PLANNING COMMISSION AGENDA

Thursday, March 6, 2025

CITY OF DAYTON, MINNESOTA
12260 So. Diamond Lake Road, Dayton, MN 55327
REGULAR MEETING OF THE PLANNING COMMISSION – 6:30 P.M.
To Participate in the Meeting, please see cityofdaytonmn.com Calendar for Zoom Invitation.

6:30 **1. CALL TO ORDER**

6:30 **2. PLEDGE OF ALLEGIANCE**

(Roll Call)

6:30 **3. ROLE OF THE PLANNING COMMISSION**

The Planning Commission consists of five residents appointed by the City Council. The Commission administers the Comprehensive Plan, Zoning and Subdivision regulations. The Commission conducts Public Hearings and provides recommendations to the City Council. It is the City Council who may approve or deny land use applications.

6:35 **4. APPROVAL OF AGENDA**

6:35 **5. CONSENT AGENDA**

These routine or previously discussed items are enacted with one motion. Note: Commissioners absent from previous meetings may still vote to approve minutes.

A. Planning Commission Minutes, February 6, 2025

6:35 **6. OPEN FORUM**

Public comments are limited to 3 minutes for non-agenda items; state your name and address; No Commission action will be taken, and items will be referred to staff. Group commenters are asked to have one main speaker.

6:40 **7. COUNCIL UPDATE**

A. February 11, 2025
B. February 25, 2025

6:45 **8. PUBLIC HEARINGS**

6:45 A. EAW, Comprehensive Plan Amendment, Zoning Map Amendment, Planned Unit Development, Preliminary Plat of **DCM Farms**, 14800 113th Avenue N (Dehn)
7:15 B. Concept Plan, 17051 117th Avenue N (**Oppidan**)
7:45 C. Comprehensive Plan Amendment, City Code Amendment, 1001 (Zoning), 1002 (Subdivision) related to **A-3 district** (City of Dayton)
8:15 D. Zoning Map Amendment, Planned Unit Development, Preliminary Plat of **Schany Parcel** (BK Land Development)

8:45 E. City Code Amendment, 1001 (Zoning), 1002 (Subdivision) related to **Public Hearing Notification** Requirements (City of Dayton)

8:55 **9. NEW BUSINESS**

8:55 A. (none)

8:55 **10. NOTICES AND ANNOUNCEMENTS**

A. Staff Updates

9:00 **11. ADJOURNMENT** (Motion to Adjourn)

I. CALL TO ORDER

Browen called the February 6, 2025, Planning Commission Meeting to order at 6:30 p.m.

Present: Browen, Crosland, Preisler, Sargent, and DeMuth entered during Item B
Absent:
Also in Attendance: Mayor, Dennis Fisher; Jason Quisberg, City Engineer; Jon Sevald, Community Development Director; Hayden Stensgard, Associate Planner II

II. PLEDGE OF ALLEGIANCE

SWEARING IN, COMMISSIONER JEFF SARGENT

Sevald administered the Oath of Office.

III. ROLE OF THE PLANNING COMMISSION

The Planning Commission consists of five residents appointed by the City Council. The Commission administers the Comprehensive Plan, Zoning, and Subdivision regulations. The Commission conducts Public Hearings and provides recommendations to the City Council. It is the City Council who may approve or deny land use applications.

IV. APPROVAL OF AGENDA

MOTION by Crosland, second by Preisler, to approve the agenda as presented. The motion carried 4-0.

V. CONSENT AGENDA

A. Planning Commission Minutes for January 9, 2025

MOTION by Crosland, second by Preisler, to approve the consent agenda as presented. Sargent abstained from the motion since he was not here. The motion carried 3-0.

VI. OPEN FORUM

Craig Fourre of 11821 Stoneridge Road came forward and stated that he'd like to discuss the proposed changes to the Parking Ordinance. Stensgard stated that the Parking Ordinance is on the Agenda and invited Mr. Fourre to come back when the item is being discussed.

