Jasperson	11545 Polaris Ln	8/3/26
15.		Lauren Jasperson	11545 Polaris Ln	8/3/26
16.		Nicholas Howson	11620 Ranchview Ln N	8/3/26

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	Signature	Name	Address	Date
1.		Megan Hawison	11620 Ranchview Ln N	8/3/26
2.		Brittany Hermes	11608 Ranchview Ln N	8/3/26
3.		Michael Koziol	11553 Yuma Ln N	8/3/26
4.		Danielle Koziol	11553 Yuma Ln N	8/3/26
5.		Kevin Kosel	16016 116th Ave N	8/3/2026
6.	Claire Kosel	claire Kosel	"	8/3/26
7.		Amber Byer	16013 116th Ave N	8/3/2026
8.		Daniel Byer	16013 116th Ave N	8/3/2026
9.		Gary Determan	15333 116th Ave N	8/3/2026
10.		Evelyn Determan	15333 116th Av N	8/3/2006
11.		Irmgard Farah	15309 116th Av N	8/3/2026
12.		Nikhil Phatale	11624 Niagara Ln N	08/03/26
13.		Theertha Pillai	11624 Niagara Ln N	08/03/26
14.		Scott Peterson	15230 116th Ave N	8/4/26
15.		Kelsey Tuominen	11526 Brayburn Trl	8/4/26
16.		Andy Duchr	11513 Yuma	8/4/26

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	Signature	Name	Address	Date
1.		Eric Seppelt	11534 Brayburn Trail, Dayton	8/4/2026
2.		Anna VerMeer	11632 Polaris Lane N	8/4/26
3.		Cody Johnson	11544 Brayburn Trl	8/4/26
4.		Sarah Bouchard	11544 Brayburn Trl	8/4/26
5.		Don Hancock	11542 Brayburn Trl	8/4/26
6.		Charlotte Hancock	11542 Brayburn Trail	8/4/26
7.		Ballyn Miller	11604 Niagara Ln N	8/4/26
8.		Brie Pileggi	11618 Minnesota Lane N	8/4/26
9.		Lucas Pileggi	11610 Minnesota Lane N	8/4/26
10.		Stephen Konsor	11618 Minnesota Ln N	8/4/26
11.		Stephanie Conroy Marsh	15242 11th Ave N.	8/4/26
12.		Lindsay Filak	11530 harbor circle N	8/4/26
13.		David Filak	11530 harbor circle N	8/4/26
14.		Thomas Brooks	11600 Western Ln N	8/4/26
15.		Jeremy Miller	11509 Brayburn Trl 55369	8/4/26
16.		Brittney Quant	11548 Brayburn Trl 55369	8/4/26

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	Signature	Name	Address	Date
1.		ERIN MASSA	11521 BRAYBURN	8/4/24
2.		Lisa Seppelt	11534 Brayburn	8/4/26
3.		Whitney Peterson	~~115~~ 15230 116th Ave N	8/4/26
4.		Dan Dexter	11505 Brayburn trl	8/4/26
5.		Melissa Sweeney	11621 Upland Ln	8/4/26
6.		Tom Sweeney	11621 Upland Ln	8-4-26
7.		Dadri Graham	11501 Brayburn Trl	8/4/26
8.		Kris Combs	11541 Yuma Ln N	8/4/26
9.		AJAY CHITTIMILLA	15048 116th ave N	8/4/26
10.		Kam Peterson	11525 Harbor Circle N	8/4/26
11.		DREW PETERSON	11525 Harbor Circle N	8/4/26
12.		Elliott O'Donnell	11616 Yuma Ln N	8/5/26
13.		Lynne Downing	11561 Polaris Loop	8/5/26
14.		Cheri Kunshier	15304 116th Ave. N.	8/5/26
15.				
16.				

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	Signature	Name	Address	Date
1.		DAVID [illegible]	1530 HARBOR CIR N	8.04.25
2.		JAMES WARNE	11525 PARKLAND LN	8.04.26
3.				
4.				
5.				
6.				
7.				
8.				
9.				
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11.				
12.				
13.				
14.				
15.				
16.				

Eric Seppelt 11534 Brayburn Trail

Good evening. My property is 70' from the proposed building site. As you can imagine, this whole situation has been quite stressful and frustrating. It's especially frustrating because I reached out to city representation to make an informed decision and avoid this exact scenario before purchasing my home in July of 2020.

I sent an email to then city administrator Tina Goodroad and then associate planner Alec Henderson on June 28, 2020 *(Exhibit A)*. I told them my now wife, and I were considering a lot in Brayburn Trails. I clearly identified what I was asking for and where I was asking about - I quote "any information available about the proposed and approved development projects involving and surrounding Sundance golf course." I identified why I was asking – I quote "to have a good idea of what to expect with future plans before making our decision since the greenspace is one of the more alluring features of the specific lot".

Mr. Henderson wrote back with a thorough description of both developments and attached plans. He told me the course would eventually be redone to nine holes, and — his words — that "the course will remain within the existing footprint of the existing golf course." My last email was to confirm accuracy and it was confirmed the Sundance Greens Rendering he provided me was accurate – the same rendering hanging in city hall.

Nowhere in this email exchange is there any mention of or diagrams showing a maintenance building. No structure on the golf course. No driveway from Polaris Lane.

The applicant has said publicly that it isn't his fault if buyers failed to check what was planned here. I checked. I asked the City Planner and the City Administrator, two people in the room during the March 28, 2018 city council meeting where Resolution 23-2018 was approved *(Exhibit B).* That's the approval the applicant claims covered this building. Two years later, neither one mentioned the building and neither had any reason to mislead me. If there is a more diligent way for a homebuyer to check, I don't know what it is. We made our purchase decision on the strength of an email from the City Planner and now 6 years later I'm here because a commercial building is proposed less than 100 feet away and I'm being told it was approved before I ever asked.

This isn't the only time I've been provided plans absent of any indication of a maintenance building or driveway from Polaris Ln. I have email correspondence from current city administrator Zach Doud resulting from an email initiated May 30, 2023 due to zoning discrepancies that surfaced *(Exhibit C)*. With this, I asked if he was "able to provide the most up to date plans or proposals for development of and/or around Sundance golf course, most specifically areas that will connect to or be adjacent to Brayburn Trails." Our exchange of emails resulted in two renderings of sundance greens, neither depicting a maintenance building or driveway, and him concluding that the rendering in the hallway entering city hall was correct. The same rendering Mr. Henderson provided me in 2020.

The message has been consistent, that message being there were no approved plans for a maintenance building or driveway at the proposed location. Why would plans of a maintenance building not be disclosed – I believe the most reasonable explanation is that there was nothing to disclose because no maintenance building had been approved.

I believe city records support this.

There's one and only one critical place to look, the city council meeting held on March 28, 2018 yielding approval of Resolution No. 23-2018, the document itself identified as Resolution Granting Preliminary Plat and General Development Plan Planned Unit Development for Sundance Greens *(Exhibits D and E)*. A maintenance building is not listed in the Findings or the conditions of the Decision. Item H of the Findings listing allowed deviations from underlying zoning requirements does not identify an exemption from requiring a CUP for an accessory building, allowing a second street access driveway on a parcel, or the building setback deviation being presented tonight. There is no explicit IDENTIFICATION of such maintenance building approval. What resolution No. 23-2018 identifies in both the Findings and Decision is Campion Engineering plans dated January 5, 2018 as the plans reviewed and approved. Upon review of the meeting packet, there are 5 architectural sheets included that match the Campion Engineering Services, Inc and January 5, 2018 draft date, none of which show a maintenance building. It is noted that eight landscape plans drafted by Pioneer Engineering drafted 2/21/18 are included but there is a key street and neighborhood configuration discrepancy that is inconsistent with what has been referenced as the approved design consistently since 2018 - the configuration does not account for Outlot R, the proposed park area, the Campion plans accurately display *(Exhibit F)*. This critical design difference and the fact they are not referenced as approved plans in Resolution No. 23-2018, means it cannot reasonably be assumed they or the unidentified square on them were intended to be included in the approval.

I believe before you tonight is still a PUD amendment to include a maintenance building and driveway from Polaris Ln just as was determined in March. While the design may look different, it's still just a bad design and if this were the original proposal I don't feel it represents an improved design to the golf course. There are better designs that utilize other locations, locations facilitated in part by the proposed home site and street layout reconfiguration. Some of these designs were presented already in a packet prepared by my neighbor Bruce. For this reason, I support approval of the preliminary plat amendment specific to the neighborhood configuration that facilitates a more appropriate maintenance building site elsewhere than where is proposed.

It is not the responsibility of this commission to create conditions that make this site work for the applicant if it does not otherwise fit because of his own development decisions. I respectfully request the commission recommend denial of the maintenance building PUD amendment. If approval is considered then consider the following. The building and its use is not compatible with the surrounding development and therefore setback relief from 50' to 30' is not acceptable. The 2nd driveway is unlike any other 2nd driveway in Dayton, it's a commercial driveway running between two homes and is not acceptable, much less with only a 5' setback. Adopting 50' also as the parking setback rather than 20' using context from the business districts where the building and parking setback are shared when adjacent to residential would be more acceptable.

Thanks you for your time.

Gmail

Brayburn Trails development

Tina Goodroad <TGoodroad@cityofdaytonmn.com> Mon, Jun 29, 2020 at 7:53 AM
To: Eric S <ericm.sepp@gmail.com>, Alec Henderson <ahenderson@cityofdaytonmn.com>

Hi. I am out all week but Alec should be able to send you the overall plan and plays approved to date.

Sent from my iPhone

On Jun 28, 2020, at 11:07 PM, Eric S <ericm.sepp@gmail.com> wrote:

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.

Tina,

I input your email incorrectly when sending the below message. Please see below forwarded message regarding questions about Brayburn Trails development. Thanks.

---------- Forwarded message ---------
From: **Eric S** <ericm.sepp@gmail.com>
Date: Sun, Jun 28, 2020 at 11:04 PM
Subject: Brayburn Trails development
To: <tgoodroad@cityofdatyonmn.com>, <ahenderson@cityofdaytonmn.com>

Tina and Alec,

I'm seeking any information available about the proposed and approved development projects involving and surrounding sundance golf course. If either of you could help get me any available information such as plat maps I would very much appreciate it. My fiance and I are looking at a lot in the Brayburn Trails development but want to have a good idea of what to expect with future plans before making our decision since the greenspace is one of the more alluring features of the specific lot. If there are plans of new hole locations, any available layouts will also be very helpful in determining if the lot will be at lesser or greater risk of errant golf balls vs current layout. We are trying to make our decision before July 1 because of a promotion and understand that is a bit of a time crunch leading up to a holiday weekend. Thanks in advance!

Eric Seppelt
608-385-3837

Gmail

_rayburn Trails development

Alec Henderson <ahenderson@cityofdaytonmn.com> Mon, Jun 29, 2020 at 8:12 AM
To: Eric S <ericm.sepp@gmail.com>
Cc: "tgoodroad@cityofdatyonmn.com" <tgoodroad@cityofdatyonmn.com>

Hi Eric,

There are two developments that abut the Sundance Golf Course. The golf course will eventually be redone to a 9-hole golf course, but right now it is still 18 holes. The attached Sundance Greens Rendering shows the overall development of Sundance Greens. Total units may be around 550 plus a possible senior housing apartment sometime in the future. The pdf is the most recent overall development plan. There has been 3 final plats approved so far, with a 4th addition under review as we speak. We do not have a current golf course map, but the course will remain within the existing footprint of the existing golf course.

Directly to the north of Sundance Greens is Brayburn Trails. The attached Brayburn Trails PUD & Preliminary Plat shows the general overall layout of the Brayburn development. We have approved 4 final plats for this development so far. One of the more recent final plats approved a revision to the initial preliminary plat which added 11 lots (by reducing some of the lot widths on the west side of the development area). The overall development plans (street layout, extents of the development/open space) remains basically the same.

, can provide additional Final Plat documents as well if you would like those. Let me know if you have any other questions.

-Alec

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Alec Henderson | Planner

City of Dayton | Planning & Zoning

P: (763) 712-3221 C: (612) 357-0097

ahenderson@cityofdaytonmn.com | cityofdaytonmn.com

12260 S. Diamond Lake Road | Dayton, MN 55327

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From: Eric S <ericm.sepp@gmail.com>

Sent: Sunday, June 28, 2020 11:05 PM
To: tgoodroad@cityofdatyonmn.com; Alec Henderson <ahenderson@cityofdaytonmn.com>
Subject: Brayburn Trails development

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.

Tina and Alec,

2 attachments

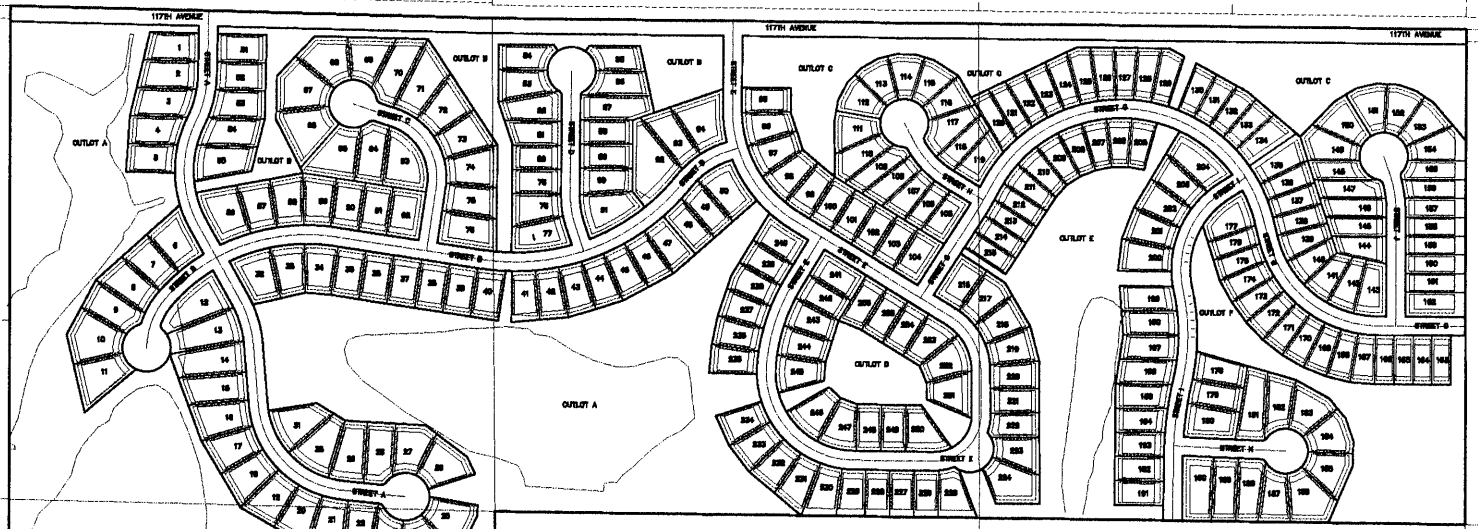
118071 Sundance Green Rendering REDUCED.pdf
2440K

Brayburn Trails PUD & Preliminary Plat 8-18-17.pdf
606K



SUNDANCE GREENS

DAYTON, MN



The North Half of the Northwest Quarter of Section 33, Township 120, Range 22, Hennepin County, Minnesota, subject to easements for road purposes over the North 33 feet thereof.

Together With

The East Half of the Northeast Quarter of Section 32, Township 120, Range 22, Hennepin County, except the South 66 feet thereof, subject to easements for road purposes over the North 33 feet thereof.

TOTAL GROSS AREA	134.4388 ACRES
TOTAL LOT AREA	83.4881 ACRES
TOTAL OUTLOT AREA	23.2000 ACRES
TOTAL RIGHT OF WAY AREA	17.4388 ACRES
NUMBER OF LOTS	355
NUMBER OF OUTLOTS	6

SITE DATA:

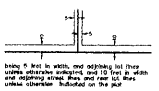
DESIGNED LOTS: 355
- 62' LOTS: 84
- 65' LOTS: 108
- 75' LOTS: 80

PROPOSED ZONING: PUD
PROPOSED LAND USE: LOW DENSITY RESIDENTIAL

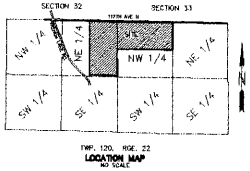
PROPOSED PUD MINIMUM STANDARDS:
- LOT WIDTH: 62', 65', 75'
- LOT DEPTH: 130'
- AVERAGE PER LOT IMPERVIOUS: 55%
- FRONT SETBACK: 20' GARAGE, 20' LIVING
- SIDE SETBACK CORNER: 20'
- SIDE SETBACK FOR 62' & 65' LOTS: 7.5'
- SIDE SETBACK FOR 75' LOTS: 9'
- REAR SETBACK: 20'

PROPOSED ROW WIDTH: 60'

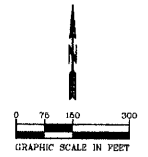
DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



being 5 feet in width, and adjoining lot lines unless otherwise indicated, and 10 feet in width and adjoining the plat boundary lines of the plat unless otherwise indicated on the plat



TWP. 120, RGE. 22
LOCATION MAP
NO SCALE



GRAPHIC SCALE IN FEET

PIONEER engineering

2422 Enterprise Drive
Mendota Heights, MN 55120
(651) 681-1914
Fax: 681-9488
www.pioneereng.com

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

Name: Paul J. Chesro
Reg. No.: 19568 Date: 09/07/2017

Revisions:
1. 8-18-17 CITY COMMENTS

Date	6-7-17
Designed	RK/BDM
Drawn	JSM/RCK

PRELIMINARY PLAT

THE EXCELSIOR GROUP
1650 HIGHWAY 100 SOUTH, SUITE 400
SAINT LOUIS PARK, MINNESOTA 55416

BRAYBURN TRAILS
DAYTON, MINNESOTA

9 OF 39

80-BWB-13143-SHEET-PLAT-OVERALL

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Gmail

Brayburn Trails development

Eric Seppelt <ericm.sepp@gmail.com> Mon, Jun 29, 2020 at 8:33 AM
To: Alec Henderson <ahenderson@cityofdaytonmn.com>

Alec,

Thanks so much for the quick reply and the information your provided. Any additional plot documents you have would be great. In reference to the Brayburn trails pdf, we are considering specifically lot 24...will what is labeled outlot A remain golf course as it appears on the sundance greens pdf? Also, if the golf course were ever to close would the new 9 hole space be preserved as green space or could it be developed? Thanks so much!

Eric Seppelt

Sent from my iPhone

On Jun 29, 2020, at 8:12 AM, Alec Henderson <ahenderson@cityofdaytonmn.com> wrote:

> Hi Eric,
>
> There are two developments that abut the Sundance Golf Course. The golf course will eventually be redone to a 9-hole golf course, but right now it is still 18 holes. The attached Sundance Greens Rendering shows the overall development of Sundance Greens. Total units may be around 550 plus a possible senior housing apartment sometime in the future. The pdf is the most recent overall development plan. There has been 3 final plats approved so far, with a 4th addition under review as we speak. We do not have a current golf course map, but the course will remain within the existing footprint of the existing golf course.
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> Directly to the north of Sundance Greens is Brayburn Trails. The attached Brayburn Trails PUD & Preliminary Plat shows the general overall layout of the Brayburn development. We have approved 4 final plats for this development so far. One of the more recent final plats approved a revision to the initial preliminary plat which added 11 lots (by reducing some of the lot widths on the west side of the development area). The overall development plans (street layout, extents of the development/open space) remains basically the same.
>
> I can provide additional Final Plat documents as well if you would like those. Let me know if you have any other questions.
>
> -Alec



Alec Henderson | Planner

City of Dayton | Planning & Zoning

P: (763) 712-3221 C: (612) 357-0097

Gmail

Brayburn Trails development

Alec Henderson <ahenderson@cityofdaytonmn.com> Mon, Jun 29, 2020 at 8:52 AM
To: Eric Seppelt <ericm.sepp@gmail.com>

Eric,

The outlot A in Brayburn Trails is basically west and north of the golf course. The bold black line surrounding the development area is the perimeter of the Brayburn development which is outside the boundaries of the golf course. The outlots within Brayburn trail will not be developed as some of them have stormwater management ponds in them. Outlot A is mostly wetland and undevelopable. The attached Brayburn Context shows generally how the developments are arranged. The specific lot layouts are a little out of date on the context figure, but the general idea is the same. I have also attached the final plats we have approved for the Brayburn development.

It is possible that if the golf course can no longer operate that it could be developed, but additional public hearings would be required to make that possible. It is privately owned so whoever the owner is at the time it can no longer operate as a golf course will have the right to apply for development applications.

-Alec

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Alec Henderson | Planner

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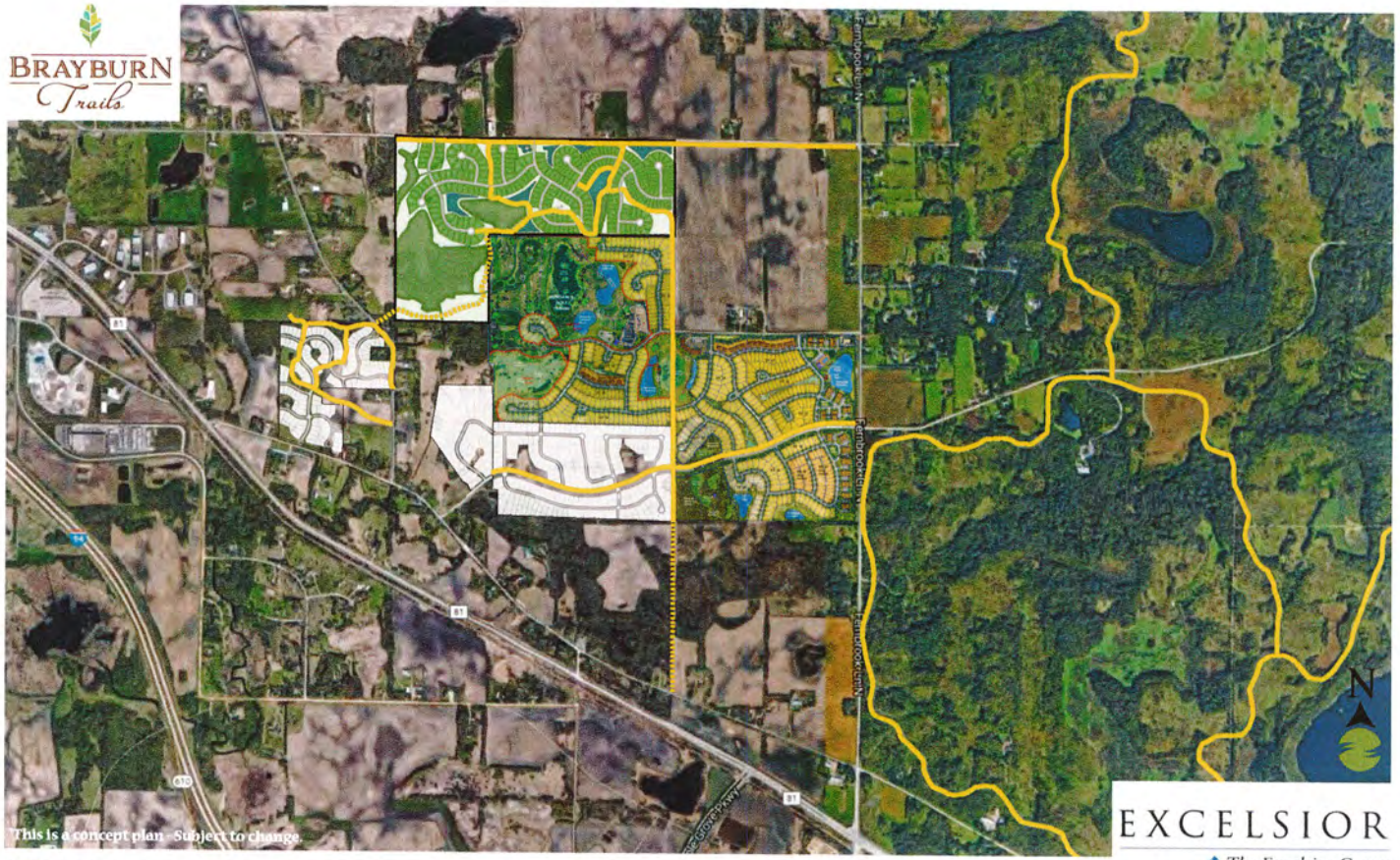
We Play Outside | We've Got Roots | We're Right Here

5 attachments

- **115142-BRAYBURN TRAIL.pdf** 1483K
- **115142 BRAYBURN TRAILS 2ND ADDITION - REDUCED Copy.pdf** 352K
- **115142 BRAYBURN TRAILS 3RD ADD.pdf** 838K

115142-BRAYBURN TRAILS 4TH ADDITION.pdf
954K

115142 BRAYBURN CONTEXT.pdf
1794K



PIONEER engineering, P.A.

Dayton, Minnesota

Gmail

Brayburn Trails development

Eric Seppelt <ericm.sepp@gmail.com> Mon, Jun 29, 2020 at 10:18 AM
To: Alec Henderson <ahenderson@cityofdaytonmn.com>

Alec,

Thanks so much. Enjoy your week and have a nice 4th of July holiday!

Eric

Sent from my iPhone

<115142-BRAYBURN TRAIL.pdf>

<115142 BRAYBURN TRAILS 2ND ADDITION - REDUCED Copy.pdf>

<115142 BRAYBURN TRAILS 3RD ADD.pdf>

<115142-BRAYBURN TRAILS 4TH ADDITION.pdf>

<115142 BRAYBURN CONTEXT.pdf>

Gmail

Brayburn Trails development

Eric Seppelt <ericm.sepp@gmail.com> Mon, Jun 29, 2020 at 10:38 AM
To: Alec Henderson <ahenderson@cityofdaytonmn.com>

Hey Alec,

One more question came to mind as I looked at the diagrams more. Do you know which is more recent or accurate between the document labeled "Brayburn context" that shows the north side of sundance greens development expanded more to the west or the "sundance greens rendering" document that shows it not as far west? Reason i ask is the one expanding farther west appears to put neighbors behind the lot of interest and the other one has what would appear no neighbors behind (still overlooking area that is currently the driving range). Thanks again!

Eric

Sent from my iPhone

On Jun 29, 2020, at 8:52 AM, Alec Henderson <ahenderson@cityofdaytonmn.com> wrote:

> Eric,
>
> The outlot A in Brayburn Trails is basically west and north of the golf course. The bold black line surrounding the development area is the perimeter of the Brayburn development which is outside the boundaries of the golf course. The outlots within Brayburn trail will not be developed as some of them have stormwater management ponds in them. Outlot A is mostly wetland and undevelopable. The attached Brayburn Context shows generally how the developments are arranged. The specific lot layouts are a little out of date on the context figure, but the general idea is the same. I have also attached the final plats we have approved for the Brayburn development.
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> It is possible that if the golf course can no longer operate that it could be developed, but additional public hearings would be required to make that possible. It is privately owned so whoever the owner is at the time it can no longer operate as a golf course will have the right to apply for development applications.
>
> -Alec

<image003.jpg>

Alec Henderson | Planner

City of Dayton | Planning & Zoning

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ahenderson@cityofdaytonmn.com | cityofdaytonmn.com

12260 S. Diamond Lake Road | Dayton, MN 55327

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Brayburn Trails development

Alec Henderson <ahenderson@cityofdaytonmn.com> Mon, Jun 29, 2020 at 10:51 AM
To: Eric Seppelt <ericm.sepp@gmail.com>

The first "sundance greens rendering" sent is the most up to date and was approved for the overall layout. The Brayburn context was created by the Brayburn trails developer using the information they had in 2017.

-Alec

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Alec Henderson | Planner

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CITY OF DAYTON, MINNESOTA
12260 SO. DIAMOND LAKE ROAD
HENNEPIN/WRIGHT COUNTIES

Mayor McNeil called the public meeting to order at 6:30 p.m.
PRESENT: Mayor Tim McNeil, Councilmembers Anne Ziebell, Rick Shermer and Jon Mellberg
ABSENT: Bob O'Brien
ALSO PRESENT: Police Chief Paul Enga, Fire Chief Jason Mickelson, Public Works Supervisor Marty Farrell, City Attorney Jay Squires, City Engineer Jason Quisberg, City Clerk Amy Benting, Associate Planner Alec Henderson and City Administrator/Development Director Tina Goodroad

APPROVAL OF AGENDA:

MOTION: Motion was made by Councilmember Shermer, seconded by Councilmember Ziebell, to approve the Agenda, as amended.
Motion carried unanimously.

CONSENT ITEMS:

- **A.** Approval of Council Meeting Minutes of March 13, 2018
- **B.** Payment of Claims for March 28, 2018
- **C.** Resolution 25-2018 2040 Comprehensive Plan Extension
- **D.** Street Sweeping Spring and Fall Proposal

MOTION: Motion was made by Councilmember Mellberg, seconded by Councilmember Ziebell, to approve the Consent Agenda Items B-D.

MOTION: Motion was made by Councilmember Mellberg, seconded by Councilmember Ziebell, to approve the Consent Agenda Item A.
Abstention from Councilmembers Ziebell and Shermer.

OPEN FORUM:
Mayor McNeil opened the Open Forum at 6:32 p.m.

Tom Jandro 13951 Vinewood Lane North- came forward to talk about added traffic also talked about the speed on City streets. He was concerned about the safety as vehicles are always speeding past his house.

Staff Updates:

Goodroad – A closed session is scheduled for April 9. Now members of the North Metro Mayor's Association would like an alternate for the Mayor. Mellberg will be an alternate. During the work session meeting, kitchen upgrades were talked about Goodroad misspoke and it

Hills Golf Course property from the current designation as Golf Course to Low Density Residential was approved by the City Council on January 24, 2018. The approval was conditioned on a street stub or outlot be created at the southwest corner of the site and a trail connection constructed to connect to Jonquil Lane. The proposed Preliminary Plat includes the outlot and trail connection at the southwest corner of the site.

The preliminary plat consists of 238 detached single family lots in varying lot sizes (239 were proposed in the concept plan). Lots consist of 64 raised ranch (65'wide lots); 57 SF (65' and 70' wide lots); and 117 association-maintained villas (55'wide lots). The layout of the development has been revised from the concept plan to accommodate all storm water management on site. The development plan does not propose use of the city's drainage and utility easement located north of the property. This has resulted in larger ponding areas, including at the entry, resulting in removal of the oaks that were intended to be preserved in the concept plan. Only one lot has been lost in the reconfiguration of the preliminary plat compared to the concept plan.

Goodroad went through the PUD benefits. She explained that they have park dedication of 6.2 acres, and would be willing to contribute 15 thousand dollars toward a trail crossing to get across Hwy 121.

Jim Minnich 13201 Jonquil Lane- would like the trail moved slightly to prevent a blind spot out of his driveway.

Conditions were added for a 20 foot conservation easement and to include 15 thousand toward a future trail crossing.

MOTION: Motion was made by Councilmember Shermer, seconded by Councilmember Mellberg, to approve Resolution 22-2018 Granting Preliminary Plat and PUD Approval of Hayden Hills.
Motion carried unanimously.

I Ordinance 2018-10 to Amend the Zoning Ordinance to Rezone Hayden Hills to R-3, PUD

MOTION: Motion was made by Councilmember Ziebell, seconded by Councilmember Shermer, to approve Ordinance 2018-10 to Amend the Zoning Ordinance to Rezone Hayden Hills to R-3, PUD.
Motion carried unanimously.

J Resolution 23-2018 Granting Preliminary Plat and General Development Plan PUD Approval of Sundance Greens

Goodroad introduced the applicant, Tom Dehn, Sundance Development, LLC ("applicant/developer") has submitted an application for a Preliminary Plat to be known as Sundance Greens. The Preliminary Plat incudes a combination of 563 detached and attached

single family lots and a future 100-unit senior home (outlot) with a total of 17 outlots to be owned by the HOA. The golf course is intended to be re-configured into a nine-hole course with the other existing amenities at Sundance contained in Outlot A. Oulot B is the new pool (HOA maintained). Outlots L and H are the existing woods, wetlands and proposed public trails. Remaining outlots consist of HOA open space around small lots and attached quad homes. The plat does not include restaurant at the northeast corner at 113th Avenue. The existing home is proposed at Lot 48 and an Outlot where the existing well is located. The restaurant and house will be connected to municipal sewer and water through this development. The density 3.08 units per acres. With about 3 miles of trails within the development. Goodroad went through the planning commission recommendations.

Tom Dehn – there would be 54 50-foot lots. Would keep the 7and ½ side yard setbacks. Spoke to staging of development and the desired park area.

Park land will be decided at the time of PUD.

MOTION: Motion was made by Councilmember Ziebell, seconded by Councilmember Shermer, to approve Resolution 23-2018 Granting Preliminary Plat and General Development Plan PUD Approval of Sundance Greens. With added conditions.
Motion carried unanimously.

K Resolution 11-2018 Granting Final Plat Approval of Brayburn Trails (first phase)
Goodroad introduced OP5 Brayburn, LLC is requesting final plat approval of the first phase of Brayburn Trails. On October 10, 2017 the City approved the Final Development PUD with conditions that will remain in effect. The final plat consists of 48 single family lots and seven Outlots for future development. The request is only for final plat approval at this time. Typically, a developer's agreement is part of this Resolution approving a Final Plat. Due to unresolved issues regarding sewer and water service, staff is proposing only consideration of the final plat while requiring a condition that the applicant enter into a Development Agreement, approved by the City Council, prior to recording the Final Plat or start of development work.

The anticipated means for sewer and water service to the Brayburn Trails development is via trunk mains extended from the existing in the Sundance Woods development, through the proposed Sundance Green development, to the southerly plat boundary. Staff is aware that the applicant and developer of Sundance Greens are close to an agreement on this easement. Staff recommends requiring final trunk sewer and water plans within this easement be reviewed prior to approving a development agreement. In addition, final plans for 117th Avenue improvements have yet to be finalized for final approval. The applicant is aware that a developer's agreement is required prior to the start of any development/construction activities.

MOTION: Motion was made by Councilmember Mellberg, seconded by Councilmember Ziebell, to approve Resolution 11-2018 Granting Final Plat Approval of Brayburn Trails (first phase).

Motion carried unanimously.

L Resolution 27-2018, Vacating an Internal Street Easement on Lot 3, Block 1, Highwood Acres

Goodroad presented the applicant, James Savoren has requested the vacation of a platted internal street easement on Lot 3, Block 1, Highwood Acres. The applicant is the current owner of this property and would like to build a new single family home. On November 29, 2017 a public hearing was held and the item was tabled to provide applicant an opportunity to work with the neighbors to provide an access easement to the two neighboring properties. The applicant has worked out an agreement for ingress and egress for the benefit of Okerlund property and Maue Property as shown in the attached signed agreement and illustrated on exhibit B of the agreement. This agreement will provide the two owners access for their property from this easement in addition to their primary driveway. Now that this access issue has been resolved staff recommends approval of Resolution 45-2017.

MOTION: Motion was made by Councilmember Shermer, seconded by Councilmember Ziebell, to approve Resolution 27-2018 Vacating an Internal Street Easement on Lot 3, Block 1, Highwood Acres.
Motion carried unanimously.

M Resolution 10-2018 Granting CUP for Hennepin County Emergency Management

Henderson came forward and went through the application, Hennepin County applied for a CUP last year for a weather tower at the new Public works/Police facility and the lay of the land did not work for them, the new application is for the tower to be located at the old public works site. The proposed tower is 30 feet in height, and Hennepin County would maintain the area within the fence and around the fence to the surrounding existing conditions.

Shermer has an issue with the location of the site due to the existing ball field. The City could put an additional field there if needed, and he would like them to make the new facility location work. He suggested to not have them set back so far, as they were set back for future expansion of the public works building and this is not a permanent tower; so it could be moved when expansion is needed.

Sarah Karel meteorologist with Hennepin County- came forward to explain why the previous location at the new facility did not work, she also expressed there being poor soils.

Council decided to amend 12-2017 to the site location and changed condition of #4 to add language of at the Counties cost.

MOTION: Motion was made by Councilmember Shermer, seconded by Councilmember Mellberg, to approve Resolution 10-2018 Granting CUP for Hennepin County Emergency Management.
Motion carried unanimously.

N Approval of Replacing Fire/Rescue Boat 21

Mickelson came forward and explained the use of the boat and the need for the boat. Would not exceed the $18,760.00 and would move the floors getting done in the CIP if needed.

MOTION: Motion was made by Councilmember Ziebell, seconded by Councilmember Shermer, to approve replacing fire/rescue boat 21.
Motion carried unanimously.

PUBLIC HEARING

O Resolution 26-2018, Vacating Certain Drainage and Utility Easement on Lot 7, Block 1, Natures Crossing Fifth Addition.

Henderson presented 11330 Hackberry Lane N. applicant to reduce the easement in the back yard. This easement is a drainage easement and engineering has expressed that the drainage needs can be met with the reduction.

MOTION: Motion was made by Councilmember Mellberg, seconded by Councilmember Ziebell, to approve Resolution 26-2018, Vacating Certain Drainage and Utility Easement on Lot 7, Block 1, Natures Crossing Fifth Addition.
Motion carried unanimously.

Added Item: Rental Ordinance

Mellberg brought up that a resident has raised some concerns and he would like to suspend this Ordinance until some changes could be made.

McNeil didn't think that a suspension was necessary as many residents have complied with no issues. However, there is some wordsmithing that he would recommend, and also would stop taking owner occupied rental applications as that is one item he would like changed.

Mellberg specifically has an issue with the fee and wanted more information on how staff came up with this dollar amount.

McNeil wanted to make sure the deadline was April 30,2018. Council would like this on the second meeting in April.

ADJOURNMENT:

MOTION: Motion was made by Councilmember Shermer seconded by Councilmember Ziebell, to adjourn at 9:16 p.m.
Motion carried unanimously.

Approved: _04/10/2018___ Attest: *Amy Benting*

Gmail

Resident questions and requests

Eric Seppelt <ericm.sepp@gmail.com> Tue, May 30, 2023 at 11:53 PM
To: Zach Doud <zdoud@cityofdaytonmn.com>, abenting@cityofdaytonmn.com

Hi Zach and Amy,

I am reaching out with a couple requests and questions if they are items you are able to assist with or pass on to someone else with the city who may be able to assist.

1. I would like to request the Dayton zoning maps for both 2019 and 2020 if there were different drafts for each of those years.

2. Are you able to provide the most up to date plans or proposals for development of and/or around Sundance golf course, most specifically areas that will connect to or be adjacent to Brayburn Trails.

3. Last summer the developer of Brayburn Trails completed a trail connection behind my home which resulted in now having up to an 8" vertical drop off the edge of my property along with other grading concerns for drainage. I have not had any success going through my HOA. I am wondering if this is an item the city has any authority over or if the city has the grading plans for what should be the expected outcome with the area of concern.

Thanks in advance for all you are able to provide! I also want to extend a thank you for your prior willingness to work with our community when attempting to find alternative solutions for the substation and general housekeeping items it seeks you have had to clean up since stepping into your role with the city.

Eric Seppelt
11534 Brayburn Trail
608-385-3837

Sent from my iPhone

Gmail

Resident questions and requests

Zach Doud <zdoud@cityofdaytonmn.com> Thu, Jun 1, 2023 at 4:51 PM
To: Eric Seppelt <ericm.sepp@gmail.com>
Cc: Amy Benting <ABenting@cityofdaytonmn.com>

Eric -

1. We normally don't keep the old drafts of zoning maps, I was able to find one in my office from 2019 and it is attached to this email. The zoning map is an active GIS map so we just overwrite once we have an update to it.

2. We don't have specific for the sundance greens development that will show but I am able to share what we have for the concept plan drawings which show fairly accurately of what is proposed in the development. Althoughts is not completely final, it is basically correct minus the far northeast corner showing the park which is a 2.5 acre portion of the sundance greens development.

3. We have let our City engineer know this and they are going to look into this and let us know what needs to happen on this. Please keep in touch for this.

Thank you for your patience,

Zach Doud | City Administrator
City of Dayton | Administration
: (763) 323-4010 C: (612) 834-2110
zdoud@cityofdaytonmn.com | cityofdaytonmn.com
12260 S. Diamond Lake Road | Dayton, MN 55327
We Play Outside | We've Got Roots | We're Right Here

-----Original Message-----
From: Eric Seppelt <ericm.sepp@gmail.com>
Sent: Tuesday, May 30, 2023 11:54 PM
To: Zach Doud <zdoud@cityofdaytonmn.com>; Amy Benting <ABenting@cityofdaytonmn.com>
Subject: Resident questions and requests

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.

