

AGENDA
CITY OF DAYTON, MINNESOTA
12260 S. Diamond Lake Road, Dayton, MN 55327
Tuesday, August 26, 2025

Work Session- Fire Department Staffing 5 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**
- 6:35 **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 August 12, 2025
- B. Approval of Council Work Session Meeting Minutes of August 12, 2025
- C. Approval of Resignation of Firefighter Payton Barthel
- D. Approval of Resolution 54-2025; Donation of AED's
- E. Approval of Large Assembly Application for Midwest Vintage Snowmobile Shows, Inc.
- F. Approval of Resolution 55-2025; Donation from Kwik Trip
- G. Award Contract for Mill & Overlay - 125th Ave & East French Lake Rd
- H. Approval of Pay Application #2 for Park Improvements Projects
- I. Approval of Purchase of Batting Cages for McNeil Park
- J. Approval of Release of \$10,000 Landscape Escrow for Dayton Parkway Extension
- 6:40 **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**
- COUNCIL BUSINESS**
- New Business**
- 7:00 K. CenterPoint Energy's Community Safer Grant Presentation
- Action Items**
- 7:20 L. Consideration of Resolution No. 56-2025; Supporting the Acquisition of 16560 Dayton River Road by Three River Park District
- 7:45 M. Approval of Payment of Claims for August 26, 2025
- 8:05 N. Approval of IUP for Event Center; Resolution 53-2025
- 8:25 O. Approval of Dayton Parkway Traffic Signals: CSAH 81-Brockton Lane
- 8:40 P. Consideration of Resolution No. 57-2025; Comprehensive Plan Amendment and Ordinance No. 2025-19, City Code Amendment Related to the A-3 Agricultural District
- 9:00 Q. Consideration of East French Lake Road Moratorium Area Plan related to Roadway Design and Land Use Guidance and Adopting Ordinance No. 2025-20, Expiring Ordinance No. 2025-11 establishing said Moratorium
- 9:20 R. Transportation Discussion Regarding Future Roadway Connections
- 10:00 S. Approval of Amendment to the Dayton Zoning Code Section 1001.13 Regarding Home Occupations
- 10:05 T. Approval of Large Assembly Application for Heritage Days and Request for All Fees to be Waived
- 10:15 **CLOSED SESSION**
- 10:15 U. Motion to close the meeting, pursuant to Minn. Stat. 13D.03, for Labor Negotiation Strategy Purposes
- 11:00 **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.

Dayton Fire Department

Staffing Model Brief

Date: August 2025

Prepared by: Gary Hendrickson, Fire Chief

Summary & Call Volume Trends

Purpose

To inform the Dayton City Council of the growing workload on our Paid-On-Call (POC) firefighters and the need to transition to a **Duty Crew staffing model** with full-time staff to maintain service levels, improve response times, and preserve firefighter work-life balance.

Background

Dayton Fire has historically operated under a Paid-On-Call staffing model. While cost-effective in low call-volume environments, this model is increasingly unsustainable as annual incidents continue to rise.

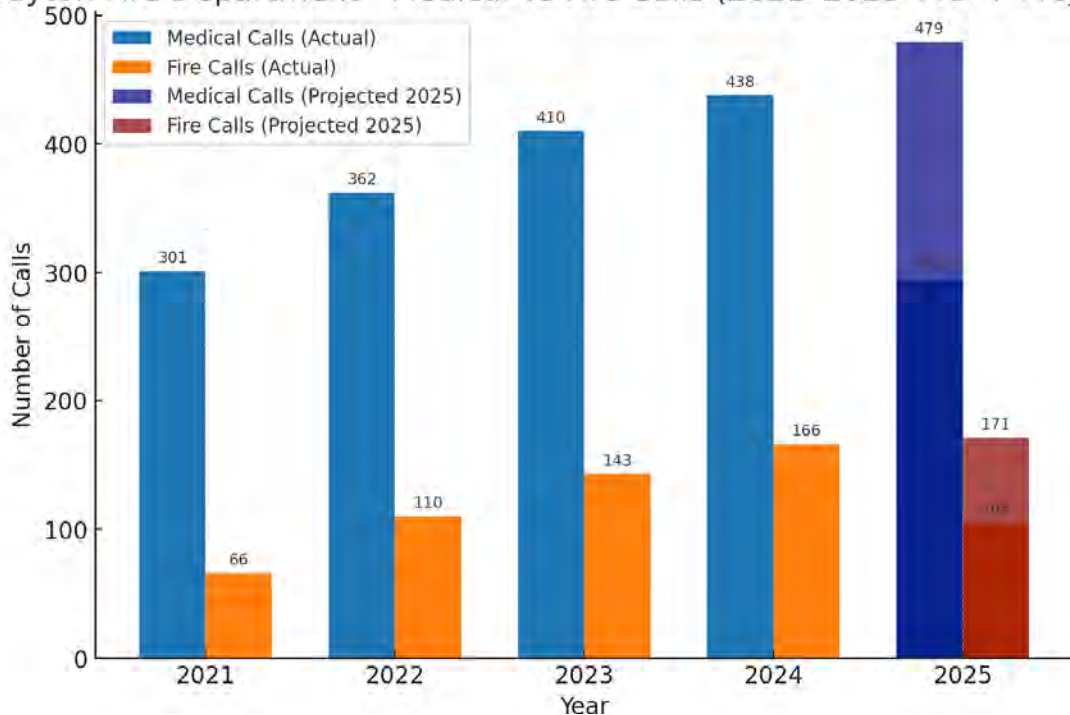
Industry's best practices suggest that when POC members are averaging **2+ calls per member per day**, burnout and attrition rates increase significantly. Dayton's current trends indicate we are very close to this threshold.

Call Volume History

Year	Total Calls	Medicals	Fires	% Increase from Prior Year
2021	367	301	66	—
2022	472	362	110	+28.6%
2023	553	410	143	+17.2%
2024	604	438	166	+9.2%
2025*	399 (YTD)	294	105	Projected +11%

*Through August 12, 2025 – projected 662 calls by year-end.

Dayton Fire Department - Medical vs Fire Calls (2021-2025 YTD + Projection)



Key Observations

- **64% increase in calls** since 2021.
- Fire incidents have more than doubled.
- Medicals remain the majority of calls, but fire calls are rising at a faster rate.
- Projected **662 calls in 2025** will set another all-time high.

Workload Stress

Burnout Risk:

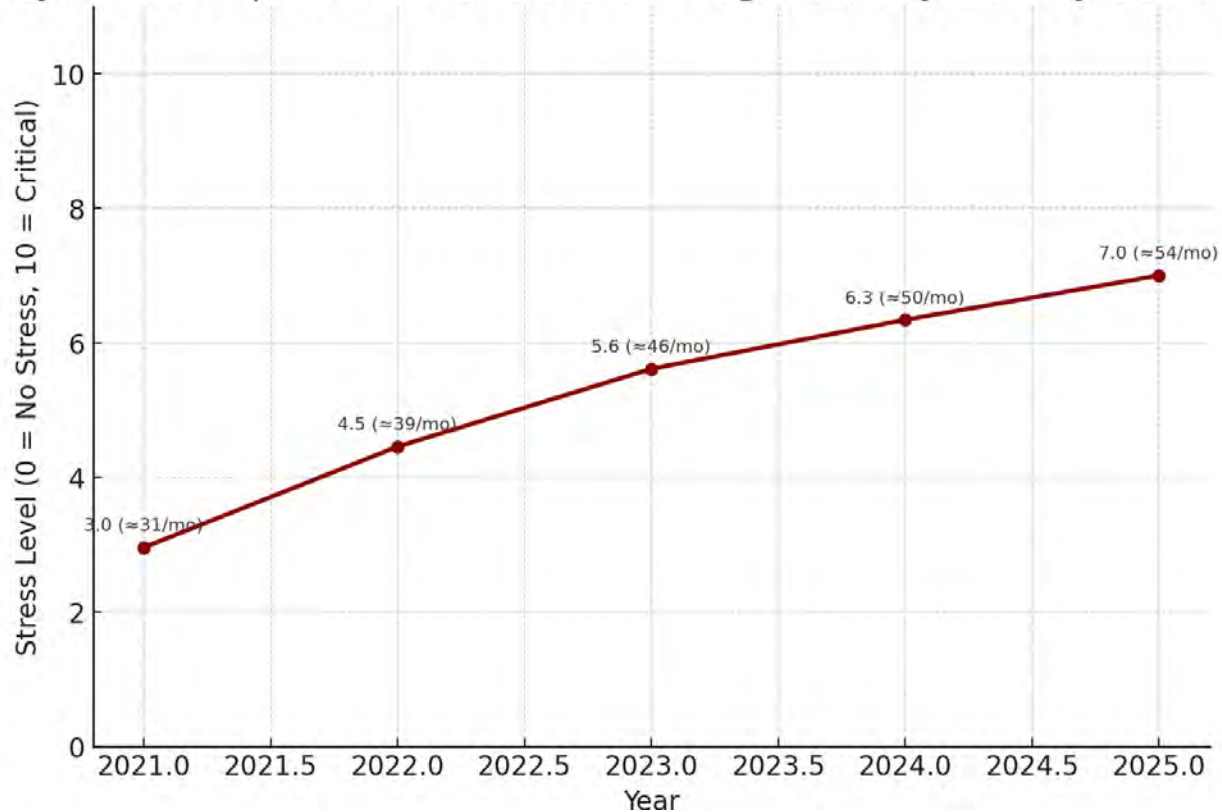
National data shows volunteer burnout accelerates sharply when annual calls exceed 750. Dayton's estimated burnout rate has grown from 0% in 2021 to ~62% projected in 2025. This is tied directly to rising call volumes, overlapping incidents, and increased EMS demand.

Impact of Burnout:

- Reduced daytime availability
- Over-reliance on a small core group
- Recruitment and retention challenges
- Potential delays in response and staffing shortage

Paid-On-Call Workload Stress

Dayton Fire Department - Stress Level Progression by Monthly Call Volume



Understanding the Graph:

- Red line = Stress index (0 = no stress, 10 = critical)
- Numbers = Stress index + average monthly calls

Industry Guidance on Impact:

- ≤25 calls/month (0–2): Low stress – Sustainable for POC
- 26–45 calls/month (3–5): Moderate – Pager fatigue begins
- 46–60 calls/month (6–7): High – Turnout declines, NFPA 1720 harder to meet
- 61–85 calls/month (8–9): Very High – Burnout risk, retention drops
- >85 calls/month (10): Critical – Unsustainable, duty crew/full-time needed

Dayton Context:

- 2021: ~31 calls/month (Index ~3) – Sustainable
 - 2025 projection.: ~54 calls/month (Index ~6.6) – Retention risk zone
 - Trend indicates reaching 'Very High Stress' within 3–4 years without changes.
-

Recommendation:

Adopt a partial duty crew schedule along with one full-time Fire Captain before exceeding the 750-call threshold to safeguard both firefighter well-being and community safety.

Transition to a **Duty Crew staffing model**: 18:00-22:00 Sunday through Friday
Operate Medical Teams between 22:00 - 04:00 Sunday through Friday
Hire a stipend Fire Inspector position
Retain POC members for off-peak, surge, and special response.
Target staffing to reduce calls/member to less than 2.0 per day

Expected Outcomes

- **Improved response times** for both fire and EMS.
 - **Higher firefighter retention** by reducing burnout.
 - **Budget predictability** by stabilizing all-calls and paid-on-call staffing.
 - **Community confidence** through consistent service delivery.
-

Staffing Model Roadmap

- **2025** (~54 calls/month; Stress \approx 7.0 – High Stress):
 - Implement partial duty crews during peak hours (e.g., 10:00–22:00)
 - Maintain paid-on-call (POC) for off-peak coverage
 - Goal: Reduce pager fatigue, improve turnout reliability
- **2026** (~62 calls/month; Stress \geq 8.1 – Very High Stress):
 - Expand to combination staffing (broader duty crew coverage, add limited FTEs)
 - Ensure NFPA 1720 compliance during all peak periods
 - Monitor retention, turnover, and overlapping call coverage
- **2028–2029** (~73–79 calls/month; Stress 9.1+ – Approaching Critical):
 - Increase full-time staffing within the combination model (Fire Marshal)
 - Consider 24/7 duty crew coverage based on budget and call overlap rates
- **2030** (~85 calls/month; Stress 10.0 – Critical Stress):
 - Transition to full-time shift staffing
 - Maintain minimal POC for supplemental coverage and special events
 - Necessary to prevent burnout and ensure response reliability

The following pages breakdown in more detail the recommended staffing model above along with 3 additional staffing models. All of these models use 720 anticipated calls for service in 2026 to keep consistency between all 4 models. 720 calls is estimated based on calls of service to date in 2025 with a 10% increase in calls expected based on historical trends.

Stand-By Schedule + Station Daily Schedule

Council Member Salonek's Suggestion

Schedule

- Schedule: **4:00 pm–11:30 pm**
- **Standby at home:** 5.5 hours/day @ **\$17.00/hour** (4:00 pm – 9:30 pm)
- **At the station:** 2.0 hours/day @ **\$30.00/hour** (18:00–20:00)
- Frequency: **Monday–Sunday (365 days)**

Wage components (annual)

- Standby + Station daily schedule wages: **calculated for all 365 days**
- 200 calls (4:00 pm – 11:30 pm), **two firefighters, 1 hour/call @ \$30/hour**
- Training: **24 Firefighters at 2 training nights per month @ 4 hours each**
- Probationary training: **4 probationary firefighters @ 400 hours each**
- Probationary response to fire calls: **4 probationary firefighters @ 75 calls for the year each**
- Public education (hourly wage total): **Estimated to have every firefighter participate in an average of 11.8 hours of public education (city events, community events, fire awareness week, parades, etc) in a year**
- 400 all-calls (07:00–16:00), **4.4 firefighters, 1 hour/call @ \$30/hour**
- 120 calls (11:30 pm–07:00 am), **4.8 firefighters, 1 hour/call @ \$30/hour**

Totals (employer costs added to all wages)

Positions Breakdown	Hours	Hourly Wage	Total Salary	P&F Pension	P&F Pension Cost	Medicare 1.45%	State Paid Leave	Benefits	Total
Stipend for Fire Inspector	12	\$500.00	\$6,000.00	17.7%	\$1,062.00	\$435.00	\$26.40		\$7,523.40
Duty Crew Standby Time	4004	\$17.00	\$68,068.00	17.7%	\$12,048.04	\$986.99	\$299.50		\$81,402.52
Part-Time Firefighters Duty Crew	1456	\$30.00	\$43,680.00	17.7%	\$7,731.36	\$633.36	\$192.19		\$52,236.91
Firefighter Training Hours	2304	\$30.00	\$69,120.00	17.7%	\$12,234.24	\$870.00	\$304.13		\$82,528.37
Firefighter Probationary Training Hours	1600	\$15.00	\$24,000.00	17.7%	\$4,248.00	\$435.00	\$105.60		\$28,788.60
Firefighter Probationary Response Hours	300	\$15.00	\$4,500.00	17.7%	\$796.50	\$435.00	\$19.80		\$5,751.30
Firefighter Public Education Hours	332	\$30.00	\$9,960.00	17.7%	\$1,762.92	\$870.00	\$43.82		\$12,636.74
Firefighter All-Calls	2736	\$30.00	\$82,080.00	17.7%	\$14,528.16	\$612.00	\$361.15		\$97,581.31
			\$307,408.00		\$54,411.22	\$5,277.35	\$1,352.60	\$0.00	\$368,449.16
Total Full-Time Salaries			\$0.00						
Total Part-Time Salaries			\$307,408.00						

Duty Crew Schedule M-F 06:00-22:00

Schedule

- Schedule **06:00 am - 10:00 pm** (Shifts can be 4 hours or 6 hours)
- Frequency: **Monday – Friday, No weekends**

If shifts are 4 hours

- Total 4-hour shifts in 2026: $8,352 \div 4 = 2,088$
- With **24 firefighters**: $2,088 \div 24 = 87$ shifts per firefighter
- Hours per firefighter: $87 \times 4 = 348$ hours

If shifts are 6 hours

- Total 6-hour shifts in 2026: $8,352 \div 6 = 1,392$
- With **24 firefighters**: $1,392 \div 24 = 58$ shifts per firefighter
- Hours per firefighter: $58 \times 6 = 348$ hours

To keep the hours worked to 10 hours of shift work per month, plus training and a couple of all-calls, we would need to hire 46 more firefighters for a total of 70 firefighters.

Wage components (annual)

- Base PT coverage (Mon–Fri 06:00 am–10:00 pm, 2 on)
- Training: **24 Firefighters at 2 training nights per month @ 4 hours each**
- Probationary Training: **4 probationary firefighters @ 400 hours each**
- Probationary Response: **4 probationary firefighters @ 75 calls for the year each**
- Public Education: **Estimated to have every firefighter participate in an average of 11.8 hours of public education (city events, community events, fire awareness week, parades, etc) in a year**
- All calls: 146 (10:00 pm – 07:00 am) **4.8 firefighters, 1 hour/call @ \$30/hour**
- Additional Sat/Sun calls: 200×4.4 **firefighters \times 1 hour/call @ \$30/hour**

Totals (employer costs added to all wages)

Positions Breakdown	Hours	Hourly Wage	Total Salary	P&F Pension	P&F Pension Cost	Medicare 1.45%	State Paid Leave	Benefits	Total
Stipend for Fire Inspector	12	\$500.00	\$6,000.00	17.7%	\$1,062.00	\$435.00	\$26.40		\$7,523.40
Duty Crew Standby Time	8320	\$30.00	\$249,600.00	17.7%	\$44,179.20	\$3,619.20	\$1,098.24		\$298,496.64
Firefighter Training Hours	2304	\$30.00	\$69,120.00	17.7%	\$12,234.24	\$870.00	\$304.13		\$82,528.37
Firefighter Probationary Training Hours	1600	\$15.00	\$24,000.00	17.7%	\$4,248.00	\$435.00	\$105.60		\$28,788.60
Firefighter Probationary Response Hours	300	\$15.00	\$4,500.00	17.7%	\$796.50	\$435.00	\$19.80		\$5,751.30
Firefighter Public Education Hours	332	\$30.00	\$9,960.00	17.7%	\$1,762.92	\$870.00	\$43.82		\$12,636.74
Firefighter All-Calls	1581	\$30.00	\$47,424.00	17.7%	\$8,394.05	\$612.00	\$208.67		\$56,638.71
			\$410,604.00		\$72,676.91	\$7,276.20	\$1,806.66	\$0.00	\$492,363.77
Total Full-Time Salaries			\$0.00						
Total Part-Time Salaries			\$410,604.00						

Two Full-time Firefighters Supplemented with One Duty Crew Firefighter Tuesday-Saturday and Two Part-Time Firefighters on Mondays

Schedule

FT Firefighter A/B (rotate weekly)

- Tue–Wed **12:00–22:00** (one FT on duty)
- Thu–Fri **12:00–22:00** (both FTs on duty)
- Sat–Sun **09:00–19:00** (one FT on duty)
- Mon: off

Additional part-time coverage (all \$30.00/hour):

- **Mon 18:00–22:00:** 2 FF (8 hours each Monday total)
- **Tue & Wed 18:00–22:00:** 1 FF (4 hours each day)
- **Sat & Sun 09:00–19:00:** 1 FF (10 hours each day)

Hour's logic & the 2,080 cap

- Calendar effect in **2026:** there are **53 Thursdays**, which makes the pattern total **4,180 FT hours** across both FTs (2,090 each).
- To honor the **2,080 max** per FT, I shifted **20 hours** (one 10-hour shift per FT) to the PT coverage bucket. Final FT hours = **4,160 across both (2,080 each)**.

Wage components (annual)

- Full-time wages (both, capped at 4,160 hours): **\$30.77/hour**
- Part-time wages (incl. Mon/Tue/Wed/Sat/Sun + 20-hr cap overflow)
- All-calls: **146** (10:00 pm – 07:00 am) **4.8 firefighters, 1 hour/call @ \$30/hour**
- Training: **24 Firefighters at 2 training nights per month @ 4 hours each**
- Probationary Training: **4 probationary firefighters @ 400 hours each**
- Probationary Response: **4 probationary firefighters @ 75 calls for the year each**
- Public Education: **Estimated to have every firefighter participate in an average of 11.8 hours of public education (city events, community events, fire awareness week, parades, etc) in a year**

Totals (employer costs added to all wages)

Positions Breakdown	Hours	Hourly Wage	Total Salary	P&F Pension	P&F Pension Cost	Medicare 1.45%	State Paid Leave	Benefits	Total
Part-Time Firefighters Duty Crew	1872	\$30.00	\$56,160.00	17.7%	\$9,940.32	\$814.32	\$247.10		\$67,161.74
Full-Time Firefighter	2080	\$30.80	\$64,064.00	17.7%	\$11,339.33	\$928.93	\$281.88	\$22,440.00	\$99,054.14
Full-Time Firefighter	2080	\$30.80	\$64,064.00	17.7%	\$11,339.33	\$928.93	\$281.88	\$22,440.00	\$99,054.14
Firefighter Probationary Training Hours	1600	\$15.00	\$24,000.00	17.7%	\$4,248.00	\$435.00	\$105.60		\$28,788.60
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Firefighter Public Education Hours	332	\$30.00	\$9,960.00	17.7%	\$1,762.92	\$870.00	\$43.82		\$12,636.74
Firefighter Training Hours	2304	\$30.00	\$69,120.00	17.7%	\$12,234.24	\$870.00	\$304.13		\$82,528.37
Firefighter All-Calls	700.8	\$30.00	\$21,024.00	17.7%	\$3,721.25	\$612.00	\$92.51		\$25,449.75
			\$312,892.00		\$55,381.88	\$5,894.18	\$1,376.72	\$44,880.00	\$420,424.78
Total Full-Time Salaries			\$128,128.00						
Total Part-Time Salaries			\$184,764.00						
			\$312,892.00						

One Full-time Firefighter Supplemented with Duty Crew

Schedule

- Full-time FF: Mon–Fri, 10:00–18:00 (8h). On 1st & 3rd Thursdays, shift runs 14:00–22:00
- Evening coverage: 2 firefighters, 18:00–22:00, Sunday–Friday (no Saturdays).
- All-Calls Saturday and 22:00-07:00 Medical Teams overnight with four firefighters at each station on the schedule, with two firefighters. Only the closest station will respond

Wage components (annual)

- Weekdays (Mon–Fri): 261 → FT hours: 2,088 → FT wages: \$30.77/hour
- Days Sun–Fri (exclude Saturdays): 313 → Evening hours: 2,504 (4h × 2 FF × 313)
- All-calls wages: 146 (10:00 pm – 07:00 am) 4.8 firefighters, 1 hour/call @ \$30/hour
- Training: 24 Firefighters at 2 training nights per month @ 4 hours each
- Probationary Training: 4 probationary firefighters @ 400 hours each
- Probationary Response: 4 probationary firefighters @ 75 calls for the year each
- Public Education: Estimated to have every firefighter participate in an average of 11.8 hours of public education (city events, community events, fire awareness week, parades, etc) in a year

Totals (employer costs added to all wages)

Positions Breakdown	Hours	Hourly Wage	Total Salary	P&F Pension	P&F Pension Cost	Medicare 1.45%	State Paid Leave	Benefits	Total
Stipend for Fire Inspector	12	\$500.00	\$6,000.00	17.7%	\$1,062.00	\$435.00	\$26.40		\$7,523.40
Part-Time Firefighters Duty Crew	2496	\$30.00	\$74,880.00	17.7%	\$13,253.76	\$1,085.76	\$329.47		\$89,548.99
Full-Time Firefighter	2080	\$30.80	\$64,064.00	17.7%	\$11,339.33	\$928.93	\$281.88	\$22,440.00	\$99,054.14
Firefighter Probationary Training Hours	1600	\$15.00	\$24,000.00	17.7%	\$4,248.00	\$435.00	\$105.60		\$28,788.60
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Firefighter Training Hours	2304	\$30.00	\$69,120.00	17.7%	\$12,234.24	\$870.00	\$304.13		\$82,528.37
Firefighter All-Calls	700.8	\$30.00	\$21,024.00	17.7%	\$3,721.25	\$612.00	\$92.51		\$25,449.75
			\$273,548.00		\$48,418.00	\$5,671.69	\$1,203.61	\$22,440.00	\$351,281.30
Total Full-Time Salaries			\$64,064.00						
Total Part-Time Salaries			\$209,484.00						
			\$273,548.00						

CALL TO ORDER

Fisher called the regular meeting of the Dayton City Council to order at 6:30 PM on Tuesday, August 12, 2025.

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

ABSENT:

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

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

Doud stated an amendment was made to Item M, changing it to "Approval of Accepting Resignation of Fire Department Lieutenant Travis Henderson."

MOTION: *Motion made by Fashant, seconded by Van Asten, to approve the agenda with the amendment to Item M. Motion carried 5-0.*

SWEARING IN FIRE FIGHTERS

Hendrickson administered the oath of office to new firefighters Justin Meyer and Ralph Ashe. Chief Hendrickson noted that these individuals had completed approximately 400 hours of training including EMT, Fire 1, Fire 2, and hazmat certifications, as well as about six months of organizational training. Family members were invited to pin badges on the new firefighters.

CONSENT AGENDA

- A. Approval of Council Meeting Minutes of July 22, 2025
- B. Approval of Payment of Claims for August 12, 2025
- C. Approval of Pay Request 11 for the Wellhouse 5 Project
- D. Approval of Developers Agreement for DCM Farms
- E. Approval of Accepting Resignation from Firefighter Lucas Harrod
- F. Approval of Gambling Permit for District 10 Hockey September 05, 2025
- G. Approval of Large Assembly Bunce Backyard Musical
- H. Approval of Tobacco and Alcohol License for Kwik Trip 1187
- I. Approval of Pay Request 6 for the Dayton HMGP Generators Project
- J. Approval of Joint Power Agreement with ISD 11 Regarding Safe Routes to School
- K. Approval of Hiring 8 Fire Fighters
- L. Approval of Change Order 4 For Well Head Treatment Plant

Van Asten asked for clarification on Item D regarding the timeline for spending \$2 million for roads, expressing concern about the 2035 deadline. Doud agreed to amend the agreement to state "prior to 10 years after receiving the funds" rather than a specific date.

Van Asten also requested clarification on Item G regarding the waiving of police traffic control fees, which Benting explained would be part of the \$22,000 budgeted amount for fee waivers for nonprofit events. Benting added Bunce previously paid for the traffic control fees. Doud clarified it is the same number in the 2026 budget and it would start being tracked since it has not been in the past.

Fashant inquired about several items including the minutes under N, a few repairs to Fire Engine 21, Graco TIF transfers, dewatering responsibilities in the DCM development agreement, the Joint Powers Agreement with the school board for crosswalk improvements, and custom color on doors.

Van Asten questioned Connexus street lights fees. Doud will follow up but believed it to be a group of lights.

Van Asten inquired about Global Search fees. Doud explained this is the City's document search.

Van Asten raised concerns about MetroWest inspection services, noting missed structural issues in her barn and other properties. Staff agreed to address these concerns with MetroWest and explore options for evaluating their service quality.

Henderson questioned the Care Resources payment, how often the payment will be, and if services are tracked. Hendrickson and Doud confirmed reports could be completed and the fees in the line item.

MOTION: *Motion made by Fashant, seconded by Henderson, to approve the consent agenda with the amendment to Item D regarding the 10-year timeline. Motion carried 5-0.*

OPEN FORUM

Keith Grover of 11320 Fernbrook Lane shared concerns regarding two intersections that obscure traffic visibility: Rush Creek Parkway and at 117th and Fernbrook.

Farrell responded that some of the medians are owned by an HOA while others are city property. The city-owned areas would be addressed this week by cutting down grasses and replacing them with more appropriate plantings.

STAFF, CONSULTANT AND COUNCIL UPDATES

Benting shared a couple recent incidents that residents with the Osseo zip code are not getting mail. Discussion about the Post Office with the possibility of another letter.

Farrell provided updates on several projects.

Hendrickson reported that Minnesota Air Rescue team training was rescheduled due to a sick pilot.

Enga reported that National Night Out was successful with approximately 30 parties throughout the city.

Quisberg reported that bids for the 125th and East French Lake Road project came in favorably at under \$700,000 and confirmed that the Joint Powers Agreement with the school was approved.

Salonek acknowledged Farrell and team having the park ready for the event.

Van Asten noted that based on fee comparisons, Dayton's residential fees are lower than other cities while commercial/industrial fees are higher. Van Asten suggested reconsidering this balance in the future.

Fisher mentioned his email about Kathy Powers groundwater in her yard. Doud talked to neighbor Lee Hallquist about it. Quisberg mentioned he will pass it along to his team as this is the first time he heard of it.

Henderson asked Schmidt about the email she sent about a legal investigation. Schmidt is still looking into inquiries. Henderson wants it added to the next agenda.

COUNCIL BUSINESS

Action Items

M. Approval of Accepting Resignation of Fire Dept Lt. Travis Henderson

The Council discussed Lieutenant Henderson's resignation letter, which included an offer to conduct an exit interview with the Council. Several members expressed interest in individual conversations with him rather than a formal Council exit interview. Schmidt explained the differences between a formal council interview or a private conversation.

MOTION: *Motion made by Van Asten, seconded by Salonek, to accept the resignation of Fire Department Lieutenant Travis Henderson. Motion carried 4-0, with Henderson abstaining.*

N. Approval to Exceed Noise Past 10 pm on September 27, 2025 for a Wedding Located at 17501 Dayton River Road

The Council discussed a request to allow music past 10 pm for a wedding on September 27, 2025. There was concern about the impact on neighbors since amplified music travels far. After discussion, the Council agreed to extend the noise allowance to 11 pm rather than the requested midnight.

MOTION: *Motion made by Fashant, seconded by Salonek, to approve exceeding noise ordinance limits until 11 pm on September 27, 2025, for a wedding at 17501 Dayton River Road. Motion carried 5-0.*

O. Authorize Final Design for the 113th Ave Trunk Sewer Extension

Quisberg presented the preliminary design for the 113th Avenue trunk sewer extension. Two alignments were evaluated, with Alignment 1 (extending straight north) being recommended due to lower cost and less impact. The estimated project cost is \$815,000, to be funded primarily by the city sewer fund with potential developer contributions.

The project schedule allows for construction to begin either in winter 2025-26 or spring 2026, with completion expected by August 2026. Staff requested authorization for final design and to proceed with easement acquisitions.

MOTION: *Motion made by Van Asten, seconded by Fashant, to authorize final design for the 113th Avenue trunk sewer extension. Motion carried 5-0.*

P. Playground Equipment Supplier Selection

Farrell presented information on playground equipment suppliers for Area 21 Park. As requested by Council at a previous meeting, Farrell obtained quotes from Pro Playgrounds in addition to GameTime. While Pro Playgrounds offered a lower price (\$93,492 vs. \$125,794), there were significant concerns:

- Pro Playgrounds had a 12-14 weeks delivery timeline versus 6-8 weeks for GameTime
- Installation would be delayed until spring 2026 with Pro Playgrounds
- No Minnesota city references were provided, and the one reference contacted reported installation issues

Since the project is primarily funded by a \$100,000 Hennepin Youth Sports Grant that expires in May 2026, the Parks Commission unanimously recommended GameTime to ensure timely completion and quality installation.

MOTION: *Motion made by Van Asten, seconded by Henderson, to approve GameTime as the playground equipment supplier for Area 21 Park. Motion carried 5-0.*

New Items

Q. Quarterly Report

Doud presented the quarterly financial report, highlighting:

- The general fund is in a positive position, unlike the previous year
- Water fund revenues include federal funding for the well treatment project
- Water repairs and maintenance are significantly over budget due to well rehabilitation
- Water meter replacement is ongoing to improve accuracy
- Sewer fund is healthy with no major concerns

Council Members discussed concerns about Maple Grove water connection fees and future water supply decisions, with staff planning a more detailed discussion at the second September meeting.

Fisher suggested considering insurance options for major infrastructure repairs. Staff agreed to investigate this possibility.

ADJOURNMENT

With no objections, Fisher adjourned the meeting at 8:38 pm.

Approved: _____

Attest: Amy Benting

CALL TO ORDER

Fisher called the work session meeting of the Dayton City Council to order at 6:00 PM on Tuesday, August 12, 2025.

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

ABSENT:

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

2026 BUDGET

Doud presented the additional information on the 2026 budget to the council. Doud said the tax capacity will change 8.22% from 2025 to 2026.

There was some video feed difficulty.

From council feedback, Doud could get the total city wide levy change to 10.34% at this time. One item is left outstanding to discuss tonight, otherwise every budget has been cut that is not affected by a current contract. Doud said the impact to homeowners would be about \$2 a month if their value did not change.

Doud added the EDA requested budget numbers for operations they are working on. The General Fund is increased to hire FT Police Officer for the majority of council's decision.

Discussion about the fire department general fund money that was not used in 2025 and could be reallocated for 2026. Doud explained the difference between Fire Relief and PERA for the firefighters but would later provide a spreadsheet by line item as requested.

Doud also presented increases anticipated based on Long-Term Plan for:

- Park Capital Equipment \$15,000
- Capital Facilities \$(20,000)
- EDA Levy \$25,000

Doud shared the increase in Capital Equipment related to the approved ladder truck. Conversation continued and moved to new construction home numbers to cover the costs. Council discussed moving the ladder truck funds to other needs like HR as the City grows.

No formal decisions were made during this work session. The council made requests to Doud and agreed to continue discussions on the budget at future meetings.

ADJOURNMENT

With no objections, Fisher adjourned the meeting at 6:29 pm.

Approved: _____

Attest: Amy Benting

ITEM: Firefighter Resignation

PREPARED BY: Fire Chief Gary Hendrickson

POLICY DECISION / ACTION TO BE CONSIDERED:

Accept the resignation of Firefighter Payton Barthel

BACKGROUND: The Dayton Fire Department extends its sincere appreciation to Firefighter Payton Barthel for her dedicated service and meaningful contributions during her time with the department. Payton's impact will continue to be felt for years to come.

One of her most significant accomplishments was her work in partnership with the Office of Emergency Medical Services to establish a Training Center within the department. This initiative ensures that EMT and EMR recertifications can now be completed in-house, substantially reducing training costs while maintaining high professional standards.

Payton was also a driving force behind several important community engagement efforts. Her commitment to the department's annual Open House and to Dayton Elementary's Fire Prevention Day has helped build strong community ties. It will be evident again this fall when both events take place.

Within the organization, Payton demonstrated tenacity and grit in her role with fire inspections, ensuring that safety and compliance were upheld to the highest standards. She also played a pivotal role in setting up the department's records management system for maintenance and inventory, streamlining operations, and laying a foundation for continued efficiency.

Her professionalism, work ethic, and dedication to both the department and the community are greatly appreciated. The Dayton Fire Department thanks Payton for her service and wishes her the very best in her future endeavors.

CRITICAL ISSUES:

N/A

RECOMMENDATION:

Approve the resignation of Firefighter Payton Barthel

ATTACHMENT(S):

Resignation Letter

Payton Barthel
14162 Dallas Ln N
Dayton MN 55327

Dear Chief Hendrickson and Chief Astrup-

Please accept this letter as my formal resignation from the Dayton Fire Department as a Firefighter, effective August 15, 2025. Serving my community in this role has been both an honor and a privilege, and I will always be grateful for the opportunities, experiences, and relationships this position has provided me.

This decision was not made lightly, and I have given it considerable thought. The problem-solving, critical thinking, and leadership skills I have gained here will continue to guide me throughout my career.

Thank you for your ongoing support, mentorship, and dedication to the community.

Payton Barthel

ITEM: Request City Council Accept a Donation from Blaine Festival

PREPARED BY: Clerk Amy Benting

POLICY DECISION / ACTION TO BE CONSIDERED: Approve the request to accept donation to purchase AED's

BACKGROUND: Blaine Festival has made donations in the past to purchase AED's to be equipped to serve the City

CRITICAL ISSUES: None

RECOMMENDATION: Staff recommend that the city council approve the donation

ATTACHMENT(S): Resolution 54-2025; Accepting Donation

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

**RESOLUTION 54-2025
RESOLUTION ACCEPTING DONATIONS FROM BLAINE FESTIVAL.**

WHEREAS, The City of Dayton is generally authorized to accept donations of real and personal property pursuant to Minnesota Statutes Section 465.03 for the benefit of its citizens, and is specifically authorized to accept gifts and bequests for the benefit of police and fire services; and

WHEREAS, Blaine Festival, donor, has donated \$5,000 to purchase AED's; and

WHEREAS, All such donations have been contributed to assist the city in the establishment and operation of police and fire facilities and programs either alone or in cooperation with others, as allowed by law; and

WHEREAS, The City Council finds that it is appropriate to accept the donations offered.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL THE CITY OF DAYTON, MINNESOTA, AS FOLLOWS:

1. The donations described above are accepted and shall be used to help with the Police Department.
2. The City Clerk is hereby directed to issue receipts to each donor acknowledging the city's receipt of the donor's donation.

Adopted by the City Council of the City of Dayton on August 26, 2025.

Mayor – Dennis Fisher

Amy Benting, City Clerk

Motion by _____, Second by _____.
Resolution *Approved*

ITEM:

Approval of Large Assembly Application

PREPARED BY:

Amy Benting, Assistant City Administrator/City Clerk

BACKGROUND:

Staff received a request from Midwest Vintage Snowmobile Shows, Inc. for an event to take place at Dehn's which would not require a large assembly application. The event is requesting to use French Lake for a ride if conditions allow and through that process they need City approval as its public land. The applicant will be getting insurance with the City listed as additional insured. Staff did not collect a fee for the application as the event is scheduled to be on the event center property for the most part but wanted to make sure the liability was taken off the City when it extends onto public property, aka French Lake. This event is taking place January 30-31st 2026. This event will be held between the hours of 7am-7pm. This has previously taken place at the ERX track where the estimated number of attendance was around 1,500 people.

RECOMMENDATION:

Approval of large assembly application

ATTACHMENT(S):

None.

ITEM: Request City Council Accept a Donation from Kwik Trip

PREPARED BY: Clerk Amy Benting

POLICY DECISION / ACTION TO BE CONSIDERED: Approve the request to accept 200 free coffee, cappuccino or hot chocolate coupons from Kwik Trip

BACKGROUND: Kwik Trip has offered to contribute 200 free coffee, cappuccino or hot chocolate coupons for the 2025 Holiday Light Display to support the community they serve

CRITICAL ISSUES: None

RECOMMENDATION: Staff recommend that the city council approve the donation

ATTACHMENT(S): Resolution 55-2025; Accepting Donation

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

**RESOLUTION 55-2025
RESOLUTION ACCEPTING A DONATION FROM KWIK TRIP.**

WHEREAS, The City of Dayton is generally authorized to accept donations of real and personal property pursuant to Minnesota Statutes Section 465.03 for the benefit of its citizens, and is specifically authorized to accept gifts and bequests for the benefit of its citizens; and

WHEREAS, Haley DeSouza at Kwik Trip has offered to contribute 200 free coffee, cappuccino or hot chocolate coupons for the 2025 Holiday Light Display to support the community they serve; and

WHEREAS, All such donations have been contributed to assist the city in the engagement of residents and operation of recreational events and programs either alone or in cooperation with others, as allowed by law; and

WHEREAS, The City Council finds that it is appropriate to accept the donations offered.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL THE CITY OF DAYTON, MINNESOTA, AS FOLLOWS:

1. The donation described above are accepted and shall be used to award citizens of the City of Dayton.
2. The City Clerk is hereby directed to issue receipts to each donor acknowledging the city's receipt of the donor's donation.

Adopted by the City Council of the City of Dayton on August 26, 2025.

Mayor – Dennis Fisher

Clerk – Amy Benting

ITEM:

2025 Mill & Overlay Improvements - 125th Ave & East French Lake Rd

PREPARED BY:

Jason Quisberg, Engineering

POLICY DECISION / ACTION TO BE CONSIDERED:

Award Construction Contract for the 2025 Mill & Overlay Improvements project

BACKGROUND:

A mill and overlay project involving East French Lake Road and 125th Avenue, from Territorial Road to Fernbrook Lane, is being considered for construction in 2025 (previously considered for 2026 construction) in effort to take advantage of competitive pricing seen this year.

Plans were approved, and advertising for contractor bids authorized, in July. Bids were opened on August 12th. Bids were, similar those received in the spring, found favorable. Six bids were received. See the attached letter and bid tabulation regarding the bid details and recommendations.

Note there was one alternate on the project. This was for upgrading a section of curb from (currently) bituminous, to concrete, located along 125th Avenue near Fernbrook Lane. This segment of has been an ongoing maintenance issue for Public Works. It is recommended the alternate be included in the award.

Cost Estimate:

	Previous	Current	
Total Construction:	\$798,000	\$699,000	Based on bid amount
Engineering:	\$56,000	\$56,000	
Other Indirect Costs:	\$16,000	\$16,000	
Total Project:	\$870,000	\$771,000	

The funding source is expected to be primarily the city's pavement management fund, though roughly ~~\$50,000~~ \$35,000 of the improvements are tied to storm sewer work (culvert replacements). Meaning, some funding from the city's stormwater fund could be considered.

Schedule:

It is expected construction would start mid-to-late September and be substantially complete by the end of October.

RECOMMENDATION:

Award contract to Knife River Corporation on the Base Bid plus Alternate No. 1 in the amount of \$698,653.46.

ATTACHMENT(S):

Bid summary & recommendation letter
Bid Tabulation



Stantec Consulting Services Inc.
One Carlson Parkway, Suite 100
Plymouth, MN 55447

August 12, 2025

Honorable Mayor and City Council
City of Dayton
City Hall
12260 S. Diamond Lake Rd.
Dayton, MN 55327

Re: 2025 Mill and Overlay Project
Stantec Project No. 193807489
Bid Results

Dear Honorable Mayor and City Council:

Bids were opened for the 2025 Mill and Overlay project on August 12, 2025. Transmitted herewith is a copy of the Bid Tabulation for your information and file. Copies will also be distributed to each Bidder once the Project has been awarded.

There was a total of 6 Bids. The following summarizes the results of the Bids received:

	<u>Contractor</u>	<u>Base Bid</u>	<u>Alternate No. 1</u>	<u>Base Bid + Alternate</u>
Low	Knife River Corp. – North Central	\$655,724.96	\$42,928.50	\$698,653.46
#2	Valley Paving, Inc.	\$659,142.00	\$53,395.00	\$712,537.00
#3	OMG Midwest, Inc.	\$677,479.28	\$47,776.00	\$725,255.28
#4	Park Construction Company	\$721,903.03	\$47,879.30	\$769,780.33
#5	Bituminous Roadways, Inc.	\$743,133.75	\$51,306.00	\$794,439.75
#6	Duininck, Inc.	\$751,015.40	\$46,751.20	\$797,766.60

The low Bidder on the Project was Knife River Corporation – North Central with a Total Base Bid in the Amount of \$655,724.96. These Bids have been reviewed and found to be in order.

If the City Council wishes to award the Project to the low Bidder, then **Knife River Corporation – North Central** should be awarded the Project on the Total Base Bid plus Alternate No. 1 in the Amount of **\$698,653.46**.

Should you have any questions, please feel free to contact me.

Sincerely,

STANTEC CONSULTING SERVICES INC.

Mark Schroeder, PE

Enclosure

Project Name: **2025 MILL AND OVERLAY PROJECT**I hereby certify that this is an exact
reproduction of bids received.

City Project No.:

Stantec Project No.: 193807489

Bid Opening: Tuesday, August 12, 2025 at 10:00 AM CDT

Owner: **Dayton, Minnesota**

Mark Schroeder, P.E.

License No. 49904

BID TABULATION				Bidder No. 1		Bidder No. 2		Bidder No. 3		Bidder No. 4	
				Knife River Corporation -North Central		Valley Paving, Inc.		OMG Midwest Inc. dba Minnesota Paving & Materials		Park Construction Company	
Item Num	Item	Units	Qty	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
BASE BID:											
1	MOBILIZATION	LUMP SUM	1	\$60,000.00	\$60,000.00	\$27,500.00	\$27,500.00	\$42,000.00	\$42,000.00	\$55,400.00	\$55,400.00
2	TRAFFIC CONTROL	LUMP SUM	1	\$7,500.00	\$7,500.00	\$8,400.00	\$8,400.00	\$5,500.00	\$5,500.00	\$2,450.00	\$2,450.00
3	MILL BITUMINOUS SURFACE (1.5")	SQ YD	57791	\$1.75	\$101,134.25	\$1.50	\$86,686.50	\$1.11	\$64,148.01	\$1.05	\$60,680.55
4	REMOVE BITUMINOUS CURB	LIN FT	3184	\$0.80	\$2,547.20	\$3.50	\$11,144.00	\$3.62	\$11,526.08	\$0.64	\$2,037.76
5	REMOVE BITUMINOUS PAVEMENT	SQ YD	163	\$11.00	\$1,793.00	\$10.00	\$1,630.00	\$10.59	\$1,726.17	\$16.80	\$2,738.40
6	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SQ YD	12	\$35.00	\$420.00	\$30.00	\$360.00	\$39.65	\$475.80	\$47.30	\$567.60
7	REMOVE SEWER PIPE (STORM)	LIN FT	128	\$9.50	\$1,216.00	\$29.00	\$3,712.00	\$10.00	\$1,280.00	\$13.80	\$1,766.40
8	STREET SWEEPER (WITH PICKUP BROOM)	HOURL	55	\$75.00	\$4,125.00	\$1.00	\$55.00	\$1.00	\$55.00	\$184.00	\$10,120.00
9	AGGREGATE BASE, CLASS 5 80% CRUSHED	TON	91	\$50.00	\$4,550.00	\$49.00	\$4,459.00	\$60.00	\$5,460.00	\$54.80	\$4,986.80
10	AGGREGATE BASE SPECIAL	TON	107	\$45.00	\$4,815.00	\$59.00	\$6,313.00	\$80.00	\$8,560.00	\$64.20	\$6,869.40
11	BITUMINOUS MATERIAL FOR TACK COAT	GAL	4471	\$0.01	\$44.71	\$2.00	\$8,942.00	\$2.00	\$8,942.00	\$2.35	\$10,506.85
12	TYPE SP 9.5 WEARING COURSE MIXTURE (3,B) - DRIVEWAY	TON	3	\$155.00	\$465.00	\$450.00	\$1,350.00	\$310.00	\$930.00	\$385.00	\$1,155.00
13	TYPE SP 9.5 WEARING COURSE MIXTURE (3,B)	TON	5619	\$69.00	\$387,711.00	\$69.00	\$387,711.00	\$77.00	\$432,663.00	\$81.60	\$458,510.40
14	TYPE SP 12.5 NON-WEARING COURSE MIXTURE (3,B) - PATCH	TON	35	\$130.00	\$4,550.00	\$223.00	\$7,805.00	\$310.00	\$10,850.00	\$181.00	\$6,335.00
15	4" BITUMINOUS CURB	LF	3184	\$4.25	\$13,532.00	\$9.00	\$28,656.00	\$6.50	\$20,696.00	\$10.50	\$33,432.00
16	BITUMINOUS DRAINAGE FLUME	SY	25	\$75.00	\$1,875.00	\$67.00	\$1,675.00	\$50.00	\$1,250.00	\$89.40	\$2,235.00
17	SALVAGE AND REINSTALL CATCH BASIN CASTING	EACH	2	\$1,250.00	\$2,500.00	\$1,250.00	\$2,500.00	\$1,100.00	\$2,200.00	\$365.00	\$730.00
18	STORM DRAIN INLET PROTECTION - MAINTAINED	EACH	5	\$150.00	\$750.00	\$205.00	\$1,025.00	\$150.36	\$751.80	\$203.00	\$1,015.00
19	CULVERT END PROTECTION - MAINTAINED	EACH	3	\$250.00	\$750.00	\$205.00	\$615.00	\$250.60	\$751.80	\$181.00	\$543.00
20	18" RC PIPE STORM CLASS V	LIN FT	52	\$115.00	\$5,980.00	\$126.00	\$6,552.00	\$115.00	\$5,980.00	\$137.00	\$7,124.00
21	18" RC FLARED END SECTION W/TRASH GUARD	EACH	2	\$2,920.00	\$5,840.00	\$3,800.00	\$7,600.00	\$3,000.00	\$6,000.00	\$3,000.00	\$6,000.00
22	22" X 14" RC ARCH PIPE SEWER CLASS V	LIN FT	59	\$165.00	\$9,735.00	\$190.00	\$11,210.00	\$175.00	\$10,325.00	\$195.00	\$11,505.00
23	22" X 14" RC ARCH FLARED END SECTION W/TRASH GUARD	EACH	2	\$3,325.00	\$6,650.00	\$3,750.00	\$7,500.00	\$3,400.00	\$6,800.00	\$3,410.00	\$6,820.00
24	RANDOM RIPRAP CLASS III	CU YD	10	\$130.00	\$1,300.00	\$265.00	\$2,650.00	\$135.00	\$1,350.00	\$116.00	\$1,160.00
25	CONNECT TO EXISTING STORM SEWER PIPE	EACH	1	\$625.00	\$625.00	\$1,650.00	\$1,650.00	\$750.00	\$750.00	\$1,220.00	\$1,220.00
26	SALVAGE AND REINSTALL METAL FLARED END SECTION	EACH	1	\$740.00	\$740.00	\$875.00	\$875.00	\$750.00	\$750.00	\$261.00	\$261.00
27	18" HDPE DUAL WALL PIPE	LIN FT	5	\$42.00	\$210.00	\$258.00	\$1,290.00	\$45.00	\$225.00	\$281.00	\$1,405.00
28	LOAM TOPSOIL BORROW (LV)	CU YD	153	\$65.00	\$9,945.00	\$73.00	\$11,169.00	\$75.00	\$11,475.00	\$65.40	\$10,006.20
29	HYDROMULCH W/ SEED AND FERTILIZER	SQ YD	1216	\$2.50	\$3,040.00	\$2.50	\$3,040.00	\$2.36	\$2,869.76	\$2.40	\$2,918.40
30	EROSION CONTROL BLANKET W/ SEED AND FERTILIZER	SQ YD	299	\$3.00	\$897.00	\$4.00	\$1,196.00	\$3.01	\$899.99	\$3.05	\$911.95
31	INTERIM PAVEMENT MARKING	LUMP SUM	1	\$1,200.00	\$1,200.00	\$3,800.00	\$3,800.00	\$1,002.39	\$1,002.39	\$977.00	\$977.00
32	24" SOLID LINE MULTI-COMPONENT WHITE STOP BAR	LIN FT	24	\$30.00	\$720.00	\$32.00	\$768.00	\$30.07	\$721.68	\$30.60	\$734.40
33	4" DOUBLE SOLID LINE YELLOW MULTI-COMPONENT	LIN FT	6638	\$0.80	\$5,310.40	\$0.85	\$5,642.30	\$0.80	\$5,310.40	\$0.82	\$5,443.16

BID TABULATION				Bidder No. 1		Bidder No. 2		Bidder No. 3		Bidder No. 4	
				Knife River Corporation -North Central		Valley Paving, Inc.		OMG Midwest Inc. dba Minnesota Paving & Materials		Park Construction Company	
Item Num	Item	Units	Qty	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
34	4" SOLID LINE YELLOW MULTI-COMPONENT	LIN FT	4730	\$0.40	\$1,892.00	\$0.45	\$2,128.50	\$0.40	\$1,892.00	\$0.41	\$1,939.30
35	PAVEMENT MESSAGE MULTI-COMPONENT	SQ FT	3406	\$0.40	\$1,362.40	\$0.45	\$1,532.70	\$0.40	\$1,362.40	\$0.41	\$1,396.46
TOTAL BASE BID					\$655,724.96		\$659,142.00		\$677,479.28		\$721,901.03
ALTERNATE NO. 1											
36	REMOVE BITUMINOUS PAVEMENT	SQ YD	257	\$10.50	\$2,698.50	\$22.00	\$5,654.00	\$15.00	\$3,855.00	\$11.10	\$2,852.70
37	CONCRETE CURB AND GUTTER B412	LIN FT	1099	\$25.00	\$27,475.00	\$28.00	\$30,772.00	\$25.00	\$27,475.00	\$26.80	\$29,453.20
38	AGGREGATE BASE CLASS 5, 80% CRUSHED	TON	113	\$45.00	\$5,085.00	\$40.00	\$4,520.00	\$62.00	\$7,006.00	\$54.80	\$6,192.40
39	TYPE SP 12.5 NON-WEARING COURSE MIXTURE (3,B) - PATCH	TON	59	\$130.00	\$7,670.00	\$211.00	\$12,449.00	\$160.00	\$9,440.00	\$159.00	\$9,381.00
TOTAL ALTERNATE NO. 1					\$42,928.50		\$53,395.00		\$47,776.00		\$47,879.30
BID SUMMARY											
TOTAL BASE BID					\$655,724.96		\$659,142.00		\$677,479.28		\$721,901.03
TOTAL ALTERNATE NO. 1					\$42,928.50		\$53,395.00		\$47,776.00		\$47,879.30
TOTAL BASE BID PLUS ALTERNATE NO. 1					\$698,653.46		\$712,537.00		\$725,255.28		\$769,780.33
Contractor Name and Address:				Knife River Corporation -North Central		Valley Paving, Inc.		OMG Midwest Inc. dba Minnesota Paving & Materials		Park Construction Company	
				4787 Shadow Wood Dr. NE		8800 13th Ave E		14475 Quiram Drive		1481 81st Ave. NE	
				Saikrapids, MN 56379		Shakopee, MN 55379		Rogers, MN 55374		Minneapolis, MN 55432	
Phone:				(320) 251-9472		952-445-8615		(763) 428-8886		(763) 786-9800	
Email:				krcmn.subquotes@kniferiver.com		brent@valleypaving.com		erik.beggs@minnmp.com		cborene@parkconstructionco.com	
Signed By:				Ronald A. Hall		Brent Carron		Erik Beggs		Charlie Borene	
Title:				Vice President		President		VP Preconstruction		Vice President	
Bid Security:				Bid Bond		Bid Bond		Bid Bond		Bid Bond	
Addenda Acknowledged:				None		None		None		None	

BID TABULATION				Bidder No. 5		Bidder No. 6	
				Bituminous Roadways, Inc.		Duininck, Inc.	
Item Num	Item	Units	Qty	Unit Price	Total	Unit Price	Total
BASE BID:							
1	MOBILIZATION	LUMP SUM	1	\$39,000.00	\$39,000.00	\$55,000.00	\$55,000.00
2	TRAFFIC CONTROL	LUMP SUM	1	\$21,000.00	\$21,000.00	\$3,250.00	\$3,250.00
3	MILL BITUMINOUS SURFACE (1.5")	SQ YD	57791	\$2.25	\$130,029.75	\$1.75	\$101,134.25
4	REMOVE BITUMINOUS CURB	LIN FT	3184	\$2.50	\$7,960.00	\$4.25	\$13,532.00
5	REMOVE BITUMINOUS PAVEMENT	SQ YD	163	\$10.00	\$1,630.00	\$10.00	\$1,630.00
6	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SQ YD	12	\$32.00	\$384.00	\$15.00	\$180.00
7	REMOVE SEWER PIPE (STORM)	LIN FT	128	\$17.00	\$2,176.00	\$32.00	\$4,096.00
8	STREET SWEEPER (WITH PICKUP BROOM)	HOURL	55	\$250.00	\$13,750.00	\$150.00	\$8,250.00
9	AGGREGATE BASE, CLASS 5 80% CRUSHED	TON	91	\$50.00	\$4,550.00	\$45.00	\$4,095.00
10	AGGREGATE BASE SPECIAL	TON	107	\$75.00	\$8,025.00	\$45.00	\$4,815.00
11	BITUMINOUS MATERIAL FOR TACK COAT	GAL	4471	\$1.00	\$4,471.00	\$3.50	\$15,648.50
12	TYPE SP 9.5 WEARING COURSE MIXTURE (3,B) - DRIVEWAY	TON	3	\$300.00	\$900.00	\$365.00	\$1,095.00
13	TYPE SP 9.5 WEARING COURSE MIXTURE (3,B)	TON	5619	\$72.00	\$404,568.00	\$74.75	\$420,020.25
14	TYPE SP 12.5 NON-WEARING COURSE MIXTURE (3,B) - PATCH	TON	35	\$200.00	\$7,000.00	\$170.00	\$5,950.00
15	4" BITUMINOUS CURB	LF	3184	\$8.00	\$25,472.00	\$10.00	\$31,840.00
16	BITUMINOUS DRAINAGE FLUME	SY	25	\$100.00	\$2,500.00	\$200.00	\$5,000.00
17	SALVAGE AND REINSTALL CATCH BASIN CASTING	EACH	2	\$750.00	\$1,500.00	\$1,200.00	\$2,400.00
18	STORM DRAIN INLET PROTECTION - MAINTAINED	EACH	5	\$200.00	\$1,000.00	\$150.00	\$750.00
19	CULVERT END PROTECTION - MAINTAINED	EACH	3	\$300.00	\$900.00	\$250.00	\$750.00
20	18" RC PIPE STORM CLASS V	LIN FT	52	\$135.00	\$7,020.00	\$185.00	\$9,620.00
21	18" RC FLARED END SECTION W/TRASH GUARD	EACH	2	\$3,000.00	\$6,000.00	\$3,265.00	\$6,530.00
22	22" X 14" RC ARCH PIPE SEWER CLASS V	LIN FT	59	\$175.00	\$10,325.00	\$245.00	\$14,455.00
23	22" X 14" RC ARCH FLARED END SECTION W/TRASH GUARD	EACH	2	\$3,500.00	\$7,000.00	\$3,950.00	\$7,900.00
24	RANDOM RIPRAP CLASS III	CU YD	10	\$175.00	\$1,750.00	\$175.00	\$1,750.00
25	CONNECT TO EXISTING STORM SEWER PIPE	EACH	1	\$1,500.00	\$1,500.00	\$1,075.00	\$1,075.00
26	SALVAGE AND REINSTALL METAL FLARED END SECTION	EACH	1	\$500.00	\$500.00	\$650.00	\$650.00
27	18" HDPE DUAL WALL PIPE	LIN FT	5	\$300.00	\$1,500.00	\$167.00	\$835.00
28	LOAM TOPSOIL BORROW (LV)	CU YD	153	\$80.00	\$12,240.00	\$75.00	\$11,475.00
29	HYDROMULCH W/ SEED AND FERTILIZER	SQ YD	1216	\$2.50	\$3,040.00	\$2.35	\$2,857.60
30	EROSION CONTROL BLANKET W/ SEED AND FERTILIZER	SQ YD	299	\$3.00	\$897.00	\$3.00	\$897.00
31	INTERIM PAVEMENT MARKING	LUMP SUM	1	\$3,000.00	\$3,000.00	\$4,250.00	\$4,250.00
32	24" SOLID LINE MULTI-COMPONENT WHITE STOP BAR	LIN FT	24	\$35.00	\$840.00	\$30.00	\$720.00
33	4" DOUBLE SOLID LINE YELLOW MULTI-COMPONENT	LIN FT	6638	\$1.00	\$6,638.00	\$0.80	\$5,310.40

BID TABULATION				Bidder No. 5		Bidder No. 6	
				Bituminous Roadways, Inc.		Duininck, Inc.	
Item Num	Item	Units	Qty	Unit Price	Total	Unit Price	Total
34	4" SOLID LINE YELLOW MULTI-COMPONENT	LIN FT	4730	\$0.50	\$2,365.00	\$0.40	\$1,892.00
35	PAVEMENT MESSAGE MULTI-COMPONENT	SQ FT	3406	\$0.50	\$1,703.00	\$0.40	\$1,362.40
TOTAL BASE BID					\$743,133.75		\$751,015.40
ALTERNATE NO. 1							
36	REMOVE BITUMINOUS PAVEMENT	SQ YD	257	\$12.00	\$3,084.00	\$11.60	\$2,981.20
37	CONCRETE CURB AND GUTTER B412	LIN FT	1099	\$28.00	\$30,772.00	\$25.00	\$27,475.00
38	AGGREGATE BASE CLASS 5, 80% CRUSHED	TON	113	\$50.00	\$5,650.00	\$45.00	\$5,085.00
39	TYPE SP 12.5 NON-WEARING COURSE MIXTURE (3,B) - PATCH	TON	59	\$200.00	\$11,800.00	\$190.00	\$11,210.00
TOTAL ALTERNATE NO. 1					\$51,306.00		\$46,751.20
BID SUMMARY							
TOTAL BASE BID					\$743,133.75		\$751,015.40
TOTAL ALTERNATE NO. 1					\$51,306.00		\$46,751.20
TOTAL BASE BID PLUS ALTERNATE NO. 1					\$794,439.75		\$797,766.60
Contractor Name and Address:				Bituminous Roadways, Inc.		Duininck, Inc.	
				1520 Commerce Drive		408 6th Street	
				Mendota Heights, MN 55120		Prinsburg, MN 56281	
Phone:				(651) 686-7001		(320) 978-6011	
Email:				info@bitroads.com		justinz@duininck.com	
Signed By:				Pam Hague		Justin Zylstra	
Title:				Secretary		Vice President	
Bid Security:				Bid Bond		Bid Bond	
Addenda Acknowledged:				None		None	

PRESENTER: Marty Farrell

ITEM: Approve payment of Pay Application #2 for Park Improvements Projects for the sum of \$96,558.81

PREPARED BY: Martin Farrell

BACKGROUND: Staff solicited bids from contractors for the Park Improvements Project for Area 21 Park, Lone 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 Lone Gardens and Area 21 Park.

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	\$1,026,918.68
Construction Management @ 6%	\$61,615
Contingency @ 6%	\$65,000
Total Project Cost	\$1,153,533.68

RECOMMENDATION: N/A

ATTACHMENT(S): Project Spreadsheet, Pay application #2

AS OF 07-16-25		
Contract Balances to Project Close Out		
Custom Builders	\$	759,609.42
Construction Management	\$	61,615.00
Remaining Contract Balances Total		
	\$	821,224.42
Project Starting Balance		
	\$	1,153,533.68
Minus total pay apps to date	\$	(267,309.26)
Remaining Project Balance		
	\$	886,224.42
Remaining Project Balance		
	\$	886,224.42
Minus remaining Contract Balances	\$	(821,224.42)
Contingency		
	\$	65,000.00

APPLICATION AND CERTIFICATION FOR PAYMENT

ALA 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 55320

PROJECT:
2025 Park Improvements
#21 Neighborhood/Gardens,
Dayton, MN 55327
VIA ARCHITECT:
Inside Outside Architecture
5 James Rd-Suite 200A, Rogers, MN 5

APPLICATION NO: 2
APPLICATION DATE: August 08, 2025
PERIOD TO: 7/7/2025-8/8/2025

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

PROJECT NOS:

SUBCONTRACTOR'S APPLICATION FOR PAYMENT

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

1. ORIGINAL SUBCONTRACT SUM..... \$1,026,918.18
2. NET CHANGE BY CHANGE ORDERS.....
3. SUBCONTRACT SUM TO DATE (Line 1 + 2)..... \$1,026,918.18
4. TOTAL COMPLETED & STORED TO DATE (Column G on G703)..... \$281,378.17

5. RETAINAGE:

- a. 5 % of Completed Work
(Column D + E on G703): \$14,068.91
- b. % of Stored Material
(Column F on G703): \$0.00

Total Retainage (Lines 5a + 5b or Total in Column I of G703)..... \$14,068.91

6. TOTAL EARNED LESS RETAINAGE..... \$267,309.26

(Line 4 Less Line 5 Total)

7. LESS PREVIOUS CERTIFICATES FOR PAYMENT.....

(Line 6 from prior Certificate)

8. CURRENT PAYMENT DUE..... \$96,558.81

9. BALANCE TO FINISH, INCLUDING RETAINAGE

(Line 3 less Line 6)

\$759,608.92

\$96,558.81

AMOUNT CERTIFIED

(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.)

CHANGE ORDER SUMMARY	ADDITIONS	DEDUCTIONS
Total changes approved in previous months by Owner	\$0.00	\$0.00
Total approved this Month	\$0.00	\$0.00
TOTALS	\$0.00	\$0.00
NET CHANGES by Change Order		\$0.00

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: [Signature]

State of: Minnesota

County of: Stearns

Subscribed and sworn to before

me this 8th day of August, 2025.

Notary Public: Melissa A. Grams

My Commission expires: Jan. 31, 2031

Date: August 08, 2025



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.

By: [Signature] Date: _____
This Certificate is not negotiable. The AMOUNT CERTIFIED is payable only to the Contractor named herein. No payment, payment and acceptance of payment are without prejudice to any rights of the Owner or Contractor under this Contract.

PRESENTER: Marty Farrell

ITEM: Purchase of Batting cages for McNeil Park.

PREPARED BY: Martin Farrell

BACKGROUND: CDAA have asked the City to install batting cages at McNeil Park to improve the facility and, experience for residents and participants at the baseball field. City received a quote from Beacon Athletics for \$22,955.96. There are also estimated material costs of \$5,000.

The City received a Youth Activities Grant from Hennepin County for \$12,403 and CDAA funding of \$15,000, the City is contributing the installation of the batting cages.

CRITICAL ISSUES: N/A

BUDGET IMPACT: Funded from CDAA and Hennepin County.

RECOMMENDATION: Accept Beacon Athletic quote for purchase of batting cages.

ATTACHMENT(S): Beacon Athletics quote.



Beacon Athletics
901 Deming Way, Suite 101
Madison, WI 53717

(800) 747-5985

Quote

Page 1 of 2

Project Name:

Customer #	Order #	Quote Date	Project Mgr
00-B55327	0382254	07/30/2025	

Sold To:	Ship To:
DAYTON PARKS AND RECREATION 12260 S DIAMOND LAKE RD DAYTON, MN 55327 United States	MARTIN FARRELL DAYTON PARKS AND RECREATION 13700 ZANZIBAR LN N DAYTON, MN 55327-9655 United States

Customer P.O.	Ship Via	F.O.B.
	COMMERCIAL FRT	
SalesRep Name	Entered By	Terms
Corey Rosol	Corey Rosol	NET 30

Item Code	Description	Qty	Price	Amount
105-100-910	TF ELITE 70-2 (DBL) TUFF-FRAME ELITE 70' DOUBLE-WIDE OUTDOOR BATTING CAGE SYSTEM MODEL #TFE70-2 COMPLETE PACKAGE INCLUDES: - (10) 4" OD X 16' LONG GALV STEEL POSTS (UNPAINTED) - (5) SETS WINCHES WITH ALL TENSIONING/ANCHORING HARDWARE - (2) STANDARD 12' H X 14' W ELITE CAGE NET (INCLUDES SINGLE ENTRY FLAP ON END) - (2) 8' X 12' HEAVY-DUTY MESH NET PROTECTOR - (2) GROUND CABLE KIT OPTIONAL GROUND SLEEVES SOLD SEPARATELY	1.00 EACH	12,599.00	12,599.00
105-100-098	GRND CABLE KIT 70' CAGE UNIVERSAL GROUND CABLE KIT FOR 70' LONG BATTING CAGE	2.00 EACH	0.00	0.00
105-900-015	8' X 12' NET PROTECTOR #36 gauge with rope border	2.00 EACH	0.00	0.00
105-900-220	TUFFFRAME ELITE CAGE NET 70' L X 14' 6" W X 12' 4" H MATERIAL: 210D/84PLY NYLON KNOTLESS (#30 KNOTLESS NYLON) MESH: 1-3/4" SQUARE TOP HORIZONTAL EDGES: 1/4" PLATEENA CORE POLYESTER JACKETED ROPE WITH SWAGED LOOPS AT ENDS REMAINING PERIMETER: 3/8" SEWN ROPE BORDER DOOR ON ONE END - 4' OVER-FLAP - GROMMETS AS SHOWN ON DRAWING ALL DETAILS PER DRAWING #105-900-220	2.00 EACH	0.00	0.00
242424 BOX	24X24X24 BATTING CAGE NET BOX SINGLE COLOR PRINTING ON (4) SIDES	2.00 EACH	0.00	0.00
5 GALLON PAIL	5 GALLON PRINTED PAIL WITH LID AND HANDLE	2.00 EACH	0.00	0.00
ANCHORENDASSBLY	ANCHOR END ASSBLY - TF ELITE	5.00 EACH	0.00	0.00
PIVOT BRACKET4"	4" PIVOT BRACKET WITH U BOLT USED IN OUTDOOR TENSIONED CAGES	5.00 EACH	0.00	0.00
POLE 16'	OD TENSION POLE 4" OD x 16' LONG SCH 40 STEEL POST	10.00 EACH	0.00	0.00
TENSIONENDASSMY	TENSION END ASSBLY - TF ELITE	5.00 EACH	0.00	0.00
Z110120350	HEX CAP SCREW 3/8-16X2.5 ZP	5.00 EACH	0.00	0.00



Bescon Athletics
901 Deming Way, Suite 101
Madison, WI 53717

(800) 747-5885

Quote

Page 2 of 2

Item Code	Description	Qty	Price	Amount
Z1128338	CARRIAGE BOLT 3/8-16X1.5 GALV ROUND HEAD, FULL THREAD	5.00 EACH	0.00	0.00
Z1136705	HEXNUT 3/8-16 GALV	5.00 EACH	0.00	0.00
Z1137024	HEXNUT W/NYLON LOCK 3/8-16 ZP	5.00 EACH	0.00	0.00
ZBRACE BAND 4"	BRACE BAND, HEAVY 4" GALV (FITS 4" OD POLE)	5.00 EACH	0.00	0.00
ZDOME CAP 4"	DOMES CAP/4" OD POST GALV	10.00 EACH	0.00	0.00
ZS-11374	13x13x15 BOX	2.00 EACH	0.00	0.00
ZS-4183	18x14x12 BOX	1.00 EACH	0.00	0.00
140-100-700	GROUND SLEEVE 4" / 4"OD POST 4' LONG GROUND SLEEVE WITH STOP BOLT 6" UP FROM BOTTOM	10.00 EACH	95.00	950.00
140-100-750	GROUND SLEEVE CAP 4" POWDER-COATED STEEL CAP FITS SLEEVE FOR 4" OD POST	10.00 EACH	49.00	490.00
110-618-109	34 Oz POLY PADDED TURF 15' x 70'	2.00 EACH	3,400.00	6,800.00
110-618-070	Batting Mat Pro Baseball Green w/white inlaid Homeplate 12' x 6'	2.00 EACH	374.99	749.98
110-340-059	PITCHING MAT 6' X 12', PLAIN COLOR: GREEN	2.00 EACH	274.99	549.98
Net Amount:				\$22,138.96
Less Discount:				0.00
Freight:				817.00
Sales Tax:				\$0.00
TOTAL:				\$22,955.96

Note: For orders without tax exemption certificates on file, sales tax will be charged, where applicable, at the time of invoicing.

Our promise to our customers...

- Prompt response to your inquiries from knowledgeable and courteous staff
- Quality products that meet your demanding requirements
- Commitment to continuous improvement to achieve an exceptional customer experience

Let me know if we have failed to achieve this promise - or if we have exceeded your expectations.

John Maher, CEO

PRESENTER: Marty Farrell

ITEM: Release of \$10,000 Landscape Escrow for Dayton Parkway Extension

PREPARED BY: Martin Farrell

BACKGROUND: As part of the Cubes project CRG extended Dayton Parkway to improve access to their building, Landscaping was included in the project along the medians as well as an irrigation system. The City has been holding escrow against the landscaping, until the project was inspected and accepted by the City. The landscaping has been inspected and approved, and therefore agrees to release of the \$10,000 escrow.

CRITICAL ISSUES: N/A

BUDGET IMPACT: None.

RECOMMENDATION: Release of the \$10,000 Landscape escrow for the Dayton Parkway Extension.

ATTACHMENT(S): None.

ITEM: CenterPoint Energy’s Community Safer Grant

PREPARED BY: Fire Chief Gary Hendrickson

POLICY DECISION / ACTION TO BE CONSIDERED:

Accept the \$2,500.00 donation from CenterPoint Energy’s Community Safer Grant

BACKGROUND: This year, CenterPoint Energy’s Community Safety Grant program awarded approximately 130 grants totaling more than \$260,000 in Indiana, Louisiana, Minnesota, Mississippi, Ohio, and Texas to fund safety-related equipment and projects in local communities.

“Safety is a core value of CenterPoint Energy,” said Alicia Dixon, Director of Community Relations for CenterPoint Energy. “Our Community Partnership Grant program allows us to stay connected to emergency officials, first responders, and others in the communities we serve to support our customers’ safety.”

Recipients were determined based on the content of their applications. Participants were required to outline a safety-related problem, issue, or need in the community and how a Community Safety Grant would help create a sustainable solution. Leveraging the chosen organization’s local funds, the CenterPoint Energy grant is a matching contribution and cannot be more than 50% of the cost of the project. The program awards grants of up to \$2,500.

Since 2003, through its Community Safety Grant program, CenterPoint Energy has funded more than 1,400 safety-related projects and contributed more than \$2.7 million in donations to communities for safety initiatives.

The fire department will utilize the funding to outfit U-22 (UTV) with headsets for communication.

CRITICAL ISSUES:

N/A

RECOMMENDATION:

Approve the acceptance of CenterPoint Energy’s Community Safer Grant for \$2,500.00.

ATTACHMENT(S):

N/A

ITEM:

Approval of Resolution 56-2025: Support for Three Rivers Park District to purchase 16560 Dayton River Road

APPLICANT/PRESENTER:

Kelly Grissman, Director of Planning, Three Rivers Park District
Maggie Heurung, Planner, Three Rivers Park District

PREPARED BY:

Jon Sevald, Community Development Director

POLICY DECISION / ACTION TO BE CONSIDERED:

Motion to Approve Letter of Support for Three Rivers Park District to purchase 16560 Dayton River Road (Lavonne & Richard Meyer) as part of the West Mississippi River Regional Trail.

BACKGROUND:

This acquisition was part of the discussion during the May 6, 2025 City Council / Park Commission Work Session regarding the West Mississippi River Regional Trail. The majority of the Council (3-2) voiced support for the acquisition of the Lennander and Meyer properties, but opposed others.

CRITICAL ISSUES:

In past discussions, the Council has voiced concerns with the Park District purchasing property vs. trail easement.