VII. COUNCIL UPDATE

A. January 14, 2025, City Council Meeting

Fisher updated the Commission on Council actions.

Fisher stated that there was a Work Session to discuss the Parkway Neighborhood.

The Quilling Concept Review was discussed. The Variances were not approved. There was some confusion about the Easement.

The Planning Commission Appointment of Jeff Sargent and the Cannabis Ordinance were approved.

B. January 28, 2025, City Council Meeting

Fisher updated the Commission on Council actions.

Quisberg described how change orders and bidding is handled.

Some stormwater projects around French Lake and Diamond Lake were discussed and approved.

VIII. PUBLIC HEARINGS

A. Conditional Use Permit,17900 149th Avenue North (Current)

Stensgard came forward and stated that the property is .82 acres and is zoned A-1 Agriculture. The property was platted with the Thicket Hills development. The applicant is proposing to construct a 52’ X 36’ accessory structure on the property. Staff recommends approval with the following conditions: 1) The applicant shall provide a site plan proving an alternative septic site on the property will not be burdened by the construction of the accessory structure; 2) No other accessory structures shall be permitted on this property with the construction of the proposed structure; and 3) Any additional impervious surface additions shall require an amendment to this Conditional Use Permit.

Sargent made some suggestions about some additional information that he’d like to see in future Staff Reports. Sargent commented that screening is required by the City Code, and he asked why screening is not part of the conditions.

Stensgard projected the photographs that were taken on the property that clearly demonstrated the lack of need for additional screening.

Sargent suggested that there should be language in the Resolution to indicate that even though screening in required by code, Staff concluded it was not needed in this particular situation.

Browen invited the applicant to come forward.

Gary Current of 17900 149th Avenue North came forward and stated that the purpose of the building is for personal storage. It will not be used for any sort of business. Current owns a motorhome, a boat, and trailers.

Browen opened the Public Hearing at 6:46 p.m.

No one was present for the public hearing.

Browen closed the Public Hearing at 6:46p.m.

Preisler stated that he can see the rationale behind the need for the CUP.

Browen stated that he sees no reason to disagree with the request.

Crosland stated that he has no concerns.

Sargent believed the request is reasonable.

MOTION by Crosland, second by Preisler, to recommend approval of the Conditional Use Permit for 17900 149th Avenue North with the conditions recommended by Staff above. The motion carried 4-0.

Stensgard stated the item will be at the February 25th Council meeting.

B. Comprehensive Plan Amendment, Zoning Map Amendment, Planned Unit Development, and Preliminary Plat of DCM Farms (Dehn)

Sevald came forward and stated that Staff would like to continue this Public Hearing at the March 6th Planning Commission Meeting citing the fact that the project is large enough to require an Environmental Assessment Worksheet (EAW). Statutorily, the City cannot take any action until the EAW is completed (February 13, 2025). Sevald stated that this is a 91-acre project that includes 266 single-family-homes and a 10-acre parcel of

Commercial-Retail. The project is located off of Fernbrook Lane and 113th Avenue North.

Sevald stated that the Commercial-Retail area is considered hypothetical at this time, but the 266 homes are an absolute plan.

Sevald stated that he would like the Planning Commission to put forth any changes they would like to see. The 2040 Comprehensive Plan guides two of the three parcels as low-density-residential with 2-5 units per acre.

Sevald stated that the commercial-retail proposed use is not consistent with the 2040 Comprehensive Plan, and therefore requires an Amendment to the Comprehensive Plan, which triggered the need for an EAW.

Sevald explained the applicant is proposing a change from low-density residential to neighborhood commercial. The parcels in question are currently zoned A-1 Agricultural, and the applicant would like to re-zone them to R-3 Residential with a Planned Unit Development (PUD) Overlay, which is the same as the Sundance Greens neighborhood to the south of the parcels in question.