2 attachments

DOC060123.pdf
11493K

Pages from Item VII K Sundance Golf Course.pdf
11547K

CONCEPT SKETCH PLAN



CONCEPT DATA

Gross Site Area:	**306.9 ac**
Existing Wetlands *(to remain)*:	**34.9 ac**
GC Parcel:	*23.4 ac*
West Parcel:	*8.3 ac*
East Parcel:	*3.2 ac*
Collector Road ROW:	**4.3 ac**
Rush Creek Parkway - East parcel	
Golf Course Parcel:	**55.1 ac**
(uplands; net existing wetlands +/-)	
Net Developable Area:	**212.6 ac**
West Parcel:	*71.6 ac*
East Parcel:	*141.0 ac*
Resid. Open Space:	**44.2 ac**
(includes wet buffers, road buffers, woods, ponds, greens, etc.)	
West Parcel:	*7.6 ac*
East Parcel:	*36.6 ac*
Net Developed Area:	**168.4 ac**
West Parcel:	*64.0 ac*
East Parcel:	*104.4 ac*

West Parcel Breakdown:	**213 units**
55' wide x 130' deep typical:	*45 lots*
65' wide x 130' deep typical:	*127 lots*
70' wide x 135' deep typical:	*15 lots*
75' wide x 135' deep typical:	*11 lots*
Twins/ Triplex Townhomes:	*15 un.*
East Parcel Breakdown:	**457 units**
50' wide x 120' deep typ. - Alley Loaded:	*42 lots*
55' wide x 130' deep typical:	*77 lots*
65' wide x 130' deep typical:	*118 lots*
75' wide x 135' deep typical:	*30 lots*
Twins Townhomes:	*26 un.*
Quad Townhomes: 80' x 120' typ	*64 un.*
Senior Housing (3 Story; estimated):	*100 un.*
Overall Proposed Homes:	**670 units**
Overall Gross Density:	**2.2 un/ac**
670 units / 306.9 ac gross site area	
Overall Net Density:	**3.2 un/ac**
670 units / 212.6 ac net developable area	
Adjusted Net Density:	**4.0 un/ac**
670 units / 168.4 ac (net open space)	

Aerial photography from State of Minnesota;
Topography from State LIDAR

Westwood

06-15-2016
0009072

SUNDANCE / DEHN PROPERTY
DAYTON, MN

Gmail

Resident questions and requests

Eric Seppelt <ericm.sepp@gmail.com> Thu, Jun 1, 2023 at 6:12 PM
To: Zach Doud <zdoud@cityofdaytonmn.com>

Hi Zach,

Thanks for getting back to me. I left some comments/questions below numbered the same as in your response. If easier to chat about it with you or whoever is most appropriate I am happy to, otherwise continued email communication is fine. Most of it comes down to having the best understanding of plans for near my home at 11534 Brayburn Trail (right at the southern tip of the Brayburn loop off current hole 6 tee box) and involving myself in conversations/meetings to best keep development expansion on the golf course as far to the east as possible to preserve my view without a neighbor directly to my south or nearby to the southeast.

1. This zoning map looks more similar to what I recall reviewing June of 2020 leading up to deciding to sign my purchase agreement and then occupying in December of 2020. That 2019 zoning map is a bit confusing with the dashed lines for "planned unit development" but much of the golf course is still green on the map, color coded for "public recreation district" the same as elm creek park is. The zoning map August 2022 from the city website now shows all of Sundance zoned as R-1 Single Family and no longer a portion as public recreation district. When did this change? When I spoke to someone with the city back at that time I was told there would need to be a lot of steps to go through to ever develop the entire golf course, one of those steps I'd assume being the public hearing requirement before a zoning change. If this did all occur I am wondering when because I never received notice and with my property boundary approximately '40 from the golf course property, even if I'm more directly overlapping the 2019 single family to public recreation district boundary I'd still imagine I fall within the distance requiring delivered mailer of public hearing notification. Any clarification on this would be appreciated.

2. Pertaining to the concept plan drawings you shared, have those already been presented to the planning commission for input on approvals/adjustments? I've come across a couple different renderings trying to figure out exactly how that development would unfold and felt pretty good about my location until the one you shared which a neighbor had passed my way as well. The one you shared shows what appears to be a lot (it's numbered 27) more to the west than I was expecting as it's in an area that often floods in the spring and during sustained rains as a corridor to two wetland areas but is much closer toward my home, overlapping my lot. Is this indeed a home lot on this concept plan or some other undeveloped type of out lot? On that rendering it does show the connecting road to the Brayburn not quite matching up with the current Brayburn road and more to the west of it. Is it likely this is all just shifted inaccurately more to the west than what matches up geographically? Again, any insight on this or an exact marker of how far to the west a home lot technically could be placed in this area on what is currently hole 6 would be appreciated.

3. Thanks for passing on to the city engineer. I will await any updates. It's been very challenging for many of us in the Brayburn neighborhood to get timely, if any, communication from the developer or builder appointed HOA, and near impossible to see any resolution so any help is appreciated.

Thanks!

Eric Seppelt
608-385-3837

Sent from my iPhone

> On Jun 1, 2023, at 4:51 PM, Zach Doud <zdoud@cityofdaytonmn.com> wrote:
>

Gmail

Resident questions and requests

Eric Seppelt <ericm.sepp@gmail.com> Thu, Jun 1, 2023 at 11:16 PM
To: Zach Doud <zdoud@cityofdaytonmn.com>

Hi Zach,

Adding to my reply from earlier this evening after I came across the attached plan I took a photo of at city hall tonight while attending a planning commission meeting. This is the plan I had seen prior and why I was seeking more clarification after being made aware of the plan you shared with me.

Sent from my iPhone

> On Jun 1, 2023, at 6:12 PM, Eric Seppelt <ericm.sepp@gmail.com> wrote:
>
> Hi Zach,
>
> Thanks for getting back to me. I left some comments/questions below numbered the same as in your response. If asier to chat about it with you or whoever is most appropriate I am happy to, otherwise continued email communication is fine. Most of it comes down to having the best understanding of plans for near my home at 11534 Brayburn Trail (right at the southern tip of the Brayburn loop off current hole 6 tee box) and involving myself in conversations/meetings to best keep development expansion on the golf course as far to the east as possible to preserve my view without a neighbor directly to my south or nearby to the southeast.
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> 2. Pertaining to the concept plan drawings you shared, have those already been presented to the planning commission for input on approvals/adjustments? I've come across a couple different renderings trying to figure out exactly how that development would unfold and felt pretty good about my location until the one you shared which a neighbor had passed my way as well. The one you shared shows what appears to be a lot (it's numbered 27) more to the west than I was expecting as it's in an area that often floods in the spring and during sustained rains as a corridor to two wetland areas but is much closer toward my home, overlapping my lot. Is this indeed a home lot on this concept plan or some other undeveloped type of out lot? On that rendering it does show the connecting road to the Brayburn ot quite matching up with the current Brayburn road and more to the west of it. Is it likely this is all just shifted naccurately more to the west than what matches up geographically? Again, any insight on this or an exact marker of how far to the west a home lot technically could be placed in this area on what is currently hole 6 would be

Gmail

Resident questions and requests

Zach Doud <zdoud@cityofdaytonmn.com> Fri, Jun 2, 2023 at 8:28 AM
To: Eric Seppelt <ericm.sepp@gmail.com>

Eric -

The picture you took last night at the planning commission meeting is the correct alignment for the sundance greens development. I did not check that front hallway obviously and I have not been able to refind that document in PDF form in our files so I will be scanning that in this morning. Sorry for the confusion.

Addressing your questions below.

1. I am not sure why this got changed from 2019/2020 to 2022 and you are correct that it would require notice of a public hearing to make a change of zoning (which I am not aware of either). I don't know about the steps to develop the golfcourse but I do know that the Sundance greens development and the Brayburn trials development are both PUD's that have special items in each of the developments so that is why it is a PUD and not just a straight zoning. Based on looking at the Daytona golf course, it should be classified as a public recreation district where the sundance golf course will be located (on the map you took a picture of at City Hall). We will be updating that zoning map here soon because we have internal staff again just this past week that are getting up to speed and their first task will be updating this zoning map. I will address this and if something isn't correct about what I am telling you about the golf course being a public recreation district and it is truly a residential district, I will be in touch.

.. I think you may have answered your question with the updated map that you saw at City Hall, if there was any further questions please let me know. Based on the drawings your home will not be directly affected by homes in future additions of sundance greens and your home will be by the golf course even after the complete remodel.

3. Sorry to hear that you have not had very good luck with communication, we will do our best to help you getting the information you need.

Thank you,

CITY OF DAYTON
CITY COUNCIL REGULAR MEETING

Meeting Date: 3-28-18
Item Number: J.

ITEM:

Resolution 23-2018 Granting Preliminary Plat and General Development Plan PUD Approval of Sundance Greens.

ACTION

Consider approval of Resolution 23-2018

BACKGROUND/OVERVIEW:

The applicant, Tom Dehn, Sundance Development, LLC ("applicant/developer") has submitted an application for a Preliminary Plat and General Development Plan, PUD which is the first of two PUD review steps. An approval of the Final Development PUD will be required. Separating the PUD reviews allows for additional time for review by the Planning Commission and Council and opportunity for plans to be revised prior to the final PUD approval.

The applicant submitted a Preliminary Plat to be known as Sundance Greens. The Preliminary Plat incudes a combination of 563 detached and attached single family lots and a future 100-unit senior home (outlot) with a total of 17 outlots to be owned by the HOA. The golf course is intended to be re-configured into a nine hole course with the other existing amenities at Sundance contained in Outlot A. Oulot B is the new pool (HOA maintained). Outlots L and H are the existing woods, wetlands and proposed public trails. Remaining outlots consist of HOA open space around small lots and attached quad homes. The plat does not include restaurant at the northeast corner at 113th Avenue. The existing home is proposed at Lot 48 and an Outlot where the existing well is located. The restaurant and house will be connected to municipal sewer and water through this development.

The applicant is also requesting approval of PUD (overlay to the R-3) which staff is recommending to be reviewed in two parts General Plan and Final Development Plan PUD approvals. The PUD allows for some variations to zoning requirements in exchange for public benefit.

The site consists of 310.32 gross acres which includes a total of 53.12 acres of upland (on the Golf Course property) and 34.1 acres of preserved wetlands. The density of the proposed development is approximately 3.08 units per acre. A portion of the property in the south area contains a large grove (20+ acres) of trees that will remain as a natural amenity for the property. A narrative has been provided by the applicant that includes some detail on the approach to the site design, PUD deviations and benefits that the proposed plan provides (see attached narrative from Developer).

PLAT ANALYSIS:

The proposed plat is consistent with the concept plan previously reviewed by the Planning Commission and City Council. The applicant has been working closely with the City over the past year in development of this plan. In addition, the applicant has been working with the adjacent development of Brayburn Trails to coordinate extension of sewer and water north through the course to serve the subject property and improve level of service to surrounding developments. The proposed layout is heavily based on the redevelopment of the Sundance Golf Course and developing trail networks. All trail and wooded areas will be public.

ZONING

The applicant is a Planned Unit Development (PUD) which is also a requirement of the subdivision ordinance as the property contains a portion of the green way corridor at the south portion of the site where the applicant is proposing to preserve the woods meeting the intent of the greenway corridor. The R-3 district allows for developments that contain a mix of attached (such as a townhome up to 4 units per building) and detached single family. The proposed development is 3.08 units per acre which falls within thresholds for the Low Density Land Use designation as well as the R-3 zoning district.

The proposed development plan will include four lot widths/sizes of single family homes, 28 twin homes, 64 units as quad homes (16 building), and a 100 unit senior living facility platted as an outlot. The attached product is located adjacent to Fernbrook Lane and at the northeast corner at the 113th Avenue entrance. The quads will be platted in blocks with four units in each block. The blocks are contained in Outlot I for HOA maintenance. This product provides a buffer to the single family.

The various single family lots are clustered in neighborhoods with some new single family surrounding the reconfigured golf course. The applicant wishes to provide variety of lot sizes to meet market demand for a variety of home buyers and ages. The preliminary plat includes 54 lots that are 50' wide (Planning Commission recommends a condition in the resolution that these lots be changed to 55 feet wide), 158 lots that are 55' wide, 206 lots that are 65' wide, and 53 lots that are 75' wide. The applicant is requesting the deviation to lot size as the R-3 ordinance requires at least a 65 foot wide lot.

PLANNED UNIT DEVELOPMENT

The subject property has a portion of the property within the Greenway Corridor and as such is required (under the Subdivision code) to develop under the PUD standards to ensure protection of natural resources in the Greenway Corridor.

PUD Deviations

Deviations to the underlying zoning requirements may be considered as part of the PUD review and ultimate approval. The City must judge whether the deviations can be supported by other

additional improvements and enhancements the applicant is proposing. The following have been identified as deviations.

- 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'

Compare proposed deviations with list of proposed PUD benefits:

PUD Benefits

Benefits provided in the development as articulated in the applicant's narrative include:

- Variety of lot sizes/pricing (250k-750k)
- Updated 9 hole golf course which, according to developer, will open to the public and remain privately owned.
- Golf Car friendly streets. The Planning Commission expressed support. An ordinance will have to be prepared to allow.
- Community pool area will be under an HOA
- Improved access to three rivers trail system through future trail connections to the south to connect to Rush Creek Regional Trail and future underpass south of this development.
- 3 miles of bike trails (internal). A future connection to the Elm Creek park trails will be created through trails that extend south to the Rush Creek Regional Trail where an underpass will be constructed for a safe crossing of Fernbrook Lane.
- 35% open space preservation (not including wetland)
    - 30+ acres of green space
    - 20+ acres of preserved wooded area with paths
    - 10+ acre pond, with fountains and adjacent plaza
    - Aesthetically pleasing from elevations and 4-sided LP or Hardi Siding.
- 100 unit senior home (future)
- Retaining clubhouse/restaurant and it will be open to the public and remain privately owned.
- The pond to the east (next to the existing home and restaurant) will have a plaza area and a water feature.

LANDSCAPING:

A well designed, landscaping plan has been submitted. The plan includes extensive tree plantings across the site. The plan proposes 5,879 inches or 2,225 new trees on site. The required trees for each lot are provided with a variety of over story and ornamental trees. Buffering (based on the ordinance) is provided within the rear lots abutting existing Sundance Woods and along the 113th Avenue to buffer the rear yards from the roadway. Trees are planned along north and south sides of Rush Creek Parkway and within the median strip. This landscaped parkway extends from the plat boundary at the edge of Sundance Woods to Fernbrook Lane. A trail is planned to also extend along the north side of the parkway to Fernbrook Lane. Locations where

trails extend into rear and side yards additional trees are planned.

An enhanced entry is proposed with a median, landscaping and monument signage at Rush Creek Parkway (grand entrance). Further north of the main entry will include a park/overlook and pond feature, also visible from the roadway. This area will be sodded and irrigated. Landscaping is proposed in cul-de-sac islands allowing for additional snow storage.

Screening/Buffering

An extensive buffering plan is required along Fernbrook Lane. The proposed plan provides for a variety of evergreen with overstory trees mixed in along the entire length of Fernbrook Lane. North of the parkway the trees continue up to the existing house. The buffering will allow for views of the pond feature located closer to the northeast corner. The length of 113th Avenue also features a landscaped buffer. The proposed landscaped buffers along Fernbrook Lane are contained within Lot N and I while the screening along 113th Avenue is contained in Oulot D. These Oulots will be owned, managed and maintained by the HOA. These buffer areas will be sodded along Fernbrook Land and within the quad home area fronting 113th Avenue. The buffer along the remaining portion of 113th Avenue will be low maintenance/low mow fescue seed mix.

SIDEWALKS AND TRAIL:

Sidewalks (yellow lines on colored landscape plan) are proposed along each street but not the cul-de-sacs (which will help with snow storage). Public trails are provided along 113th Avenue to the plat border. Trails are also provided within the development connecting the neighborhood areas to the amenities. Over three miles of trails are proposed within Sundance Greens. Trails are limited, however, in areas adjacent to the golf course (north and west parts of the development). Staff would like to see an easement for a future trail connection at the end of the cul-de-sac (within the golf course) to extend to the west in the future.

A trail connection is proposed to Brayburn Trails (far northeast corner) using the powerline easement. The applicant shall seek necessary approvals for construction of a trail in this easement. This trail could be extended south into Maple Grove and connect to future Rush Creek Regional Trail.

The proposed plan continues Rush Creek Parkway to Fernbrook Lane with the trail alongside the road. Staff also recommends a trail on Rush Creek Road be constructed as part of this project on the east side of Fernbrook Lane (along the south side) to connect to the Elm Creek Park parking area (Nature Center) area.

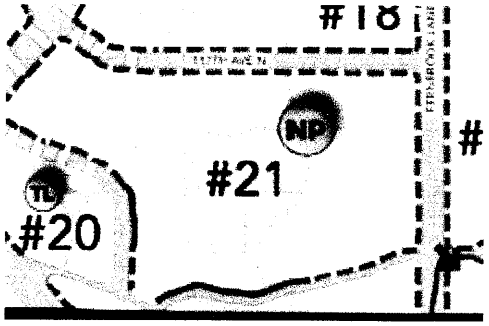
The City, County, Three Rivers and Maple Grove meet to determine the safest connection to Elm Creek Park Reserve considering the necessity to cross Fernbrook Lane. At this time (and even with this full build out) the county does not anticipate that pedestrian warrants will be met for a pedestrian crossing light. A full signaled intersection is also not anticipated till 2027 (based on traffic study in the Brayburn Trails and Sundance Greens EAW's). Any pedestrian improvement at Rush Creek Parkway and Fernbrook Lane would have to be via a geometric median improvement in the roadway. An alternative is to create designated trail corridors in cooperation with Maple Grove

to land Three Rivers has purchased for the start of the Rush Creek Regional Trail at Fernbrook Lane where an underpass is planned. There is no timing on the construction of the underpass but hopefully with the cities working together (and possible developer contribution) we may be able to get it on the Park District 5 year CIP. Staff is recommending a trail along the south street stub to the Dayton/Maple Grove border and at the southeast corner. The applicant will also work with the City to secure an easement south of this property to connect to the Three Rivers property.

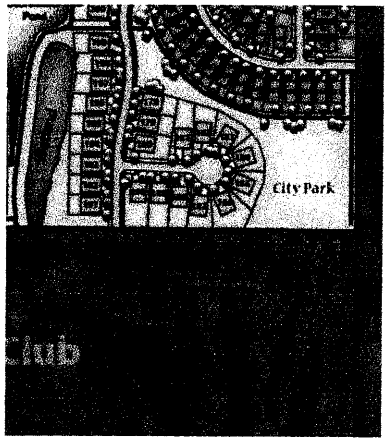
Staff recommends a trail along the entire length of 113th Avenue as shown on the plan but continued through the restaurant property with a connection to Fernbrook Lane.

RELATIONSHIP TO PARK DEDICATION REQUIREMENTS

The applicant is proposing to redevelop a portion of Sundance Woods golf course into a public nine-hole course (course will be open to the public but remain privately owned) as part of the PUD. Additional open space is planned where the existing woods will be preserved. While the preservation of a portion of the golf course and open space is a benefit to the overall site it does not achieve park dedication requirements. Staff is not recommending giving park dedication credit for the golf course.



The updated 2040 Park and Trail Plan (attached) identifies search areas for future parks. The plan indicates a need for a neighborhood park in the area of the proposed development. As you recall during the Brayburn Trails PUD review a requirement for land dedication was made in the southeast corner of the site which could be expanded as the subject property develops and adjacent property to the west. The Planning Commission is recommending 3.75 acres on the Sundance Green plat to add to this park area. Finally, the Planning Commission also recommended that the trail area proposed (30 foot easement) in the preserved woods at the south portion of the plat be counted as park dedication but not the entire woods.



STREETS AND TRAFFIC:

See Wenck comments for items specific to streets and traffic based on the completed traffic study from the approved EAW. To summarize three of the cul-de-sacs are beyond the maximum 500 feet length (streets 2,13,7).

Turn lane improvements will be required at Fernbrook Lane and Rush Creek Parkway, and Fernbrook Lane and 113th Ave. Both interactions will require improvements consisting of full northbound left turn lanes and southbound right turn lanes. A 65 foot ROW will be required along Fernbrook Lane.

CRITICAL ISSUES:

There are no outstanding issues

COMMISSION REVIEW / ACTION (IF APPLICABLE):

The Planning Commission held the required public hearing on March 8th. The Commission recommended approval with the following conditions (included in the attached resolution):

- No vinyl be permitted on any elevation
- Park land dedication of 3.75 acres shall be added to the preliminary and final plat adjacent to the land dedication acre in Brayburn Trails
- All 50 foot wide lots shall be revised to 55 feet
- A 30' wide trail corridor within the preserved woods shall count towards park dedication

RELATIONSHIP TO COUNCIL GOALS:

This action is not related to a specific goal but part of typical council action.

BUDGET IMPACT:

No impact to the City budget. Future development agreement will include all require development fees.

ACTION:

The City Council has the following options for action:

Consider approval of Resolution No. 23-2018, Preliminary Plat and General Development Plan PUD Approval which requires as a condition, approval of a development agreement prior to beginning any development work.

OR

Recommend the request be tabled with specific items identified that the Council would like to see addressed prior to consideration at the next meeting. Please keep in mind that the 120 day expires May 17, 2018.

ATTACHMENTS:

Resolution
Engineer Memo
Park concept plan
Colored site plan
Landscape Plan (8)
Phasing
Preliminary Plat (5)

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 3.75 acres (that will be deeded to the City on the final plat approval of that phase) in the north portion of the plat for future park dedication with the remaining required park dedication paid in fees. The Final Development PUD shall include the park dedication area.

   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 , Second by Councilmember
Opposed by and the motion passes.

Plan Review Memo

WENCK ASSOCIATES

Responsive partner.
Exceptional outcomes.

To: Tina Goodroad

From: Jason Quisberg

Date: January 24, 2018

Subject: Sundance Greens Plan Review – Preliminary Plans Engineering Review Memo

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Exhibits:
Geotechnical Report prepared by Haugo Geotechnical Services dated February 8, 2016
Preliminary Plans, dated 01/05/18, by Campion Engineering Services, Inc.
Stormwater Management Plan, dated 01/05/18, by Civil Methods, Inc.
Sundance Greens Project Narrative
Sundance Landscape Plan, no date included, and no design firm indicated

Comments:

This Engineering review memo was prepared addressing trunk utility and overall development layout. A more detailed review will be conducted on specific design elements on future submittals.

Please provide a written response to each comment provided in this memo.

General:

1. Cul-de-sacs on Street 2, Street 13, and Street 7 are longer than the 500' city standard when measured from intersection of origin to end of the right of way. Additional improvements on utilities may be required to mitigate any detrimental impacts.
2. Planting islands with association maintained landscaping shall be included in middle of cul-de-sacs to provide snow storage and additional green space.
3. With cul-de-sec center islands, a 3 ft concrete border must be included along the back of curb.
4. Geotechnical report was provided for golf course property but no additional geotechnical information was provided for remainder of the property. Additional geotechnical report shall be provided for remainder of development to ensure adequate subsurface conditions for proposed development.
5. Geotechnical report provided for golf course indicated portions of the site has soils marginal or poor for construction mostly adjacent to wetland or low areas. Additional geotechnical recommendations shall be provided for corrective requirements.

6. Coordinate grading connections and utility connections with adjacent development to the north.

Plat:

7. Preliminary plat shows 60' ROW throughout development with an approximately 125' stretch along Sundance Ridge which is 50' to match existing.
8. All outlots shall be owned and maintained by HOA with city to retain a drainage and utility easement over its entirety.
9. Outlots shall be provided individual labels so they can be referenced on plans.
10. Roads to quadplex buildings are located within outlots. The assumption is these will be privately owned by HOA.
11. Indicate on plans ROW to be dedicated along Fernbrook Lane. ROW appears to be 50' and this requirement should be confirmed with Hennepin County.
12. ROW along 113th shall be labeled to clearly show dimensions and bearings. Additional ROW along 113th may be required, dependent on turn lane improvements required onto Fernbrook Lane.
13. The right of way on street 13 is listed at 60' on preliminary plat but is dimensioned at 50'.

Grading/Stormwater

14. Review will be addressed under a separate letter.

Watermain

15. Water service must be provided to restaurant and adjacent property.
16. Watermain shall be stubbed completely across 113th Ave.
17. 16" trunk watermain is only required from Maple Grove limits to intersection of Street 15 and Street 12. Remainder of trunk watermain to the north shall be 12".
18. 16" trunk watermain shall be stubbed completely south to the Maple Grove plat boundary.
19. An 8" watermain between blocks 38 and 39 may be required to be stubbed to the east property line. This shall be confirmed with City Staff.
20. Watermain looping option is being explored. This may include extending the 8" watermain to the western cul-de-sac on Street 2 to western property line. This shall be discussed with city staff.
21. Water main to Phase 1B appears to be routed through future phases and may not be serviceable.

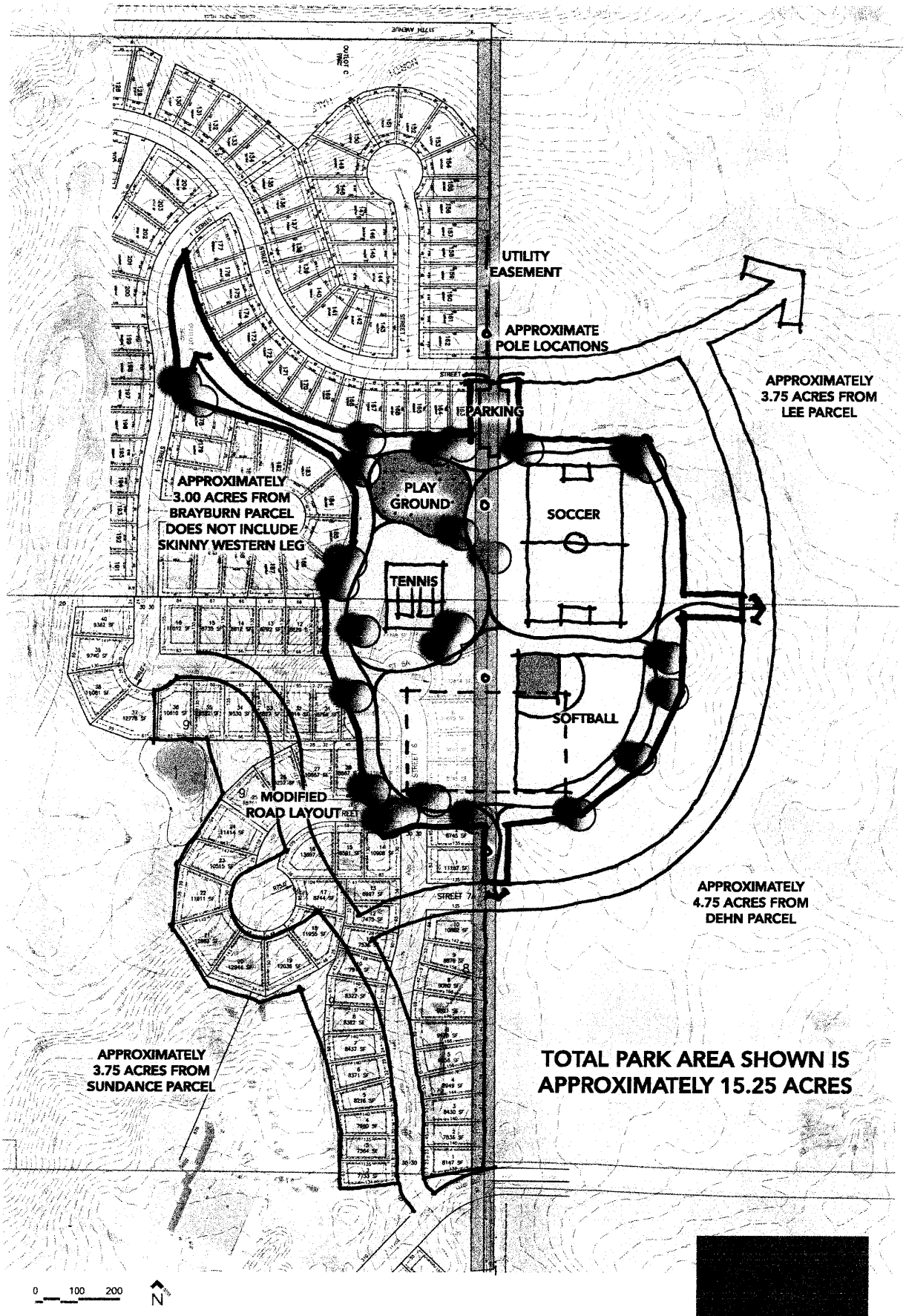
Sanitary Sewer

22. Plans indicate a sewage treatment system behind the existing house on Lot 1 Block 48. Indicate on plans what is to be done with sewage treatment system.
23. Sanitary sewer from MH 193 to MH 12 shall be 8" PVC placed at minimal allowable slope. Location of sanitary sewer appears to be off the applicant's property. Exact location of structures and pipe shall be coordinated with adjacent property and shall be located within either a ROW or Outlot in which the City maintains a drainage and utility easement over.
24. Sanitary sewer connections must be provided to restaurant and adjacent property.
25. Extension of trunk sanitary sewer to north property line will be a requirement of project approval. Phasing of extension will be coordinated with city staff and be included in conditions of developer's agreement.
26. Due to routing of trunk sanitary sewer through golf course, a geotechnical engineering recommendation shall be provided as to any improved pipe bedding.
27. Manholes for trunk sanitary sewer along parkway shall be placed a minimum of 3' off of edge of trail or sidewalk.

Transportation

28. Consider realigning Street 7A with Street 7.
29. Hennepin County review comments are being prepared and will be shared when received.
30. Access drives outside of the right of way is assumed to be owned and maintained by HOA.
31. Turn lane improvements will be required at Fernbrook Lane and Rush Creek Road as outlined in EAW. Timing of improvements will be coordinated with City Staff.
32. Turn lane improvements will be required at 113th Ave and Fernbrook Lane. Improvements will include a northbound left turn land and southbound right turn lane. Schedule for improvements will be dependent on buildout phasing.
33. On 113th Ave, a full reconstruction of a 32' street back to back will be required as shown in typical section provided. Curb type should be changed to B618. Design details of 113th Ave, including storm sewer and plan and profile shall be included in plan set.
34. A right turn lane onto Fernbrook Lane is anticipated to be needed in the future. Pond grading and adjacent infrastructure shall be designed to accommodate.
35. Parkway construction will be required with the Phase 1B construction. Improvements will be required to the existing bituminous surface prior to final construction. Improvements to be coordinated with City staff.

End of Comments



LOUCKS

FEBRUARY 15, 2017

PSA #21 NEIGHBORHOOD PARK
Dayton, MN

CONCEPT PLAN

Doc. No. A10546494
Filed 4/16/18 4:32 PM

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").

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    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.

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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



Doc No **A10546494**

Certified, filed and/or recorded on
Apr 16, 2018 4:30 PM

Office of the County Recorder
Hennepin County, Minnesota
Martin McCormick, County Recorder
Mark Chapin, County Auditor and Treasurer

Deputy 129	Pkg ID 1679872M
Document Recording Fee	$46.00
Document Total	$46.00

This cover sheet is now a permanent part of the recorded document.

CITY OF DAYTON
Two Rivers – One Community

12260 S. Diamond Lake Rd.
Dayton, Minnesota 55327

(763) 427-4589
Fax (763) 427-3708

CERTIFICATION

THE UNDERSIGNED DULY QUALIFIED AND CITY CLERK OF THE CITY OF DAYTON, MINNESOTA, HEREBY CERTIFIES THAT THE LISTING BELOW IS TRUE AND CORRECT **RESOLUTION 23-2018; GRANTING PRELIMINARY PLAT AND GENERAL DEVELOPMENT PLAN PLANNED UNIT DEVELOPMENT FOR SUNDANCE GREENS**

Approved by the Dayton City Council – March 28, 2018

AMY BENTING
CITY CLERK

DATED: APRIL 10, 2018

Legally described:

33-120-22-24-0001, 33-120-22-31-0001, 33-120-22-32-0001



Doc No **A10561362**

Certified, filed and/or recorded on
Jun 4, 2018 4:30 PM

Office of the County Recorder
Hennepin County, Minnesota
Martin McCormick, County Recorder
Mark Chapin, County Auditor and Treasurer

Deputy 92 Pkg ID 1699189M

Document Recording Fee	$46.00
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Approved by the Dayton City Council – March 28, 2018

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CITY CLERK

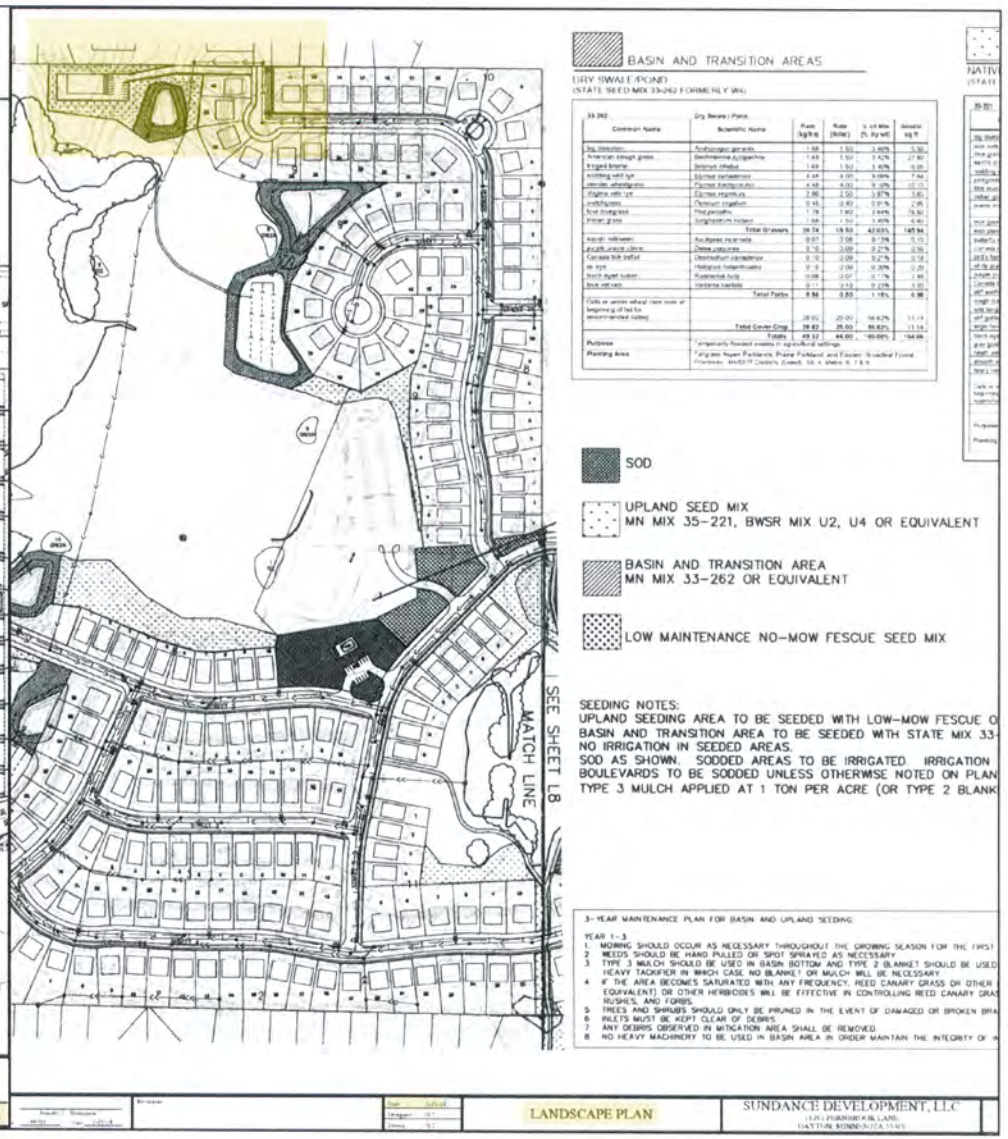
DATED: May 30, 2018

Legally described:

33-120-22-24-0001, 33-120-22-31-0001, 33-120-22-32-0001

*** the first time we filled this page two was missing please update with page two please.

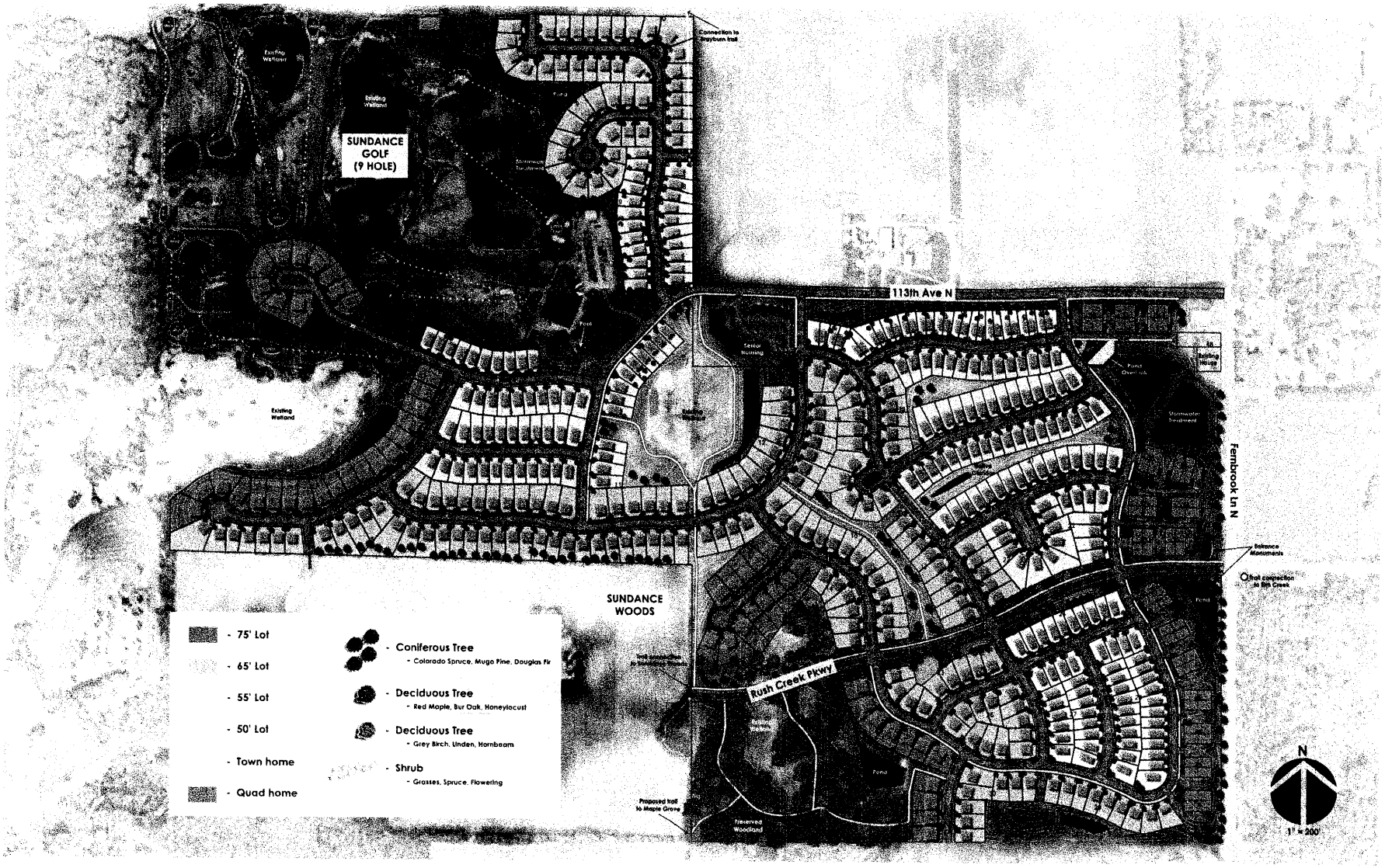


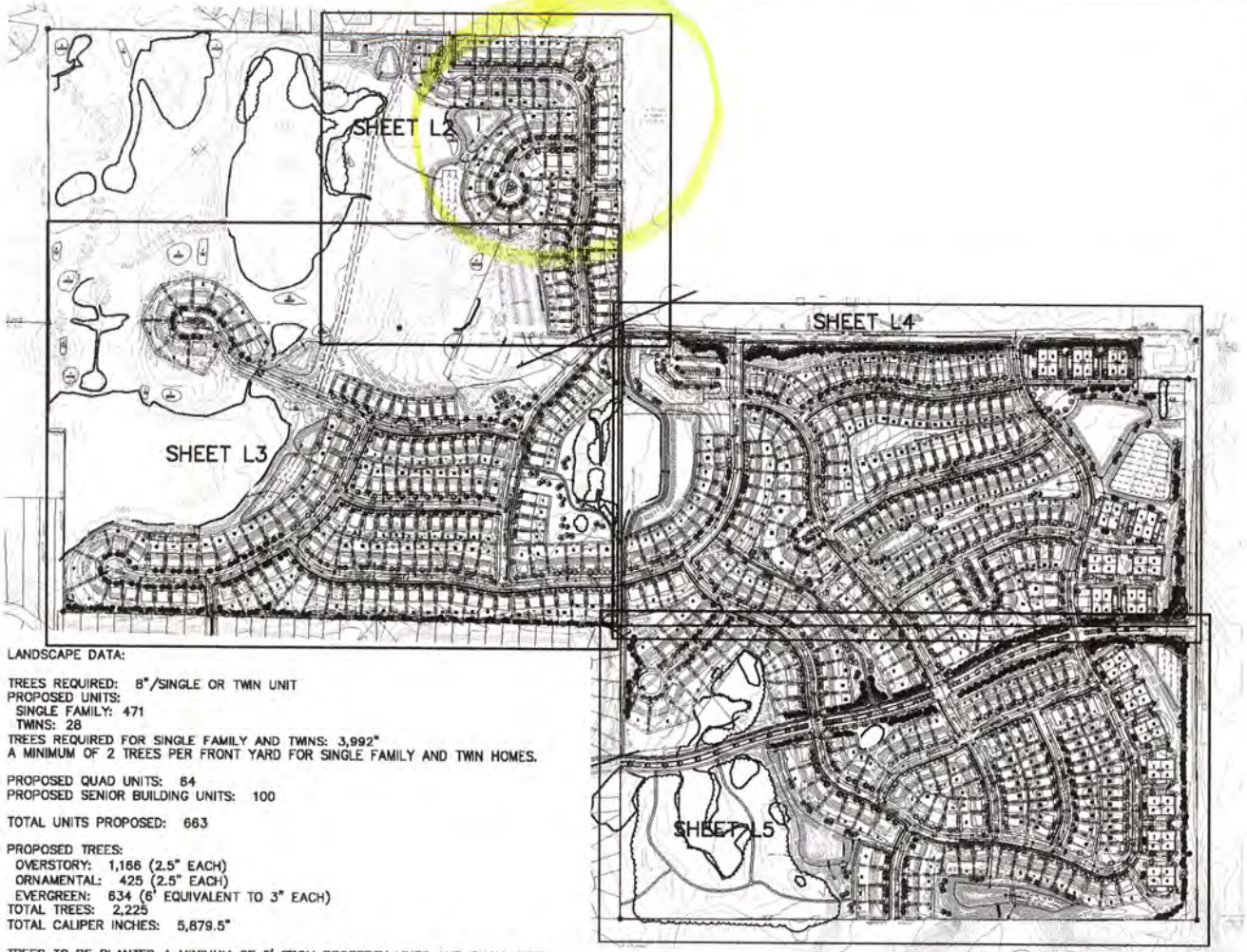


SUNDANCE GREENS SUNDANCE DEVELOPMENT, LLC DAYTON, MINNESOTA	PRELIMINARY PLAT SHEET NO. 9 OF 45 SHEETS	PROJECT NO: 17-014 DATE: 01/05/2018	LANDSCAPE PLAN SUNDANCE DEVELOPMENT, LLC

SUNDANCE / DEHN PROPERTY

DAYTON, MN





LANDSCAPE DATA:

TREES REQUIRED: 8"/SINGLE OR TWIN UNIT
PROPOSED UNITS:
SINGLE FAMILY: 471
TWINS: 28
TREES REQUIRED FOR SINGLE FAMILY AND TWINS: 3,992"
A MINIMUM OF 2 TREES PER FRONT YARD FOR SINGLE FAMILY AND TWIN HOMES.