PARK COMMISSION RECOMMENDATION:

N/A

60/120-DAY RULE (IF APPLICABLE):

	60-Days	120-Days
N/A		

RELATIONSHIP TO COUNCIL GOALS:

Maintain and Enhance the Natural and Rural Community Connection

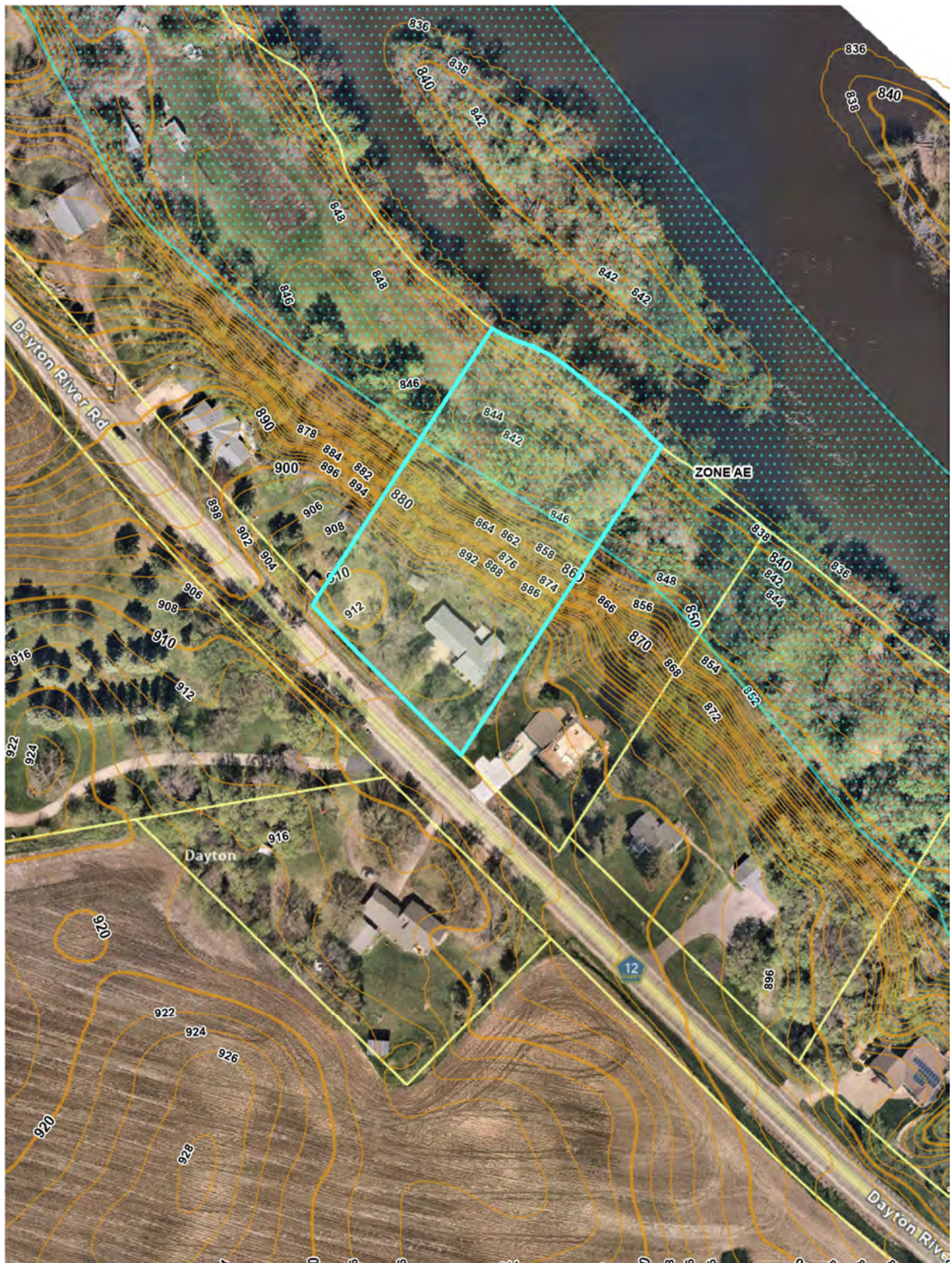
- *Facilitate an interconnected trail system*
- *Provide and enhance public recreation space*

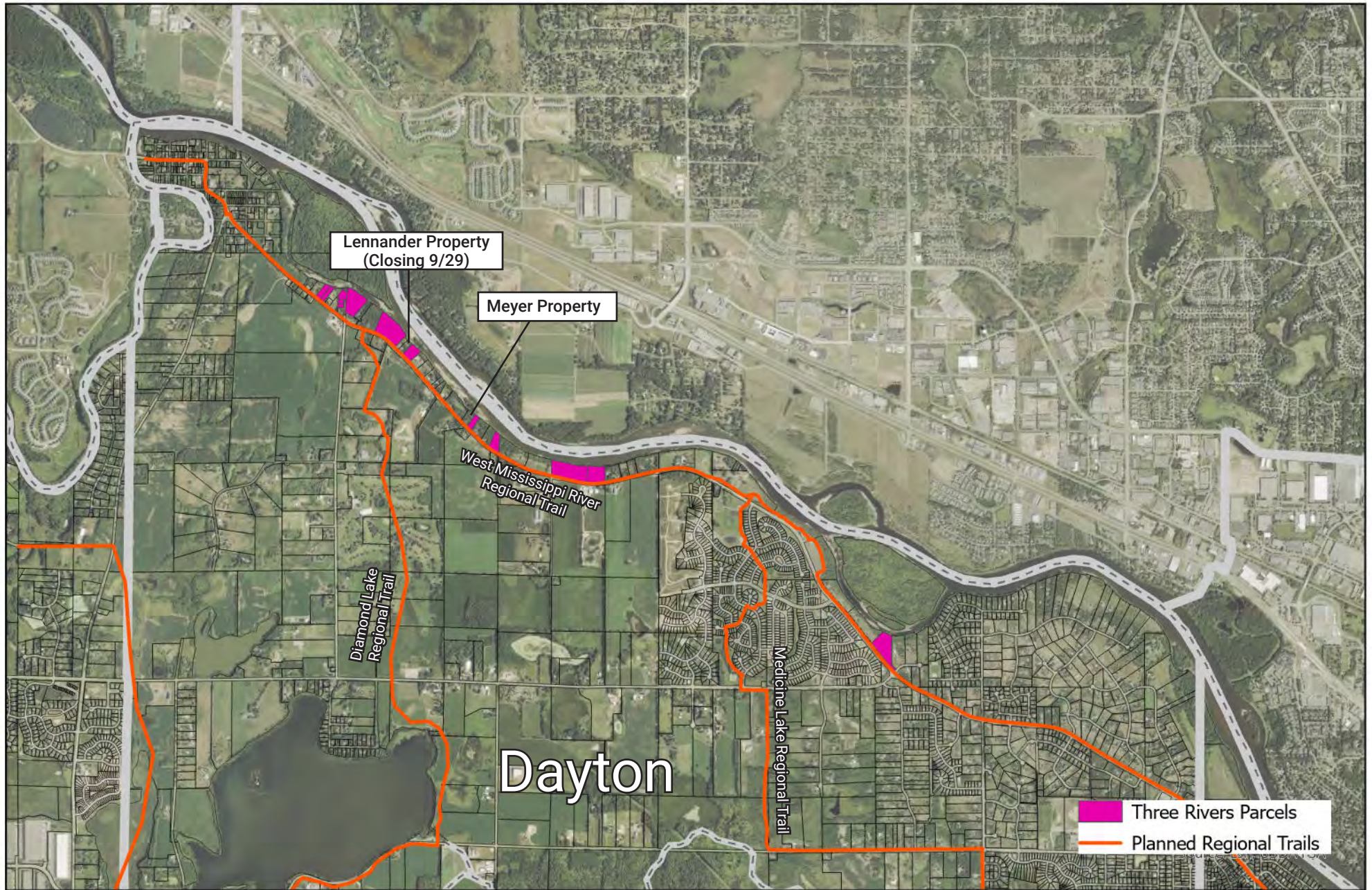
BUDGET IMPACT:

N/A

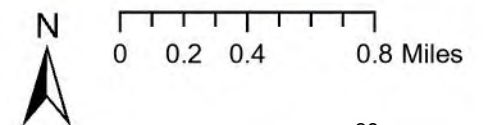
ATTACHMENT(S):

Aerial Photo
Corridor Map
Resolution 56-2025





Three Rivers-Owned Parcels and Planned Regional Trails in Dayton, MN



RESOLUTION No. 56-2025

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

**A RESOLUTION OF SUPPORT FOR THE ACQUISITION OF 16560 DAYTON RIVER ROAD
BY THREE RIVERS PARK DISTRICT**

WHEREAS, the City of Dayton (“City”) participated in and passed Resolution No. 23-2016 in support for the West Mississippi River Regional Trail Master Plan on June 29, 2016; and,

WHEREAS, implementation of the West Mississippi River Regional Trail (“Regional Trail”) corridor requires acquisition of land sufficient to design, build, operate and maintain a regional trail; and,

WHEREAS, 16560 Dayton River Road (PID: 05-120-22-43-0010) was offered for sale to Three Rivers Park District; and,

WHEREAS, Three Rivers Park District is required to obtain municipal consent via a Resolution when acquiring property; and,

WHEREAS, City has reviewed the acquisition of the Property by Three Rivers Park District, and finds that it is in conformance with the Master Plan; and,

THEREFORE, BE IT RESOLVED, that the City Council of the City of Dayton, Minnesota approves Three Rivers Park District’s purchase of the property rights of the aforementioned property for the West Mississippi River Regional Trail.

Adopted by the City Council of the City of Dayton on this 26th day of August, 2025.

ATTEST:

Dennis Fisher, Mayor

Amy Benting, City Clerk

Motion by _____, Second by _____.
Resolution *Approved*

Payments to be approved at City Council Meeting Aug 26, 2025

	<u>Totals</u>
Claims Roster 08-26-2025	\$ 3,462,955.40
Prepaid 08-14-2025 EB	\$ 158,374.26

Total Payments:	\$ 3,621,329.66
------------------------	------------------------

Payroll 08-14-2025 Bi-Weekly 17	\$ 120,267.96
--	----------------------

Check # sequence to be approved by City Council from meeting date of 08/26/2025:

Checks # 079388-079406

08/20/2025

INVOICE REGISTER REPORT FOR CITY OF DAYTON MN

EXP CHECK RUN DATES 08/26/2025 - 08/26/2025

BOTH JOURNALIZED AND UNJOURNALIZED

BOTH OPEN AND PAID

Inv Num Inv Ref#	Vendor Description GL Distribution	Inv Date Entered By	Due Date	Inv Amt
	ABDO LLP	08/18/2025	08/26/2025	8,100.00
	ABDO ENHANCE CONTRACTED HR SERVICES-Q3 CHOYT			
101-41500-50300	ABDO ENHANCE CONTRACTED HR SERVICES-Q3			8,100.00
	ADAMS PEST CONTROL INC	08/12/2025	08/26/2025	238.60
	AC; PEST CONTROL-FALL INVADERS	CHOYT		
101-41910-50220	AC; PEST CONTROL-FALL INVADERS			238.60
	ASPEN MILLS	08/18/2025	08/26/2025	264.90
	PD; UNIFORM-H DOTSETH	CHOYT		
101-42120-50217	PD; UNIFORM-H DOTSETH			264.90
	BAN-KOE SYSTEMS, INC	08/20/2025	08/26/2025	320.00
	REPLACE CARD READER	CHOYT		
101-41810-50300	REPLACE CARD READER			320.00
	BEAUDRY	08/08/2025	08/26/2025	411.00
	PW; ULS #2 DYED DIESEL -135.60	CHOYT		
101-43100-50212	PW; ULS #2 DYED DIESEL -135.60			411.00
	BEAUDRY	08/08/2025	08/26/2025	1,694.96
	PW; UNLEADED 87 -672.60	CHOYT		
101-43100-50212	PW; UNLEADED 87 -672.60			1,694.96

BEAUDRY	08/15/2025	08/26/2025	1,403.75
PW; UNLEADED 87 -561.50	CHOYT		
101-43100-50212 PW; UNLEADED 87 -561.50			1,403.75
<hr/>			
CAMPBELL KNUTSON P.A.	08/18/2025	08/26/2025	1,590.00
LEGAL FEES-PROJ 6170	CHOYT		
411-43100-50304-6170 LEGAL FEES-PROJ 6170			1,590.00
<hr/>			
CAMPBELL KNUTSON P.A.	08/18/2025	08/26/2025	330.00
LEGAL FEES-PROJ 6203	CHOYT		
411-43100-50304-6203 LEGAL FEES-PROJ 6203			330.00
<hr/>			
CAMPBELL KNUTSON P.A.	08/18/2025	08/26/2025	12,226.03
LEGAL FEES; GENERAL-JUL 2025	CHOYT		
225-41710-50300 PROFESSIONAL SRVS; JUL 2025			486.20
414-41900-50304 LEGAL FEES-J PA LEGAL ASSISTANCE JUL			897.60
101-41640-50304 LEGAL FEES; JUL 2025			10,842.23
<hr/>			
CENTERPOINT ENERGY	08/07/2025	08/26/2025	226.56
PW/PD FACILITY; 10662228-5 JUL 2025	CHOYT		
101-43100-50383 PW FACILITY; 10662228-5 JUL			113.28
101-42120-50383 PD FACILITY; 10662228-5 JUL			113.28
<hr/>			
CENTERPOINT ENERGY	08/07/2025	08/26/2025	25.95
RH WELLHOUSE; 11429952-2 JUL 2025	CHOYT		
601-49400-50383 RH WELLHOUSE; 11429952-2 JUL			25.95
<hr/>			
CHARTER COMMUNICATIONS	08/18/2025	08/26/2025	1,349.85
ACCOUNT #175337501 INTERNET AUG 2025	CHOYT		
101-42120-50320 LOCATION #243204401- PD; INTERNET			180.00
101-43100-50321 LOCATION #243204401- PW; INTERNET			180.00
101-42260-50320 LOCATION #175337701- FD2; INTERNET			32.90
101-41820-50308 LOCATION #175337801; CH/INTERNET			199.98

601-49400-50321	LOCATION #175337201; WELLHOUSE/INTERNET		89.98
101-42260-50320	LOCATION #175337601; FD 1/INTERNET		109.99
101-42120-50320	ACCOUNT# 175351601- PD;NUMBER FORWARDING		15.00
101-41820-50308	LOCATION #175337901- CH/FIBER INTERNET		542.00
<hr/>			
CHOSEN VALLEY TESTING	08/07/2025	08/26/2025	500.00
BITUMINOUS PROPERTIES TEST	CHOYT		
601-00000-16500	BITUMINOUS PROPERTIES TEST		500.00
<hr/>			
CINTAS	08/08/2025	08/26/2025	124.44
PW; UNIFORMS	CHOYT		
101-43100-50217	PW; UNIFORMS		124.44
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CINTAS	08/15/2025	08/26/2025	124.44
PW; UNIFORMS	CHOYT		
101-43100-50217	PW; UNIFORMS		124.44
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CITY OF ANOKA	08/11/2025	08/26/2025	74.67
22-396030-00 BALSAM LANE PED; JUL 2025	CHOYT		
101-43100-50230	22-396030-00 BALSAM LANE PED; JUL		74.67
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CITY OF ANOKA	08/11/2025	08/26/2025	523.50
22-990002-01 STREET LIGHTS; AUG 2025	CHOYT		
101-43100-50230	22-990002-01 STREET LIGHTS; AUG		523.50
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CITY OF ANOKA	08/11/2025	08/26/2025	1,042.67
22-396000-01 CH; JUL 2025	CHOYT		
101-41810-50381	22-396000-01 CH; JUL 2025		1,042.67
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CITY OF ANOKA	08/11/2025	08/26/2025	23.50
22-393400-00 SDLR SIREN; AUG 2025	CHOYT		
101-42130-50381	22-393400-00 SDLR SIREN; AUG		23.50
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CITY OF ANOKA	08/11/2025	08/26/2025	417.81
22-393200-01 CENTRAL PARK; JUL 2025	CHOYT		
101-45200-50381	22-393200-01 CENTRAL PARK; JUL 2025		417.81
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CITY OF MONTICELLO	08/18/2025	08/26/2025	416.00
PD; ANIMAL CONTROL JUN/JUL 2025	CHOYT		
101-42140-50308	PD; ANIMAL CONTROL JUN/JUL		416.00
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CMT JANITORIAL SERVICES	08/20/2025	08/26/2025	1,602.00
CONTRACT SERVICES; OFC CLEANING-SEPT 2021	CHOYT		
101-41910-50308	CONTRACT SERVICES-OFC CLEANING		602.00
101-41810-50308	CONTRACT SERVICES-OFC CLEANING		1,000.00
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COMFORT MATTERS	08/07/2025	08/26/2025	109.00
BUILDINGS AND STRUCTURES-WATER LEAKING	CHOYT		
101-43100-50520	BUILDINGS AND STRUCTURES-WATER LEAKING		109.00
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CORE & MAIN	08/15/2025	08/26/2025	519.43
PW; METERS	CHOYT		
601-49400-50259	PW; METERS		519.43
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CORE & MAIN	08/20/2025	08/26/2025	1,954.57
PW; METERS	CHOYT		
601-49400-50259	PW; METERS		1,954.57
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DR HORTON	08/15/2025	08/26/2025	3,000.00
11108 BALSAM POINTE TRL LANDSCAPE ESCROW	CHOYT		
420-00000-22100	11108 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
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DR HORTON	08/15/2025	08/26/2025	3,000.00
11110 BALSAM POINTE TRL LANDSCAPE ESCROW	CHOYT		
420-00000-22100	11110 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
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DR HORTON	08/15/2025	08/26/2025	3,000.00
11112 BALSAM POINTE TRL LANDSCAPE ESCROV CHOYT			
420-00000-22100	11112 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
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DR HORTON	08/15/2025	08/26/2025	3,000.00
11114 BALSAM POINTE TRL LANDSCAPE ESCROV CHOYT			
420-00000-22100	11114 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
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DR HORTON	08/15/2025	08/26/2025	3,000.00
11116 BALSAM POINTE TRL LANDSCAPE ESCROV CHOYT			
420-00000-22100	11116 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
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DR HORTON	08/15/2025	08/26/2025	3,000.00
11118 BALSAM POINTE TRL LANDSCAPE ESCROV CHOYT			
420-00000-22100	11118 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
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DR HORTON	08/15/2025	08/26/2025	3,000.00
11120 BALSAM POINTE TRL LANDSCAPE ESCROV CHOYT			
420-00000-22100	11120 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
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DR HORTON	08/15/2025	08/26/2025	3,000.00
11122 BALSAM POINTE TRL LANDSCAPE ESCROV CHOYT			
420-00000-22100	11122 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
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DR HORTON	08/15/2025	08/26/2025	3,000.00
11124 BALSAM POINTE TRL LANDSCAPE ESCROV CHOYT			
420-00000-22100	11124 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
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DR HORTON	08/15/2025	08/26/2025	3,000.00
11126 BALSAM POINTE TRL LANDSCAPE ESCROV CHOYT			
420-00000-22100	11126 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
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DR HORTON	08/15/2025	08/26/2025	3,000.00

11128 BALSAM POINTE TRL LANDSCAPE ESCROV CHOYT			
420-00000-22100	11128 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
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DR HORTON	08/15/2025	08/26/2025	3,000.00
11130 BALSAM POINTE TRL LANDSCAPE ESCROV CHOYT			
420-00000-22100	11130 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
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DR HORTON	08/15/2025	08/26/2025	3,000.00
11132 BALSAM POINTE TRL LANDSCAPE ESCROV CHOYT			
420-00000-22100	11132 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
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DR HORTON	08/15/2025	08/26/2025	3,000.00
11134 BALSAM POINTE TRL LANDSCAPE ESCROV CHOYT			
420-00000-22100	11134 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
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DR HORTON	08/15/2025	08/26/2025	3,000.00
11136 BALSAM POINTE TRL LANDSCAPE ESCROV CHOYT			
420-00000-22100	11136 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
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DR HORTON	08/15/2025	08/26/2025	3,000.00
11138 BALSAM POINTE TRL LANDSCAPE ESCROV CHOYT			
420-00000-22100	11138 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
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DR HORTON	08/15/2025	08/26/2025	3,000.00
11213 BALSAM POINTE TRL LANDSCAPE ESCROV CHOYT			
420-00000-22100	11213 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
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DR HORTON	08/15/2025	08/26/2025	3,000.00
11218 BALSAM POINTE TRL LANDSCAPE ESCROV CHOYT			
420-00000-22100	11218 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
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DR HORTON	08/15/2025	08/26/2025	3,000.00
11220 BALSAM POINTE TRL LANDSCAPE ESCROV CHOYT			

420-00000-22100	11220 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
DR HORTON	08/15/2025	08/26/2025	3,000.00
11222 BALSAM POINTE TRL LANDSCAPE ESCROW CHOYT			
420-00000-22100	11222 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
DR HORTON	08/15/2025	08/26/2025	3,000.00
11224 BALSAM POINTE TRL LANDSCAPE ESCROW CHOYT			
420-00000-22100	11224 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
DR HORTON	08/15/2025	08/26/2025	3,000.00
11226 BALSAM POINTE TRL LANDSCAPE ESCROW CHOYT			
420-00000-22100	11226 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
DR HORTON	08/15/2025	08/26/2025	3,000.00
11228 BALSAM POINTE TRL LANDSCAPE ESCROW CHOYT			
420-00000-22100	11228 BALSAM POINTE TRL LANDSCAPE ESCROW		3,000.00
DR HORTON	08/19/2025	08/26/2025	3,000.00
14423 DALLAS LN N LANDSCAPE ESCROW RELEASE CHOYT			
420-00000-22100	14423 DALLAS LN N LANDSCAPE ESCROW RELEASE		3,000.00
DR HORTON	08/19/2025	08/26/2025	3,000.00
14433 DALLAS LN N LANDSCAPE ESCROW RELEASE CHOYT			
420-00000-22100	14433 DALLAS LN N LANDSCAPE ESCROW RELEASE		3,000.00
DR HORTON	08/19/2025	08/26/2025	3,000.00
14443 DALLAS LN N LANDSCAPE ESCROW RELEASE CHOYT			
420-00000-22100	14443 DALLAS LN N LANDSCAPE ESCROW RELEASE		3,000.00
DR HORTON	08/19/2025	08/26/2025	3,000.00
14344 EMPIRE LN N LANDSCAPE ESCROW RELEASE CHOYT			
420-00000-22100	14344 EMPIRE LN N LANDSCAPE ESCROW RELEASE		3,000.00

DR HORTON	08/19/2025	08/26/2025	3,000.00
14354 EMPIRE LN N LANDSCAPE ESCROW RELEA CHOYT			
420-00000-22100	14354 EMPIRE LN N LANDSCAPE ESCROW RELEA		3,000.00
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DR HORTON	08/19/2025	08/26/2025	3,000.00
14364 EMPIRE LN N LANDSCAPE ESCROW RELEA CHOYT			
420-00000-22100	14364 EMPIRE LN N LANDSCAPE ESCROW RELEA		3,000.00
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DR HORTON	08/19/2025	08/26/2025	3,000.00
14335 EMPIRE LN N LANDSCAPE ESCROW RELEA CHOYT			
420-00000-22100	14335 EMPIRE LN N LANDSCAPE ESCROW RELEA		3,000.00
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DR HORTON	08/19/2025	08/26/2025	3,000.00
14334 EMPIRE LN N LANDSCAPE ESCROW RELEA CHOYT			
420-00000-22100	14334 EMPIRE LN N LANDSCAPE ESCROW RELEA		3,000.00
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DR HORTON	08/19/2025	08/26/2025	3,000.00
14325 EMPIRE LN N LANDSCAPE ESCROW RELEA CHOYT			
420-00000-22100	14325 EMPIRE LN N LANDSCAPE ESCROW RELEA		3,000.00
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DR HORTON	08/19/2025	08/26/2025	3,000.00
14274 EMPIRE LN N LANDSCAPE ESCROW RELEA CHOYT			
420-00000-22100	14274 EMPIRE LN N LANDSCAPE ESCROW RELEA		3,000.00
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DR HORTON	08/19/2025	08/26/2025	3,000.00
14224 EMPIRE LN N LANDSCAPE ESCROW RELEA CHOYT			
420-00000-22100	14224 EMPIRE LN N LANDSCAPE ESCROW RELEA		3,000.00
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DR HORTON	08/19/2025	08/26/2025	3,000.00
14234 EMPIRE LN N LANDSCAPE ESCROW RELEA CHOYT			
420-00000-22100	14234 EMPIRE LN N LANDSCAPE ESCROW RELEA		3,000.00
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E H RENNER & SONS, INC	08/18/2025	08/26/2025	25,236.76
PW; HAYDEN HILLS FINAL BILL	CHOYT		
601-49400-50300 PW; HAYDEN HILLS FINAL BILL			28,040.84
601-00000-20600 RETAINAGE PAYABLE			(2,804.08)
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E H RENNER & SONS, INC	08/18/2025	08/26/2025	38,880.00
PW; RIVER HILLS PUMP, MOTOR, AND VFD	CHOYT		
601-49400-50300 PW; RIVER HILLS			43,200.00
601-00000-20600 RETAINAGE PAYABLE			(4,320.00)
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E H RENNER & SONS, INC	08/18/2025	08/26/2025	15,840.00
PW; ELSIE STEPHENS FINAL BILL	CHOYT		
601-49400-50300 PW; ELSIE STEPHENS			17,600.00
601-00000-20600 RETAINAGE PAYABLE			(1,760.00)
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ECKBERG LAMMERS PC	08/11/2025	08/26/2025	1,795.50
PROFESSIONAL SRVS; JUL 2025	CHOYT		
225-41710-50300 PROFESSIONAL SRVS; JUL 2025			1,795.50
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ECM PUBLISHERS, INC	08/12/2025	08/26/2025	276.00
PHN; 2025 MILL & OVERLAY	CHOYT		
101-41110-50352 PHN; 2025 MILL & OVERLAY			276.00
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EHLERS & ASSOCIATES, INC	08/15/2025	08/26/2025	533.75
DAYTON CREEK ADDITION- PROJ 6170	CHOYT		
411-43100-50300-6170 DAYTON CREEK ADDITION- PROJ 6170			533.75
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EHLERS & ASSOCIATES, INC	08/20/2025	08/26/2025	9,085.00
PROFESSIONAL SRVS; JUL 2025	CHOYT		
459-43100-50300 PROFESSIONAL SRVS; JUL 2025			6,418.75
430-41900-50300 PROFESSIONAL SRVS; JUL 2025			533.25
435-41900-50300 PROFESSIONAL SRVS; JUL 2025			533.25
436-41900-50300 PROFESSIONAL SRVS; JUL 2025			533.25

477-41710-50300	PROFESSIONAL SRVS; JUL 2025		533.25
438-41900-50300	PROFESSIONAL SRVS; JUL 2025		533.25
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EMERGENCY AUTOMOTIVE TECHNOLOGIES	08/18/2025	08/26/2025	6,671.69
PD; OTHER EQUIPMENT-VEH BUILD 2025 DURAN CHOYT			
401-42120-50580	PD; OTHER EQUIPMENT-VEH BUILD		6,671.69
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ENTERPRISE FM TRUST	08/12/2025	08/26/2025	8,247.66
MOTOR VEHICLES LEASING PROGRAM-AUG 2025 CHOYT			
401-42120-50550	MOTOR VEHICLES LEASING PROGRAM-AUG 2025		8,247.66
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FIRE CATT	08/18/2025	08/26/2025	4,348.70
FD; HOSE & LADDER TESTING	CHOYT		
101-42260-50300	FD; HOSE & LADDER TESTING		4,348.70
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FULLY PROMOTED/EMBROIDME	08/07/2025	08/26/2025	270.00
PW; UNIFORM / R EGGINK	CHOYT		
101-43100-50217	PW; UNIFORM / R EGGINK		270.00
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FULLY PROMOTED/EMBROIDME	08/19/2025	08/26/2025	130.98
PW; UNIFORM /S. JOHNSON	CHOYT		
101-43100-50217	PW; UNIFORM /S JOHNSON		130.98
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GUIDANCEPOINT TECHNOLOGIES	08/11/2025	08/26/2025	357.50
IT; CONTRACT SERVICES	CHOYT		
101-41810-50308	IT; CONTRACT SERVICES		357.50
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GUIDANCEPOINT TECHNOLOGIES	08/11/2025	08/26/2025	185.00
IT; CONTRACT SERVICES	CHOYT		
101-41810-50308	IT; CONTRACT SERVICES		185.00
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GUIDANCEPOINT TECHNOLOGIES	08/18/2025	08/26/2025	132.49
IT; CONTRACT SERVICES ADDITIONAL USERS/REI CHOYT			

101-41810-50308	IT; CONTRACT SERVICES ADDITIONAL USERS			132.49
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HASSAN SAND & GRAVEL, INC		08/11/2025	08/26/2025	287.99
PW; DRESSER TRAP		CHOYT		
101-43100-50224	PW; DRESSER TRAP			287.99
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HAWKINS, INC		08/08/2025	08/26/2025	6,524.90
PW; CHEMICALS		CHOYT		
601-49400-50216	PW; CHEMICALS			6,524.90
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HAWKINS, INC		08/15/2025	08/26/2025	10.00
PW; CHEMICALS		CHOYT		
601-49400-50216	PW; CHEMICALS			10.00
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HENNEPIN COUNTY		08/11/2025	08/26/2025	3,438.30
FD; RADIO LEASE-JUL 2025		CHOYT		
101-42260-50320	FD; RADIO LEASE-JUL 2025			3,438.30
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HENNEPIN COUNTY		08/18/2025	08/26/2025	3,146.10
PD; RADIO LEASE- JUL 2025		CHOYT		
101-42120-50320	PD; RADIO LEASE- JUL 2025			3,146.10
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HP GROUP HEALTH NON-PATIENT A/R		08/20/2025	08/26/2025	105.25
EAP (CUST#12750101) AUG 2025		CHOYT		
101-41810-50205	EAP NON MEMBER(CUST# 12750101); AUG 2025			66.30
101-41810-50205	EAP MEMBER (CUST# 12750101); AUG 2025			38.95
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INVOICE CLOUD		08/20/2025	08/26/2025	657.75
CREDIT CARD; JUL 2025 FEES		CHOYT		
101-41500-50309	JULY FEES 2025			65.00
101-41660-50309	JULY FEES 2025			7.50
601-49400-50309	JULY FEES 2025			292.62
602-49400-50309	JULY FEES 2025			292.63
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J.P. MORGAN CHASE BANK NA	07/07/2025	08/26/2025	11.16
Field Training Supplies	CHOYT		
101-42120-50331	Field Training Supplies		11.16
J.P. MORGAN CHASE BANK NA	07/18/2025	08/26/2025	289.99
Employee ID Software Update	CHOYT		
101-41820-50309	Employee ID Software Update		289.99
J.P. MORGAN CHASE BANK NA	07/21/2025	08/26/2025	11.75
Postage	CHOYT		
101-42120-50322	Postage		11.75
J.P. MORGAN CHASE BANK NA	07/21/2025	08/26/2025	99.03
Community Engagement Event	CHOYT		
101-42120-50331	Community Engagement Event		99.03
J.P. MORGAN CHASE BANK NA	07/07/2025	08/26/2025	89.70
PW Q1 MEETING	CHOYT		
101-43100-50210	PW Q1 MEETING		89.70
J.P. MORGAN CHASE BANK NA	07/03/2025	08/26/2025	266.43
Supplies	CHOYT		
101-43100-50210	Supplies		266.43
J.P. MORGAN CHASE BANK NA	07/09/2025	08/26/2025	425.00
Professional Services	CHOYT		
101-43100-50300	Professional Services		425.00
J.P. MORGAN CHASE BANK NA	07/15/2025	08/26/2025	72.94
Hand Tools	CHOYT		
401-43100-50580	Hand Tools		72.94

J.P. MORGAN CHASE BANK NA	07/16/2025	08/26/2025	52.12
Weed Control	CHOYT		
101-45200-50390 Weed Control			52.12
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J.P. MORGAN CHASE BANK NA	07/16/2025	08/26/2025	529.90
Hand Tools	CHOYT		
101-43100-50580 Hand Tools			529.90
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J.P. MORGAN CHASE BANK NA	07/16/2025	08/26/2025	142.96
Tools	CHOYT		
101-43100-50580 Tools			142.96
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J.P. MORGAN CHASE BANK NA	07/18/2025	08/26/2025	(219.99)
Uniform Allowance Refund Matt Meister	CHOYT		
101-43100-50217 Uniform Allowance Refund Matt Meister			(219.99)
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J.P. MORGAN CHASE BANK NA	07/17/2025	08/26/2025	267.16
Repairs and Maintenance	CHOYT		
101-43100-50220 Repairs and Maintenance			267.16
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J.P. MORGAN CHASE BANK NA	07/21/2025	08/26/2025	225.00
Expo Registration	CHOYT		
101-43100-50208 Expo Registration			225.00
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J.P. MORGAN CHASE BANK NA	07/21/2025	08/26/2025	270.00
event registration	CHOYT		
101-43100-50208 event registration			270.00
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J.P. MORGAN CHASE BANK NA	07/24/2025	08/26/2025	158.20
Repair and Maintenance	CHOYT		
101-43100-50220 Repair and Maintenance			158.20
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J.P. MORGAN CHASE BANK NA	07/25/2025	08/26/2025	310.73

Ryan Eggink Uniform Allowance	CHOYT		
101-43100-50217	Ryan Eggink Uniform Allowance		310.73
J.P. MORGAN CHASE BANK NA	07/25/2025	08/26/2025	278.23
Steve Johnson Uniform Allowance	CHOYT		
101-43100-50217	Steve Johnson Uniform Allowance		278.23
J.P. MORGAN CHASE BANK NA	07/30/2025	08/26/2025	10,350.00
Culture Assessment for FD	CHOYT		
101-42260-50300	Culture Assessment for FD		10,350.00
J.P. MORGAN CHASE BANK NA	07/18/2025	08/26/2025	708.99
digium July	CHOYT		
101-41820-50308	digium July		708.99
J.P. MORGAN CHASE BANK NA	07/23/2025	08/26/2025	8.70
microsoft July	CHOYT		
101-41820-50308	microsoft July		8.70
J.P. MORGAN CHASE BANK NA	07/25/2025	08/26/2025	9.05
overnight to HC	CHOYT		
101-41110-50210	overnight to HC		9.05
J.P. MORGAN CHASE BANK NA	07/25/2025	08/26/2025	42.39
overnight to HC	CHOYT		
101-41110-50210	overnight to HC		42.39
J.P. MORGAN CHASE BANK NA	07/26/2025	08/26/2025	52.09
zoom July	CHOYT		
101-41500-50205	zoom July		52.09
J.P. MORGAN CHASE BANK NA	07/29/2025	08/26/2025	155.14
office supplies-cleaning	CHOYT		

101-41810-50200	office supplies-cleaning			155.14
J.P. MORGAN CHASE BANK NA		07/29/2025	08/26/2025	100.98
office supplies-cleaning		CHOYT		
101-41810-50200	office supplies-cleaning			100.98
J.P. MORGAN CHASE BANK NA		07/29/2025	08/26/2025	0.65
title and tabs		CHOYT		
101-42260-50200	title and tabs			0.65
J.P. MORGAN CHASE BANK NA		07/29/2025	08/26/2025	30.00
title and tabs		CHOYT		
101-42260-50200	title and tabs			30.00
J.P. MORGAN CHASE BANK NA		07/11/2025	08/26/2025	7.99
office supplies- name plate		CHOYT		
101-41310-50200	office supplies- name plate			7.99
J.P. MORGAN CHASE BANK NA		07/14/2025	08/26/2025	50.20
Office Supplies- coffee		CHOYT		
101-41310-50200	Office Supplies- coffee			50.20
J.P. MORGAN CHASE BANK NA		07/17/2025	08/26/2025	18.02
nameplates		CHOYT		
101-41120-50210	nameplates			18.02
J.P. MORGAN CHASE BANK NA		07/16/2025	08/26/2025	989.95
Gas Service Upgrades		CHOYT		
101-43100-50520	Gas Service Upgrades			989.95
J.P. MORGAN CHASE BANK NA		07/29/2025	08/26/2025	125.00
Fuel Cloud subscription		CHOYT		
101-43100-50212	Fuel Cloud subscription			125.00

J.P. MORGAN CHASE BANK NA	06/30/2025	08/26/2025	65.07
Phoenix Dog Food	CHOYT		
101-42260-50200	Phoenix Dog Food		65.07
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J.P. MORGAN CHASE BANK NA	07/03/2025	08/26/2025	104.30
Pub Ed Supplies 20.86	CHOYT		
101-42260-50345	Pub Ed Supplies 20.86		104.30
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J.P. MORGAN CHASE BANK NA	07/03/2025	08/26/2025	4.79
Hitch Pin	CHOYT		
101-42260-50200	Hitch Pin		4.79
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J.P. MORGAN CHASE BANK NA	07/03/2025	08/26/2025	28.49
Dead Bolts	CHOYT		
101-42260-50200	Dead Bolts		28.49
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J.P. MORGAN CHASE BANK NA	07/03/2025	08/26/2025	24.69
Safety Glasses	CHOYT		
101-42260-50200	Safety Glasses		24.69
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J.P. MORGAN CHASE BANK NA	07/03/2025	08/26/2025	34.98
Pulse Ox	CHOYT		
101-42260-50200	Pulse Ox		34.98
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J.P. MORGAN CHASE BANK NA	07/03/2025	08/26/2025	96.99
FAO Book	CHOYT		
101-42260-50208	FAO Book		96.99
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J.P. MORGAN CHASE BANK NA	07/03/2025	08/26/2025	52.51
Trailer Hitch Mount	CHOYT		
101-42260-50200	Trailer Hitch Mount		52.51
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J.P. MORGAN CHASE BANK NA	07/03/2025	08/26/2025	52.51
Pulse OX	CHOYT		
101-42260-50200 Pulse OX			52.51
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J.P. MORGAN CHASE BANK NA	07/06/2025	08/26/2025	39.23
Glove Box Holder	CHOYT		
101-42260-50200 Glove Box Holder			39.23
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J.P. MORGAN CHASE BANK NA	07/07/2025	08/26/2025	59.94
Glove Box Holder	CHOYT		
101-42260-50200 Glove Box Holder			59.94
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J.P. MORGAN CHASE BANK NA	07/08/2025	08/26/2025	5.98
Wooden Dowel	CHOYT		
101-42260-50345 Wooden Dowel			5.98
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J.P. MORGAN CHASE BANK NA	07/10/2025	08/26/2025	290.97
Pulse Oximeters and Wash brushes	CHOYT		
101-42260-50200 Pulse Oximeters and Wash brushes			290.97
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J.P. MORGAN CHASE BANK NA	07/11/2025	08/26/2025	745.26
Pulse Oximeters	CHOYT		
101-42260-50200 Pulse Oximeters			745.26
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J.P. MORGAN CHASE BANK NA	07/11/2025	08/26/2025	26.59
Tablet Mount	CHOYT		
101-42260-50200 Tablet Mount			26.59
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J.P. MORGAN CHASE BANK NA	07/11/2025	08/26/2025	131.28
Text Book	CHOYT		
101-42260-50208 Text Book			131.28
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J.P. MORGAN CHASE BANK NA	07/14/2025	08/26/2025	1,200.00

Collaboration Training	CHOYT		
101-42260-50208	Collaboration Training		1,200.00
J.P. MORGAN CHASE BANK NA	07/16/2025	08/26/2025	39.06
Chief Car Wash	CHOYT		
101-42260-50220	Chief Car Wash		39.06
J.P. MORGAN CHASE BANK NA	07/17/2025	08/26/2025	60.00
Officer Lunch Meeting	CHOYT		
101-42260-50207	Officer Lunch Meeting		60.00
J.P. MORGAN CHASE BANK NA	07/18/2025	08/26/2025	314.16
T-Mobile Cell Phone Invoice	CHOYT		
101-42260-50320	T-Mobile Cell Phone Invoice		314.16
J.P. MORGAN CHASE BANK NA	07/21/2025	08/26/2025	7.95
Calibration Solution	CHOYT		
101-42260-50200	Calibration Solution		7.95
J.P. MORGAN CHASE BANK NA	07/28/2025	08/26/2025	65.07
Phoenix Food	CHOYT		
101-42260-50200	Phoenix Food		65.07
J.P. MORGAN CHASE BANK NA	07/29/2025	08/26/2025	37.31
Sams Membership	CHOYT		
101-42260-50205	Sams Membership		37.31
J.P. MORGAN CHASE BANK NA	07/29/2025	08/26/2025	17.24
Training Treats	CHOYT		
101-42260-50200	Training Treats		17.24
J.P. MORGAN CHASE BANK NA	07/29/2025	08/26/2025	17.88
Bones	CHOYT		

101-42260-50200	Bones			17.88
J.P. MORGAN CHASE BANK NA		07/29/2025	08/26/2025	2,313.75
Minnesota Fire Certification Board	CHOYT			
101-42260-50208	Minnesota Fire Certification Board			2,313.75
J.P. MORGAN CHASE BANK NA		07/03/2025	08/26/2025	89.32
New Officer Training Meal	CHOYT			
101-42120-50331	New Officer Training Meal			89.32
J.P. MORGAN CHASE BANK NA		07/10/2025	08/26/2025	141.05
Field Training Supplies	CHOYT			
101-42120-50331	Field Training Supplies			141.05
J.P. MORGAN CHASE BANK NA		07/12/2025	08/26/2025	79.00
Credit Card Mistake	CHOYT			
101-49999-50430	Credit Card Mistake			79.00
J.P. MORGAN CHASE BANK NA		07/21/2025	08/26/2025	350.00
Crime Prevention Conference	CHOYT			
101-42120-50395	Crime Prevention Conference			350.00
J.P. MORGAN CHASE BANK NA		06/30/2025	08/26/2025	15.63
WATER SAMPLE POSTAGE	CHOYT			
601-49400-50322	WATER SAMPLE POSTAGE			15.63
J.P. MORGAN CHASE BANK NA		06/30/2025	08/26/2025	59.90
COMMS CABLE	CHOYT			
601-49400-50220	COMMS CABLE			59.90
J.P. MORGAN CHASE BANK NA		07/22/2025	08/26/2025	52.13
Plumbing Supplies	CHOYT			
601-49400-50220	Plumbing Supplies			52.13

J.P. MORGAN CHASE BANK NA	07/23/2025	08/26/2025	21.39
Postage	CHOYT		
601-49400-50322 Postage			21.39
J.P. MORGAN CHASE BANK NA	07/24/2025	08/26/2025	9.85
Postage	CHOYT		
601-49400-50322 Postage			9.85
J.P. MORGAN CHASE BANK NA	06/30/2025	08/26/2025	1.94
MN POST Service Fee	CHOYT		
101-42120-50208 MN POST Service Fee			1.94
J.P. MORGAN CHASE BANK NA	06/30/2025	08/26/2025	90.00
MN Post License Activation New Officer	CHOYT		
101-42120-50208 MN Post License Activation New Officer			90.00
J.P. MORGAN CHASE BANK NA	07/11/2025	08/26/2025	6.59
Office Supplies	CHOYT		
101-42120-50200 Office Supplies			6.59
J.P. MORGAN CHASE BANK NA	07/12/2025	08/26/2025	200.00
Invesitgation Data Management Software	CHOYT		
101-42120-50308 Invesitgation Data Management Software			200.00
J.P. MORGAN CHASE BANK NA	07/14/2025	08/26/2025	75.85
Training Meal	CHOYT		
101-42120-50331 Training Meal			75.85
J.P. MORGAN CHASE BANK NA	07/17/2025	08/26/2025	29.71
PD BBQ Supplies	CHOYT		
101-42120-50331 PD BBQ Supplies			29.71

J.P. MORGAN CHASE BANK NA	07/20/2025	08/26/2025	69.47
Office Supplies	CHOYT		
101-42120-50200 Office Supplies			69.47
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J.P. MORGAN CHASE BANK NA	07/21/2025	08/26/2025	35.25
Office Supplies	CHOYT		
101-42120-50200 Office Supplies			35.25
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J.P. MORGAN CHASE BANK NA	07/24/2025	08/26/2025	47.04
Office Supplies	CHOYT		
101-42120-50200 Office Supplies			47.04
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J.P. MORGAN CHASE BANK NA	06/30/2025	08/26/2025	2,400.00
FAO Registration	CHOYT		
101-42260-50208 FAO Registration			2,400.00
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J.P. MORGAN CHASE BANK NA	07/04/2025	08/26/2025	35.88
Chief Two Car Wash	CHOYT		
101-42260-50220 Chief Two Car Wash			35.88
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J.P. MORGAN CHASE BANK NA	07/08/2025	08/26/2025	243.36
True Fuel	CHOYT		
101-42260-50212 True Fuel			243.36
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J.P. MORGAN CHASE BANK NA	07/11/2025	08/26/2025	(600.00)
FAO Credit	CHOYT		
101-42260-50208 FAO Credit			(600.00)
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J.P. MORGAN CHASE BANK NA	07/14/2025	08/26/2025	47.98
Tools	CHOYT		
101-42260-50200 Tools			47.98
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J.P. MORGAN CHASE BANK NA	07/14/2025	08/26/2025	8.78

Nuts and Bolts	CHOYT		
101-42260-50200	Nuts and Bolts		8.78
J.P. MORGAN CHASE BANK NA	07/14/2025	08/26/2025	8.57
Refreshments	CHOYT		
101-42260-50207	Refreshments		8.57
J.P. MORGAN CHASE BANK NA	07/14/2025	08/26/2025	77.94
DEF Fluid	CHOYT		
101-42260-50212	DEF Fluid		77.94
J.P. MORGAN CHASE BANK NA	07/15/2025	08/26/2025	7.85
Fastner	CHOYT		
101-42260-50220	Fastner		7.85
J.P. MORGAN CHASE BANK NA	07/15/2025	08/26/2025	47.74
Seat Belt	CHOYT		
101-42260-50220	Seat Belt		47.74
J.P. MORGAN CHASE BANK NA	07/18/2025	08/26/2025	34.09
Fan Relay	CHOYT		
101-42260-50220	Fan Relay		34.09
J.P. MORGAN CHASE BANK NA	07/28/2025	08/26/2025	104.00
NREMT Test Fee	CHOYT		
101-42260-50208	NREMT Test Fee		104.00
J.P. MORGAN CHASE BANK NA	07/28/2025	08/26/2025	10.84
Lamp for Chief Two Truck	CHOYT		
101-42260-50220	Lamp for Chief Two Truck		10.84
J.P. MORGAN CHASE BANK NA	07/28/2025	08/26/2025	125.00
NREMT Practical Test Fee	CHOYT		

101-42260-50208	NREMT Practical Test Fee			125.00
J.P. MORGAN CHASE BANK NA		07/16/2025	08/26/2025	792.00
Event Supplies		CHOYT		
101-41910-50213	Event Supplies			792.00
J.P. MORGAN CHASE BANK NA		07/17/2025	08/26/2025	(17.81)
Event Supplies		CHOYT		
101-41910-50210	Event Supplies			(17.81)
J.P. MORGAN CHASE BANK NA		07/17/2025	08/26/2025	267.81
Event Supplies		CHOYT		
101-41910-50210	Event Supplies			267.81
J.P. MORGAN CHASE BANK NA		07/23/2025	08/26/2025	8.68
Rental Supplies		CHOYT		
101-41910-50210	Rental Supplies			8.68
J.P. MORGAN CHASE BANK NA		07/28/2025	08/26/2025	600.00
event Programming		CHOYT		
101-41910-50210	event Programming			600.00
J.P. MORGAN CHASE BANK NA		07/28/2025	08/26/2025	165.05
Program Supplies		CHOYT		
101-41910-50211	Program Supplies			165.05
J.P. MORGAN CHASE BANK NA		07/28/2025	08/26/2025	69.88
Program Supplies		CHOYT		
101-41910-50211	Program Supplies			69.88
J.P. MORGAN CHASE BANK NA		07/30/2025	08/26/2025	18.50
Program Supplies		CHOYT		
101-41910-50211	Program Supplies			18.50

J.P. MORGAN CHASE BANK NA	07/01/2025	08/26/2025	411.00
Elk River Utilities-May 2025	CHOYT		
101-43100-50230	Elk River Utilities-May 2025		411.00
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J.P. MORGAN CHASE BANK NA	07/01/2025	08/26/2025	353.19
Elk River Utilities-May 2025	CHOYT		
101-41910-50381	Elk River Utilities-May 2025		353.19
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J.P. MORGAN CHASE BANK NA	07/01/2025	08/26/2025	71.04
Elk River Utilities-May 2025	CHOYT		
602-49400-50381	Elk River Utilities-May 2025		71.04
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J.P. MORGAN CHASE BANK NA	07/01/2025	08/26/2025	64.05
Elk River Utilities-May 2025	CHOYT		
602-49400-50381	Elk River Utilities-May 2025		64.05
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J.P. MORGAN CHASE BANK NA	07/01/2025	08/26/2025	445.18
Elk River Utilities-May 2025	CHOYT		
601-49400-50381	Elk River Utilities-May 2025		445.18
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J.P. MORGAN CHASE BANK NA	07/01/2025	08/26/2025	127.44
Elk River Utilities-May 2025	CHOYT		
602-49400-50381	Elk River Utilities-May 2025		127.44
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J.P. MORGAN CHASE BANK NA	07/01/2025	08/26/2025	117.91
Elk River Utilities-May 2025	CHOYT		
101-45200-50381	Elk River Utilities-May 2025		117.91
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J.P. MORGAN CHASE BANK NA	07/09/2025	08/26/2025	247.49
CITY OF ANOKA-PED	CHOYT		
101-43100-50230	CITY OF ANOKA-PED		247.49
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J.P. MORGAN CHASE BANK NA	07/09/2025	08/26/2025	474.62
CITY OF ANOKA-PARK	CHOYT		
101-45200-50381	CITY OF ANOKA-PARK		474.62
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J.P. MORGAN CHASE BANK NA	07/09/2025	08/26/2025	71.08
CITY OF ANOKA-SIREN	CHOYT		
101-42130-50381	CITY OF ANOKA-SIREN		71.08
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J.P. MORGAN CHASE BANK NA	07/20/2025	08/26/2025	243.42
REPUBLIC; 16471 JUL 2025	CHOYT		
101-43100-50384	REPUBLIC; 16471 JUL 2025		243.42
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J.P. MORGAN CHASE BANK NA	07/20/2025	08/26/2025	162.51
REPUBLIC; 18461 JUN 2025	CHOYT		
101-41910-50384	REPUBLIC; 18461 JUN 2025		162.51
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J.P. MORGAN CHASE BANK NA	07/20/2025	08/26/2025	396.94
Republic; 12260 JUL 2025	CHOYT		
101-41810-50384	Republic; 12260 JUL 2025		396.94
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J.P. MORGAN CHASE BANK NA	07/20/2025	08/26/2025	198.47
Republic; 13700 JUL 2025	CHOYT		
101-43100-50384	Republic; 13700 JUL 2025		198.47
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J.P. MORGAN CHASE BANK NA	07/20/2025	08/26/2025	198.47
Republic; 13700 JUL 2025	CHOYT		
101-42120-50384	Republic; 13700 JUL 2025		198.47
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J.P. MORGAN CHASE BANK NA	07/20/2025	08/26/2025	40.00
CULLIGAN-16471 JUL 2025	CHOYT		
101-43100-50220	CULLIGAN-16471 JUL 2025		40.00
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J.P. MORGAN CHASE BANK NA	07/20/2025	08/26/2025	55.65

CULLIGAN-13700 ZANZIBAR-JUL	CHOYT		
101-42120-50220	CULLIGAN-13700 ZANZIBAR-JUL		55.65
J.P. MORGAN CHASE BANK NA	07/20/2025	08/26/2025	55.65
CULLIGAN-13700 ZANZIBAR-JUL	CHOYT		
101-43100-50220	CULLIGAN-13700 ZANZIBAR-JUL		55.65
J.P. MORGAN CHASE BANK NA	07/20/2025	08/26/2025	45.00
CULLIGAN; 12260 JUL 2025	CHOYT		
101-41810-50220	CULLIGAN; 12260 JUL 2025		45.00
J.P. MORGAN CHASE BANK NA	07/20/2025	08/26/2025	116.45
CULLIGAN;18461 JUN-JUL 2025	CHOYT		
101-41910-50220	CULLIGAN;18461 JUN-JUL 2025		116.45
J.P. MORGAN CHASE BANK NA	07/28/2025	08/26/2025	878.00
Clean sewer pipe	CHOYT		
101-41810-50220	Clean sewer pipe		878.00
JEFFREY ROGERS	08/18/2025	08/26/2025	450.00
DAC RENTAL DEPOSIT REFUND: EVENT 8.17.2025	CHOYT		
101-00000-21716	DAC RENTAL DEPOSIT REFUND: EVENT 8.17		450.00
JOHN CROTEAU	08/18/2025	08/26/2025	450.00
DAC RENTAL DEPOSIT REFUND: EVENT 8.16.2025	CHOYT		
101-00000-21716	DAC RENTAL DEPOSIT REFUND: EVENT 8.16		450.00
KHADIJAT	08/18/2025	08/26/2025	300.00
DAC RENTAL DEPOSIT REFUND: EVENT 8.16.2025	CHOYT		
101-00000-21716	DAC RENTAL DEPOSIT REFUND: EVENT 8.16		300.00
KWIK TRIP INC	08/18/2025	08/26/2025	138.36
PD; 514204/ CARWASH-FUEL JUL 2025	CHOYT		

101-42120-50220	PD; 514204/ CARWASH JUL 2025		56.73
101-42120-50212	FUEL; JUL 2025		81.63
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LYNDE & MCLEOD INC	08/11/2025	08/26/2025	4,412.20
YARD WASTE SITE ACTIVITY; JUL 2025	CHOYT		
101-43100-50224	PW; BRUSH REMOVAL-622.0		3,763.10
101-41650-50387	YARD WASTE DISPOSAL-LEAVE/GRASS-113.0		683.65
101-41650-50387	PW; YARD WASTE COMPOST REBATE		(34.55)
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LYNDE & MCLEOD INC	08/11/2025	08/26/2025	431.05
YARD WASTE SITE RENTAL; JUL 2025	CHOYT		
101-41650-50387	YARD WASTE SITE RENTAL; JUL		431.05
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MATTY J FILMS LLC	08/19/2025	08/26/2025	2,500.00
VIDEOGRAPHY, PHOTOGRAPHY & POST PRODUC`	CHOYT		
101-42120-50392	VIDEOGRAPHY, PHOTOGRAPHY & POST PROD.		2,500.00
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METROPOLITAN COUNCIL	08/08/2025	08/26/2025	51,586.39
177.22 MILLION GAL. WASTE WATER SERVICE SEI	CHOYT		
602-49400-50313	177.22 MILLION GAL. WASTE WATER SERVICE		51,586.39
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MINUTEMAN PRESS	08/20/2025	08/26/2025	467.58
CH; WINDOW ENVELOPES	CHOYT		
101-41810-50200	SUPPLIES-WINDOW ENVELOPES		467.58
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MONTICELLO ANIMAL CONTROL	08/12/2025	08/26/2025	110.00
PD; ANIMAL CONTROL JUN 2025	CHOYT		
101-42140-50308	PD; ANIMAL CONTROL JUN 2025		110.00
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MORETON CAPITAL MARKETS	08/19/2025	08/19/2025	3,000,000.00
WIRE TO MORETON CPTL FOR INVESTING	DBRUNETTE		
901-00000-10400	WIRE TO MORETON CPTL FOR INVESTING		3,000,000.00
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MUNICIPAL BUILDERS, INC	08/18/2025	08/26/2025	68,700.00
FIRE HOLDING TANK REMOVAL/REPLACEMENT CHOYT			
410-41900-50530 FIRE HOLDING TANK REMOVAL/REPLACEMENT			68,700.00
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NAGELL APPRAISAL & CONSULTING	08/12/2025	08/26/2025	6,000.00
113TH AVE TRUNK SEWER APPRAISALS CHOYT			
602-49400-50300 113TH AVE TRUNK SEWER APPRAISALS			6,000.00
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RITeway	08/07/2025	08/26/2025	262.29
CH; CITY CHECKS REORDER CHOYT			
101-41500-50200 CH; CITY CHECKS REORDER			262.29
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ROGERS TRUE VALUE	08/18/2025	08/26/2025	10.84
PW; REPAIR/MAINT. CHOYT			
101-43100-50220 PW; REPAIR/MAINT.			10.84
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STREICHERS, INC	08/18/2025	08/26/2025	338.99
PD; GENERAL UNIFORM- D.CEBULA CHOYT			
101-42120-50217 PD; GENERAL UNIFORM- D.CEBULA			338.99
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STREICHERS, INC	08/19/2025	08/26/2025	23.98
PD; UNIFORM-CEBULA CHOYT			
101-42120-50217 PD; UNIFORM-CEBULA			23.98
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STREICHERS, INC	08/20/2025	08/26/2025	21.99
PD;UNIFORM-D. CEBULA CHOYT			
101-42120-50217 PD;UNIFORM-D. CEBULA			21.99
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SUMMIT FIRE PROTECTION	08/20/2025	08/26/2025	2,080.00
PW; SPRINKLER WORK DEMO FROM OS&Y CHOYT			
101-43100-50520 PW; SPRINKLER WORK			2,080.00
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SYEDA RAHMAN	08/18/2025	08/26/2025	300.00

DAC RENTAL DEPOSIT REFUND: EVENT 8.16.2025	CHOYT		
101-00000-21716	DAC RENTAL DEPOSIT REFUND: EVENT 8.16		300.00
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TAPCO	08/19/2025	08/26/2025	14,376.61
SRTS ELECTRICAL EQUIPMENT	CHOYT		
414-41900-50530	SRTS ELECTRICAL EQUIPMENT		14,376.61
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TASC	08/18/2025	08/26/2025	39.59
COBRA ADMIN FEE; OCT 2025	CHOYT		
101-41810-50205	COBRA ADMIN FEE; OCT 2025		39.59
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TASC	08/19/2025	08/26/2025	184.20
PER EMPLOYEE FEE X20; OCT-DEC 2025	CHOYT		
101-41810-50205	PER EMPLOYEE FEE; OCT-DEC 2025		184.20
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THE MN PUBLIC TRANSIT ACCOCIATION	08/12/2025	08/26/2025	348.00
MEMBERSHIP DUES AUG 2025-JUL 2026	CHOYT		
101-41110-50205	MEMBERSHIP DUES AUG 2025-JUL 2026		348.00
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VERIZON WIRELESS	08/20/2025	08/26/2025	150.20
PW;CELL SERVICE;MCM SEWER JUL-AUG 2025	CHOYT		
602-49400-50321	PW;CELL SERVICE;MCM SEWER JUL-AUG		150.20
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WATER LABORATORIES, INC	08/08/2025	08/26/2025	679.50
WATER TESTING; JUL 2025	CHOYT		
601-49400-50300	WATER TESTING; JUL 2025		679.50
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XCEL ENERGY	08/11/2025	08/26/2025	25.75
51-0014444656-9;14748 CHESHIRE CT S.L. JUL 2	CHOYT		
101-43100-50230	51-0014444656-9;14748 CHESHIRE CT S.L.		25.75
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XCEL ENERGY	08/11/2025	08/26/2025	25.75
51-0014444653-6;14666 146TH AVE S.L.JUL 2025	CHOYT		

101-43100-50230	51-0014444653-6;14666 146TH AVE S.L.JUL		25.75
<hr/>			
XCEL ENERGY	08/11/2025	08/26/2025	23.64
51-0014423188-8;14678 146TH AVE ST LGT JUL 2 CHOYT			
101-43100-50230	51-0014423188-8;14678 146TH AVE ST LGT		23.64
<hr/>			
XCEL ENERGY	08/11/2025	08/26/2025	32.93
51-0013985527-8; CHESHIRE LGT; JUL 2025 CHOYT			
101-43100-50230	51-0013985527-8; CHESHIRE LGT; JUL		32.93
<hr/>			
XCEL ENERGY	08/11/2025	08/26/2025	22.68
51-6970693-8;17320 DAYTON SHED; JUL 2025 CHOYT			
101-45200-50381	51-6970693-8;17320 DAYTON SHED; JUL		22.68
<hr/>			
XCEL ENERGY	08/11/2025	08/26/2025	36.76
51-0013923150-3;HOLLY LN; JUL 2025 CHOYT			
101-43100-50230	51-0013923150-3;HOLLY LN; JUL		36.76
<hr/>			
XCEL ENERGY	08/11/2025	08/26/2025	54.23
51-0013433451-8;BROCKTON LGT; JUL 2025 CHOYT			
101-43100-50230	51-0013433451-8;BROCKTON LGT; JUL		54.23
<hr/>			
XCEL ENERGY	08/11/2025	08/26/2025	0.16
51-0014712973-2; 18160 SIREN; JUL 2025 CHOYT			
101-42130-50381	51-0014712973-2; 18160 SIREN; JUL 2025		0.16
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XCEL ENERGY	08/11/2025	08/26/2025	4,840.15
51-0011857801-8;PD/PW BLDG;JUL 2025 CHOYT			
101-42120-50381	51-0011857801-8;PD/PW BLDG;JUL		2,420.08
101-43100-50381	51-0011857801-8;PD/PW BLDG; JUL		2,420.07
<hr/>			
XCEL ENERGY	08/11/2025	08/26/2025	32.14
51-0013211437-0;SDL TRAIL LIFT; JUL 2025 CHOYT			

601-49400-50381	51-0013211437-0;SDL TRAIL LIFT; JUL		32.14
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XCEL ENERGY	08/11/2025	08/26/2025	32.70
51-0014297205-1;14641 U.PASS W/RH PKWY; JU CHOYT			
101-43100-50230	51-0014297205-1;14641 U.PASS W/RH PKWY;		32.70
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XCEL ENERGY	08/11/2025	08/26/2025	4,167.25
51-0013565432-4; 14695 RIVER/WELLHOUSE; JU CHOYT			
601-49400-50381	51-0013565432-4; 14695 RIVER/WELLHOUSE;		4,167.25
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XCEL ENERGY	08/13/2025	08/26/2025	49.47
51-0014473382-9 12000.5 W FRENCH LK JUL 2025 CHOYT			
459-43100-50300-2001	51-0014473382-9 12000.5 W FRENCH LK JUL		49.47
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XCEL ENERGY	08/13/2025	08/26/2025	33.31
51-0013433412-1 14500 HWY 94 JUL 2025 CHOYT			
101-43100-50230	51-0013433412-1 14500 HWY 94		33.31
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XCEL ENERGY	08/18/2025	08/26/2025	68.21
51-0013348079-5;14430 DAYTON RIVER; JUL-AUG CHOYT			
101-45200-50381	51-0013348079-5;14430 DAYTON RIVER		68.21
<hr/>			
XCEL ENERGY	08/19/2025	08/26/2025	4.27
51-5815803-3 F SIREN;JUL-AUG 2025 CHOYT			
101-42130-50381	51-5815803-3 F SIREN;JUL-AUG		4.27
<hr/>			
# of Invoices: 242	# Due: 214	Totals:	3,463,793.20
# of Credit Memos: 3	# Due: 3	Totals:	(837.80)
Net of Invoices and Credit Memos:			3,462,955.40
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* 4 Net Invoices have Credits Totalling:			(8,918.63)
<hr/>			
--- TOTALS BY PAYMENT CARD ACCOUNT ---			
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0843			76.21

0983	1,114.95
2363	411.93
2499	158.90
3028	4,773.56
3212	350.00
3240	1,904.11
3356	2,868.38
3926	5,836.00
4473	10,350.00
4983	1,107.99
5639	555.85
8767	309.37
9053	2,552.03

--- TOTALS BY FUND ---

101 - GENERAL FUND	91,470.05
225 - EDA	2,281.70
401 - CAPITAL EQUIPMENT	14,992.29
410 - CAPITAL FACILITIES	68,700.00
411 - DEVELOPER ESCROWS	2,453.75
414 - PAVEMENT MANAGEMENT AND IMPROVEMENTS	15,274.21
420 - LANDSCAPE ESCROWS	105,000.00
430 - TIF 20 GRACO 2	533.25
435 - TIF 16 SAND COMPANIES	533.25
436 - TIF 17 GRACO	533.25
438 - TIF 14 LIBERTY	533.25
459 - 2022 TIF STREET IMPROVEMENTS	6,468.22
477 - TIF 15 FRENCH LK IND PK	533.25
601 - WATER FUND	95,357.18
602 - SEWER FUND	58,291.75
901 - INVESTMENTS	3,000,000.00

--- TOTALS BY DEPT/ACTIVITY ---

00000 -	3,098,115.92
41110 - Council	675.44
41120 - Committees-Commissions	18.02
41310 - Administration	58.19
41500 - Finance	8,479.38
41640 - Legal Services	10,842.23
41650 - Recycling Services	1,080.15
41660 - Inspection Service	7.50
41710 - Plannning & Economic Dev	2,814.95
41810 - Central Services	5,410.34
41820 - Information Technology	1,749.66
41900 - General Govt	86,107.21
41910 - Activity Center	3,376.86
42120 - Patrol and Investigate	25,594.31
42130 - Emergency Mgmt	99.01
42140 - Animal Control	526.00
42260 - Fire Suppression	26,698.57
43100 - Public Works	28,036.30
45200 - Parks	1,153.35
49400 - Utilities	162,033.01
49999 - Contingency	79.00

ITEM:

Consideration of an Interim Use Permit for an Event Center with Accessory Wine Production Building at 17921 Dayton River Road

APPLICANT:

Jack Bernens, Thicket Hill Vineyard

PREPARED BY:

Hayden Stensgard, Planner II

BACKGROUND:

Jack Bernens, owner of Thicket Hill Vineyard, has submitted an application to the City for consideration of allowing an Interim Use Permit for an Event Center with Accessory Wine Production at 17921 Dayton River Road. This is the 4th Event Center applied for since the City adopted language allowing them in town in a specific capacity. The proposed event center would be associated with an existing vineyard on the property, with the plan to build a wine production facility on the same property in the future.

ANALYSIS:

Site Plan. *The property is located near the southwest corner of Lawndale Lane North and Dayton River Road. The overall property is currently 68.5 acres, with two single-family homes located on the property (1 was built in 2023, and the other is not occupied and will continue not to be occupied). This property could be subject to a replat in connection with a potential development to the west of this property, with a plan that the newly platted property would meet the code standard for event centers of 30 acres.* The proposed building location is situated on an existing ridge on the property with a proposed setback from the slope of 100 feet. The closest property line is over 300 feet from the building, and the nearest home to the north is roughly 800 feet away. The site plan includes a parking area with paved handicap stalls near the entrance, and gravel parking to the west of the building. Gravel is a permitted surface for parking stalls for event centers. The site plan proposes to utilize the existing access to the site off of Lawndale Lane North, and includes a winding driveway to access the building up on that hill. The driveway proposed is also gravel at a width of 24 feet. The driveway design will be subject to the review of the Fire Chief, ensuring no issues regarding emergency access to the building.

Building. The building footprint proposed is 10,726 square feet, with a total floor area of 14,002 square feet (first and second floor combined). The peak height of this building is 40.5 feet to the cupolas, and the main roof peak height of 34 feet 9 inches. The materials proposed for this building include a combination of LP siding, metal fascia, wood, stone, and an asphalt-shingled roof, providing for an aesthetically pleasing design. While the elevation drawings provided are not colored, the legend does provide what each material would look like, and the color of buildings is not something the City regulates. The materials are consistent with the zoning ordinance.

Parking. For Event Centers, the City Code requires one (1) stall per two (2) guests based on the maximum occupancy of the building.¹ On page one of the architectural plans, the maximum occupancy listed is 498 people, which would require at least 249 total spaces. The applicants are proposing an initial parking stall count of 111, showing there is additional space on site to accommodate 139 more

¹ [1001.051\(8\)](#)

parking stalls on site if needed. The proof of parking area shown on the site plan is a significant distance from the building, and the applicant has indicated that, when utilized, they would offer a shuttle service to patrons.

Landscaping. The applicant has not submitted a landscape plan for review; however the minor requirements in this situation, staff will work with the applicant to have them provide a landscaping plan at the time of the building permit. Being that the surrounding area on the property is farmed, the landscaping requirements for open space on the property will not be applicable. With that being said, the following requirements will need to be verified prior to building permit issuance:

- A 5-foot strip from the building edge must be treated with decorative ground cover and/or foundation plantings, except for garage/loading areas and pedestrian access areas.
- Plants shall be placed intermittently against long expanses of building walls, fences and other barriers to create a softening effect. Plantings shall also be proportionate to the height of the building.
- At least one (1) over-story tree shall be planted for every 10 parking stalls on site. The trees must be located within 10 feet of all parking areas. ²

CONSIDERATIONS:

Traffic:



The City's Engineering staff had pointed out the close proximity of the existing access that will be utilized on this property, with this interim use, the intersection of Lawndale Lane North and Dayton River Road. Roughly 135-145 feet. This could pose issues in the future related to stacking at that intersection when events on the property end, and patrons leave around the same time. While it is unknown at this time whether this problem will occur, the applicant should work with City staff to shift the access south of its existing location. The Planning Commission recommended that the access shift to the south now instead of waiting to see if problems arise. The applicants feel that this would not alleviate the problem, and provided exhibits attached to this report that show the potential stacking on Lawndale Lane with each scenario. The applicants are requesting this condition of relocating the access now be removed.

Parking:

The applicant is proposing an initial parking count of 111 spaces, with an area shown as proof of parking, totaling 250 spaces. The original plan showed a total proof of parking area of 63 spaces, but the applicants have since provided an updated plan showing that the code standard could be met on site if needed. This was at the request of the Planning Commission. The applicant plans to provide a shuttle service from the proof of parking area for events when needed to be utilized. Parking is an important factor for uses like this, and it is anticipated that if parking with the proposed stall count becomes an issue, there is enough

² [1001.24 Subd. 4\(3\)\(b\), \(c\), \(d\)](#)

space on the property to accommodate more spaces. The City shall reserve the right to require additional parking to be installed if problems arise. The applicants have stated that the 1 space per 2 occupants is comparatively more than what surrounding communities require. Staff is currently working on a comparison table in preparation for any necessary changes to the non-residential parking requirements for development.

Future Winery:

The applicant has noted to City staff, as well as shown on the site plan, that there is a location for a future wine production facility. The building, at most, would be open to the public for tours, but the wine tasting area and all other areas serving patrons are located within the event center building itself. Being that it is anticipated in the future, staff is recommending that the winery be included within this original approval, rather than requiring an amendment to the Interim Use Permit. Such a building is still subject to the building permit review process, and additional parking may be required at the time of construction. Setback requirements in the A-1 district will also apply.

Interim Use Permit Term:

To maintain consistency with the 2040 Comprehensive Plan's Sewer Staging Plan, staff originally recommended that the term of the Interim Use Permit expire after 25 years (August 26, 2050). The property is currently located within the "Post 2050" staging area of the staging plan. The applicant is requesting a term of 50 years (August 26, 2075). The Planning Commission agreed to allow this Interim Use Permit for 50 years at their recent meeting.

INTERIM USE PERMIT

Interim Uses are uses that are currently acceptable, but in the future may not be acceptable, whether that is due to land use designation on existing property that does not have services available, or another factor.³ Interim Use Permits are required to follow the same process as a Conditional Use Permit; the main difference is that Conditional Use permits run with the land they are granted on, and Interim Use Permits are subject to an identified timeline for the use to occur on a property. Upon review of Interim Use Permits, the Planning Commission and City Council are tasked with adopting findings, addressing the following:

1. The proposed use is consistent with the Comprehensive Plan and the purpose of the underlying zoning district.
2. The proposed use will not substantially diminish or impair property values within the immediate vicinity of the subject property.

³ [1001.23 Subd. 2\(1\)](#)

3. The proposed use will not be detrimental to the health, safety, morals or welfare of persons residing or working near the use.
4. The proposed use will not impede the normal and orderly development of surrounding property.
5. The proposed use will not create an undue burden on parks, schools, streets and other public facilities and utilities which serve or are proposed to serve the area.
6. The proposed use is adequately screened.
7. The proposed use will not create a nuisance, including but not limited to odor, noise, vibration, or visual pollution.
8. The proposed use will provide adequate parking and loading spaces, and all storage on the site is in compliance with this Subsection.
9. The proposed use will protect sensitive natural features.
10. The City Council may attach conditions to the permit, as it may deem necessary in order to lessen the impact of a proposed use, meet applicable performance standards and to promote health, safety and welfare.

A resolution has been drafted by staff addressing these findings and is attached to this report.

60/120-DAY RULE (IF APPLICABLE):

Application	60-Days	120-Days
June 30, 2025	August 29, 2025	October 28, 2025

RELATIONSHIP TO COUNCIL GOALS:

Preserving our Rural Character
Create a Sought After Community

PLANNING COMMISSION MEETING:

The Planning Commission held a public hearing at its August 7, 2025 regular meeting, with much of the conversation being focused on the parking and current access location. After discussion, the Planning Commission recommended approval of the Interim Use Permit request with the following changes to the conditions of approval:

- Extend the term of the Interim Use Permit from 25 years to 50 years.
- Shift the Lawndale Lane North access to the south of the agricultural building on site prior to operations beginning.
- Provide proof of parking showing that the code standard of 1 stall per 2 occupants can be met.

A Public Hearing notice was published in The Press on Thursday, July 24, 2025, and property owners within 500' were notified by mail.

RECOMMENDATION:

Staff recommends approval of the Interim Use Permit for an Event Center in the A-1, Agricultural District, subject to the conditions recommended by staff and the Planning Commission, and any other conditions the City Council may wish to add.

ATTACHMENT(S):

Resolution No. 53-2025, approving of the Interim Use Permit for an Event Center
Aerial Photo

Overall site plan

Architectural renderings and floor plans

Excerpts from Dayton Intersection Inventory and Safety Assessment Report

Applicant Updates Following the Planning Commission Meeting

Applicant Car Stacking Exhibits for Both Access Locations

Applicant-provided Parking Comparison to Surrounding Cities

City Engineer's Comment Letter, dated July 30th, 2025

Zoning Ordinance Sections on Event Centers and Interim Use Permits

RECOMMENDED CONDITIONS OF APPROVAL:

1. The applicant shall provide emergency contact information to the Police and Fire Departments and any other information they may need.
2. Upon the time the property is platted, the event center property shall still meet the 30-acre minimum. All parking on site shall still meet the 20-foot property line setback. The septic system shall meet the 200-foot property line setback.
3. The applicants have proposed 111 parking stalls to be created initially with the construction of the building and 139 additional parking stalls in the event that more parking is needed. The City reserves the right to require additional parking to be created on the property in the event that recurring issues arise related to parking demand.
4. There shall be no on-street parking associated with this property. All parking associated with this permit is required to be off-street.
5. The applicant shall shift the Lawndale Lane North access to the south side of the existing agriculture building on-site prior to the Certificate of Occupancy being received.
6. The applicant shall submit a lighting plan (photometric) subject to the City standards. All lighting shall be downcast with cutoffs installed, and shall be limited to .1 footcandles at the property line.
7. The applicant shall submit a landscape plan consistent with the landscaping requirements in the Zoning Ordinance and referenced in the staff report.
8. Overnight camping shall be prohibited.
9. The proposed driveway shall be constructed to the satisfaction of the Fire Chief, ensuring the ability to serve all areas of the property if needed.
10. The Interim Use Permit shall expire on August 26, 2075. At that time, the applicant has the ability to apply for a renewal of the permit.
11. The applicant shall comply with the City Engineer's comment letter, dated July 30, 2025.