Sevald explained that a PUD allows deviations from City Code standards in exchange for a Public Benefit. Sevald stated that Staff makes the following Public Benefit suggestions: 1) 114th Avenue Roundabout; 2) Contribution toward the 117th intersection improvements; 3) Additional landscaping exceeding minimum standards; 4) Pedestrian amenities; and 5) Focal points in commercial-retail area.

Sevald brought the following critical issues to the attention of the Planning Commission: 1) Traffic; 2) Buffering; 3) R-3 Deviations; 4) Public Benefit; 5) Preliminary Plat; 6) Fernbrook Homes; and 7) Commercial-Retail.

Sevald stated that the 266 homes are estimated to generate approximately 10,890 additional trips per day with 1,123 of those trips being at the morning peak hour from 7:30 a.m. until 8:30 a.m. The Fernbrook and Rush Creek intersection is inadequate for the current amount of traffic. The additional traffic will only serve to worsen the conditions.

Sevald stated that Staff recommends berming and heavy landscaping in the northeast area around the townhomes and heavy landscaping around the southeast pond. Sevald stated that there are five different types of housing within the project.

Browen stated that the proposed shift in traffic changes the plan dramatically, and he believes it should have been presented in the Concept Plan.

Sevald explained the rationale.

Preisler requested Staff to speak to the changes between the Concept Plan and what is before the Planning Commission today. Preisler went on to state that the Planning Commission and City Council gave quite a bit of feedback for the Concept Plan. Specifically, neither body approved of the numerous 40-foot lots, and no changes have been made.

Sevald stated that there were conflicting comments.

Preisler gave direct quotes from the Planning Commission and from the City Council that gave clear direction.

Preisler asked how close Staff is to understanding the final scope of the potential roundabout at 114th. Quisberg stated that the County is in full support of the roundabout, but they have not offered any financial contribution.

Preisler stated that the City needs to move with some expediency on funding from the developer on the much-needed roundabout.

Preisler stated that the R-3 deviations are significant and require a lot of thought from the Planning Commission.

Crosland echoed concerns about the lot size decrease. Crosland does like the variety of home types in the project.

Browen asked Staff which is the priority intersection. Quisberg stated that the intersection at Fernbrook and Rush Creek is the priority, then 114th, and 117th. Funding is needed and it would be ideal to have all three intersections completed simultaneously.

DeMuth asked what can be done for the homes with the median on Fernbrook for the six homes.

Sargent asked if any of the proposed roundabouts be considered but for this proposed development. The answer is yes.

Sargent brought up potential parking/livability concerns with the type of density being proposed. Perhaps an alley could alleviate future concerns, but there should be some intense pre-planning.

Sevald showed pointed to the alley with rear-loading garages and the homes without an alley have front-loading garages.

Sargent asked if there are driveways. The answer is no.

Sargent asked where guests would park. Sargent stated that the six existing homes on Fernbrook need to be examined closely to determine how the City and the developer can protect them and their interests to buffer the project.

Sargent asked if there are any regulations in the Dayton Code to regulate light and noise emissions. Sevald stated that there are regulations, but there are holes in them. Sargent stated that those holes should be filled prior to the development going in.

Browen stated that he believes there are feasibility issues.

DeMuth invited the applicant to come forward.

Dehn stated that he'd like to address the roundabout and the commercial-retail area. Dehn stated that if the commercial-retail area were to move forward it would be in the 2040-2050 timeframe. Dehn stated that he understands that the residents do not want a gas station. At this time, the property has not been marketed for a gas station and there is no one that has expressed interested in doing such.

Dehn expressed a sincere openness to potential changes regarding the roundabout. Dehn stated that there have been proposals for an indoor baseball dome business, a company who focuses on transitional care for surgical patients, and a daycare company. Dehn suggested that perhaps leaving the commercial-retail area should be left as an out lot for the time being.