PROPOSED QUAD UNITS: 84
PROPOSED SENIOR BUILDING UNITS: 100

TOTAL UNITS PROPOSED: 663

PROPOSED TREES:
OVERSTORY: 1,166 (2.5" EACH)
ORNAMENTAL: 425 (2.5" EACH)
EVERGREEN: 634 (6' EQUIVALENT TO 3" EACH)
TOTAL TREES: 2,225
TOTAL CALIPER INCHES: 5,879.5"

TREES TO BE PLANTED A MINIMUM OF 5' FROM PROPERTY LINES AND SHALL NOT CONFLICT WITH EXISTING PLANTINGS, SIDEWALKS, OR TRAILS.

FRONT YARD TREES MAY BE ADJUSTED TO ACCOMMODATE FINAL HOME DESIGNS AND DRIVEWAY LOCATIONS.

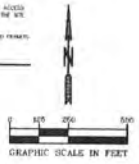
OUTLOTS TO BE TREATED AS SHOWN ON SHEETS L7-8. EACH LOT WILL BE PERMANENTLY SEEDED OR SODDED AFTER OCCUPANCY. SEE GRADING PLAN FOR TEMPORARY SEEDING DETAILS.

PLANT SCHEDULE

KEY	COMMON NAME/Scientific name	ROOT	QUANTITY	INSTRUCTIONS
	OVERSTORY TREES			
	AUTUMN BLAZE MAPLE/Acer x freemanii 'Jeffersred'	2.5" B&B	130	
	SUGAR MAPLE/Acer saccharinum	2.5" B&B	64	
	RIVER BIRCH/Betula nigra 'Heritage'	10' B&B	112	Clump
	COMMON HACKBERRY/Celtis occidentalis	2.5" B&B	84	
	THORNLESS HONEYLOCUST/Gleditsia triacanthos var. inermis	2.5" B&B	114	
	NORTHERN PIN OAK/Quercus palustris	2.5" B&B	166	
	SENTRY LINDEN/Tilia americana 'Sentry'	2.5" B&B	141	
	SIENNA GLEN MAPLE/Acer x freemanii 'Sienna Glen'	2.5" B&B	106	
	SWAMP WHITE OAK/Quercus bicolor	2.5" B&B	89	
	WHITESPIRE BIRCH/Betula platyphylla var. japonica	10' B&B	46	Clump
	PRINCETON ELM/Ulmus americana 'Princeton'	2.5" B&B	84	
	EVERGREEN TREES			
	BLACK HILLS SPRUCE/Picea glauca densata	6' B&B	347	
	RED PINE/Pinus resinosa	6' B&B	131	
	WHITE PINE/Pinus strobus	6' B&B	156	
	ORNAMENTAL TREES			
	JAPANESE TREE LILAC/Syringa reticulata	2.5" B&B	158	single or clump
	RED SPLENDOR CRAB/Malus 'Red Splendor'	2.5" B&B	42	
	PRAIRIE FIRE CRAB/Malus 'Prairie Fire'	2.5" B&B	69	
	SERVICEBERRY/Amelanchier laevis	8' B&B	61	Clump
	SPRING SNOW CRAB/Malus 'Spring Snow'	2.5" B&B	44	
	SUGAR TIME CRAB/Malus 'Sugar Tyme'	2.5" B&B	41	
	SHOWY MOUNTAIN ASH/Sorbus decora	2.5" B&B	10	

LANDSCAPE NOTES

- THE LANDSCAPE CONTRACTOR SHALL VISIT THE PROJECT SITE TO BECOME FAMILIAR WITH THE EXISTING CONDITIONS PRIOR TO SUBMITTING A BID.
- THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT 24 PERFORMED PHYSICAL START DATE AT LEAST 7 DAYS IN ADVANCE.
- THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FIELD VERIFICATION OF ALL EXISTING UTILITY LOCATIONS ON THE PROJECT SITE WITH GOPHER STATE ONE CALL 1-800-252-1166 PRIOR TO COMMENCING WORK. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND REPAIR OF EXISTING UTILITIES DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER. NOTIFY THE LANDSCAPE ARCHITECT OF ANY CONFLICTS TO FACILITATE PLANT RELOCATION.
- GRADING TO BE PERFORMED BY OTHERS.
- NO PLANT MATERIAL SHALL BE INSTALLED UNTIL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
- ALL PLANT MATERIAL SHALL MEET THE STANDARDS FOUND IN THE AMERICAN ASSOCIATION OF NURSERYMEN--AMERICAN STANDARD FOR NURSERY STOCK.
- ALL CONTAINER MATERIAL TO BE GROWN IN THE CONTAINER A MINIMUM OF SIX (6) MONTHS PRIOR TO PLANTING ON SITE.
- DECIDUOUS AND CONIFEROUS TREES SHALL NOT BE STAKED, BUT THE LANDSCAPE CONTRACTOR MUST GUARANTEE STABILITY TO A WIND SPEED OF 50 MPH.
- THE LANDSCAPE CONTRACTOR SHALL PROVIDE A MINIMUM GUARANTEE OF ONE YEAR ONE TIME REPLACEMENT ON NEW PLANT MATERIALS. GUARANTEE SHALL BE AGREED UPON BY DEVELOPER/OWNER AND LANDSCAPE CONTRACTOR.
- THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANTS WHICH ARE DEEMED UNSATISFACTORY BEFORE, DURING OR AFTER INSTALLATION.
- IF THERE IS A DISCREPANCY BETWEEN THE NUMBER OF PLANTS SHOWN ON THE PLAN AND THE NUMBER SHOWN ON THE PLANT LIST, THE NUMBER SHOWN ON THE PLAN WILL TAKE PRECEDENCE.
- THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MEASURES AND PLANTING NOT QUANTIFIED TO COMPLETE WORK SHOWN ON THE PLANS. THE LANDSCAPE CONTRACTOR SHALL VERIFY ALL QUANTITIES SHOWN ON THE PLANT SCHEDULE.
- COMMERCIAL GRADE, PVC LAWN EDGING SHALL BE INSTALLED WHERE NOTED.
- THE LANDSCAPE CONTRACTOR SHALL REPAIR ALL DAMAGE TO THE SITE CAUSED BY THE PLANTING OPERATION AT NO COST TO THE OWNER.
- THE LANDSCAPE CONTRACTOR SHALL KEEP PAVEMENTS CLEAN UNLITTERED. ALL PEDESTRIAN AND VEHICLE ACCESS TO BE MAINTAINED THROUGHOUT CONSTRUCTION PERIOD. ALL WASTES SHALL BE PROMPTLY REMOVED FROM THE SITE. ANY DAMAGE TO EXISTING FACILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE CODES, REGULATIONS AND PERMITS GOVERNING THE WORK.
- STORAGE OF MATERIALS OR SUPPLIES ON-SITE WILL NOT BE ALLOWED.



GRAPHIC SCALE IN FEET

PIONEERengineering

2422 Enterprise Drive
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(651) 681-1914
Fax: 681-9488
www.pioneereng.com

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota. Name: Jonathan L. Thompson Reg. No. 44761 Date: 4/21/17

Revisions

Date 4.21.17
Designed JLT
Drawn JLT

LANDSCAPE PLAN

SUNDANCE DEVELOPMENT, LLC
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DAYTON, MINNESOTA 55369

SUNDANCE GREENS
DAYTON, MINNESOTA

L1 of 8

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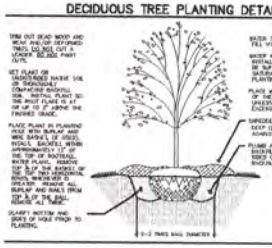
PLANT SCHEDULE

KEY	COMMON NAME/Scientific name	ROOT	QUANTITY	INSTRUCTIONS
	OVERSTORY TREES			
	AUTUMN BLAZE MAPLE/Acer x freemanii 'Jeffersred'	2.5" B&B	130	
	SUGAR MAPLE/Acer saccharinum	2.5" B&B	94	
	RIVER BIRCH/Betula nigra 'Heritage'	10' B&B	112	Clump
	COMMON HACKBERRY/Celtis occidentalis	2.5" B&B	84	
	THORNLESS HONEYLOCUST/Gleditsia triacanthos var. inermis	2.5" B&B	114	
	NORTHERN PIN OAK/Quercus palustris	2.5" B&B	156	
	SENTRY LINDEN/Tilia americana 'Sentry'	2.5" B&B	141	
	SIENNA GLEN MAPLE/Acer x freemanii 'Sienna Glen'	2.5" B&B	106	
	SWAMP WHITE OAK/Quercus bicolor	2.5" B&B	89	
	WHITESPIRE BIRCH/Betula platyphylla var. japonica	10' B&B	46	Clump
	PRINCETON ELM/Ulmus americana 'Princeton'	2.5" B&B	84	
	EVERGREEN TREES			
	BLACK HILLS SPRUCE/Picea glauca densata	6' B&B	347	
	RED PINE/Pinus resinosa	6' B&B	131	
	WHITE PINE/Pinus strobus	6' B&B	156	
	ORNAMENTAL TREES			
	JAPANESE TREE LILAC/Syringa reticulata	2.5" B&B	158	single or clump
	RED SPLENDOR CRAB/Malus 'Red Splendor'	2.5" B&B	42	
	PRAIRIE FIRE CRAB/Malus 'Prairie Fire'	2.5" B&B	69	
	SERVICEBERRY/Amelanchier laevis	8' B&B	61	Clump
	SPRING SNOW CRAB/Malus 'Spring Snow'	2.5" B&B	44	
	SUGAR TYME CRAB/Malus 'Sugar Tyme'	2.5" B&B	41	
	SHOWY MOUNTAIN ASH/Sorbus decora	2.5" B&B	10	

LANDSCAPE NOTES

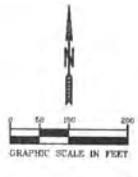
- THE LANDSCAPE CONTRACTOR SHALL VISIT THE PROJECT SITE TO BECOME FAMILIAR WITH THE EXISTING CONDITIONS PRIOR TO SUBMITTING A BID.
- THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT OF PROPOSED PHYSICAL START DATE AT LEAST 7 DAYS IN ADVANCE.
- THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FIELD VERIFICATION OF ALL EXISTING UTILITY LOCATIONS ON THE PROJECT SITE WITH GOPHER STATE ONE CALL (1-800-252-1166) PRIOR TO COMMENCING WORK. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND REPAIR OF EXISTING UTILITIES DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER. NOTIFY THE LANDSCAPE ARCHITECT OF ANY CONFLICTS TO FACILITATE PLANT RELOCATION.
- GRADING TO BE PERFORMED BY OTHERS.
- NO PLANT MATERIAL SHALL BE INSTALLED UNTIL GRADING AND CONSTRUCTION HAS BEEN COMPLETED AT THE IMMEDIATE AREA.
- ALL PLANT MATERIAL SHALL MEET THE STANDARDS FOUND IN THE AMERICAN ASSOCIATION OF NURSERYMEN-AMERICAN STANDARD FOR NURSERY STOCK.
- ALL CONTAINER MATERIAL TO BE GROWN IN THE CONTAINER A MINIMUM OF SIX (6) MONTHS PRIOR TO PLANTING ON SITE.
- DECIDUOUS AND CONIFEROUS TREES SHALL NOT BE STAKED, BUT THE LANDSCAPE CONTRACTOR MUST GUARANTEE STRAIGHTNESS TO A WIND SPEED OF 50 M.P.H.
- THE LANDSCAPE CONTRACTOR SHALL PROVIDE A MINIMUM GUARANTEE OF ONE YEAR (ONE TIME REPLACEMENT) ON NEW PLANT MATERIALS. GUARANTEE SHALL BE AGREED UPON BY DEVELOPER/BUILDER AND LANDSCAPE CONTRACTOR.
- THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANTS WHICH ARE DEEMED UNSATISFACTORY BEFORE, DURING OR AFTER INSTALLATION.
- IF THERE IS A DISCREPANCY BETWEEN THE NUMBER OF PLANTS SHOWN ON THE PLAN AND THE NUMBER SHOWN ON THE PLANT LIST, THE NUMBER SHOWN ON THE PLAN WILL TAKE PRECEDENCE.
- THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MEASURES AND PLANTING SIZE QUANTITIES, TO COMPLY WITH SHOWN ON THE PLAN. THE LANDSCAPE CONTRACTOR SHALL VERIFY ALL QUANTITIES SHOWN ON THE PLANT SCHEDULE.
- COMMERCIAL GRADE POLY LINER EDGING SHALL BE INSTALLED WHERE NOTED.
- THE LANDSCAPE CONTRACTOR SHALL REPAIR ALL DAMAGE TO THE SITE CAUSED BY THE PLANTING OPERATION AT NO COST TO THE OWNER.
- THE LANDSCAPE CONTRACTOR SHALL KEEP PAVEMENTS CLEAN UNLESS. ALL PEDESTRIAN AND VEHICLE ACCESS TO BE MAINTAINED THROUGHOUT CONSTRUCTION PERIOD. ALL WASTES SHALL BE PROMPTLY REMOVED FROM THE SITE. ANY DAMAGE TO EXISTING PAVINGS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE CODES, REGULATIONS AND PERMITS GOVERNING THE WORK.
- STORAGE OF MATERIALS OR SUPPLIES ON-SITE WILL NOT BE ALLOWED.

DECIDUOUS TREE PLANTING DETAIL



CONIFEROUS TREE PLANTING DETAIL





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I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.
Name: Jennifer L. Thompson
Reg. No. 44792 Date: 8-31-18

Revisions

Date	8-31-18
Designed	SLT
Drawn	SLT

LANDSCAPE PLAN

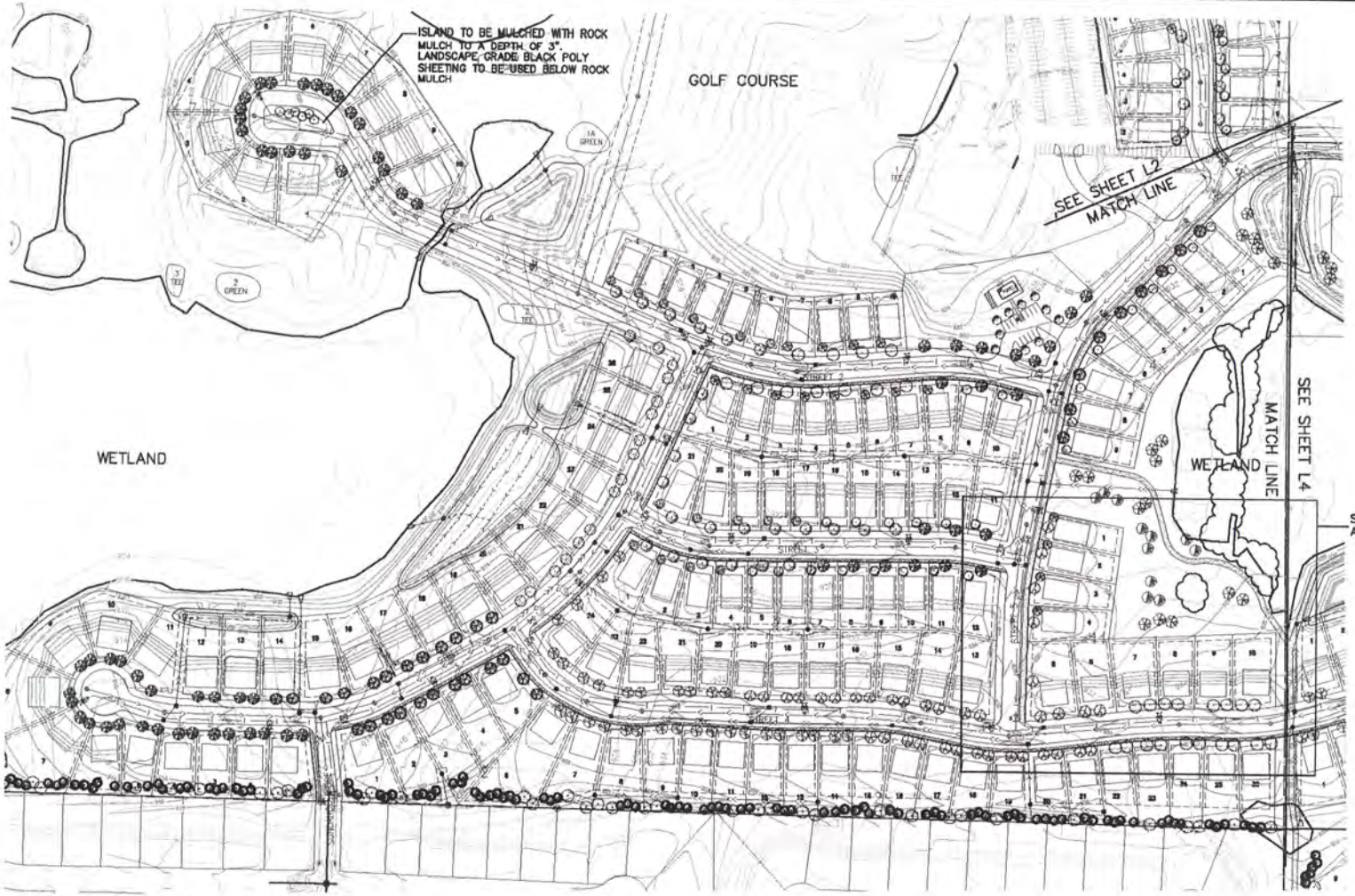
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DAYTON, MINNESOTA

117063

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SEE SHEET L1-2 FOR TREE SCHEDULE AND DETAILS
SEE SHEETS L7-8 FOR GROUNDCOVER TREATMENT

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

Name: Jennifer L. Thompson
Reg. No. 44763 Date 8.03.18

Revisions

Date 8.03.18
Designed JLT
Drawn JLT

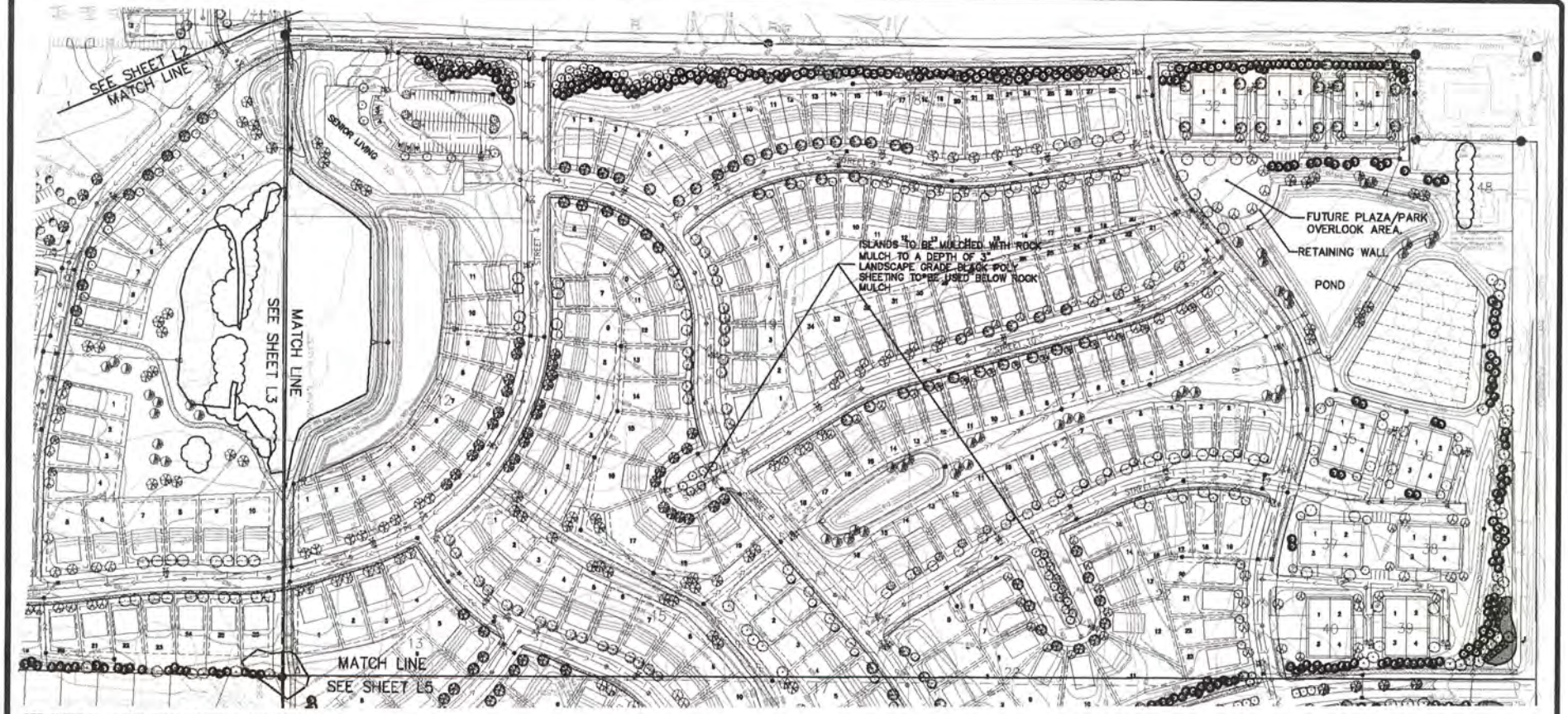
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SEE SHEET L1-2 FOR TREE SCHEDULE AND DETAILS
SEE SHEETS L7-8 FOR GROUNDCOVER TREATMENT



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I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota

Name: Jennifer L. Thompson
Reg. No. 44762
Date: 3-31-15

Date: 3-31-15
Designed: JLT
Drawn: JLT

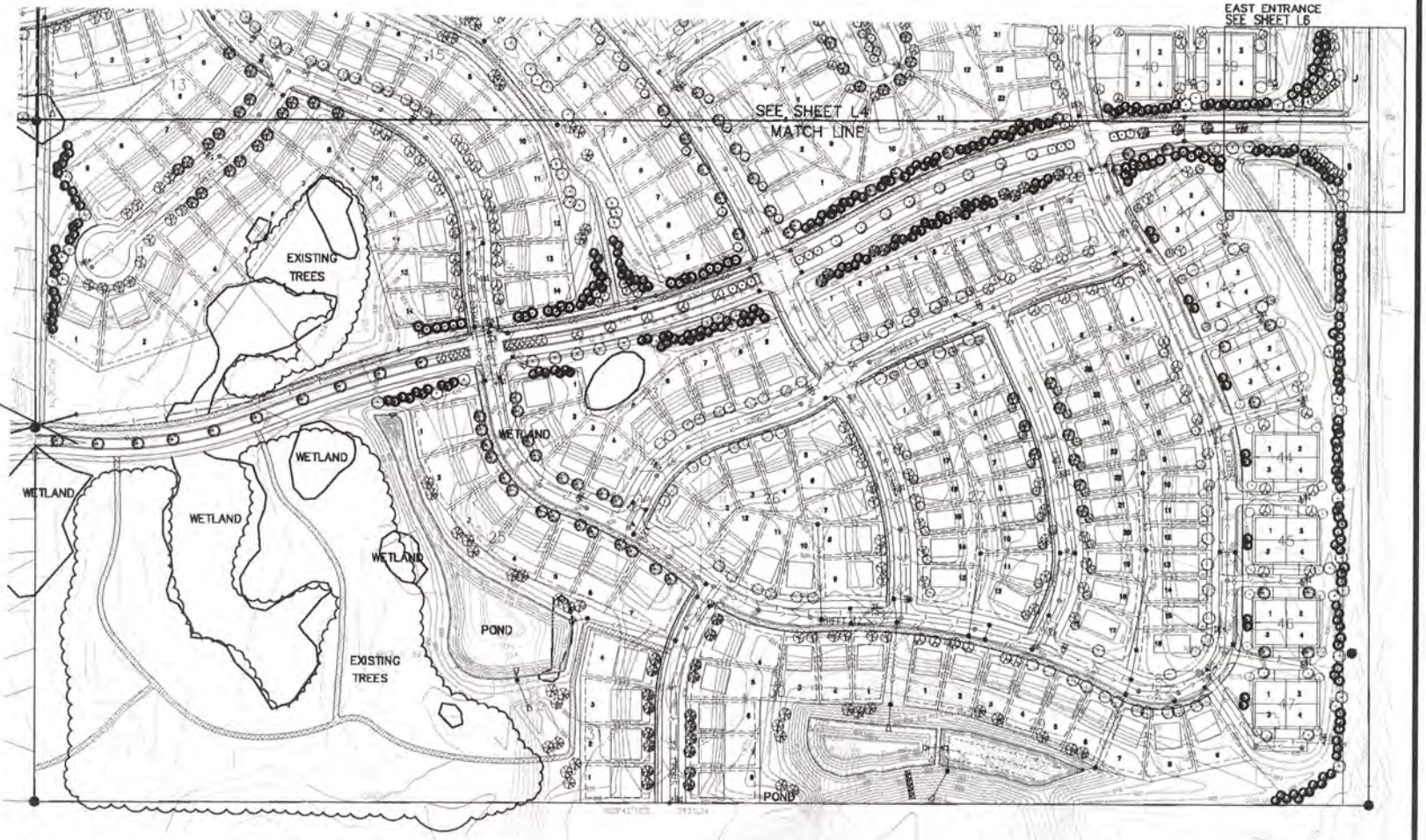
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SEE SHEET L1-2 FOR TREE SCHEDULE AND DETAILS
SEE SHEETS L7-8 FOR GROUNDCOVER TREATMENT

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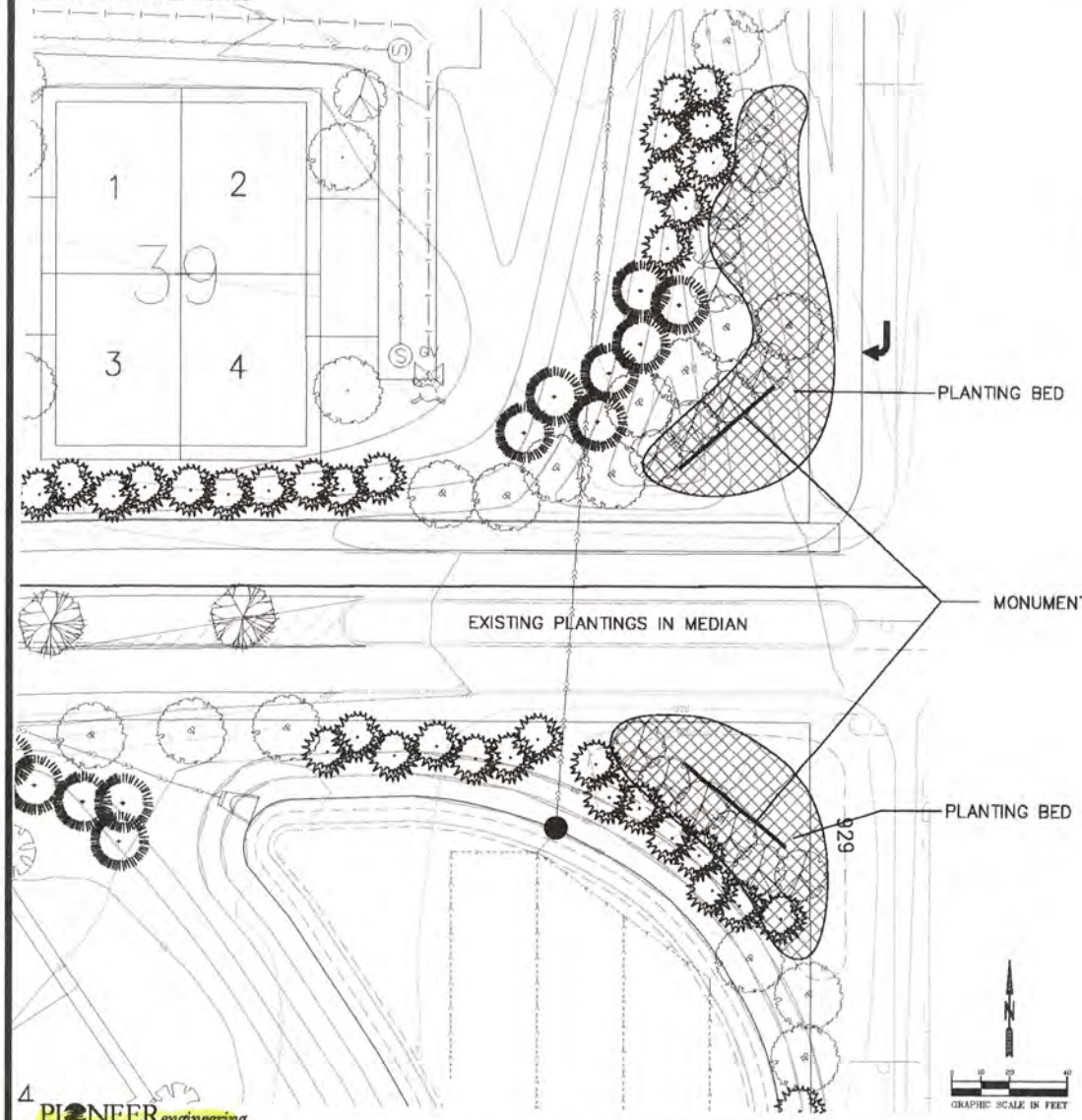
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EAST ENTRANCE DETAIL



NOTES:

MONUMENT TO BE DETERMINED.

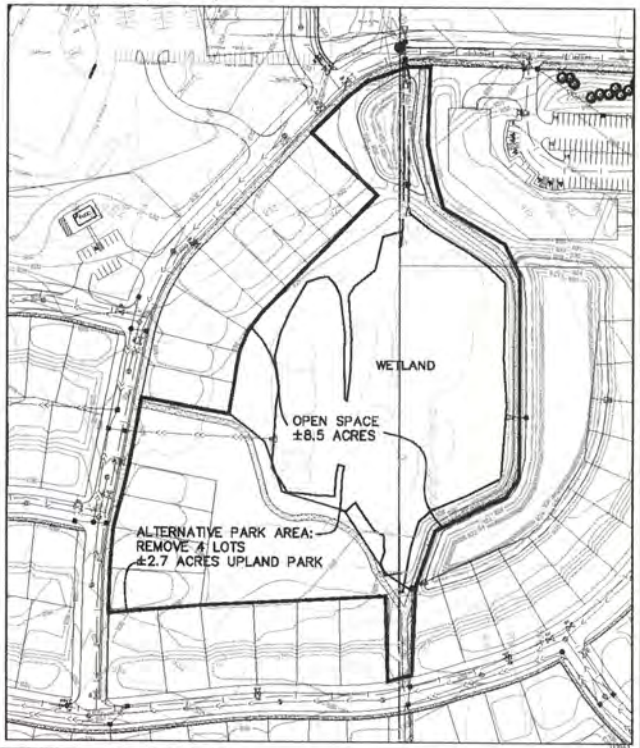
ENTRANCE TO BE IRRIGATED
IRRIGATION BY OTHERS.

MEDIAN IN PARKWAY TO BE MASS PLANTED WITH GROUNDCOVER SHRUBS AND PERENNIALS.

SEE SHEETS L1-5 FOR TREE SCHEDULE, NOTES, AND DETAILS

PLANTING BEDS WILL CONSIST OF A MIX OF SHRUBS AND PERENNIALS. BED MAY ALSO CONTAIN BOULDER OUTCROPPINGS.
PLANTING BED AREA TO BE MULCHED WITH SHREDDED HARDWOOD TO A DEPTH OF 3".
NO WEED BARRIER IN PLANTING BED.
PLANTING BED TO BE EDGED WITH LANDSCAPE GRADE BLACK VINYL EDGER.