RESOLUTION 53-2025

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

**RESOLUTION APPROVING AN INTERIUM USE PERMIT FOR AN
EVENT CENTER FOR THICKET HILL VINEYARD AT 17921 DAYTON RIVER ROAD**

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

WHEREAS, the Applicant Jack Bernens (Thicket Hill Vineyard) is requesting an Interim Use Permit for an Event Center, located at 17921 Dayton River Road, legally described as:

Legal Description: That Part Of The Southwest Quarter Of The Northeast Quarter Of Section 6, Township 120, Range 22, That Lies North Of The South 47.36 Feet, And That Part Of Government Lot 3, Section 6, Township 120, Range 22, Described As Follows: Beginning At The Southeast Corner Of Said Government Lot 3; Thence West Along The South Line To The Southwest Corner Thereof; Thence North Along The West Line Thereof To An Intersection With A Line Running Parallel With And Distant 150.00 Feet Southwesterly Of, As Measured At Right Angles To The Southwesterly Line Of County Road No 12; Thence Southeasterly Along Said Parallel Line, A Distance Of 365.93 Feet; Thence Northeasterly At Right Angles, A Distance Of 150.00 Feet To The Southwesterly Line Of County Road No. 12; Thence Southeasterly Along Said Southwesterly Line, A Distance Of 20.00 Feet; Thence Southwesterly, At Right Angles A Distance Of 150.00 Feet; Thence Southeasterly Parallel With Said Southwesterly Line Of Said County Road No. 12, A Distance Of 170.00 Feet; Thence Northeasterly At Right Angles A Distance Of 150.00 Feet To The Southwesterly Line Of County Road No. 12; Thence Southeasterly Along Said Southwesterly Line To The East Line Of Government Lot 3; Thence South Along Said East Line To The Point Of Beginning, Except The South 47.36 Feet Of Said Government Lot 3.

WHEREAS, City staff studied the matter, made a report, and provided other information to the Planning Commission and City Council; and,

WHEREAS, the Planning Commission considered the request and held a public hearing at its August 7, 2025 meeting, and recommended approval. A Public Hearing Notice was published by The Press on July 24, 2025, and mailed to property owners within 500' of the subject properties; and,

WHEREAS, the City Council reviewed the application at their August 26, 2025. The Applicant was present for the City Council's discussion; and,

NOW, THEREFORE, based upon the Staff Report, Planning Commission recommendation, and in consideration of public testimony, the City Council makes the following findings:

FINDINGS

1. The properties are guided Low Density Residential in the 2040 Comprehensive Plan (2040 Comprehensive Plan; Chapter 5 Land Use; Figure 3: Future Land Use Map).

2. The properties are zoned A-1 Agricultural. *Event Centers* are an Interim Use (City Code 1001.05, Subd 12 (Table 5.1)).
3. Consistent with City Code 1001.051, Subd 1 (*Event Centers*), the DECISION, and Conditions of Approval listed, address requirements for the Event Center.
4. Consistent with City Code 1001.23, Subd 1(e) (*Conditional Use Permits; Process*), the City Council has considered the criteria for granting a Conditional Use Permit to be applicable to this Interim Use Permit:

- a. The proposed use is consistent with the Comprehensive Plan and the purpose of the underlying zoning district.

Finding: *The Event Center is consistent with the Comprehensive Plan and the A-1 Zoning District, as an Interim Use.*

- b. The proposed use will not substantially diminish or impair property values within the immediate vicinity of the subject property.

Finding: *The Event Center will have no demonstrable impact to property values.*

- c. The proposed use will not be detrimental to the health, safety, morals, or welfare of persons residing or working near the use.

Finding: *The Event Center will have no detrimental effect on persons residing or working in the area. The Event Center is located in an agricultural area of the city that includes a large separation of land from surrounding single-family homes.*

- d. The proposed use will not impede the normal and orderly development of surrounding property.

Finding: *The Event Center is located on land guided by the 2040 Staging Plan for sewer in 2040 and Post 2050. The Event Center will not impede development as an interim use.*

- e. The proposed use will not create an undue burden on parks, schools, streets, and other public facilities and utilities which serve or are proposed to serve the area.

Finding: *The Event Center will not create a burden on public facilities. Traffic concerns will continue to be monitored and addressed through the conditions of approval if problems arise.*

- f. The proposed use is adequately screened.

Finding: *The Event Center activities are separated from the nearest home (home not associated with the Dehn family) by about 800 feet. Existing screening and additional screening of parking facilities will be adequate. Due to the elevation differences of the location of the building to the surrounding area. It is anticipated the building will be visible from adjacent public streets (Lawndale Lane North and Dayton River Road).*

- g. The proposed use will not create a nuisance, including but not limited to odor, noise, vibration or visual pollution.

Finding: *The Event Center will create nuisances that are manageable considering its location. Such nuisances may not be appropriate as the area develops and the population increases. This is the reasoning for an Interim Use.*

- h. The proposed use will provide adequate parking and loading spaces, and all storage on the site is in compliance with this Subsection.

Finding: *The Event Center, as deemed by the Planning Commission and City Council, provides adequate parking for the use. The property has substantial area for additional parking if deemed necessary. Through the conditions of approval, the City reserves the right to require additional parking if problems arise.*

- i. The proposed use will protect sensitive natural features.

Finding: *The Event Center is located on tilled land, and is preserving the substantial grade changes on the property.*

- j. The City Council may attach conditions to the permit, as it may deem necessary in order to lessen the impact of a proposed use, meet applicable performance standards, and to promote health, safety, and welfare.

DECISION

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Dayton, based upon the information received and the above Findings, that the City Council does hereby **Approve** the Applicant's request for an Interim Use Permit for an Event Center and Accessory Wine Production Facility in the A-1, Agricultural District. The Applicant shall meet the following conditions to the satisfaction of the City:

1. The applicant shall provide emergency contact information to the Police and Fire Departments and any other information they may need.
2. Upon the time the property is platted, the event center property shall still meet the 30-acre minimum. All parking on site shall still meet the 20-foot property line setback. The septic system shall meet the 200-foot property line setback.
3. The applicants have proposed 111 parking stalls to be created initially with the construction of the building and 139 additional parking stalls in the event that more parking is needed. The City reserves the right to require additional parking to be created on the property in the event that recurring issues arise related to parking demand.
4. There shall be no on-street parking associated with this property. All parking associated with this permit is required to be off-street.
5. The applicant shall shift the Lawndale Lane North access to the south side of the existing agriculture building on-site prior to the Certificate of Occupancy being received.
6. The applicant shall submit a lighting plan (photometric) subject to the City standards. All lighting shall be downcast with cutoffs installed, and shall be limited to .1 footcandles at the property line.
7. The applicant shall submit a landscape plan consistent with the landscaping requirements in the Zoning Ordinance and referenced in the staff report.
8. Overnight camping shall be prohibited.
9. The proposed driveway shall be constructed to the satisfaction of the Fire Chief, ensuring the ability to serve all areas of the property if needed.

10. The Interim Use Permit shall expire on August 26, 2075. At that time, the applicant has the ability to apply for a renewal of the permit.
11. The applicant shall comply with the City Engineer's comment letter, dated July 30, 2025.

Mayor Dennis Fisher

ATTEST:

City Clerk Amy Benting

Motion by _____, Second by _____

Resolution ***Approved***

MOTION DECLARED PASSED



Hennepin County Locate & Notify Map

Date: 7/24/2025



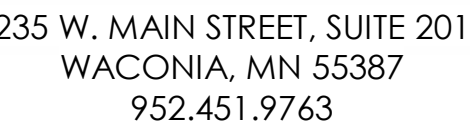
Buffer Size:

Map Comments:

0 205 410 820 Feet
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This data (i) is furnished 'AS IS' with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this data.

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



THICKET HILL EVENT
CENTER
INTERIM USE PERMIT
SUBMITTAL

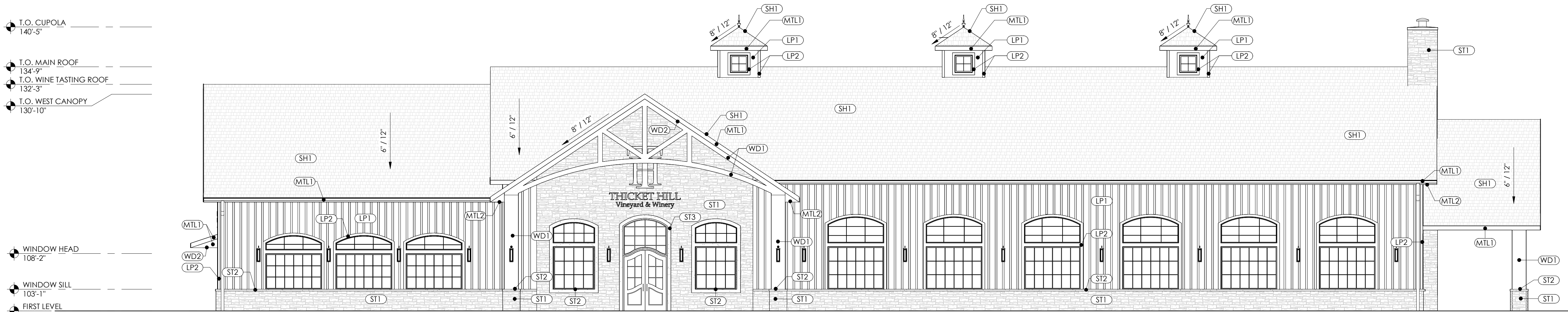
JENNIFER KAEDING, AIA
51456 7/17/25
REGISTRATION # DATE

[illegible]

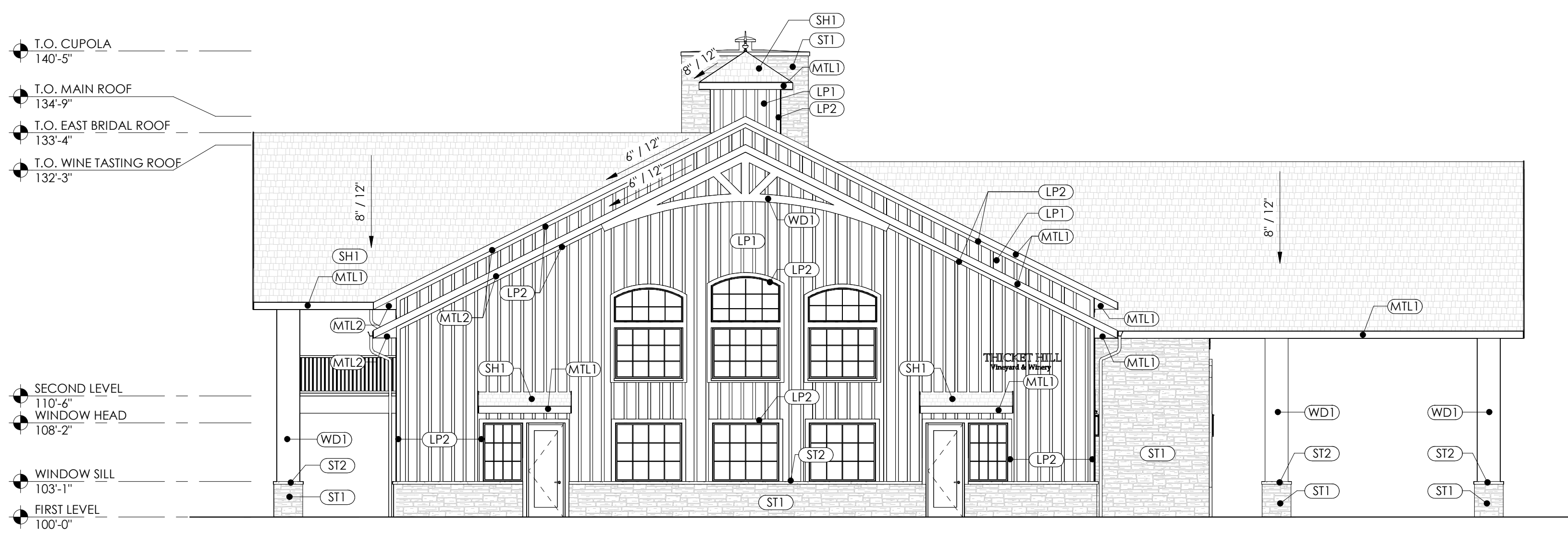
A201

3





1 WEST ELEVATION
A300 1/8" = 1'-0"



2 NORTH ELEVATION
A300 1/8" = 1'-0"

EXTERIOR MATERIAL SCHEDULE	
COMPOSITE	
(LP1)	LP SIDING DIAMOND KOTE OR SIMILAR 12" VERTICAL SIDING W/ 3" BATTEN TRIM COLOR: SITE FINISHED WHITE
(LP2)	LP TRIM DIAMOND KOTE OR SIMILAR 4" STANDARD TRIM COLOR: SITE FINISHED WHITE
STONE	
(ST1)	STONE CULTURED STONE COUNTRY LEDGESTONE; ASHFALL
(ST2)	STONE SILL CULTURED STONE SILL COLOR: CHAMPAGNE
(ST3)	STONE TRIM CULTURED STONE TRIM COLOR: CHAMPAGNE FORMED AROUND DOOR FRAME & ROUND TOP WINDOW
METAL	
(MTL1)	METAL FASCIA PAC-CLAD OR EQUAL COLOR: MATTE BLACK
(MTL2)	METAL SOFFIT PAC-CLAD OR EQUAL PAC-850 SOFFIT, 6" O.C.; VEE GROOVE COLOR: MATTE BLACK
ASPHALT	
(SH1)	ASPHALT SHINGLE TIMBERLINE SHINGLES OR SIMILAR COLOR: CHARCOAL
WOOD	
(WD1)	WOOD - TREATED STAINED SHERWIN WILLIAMS; WOODSCAPES SEMI-TRANSPARENT
(WD2)	WOOD SOFFIT PINE 1"x4" TONGUE & GROOVE SOFFIT TO MATCH (WD1)

PROJECT INFORMATION:

THICKET HILL EVENT
CENTER
INTERIM USE PERMIT
SUBMITTAL

17501 DAYTON RIVER RD
DAYTON, MN 55327

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION,
OR REPORT WAS PREPARED BY ME OR UNDER MY
DIRECT SUPERVISION AND THAT I AM A DULY
LICENSED ARCHITECT UNDER THE LAWS OF THE
STATE OF MINNESOTA.

JENNIFER KAEDING, AIA
51456 7/17/25
REGISTRATION # DATE

ISSUE RECORD:

07/17/25 IUP SUBMITTAL

PROJECT: THICKET HILL

DATE: 07/17/25

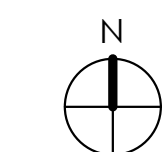
DRAWN BY: BBAKER

CHECKED BY: JKAEDING

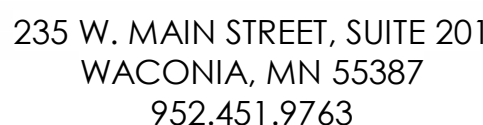
SHEET NAME:

EXTERIOR ELEVATIONS

SHEET NUMBER:



A300



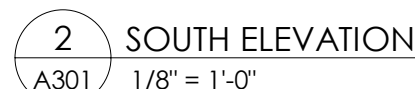
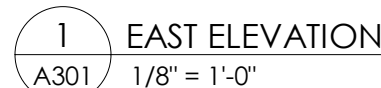
THICKET HILL EVENT
CENTER
INTERIM USE PERMIT
SUBMITTAL

STATE OF MINNESOTA

 JENNIFER KAEDING, AIA

 S1456 7/17/25
 REGISTRATION # DATE

07/17/25 IUP SUBMITTAL

[illegible]

EXTERIOR MATERIAL SCHEDULE	
COMPOSITE	
	(LP1) LP SIDING DIAMOND KOTE OR SIMILAR 1 1/2" VERTICAL SIDING W/ 3" BATTEN TRIM COLOR: SITE FINISHED WHITE
	(LP2) LP TRIM DIAMOND KOTE OR SIMILAR 4" STANDARD TRIM COLOR: SITE FINISHED WHITE
STONE	
	(ST1) STONE CULTURED STONE COUNTRY LEDGESTONE; ASHFALL
	(ST2) STONE SILL CULTURED STONE SILL COLOR: CHAMPAGNE
	(ST3) STONE TRIM CULTURED STONE TRIM COLOR: CHAMPAGNE FORMED AROUND DOOR FRAME & ROUND TOP WINDOW
METAL	
	(MTL1) METAL FASCIA PAC-CLAD OR EQUAL COLOR: MATTE BLACK
	(MTL2) METAL SOFFIT PAC-CLAD OR EQUAL PAC-850 SOFFIT, 6" O.C. VEE GROOVE COLOR: MATTE BLACK
ASPHALT	
	(SH1) ASPHALT SHINGLE TIMBERLINE SHINGLES OR SIMILAR COLOR: CHARCOAL
WOOD	
	(WD1) WOOD - TREATED STAINED SHERWIN WILLIAMS; WOODSCAPES SEMI-TRANSPARENT
	(WD2) WOOD SOFFIT PINE 1"x4" TONGUE & GROOVE SOFFIT TO MATCH (WD1)

DAYTON INTERSECTION INVENTORY AND SAFETY ASSESSMENT

Detailed Analysis

The intersection of CSAH 81 with Brockton Lane nearly one mile to the west recently received a signal upgrade and intersection improvements that may be adopted at CSAH 81 and Dayton Parkway. The signal hardware may be upgraded to include four-section signal heads with flashing yellow arrows on all approaches. This configuration provides flexibility in allowing only protected left turns on the desired approaches, as currently in place for eastbound and westbound lefts, but also allows permissive lefts during off-peak times. Maintaining protected eastbound and westbound lefts during peak times are expected to result in 1% to 11% fewer total crashes compared to also allowing permissive lefts. For the northbound and southbound lefts, these flashing yellow arrows are expected to reduce left turn crashes by 16% according to CMF ID: 7696. Additionally, since the railroad crossing is adjacent to the intersection, adding a dynamic “no right turn” sign facing the eastbound right turn would increase driver awareness that a train is about to cross. If railroad pre-emption is not currently implemented into the signal, then it is recommended so crossing trains can communicate with the controller and stop conflicting phases/activate the dynamic sign. Although the warrant analysis indicates that either a signal or a roundabout is warranted, there is no significant concern that would suggest the intersection control be changed to a roundabout and thus signal control should be maintained.

A significant improvement to increase pedestrian crossing safety would be to widen the CSAH 81 approaches to accommodate a ten-foot median and provide refuge for pedestrians in the west leg crosswalk. This reduces the number of lanes pedestrians must cross at once and protects pedestrians who do not complete the crossing within the pedestrian phase. Medians with refuges at intersections are shown to reduce pedestrian crashes by 46% according to the PSC. A pedestrian activated pushbutton should be placed in the refuge to allow reactivation of the pedestrian phase in this scenario. An additional improvement may be to extend the median on the south leg to provide refuge for that crosswalk. This may require shifting the crosswalk to the south and modifying ramps in each quadrant, which also shortens the northbound storage length between the railroad crossing and the stop bar.

Since additional roadside active transportation facilities are planned at the intersection, appropriate crossing treatments including ADA compliant ramps, crosswalks, pedestrian signals, and pushbuttons should be included when the paths are constructed.

4.5 DAYTON RIVER ROAD & LAWNDAL E LANE

4.5.1 Existing Conditions

Dayton River Road (CSAH 12) & Lawndale Lane is a four-leg, TWSC intersection with approximately 35 degrees of skew. All approaches have a single lane. Dayton River Road has a 50-mph posted speed limit in both directions and Lawndale Lane has a 40-mph posted speed limit on the south leg and an unposted statutory 30-mph speed limit on the north leg. The north leg of Lawndale Lane is privately owned and serves only a few residential properties. The environment surrounding the intersection is more rural.

Lighting is not present at the intersection. A future regional shared-use path will run along the north side of the intersection and cross the north leg and roadside shared-use path is proposed on the south and east sides, connecting to future community trail in the southwest quadrant. A relatively significant embankment and house in the northeast quadrant as well as horizontal curvature on Dayton River Road



DAYTON INTERSECTION INVENTORY AND SAFETY ASSESSMENT

Detailed Analysis

creates sight challenges for the southbound approach. Two crashes occurred between 2018 and 2022, both were run-off-road crashes.

4.5.2 Analysis Results

Safety Analysis

The crash rate and FAR rate at the intersection based on the five-year crash data yielded a CI of 0.53 and 0.00, respectively. The IHSDM expected crash rate and FAR rate yielded a CI of 0.49 and 0.08, respectively, which more closely represents a statistical average of crash occurrence at the intersection.

The crash data only includes two run-off-road crashes, which are not necessarily attributed to the intersection. The resulting crash rates were not particularly abnormal. The blocked sight lines due to the embankment in the northeast quadrant, the horizontal curve, and the skew increase the risk of crashes.

Warrant Analysis

The intersection does not meet any signal warrants or multiway stop warrants examined under seasonally adjusted 2024 traffic volumes.

Capacity Analysis

Under seasonally adjusted 2024 traffic volumes, the lowest operating movements at the intersection are northbound on Lawndale Lane at LOS B in the AM and PM with minimal 95th percentile queues. Under forecasted 2044 traffic volumes, the northbound movements remain at LOS B in the AM and PM with minimal queues. Left turns on Dayton River Road perform at LOS A in all scenarios with minimal queues.

4.5.3 Potential Improvements

Although the expected total crash CI for the intersection is less than 1.00, improvements to intersection geometry can reduce the risk of crashes. It should be noted that the County plans to perform a M&O of Dayton River Road in 2024.

The sight line for the southbound approach looking left is inadequate for either the 425-foot stopping sight distance (SSD) or right turning intersection sight distance (ISD) for 50 mph due to the curvature of Dayton River Road and the embankment in the northeast quadrant. The sight line may be improved by cutting into the embankment or installing a retaining wall to remove the obstruction, reducing the risk of intersection related crashes on that approach.

The intersection is skewed approximately 35 degrees. Removing intersection skew can increase vehicle safety for TWSC intersections by improving sight lines, which is expected to which is expected to reduce total crashes by 40% and fatal/injury crashes by 17%. The most feasible way to remove skew at the intersection is to realign the north and south legs to join Dayton River Road perpendicularly, creating offset intersections. While offset intersections are generally not preferable, the north leg of Lawndale Lane is very low volume and has similar characteristics to a driveway. Additionally, while an intersection



DAYTON INTERSECTION INVENTORY AND SAFETY ASSESSMENT

Detailed Analysis

spacing of 425 feet would be desirable to match the SSD for 50 mph, a spacing of 1/8 mile or 330 feet is proposed to minimize property impacts and could be reasonably adequate for the low volume north leg.

Since a regional shared-use path and other roadside active transportation facilities are planned at the intersection, appropriate crossing treatments including ADA compliant ramps, crosswalks, and warning signage should be included when these paths are constructed. Additionally, should they be warranted based on MnDOT TEM Chapter 13 and engineering judgement, RRFBs should also be installed at uncontrolled crossings. Lighting is also currently absent from the intersection and should be considered for installation in at least one quadrant to cover the intersection.

4.6 FERNBROOK LANE & RUSH CREEK PARKWAY/ELM CREEK ROAD

4.6.1 Existing Conditions

Fernbrook Lane (CSAH 121) & Rush Creek Parkway/Elm Creek Road (CR 202) is a four-leg, TWSC intersection. Fernbrook Lane has one left turn, one through, and one right turn lane and has a 55-mph posted speed limit in both directions. The southbound left turn lane is offset. Rush Creek Parkway on the west leg has a through-left turn lane and a right turn lane and a 30-mph posted speed limit. Elm Creek Road on the east leg has a single lane approach and a 35-mph posted speed limit. The south and west legs are divided by a median.

Lighting is not present at the intersection. A shared use path is present in the southwest and southeast quadrants running along the south side of Rush Creek Parkway and Elm Creek Road. The path has pedestrian ramps and median refuge, but no marked crosswalk spanning the south leg. Future upgrades to the shared-use path are desired and expansion of path on all quadrants, including regional trail in the southeast quadrant. The Elm Creek Park Reserve occupies the southeast quadrant, and thus are subject to Land and Water Conservation Act (LAWCON) restrictions. Existing development is under construction in west on Rush Creek Parkway and is anticipated to result in increased volume at the intersection. Five crashes occurred between 2018 and 2022, four angle/left turn crashes and one rear end crash, although Rush Creek Parkway was recently constructed, and volumes were low during that period.

4.6.2 Analysis Results

Safety Analysis

The crash rate and FAR rate at the intersection based on the five-year crash data yielded a CI of 0.72 and 0.00, respectively. The IHSDM expected crash rate and FAR rate yielded a CI of 0.92 and 0.25, respectively, which more closely represents a statistical average of crash occurrence at the intersection. In the past five years, residential development to the west on Rush Creek Parkway been constructed, leading to significant volume increases and travel pattern changes at the intersection, thus the IHSDM predicted crash rate (not considering crash data) was examined and yielded a total crash CI of 1.36 and a FAR CI of 0.31. The number of crashes and potentially the crash rate are expected to increase with the continued development to the west.



DAYTON INTERSECTION INVENTORY AND SAFETY ASSESSMENT

Conclusions

Add median refuge to CSAH 81 approaches	\$2,449,400	Safety: Unquantified ped benefits potential B/C: N/A	Not recommended due to cost. Not a significant existing ped crash risk. May be considered with CSAH 81 capacity improvements.
Dayton River Road & Lawndale Lane			
Regrade embankment	\$91,100	Safety: Unquantified veh benefits potential B/C: N/A	Not a significant existing crash risk. Recommended if feasible and realignment does not occur.
Realign Lawndale Lane approaches	\$727,600	Safety: \$257,364 B/C: 0.35	Not a significant existing crash risk. Consider if crash risk worsens or volumes increase.
Fernbrook Lane & Rush Creek Parkway/Elm Creek Road			
Roundabout with eastbound bypass	\$2,161,100	Safety: \$4,912,300 Ops: \$3,981,254 Total: \$8,893,554 B/C: 4.12	Significantly improves safety and future operations. Recommended. Provides safest ped crossing with RRFB.
Traffic signal	\$668,900	Safety: \$1,762,875 Ops: \$2,284,554 Total: \$4,047,430 B/C: 6.05	Significantly improves safety and future operations. Recommended if roundabout is not feasible and only when signal warrants are met.
Dayton Parkway & Territorial Road/Holly Lane			
RRFB on existing Dayton Parkway crossing	\$30,100	Safety: Unquantified ped benefits potential B/C: N/A	Recommended to improve crossing safety across Dayton Parkway until signal is considered
Traffic signal	\$668,900	Safety: \$1,119,385 Ops: -\$942,284 Total: \$177,101 B/C: 0.26	Operations disbenefit from slowing mainline traffic. Not a significant existing crash risk. Consider when development warrants installation.
CSAH 81 & Troy Lane			
Eastbound left turn lane	\$652,600	Safety: \$0 Ops: -\$55,747 Total: -\$55,747 B/C: N/A	Not recommended. Not a significant existing crash risk and safety benefit due to adequate sight. Consider changes with CSAH 81 capacity improvements.
CSAH 81 & Territorial Road			
Eastbound left turn lane	\$918,500 (includes work to relocate)	Safety: \$0 Ops: \$3,100,229 Total: \$3,100,229 B/C: 3.38	Already considered with adjacent roundabout project, construct concurrently. Not a significant existing crash risk and safety benefit due to adequate sight. Consider other changes with CSAH 81 capacity improvements.
South Diamond Lake Road & Pineview Lane			
Single lane roundabout	\$2,329,000	Safety: \$1,520,526 Ops: \$1,356,991 Total: \$2,877,517 B/C: 1.24	Not a significant existing crash risk or capacity issues. Improves safety and may be considered. Accommodates ped crossings.

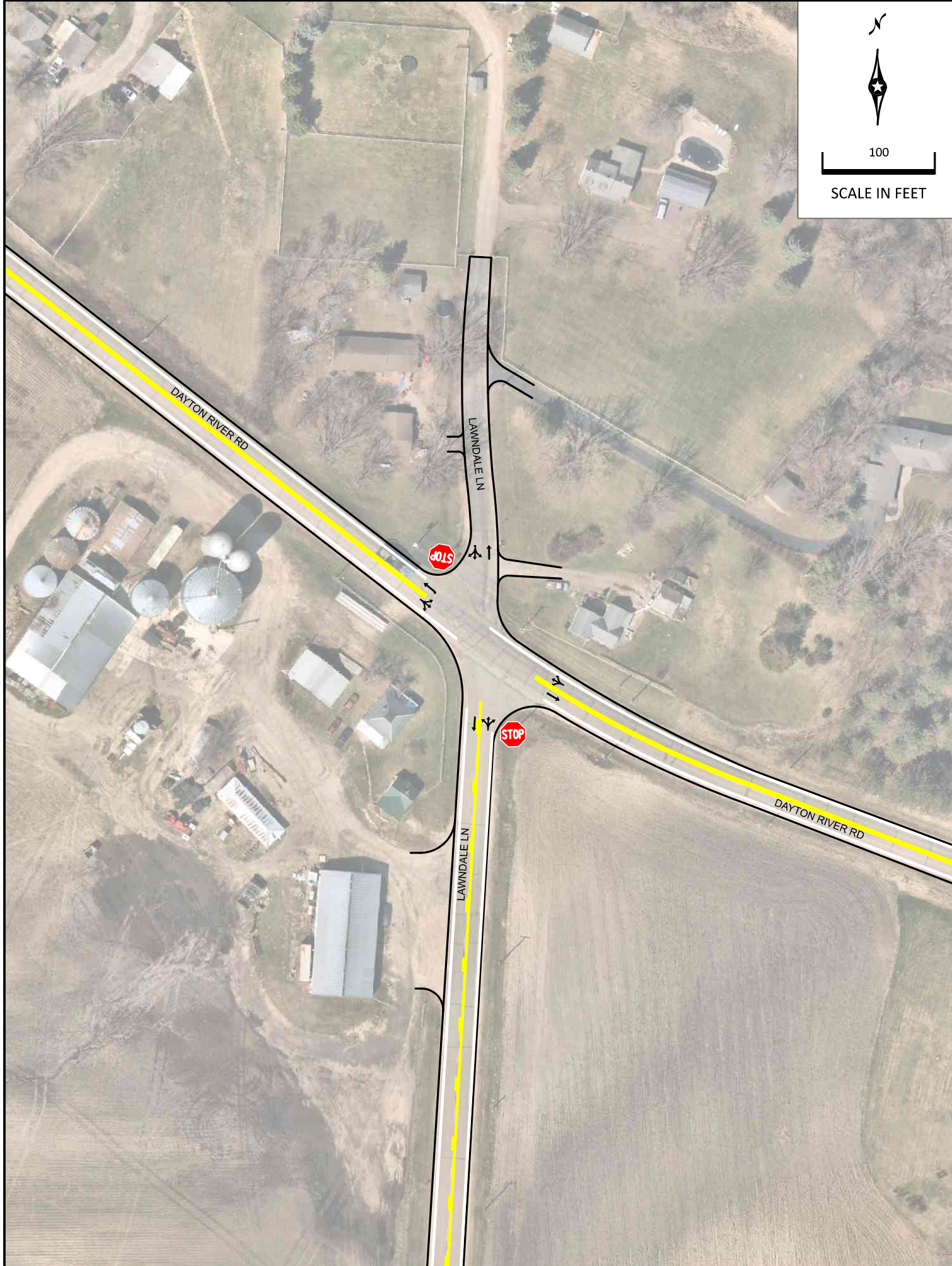



DAYTON INTERSECTION INVENTORY AND SAFETY ASSESSMENT

Conclusions

- **Dayton River Road & Lawndale Lane** – There is not a significant existing crash risk associated with the skew or sightlines at this intersection. Ultimately, the Lawndale Lane approaches would benefit from realignment, creating perpendicular offset intersections, but this should be considered as crash risk worsens or volumes increase due to cost and property impacts. To improve sight on the southbound approach, the embankment should be regraded and retaining wall installed if it is considered feasible and realignment is not set to occur soon. Lighting should also be considered in at least one quadrant of the intersection(s).
- **Fernbrook Lane & Rush Creek Parkway/Elm Creek Road** – Due to the increasing residential development currently planned along Rush Creek Parkway, safety risk and capacity issues are expected to increase. A roundabout should be considered at this intersection to improve safety and operations of vehicles and the Fernbrook Lane pedestrian crossing with RRFB. A dedicated northbound left turn lane is necessary for acceptable future operations. An eastbound right turn bypass may be considered but is not necessary to operate acceptably. A traffic signal also provides these benefits and should be considered due to requiring less disruption and pavement construction to install, however the signal should only be considered if it meets warrants. Lighting should also be considered in at least one quadrant of the intersection.
- **Dayton Parkway & Territorial Road/Holly Lane** – Pedestrian crossing safety would benefit from the installation of an RRFB on the Dayton Parkway crossing. While the existing crash risk and capacity issues are not significant, additional improvements may be considered in the future and the intersection should be monitored. A consider a traffic signal if significant development occurs near the intersection and signal warrants are met. This also provides pedestrian crossing opportunity and the RRFB should be removed with the installation.
- **CSAH 81 & Troy Lane** – While removing the bypass lane and replacing it with a dedicated left turn lane is preferable for an urbanizing area and creates consistency for left turns across the corridor, it is not shown to provide significant safety benefit if installed independently. There is no significant existing crash risk due to adequate sight on CSAH 81 and limited conflict with bypassing vehicles and Troy Lane vehicles. Consider other changes to this intersection when CSAH 81 capacity improvements take place. Monitor for increased safety or capacity issues.
- **CSAH 81 & Territorial Road** – Removing the bypass lane and replacing it with a dedicated left turn lane will be considered with the adjacent Territorial Road roundabout project when that occurs, which is preferable for an urbanizing area and creates consistency for left turns across the corridor. While it shows operational benefit, it is not shown to provide significant safety benefit if installed independently. There is no significant existing crash risk due to adequate sight on CSAH 81 and limited conflict with bypassing vehicles and Territorial Road vehicles. Consider other changes to this intersection when CSAH 81 capacity improvements take place. Monitor for increased safety or capacity issues.





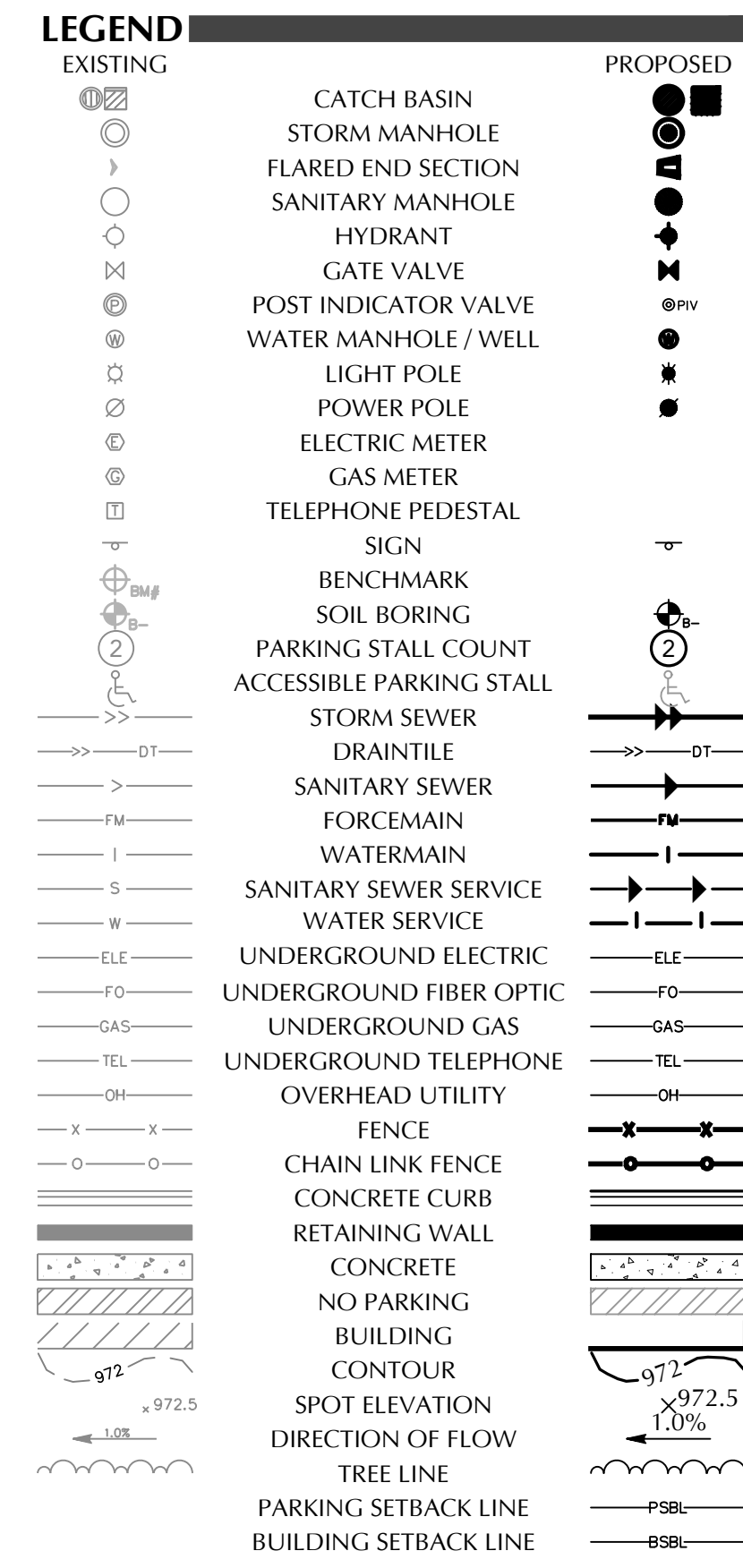


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SCALE IN FEET

Thicket Hill IUP

1. Requested updates from Planning Commission meeting 8/7/2025
 - a. Proof of parking to 249 parking stalls. New site plan has 250
 - b. Enlarged Lot and Block for event center so buffer can be added at later date if Out lot A is ever developed. New site plan shows 35 acres, up from 30 acres. We move the proposed lot and block line 200 ft to the west.
 - c. Look at moving access from Lawndale to the south. We investigated this and we believe the most we can move the access because of topography would be approximately 100 -150 ft. We wanted to show two diagrams on how cars would stack on Lawndale based on access location for your consideration. One shows the car stacking with exiting Lawndale access the other is moving Lawndale access 100 ft to south. We believe the stacking issue worsens if access is moved south. Keeping access at its current location would lead to more vehicles stacking on our property compared to Lawndale.
2. Request for the Planning Commission and City council to revisit and modify the parking stall requirement for event centers in Dayton. We supplied several local ordinances on assembly gatherings. Typically, there is one parking stall allocated for every three to four individuals. The current Dayton ordinance is one stall per 2 individuals.



CALL BEFORE YOU DIG!

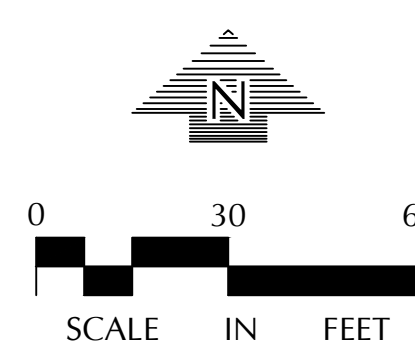
Gopher State One Call

TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1146

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES 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 CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.



I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION,
OR REPORT WAS PREPARED BY ME OR UNDER MY
DIRECT SUPERVISION AND THAT I AM A DULY
LICENSED PROFESSIONAL ENGINEER UNDER THE
LAWS OF THE STATE OF MINNESOTA.

JOHN H. H. WEBBER, PE
5/10/92 XX/XX/XX
REGISTRATION # DATE

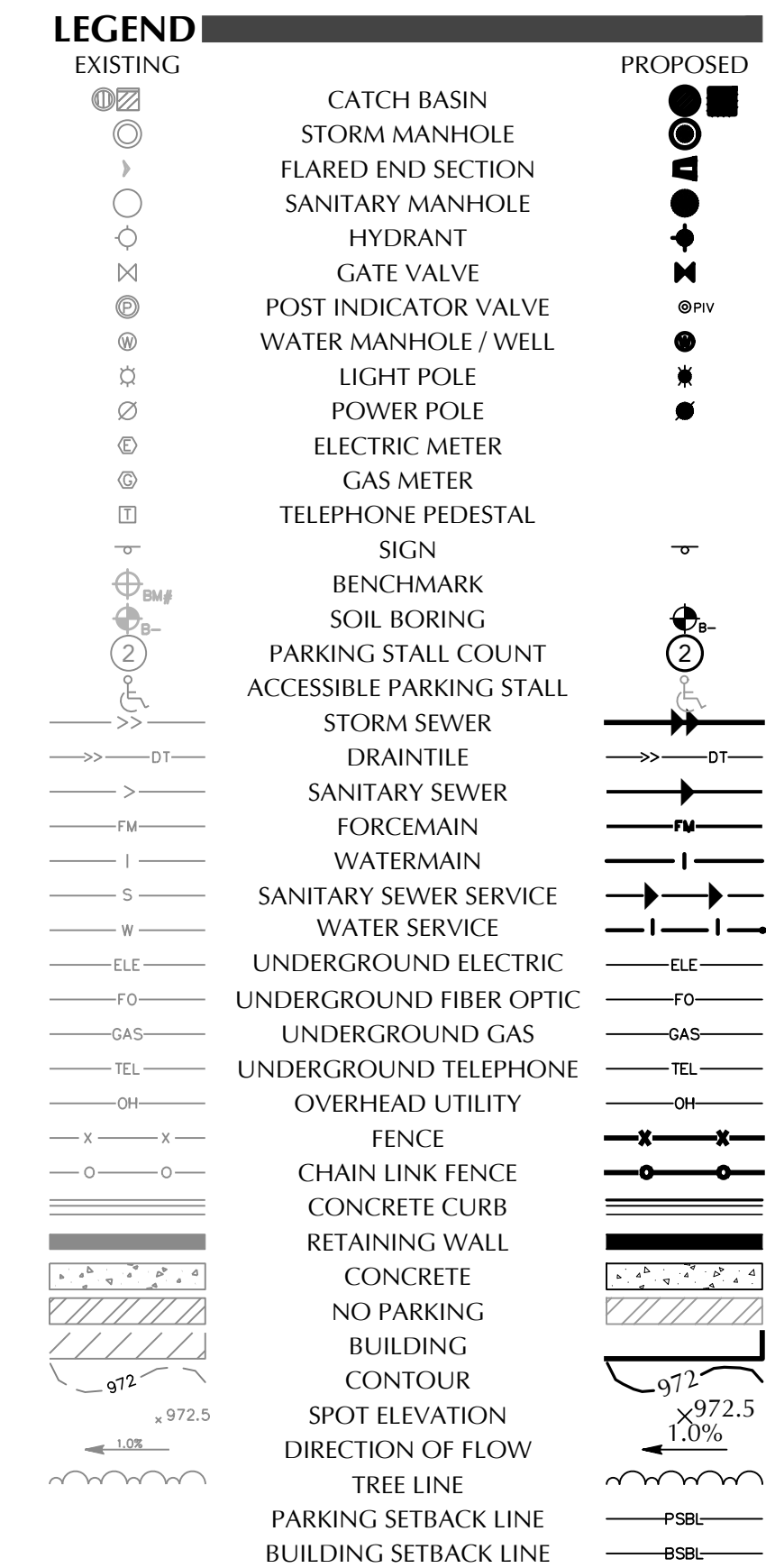
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PROJECT: LOUCKS PROJECT NO. 250098
DATE: XX/XX/XX
DRAWN BY: ZHW
CHECKED BY: ZHW
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SHEET NAME:
STACKING EXHIBIT A

SHEET NUMBER:

N

EXH A



235 W. MAIN STREET, SUITE 201
WACONIA, MN 55387
952.451.9763

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION,
OR REPORT WAS PREPARED BY ME OR UNDER MY
DIRECT SUPERVISION AND THAT I AM A DULY
LICENSED PROFESSIONAL ENGINEER UNDER THE
LAWS OF THE STATE OF MINNESOTA.

7
ZACHARY H. WEBBER, PE
56092 XX/XX/XX
REGISTRATION # DATE

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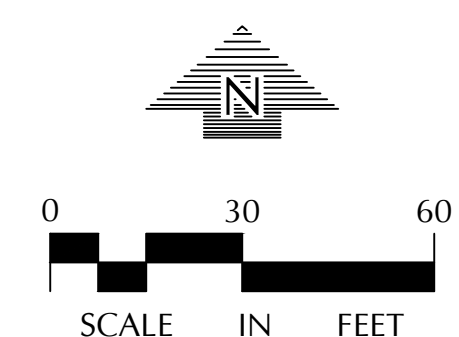
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A circular prohibition sign with a diagonal slash. Inside the circle are icons for a gas torch, a pile of lumber, and a hand holding a hot object, indicating that open flames and hot work are prohibited.

TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

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.



NOTE:
EXISTING CONDITIONS INFORMATION
SHOWN IS FROM AN ALTA/NSPS LAND
TITLE SURVEY PREPARED BY
NORTHWESTERN SURVEYING &
ENGINEERING, INC., DATED
07/01/2022.

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Sec. 78-610. - Required number of off-street parking spaces.

Off-street parking areas of sufficient size to provide parking for patrons, customers, suppliers, visitors and employees shall be provided on the premises of each use. The minimum number of required off-street parking spaces for the following uses shall be as follows in all zoning districts in the city, except the B-3 General Business District:

- (1) Automobile service stations: Four parking spaces plus two parking spaces for each service stall; such parking spaces shall be in addition to parking space required for gas pump areas.
- (2) Automobile sales, trailer sales, marine and boat sales, implement sales, garden supply stores, building materials sale, and auto repair: Six parking spaces plus one parking space for each 500 square feet of floor area over 1,000 square feet.
- (3) Assembly or exhibition halls, auditoriums, theaters, or sports arenas: One parking space for each four seats, based upon design capacity.
- (4) Banks: At least one parking space for each 400 square feet of floor area.
- (5) Bed and breakfasts: One space per guest room and two for management.
- (6) Boardinghouses and lodgings: At least three parking spaces plus one parking space for each three persons for whom living accommodations are provided.
- (7) Bowling alleys: At least seven parking spaces for each alley, plus such additional spaces as may be required for affiliated uses.
- (8) Car washes: In addition to required stacking spaces:
 - a. Automatic drive-through service: Ten spaces or one space for each employee on the maximum shift, whichever is greater.
 - b. Self-service: A minimum of two spaces.
 - c. Service station with car wash: No additional to that required for the station.
- (9) Churches: One parking space for each four seats, based on the design capacity of the main seating area.
- (10) Convalescent or nursing homes: One parking space for each four beds for which accommodations are offered.
- (11) Drive-in establishments and convenience food: One parking space for each 150 square feet of gross floor area, but not less than 15 spaces.
- (12) Furniture and appliance stores, stores for repair of household equipment or furniture: At least one parking space for each 600 square feet of floor area.
- (13) Golf courses, golf clubhouses, country clubs, swimming clubs, tennis clubs, public swimming pools: 20 spaces plus one space for each 300 square feet of floor area in the principal structure.

- (14) Hospitals: One parking space for each three hospital beds, plus one parking space for each employee on the major shift.
- (15) Miniature golf courses, archery ranges or golf courses, driving ranges: Ten parking spaces.
- (16) Motels, hotels: One space per each rental unit plus one space for each ten units and one additional space for each employee on any shift.
- (17) Municipal administration buildings, community centers, public libraries, museums, art galleries, post offices, and other municipal service buildings: Ten parking spaces plus one parking space for each 500 square feet of floor area in the principal structure.
- (18) Private clubs and lodges: One parking space for each 2½ seats.
- (19) Professional offices, medical and dental clinics and animal hospitals: One space for each 200 square feet of floor area, but not less than three spaces per lot design.
- (20) Residential uses:
 - a. Single-family dwellings: Enclosed garage of at least 440 square feet.
 - b. Two-family dwellings and quadhomes: A minimum of two spaces per dwelling unit and an enclosed garage of at least 400 square feet.
 - c. Townhouses: A minimum of two spaces per unit. At least one space per unit shall consist of an enclosed garage.
 - d. Multiple-dwellings: A minimum of 2½ spaces per unit. At least one space per unit shall consist of an enclosed garage.
- (21) Restaurants, cafes, private clubs serving food or drinks, bars, or nightclubs: One space for each 40 square feet of gross floor area of dining and bar area and one additional space for each 80 square feet of kitchen area.
- (22) Shopping centers: In a B-2 Shopping Center Business District where several business uses are grouped together according to a general development plan, off-street automobile parking shall be provided in a ratio of not less than four spaces per 1,000 square feet of gross leasable area, and separate off-street space shall be provided for loading and unloading.
- (23) Sporting and health clubs: One space per 100 square feet of building area, plus six spaces per tennis/racquetball or other type of court.
- (24) Supermarkets, discount houses, mail order outlets, retail stores, and other stores with high customer volume: At least one parking space for each 250 square feet of floor area.
- (25) Other uses: Other uses not specifically mentioned in this section shall be determined on an individual basis by the city council. Factors to be considered in such determination shall include, without limitation, size of building, type of use, number of employees, expected volume and turnover of customer traffic, and expected frequency and number of delivery or service vehicles.

(Prior Code, § 74-522)

Sec. 126-417. - Required quantity.

- (a) *[Provisions.]* A minimum number of parking stalls have been established and must be provided on the lot where the principal use is located, except as provided under [section 126-419](#).
- (b) *Computing requirements.* In computing the number of such parking spaces required, the following rules shall govern:
- (1) Where fractional spaces result, the parking spaces required shall be construed to be the nearest whole number.
 - (2) For uses not specifically listed in this division and uses for which a specific number of spaces have not been defined or for shared parking facilities serving two or more different uses, the city shall determine, at its discretion, the number of spaces to be required, drawing upon standards established by other communities or national standards for comparable uses or some combination thereof.
 - (3) Except as provided for under [section 126-419](#), a structure containing two or more types of use shall be calculated separately for determining the total number of off-street parking spaces required.

Use or Use Category	Minimum Number of Spaces Required
Residential:	
Dwellings, single-family detached and two-family attached	2.0 spaces per dwelling unit, plus the required garage - see section 126-418
Dwellings, detached townhouses	
	2.0 spaces per dwelling unit, plus the required garage - see section 126-418
Dwellings, attached townhouses and condominiums	
	2.0 parking spaces per dwelling unit, plus 1.0 guest parking space for every two dwelling units, plus the required garage - see section 126-418
Dwellings, apartment	

	2.0 parking spaces per apartment unit, plus 0.25 stall for each additional bedroom over one per dwelling unit (garages required - see <u>section 126-418</u>)
Dwellings, multifamily specifically designed and occupied by seniors	0.8 parking spaces for each dwelling unit (garages required - see <u>section 126-418</u>)
Educational, cultural and institutional:	
Churches, auditoriums and places of assembly	
	1.0 parking space for every 4.0 seats of design capacity
Hospitals, convalescence or nursing homes	
	1.0 parking space for every 4.0 beds, plus 1.0 parking space for every 2.0 employees, plus 1.0 parking space for each staff doctor
Public libraries, art galleries, museums, etc.	
	1.0 parking space for every 300 square feet of floor area
Schools - Elementary and Junior High	2.0 parking spaces per classroom
Schools - Senior High, College, Trade, etc.	
	1.0 parking space for each 5.0 students of design capacity, plus 1.0 parking space per classroom
Commercial:	

Auto or machinery sales	
	6.0 parking spaces for every 500 square feet of gross floor area
Bowling alley	5.0 parking spaces per alley-lane
Clinics	
	1.0 parking space for every 200 square feet of gross floor area
Funeral homes	1.0 parking space for every three seats
Furniture stores and appliance sales	
	1.0 parking space for every 600 square feet of gross floor area
Motels, hotels	
	1.0 parking space per rental room, plus 1.0 additional for each 4.0 rental rooms, plus additional parking calculated separately for meeting rooms and restaurants
Offices, banks and public administration	
	1.0 parking space for every 200 square feet of gross floor area
Restaurants, nightclubs over 1,000 square feet	
	1.0 parking space for every 40 square feet of dining and bar area, plus 1.0 parking space for every 80 square feet of kitchen area

Retail stores, including shopping centers over 2,000 square feet	1.0 parking space for every 150 square feet of retail floor area
Retail or service use, unless otherwise specified	
	1.0 parking space for every 200 square feet of gross floor area
Service garages and manual car wash	
	4.0 parking spaces per enclosed service stall
Warehousing or industrial	1.0 parking space for every two employees of the largest shift or 2,000 square feet of gross floor area, whichever is greater

- (4) Commercial uses containing drive-up facilities shall provide a stacking area for vehicles on the site. The city shall determine the minimum number of vehicle spaces per lane to be provided. The stacking lane shall be a minimum of 12 feet wide and shall be delineated so that the vehicles waiting in line will not interfere with the driving and parking facilities on site. Any pedestrian walkway that crosses a stacking lane must be marked.

(Ord. No. 662, 9-22-2008)

Sec. 30-903. - Minimum number of parking spaces.

On-site parking areas of sufficient size to provide parking for patrons, customers, suppliers, visitors and employees shall be provided on the premises of each use. The minimum number of required on-site parking spaces for the following uses shall be as follows:

(1) *Assembly/churches.*

- a. Assembly or exhibition hall, auditorium, theater or sports arena: one parking space for each three seats, based upon design capacity.
- b. Church or funeral parlor: one parking space for each three seats, based on the design capacity of the main seating area.

(2) *Dwellings.*

- a. Multiple-family dwelling, including attached townhouses over two units and townhomes: 2½ parking spaces per dwelling unit, one space of which must be completely enclosed.
- b. Nursing home: one space for every four patients or residents, based on the maximum capacity of the building, plus one space per employee on the major shift, plus one space per vehicle owned by the building management.
- c. Senior citizen housing: one parking space per unit, plus one space for each employee who is not a resident of the building.
- d. Single-family dwelling: one enclosed parking space plus two off-street spaces. No garage shall be converted into living space unless other acceptable on-site parking space is provided.
- e. Two-family dwelling: two spaces per dwelling unit.

(3) *Hospitals.* one parking space for each two hospital beds, plus one space for each employee on the major shift.

(4) *Offices.*

- a. Bank: one space per 200 square feet of floor area, plus room to stack two vehicles per drive-through lane.
- b. Office building: one parking space for each 300 square feet of floor area.
- c. Medical or dental clinic: one parking space for each 200 square feet of floor area.

(5) *Public buildings.*

- a. Municipal or county administration building: one parking space for each 300 square feet of floor area.
- b. Community center: adequate parking shall be provided based on the uses contained within the community center and as required in this subdivision.
- c.

Public library, museum, art gallery, post office or other public service building: one parking space for every 300 square feet of floor area.

(6) *Recreation.*

- a. General standards: one parking space per four expected patrons at capacity.
- b. Archery or golf driving range: one parking space per tee or target, plus one parking space per employee on the largest work shift.
- c. Athletic club or fitness center: one parking space for each 200 square feet of floor area.
- d. Bowling alley: five parking spaces for each bowling lane.
- e. Golf course, golf clubhouse or country club: 30 spaces per each nine holes plus one parking space for each 500 square feet of floor area in the principal structure.
- f. Miniature golf: 1½ parking spaces per hole, plus one space per employee on the largest work shift.
- g. Private swimming facility: one parking space per 75 square feet of gross water area, plus one parking space per employee on the largest shift.
- h. Public swimming pool: 20 parking spaces, plus one space for each 500 square feet of floor area in the principal structure.
- i. Skating rink, ice or roller: one parking space per 300 square feet of gross floor area, plus one parking space per employee on the largest work shift.
- j. Tennis, racquetball, or handball court: four parking spaces per court, plus one parking space per employee on the largest work shift.

(7) *Research.* Research, experimental or testing station: one parking space for each employee on the major shift or one parking space for each 500 square feet of floor area within the building, whichever is greater.

(8) *Restaurants/bars.*

- a. Class II restaurant: one parking space for each 40 square feet of indoor or outdoor customer area, but not less than six spaces, plus room to stack a minimum of five vehicles per drive-through lane.
- b. Class I restaurant: one parking space for each 100 square feet of indoor or outdoor customer area, or one parking space for each four seats plus five additional spaces, whichever is greater.
- c. Nightclub, tavern or bar: one parking space for every 50 square feet of floor area.

(9) *Sales/service.*

- a. Automobile repair service station: one parking space for each 300 square feet of floor area.

- b. Auto sales, trailer sales, marine and boat sales, implement sales, garden supply store, or building materials sales: one parking space for each 500 square feet of floor area. Open sales or rental lots shall also provide one parking space for each 5,000 square feet of land which is to be used for sales and display area.
- c. Convenience store: at least one parking space per 200 square feet of floor area, but not less than six spaces.
- d. Furniture store, appliance store, wholesale, and furniture and appliance repairs: one parking space for each 500 square feet of floor area up to 6,000 square feet, and then one space for each additional 800 square feet of floor area, but not less than six spaces.
- e. Retail store: one parking space for each 200 square feet of floor area.
- f. Supermarket or discount house: at least one parking space for each 200 square feet of floor area.
- g. Veterinarian clinic: one parking space for every 250 square feet of floor area.

(10) *Schools.*

- a. Day care, nursery or preschool: one parking space per teacher or employee, plus one space per 12 individuals receiving care.
- b. Public elementary school or junior high school or similar private school: two parking spaces for each classroom.
- c. Senior high school: one parking space for each classroom plus one parking space for each three students, based upon design capacity.

(11) *Warehouse/manufacturing.*

- a. Storage or warehouse establishments: one parking space for each two employees on the major shift or one parking space for each 2,000 square feet of floor area, whichever is greater, plus one space for each company motor vehicle when customarily kept on the premises. These requirements shall not apply to ministorage buildings.
- b. Manufacturing, fabricating, general industrial: six stalls plus one off-street parking space for each 500 square feet of floor area.
- c. Ministorage or self-storage facilities: one parking stall for each 400 square feet of office space or four stalls, whichever is greater.

(Code 1982, § 900.24(12); Ord. No. 14-15, § 1, 11-17-2014)

Sec. 36-845. - Required number of parking spaces.

- (a) *Number of off-street parking spaces.* The following minimum number of off-street parking spaces shall be provided and maintained by ownership, easement and/or lease for and during the life of the respective uses set forth in this section. If actual parking needs of a particular use frequently exceed these minimums or frequently exceed the number of parking spaces available for the use (as determined by the city council after notice and an opportunity to be heard), the property owner or person in charge of the use shall provide additional parking to accommodate the excess demand in a manner that complies with all other provisions of this chapter.
- (1) Attached and detached single-family and two-family units: two spaces per unit.
 - (2) Boardinghouses, fraternity houses and sorority houses: at least two parking spaces for each three persons for whom accommodations are provided for sleeping.
 - (3) Multiple-family dwellings: at least two free spaces per unit, at least one of which spaces shall be in an enclosed garage located under or within the multiple dwelling. Attached and detached garages will not fulfill this requirement.
 - (4) Motels, motor hotels and hotels: one space per each rental unit, plus one space for each ten units and one space for each employee on any shift.
 - (5) Schools, elementary and junior high: at least one parking space for each classroom, plus one additional space for each 50 student capacity.
 - (6) Schools, high school through college, and private and day or church schools: at least one parking space for each seven students based on design capacity, plus one for each three classrooms.
 - (7) Churches, theaters and auditoriums: at least one parking space for each three seats based on the design capacity of the main assembly hall. Facilities as may be provided in conjunction with such buildings or uses shall be subject to additional requirements which are imposed by this article.
 - (8) Private athletic stadiums: at least one parking space for each eight seats of design capacity.
 - (9) Community centers, physical culture studios, libraries, private clubs, lodges, museums and art galleries: ten spaces, plus one for each 150 square feet in excess of 2,000 square feet of floor area in the principal structure.
 - (10) Sanitariums, convalescent homes, rest homes, nursing homes and day nurseries: four spaces, plus one for each three beds for which accommodations are offered.
 - (11) Elderly (senior citizen) housing: reservation of area equal to one parking space per unit. Initial development is, however, required of only one-half space per unit and such number of spaces can continue until such time as the city council considers a need for additional parking spaces has been demonstrated.

- (12) Drive-in establishments and convenience food: at least one parking space for each 150 square feet of gross floor area, but not less than 15 spaces.
- (13) Office buildings, professional offices and clinics:
 - a. Office buildings and professional offices: one space for each 250 square feet of floor area or fraction thereof (minimum of three spaces per lot design).
 - b. Clinics, including, but not limited to, dental or medical offices, veterinary clinics and animal hospitals: one space for each 150 square feet of floor area or fraction thereof (minimum of three spaces per lot design).
- (14) Bowling alleys: at least five parking spaces for each alley, plus additional spaces as may be required in this article for related uses contained within the principal structure.
- (15) Motor fuel stations: at least four off-street parking spaces, plus two off-street parking spaces for each service stall. The requirement of at least four off-street parking spaces may be waived for those facilities designed for sale of items other than strictly automotive products, parts or service, although such facilities shall be required to provide additional parking in compliance with other applicable sections of this article, such as, but not limited to, the requirements of subsections (a)(12) and (16) of this section.
- (16) Retail stores and service establishments: at least one off-street parking space for each 200 square feet of floor area.
- (17) Retail sales and service businesses with 50 percent or more of gross floor area devoted to storage, warehouses and/or industry: at least eight spaces or one space for each 200 square feet devoted to public sales or service, plus one space for each 500 square feet of storage area, or at least eight spaces or one space for each employee on the maximum shift, whichever is appropriate.
- (18) Restaurants, cafes, private clubs serving food and/or drinks, bars and on-sale nightclubs: at least one space for each 40 square feet of gross floor area of dining and bar area and one space for each 80 square feet of kitchen area.
- (19) Undertaking establishments: at least 20 parking spaces for each chapel or parlor, plus one parking space for each funeral vehicle maintained on the premises. Aisle space shall also be provided off the street for making up a funeral procession.
- (20) Auto repair, major bus terminals, taxi terminals, boat and marine sales and repair, bottling companies, shops for trade employing six or less people, garden supply stores, and building material sales in structure: eight off-street parking spaces, plus one additional space for each 800 square feet of floor area over 1,000 square feet.
- (21) Private skating rinks, dancehalls and public auction houses: 20 off-street parking spaces, plus one additional off-street parking space for each 200 square feet of floorspace over 2,000 square feet.

- (22) Golf driving ranges, miniature golf and archery ranges: ten off-street parking spaces, plus one for each 100 square feet of floor area.
- (23) Manufacturing, fabricating or processing of products or material: one space for each 350 square feet of floor area, plus one space for each company-owned truck (if not stored inside the principal building).
- (24) Warehousing, storage or handling of bulk goods: that space which is solely used as office shall comply with the office use requirements, and one space per 2,000 square feet of floor area or fraction thereof, plus one space for each employee on the maximum shift and one space for each company-owned truck (if not stored inside principal building).
- (25) Carwashes (in addition to required magazinging or stacking space):
 - a. Automatic drive-through, serviced: a minimum of ten spaces, or one space for each employee on the maximum shift, whichever is greater.
 - b. Self-service: a minimum of two spaces.
 - c. Motor fuel station carwash: zero in addition to that required for the station.
- (26) Hospitals: two spaces per each bed.
- (27) Shopping centers:
 - a. Basic requirement:
 - 1. Small centers (400,000 square feet or less of gross leasable floor area (GLA)): four spaces per 1,000 square feet of GLA or portion thereof.
 - 2. Medium centers (greater than 400,000 square feet up to and including 600,000 square feet of GLA): 4.5 spaces per 1,000 square feet of GLA or portion thereof.
 - 3. Large centers (greater than 600,000 square feet of GLA): five spaces per 1,000 square feet of GLA or portion thereof.
 - b. Shopping centers with cinemas:
 - 1. Centers having 100,000 square feet or less of GLA: Add three spaces for each 100 cinema seats or fraction thereof to the basic requirement.
 - 2. Centers having greater than 100,000 square feet up to and including 200,000 square feet of GLA: Add to the basic requirement three spaces for each 100 cinema seats or fraction thereof above 450.
 - 3. Centers having greater than 200,000 square feet of GLA: Add to the basic requirement three spaces for each 100 cinema seats or fraction thereof above 750.
- (28) Private racquetball, handball and tennis courts: not less than six spaces per each court.
- (29) Other uses: requirements for other uses not specifically mentioned in this section shall be determined on an individual basis by the city council. Factors to be considered in such determination shall include, without limitation, size of building, type of use, number of

employees, expected volume and turnover of customer traffic and expected frequency and number of delivery or service vehicles.

(b) *Reduced parking facilities.* When demonstrated to the satisfaction of the city council that up to ten percent of the number of parking spaces required by this section would not be needed for the particular use in question, a reduced number of parking spaces may be approved subject to the following:

- (1) The application for reduction shall be accompanied by supporting data specifically applying to the particular use in question or showing a lesser national standard.
- (2) The applicant must also provide each of the following:
 - a. A detailed parking plan demonstrating that the parking otherwise required by this section can be provided on the site within the design standards of this chapter; and
 - b. A covenant in recordable form, approved as to form and content by the city attorney, executed by the property owner, which covenant provides that the owner, on behalf of the owner's self, heirs, successors and assigns, will not use the area identified for expansion parking for any use except landscaping or to cause compliance with the off-street parking requirements of this Code.
- (3) The city may order installation of previously excepted parking spaces at any time when, in the city's judgment, conditions indicate the need for such parking, and the property owner shall comply with such order.
- (4) With regard to the I Industrial District and administrative office and industrial uses in the FF Freeway Frontage District, the council may reduce the number of parking spaces required by this section by more than ten percent but not more than 90 percent, and all other provisions of this subsection (b) shall apply to any such reduction.

(Code 1984, § 375:21(8); Code 2003, § 36-868)

11-21-8: NUMBER OF REQUIRED STALLS:

The following minimum number of off street parking stalls shall be provided and maintained by ownership, easement and/or lease for and during the life of the respective uses hereinafter set forth:

Use		Number Of Required Stalls
Use		Number Of Required Stalls
Residential:		
	Multiple-family	2.0 stalls per unit
	Senior housing, independent living units	1 stall per dwelling unit or 1 stall per 2 dwelling units when units are within a continuing care retirement community facility
	Single and two-family	2 stalls
	Townhouses	2.5 stalls per unit
Institutional:		
	Auditoriums, theaters, religious institutions, sports arenas	1 stall per 3 seats of design capacity of the main assembly with a maximum capacity less than or equal to 1,000 persons or 1 stall per 2.5 seats of design capacity of the main assembly with a maximum capacity greater than 1,000 persons, plus additional stalls required for adjoining facilities, not including public or private nonprofit baseball fields (see below)
	Community center, physical culture studio, libraries, museums	10 stalls plus 1 stall per 300 square feet over 2,000 square feet of floor area for the principal structure
	Public or private nonprofit baseball fields	1 stall per 8 seats of design capacity
	School, elementary and junior high	1 stall per 7 students based upon building design
	School, high school and post-high school facilities	1 stall per 3 students based on building design capacity, plus 1 stall per classroom
	Senior housing, assisted living and memory care units	4 stalls per 10 dwelling units, plus stalls equal to the number of employees on a maximum shift
Commercial/industrial:		
	Animal hospital/kennel	1 stall for each 200 square feet of floor area
	Auto repair uses	1 stall per 200 square feet of floor area
	Auto sales	1 stall per 500 square feet of showroom plus 1 stall for each 3,000 square feet of outdoor sales lot, plus additional parking required for ancillary service or repair
	Auto wash:	
	Drive through	10 stalls
	Self-service	1 stall per wash bay
	Motor fuel stations	None in addition to that required for the principal use
	Beauty or barber shop	2 stalls per chair

	Bowling alleys	5 stalls per lane plus stalls as required for other uses within the principal structure
	Catering business/commercial kitchen	1 stall per 200 square feet or 1 stall for each employee on the maximum shift, whichever is greater; plus 1 stall for each business vehicle parked on site
	Coffee/doughnut shop with or without drive through	1 stall per 50 square feet
	Commercial self-storage (ministorage) facilities	3 stalls plus 1 stall per 100 storage units
	Daycare facilities:	
	In a Residential District serving less than 12 persons	2 stalls per use
	All others	1 stall for each 4 persons of licensed capacity
	Fast food restaurant with or without drive through	1 stall per 70 square feet
	Fitness centers	1 stall per exercise station (e.g., strength machine or cardiovascular) plus 1 stall per employee on the largest shift plus additional parking required for ancillary uses
	Funeral home	20 stalls per chapel or viewing parlor, plus 1 stall for each company vehicle maintained on site. Adequate stacking stall shall also be provided for staging funeral processions
	Furniture sales	1 stall per 400 square feet for first 25,000 square feet, plus 1 stall per 600 square feet thereafter
	Golf course	4 stalls per hole plus 50 percent of the parking stall requirement for any associated retail use; on site restaurant and/or banquet facilities shall provide parking stalls for that use as required by this section
	Hotels/lodging	1 stall per unit, plus 1 stall for every 10 units
	Instructional classes, dance studios, karate centers, music schools and similar uses	1 stall for each 200 square feet of floor area
	Major bus terminal, boat/marine sales and repair, bottling company, trade shop with 6 or less employees, garden supply or building materials sales	8 stalls plus 1 stall per 800 square feet of manufacturing or display floor area over 1,000 square feet
	Manufacturing	1 stall per 350 square feet of floor area, plus 1 stall per company vehicle not stored within the principal structure
	Motor fuel stations and auto repair	4 stalls plus 2 stalls for each service stall plus other requirements for uses or sale of goods not directly auto related
	Multiple occupancy retail or service buildings with 3 or more tenants	1 stall per 160 square feet of gross leasable floor area. The total required stalls may be

		reduced by 10 percent based upon approval of an administrative permit by the Zoning Administrator
	Multiplex theater	1 stall per 3.4 seats (all other theaters shall be subject to the requirements applicable to auditoriums, theaters, religious institutions and sports arenas established by this section)
	Office buildings and professional offices; banks, public administration, and medical	1 stall for each 200 square feet of floor area
	Restaurants, clubs, lodges, brewpubs, taprooms, tasting rooms	1 stall per 40 square feet of dining area and 1 stall for each 80 square feet of kitchen area
	Retail commercial uses (other)	1 stall per 200 square feet
	Retail sales and service with 50 percent or more gross floor area as storage/warehouse or industry	1 stall for each 200 square feet of public sales/service area, plus 1 stall for each 500 square feet of storage area
	Self storage and self storage, interior facilities	No stalls shall be required for the area of individual storage areas; 1 stall per 250 square feet of floor area for office or retail sales to be separate from designated loading areas.
	Skating rink, banquet hall, private or public auction house	20 stalls plus 1 stall per 200 square feet over 2,000 square feet
	Truck wash	3 stalls plus 1 stall per service bay
	Undertaking	20 stalls per chapel or parlor, plus 1 stall for each company vehicle maintained on site. Adequate stacking stall shall also be provided for staging funeral processions
	Warehousing:	
	Office	1 stall per 200 square feet
	Other	1 stall per 1,000 square feet plus 1 stall per company vehicle not stored within the principal structure
	Uses not specified or not precisely identified	Calculated by Zoning Administrator based upon, but not limited to, characteristics for similar uses and professional studies prepared by APA or ITE

(Ord. 2019-04, 2-11-2019; amd. Ord. 2021-25, 12-13-2021)

Sec. 106-560. - Business parking standards.

(a) *General requirements*

- (1) Property that constitutes required off-street parking areas may not be separated, through sale or other means, from the property containing the principal use for which the parking area is required.
- (2) All off-street parking spaces shall have direct access off driveways and drive aisles and not directly off the public street unless otherwise approved by city council.
- (3) Required parking facilities serving two or more uses may be located on the same lot or in the same structure, provided that the total number of parking spaces furnished shall not be less than the sum of separate requirements for each use. The council may approve the joint use of parking facilities by the following uses or activities under the following conditions:
 - a. Conditions required for joint use: The proposed joint parking space is within 500 feet of the use it will serve; the applicant shall show that there is no substantial conflict in the principal operating hours of the two buildings or uses for which joint use of off-street parking facilities is proposed.
 - b. A properly drawn legal instrument executed by the parties concerned for joint use of off-street parking facilities shall be filed with the zoning administrator, which shall run with the land and be recorded with the county recorder's office. This instrument must include a maintenance provision.
 - c. Reserved parking prohibited. All parking spaces in a shared parking lot must be available to all uses equally, except EV charging stations may be restricted to electric vehicles while charging.
- (4) Time limit spaces authorized. Up to ten percent of spaces in a parking lot may be designated for limited-duration parking (i.e. ten-minute parking).

- (b) *Off-street parking spaces required.* Paved off-street parking spaces, driveways, and drive aisles shall be provided in accordance with the specifications in this Code in any district whenever any new use is established or existing use is enlarged. For uses not listed in the following table, a parking justification report shall be submitted to the zoning administrator explaining the anticipated parking needs based on the number of employees, customers, and visitors.

Use	Parking Space Required
Assembly uses: Religious institutions, theaters	One space for each three seats of design capacity.
Auto sales lots	One space for each 10 autos displayed.

Bowling alleys	Five spaces per lane.
Clubs	One space for each 100 square feet of floor area.
Convenience store, with and without gas sales	One space for each 250 square feet of floor space. Parking at each service pump qualifies as a parking space for calculation purposes.
Hotels/motels	One space for each unit and one space for each employee.
Industrial and manufacturing	One space for each 1000 square feet of floor space.
Motor vehicle, implement, and recreation equipment service and repair facilities	Three spaces for each enclosed bay and one space for each full-time employee.
Offices (excluding medical/dental).	One space for each 300 square feet offices
Restaurants, brewpubs, taprooms, cocktail rooms	One space for each three seats of design capacity.
Retail shopping	One space for each 200 square feet of floor space for retail uses under 20,000 square feet. One space for each 250 square feet of floor space for retail uses over 20,000 square feet.

(c) *Parking maximum.* For uses listed in the table above, uses may not exceed the calculated amount by 20 percent without submitting a parking justification report.

(d) *Parking spaces and drive aisles.* Minimum parking space and drive aisle sizes shall be as follows:

	Stall Width	Stall Depth	Aisle Width
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90 degree	9 feet	18 feet	24 feet
60 degree	9 feet	17 feet	17 feet
45 degree	9 feet	19 feet	11 feet

- (1) Motorcycle parking spaces may be provided. Such spaces shall be at least ten feet by five feet, have a concrete surface, and signed as such. Motorcycle spaces do not count towards the required parking spaces.

(e) *Design requirements.*

- (1) All parking lot, drive aisles, driveways, loading areas, and the like shall be paved with a continuous hard surface such as concrete or bituminous. Driveway-rated pavers may be used. Concrete curbing must be used with a bituminous surface.
- (2) Setbacks. Parking lots and drive aisles have the following setbacks:
- From public rights-of-way: 20 feet.
 - Side and rear property lines: Five feet.
 - Side or rear adjacent to a residential zone: 35 feet.
- (3) Vehicle sales and rental inventory and display lots must follow these design requirements.
- (4) Structured parking.
- Structured parking facilities shall be considered buildings for the purposes of setbacks.
 - Structures must be designed architecturally compatible with the building it is intended to serve. All levels must have exterior wall segments suitable to screen headlights of the parked vehicles.