Browen stated that he doesn't believe commercial-retail area is a bad thing. Rather he is concerned that the market will not accept it especially with access concerns.

DeMuth stated that the roundabout will deny access to the commercial-retail area.

Additional discussion ensued regarding the curb cut in the potential commercial-retail area.

Dehn reviewed the plans with the Commission. Dehn stated that even though the lots are small, none are shared. Everyone will have their own property. Dehn would like to get a concrete answer on the 5-foot setbacks v/s the 7.5-foot setbacks.

The discussion shifted to whether an HOA would be needed for the project.

Dehn reminded the Planning Commission that he is donating 3.2 acres of land for a park in addition to paying all the park dues, and he listed a few other upgrades that will be put into place and benefit the City.

Additional discussion ensued about potential changes in the plan.

Sargent stated that he strongly discourages anything less than 7.5 feet for the setbacks.

Preisler stated that 5-foot setbacks are a no-go for him.

Crosland agreed, and so did Browen.

Dehn asked if the area with the alley was appropriate for 40-foot lots.

Preisler stated that he has concern for parking in that area, but he’s open to a discussion to find a solution to the parking situation.

Additional discussion ensued regarding parking.

DeMuth stated that he’d like to see if there is consensus among the Planning Commissioners regarding the future commercial-retail space being considered only an out lot for now. With that in mind, if there is consensus, there will be no discussion on the potential commercial-retail space during the Public Hearing.

Browen stated that if the property is going to be re-guided and re-zoned, the conversation must take place.

Dehn asked if the parcel can be left as an outlot and do the re-zoning at a different time.

Browen stated that access to the area needs to be solved.

Additional discussion ensued.

DeMuth stated that there is no future plan in place for the commercial-retail parcel, and he encouraged residents to keep that in mind.

DeMuth opened the Public Hearing at 8:30 p.m.

Marcia Grover of 11320 Fernbrook Lane came forward, welcomed Sargent to the Planning Commission, and stated that he's the only one that has ever raised concern for the residents currently living on Fernbrook Lane.

Grover stated that she objects to the Planning Commissioners and developer speaking about gas stations and not allowing the residents to speak about the potential for a gas station. Grover went on to state that there is no need for an additional gas station in the area. Grover stated that there is a daycare at the local church, which is constantly advertising openings. There is no need for an additional daycare. Grover stated that she doesn't want anyone messing around with her property.

Randy Bohlsen of 11441 Fernbrook Lane came forward and requested that the six homeowners be given the ability to pull into their driveways. Bohlsen stated that no one will be changing their garages in order to use the proposed easement behind their property. Bohlsen is optimistic about the roundabout slowing the traffic down.

Kathy Powers of 11461 Fernbrook Lane came forward and stated that there needs to be more work done around the six established homes in the area. There needs to be some sensible thought given to the homes that have been established for 60-70 years. Powers stated that there needs to be some serious consideration for the infrastructure of Dayton in general. Powers stated that she and her husband are totally against the potential commercial-retail proposal. Powers is concerned about the light pollution.

Dustin Voronyak of 13725 114th Avenue came forward and stated that he's glad the Planning Commission is addressing the roundabout at 114th Avenue. His wife was rear ended there with his children in the car. Voronyak would like the Planning Commission to work on some walking/biking trail access from 114th Avenue to the Eastman Nature Center. Voronyak is not opposed to the commercial-retail space. He believes it would be quite

convenient, but he'd like for it to be "family friendly" and safe. Voronyak stated that it would be a good idea for the Planning Commission to focus on internet access as development continues. His home is still on two-megabit-dial-up.

Kieth Grover of 11320 Fernbrook Lane came forward and stated that he's glad Sargent is present because he's a breath of fresh air. Another opinion is always a good thing. Grover stated that the potential commercial-retail space will be directly in his front yard. When he looks out from his front door, he will see the commercial-retail space rather that rows of beans and corn. Grover stated that the traffic in the area is insane now, and the thought of adding additional traffic without infrastructure in place just doesn't make sense. Grover stated that the Planning Commission doesn't work for the developers, rather the Planning Commission works for the citizens of Dayton. Grover asked if the Comp Plan is not going to be considered, why does it even exist.