PARK ALTERNATIVE (SHEET L3)



4

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BASIN AND TRANSITION AREAS

DRY SWALE/POND
(STATE SEED MIX 33-262 FORMERLY W4)

33-262	Dry Swale / Pond				
Common Name	Scientific Name	Rate (kg/ha)	Rate (lbs/ac)	% of Mix (% by wt)	Seeds/ sq ft
Big bluestem	Andropogon gerardii	1.66	1.50	3.40%	5.50
American sloughgrass	Beckmannia syzigachne	1.66	1.50	3.40%	27.00
Fringed brome	Bromus ciliatus	1.66	1.50	3.40%	9.00
nodding wild rye	Elymus canadensis	4.48	4.00	9.09%	7.84
slender wheatgrass	Elymus trachycaulus	4.48	4.00	9.10%	10.15
Virginia wild rye	Elymus virginicus	2.80	2.50	5.67%	3.85
switchgrass	Panicum virgatum	0.45	0.40	0.91%	2.05
fowl bluegrass	Poa palustris	1.79	1.60	3.64%	79.30
Indian grass	Sorghastrum nutans	1.66	1.50	3.40%	5.50
	Total Grasses	20.74	18.50	42.03%	145.94
marsh milkweed	Asclepias incarnata	0.07	0.06	0.13%	0.10
purple prairie clover	Dalea purpurea	0.10	0.09	0.21%	0.90
Canada tick trefoil	Desmodium canadense	0.12	0.09	0.21%	0.19
lakeside sunflower	Helianthus grosseserratus	0.10	0.09	0.20%	0.20
black eyed susan	Rudbeckia hirta	0.09	0.07	0.17%	0.49
blue vervain	Verbena hastata	0.11	0.10	0.23%	0.55
	Total Forbs	0.58	0.50	1.15%	2.98
Cloth or winter wheat (see note at beginning of list for recommended dates)		28.02	25.00	56.82%	11.14
	Total Cover Crop	28.02	25.00	56.82%	11.14
	Totals	49.32	44.00	100.00%	164.06
Purpose:	Temporarily flooded swales or agricultural settings.				
Planting Area:	Tallgrass Aspen Parklands, Prairie Parkland, and Eastern Broadleaf Forest Provinces. MnDOT Districts Duwest, 3B 4, Metro 6 7 & 8				

UPLAND AREAS

NATIVE DRY PRAIRIE SOUTHEAST
(STATE SEED MIX 35-221)

35-221	Dry Prairie General				
Common Name	Scientific Name	Rate (kg/ha)	Rate (lbs/ac)	% of Mix (% by wt)	Seeds/ sq ft
Big bluestem	Andropogon gerardii	0.78	0.70	1.90%	2.57
side-oats grama	Bouteloua curtipendula	3.36	3.00	8.20%	9.61
blue grama	Bouteloua gracilis	0.56	0.50	1.37%	7.70
Kenn's brome	Bromus kaihi	0.62	0.73	2.00%	2.14
nodding wild rye	Elymus canadensis	1.12	1.00	2.74%	1.97
porcupine	Hesperostipa spartea	0.28	0.25	0.68%	19.27
little bluestem	Schizachyrium scoparium	3.36	3.00	8.20%	18.53
Indian grass	Sorghastrum nutans	2.78	2.50	6.82%	3.09
prairie dropseed	Sporobolus heterolepis	0.13	0.12	0.34%	3.71
	Total Grasses	11.21	10.00	27.42%	58.50
fowl giant hyssop	Agastache foeniculum	0.07	0.06	0.17%	0.07
lead plant	Amorpha canescens	0.12	0.09	0.26%	0.42
butterfly milkweed	Asclepias tuberosa	0.07	0.06	0.17%	0.10
Canada milk vetch	Astragalus canadensis	0.07	0.06	0.16%	0.40
prairie false sunflower	Calyptocarpus vialis	0.07	0.06	0.16%	0.21
white prairie clover	Dalea candida	0.21	0.19	0.51%	1.28
purple prairie clover	Dalea purpurea	0.21	0.19	0.51%	1.60
Canada tick trefoil	Desmodium canadense	0.07	0.06	0.16%	0.13
stiff sunflower	Helianthus pauciflorus	0.07	0.06	0.17%	0.39
rough blazing star	Liatris aspera	0.04	0.04	0.10%	0.23
wild bergamot	Monarda fistulosa	0.07	0.06	0.16%	1.42
stiff goldenrod	Oligoneuron rigidum	0.07	0.06	0.15%	0.43
large-flowered beard tongue	Penstemon grandiflorus	0.07	0.06	0.17%	0.03
black eyed susan	Rudbeckia hirta	0.56	0.51	1.34%	10.32
grey goldenrod	Solidago nemoralis	0.04	0.04	0.10%	3.86
Maximilian sunflower	Symphyotrichum ciliatum	0.04	0.04	0.10%	0.54
smooth aster	Symphyotrichum laeve	0.07	0.06	0.17%	1.28
hoary vervain	Verbena stricta	0.15	0.13	0.34%	1.39
	Total Forbs	1.69	1.50	4.09%	26.56
Cloth or winter wheat (see note at beginning of list for recommended dates)		28.02	25.00	68.49%	11.13
	Total Cover Crop	28.02	25.00	68.49%	11.13
	Totals	40.91	36.50	100.00%	97.20
Purpose:	General dry prairie mix for native meadows, ecological restoration in conjunction with program plantings.				
Planting Area:	Tallgrass Aspen Parklands, Prairie Parkland, and Eastern Broadleaf Forest Provinces. MnDOT Districts Duwest, 3B 4, Metro 6 7 & 8				

SOD

UPLAND SEED MIX
MN MIX 35-221, BWSR MIX U2, U4 OR EQUIVALENT

BASIN AND TRANSITION AREA
MN MIX 33-262 OR EQUIVALENT

LOW MAINTENANCE NO-MOW FESCUE SEED MIX

SEEDING NOTES:
UPLAND SEEDING AREA TO BE SEEDED WITH LOW-MOW FESCUE OR UPLAND SEED MIX AS NOTED
BASIN AND TRANSITION AREA TO BE SEEDED WITH STATE MIX 33-262 (OR EQUIVALENT)
NO IRRIGATION IN SEEDED AREAS.
SOD AS SHOWN. SODDED AREAS TO BE IRRIGATED. IRRIGATION BY OTHERS.
BOULEVARDS TO BE SODDED UNLESS OTHERWISE NOTED ON PLAN.
TYPE 3 MULCH APPLIED AT 1 TON PER ACRE (OR TYPE 2 BLANKET ON SLOPES)

3-YEAR MAINTENANCE PLAN FOR BASIN AND UPLAND SEEDING:

YEAR 1-3
1. MOWING SHOULD OCCUR AS NECESSARY THROUGHOUT THE GROWING SEASON FOR THE FIRST TWO SEASONS TO PREVENT NOXIOUS WEEDS FROM TAKING HOLD
2. WEEDS SHOULD BE HAND PULLED OR SPOT SPRAYED AS NECESSARY.
3. TYPE 3 MULCH SHOULD BE USED IN BASIN BOTTOM AND TYPE 2 BLANKET SHOULD BE USED ON SLOPES UNLESS THE AREAS ARE HYDRO SEEDED WITH A HEAVY TACKIFIER IN WHICH CASE NO BLANKET OR MULCH WILL BE NECESSARY.
4. IF THE AREA BECOMES SATURATED WITH ANY FREQUENCY, REED CANARY GRASS OR OTHER NOXIOUS WEEDS CAN BECOME A PROBLEM. SETHOXYDIM (OR EQUIVALENT) OR OTHER HERBICIDES WILL BE EFFECTIVE IN CONTROLLING REED CANARY GRASS AND OTHER NOXIOUS WEEDS WITHOUT HARMING SEDGES, RUSHES, AND FORBS.
5. TREES AND SHRUBS SHOULD ONLY BE PRUNED IN THE EVENT OF DAMAGED OR BROKEN BRANCHES.
6. INLETS MUST BE KEPT CLEAR OF DEBRIS.
7. ANY DEBRIS OBSERVED IN MITIGATION AREA SHALL BE REMOVED.
8. NO HEAVY MACHINERY TO BE USED IN BASIN AREA IN ORDER MAINTAIN THE INTEGRITY OF INFILTRATION

PIONEERengineering
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Mendota Heights, MN 55120
(651) 681-1914
Fax: 681-9488
www.pioneereng.com

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.
Name: Jennifer L. Thompson
Reg. No. 44763
Date: 8-31-18

Revisions:

Date 8-31-18
Designer RJ
Survey RJ

LANDSCAPE PLAN

SUNDANCE DEVELOPMENT, LLC
11261 FERNBROOK LANE
DAYTON, MINNESOTA 55369

SUNDANCE GREENS
DAYTON, MINNESOTA

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BASIN AND TRANSITION AREAS

DRY SWALE/POND
(STATE SEED MIX 33-262 FORMERLY W4)

33-262	Dry Swale / Pond				
Common Name	Scientific Name	Rate (kg/ha)	Rate (lb/ac)	% of Mix (% by wt)	Seeds/ sq ft
Big bluestem	Andropogon gerardii	1.68	1.50	3.40%	5.60
American sloughgrass	Beckmannia syzigachne	1.68	1.50	3.40%	27.60
Fringed brome	Bromus ciliatus	1.68	1.50	3.40%	4.20
nodding wild rye	Elymus canadensis	4.48	4.00	9.09%	7.64
canada wildrye/grass	Elymus trachycaulus	4.48	4.00	8.10%	42.15
Virginia wild rye	Elymus virginicus	2.80	2.50	5.67%	2.85
switchgrass	Panicum virgatum	0.45	0.40	0.91%	2.05
fowl mannagrass	Poa palustris	1.79	1.60	3.64%	78.50
Indian grass	Sorghastrum nutans	1.68	1.50	3.40%	6.65
	Total Grasses	20.74	18.50	42.03%	185.94
marsh milkweed	Asclepias incarnata	0.07	0.06	0.13%	0.10
prairie phlox/ clover	Dalea purpurea	0.10	0.09	0.21%	0.30
Canada tick trefoil	Desmodium canadense	0.10	0.09	0.21%	0.19
ox-eye	Heliopsis helianthoides	0.10	0.08	0.20%	0.20
black eyed susan	Rudbeckia hirta	0.06	0.05	0.11%	2.48
blue vervain	Verbena hastata	0.11	0.10	0.23%	3.00
	Total Forbs	0.56	0.50	1.15%	6.98
Oats or vendor unless (see note at beginning of list for recommended dates)		28.02	25.00	56.82%	11.14
	Total Cover Crop	28.02	25.00	56.82%	11.14
	Totals	49.32	44.00	100.00%	164.06
Purpose:	Temporarily flooded swales in agricultural settings				
Planting Area:	Tallgrass Aspen Parklands, Prairie Parklands, and Eastern Broadleaf Forest Provinces. MnDOT Districts 2(west), 3B & 4. Metro 6, 7 & 8				

UPLAND AREAS

NATIVE DRY PRAIRIE SOUTHEAST
(STATE SEED MIX 35-221)

35-221	Dry Prairie (General)				
Common Name	Scientific Name	Rate (kg/ha)	Rate (lb/ac)	% of Mix (% by wt)	Seeds/ sq ft
Big bluestem	Andropogon gerardii	0.78	0.70	1.60%	2.57
side-oats grama	Bouteloua curtipendula	0.56	0.50	4.72%	4.97
Blue grama	Bouteloua gracilis	0.56	0.50	1.57%	7.37
Kalm's brome	Bromus kalmii	0.62	0.75	2.28%	2.14
nodding wild rye	Elymus canadensis	1.12	1.00	2.14%	1.91
porcupine	Hesperostipa spartea	0.28	0.25	0.89%	15.91
little bluestem	Schizachyrium scoparium	0.56	0.50	4.72%	10.03
Indian grass	Sorghastrum nutans	0.78	0.70	1.82%	3.08
prairie dropseed	Sporobolus heterolepis	0.13	0.12	0.94%	0.12
	Total Grasses	11.21	10.06	27.42%	89.30
Rest giant hyssop	Agastache foeniculum	0.67	0.06	0.13%	0.27
Red plant	Anemone canadensis	0.12	0.06	0.26%	0.42
butterfly milkweed	Asclepias tuberosa	0.07	0.06	0.13%	0.10
Canada milk vetch	Astragalus canadensis	0.01	0.06	0.13%	0.40
Sand's false sunflower	Calopsis palmata	0.07	0.06	0.13%	0.20
white prairie clover	Dalea candida	0.07	0.06	0.26%	0.30
purple prairie clover	Dalea purpurea	0.21	0.19	0.51%	1.02
Canada tick trefoil	Desmodium canadense	0.07	0.06	0.13%	0.13
self-heal/heal	Helianthus pauciflorus	0.07	0.06	0.13%	0.28
rough blazing star	Liatris aspera	0.04	0.04	0.13%	0.20
wild bergamot	Monarda fistulosa	0.10	0.06	0.13%	1.42
self-glabrous	Oligoneuron rigidum	0.07	0.06	0.13%	0.83
large-flowered beard tongue	Penstemon grandiflorus	0.07	0.06	0.13%	0.57
black eyed susan	Rudbeckia hirta	0.50	0.01	0.04%	10.70
grey goldenrod	Solidago nemoralis	0.04	0.04	0.13%	3.90
smooth aster	Symphyotrichum laeve	0.04	0.04	0.10%	0.54
smooth aster	Symphyotrichum laeve	0.01	0.06	0.13%	0.06
blue vervain	Verbena stricta	0.10	0.11	0.94%	1.26
	Total Forbs	1.68	1.50	4.08%	20.06
Oats or vendor unless (see note at beginning of list for recommended dates)		28.02	25.00	68.49%	11.13
	Total Cover Crop	28.02	25.00	68.49%	11.13
	Totals	40.91	36.56	100.00%	87.56
Purpose:	Delineate dry prairie mix for native restoration, ecological restoration or combination program plantings				
Planting Area:	Tallgrass Aspen Parklands, Prairie Parklands, and Eastern Broadleaf Forest Provinces. MnDOT Districts 2(west), 3B & 4. Metro 6, 7 & 8				

SOD

UPLAND SEED MIX
MN MIX 35-221, BWSR MIX U2, U4 OR EQUIVALENT

BASIN AND TRANSITION AREA
MN MIX 33-262 OR EQUIVALENT

LOW MAINTENANCE NO-MOW FESCUE SEED MIX

N

0 75 150 300
GRAPHIC SCALE IN FEET

SEEDING NOTES:
UPLAND SEEDING AREA TO BE SEEDED WITH LOW-MOW FESCUE OR UPLAND SEED MIX AS NOTED
BASIN AND TRANSITION AREA TO BE SEEDED WITH STATE MIX 33-262 (OR EQUIVALENT)
NO IRRIGATION IN SEEDED AREAS.
SOD AS SHOWN. SODDED AREAS TO BE IRRIGATED. IRRIGATION BY OTHERS.
BOULEVARDS TO BE SODDED UNLESS OTHERWISE NOTED ON PLAN.
TYPE 3 MULCH APPLIED AT 1 TON PER ACRE (OR TYPE 2 BLANKET ON SLOPES)

3-YEAR MAINTENANCE PLAN FOR BASIN AND UPLAND SEEDING:

YEAR 1-3.
1. MOWING SHOULD OCCUR AS NECESSARY THROUGHOUT THE GROWING SEASON FOR THE FIRST TWO SEASONS TO PREVENT NOXIOUS WEEDS FROM TAKING HOLD.
2. WEEDS SHOULD BE HAND PULLED OR SPOT SPRAYED AS NECESSARY.
3. TYPE 3 MULCH SHOULD BE USED IN BASIN BOTTOM AND TYPE 2 BLANKET SHOULD BE USED ON SLOPES UNLESS THE AREAS ARE HYDRO SEEDED WITH A HEAVY TACKIFIER IN WHICH CASE NO BLANKET OR MULCH WILL BE NECESSARY.
4. IF THE AREA BECOMES SATURATED WITH ANY FREQUENCY, REED CANARY GRASS OR OTHER NOXIOUS WEEDS CAN BECOME A PROBLEM. SETHOXYDIM (OR EQUIVALENT) OR OTHER HERBICIDES WILL BE EFFECTIVE IN CONTROLLING REED CANARY GRASS AND OTHER NOXIOUS WEEDS WITHOUT HARMING SEDGES, RUSHES, AND FORBS.
5. TREES AND SHRUBS SHOULD ONLY BE PRUNED IN THE EVENT OF DAMAGED OR BROKEN BRANCHES.
6. INLETS MUST BE KEPT CLEAR OF DEBRIS.
7. ANY DEBRIS OBSERVED IN MITIGATION AREA SHALL BE REMOVED.
8. NO HEAVY MACHINERY TO BE USED IN BASIN AREA IN ORDER MAINTAIN THE INTEGRITY OF INFILTRATION.

PIONEERengineering
2422 Enterprise Drive
Mendota Heights, MN 55120
(651)681-1914
Fax 681-9488
www.pioneereng.com

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota

Name: Jennifer L. Thompson
Reg. No. 48767 Date: 2-21-19

Revisions

Date: 2-21-19
Designed: RJT
Drawn: RJT

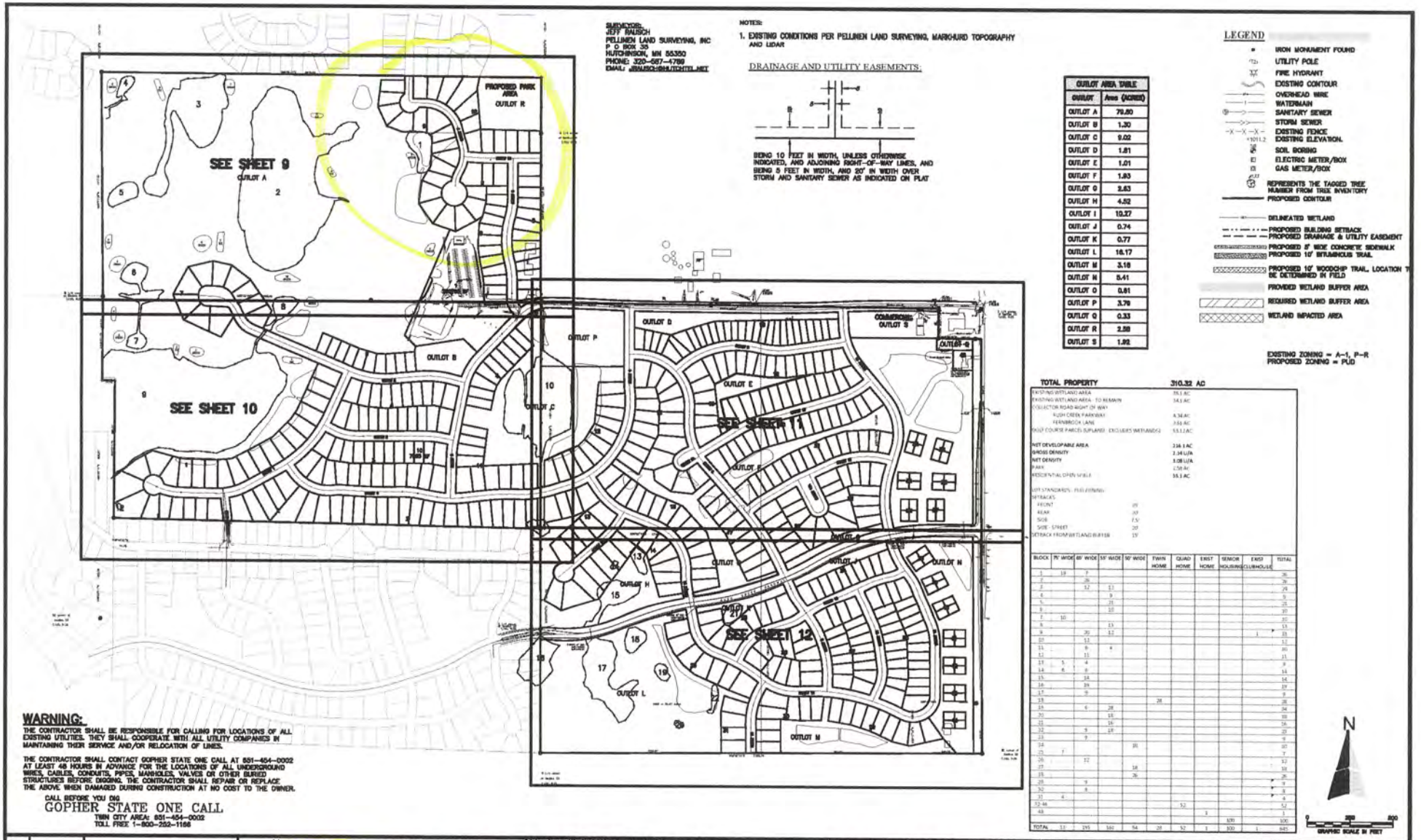
LANDSCAPE PLAN

SUNDANCE DEVELOPMENT, LLC
11261 HERMITAGE LANE
DAYTON, MINNESOTA 55369

SUNDANCE GREENS
DAYTON, MINNESOTA

L8 of 8

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SURVEYOR:
JEFF RAUSCH
PELLINEN LAND SURVEYING, INC
P.O. BOX 35
HUTCHINSON, MN 55350
PHONE: 320-587-4789
EMAIL: JRAUSCH@HUTCHTEL.NET

NOTES:
1. EXISTING CONDITIONS PER PELLINEN LAND SURVEYING, MARKHURD TOPOGRAPHY AND LIDAR

DRAINAGE AND UTILITY EASEMENTS:

BEING 10 FEET IN WIDTH, UNLESS OTHERWISE INDICATED, AND ADJOINING RIGHT-OF-WAY LINES, AND BEING 5 FEET IN WIDTH, AND 20' IN WIDTH OVER STORM AND SANITARY SEWER AS INDICATED ON PLAT

OUTLOT AREA TABLE	
OUTLOT	Area (ACRES)
OUTLOT A	79.80
OUTLOT B	1.30
OUTLOT C	9.02
OUTLOT D	1.81
OUTLOT E	1.01
OUTLOT F	1.93
OUTLOT G	2.63
OUTLOT H	4.52
OUTLOT I	10.27
OUTLOT J	0.74
OUTLOT K	0.77
OUTLOT L	16.17
OUTLOT M	3.18
OUTLOT N	5.41
OUTLOT O	0.81
OUTLOT P	3.78
OUTLOT Q	0.33
OUTLOT R	2.58
OUTLOT S	1.92

LEGEND

- IRON MONUMENT FOUND
- UTILITY POLE
- FIRE HYDRANT
- EXISTING CONTOUR
- OVERHEAD WIRE
- WATERMAIN
- 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
- PROPOSED 10' BITUMINOUS TRAIL
- PROPOSED 10' WOODCHIP TRAIL, LOCATION TO BE DETERMINED IN FIELD
- PROVIDED WETLAND BUFFER AREA
- REQUIRED WETLAND BUFFER AREA
- WETLAND IMPACTED AREA

EXISTING ZONING = A-1, P-R
PROPOSED ZONING = PUD

TOTAL PROPERTY	310.32 AC
EXISTING WETLAND AREA	55.1 AC
EXISTING WETLAND AREA - TO REMAIN	34.1 AC
COLLECTOR ROAD RIGHT OF WAY:	
RUSH CREEK PARKWAY	4.34 AC
FERNBROOK LANE	3.61 AC
GOLF COURSE PARCEL (UPLAND - EXCLUDES WETLANDS)	53.12 AC
NET DEVELOPABLE AREA	236.1 AC
GROSS DENSITY	2.34 U/A
NET DENSITY	3.08 U/A
PARK	2.58 AC
RESIDENTIAL OPEN SPACE	55.1 AC
LOT STANDARDS - PUD ZONING:	
SETBACKS:	
FRONT	25'
REAR	20'
SIDE	7.5'
SIDE - STREET	20'
SETBACK FROM WETLAND BUFFER	15'

BLOCK	75' WIDE	65' WIDE	55' WIDE	50' WIDE	TWIN HOME	QUAD HOME	EXIST HOME	SENIOR HOUSING	EXIST CLUBHOUSE	TOTAL
1	19	7								26
2		26								26
3		12	13							25
4			9							9
5			25							25
6			10							10
7	10									10
8			13							13
9		20	17							37
10		12							1	13
11		6	6							12
12		11								11
13	5	4								9
14	6	8								14
15		14								14
16		19								19
17		9								9
18					28					28
19		6	28							34
20			18							18
21			16							16
22		9	13							22
23		9								9
24				10						10
25	7									7
26		12								12
27				18						18
28				26						26
29		9								9
30		8								8
31	4									4
32-46						52				52
48							1			1
TOTAL	11	195	160	54	28	52	1	100	1	645

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

REVISIONS		

CAMPION ENGINEERING SERVICES, INC.
• Civil Engineering • Land Planning
1800 Pioneer Creek Center,
P.O. Box 249
Maple Plain, MN 55359
Phone: 763-479-0172
Fax: 763-479-0242
E-Mail: 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 laws of the State of Minnesota.
Martin P. Campion - Lic. # 18901 Date:

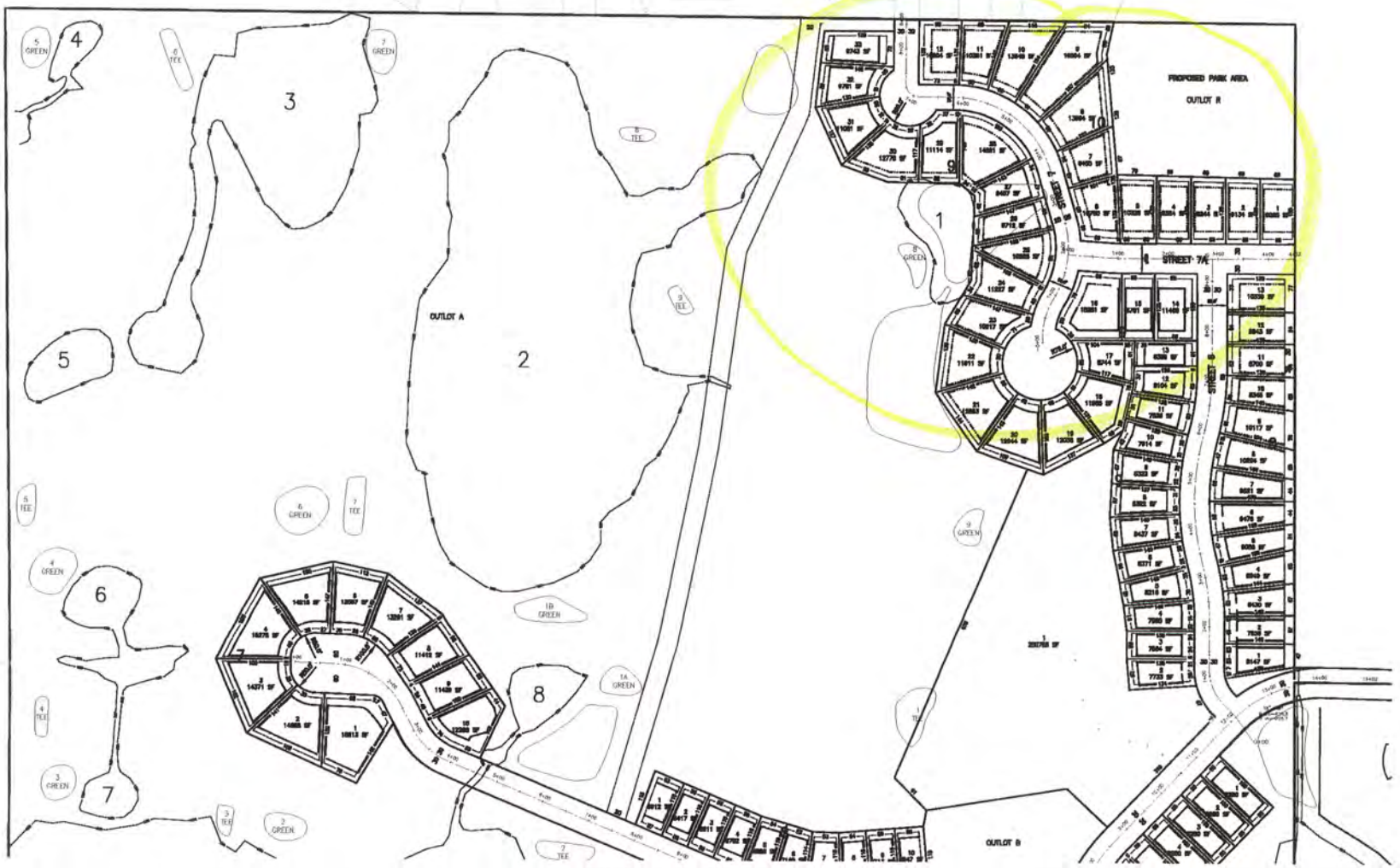
SUNDANCE GREENS
SUNDANCE DEVELOPMENT, LLC
DAYTON, MINNESOTA

OVERALL PRELIMINARY PLAT

PROJECT NO: 17-014

SHEET NO. 8 OF 45 SHEETS

DATE: 01/05/2018



SEE SHEET 10

GRAPHIC SCALE IN FEET

REVISIONS					

CAMPION ENGINEERING SERVICES, INC.
• Civil Engineering • Land Planning
1800 Pioneer Creek Center,
P.O. Box 249
Maple Plain, MN 55359
Phone: 763-479-0172
Fax: 763-479-4242
E-Mail: mcampion@campioneng.com

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Martin P. Campion - Lic. # 19901 Date:

SUNDANCE GREENS

SUNDANCE DEVELOPMENT, LLC

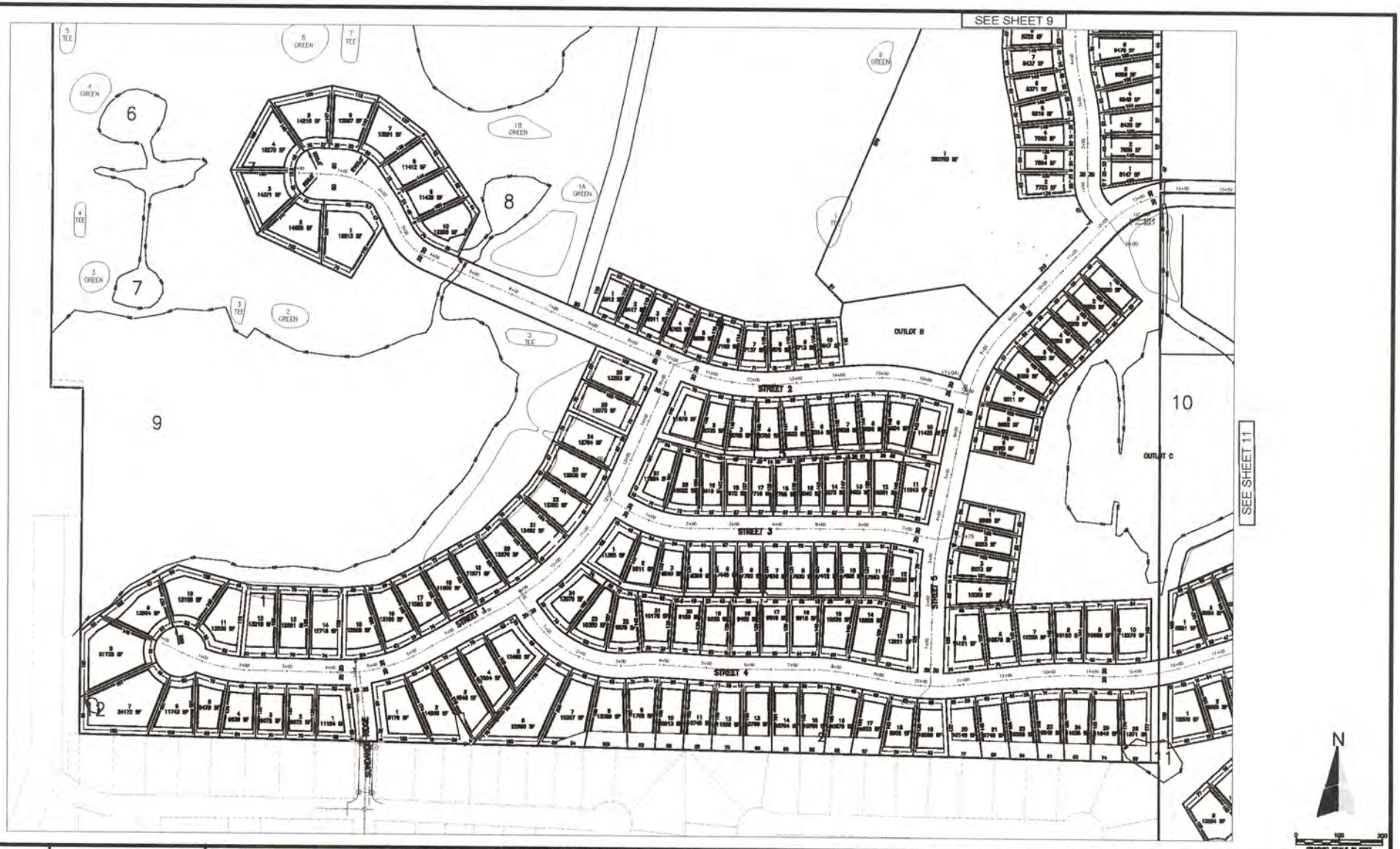
DAYTON, MINNESOTA

PRELIMINARY PLAT

PROJECT NO: 17-014

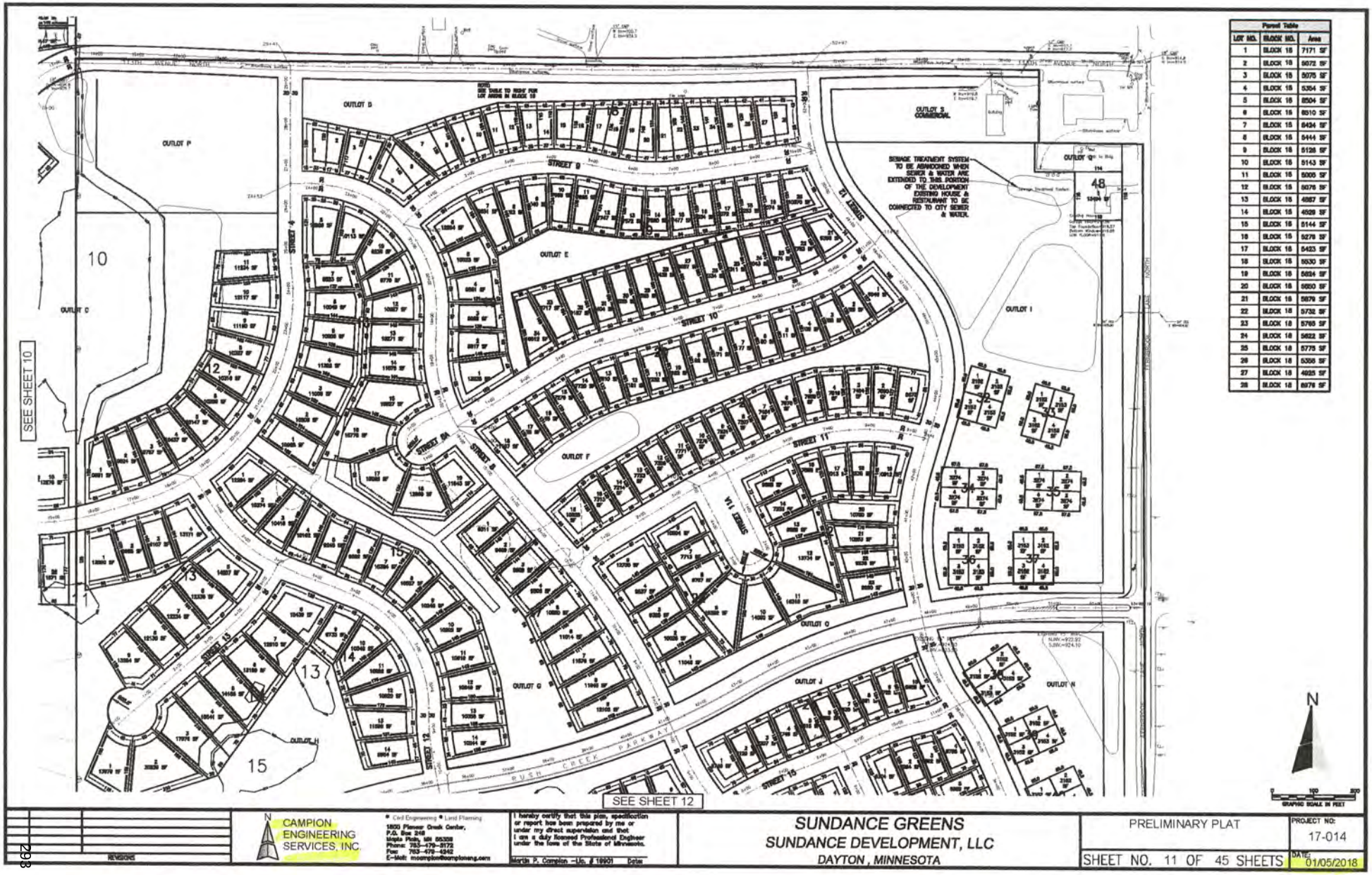
SHEET NO. 9 OF 45 SHEETS

DATE: 01/05/2018



REVISIONS	CAMPION ENGINEERING SERVICES, INC.	• Civil Engineering • Land Planning 1600 Pioneer Creek Center, P.O. Box 240 Maple Plain, MN 55359 Phone: 763-479-3172 Fax: 763-479-4242 E-Mail: 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 laws of the State of Minnesota. Martin P. Campion - Lic. # 19901 Date:	*SUNDANCE GREENS* *SUNDANCE DEVELOPMENT, LLC* *DAYTON, MINNESOTA*	PRELIMINARY PLAT SHEET NO. 10 OF 45 SHEETS	PROJECT NO: 17-014 DATE: 01/05/2018

GRAPHIC SCALE IN FEET



Parcel Table		
LOT NO.	BLOCK NO.	Area
1	BLOCK 18	7171 SF
2	BLOCK 18	9072 SF
3	BLOCK 18	9075 SF
4	BLOCK 18	5364 SF
5	BLOCK 18	8504 SF
6	BLOCK 18	8510 SF
7	BLOCK 18	8434 SF
8	BLOCK 18	8444 SF
9	BLOCK 18	5126 SF
10	BLOCK 18	5143 SF
11	BLOCK 18	5006 SF
12	BLOCK 18	5076 SF
13	BLOCK 18	4887 SF
14	BLOCK 18	4529 SF
15	BLOCK 18	5144 SF
16	BLOCK 18	5278 SF
17	BLOCK 18	5423 SF
18	BLOCK 18	5530 SF
19	BLOCK 18	5834 SF
20	BLOCK 18	9050 SF
21	BLOCK 18	5879 SF
22	BLOCK 18	5732 SF
23	BLOCK 18	5765 SF
24	BLOCK 18	5822 SF
25	BLOCK 18	5775 SF
26	BLOCK 18	5306 SF
27	BLOCK 18	4825 SF
28	BLOCK 18	6979 SF

REVISIONS

CAMPION ENGINEERING SERVICES, INC.
• Civil Engineering • Land Planning
1803 Pioneer Creek Center,
P.O. Box 248
Maple Plain, MN 55359
Phone: 763-479-3172
Fax: 763-479-4242
E-Mail: 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 laws of the State of Minnesota.

Martin P. Campion -Lic. # 19901 Date:

SUNDANCE GREENS

SUNDANCE DEVELOPMENT, LLC

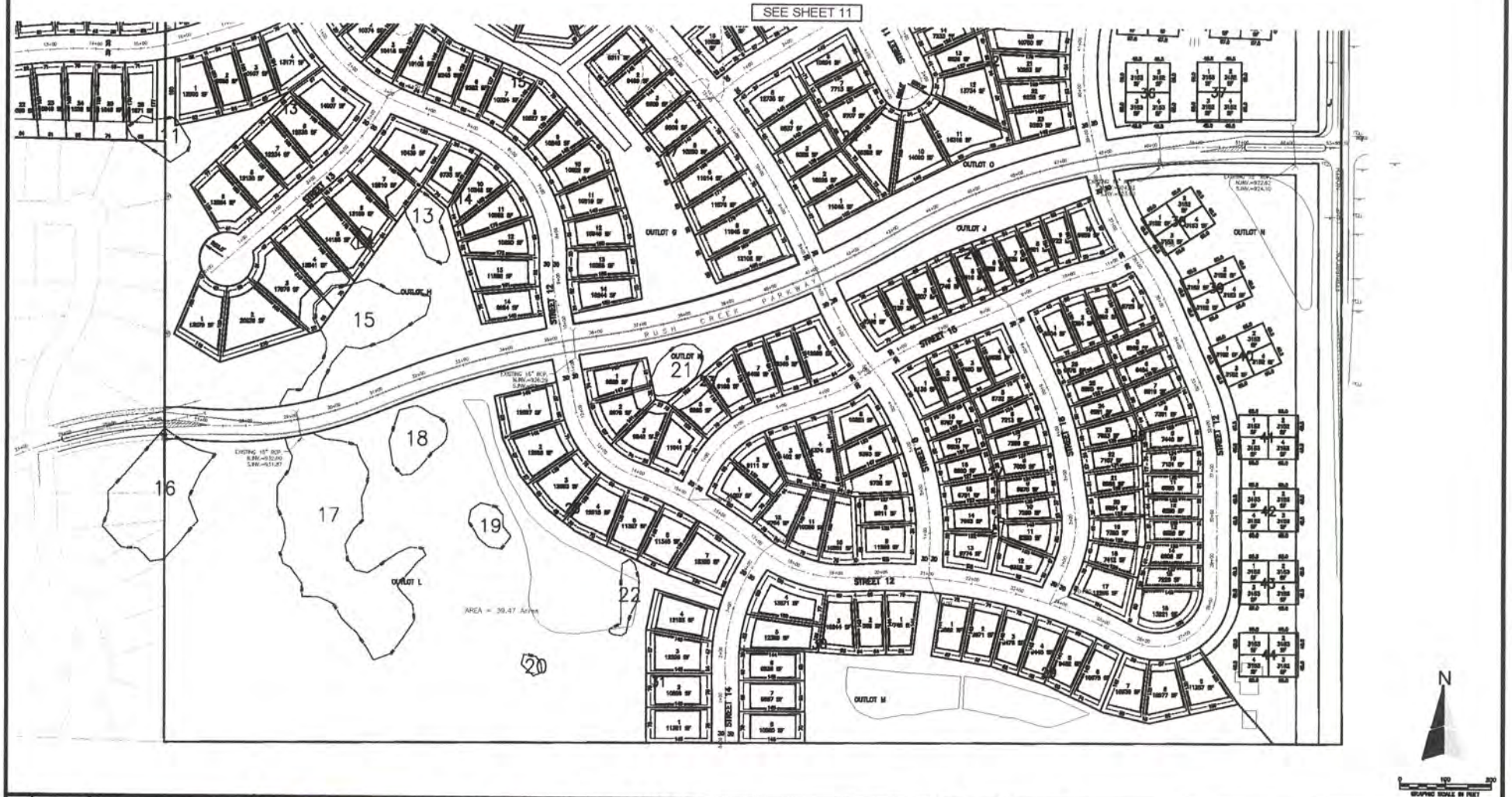
DAYTON, MINNESOTA

PRELIMINARY PLAT

PROJECT NO: 17-014

SHEET NO. 11 OF 45 SHEETS

DATE: 01/05/2018



REVISIONS			

CAMPION ENGINEERING SERVICES, INC.

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Martin P. Campion - Lic. # 19901 Date:

SUNDANCE GREENS
SUNDANCE DEVELOPMENT, LLC
DAYTON, MINNESOTA

PRELIMINARY PLAT

SHEET NO. 12 OF 45 SHEETS

PROJECT NO: 17-014

DATE: 01/05/2018

DEVELOPMENT AGREEMENT

FOR THE PLAT OF

SUNDANCE GREENS 12TH ADDITION

BY AND BETWEEN

THE CITY OF DAYTON

AND

SUNDANCE DEVELOPMENT, LLC

DRAFT

THIS DEVELOPMENT AGREEMENT, made and entered into on the _____ day of _____, 202_, by and between the City of DAYTON, a Minnesota municipal corporation ("CITY"), and SUNANCE DEVELOPMENT, a Limited Liability Company ("DEVELOPER").

RECITALS:

WHEREAS, in pursuant of the DEVELOPMENT PROJECT, the DEVELOPER has applied to the CITY for approval of the DEVELOPMENT PLANS and FINAL PLAT for SUNDANCE GREENS 12TH ADDITION; and

WHEREAS, in conjunction with the granting of these approvals, the CITY requires the installation and/or availability of public utilities (sewer and water), public streets, storm sewer pipes, ponds, and other facilities; and

WHEREAS, under authority granted to it, including Minnesota Statutes Chapters 412, 429, and 462, the COUNCIL approved the FINAL PLAT and DEVELOPMENT PLANS on the following conditions:

1. That the DEVELOPER enters into this DEVELOPMENT AGREEMENT, which contract defines the work which the DEVELOPER undertakes to complete; and

2. The DEVELOPER shall provide an irrevocable letter of credit and cash deposits in the amounts and with conditions satisfactory to the CITY, providing for assurance of payment for the actual construction and installation of the improvements in the DEVELOPMENT PLANS, as specified and required by the CITY.

WHEREAS, the DEVELOPMENT PLANS were prepared by a registered professional engineer and have been submitted to and approved by the CITY ENGINEER.