(Ord. No. 23-14, § 3, 11-14-2023)

Sec. 125-86. - Parking

TABLE 25. OFF-STREET PARKING REQUIREMENTS

Use	Required amount of parking
Single-family detached and duplex dwellings	Two spaces per dwelling unit. The first two spaces of a home shall be fully enclosed; either detached or attached to the principal structure. Additional parking spaces are not required to be enclosed.
Multiple-dwelling units	Two spaces per dwelling unit. At least one-half of the required spaces shall be enclosed.
Place of worship and other places of assembly	One space for each three seats or for each five feet of pew length. Based on maximum design capacity.
Offices	One space for each 200 square feet of gross floor space.
Hotel, motel	One space per unit, plus one space per employee.
Schools, preschool or daycare centers	One space for each 450 square feet of floor area.
Schools, elementary and junior high	Three spaces for each classroom.
Schools, high school through college	One space for each four students based on design capacity plus three additional spaces for each classroom.
Community residence/assisted living center	One space for each bed plus one space for each three employees other than doctors.

Health and/or fitness club	One space for each 200 square feet of floor area.
Bowling alley	Six spaces for each alley, plus additional spaces as may be required for related uses such as a restaurant.
Motor vehicle service station	Two spaces plus three spaces for each service stall.
Motor vehicle sales	One space for each 450 square feet of floor area.
Convenience store	One space for each 200 square feet of gross floor area.
Retail store	Five spaces for each 1,000 square feet of gross floor area.
Small animal hospital or clinic	One space for each 300 square feet of floor area.
Medical or dental clinic	Six spaces per doctor or dentist at maximum build out of the facility; but limited to the maximum number of doctors or dentists able to work on a single shift.
Restaurant—Sit down (commonly, service at customer tables)	One parking space for each 40 square feet of dining room floor area, plus one parking space for each 80 square feet of kitchen and food prep floor area
Restaurant—Drive-thru (service at a counter or drive-thru window, for example)	One parking space for each 15 square feet of lobby, counter, or waiting area, in addition to dining and kitchen requirements for sit down restaurants
Bar, tavern, lounge, nightclub (in a separate room with a bar and/or bar seating)	One parking space for each 30 square feet of floor area, where such space is located in a separate room or rooms from restaurant dining area, in addition to dining and kitchen requirements for sit down restaurants

Funeral homes	Eight spaces for each chapel plus one space for each funeral vehicle maintained on the premises. Aisle space shall also be provided off the street for making funeral procession.
Furniture store, wholesale, auto sales, repair shops	Three spaces for each 1,000 square feet of gross floor area. Open sales lots shall provide two spaces for each 5,000 square feet of lot area, but not less than three spaces.
Manufacturing	One space for each 1,000 square feet of floor area for buildings under or equal to 10,000 square feet of floor area, One space per 1,500 square feet of floor area for those buildings larger than 10,000 square feet.
Industrial, warehouse, storage, handling of bulk goods	One space for each two employees on maximum shift or one for each 2,000 square feet of gross floor area, whichever is greater.
Uses not specifically noted	As determined by the Zoning Administrator.

(a) *Location.* All accessory off-street parking facilities required herein shall be located as follows.

- (1) Spaces accessory to one-family and two-family dwellings shall be on the same lot as the principal use served.
- (2) Spaces accessory to multiple-family dwellings shall be on the same lot as the principal use served and within 200 feet of the main entrance to the principal building served. Parking as required by the Americans with Disabilities Act (ADA) for the disabled shall be provided.
- (3) Spaces accessory to uses located in business districts (LC, RC, GI, DT) shall be on the same lot as the principal building. Parking as required by the Americans with Disabilities Act (ADA) for the handicapped shall be provided.
- (4) Spaces accessory to multi-family, commercial or industrial use shall be set back 10 feet from any street right-of-way or any property line. A total of 20 feet shall be required adjacent to Interstate 94 right-of-way.

Encroachments for items other than landscaping shall not be permitted within the 20 feet adjacent to the Interstate 94 right-of-way.

(b) *General provisions.*

- (1) Existing off-street parking spaces and loading spaces upon the effective date of the ordinance from which this development code is derived shall not be reduced in number unless said number exceeds the requirements set forth herein for a similar use.
- (2) Unless otherwise noted in this ordinance, parking shall comply with the standards in Table 25. Parking Space Standards and Table 24. Off-Street Parking Requirements:

Table 26. PARKING SPACE STANDARDS

Angle of Parking	Stall Width Parallel to Aisle	Stall Length of Line	Aisle Width	Stall Depth
45 degrees	9 ft.	19 ft.	12 ft.	17 ft. 6 in.
90 degrees	9 ft.	18 ft.	26 ft.	18 ft.
Parallel	8 ft.	20 ft.	26 ft.	18 ft.

- a. Parking spaces for the handicapped shall be in accordance with the Americans with Disabilities Act (ADA).
- (3) Required off-street parking space in any district shall not be utilized for open storage of goods or for the storage of vehicles that are inoperable, for sale or for rent.
- (4) In the Downtown Zoning District, on-street parking stalls within 500 feet of the proposed use may be counted towards required parking minimums at a rate of 40%.
- (5) *Landscaping.*
 - a. For every 17 parking spaces in a row, a landscape island shall be provided, except where the lot is 2 acres or less.
 - b. Each required landscape island is to contain at least one tree; and is required to be a minimum size of 9 feet by 18 feet. Additional landscaping may be provided in the form of shrubs, grasses and other ornamental plants.
 - c. No interference between on-site utilities and landscaping is permitted, including, but not be limited to, fire equipment or onsite lighting.
 - d. The number of landscape islands may only be reduced at the discretion of the Planning Commission, and may not exceed a reduction of greater than 50%.

(c) *Shared parking.*

- (1) Off-street parking facilities for a combination of mixed buildings, structures or uses may be provided collectively in any district (except residential districts (R1, R2, R3, R4) in which separate parking facilities for each separate building, structure or use would be required, provided that the total number of spaces provided shall equal the sum of the separate requirements of each use during any peak hour parking period.
 - (2) The total number of shared parking stalls may not equal less than 60% of the total parking facilities required for each separate building, structure, or use.
 - (3) The applicant shall submit credible evidence to the satisfaction of the City that the peak parking demand of the uses will not coincide and that the accumulated parking demand at any one time shall not exceed the total capacity of the facility.
 - (4) Shared parking for multi-tenant buildings shall be reviewed at the time of site plan review.
 - (5) Shared spaces must be located within 500 feet of the principal building entrances of all sharing uses. However, up to 20% of the spaces may be located greater than 500 feet but less than 1,000 feet from the principal entrances.
- (d) *Deferment of required parking.* A reduction in the number of required parking spaces may be permitted by Conditional Use Permit provided that:
- (1) Evidence is provided demonstrating that the parking requirements of the proposed use will be less than the parking required under Table 24. Off-Street Parking Requirements, during the peak demand period. Factors to be considered when reviewing the proposed parking demand shall include, but not be limited to:
 - a. Size, type and use of building.
 - b. Number of employees.
 - c. Projected volume and turnover of employee and/or customer traffic.
 - d. Projected frequency and volume of delivery or service vehicles.
 - e. Number of company owned vehicles.
 - f. Storage of vehicles on site.
 - (2) In no case shall the amount of parking provided be less than 60% of the amount of parking required by Ordinance.
 - (3) The property owner can demonstrate that the site has sufficient property under the same ownership to accommodate the expansion of the parking facilities to meet the minimum requirements of Table 24. Off-Street Parking Requirements, if the parking demand exceeds on-site supply.
 - (4) On-site parking shall only occur in areas designed and constructed for parking. The area reserved as "proof of parking" shall be sodded or seeded and maintained as green space or a recreational area. No permanent buildings shall be permitted in the "proof of

parking" area.

- (5) The property owner shall record a restrictive covenant against the title to the property providing that additional parking shall be constructed in accordance with Table 24. Off-Street Parking Requirements if the site parking demand exceeds the actual on-site parking supply in the sole opinion of the City. The form of the restrictive covenant shall be approved by the City Attorney before the issuance of the Conditional Use Permit.
 - (6) To qualify for a parking deferment, the site plan must comply with all current zoning standards.
 - (7) Application for and approval of a Conditional Use Permit for deferment of required parking shall also be subject to the provisions of Sec. 125-24. Conditional Use Permits of this Ordinance.
- (e) *Design and maintenance of off-street parking areas in all business districts (LC, RC, GI, SD, DT).*
- (1) Parking areas shall be designed so as to provide adequate means of access to a public street. Such driveway access widths shall be in accordance with the state highway department standards, but in no case shall they exceed 32 feet in width or less than 24 feet in width. Driveway access shall be so located as to cause the least interference with traffic movement.
 - (2) When the calculation of the number of off-street parking spaces required results in a fraction, such fraction shall require a full space.
 - (3) All parking lot lighting shall be full cut off and downward facing. All light poles shall be of a dark color. Lighting plans shall be submitted showing a light loss factor of 1.0, and shall have no light spillage onto adjacent properties.
 - (4) All open off-street parking areas designed to have head-in parking along the property line shall provide a bumper curb not less than 10 feet from the property line except for spaces accessory to multi-family or industrial per Sec. 125-86. Parking.
 - (5) When a required off-street parking space for six or more cars is located adjacent to a residential district (R1, R2, R3, R4, R5) a fence or screening not less than four feet in height shall be erected along the residential district (R1, R2, R3, R4, R5) property line.
 - (6) All off-street parking spaces shall have access from driveways and not directly from the public street.
 - (7) No parking space shall be closer than 10 feet to any building.
 - (8) Fire access lanes shall be provided as required by the building or fire code.
 - (9)

Maintenance of off-street parking space. It shall be the joint and several responsibility of the operator and owner of the principal use, uses and/or building to maintain, in a neat and adequate manner, the parking space, access ways, landscaping and required fences.

- (10) No vehicles for display or sale shall be located in a parking lot where the intended purpose of the lot is not vehicle sales.
- (11) Campers, trailers and similar recreational living quarters shall not be permitted as residences within business zoning districts (LC, RC, GI, SI, DT, ND) unless these areas are depicted on the approved site plan submitted for a project.
- (f) *Design and maintenance of off-street parking areas in all residential districts (R1, R2, R3, R4, R5).*
 - (1) Parking in residential areas (off-street and on-street) shall be limited to the use of the residents of those homes. Except for short term parking (six hours or less) and guest parking, the number of vehicles parked on or in front of a residential lot shall not exceed double the number of persons residing on the premises and having automobile driver's licenses.
 - (2) Spaces accessory to one-family and two-family dwellings on the same lot as the principal use served. Two fully enclosed spaces per unit either attached to, or fully enclosed and detached from the dwelling are required.
 - (3) Motor vehicles over one ton capacity bearing a commercial license and commercially licensed trailers shall not be parked or stored on residential or agricultural properties (with the exception of trucks/tractors directly associated with the agricultural use) except when loading, unloading, or rendering service and except that one such truck and/or trailer may be stored or parked on agricultural properties by the property owner while in regular use.
 - (4) Except as may be provided elsewhere in this Chapter, off-street parking facilities accessory to residential uses shall be utilized solely for the parking of passenger automobiles and/or one truck not to exceed 12,000 gross capacity for each dwelling unit. Automobiles and pick up truck style vehicles are permitted to be a maximum of 23 feet in length for parking on a residential driveway. Parking of vehicles shall be limited to those persons who reside on the property. Parking of vehicles for persons or businesses that do not occupy or reside at the residence shall not be permitted.
- (g) *Surface and drainage.* Off-street parking areas shall be improved with a durable and dustless surface. Such areas shall be so graded and drained as to dispose of all surface water accumulation within the parking area. Durable and dustless surfaces shall utilize asphalt,

concrete or a reasonable substitute surface as approved by the City Engineer. All surfacing must be completed prior to occupancy of the structure unless other arrangements have been made with the City.

- (h) *Easements*. Easements shall be required if the ingress and egress to a parking lot passes through another property.

To:	Jon Sevald	From:	Jason Quisberg, Engineering Nick Findley, Engineering
Project:	Thicket Hill Event Center IUP Plan	Date:	7/30/2025

Exhibits:

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

1. Thicket Hill Event Center Interim Use Permit Submittal, Kaeding Architecture, dated 7/17/2025, 6 sheets

Comments:General

1. The concept reviewed comprises a total area of approximately 30 acres by platting a portion of a larger property. Located on the SW corner of County Road 12 (Dayton River Road) and Lawndale Lane, the property currently contains existing farm buildings and other agricultural related items.
2. These review comments are essentially very high level; the IUP plan provides little detail beyond the driveway location and building layouts. Ultimately, a complete plan submittal will be required, providing site plans that include driveway details, grading and drainage plans, water and sewer utilities, and other detailed plans as required by the City. Existing easements and any planned or proposed easements, including conservation easements should be identified, and, if present, the layout adjusted accordingly. New easements for utilities, stormwater detention, and other improvements will all be needed as well.
3. 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.
4. 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.
5. Final approval by the Elm Creek Watershed Management Commission must be attained before any site grading or activity may commence.
6. For any site activity (demo, grading, utilities, etc.) no closures or restrictions of any kind shall be imposed upon the public use of Lawndale Lane without the City's permission and Dayton River Road without Hennepin County and the City's permission. Should any lane restrictions be necessary, the Contractor shall notify the necessary entities at least 48 hours in advance and provide a Traffic Control Plan.

Erosion Control/SWPPP

7. A MPCA/NPDES construction stormwater permit is required for the site. Sediment and erosion control plans shall be consistent with the general criteria set forth by the most recent versions of the Minnesota Stormwater Manual and the NPDES Construction site permit. As the plans progress a SWPPP shall be provided for review.

Wetlands

8. Preliminary indications show a wetland complex and/or other environmentally sensitive features on the site. However, this should be verified and addressed as needed, including a wetland delineation report. Should impacts be identified, submittal/approval of a mitigation plan will be required. Wetland buffer signs are required per City of Dayton Detail Gen-10.
 - o Depending on the delineations, the TEP may require realignment of the driveway to limit impacts.

Site Plans

9. Lighting standards will be discussed as the plans progress. Lighting may be required at the entrance, along the driveway, and within the parking areas.
10. If the future proof of parking is utilized at a future date the number of ADA stalls would need to be increased.
11. The currently proposed driveway is shown as gravel. As more design details are provided public safety may require an increased section, bituminous, and/or maintenance plan to ensure the event center is accessible during an emergency.

Transportation

12. The proposed driveway connection is located within close proximity of the intersection of Lawndale Lane and Dayton River Road. The driveway connection should be shifted as far from the intersection as possible.

Grading /Stormwater

13. A Stormwater Maintenance Agreement is to be in place covering the storm sewer system once designed and approved.
14. Currently no storm water improvements are shown for the proposed site. A complete stormwater management plan shall be included in the preliminary plat application. The Stormwater Management Plan should follow Dayton and MPCA stormwater rules and regulations. The reports should include rate control for the 2-,5-,100-year 24-hour MSE 3 rainfall events. Dayton requires load reduction achieved by abstracting 1.1 inch from net new impervious or no net increase in TP or TSS, whichever is lower. In addition, a complete grading and drainage plan must be provided, showing how the street, lots, and ponding areas are proposed to be graded. Information must also be provided showing all high-water levels, proposed building floor elevations, and other critical features. In addition, a stormwater application with the Elm Creek Watershed will be required. The applicant shall assure that stormwater management devices are provided to meet City of Dayton and Elm Creek Watershed standards.
15. Grading shall allow adequate areas for buffering along Lawndale Lane. It is anticipated that grading and drainage along Lawndale Lane will be consistent with the existing corridor and not include abrupt changes in grading.
16. For the building permit application, a complete grading plan shall be provided which includes proposed grades, elevations at lot corners, identification, and labeling of all emergency overflow elevations (EOF's), identification of proposed grades and all

drainage swales, and any other topographic information relevant to site design. Maximum driveway slopes shall be no greater than 10% with minimum 2% drainage maintained throughout the development.

17. A City of Dayton Land Disturbance Permit will be required.
18. Overall runoff and drainage related to this development will overlap with adjacent properties. The stormwater management plan must show how runoff and detention areas between properties are being routed and accounted for in an overall plan. In other words, the stormwater management plan must address runoff and discharge from both a local (this development) and a regional approach that includes the neighboring properties and Brockton Lane.
19. Any ponds or detention areas shall have a 10' maintenance access around pond with appropriate grading for access by maintenance vehicles.
20. The existing conditions are defined as the land cover prior to the introduction of agricultural land in Dayton. The existing model should incorporate pre-agricultural land values as referenced in the stormwater manual. A CN value of 58 shall be used in HSG B soils and a CN of 32 shall be used in HSG A soils for existing condition analyses 72 for HSG C and 79 for HSG D, off-site existing may be modeled as currently developed.
21. Upon further design, low floors adjacent to ponds/wetlands/other depressions must have 2 foot of freeboard above the modeled 100-yr high water level (HWL). This includes offsite low and depression areas adjacent to this site.
22. The City of Dayton's Local Surface Water Management plans requires that the storm sewer system must be designed to handle a 10-year event.
23. Maximum grading within maintained areas is 4:1 with a minimum grade of 2% along drainage swales.
24. The proposed driveway is shown traveling through steep slopes. This alignment should be evaluated further to ensure it is feasible.

Watermain/Sanitary Sewer

25. Currently the water system in this area is at capacity. Additional storage (water tower or other system) is required prior to the addition of new services to the system.
26. City sewer is not available in the area, the ability to provide septic service needs to be evaluated. It appears that the septic system area shown may be undersized based on the size and use of the building.
 - o During the building permit process, a secondary septic location will be required to be shown.
27. Any/all existing septic systems and private wells on the property shall be evaluated to ensure they are still in working order and needed. If they are not in working order or no longer needed, they shall be removed and abandoned in accordance with applicable rules and regulations. Plans shall depict the removal/abandonment of these systems.

End of Comments

1001.051 RESIDENTIAL DISTRICT SPECIAL REQUIREMENTS.

Event Centers, subject to the following:

- (1) The minimum size of the event center operations must be 30 acres. This may include multiple lots.
- (2) Access to the site must be from a paved street.
- (3) The hours of operation shall be no later than 9:00 a.m. to 10:00 p.m. on Sunday through Thursday and 9:00 a.m. to 11:00 p.m. on Friday and Saturday.
- (4) The number of guests will be approved by the City based on the size of site, structures, parking availability, and other relevant factors.
- (5) Noise from an event shall comply with Section 130.08 of the City Code.
- (6) No sound amplifications systems may be used outdoors after 8:00 p.m.
- (7) Sanitary facilities adequate for the number of attendees shall be provided as determined by the adopted Minnesota State Building Code, as may be amended from time to time. No sanitary facilities shall be located closer than 200 feet from a neighboring property line. Portable toilets may be approved for temporary use and must be screened from view from roads and neighboring properties by landscaping or a wooden enclosure. No portable toilets shall be located closer than 400 feet from a neighboring property line.
- (8) Off street parking shall be provided to accommodate 1 stall per 2 guests based on the maximum occupancy of the buildings. If no buildings are present for the event center then parking will be determined by city staff. Off street parking shall be setback 20 feet from any property line. Off street parking must be on an improved surface such as class 5 gravel or pavement.
- (9) Screening may be required for outdoor facilities to the event center and may include permanent landscaping, berms, fences, or walls.
- (10) All light fixtures shall be downcast style fixtures. Reflected glare or spill light from all exterior lighting shall not exceed 0.1 foot-candle measurement on the property line when adjoining residential and agricultural zoned property.
- (11) No overnight camping shall be allowed as part of an event center.
- (12) As part of the IUP, the City may approve signage for the event center. Consideration shall be given to the sign area, height, location and potential impacts on adjacent properties.
- (13) Compliance with all applicable regulations including State Health Code, state building codes, and local liquor licensing requirements.

(Ord. 2023-05, passed 7-25-2023)

1001.23 CONDITIONAL USE AND INTERIM USE PERMITS.

Subd. 1 Conditional Use Permits

(1) *Purpose and scope.* The conditional use permit process is intended to provide the City with an opportunity to review a proposed use that has the potential to be incompatible with surrounding uses, but can be made compatible through the establishment of reasonable conditions. Approval of a conditional use is a site specific approval and does not indicate that the conditional use is able to be conducted on every parcel within the zoning classification. Every application for a conditional use permit will be individually reviewed on its own merits, and the facts surrounding the subject property will determine the appropriateness of the proposed use. The approval of the conditional use permit runs with the land and is not impacted by changes in ownership.

(2) *Application.* A request for a conditional use permit shall be initiated by an owner of property or an authorized representative of an owner through the submission of a conditional use permit application to the Zoning Administrator that includes the following:

- a. A complete application form signed by the property owner and the applicant (if different from the property owner);
- b. A thorough written description of the proposed conditional use;
- c. A legal description of the property;
- d. Application fee and escrow deposit;
- e. Certified list and set of mailing labels of the names and addresses of all property owners within 500 feet of the boundaries of the property in question. (This item is not required for administrative conditional use permit applications.)
- f. A map showing the property in question and the surrounding land use of all property within 500 feet of the property in question;
- g. A complete site plan showing all aspects of the proposed use and its relationship to the surrounding neighborhood;
- h. Schematic architectural, landscape, grading and utility plans for projects involving new construction, exterior remodeling or additions;
- i. A survey may be required if it is determined to be necessary by the Zoning Administrator; and
- j. Any other information required by the Zoning Administrator, Planning Commission or City Council.

(3) *Process.*

a. Notice of the time and place of the public hearing shall be given not more than 30 days nor less than 10 days in advance of the public hearing by publishing a notice in the official newspaper of the City and by mailed notice to the property owners within 500 feet of any boundary of the property for which the use is proposed. This notice shall describe the particular conditional use and shall contain a brief description thereof. The County Auditor's records shall be used for determination of ownership and mailing addresses.

b. No hearing will be scheduled and the application will not be deemed to be complete until all of the application requirements are submitted by the applicant in a form acceptable to the Zoning Administrator.

c. The Planning Commission shall hold at least 1 public hearing on the proposal to issue a conditional use permit.

d. Before any conditional use permit may be granted, the request shall be referred to the Planning Commission for study concerning the effect of the proposed conditional use on the Comprehensive Plan and on the character and the development of the neighborhood. The Planning Commission will make a recommendation to the City Council regarding reasonable conditions and findings of fact.

e. The approval of a conditional use permit requires that the City Council shall find that conditions can be established to ensure all of the following criteria will always be met:

1. The proposed use is consistent with the Comprehensive Plan and the purpose of the underlying zoning district.
2. The proposed use will not substantially diminish or impair property values within the immediate vicinity of the subject property.
3. The proposed use will not be detrimental to the health, safety, morals or welfare of persons residing or working near the use.
4. The proposed use will not impede the normal and orderly development of surrounding property.
5. The proposed use will not create an undue burden on parks, schools, streets and other public facilities and utilities which serve or are proposed to serve the area.
6. The proposed use is adequately screened.
7. The proposed use will not create a nuisance, including but not limited to odor, noise, vibration or visual pollution.
8. The proposed use will provide adequate parking and loading spaces, and all storage on the site is in compliance

with this Subsection.

9. The proposed use will protect sensitive natural features.

10. The City Council may attach conditions to the permit, as it may deem necessary in order to lessen the impact of a proposed use, meet applicable performance standards and to promote health, safety and welfare.

f. *Denial.* Conditional use permits may be denied by resolution of the City Council when there is a determination and findings of fact by the City Council that the proposed use does not meet the criteria for granting a conditional use permit.

(4) *Time limit.*

a. Unless otherwise specified in the conditional use permit, the operation of the use and/or issuance of building permits for permitted structures shall begin within 6 months of the date of the conditional use permit approval. Failure to do so will invalidate the conditional use permit. Permitted timeframes do not change with successive owners. Upon written request, 1 extension of 6 months may be granted by the Zoning Administrator if the applicant can show good cause.

b. If a use operating pursuant to an approved conditional use permit is discontinued for a period of at least 6 months, any further use of the property shall conform to the requirements of this Subsection. A discontinued conditional use shall not begin operations again without first obtaining approval of a new conditional use permit.

(5) *Revocation.*

a. In the event that any of the conditions set forth in the permit are violated, the City Council shall have the authority to revoke the conditional use permit. Before the revocation is considered, the City Council shall hold at least 1 public hearing after proper written notice has been issued in accordance with this section.

b. Following the hearing and subsequent discussion, the City Council may revoke the conditional use permit by adopting findings of fact showing there has not been substantial compliance with the required conditions.

(6) *Amendments.* A conditional use permit may be amended or modified only in accordance with the procedures and standards established when originally securing the conditional use permit. A request for a change in the conditions of approval of a conditional use permit shall be considered an amendment and subject to the full review procedure set forth in this Subsection. An additional application fee may be required before the consideration of the amendment request.

Subd. 2 Interim Use Permits

(1) *Purpose and scope.* The interim use is a use that is currently acceptable but in the future may no longer be acceptable. The interim use permit process is intended to provide the City with an opportunity to allow a use that meets 1 of the following criteria:

a. The use is for a brief period of time until a permanent location is obtained or while the permanent location is under construction;

b. The use is judged by the City Council to be presently acceptable but with anticipated development or redevelopment, will not be acceptable in the future or will be replaced in the future by a permitted or conditional use within the respective district;

c. The use is judged by the City Council to reflect the long range vision for the area and is in compliance with the Comprehensive Plan provided that the use maintains harmony and compatibility with surrounding uses and is in keeping with the architectural character and design standards of existing uses and development.

(2) *Application, process, time limit, revocation and amendments.*

a. An interim use permit shall be processed according to the standards, procedures and criteria for conditional use permits. In addition, the proposed interim use must be allowed in the respective zoning district.

b. The interim use permit approval shall contain a date or specific event that will terminate the use with certainty.

(Ord. 2010-18, passed 9-28-2010)

ITEM:

Dayton Parkway Traffic Signals: CSAH 81–Brockton Lane

PREPARED BY:

Jason Quisberg, Engineering

POLICY DECISION / ACTION TO BE CONSIDERED:

Approve Plans and Authorize Bidding for the Dayton Parkway Traffic Signals project

BACKGROUND:

Back in May, Council authorized the preparation of plans and specifications for a project involving the signalization of Dayton Parkway intersections, one between CR-101 and I-94 (future crossroad), the other between I-94 and CSAH 81 (Holly Ln/Territorial Rd). Design of signal systems at these two intersections is complete.

Due to unknown timelines regarding proposed development between I-94 and Brockton Lane, the signal to the west has been removed from this project scope. It is anticipated that the signal at that intersection will be constructed as part of a future project.

This leaves the scope of this project limited to a signal at the intersection of Dayton Parkway and Holly Lane/Territorial Road, the intersection closest to the Kwik Trip currently under construction.

Project Costs & Revenues

The total project cost budgetary estimate for the project at this intersection was \$750,000. The current estimate is \$556,000, which includes \$433,000 for construction plus \$102,000 for engineering and \$21,000 for other indirect costs.

Kwik Trip is obligated for a cost share of \$442,500 for this project. The remaining (estimated) \$113,500 is eligible, and approved, for use of Municipal State Aid (MSA) funding. This is possible due to a requested advancement of future MSA allotments.

Project Schedule

Approve Plans/Authorize Bids	August 26
Open Bids	September 16
Award Construction Contract	September 23
Start Construction	October
Equipment Installation	*February 2026?
Substantial Completion (signal operational)	**March 2026
Final Completion	Spring 2026
*Equipment procurement estimated at 4 months (this could change)	
**Actual completion expected 1-2 months after equipment procurement	

Other Information

- Bidding services, as identified in the previously approved engineering services proposal for this project, are estimated at \$3,500.
- Construction services were not included in the previously approved proposal. A proposal for these services will be presented should a construction contract be awarded for the project.

RECOMMENDATION:

Approve plans and authorize bidding for the project.

ATTACHMENT(S):

Dayton Parkway Signals plan set (cover sheet only)
Advertisement for Bids

THE CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS. DO NOT SCALE THE DRAWING. ANY ERRORS OR OMISSIONS SHALL BE REPORTED TO STANTEC WITHOUT DELAY. NO USE FOR ANY PURPOSE OTHER THAN THAT AUTHORIZED BY STANTEC IS FORBIDDEN.

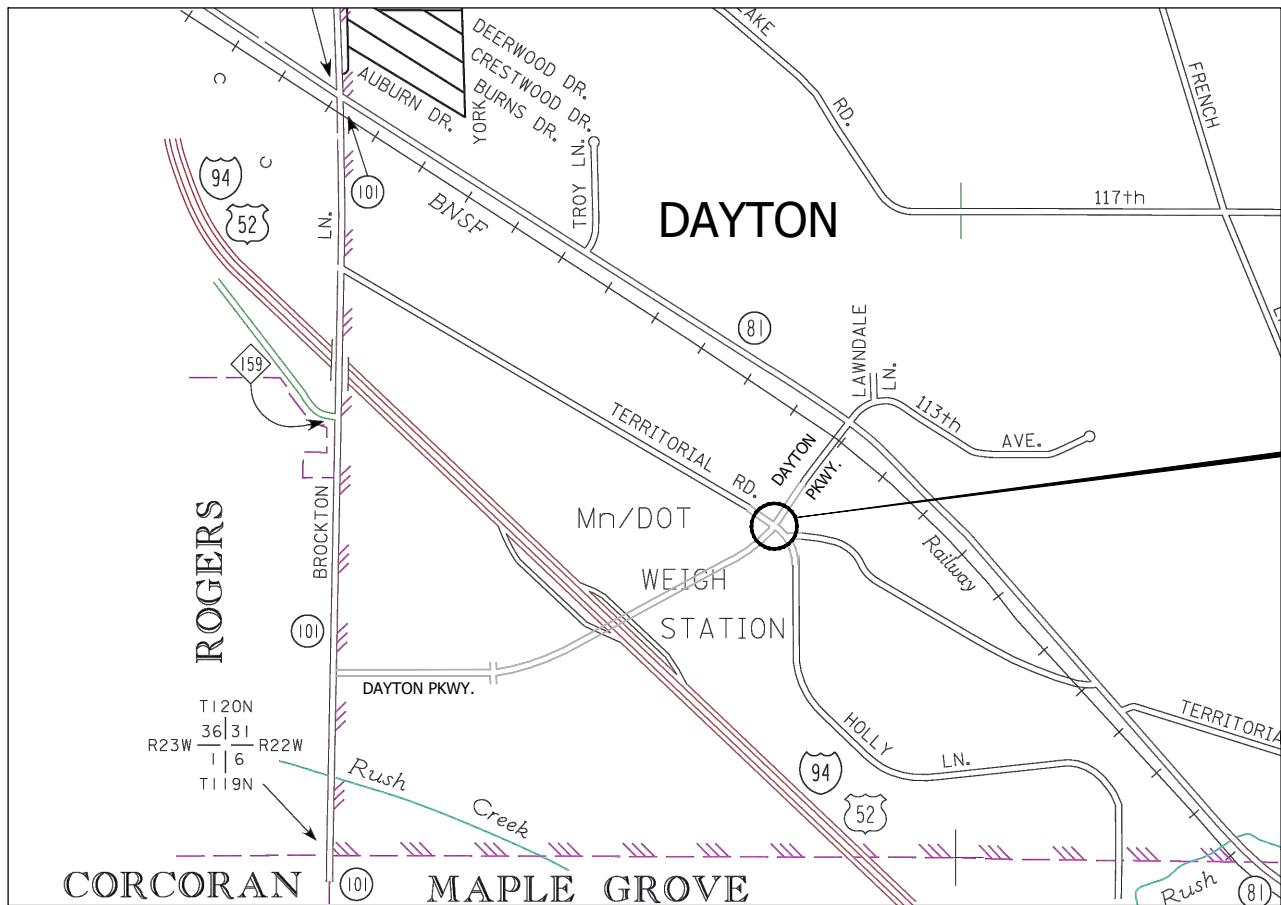
DESIGN DESIGNATION FOR: DAYTON PARKWAY
LOCATION: US 94 TO CSAH 81
DESIGNATION URBAN
FUNCTIONAL CLASS MINOR COLLECTOR
NO. OF TRAFFIC LANES 4
NO. OF PARKING LANES 0
DRIVING LANE WIDTH 12 FT
SHOULDER WIDTH N/A
R-VALUE N/A
20 YEAR ESALS N/A
ADT (PRESENT YEAR) 2025 5,745
ADT (FUTURE YEAR) 2045 6,348
HCADT (FUTURE YEAR) 2045 N/A
DESIGN SPEED 40 MPH
DESIGN LOAD 10 TON
DESIGN SPEED BASED ON
STOPPING SIGHT DISTANCE:
HEIGHT OF EYE = 3.5 FT
HEIGHT OF OBJECT = 2.0 FT
DESIGN SPEED NOT ACHIEVED AT: N/A

MINNESOTA DEPARTMENT OF TRANSPORTATION
CITY OF DAYTON
HENNEPIN COUNTY, MINNESOTA
DAYTON PARKWAY TRAFFIC SIGNAL IMPROVEMENTS
STATE AID PROJECT: 229-112-005

CONSTRUCTION PLAN FOR: TRAFFIC CONTROL SIGNAL.

SAP 229-112-005 LOCATED ON DAYTON PARKWAY FROM US 94 TO CSAH 81.

DAYTON PARKWAY
GROSS LENGTH FEET MILES
BRIDGE LENGTH FEET MILES
EXCEPTION LENGTH FEET MILES
NET LENGTH FEET MILES
REF. PT. TO REF. PT.



BASE BID SAP 229-112-005

DAYTON PARKWAY
STA. 138+58



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.

PRINTED NAME LIC. NO.

SIGNATURE DATE 8/20/2025

APPROVED: DAYTON CITY ENGINEER DATE

DISTRICT STATE AID ENGINEER: REVIEWED FOR COMPLIANCE WITH STATE AID RULES/POLICY DATE

APPROVED FOR STATE AID FUNDING: STATE AID ENGINEER DATE

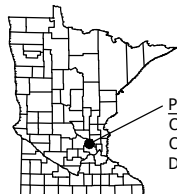
HORIZONTAL DATA
HENNEPIN COUNTY COORDINATE SYSTEM
DATUM: NAD83, 1996 ADJUSTMENT
UNITS: US SURVEY FOOT

VERTICAL DATA
DATUM: NGVD88



INDEX MAP
PLAN VIEW
SCALES
0 1200' 2400'
Horizontal Scale In Feet
0 25' 50'
Horizontal Scale In Feet

PROJECT LOCATION



PROJECT LOCATION
CITY: DAYTON
COUNTY: HENNEPIN
DISTRICT: METRO

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".

INDEX

SHEET NO.	SHEET DESCRIPTION
1	TITLE SHEET
2	LEGEND
3	GENERAL LAYOUT
4	STATEMENT OF ESTIMATED QUANTITIES
5	INPLACE UTILITY TABULATIONS
6	SOILS AND CONSTRUCTION NOTES
7	TABULATIONS
8 - 13	STANDARD PLANS
14	INPLACE TOPOGRAPHY, UTILITIES, AND REMOVAL PLAN
15	EROSION CONTROL AND TURF ESTABLISHMENT PLAN
16	ADA PLAN
17	TRAFFIC CONTROL PLAN
18 - 19	SIGNING AND PAVEMENT MARKING DETAILS
20	SIGNING AND PERMANENT PAVEMENT MARKING PLAN
21 - 34	TRAFFIC CONTROL SIGNAL SYSTEM PLAN

THIS PLAN CONTAINS 34 SHEETS

**SECTION 00 11 13
ADVERTISEMENT FOR BIDS**

NOTICE TO CONTRACTORS

Electronic Bid Proposals will be received by the City of Dayton, Minnesota, on the QuestCDN.com website via the VirtuBid electronic bidding application. Only electronic bids will be accepted for this project. Bids will be received on the QuestCDN.com website, until **10:00 A.M., CST, on Tuesday, September 16th, 2025**, at which time they will be opened electronically and reviewed for the furnishing of all labor, materials, and all else necessary for the following:

DAYTON PARKWAY TRAFFIC SIGNAL IMPROVEMENTS

The work, in accordance with Drawings and Specifications prepared by Stantec Consulting Services Inc., consists of the following major items of work and approximate quantities:

1 LS	Traffic Control Signal System B
1 LS	Traffic Control
1 LS	Erosion Control
92 LF	Pavement Marking
528 SF	Pavement Marking

Together with selective removals and other related appurtenances.

Each bid proposal shall be accompanied by a "Bid Security" in the form of a certified check made payable to the "City of Dayton" (OWNER) in the amount not less than five percent (5%) of the total bid, or a surety bond in the same amount, running to the OWNER, with the surety company thereon duly authorized to do business in the State of Minnesota. Such Bid Security to be a guarantee that the bidder will not, without the consent of the OWNER, withdraw their bid for a period of sixty (60) days after the opening of bids, and if awarded a contract, will enter into a contract with the OWNER; and the amount of the certified check will be retained or the bond enforced by the OWNER in case the bidder fails to do so. All bid securities except those of the three lowest bidders will be returned within five days after the opening of bids.

Eligible Bidders for this project must meet the Minimum Criteria as defined in the Section 00 45 49 Responsible Contractor Law in accordance with Minnesota Statutes § 16C.285, subdivision 3, and additional criteria required by the OWNER.

Bid Proposals shall be submitted on forms furnished for that purpose. Bids shall be submitted electronically through the QuestCDN website in accordance with the Instructions to Bidders. No bidder shall withdraw their bid, without the consent of the OWNER, for the period of days indicated above after the date for the opening thereof. The OWNER, however, reserves the right to reject any or all bids and to waive any minor irregularities, informalities or discrepancies. A work history detailing qualifications and past experience must be provided upon request.

READ CAREFULLY THE WAGE SCALES AND DIVISION A OF THE SPECIAL
PROVISIONS AS THEY AFFECT THIS PROJECT

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Jason Quisberg, City Engineer
City of Dayton/Stantec Consulting Services, Inc.

PUBLISHED: QuestCDN.com: September 4, 2025
Dayton-Champlin Press: September 4, 2025

ITEM:

Consideration of Resolution No. 57-2025, Comprehensive Plan Amendment and Ordinance No. 2025-19, City Code Amendment Related to the A-3 Agricultural District

APPLICANT/PRESENTER:

Jon Sevald, Community Development Director

PREPARED BY:

Jon Sevald, Community Development Director

POLICY DECISION / ACTION TO BE CONSIDERED:

Motion to Approve Resolution Amending the 2040 Comprehensive Plan, and Ordinance creating the A-3 zoning district.

BACKGROUND:

In summary, the Comprehensive Plan amendment establishes a new land use category; *UNSEWERED RURAL RESIDENTIAL-INTERIM* limited to northwest Dayton. Although the applicable area includes about 2,800 acres, parcels eligible to be rezoned to A-3 must be a minimum of 20-acres. This includes 29 parcels, equating to potentially 108 additional homes. When considering Dayton averages about 200 new homes per year, the A-3 district should not create a substantial impact to public services. The City Code amendment to the A-3 district increases the minimum lot width from 140' to 160' and better explains how to apply the Flexible Design Standards when designing a preliminary plat.

In detail, in 1973, the minimum lot size in the A-1 Agricultural district was 5-acres.¹ In 1988, it was 10-acres.² In 2002, it was 40-acres.³

Since regional sewer was extended into Dayton in 2007,⁴ residential development was limited to sewered areas and primarily consisted of 15,000 sq ft lots (R-1 district). In 2016, the R-3 district was created to replace PUD's, allowing single-family detached homes on 6,500 sq ft lots. Developers took advantage of it, resulting in hundreds of lots that are 6,500+ sq ft.

The proliferation of R-3 developments caused concern that Dayton will develop all the same, defeating the City's moto, "*Live the Difference*". The City sought the ability from the Metcouncil to expand the RE Residential Estate district (unsewered 5-acre lots), which the Metcouncil indicated would not be accepted because unsewered development is

¹ Village of Dayton Ordinance 73-6, Section 8(A)(4); Minimum Lot Requirements – Area and Width. For all new developments and subdivisions in this district, minimum lot size shall be five acres, with the minimum width at the building line of 300 feet.

² City of Dayton, Ordinance 88-4, Section 1001.05, Subd 2(1)(a) Minimum Lot Area per Dwelling in Square Feet (Net).

³ City of Dayton City Code, Section 1001.05, Subd 3(e) A-1 & SA districts; Minimum lot size: 40 acres.

⁴ Sewer was extended from Otsego into the Historic Village in 2000.

inconsistent with the regional Systems Plan and the City's 2040 Comprehensive Plan, which identifies all of Dayton as being within the Metropolitan Urban Service Area (MUSA), intending to be served by regional sewer.⁵ After further discussions, Metcouncil Staff would support unsewered development as an interim use at a net density⁶ of one home per 10 acres, such that undeveloped land would be preserved for future sewer development, once regional sewer becomes available.



LESS OF THIS..... Cypress Cove, R-3 district. Intersection of Fernbrook Ln & Empire Ln. Example of development characteristics to be avoided, e.g. straight streets, homes similar in setbacks, appearance and size. Lot size = 0.2 acres. Home values = \$350,000 - \$590,000 on this street (photo Feb 4, 2024).



MORE OF THIS..... Thicket Hill, A-1 district. Example of desirable development elements, e.g. curved streets, irregular setbacks, custom homes. Lot size = 10-acres. Home values = \$600,000 - \$1.6 million on this street. (photo Feb 4, 2024).

The Planning Commission and City Council considered amendments to the Comprehensive Plan and City Code in January, February, and March 2025. At the March 25, 2025 City Council meeting, the Council Approved amending the City Code creating the A-3 district⁷, and Denied

⁵ Metcouncil memo, November 21, 2023.

⁶ Net Density = Gross Acres minus wetlands, water bodies, public parks and trails, public open space, arterial road rights-of-way, and other undevelopable acres identified in or protected by local ordinances such as steep slopes (DRAFT Imagine 2050 Regional Vision, Values, & Goals, Objective 1, Policy 23, Action 3((iii) (p 20)

⁷ Ordinance 225-07

an amendment to the Comprehensive Plan⁸, reasoning it is not necessary because unsewered development is temporary and does not change the future 2040 land use map.

The Metcouncil responded that the A-3 district is in conflict with the 2040 Comprehensive Plan because the Plan does not include a land use category that allows 4:40 density, and the adopted A-3 district is inconsistent with the Metcouncil's Flexible Development Guidelines. Further, the Metcouncil stated it would take legal action against the city, referencing MN Statute 473.858; *"a local government unit shall not adopt any fiscal device or official control which is in conflict with its comprehensive plan, including any amendments to the plan, or which permits activity in conflict with metropolitan system plans, as defined by section 473.852, subdivision 8."*⁹ The Metcouncil argues that inconstancy with the Comprehensive Plan and Metcouncil systems plans, negates the March 25th adoption of the A-3 district.

On August 1, 2025, city staff and the City Attorney met with Metcouncil staff and attorneys to review a DRAFT amendment of the A-3 district and outline of a Comprehensive Plan amendment, concluding we were not that far apart. In summary, A-3 plats must identify which areas are practical for future sewer development. Those areas must include protections that sewer development can be done. This can be demonstrated through Ghost Platting, and restrictions of where unsewered development occurs such that it does not prohibit future sewer development (e.g. don't build unsewered houses in locations that make it impractical to redevelop when sewer becomes available).

On August 7, 2025, the Planning Commission conducted a Public Hearing recommending approval of amendments to the Comprehensive Plan and A-3 district, with minor changes to increase minimum lot width from 140' to 160' to better accommodate Ghost Platting. On August 11, 2025 Metcouncil Staff followed up with comments that the A-3 district should provide more clarity of how the A-3 district complies with the Flexible Design Standards. The Attached Ordinance does this by providing examples.

CRITICAL ISSUES:

Legacy Woods

Legacy Woods received Preliminary Plat approval on April 22, 2025.¹⁰ The plat is inconsistent with the proposed A-3 amendments. To be consistent, the developer must submit sufficient evidence to identify areas that are practical for future sewer/water, e.g. areas of tillable land not impeded by steep slopes, impermeable soils, or other practical difficulties. Such areas for future sewer development are to be Ghost Platted, and consideration of requiring unsewered homes to be built on Ghost Lots. This can be accomplished as part of the Final Plat submittal.

Timing

Once approved by the City Council, the Comprehensive Plan amendment must be submitted for review by adjacent and affected governments (2 months), prior to being submitted to the Metcouncil for review and

⁸ Resolution 17-2025

⁹ June 6, 2025 letter from Angela Torres re: City of Dayton – Comprehensive Plan Amendment.

¹⁰ Resolution 22-2025; *Resolution Approving the Preliminary Plat and Conservation Planned Unit Development of Schany Parcel*

authorization (2-4 months). The Metcouncil must authorize the Comprehensive Plan amendment before the A-3 district can take effect. The A-3 district must be in effect prior to rezoning land to A-3, and approving Final Plats.

PLANNING COMMISSION RECOMMENDATION:

The Planning Commission conducted a Public Hearing at its August 7, 2025 meeting, recommending approval.

STAFF RECOMMENDATION:

Staff recommends approval.

60/120-DAY RULE (IF APPLICABLE):

	60-Days	120-Days
N/A		

RELATIONSHIP TO COUNCIL GOALS:

Build and Maintain Quality Infrastructure

Encourage Diversity and Manage Thoughtful Development

Maintain and Enhance the Natural and Rural Community Connection

BUDGET IMPACT:

N/A

ATTACHMENT(S):

A-3 Map

Metcouncil letter, June 6, 2025

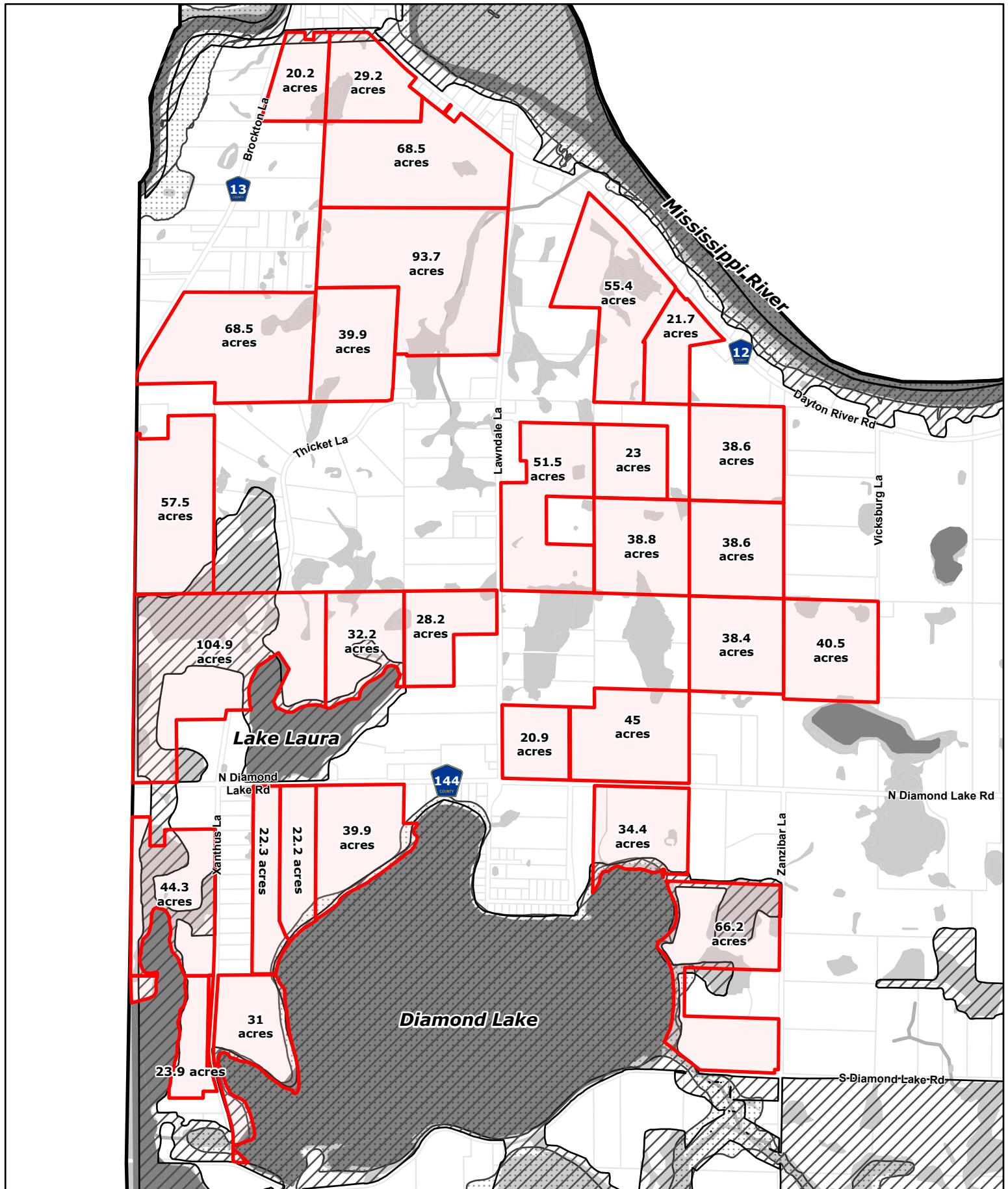
Metcouncil Flexible Residential Development standards

Ordinance 2025-19

Resolution 57-2025

Comprehensive Plan Amendment Form

Comprehensive Plan Amendment



Legend

- Parcels >20
- Lake
- Greenway Overlay
- Stream
- 100 Year FEMA Floodplain
- National Wetland Inventory

Parcels > 20 Acres

N



0 500 1,000 2,000 3,000
43 Feet



June 6, 2025

Jon Sevald, Community Development Director
City of Dayton
12260 South Diamond Lake Road
Dayton, MN 55327

RE: City of Dayton – Comprehensive Plan Amendment

Dear Jon Sevald:

Thank you for your coordination and meeting on May 29, 2025. For reference, those in attendance from the City included Zach Doud, City Administrator; Jon Sevald, Community Development Director; and Jason Quisberg, City Engineer. Metropolitan Council staff included LisaBeth Barajas, Executive Director Community Development; Angela R. Torres, Senior Manager Local Planning Assistance; Freya Thamman, District 1 Sector Representative; and Kyle Colvin, Manager Wastewater Planning and Community Programs.

As you noted at our meeting, the Dayton City Council recently adopted a zoning ordinance to allow for 2 units per 20 acres city-wide as an interim use. However, the ordinance is inconsistent with the City's 2040 Comprehensive Plan (2040 Plan) and does not follow the Met Council's [Flexible Development Guidelines](#). At the Dayton City Council's March 25, 2025 meeting, Dayton City staff presented a proposal to submit a comprehensive plan amendment as part of the action considering the zoning ordinance. The Dayton City Council voted to deny submittal of the associated comprehensive plan amendment while proceeding with adoption of the zoning ordinance.

At our May 29, 2025 meeting, you requested information regarding the authority of the Metropolitan Council (Met Council): 1) to require a comprehensive plan amendment, 2) references to the Met Council's authority regarding regional policy, and 3) the ramifications of not following the amendment process as advised. We have a shared goal of preserving land in Dayton to accommodate future urban services and hope that this additional information will help us in that effort.

Comprehensive Plan Amendment Required

Per the Metropolitan Land Planning Act (Act), local governments cannot adopt any official controls or fiscal devices that conflict with their comprehensive plans, or which permit activities in conflict with the Met Council's metropolitan system plans. Minn. Stat. §§ 473.864, subd. 2; 473.865, subd. 2. Further, the Met Council is directed by statute to prepare and adopt guidelines and procedures for the implementation of the Metropolitan Land Planning Act that will assist local governments in accomplishing the provisions and requirements of the Act. Minn. Stat. § 473.854.

The City's 2040 Plan does not have a future land use category that supports new rural residential development at 4 units per 40 acres which is an interim development pattern that regional policy allows in the Long Term Service Area for our regional wastewater system. To enact a change which allows some kind of interim use throughout the community, the City would need to submit a comprehensive plan amendment. The 2040 Plan would need to include this as a new land use category/interim use and indicate allowed density and uses. In addition, the 2040 Plan would need to discuss and provide the City's flexible development ordinance. If the City does not wish to follow the amendment process as described and advised, the City could alternatively rescind the ordinance to remain consistent with regional policy and in conformance with regional system plans.

Metropolitan Council Review Authority

The Met Council's role in comprehensive planning is outlined in state statute in the Metropolitan Land Planning Act ([Chapter 473, Metropolitan Government](#)). Per statute, the Met Council reviews and comments on the comprehensive plans and comprehensive plan amendments, prepared and submitted pursuant to sections [473.851](#) to [473.871](#), to determine their compatibility with each other and conformity with its metropolitan system plans.

The City's 2040 Plan shows the entire City, including post-2040 staging areas, as planned for future regional wastewater service. Based on the City's adopted 2040 Plan and prior requests from the City, the Met Council has planned for future regional wastewater services for the entire City, including subsequent investments in regional wastewater infrastructure. The provision of regional wastewater service can be traced back to when the Champlin-Anoka-Brooklyn Park (CAB) interceptor was designed and constructed in the 1970's. At that time, additional capacity was included to serve additional areas of northern Hennepin County, including Dayton. More recently in the 1990's, the Elm Creek Interceptor was built to provide direct service for Dayton. Regional capacity was included in these facilities at the request of the City during the planning phase for these facilities, and again reconfirmed by the City through its subsequent comprehensive plan updates. Currently, the Met Council continues to use the City's 2040 Plan for design and capacity decisions regarding the Crow River Wastewater Treatment Plant and future conveyance investments. These are examples of the Met Council's response to local plans and specific City requests for the Met Council to base long-term investment decisions to provide regional wastewater services.

The Met Council reviewed and determined the City's 2040 Plan to be in conformance with regional system plans and consistent with Thrive MSP 2040 and its land use policies. As required by statute, the Met Council plans for and stages development for forecasted growth through the planning period at overall average net residential densities of at least 3-5 units per acre. When a community submits a comprehensive plan amendment, Met Council staff review it to see if there are potential impacts on - or departures from - the Met Council's regional system plans, including the metropolitan wastewater system plan. Local comprehensive plans and amendments that have substantial impacts on — or contain substantial departures from — the metropolitan wastewater system plan affect how the Met Council constructs, operates, and maintains the region's wastewater system and can result in system inefficiencies if nonconforming plans are allowed to be implemented.

As indicated in the October 2024 Memo to the City and in the [Flexible Development Guidelines](#), if the City creates a new ordinance following the Flexible Development Guidelines, an amendment to the City's 2040 Plan and the City's new ordinance need to be submitted to the Met Council for review and approval. The Flexible Development Guidelines provide planning tools that work together rather than independently of one another to ensure the future development of the land at residential densities of at least 3 units per net developable acre (which will be 3.5 units per acre under Imagine 2050). The Flexible Development Guidelines need to be appropriately followed. Allowing residential development with "one or more" of the outlined Flexible Development Guidelines, as the City has included in its recently adopted ordinance, could result in a departure from regional system plans. Minn. Stat. § 473.854 specifically authorizes the Met Council to prepare and adopt guidelines and procedures like the Flexible Development Guidelines to ensure compliance with the Act.

Consistent with Met Council planning expectations, the City needs mechanisms in place to ensure that local ordinances are followed in both the short and long term. For example, if an appropriately crafted flexible development ordinance were *not* followed in future years (i.e. a change from developable land for future urbanization to permanent open space), and if Met Council investments were made based on the understanding that area was being reserved for future regional sewer, the City could create a regional system departure causing undue regional investments.

On the rare occasion that a comprehensive plan or amendment does not conform to regional plans, Minn. Stat. § 473.175, subd. 1, outlines the Met Council's authority to require a Plan Modification. In this case, the Met Council is authorized to require a local unit of government to modify its comprehensive plan if the Met Council concludes that the local comprehensive plan or comprehensive plan amendment is more likely than not to have either a substantial impact on or represent a substantial departure from the Met Council's adopted policy plans and capital budgets. A substantial departure occurs, for example, when a

local governmental unit proposes forecasts for sewer development densities that are lower than Met Council density standards that are the basis for regional infrastructure planning purposes; or when a local government unit proposes densities that exceed Met Council policy for unsewered areas that are within the long-term regional wastewater service area and would prevent future economical sewer development.

The Met Council is open to an interim rural development at 4 units per 40 acres, consistent with regional policy, that preserves large areas that would not preclude future regional sewer service. Met Council staff have already provided this guidance to the City.

If an Amendment is Not Submitted

The City's adoption of a zoning ordinance inconsistent with its 2040 Plan and failure to prepare and submit a comprehensive plan amendment causes a serious regional system concern, and the Met Council has a duty to implement regional policy consistently. Local governments are required by law to ensure that their local controls and fiscal devices, like zoning and subdivision ordinances, do not conflict with their Council-authorized 2040 Plan. Specifically, Minn. Stat. § [473.858](#) states "a local government unit shall not adopt any fiscal device or official control which is in conflict with its comprehensive plan, including any amendments to the plan, or which permits activity in conflict with metropolitan system plans, as defined by section [473.852, subdivision 8](#)."

The Met Council is legislatively authorized and prepared to take any necessary legal action to enforce the Act to ensure system conformance. Minnesota Statutes section 473.175, subdivision 3, states that if a local governmental unit fails to adopt a comprehensive plan or amendment in accordance with sections [473.851](#) to [473.871](#) or if the Met Council finds that a plan substantially departs from metropolitan system plans, the Met Council is authorized to commence civil proceedings to enforce statutory requirements by appropriate legal action in the district court where the local governmental unit is located. The Met Council has a regional responsibility to carry out its statutory obligations consistently to ensure the orderly and economical development of the region. The Met Council is committed to fulfilling its statutory legal obligations to enforce the Act.

As previously discussed, the Met Council would like to work with the City through the comprehensive plan amendment process. Housing and residential land use patterns last for generations, so it is critical that residential development advances the policy of orderly and efficient land use. In our meeting, the Met Council and the City appeared to have same goal – to provide future regional wastewater service to the areas identified in the City's 2040 Plan. We believe we can achieve this mutual goal through coordination on a future comprehensive plan amendment, which appropriately implements the Flexible Development Guidelines.

If you have any questions or need further information, please contact Freya Thamman, Principal Reviewer at 651-602-1750 or via email at freya.thamman@metc.state.mn.us.

Sincerely,



Angela R. Torres, AICP, Senior Manager
Local Planning Assistance

CC: Zach Doud, City Administrator
Jason Quisberg, City Engineer
Judy Johnson, Metropolitan Council District 1
LisaBeth Barajas, Executive Director Community Development
Kyle Colvin, Manager Wastewater Planning and Community Programs
Freya Thamman, Sector Representative
Reviews Coordinator

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FLEXIBLE RESIDENTIAL DEVELOPMENT EXAMPLES FOR THE DIVERSIFIED RURAL AREA

Background

Thrive MSP 2040 indicates that land use patterns in [Diversified Rural](#) communities are home to a variety of farm and non-farm land uses including very large-lot residential, clustered housing, hobby farms, and agricultural uses. Some Diversified Rural communities are also located in the Long-term Wastewater Service Area (LTSA). These areas are designated to ensure land availability to accommodate growth post-2040 at the edge of the urbanizing area.

Purpose

The purpose of flexible residential development ordinances and tools in these areas should be to preserve land for post-2040 growth and to accommodate the future extension of regional urban services. In August 2008, the Council adopted [Flexible Residential Development Ordinance Guidelines for the Diversified Rural Area](#) that describes the factors communities should take into account if they are considering allowing residential development at densities greater than 4 units per 40 acres in their communities. The Council has since incorporated these guidelines into *Thrive MSP 2040*.

Function

For those communities on the edge of the urbanizing area, designated as part of the LTSA, residential development ordinances should provide for interim land uses without precluding the opportunity for future development at densities of at least 3 units per net developable acre to ensure future, cost-effective and efficient regional wastewater treatment services. For areas outside of the LTSA, the Council also encourages the clustering of homes, particularly when communities are considering densities greater than 4 units per 40 acres.

Communities should study and assess their landscapes to refine their development priorities. There may be areas within the community that contain an abundance of sensitive natural resources or that the community has identified as a greenway or conservation corridor. These areas may not be most suitable for future urbanization as the capability of the land to support development is low and constrained. In these cases, open space development or cluster development may be adapted to protect those resources to meet the community's goals.



The Fields of St. Croix, Lake Elmo

Flexible Residential Development Guidelines

In considering ordinances and development that exceeds the 4 units per 40 acres density, communities should apply the following guidelines:

1. Include the need to reserve land resources for efficient future urban development as part of the ordinance purpose.
2. Identify the land characteristics required to support future urbanization.
3. Allow no more than 25% of the developable land in a project to be developed, reserving larger future urbanization parcels.
4. Protect future urbanization parcels with temporary development agreements, easements, or deed restrictions.
5. Provide for the rezoning of the future urbanization parcels to a residential zoning classification at densities consistent with Council policy at such time that urban services are available.
6. Encourage the use of community wastewater treatment systems to serve the temporary cluster.

Please refer to the full document, [Flexible Residential Development Ordinance Guidelines for the Diversified Rural Area](#), for more information on these six guidelines.

Flexible Residential Ordinance Tools

If a community wishes to allow for increased densities within the Diversified Rural area beyond 4 units per 40 acres, the community should use mechanisms to allow for the future development of the land at urban development densities of at least 3 units per net developable acre. There are a number of tools that communities have utilized to meet these goals, including but not limited to the following:

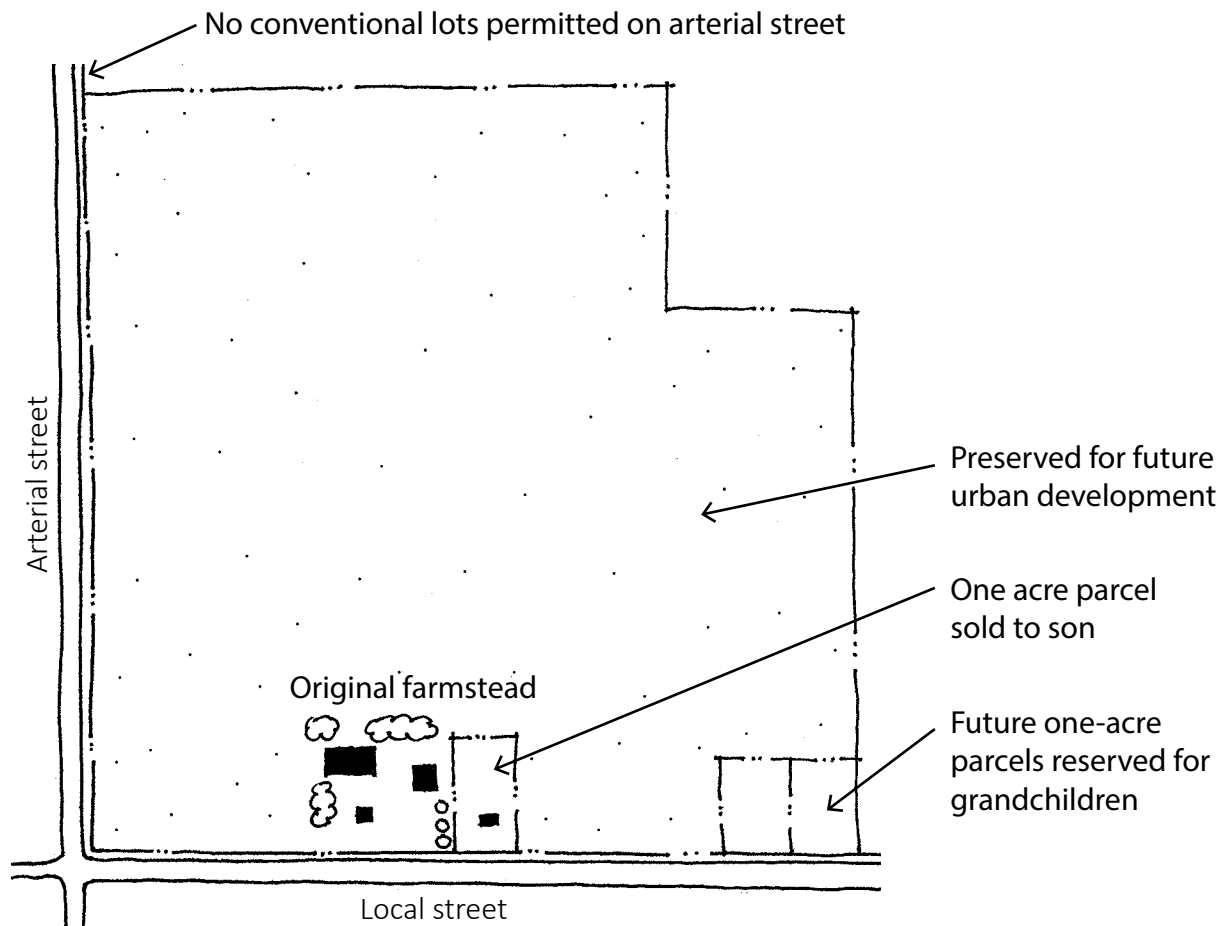
1. Adopt Cluster Ordinances to preserve open space and allow future urbanization.
2. Permit density bonuses for meeting certain specified ordinance requirements.
3. Use of Planned Unit Development (PUD) regulations to manage development and preserve open space.
4. Require Build-Out Plans (Ghost Platting) to demonstrate future subdivision for the delivery of urban services.
5. Employ platting techniques along with deed restrictions, easements, and covenants to protect open space for future development.
6. Use of overlay districts in specified areas to ensure mandatory clustering; for example, on land adjacent to urban service areas.

If a community adopts regulations to allow densities in the Diversified Rural area which exceed 4 units per 40 acres, the Metropolitan Council will need to review any revised ordinance details to ensure compliance with the community's Comprehensive Plan and future expansion of urban services.

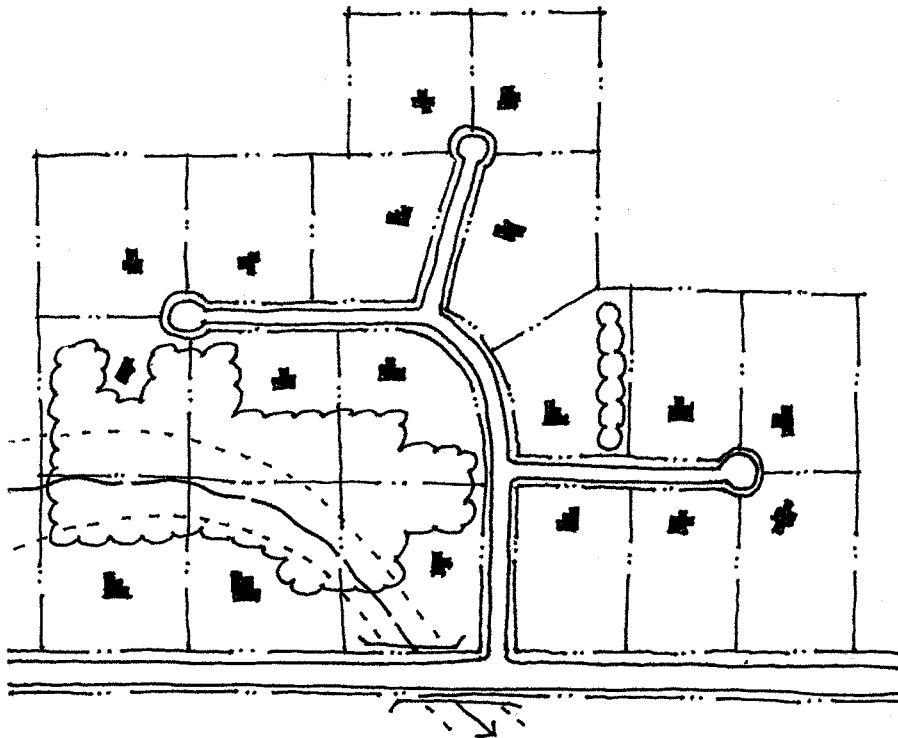
FLEXIBLE RESIDENTIAL DEVELOPMENT EXAMPLES

There are many different development styles a community might use to allow for current development while reserving land for future urban development. This section describes some of the development patterns available to communities.

Traditional Rural Cluster



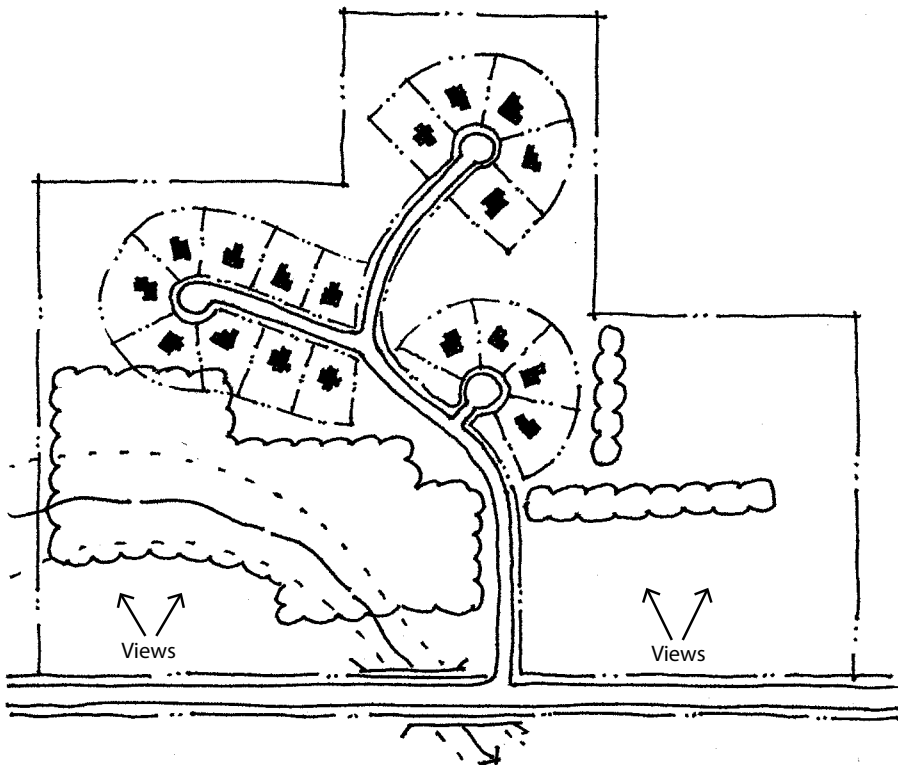
The traditional rural cluster above shows that a mandatory cluster district may allow for a defined, limited number of lot splits within a contiguous rural acreage if certain parameters are met, such as specified lot sizes and frontage on a local street. The above example allows for future subdivision of the residual parcel to allow for urban services. This method of subdivision would need to be tracked by the municipality over time to ensure that sufficient land is preserved to allow for a subdivision layout at acceptable densities and access to allow for future urban services.



Conventional Development

Acres: 80
 Lots: 18
 Density: 1 unit per 3.3 acres
 Minimum lot size: 3 acres
 Common open space: 0%

Note: No conventional lots are typically permitted on an arterial street.



Rural Cluster

Acres: 80
 Lots: 18
 Density: 1 unit per 3.3 acres
 Minimum lot size: 1/2 acre
 Common open space: 75%

Credit: Adapted from Rural Cluster Development Guide, Southeastern Wisconsin Regional Planning Commission

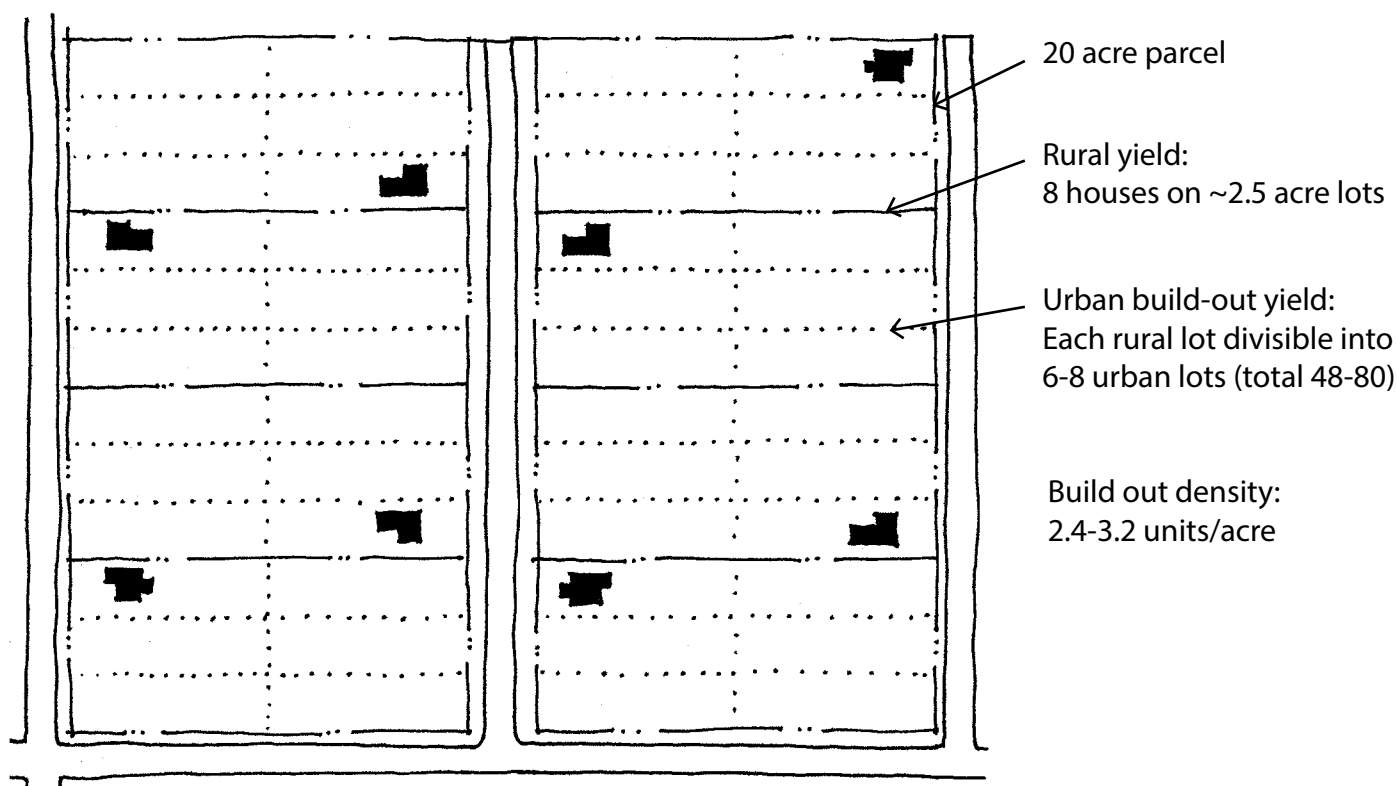
The Rural Cluster Development shows a more proactive approach to the preservation of land for future urban service balanced with the preservation of natural resources.

The first image shows a conventional large-lot rural development which precludes the provision of urban services due to the ineffective lot layout and inefficiency of multiple or long-distance connection points to urban services. The Council has found that this style of large-lot rural development does not advance the mission of ensuring orderly and economical development in the region.

The second example, of a rural cluster development, preserves high amenity open space for resource protection and recreation, while ensuring a compact lot layout which allows for effective delivery of urban services. Additional urbanized development may be accommodated in the eastern portion of that site as well. The Rural Cluster Development may utilize a communal septic system until such time that urban services become available.