Alyssa Senescall of 11980 Fernbrook Lane came forward and stated that the thought of adding 260 homes to Fernbrook Lane is overwhelming. Senescall stated that she can't even get her mail after dark because the people drive like crazy. Senescall added the City plan does not match the County plans. Senescall stated that the City doesn't seem to be planning very much, and the City should focus on the rural.

Chris Goodman of 10928 Harbor Lane North came forward and stated that the Planning Commission has a responsibility to the six families who live on Fernbrook Lane. Goodman went on to explain the benefits of having the commercial-retail area. Goodman stated that part of the City's responsibility is to berm the area for protection from both sides. Goodman stated that the main issue is traffic. At the end of the day, the County is going to decide what the speed limit is going to be. The County is going to decide if the road is going to be two lanes or four lanes. Goodman stated that the City should be working with the County about this project.

Keniesha Pouncy of 11330 Fernbrook Lane came forward and stated that she does not fault the Dehn family for wanting to build on their land. Pouncy asked if there is a plan to add landscaping to the back side of the commercial-retail property. Pouncy would like to hear more detailed plans

so that she can understand how the development will impact her family and the four houses on the east side of Fernbrook between 112th and 114th. Pouncy currently walks her dogs down 113th Avenue and 114th Avenue. The traffic is of great concern to Pouncy because she has had a vehicle crash through the trees in her front yard and land upside down.

Lee Hallquist of 11471 Fernbrook Lane came forward and stated there are still drainage issues. The traffic is projected to double and there is nothing planned to help with it. Hallquist stated that in one of Dehn's letters the project is listed as taking about six years to complete. Hallquist stated that if the project goes forward, the City is denying me access to my own backyard for the rest of my life. Hallquist stated that the quality of life that he once enjoyed in Dayton is no longer present. Hallquist explained that the passion in his and his neighbors is because the Planning Commission is talking about building houses and making money, but Hallquist and his neighbors are talking about defending their homes.

Keith Grover of 11320 Fernbrook Lane returned and asked what the parameters are for sending out written notifications for Public Hearings. Sevald stated that anyone within 500 feet of the project were notified.

Grover stated that he doesn't believe that the 500 feet is adequate. DeMuth stated that he has made the exact same observation several times in the past. Sargent stated that 500 feet is common throughout the State. Stensgard stated that the State Statute sets the minimum at 350 feet, and the Dayton Zoning Ordinance uses a minimum of 500 feet. Grover asked Fisher if the City Council could adjust it so that more residents can be informed.

Fisher stated that increasing it is one of his goals.

Stacy Donley (via the Zoom link) of 11431 Fernbrook Lane stated that she is mostly concerned about not being able to turn into her driveway from the street due to the roundabout being installed. Donley is not pleased about the idea of an alley behind her home, but she does like the idea of connectivity with trails. Donley stated that she moved to Dayton to get out of the city, and now the city is moving out to her. Donley does not want a

gas station, and if the commercial-retail area does come about, there really needs to be some attention given to light and noise pollution.

Stensgard had a written comment from Eric Seppelt of 11534 Brayburn Trail wrote that good trail continuity between neighborhoods is important.

DeMuth stated that the Public Hearing would remain open until the March Planning Commission Meeting.

DeMuth stated that a Traffic Study was conducted by the City 3-4 years ago. A lot of work went into that Study. DeMuth stated that it is necessary to complete a feasibility study to determine the potential uses for the commercial-retail space prior to wasting so much time and energy discussing potential options which is why he wanted to pull it from discussion tonight.

Sargent spoke about the give and take process of City Planning.

The discussion shifted to the traffic study.