NOW, THEREFORE, subject to the terms and conditions of this DEVELOPMENT AGREEMENT and in reliance upon the representations, warranties and covenants of the parties herein contained, the CITY and DEVELOPER agree as follows:

ARTICLE 1
DEFINITIONS

1.1. TERMS. The following terms, unless elsewhere defined specifically in the DEVELOPMENT AGREEMENT, shall have the following meanings as set forth below.

1.2. BUILDER. "BUILDER" means an entity that will be constructing a residence on a lot in the FINAL PLAT.

1.3. CITY. "CITY" means the City of Dayton, a Minnesota municipal corporation.

1.4. CITY ENGINEER. "CITY ENGINEER" means the City Engineer of the City of Dayton or delegates.

1.5. CITY WARRANTIES. "CITY WARRANTIES" means all CITY WARRANTIES identified in Article 12 of this DEVELOPMENT AGREEMENT.

1.6. COMMUNITY DEVELOPMENT DIRECTOR. "COMMUNITY DEVELOPMENT DIRECTOR" means the Community Development Director of the City of Dayton or delegates.

1.7. COUNCIL. "COUNCIL" means the Council of the City of Dayton.

1.8. COUNTY. "COUNTY" means Hennepin County or Wright County, Minnesota.

1.9. DEVELOPER. "DEVELOPER" means SUNDANCE DEVELOPMENT, a Limited Liability Company.

1.10. DEVELOPER DEFAULT. "DEVELOPER DEFAULT" means and includes, jointly and severally, any of the following or any combination thereof:

a) failure by the DEVELOPER to timely pay the CITY any money required to be paid under the DEVELOPMENT AGREEMENT;

b) failure by the DEVELOPER to timely construct the DEVELOPER IMPROVEMENTS according to the DEVELOPMENT PLANS and the CITY standards and specifications;

c) failure by the DEVELOPER to observe or perform any covenant, condition, obligation or agreement on its part to be observed or performed under this DEVELOPMENT AGREEMENT; or

d) breach of the DEVELOPER WARRANTIES.

1.11. DEVELOPER IMPROVEMENTS. "DEVELOPER IMPROVEMENTS" means and includes, individually and collectively, all the improvements identified in Article 4.

1.12. DEVELOPER WARRANTIES. "DEVELOPER WARRANTIES" means all DEVELOPER WARRANTIES identified in Article 10 of this DEVELOPMENT AGREEMENT.

1.13. DEVELOPMENT AGREEMENT. "DEVELOPMENT AGREEMENT" means this instant agreement by and among the CITY and DEVELOPER.

1.14. DEVELOPMENT PLANS. "DEVELOPMENT PLANS" means all the street infrastructure, utility and grading plans, drawings, specifications, and surveys dated June 30, 2026 and prepared by Westwood and Campion Engineering Services, Inc, including all revisions approved by the CITY ENGINEER, hereby incorporated by reference and made a part of this DEVELOPMENT AGREEMENT.

DRAFT

1.15. DEVELOPMENT PROJECT. "DEVELOPMENT PROJECT" means a Planned Unit Development to be known as Sundance Greens 12th Addition that will be constructed on the DEVELOPMENT PROPERTY that is substantially in conformance with the FINAL PLAT.

1.16. DEVELOPMENT PROPERTY. "DEVELOPMENT PROPERTY" means that real property legally described on Exhibit A, attached hereto, upon which the DEVELOPMENT PROJECT will be constructed.

1.17. FINAL ACCEPTANCE. "FINAL ACCEPTANCE" means all conditions of a DEVELOPER IMPROVEMENT have been completed and approved by the CITY ENGINEER or COMMUNITY DEVELOPMENT DIRECTOR.

1.18. FINAL PLAT. "FINAL PLAT" means the FINAL PLAT, approved by the COUNCIL on August 13, 2026, attached hereto as Exhibit B.

1.19. FORCE MAJEURE. "FORCE MAJEURE" means acts of God, including, but not limited to floods, ice storms, blizzards, tornadoes, landslides, lightning and earthquakes (but not including reasonably anticipated weather conditions for the geographic area), riots, global pandemics, insurrections, war or civil disorder affecting the performance of work, blockades, power or other utility failures, and fires or explosions.

1.20. FORMAL NOTICE. "FORMAL NOTICE" means notices given by one party to the other if in writing and if and when delivered or tendered either in person or by depositing it in the United States mail in a sealed envelope, by certified mail, return receipt requested, with postage and postal charges prepaid, addressed as follows:

If to CITY:
City of Dayton
Attention: City Administrator
12260 South Diamond Lake Road
Dayton, MN 55327

If to DEVELOPER:
Tom Dehn
Sundance Woods Development, LLC
6781 Hwy 10
Ramsey, MN 55303

or to such other address as the party addressed shall have previously designated by notice given in accordance with this Section. Notices shall be deemed to have been duly given on the date of service if served personally on the party to whom notice is to be given, or on the third day after mailing if mailed as provided above, provided, that a notice not given as above shall, if it is in writing, be deemed given if and when actually received by a party.

1.21. INDIRECT COSTS. "INDIRECT COSTS" means the costs related to:

DRAFT

a) Finance, administration and legal costs; and

b) Engineering services performed by CITY Staff; and

c) Testing and Right of Way services; and

d) Consulting engineering services.

1.22. OTHER REGULATORY AGENCIES. "OTHER REGULATORY AGENCIES" means and includes, individually and collectively, the following:

a) Minnesota Department of Transportation

b) Hennepin or Wright County

c) Hennepin County Highway Department

d) Elm Creek Watershed Management Commission

e) Minnesota Department of Health

f) Minnesota Pollution Control Agency

g) Metropolitan Council

h) Minnesota Department of Natural Resources

i) Minnesota Board of Water and Soil Resources

j) Any other regulatory or governmental agency or entity affected by or having jurisdiction over the DEVELOPER IMPROVEMENTS.

1.23. PRELIMINARY PLAT. "PRELIMINARY PLAT" means the preliminary plat approved by the COUNCIL.

1.24. SITE IMPROVEMENTS. "SITE IMPROVEMENTS" or "IMPROVEMENTS" means and includes, individually and collectively, all the improvements identified on Exhibit C and in Article 3.

1.25. UTILITY COMPANIES. "UTILITY COMPANIES" means and includes, jointly and severally, the following:

a) Utility companies, including electric, gas and cable; and

b) Pipeline companies.

ARTICLE 2
FINAL PLAT APPROVAL

2.1. FINAL PLAT APPROVAL. The COUNCIL approved the FINAL PLAT. All conditions contained in the COUNCIL Resolution for the FINAL PLAT shall be considered a condition of this DEVELOPMENT AGREEMENT and are incorporated herein.

2.2. RECORDING OF FINAL PLAT. The DEVELOPER shall record the FINAL PLAT and this DEVELOPMENT AGREEMENT with the COUNTY Recorder. No building permits shall be issued unless the DEVELOPER shows evidence to the CITY that the FINAL PLAT and this DEVELOPMENT AGREEMENT have been recorded with the COUNTY Recorder and the CITY has received the financial obligations required in Article 15.

ARTICLE 3
SITE IMPROVEMENTS

3.1. SITE IMPROVEMENTS. The DEVELOPER shall construct and install, at its own cost, all SITE IMPROVEMENTS as follows in accordance with industry standards for making public improvements

- Sanitary Sewer
- Water
- Streets, curb and gutter
- Sidewalks and trails
- Storm sewers and storm water holding areas
- Boulevard sod
- Landscaping
- Grading
- Wetland buffers
- Setting of iron monuments, surveying and staking
- Street signs, traffic control signs, and street lighting

The estimated costs of the SITE IMPROVEMENTS are on Exhibit C.

3.2. AREA CHARGES. The CITY imposes area charges for sanitary sewer, water and storm sewer impacts to all new developments pursuant to City Code Section 1002.09, (Basic Improvements Required) and the Fee Schedule. Such Area Charges are identified on Exhibit C.

ARTICLE 4
DEVELOPER IMPROVEMENTS

4.1. DEVELOPER IMPROVEMENTS. The DEVELOPER shall install, at its own cost, the DEVELOPER IMPROVEMENTS in accordance with the DEVELOPMENT PLANS and in accordance with the approvals of the CITY Council, and all ordinances and PRELIMINARY and

DRAFT

FINAL PLAT resolutions of the CITY or any amendments thereto and any Miscellaneous Requirements and Conditions on Exhibit D.

4.2. GROUND MATERIAL. The DEVELOPER shall ensure that adequate and suitable ground material shall exist in the areas of public street and utility improvements and shall guarantee the removal, replacement or repair of substandard or unstable material through the warranty period. The cost of said removal, replacement or repair is the responsibility of the DEVELOPER.

4.3. GRADING/DRAINAGE PLAN, EASEMENTS AND HOURS OF CONSTRUCTION ACTIVITIES.

a) The DEVELOPER shall construct drainage facilities adequate to serve the DEVELOPMENT PROJECT in accordance with the DEVELOPMENT PLANS. The DEVELOPER agrees to grant to the CITY all necessary outlots and easements for the access to and preservation and maintenance of the drainage system, for drainage basins and for utility service and for utility looping. The DEVELOPER shall enter into any easement agreements and stormwater maintenance agreements with the CITY that are deemed necessary to fulfill the obligations of this Section and required in Exhibit D. The grading and drainage plan shall include lot and building elevations, drainage swales to be sodded, storm sewer, catch basins, erosion control structures and ponding areas necessary to conform to the overall CITY storm sewer plan. The grading of the site shall be completed in conformance with the DEVELOPMENT PLANS, subject only to such design criteria and engineering design and construction specifications as are used in the DEVELOPMENT PLANS notwithstanding any amendment or change to CITY standards for development subsequent to approval of the FINAL PLAT.

b) The DEVELOPER shall dedicate drainage and utility easements as shown on the FINAL PLAT. Additional utility and drainage easements that may be required by the CITY may be granted by an acceptable document as approved by the CITY. Prior to issuance of a certificate of occupancy to a BUILDER for any dwelling unit constructed on a lot within the subdivision, a certificate of compliance by a land surveyor must be submitted to the CITY by the BUILDER reflecting conformance with the approved grading plan and confirming that the lot corner monuments are installed. The DEVELOPER shall provide the CITY an as-built survey of the DEVELOPMENT PROPERTY in PDF and AUTOCAD format after the final rough grading is complete for review and approval by the CITY ENGINEER prior to development utility installation.

c) Building construction and general construction activities are limited to Monday through Friday between the hours 7:00 AM and 7:00 PM and on Saturday between the hours of 8:00 AM and 4:00 PM. Site grading/excavation and street and utility construction activities are limited to Monday through Friday between the hours 7:00 AM and 7:00 PM and on Saturday between the hours of 8:00 AM and 4:00 PM. Building construction and construction activities are not allowed on CITY-observed holidays, unless agreed to in advance by the CITY ENGINEER.

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d) Construction traffic shall access the project via Sundance Parkway, through the DCM Farms neighborhood.

4.4. GRADING OF PUBLIC STREETS. The DEVELOPER must grade, in accordance with the grading plan provided to and approved by the CITY, all public streets, boulevards, driveways and other public lands, if any, and other lands shown in the approved grading plan. If the DEVELOPER does not perform the work required by this paragraph, the CITY will complete all work required of the DEVELOPER. The DEVELOPER will be financially responsible for payments for this work, which will be assessed as provided in Section 16.2.

4.5. INTERIM BITUMINOUS STREET. The DEVELOPER may be required to construct a bituminous wedge for the roadways within the FINAL PLAT as directed by the CITY ENGINEER. A bituminous ramping wedge to protect the concrete lip from snowplow damage shall be installed with the bituminous base course. Prior to paving the bituminous wear course, the ramping wedge must be milled off. The CITY will thoroughly inspect all curb and gutter for damage prior to the installation of the bituminous wear course and may require repairs and/or replacement by the DEVELOPER depending on the severity of damage. The DEVELOPER is responsible for the replacement of any damaged sidewalk or curb. The BUILDER will be responsible to preserve and protect the public roadway and any sidewalk/trail Final acceptance of the required improvements by the CITY will not be granted until all work, including final wear course, is completed. The DEVELOPER shall install the bituminous wear course of streets at the direction of the CITY ENGINEER but not before 90% of the residences have final Certificate of Occupancy.

4.6. PUBLIC STREET MAINTENANCE. The DEVELOPER is responsible for all maintenance, upkeep and repair of all public streets contained within the FINAL PLAT from initiation of construction through final acceptance by the CITY.

4.7. STREET SWEEPING. The DEVELOPER is responsible for the removal of all construction debris and earth materials within the public right-of-way typically resulting from new home construction activities. The CITY will inspect the roadways to ensure the DEVELOPER is keeping all public roadway surfaces clean. If any portion of a public roadway surface is found in an unacceptable condition, the CITY will have appropriate equipment dispatched to the site and all costs associated with the clean-up effort will be billed to the DEVELOPER. The DEVELOPER shall pay the CITY's invoice within 30 days of the date of the invoice.

4.8. STREET SIGNS. The DEVELOPER shall be financially responsible for the installation of street identification signs and non-mechanical and non-electrical traffic control signs. Street signs will be in conformance with CITY standards. Final street names will be approved by the CITY. The actual number and location of signs to be installed shall be determined by the CITY and actual installation shall be performed by CITY authorized personnel.

4.9. SOD. The DEVELOPER agrees that the BUILDER must sod all boulevard strips where concrete curb and gutter is required, at the BUILDER's expense in the entire FINAL PLAT. For a lot where the certificate of occupancy is issued between August 1 and May 1 of the following

year, completion of the work described in this paragraph shall be completed by the BUILDER by June 15; for a lot where the certificate of occupancy is issued between May 1 and July 31, completion of the work described in this paragraph shall be completed by the BUILDER by the September 15. Notwithstanding anything to the contrary in this DEVELOPMENT AGREEMENT, it is agreed that in lieu of the BUILDER installing sod on each lot, the BUILDER may provide to a lot owner a certificate that entitles the lot owner to have sod delivered to that lot at the owner's request for installation by the lot owner. Boulevards within pond access routes must be sodded by the DEVELOPER.

4.10. BOULEVARD AND AREA RESTORATION. All boulevards shall be permanently sodded within 30 days of final grading, with the exception of those boulevards directly adjacent to buildable lots. These boulevards may be temporarily seeded until the lot is final graded, and the as-built approved, and then sod shall be installed. The DEVELOPER shall restore all other areas disturbed by the development grading operation in accordance with the approved DEVELOPMENT PLANS, over the entire FINAL PLAT. Upon request of the CITY ENGINEER, the DEVELOPER shall remove the silt fences, biolog, inlet protection, and construction entrance after grading and construction have occurred.

4.11. LOT CORNER MONUMENTS. The DEVELOPER shall install all subdivision lot corner monumentation within one year from the date of recording the FINAL PLAT, or the monumentation shall be installed on a per lot basis at the time the building permit for the subject lot is issued, whichever occurs first. At the end of the one year period from recording of this DEVELOPMENT AGREEMENT, the DEVELOPER shall submit to CITY ENGINEER written verification by a registered land surveyor that the required monuments have been installed throughout the FINAL PLAT.

4.12. RESERVED.

4.13. STREET MAINTENANCE, RESTORATION, ACCESS AND REPAIR DURING CONSTRUCTION. The DEVELOPER shall clear, on a daily basis, any soil, earth or debris from the streets and wetlands within or adjacent to the FINAL PLAT resulting from the grading or building on the land within the FINAL PLAT by the DEVELOPER or its agents, and shall restore to the CITY's specifications any gravel base contaminated by mixing construction or excavation debris, or earth in it, and repair to the CITY's specifications any damage to bituminous surfacing resulting from the use of construction equipment.

Furthermore, the DEVELOPER shall maintain reasonable access to any occupied buildings within the FINAL PLAT, including necessary street maintenance such as grading, graveling, patching and snow removal prior to permanent street surfacing. The DEVELOPER agrees to perform and assume all responsibilities relating to snow removal and ice control, if the streets have not been accepted for winter maintenance by the CITY ENGINEER by October 15. Completion of the work described in the paragraph shall be completed within fifteen (15) days after notice by the CITY to the DEVELOPER that repair or restoration is required. Saturday working hours for the site grading/street and utility construction shall be 8:00 a.m. – 4:00 p.m.

4.14. OCCUPANCY AND ACCESS. No building permit for any lot shall be issued until the DEVELOPER has constructed a temporary access consisting of a bituminous surface base that is acceptable in design by the CITY and the conditions on Exhibit D have been followed. Special consideration may be given for model home building permits if approved by the CITY's Building Official and Fire Marshal as follows:

i. Model home permits may be issued after Class V gravel base and water utilities have been installed to serve the lots for the model homes so long as "Out of Service" hydrant tags have been installed on all out of service hydrants within the development.

No temporary certificate of occupancy for any lot shall be issued until the DEVELOPER has constructed a temporary bituminous roadway that is accessible in design by the CITY and water and sanitary sewer improvements are installed, tested, televised, reviewed and available for use, unless approved by the CITY ENGINEER, FIRE MARSHAL, AND BUILDING OFFICIAL. Hydrant tags must also be removed. No certificate of occupancy for any lot within the FINAL PLAT shall be issued until the first lift of street pavement and the pavement wedge has been installed. Furthermore, the DEVELOPER is responsible for the construction and cost of constructing any necessary temporary bituminous roadway before the public roadway is constructed and shall maintain reasonable access to any occupied home or homes, including necessary street maintenance prior to permanent street improvements that are accepted by the CITY.

4.15. DRIVEWAYS. Upon building a residence on a lot, the BUILDER shall construct a concrete or bituminous surface driveway for the lot in accord with CITY approved standards. For a lot for which a certificate of occupancy is issued between August 1 and May 1 of the following year, completion of the work described in this paragraph must be completed by June 15; for a lot for which a certificate of occupancy is issued between May 1 and July 31, completion of the work described in this paragraph shall be completed by September 15.

4.16. VEGETATION AND TREES. The DEVELOPER shall comply with CITY ordinances and policies related to preservation of vegetation and trees and specifically shall exercise reasonable efforts in residential areas to save mature, non-diseased trees and vegetation on the subject land which do not have to be removed for reasonable installation of buildings, streets, utilities or drainage improvements, construction activities related thereto, or site grading. Prior to any excavation, the DEVELOPER shall require a certified arborist to install tree protection on all trees that are to be saved and to mark trees such trees with a red band prior to any excavation. All diseased trees shall be removed according to CITY ordinance requirements.

4.17. LANDSCAPING. The responsibility for landscaping requirements are as follows:

a) The DEVELOPER is responsible for:

i. Installing all landscaping improvements and irrigation shown on the DEVELOPER's approved landscape plan.
ii. Installing sod in the boulevard (area between curb and property line).

iii. Seeding and mulching areas of disturbed soil.

b) The DEVELOPER will be financially responsible for the work outlines in Section 4.17(a), which shall be secured by a Letter of Credit described in Exhibit C.
c) The DEVELOPER or BUILDER shall be responsible for installing all additional landscaping on individual lots.

4.18. EROSION CONTROL. The DEVELOPER shall provide and follow a plan for erosion control and pond maintenance in accord with the Best Management Practices (BMP) as delineated in the Minnesota Pollution Control Agency's on-line Stormwater Manual and as stated in the grading permit issued by the CITY. Such plan shall be detailed on the DEVELOPMENT PLANS and shall be subject to approval of the CITY ENGINEER. The DEVELOPER shall install and maintain such erosion control structures as appear necessary under the DEVELOPMENT PLANS, or as it becomes necessary subsequent thereto. The DEVELOPER shall be responsible for all damage caused as the result of grading and excavation within the FINAL PLAT including, but not limited to, restoration of existing control structures and clean-up of public right-of-way, until all lots are final graded and improvements are completed. As a portion of the erosion control plan, the DEVELOPER shall seed or sod any disturbed areas in accordance with the DEVELOPMENT PLANS. After the site is rough graded, the DEVELOPER must provide erosion control devices that are reasonably required by the CITY. The parties recognize that time is of the essence in controlling erosion. If the DEVELOPER does not provide erosion control, the CITY may, after a twenty-four (24) hour notice, take appropriate action to control erosion. The CITY may, without notice draw upon any posted financial guarantee to pay costs incurred by the CITY in controlling erosion within the FINAL PLAT, or at the CITY's option, assess the additional costs incurred as part of the DEVELOPER IMPROVEMENTS.

4.19. PROHIBITION ON TRANSFER OF RESPONSIBILITY. The DEVELOPER must not transfer or assign its responsibility to perform the requirements of street sweeping, street signs, street maintenance, restoration, access and repair, landscaping, and erosion control to any lot purchaser or BUILDER of a home on any lot within the FINAL PLAT. Notwithstanding the foregoing, it is agreed that DEVELOPER may transfer its responsibility for sod installation, provided DEVELOPER remains liable for the performance thereof and it is understood and agreed that upon transfer of the NPDES permit to the BUILDER or buyer of an individual lot, all responsibilities subsumed under the said NPDES permit specific to the subject lot shall, thereafter, be the BUILDER's or buyer's responsibility and not DEVELOPER's responsibility.

4.20. WEED/GRASS MAINTENANCE. The DEVELOPER must not allow or permit within the FINAL PLAT, excluding land deeded to the CITY for public purposes, any weeds, grass, brush, or other rank vegetation to a height greater than eight (8) inches, or permit any accumulation of dead weeds, grass or brush. In the event the DEVELOPER fails to comply with this provision, the CITY may give the DEVELOPER notice to cut or remove material in violation of this paragraph. All costs of cutting or removing incurred by the CITY must be paid by the DEVELOPER or assessed against the property that is in violation. The DEVELOPER shall maintain all CITY outlots until acceptance in writing by the CITY.

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4.21 SPECIFICATIONS, INSPECTIONS AND RECORD DRAWINGS. Unless otherwise stated, all of the required improvements for the DEVELOPMENT PROJECT shall conform to engineering standards and specifications as required by the CITY. Such DEVELOPER IMPROVEMENTS shall be subject to inspection and approval and shall be made in sequence as determined by the CITY ENGINEER. Plans and specifications for the required improvements shall be submitted to the CITY ENGINEER in a type and format specified by the CITY ENGINEER for review and approval. The DEVELOPER shall retain a testing consultant, approved by the CITY, to complete necessary third-party testing of all materials, soil compaction and other infrastructure systems as required by CITY infrastructure specifications, and shall direct that the consultant provide copies of all test reports to the CITY at the same time as they are provided to the DEVELOPER. The DEVELOPER shall provide proof to the CITY prior to the onset of construction activities that it has a valid contract with said testing consultant. If any utility or other improvements are required as part of the CITY'S approval process, those improvements shall be inspected by a CITY designated inspector for compliance with CITY standards and the approved DEVELOPMENT PLANS. The CITY ENGINER shall determine the estimated cost of inspection services which amount is set forth in Exhibit C. The CITY will pay all improvement inspection costs incurred from escrowed funds deposited with the CITY by the DEVELOPER in an amount estimated on Exhibit C, but the DEVELOPER shall pay the actual amount determined by the CITY ENGINEER. Excess funds will be returned to the DEVELOPER upon completion and acceptance of the DEVELOPMENT PROJECT. If escrowed funds deposited with the CITY are insufficient to cover the inspection costs, the DEVELOPER shall deposit additional funds to cover the estimated overage in accordance with this Section. The COMMUNITY DEVELOPMERN DIRECTOR will notify the DEVELOPER when the escrow must be replenished, and the DEVELOPER agrees to replenish the escrow account in the amount requested by the COMMUNITY DEVELOPMENT DIRECTOR within ten (10) calendar days. If the DEVELOPER fails to replenish the escrow, then the CITY may pause inspections until the escrow is replenished. Upon completion of the required DEVELOPER IMPROVEMENTS the DEVELOPER's engineer of record shall send as-built grading and utility drawings and certifying compliance to the CITY'S engineering standards and specifications and with those costs paid by the DEVELOPER.

ARTICLE 5
PARK CONTRIBUTION REQUIREMENTS

5.1. PARK DEDICATION. The DEVELOPER shall comply with the park dedication requirements as defined in City Code 1002.08, Subd 10 (Dedication of Lands for Public Purposes). Park dedication fees identified in Exhibit C must be paid prior to the release of the FINAL PLAT.

The DEVELOPER shall dedicate Outlot A to the CITY in fee title for use as a public park (Dayton Farms Park).

The DEVELOPER shall construct a trail to city standards at the DEVELOPER's expense along the overhead powerline corridor, connecting Sundance Parkway to the existing trail in Dayton Farms Park.

ARTICLE 6
PERMITS, LICENSES AND OTHER APPROVALS

6.1. PERMITS. The DEVELOPER shall obtain all necessary approvals, permits and licenses from the CITY, the OTHER REGULATORY AGENCIES and the UTILITY COMPANIES, as identified on Exhibit E. Major design requirements of any such entities shall be determined prior to completion and incorporated into the DEVELOPMENT PLANS. All costs incurred to obtain said approvals, permits and licenses, and also all fines or penalties levied by any agency due to the failure of the DEVELOPER to obtain or comply with conditions of such approvals, permits and licenses, shall be paid by the DEVELOPER. The DEVELOPER shall defend and hold the CITY harmless from any action initiated by the OTHER REGULATORY AGENCIES and the UTILITY COMPANIES resulting from such failures of the DEVELOPER.

ARTICLE 7
OTHER DEVELOPMENT REQUIREMENTS

7.1. MISCELLANEOUS REQUIREMENTS. Any additional requirements to approval of the FINAL PLAT and DEVELOPMENT PLANS as specified by the COUNCIL are incorporated herein and identified on Exhibit D.

7.2. CUL DE SAC REMOVAL. If applicable, DEVELOPER shall remove the temporary cul de sac on Polaris Lane N and restore the area as necessary, including sod and extension of the sprinkler system.

7.3. TREE PRESERVATION. The DEVELOPER shall comply with the tree preservation and protection as shown the DEVELOPER's approved tree preservation plan.

ARTICLE 8
WARRANTY PERIOD

8.1. **WARRANTY PERIOD.** CITY ENGINEER or COMMUNITY DEVELOPMENT DIRECTOR, as deemed appropriate depending on the type of DEVELOPER IMPROVEMENTS, will provide written notice to the DEVELOPER of FINAL ACCEPTANCE and commencement of the warranty period.

8.2. **WARRANTY ON PROPER WORK AND MATERIALS.** The DEVELOPER warrants all work required to be performed by it under this DEVELOPMENT AGREEMENT against defective material and faulty workmanship after FINAL ACCEPTANCE for the period of time as stated below:

a) One (1) growing season for sod, trees, and landscaping. The warranty shall commence after inspection by the CITY All plants shall be alive, of good quality, and disease-free at the end of the warranty period or be replaced. Any replacements shall be warranted for one (1) growing season from the time of inspection by the CITY.

b) One (1) year for streets, sidewalks, and trails. The warranty shall include the obligation of the DEVELOPER to repair and correct any damage to or deficiency in such improvements during the warranty period. The warranty period shall commence after the final wear course has been installed and accepted by the CITY.

c) Two (2) years for water, sewer, and storm water utilities. The warrant period shall commence following completion and acceptance by the CITY.

ARTICLE 9
RESPONSIBILITY FOR COSTS

9.1. DEVELOPER AND SITE IMPROVEMENT COSTS. The DEVELOPER shall pay for the DEVELOPER IMPROVEMENTS and SITE IMPROVEMENTS, including all costs of persons doing work or furnishing skills, tools, machinery or materials, or insurance premiums or equipment or supplies and all just claims for the same. The CITY shall be under no obligation to pay the contractor or any subcontractor any sum whatsoever on account thereof, whether or not the CITY shall have approved the contract or subcontract. Such SITE IMPROVEMENTS are identified on Exhibit C.

The DEVELOPER is responsible for contracting and paying for the street and utility testing costs. The CITY's designated inspector on the DEVELOPMENT PROJECT will coordinate the street and utility testing activities. All testing reports shall be sent to the CITY with a copy to the DEVELOPER.

If deductions are owed on the street and utility construction pursuant to the MNDOT standards for construction, then these deductions will be paid by DEVELOPER to CITY within thirty (30) days after DEVELOPER receives notices of such deductions.

9.2. MISCELLANEOUS AND AREA CHARGES. The DEVELOPER shall reimburse the CITY for all miscellaneous costs and Area Charges incurred or to be incurred by the CITY in connection with this DEVELOPMENT AGREEMENT. Such costs are identified on Exhibit C.

9.3. ENFORCEMENT COSTS. The DEVELOPER shall pay the CITY for costs incurred in the enforcement of this DEVELOPMENT AGREEMENT, including engineering costs and reasonable attorneys' fees.

9.4. TIME OF PAYMENT. The DEVELOPER shall pay all bills from the CITY within thirty (30) days after billing. Bills not paid within thirty (30) days shall bear interest at the rate of eight percent (8%) per year.

ARTICLE 10
DEVELOPER WARRANTIES

10.1. STATEMENT OF DEVELOPER WARRANTIES. The DEVELOPER hereby warrants and represents the following:

a) **AUTHORITY.** The DEVELOPER is the fee title owner of the DEVELOPER parcels identified in the DEVELOPMENT PROPERTY on Exhibit A and in the FINAL PLAT and has the right, power, legal capacity and authority to enter into and perform its obligations under this DEVELOPMENT AGREEMENT, and no approvals or consents of any persons are necessary in connection with the authority of DEVELOPER to enter into and perform its obligations under this DEVELOPMENT AGREEMENT.

b) **NO DEFAULT.** The DEVELOPER is not in default under any lease, contract or agreement to which it is a party or by which it is bound which would affect performance under this DEVELOPMENT AGREEMENT. The DEVELOPER is not a party to or bound by any mortgage, lien, lease, agreement, instrument, order, judgment or decree which would prohibit the execution or performance of this DEVELOPMENT AGREEMENT by the DEVELOPER or prohibit any of the transactions provided for in this DEVELOPMENT AGREEMENT.

c) **PRESENT COMPLIANCE WITH LAWS.** The DEVELOPER has complied with and is not in violation of applicable federal, state or local statutes, laws, and regulations including, without limitation, permits and licenses and any applicable zoning, environmental or other law, ordinance or regulation affecting the FINAL PLAT and the DEVELOPMENT PLANS and the DEVELOPER IMPROVEMENTS. The DEVELOPER is not aware of any pending or threatened claim of any such violation.

d) **CONTINUING COMPLIANCE WITH LAWS.** The DEVELOPER will comply with all applicable federal, state and local statutes, laws and regulations including, without limitation, permits and licenses and any applicable zoning, environmental or other law, ordinance or regulation affecting the FINAL PLAT and the DEVELOPMENT PLANS and the DEVELOPER IMPROVEMENTS.

e) **NO LITIGATION.** There is no suit, action, arbitration or legal, administrative or other proceeding or governmental investigation pending, or threatened against or affecting DEVELOPER or the FINAL PLAT or the DEVELOPMENT PLANS or the DEVELOPER IMPROVEMENTS. The DEVELOPER is not in default with respect to any order, writ, injunction or decree of any federal, state, local or foreign court, department, agency or instrumentality.

f) **FULL DISCLOSURE.** None of the representatives and warranties made by the DEVELOPER or made in any exhibit hereto or memorandum or writing furnished or to be furnished by the DEVELOPER or on its behalf intentionally contains or will contain any untrue statement of material fact or intentionally omit any material fact the omission of which would be misleading. Any unintentional untrue statements or omissions shall be corrected or cured within thirty (30) days after the DEVELOPER receives FORMAL NOTICE or obtains knowledge of such error, unless an extension is granted by the CITY.

g) **PLAT COMPLIANCE.** The FINAL PLAT and the DEVELOPMENT PLANS comply with all CITY, COUNTY, metropolitan, state and federal laws and regulations, including but not limited to, subdivision ordinances, zoning ordinances and environmental regulations.

h) **OBTAINING PERMITS.** The DEVELOPER shall obtain in a timely manner and pay for all required permits, licenses and approvals, and shall meet, in a timely manner, all requirements of all applicable, local, state and federal laws and regulations which must be obtained or met before the DEVELOPER IMPROVEMENTS may be lawfully constructed. A list of the CITY permits, licenses, and approvals required is identified on Exhibit E.

i) **HOMEOWNERS' ASSOCIATION.** The DEVELOPER shall set up a Homeowners' Association that governs the rights and responsibilities of the individual property owners prior to release of the PLAT. The DEVELOPER shall specifically incorporate the responsibilities of the Homeowners' Association that are identified in this DEVELOPMENT AGREEMENT as being the responsibilities of the Homeowners' Association as identified on Exhibit F.

ARTICLE 11
OVERSIZING OF INFRASTRUCTURE OR FACILITIES

11.1 OVERSIZE _____. The DEVELOPER will construct _____ and the CITY will reimburse the DEVELOPER through credits in the amount on Exhibit C.

11.2 WAIVER. The DEVELOPER waives any takings claim against the CITY under federal or state law relating to the oversizing set forth in this Article 11 and agrees the credits equal the cost of the oversizing.

ARTICLE 12
CITY WARRANTIES

12.1. STATEMENT OF CITY WARRANTIES. The CITY hereby warrants and represents as follows:

a) **ORGANIZATION.** The CITY is a municipal corporation duly incorporated and validly existing in good standing the laws of the State of Minnesota.

ARTICLE 13
INDEMNIFICATION OF CITY

13.1. INDEMNIFICATION OF CITY. Provided the CITY is not in DEFAULT under the DEVELOPMENT AGREEMENT with respect to the particular matter causing the claim, loss or damage, the DEVELOPER shall indemnify, defend and hold the CITY, its COUNCIL, agents,

employees, attorneys and representatives harmless against and in respect of any and all claims, demands, actions, suits, proceedings, losses, costs, expenses, obligations, liabilities, damages, recoveries, and deficiencies, including interest, penalties and attorneys' fees, that the CITY incurs of suffers, which arise out of, result from or relate to:

a) breach by the DEVELOPER of the DEVELOPER WARRANTIES;

b) failure of the DEVELOPER to timely construct the DEVELOPER IMPROVEMENTS according to the DEVELOPMENT PLANS and the CITY ordinances, standards and specifications;

c) failure by the DEVELOPER to observe or perform any covenant, condition, obligation or agreement on its part to be observed or performed under this DEVELOPMENT AGREEMENT;

d) failure by the DEVELOPER to pay contractors, subcontractors, laborers, or materialmen;

e) failure by the DEVELOPER to pay for materials;

f) approval by the CITY of the FINAL PLAT;

g) approval by the CITY of the DEVELOPMENT PLANS;

h) failure to obtain the necessary permits and authorizations to construct the DEVELOPER IMPROVEMENTS;

i) construction of the DEVELOPER IMPROVEMENTS;

j) delays in construction of the DEVELOPER IMPROVEMENTS;

k) payment by the DEVELOPER for any required costs or assessments;

l) all costs and liabilities arising because building permits were issued prior to the completion and acceptance of the DEVELOPER IMPROVEMENTS.

13.2. **NOTICE.** Within a reasonable period of time after the CITY's receipt of actual notice of any matter giving rise to a right of payment against the CITY pursuant to Section 13.1, the CITY shall give the FORMAL NOTICE in reasonable detail to the DEVELOPER. The DEVELOPER shall not be obligated to make any payment to the CITY for any such claim until the passage of thirty (30) days from the date of its receipt of FORMAL NOTICE from the CITY, during which time the DEVELOPER shall have the right to cure or remedy the event leading to such claim.

13.3. **DEFENSE OF CLAIM.** Provided the CITY is not in DEFAULT under the DEVELOPMENT AGREEMENT with respect to the particular matter causing the claim or demand,

with respect to claims or demands asserted against the CITY by a third party of the nature covered by Section 13.1, and provided that the CITY gives FORMAL NOTICE thereof, the DEVELOPER will, at its sole expense, provide for the defense thereof with counsel of its own selection but approved by the CITY. The DEVELOPER will pay all costs and expenses including attorneys' fees incurred in so defending against such claims, provided that the CITY shall at all times also have the right to fully participate in the defense at the CITY's expense. If the DEVELOPER fails to defend, the CITY shall have the right, but not the obligation, to undertake the defense of, and to compromise or settle the claim or other matter, for the account of and at the risk of the DEVELOPER.

ARTICLE 14
CITY REMEDIES UPON DEVELOPER DEFAULT

14.1. CITY REMEDIES. If a DEVELOPER DEFAULT occurs, that is not caused by FORCE MAJEURE, the CITY shall give the DEVELOPER FORMAL NOTICE of the DEVELOPER DEFAULT and the DEVELOPER shall have thirty (30) days to cure the DEVELOPER DEFAULT. If the DEVELOPER, after FORMAL NOTICE to it by the CITY, does not cure the DEVELOPER DEFAULT, then the CITY may avail itself of any remedy afforded by law and any of the following remedies:

a) the CITY may specifically enforce this DEVELOPMENT AGREEMENT;

b) the CITY may suspend any work, improvement or obligation to be performed by the CITY;

c) the CITY may collect or draw on the irrevocable letter of credit ("LOC") or cash deposit pursuant to Article 15 hereof;

d) the CITY may suspend or deny building and occupancy permits for buildings within the FINAL PLAT; or

e) the CITY may, at its sole option, perform the work or improvements to be performed by the DEVELOPER, in which case the DEVELOPER shall within thirty (30) days after written billing by the CITY reimburse the CITY for any costs and expenses incurred by the CITY. In the alternative, the CITY may in whole or in part, specially assess any of the costs and expenses incurred by the CITY, and the DEVELOPER hereby waives any and all procedural and substantive objections to the installation and construction of the work and improvements and the special assessment resulting therefrom, including, but not limited to, notice and hearing requirement and any claim that the special assessments exceed benefit to the FINAL PLAT. The DEVELOPER hereby waives any appeal rights otherwise available pursuant to Minn. Stat. § 429.081.

14.2. NO ADDITIONAL WAIVER IMPLIED BY ONE WAIVER. In the event any agreement contained in this DEVELOPMENT AGREEMENT is breached by the DEVELOPER and thereafter waived in writing by the CITY, such waiver shall be limited to the particular breach so

waived and shall not be deemed to waive any other concurrent, previous or subsequent breach hereunder. All waivers by the CITY must be in writing.

14.3. NO REMEDY EXCLUSIVE. No remedy herein conferred upon or reserved to the CITY shall be exclusive of any other available remedy or remedies, but each and every such remedy shall be cumulative and shall be in addition to every other remedy given under the DEVELOPMENT AGREEMENT or now or hereafter existing at law or in equity or by statute. No delay or omission to exercise any right or power accruing upon any default shall impair any such right or power or shall be construed to be a waiver thereof, but any such right and power may be exercised from time to time and as often as may be deemed expedient. In order to entitle the CITY to exercise any remedy reserved to it, it shall not be necessary to give notice, other than the FORMAL NOTICE.

14.4. EMERGENCY. Notwithstanding the requirement contained in Section 14.1 hereof relating to FORMAL NOTICE to the DEVELOPER in case of a DEVELOPER DEFAULT and notwithstanding the requirement contained in Section 14.1 hereof relating to giving the DEVELOPER a right to cure the DEVELOPER DEFAULT, in the event of an emergency as determined by the CITY ENGINEER, resulting from the DEVELOPER DEFAULT, the CITY may perform the work or improvement to be performed by the DEVELOPER without giving any notice or FORMAL NOTICE to the DEVELOPER and without giving the DEVELOPER the right to cure the DEVELOPER DEFAULT. In such case, the DEVELOPER shall within thirty (30) days after written billing by the CITY reimburse the CITY for any and all costs incurred by the CITY. In the alternative, the CITY may, in whole or in part, specially assess the costs and expenses incurred by the CITY, and the DEVELOPER hereby waives any and all procedural and substantive objections to the installation and construction of the work and improvements and the special assessments resulting therefrom, including, but not limited to, notice and hearing requirements and any claim that the special assessments exceed benefit to the FINAL PLAT. The DEVELOPER hereby waives any appeal rights otherwise available pursuant to Minn. Stat. § 429.081.

ARTICLE 15
FINANCIAL OBLIGATIONS

15.1. DEVELOPER'S LETTER OF CREDIT AMOUNT. Prior to release of the FINAL PLAT for recording, the DEVELOPER shall deposit with the CITY an irrevocable letter of credit for the amounts required in Exhibit C. The letter of credit shall be for 120% of the original cost of the DEVELOPER IMPROVEMENTS. In lieu of an irrevocable letter of credit, DEVELOPER may deposit cash or other security acceptable to CITY. It is the CITY's sole discretion to accept other security.