Build-Out Plan (Ghost Platting)

The Build-Out Plan, or ghost platting, is a method of master planning for future urban densities in rural large-lot subdivisions. The subdivision is organized in a way that will facilitate a transition to higher density at some future date, perhaps through the use of development or service infrastructure triggers. This is often achieved by restricting the location of buildings to avoid obstructions to future utility and roadway easements. Platting for future urban densities is achieved by establishing lines for future splits of large lots into smaller lots and dedication of rights-of-way and easements for future streets, utilities, storm water facilities, etc. This method of subdivision is another front-loading process which preserves land for future urbanization. Oftentimes, the Build-Out Plan may limit the location and size of the residential footprint to more effectively allow for future subdivision of lots.

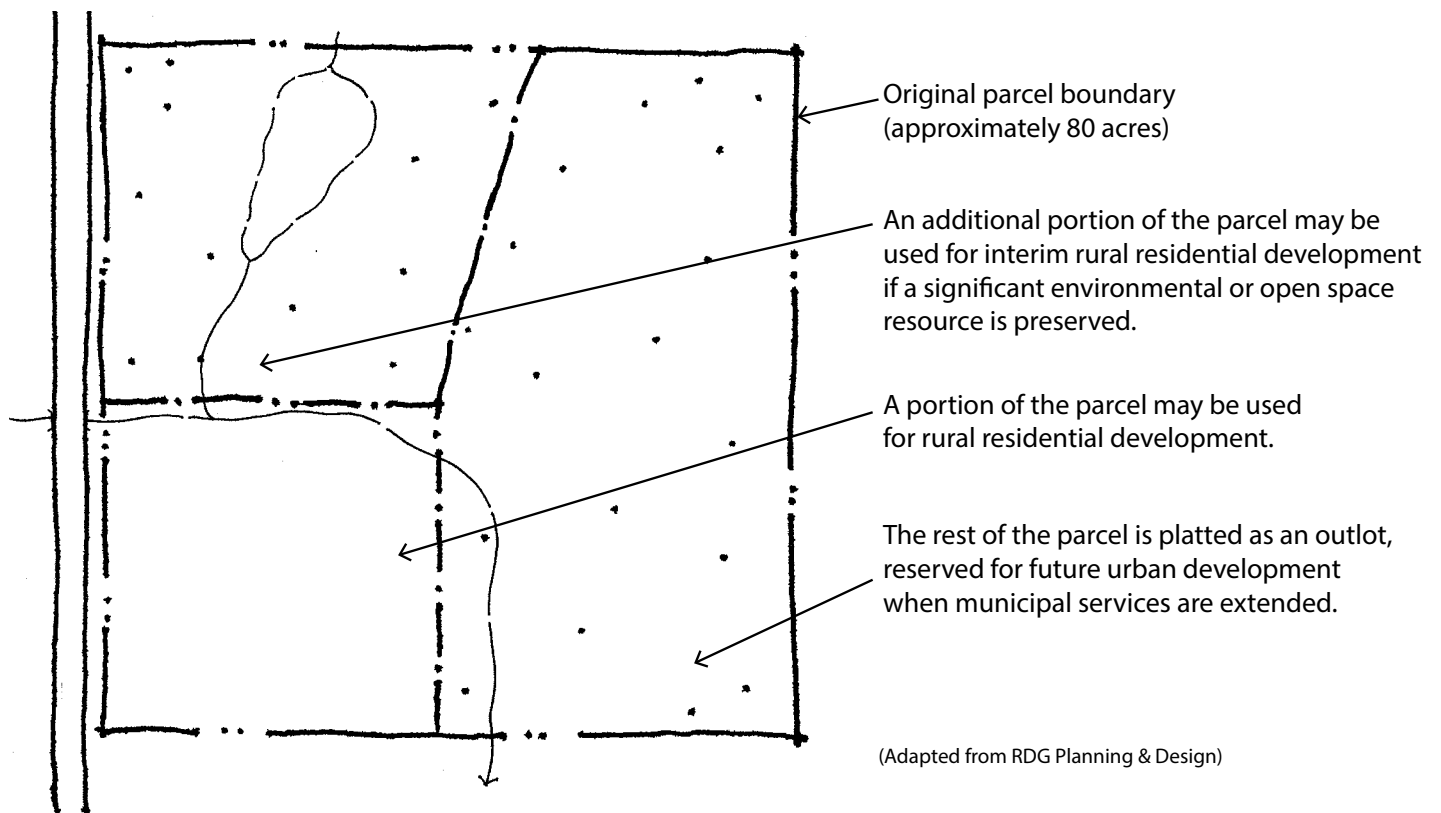


Note: In this scenario no conventional lots are permitted on arterial street, but rather all front on local streets.

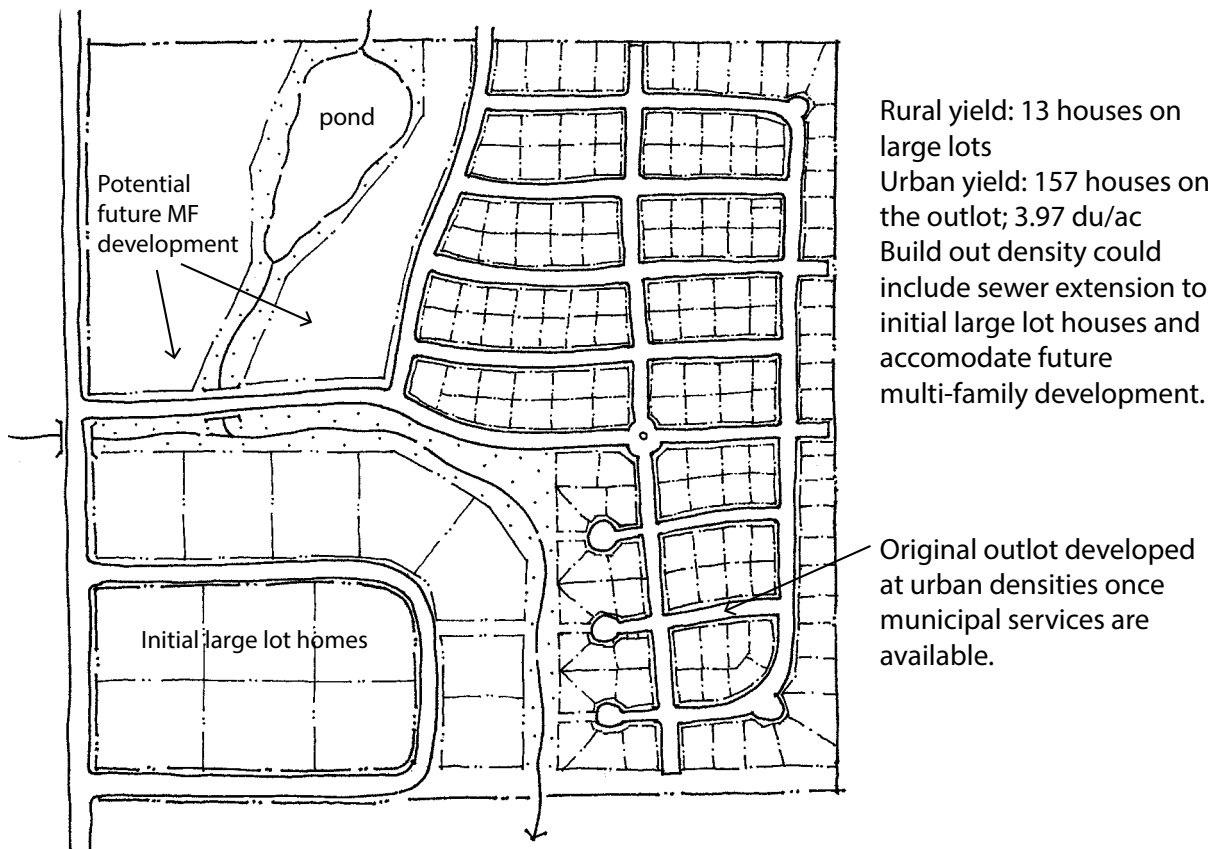
Build Through Acreages

Build Through Acreages can allow for development at lower densities while preserving open space for future development through the platting process. A large outlot can be established to allow for future development at densities that can allow for urban service expansion. The outlot may also be encumbered with deed restrictions, covenants, or easements to provide the interim protection of open space and maintain subsequent triggers for development and service delivery.

This method can also be useful in areas in a Rural Residential community designation that may benefit from clustering, but are still undeveloped in the conventional large-lot pattern. In these cases, it may be advisable to preserve land for future residential development if the outlot abuts land within the Council's Long Term Service Area.



The example below, adapted from Bismarck, North Dakota, shows an historic outlet which was subdivided into smaller lots once urban services became available to the east.



March 2017

ORDINANCE No. 2025-19

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

**AN ORDINANCE AMENDING CITY CODE CHAPTER 1001 (ZONING) AND CHAPTER 1002
(SUBDIVISION), CREATING THE A-3 ZONING DISTRICT,
AND MISCELLANEOUS CORRECTIONS**

SECTION 1. AMENDMENT. Dayton City Code 1001 is hereby amended by adding the following underlined language and deleting the following ~~striketrough~~ language, which reads as follows:

§1001.03 RULES AND DEFINITIONS.

Subd. 2 Definitions.

For the purposes of this chapter, certain terms and words are described as follows:

Density, Gross

The number of dwelling units per acre of land.

Density, Net

~~The number of dwelling units per acre of net developable acres of land (excluding water, wetlands and arterial roadways).~~ Net acreage, as defined by the Metropolitan Council, does not include land covered by wetlands, water bodies, public parks and trails, public open space, arterial road rights-of-way, and other undevelopable acres identified in or protected by local ordinances such as steep slopes.

§1001.04 CLASSIFICATION OF DISTRICTS

Subd. 1 Districts.

For the purpose of this chapter, the City of Dayton is hereby divided into classes of districts, which shall be designated as follows:

Special Protection Districts	
GFP	General Floodplain
MRCA	Mississippi River Critical Area

Residential Districts	
A-1	Agricultural
SA	Special Agricultural
A-2	Special Homestead Agricultural
<u>A-3</u>	<u>Agricultural</u>

RO	Old Village Residential District
R-1	Single-Family District (15,000 square feet minimum lot size)
R-1A	Single-Family District with Lot Averaging
R-2	Single-Family District (90,000 square feet minimum lot size)
R-E	Residential Estate District (5 acre minimum lot size)
R-T	Attached and Detached Transitional District
R-M	Medium Density Residential District
RH	High Density Residential District
RHM	Manufactured Housing District

Non-Residential Districts	
B-1	Office Business District
B-2	Neighborhood Commercial District
B-3	General Business District
B-4	Commercial/Industrial District
VM	Village Mixed Use District
I-1	Light Industrial District
I-2	Heavy Industrial District
B-P	Business Park District
P-R	Public and Recreational District
GMU-1	General Mixed Use - Highway 81 Corridor
GMU-2	General Mixed Use - City Center
GMU-3	General Mixed Use - Historic Village
GMU-4	General Mixed Use District-4 (GMU-4): Balsam Lane
GMU-5	General Mixed Use District-5 (GMU-5): Southwest Mixed-Use

Overlay Districts	
CR	Critical Rivers Area
SH	Shoreland
PUD	Planned Unit Development

- (1) A-1, Agricultural District. The intent of this district is to encourage and preserve for as long as possible the predominantly agricultural character of the Dayton area; to facilitate to the maximum extent possible agricultural activities with density at a minimum of 1 unit per 40 acres; to restrict the use of land which would be incompatible with or detrimental to agricultural activities.
- (2) SA, Special Agricultural District. The intent of this district is to provide for the long-term preservation of agricultural land. The owner of land at least 10 acres in size and devoted to agricultural or related purposes may petition the City to have the property zoned as special agricultural. In the zones, only agricultural and accessory uses shall be permitted with no more than 1 dwelling per 40 acres.
- (3) A-2, Special Homestead Agricultural. The intent of this district is to allow subdivision of the homestead portion of a parcel from the remaining acreage while maintaining a density of 1 unit per 40 acres by creating a homestead parcel and a non-buildable outlot for the remainder of the nominally 40 acre or larger parcel. The A-2 zone is intended for agricultural use in areas that are not served by public sewer and water.

(4) A-3, Agricultural District. The intent of this district is to allow unsewered residential development with a gross density of 2 units per 20 acres. Areas identified for future urbanization shall be developed consistent with Flexible Development Guidelines of the A-3 district.

~~(4)~~ RO, Residential Historic Village District. It is the intent of this district is to allow development and redevelopment within the residential areas of the Historic Village of Dayton. All new development should be in keeping with the scale and character of the area and the existing platted lot configuration, and shall be connected to municipal sewer and water. A mix of residential dwelling types is anticipated with detached single-family dwelling as the primary housing type. New single-family detached, attached single-family development and small scale multi-family dwellings may be appropriate.

~~(5)~~ R-1, Residential Single-Family District. This district is intended to preserve, create and enhance single-family residential development at a minimum lot size of 15,000 square feet, when municipal sewer and water is available. Other uses, which are complementary to a single-family residential neighborhood, may also be developed with appropriate permits.

~~(6)~~ R-1A, Single-Family District with Lot Averaging. The intent of the R-1A, Single-Family Residential District with Lot Averaging is to provide for development of low-density neighborhoods with varying lot width and lot sizes that is planned in a manner that maintains the natural topography of the site, preserves more open space than what would otherwise be achieved, and preserves or enhances natural features on the site within private common and public open space.

~~(7)~~ R-2, Residential Single-Family District. This district is intended to preserve, create and enhance areas for low-density large lot single-family detached residential development and directly related, complementary uses on land that is: substantially developed with single-family detached residential dwellings on parcels of 90,000 square feet or larger; and areas where municipal services are not yet provided.

~~(8)~~ R-E, Residential Estate District. This district is intended is to provide for low-density, large lot, single-family detached residential dwelling units and directly related, complementary uses on land that is:

- a. Substantially developed with single-family detached residential dwellings on parcels of 90,000 square feet or larger;
- b. Adjacent to the Mississippi River bluff and within the critical area boundary;
- c. Located in areas of steep slopes, significant vegetation, wetlands or other unique natural features which, in the opinion of the City Council are necessary to maintain the character of the area or the community and which would be irreparably harmed by denser development; or
- d. Constrained by topographic or other physical conditions, where in the opinion of the City Council, municipal sanitary sewer service will not be practical.

~~(9)~~ R-T, Attached and Detached Transitional District. This district is designed to allow a mix of single-family detached and single-family attached housing (with a maximum of 4 units per building) at a more moderate single-family density. The mix of detached and attached housing units shall reflect a minimum of 60% detached single-family and maximum of 40% attached or detached townhouse dwelling ratio in a given residential subdivision.

~~(10)~~ RM, Medium Density Residential District. This district is designed to allow a variety of housing types including single-family attached and detached dwelling and multi-family with a minimum net density of 6 units per acre and maximum net density of 12 units per acre.

~~(11)~~¹² RH, High Density Residential District. This district is designed to allow development of multi-family housing. It is intended that this district provide a mix of life-cycle housing choices throughout the City with a minimum net density of 10 units per acre or greater.

~~(12)~~¹³ RHM, Manufactured Housing District. This district is intended to create areas for manufactured home parks to accommodate manufactured homes, which do not comply with the standards established for single-family dwellings within other residential districts. It is also intended to preserve and enhance areas for medium density residential development of a manufactured home nature. It is further the intent to supplement applicable state laws pertaining to manufactured homes; to provide reasonable standards for site development of the parks; to avoid overcrowding; to provide setbacks and other development standards which will make the development standards more attractive, safe and pleasant to live in and compatible with other land uses and developments in the community.

~~(13)~~¹⁴ B-1, Office Business District. This district is intended to provide areas appropriate for office and service uses and uses that are compatible with commercial offices. A range of public, medical, and educational uses shall be available in the B-1 areas. Development is to be connected to municipal sewer and water.

~~(14)~~¹⁵ B-2, Neighborhood Commercial District. This district is intended to provide for the establishment of highly limited scale neighborhood commercial centers that offer basic, convenience-type goods and services to the immediately surrounding areas in which they are located. To avoid nuisance characteristics and require high quality site and architectural design in conformance with the character of and scale of the neighborhood. To minimize the nuisance influence on surrounding residential neighborhoods by limitations, performance standards, and control of uses; to exclude highway-oriented, strip commercial and businesses that would tend to disrupt the neighborhood stability. New development is to be connected to municipal sewer and water.

~~(15)~~¹⁶ B-3, General Business District. This district is intended to provide for the establishment of areas devoted to high intensity retailing and service activity primarily oriented toward motorists and requiring higher volumes of traffic and visibility from major roads. Uses will serve a City-wide and multi-community consumer market. Development is to be connected to municipal sewer and water.

~~(16)~~¹⁷ B-4, Commercial/Industrial District. This district is intended to provide areas for businesses that have both commercial and industrial characteristics. The district will include a mixture of commercial, office, and light industrial land uses, made mutually compatible through the enforcement of performance standards, to encourage and accommodate high quality, large scale development opportunities along intermediate arterial roadways within the City. Development is to be connected to municipal sewer and water.

~~(17)~~¹⁸ MV, Mixed Use Historic Village District. This district is intended to allow a mix of non-residential and residential uses along Robinson Street within the Historic Village area of Dayton. The district is designed to create a pedestrian oriented main street character where buildings are located abutting the public sidewalk and parking is located to the side or rear of the building. Development is to be connected to municipal sewer and water.

~~(18)~~¹⁹ I-1, Light Industrial District. The Light Industrial District is intended to provide for the establishment of warehousing and light industrial development. The overall character of the I-1 District is intended to have a low impact manufacturing/warehouse character. Industrial uses allowed in this district shall be limited to those which can compatibly exist adjacent to both lower intensity business uses and high intensity manufacturing uses and which have limited amounts of truck traffic in comparison to higher intensity industrial districts. Because I-1 may abut residential uses the I-1 uses are regulated in

height, lot coverage, setbacks, landscaping, loading and use type so as to facilitate compatibility between these uses and residential development.

~~(1920)~~ I-2, Heavy Industrial District. The intent of the I-2, Heavy Industrial District is to provide areas suitable for the location of general industrial activities, including heavy manufacturing and other such activities which, because of the nature of the product or character of operation, require more isolation from or special protections for non-industrial uses.

~~(2021)~~ B-P, Business Park District. The intent 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.

~~(2122)~~ PR, Public Recreation District. This district is intended to allow for recreational activity on a single contiguous tract. Examples of this recreational activity would include, but not be limited to, golf courses, camping facilities, public parks, tennis clubs and bowling alleys. It is intended to include both publicly and privately owned facilities and can be operated on a fee or non-fee basis.

~~(2223)~~ GMU-1, General Mixed Use - Highway 81 Corridor. This district is intended to provide an area for compact, walkable, mixed-use development along Highway 81 which has been identified as key community corridor and to support high quality development and site flexibility due to the unique site conditions in this area.

~~(2324)~~ GMU-2, General Mixed Use - City Center. This district is intended to provide an area for compact, walkable, mixed-use development that also provides for the establishment of a community focal point with a blend of cultural, recreational, entertainment, commercial retail and office uses along key community corridors.

~~(2425)~~ GMU-3 General Mixed Use - Historic Village. This district is intended to provide an area for compact, walkable, mixed-use development that is appropriately scaled with high quality architecture in conformance with the unique character of the Historic Village.

(26) GMU-4 General Mixed Use - This district is intended to provide an area for mixed-use development in a pedestrian friendly manner consistent with the goals of the Comprehensive Plan and the Mixed Use land use designation on Balsam Lane. A combination of retail, office, service and residential land uses are encouraged, although not required. New residential uses may also be entirely residential.

(27) GMU-5 General Mixed Use - This district is intended to provide an appropriate location to allow a pedestrian-friendly environment and diverse mix of compatible uses including high density residential, commercial, office, and employment driven industrial related uses. Properties zoned for GMU-5 sit adjacent to I-94/Dayton Parkway Interchange and Dayton Parkway and are envisioned to serve as a gateway to the City. Vertical development is highly encouraged when appropriate for the use.

~~(2528)~~ CR, Critical Rivers Area. This district is designed to add controls and standards within the critical river area along the Mississippi River in a location as defined by the State of Minnesota to preserve and enhance the river and its associated natural, aesthetic, cultural and historic values.

~~(2629)~~ SH, Shoreland. This district is designed to add controls and standards to ensure wise preservation, use and development of shorelands of protected waters as classified by the Minnesota Department of Natural Resources.

~~(27)~~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.

§1001.05 RESIDENTIAL DISTRICTS.

Subd. 11 Agricultural (A-3)

(1) Intent. The intent of this district is to allow residential development with a gross density of 2 units per 20 acres with the following Flexible Development Guidelines incorporated into a Preliminary Plat submittal and approval:

- a. Reserve land resources for efficient future urban development. Examples include requiring Drainage & Utility easements for probable locations of water and sewer utilities, with consideration of the city's Ultimate Sewer Map (see Comprehensive Plan).
- b. Identify land characteristics required to support future urban development. Examples include identifying natural barriers that may prohibit economical water and sanitary sewer; conversely identifying areas supportive of future urban development. Those areas identified for permanent unsewered development shall be of sufficient size to accommodate a well, and primary and secondary individual sewage treatment system sites.
- c. Allow no more than 25% of areas identified for future urban development to be developed as unsewered, reserving larger areas for future urbanization. Example: identify on the plat areas probable for future urbanization. Within this area, Ghost Plat lots complying with sewer zoning districts (e.g. R-1, R-3, etc.). Record deed restriction requiring homes to comply with setbacks as if the Ghost Lot were zoned a sewer zoning district. Consider if probable Ghost Lots are more or less than 25% of the area identified for future urbanization.
- d. Protect future urbanization parcels with temporary development agreements, easements, or deed restrictions.
- e. Provide for the rezoning of the future urbanization parcels to a residential zoning classification at densities consistent with Metcouncil policy at such time that urban services are available.

(2) Permitted uses. See Table 5.1 for a list of permitted uses.

(3) Permitted accessory uses. Uses such as those listed below that are customarily incidental and clearly subordinate to the permitted or approved conditional use. Also see Table 5.1 for a list of other permitted accessory uses.

- a. Private garages and agricultural accessory buildings, in accordance with district requirements.
- b. The renting of rooms in a single-family detached dwelling by a resident family for lodging purposes only and for the accommodation of not more than 2 roomers.
- c. Private swimming pools and tennis courts.

(4) Conditional uses. See Table 5.1 for a listing of conditional/interim uses.

(5) District requirements.

	<u>A-3</u>
<u>Minimum lot size</u>	<u>1.5 net acres</u>
<u>Minimum lot frontage</u>	<u>160 feet</u>

Minimum lot width at setback	140 feet
Minimum lot depth	200 feet
Maximum impervious surface coverage	30%

Setbacks - Dwelling	
Front, side or rear to a street*	30 feet
Side	10 feet
Rear	30 feet

Subd. ~~H~~[12](#) Historic Village Residential District (RO)

(1) Intent. The RO zone is intended for residential development and redevelopment within and immediately adjacent to the Historic Village Area (vicinity of the CSAH 13 and CSAH 12 intersection and the Crow and Mississippi River confluence). Development and redevelopment of the area should be based on the Historic Village Plan. The village area is anticipated to be a low-density neighborhood of predominantly single-family residences, low-density multi family residences and senior housing surrounding a main street style commercial core centered on Robinson Street. The RO zone is intended for areas that are served by public sewer and water.

(2) Permitted uses. See Table 5.1 for a list of permitted uses.

(3) Permitted accessory uses. Uses such as those listed below that are customarily incidental and clearly subordinate to the permitted or approved conditional use. See Table 5.1 for a list of other permitted accessory uses.

- a. Private garages and accessory storage buildings in conformance with district requirements.
- b. The renting of rooms in a single-family detached dwelling by a resident family for lodging purposes only and for the accommodation of not more than 2 roomers.
- c. Private swimming pools and tennis courts.

(4) Conditional uses. See Table 5.1 for a listing of conditional/interim uses.

(5) District requirements.

Minimum district size	1 acre
Minimum lot size - detached single-family	9,000 sq. ft.
Minimum lot size - attached single-family and townhouse	6,000 sq. ft.
Minimum lot area - non-residential	4,500 sq. ft.
Minimum land area per multi-family unit	4,500 sq. ft.
Minimum lot frontage - detached single-family	60 feet
Minimum lot frontage - non-residential	40 feet
Minimum corner lot front frontage - detached single-family	80 feet
Minimum lot depth - detached single-family	120 feet

(6) Dwelling setbacks.

Front, side or rear to a street	30 feet
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Side*	10 feet dwelling and 5 feet non-dwelling
Rear*	20 feet
Decks and attached open structures	
Front, side or rear to a street	20 feet
Side	5 feet
Rear	10 feet
* May be reduced to 0 feet for attached single-family, townhomes and non-residential uses when approved as part of a final site and building plan or part of an approved planned development.	

(7) Non-residential buildings.

Front (Robinson St.)	0-5 feet required build-to line for new construction
Side (other streets)	10 feet
Side	10 feet

Subd. ~~42~~13 Allowable Uses; Table 5.1

Table 5.1		N-Not Permitted				
Residential - Agricultural Use Classifications		P-Permitted				
		C-Conditional Permit				
		I-Interim Use Permit				
		A-Accessory				
		Zoning District				
		SA	A-1	A-2	<u>A-3</u>	RO
Accessory buildings		A	A	A	<u>A</u>	A
Agriculture		P	P	P	<u>P</u>	N
Attached or interior accessory dwelling unit as regulated by Subsection 1001.36		A	A	A	<u>A</u>	N
Bed and breakfast		N	I	I	<u>I</u>	I
Boarding houses		N	I	I	<u>I</u>	I
Bus/transit station		N	C	C	<u>C</u>	C
Cemeteries		N	C	C	<u>C</u>	N
Commercial composting and land spreading		I	I	I	<u>I</u>	N
Commercial recreation		N	C	C	<u>C</u>	N
Day care 13 or fewer persons ¹		A	A	A	<u>A</u>	A
Day care 14 or more persons ¹		C	C	C	<u>C</u>	C
Detached accessory dwelling units as regulated by Subsection 1001.36		I	I	I	<u>I</u>	N
Essential services		P	P	P	<u>P</u>	P
Event center		I	I	N	<u>I</u>	N
Fences*		A	A	A	<u>A</u>	A
Feedlots and poultry facilities ¹		C	C	C	<u>C</u>	P

Golf courses/driving ranges	N	N	N	<u>N</u>	N
Home occupation	A	A	A	<u>A</u>	A
Home extended business	I	I	I	<u>I</u>	I
Horse boarding and riding facilities	C	C	C	<u>C</u>	N
Junk yards	N	N	N	<u>N</u>	N
Kennels	C	C	C	<u>C</u>	N
Mining	C	C	C	<u>C</u>	N
Mobile home park	N	N	N	<u>N</u>	N
Multi-family attached residences	N	N	N	<u>N</u>	C
Nursery wholesale	C	C	C	<u>C</u>	N
Nursing homes	N	N	N	<u>N</u>	C
Park and public uses	P	P	P	<u>P</u>	P
Public utility stations	P	P	P	<u>P</u>	C
Religious institutions	N	C	C	<u>C</u>	C
Residential care facility serving 6 or fewer people ¹	A	A	A	<u>A</u>	A
Residential care facility serving 7 or more people ²	N	N	N	<u>N</u>	N
Restaurants and liquor establishment (accessory)	N	N	N	<u>N</u>	N
Schools	N	N	N	<u>C</u>	C
Senior citizen housing	N	N	N	<u>N</u>	C
Single-family attached residences	N	N	N	<u>N</u>	C
Single-family detached residences	P	P	P	<u>P</u>	P
Towers - amateur radio	C	C	C	<u>C</u>	C
Two-family dwellings	N	N	N	<u>C</u>	C
Veterans Outpatient Treatment Facilities (on parcels at least 30 gross acres in size)	N	I	N	<u>I</u>	N
NOTE: Any use not listed above as a permitted, conditional use, or interim use is not permitted.					
¹ Must be licensed by the State of Minnesota.					
² When part of a PUD.					
* For fences see fence guidelines in Section 1001.24 Subd. 7.					

SECTION 2. EFFECTIVE DATE. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Adopted by the City Council of the City of Dayton this 26th day of August, 2025.

Mayor Dennis Fisher

ATTEST:

Amy Benting, City Clerk

Motion by _____, Seconded by _____.
Motion passed.

Published in THE PRESS on _____.

RESOLUTION No. 57-2025

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

**A RESOLUTION AUTHORIZING SUBMITAL OF A
COMPREHENSIVE PLAN AMENDMENT TO THE METROPOLITAN COUNCIL
FOR REVIEW RELATED TO CREATING THE LAND USE CATEGORY:
UNSEWERED RURAL RESIDENTIAL - INTERIM**

WHEREAS, Minnesota Statutes section 473.864 requires each local governmental unit to review and, if necessary, amend its entire comprehensive plan and its fiscal devices and official controls at least once every ten years to ensure its comprehensive plan conforms to metropolitan system plans and ensure its fiscal devices and official controls do not conflict with the comprehensive plan or permit activities that conflict with metropolitan system plans; and,

WHEREAS, the City of Dayton adopted the 2040 Comprehensive Plan on September 27, 2022 (Resolution 70-2022); and,

WHEREAS, the City of Dayton Planning Commission conducted a Public Hearing on March 6, 2025, and July 10, 2025 (continued on August 7, 2025), to amend the Comprehensive Plan, creating the land use category of “*Unsewered Rural Residential – Interim*”. This category is intended to allow unsewered residential density of 2 units per 20 gross acres as an Interim Use. All subdivisions shall be consistent with the Metcouncil’s *Flexible Residential Development Guidelines*, as written in the A-3 zoning district. The Planning Commission recommended Approval of the amendment; and,

WHEREAS, pursuant to Minnesota Statutes section 473.858, the proposed Amendment was submitted to adjacent governmental units and affected special districts and school districts for review and comment on March 24, 2025, to be resubmitted to adjacent governmental units prior to submission to the Metcouncil; and,

THEREFORE, BE IT RESOLVED, that the City Council approves an Amendment to the 2040 Comprehensive Plan related to creating a land use category; “*Unsewered Rural Residential – Interim*”; and,

THEREFORE, BE IT FURTHER RESOLVED, the City Council authorizes Staff to submit this Amendment to the Metropolitan Council for review and authorizes Staff to make any necessary edits without further approval by the City Council.

Adopted by the City Council of the City of Dayton on this 26th day of August, 2025.

Dennis Fisher, Mayor

ATTEST:

Amy Benting, City Clerk

Motion by _____. *Second by* _____.
Resolution ***Approved.***

COMPREHENSIVE PLAN AMENDMENT FORM

LOCAL PLANNING HANDBOOK

1. Name of the Comprehensive Plan Amendment (CPA):

Dayton Unsewered Residential-Interim

2. Please provide the following information:

Contact Name and Title	Jon Sevald
Address	12260 South Diamond Lake Road
City, State, Zip	Dayton, MN 55327
Telephone Number	(763) 712-3221
Email Address	jsevald@daytonmn.gov

3. Identify the type of amendment (land use change, MUSA expansion, staging change, text change, forecast adjustment, etc.) and describe the amendment including location, description, affected area in acres, number of market-rate residential units in CPA area (if any), number of affordable units in CPA area (if any), etc. Provide any additional information relevant to the amendment.

Type of
Amendment

Land Use Change, Text Change

Detailed
Description

Add Land Use Category; "Unsewered Rural Residential-Interim". This category is intended to allow unsewered residential density of 2 units per 20 gross acres as an Interim Use. All subdivisions shall follow the Metcouncil's Flexible Residential Development Guidelines. As of August 2025, there are 29 parcels 20-acres or larger eligible for subdivision, equating to 109 potential dwelling units. This category does not alter land uses shown on Figure 3: Future Land Use Map.

4. The local governing body must take action on the proposed amendment before submittal to the Metropolitan Council. Provide the dates of official action.

- Date acted upon by the planning commission: Aug 7, 2025
- Date approved by governing body: Aug 26, 2025

5. Affected Jurisdiction Review: list the adjacent local governments, school districts and other jurisdictions that were contacted and the date the copies were sent.

Jurisdictions

Champlin, Maple Grove, Otsego, Ramsey, Rogers, DNR, Three Rivers Park District.

Date Sent

Comments

6. **Forecasts:** Does the plan amendment change the adopted population, household, or employment forecasts?

- ☒ No, no change in community-level forecasts.
☐ Yes. Identify the net changes to community-level forecasts:

7. **Land Use:** Describe land use changes specific to this amendment site (in acres). Provide only the acreage of the amendment site. Do not provide the total acreage of the land use designations across the jurisdiction.

- ☒ Not applicable. No land use changes proposed.

Current Guiding Land Use*	Proposed Guiding Land Use	Acreage
(varries)	Unsewered Rural Residential -	2,826

**The current guiding land use field may not apply to amendments for annexations. If so, you may leave this field blank and only provide information for the proposed guiding land use.*

If you have more land use changes than space permits in this table, please attach a separate page to your amendment document. If the land use changes are more complex and cannot be captured in this table, please attach a separate page with additional description and the acreage of existing and proposed guiding land uses for the amendment site.

8. **Housing:** If proposing a land use change that includes residential uses, does the change impact land expected to develop or redevelop in the 2021-2030 decade?

- ☐ Yes
☒ No

9. **Wastewater:** What type of wastewater treatment will be used to serve the proposed amendment?

- ☒ Individual Sewage Treatment System (ISTS)
☐ Privately Owned / Community Treatment System
☐ Local / Municipal Owned Wastewater Treatment Plant
☐ Regional Wastewater Treatment

10. **Water Supply:** Will the amendment increase or decrease projected water use from the community's current water supply plan?

- ☒ No increase or decrease in projected water use from the water supply plan.
☐ Yes. Provide the water supply plan amendment as an attachment to describe necessary facilities improvements or changes.

11. Parks and Trails: Does the amendment include, or is adjacent to or within 1/2 mile of an existing or planned regional park, reserve, or trails as identified in the Metropolitan Council's 2040 Regional Parks Policy Plan?

☐ No.

☒ Yes. If yes, indicate the name of the regional park, reserve, or trail and describe potential impacts and mitigation plans below:

Elm Creek Park Reserve. No impact.

Proposed Diamond Lake Regional Trail. When land is proposed to be platted, consideration is given to planned city and regional trail corridors. ROW or trail easements are accommodated.

12. Implementation: Will the amendment require changes in zoning or subdivision ordinances, the capital improvement program (CIP), or other official controls?

☐ No.

☒ Yes. If Yes, describe proposed changes and timeline for making those changes below:

Changes

A-3 Agricultural zoning district.

Timeline

Concurrent with the CPA.

CONTENT REQUIREMENTS FOR AN AMENDMENT

Your comprehensive plan amendment must include the following information to be considered complete:

1. Color maps showing the following:

- General location of proposed changes (scaled appropriately for the site)
- Current planned land use and proposed planned land use
- Current and proposed sewer staging changes

2. Staff report to planning commission or local governing body.

3. Other relevant information related to the amendment including:

- Whether or not the proposed amendment has impacts on regional systems including transportation, wastewater, and regional parks.
- How stormwater generated from the site will be managed.
- Whether there are changes to the projected water use due to the amendment.
- Whether the amendment is associated with an Orderly Annexation Agreement, an annexation by ordinance, or a boundary adjustment.
- Whether any parcels within the amendment site are currently enrolled in the Agricultural Preserves program.

4. Comments from affected and adjacent jurisdictions review.

5. Copy of adopted and signed local resolution, authorizing the amendment to be submitted for review.

Please reference the [CPA Submittal Guide](#) for additional information on content requirements.

December 2023

DRAFT

**CITY OF DAYTON
2040 COMPREHENSIVE PLAN
Chapter 5: Land Use**

Introduction

The City of Dayton's Land Use Plan plays a key role in guiding growth for Dayton. The Future Land Use Plan identifies the location and intensity of future development with the City, and establishes a framework in which future development will occur. This plan is intended to guide future development and growth to achieve the community objectives for balanced and efficient growth.

Land Use Goals and Policies

Community Image

Goal 1: Enhance community identity and sense of place through well designed community gateways, signage, high-quality infrastructure and attractiveness of properties.

Goal 2: Work with providers and developers to expand cost effective high-speed internet to existing and new-residential areas across the City.

Growth Management

Goal 3: Manage expansion of urban services (roads, sewer, water, internet) to support densities necessary to accommodate regionally forecasted residential growth, and desired business and industrial expansion.

Goal 4: Develop at a sustainable pace balanced with capacity of city service provisions, transportation capacity and wastewater and water supply available to the City.

Goal 5: Require appropriate land use transitions and buffers to ensure new development and or redevelopment is compatible with existing areas and abutting roadways.

Agriculture and Rural Residential

Goal 6: Preserve the rural character by maintaining a balance between the expanding urban area and rural nature of the community.

- **Policy 1:** Preserve rural view shed on major roads, open spaces and natural areas to promote the rural character of Dayton.
- **Policy 2:** Encourage infill development that demonstrates compatibility with existing neighborhood characteristics in terms of quality, density, building height, placement, scale, and architectural character.
- **Policy 3:** Discourage "leap frog" development patterns of new subdivisions that prematurely expand City's service delivery areas.
- **Policy 4:** Conserve agricultural uses outside of the current staging areas.
- **Policy 5:** Encourage conservation practices on agricultural land to prevent erosion and conserve natural resources.

Residential Land Use

Goal 7: Promote residential growth in well-planned neighborhoods connected through roads and trails to parks and other key community and natural amenities.

- **Policy 1:** Establish and update development guidelines for including adequate green

spaces, paths, sidewalks, and trails and connections throughout the community.

- **Policy 2:** Continue to link residential neighborhoods via trails to city parks, Elm Creek Regional Park, lakes, schools, Historic Village, the mobile home park, and important neighborhood commercial nodes.
- **Policy 3:** Incorporate the conservation of natural resource corridors.
- **Policy 4:** Encourage innovation in subdivision design such as clustering techniques to conserve open space and/or natural resources.

Goal 8: Provide a healthy variety of housing types, styles, densities and choices to meet the life cycle housing needs of residents.

- **Policy 1:** Maintain a balance in the types, quantities, and densities of housing units available throughout the community including continued single-family growth, and new opportunities for multiple family and senior housing developments.
- **Policy 2:** Protect low density and rural residential areas from incompatible uses by maintaining adequate buffering, or transition densities from such uses.
- **Policy 3:** Ensure new housing, including high density and rental housing, adheres to high standards of planning, design, and construction.

Goal 9: Improve the availability of affordable housing and senior housing.

- **Policy 1:** Use redevelopment tools to revitalize aging, residential properties made possible from federal, state, county, and grant programs.
- **Policy 2:** Incentivize rehabilitation of older homes, and/or streamline the development process to reduce impacts on the price of entry-level homes.
- **Policy 3:** Develop partnerships with non-profit and private sector groups in the creation of new senior housing.
- **Policy 4:** Utilize our senior needs assessment to improve service delivery and expand services to our aging populace.

Goal 10: Promote efforts to upgrade, enhance and maintain existing housing stock.

Neighborhoods

Goal 11: Create a common sense of community pride for Dayton by encouraging strong neighborhood organizing through community building activities, community safety and promoting neighbors knowing one another and integrating into the larger community.

- **Policy 1:** Increase recreation opportunities for residents.
- **Policy 2:** Continue to encourage Neighborhood Watch and other community safety programs.

Commercial Land Uses

Goal 12: Expand and diversify the City's tax base by encouraging new commercial development and that complements the residential areas of Dayton.

- **Policy 1:** Create cohesive identities for Dayton commercial areas. Create and improve performance standards for all commercial areas including building and signage design guidelines, street scaping, and inclusion of green space, paths, and sidewalks to connect commercial areas to neighborhoods.
- **Policy 2:** Provide for commercial land uses that are dispersed appropriately through the community. Create neighborhood commercial nodes which provide goods and services for nearby neighborhoods.
- **Policy 3:** Support and promote existing business and new businesses that are viable and responsive to the needs of the Community. Explore programs to provide financial assistance to retain existing businesses and attract new business.
- **Policy 4:** Rehabilitate, or where necessary, redevelop substandard and/or functionally obsolete commercial development through private means or, if necessary, public assistance.
- **Policy 5:** Require all new commercial uses utilize public utilities.
- **Policy 6:** Encourage business owners to remodel, rehabilitate, and enhance building exteriors.
- **Policy 7:** Allow home businesses provided that they are accessory to the residential use, adhere to the Zoning Ordinance, and do not negatively impact nearby properties.
- **Policy 8:** Maintain and promote the Historic Village as an important commercial opportunity.
- **Policy 9:** Work with the area's Chamber of Commerce to attract new business to Dayton.

Industrial Land Uses

Goal 13: Attract and encourage new light industrial, office/industrial, high tech and professional services and maintain and expand existing businesses in Dayton.

- **Policy 1:** Encourage high-end business park developments that attracts medical, technological, and other similar industrial uses which provide a range of quality employment wages.
- **Policy 2:** Work with property owners to redevelop existing industrial sites that are in disrepair, are obsolete with respect to site design, have environmental concerns, or are incompatible with neighboring land uses.
- **Policy 3:** Develop a market plan and strategy aimed at creating industrial identity that will help recruit business and industry to Dayton.

- **Policy 4:** Establish light industrial and business park locations that offer a full range of activities in a manner that is compatible with surrounding land uses.
- **Policy 5:** Require all new industrial areas to be connected to city sewer and water.
- **Policy 6:** Create and improve building, signage, and landscaping design guidelines that will result in high quality building and site development.
- **Policy 7:** Encourage use of “green,” or environmentally-responsible building and site development techniques that reduces impact on city, regional, and private utility systems.
- **Policy 8:** Encourage site upkeep and quality maintenance through code enforcement to maintain and promote a positive image of industrial areas.

Historic Village

Goal 14: Identify opportunities and challenges in Historic Village area related to land use, utilities, parking, design standards, transportation and access which enable this area to become a key Dayton focal point.

- **Policy 1:** Promote a range of land uses and activities including commercial, residential, service, office, and public spaces to revitalize the Village.
- **Policy 2:** Update and utilize the existing Historic Village Plan as the design guidelines for redevelopment and new development within the Village.
- **Policy 3:** Develop a strategy to rehabilitate, replace, and/or remove buildings that have deteriorated and detract from the general attractiveness of the area.
- **Policy 4:** Identify significant historic building and/or sites and implement appropriate historic preservation methods.
- **Policy 5:** Identify and improve or plan for a new park and riverfront access or other public gathering areas.

2030 Land Use Plan Accomplishments

The 2030 comprehensive plan was adopted in 2008 and updated in 2014. Many changes have occurred and developments have advanced since the plans were adopted:

- Industrial users have recently completed projects in our expanded industrial area. The French Lake Industrial Master plan was approved in 2015.
- Upon creation of the Mixed-Use designation in northeast Dayton a 49-unit workforce apartment building and new streetscaping was completed in 2017. A second 49-unit workforce apartment building will be constructed on property immediately adjacent in 2022.
- Prepared a corridor plan for southwest Dayton transportation network. This study has expanded into a market research and small area plan for southwest Dayton that was completed in 2020.

- The construction of Dayton Parkway Interchange was completed and opened for traffic in November 2021.
- Twelve new single-family subdivisions have been approved and are at various stages of development.
- Conducted a senior needs assessment.
- Adopted Ordinance amendments including mixed use districts, landscaping, tree preservation, accessory dwelling units (ADU's) and residential design standards.

Existing Land Use

Dayton's existing land use contains a variety of uses including historic residential and commercial areas, large agricultural tracts, large-lot suburban development, and a park reserve. While communities neighboring Dayton have seen substantial suburban development in recent years, development in Dayton has been limited, and the City consists mainly of rural residential and agricultural areas. The City also contains significant wetlands, woodlands, and forests which are distributed across the City. Many lakes and water features are present in the City including Diamond and French Lakes and the Mississippi River. See the definitions of existing land uses below, and Table 1 shows the land area of Existing Land Uses.

Existing Land Use Definitions

Agriculture/farm: Agricultural purposes, including farming, dairying, pasturage, horticulture, floriculture, viticulture, and animal and poultry husbandry and accessory uses including farmstead or rural residence

Commercial: Provision of goods or services, may also include office (predominately administrative, professional, or clerical services).

Essential Service: Primarily areas dedicated to utility services (well house, water storage, etc.)

Golf Course: Area identified for existing or planned golf course facilities.

Industrial: Primarily manufacturing and/or processing of products; could include light or heavy industrial land use, or large warehouse facilities.

Mobile Home Park: This area consists of manufactured homes within Dayton.

Multi-Family Residential: Residential purposes including duplexes, triplexes, townhomes, apartment buildings, and condominiums. May include open space within or adjacent to or related to a residential development.

Park and Recreation: Primarily for public active recreation activities improved with playfields/ground or exercise equipment, zoos, or other similar areas.

Public/Institutional: Primarily religious, governmental, educational, social, or healthcare facilities.

Rail Road: Parcels owned and maintained as rail lines.

Rural Residential: Residential purposes including mostly one-family homes and manufactured homes may include some two-family homes and land used for agricultural purposes.

Single Family Residential: Residential purposes including mostly one-family homes and manufactured homes. May include some two-family homes and open space within or adjacent to or related to a residential development.

Vacant: Undeveloped areas that do not serve a commercial, industrial, institutional, agriculture, or residential purpose.

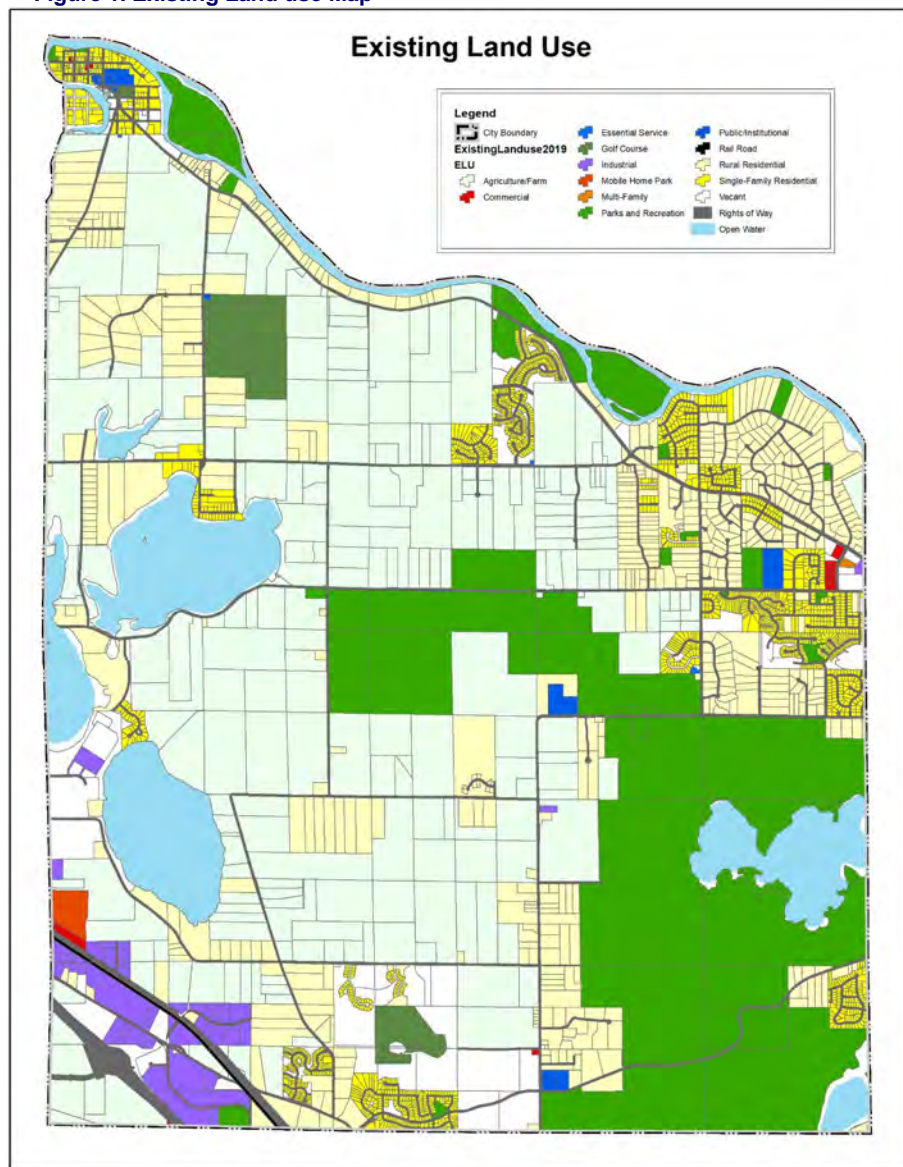
Open Water: Permanently flooded open water, rivers, and streams, not including wetlands or periodically flooded areas.

Right-of-Way: Public or private vehicular, transit, and/or pedestrian rights-of-way.

Table 1. Existing Land Uses

Land Use	Acres	Percent
Agriculture/Farm	5767	35.93%
Commercial	20	.12%
Essential Service	2	.01%
Golf Course	172	1.07%
Industrial	284	1.77%
Mobile Home Park	32	.20%
Multi-Family	3	.02%
Parks and Recreation	3,143	19.58%
Public/Institutional	61	.38%
Rail Road	22	.14%
Rural Residential	2,679	16.69%
Single-Family Residential	748	4.66%
Vacant	825	5.14%
Open Water	1,556	9.69%
Right-of-Way	739	4.60%
<i>Total</i>	16,052	100%

Figure 1. Existing Land use Map



Community Designation

The Metropolitan Council designates Dayton as an Emerging Suburban Edge community which is characterized as a community transitioning from rural to developed (see Figure 2).

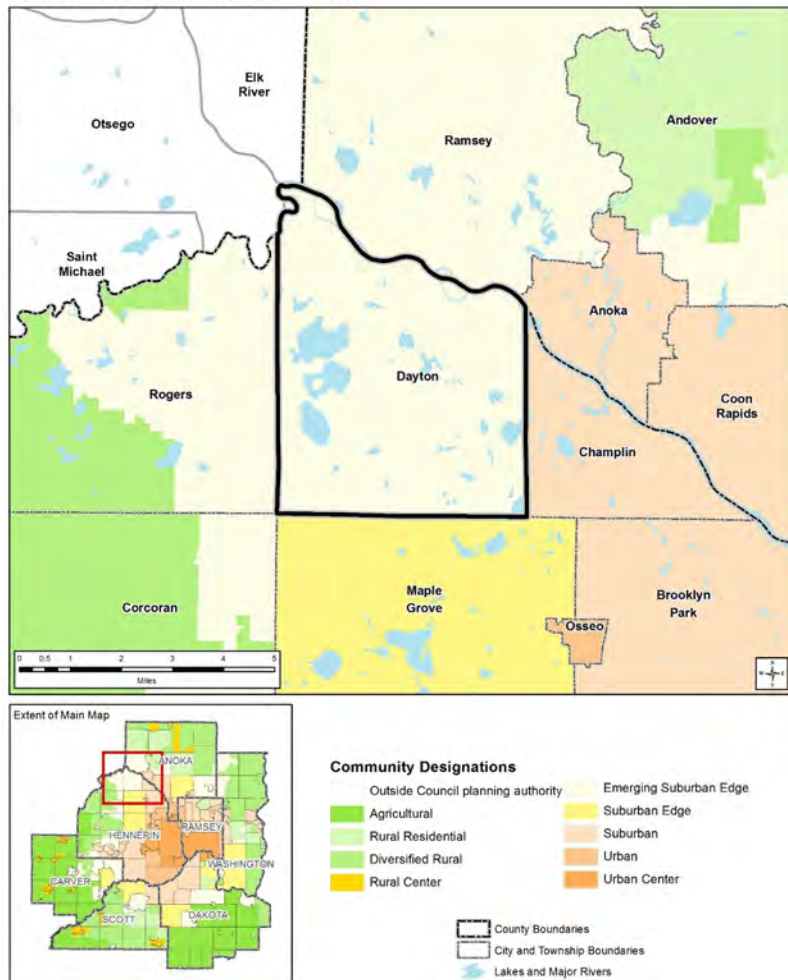
Communities designated as Emerging Suburban Edge are expected to plan for forecasted population and household growth at average densities of at least 3-5 units per acre for new development and redevelopment. See the figure on the following page depicting the community designation and surrounding community's designations.

The Future Land Use Plan has been prepared to respond to community goals and future needs of the region in the following ways:

- The plan identifies areas of high-density residential uses at densities of 12 units per acre or more to provide a mix of housing options for residents and to create opportunities for affordable housing in the City. The plan provides for approximately 1,140 additional units at a density of 12 units per acre or more within the Current, 2020-2030, and 2030-2040 staging decades.
- The plan designates areas for mixed-use development to accommodate retail, commercial/office, and housing which will improve access to jobs and other services and opportunities. The Future Land Use Plan includes 233 net acres of mixed-use.
- The plan designates higher density housing opportunities along major transportation corridors and in close proximity to the new Dayton Parkway Interchange (to be constructed in 2020). For example, the City has planned a large area of mixed-use south west of the interchange (that would support higher density housing) and medium and high density residential uses along the I-94/Hwy 81 corridor which will also provide opportunities for future transit supported residential.
- The plan achieves a minimum net density of 3.0 units/acre to ensure the region's infrastructure capacity matches the City's Community Designation of Emerging Suburban Edge.
- The plan provides for commercial and industrial land uses in close proximity of the Dayton Parkway Interchange and major roadways. These land uses will increase opportunity for local job growth and provide for a more balanced land use as non-residential uses are constructed therefore relieving the tax burden on residential properties.

Figure 2. Community Designations

**Community Designations
City of Dayton, Hennepin County**



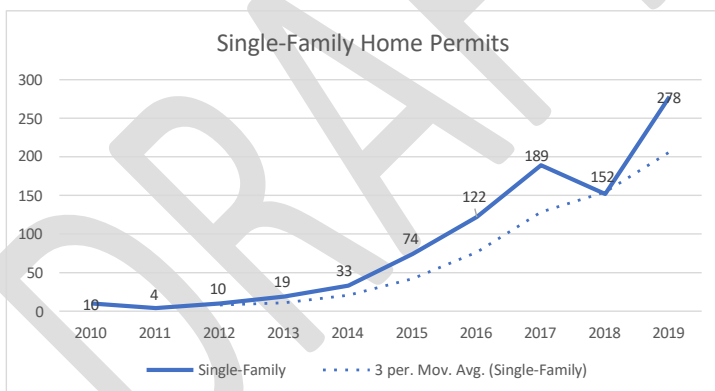
Forecasts

Together with community designations the Metropolitan Council provides forecasts for growth for all communities. These forecasts are issued in 2015 at the very beginning of the 10-year comprehensive update process therefore forecasts for Dayton are behind compared to how actual development has progressed.

Table 2: Community Forecasts

Forecast Year	Population	Households	Employment
2010	4,617	1,619	921
2018	6,072	2,158	1,230
2020	5,900	2,200	2,000
2030	7,900	3,200	2,490
2040	10,400	4,400	3,000

*Note: The table above represents the Hennepin County part of Dayton. There is a northwest corner of Dayton in Wright County with an addition 19 households, 54 population and 0 jobs.



Based on table 4 below, Dayton can demonstrate more than sufficient net acres are guided for residential through 2040 to accommodate Metropolitan Council's forecasts. What is more important to city policy makers is to control the timing and progression of growth in a manner that is suitable so that the city can provide all necessary resources to support growth.

Future Land Use Plan

Dayton's Future Land Use Plan will provide a guide for managing future development pressure and growth by determining future land uses, development intensity, and areas for environmental protection. This chapter will incorporate growth management strategies for the City to ensure that adequate infrastructure is in place to accommodate new growth. The City supports new development but wants to ensure that growth can be accommodated wisely and

in an orderly fashion, while protecting the many natural resources that make Dayton a unique location.

The Future Land Use Plan includes guidance for all land use types including a variety of residential. Each residential land use category has an associated density, which was multiplied by the number of net acres to determine potential growth in household units. The land use plan must have enough land to meet forecasted growth. It is to the City's benefit to plan for a variety of land uses and densities to ensure the greatest opportunity in housing choice, along with new commercial and industrial growth. This is the City's opportunity to express its plan for growth. However, it is important to understand that these numbers represent the total potential in units if all land areas develop at the minimum densities permitted. When related to future regional system capacity, the Metropolitan Council bases their maximum forecast potential review to ensure that growth can be accommodated, particularly when forecasting for sanitary sewer needs.

The table below describes the planned land uses for the 2040 Comprehensive Plan. Figure 3 below illustrates the planned future land uses for the 2040 plan horizon.

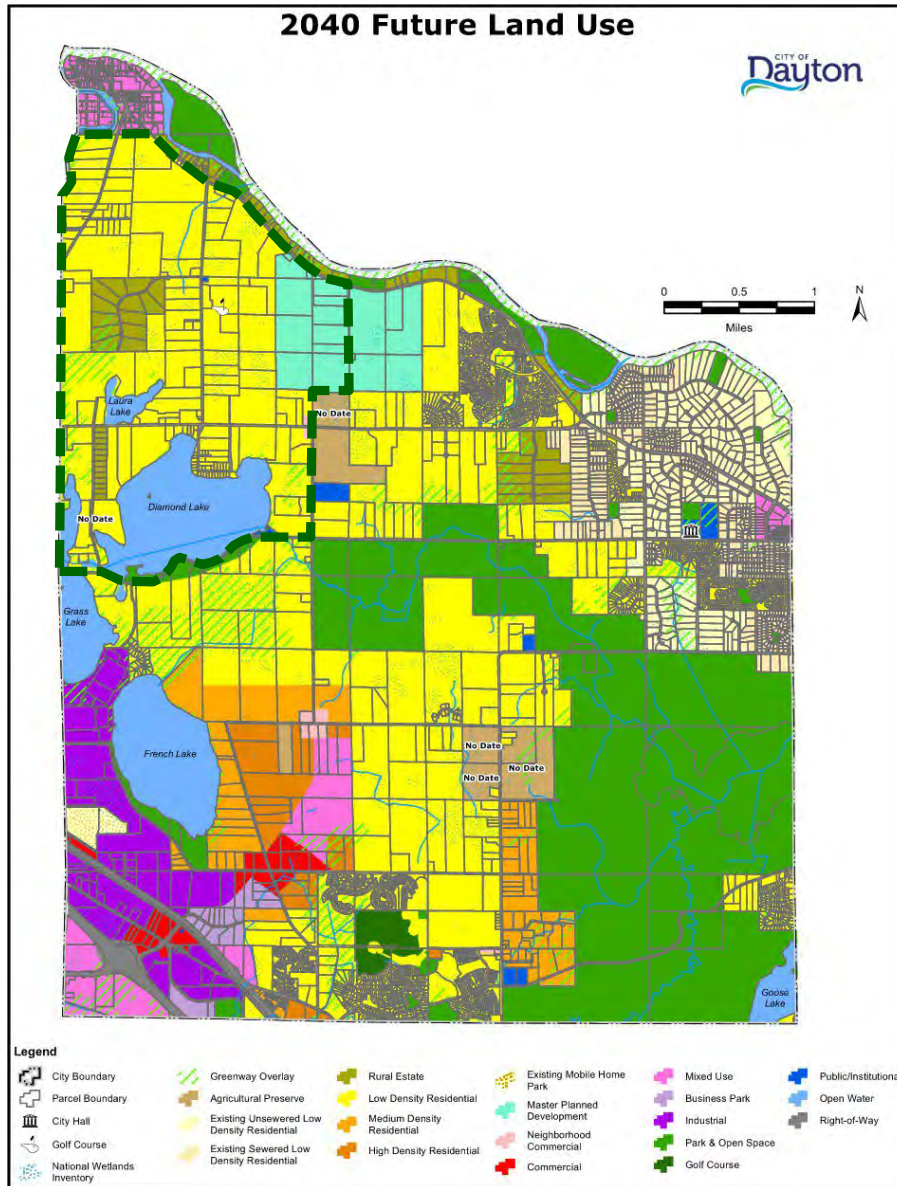
Table 3: Land Use Categories

Land Use Category	Description
Commercial	This category is intended to accommodate general commercial and highway-oriented businesses such as fast food restaurants, convenience stores, gas stations, big box retail, and other auto-oriented businesses. Limited office and service uses are also appropriate, depending on scale and location.
Neighborhood Commercial	This category is intended to be neighborhood based and includes uses such as small grocery or convenience store, coffee shop/deli, and personal and health services for Dayton's residents. The site and architecture design should be of scale and design compatible with surrounding uses.
Business Park	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	This category is intended to provide areas for industrial related businesses including manufacturing, warehousing, automotive, trucking, office, and other related industrial uses.
Public Institutional	This category is intended to provide areas for industrial related businesses including manufacturing, warehousing, automotive, trucking, office, and other related industrial uses.
Mixed Use	This category is intended to provide a mix of residential, commercial, office, service (hotel, restaurants, etc.) and light industrial land uses depending on the location of each mixed use area with the assumption that a possibility 60% of the area will be for residential uses. The Mixed Use area southwest of the interchange will allow for the greatest variety of users to respond to the market and new access to I-94. Typically, mixed-use development will include townhomes, low- and high-rise apartments, retail buildings, and offices. Development is often stacked (but not required), consisting of main floor retail space with office or housing units located above. Residential density shall occur at an average of 12-20 units/acre. Each mixed-use area will have a corresponding ordinance that address the specific goals and uses for each unique mixed use area.
Sewered Rural Residential	This category is intended for a limited number of acres where property owners may wish to extend sewer and water to, or subdivide, larger lots than what is permitted through the standard Low Density Residential land use. Property owners would be required to apply for a comprehensive plan amendment prior to allowing sewer on these larger lots. The minimum lot size for this land use is 1 acre and the maximum lot size is 2.5 acres. The minimum density shall be .4 units/acre and the maximum 1 unit/acre. To ensure the City's overall density is not impacted, the cap on acres requested for this land use shall be 160 <i>net</i> acres.
Unsewered Rural Residential – Interim	<u>This category is intended to allow unsewered residential density of 2 units per 20 gross acres as an Interim Use. All subdivisions shall follow the Metcouncil's Flexible Residential Development Guidelines. As of August 2025, there are 29 parcels 20-acres or larger eligible for subdivision, equating to 108 potential lots. This category does not alter land uses shown on Figure 3: Future Land Use Map.</u>
Existing Sewered Low Density Residential	This category accounts for existing residential development in the City of Dayton at lower densities in the northeast quadrant of the City that is served by sewer. The average density for this area is approximately 1.18 units/acre. Some areas may be able to undergo administrative lot splits, however before providing additional building entitlements to a larger scale redevelopment consisting of multiple parcels, the City will need to process a Comprehensive Plan Amendment. These areas are typically zoned R-

	1 and require a minimum lot size of 15,000 square feet.
Existing Unsewered Low Density Residential	This category accounts for existing residential development at very low densities in the northeast quadrant of the City. Before providing wastewater to any of these parcels, the City will need to submit a Comprehensive Plan Amendment. Existing unsewered lots are between 2 and 5 acres with a net density of .2-.5/acre.
Low Density Residential	This category identifies areas for single-family residential development at a minimum density of 2units/acre up to 5 units/acre. The city encourages developments with a variety of lot sizes and housing styles to meet life-cycle housing demands.
Medium Density Residential	This category is intended to provide for townhome development, multiplex development, Androw-homes at minimum density of 6 units/acre up to 8units/acre.
High Density Residential	This category is intended to accommodate the development of multiplex and low- to high-rise apartment buildings or condominiums. Development will occur at a density of 15 to 20 units/acre or greater. Architecture and landscaping is important in high density residential areas to ensure that development is appropriate and consistent with the community's character.
Master Planned Development	This unique land use will allow the city to work with a developer to create master planned community of approx.. 460 acres. The master plan is expected to include a mix of residential density and types of coupled with neighborhood commercial uses. The City will be expecting the development to provide unique community amenities and dedicated park land. A specific zoning district will be created for the master plan development and the minimum residential density will be 4.5 to 8 units/acre.
Rural Estate	This designation is applied to existing neighborhoods that have developed as larger estate lots on private septic. These platted developments were approved with the intention of providing for a rural style unsewered lot and neighborhood. The development pattern is not well suited to expand sewer and water infrastructure efficiently due to the lot size, presence of wetlands, woodlands, location of principle building and in some areas proximity of existing sewer. As these lots are on private septic they will not be included in overall density calculations. Rural estate lots are typically between 2 and 10 acres or .1 -.5 units/acre. If smaller sewered lots are ever requested for these areas a comprehensive plan amendment would be required.
Agricultural Preserve	These parcels are enrolled in the Agricultural Preserve program. Density in this district is limited to 1 unit per 40 acres.
Manufactured Home Park	This category identifies an existing manufactured home park with approximately 246 units at 8 net units/acre. Some redevelopment for mobile home park use is possible at these locations and a typical net density would be between 8 and 10 units/acre. It is anticipated that if the park were to ever change use that the future use would be industrial consistent with surrounding future land uses. This change would be accomplished through a comprehensive plan amendment.
Park and Open Space	This category is intended to provide areas of public or private ownership that will remain undeveloped or with limited development serving a recreational purpose that will be permanently preserved for the important recreational or ecological benefits provided to the region. This area includes the Elm Creek Park Reserve.
Golf Course	This category area is intended to identify existing and/or planned golf course facilities.
Open Water	This category provides permanently flooded open water, rivers and streams, not including wetlands or periodically flooded areas.

Figure 3: Future Land Use Map

Commented [JS1]: Need to add category to map index; Unsewered Rural Residential-Interim



Average Net Residential Density

As mentioned previously the Metropolitan Council has designated Dayton as an Emerging Suburban Edge community. Residential land use densities planned for new development shall average a net density of at least 3-5 units per acre. The average net density planned for sewer residential development is 3.22 units per acre as described in Table 3 below.

Table 4: Future Land Uses

FLU	GROSS ACRES	DEVELOPABLE ACRES	Minimum Density	Unit Capacity
SEWERED RESIDENTIAL				
Low Density Residential	5,820	4,096	2.0	8,193
Medium Density Residential	606	469	6.0	2,813
High Density Residential	265	197	15.0	2,952
Master Planned Development	462	383	4.5	1,726
Mixed Use – (60% Residential in parenthesis)	481 (289)	222 (174)	12.00	1,919
Existing Sewered Low Density Residential	442	414	1.18	488
Existing Mobile Home Park	48	41	8.00	328
Total sewer residential acres	7,932	5,774		
			Units Total	18,584
			Avg. Density	3.22
UNSEWERED RESIDENTIAL				
Agricultural Preserve	307	217	.025	5
Existing Unsewered	672	493	.2-.5	98-246
Unsewered Rural Residential-Interim	2,826	1,239.4	.1	109
Rural Estate	379	230	.1-.5	23-115
NON RESIDENTIAL				
Neighborhood Commercial	29	28	-	
Commercial	127	99	-	-
Business Park	102	83	-	
Industrial	613	503	-	
Golf Course	85	37	-	
Park and Open Space	3,529	1,651		
Public Institutional	71	65	-	
Open Water	1,300	-	-	
Notes: The calculations take all approximate land use by acres its corresponding minimum density regardless of whether or not it has been platted. The staging table below takes into account plats. Developable acres in Sewered and Unsewered Residential areas nets out approximate wetlands and public park land. Non-Residential nets out wetlands only.				

Commented [JS2]: Need to calculate Net Acres within A-3 eligible parcels.

The Metropolitan Council requires communities to assume development at the minimum density of each land use when projecting net residential density. In reality, some development may occur within the allowed range, higher than the minimum.

The City does endeavor to protect important natural resources such as steep slopes, shorelands and existing stands of hardwood trees in good health. If redevelopment occurs in the Mississippi River Corridor Critical area, it would be the intent of the city to remove shoreland and bluff impact zones or steep slopes from the net density calculation. This could ensure that lots that are platted in these areas are large enough to meet the requirements of the MRCCA ordinance, shoreland ordinance and state requirements, while also ensuring that net density requirements are met. Shore or Bluff impact zones are considered as undevelopable as wetland areas.

Additionally, if development occurs in areas that are highlighted in the greenway corridor, the City will ensure that high quality natural resources such as significant tree stands of hardwood trees are conserved. Any areas where tree preservation is proposed through conservation easements, the city would ensure that these areas could be removed from the net density calculations. The City will ensure that Conservation Subdivision ordinance is utilized where possible.

Additionally, it should be noted that the Future Land Uses density calculations for Sewered Residential Land Uses found in Table 3 does not always present the most accurate representation of density when considering developments that have been completed or are ongoing in the City of Dayton. Table 3 is using projected unit number counts based on minimum density in each sewered Land Use category. See the Staging Section below for a discussion on how known densities were placed into two new staging categories, Serviced, and Developing. The totals in Table 4 may represent a more accurate unit count when taking into account serviced (or developed) or developing areas.

The existing Manufactured Home Park in southwest Dayton has a unit capacity of approximately 256 units with an overall net density of 8.00 units per acre. This area may have some ability for expansion. The current owner of Dayton Park (the City's only operating Manufactured Home Park) has expressed interest in some minor expansion that will likely have larger lots and larger units.

A new sewered residential land use is being introduced in this Plan. **Sewered Rural Residential** is intended for the subdivision or the connection of sewer to larger lots with a maximum lot size of 2.5 acres and a minimum lot size of 1 acre. This Land Use designation could allow for transitional areas between existing larger lots and more recent Low Density Residential subdivisions, or where higher densities may be improbably due to natural features (e.g. the Mississippi River Rules). This land use is by request only, therefore no parcels yet have this designation assigned. In order to ensure that the City's overall density is not impacted by requiring parcels to this new designation, the City has capped this amount of land allowed in this designation to 160 *net* acres. Areas currently guided as unsewered, but are near to existing sewer facilities will be given first priority for this new designation. To allow more than 160 net acres, the City would have to complete a more intense Land Use Map amendment to increase sewered densities in some areas to ensure that the City maintains a 3.00 unit/acre density overall.

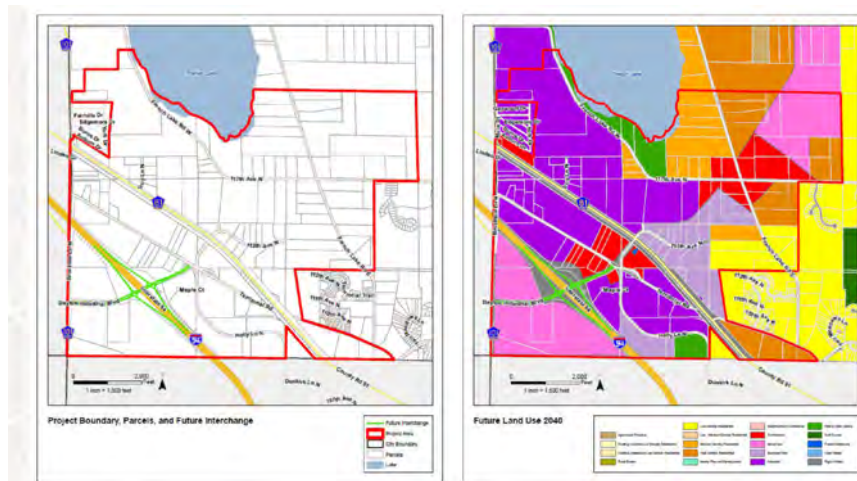
Non-Residential Development Intensity

Non-residential zoning districts (including the Business Districts and Industrial Districts) are typically developing at a maximum of 50% building footprint coverage (or .5 FAR). However, mixed use districts have a typical cap on impervious surface at 80% of the lot. While there is not building intensity cap for mixed use districts, the 80% impervious surface cap includes improvements like parking lots and building coverage is very unlikely to reach 80% while also

meeting parking requirements. Any increase in FAR beyond maximum caps, whether building coverage, or impervious, would require additional zoning approvals (such as a Planned Unit Development, or Variance).

Southwest Dayton Small Area Plan

The City is currently working on a small area plan (study area outlined below) and market research study for southwest Dayton. Upon completion of the study some adjustments may be considered to land use to help Dayton reach its competitive advantage when the interchange opens.



Redevelopment Priority Areas

The City has three high priority areas where development and redevelopment opportunities will be encouraged in order to expand the tax base and create opportunity for local jobs. Southwest Dayton will be an area of change over the next planning period for new development and possible redevelopment of older industrial properties with the opening of the Dayton Parkway Interchange in 2021. As mentioned above this area is being studied and a small area plan will be created. This will be followed by preparation of a Mixed-Use zoning district specific to SW Dayton. Updates to other districts are also possible to allow for uses based on market study while ensuring standards result in the highest quality development.

Balsam Lane is another area of redevelopment potential. This area was re-guided Mixed Use in in previous updates. Vacant land as well as older commercial spaces occupy the district. The Balsam Lane Apartments were constructed in 2017 as the first redevelopment under the mixed-use zoning. Streetscaping was completed at the same time. The City will encourage a mix of uses within this development area.

Finally, the Historic Village in northwest Dayton is a focus area. This enclave was studied in the 2030 plan and will remain a focus for future redevelopment once available extension of sewer and water are possible to expand uses including residential and village oriented commercial

uses. The city will consider purchase of key properties on the riverfront for future redevelopment.

Future Land Use Plan Principles

The Future Land Use Plan guides the development of Dayton through 2040 (and beyond) and will be used to implement the City's goals, strategies and policies. The Plan is guided by goals listed earlier in this chapter and furthered by the following principles:

Development Patterns and Neighborhood Form

- Encourage open spaces, parks and trails in all neighborhood developments. Community input and surveys indicate that a high quality of life is found when residents have visual access to green spaces and close proximity to a variety of park experiences.
- Create neighborhoods with a variety of housing types that are well connected with roads, trails or sidewalks. Even in low density land use areas new developments can meet life-cycle housing needs with a mix of small lot single family and villas, more traditional larger two -story single family and even attached townhomes within a single neighborhood.
- Recognize neighborhood characteristics and promote new development compatible in scale, architectural quality and style with existing neighborhoods.
- Guide density to areas with proximity to existing infrastructure and future infrastructure availability.
- Concentrate higher density development near major roadways and service-oriented businesses to help promote walkability.
- Consider planned development in surrounding communities when making land use decisions in the City.

Open Spaces and Natural Resources

- Preserve natural resources throughout the community and provide educational opportunities to residents to help them understand the value of natural areas.
- Preserve open spaces and natural resources.
- Protect wooded areas through implementation of the tree preservation ordinances and encourage improvement of existing resources and reforestation.
- Support the guidelines identified in the Natural Resources chapter to preserve the City's natural systems and the Mississippi River Corridor Critical Area Plan.

Business Districts and Commercial Areas

- Focus service businesses and development near urban residential densities and along primary transportation corridors.
- Provide connections between residents and commercial areas and promote businesses within mixed-use areas.
- Work to create job opportunities in the community within commercial and industrial guided areas for Dayton residents to reduce traffic and commuting demands.
- Emphasize service and retail uses which serve the needs of the local community and provide opportunities for the community to gather.

Staging

The Metropolitan Council requires Emerging Suburban cities to provide the anticipated rate of growth based on ten-year increments. Development of such a staging plan provides several benefits to the City.