Browen stated that the number of houses in the neighborhood will be less when the 40-foot lots become 50-foot lots. Browen stated that the Planning Commission can't lose sight of the public benefit is the funding for the roundabout. Browen suggested that the trail running through the backyard of the existing six property owners may not be the best option because those people are not used to having people walking through their backyards.

Dehn stated he has previously reached out to the six on Fernbrook about what is preferred behind their homes. He will reach out again.

Preisler thanked the residents for coming out and stated that the two topics for the Planning Commission to seriously consider are traffic and the commercial-retail space. Preisler stated that Hennepin County has many areas of concern regarding traffic. Fernbrook Lane will not see any improvements without this development moving forward.

MOTION by Browen, second by Sargent to table action and continue the public hearing for Comprehensive Plan Amendment, Zoning Map Amendment, Planned Unit Development, and Preliminary Plat of DCM Farms (Dehn). The motion carried unanimously 5-0.

C. Ordinance ___, Amending City Code 1001.19 (Parking Regulations)

Stensgard came forward and stated that the Ordinance is set out to amend the parking surface requirement for residential and agriculture zoned areas. After a resident received a Notice of Violation, the item was brought before the City Council. The City Council directed Staff to look into the Ordinance language and determine if the requirements could be lessened. Staff discussed this Ordinance with the Planning Commission in January and brought forth the Amendment that is in the Meeting Packet.

Stensgard went over the previous language that was used in the Code and the new language in the Amendment.

Sargent asked for clarification on the definition of the term, “side yard,” when a corner lot is involved.

Additional discussion ensued.

DeMuth opened the Public Hearing at 10:07 p.m.

Craig Fourre of 11821 Stoneridge Road came forward and stated the proposed changes will impact thousands of homes in Dayton. Fourre stated that it seems excessive and almost reckless to make changes based on one complaint that will impact thousands of residents. Fourre likened the existing Ordinance to an HOA for the City. It sets standards for neighborhoods. By loosening the standards, residents are encouraged to turn their side yards and back yards into storage lots or mini junk yards. Fourre stated that he believes the proposed changes will decrease the value of his home and his neighbors’ homes. Fourre added many residents would give up building accessory structures for parking surfaces.

Fourre stated that the biggest problem with the parking problem is the enforcement. Fourre complained that he has had contact with five different staff members over the past 2.5 years to resolve some parking violations. Fourre gave examples of code violations that the City does not enforce. Fourre gave numerous suggestions for leaving the current Ordinance in place.

Stensgard gave the Planning Commissioners a copy of a written comment from a resident that was submitted to him.

DeMuth closed the Public Hearing at 10:23 p.m.

Browen stated that there are a lot of enforcement issues with parking throughout the City.

Preisler stated that it is not uncommon to be a complaint-based City. Preisler does not believe the Ordinance should be amended. The Amendment offered does not improve much of anything. Preisler stated that it is the presence of the recreational vehicle (RV) that is an eye sore. The surface that the RV is parked on makes absolutely no difference. Preisler stated that there is no way to amend this Code to make everyone happy.

Additional discussion ensued.

Sargent reiterated that it is impossible to make everyone happy, and he believes the Ordinance is fine as it exists currently.

DeMuth stated that the Planning Commission has a lot of discussions about where businesses can park vehicles and the type of screening they must provide, and it should be no different for residents.

Browen stated that he has no desire to have the Planning Commission waste the amount of time it would take to discuss each resident's complaint on parking issues. There are far too many other pressing issues for the Planning Commission to consider.

Sargent asked who is responsible for Code enforcement for the City.

Stensgard handles Zoning violations, and the City Code enforcement is handled by the Community Service Officer.

Sargent stated that as the City grows, there will be a need for a dedicated staff member for Zoning violations and City Code enforcement.

Browen stated that there are three options before the Planning Commission: 1) Accept the Amendment as written; 2) Keep the current Code without changes; or 3) Ask the Staff to re-work the Amendment.