All cost estimates shall be acceptable to the CITY ENGINEER. The bank and form of the irrevocable letter of credit shall be subject to approval by the CITY Finance Director and shall continue to be in full force and effect until released by the CITY. The irrevocable LOC shall be for a one year term provided it is automatically renewable for successive one year periods from the present or any future expiration dates, and further provided that the irrevocable LOC states that at least sixty (60) days prior to the expiration date the bank will notify the CITY if the bank elects not to renew for an additional period. The irrevocable LOC shall secure compliance by the DEVELOPER with the

terms of this DEVELOPMENT AGREEMENT. The CITY may draw down on the irrevocable LOC or cash deposit, without any further notice than that provided in Section 14.1 relating to a DEVELOPER DEFAULT, for any of the following reasons:

a) a DEVELOPER DEFAULT; or

b) upon the CITY receiving notice that the irrevocable LOC will be allowed to lapse prior to the end of the warranty periods in this DEVELOPMENT AGREEMENT.

The CITY shall use the letter of credit proceeds to reimburse the CITY for its costs and to cause the DEVELOPER IMPROVEMENTS to be constructed to the extent practicable; if the CITY ENGINEER determines that such DEVELOPER IMPROVEMENTS have been constructed and after retaining 10% of the proceeds for later distribution pursuant to Section 15.2, the remaining proceeds shall be distributed to the DEVELOPER.

With CITY approval, the irrevocable letter of credit may be reduced pursuant to Section 15.2 from time to time as financial obligations are paid.

15.2. LETTER OF CREDIT AND ESCROW RELEASE. The DEVELOPER may request that the letter of credit or cash deposits required by the DEVELOPMENT AGREEMENT be reduced at the following intervals:

a) Substantial completion of the mass site grading activities;

b) Final completion of the mass site grading activities;

c) Substantial completion of the sanitary sewer, water main, and storm sewer installation;

d) Substantial completion of the streets and streetlights;

e) Final completion of the initial public improvements.

The letter of credit or cash deposits may be administratively reduced by the CITY ENGINEER by 50% after full installation or completion of the aforementioned items, pending verification of as-builts and completion of punch list items. Upon verification of as-builts that confirm the location and construction of the aforementioned items and completion of punch list items, the DEVELOPER may request the letter of credit or cash deposits be reduced by 75% of the original amounts.

Following the expiration of the warranty periods, all letters of credit and cash escrows will be released.

If it is determined by the CITY that the DEVELOPMENT PLANS were not strictly adhered to, or that work was done without CITY inspection, the CITY may require, as a condition of acceptance, that the DEVELOPER post an irrevocable letter of credit, or cash deposit equal to 125% of the estimated amount necessary to correct the deficiency or to protect against deficiencies arising

therefrom. In the event that work, which is concealed, was done without permitting CITY inspection, then the CITY may, in the alternative, require the concealed condition to be exposed for inspection purposes. Letter of credit reductions will be processed within 30 days of DEVELOPER request.

15.3. DEVELOPER'S CASH REQUIREMENTS AND ESCROWS . At the time that the DEVELOPMENT AGREEMENT is approved, the DEVELOPER shall deposit cash to pay the fees and fund escrows with the CITY for those items and in the amounts required on Exhibit C.

15.4. BUILDER'S CASH FEES AND CASH ESCROW REQUIREMENTS. The DEVELOPER shall notify each BUILDER that certain building permit fees and an escrow shall be required prior to the issuance of a building permit for each lot for those items and in the amount stated on Exhibit H, attached hereto. If the DEVELOPER is the only BUILDER pulling building permits, the CITY, in its sole discretion, may accept an irrevocable LOC from the DEVELOPER for each lot, in an amount equal to or exceeding the total amount of cash escrow requirement that would otherwise be required under this paragraph.

ARTICLE 16
MISCELLANEOUS

16.1. CITY'S DUTIES. The terms of this DEVELOPMENT AGREEMENT shall not be considered an affirmative duty upon the CITY to complete any DEVELOPER IMPROVEMENTS.

16.2. ADDITIONAL IMPROVEMENTS. If the DEVELOPER fails to construct the DEVELOPER IMPROVEMENTS, the CITY at its option, may install and construct the DEVELOPER IMPROVEMENTS. In such case, the CITY, at its option, may specially assess the cost wholly or in part therefore under Minnesota Statutes Chapter 429, or may draw on the irrevocable LOC or cash deposit. If the CITY specially assesses the cost of any portion thereof, then the DEVELOPER hereby waives any and all procedural and substantive objections to the installation of the improvements and the special assessments, including, but not limited to, notice and hearing requirements and any claim that the special assessments exceed the benefit to the FINAL PLAT. The DEVELOPER waives any appeal rights otherwise available pursuant to Minnesota Statute § 429.081. The DEVELOPER acknowledges that the benefit from the improvements equal or exceed the amount of the special assessments.

16.3. NO THIRD PARTY RECOURSE. Third parties shall have no recourse against the CITY under this DEVELOPMENT AGREEMENT.

16.4. VALIDITY. If any portion, section, subsection, sentence, clause, paragraph or phrase of this DEVELOPMENT AGREEMENT is for any reason held to be invalid, such decision shall not affect the validity of the remaining portion of this DEVELOPMENT AGREEMENT.

16.5. RECORDING. The DEVELOPMENT AGREEMENT and PLAT shall be recorded with the COUNTY Recorder, and the DEVELOPER shall provide and execute any and all documents necessary to implement the recording.

DRAFT

16.6. BINDING AGREEMENT. The parties mutually recognize and agree that all terms and conditions of this recordable DEVELOPMENT AGREEMENT shall run with the land in the FINAL PLAT, and shall be binding upon the successors and assigns of the DEVELOPER. This DEVELOPMENT AGREEMENT shall also run with and be binding upon any after acquired interest of the DEVELOPER in the land made the subject of the FINAL PLAT.

16.7. CONTRACT ASSIGNMENT. The DEVELOPER may not assign this DEVELOPMENT AGREEMENT without the prior written consent of the COUNCIL, which approval will not be unreasonably withheld. In such case, the third-party buyer will be required to accept and assume all contractual and financial responsibilities provided in this DEVELOPMENT AGREEMENT. Upon satisfaction of such requirements by such third-party buyer, the DEVELOPER's obligations hereunder shall terminate. Absent approval of the COUNCIL, the DEVELOPER's obligations hereunder shall continue in full force and effect, even if the DEVELOPER sells one or more lots, the entire PLAT, or any part of it.

16.8. AMENDMENT AND WAIVER. The parties hereto may by mutual written agreement amend this DEVELOPMENT AGREEMENT in any respect. Any party hereto may extend the time for the performance of any of the obligations of another, waive any inaccuracies in representations by another contained in this DEVELOPMENT AGREEMENT or in any document delivered pursuant hereto which inaccuracies would otherwise constitute a breach of this DEVELOPMENT AGREEMENT, waive compliance by another with any of the covenants contained in this DEVELOPMENT AGREEMENT, waive performance of any obligations by the other or waive the fulfillment of any condition that is precedent to the performance by the party so waiving of any of its obligations under this DEVELOPMENT AGREEMENT. Any agreement on the part of any party for any such amendment, extension or waiver must be in writing. No waiver of any of the provisions of this DEVELOPMENT AGREEMENT shall be deemed, or shall constitute, a waiver of any other provisions, whether or not similar, nor shall any waiver constitute a continuing waiver.

16.9. GOVERNING LAW. This DEVELOPMENT AGREEMENT shall be governed by and construed in accordance with the laws of the State of Minnesota.

16.10. COUNTERPARTS. This DEVELOPMENT AGREEMENT may be executed in any number of counterparts, each of which shall be deemed an original but all of which shall constitute one and the same instrument.

16.11. HEADINGS. The subject headings of the paragraphs and subparagraphs of this DEVELOPMENT AGREEMENT are included for purposes of convenience only and shall not affect the construction of interpretation of any of its provisions.

16.12. INCONSISTENCY. If the DEVELOPMENT PLANS are inconsistent with the words of this DEVELOPMENT AGREEMENT or if the obligation imposed hereunder upon the DEVELOPER are inconsistent, then that provision or term which imposes a greater and more demanding obligation on the DEVELOPER shall prevail.

DRAFT

16.13. ACCESS. The DEVELOPER hereby grants to the CITY, its agents, employees, officers, and contractors a license and right of entry to enter the DEVELOPMENT PROPERTY to perform all work and inspections deemed appropriate by the CITY during the installation of DEVELOPER IMPROVEMENTS and SITE IMPROVEMENTS.

16.14. RECITALS. The recitals contained in this DEVELOPMENT AGREEMENT are true and correct as of the Effective Date and are incorporated herein for all purposes.

16.15. EXHIBITS. The following exhibits are attached to this DEVELOPMENT AGREEMENT and are incorporated herein for all purposes.

Exhibit A: Development Property
Exhibit B: Final Plat
Exhibit C: Developer's Letter of Credit, Cash Requirement, and Escrows
Exhibit D: Miscellaneous Requirements and Conditions Imposed by the City
Exhibit E: Permits, Licenses and Other Approvals
Exhibit F: HOA Responsibilities

[The remainder of this page has been intentionally left blank.]

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IN WITNESS WHEREOF, the parties have executed this DEVELOPMENT AGREEMENT.

CITY:
CITY OF DAYTON

By:_____

Dennis Fisher, Mayor

By:_____

Amy Benting, City Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF BLANK)

On this _____ day of _____, 202_, before me a Notary Public within and for said County, personally appeared _____ and _____ to me personally known, who being each by me duly sworn, each did say that they are respectively the Mayor and City Clerk of the City of Dayton, the municipality named in the foregoing instrument, and that the said instrument was signed in behalf of said municipality by authority of its City Council and said Mayor and City Clerk acknowledged said instrument to be the free act and deed of said municipality.

_____
Notary Public

DRAFT

DEVELOPER:

By:_____
Name: Thomas Dehn
Its: Manager

STATE OF_____)
) ss.
COUNTY OF _____)

On this _____ day of _____, 202__, before me a Notary Public within and for said County, personally appeared _____ to me personally known, who being by me duly sworn, did say that s/he is the _____ of _____, the entity named in the foregoing instrument, and that said instrument was signed on behalf of said entity by authority of its _____ and said _____ acknowledged said instrument to be the free act and deed of the entity.

_____
Notary Public

DRAFT

THIS INSTRUMENT DRAFTED BY:
Cynthia Kirchoff (#0346536)
LeVander, Gillen, & Miller, P.A.
1305 Corporate Center Drive, Suite 300
Eagan, MN 55121
(651) 451-1831

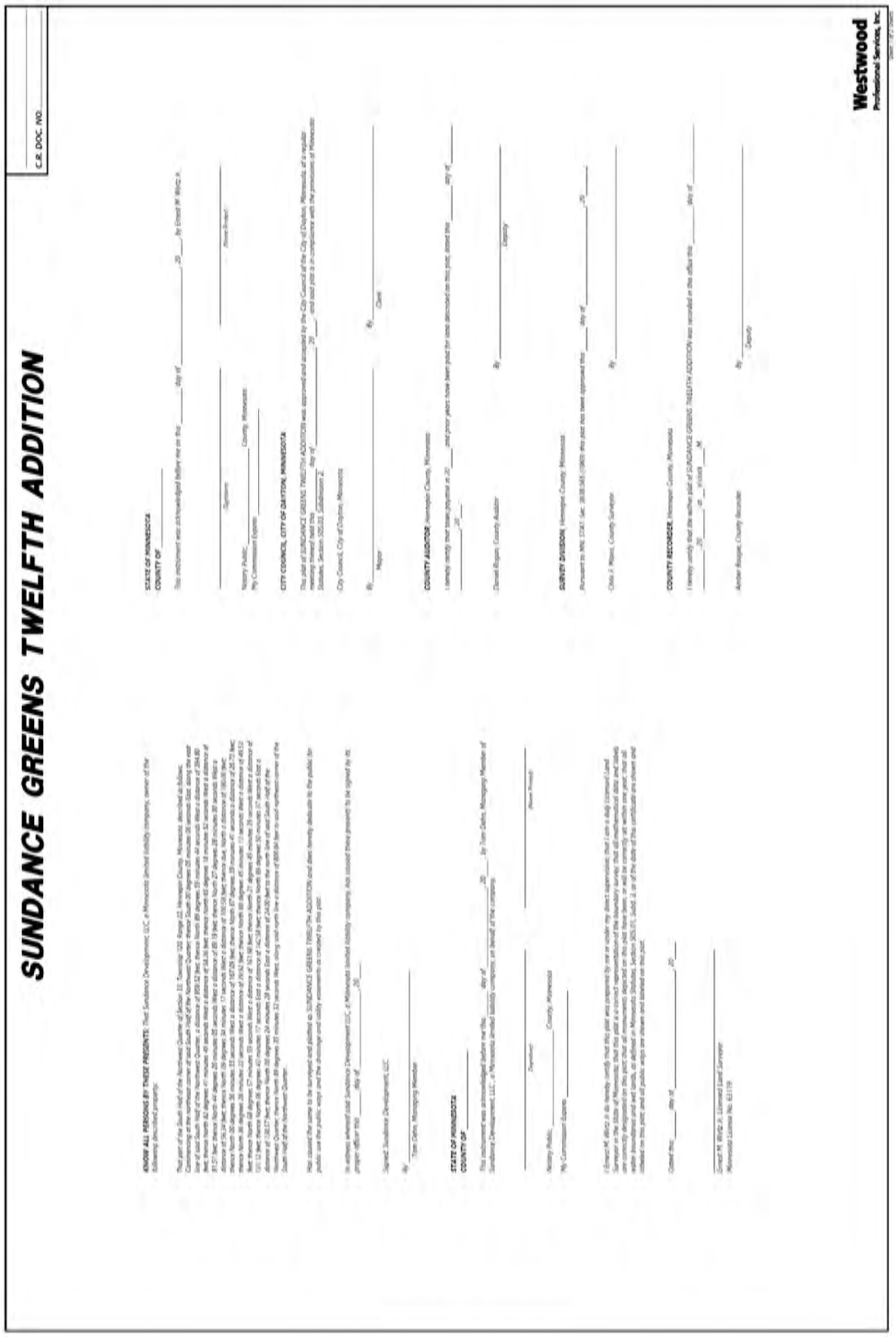
EXHIBIT A
DEVELOPMENT PROPERTY

Real property situated in the City of Dayton, County of Hennepin, State of Minnesota, legally described as:

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.

EXHIBIT B



SUNDANCE GREENS TWELFTH ADDITION

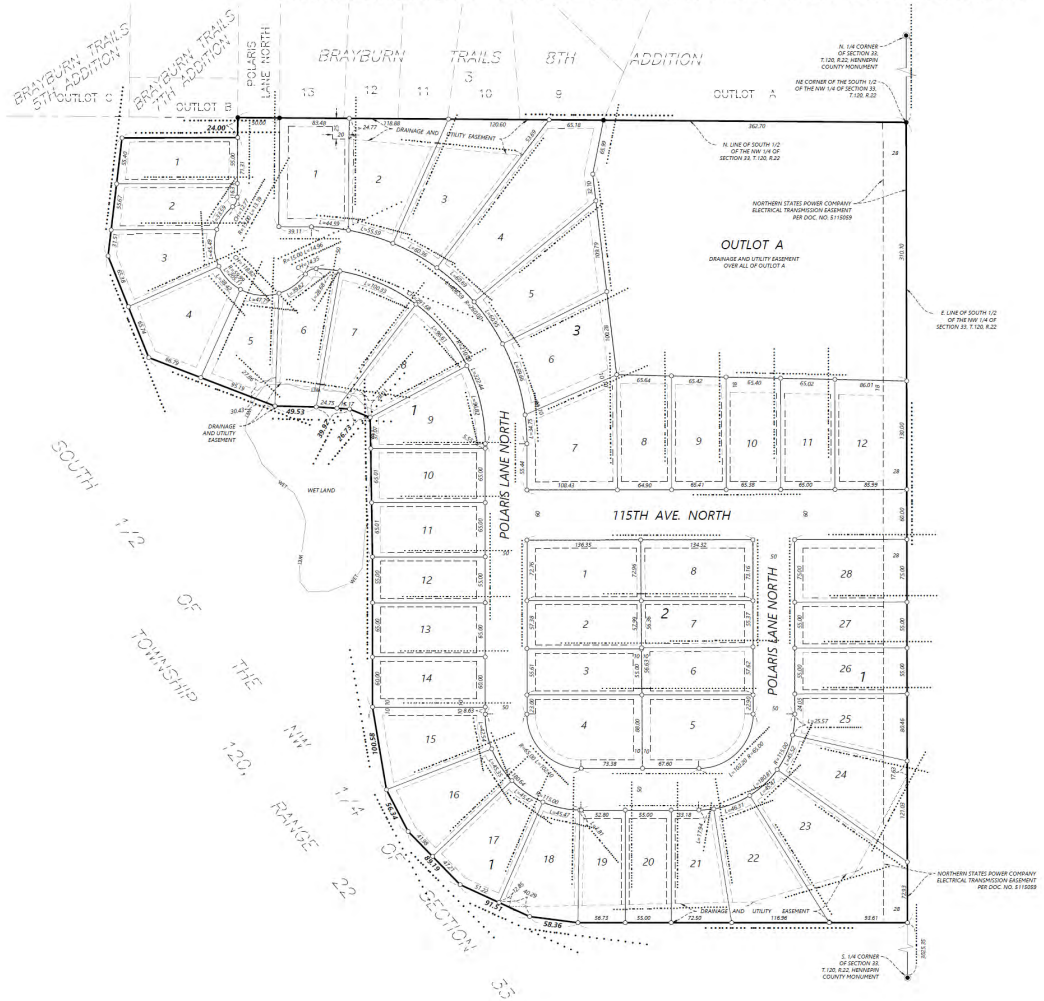
C.R. DOC. NO:

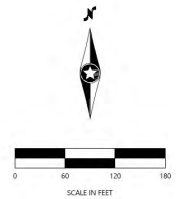
Westwood
Professional Services, Inc.

FINAL PLAT

SUNDANCE GREENS TWELFTH ADDITION

C.R. DOC. NO. _____



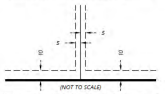


THE EAST LINE OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 120, RANGE 22, IS ASSUMED TO BEAR

LEGEND

- FOUND HENNEPIN COUNTY CAST IRON MONUMENT
- FOUND 1/2 IN. REBAR MONUMENT MARKED LS 42299 (UNLESS OTHERWISE NOTED)
- DENOTES SET 1/2 INCH X 14 INCH IRON REBAR MONUMENT MARKED WITH PLASTIC CAP INSCRIBED LS 53596
- WET —— DENOTES WET LAND

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



BEING 5 FEET IN WIDTH AND ADJOINING SIDE LOT LINES, AND BEING 10 FEET IN WIDTH AND ADJOINING PUBLIC WAYS UNLESS OTHERWISE INDICATED ON THIS PLAT

Westwood
Professional Services, Inc.

Sheet 2 of 2 Sheets

EXHIBIT C
DEVELOPER'S LETTER OF CREDIT, CASH REQUIREMENTS AND ESCROWS

LETTER OF CREDIT FOR SITE IMPROVEMENTS

Site Improvements LOC	**Estimated Construction Cost**
Sanitary Sewer	$215,801
Watermain	$240,740
Storm Sewer and storm water holding areas	$442,706
Streets, curb and gutter, sidewalks, Street signs, traffic control signs, and street lighting	$681,106
~~Sidewalks and~~ trails	
Boulevard sod	
Landscaping	
Grading	
Wetland buffers	
Setting of iron monuments, surveying and staking	
~~Street signs, traffic control signs, and street lighting~~	
Total Estimated Construction Cost	
X 120%	
Total Site Improvements LOC:	

CASH REQUIREMENTS

City Fees - Cash	**Unit Cost**	**Quantity**	**Total**
Storm Sewer Charge	**$3,963**	**48**	**$190,224**
Sanitary Sewer Trunk Fees	**$2,754**	**48**	**$132,192**
Water Trunk Fees	**$4,464**	**48**	**$214,272**
Park Dedication	$4,542	**48**	**$218,016**
Trail Dedication	$2,824	**48**	**$135,552**

ESCROWS

Engineering Administration and Construction Inspection (final amount to be determined by City Engineer)(4% of cost of improvements)	$_____
Legal, and Planning Review	$5,000.00
Indirect Costs	$_____

OVERSIZING CREDIT

	Unit Cost	Quantity	Total
Oversizing Credit			

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EXHIBIT D
MISCELLANEOUS REQUIREMENTS AND CONDITIONS IMPOSED BY THE CITY

1) **CONDITIONS TO BE SATISFIED BEFORE CITY RELEASES THE FINAL PLAT TO BE RECORDED.**

a) Letter of Credit. The DEVELOPER must provide the LOC required in this DEVELOPMENT AGREEMENT.

b) All Cash Deposits. The DEVELOPER must pay all cash deposits required in this DEVELOPMENT AGREEMENT.

c) Planning Fees. The DEVELOPER must pay the CITY all planning, engineering review and legal fees that have been incurred up to the date of approval of this DEVELOPMENT AGREEMENT.

d) Trunk Charges. The DEVELOPER must pay Sanitary Sewer Trunk Charges, Water Trunk Charges, Storms Sewer Trunk Charges required in Exhibit C of this DEVELOPMENT AGREEMENT.

e) Park and Trail Dedication. The DEVELOPER must pay the park and trail dedication fees required in this DEVELOPMENT AGREEMENT.

f) Stormwater Maintenance Agreement. The DEVELOPER must execute a Stormwater Maintenance Agreement for portions of the DEVELOPMENT PROPERTY.

2) **BUILDING PERMITS.** No building permits may be obtained until:

a) All the conditions in Paragraph 1 of this Exhibit D have been met;

b) All storm water ponds and associated drainage features including storm sewer and drainage swales have been installed as determined by the CITY ENGINEER;

c) All sanitary sewer and water main, including services, have been installed, tested, televised as necessary, and reviewed and approved by the CITY ENGINEER and are available for use;

d) The DEVELOPER has constructed a temporary bituminous roadway that is acceptable in design and approved by the CITY;

e) The documents below have been recorded, in the following order:
- Final Plat
- Development Agreement
- Stormwater Maintenance Agreement

3) **CERTIFICATES OF OCCUPANCY.** Prior to issuance of any certificate of occupancy, all the following conditions must be satisfied:

a) All the conditions listed in Paragraphs 1 and 2 of this Exhibit D must be satisfied.

b) As-built surveys have been received and approved by the CITY.

4) **SUBDIVISION EROSION CONTROL.** The DEVELOPER is responsible for erosion control throughout the FINAL PLAT pursuant to the NPDES permit until all lots in the FINAL PLAT are built upon and until turf is established in each of the individual lots in the FINAL PLAT.

5) **CLEAN UP OF CONSTRUCTION DEBRIS ON STREETS AND ADJOINING PROPERTY.** The escrow amount stated on Exhibit C shall include an appropriate amount as determined by the Director of Public Works to ensure that the DEVELOPER removes any construction debris from streets adjoining the FINAL PLAT and from private properties that adjoin the FINAL PLAT. All construction debris shall be contained within an enclosed dumpster (e.g. dumpster with a cover or tarp). During the construction of the residences and other improvements within the FINAL PLAT, the DEVELOPER is responsible for removing any construction debris (including roofing materials, paper wrappings, construction material and other waste products resulting from construction) that may be blown from the construction site into adjoining private properties or into CITY streets or that may fall from delivery trucks onto adjoining private properties or CITY streets. Further, during construction, the DEVELOPER must clear the CITY streets of any dirt or other earthen material that may fall onto the CITY streets from the delivery trucks that are being used in the excavation and grading of the site.

6) **MAILBOXES.** The DEVELOPER is responsible for the placement of a mailbox for all the lots within the DEVELOPMENT PROJECT and must comply with the United States Postal Service's mailbox design and placement requirements. ~~The mailboxes must all be of similar design and color within the DEVELOPMENT PROJECT.~~

7) **SIDEWALK SNOW REMOVAL AND TRAIL MAINTENANCE.** If the CITY does not provide snow removal on a trail or sidewalk within the DEVELOPMENT PROJECT, the property owner abutting the trail or sidewalk must remove the snow and/or ice.

EXHIBIT E
PERMITS, LICENSES AND OTHER APPROVALS

1. Any licenses or permits required by the Minnesota Department of Health.

2. NPDES Permit from the MPCA.

3. Right of Way Permit from the CITY.

4. Land Disturbance Permit from the CITY.

5. Any contractor licenses from the CITY or the State of Minnesota.

6. Building Permits from the CITY.

7. Electrical Permits from the CITY.

8. Utility permits that may be required from the CITY, State of Minnesota or any utility company.

9. Right of Way Permit from HENNEPIN County.

EXHIBIT F
HOA RESPONSIBILITIES

The CITY will maintain the trail and mow grass immediately adjacent to the trail.

The HOA shall mow all grass beyond that area maintained by the CITY and shall maintain all irrigation along the trail corridor.

Payments to be approved at City Council Meeting August 13, 2026

		Totals
Claims Roster 08-13-2026	**$**	**374,061.48**
Prepaid 07-30-2026 EB	**$**	**90,148.31**
Total Payments:	**$**	**464,209.79**
Payroll 07-30-2026 Bi-Weekly 16	**$**	**127,028.66**

Check # sequence to be approved by City Council from meeting date of 8/13/2026:

Checks # 081215-081289

Inv Num / Inv Ref#	Vendor / Description / GL Distribution		Inv Date / Entered By	Due Date	Inv Amt
	A-1 OUTDOOR POWER INC		08/03/2026	08/13/2026	553.45
	PARKS; SUPPLIES		CHOYT		
	101-45200-50220	PARKS; SUPPLIES			553.45
	A-1 OUTDOOR POWER INC		08/03/2026	08/13/2026	233.96
	PARKS; FAST GRIND		CHOYT		
	101-45200-50220	PARKS; FAST GRIND			233.96
	AIRGAS USA LLC		08/04/2026	08/13/2026	252.69
	PW; SUPPLIES		CHOYT		
	101-42260-50200	PW; SUPPLIES			252.69
	ALTERNATIVE BUSINESS FURNITURE		08/04/2026	08/13/2026	3,561.06
	CH; WORKSPACE FURNITURE		CHOYT		
	101-41810-50200	CH; WORKSPACE FURNITURE			3,561.06
	ANCOM COMMUNICATIONS		08/03/2026	08/13/2026	2,699.70
	FD; OTHER EQUIPMENT-HEADSETS (6)		CHOYT		
	401-42260-50580	FD; OTHER EQUIPMENT-HEADSETS (6)			2,699.70
	ASPEN MILLS		07/28/2026	08/13/2026	59.95
	FD; UNIFORM-BREGGMANN		CHOYT		
	101-42260-50217	FD; UNIFORM-BREGGMANN			59.95

ASPEN MILLS		08/04/2026	08/13/2026	144.94
FD; UNIFORM-ASHE		CHOYT		
101-42260-50217	FD; UNIFORM-ASHE			144.94
BAN-KOE SYSTEMS, INC		07/22/2026	08/13/2026	190.00
REPAIR-SQL ISSUES		CHOYT		
101-41810-50220	REPAIR-SQL ISSUES			190.00
BEAUDRY		08/03/2026	08/13/2026	1,448.65
PW; UNLEADED 87 -411.90		CHOYT		
101-43100-50212	PW; UNLEADED 87 -411.90			1,448.65
BEAUDRY		08/03/2026	08/13/2026	2,521.15
PW; UNLEADED 87 -725.30		CHOYT		
101-43100-50212	PW; UNLEADED 87 -725.30			2,521.15
BEAUDRY		08/03/2026	08/13/2026	2,321.64
PW; UNLEADED 87 -644.90		CHOYT		
101-43100-50212	PW; UNLEADED 87 -644.90			2,321.64
BEAUDRY		08/03/2026	08/13/2026	976.72
PW; ULS #2 DYED DIESEL -208.70		CHOYT		
101-43100-50212	PW; ULS #2 DYED DIESEL -208.70			976.72
BRIAN MURPHY		08/04/2026	08/13/2026	309.95
PD; UNIFORM- MURPHY		CHOYT		
101-42120-50217	PD; UNIFORM- MURPHY			309.95
BS&A SOFTWARE INC		07/22/2026	08/13/2026	9,865.00
BS&A FINANCE SOFTWARE; AUG-AUG 2027		CHOYT		
101-41820-50205	BS&A FINANCE SOFTWARE; AUG-AUG 2027			7,224.00
601-49400-50309	UB; SOFTWARE SVC-BS&A			1,886.00
602-49400-50309	UB; SOFTWARE SVC-BS&A			755.00

C. VISION PRODUCTION		07/29/2026	08/13/2026	3,000.00
VIDEO TECH; JUL 2026		CHOYT		
226-41900-50430	VIDEO TECH; JUL 2026			3,000.00
CARSON,CLELLAND & SCHREDER		05/04/2026	08/13/2026	2,400.00
CRIMINAL PROSECUTION; APR 2026 REISSUE		CHOYT		
101-41640-50305	CRIMINAL PROSECUTION; APR 2026			2,400.00
CARSON,CLELLAND & SCHREDER		08/03/2026	08/13/2026	2,400.00
CRIMINAL PROSECUTION; JUL 2026		CHOYT		
101-41640-50305	CRIMINAL PROSECUTION; JUL 2026			2,400.00
CEMSTONE PRODUCTS COMPANY		08/03/2026	08/13/2026	1,025.50
PW; ROBINSON ST CURB & SIDEWALK		CHOYT		
101-43100-50220	PW; ROBINSON ST CURB & SIDEWALK			1,025.50
CEMSTONE PRODUCTS COMPANY		08/03/2026	08/13/2026	1,232.50
PW; ROBINSON CURB & SIDEWALK		CHOYT		
101-43100-50220	PW; ROBINSON CURB & SIDEWALK			1,232.50
CENTERPOINT ENERGY		08/03/2026	08/13/2026	198.29
CH GAS UTILITIES; 8000014132-7 JUN 2026		CHOYT		
101-41810-50383	CH GAS UTILITIES; 8000014132-7			198.29
CENTURY COLLEGE		07/28/2026	08/13/2026	7,150.00
PROFESSIONAL DEVELOPMENT-AERIAL OPERATC		CHOYT		
101-42260-50208	PROFESSIONAL DEVELOPMENT-AERIAL OPERATOR			7,150.00
CENTURYLINK		07/27/2026	08/13/2026	218.39
PW; 763 323-0023 WATER SYSTEM SCADA/LANDI		CHOYT		
601-49400-50321	PW; 763 323-0023 WATER SYSTEM SCADA			109.19
602-49400-50321	PW; 763 323-0975 WELLHOUSE 2 LANDLINE			109.20

CENTURYLINK		07/27/2026	08/13/2026	49.86
PW; 763 428-7345 JUL-AUG 2026		CHOYT		
101-41810-50321	PW; 763 428-7345			49.86
CINTAS		07/27/2026	08/13/2026	204.95
PW; UNIFORMS		CHOYT		
101-43100-50217	PW; UNIFORMS			204.95
CINTAS		08/03/2026	08/13/2026	198.36
PW; EYEWASH SERVICE AGREEMENT		CHOYT		
101-41810-50308	PW; EYEWASH SERVICE AGREEMENT			198.36
CINTAS		08/03/2026	08/13/2026	173.95
PW; UNIFORMS		CHOYT		
101-43100-50217	PW; UNIFORMS			173.95
CITY OF MONTICELLO		07/27/2026	08/13/2026	444.00
PD; ANIMAL CONTROL MAY-JUN 2O26		CHOYT		
101-42140-50308	PD; ANIMAL CONTROL MAY-JUN			444.00
CONNEXUS ENERGY		07/27/2026	08/13/2026	10,350.33
ELECTRIC SERVICES; JUN-JUL 2026		CHOYT		
101-43100-50230	172514- ST LIGHTS			42.36
101-43100-50230	172516- ST LIGHTS			2,745.45
101-43100-50230	172802- ST LIGHTS			70.13
101-43100-50230	172803- ST LIGHTS			275.51
101-42130-50381	173098- SIREN			21.40
602-49400-50381	178838- 141ST OUTBUILDING			36.47
601-49400-50381	299049- WELL#2			1,738.72
602-49400-50381	299195- ROSEWOOD LIFT STATION			60.66
601-49400-50381	299380- WATER TOWER			158.82
602-49400-50381	303882- PINEVIEW LIFT STATION			46.08

602-49400-50381	307062- HACKBERRY LIFT STATION			109.88
101-42130-50381	309045- 11671 E FRENCH SIREN			17.40
101-43100-50230	317271- 12600 129TH ST LIGHTS			75.80
601-49400-50381	324905-14503 KINGSVIEW WELL #5			4,804.85
101-43100-50230	325071- 13699 PINEVIEW LANE ST LIGHTS			28.50
101-43100-50230	331681-14462 ANNAPOLIS LN ST LIGHTS			30.22
101-43100-50230	331682-11510 PINERIDGE WAY ST LIGHTS			88.08
COORDINATED BUSINESS SYSTEMS		07/27/2026	08/13/2026	144.16
ENGINEER PRINTER-KYOCERA COPIER JUN-JUL 2		CHOYT		
101-41810-50308	ENGINEER PRINTER-KYOCERA COPIER			144.16
CORE & MAIN		08/03/2026	08/13/2026	584.40
PW; METERS -SENSUS		CHOYT		
601-49400-50259	PW; METERS -SENSUS			584.40
CORE & MAIN		08/03/2026	08/13/2026	46.00
PW; OPERATING SUPPLIES		CHOYT		
601-49400-50210	PW; OPERATING SUPPLIES			46.00
CORE & MAIN		08/03/2026	08/13/2026	8,140.96
PW; METERS		CHOYT		
601-49400-50259	PW; METERS			8,140.96
CORE & MAIN		08/03/2026	08/13/2026	16,201.00
IMPROVEMENTS OTHER THAN BLDGS		CHOYT		
601-49400-50530	IMPROVEMENTS OTHER THAN BLDGS			8,100.50
602-49400-50530	IMPROVEMENTS OTHER THAN BLDGS			8,100.50
CORNERSTONE		08/04/2026	08/13/2026	292.23
PD; REPAIR 2023 DODGE #2306		CHOYT		
101-42120-50220	PD; REPAIR 2023 DODGE #2306			292.23

CORNERSTONE		08/04/2026	08/13/2026	261.63
PD; REPAIR #2306		CHOYT		
101-42120-50220	PD; REPAIR #2306			261.63
CSC ERECORDING		08/05/2026	08/13/2026	61.35
PERMANENT CONSERVATION EASEMENT AGREEI		CHOYT		
101-41420-50352	PERMANENT CONSERVATION EASEMENT AGREEMEN			61.35
CUSTOM BUILDERS INC.		08/05/2026	08/13/2026	75,277.18
PAY APP 6;PARK IMPROVEMENT PROJECT		CHOYT		
405-41900-50530	PAY APP 6;PARK IMPROVEMENT PROJECT			33,511.00
405-00000-20600	RETAINAGE PAYABLE			41,766.18
DAVID WEEKLEY HOMES		08/05/2026	08/13/2026	29.77
UB refund for account: 7992		CHOYT		
601-00000-15550	CREDIT FORWARD			29.77
DENA BRUNETTE		07/27/2026	08/13/2026	71.63
MILEAGE; Q1 & Q2		CHOYT		
101-41500-50331	MILEAGE; Q1 & Q2			71.63
DIAMOND MOWERS		08/03/2026	08/13/2026	511.18
PW; REPAIR/MAINT SKID SHOE		CHOYT		
101-43100-50220	REPAIR/MAINT SKID SHOE			511.18
EARL F ANDERSON INC		08/03/2026	08/13/2026	471.15
PW; STREET SIGNS		CHOYT		
101-43100-50224	PW; STREET SIGNS			471.15
EARL F ANDERSON INC		08/03/2026	08/13/2026	233.30
PW; STREET SIGNS		CHOYT		
101-43100-50224	PW; STREET SIGNS			233.30

ECM PUBLISHERS, INC		08/03/2026	08/13/2026	96.25
LEGAL NOTICES/FILING FEE PROJ.#6098		CHOYT		
411-43100-50351-6098	LEGAL NOTICES/FILING FEE PROJ.#6098			96.25
ECM PUBLISHERS, INC		08/03/2026	08/13/2026	78.75
LEGAL NOTICES/FILING FEE PROJ.#6180		CHOYT		
411-43100-50351-6180	LEGAL NOTICES/FILING FEE PROJ.#6180			78.75
ECM PUBLISHERS, INC		08/03/2026	08/13/2026	61.25
PHN;2040 COMPREHENSIVE PLAN		CHOYT		
101-41110-50352	PHN; 2040 COMPREHENSIVE PLAN			61.25
ECM PUBLISHERS, INC		08/03/2026	08/13/2026	52.50
PHN; CITY CODE 1001.20		CHOYT		
101-41110-50352	PHN; CITY CODE 1001.20			52.50
ECM PUBLISHERS, INC		08/03/2026	08/13/2026	157.50
LEGAL NOTICES/FILING FEE PROJ #6234		CHOYT		
411-43100-50351-6234	LEGAL NOTICES/FILING FEE PROJ #6234			157.50
ECM PUBLISHERS, INC		08/03/2026	08/13/2026	78.75
OPERATING SUPPLIES-2026 PRIMARY ELECTION		CHOYT		
101-41410-50210	OPERATING SUPPLIES-2026 PRIMARY ELECTION			78.75
ECM PUBLISHERS, INC		08/03/2026	08/13/2026	87.50
2026 PRIMARY ELECTION (2ND)		CHOYT		
101-41410-50210	2026 PRIMARY ELECTION (2ND)			87.50
ECM PUBLISHERS, INC		08/04/2026	08/13/2026	52.50
PHN; PUBLIC ACCURACY TESTING		CHOYT		
101-41410-50210	PHN; PUBLIC ACCURACY TESTING			52.50
ELITE SANITATION		08/03/2026	08/13/2026	2,555.10

PW; PORTABLE RENTAL JUL-AUG		CHOYT		
101-45200-50410	PW; PORTABLE RENTAL JUL-AUG			2,555.10
FEDERATED CO-OPS INC		08/03/2026	08/13/2026	725.17
PARKS; PARK HERBICIDE		CHOYT		
101-45200-50390	PARKS; PARK HERBICIDE			725.17
FEHN COMPANIES		07/28/2026	08/13/2026	2,169.23
STREET MAINT/REPAIR CLASS 5		CHOYT		
101-43100-50224	STREET MAINT/REPAIR CLASS 5			2,169.23
FEHN COMPANIES		07/28/2026	08/13/2026	749.79
STREET MAINT. REPAIR CLASS 5		CHOYT		
101-43100-50224	STREET MAINT. REPAIR CLASS 5			749.79
FIRST RESPONSE ACTORS		07/27/2026	08/13/2026	906.25
FIRST RESPONDER ACTORS; JUL 7 2026		CHOYT		
101-42120-50308	FIRST RESPONDER ACTING; JUL 7 2026			906.25
FRICKIE & SONS SOD, INC		08/03/2026	08/13/2026	117.50
PW; OPERATING SUPPLIES		CHOYT		
101-45200-50210	PW; OPERATING SUPPLIES			117.50
GREG BURSTAD		07/27/2026	08/13/2026	3,711.48
REIMBURSEMENT OF FUNDS #21-146362		CHOYT		
101-00000-17000	REIMBURSEMENT OF FUNDS			3,711.48
GUIDANCEPOINT TECHNOLOGIES		07/29/2026	08/13/2026	92.50
PRINTER ISSUES-DENA		CHOYT		
101-41820-50300	PRINTER ISSUES-DENA			92.50
GUIDANCEPOINT TECHNOLOGIES		07/29/2026	08/13/2026	775.00
ELECTION JUDGE PRINTER/COMPUTER ISSUE		CHOYT		

101-41820-50300	ELECTION JUDGE PRINTER/COMPUTER ISSUE			775.00
GUIDANCEPOINT TECHNOLOGIES		07/29/2026	08/13/2026	1,279.98
2 NEW MONITORS FOR OFFICE		CHOYT		
101-41820-50200	2 NEW MONITORS FOR OFFICE			1,279.98
GUIDANCEPOINT TECHNOLOGIES		07/29/2026	08/13/2026	3,399.98
LAPTOP FOR NEW HR		CHOYT		
101-41820-50200	LAPTOP FOR NEW HR			3,399.98
GUIDANCEPOINT TECHNOLOGIES		07/29/2026	08/13/2026	3,539.98
LAPTOP FOR NEW HIRE-PLANNING		CHOYT		
101-41820-50200	LAPTOP FOR NEW HIRE-PLANNING			3,539.98
H&L MESABI		08/03/2026	08/13/2026	6,300.00
PW; OPERATING SUPPLIES		CHOYT		
101-43100-50210	PW; OPERATING SUPPLIES			6,300.00
H&L MESABI		08/03/2026	08/13/2026	13,440.00
PW; CARBIDE INSERTED		CHOYT		
101-43100-50220	PW; CARBIDE INSERTED			13,440.00
HACH COMPANY INC		08/03/2026	08/13/2026	674.58
PW; CHEMICALS		CHOYT		
601-49400-50210	PW; CHEMICALS			674.58
HAWKINS, INC		08/03/2026	08/13/2026	3,286.98
PW; CHEMICALS		CHOYT		
601-49400-50216	PW; CHEMICALS			3,286.98
HAWKINS, INC		08/03/2026	08/13/2026	3,911.02
PW; CHEMICALS		CHOYT		
601-49400-50216	PW; CHEMICALS			3,911.02