- A staging plan creates orderly logical growth pattern based on development patterns and availability of infrastructure
- Allows for a connected transportation network
- Clearly defines timing at which land is available for development
- Allows the City greater control over the pace and location of new development combined with providing necessary services where each staged development will occur and when it occurs
- Provides greater ability to plan, budget, and set goals for future development based on the Staging Plan

The Staging Plan was developed to guide the contiguous pattern of growth (Figure 4 Staging Plan below) based on current development patterns and availability of infrastructure. The Staging Plan illustrates the city's "serviced areas" or parcels with sewer (established neighborhoods already served). The staging plan identifies "developing" parcels which have already received preliminary or final plat approval. "Serviced" and "developing" areas in the staging plan are functionally a sub-category of the "current" staging areas, however, known densities are utilized in these areas where possible for a more accurate calculation of units based on actual data, rather than projected data. While the staging does call out serviced areas differently than current areas, it is not intended to show that serviced areas have no development potential, but to signify that redevelopment may either take longer, or require assemblage, or happen at a much smaller scale through administrative subdivisions. The "Current" staging category is all remaining developable land in closest proximity of sewer service which are large enough or may be under-utilized to be easier to develop. It is the city's desire that this land be developed prior to opening the next staging area. Since the 2030 plan, Dayton has chosen to create a more realistic staging plan with fewer acres in the 2020, and 2030 staging areas.

The mobile home park is shown in the current staging area as the mobile home park owners have expressed interest in expansion, or redevelopment, as well as improvements in this area. Existing Low Density Residential areas are shown under serviced as these areas were a part of the first sewer project in Dayton. Some of these lots were previously on septic and were of such a size to be impractical to continue to utilize individual septic systems. While these areas are shown as serviced, there may be some redevelopment opportunities that may occur on an administrative level through lot splits.

The ten-year staging areas are patterned by how the city is developing from three corners with, northeast and south being most active. While a majority of the City will eventually be served by Metropolitan Council sewer interceptors, a small area in the northwest corner of Dayton has been served by Otsego service, as reflected on the Staging Plan. This northwest area is not planned for sewer development beyond what has been served by Otsego until both water and sewer capacity is available.

The Staging Plan translates to a development pattern in the northeast corner of the City occurring from east to west and north to south as infrastructure is constructed. Conversely, development in the south/southwest corner of the City is planned to occur from south to north

and west to east as infrastructure is constructed.

The goal of the Staging Plan is to manage growth and guide the orderly and cost-effective provision of infrastructure at a rate that is consistent with forecasted growth, while responding appropriately to market conditions. The plan indicates the sequence of growth and anticipated timing while balancing development pressure between north and south Dayton. The City will assess market conditions and land capacity to determine when the next staging area will be open for development. The Staging Plan cannot force development to occur, but can be used as a tool to guide development appropriately. It should be clear that while there are legitimate reasons why cities should stage and time growth in an orderly and contiguous manner, there is nothing about adopting a staged growth plan that forces any private property owner to sell their land before they wish to do so.

Future land uses are broken down by staging areas and presented in Table 4 (Forecast By Staging). Density assumptions were also included to estimate the potential number of units to be accommodated in each staging area. It is important to note that like the Future Land Use Plan, the Staging Plan forecasts are based on total potential units. Table 4 represents the City's best estimate of the timing of future growth.

Figure 4: 2040 Staging Plan

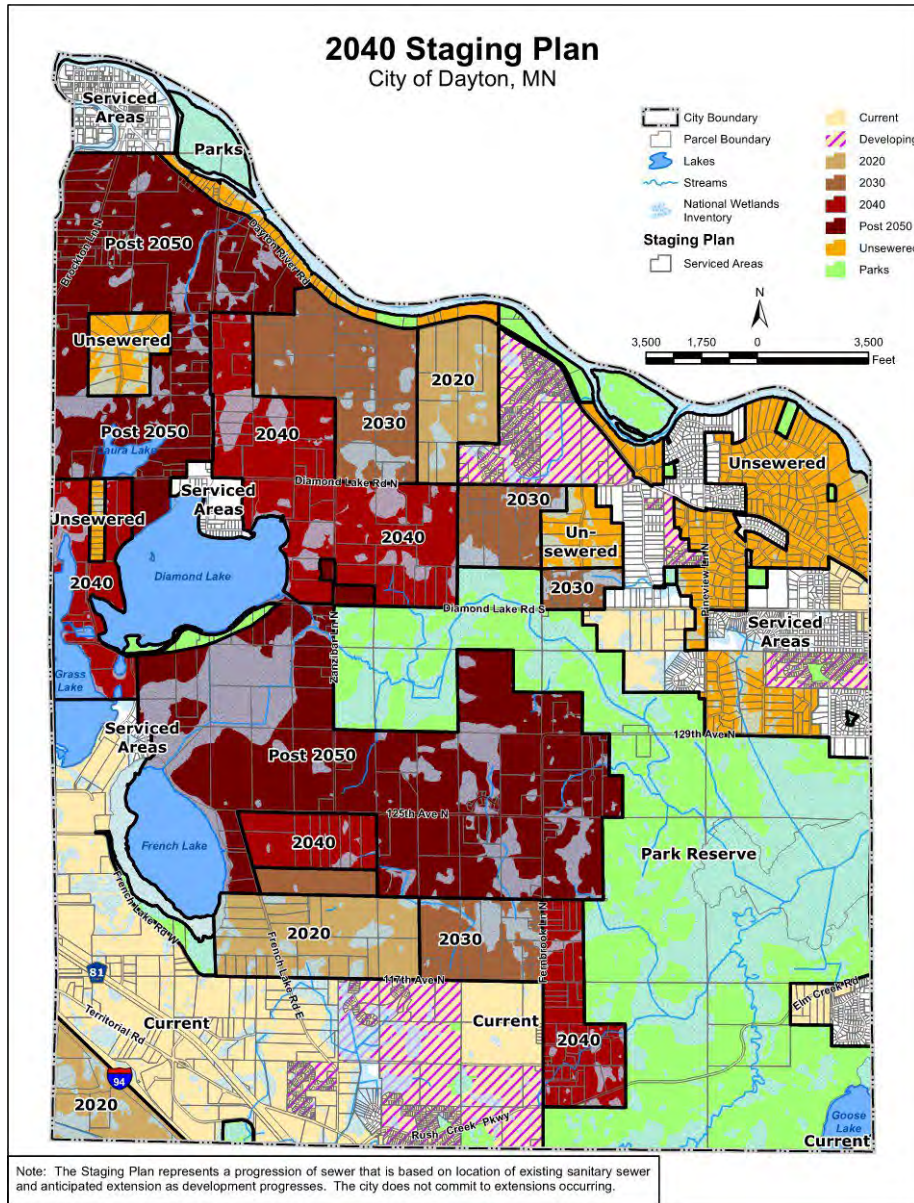


Table 5: Staging and Sewered Residential Land Use

Staging	2040 Land Use	Gross Acres	Net Acres	Park Dedication*	Net Developable Acres	Minimum Density (units/acres)	Unit Capacity	Percent
Current								
	Existing Mobile Home Park	48	41	0	41	8.00	325	3%
	Low Density Residential	473	381	38	343	2.00	686	32%
	Medium Density Residential	39	36	4	33	6.00	195	3%
	High Density Residential	51	25	3	23	15.00	338	3%
	Mixed Use (residential)	36	28	2	26	12.00	314	2%
	Existing Sewered Low Density Residential	7	7	1	6	1.18	7.00	1%
	Commercial	76	63	6	57	-	-	5%
	Business Park	102	83	8	75	-	-	7%
	Industrial	614	504	50	422	-	-	42%
	Mixed Use (Non-Residential)	24	18	2	16	-	-	2%
Sub Total		1,470	1,186	114	1,072	-	1,865	
2020-2030								
	Low Density Residential	228	200	20	180	2.00	359	29%
	Medium Density Residential	86	64	6	58	6.00	349	11%
	High Density Residential	71	53	5	48	15.00	718	9%
	Master Planned Development	108	99	10	89	4.5	400	14%
	Mixed Use (Residential)	136	74	7	66	12.00	795	18%
	Commercial	51	36	4	33	-	-	7%
	Mixed Use (Non-Residential)	91	49	5	44	-	-	12%
Sub total		766	575	57	518	-	2,621	
2030-2040								
	Low Density Residential	575	435	43	391	2.00	782	58%
	High Density Residential	43	42	4	38	15.00	573	4%
	Master Planned Development	315	291	29	262	3.01	1,178	32%
	Mixed Use (Residential)	15	15	2	13	12.00	186	1%
	Agricultural Preserve	36	18	-	18	-	-	4%
	Mixed Use (Non-Residential)	12	12	1	11	-	-	1%
Sub total		996	815	80	735	-	2,719	
2040-2050								
	Low Density Residential	862	678	68	610	2.00	1,220	62%
	Medium Density Residential	243	212	21	191	6.00	1,148	17%
	High Density Residential	96	95	10	86	15.00	1,285	7%
	Master Planned Development	38	36	4	32	4.5	146	3%
	Mixed Use (Residential)	24	19	2	17	12.00	206	2%
	Agricultural Preserve	94	88	-	88	-	2	5%
	Neighborhood Commercial	16	16	2	14	-	-	1%
	Public/Institutional	32	28	-	28	-	-	2%
	Mixed Use (Non-Residential)	16	13	1	12	-	-	1%
Sub total		1,421	1,185	108	1,077	-	4,007	

Post 2050								
	Low Density Residential	2580	1950	195	1755	2.00	3,509	85%
	Medium Density Residential	239	207	21	187	5.00	1,119	8%
	Agricultural Preserve	178	110	-	-	-	-	6%
	Neighborhood Commercial	10	10	1	9	-	-	0.3%
	Public/Institutional	10	7	-	7	-	-	0.3%
Sub total		3,017	2,285	216	1,941	-	4,629	
Developing**								
	Low Density Residential	835	721	72	649	3.34	2,174	90%
	High Density Residential	4	3	0	3	15.00	45 – 100	0.4%
	Neighborhood Commercial	3	2	0	2	-	-	0.3%
	Golf Course	85	37	-	37	-	-	9%
Sub total		927	7763	72	653	-	2,219	
Served***								
	Existing Sewered Low Density Residential	435	407	41	367	1.18	427	51%
	Low Density Residential	266	187	38	149	2.3	343	31%
	Mixed Use (Residential)	74	55	5	50	12.00	600	9%
	Public/Institutional	29	29	-	29	-	-	3%
	Mixed Use (Non-Residential)	50	37	4	33	-	-	6%
Sub total		854	715	83	566	-	1,376	
Unsewered								
	Existing Unsewered Low Density Residential	672	547	-	547	.2	109	64%
	Rural Estate	378	255	-	255	.1	25	36%
Sub total		1,050	802		802		133	
Total		7,917	6,361	651	5,705	3.4	19,569	
<div>Notes: *Park dedication is based on requiring 10% of land dedicated to public purposes. This is an estimate and park needs are likely to fluctuate based on park search areas and changing park needs or the City acquiring park land outright. The Mixed Use Land Use assumes 60% may be for residential use, 40% of the land area is indicated by the row Mixed Use (non-residential). **The Developing category are those areas which have been recently platted and utilizes actual unit counts and actual density, except the high density portion which has not yet been platted in Sundance Greens. *** The Served area is an approximation of neighborhoods which have been sewered and are developed to their potential within the 2040 planning horizon, however some infill development or redevelopment (particularly the Mixed Use Old Village area) may be possible.</div>								

Growth Management

During the preparation of the Comprehensive Plan update, the City, along with the Comprehensive Plan Steering Committee, City Council, and Planning Commission, thoroughly considered how best to implement many of its new plans for sewer expansion, major transportation initiatives, park expansions/ improvements, and accommodation of forecasted growth in an efficient manner. Through this analysis, the City has determined that managing growth through the orderly provision and expansion of infrastructure and other means is in the best interests of the public to ensure growth is orderly, efficient, and environmentally sound.

The purpose of a growth management policy is to ensure adequate staff and administrative capacity to conduct the permitting and construction supervision processes. During these processes, staff is responsible for ensuring that the purposes of the Comprehensive Plan and the standards and requirements contained in supporting codes and ordinances are met, that all of the necessary public infrastructure and services are either in place or shall be built concurrently, and that the proposed development shall not place a disproportionate economic burden on the community. These essential tasks require a significant amount of time and effort, and it is essential that City Staff has adequate capacity and expertise to ensure that these items are completed effectively and consistent with City policies and regional and state laws, policies, and regulations.

To help control the progression of growth, the City will create a Growth Management Policy, as a comprehensive plan implementation step, that will manage pace of development that can occur annually in each staging year. The City recognizes that certain areas of the City may develop at a faster rate than others; therefore, the City wants to ensure that future guidelines are in place to help assess when it is appropriate to open the next staging area, regardless of the stated year on the staging plan. The development of the policy is intended to reinforce the Staging Plan and also provide for flexibility to market conditions. The policy will provide a tool to ensure that adequate infrastructure is in place and adequate services can be provided to meet growth demands.

As required by state statute, a municipality's Comprehensive Plan must also include strategies for protection of special resources including solar access, historic preservation, aggregate, and Critical Area. These strategies are discussed below.

Solar Access

Minnesota Statutes require an element for the protection and development of access to direct sunlight for solar energy systems. The purpose of this legislation is to prevent solar collectors from being shaded by adjacent structures or vegetation and to ensure that development decisions do not preclude the possible future development and use of solar energy systems. To ensure the availability of solar access, the City of Dayton will, whenever possible, protect access to direct sunlight for solar energy systems on principle structures and to ensure that the zoning code provides means for residents to utilize solar for their home use. The City of Dayton will consider solar access in the review of site plans and planning decisions. The figure 5 and table 5 below shows Dayton has high solar potential.

Figure 5: Solar Potential in Dayton
Gross Solar Potential
City of Dayton, Hennepin County

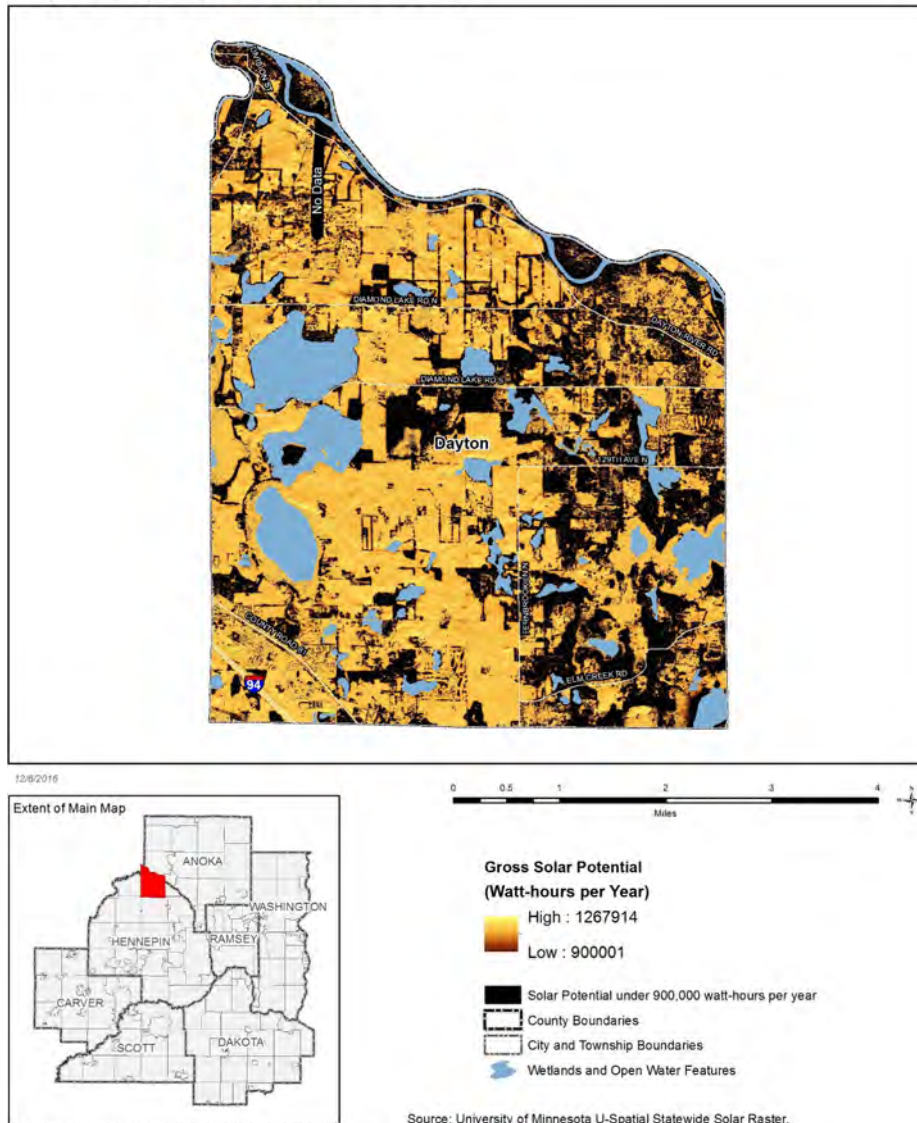


Table 6: Gross and Rooftop Solar Resource Calculations

Gross Potential (Mwh/yr)	Rooftop Potential (Mwh/yr)	Gross Generation Potential (Mwh/yr)	Rooftop Generation Potential
42,349,544	364,628	4,234,954	36,462

Aggregate Resources

The Metropolitan Council requires cities to identify the location of aggregate resources within the community based on the Minnesota Geological survey within the Comprehensive Plan. No aggregate resources were identified in the City of Dayton.

Natural Resources

The City contains many ecologically significant natural resource areas that provide value to all residents by providing natural beauty and wildlife habitat, improving water quality and adding to land values. These natural areas are described in further detail in the Natural Resource chapter but merit discussion from a land use and development perspective.

The City has an extensive network of wetlands and lakes that significantly impact the developable areas in the City. Woodland areas are located throughout the community, including a number of remnants of the Big Woods along with many other significant stands. The community has made conscious choices to preserve and protect the natural areas and to improve their quality. Because a large percentage of the land area in Dayton is comprised of lakes and wetlands (nearly 12,400 acres) and many of these areas are under private ownership, it is critical for the City to educate residents about the importance of maintaining healthy wetlands, woodlands and lakes.

These natural features comprise the City's green infrastructure system; the City's natural support system that promotes healthy sustainability of the community. As the City grows, the natural areas will be a critical element of every decision-making process. The City undertook an extensive natural resource and open space planning effort in 2008 that has been a foundation for land use decisions. The Natural Resource Chapter indicates the ecologically significant areas that require protection and the areas that will be conserved as development occurs are shown on the Land Use map as the Greenway Corridor. Where possible, the City seeks to connect new development areas to the natural resources to better connect residents to nature. Should a develop be within the Greenway Overlay Corridor, [section 1002.15](#), Conservation Subdivision, is used and a Planned Unit Development is used in order to protect the sensitive natural resources. Additionally, the City's Natural Resources goals (found in the Natural Resources Chapter), outline how the City will conserve high value natural resources as development occurs.

Dayton is also within the Mississippi River Corridor Critical Area (MRCCA). See the appendix for the City's plan to conserve this important resource through its MRCCA Plan.

Historic Preservation

The Metropolitan Land Planning Act (Minn. Stat. 473.859 Subd. 2) requires that local comprehensive plans include a historic preservation element. The City of Dayton has several areas which have historic significance to residents including areas of the Old Village of Dayton, the Old Town Hall, and Elsie Stephens Farm Park. The City values these resources and is currently working towards creating an inventory of historic assets. In 2020, the City completed a

National Register of Historic Places Evaluation on the Old Town Hall. Dayton will continue to evaluate tools that endeavor to preserve or conserve these assets that may include: formal registration for National Historic Places, communication, and education.

DRAFT

ITEM:

Consideration of East French Lake Road Moratorium Area Plan related to Roadway Design and Land Use Guidance and Adopting Ordinance No. 2025-20, Expiring an Interim Ordinance

APPLICANT/PRESENTER:

Jason Quisberg, City Engineer
Jon Sevald, Community Development Director

PREPARED BY:

Jon Sevald, Community Development Director

POLICY DECISION / ACTION TO BE CONSIDERED:

Motion to Approve Ordinance expiring Moratorium, and Adopting Ordinance No. 2025-20, Expiring Ordinance No. 2025-11 establishing said Moratorium

BACKGROUND:

On April 22, 2025, the City Council adopted a six-month Interim Ordinance (Moratorium) prohibiting approval of subdivisions within an area around 113th Avenue and East French Lake Road to allow the City time to study future land use and transportation.¹

Attached are four concept plans; (1) Residential Heavy; (2) Industrial Heavy; (3) Industrial Heavy with 113th Avenue extension, and (4) Planning Commission's recommendation. Each concept plan took into consideration previous plans submitted by developers. On properties where no development plans are known, Staff made assumptions.

The Planning Commission discussed the three concept plans at its July 10th meeting, with a consensus favoring the *Industrial Heavy* road alignment, and no consensus on land use. The Commission conducted a Public Hearing at its August 7th meeting, recommending a combination of plans. The overall intent is more industrial land, and to separate industrial and residential traffic.

As a city initiated concept plan, Developers will submit proposals of what works best for them. The attached concept plans are examples of what *could* be built, not what *will* be built.

CRITICAL ISSUES:**Applicability**

It is the intent for the City Council to choose a land use and road layout, and for this to be provided to applicable developers to use a guideline when submitting Concept Plans within the moratorium area. It is not the intent to Amend the 2040 Comprehensive Plan to reflect the chosen plan. The reason being, it is time to begin working on the 2050 Plan (due in 2028).

¹ Ordinance 2025-11; *Adoption of an Interim Ordinance prohibiting the approval of land subdivisions in the general area of 113th Avenue and East French Lake Road*

The concept plans do not address the intersection of Co Rd 81 and Territorial Rd, nor Dayton Parkway extension north of 117th Ave because that is outside of the project scope.

PLANNING COMMISSION RECOMMENDATION:

The Planning Commission conducted a Public Hearing at its August 7, 2025 meeting recommending a combination of plans, favoring more industrial land use and separating residential and non-residential traffic.

Nine testimonies were provided by residents, landowners and developers, with both opposition and preferences to elements of each plan.

60/120-DAY RULE (IF APPLICABLE):

	60-Days	120-Days
N/A		

RELATIONSHIP TO COUNCIL GOALS:

Build and Maintain Quality Infrastructure

- *Establish comprehensive roadway system*

Encourage Diversity and Manage Thoughtful Development

- *Create a variety of housing options*
- *Healthy Commercial Sector with services and job growth*

Maintain and Enhance the Natural and Rural Community Connection

- *Facilitate an interconnected trail system*

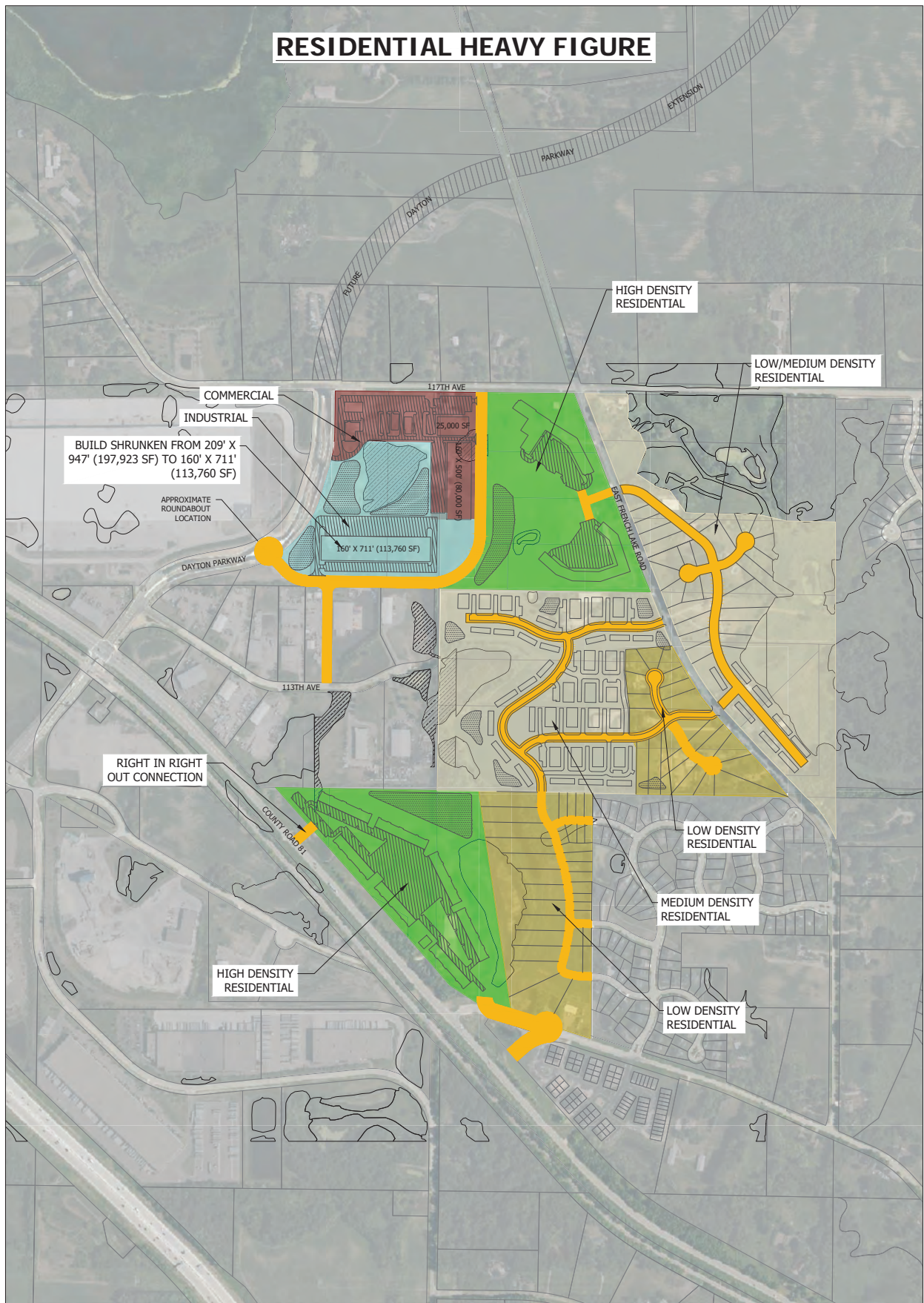
BUDGET IMPACT:

N/A

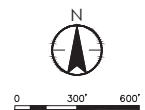
ATTACHMENT(S):

(4) Concept Plans
Oppidan Plan
Ordinance 2025-20

RESIDENTIAL HEAVY FIGURE



- DELINATED WETLANDS
- WATER WETLANDS
- AREAS NOT INCLUDED IN THE STUDY
- FUTURE POTENTIAL LOCATIONS OF STORM WATER PONDS
- FUTURE POTENTIAL LOCATION OF PARKING LOTS

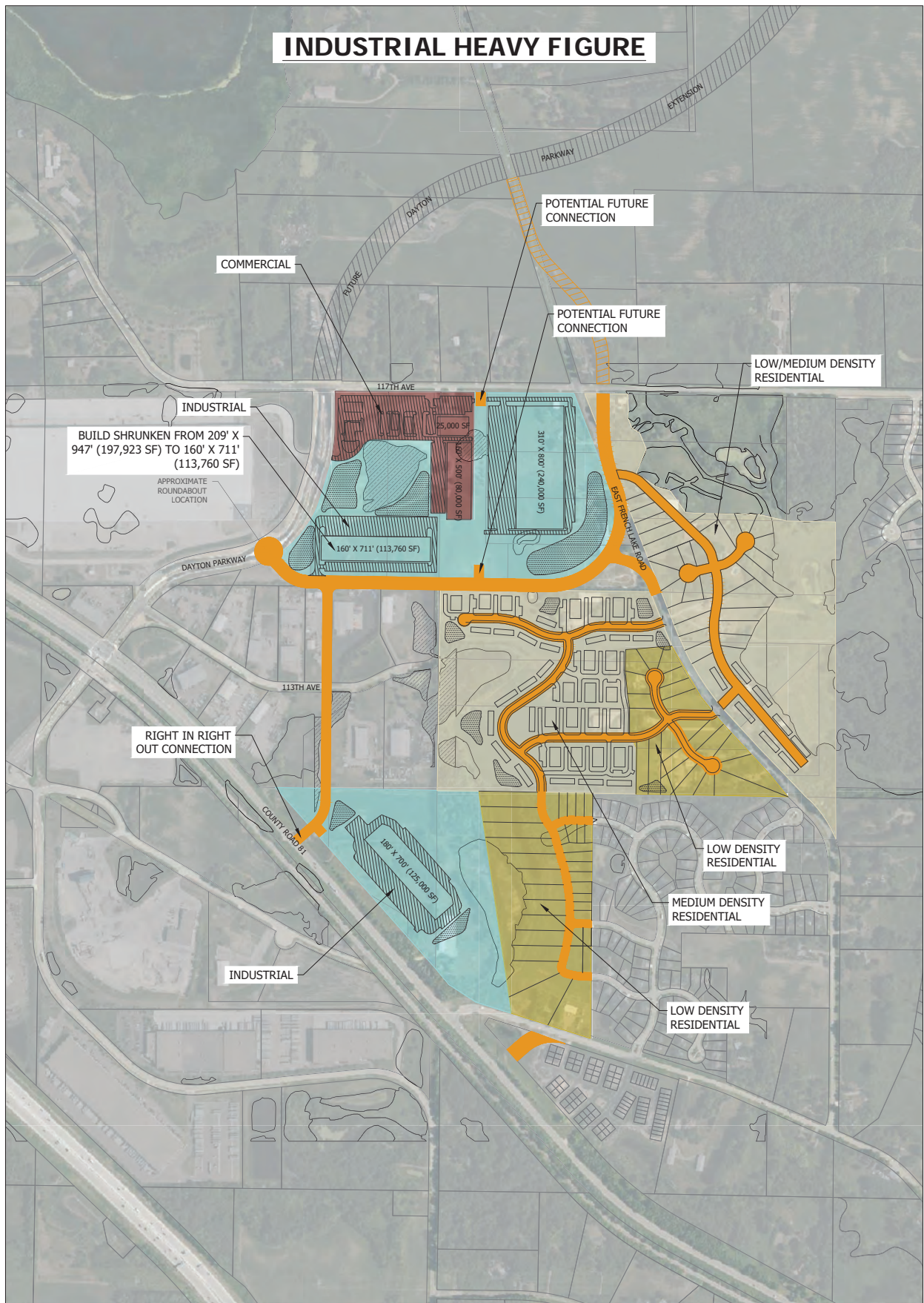


SHEET TITLE

CITY OF DAYTON
EFLR MORATORIUM AREA

FIGURE 1

INDUSTRIAL HEAVY FIGURE



SHEET TITLE

CITY OF DAYTON
EFLR MORATORIUM AREA

FIGURE 2

113TH EXTENSION FIGURE

COMMERCIAL

POTENTIAL FUTURE CONNECTION

POTENTIAL FUTURE CONNECTION

LOW/MEDIUM DENSITY RESIDENTIAL

INDUSTRIAL

APPROXIMATE ROUNDABOUT LOCATION

DAYTON PARKWAY

113TH AVE

RIGHT IN RIGHT OUT CONNECTION

COUNTY ROAD 81

INDUSTRIAL

LOW DENSITY RESIDENTIAL

MEDIUM DENSITY RESIDENTIAL

LOW DENSITY RESIDENTIAL

117TH AVE

25,000 SF

450' X 500' (80,000 SF)

210' X 950' (200,000 SF)

310' X 800' (240,000 SF)

EAST BRICK LANE 1000

180' X 700' (125,000 SF)

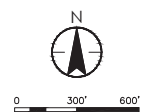
DAYTON

PARKWAY

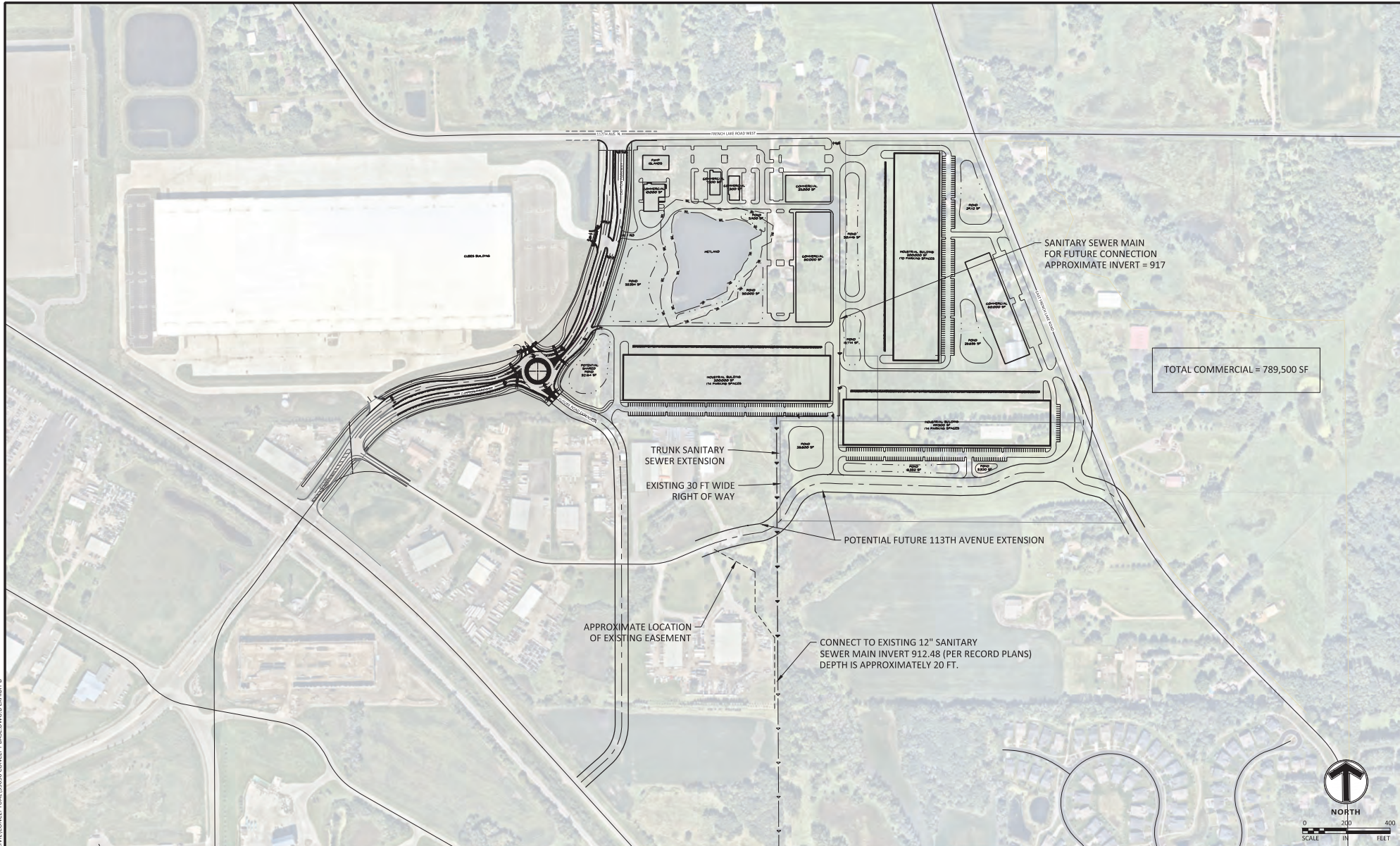
EXTENSION

FIGURE 3

PLANNING COMMISSION RECOMMENDATION

CITY OF DAYTON
EFLR MORATORIUM AREA

733 Marquette Avenue, Suite 1000
Minneapolis, MN 55402
www.stantec.com



PROJECT NO.
53656

EXHIBIT C
 OPPIDAN LLC.
 DAYTON MIXED USE
 CONCEPT SEWER MAIN EXTENSION
 DAYTON, MN



SHEET
C
 OF

ORDINANCE 2025-20
CITY OF DAYTON
COUNTIES OF HENNEPIN AND WRIGHT
STATE OF MINNESOTA

**ADOPTION OF AN ORDINANCE EXPIRING AN INTERIM ORDINANCE
(MORATORIUM) PROHIBITING THE APPROVAL OF LAND SUBDIVISIONS IN THE
GENERAL AREA OF 113TH AVENUE AND EAST FRENCH LAKE ROAD**

WHEREAS, MN Statute 462.355, Subd 4 (paraphrased) permits municipalities to adopt an interim ordinance applicable to all or part of its jurisdiction for the purpose of protecting the planning process and the health, safety and welfare of its cities, while conducting a study. The interim ordinance may regulate, restrict, or prohibit any use, development, or subdivision within the jurisdiction or a portion thereof for a period not to exceed one year from the date it is effective; and,

WHEREAS, on April 22, 2025, the City Council adopted Ordinance 2025-11 adopting an Interim Ordinance (moratorium) prohibiting approval of land subdivisions in the general area of 113th Avenue and East French Lake Road for the purposes of conducting a study of areas identified in Exhibit A. The six month Interim Ordinance expires October 22, 2025; and,

WHEREAS, on August 7, 2025, the Planning Commission conducted a Public Hearing regarding the study area, making a recommendation of a preferred land use and roadway layout; and,

WHEREAS, on August 26, 2025, the City Council chose a preferred land use and road layout identified as Exhibit B to be considered by Applicants when designing Concept Plans and Preliminary Plats within the applicable area; and,

NOW, THEREFORE, BE IT RESOLVED, the Interim Ordinance (Ordinance 2025-11) is expired.

Adopted this 26th day of August 2025, by the City of Dayton.

Mayor, Dennis Fisher

ATTEST:

City Clerk, Amy Benting

Motion by Councilmember _____, Second by Councilmember _____.
The Motion passes.

EXHIBIT A

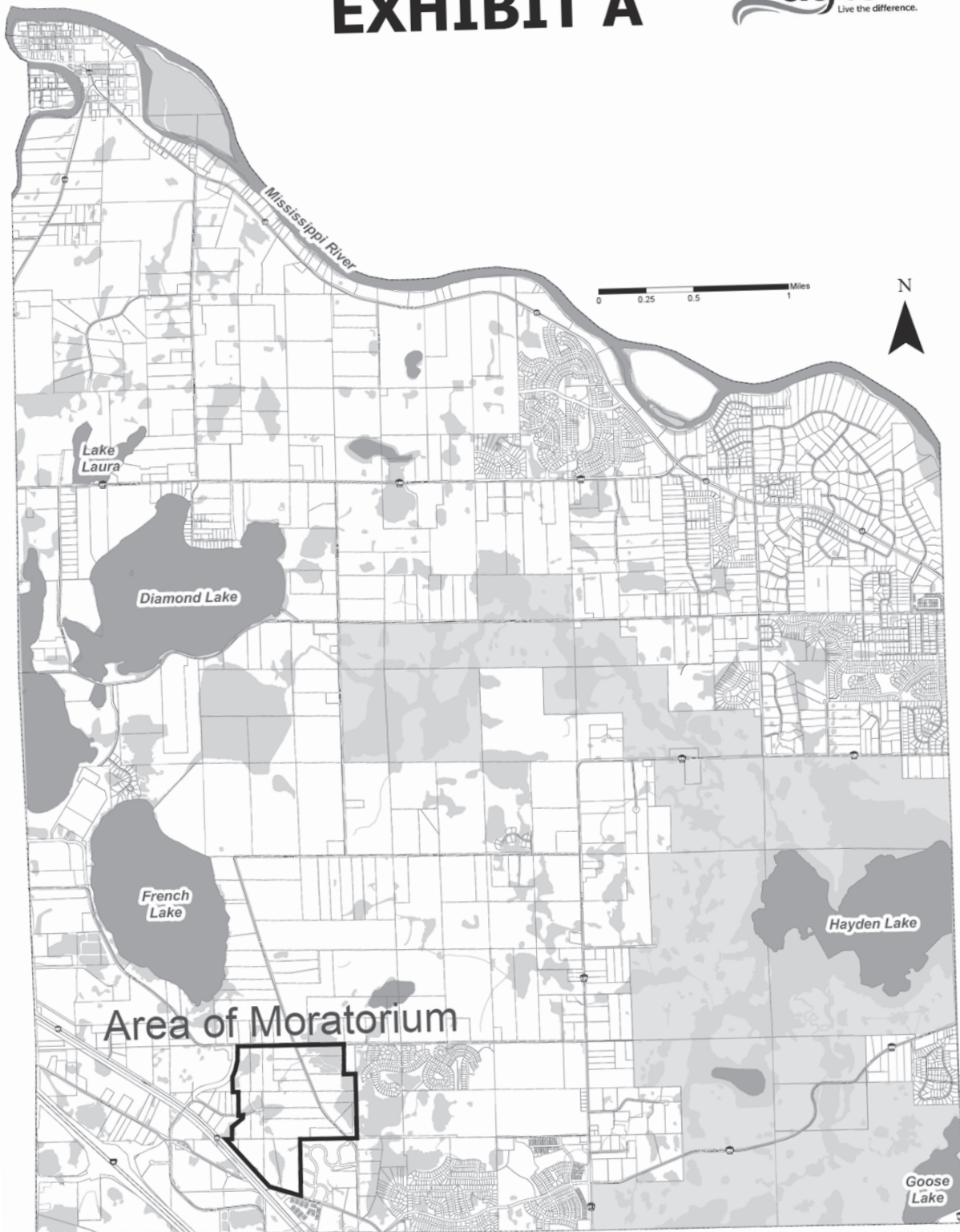
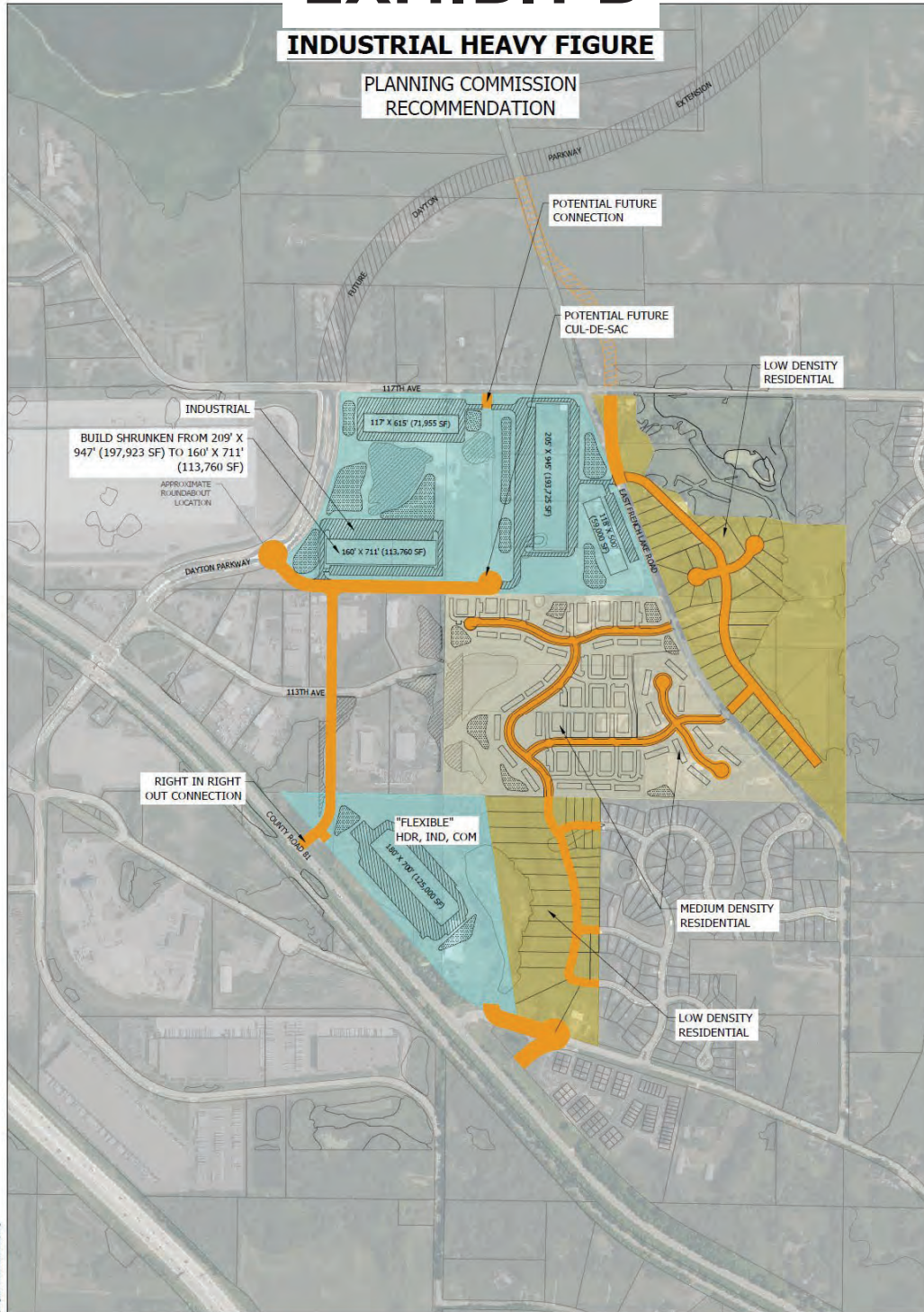


EXHIBIT B

INDUSTRIAL HEAVY FIGURE

PLANNING COMMISSION
RECOMMENDATION



SHEET TITLE

CITY OF DAYTON
EFLR MORATORIUM AREA

FIGURE 2

DATE 07/25/2025 PROJ. NO. 193807478

Stantec
725 Marquette Avenue, Suite 1000
Minneapolis, MN 55402
www.stantec.com

ITEM:

Transportation Discussion Regarding Future Roadway Connections

PREPARED BY:

Zach Doud, City Administrator

POLICY DECISION / ACTION TO BE CONSIDERED:

Discuss Future Roadway Connections to give staff direction on upcoming 2050 Comp Plan

BACKGROUND:

The Mayor and I attended a meeting at Mississippi Crossings Event Center on May 20th which included representatives from each County (Anoka and Hennepin), State Representatives from both the House and the Senate, MNDOT, and multiple cities including Champlin, Dayton, Ramsey, and Maple Grove to name a few. This meeting was to get all of the government levels together, from local government to state, and have a conversation about what a Mississippi River Crossing Coalition could look like if it was started.

During this conversation, there was direction from the majority of the participants to have this process start with the City Administrators of Ramsey, Champlin, Maple Grove, and Dayton to identify the items of need as to identify the true needs for a future coalition if there were to be one. The City Administrator's have met twice, unfortunately I was not able to make the second meeting due to other commitments, and at this point the general direction of the City Administrators is we need to have the City Council of Dayton truly identify the future roadway connections within the City to plan for what the next steps are in regards to where traffic will flow to.

That is where we are at currently and hence why this item is for discussion and direction from the City Council. Transportation is a critical component within any city, and these future roadway connections will be the most critical infrastructure that we place on the map if a bridge were to be constructed over the Mississippi River. The main question that arises and what staff needs direction on is, what does the connection point of Dayton Parkway connect to and what does Zanzibar connect to?

I think everyone understands the criticalness of Dayton Parkway due to its connection to I-94 but why so much emphasis on where Zanzibar connects to? The reason for Zanzibar is due to that road being identified in the long-term planning documents of the City (the Comprehensive Plan) as the road that connects to a future bridge, again if there is ever one (it is not set in stone or guaranteed just so everyone is clear).

With Zanzibar being such a critical component of that connection north, we need to know where the traffic will go once it gets to 125th Ave. For years in the Comp Plan, it was identified to head

southeast after it crosses 125th Ave (which it stops at 125th Ave currently) and connect up to Fernbrook Lane at 113th Ave (Dehn's Country Manor). This configuration will be referred to as the "X" pattern hereafter.

In 2023, the City Council approved a Comp Plan Amendment to adjust this future roadway connection to have Zanzibar connect directly to Dayton Parkway (which currently stops at 117th Ave). This configuration will be referred to as the "H" pattern hereafter.

Subsequently, the City Council approved a preliminary and subsequent final plat for Brayburn Trails East (or II) which eliminated the ability for the "X" pattern to happen as drawn in the previous comprehensive plans. However, the "X" pattern is still able to happen but it would now connect to Fernbrook Lane at 117th Ave.

For reference of pictures and easier understanding of the roadway alignments, the attached document is the approving resolution from the packet in 2023. There is a figure labeled 2B within that document (one is from the original comp plan, and one is the proposed amendment). Please reference that figure for both the "X" pattern, from the original comp plan, and the "H" pattern from the proposed amendment.

The City is at a point of development where there is very limited land to develop that is south of 117th Ave and thus with the timing of the tentative Mississippi River Coalition and the low inventory of land to develop south of 117th Ave. Staff needs to have a final decision and direction given by the City Council for what roadway Zanzibar will connect to in the future.

As stated previously, transportation is a critical component and this decision and direction from the City Council will be setting what the roadways look like in Dayton for what could be forever. Transportation transcends borders of City's, it is the backbone of America for all goods, services, and people to travel from one spot to the next. There are good reasons for both patterns of traffic, the "X" and the "H", and truly comes down to what your view of traffic should be within the City of Dayton when traveling from north to south or vice versa. Even more exacerbated if a bridge is built between Ramsey and Dayton and now traffic is flowing through Dayton, more than ever before.

CRITICAL ISSUES:

Future Connections and direction is critical for staff to begin the comp plan amendment and also critical regarding conversations with neighboring jurisdictions. Additionally, there is always talk about a bridge over the Mississippi River from residents, which if it happens, will need these other roadways to access.

RECOMMENDATION:

No recommendation needed, this is a discussion item only.

ATTACHMENT(S):

Resolution 22-2023 Approving a Transportation Comp Plan Amendment

ITEM:

Transportation Plan Amendment

PREPARED BY:

Kendra Lindahl, AICP

DESCRIPTION OF REQUEST:

This is a City-initiated comprehensive plan amendment to revise the Transportation Plan.

BACKGROUND:

In November of last year, the City Council issued a Request for Proposals to update the Transportation Plan in the 2040 Comprehensive Plan. Specifically, the Council asked for assistance in evaluating the existing Transportation Plan and previous studies to select a plan with a stronger north-south connection in the City. Landform was awarded the contract at the December 13, 2022 meeting.

We presented a summary of our findings with the updated work plan at the February 28th meeting. At that meeting the Council stated that Option 2 in the report was their preferred plan

On February 23rd and March 16th, City staff met with Hennepin County staff to provide an update on the project, including the Council's preference for Option 2. Hennepin County had no objections to the change. When asked about potential funding for these road improvements, the County indicated that neither road is on the County Capital Improvement Plan, but that the City should continue to coordinate with the County to identify potential funding opportunities and design criteria for the county roads.

On March 30th, City staff met with Metropolitan Council staff to present the Council's recommended changes. Metropolitan Council staff had no concerns with the transportation plan amendment and indicated that it could be processed as an administrative review. This will shorten the review time at the Metropolitan Council from 90-120 days to approximately 30 days.

At the April 11th City Council meeting, we brought forth a more in-depth analysis of the three transportation plan options. Council affirmed their preference for Option 2.

PLANNING COMMISSION:

On June 1, 2023, the Planning Commission held a public hearing on the item. Several people spoke at the hearing both for and against the change. The Planning Commission voted 3-1 to recommend approval of the request (Sevald no). Chair DeMuth stated that he voted for the amendment but wanted the Council to look at safety improvements to Fernbrook, extension of 129th Avenue and the Dayton Parkway alignment.

OPEN HOUSE:

On May 8, 2023, we held a community open house to provide information about the proposed change in advance of the June 1st public hearing. Hennepin County transportation staff attended

the meeting to listen and answer questions. During the public presentation, the Council affirmed their preference to amend the current Comprehensive Plan with Option 2. Thirty community members signed in, an estimated 50 residents were in attendance and three of them filled out comment cards. The written comments:

- Suggested changes to the maps to improve clarity.
- Suggested that 129th Avenue be extended to Zanzibar Lane and feed to the I-94 interchange.
- Asked if there was a way for Hennepin County to prioritize Fernbrook Lane for safety improvements.

During the open house, an estimated twelve people got up to speak. Many people had similar comments including:

- Traffic connections and flow patterns are better on the existing alignment.
- Questioned who gets noticed for a public hearing. Staff noted the difference between public hearing notice procedure in the City (residents within 500 ft must be notified) vs. the state statute requirement (350 ft).
- Asked why the location of 121st was shown on the map (staff noted it is a general alignment only).
- Asked when an environmental review was required for new street construction.
- Expressed concern over high traffic speeds and pedestrian and cyclist safety on Fernbrook Lane.
- Asked what the speed limits will be on the planned roadways.
- Suggested that 129th Avenue be extended to Zanzibar Lane.

ANALYSIS:

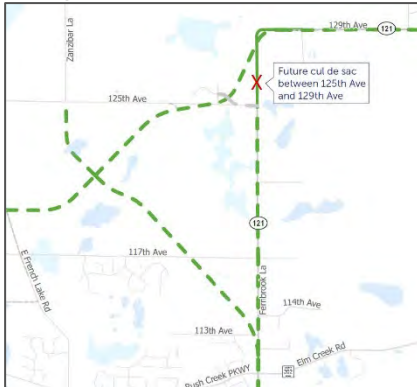
The following documents were provided by the City and used as the basis for our analysis:

1. 2030 Dayton Comprehensive Plan
2. 2040 Dayton Comprehensive Plan
3. 2008 Northwest Hennepin County I-94 Sub-Area Transportation Study
4. Draft Dayton Parkway Corridor Study dated June 10, 2019
5. SRF Dayton Arterial Roadway Network Evaluation memo dated June 20, 2022
6. April 9, 2019 Dayton Parkway PowerPoint presentation from SRF
7. May 3, 2022 Dayton Arterial Network PowerPoint presentation
8. September 20, 2022 Fernbrook Lane Alignment Study

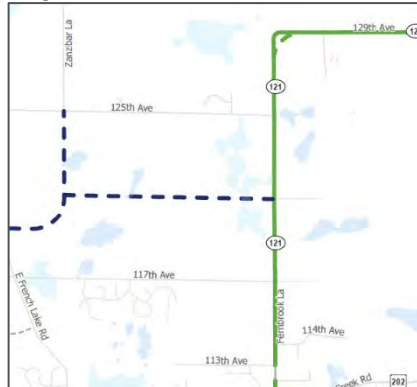
All of these studies and discussions emphasized the importance of a strong north-south connection and an east-west connection through the City. The desire for infrastructure improvements in this area of the City is also driven by safety concerns on Fernbrook Lane. Over

the years, the City has discussed the issue and there have been three general alternatives (although they have varied slightly) as shown below from the September 20, 2022 Fernbrook Lane Alignment Study Open House Presentation:

Option 1: Current Comprehensive Plan



Option 2: Retain Fernbrook Alignment



Option 3: Realign Fernbrook



OPTIONS:

Option 1: Current Comprehensive Plan

This is the transportation plan in the most recent comprehensive plan. This positions Dayton Parkway in a diagonal orientation (southwest to northeast). The existing Fernbrook Lane would become a local roadway with lower volume. Zanzibar Lane would be extended in a southeast direction to connect to Fernbrook.

The City finds that the diagonal orientation of the proposed streets would make it difficult to move north and south through the City. The Council expressed a desire to change the alignment to improve these north-south trips and new options were drawn up to align it better with the existing street grid.

Option 2: Retain Fernbrook Alignment

Dayton Parkway would have a north-south orientation connecting to CR 101 (Brockton Lane) to the southwest and Zanzibar Lane to the north. Fernbrook Lane would maintain its current location but widened to a three-lane roadway or potentially a four-lane roadway if traffic volumes are sufficient to require. **This is the Council's preferred option and was presented as such at the May 8th Open House.**

Option 3: Realign Fernbrook:

Like Option 2, Dayton Parkway would have a north-south orientation connecting CR 101 to Zanzibar Lane. However, Fernbrook would be realigned to behind the properties that are currently along the west side of Fernbrook Lane. The new alignment would be a three-lane roadway or four-lane roadway if traffic volumes are sufficient to require. This route would connect all key east-west routes and serve as the main north-south route on the east side of the city.

Our work plan was to compare the three alternatives. The analysis shows that all three options are viable alternatives. The differences between the options were based on the previously prepared information from the sources referenced earlier in this report:

Ownership and Funding

Options 1 and 3 would require the City to fully fund construction of the new Fernbrook Lane before the County would accept jurisdiction over it. Option 2 would keep improvements of Fernbrook Lane a County responsibility. Additionally, a widened Fernbrook would become a minor arterial and therefore eligible for federal funding.

Impact on Existing Property Owners

Each of the three options would have impacts on property owners, but the affected properties are different in each scenario. The existing plan and the realign option would largely impact agricultural parcels, while the option to retain Fernbrook's alignment would mostly impact residential parcels. The comprehensive plan amendment does not require acquisition of property but does make landowners aware of the City's plans so that landowners can make decisions about their property.

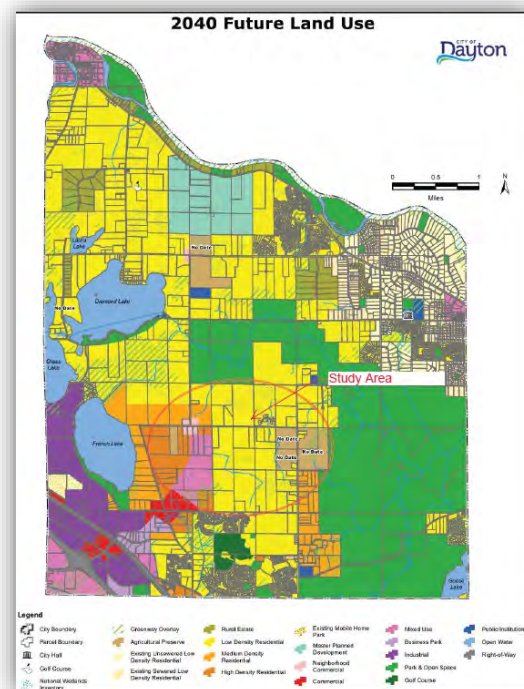
Construction

As properties come in for development, the City will be able to acquire right-of-way for these street improvements. The City could then look for opportunities to phase the road improvements in a way that connects to existing roads, which could improve connectivity and would not construct the entire improvement in one phase. This will allow the City to coordinate street improvements with development projects.

Based on studies conducted by SRF, the three options would cost roughly the same when considering both costs of construction and parcel acquisition. Material and labor pricing is dynamic and will be based on the final road design. As part of this project, we are not preparing a final street design. The intent of a Comprehensive Plan is to identify general transportation corridors only. A final street design will occur in the future when right-of-way has been obtained and funding is available.

LAND USE:

The City Council is also discussing changes to the 2040 Future Land Use Map. The entire comprehensive plan is interwoven with the land use plan and changes to the land use plan will ripple through all chapters of the document. At the February meeting when the transportation plan amendment was discussed, there were questions about land use. The proposed transportation plan change does not necessitate any land use changes. Because changes to the land use plan will have significant implications for



other chapters, staff recommends that the City review this as a separate endeavor. The change to the street alignment plan will inform the land use planning decisions.

METROPOLITAN COUNCIL REVIEW:

All changes to the adopted 2040 Comprehensive Plan require Metropolitan Council review for conformance with regional systems. Typically, the amendments also require a 60-day period for review by adjacent governments, special districts and school districts. However, the adjacent review period may be waived by Metropolitan Council staff if all of the following are met:

1. The amendment involves a site of 40 acres or less;
2. The amendment does not change the community's growth forecasts or the TAZ allocations; and
3. The amendment site is either:
 - a. More than one quarter (1/4) of a mile from an adjacent jurisdiction, or
 - b. Beyond the distance or area which the community's adopted ordinances require notice to adjacent or affected property owners, whichever distance is less.

Metropolitan Council representative Thamman confirmed that the adjacent review period is waived for this project. However, the City did send a courtesy notice to adjacent jurisdictions. At the date of this report, the cities of Rogers and Corcoran responded that they have no comments and the City of Maple Grove and Hennepin County provided comments, however, many of the comments were outside the scope of this amendment. No other agencies responded. Staff is working with SRF to make a couple of edits to Figures 6 and 8 in response to those comments. The updated maps were not available at the time of the staff report but will be provided with the Metropolitan Council submittal.

FINDINGS OF FACT:

The legal basis for the Comprehensive Plan in Minnesota is the 1965 Municipal Planning Act and the specific standards are found in Minn. Stat. § 462.355. The Comprehensive Plan is a living document and when the City finds evidence to support a change to the plan, the City Council has a level of discretion to make a change. The City should consider the following issues when reviewing a Comprehensive Plan Amendment request:

- Evidence demonstrating the reason(s) that the plan should be changed, including, but not limited to, whether new information has become available since the Comprehensive Plan was adopted that supports re-examination of the plan, or that existing or proposed development offers new opportunities or constraints that were not previously considered by the plan.
- The proposed amendment is consistent with the rest of the Comprehensive Plan and other goals and policies of the City.
- The proposed amendment addresses the interests and changed needs of the entire City and demonstrates a public benefit.
- Whether or not the amendment is needed to allow reasonable development in the City.
- How the proposed amendment may impact traffic patterns within and around the City.

- Impacts the proposed amendment may have on the regional transportation, wastewater and regional parks systems.
- The impact of the proposed amendment upon current and future special assessments and utility area charges, future property tax assessments or other fiscal impacts upon the City.

It is at the Council's discretion to determine if a particular comprehensive plan amendment is appropriate and compatible with the long term community growth and development vision. A 4/5 vote is required by the City Council to approve a comprehensive plan amendment.

SUMMARY:

The direction to proceed with the Comprehensive Plan amendment for Option 2 did not raise any concerns for the Metropolitan Council and Hennepin County staff. The road alignment is a policy issue for the City Council and the Council has a high level of discretion.

This is a plan for the future alignment of these streets and staff is confident that the alignment will be able to be designed to function appropriately. Final design and alignment will take place at a future date. Land will be acquired primarily as development occurs and will be adjusted through the subdivision process as needed to minimize impacts on wetlands and other natural features while maintaining the desired alignment. The adoption of the Comprehensive Plan amendment does not mean that the streets will be constructed immediately but provides the tools for the City to begin acquiring the right-of-way and planning for the street construction as part of Capital Improvement Planning (CIP).

This change is only amending the alignment of these affected streets, but the jurisdictional class, functional class and all other streets shall remain as adopted in the 2040 Comprehensive Plan.

Next Steps

Following Council approval, we will submit for administrative approval of the Comprehensive Plan Amendment. This is typically a 30-day review. Following the Metropolitan Council review, the plan can be implemented.

ACTION:

Move to adopt the attached resolution approving the Comprehensive Plan Amendment.

Approval of a comprehensive plan amendment requires a 4/5 vote of the Council.

ATTACHMENT(S):

1. Resolution 22-2023 Approving Comprehensive Plan Amendment
2. Graphic showing history of alignment options
3. Existing Transportation Chapter Maps from 2040 Comprehensive Plan
4. Proposed Revisions to Transportation Chapter Maps
5. Comment cards from the May 8th Open House

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

**RESOLUTION NO. 22-2023
GRANTING APPROVAL OF A COMPREHENSIVE PLAN AMENDMENT TO
REVISE THE TRANSPORTATION PLAN**

WHEREAS, the City of Dayton has proposed an amendment to the 2040 Comprehensive Plan to revise the Transportation Plan; and

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

WHEREAS, the Planning Commission held a public hearing on June 1, 2023 and made a recommendation of approval to the City Council; and

WHEREAS, the Planning Commission found that said amendment is consistent with the Dayton Comprehensive Plan and other relevant City policies and voted to recommend approval; and

WHEREAS, the City Council at its June 13, 2023 meeting has considered the Comprehensive Plan Amendment and found it to be in the best interests of the City; and

WHEREAS, the Comprehensive Plan Amendment is subject to review and approval of the Metropolitan County, as set in Minnesota Statutes, Section 473.864.

NOW, THEREFORE, based upon the testimony elicited and information received, the City Council for the City of Dayton makes the following:

FINDINGS

1. The amendment is consistent with the goals of the Comprehensive Plan as it will facilitate a stronger north-south connection through the City then the current plan.
2. The amendment would better align the future Dayton Parkway with the existing street grid. The current alignment was conceived prior to construction of the interchange and no longer serves the best interests of the City.
3. The amendment allows the City to better plan for future street improvements as part of development proposals and not result in a large fiscal burden on the City.
4. The amendment would keep Fernbrook Lane in the existing location. The street is a County road, and the County will continue to be responsible for improvements to the street.

5. The amendment does not require a change to the land use plan. However, the City may evaluate potential changes to the Future Land Use Plan and staging plan at a later date.
6. The amendment is consistent with other Comprehensive Plan chapters and City goals and policies.

DECISION

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

That the City Council does hereby conditionally approves the Comprehensive Plan amendment to revise the Transportation Plan contingent upon Metropolitan Council review for compatibility with metropolitan system plans.

Adopted this 13th day of June 2023, by the City of Dayton.