HAWKINS, INC		08/04/2026	08/13/2026	7,934.31
PW; CHEMICALS		CHOYT		
601-49400-50216	PW; CHEMICALS			7,934.31
HENNEPIN COUNTY SHERIFFS OFFIC		08/05/2026	08/13/2026	300.00
PD; PER DIEM AND PROCESSING JUN 2026		CHOYT		
101-42120-50306	PD; PER DIEM AND PROCESSING JUN 2026			300.00
HENNEPIN COUNTY TREASURER		07/27/2026	08/13/2026	1,000.00
PROPERTY ACQUISITION/EASEMENT-SPANIER PL		CHOYT		
414-41900-50302	PROPERTY ACQUISITION/EASEMENT			1,000.00
HP GROUP HEALTH NON-PATIENT A/R		07/27/2026	08/13/2026	104.30
EAP (CUST#12750101) JUL 2026		CHOYT		
101-41810-50205	EAP NON MEMBER(CUST# 12750101); JUL			66.30
101-41810-50205	EAP MEMBER (CUST# 12750101); JUL			38.00
JEFF TIEDENS		08/03/2026	08/13/2026	550.00
DAC RENTAL DEPOSIT REFUND: 08.02.2026		CHOYT		
101-00000-21716	DAC RENTAL DEPOSIT REFUND: 08.02.2026			450.00
101-40500-34111	CITY FACILITY RENTAL;REFUND			91.47
101-00000-20300	SALES TAX PAYABLE; REFUND			8.53
KEVIN ASTRUP		07/22/2026	08/13/2026	295.08
FD; MILEAGE REIMBURSEMENT		CHOYT		
101-42260-50212	FD; MILEAGE REIMBURSEMENT			295.08
KNIFE LAKE CONCRETE, LLC		08/04/2026	08/13/2026	4,664.80
STREET MAINT-REPAIR		CHOYT		
101-43100-50224	STREET MAINT-REPAIR			4,664.80
LANO EQUIPMENT INC		08/03/2026	08/13/2026	574.35

PW; REPAIR/MAINT SKIDLOADER HYDRALIC CAST		CHOYT		
101-43100-50220	PW; REPAIR/MAINT			574.35
LYNDE & MCLEOD INC		08/03/2026	08/13/2026	442.36
YARD WASTE SITE ACTIVITY; JUL 2026		CHOYT		
101-41650-50387	YARD WASTE SITE RENTAL; JUL 2026			442.36
MACQUEEN EMERGENCY GROUP		08/04/2026	08/13/2026	160.43
FD: UNIFORM-STRUCTURAL GLOVE		CHOYT		
101-42260-50217	FD: UNIFORM-STRUCTURAL GLOVE			160.43
MACQUEEN EMERGENCY GROUP		08/04/2026	08/13/2026	87.50
PD; SOUNDOFF -2023 DODGE		CHOYT		
101-42120-50220	PD; SOUNDOFF -2023 DODGE			87.50
MACQUEEN EMERGENCY GROUP		08/05/2026	08/13/2026	87.50
PW; 2024 DODGE DURANGO		CHOYT		
101-42120-50220	PW; 2024 DODGE DURANGO			87.50
MARTIN MARIETTA MATERIALS, INC		08/03/2026	08/13/2026	320.19
PW; SUPPLIES		CHOYT		
101-43100-50224	PW; SUPPLIES			320.19
MENARDS - MAPLE GROVE		08/03/2026	08/13/2026	65.99
PW; OTHER EQUIPMENT		CHOYT		
101-43100-50580	PW; OTHER EQUIPMENT			65.99
MENARDS - MAPLE GROVE		08/03/2026	08/13/2026	444.27
PW; SUPPLIES/SHOP		CHOYT		
101-43100-50210	PW; SUPPLIES/SHOP			444.27
METRO WEST INSPECTION		08/03/2026	08/13/2026	23,264.00
290.80 BLDG INSPECTIONS; JUN 2026		CHOYT		

101-41660-50300	290.80 BLDG INSPECTIONS; JUN			23,264.00
METROPOLITAN COUNCIL		08/05/2026	08/13/2026	59,228.54
204.87 MILLION GAL. WASTE WATER SERVICE;SE		CHOYT		
602-49400-50313	204.87 MILLION GAL. WASTE WATER SERVICE;			59,228.54
MINNESOTA EQUIPMENT		08/03/2026	08/13/2026	520.35
PARKS; REPAIR/MAINT.		CHOYT		
101-45200-50220	PARKS; REPAIR/MAINT			520.35
MORRIS LEATHERMAN COMPANY		07/27/2026	08/13/2026	14,000.00
PROFESSIONAL SRVS; SURVEY RESEARCH		CHOYT		
101-41710-50300	PROFESSIONAL SRVS			9,000.00
601-49400-50300	PROFESSIONAL SRVS			4,000.00
602-49400-50300	PROFESSIONAL SRVS			1,000.00
MOTOROLA, INC		07/27/2026	08/13/2026	195.00
PD; CONTRACT SERVICES		CHOYT		
101-42120-50308	PD; CONTRACT SERVICES			195.00
MOTOROLA, INC		07/27/2026	08/13/2026	107.57
PD; CONTRACT SERVICES		CHOYT		
101-42120-50308	PD; CONTRACT SERVICES			107.57
MSA PROFESSIONAL SERVICES, INC.		08/05/2026	08/13/2026	4,036.99
ELSIE STEPHENS CANOE/KAYAK LAUNCH		CHOYT		
408-45300-50300-2006	ELSIE STEPHENS CANOE/KAYAK LAUNCH			4,036.99
MUTUAL OF OMAHA		07/27/2026	08/13/2026	1,123.18
G000CL6X: STD/LTD PREMIUM AUG 2026		CHOYT		
101-00000-21705	G000CL6X: STD/LTD PREMIUM			1,123.18
NAPA AUTO PARTS		08/03/2026	08/13/2026	236.52

PW; REPAIR/MAINT		CHOYT		
101-43100-50220	PW; REPAIR/MAINT			236.52
NAPA AUTO PARTS		08/03/2026	08/13/2026	196.10
PW; OPERATING SUPPLIES		CHOYT		
101-43100-50210	PW; OPERATING SUPPLIES			196.10
NAPA AUTO PARTS		08/03/2026	08/13/2026	224.22
PW; REPAIR/MAINT		CHOYT		
101-43100-50220	PW; REPAIR/MAINT			224.22
NAPA AUTO PARTS		08/03/2026	08/13/2026	226.77
PW; OPERATING SUPPLIES		CHOYT		
101-43100-50210	PW; OPERATING SUPPLIES			226.77
NAPA AUTO PARTS		08/03/2026	08/13/2026	17.15
PW: WORKMAN SPRAYER		CHOYT		
101-45200-50210	PW: WORKMAN SPRAYER			17.15
NAPA AUTO PARTS		08/03/2026	08/13/2026	25.36
PD; EVAP SENSOR #2307		CHOYT		
101-42120-50220	PD; EVAP SENSOR #2307			25.36
NAPA AUTO PARTS		08/03/2026	08/13/2026	30.54
PW; MOWER FILTERS		CHOYT		
101-45200-50210	PW; MOWER FILTERS			30.54
NAPA AUTO PARTS		08/03/2026	08/13/2026	42.10
PW BRK FLUID DOT		CHOYT		
101-43100-50208	PW BRK FLUID DOT			42.10
NAPA AUTO PARTS		08/03/2026	08/13/2026	115.43
PW; GREASE/HARDWARE/REFRID.		CHOYT		

101-43100-50210	PW; GREASE/HARDWARE/REFRID.			115.43
NAPA AUTO PARTS		08/03/2026	08/13/2026	134.04
PW; REPAIR/MAINT. 2020 F-250 BATTERY		CHOYT		
101-43100-50220	PW; REPAIR/MAINT. 2020 F-250 BATTERY			134.04
NAPA AUTO PARTS		08/03/2026	08/13/2026	203.62
PW; REPAIR/MAINT-2009 F-350 BRAKES		CHOYT		
101-43100-50220	PW; REPAIR/MAINT-2009 F-350 BRAKES			203.62
NAPA AUTO PARTS		08/03/2026	08/13/2026	219.38
PW; REPAIR/MAINT-2009 F350 BRAKES		CHOYT		
101-43100-50220	PW; REPAIR/MAINT-2009 F350 BRAKES			219.38
OMANN BROTHERS INC		08/03/2026	08/13/2026	267.17
PW; PAVING SUPPLIES		CHOYT		
101-43100-50224	PW; PAVING SUPPLIES			267.17
OMANN BROTHERS INC		08/03/2026	08/13/2026	192.07
BAXLER AVE SPILLWAY		CHOYT		
101-43100-50220	BAXLER AVE SPILLWAY			192.07
OMANN BROTHERS INC		08/03/2026	08/13/2026	287.11
ROBINSON ST BLACKTOP REPLACEMENT		CHOYT		
101-43100-50220	ROBINSON ST BLACKTOP REPLACEMENT			287.11
PLAISTED COMPANIES		08/03/2026	08/13/2026	538.97
PW; CONCRETE SEALER CURB PROJECTS		CHOYT		
101-43100-50224	PW; CONCRETE SEALER			538.97
PLAISTED COMPANIES		08/05/2026	08/13/2026	1,437.91
PW; 3/4 GRANITE		CHOYT		
101-43100-50224	PW; 3/4 GRANITE			1,437.91

QUALITY FLOW SYSTEMS INC		08/03/2026	08/13/2026	876.40
PW; FIELD LABOR LIFT STATION		CHOYT		
602-49400-50220	PW; FIELD LABOR LIFT STATION			876.40
REINDERS INC		08/03/2026	08/13/2026	735.00
WEED CONTROL		CHOYT		
101-45200-50390	WEED CONTROL			735.00
ROGERS TRUE VALUE		08/03/2026	08/13/2026	14.49
PW; OPERATING SUPPLIES		CHOYT		
101-43100-50210	PW; OPERATING SUPPLIES			14.49
ROTO-ROOTER SERVICES COMPANIES		08/03/2026	08/13/2026	1,126.50
BUILDING REPAIR SUPPLIES		CHOYT		
101-41810-50223	BUILDING REPAIR SUPPLIES			1,126.50
RUM RIVER COUNSELING, INC		08/04/2026	08/13/2026	1,200.00
WELLNESS PROGRAM		CHOYT		
101-42120-50392	WELLNESS PROGRAM			1,200.00
SINCLAIRE NJINJU		07/28/2026	08/13/2026	300.00
DAC RENTAL DEPOSIT REFUND: EVENT 7.26		CHOYT		
101-00000-21716	DAC RENTAL DEPOSIT REFUND: EVENT 7.26			300.00
SITE ONE LANDSCAPE SUPPLY		08/03/2026	08/13/2026	1,034.31
RIVERSBEND IRRIGATION EXPANSION		CHOYT		
101-45200-50530	RIVERSBEND IRRIGATION EXPANSION			1,034.31
SOUTH LAKE MINNETONKA POLICE DEPT		07/28/2026	08/13/2026	43.18
1/14 COST OF GTEL INV 1813		CHOYT		
401-42120-50580	1/14 COST OF GTEL INV 1813			43.18

SOUTH LAKE MINNETONKA POLICE DEPT		07/28/2026	08/13/2026	50.00
PD; 1/14 OF INV #20193, #20357, #20306		CHOYT		
401-42120-50580	PD; 1/14 OF INV #20193, #20357, #20306			50.00
SOUTH LAKE MINNETONKA POLICE DEPT		07/28/2026	08/13/2026	18.75
1/14 OF INV #20479		CHOYT		
401-42120-50580	1/14 OF INV #20479			18.75
SOUTH LAKE MINNETONKA POLICE DEPT		07/28/2026	08/13/2026	368.79
1/14 OF INV #20587, #20677, #20681, #20707, #:		CHOYT		
401-42120-50580	1/14 OF MULTIPLE INVOICES			368.79
SOUTH LAKE MINNETONKA POLICE DEPT		07/28/2026	08/13/2026	165.63
1/14 OF INV #20927, #21019, #21029, #21020, #:		CHOYT		
401-42120-50580	PD; OTHER EQUIPMENT			165.63
SUPERIOR TRAFFIC CONTROL		08/05/2026	08/13/2026	2,400.00
STREET MAINT-REPAIR		CHOYT		
101-43100-50224	STREET MAINT-REPAIR			2,400.00
T MOBILE		07/27/2026	08/13/2026	1,122.23
CH/PW CELL SVC JUN-JUL 2026		CHOYT		
101-43100-50321	PW; CELL SVC			672.64
601-49400-50321	PW; CELL SVC			54.03
602-49400-50321	PW; CELL SVC			54.04
101-41910-50321	AC; CELL SVC			112.57
101-41710-50321	PLANNING; CELL SVC			84.51
101-41310-50320	CH;ADMINISTRATOR CELL SVC			40.37
101-41420-50320	CH; CLERK CELL SVC			40.37
101-41500-50320	CH; HOT SPOT			63.70
T MOBILE		07/28/2026	08/13/2026	1,354.58
PD; 990673330 CELL SVC JUN-JUL 2026		CHOYT		

101-42120-50320	PD; 990673330 CELL SVC			1,354.58
TASC		07/27/2026	08/13/2026	39.59
COBRA ADMIN FEE; SEPT 2026		CHOYT		
101-41810-50205	COBRA ADMIN FEE; SEPT 2026			39.59
THE MINNESOTA STAR TRIBUNE		08/05/2026	08/13/2026	58.46
PH MORATORIUM SITE		CHOYT		
101-41110-50352	PH MORATORIUM SITE			58.46
THE MINNESOTA STAR TRIBUNE		08/05/2026	08/13/2026	50.56
PH; PRELIM PLATS		CHOYT		
101-41110-50352	PH; PRELIM PLATS			50.56
THE STANDARD		07/27/2026	08/13/2026	315.03
#00 173153 LIFE INS- DAYTON MN		CHOYT		
101-00000-21711	INSURANCE-STANDARD			315.03
TOTAL CONTROL SYSTEMS, INC		08/03/2026	08/13/2026	8,326.71
PW; REPAIR/MAINT. WELLHOUSE #1 & RIVER HILL		CHOYT		
601-49400-50220	PW; REPAIR/MAINT-WELLHOUSE #1			1,371.09
602-49400-50220	PW; REPAIR/MAINT-RIVER HILLS			6,955.62
TRANSWEST TRUCK ST MICHAEL		08/03/2026	08/13/2026	10,101.55
PW;BUCKET TRUCK REPAIRS/ENGINE		CHOYT		
101-43100-50220	PW;BUCKET TRUCK REPAIRS/ENGINE			10,101.55
U.S. GEOLOGICAL SURVEY		07/27/2026	08/13/2026	1,913.00
STREAMGAGE AT THE MISSISSIPPI RIVER AT CHAI		CHOYT		
101-42130-50220	MISSISSIPPI RIVER AT CHAMPLIN			1,913.00
VALLEY-RICH		08/03/2026	08/13/2026	9,838.82
PW; 11330 HACKBERRY/DAYTON WATER MAIN BI		CHOYT		

601-49400-50220	PW; 11330 HACKBERRY WATER BREAK			9,838.82
VIKTOR SHABUNYA		07/29/2026	08/13/2026	273.53
UB refund for account: 7361		CHOYT		
601-00000-15550	CREDIT FORWARD			273.53
WATER LABORATORIES, INC		08/03/2026	08/13/2026	723.50
WATER TESTING; JUL 2026		CHOYT		
601-49400-50300	WATER TESTING; JUL 2026			723.50
WESTSIDE WHOLESALE, INC		08/03/2026	08/13/2026	123.21
PW; REPAIR/MAINT.		CHOYT		
101-43100-50220	PW; REPAIR/MAINT.			123.21
WESTSIDE WHOLESALE, INC		08/03/2026	08/13/2026	293.42
PW; REPAIR/MAINT. FOR TIRES		CHOYT		
101-43100-50220	PW; REPAIR/MAINT.			293.42
XCEL ENERGY		07/28/2026	08/13/2026	193.81
51-4585810-2 LAWNDALE/ 16471 S DIAMOND JU		CHOYT		
602-49400-50381	51-4585810-2 PRO LGT			11.15
602-49400-50381	51-4585810-2 LAWNDALE			115.18
602-49400-50381	51-4585810-2 16471 S DIAMOND			67.48
XCEL ENERGY		08/03/2026	08/13/2026	91.92
51-0013433058-1; BROCKTON SIGNAL JUL 2026		CHOYT		
101-43100-50230	51-0013433058-1; BROCKTON SIGNAL			91.92
XCEL ENERGY		08/03/2026	08/13/2026	63.72
51-9348440-7 TROY ST LGT JUL 2026		CHOYT		
101-43100-50230	51-9348440-7 TROY ST LGT			63.72
XCEL ENERGY		08/03/2026	08/13/2026	347.61

51-8556975-3;17780 TERRITORIAL/S.L. JUL 2026 CHOYT				
101-43100-50230	51-8556975-3;17780 TERRITORIAL/S.L.			347.61
XCEL ENERGY		08/05/2026	08/13/2026	1,350.91
51-6111142-2;16471 S. DIAMOND/S.L. JUL 2026 CHOYT				
101-43100-50230	51-6111142-2;16471 S. DIAMOND/S.L. JUL			1,350.91
XCEL ENERGY		08/05/2026	08/13/2026	31.71
51-5420841-2; 12260 S DIAMOND JUL 2026 CHOYT				
101-43100-50230	51-5420841-2; 12260 S DIAMOND			31.71
XCEL ENERGY		08/05/2026	08/13/2026	51.67
51-0013433188-8; 18432 UNIT SIGNAL JUL 2026 CHOYT				
101-43100-50230	51-0013433188-8; 18432 UNIT SIGNAL			51.67
XCEL ENERGY		08/05/2026	08/13/2026	84.12
51-0013433327-7;18396 DAYTON/SIGNAL JUL 2(CHOYT				
101-43100-50230	51-0013433327-7;18396 DAYTON/SIGNAL			84.12
XCEL ENERGY		08/05/2026	08/13/2026	110.57
51-0013433364-2; 18404 DAYTON ST LGT; JUL 2(CHOYT				
101-43100-50230	51-0013433364-2; 18404 DAYTON ST LGT;			110.57
XCEL ENERGY		08/05/2026	08/13/2026	43.03
51-0014158934-9; 11501 DAYTON/S.L JUL 2026 CHOYT				
101-43100-50230	51-0014158934-9; 11501 DAYTON/S.L			43.03
XCEL ENERGY		08/05/2026	08/13/2026	31.19
51-0013433412-1; HWY 94 LGT JUL 2026 CHOYT				
101-43100-50230	51-0013433412-1; HWY 94 LGT			31.19
XCEL ENERGY		08/05/2026	08/13/2026	82.34
51-8932050-3 CR81 JUL 2026 CHOYT				

	101-43100-50230	51-8932050-3 CR81	82.34
# of Invoices:	146 # Due: 111	Totals:	374,061.48
# of Credit Memos:	0 # Due: 0	Totals:	0.00
Net of Invoices and Credit Memos:			374,061.48

--- TOTALS BY FUND ---

101 - GENERAL FUND	151,875.49
226 - CABLE	3,000.00
401 - CAPITAL EQUIPMENT	3,346.05
405 - PARK DEDICATION	75,277.18
408 - PARK TRAIL DEVELOPMENT	4,036.99
411 - DEVELOPER ESCROWS	332.50
414 - PAVEMENT MANAGEMENT AND IMPROVEMENTS	1,000.00
601 - WATER FUND	57,667.07
602 - SEWER FUND	77,526.20

--- TOTALS BY DEPT/ACTIVITY ---

00000 -	47,977.70
40500 - Charges for Service	91.47
41110 - Council	222.77
41310 - Administration	40.37
41410 - Elections	218.75
41420 - City Clerk	101.72
41500 - Finance	135.33
41640 - Legal Services	4,800.00
41650 - Recycling Services	442.36
41660 - Inspection Service	23,264.00
41710 - Plannning & Economic Dev	9,084.51
41810 - Central Services	5,612.12

41820 - Information Technology	16,311.44
41900 - General Govt	37,511.00
41910 - Activity Center	112.57
42120 - Patrol and Investigate	5,773.92
42130 - Emergency Mgmt	1,951.80
42140 - Animal Control	444.00
42260 - Fire Suppression	10,762.79
43100 - Public Works	63,753.37
45200 - Parks	6,522.53
45300 - Trail Development	4,036.99
49400 - Utilities	134,889.97

ITEM:
2027 Street Improvements Project

PREPARED BY:
Jason Quisberg, Engineering

POLICY DECISION / ACTION TO BE CONSIDERED:
Approve Engineering Proposal (Authorize Preparation of Plans & Specifications) for the 2027 Pavement Improvements Project

BACKGROUND:
Using Dayton's Pavement Management Plan (PMP) as a guide, streets throughout the city were selected for inclusion in the 2027 street improvements project.

The attached proposal is for engineering services required for the project. Approval of the proposal would allow Stantec to start the preparation of bidding documents for the project. The expectation is plans will be prepared this fall/winter, contractor bids sought early spring, with construction taking place summer 2027.

See the attached proposal for more project background and information, including the streets proposed to be included in the project.

RECOMMENDATION:
Should Council desire to proceed with the project, it is recommended that the attached proposal be accepted and the preparation of plans and specifications be authorized.

ATTACHMENT(S):
Proposal for Engineering Services – 2027 Pavement Improvements Project

Stantec Consulting Services Inc.
One Carlson Parkway North, Suite 100
Plymouth MN 55447-4440

August 3, 2026

Dayton City Council
12260 S Diamond Lake Rd
Dayton, MN 55327

Dear Dayton City Council,

Stantec has prepared a project scope, schedule, and budget for the 2027 Pavement Improvements project.

BACKGROUND AND IMPROVEMENTS

The 2023 Pavement Condition Assessment and Reporting (Pavement Management Report) provided 5-year rehabilitation recommendations at various construction cost levels. City Council has expressed an interest in following the recommendations to achieve a pavement quality index (PQI) of 70 by 2028. In 2024, a mill and overlay project and chip and fog seal project were constructed towards achieving the PQI. In 2025, mill and overlay projects were completed for South Diamond Lake Road and for East French Lake Rd/125th Ave North from Territorial Road to Fernbrook Lane North. In 2026, mill and overlay projects were completed for Holly Lane and several roads in Northeast Dayton. The City would like to continue following the pavement management plan in 2027 with mill and overlay on several roads in Northeast Dayton (Pineview Ln, Stoneridge Rd, Norwood Ln N, Pineview Trl, 140th Ave N, Oakview Ln N, Magnolia Ln N, Jonquil Ln N, Jonquil Cir N, 139th Ave N, Hemlock Ln N, 141st Ave N, 141st Cir N, Balsam Ln N, as shown on Attachment A), and either mill and overlay or full depth pavement improvements to Troy Lane N, Diamond Lake Trail, and Diamond Lake Ct S. The preliminary project estimated cost is approximately $1,350,000 to 1,650,000. This is a very high-level calculated cost that will need to be verified through a more detailed design and eventually public bidding if the project were to move forward.

SCOPE OF WORK

The scope for this project is broken down into three tasks.

TASK 1 – DATA COLLECTION, DESIGN/PLANS & SPECIFICATIONS -$50,000

Task 1 includes services related to the preparations of bidding documents for this project. This includes the collection of existing site data, design, and the production of construction plans and technical specifications.

Deliverables will include construction plans, specifications, and refined opinion of probable construction cost.

Upon completion of work included in Task 1, Council will have the opportunity to direct if the project should continue to the bidding stage.

Reference: 2027 Pavements Improvements

TASK 2 – BIDDING - $5,000

This task involves the coordination of soliciting contractor bids for the construction of the improvement project. This includes advertisement of the project, completion of the bid opening process, and preparation of a tabulation of the received bids along with a recommendation for award.

Deliverables will include a contractor bid tabulation and award recommendation.

At the completion of bidding, should bids be found favorable, Council can award a contract and proceed with construction of the project. If bids are not found favorable or if other circumstances arise detrimental to the City, Council can reject the bid to avoid any further cost obligations to the project.

TASK 3 – CONSTRUCTION SERVICES -$52,000

If the project continues to construction, construction services can be provided to coordinate the project through this stage. Construction activities typically involved in construction projects such as this include:

- Coordinating and leading a preconstruction meeting and routine construction progress meetings
- Construction survey staking (as needed)
- Construction observation to verify compliance with city standards and technical specifications
- Quantity tracking and preparation of contractor pay requests
- Evaluation of contractor change order requests, and processing of these requests as appropriate
- Communications with project stakeholders, impacted property owners, and City staff as needed
- Documentation of material testing, plan deviations, events within the project area, etc.
- Project closeout and preparation of record plan drawings

Deliverables include record plan drawings.

COMPENSATION

The following is our anticipated budget by task. All tasks will be billed on a time and materials basis not to exceed the total fee listed without prior authorization from the City. Invoices will reflect the actual effort it takes to complete the scope of work proposed. The following are not included within the fee and are the City's responsibility: administrative review, application/permit fees, review fees, and reproduction fees.

No.	Task Name	Estimated Fee*
1	Data Collection, Design/Plans & Specifications	$50,000
2	Bidding	$5,000
3	Construction Services	$52,000
	Estimated Total	$107,000

*Includes services from Hakanson Anderson, which is billed only for costs incurred.

Reference: 2027 Pavements Improvements

ASSUMPTIONS

Note the following assumptions were made in preparation of this proposal. If any of these assumptions are found inaccurate, the level of effort required to complete the tasks as outlined may change, potentially with great significance:

1. No soil boring data will be collected an no other existing material investigations conducted.
2. The project will have less than one acre of land disturbing activity and will not require a SWPPP, NDPES permit, or Elm Creek Watershed Management Commission stormwater/erosion control permit
3. Improvements will be limited to mill and overlay or full depth reclamation and paving. More significant improvements will not be warranted.
4. The project will not involve MnDOT Municipal State Aid Street funding/standards.

SCHEDULE

It is expected plans and specifications will be ready for Council approval in Winter/Spring 2027. If Council chooses to continue with the project at that time, bids could be solicited and opened Spring 2027. Then reviewed by Council, and if appropriate, awarded with construction being competed in the 2027 construction season, as weather allows.

TERMS AND CONDITIONS

The scope of services will be performed in accordance with the Master Services agreement between Stantec and the City of Dayton. Please indicate your acceptance of this scope of work by signing the bottom of the next page.

We appreciate the opportunity to continue to work with the City of Dayton and to contribute to the success of ongoing infrastructure projects. Please do not hesitate to contact us with any questions.

Regards,

STANTEC CONSULTING SERVICES INC.



Mark Schroeher PE
Associate, Senior Civil Engineer
Direct: 651-395-5216
Mobile: 952-334-2838
mark.schroeher@stantec.com

Reference: 2027 Pavements Improvements

By signing this proposal, the City of Dayton authorizes Stantec to proceed with the services herein described.

This proposal is accepted and agreed on the _____ of _____, _____.
Day Month Year

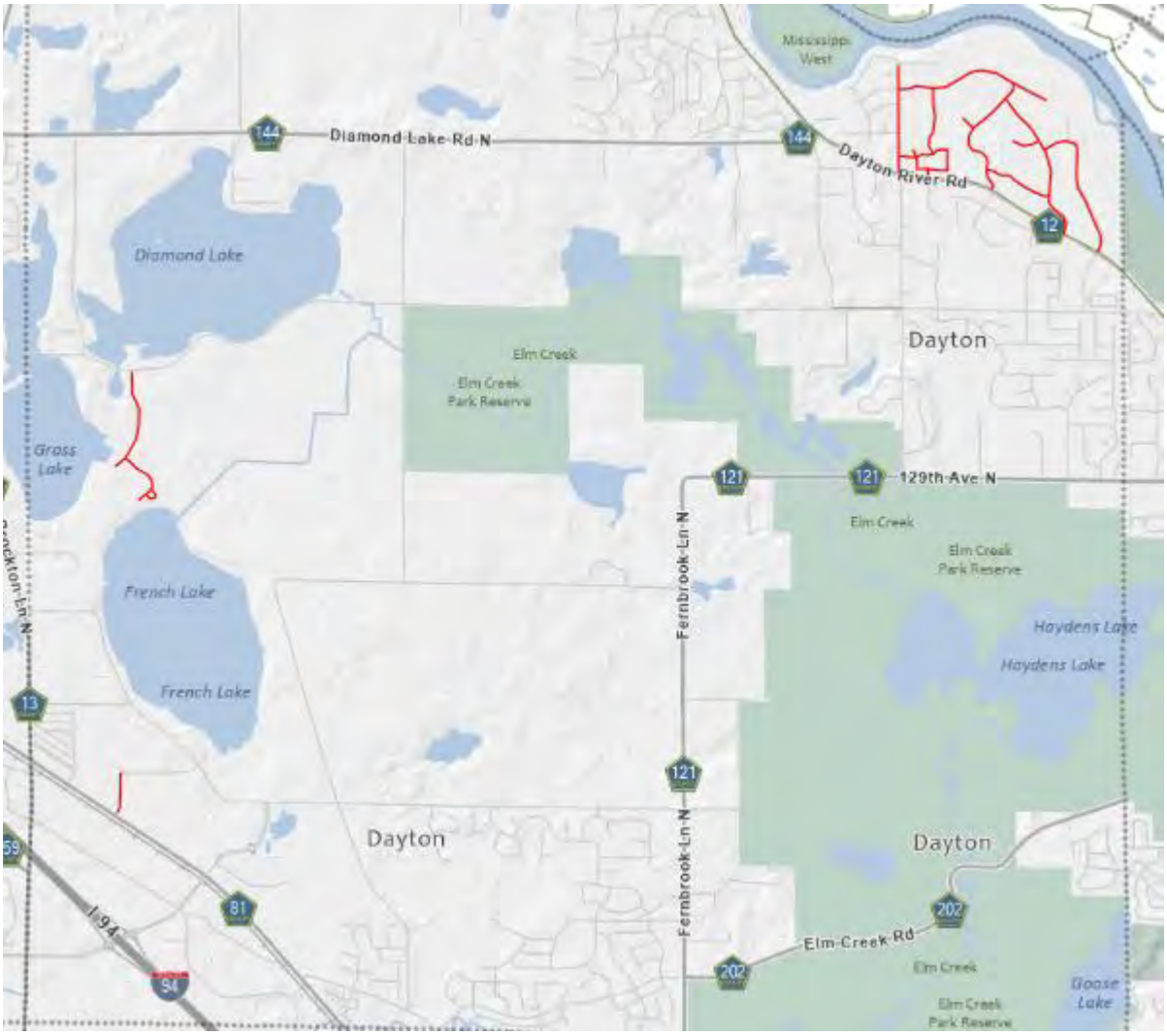
Per: _____City of Dayton_____
Client Company Name

_____
Print Name & Title

_____
Signature

Reference: 2027 Pavements Improvements

Attachment A: Project Location



Design with community in mind

ITEM:
Pavement Management Plan Update

PREPARED BY:
Jason Quisberg, Engineering

POLICY DECISION / ACTION TO BE CONSIDERED:
Approve Proposal for the Pavement Management Plan Update

BACKGROUND:
Dayton's current pavement management plan was prepared in 2023. The plan identified five (5) years (2024-2028) of programmed street improvements, based on the City's desired target metric – improving the overall system condition rating.

As a result of competitive pricing in 2024 and 2025, which allowed the project scopes to be expanded in those years, and the decision to discontinue using seal coat applications as a pavement treatment strategy, the improvements identified in the current plan will be essentially achieved with the completion of the proposed 2027 project (also considered at this meeting).

Should Council choose to continue with the pavement management practice currently in place, it is important that the system is re-assessed (street condition evaluated), and the project programming is established for future (post 2027) years. A proposal for this work is included in the packet for consideration.

RELATIONSHIP TO COUNCIL GOALS:

Maintaining and enhancing city infrastructure, economically, for the benefit of residents and users.

RECOMMENDATION:

Should Council desire to continue with the City's pavement management plan efforts, it is recommended that the assessment and reporting proposal be approved

ATTACHMENT(S):

Proposal – 2026 Pavement Condition Assessment and PMS Reporting

Stantec Consulting Services Inc.
One Carlson Parkway North, Suite 100
Plymouth MN 55447-4440

August 3, 2026
File: 174581063.012.240

Attention: Martin Farrell | Public Works Director
City of Dayton | Public Works
12260 S. Diamond Lake Road
Dayton, MN 55327

Dear Mr. Farrell,

Reference: 2026 Pavement Condition Assessment and PMS Reporting

Please find herein our proposal for completing a semi-automated pavement condition assessment on City-maintained roads following a similar procedure to that completed in the 2023 assessment.

Project Overview

The primary goal of this assignment is to assess the pavement condition of City maintained roads by means of objective semi-automated data collection techniques.

Stantec's RT-3000 semi-automated pavement data collection equipment will drive the City roads at posted speeds collecting high-resolution orthogonal pavement imagery. The collected pavement condition data will be quality checked, processed, loaded, and analyzed in the Stantec's RoadMatrix™ pavement management system (PMS), which was implemented as part of the 2023 project.

The City can use the condition data collected under this assignment to prioritize the roads rehabilitation needs across the network using the RoadMatrix™ PMS. The collection of pavement condition data is a key component of the pavement management process.

The current estimate of streets to include in the 2026 condition survey is approximately 72.1 centerline miles, as per the road centerline shapefile that the City had provided to Stantec. A scope map is provided below in Figure 1. Note that the survey scope is estimated at 75 survey miles considering roads that will be tested in both directions because they are either divided and/or have four (4) or more lanes, based on the 2023 project.

2026 Proposed Work Plan

The work plan developed for your consideration is presented below.

- Task 1: Project Initiation and Setup
- Task 2: Data Collection
- Task 3: QA/QC, Data Upload and Budget Analysis
- Task 4: Pavement Management Reporting
- Task 5: Right-of-Way (ROW) Images Collection and Processing *(Optional)*

Reference: 2026 Pavement Condition Assessment and PMS Reporting

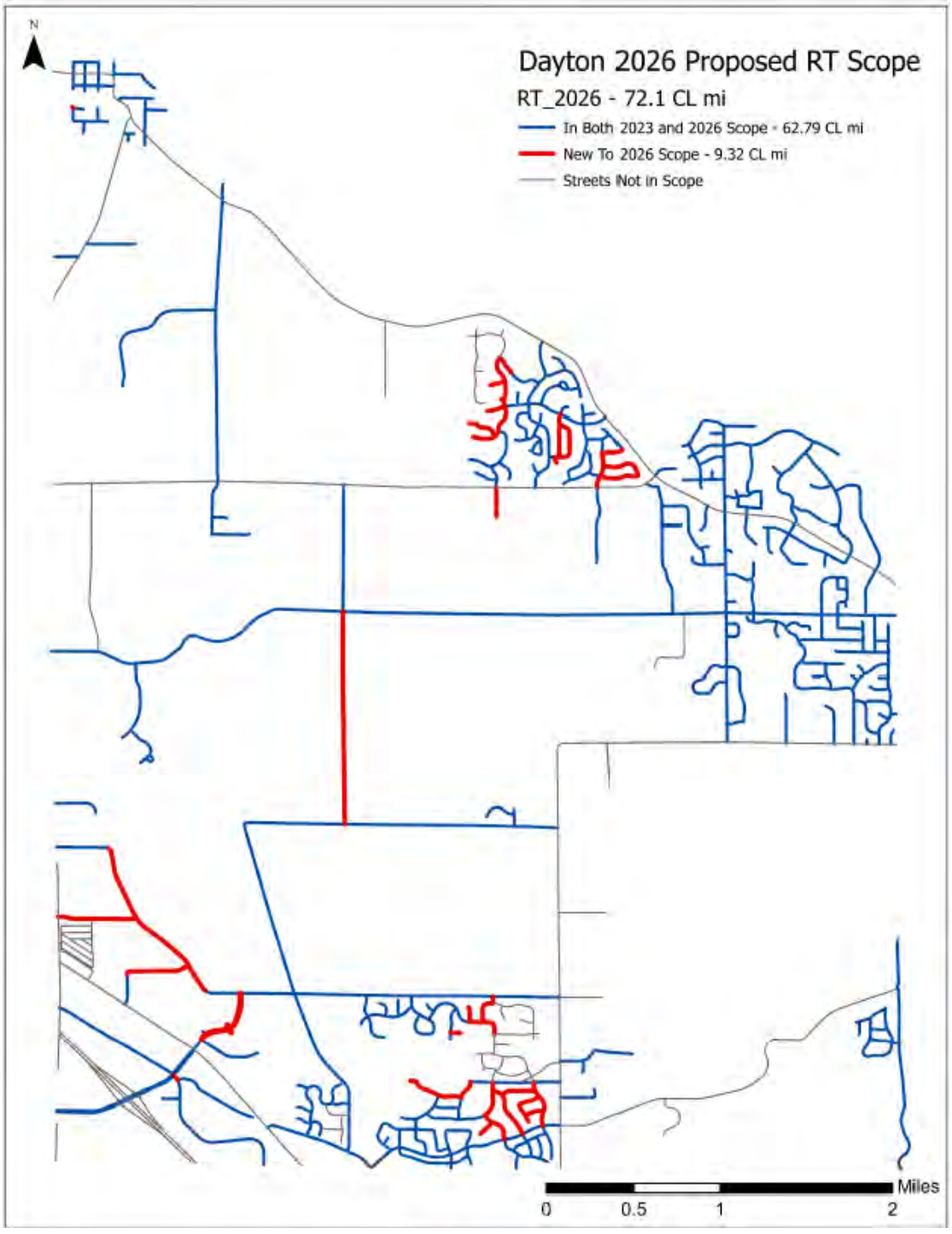


Figure 1: City of Dayton Road Network, 2026

TASK 1.0: PROJECT INITIATION AND SETUP

Task 1.A: Project Initiation Meeting and Setup

Prior to data collection activities, a meeting will be held with City staff, to clarify project management and specific task responsibilities. The project initiation meeting will be scheduled after the Notice-to-Proceed (NTP) is issued and will address the following items:

- Project Scope and Management - The project scope and work program will be finalized. The lines of communication and reporting between the City and Stantec will be established. Specific tasks will be defined and assigned, and responsibilities of all parties detailed.
- Invoicing and project update frequency and format will be discussed and agreed upon.

Task 1.B: Equipment Mobilization

This task involves the mobilization and demobilization of the following equipment and field staff:

- RT-3000 data collection unit and field staff to perform the on-site roughness and surface distress survey.

TASK 2.0: DATA COLLECTION

As noted above, data collection will include City-maintained roads within the City limits, approximately 75 miles will be surveyed.

Following project initiation, and during acceptable field conditions, the data collection activities indicated below will be completed on all the road sections as per the ASTM D6433 Standards.



2.1 Surface Distress Survey

Stantec proposes the use of our advanced automated survey equipment, our Road Tester (RT-3000), to collect the pavement condition. Stantec's RT-3000 is a fully mobile solution specifically developed to collect pavement condition data accurately and efficiently. Integrated with lasers, inertial GPS, and high-definition digital imagery, the RT-3000 can simultaneously collect pavement profile, rutting, surface distress, roadway geometrics, pavement and Right-of-Way (ROW) imagery, and infrastructure assets on roadways.

The RT-3000 collects surface condition data objectively using ***downward imaging*** technology (objective) opposed to windshield/visual assessment (subjective). In addition, the RT-3000 collects pavement data at posted speeds, without the need for traffic control, this promotes safety.

The RT-3000 downward linescan camera collects ***continuous*** digital images of the pavement surface. These orthogonal high-resolution images are used in the office by trained technicians to rate the various distress types and severities, using specialized distress recognition software.

More information about our proposed RT-3000 equipment is provided in the subsections below.

Location Referencing System (LRS)



Stantec's RT-3000 uses two systems to measure location-referencing information, for all distress, roughness, and digital image data sets, as they are collected.

The ***Distance Measuring Instrument (DMI)*** is used to provide a reference measurement of the vehicle as it traverses the road. This measurement provides stationing references, such as milepost location, for the collected data. The RT-3000 also uses ***real-time differential GPS***, and an Applanix POS LV inertial referencing system, allowing for the provision of spatial location data at all times, even in situations where the 'urban canyon' or tree coverage reduces the number of satellites available.



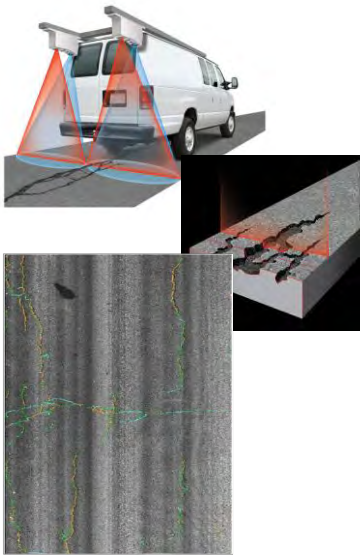
All real-time collected data can be further enhanced using the Applanix POSPac processing suite. Blending the received GPS information with IMU CORS data, raw GPS files from the RT will be post-processed with Applanix's POSPac software, to provide the highest obtainable positional accuracy.

Surface Distresses

Our Road Tester 3000 (RT-3000) simultaneously collects pavement condition, GPS, and digital image data streams. It collects all surface condition data, roughness, rutting, and imagery required. It uses sub-systems for the collection of roughness data, right-of-way (ROW) imagery, GPS, as well as the Laser Crack Measuring System (LCMS).

Laser Crack Measuring System (LCMS)

Stantec's equipment can collect all physical pavement surface defects, utilizing our RT-3000's Laser Crack Measuring systems (LCMS) and downward imaging technology.



Stantec's LCMS uses laser line projectors, high speed cameras, and advanced optics, to acquire high resolution 3D profiles of the road. This unique 3D vision technology allows for automatic pavement condition assessments of asphalt, porous asphalt, chip seal, and concrete surfaces.

The LCMS acquires both 3D and 2D image data of the road surface with 1mm resolution, over a 13-foot lane width, at survey speeds up to 60 mph. This data collection technique does not impact road users as the vehicle travels at posted speeds.

The pavement imagery captured by the RT-3000 is subsequently post-processed through Stantec's Imaging Workstation. This system was specifically designed for pavement surface analysis, using both the 3D and 2D pavement imagery components of the LCMS, as well as the collected ROW images. The Imaging Workstation expedites the distress rating process

with built-in tools and synchronized images, from multiple cameras. The software is used to detect and analyze cracks, lane markings, ruts, macro-texture, patches, raveling, and potholes. As a result, each distress is **measured**, not estimated, and tagged with a linear reference and corresponding GPS coordinates. The distress data is collected continuously and summarized at 100-foot intervals.

As mentioned above, our team of highly trained raters will categorize, rate, and measure all pavement distress information from the linescan imagery captured in the driven pavement lane. Each distress is **measured**, not estimated, and tagged with a linear reference and corresponding GPS coordinates. The distress data is collected ***continuously***, then processed and summarized at 100-foot intervals.

Stantec's RT-3000 equipment can collect most of the physical pavement surface defects at posted speeds, utilizing our RT-3000's downward linescan imaging technology.

Distress Rating Protocols

For this project, the pavement surface distresses will be collected and rated in accordance with ASTM D6433 Standards: "standard Practice for Roads and Parking Lots Pavement Condition Index (PCI) Surveys", which includes the flexible (AC) and rigid (PCC) pavement distresses in the following table. In addition, IRI (Roughness) will be collected in both wheel paths as described below under Section 2.2.

Note: Stantec also offers collecting and rating the data following our RoadMatrix™ protocols that are based a simplified version of ASTM D6433 Standards. This will be discussed upon project initiation.

ASTM D6433 Pavement Distresses for Flexible (AC) and Rigid (PCC) Pavements			
Flexible (AC) Pavements		Rigid (PCC) Pavements	
• Alligator Cracking • Bleeding • Block Cracking • Bumps and Sags • Corrugation • Depression • Edge Cracking • Joint Reflection Cracking • Lane/Shoulder Drop Off • Longitudinal and Transverse	• Cracking • Patching and Utility Cut Patching • Polished Aggregate • Potholes • Rutting • Shoving • Slippage Cracking • Swelling • Weathering • Raveling	• Blow Up/Buckling • Corner Break • Divided Slab • Durability Crack • Faulting • Joint Seal • Lane/Shoulder Drop Off • Linear Cracking • Patching (Large) • Patching (Small)	• Polished Aggregate • Pop outs • Pumping • Punchouts • Scaling • Shrinkage Crack • Spalling Corner • Spalling Joint

Each defect or distress is measured based on two components: severity and extent. ***Severity*** is defined as '***How bad is the defect?***' in terms of the width or degree of wear associated with the condition. An example of a severity measurement includes the width of a crack.

The second component evaluates the ***extent*** or '***How much is there?***' in terms of the quantity of the surface the defect covers. Examples of measures used for extent would include the number or length of transverse cracks, length of longitudinal cracking, or the pavement area affected by alligator cracking.

The pavement distress data will be summarized such that there will be a maximum of one record for each distress type and severity combination. The surface distress data is collected continuously and will be summarized at ***100-foot intervals***.

2.2 Roughness and Rutting Survey

While most PMS software do not make use of rideability data, RoadMatrix™ does. The pavement roughness (longitudinal profile) and rutting (transverse profile) surveys will be completed at the same time as the surface distress survey using the RT-3000 vehicle.



The RT-3000 incorporates an ***ASTM E950 certified*** Class I profiler configured to capture longitudinal profile measurements and International Roughness Index (IRI) values in both wheel paths. The roughness survey will also cover 100% of the outer lane. A full coverage survey results in more accurate condition assessment.

The collection of longitudinal profile/roughness data is fully automated. The IRI data is collected continuously and will be summarized at ***100-foot intervals***. All collected data will be tagged with GPS coordinates and linear referencing measurements.

The collected roughness data will be processed and summarized at ***100-foot intervals***, and an average ***International Roughness Index (IRI)*** will be computed for each roadway section, in the final deliverable table. Areas prohibiting measurement of IRI will be documented and provided with an override value, based on testing performed on adjacent sections of the same road. IRI results will be processed within the RoadMatrix™ PMS to calculate the Ride Condition Index (RCI).

The RT-3000 will also measure transverse profile and rut depths, using at least five high precision, laser-based, height-measuring sensors. All rut data will be processed at ***100-foot intervals***. Average rut values, for both wheel paths, will be provided in the final deliverable table, and the values will be used in the rating criteria used for rutting in the surface distress evaluations described below.

Task 3.0: QA/QC, Data Upload and Budget Analysis

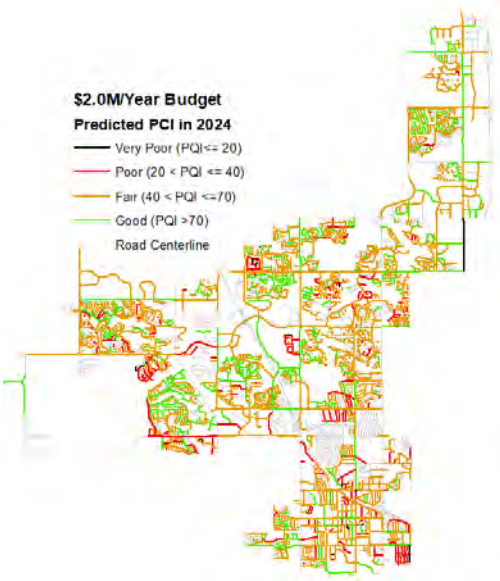
Pavement surface condition, roughness, deflection and layer thickness surveys will be conducted using the techniques outlined above. The data collected will undergo QA/QC checks prior to upload to RoadMatrix™. Once the condition data is loaded, Stantec will run the present status analysis, needs analysis and budget and performance-based analyses. The City can advise Stantec with the various budget and performance scenarios that they would like to analyze.

Reference: 2026 Pavement Condition Assessment and PMS Reporting

TASK 4.0: PAVEMENT MANAGEMENT REPORTING

Present Status Analysis

Based on the collected data, a snapshot of the City's road network health will be produced. The field data will be converted into four indices: Pavement Quality Index (PQI); Riding Comfort Index (RCI); Surface Distress Index (SDI), and Structural Adequacy Index (SAI). Histograms of the indices will be presented.



The present status analysis provides the City with a comparative evaluation tool among all roadways. It aids in the decision-making process to determine which road section to rehabilitate next. The specific nature of the distresses, roughness, and structural adequacy also leads to selection of rehabilitation and maintenance alternatives based on the noted performance of the section.

Budget Analysis and 5-Year Plan

Budget and Rehabilitation analysis will be completed using rehabilitation and maintenance strategies confirmed with the City, as well as alternative budget scenarios. For the purposes of this proposal, we have assumed that we will run up to six budget scenarios including our default Need Driven (unlimited budget) and Do Nothing (no expenditure).

At the conclusion of the analysis, a draft report will be prepared and upon review and acceptance of the draft outputs from the Rehabilitation Analyses, a final report will be prepared.

The report will describe the data collection process, present network analysis for the overall network, and PMS improvement. The report will also outline the results of the Surface Distress Index (SDI), Ride Comfort Index (RCI), Structural Adequacy Index (SAI) and Pavement Quality Index (PQI) values for all segments, as well as a comparison to previous data.

In addition, the report will include the following:

- A 5-year rehabilitation plan, indicating which road sections need rehabilitation and recommended treatments.
- The sectional priorities, selected strategies, and sectional costs for each programming year, based on the City's budget alternatives.
- The performance impact on the network, based on alternative funding scenarios, including 'zero funding' (or "Do Nothing") and 'unlimited funding' options; and
- The rehabilitation analysis will be presented to the City, in a draft format for feedback.
- GIS Maps for the current condition and recommended work programs.



A draft report will be submitted to the City in a PDF format by the end of 2026 or early 2027. The City will have two weeks to review the draft report and provide feedback.

Upon review and acceptance of the draft report by the City, the report will be finalized and delivered within one week from receiving feedback from the city.

Prior to submittals, the report will undergo a review from the Project Manager, and a senior member of our engineering team, to ensure quality.

TASK 5.0: RIGHT-OF-WAY (ROW) IMAGES COLLECTION AND PROCESSING *(Optional)*



Stantec uses the latest digital video equipment and software available for geo-referenced image collection. With a combination of high-resolution cameras, real-time differential GPS, and a Position Orientation System for Land Vehicles (POS/LV) inertial referencing system, we are able to collect quality Right of Way (ROW) images with accurate corresponding spatial references.

The ROW images will be collected during the pavement roughness and distress survey. The analysis of images is an optional task. The processed ROW images will allow the City to have a virtual view of your pavement network from within the RoadMatrix™ system and also from within ArcMap.



Stantec's RT-3000 collects the digital imagery using a ***360° camera*** configuration. The camera configuration includes six high-resolution cameras to collect continuous digital images at a predefined interval (time or distance based) and stores the images in real time.

Each image is tagged with a GPS coordinate, to facilitate easy linkage to the City's GIS. The resulting image database contains industry standard JPEGs with geo-referenced information and the images are delivered on a USB external hard drive.

There are many uses for digital imagery across a Public Works organization or other agency departments including:

- Virtual field trip of all network roads.
- Asset extraction to geo-locate many assets within the street Right-Of-Way (ROW).
- Legal/Liability claims.
- Pre/post disaster conditions (earthquakes, flooding, etc.).

Project Schedule

The project schedule below has been developed assuming a Notice-to-Proceed (NTP) is received from the City by Tuesday August 11, 2026. All field tasks are to be completed by the end of September 2026. A draft report is to be delivered to the City by the end of 2026 or early 2027. Schedule is negotiable and can be revised to include any optional tasks, if needed.

The schedule assumes **favorable weather conditions** for 90 % of the time.

Task	Proposed Completion Date
Assumed Notice-to-Proceed (NTP)	August 11, 2026
Kickoff Meeting to Discuss Data Availability, Scope and Schedule	Date TBD
Mobilization of RT-3000 Equipment and Crew	Week of September 14, 2026
Data Collection (Surface Distresses and Roughness) on 75 miles	Week of September 21, 2026
Data Editing and QA/QC	Week of September 28, 2026
Roads Surface Condition Data Rating following ASTM D6433	Week of November 9, 2026
Present Status and Budget Analysis	Week of November 23, 2026
Draft PMS Report Submission (PDF Only)	Week of December 14, 2026
Receive Feedback from City on Draft Report	End of 2026
Final PMS Report Submission (PDF)	January 2027

Proposed Fees

2026 Pavement Data Collection and PMS Reporting

Task No.	Task Description	Unit Cost	Subtotal
Task 1	Project Initiation and Setup and Project Management.	Lump Sum	$5,720
	Mobilization of Field Crews and Equipment (RT-3000).	Lump Sum	$3,000
Task 2	Surface Distress and Roughness Survey, QA/QC, Analysis, and Upload to RoadMatrix™. Approximately **75 survey miles.**	$230/survey-mile	$17,250
Task 3	Database QA/QC, Data Upload and Present Status and Budget Analysis based on City needs. Up to 6 Budget Scenarios will be Analyzed and Reported. Includes Updates of Section Definitions.	Lump Sum	$8,950
Task 4	Pavement Management Reporting – Include Present Status and Future Work Programs. (Draft and Final report in PDF format).	Lump Sum	$6,900
		Total (Lump Sum) [1,2]	**$41,820.00**

[1] Proposed fees above are valid for 90 days from the date of this proposal.

[2] Project will be invoiced based on percentage completed and will be invoiced as a Lump Sum.

Optional Task Fees

Task No.	Task Description	Unit Cost	Subtotal
Task 5	Right of Way (ROW) Digital Image Collection and Linkage to RoadMatrix™ and GIS. Images become the Property of the City.	Lump Sum	$4,450

Reference: 2026 Pavement Condition Assessment and PMS Reporting

The scope of services will be performed in accordance with the Master Services agreement between Stantec and the City of Dayton. Please indicate your acceptance of this scope of work by completing and signing the acceptance form below.

By signing this proposal, the City of Dayton authorizes Stantec to proceed with the services herein described.

This proposal is accepted and agreed on the _____ of _____, _____.
Day Month Year

Per: _____City of Dayton_____
Client Company Name

_____
Print Name & Title

_____
Signature

Include Optional Task: ☐ Yes ☐ No

We trust this is sufficient for your current needs, however, should you have any questions please contact us. We look forward to working with you in the near future.

Regards,

Stantec Consulting Services Inc.

Fadi Jadoun Ph.D., P.E.
Senior Associate, Pavement Specialist
Infrastructure Management
& Pavement Engineering
Phone: 480-687-6128
fadi.jadoun@stantec.com

Mark Schroeher P.E.
Associate, Senior Civil Engineer
Phone: 952-334-2838
mark.schroeher@stantec.com

Design with community in mind

ITEM:
Resolution 32-2026, Amending the 2040 Comprehensive Plan related to the Future Land Use Plan, 17051 117th Ave.

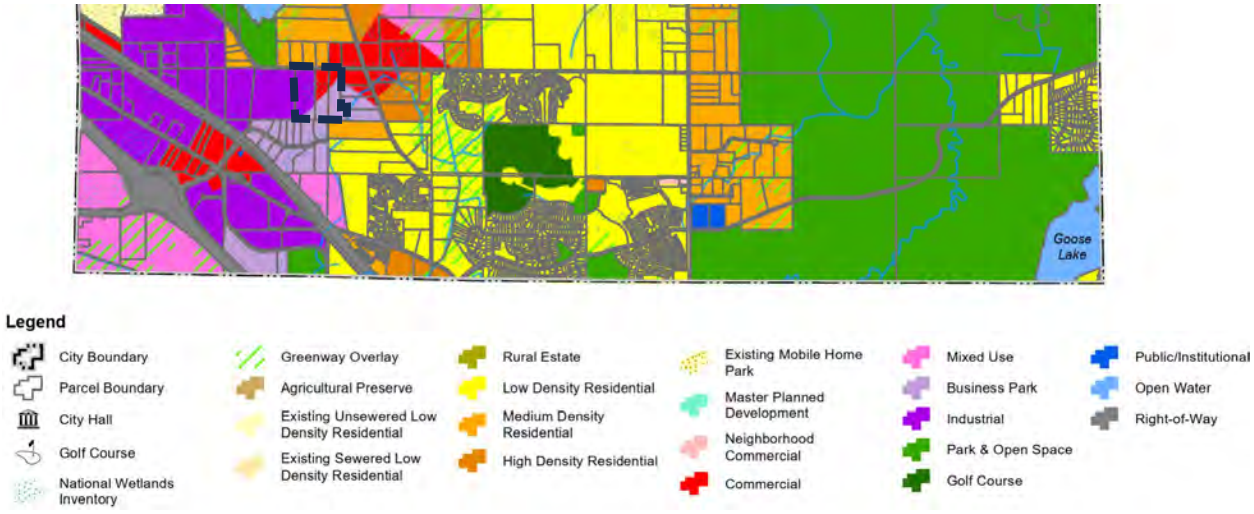
APLICANT/PRESENTERS:
City of Dayton

PREPARED BY:
Jon Sevald, Community Development Director

POLICY DECISION / ACTION TO BE CONSIDERED:
Motion to Approve an Amendment to the 2040 Comprehensive Plan, Figure 3: Future Land Use Map

BACKGROUND/OVERVIEW:
Hempel (developer) has applied for land use approvals for a 352,000 sq ft building for Forgent Power Solutions to be located at the southeast corner of Dayton Parkway and 117th Avenue. Forgent manufactures electrical switches and transformers for industrial users and is one of the largest employers in Dayton. The new building will add 300+ employees. Pending planning approvals, Hempel plans to start site work in October and construction in November. To accommodate this aggressive schedule and considering the time it takes for a Comprehensive Plan Amendment, the city pre-emptively applied to amend Figure 3: Future Land Use Map.

The project includes three properties. The 2040 Comprehensive Plan guides the properties for *Industrial*, *Business Park*, and *Commercial*.



2040 Comprehensive Plan, Figure 3: Future Land Use Map

At the time the Future Land Use Map was created (2021), Dayton Parkway was planed for a northeast-southwest corridor, with a “city center” planned near the intersection of 117th Avenue and East French Lake Road. In 2023, Dayton Parkway was expanded as a north-south orientation instead as part of The Cubes project. Also in 2023, the city conducted a land use

study for the city center. This study was not accepted by the City Council, providing a consensus that the city center should move further north. Without a clear plan, the Future Land Use Map was left as-is. In 2025, the city completed a land use and transportation study of the area included in the Hemple project. The City Council's direction was for the Hemple properties to be an industrial use (vs. commercial or residential).

ANALYSIS

The Hemple project will include manufacturing, distribution, and offices. These uses are compatible with both *Business Park* and *Industrial* land use categories. Hempel is requesting Industrial because it provides more flexibility.

Business Park[1]	*This category is intended to accommodate larger office buildings and corporate campus development, as well as light-industrial and office-warehouse development that require larger sites.*
Industrial[2]	*This category is intended to provide areas for industrial related businesses including manufacturing, warehousing, automotive, trucking, office, and other related industrial uses.*

CRITICAL ISSUES:

Zoning Map

The intent of the Zoning Map is to be consistent with the Future Land Use Map. There are two industrial-type zoning districts;

I-1 Light Industrial[3]

Intent. The purpose of the I-1, Light Industrial District is to provide for the establishment of manufacturing, warehousing, and office developments. Uses allowed in this district shall be limited to those which can compatibly exist adjacent to retail/service-related uses and residential uses. Uses shall not produce exterior noise, glare, fumes, obnoxious byproducts or wastes, or create no other objectionable impact on the environment.

BP Business Park[4]

Intent. The purpose of the B-P, Business Park District is to provide for multi-use building and/or the establishment of business offices, wholesale showrooms, and related uses in an environment which provides a high level of amenities, including landscaping, preservation of natural features, increased architectural design, pedestrian facilities and other features.

[1] 2040 Comprehensive Plan, Table 3: Land Use Categories.
[2] 2040 Comprehensive Plan, Table 3: Land Use Categories.
[3] City Code 1001.063, Subd 1(1) (*Light Industrial District, Intent*)
[4] City Codde 1001.063, subd 2(1) (*Business Park District; Intent*)

LEVEL OF CITY DISCRETION IN DECISION MAKING

Action taken on the proposed Comprehensive Plan Amendment is **legislative** 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 Comprehensive Plan Amendment is if it more accurately reflects the City Council's vision for Dayton's future compared to the current (2022) Future Land Use map.



ROLE OF THE CITY COUNCIL:

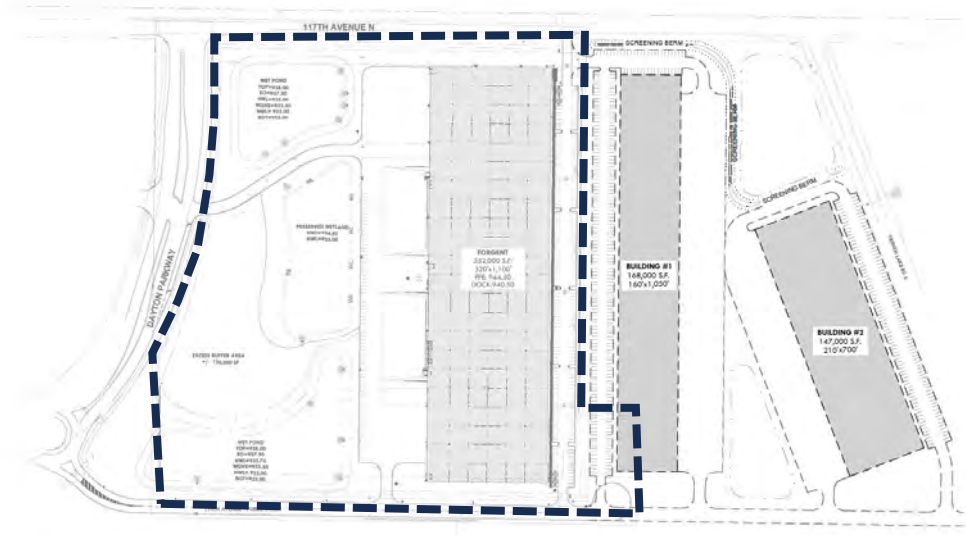
1. Recommend **Approval**.
2. Recommend **Denial**, with reasoning.
3. **Table** for more information (define what information is needed).

PLANNING COMMISSION RECOMMENDATION:

The Planning Commission conducted a Public Hearing at its August 6, 2026 meeting, recommending Approval (Industrial). The Commission's discussion included setbacks and buffering adjacent to residential uses. This discussion is more appropriate for the pending Preliminary Plat and Site Plan application (September meetings).

STAFF RECOMMENDATION:

Staff recommends Amending the Future Land Use Map to *Industrial.* The proposed 352,000 sq ft building is more likely to remain an industrial user vs. office-showroom.



Hemple Ghost Plat, illustrating how industrial buildings could be oriented on land east of the proposed Forgent building.

The City Council/Planning Commission should consider the intent of the city guiding the 113th Avenue area for *Business-Park* (vs. *Industrial*), and any ramifications of extending the Hempel land use category (whichever you choose) east to East French Lake Road.

60/120 DAY RULE

	Complete Application	60-Days	120-Days
N/A			

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 Comp Pan Decades F) Require Parking Code Requirements
	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	

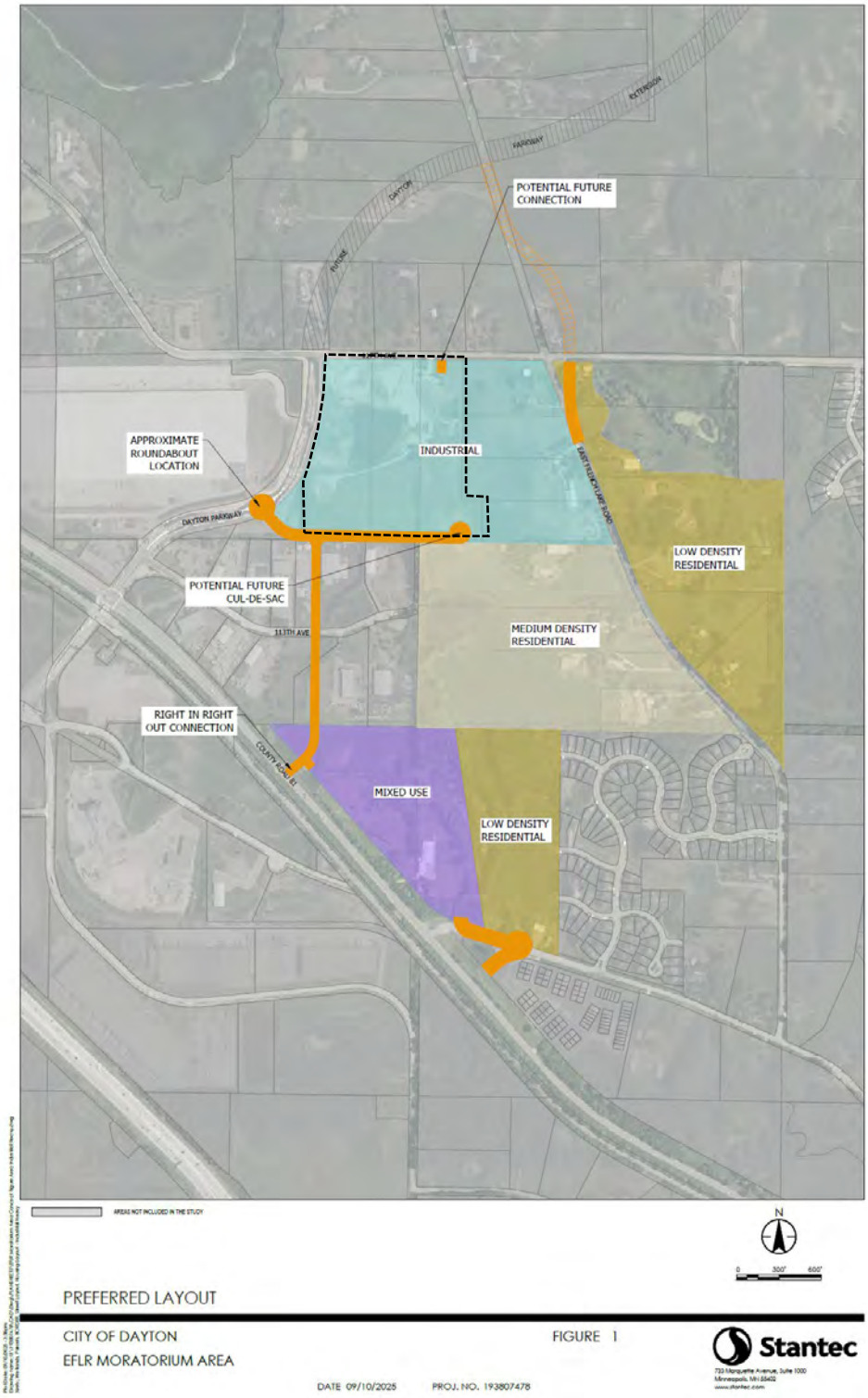
BUDGET IMPACT

None

ATTACHMENT(S):

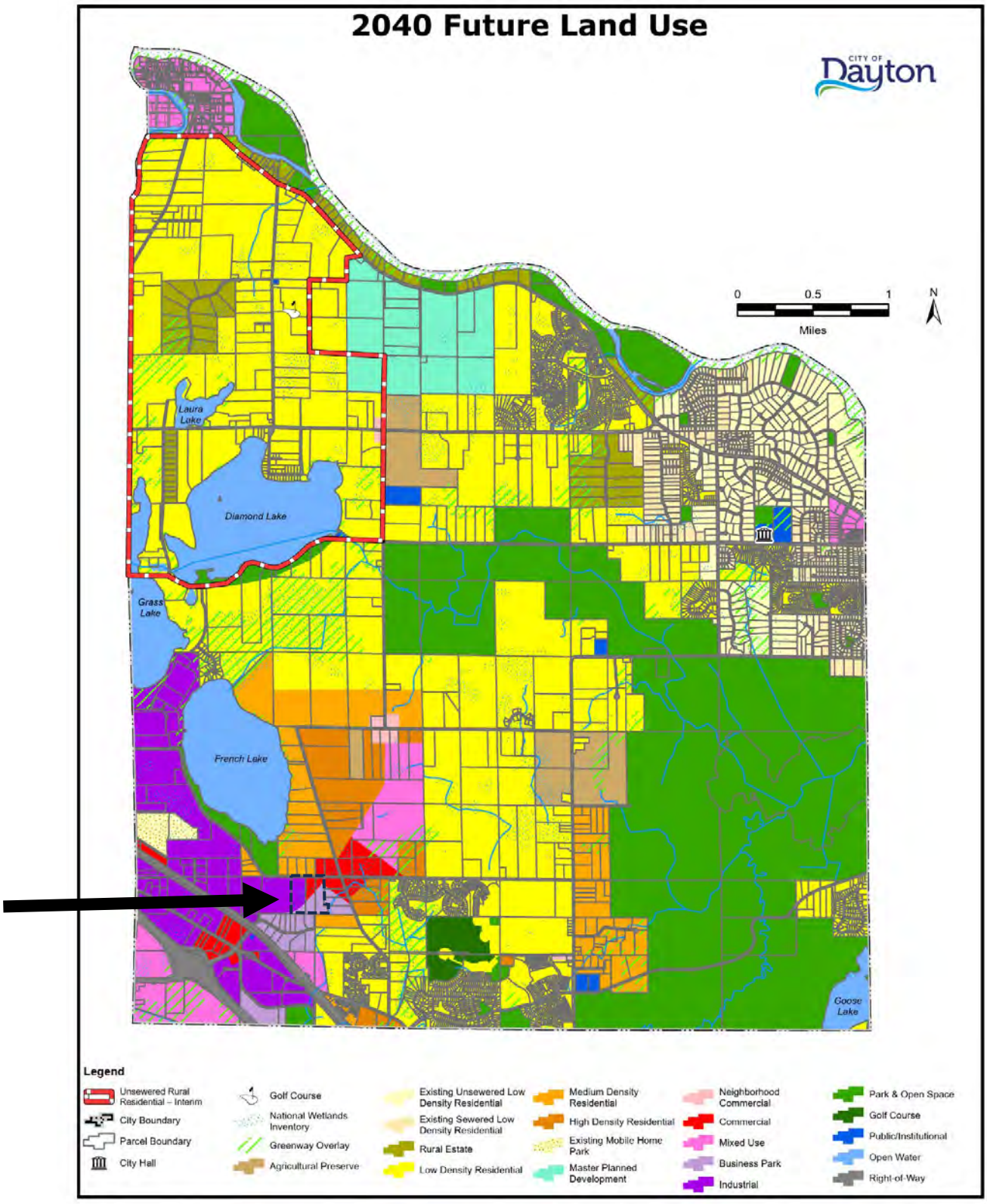
2025 East French Lake Road Moratorium Study
2040 Comprehensive Plan, Figure 3: Future Land Use Map
Resolution 32-2026

2025 EAST FRENCH LAKE ROAD MORATORIUM STUDY



Hemple/Forgent project (dashed box). The East French Lake Road study was completed in 2025 in reaction to a Concept Plan for a speculative industrial building (same site, different developer), in which the City Council was supportive of the project, but questioned what the plan was for land use and road alignment beyond the project boundary. The plan emphasizes separating residential (East French Lake Road/Territorial Road) and commercial traffic (Dayton Parkway/ CSAH 81).

FIGURE 3 FUTRUE LAND USE MAP



Amend 2040 Future Land Use Map from "Business Park" and "Commercial" to "Industrial".

RESOLUTION 32-2026

CITY OF DAYTON
COUNTIES OF HENNPIN AND WRIGHT
STATE OF MINNESOTA

A RESOLUTION AMENDING THE 2040 COMPREHESNIVE PLAN, FUTURE LAND USE MAP

WHEREAS, the City Council adopted the 2040 Comprehensive Plan (*The Plan*) on September 27, 2022, and has amended it from time to time. Figure 3 *Future Land Use Plan* categorizes properties into future land uses, defined in Table 3 *Land Use Categories*; and,

WHEREAS, *Figure 3 Future Land Use Plan* identifies certain properties for *Industrial, Business Park,* and *Commercial* uses oriented along an assumed Minor Arterial road corridor which was not constructed; and,

WHEREAS, Hemple Real Estate (Hemple Project) has submitted plans for an industrial project to be located on property 17501 117th Avenue North, Dayton, MN 55327 (Exhibit A) legally described as;

PID: 32-120-22-21-0007
Parcel 1:
The West 300 feet of the Northeast 1/4 of the Northwest 1/4 of Section 32, Township 120, North Range 22, West of the 5th Principal Meridian, Hennepin County, Minnesota.

ALSO:

The West 146.00 feet of the following described parcel: The Northeast 1/4 of the Northwest 1/4 of Section 32, Township 120, Range 22, which lies Southwesterly of the center line of East French Lake Road, EXCEPT the West 300.00 feet and the North 1018.00 feet of said Northeast 1/4 of the Northwest 1/4, Hennepin County, Minnesota.

Abstract Property

PID: 32-120-22-22-0001
Parcel 2:
The East 342.00 feet of the Northwest Quarter of the Northwest Quarter of Section 32, Township 120, Range 22, Hennepin County, Minnesota.

Abstract Property

PID: 32-120-22-22-0002

Parcel 3:

The West 165.66 feet of the East 507.66 feet of the Northwest Quarter of the Northwest Quarter (NW 1/4 of NW 1/4) of Section 32, Township 120, Range 22, Hennepin County, Minnesota.

AND

The West 331.34 feet of the East 839.00 feet of the Northwest Quarter of the Northwest Quarter (NW 1/4 of NW 1/4) of Section 32, Township 120, Range 22, Hennepin County, Minnesota.

Abstract Property

WHEREAS, the Planning Commission conducted a Public Hearing on August 6, 2026, recommending Approval, Amending the *2040 Comprehensive Plan; Figure 3 Future Land Use Map* to "*Industrial*"; and,

NOW THEREFORE, BE IT RESOLVED, in consideration of the Staff Report, Planning Commission recommendation, and public testimony, the City Council Approves an Amendment of the 2040 Comprehensive Plan; Figure 3 Future Land Use Map and directs Staff to submit the Amendment to the Metropolitan Council for authorization to put into effect.

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

_____
Dennis Fisher, Mayor

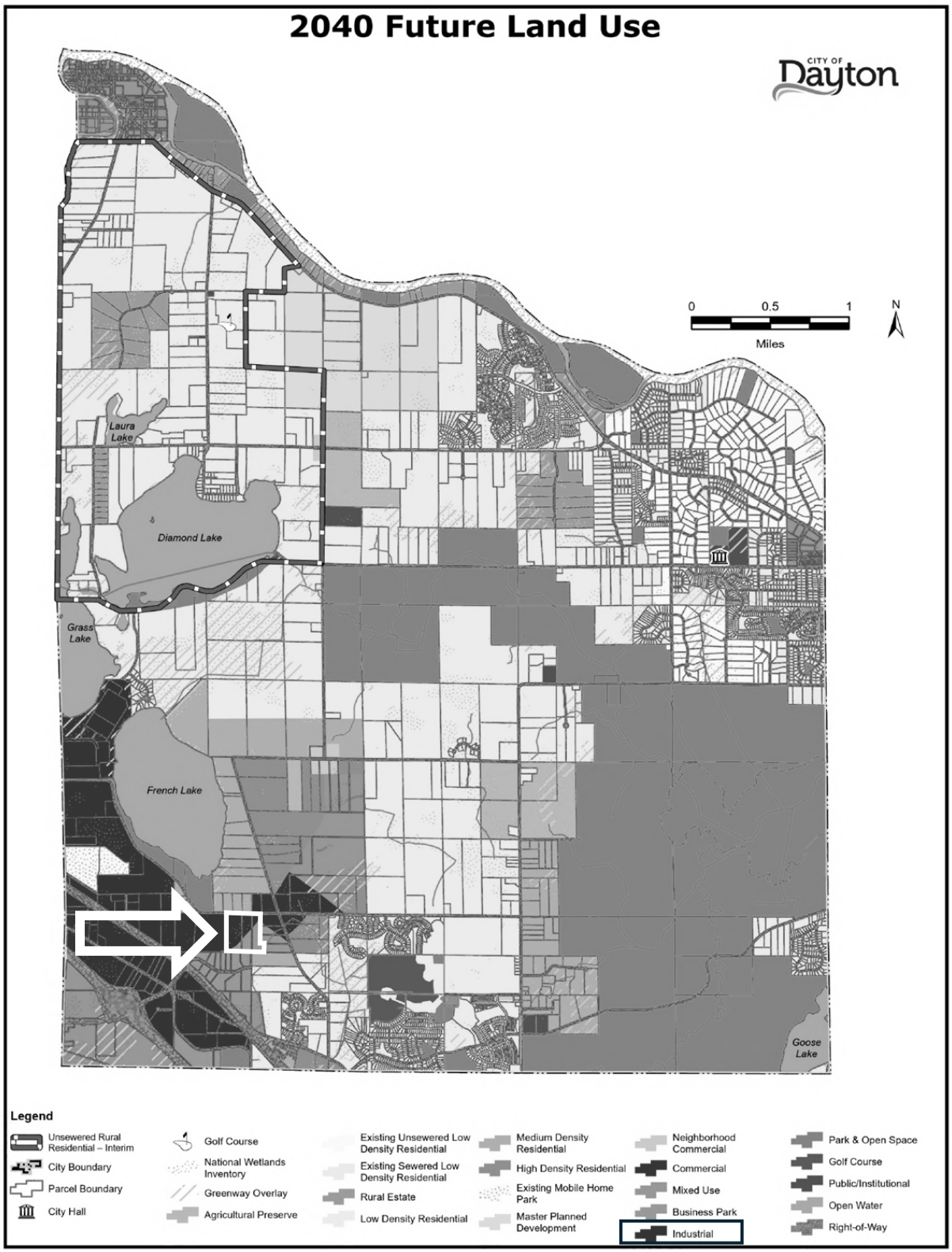
ATTEST:

_____
Amy Benting, City Clerk

Motion by _____. Second by _____.

Ayes:
Nayes:
Motion ***Approved***.

EXHIBIT A


2040 Future Land Use
CITY OF Dayton
0
0.5
1
Miles
N
Laura Lake
Diamond Lake
Grass Lake
French Lake
Goose Lake
Legend
Unsewered Rural Residential – Interim
City Boundary
Parcel Boundary
City Hall
Golf Course
National Wetlands Inventory
Greenway Overlay
Agricultural Preserve
Existing Unsewered Low Density Residential
Existing Sewered Low Density Residential
Rural Estate
Low Density Residential
Medium Density Residential
High Density Residential
Existing Mobile Home Park
Master Planned Development
Neighborhood Commercial
Commercial
Mixed Use
Business Park
Industrial
Park & Open Space
Golf Course
Public/Institutional
Open Water
Right-of-Way

Meeting Date: 08-13-2026
Item Number: S.

ITEM:
Resignation Policy

PREPARED BY:
Zach Doud, City Administrator

POLICY DECISION / ACTION TO BE CONSIDERED:
Consideration of Resignation Policy

BACKGROUND:
This policy will provide a better understanding of how the City will handle resignations moving forward and will provide a more streamlined process for when resignations are received. With adoption of this policy, the City Council would be authorizing the City Administrator to accept resignations and remove those off the council packet into the future.

BUDGET IMPACT:
None

RECOMMENDATION:
Staff recommends approval of this resignation policy.

ATTACHMENT(S):
Resignation Policy

VOLUNTARY RESIGNATION POLICY

This policy establishes the process for administrative approval of a voluntary resignation notice submitted by City of Dayton employees.

Purpose

The City of Dayton is statutory Plan A city, which means all personnel decisions must be approved by the City Council. However, the City Council may delegate ministerial functions to an officer that are absolute, fixed, and certain or involve no exercise of discretion.

The purpose of this policy is to ensure that City operations will continue with fewer disruptions and that positions open due to a voluntary resignation are filled in a prompt manner.

Policy

The City Council delegates authority to the City Administrator to approve a voluntary resignation notice submitted by a City employee. Following receipt of a voluntary resignation notice, the City Administrator shall promptly notify the City Council.

An employee's request to resign in lieu of termination must be presented to the City Council for approval.

Effective immediately upon Council approval.