Mayor - Dennis Fisher

City Clerk - Amy Benting

*Motion by Councilmember Salonek, Second by Councilmember Fashant
Motion carried unanimously*

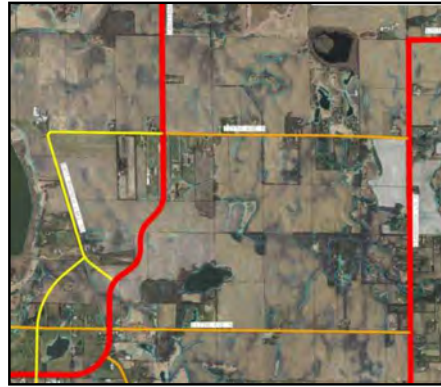
A Visual History of Dayton Parkway/Fernbrook Lane Route Options

2019 Dayton Parkway Study

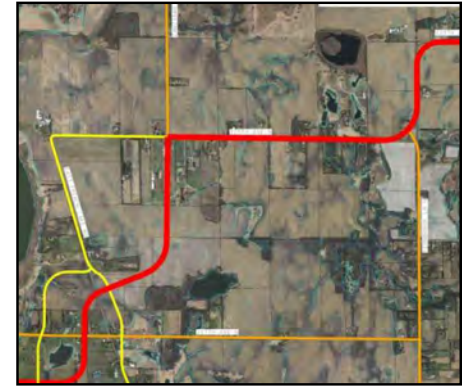
Current Plan



2019 North-South Option



2019 Hybrid Option

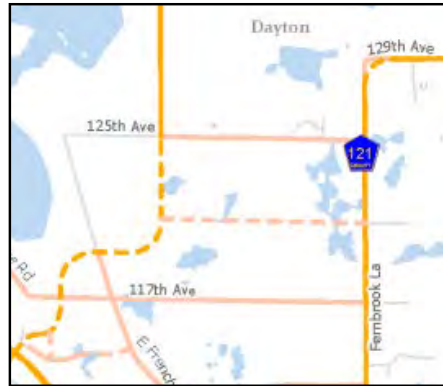


May 3, 22 Joint PC & CC Discussion

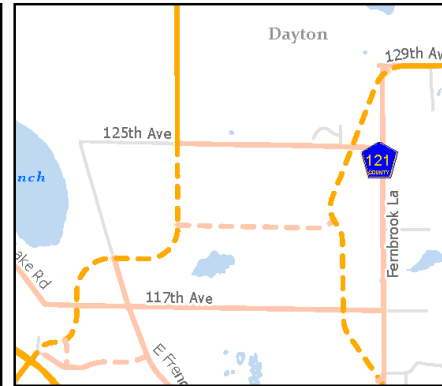
Current Plan



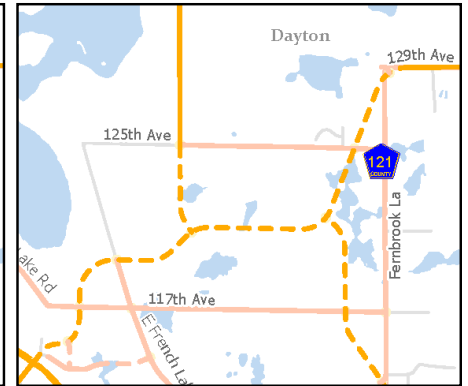
Retain Fernbrook Alignment



Realign Fernbrook (East-West)



Relign Fernbrook (NE-SW)



September 20, 2022 Fernbrook Lane Alignment Study

Current Plan



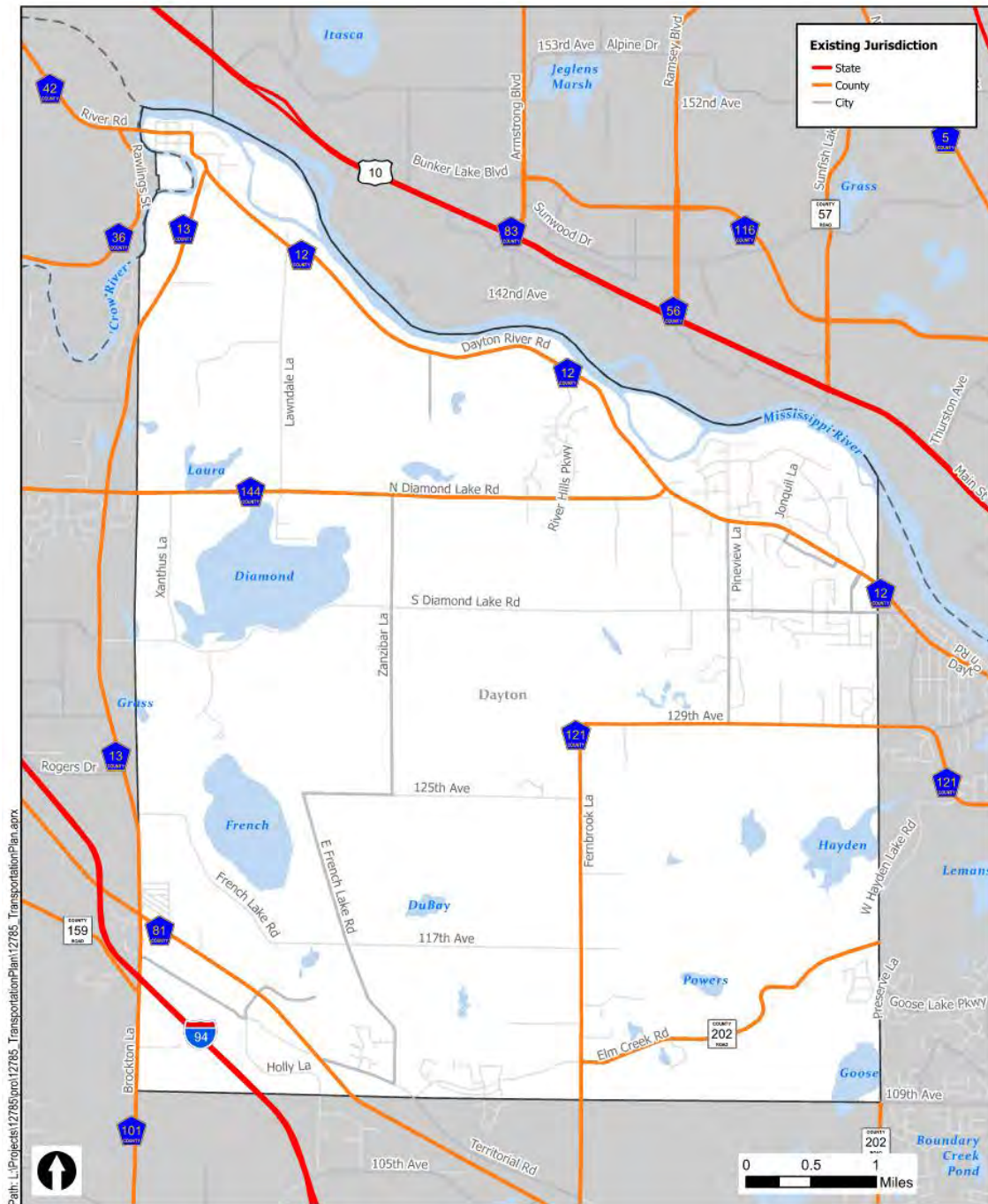
Retain Fernbrook Alignment



Relign Fernbrook



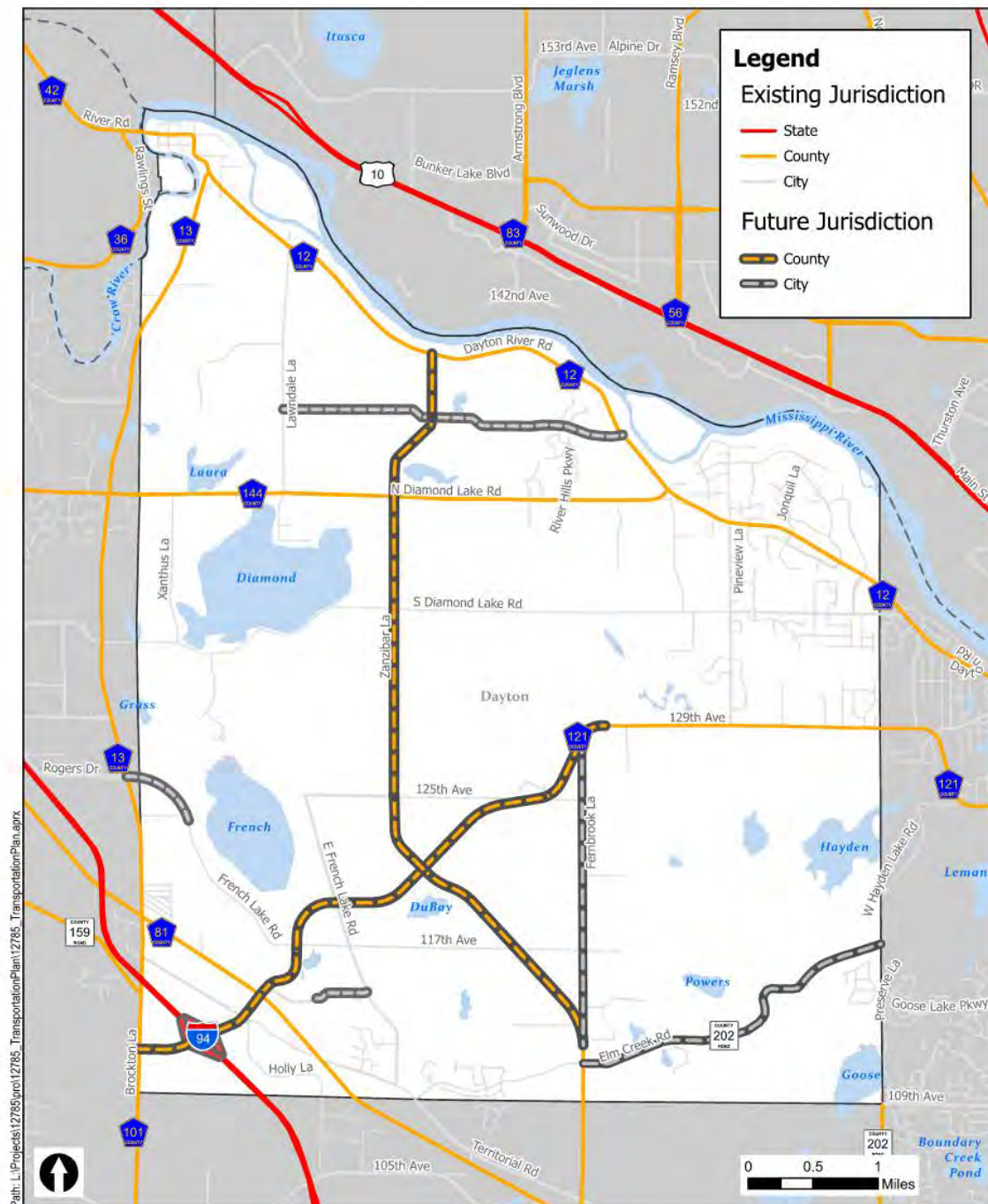
Figure 1A. Existing Roadway System



Existing Jurisdictional System
Dayton Transportation Plan Update
City of Dayton

Figure 1A

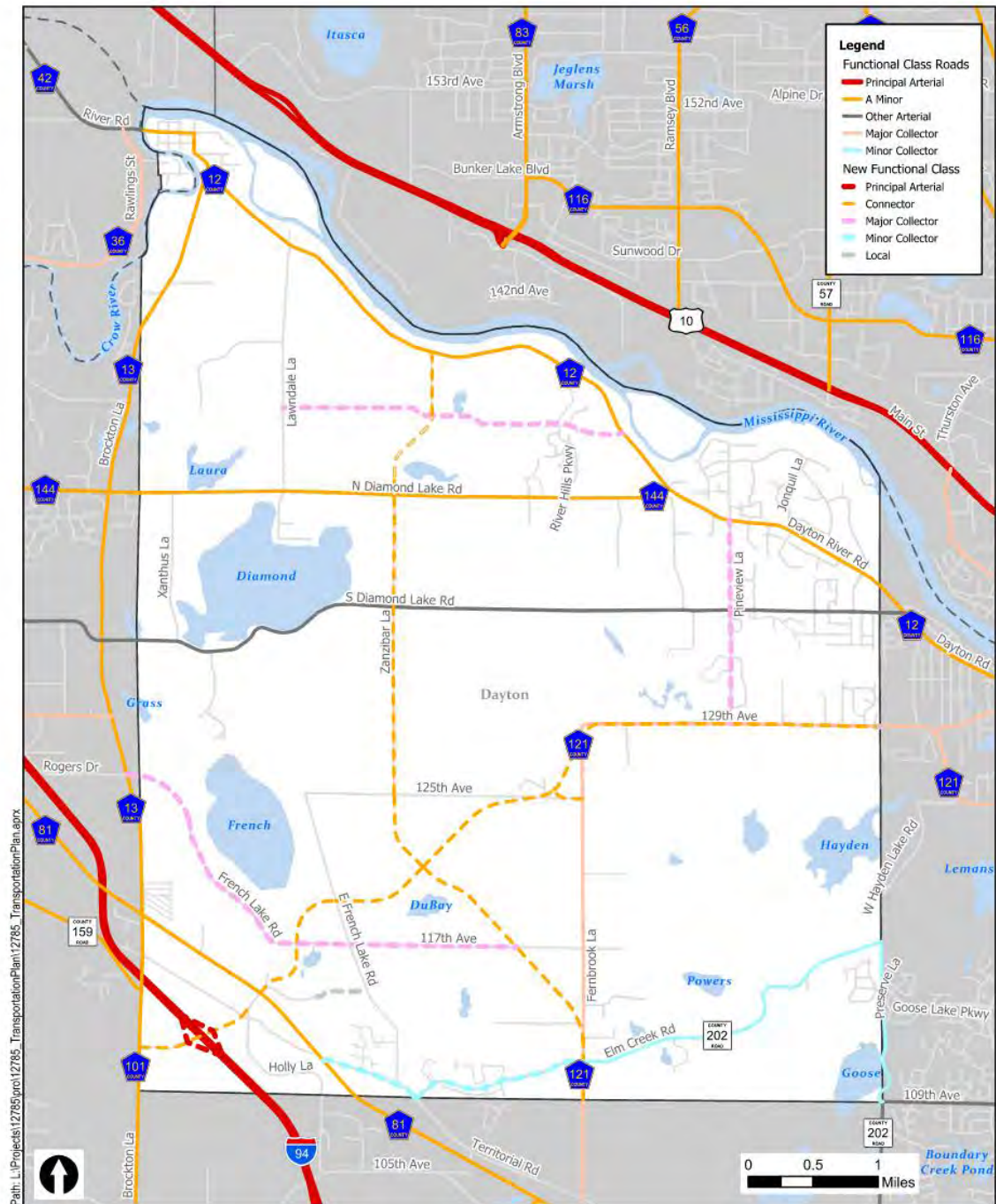
Figure 2B. Future Roadway System



Future Jurisdictional System
Dayton Transportation Plan Update
City of Dayton

Figure 1B

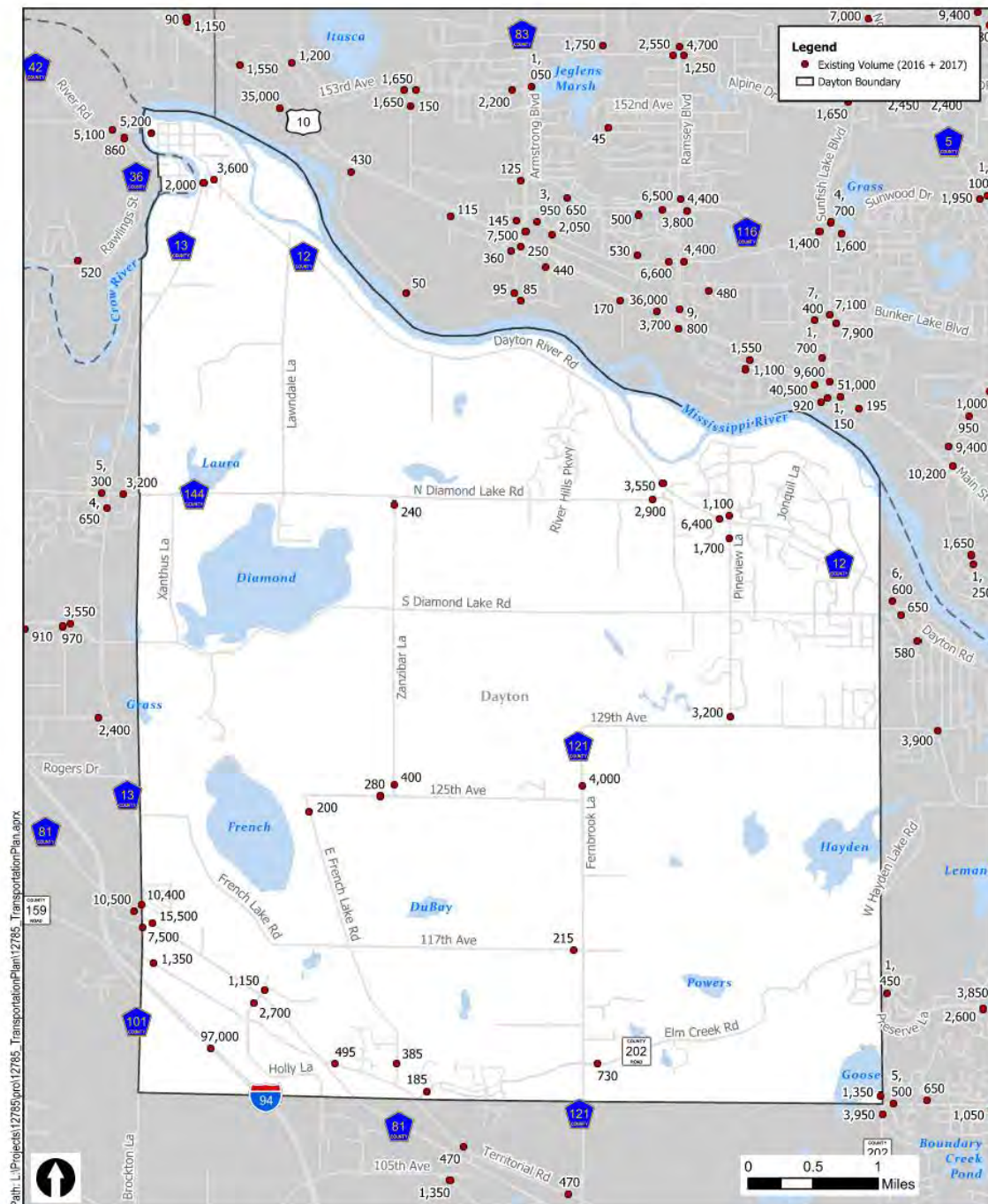
Figure 4B. Future Functional Classification



Future Functional Class
Dayton Transportation Plan Update
City of Dayton

Figure 2B

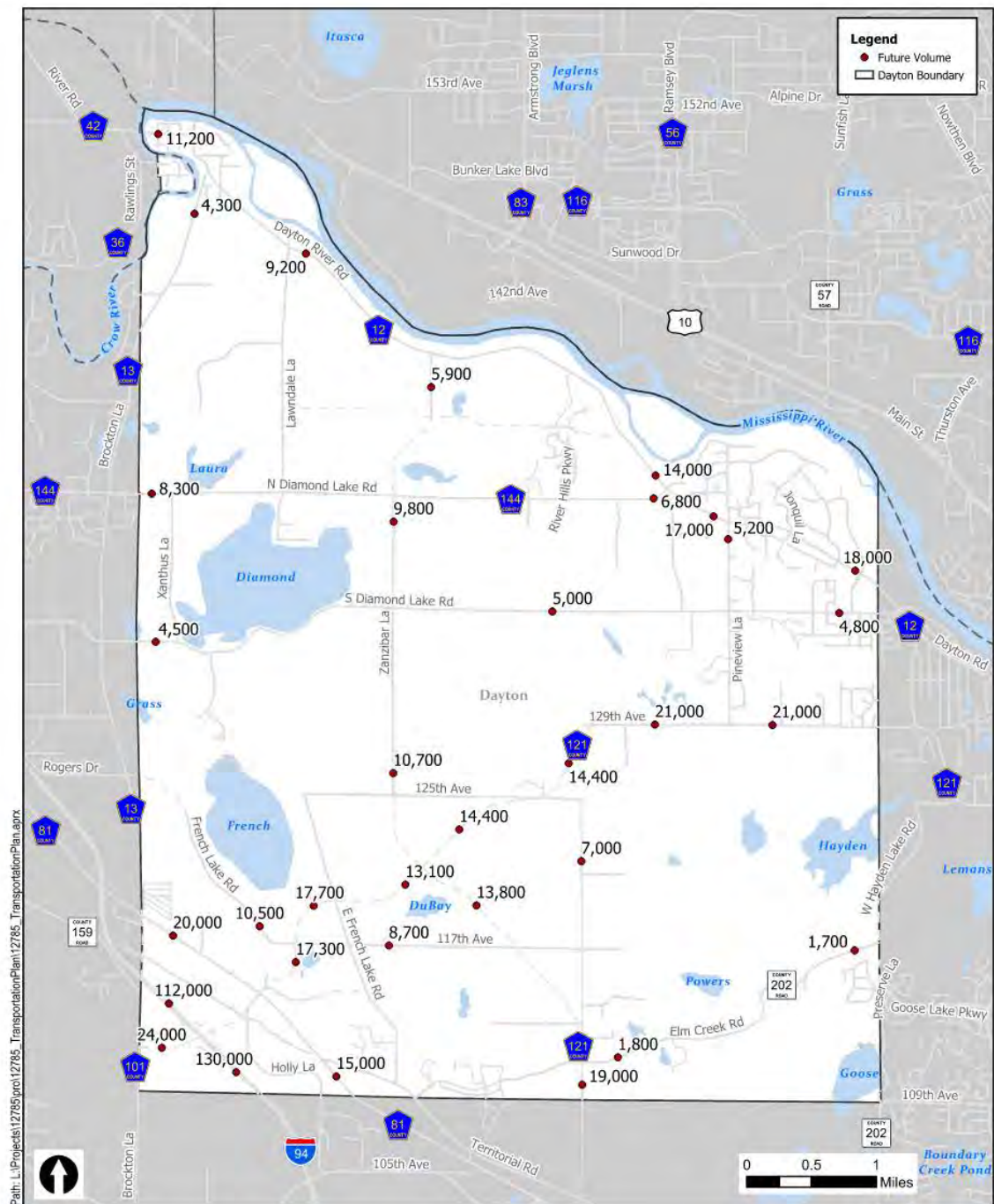
Figure 5. Existing Traffic Volumes



Existing Traffic Volumes
Dayton Transportation Plan Update
City of Dayton

Figure 3

Figure 6. Future (2040) Forecast Traffic Volumes

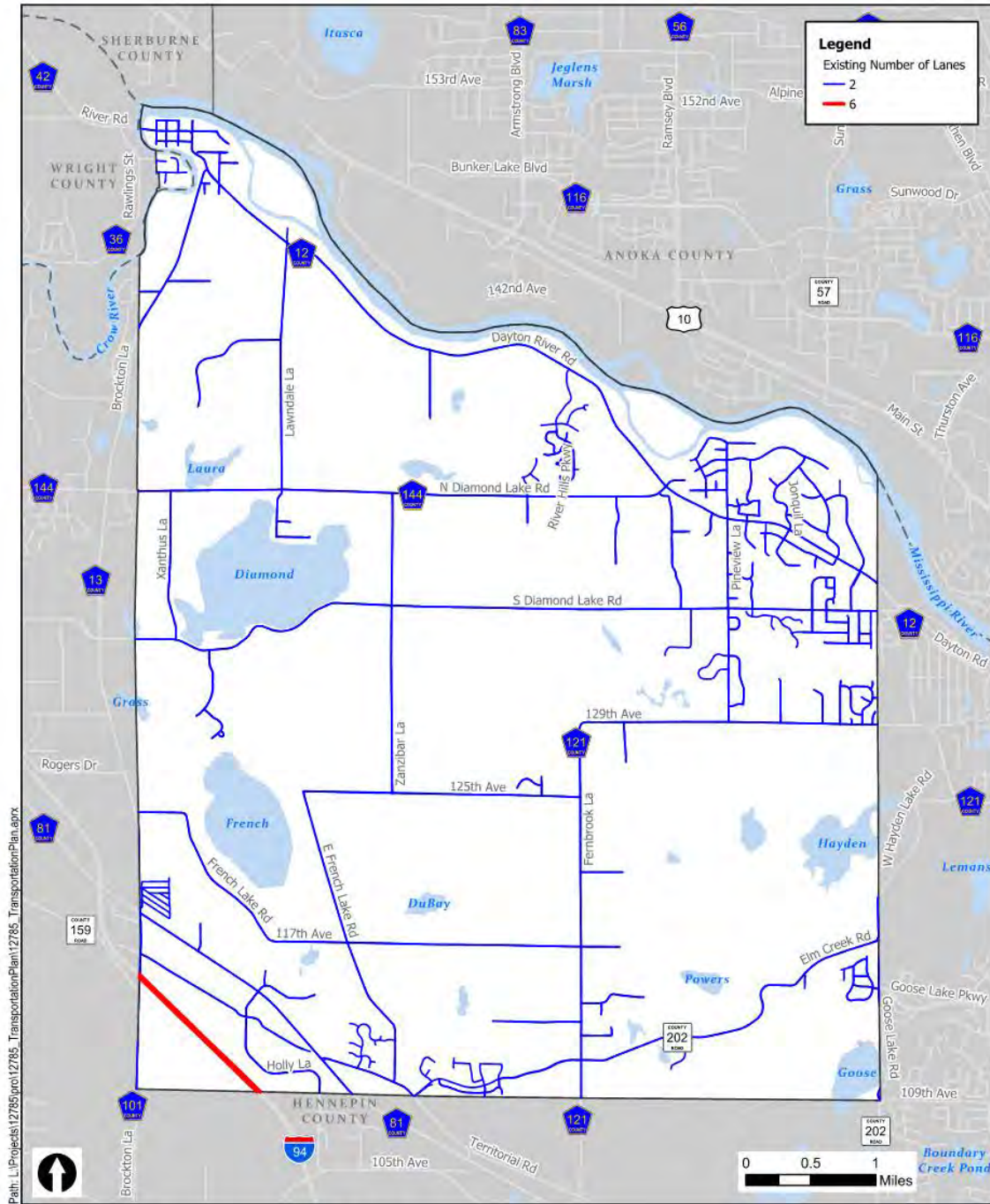


Future (2040) Forecast Traffic Volumes
Dayton Transportation Plan Update
City of Dayton

Figure 4

EXISTING TRANSPORTATION PLAN

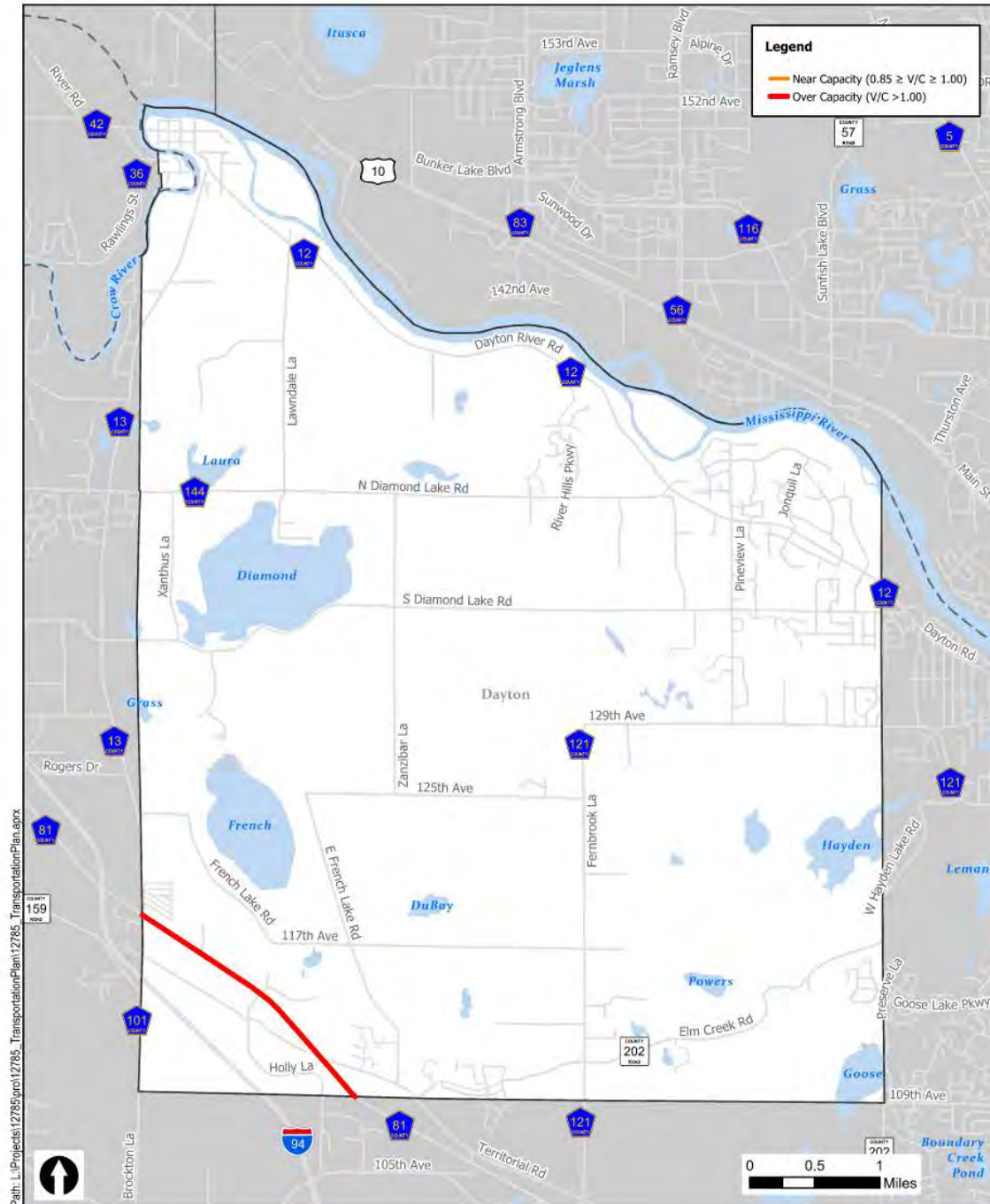
Figure 7. Existing Number of Lanes



Existing Number of Lanes
Dayton Transportation Plan Update
City of Dayton

Figure 5

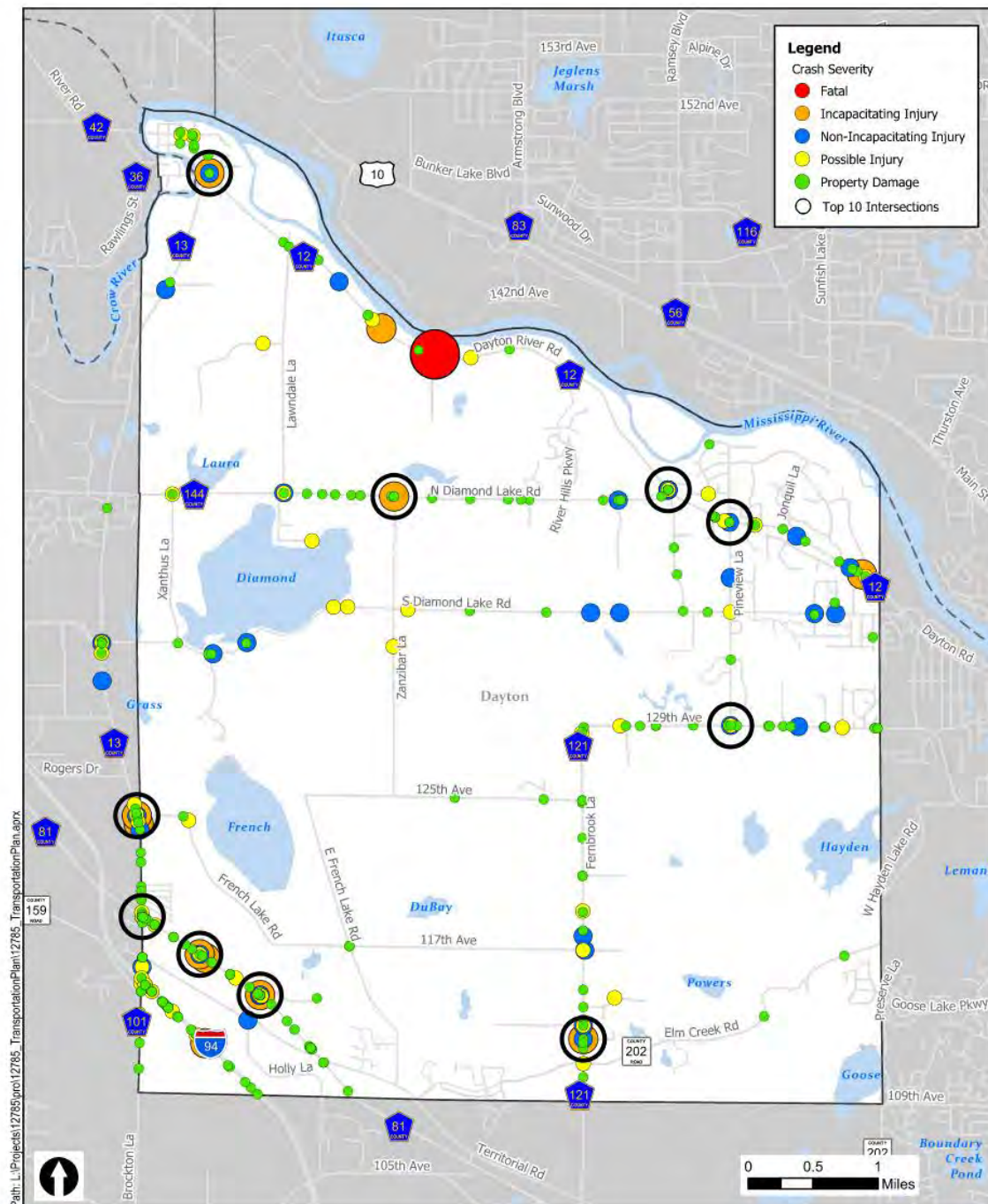
Figure 9. Existing Capacity Deficiencies



Existing Capacity Deficiencies
Dayton Transportation Plan Update
City of Dayton

Figure 7

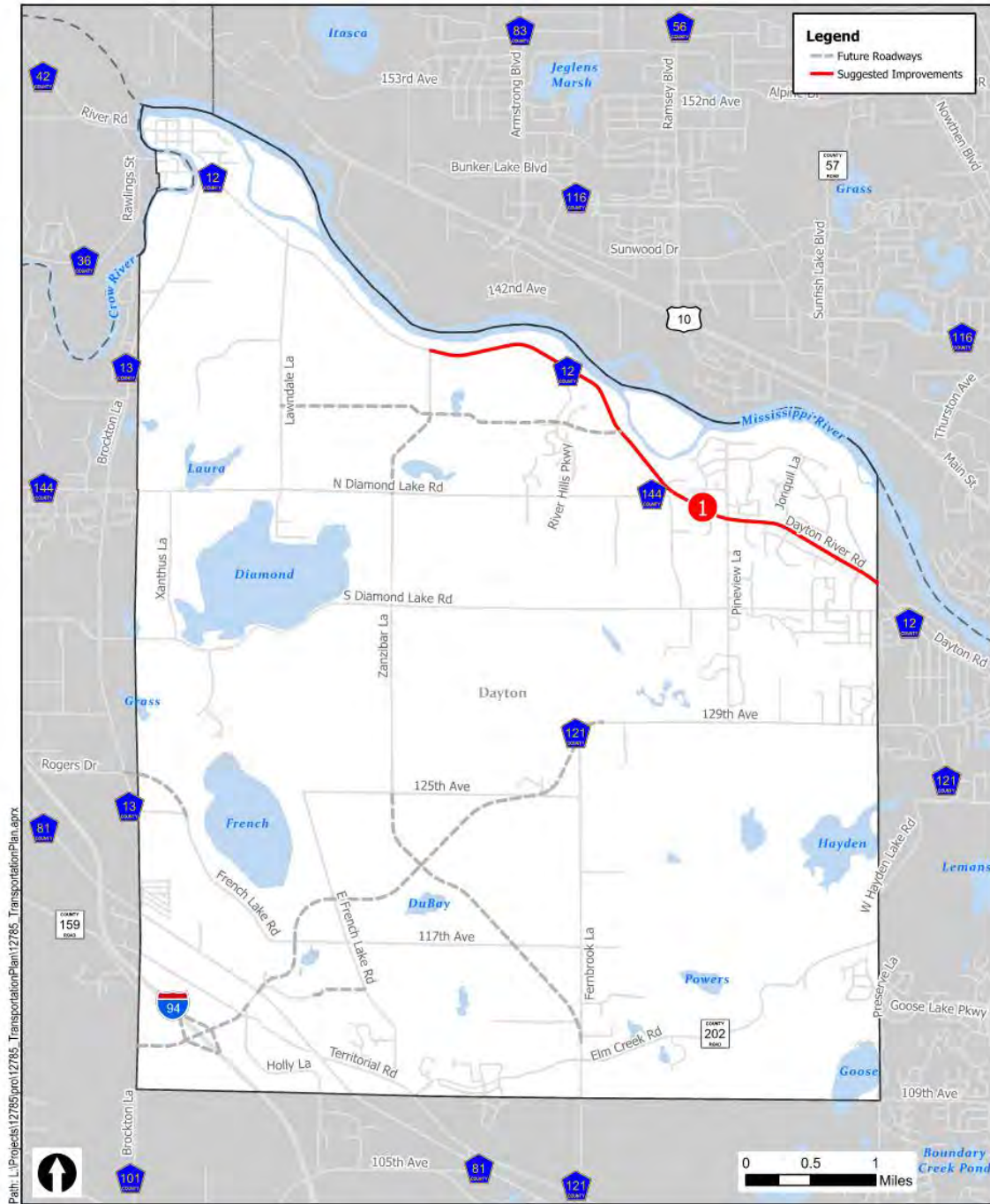
Figure 11. Crash Data (2011 to 2015)



Crash Data (2011 to 2015)
Dayton Transportation Plan Update
City of Dayton

Figure 9

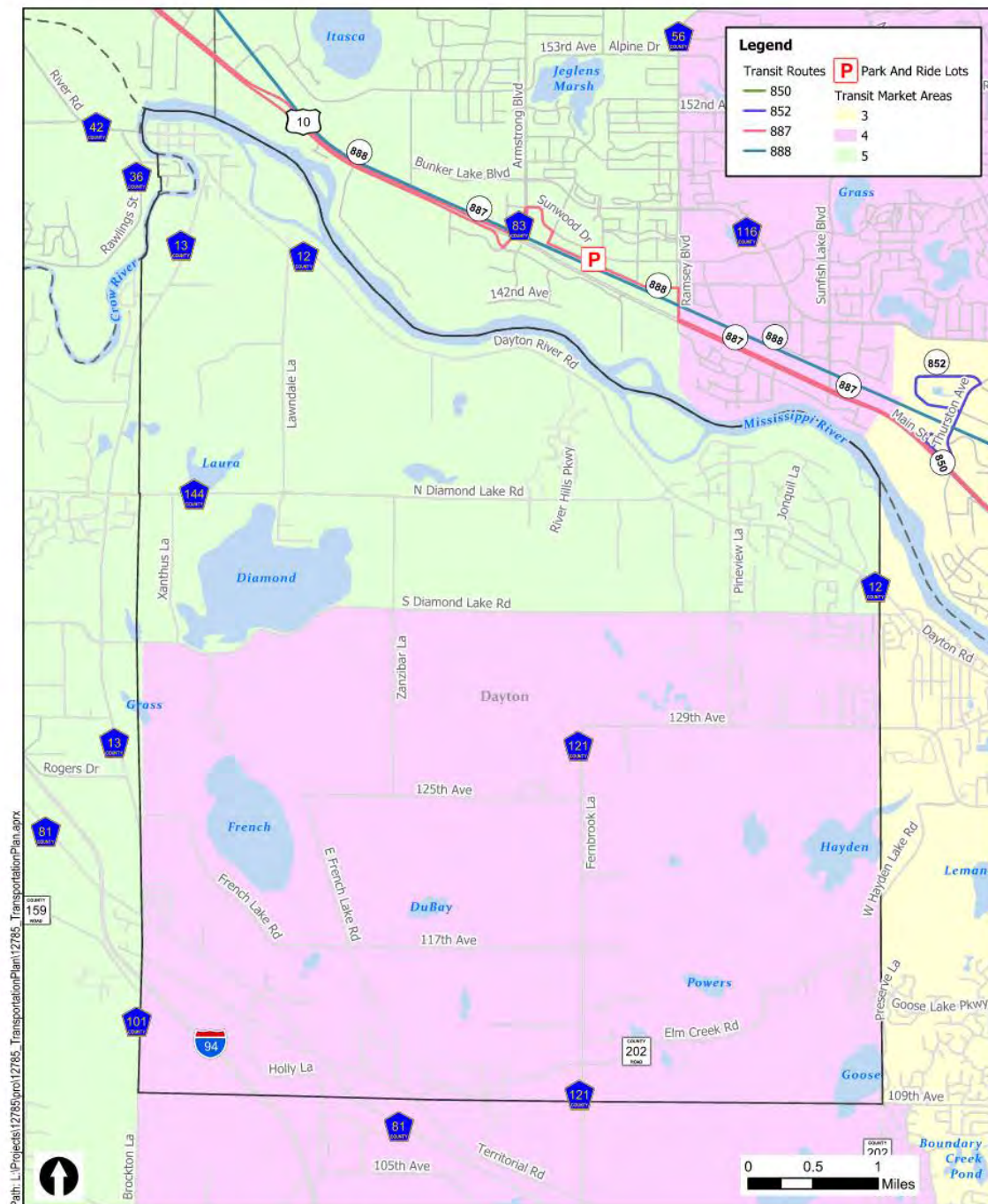
Figure 12. Recommended Roadway Improvements



Recommended Roadway Improvements
Dayton Transportation Plan Update
City of Dayton

Figure 10

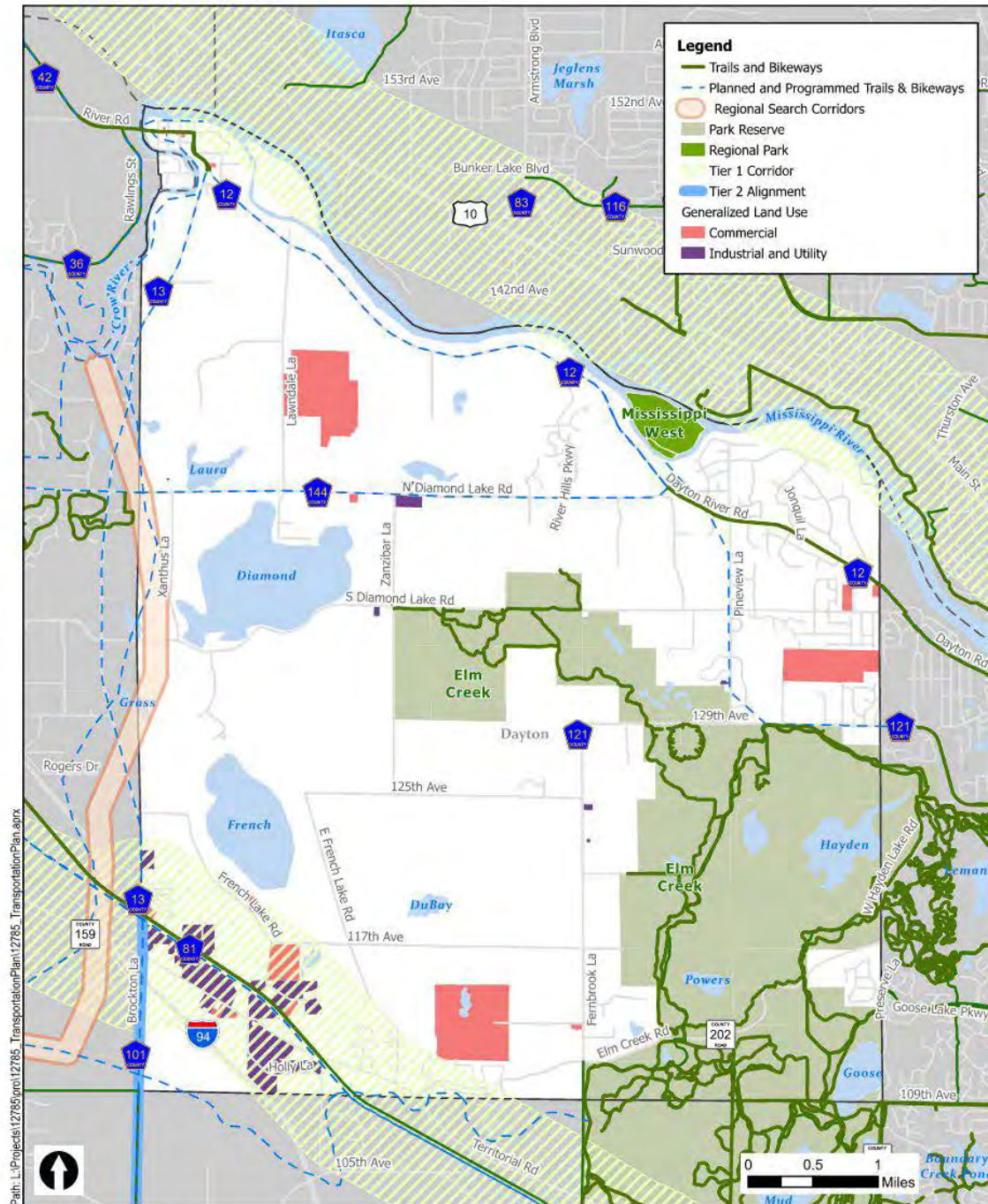
Figure 13. Existing Transit System



Existing Transit System
Dayton Transportation Plan Update
City of Dayton

Figure 11

Figure 14. Existing and Future Bicycle and Trail System

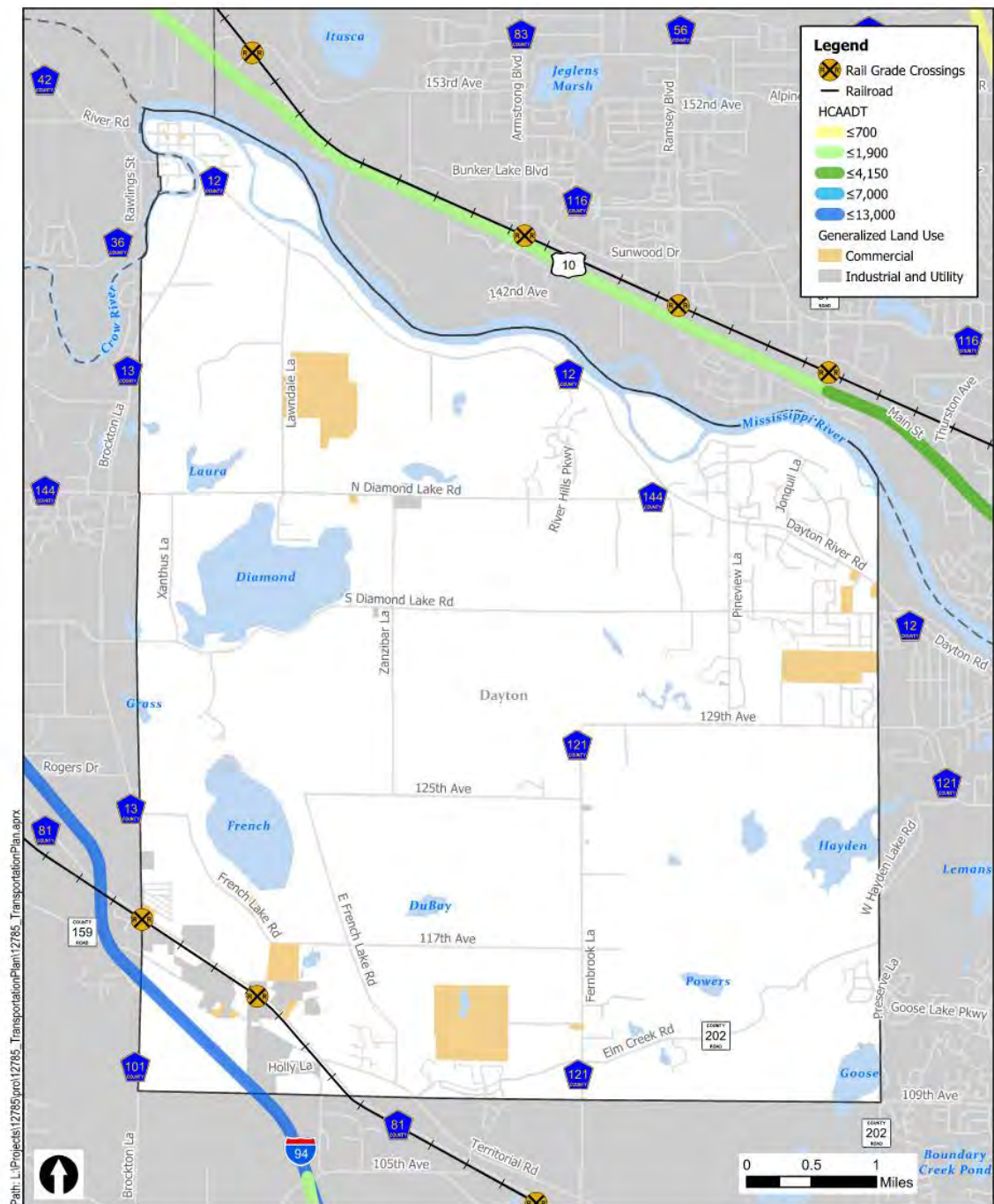


Existing and Future Bicycle and Trail System

Dayton Transportation Plan Update
City of Dayton

Figure 12

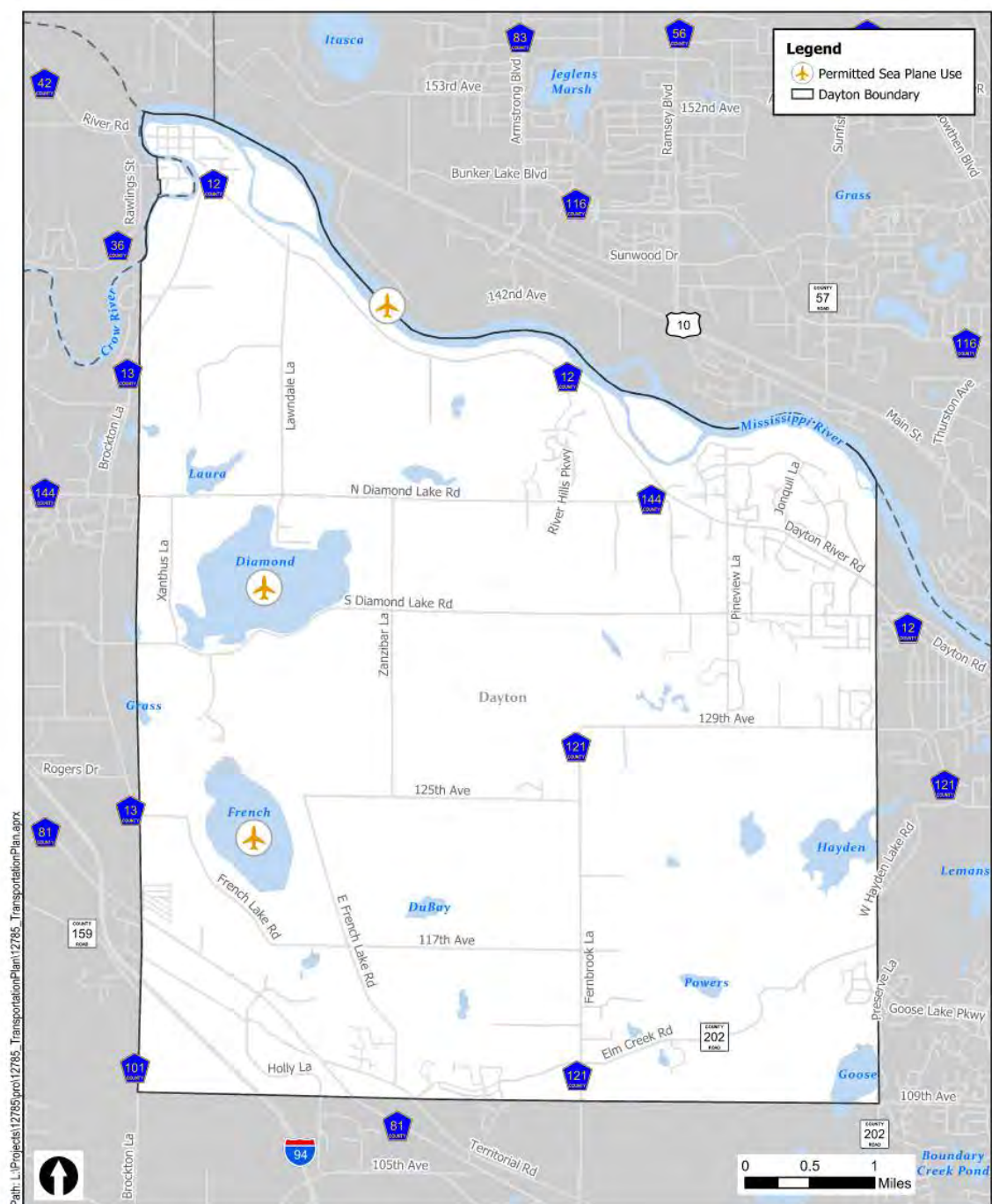
Figure 15. Existing Freight System



SRI Existing Freight System
Dayton Transportation Plan Update
City of Dayton

Figure 13

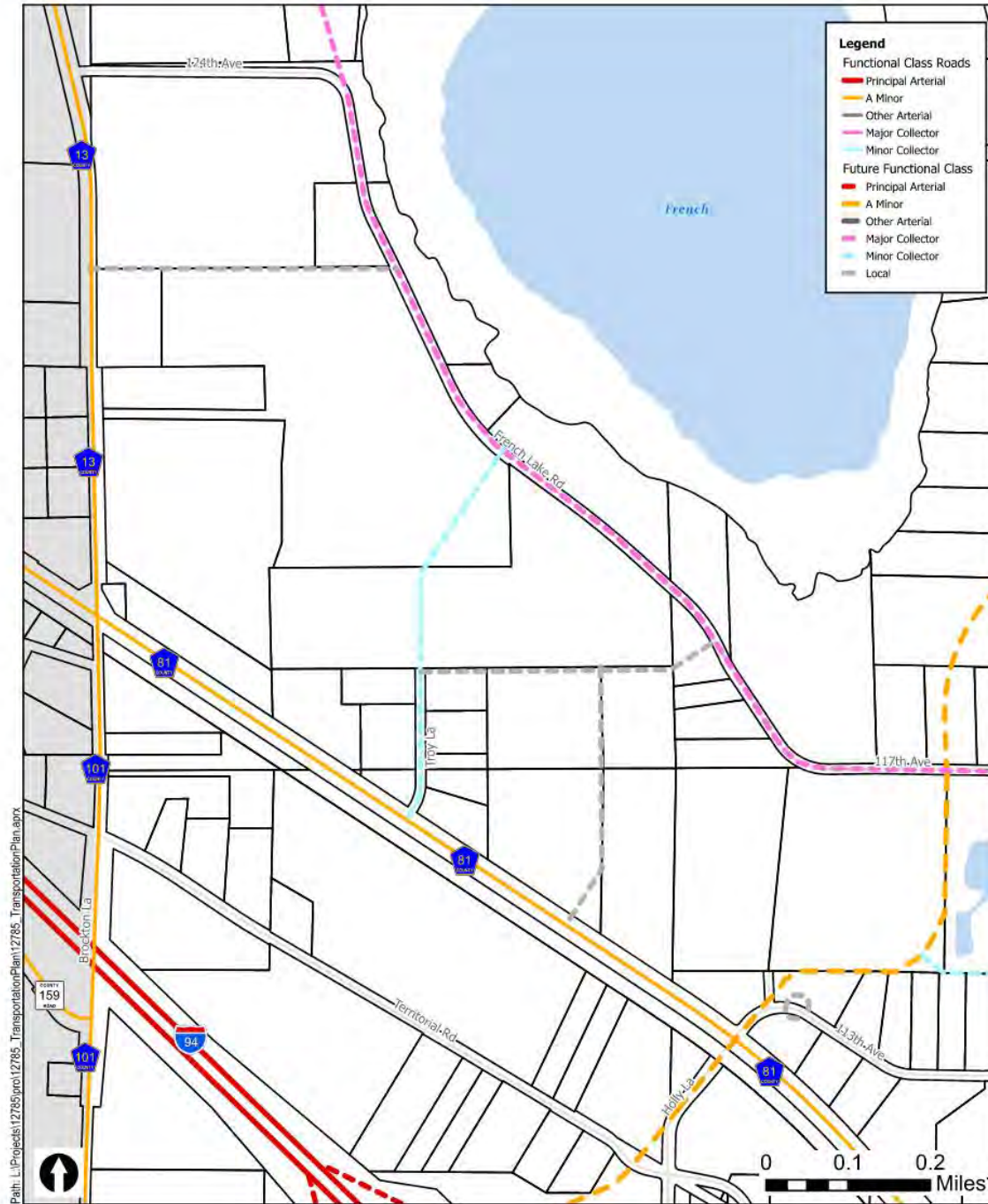
Figure 16. Existing Aviation System



Existing Aviation System
Dayton Transportation Plan Update
City of Dayton

Figure 14

Figure 175. Subarea 1: Southwest W French Lake Road Area

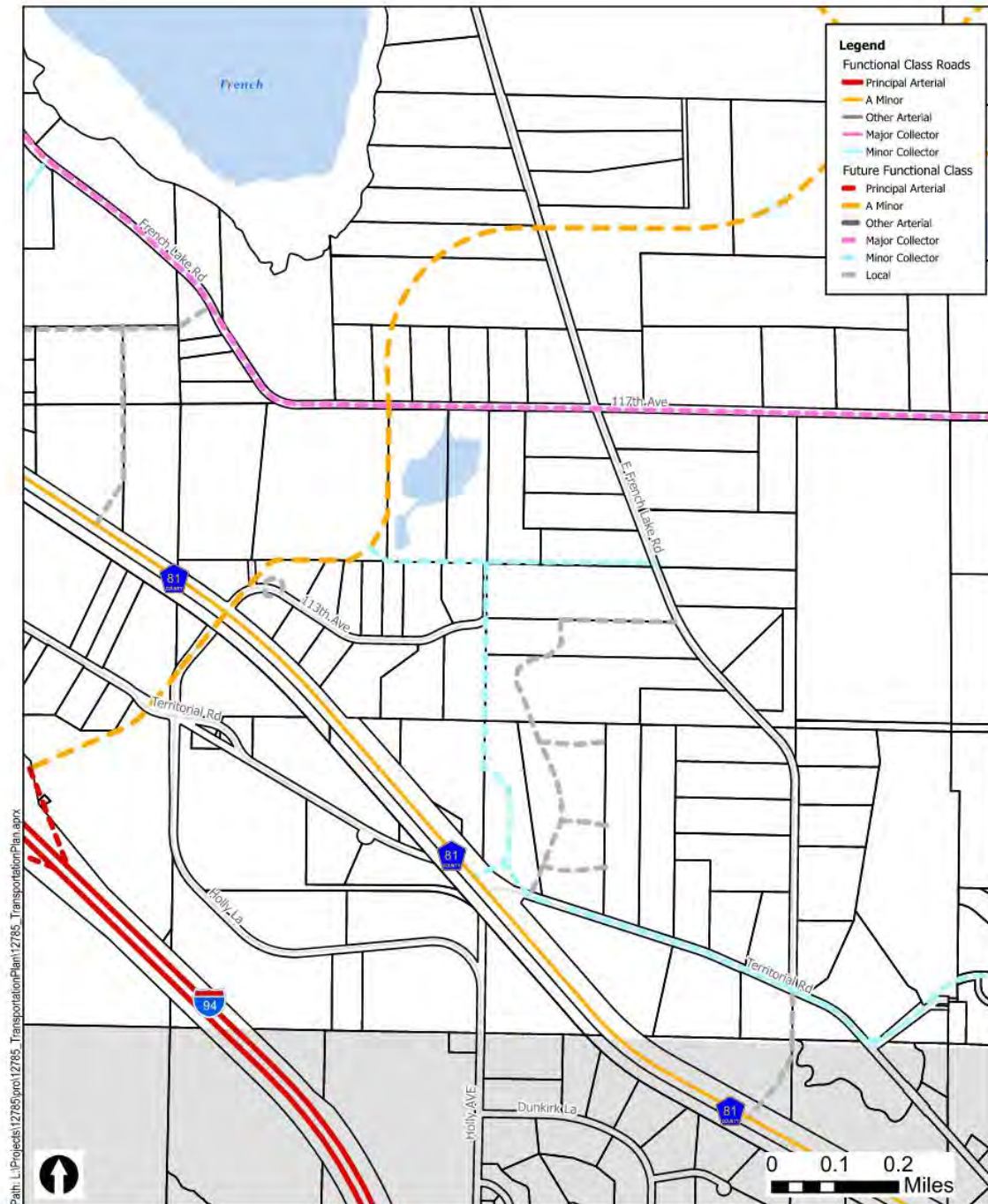


Subarea 1: Southwest W French Lake Road Area

Dayton Transportation Plan Update
City of Dayton

Figure 15

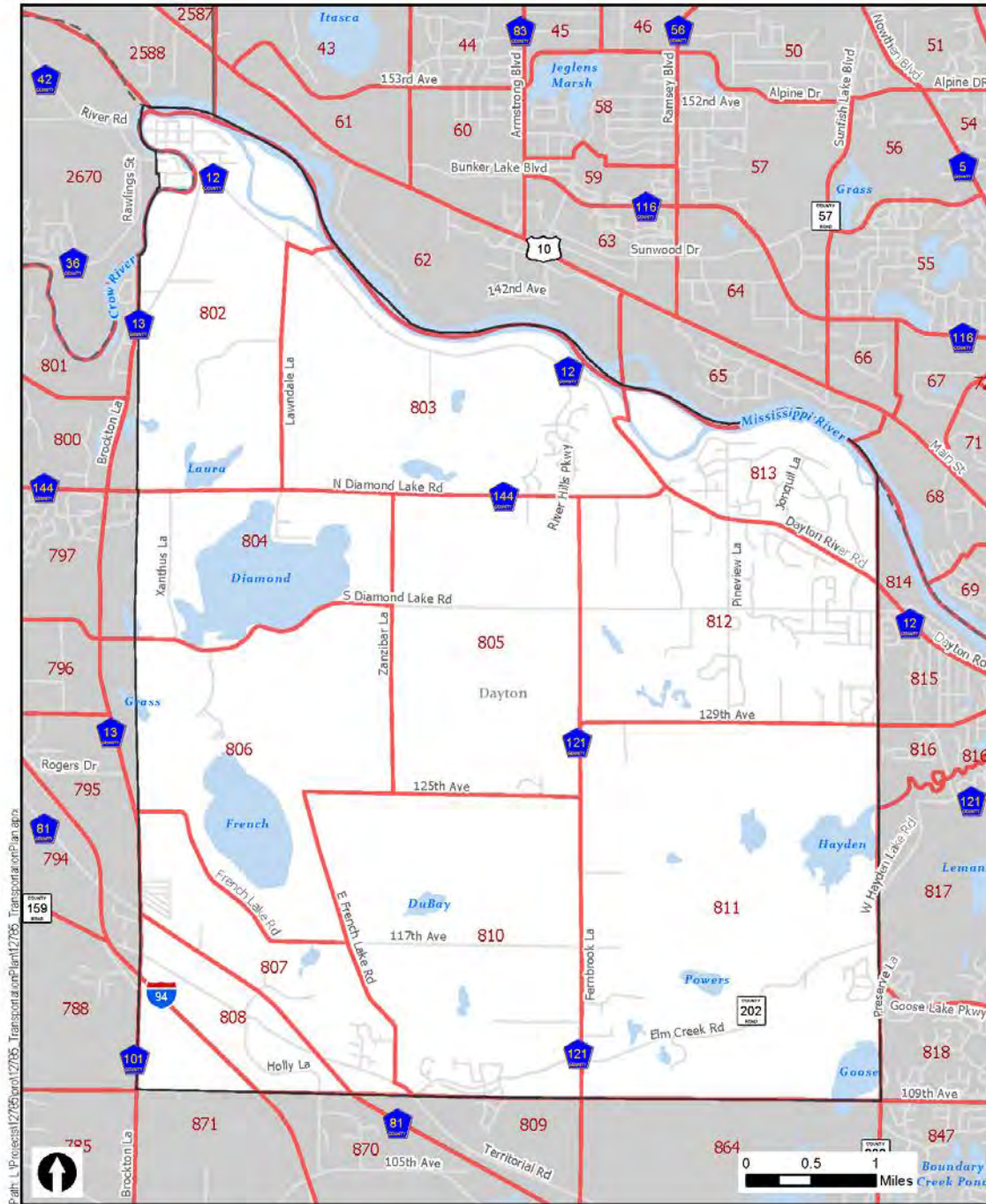
Figure 186. Subarea 2: Southeast Dayton Parkway Area

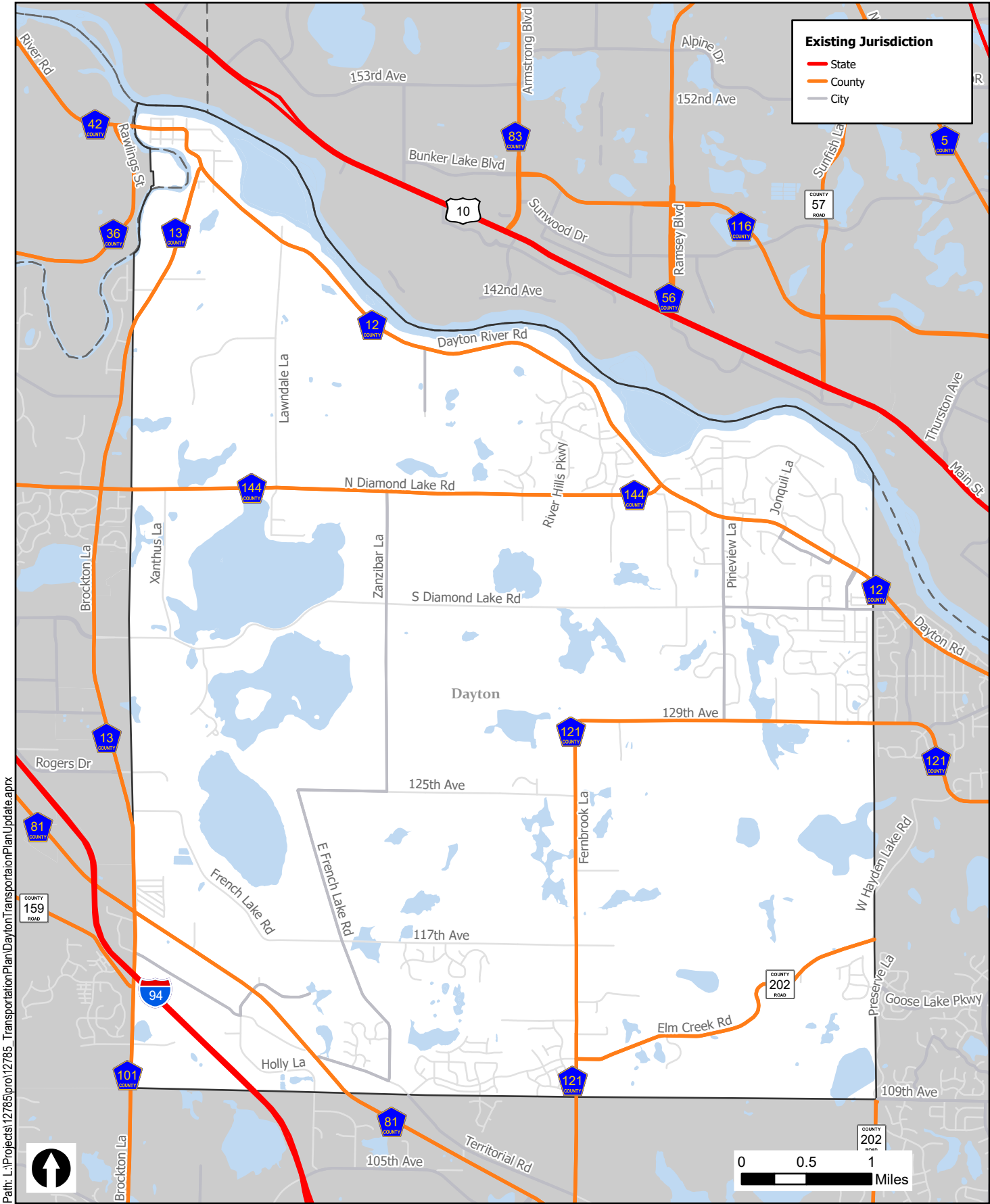


Subarea 2: Southeast Dayton Parkway area
Dayton Transportation Plan Update
City of Dayton

Figure 16

TAZ Map Figure



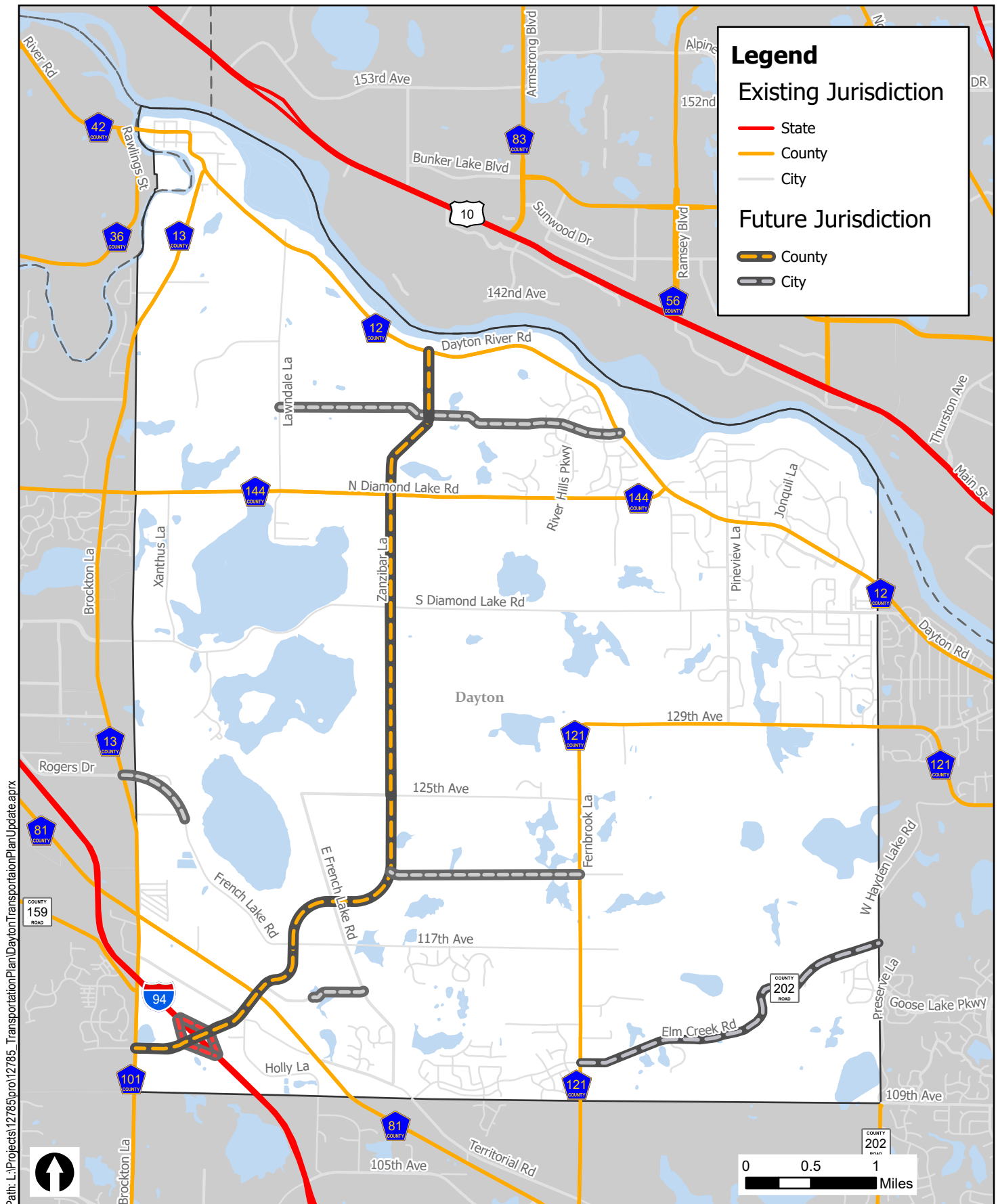


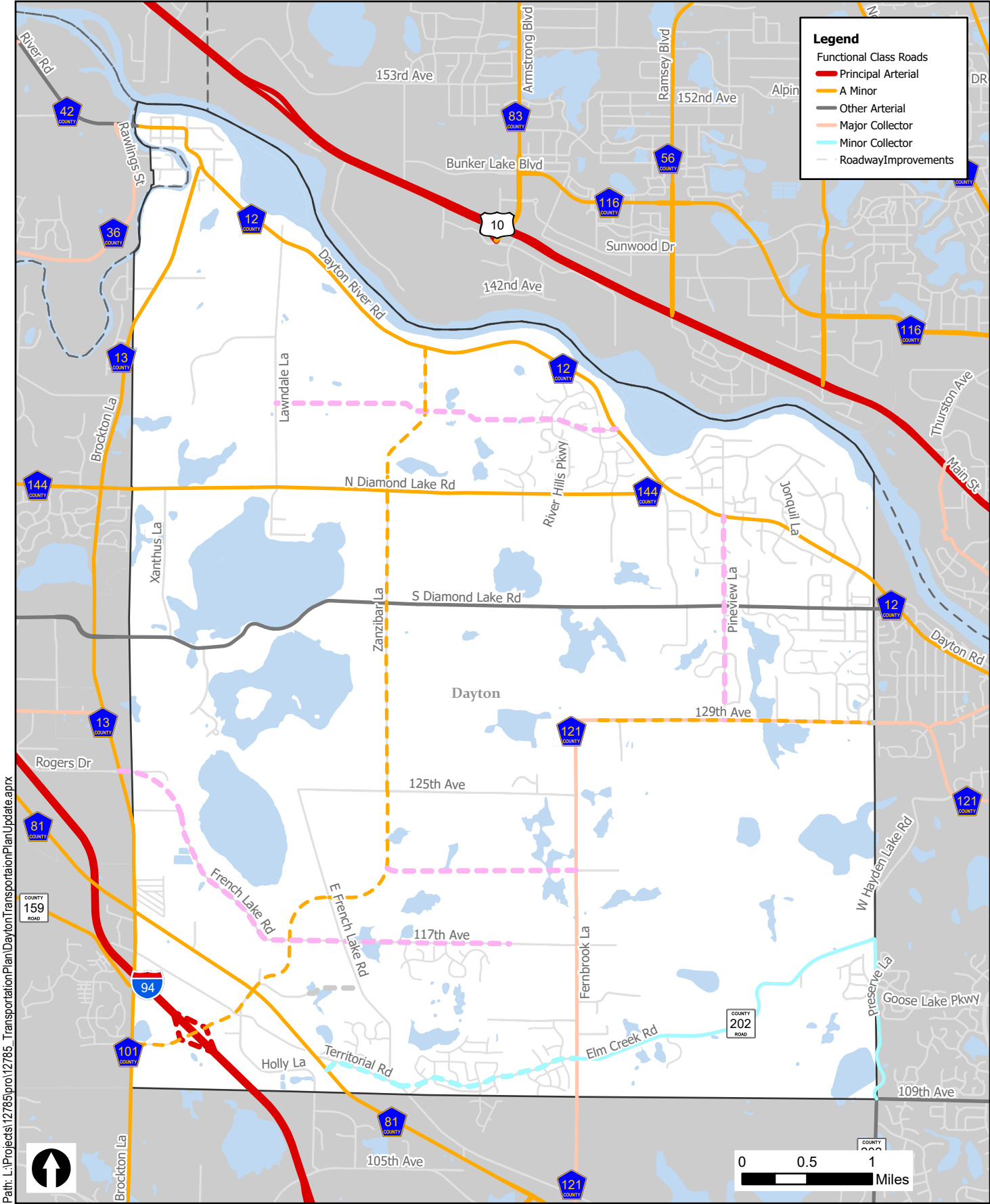
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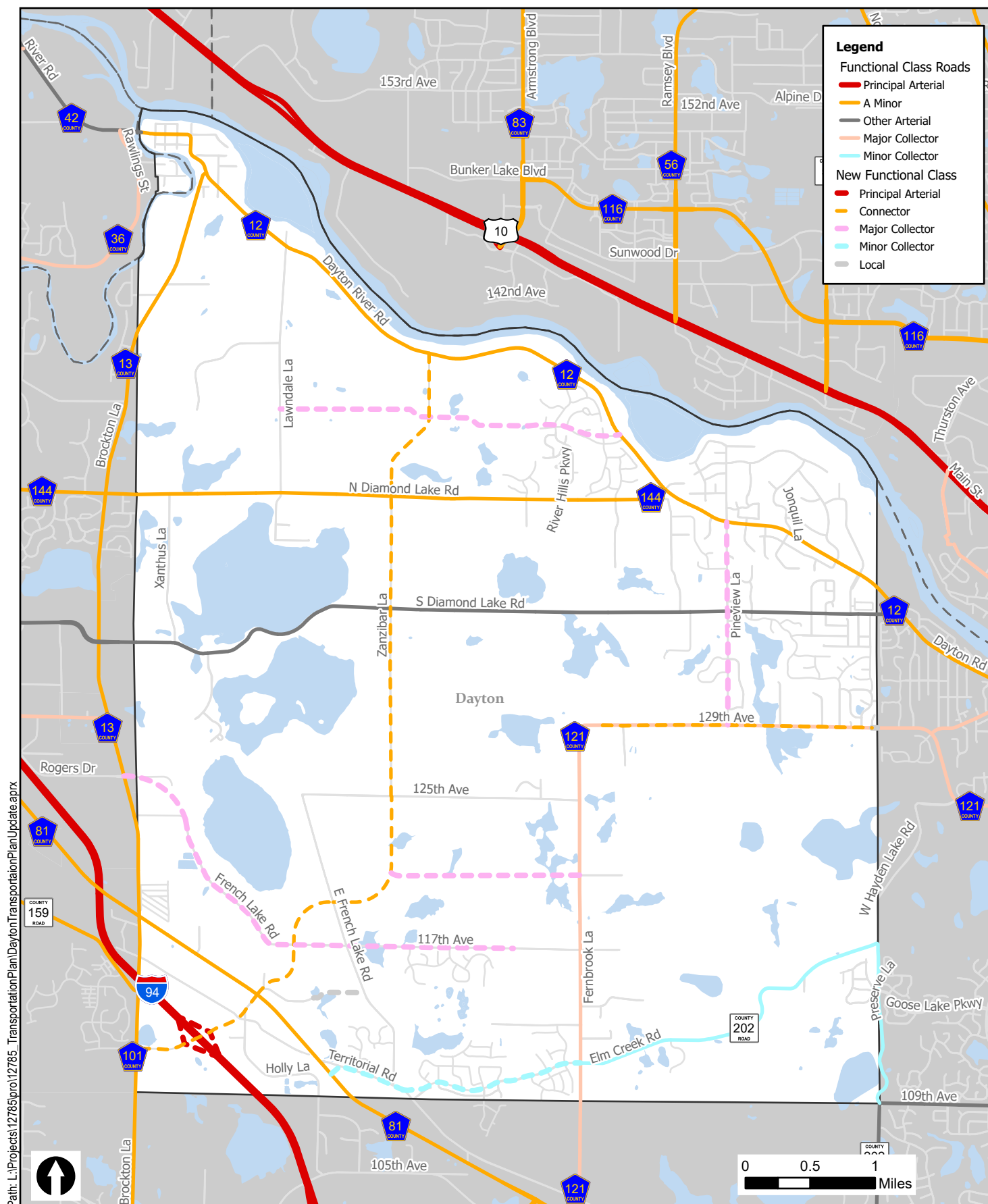


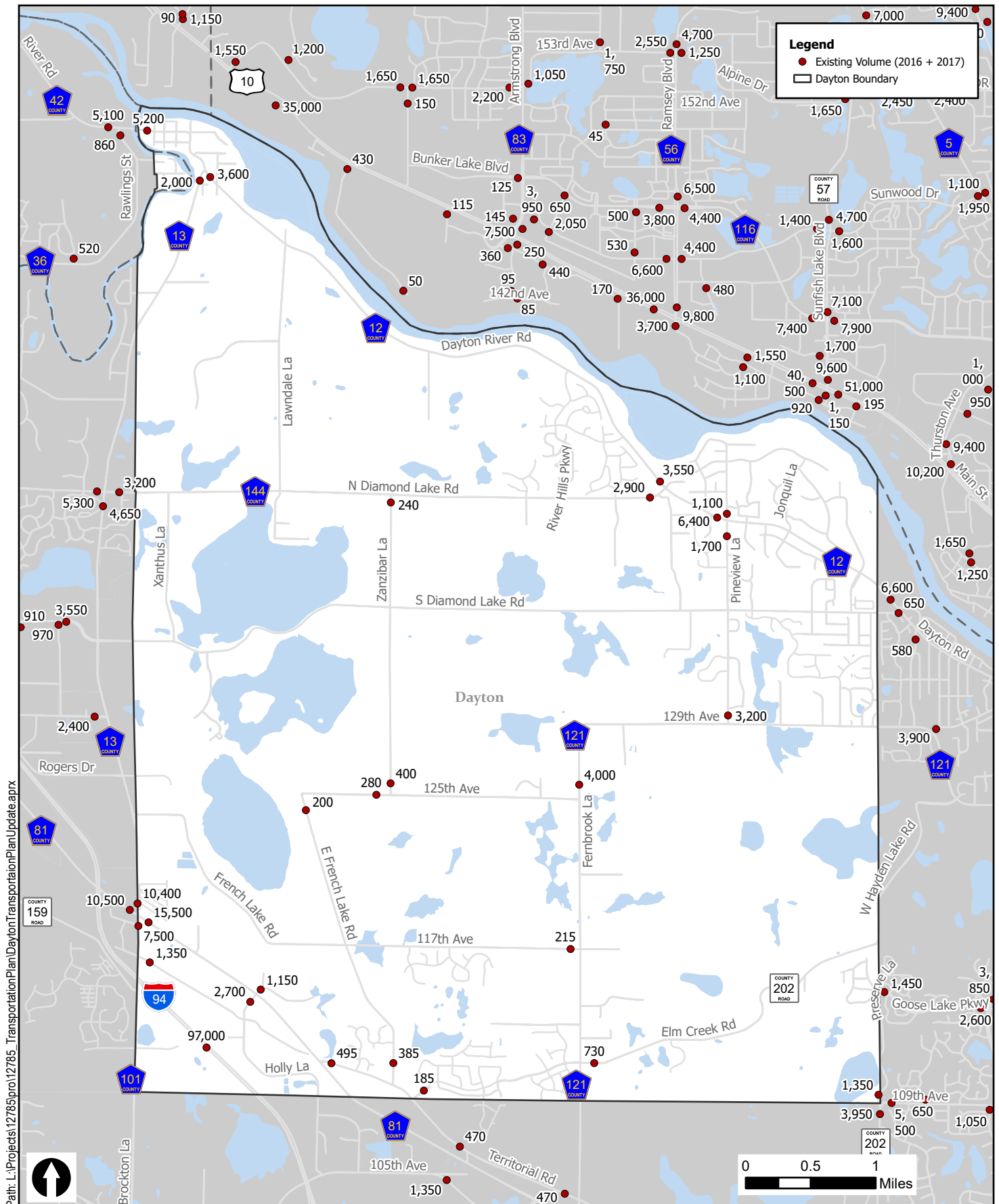
Existing Jurisdictional System
Dayton Transportation Plan Update
City of Dayton

Figure 1A



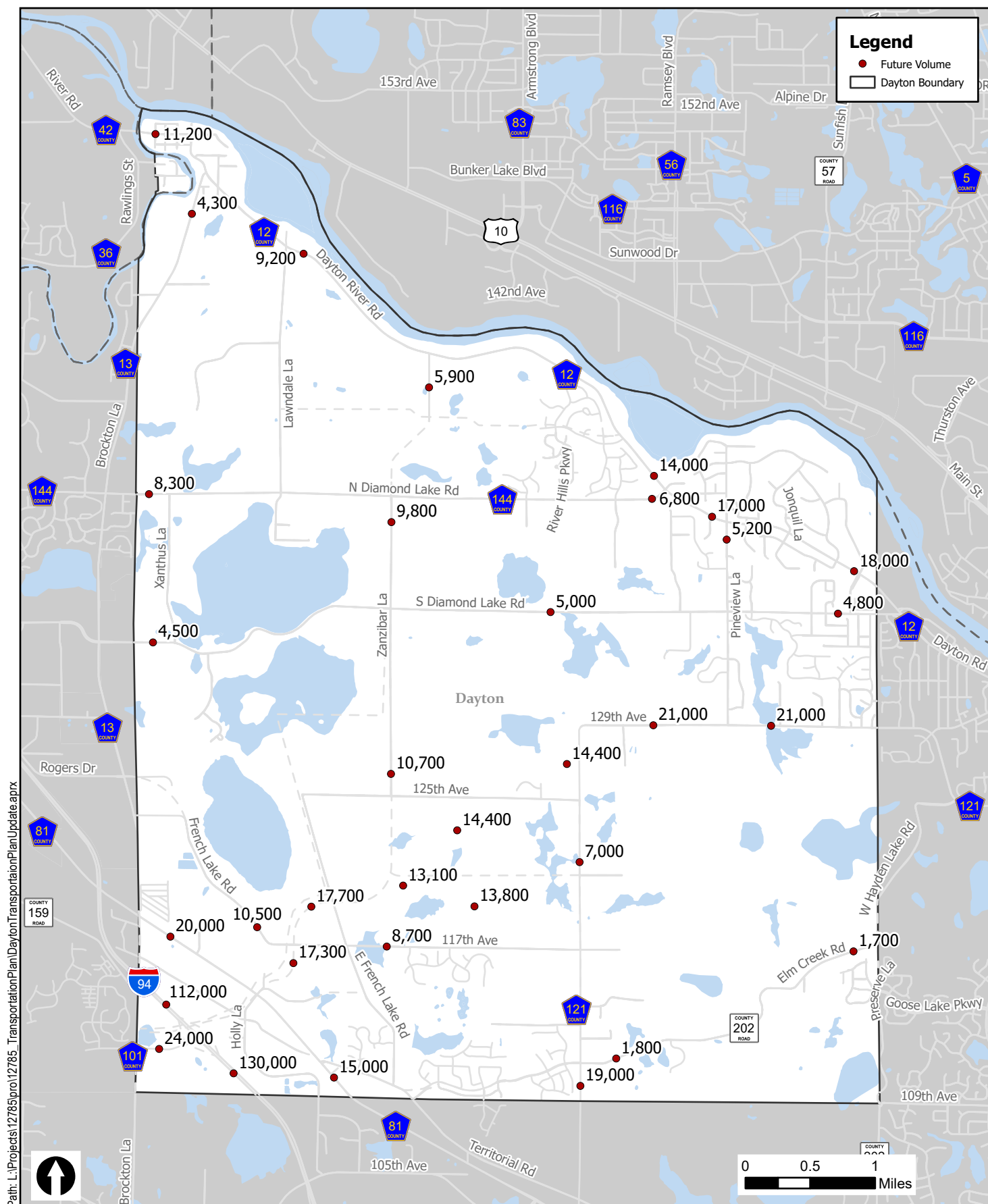






Existing Traffic Volumes
Dayton Transportation Plan Update
City of Dayton

Figure 5

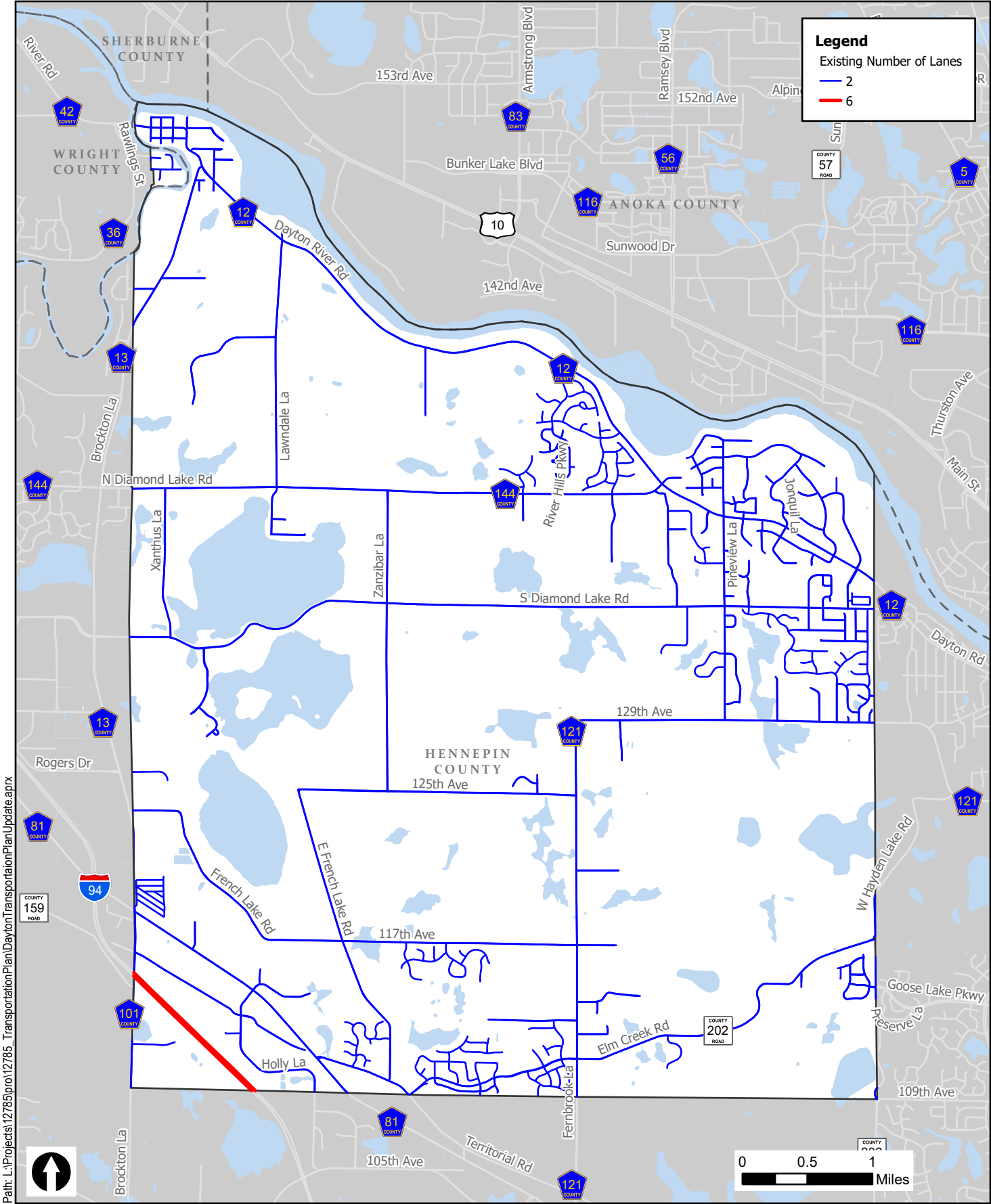


Future (2040) Forecast Traffic Volumes

Dayton Transportation Plan Update

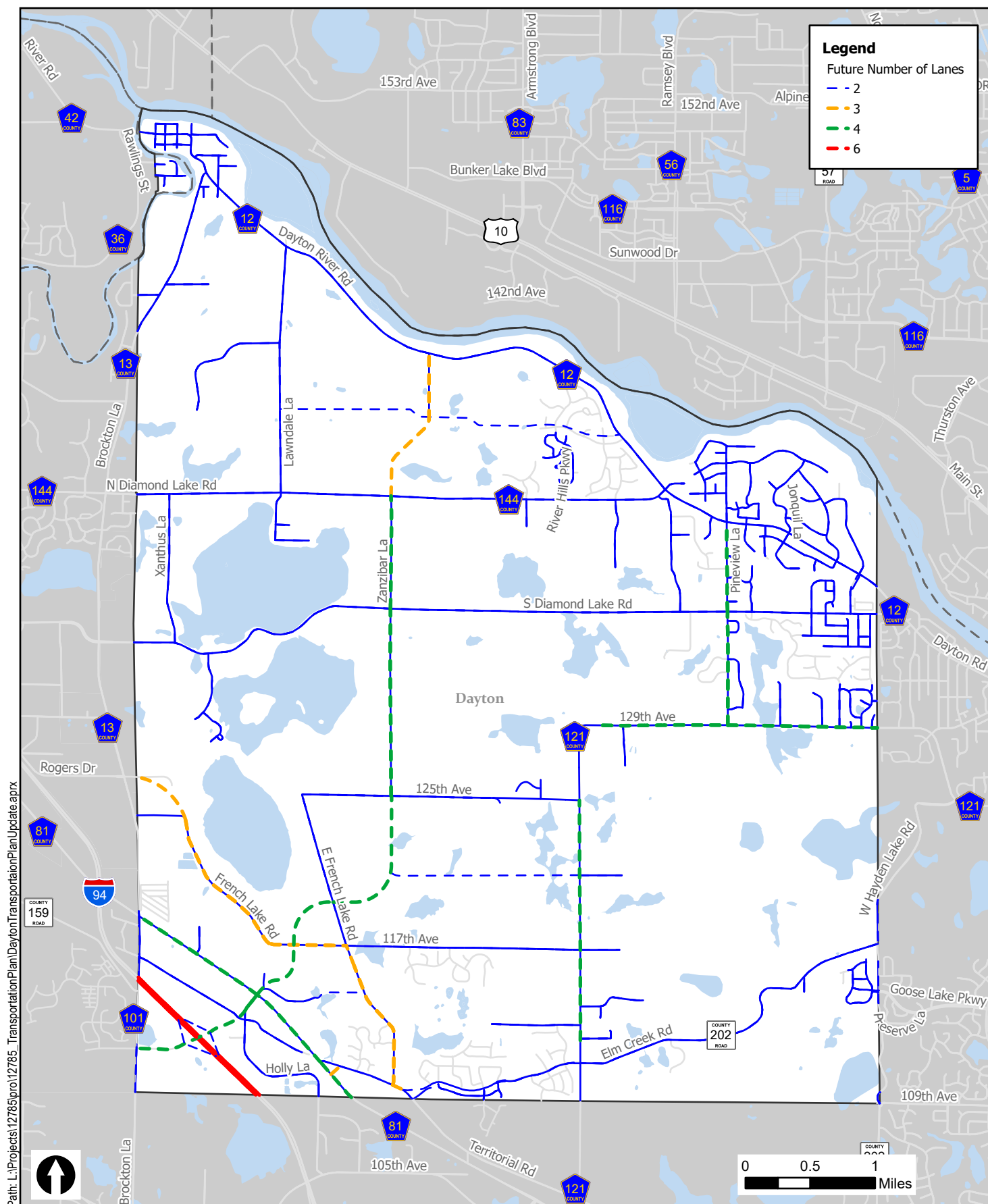
City of Dayton

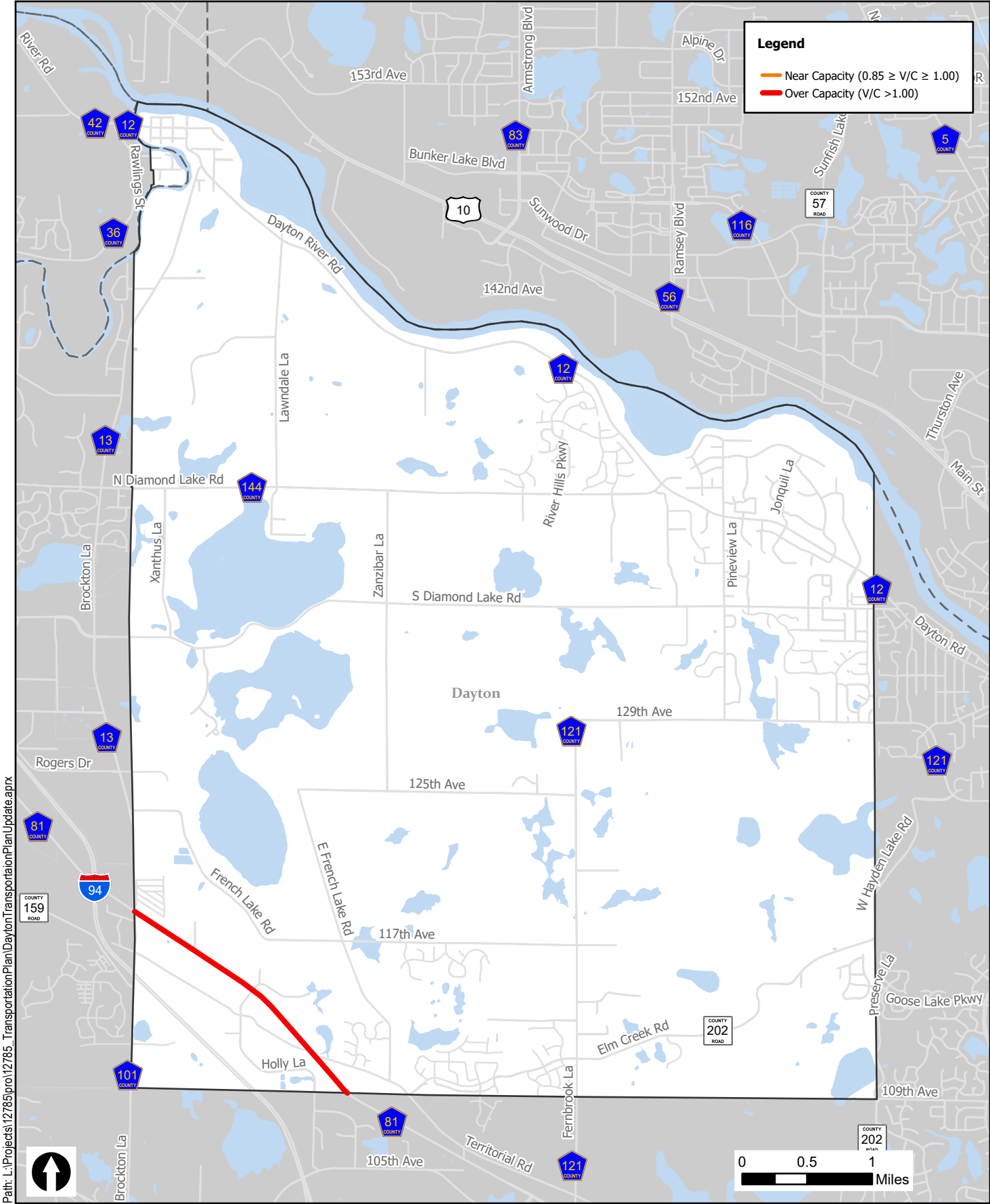
Figure 6



Existing Number of Lanes
Dayton Transportation Plan Update
City of Dayton

Figure 7



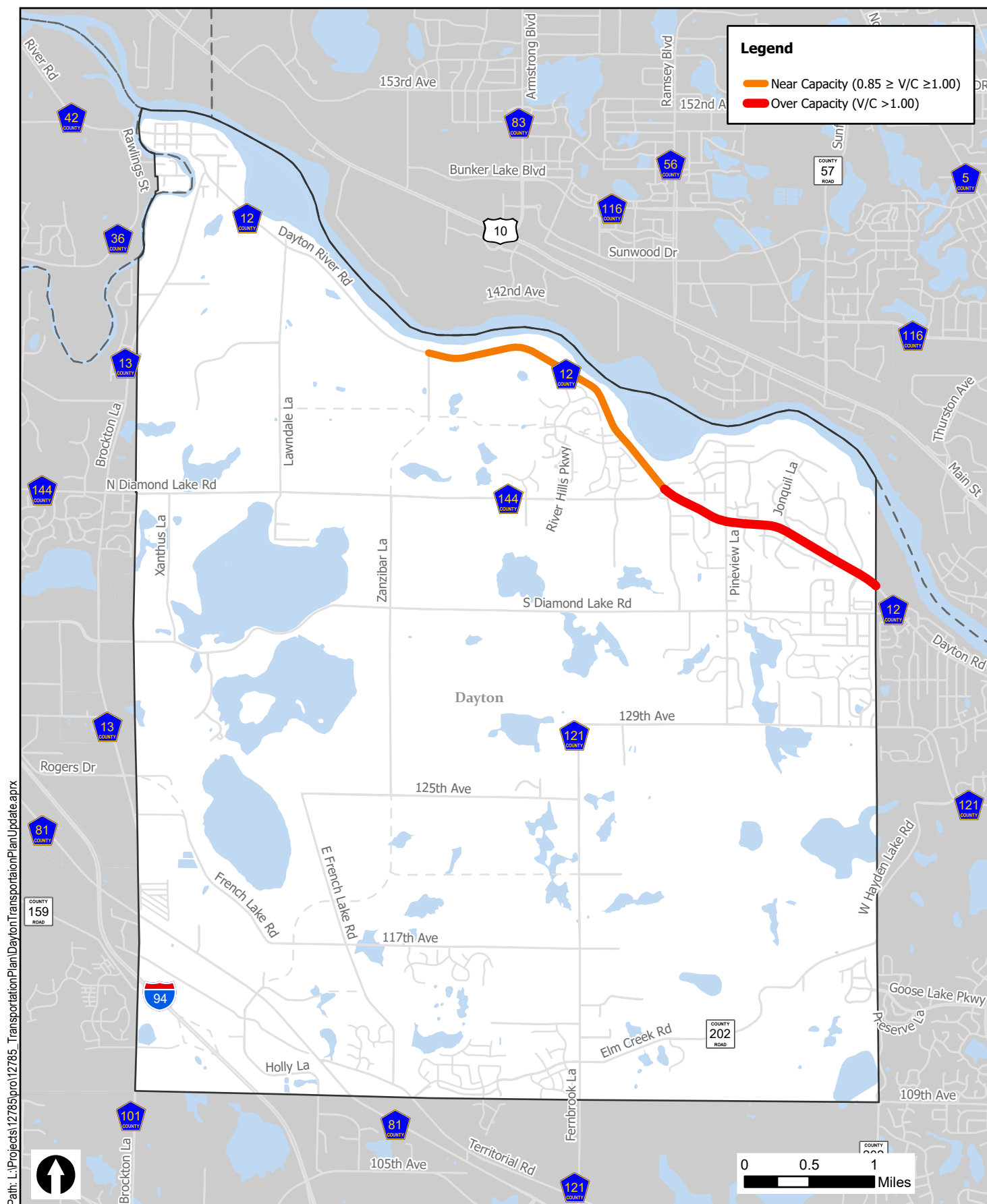


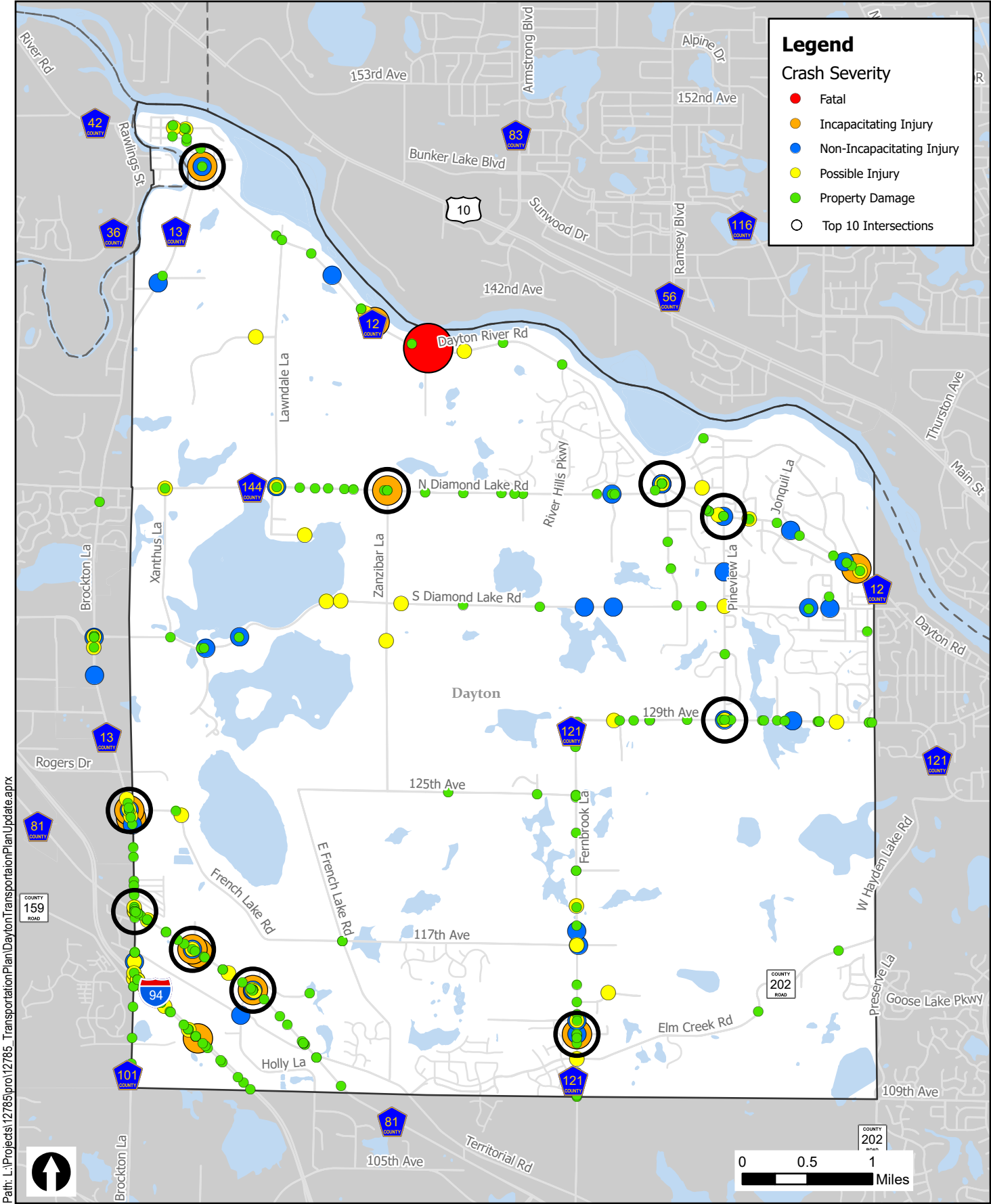
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Existing Capacity Deficiencies
Dayton Transportation Plan Update
City of Dayton

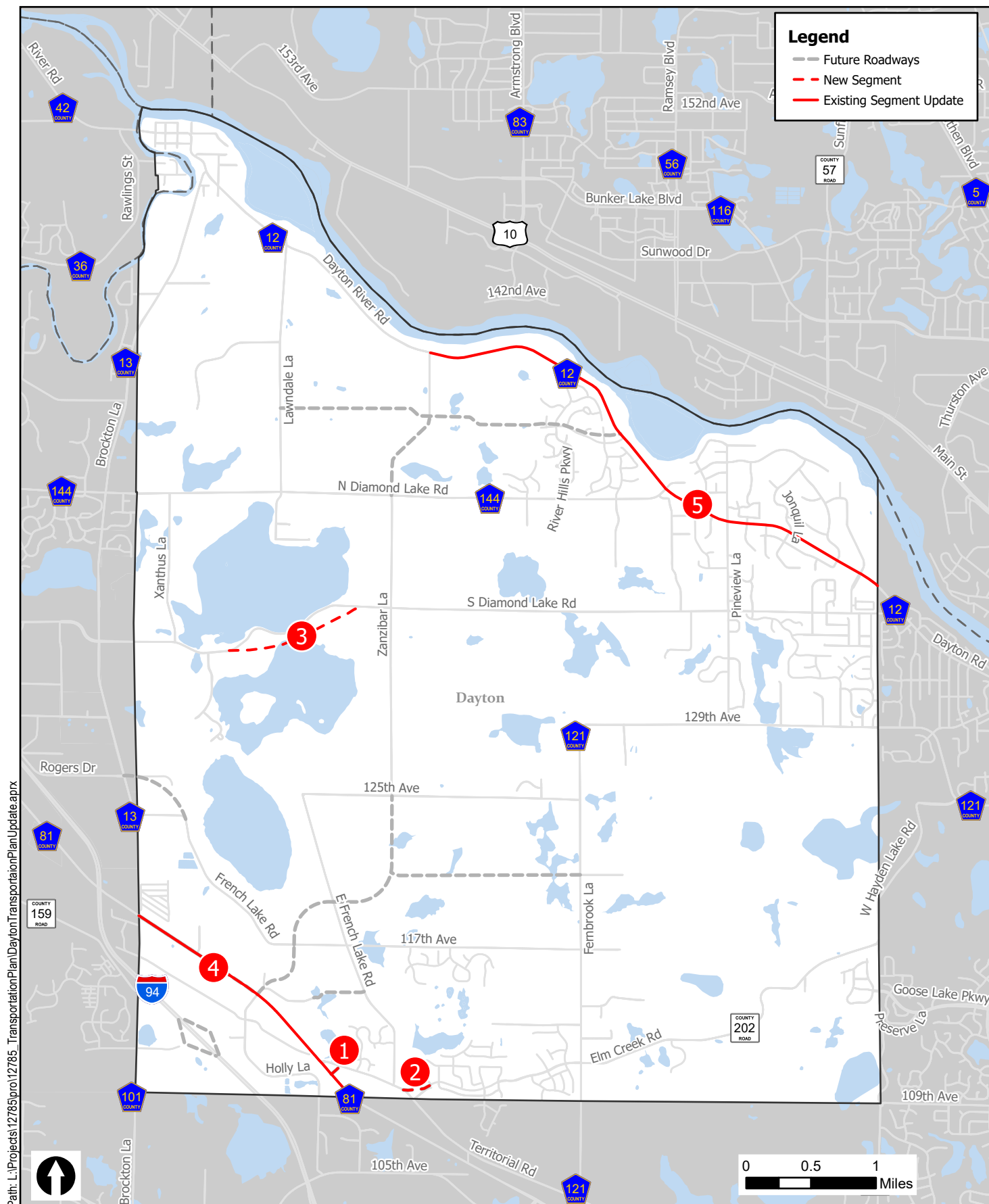
Figure 9





Crash Data (2011 to 2015)
Dayton Transportation Plan Update
City of Dayton

Figure 11



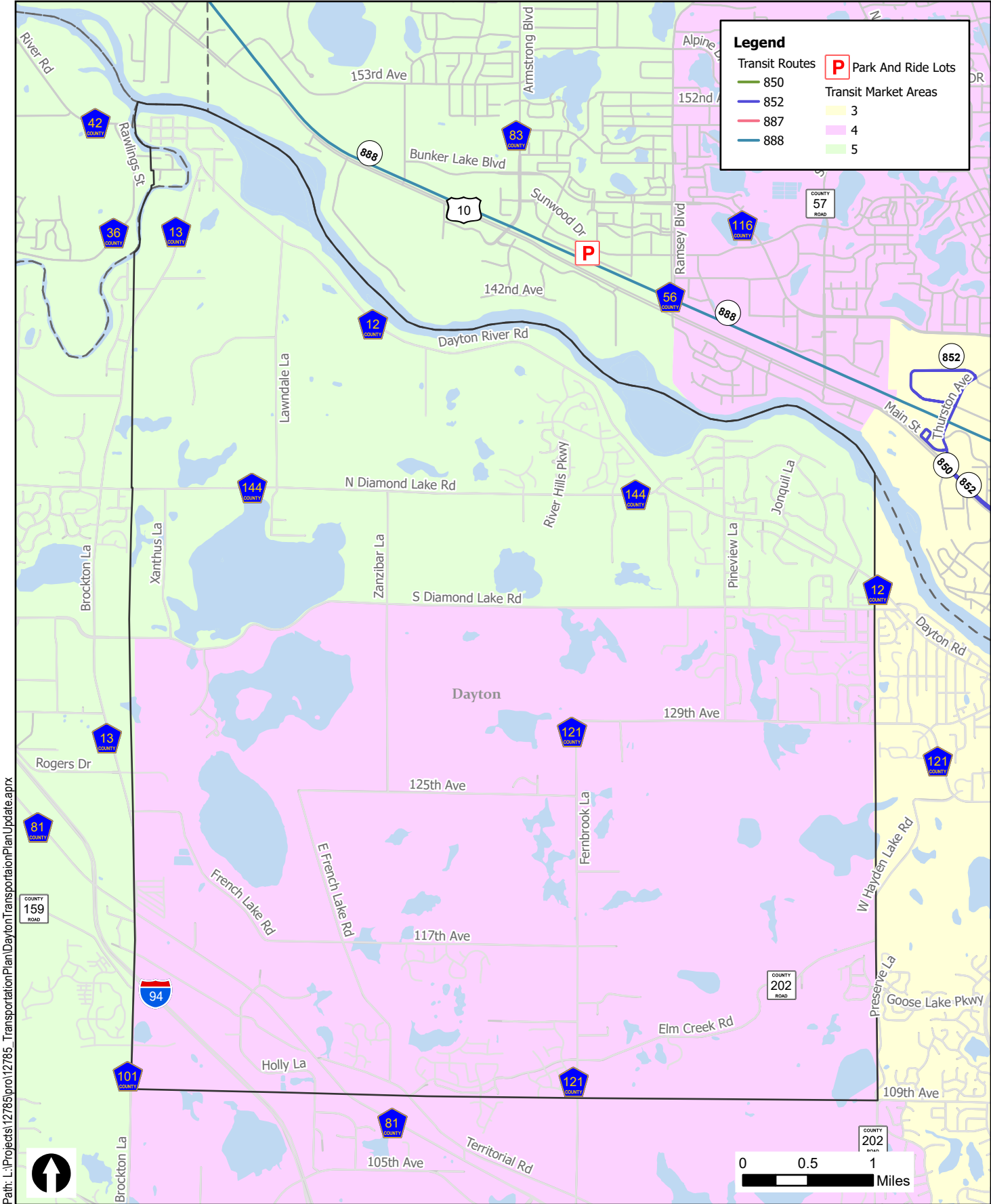
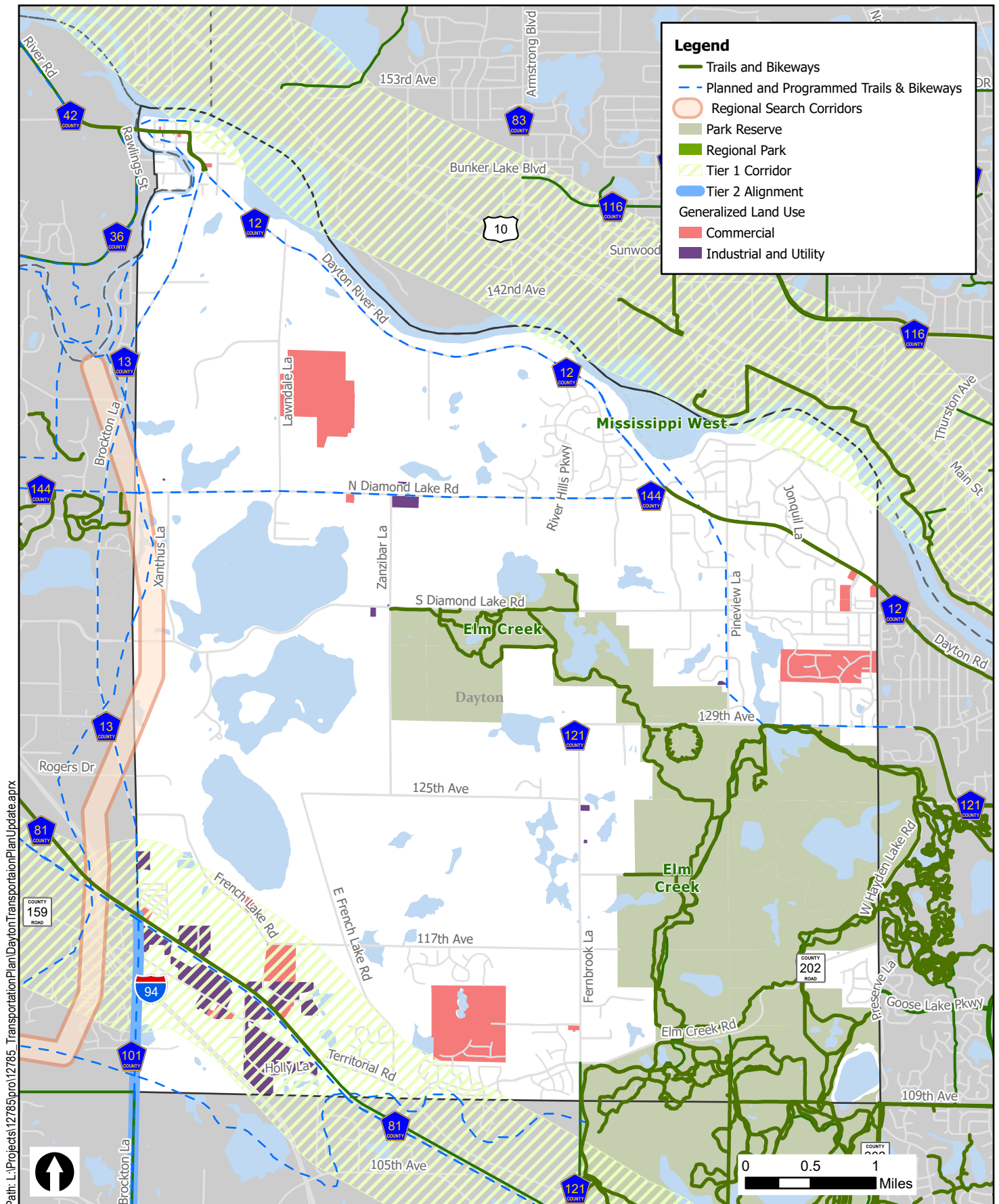


Figure 11

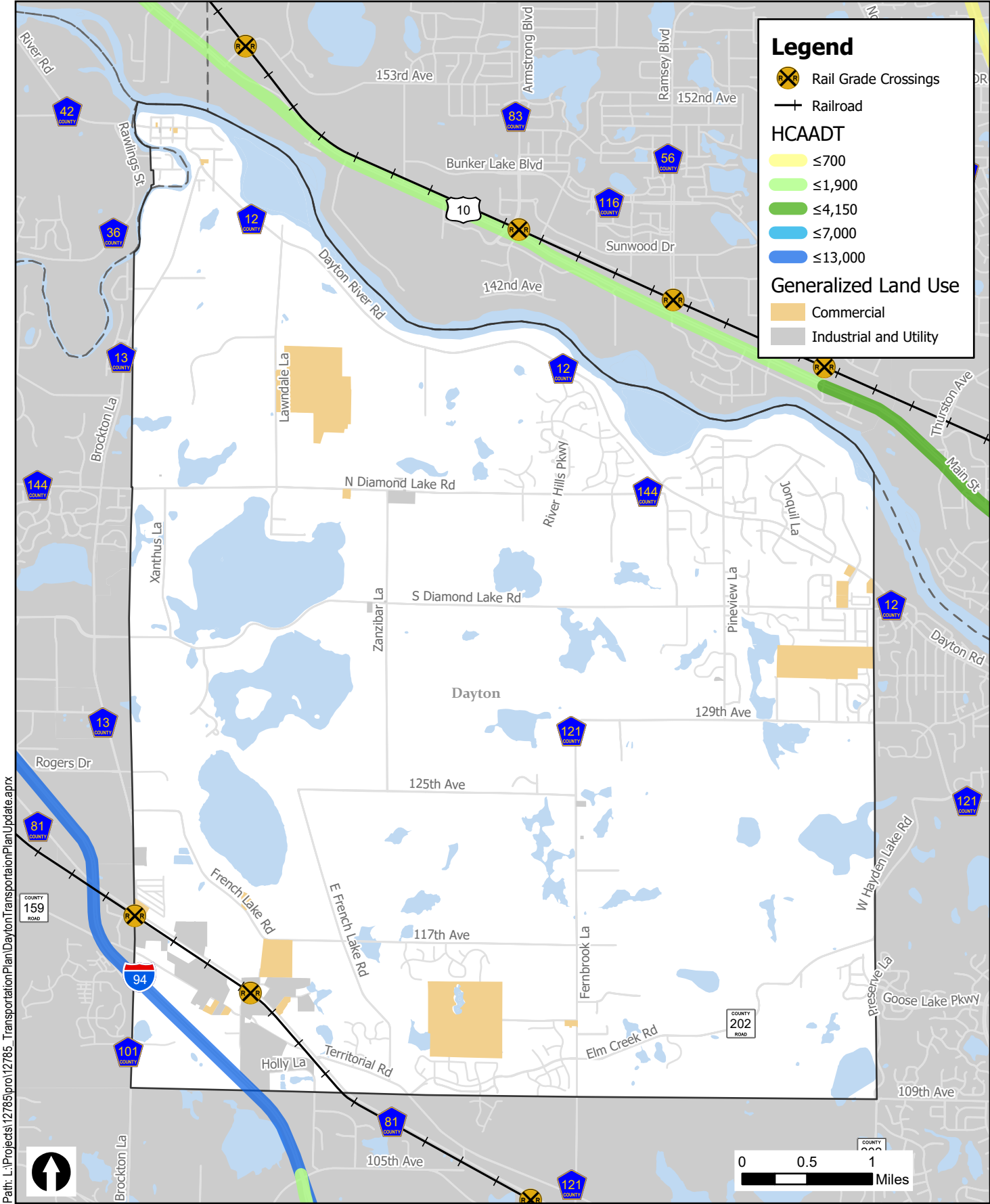


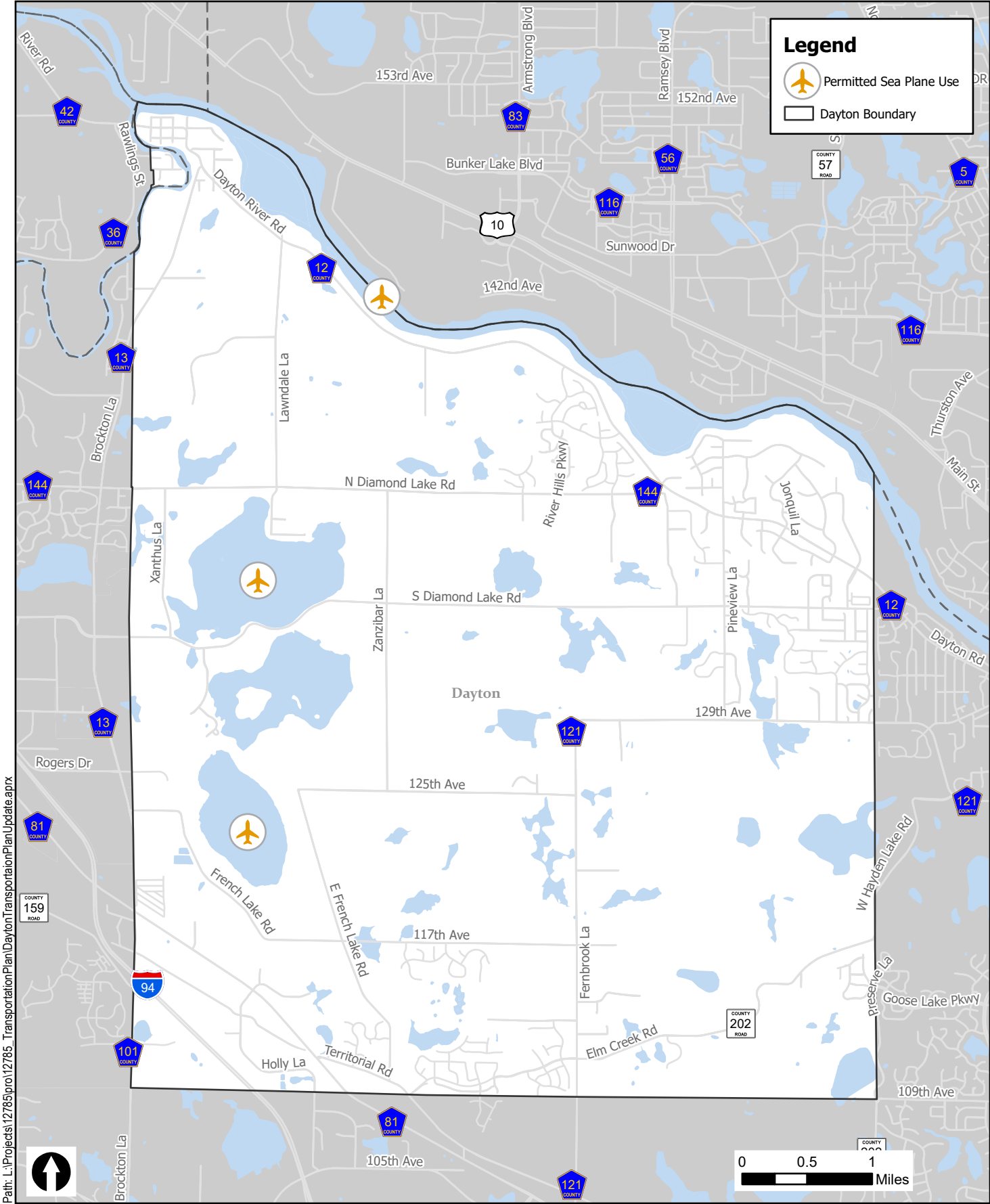
Existing and Future Bicycle and Trail System

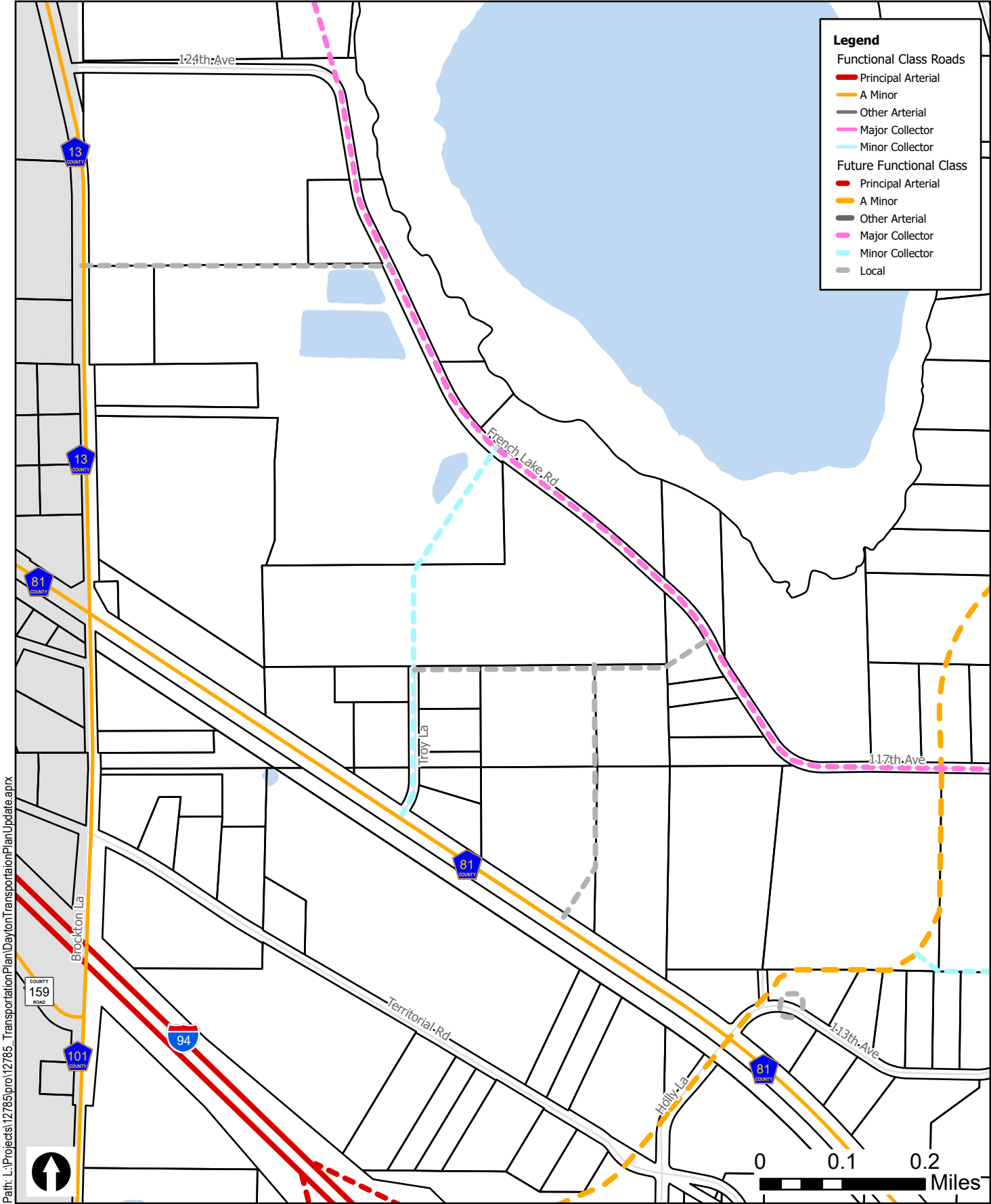
Dayton Transportation Plan Update

City of Dayton

Figure 14





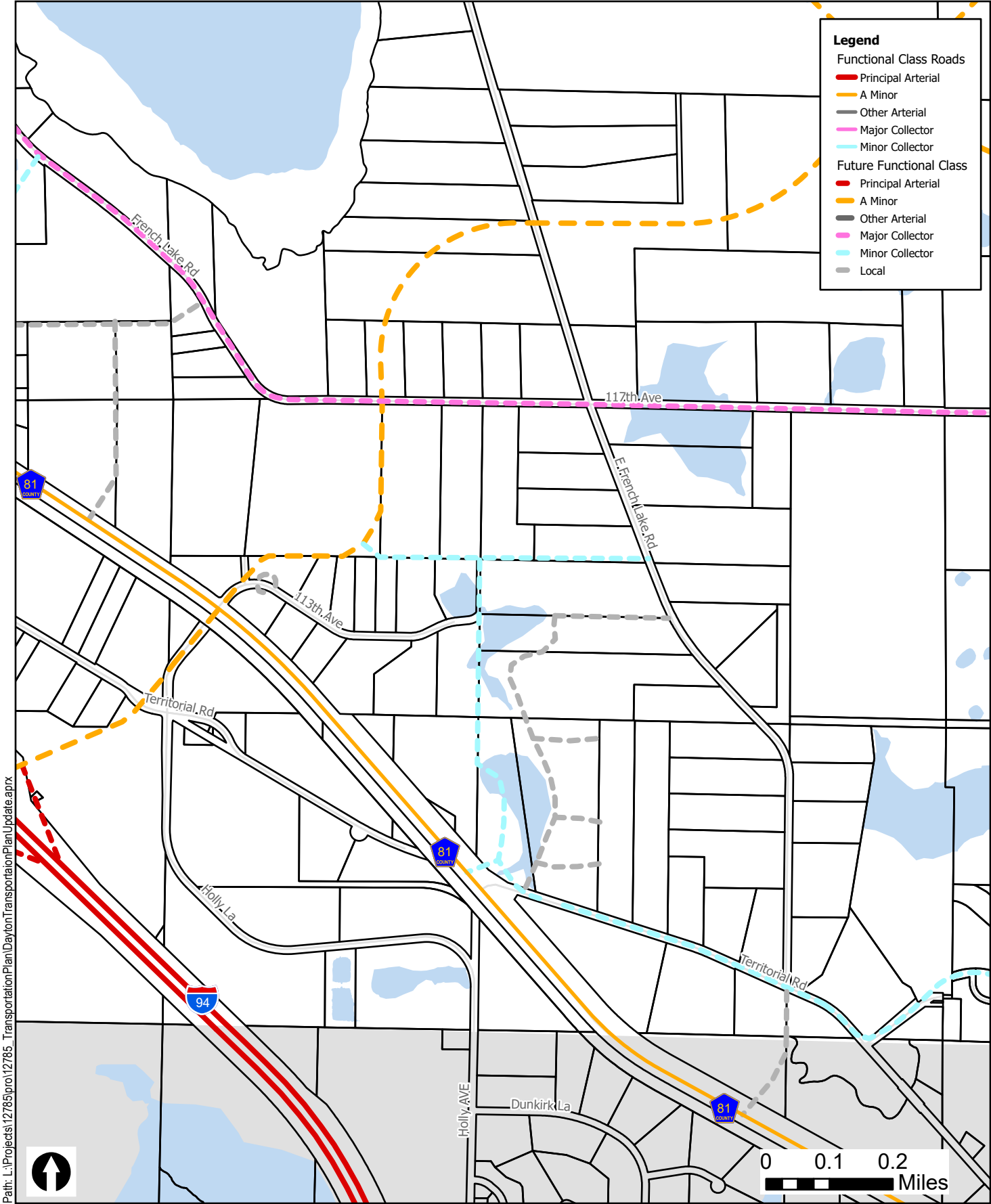


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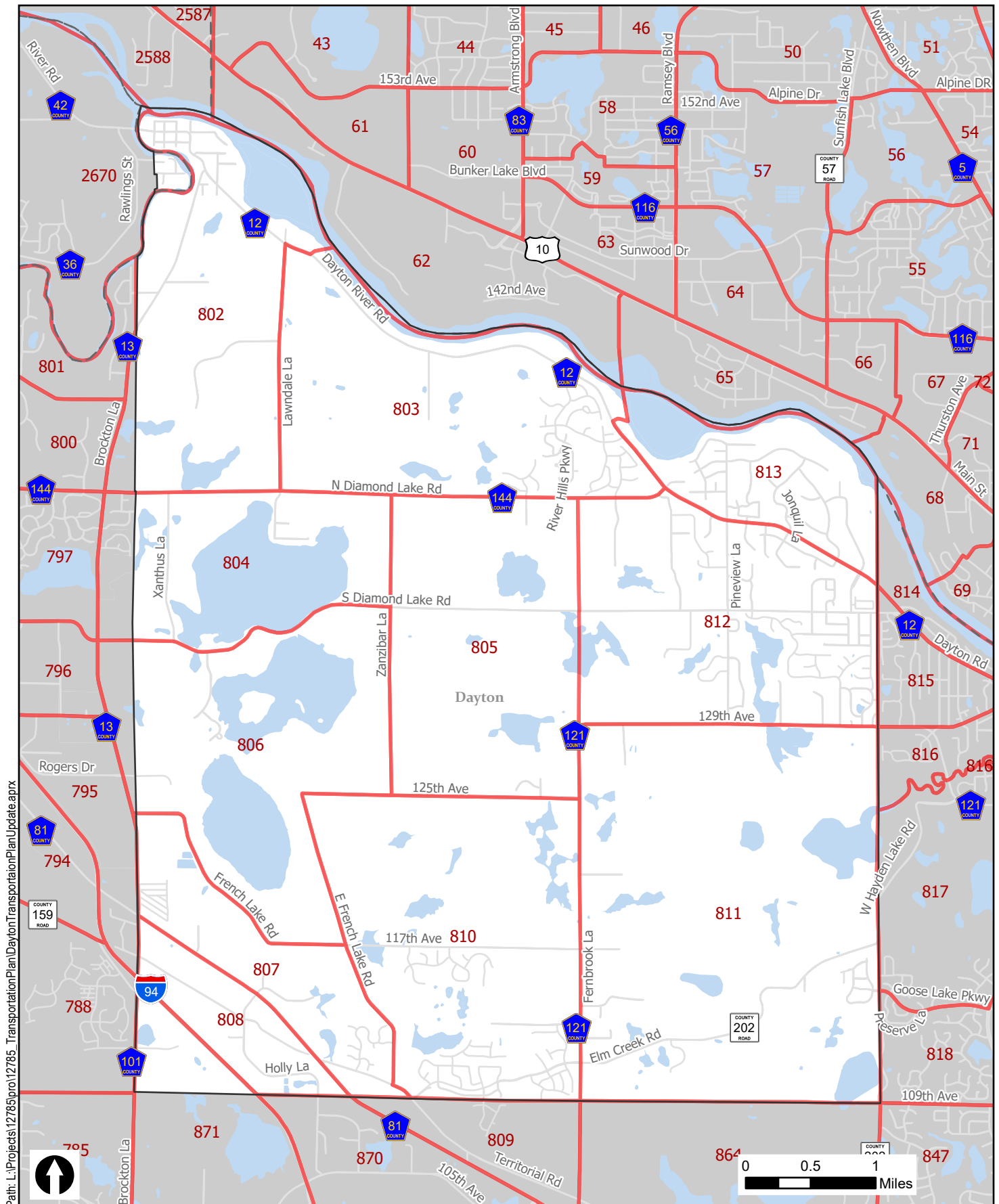
Subarea 1: Southwest W French Lake Road Area
Dayton Transportation Plan Update
City of Dayton

Figure 175



Subarea 2: Southeast Dayton Parkway Area
Dayton Transportation Plan Update
City of Dayton

Figure 186



Transportation Analysis Zones

Dayton Transportation Plan Update

City of Dayton

We would like your input!

Please tell us what you think about what you have observed.

Date: 5-8-2023 Location: 13200 Deerwood

Name: Craig Kuske

Comments: Please show Elm Creek Park
Reserve on maps.

Please make roadways
accurate between current
and proposed roads.

Also - why is there difference
in lakes and waterways
between current and proposed.

We would like your input!

Please tell us what you think about what you have observed.

Date:

5/8

Location:

city hall

Name:

Garry Peterson

Comments:

Have 129th Go out to
Zanzibar & feed
to the 94 interchange

We would like your input!

Please tell us what you think about what you have observed.

Date: 5/8/23 Location: 116th Ave N
Brayburn Trails

Name: Kian Tew

Comments: Fernbrode Ln Speed / Safety

I would like to suggest some safety concern on Fernbrode Ln. Can City Council contact with county to set priority to improve the safety on that road? This impact about ~1,000 household in that area in 5 years.

ITEM:

Consideration of an Amendment to the Dayton Zoning Code Section 1001.13 Regarding Home Occupations

APPLICANT:

Sara Van Asten

PREPARED BY:

Hayden Stensgard, Planner II

BACKGROUND:

An application was submitted to consider amending ordinance section [1001.13](#) that regulates home occupations and home extended businesses within the City. The request is specifically related to the current provision that does not allow any retail sales of goods on the premise of the administrative home occupation, unless the property owner obtains an Interim Use Permit for a Home Extended Business. The Interim Use Permit for Home Extended business requires the submittal of a land use application and requires a public hearing held by the Planning Commission and final decision by the City Council. The amendment requested would allow for retail sales of items produced on site under an Administrative Home Occupation Permit.

ANALYSIS:

Home Occupations within the City of Dayton are accessory uses to residential principal uses allowed through either an administrative permit or an Interim Use Permit, depending on the scale of the use. If a home occupation can meet the standards identified in the code, an administrative permit is issued for a one-year term. If the proposed accessory use cannot meet the guidelines of the administrative home occupation permit, the resident is required to apply for an Interim Use Permit for a Home Extended Business.¹ Historically, the City of Dayton has allowed for retail sales of items produced on the property only through an Interim Use Permit for a Home Extended Business². To this point, there has not been a home occupation permit issued within the City that has requested retail sales as a component. The majority of the home occupations or home extended businesses approved have been for outdoor storage, or contractor staging areas, where equipment and material is stored on site, but the work conducted is not.

The proposed amendment would allow residents to, in conformance with all other applicable provisions of the Home Occupation ordinance, sell items produced on their own property through the administrative permit. Examples allowed for retail sale include items such as eggs, lumber, crafts and items covered under the [State of Minnesota's Cottage Food License program](#).

~~e. No direct sale of goods to the consumer are allowed to occur at the home occupation site. Retail sales of goods and merchandise are limited to those items produced on the property.~~

With this, there is existing language within the code that restricts the number of customer visits to the property in a given day related to the home occupation.

¹ [1001.13 Subd. 4\(1\)\(g\)](#)

² [1001.13 Subd. 4\(2\)\(g\)](#)

(9) No Home Occupation shall generate traffic (by customers, employee, deliveries, etc.) to and from ("trip") the dwelling that is not characteristic of the neighborhood and shall not exceed 8 trips per day by any combination of employee, contract employee, customer or client visits, and/or deliveries per standard 8 hour day and no more than one customer or client visit on the premises at any given time. For the purposes of this section, one customer/client visit shall be considered to include any number of persons arriving in a single vehicle³...The Home Occupation shall not create a parking demand in excess of that which can be accommodated in an existing driveway where no vehicle is parked closer than 15 feet from the curb line or edge of paved surface.⁴

Below is a table that briefly describes how surrounding communities regulate retail sales in connection with home occupations. All of Dayton's surrounding communities have established ordinances addressing home occupations in their respective towns, but each of them addresses them in a slightly different way.

City	Retail Sale Allowance through Home Occupation in Surrounding Communities
Anoka	Retail sales is limited to those items produced on site. No permit required.
Champlin	Retail sales permitted without a permit for items not found in the commercial market. (does allow for sales of products from entities like Avon, etc.) Can't serve more than 2 customers at a time.
Corcoran	Retail sales permitted by an administrative permit. Includes notice to surrounding properties.
Elk River	On-site sales is limited to those clearly incidental to the service the home occupation provides, unless it is by mail.
Maple Grove	Retail sales is limited to those items produced on-site or items not marketed and sold in retail or wholesale stores. No permit required.
Otsego	Retail sales on site is limited to items produced on the property. Requires an administrative permit.
Ramsey	Retail sales are only allowed by appointment or online. No permit required.
Rogers	Retail sales are permitted as long as the traffic generated by the business is characteristic of the neighborhood. Requires Interim Use Permit.

Allowing for the sale of homemade products through an administrative home occupation permit would not be inconsistent with the regulation of the surrounding communities. Each community listed above allows for retail sales to occur in some capacity. Some surrounding communities do not have a requirement for an administrative permit. If the property owner can meet the guidelines in the given ordinance, the use is permitted outright without the need for an administrative review. Some do not allow for random on-site sales, but limit them to online or by appointment. If the home occupation does not meet those guidelines, the typical next step is an Interim/Conditional Use Permit. The proposed amendment before you would still require an administrative permit that requires annual renewal.

³ [1001.13 Subd. 3\(9\)](#)

⁴ [1001.13 Subd. 4\(1\)\(f\)](#)

CITY COUNCIL REGULAR MEETING

RELATIONSHIP TO COUNCIL GOALS

Not specific to any City Council goals.

PLANNING COMMISSION MEETING

The Planning Commission held a public hearing on this matter at its regular meeting on August 7, 2025, and unanimously recommended approval of the amendment.

RECOMMENDATION:

If the Planning Commission and City Council feel that that the sale of homemade products on a residential property is beneficial to the City, and promotes residents' ability to best utilize the Cottage Food License program that the State of Minnesota facilitates, staff has drafted an amendment to the Home Occupation section of the City Code to allow the sale of items produced on the property through the administrative Home Occupation permit.

ACTION:

The City Council has the following options:

- A. Motion to approve the Ordinance Amendment as written.
- B. Motion to approve the Ordinance Amendment with revision identified by the Planning Commission
- C. Motion to deny the Ordinance with findings of fact to be provided by the Planning Commission.
- D. Motion to **table** action on the item with direction to be provided to the applicant and staff by the City Council.

60-DAY RULE

Application	60-Days	120-Days
July 8, 2024	September 6, 2025	November 5, 2025

ATTACHMENT(S):

Draft Ordinance Amendment

Applicant Narrative

Existing Ordinance 1001.13 Home Occupations

**ORDINANCE NO. 2025-18
CITY OF DAYTON
HENNEPIN AND WRIGHT COUNTIES, MINNESOTA
STATE OF MINNESOTA**

**AN ORDINANCE AMENDING THE DAYTON ZONING ORDINANCE SECTION
1001.13 REGARDING HOME OCCUPATIONS**

SECTION 1. AMENDMENT. Dayton Zoning and Subdivision Code Section 1001.13 Home Occupations is hereby amended by adding the underlined language and deleting the ~~strike through~~ language as follows:

1001.13 HOME OCCUPATIONS

Subd. 4 Performance Standards

(1) Administrative Home Occupation Performance Standards.

a. The occupation shall not use more than 25% of the floor area of the home (excluding the garage area). State licensed day care facilities serving 12 or fewer persons are exempt from this Subsection.

b. No part of any detached garage or accessory building can be used for the occupation.

c. No outdoor storage of supplies, materials, debris, equipment or maintenance items; all home occupation related items shall be kept in an enclosed structure.

d. The home occupation is conducted entirely by the occupants of the home and up to 2 nonresident employee, or contract employee, working on, or reporting to, the home.

e. ~~No direct sale of goods to the consumer are allowed to occur at the home occupation site.~~
Retail sales of goods and merchandise are limited to those items produced on the property.

f. Up to 1 vehicle associated with the business with a gross vehicle weight rating under 12,000 lbs. may be parked on the home property. No vehicles over a gross vehicle weight rating of 12,000 lbs. associated with the occupation shall be parked at or near the home. The Home Occupation shall not create a parking demand in excess of that which can be accommodated in an existing driveway where no vehicle is parked closer than 15 feet from the curb line or edge of paved surface.

g. If the proposed home occupation cannot comply with all of the above rules, an interim use permit for a Home Extended Business is required.

SECTION 2. EFFECTIVE DATE. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Adopted by the City Council of the City of Dayton, this 26th day of August 2025.

Mayor Dennis Fisher

ATTEST:

Amy Benting, City Clerk

Motion by _____ Seconded by _____

Motion passed _____

Published in THE PRESS on _____.

1001.13 Home Occupations

Sub part 3 -9 states the following. Emphasis added

(9) No Home Occupation shall generate traffic (by customers, employee, deliveries, etc.) to and from (“trip”) the dwelling that is not characteristic of the neighborhood and shall not exceed 8 trips per day by any combination of employee, contract employee, customer or client visits, and/or deliveries per standard 8 hour day and **no more than one customer or client visit on the premises at any given time**. For the purposes of this section, one customer/client visit shall be considered to include any number of persons arriving in a single vehicle.

This implies that a small number of customers (8 or less) can visit a home each day provided there is at most one at a time. What is a customer doing other than buying something? The code explicitly calls out “client” which would cover things like the services provided by an in-home hair stylist, tax preparer, etc. When “client” is explicitly listed then the meaning of customer is someone who is coming to the location to buy something.

But yet in Sub part 4(1) - e it states

e. No direct sale of goods to the consumer are allowed to occur at the home occupation site.

This seems to contradict part 3 (9) about customers being able to come to the home provided there is a limited number of them (no more than 8 a day) and that there can be only 1 there at a time.

I am completely in agreement with the spirit of this ordinance, “The purpose of this Subsection is to maintain the character and integrity of residential areas, to prevent competition with commercial districts, to encourage telecommuting, and to provide a means through the establishment of specific standards and procedures by which home occupations can be conducted in residential neighborhoods without jeopardizing the health, safety and general welfare of the surrounding neighborhood.” I believe that one of the best ways this ordinance does that is by limiting the amount of traffic the home occupation creates via sub part 3 (9). Keeping control of the traffic generated offers some of the best protection for the character and integrity of the surrounding neighborhood and limits competition with commercial districts. The idea being that once your number of clients/customers surpasses the stated limit it is time to graduate to the next stage of your business and move into a commercial or industrial area. However, the state of MN has a Cottage Food Producer Registration; from the MN Department of Agriculture’s website: “The Cottage Food Law allows for individuals to make and sell certain non-potentially hazardous food and canned goods in Minnesota without a license. This law, the [Cottage Food Exemption](#), went into effect in 2015 and includes details on the prior training and registration, types of food allowed, food labeling, types of sales locations, and amount of sales allowed by a cottage food producer.” The Cottage Food Law is very limiting in the types of sales locations allowed for Cottage Food Producers and one of the few places they are allowed to sell from is their home. When the city then explicitly prohibits selling products from the home it makes the number of places a Cottage Food Producer can sell from even more limited.

For this reason I believe that sub part 4(1) - e should be removed from the ordinance. Removing 4(1) – e would also more accurately reflect the actual reality of what happens in this city. We all

know there are currently Dayton residents who make and sell things from their home. They do so in such limited quantities that it does not impact their neighbors or neighborhood and therefore does not come to the attention of the city. Updating the code to reflect reality is always good practice.

If we are revisiting this ordinance then I would also ask that the city look at sub part 4(2) - g "Direct sale of goods that are not produced on the site is prohibited."

If a resident is looking at an interim use permit then there is already some additional oversight by the city staff and city council happening and there are lots of cases where someone may want to sell products not produced on site as part of a small home business. Examples that come to mind: someone has a massage business and wants to sell products to their clients that they do not make, someone does custom furniture and wants to sell wood care products, etc. If someone is already going through the process of receiving an interim use permit they should also be allowed to request to sell certain additional products to their customers or clients that they do not themselves produce as part of this process. I am in support of them explicitly stating what kinds of products they may sell as part of the application process, but feel that it should be an option.

1001.13 HOME OCCUPATIONS.

Subd. 1 Purpose.

The purpose of this Subsection is to maintain the character and integrity of residential areas, to prevent competition with commercial districts, to encourage telecommuting, and to provide a means through the establishment of specific standards and procedures by which home occupations can be conducted in residential neighborhoods without jeopardizing the health, safety and general welfare of the surrounding neighborhood. In addition, this Subsection is intended to provide a mechanism enabling the distinction between permitted home occupations and special or customarily "more sensitive" home occupations, so that permitted home occupations may be allowed through an administrative process rather than a legislative hearing process.

Subd. 2 Home Business Categories

Home businesses shall fall into 2 categories.

(1) Administrative Home Occupations are those Home Occupations that have no effect on the surrounding neighborhood. This accessory use may be allowed with an administrative permit in all agricultural and residential neighborhoods when the occupation conforms to the standards of Subdivisions 3 and 4(1) below.

(2) Home Extended Businesses are those Home Occupations that typically involve more significant element of commercial-type activity that may have a minimal effect on the surrounding neighbors. This accessory use may be allowed if the use meets all the criteria of Subdivisions 3 and 4(2) below, and requires the issuance of an interim use permit. The Council may require compliance with any reasonable conditions, restrictions or limitations necessary to protect the residential or agricultural character of the area.

Subd. 3 General Provisions

All Home Occupations shall meet the following standards:

(1) All Home Occupations shall be clearly incidental and secondary to the residential use of the premises, should not change the residential character thereof, and shall result in no incompatibility or disturbance to the surrounding residential uses.

(2) The applicant shall reside in the home associated with the Home Occupation.

(3) No Home Occupation shall require internal or external alterations or involve construction features not customarily found in dwellings except where required to comply with local and state fire and police recommendations.

(4) No Home Occupation shall involve the use of equipment other than that customarily found in a residential dwelling.

(5) No Home Occupation shall be visible from the outside of the dwelling. There shall be no exterior display or exterior signs or interior display or interior signs which are visible from the outside of the dwelling with the exception of one directional or identification/business sign not to exceed 2 square feet in area.

(6) All Home Occupations shall comply with the provisions of the City Nuisance Ordinance and City Noise Ordinance.

(7) All parking associated with the Home Occupation shall occur on-site on the driveway.

(8) The Home Occupation shall not cause septic waste flow to exceed the design capacity of the septic system.

(9) No Home Occupation shall generate traffic (by customers, employee, deliveries, etc.) to and from ("trip") the dwelling that is not characteristic of the neighborhood and shall not exceed 8 trips per day by any combination of employee, contract employee, customer or client visits, and/or deliveries per standard 8 hour day and no more than one customer or client visit on the premises at any given time. For the purposes of this section, one customer/client visit shall be considered to include any number of persons arriving in a single vehicle.

(10) No Home Occupations shall produce light, glare, noise, odor or vibration that will in any way have an objectionable effect upon adjacent or nearby property.

(11) No equipment shall be used in the operation of a Home Occupation which will create electrical interference to surrounding properties.

(12) All Home Occupations shall meet all applicable fire and building codes.

(13) No Home Occupation shall be conducted between the hours of 10:00 p.m. and 7:00 a.m. unless the Home Occupation does not require any on-street or off-street parking facilities or require in person customer interaction on site (e.g. telecommuting).

(14) No vehicles or machinery related to the home occupation shall be idling or running on site, outdoors, between the hours of 10:00 p.m. and 7:00 a.m.

Subd. 4 Performance Standards

(1) *Administrative Home Occupation Performance Standards.*

a. The occupation shall not use more than 25% of the floor area of the home (excluding the garage area). State licensed day care facilities serving 12 or fewer persons are exempt from this Subsection.

- b. No part of any detached garage or accessory building can be used for the occupation.
- c. No outdoor storage of supplies, materials, debris, equipment or maintenance items; all home occupation related items shall be kept in an enclosed structure.
- d. The home occupation is conducted entirely by the occupants of the home and up to 2 nonresident employee, or contract employee, working on, or reporting to, the home.
- e. No direct sale of goods to the consumer are allowed to occur at the home occupation site.
- f. Up to 1 vehicle associated with the business with a gross vehicle weight rating under 12,000 lbs. may be parked on the home property. No vehicles over a gross vehicle weight rating of 12,000 lbs. associated with the occupation shall be parked at or near the home. The Home Occupation shall not create a parking demand in excess of that which can be accommodated in an existing driveway where no vehicle is parked closer than 15 feet from the curb line or edge of paved surface.
- g. If the proposed home occupation cannot comply with all of the above rules, an interim use permit for a Home Extended Business is required.

(2) *Home Extended Business performance standards (interim use permit required).* Home Extended Business occupations shall only be allowed in Agricultural Zoned Districts, or any Residential Zoned Properties over 1 acre.

- a. The occupation use of the home shall not exceed 30% of the floor area of the principal dwelling (excluding the garage area). State licensed day care facilities are exempt from this Subsection.
- b. No outdoor storage of supplies, materials, debris, equipment, machinery or maintenance items; all home occupation related items shall be kept in an enclosed structure on properties less than 2.5 acres. On properties which are at least 2.5 acres, outdoor storage may be allowed provided the outdoor storage area is significantly screened from view from the street and adjacent properties and does not exceed 20% of the lot. Screening shall consist of a combination of existing or proposed landscaping and fencing.
- c. The Home Extended Business shall be set back a minimum of 100 feet from any dwelling, other than that of the subject property.
- d. The garage or 1 accessory building may be used for the business, provided there is still a garage space to park a vehicle. Accessory buildings shall meet the accessory building design requirements in Section 1001.35, Accessory Buildings and Structures.
- e. The Home Extended Business shall be conducted entirely by the occupants of the home and up to 2 nonresident employees, or contract employees, working at, or reporting to, the home.
- f. No more than 1 vehicle, which shall be under a gross vehicle weight of 12,000 lbs., associated with the business can be parked overnight outside or near the home. One vehicle which exceeds 12,000 lbs. may be stored on site provided the vehicle does not exceed a gross vehicle weight rating of 18,000 lbs. and the vehicle is stored entirely within a building or is significantly screened from view from the road or surrounding properties. The Home Extended Business shall not create a parking demand in excess of that which can be accommodated in an existing driveway where no vehicle is parked closer than 15 feet from the curb line or edge of paved surface.
- g. Direct sale of goods that are not produced on the site is prohibited.
- h. Dust control measures may be required.
- i. Any other reasonable conditions required by the City Council.
- j. The City Council may allow Home Occupations to operate in excess of the provisions in this section provided the City has reasonable assurance, due to the nature of the Home Occupation or through mitigation measures (e.g. increase landscaping, or screening than required), that the Home Occupation will not adversely impact neighboring properties or become a nuisance.

Subd. 5 Procedures and Permits

(1) Administrative home occupation permit.

- a. An application form and fee for a home occupation permit must be completed and filed with the City.
- b. Administrative Home Occupations complying with all the provisions as provided in this section may be approved by the City Administrator or the Administrator's designee.
- c. The City on an annual basis may review Administrative Home Occupation permits. If the Administrative Home Occupation is in compliance of City Code the City Administrator may renew the permit. If the Administrator finds that the use is not in compliance the permit holder will be notified and shall have 60 days to bring the use into compliance.
- d. The permit shall remain in full force and effect until such time as there has been a change in ownership or until such time as the provisions of this Subsection have been breached. At such time as the City has reason to believe that either event has taken place, a public hearing shall be held before the Planning Commission. The City Council shall make a final decision on whether or not the permit holder is entitled to the permit.

(2) *Home Extended Business interim use permit.*

a. An application form, fee and supporting materials for an interim use permit must be filed with the City. See Subsection 1001.23 for the interim use permit application and review process.

b. Home Extended Businesses must comply with all the provisions of this section and all conditions associated with issuance of an interim use permit.

c. The City shall notify the County Tax Assessor when any Home Extended Business permit is granted and provide a copy of such permit to the Assessor.

d. The City Council shall approve the Home Extended Business IUP with a 5 year time limit. If the City Zoning Administrator, his/her designee, finds that the use is not in compliance, the permit holder will be notified and shall have 60 days to bring the use into compliance. Should the Home Extended Business' noncompliance continue past 60 days the Home Extended Business IUP shall be revoked.

e. Whenever an application for an interim use permit has been considered and denied by the City Council, a similar application for a permit affecting substantially the same property and use shall not be considered again by the Planning Commission or City Council for at least 6 months from the date of its denial.

(3) *Transferability.* Home Extended Business interim use permits and Administrative Home Occupation permits shall not run with the land and shall not be transferable. If the Home Extended Business or Administrative Home Occupation is discontinued for a period of one year, or non-compliance beyond 60 days, the Home Occupation permit, or Home Extended Business interim use permit shall be revoked.

(4) *Renewal of permits.* An applicant shall not have a vested right for a permit renewal by reason of having obtained a previous permit. The previous granting or renewal of a permit shall not constitute a precedent or basis for the renewal of a permit.

(5) *Inspection.* The City hereby reserves the rights upon issuing any permit to inspect the premises in which the home business is being conducted to ensure compliance with the provisions of this Subsection or any conditions additionally imposed.

Subd. 6 Non-conforming and Existing Home Business Uses

(1) Home Occupations lawfully existing on the effective date hereof may continue as nonconforming uses. They shall, however, be required to obtain permits, as may be required by this section, for their continued operation. Any existing Home Occupation that is discontinued for a period of more than 1 year, or is in violation of the provisions under which it was initially established, shall be brought into conformity with the provisions of this section.

(2) When identified and notified by the City, existing Home Occupations that do not have a permit from the City, shall within 30 days make application for an Administrative Home Occupation permit or Home Extended Business interim use permit as may be required by this section.

(Prior Code, § 1001.12, Subd. 7) (Ord. 2006-14, passed 12-14-06; Am. Ord. 2018-11, passed 5-8-2018)

ITEM:

Approval of Large Assembly Application for Heritage Day and Request for all Fees to be Waived

PREPARED BY:

Amy Benting, Assistant City Administrator/City Clerk

BACKGROUND:

Dayton Community Foundation is requesting all of the following fees/services:

Saturday

- Police/Fire and PW Maintenance support time
- Sue McLean and McNeil Park rental
- Activity Center reservation fee
- Use of City generator, flatbed, sound system and if needed heaters.

Sunday

- PW maintenance support for cleanup

This comes up every year and the Dayton Community Foundation has turned in all the information needed for approval. This is not a City event and it is coordinated, organized and run by the Dayton Community Foundation. The Council has a budget of \$22,000.00 that was designated for waiving fees for events within the City as the Council sees fit. The budgeted amount remaining is \$21,018.17 at this time. Please note that the Operation Zero fees and services have been waived previously but we do not have an amount for that as of today because it is the same day as this event. High level estimate for all of this work and equipment for Heritage Day is somewhere around \$7,000 roughly.

RECOMMENDATION:

Approval of large assembly application

ATTACHMENT(S):

None.