MOTION by Browen, second by Preisler, to recommend denial of Ordinance ___, Amending City Code 1001.19 (Parking Regulations). The motion carried unanimously 5-0.

D. Ordinance ___, Amending City Code 1001.20 (Signs)

Stensgard stated that this Sign Ordinance specifically originated with a request from Kwik Trip to change the maximum height for a monument sign from 8-feet high to 16-feet high.

Sargent asked for clarification on the sign area.

Additional discussion ensued.

DeMuth opened the Public Hearing at 11:05 p.m.

No one was present for the public hearing.

DeMuth closed the Public Hearing at 11:06 p.m.

Additional discussion ensued. The conversation shifted towards fees for offenders who continue to place signs in the right-of-way. The conversation then shifted to the potential for regulating content on temporary signs. The discussion then shifted to the importance of enforcing the Ordinances that are on the books.

There was consensus for the Ordinance to state where temporary signs CAN be located rather than stating that the temporary signs cannot be located in the right-of-way.

Additional discussion ensued.

MOTION by Browen, second by Preisler, to recommend approval of Ordinance ___, Amending City Code 1001.20 (Signs) and using the language discussed to highlight where temporary signs can be place. The motion carried 5-0 unanimously.

VIII. NEW BUSINESS
(none)

IX.

A. Staff Updates

Sevald stated that he wants to make sure he is on the same page as the Planning Commission regarding the new A-3 District. The next step is to have a Work Session with the City Council and then follow up with a Public Hearing on the topic.

Sevald stated that the A-3 District would have one home per ten acres. Sevald asked that the Planning Commission consider whether public roads or private easements are preferred. Sevald also asked if paved roads or gravel roads preferred and whether the Planning Commission would like to require a PUD.

Preisler stated that if a PUD is required, the other two questions go away.

Sevald requested that the Planning Commission and the City Council have a Work Session on February 25, 2025. The Work Session will not be more than an hour.

B. Preview for the March 6, 2025, Planning Commission Meeting

Sevald stated that the March 6, 2025, Planning Commission Meeting will be longer. There will be a Concept Plan for Oppidan. DCM Farms will have their EAW, Rezoning, PUD, and Preliminary Plat. The Parkway Neighborhood 2nd Addition will have a Preliminary Plat and a Site Plan Review. The A-3 Zoning District will have a Comprehensive Plan Amendment. The Schany parcel will have a Preliminary Plat and Rezoning.

Preisler stated that the Meeting will likely go into the next day.

Browen stated if it is anticipated that a lot of people are going to come out for the Public Hearings, the Planning Commission needs to split it up and have more than one meeting per month.

DeMuth stated that he will likely not be able to attend the March 6, 2025, Meeting.

Browen stated that he hates to be a jerk, but perhaps the Planning Commission needs to be a little more forceful with the three-minute rule.

Sevald offered for Staff to be the “bad guy” and set the timer for three minutes.

Crosland stated that ten people spoke, and that’s already 30 minutes.

Browen stated that the three-minute rule should be noted before public comments.

Sargent asked if it is an actual option to limit the speech at a Public Hearing.

Additional discussion ensued.

X. NOTICES AND ANNOUNCEMENTS

A. The next Planning Commission meeting is tentatively scheduled for March 6, 2025, at 6:30 p.m.

XI. ADJOURNMENT

MOTION by Crosland to adjourn, Preisler seconded the motion. Motion carried 5-0 unanimously. The meeting adjourned at 12:00 a.m.

Respectfully submitted,

Sandra Major, Recording Secretary
TimeSaver Off Site Secretarial, Inc

Meeting Date: March 6, 2025
Item Number: 08A

ITEM:
EAW, Comprehensive Plan Amendment, Zoning Map Amendment, Planned Unit Development, Preliminary Plat of DCM Farm, 14800 113th Avenue N

APLICANT/PRESENTERS:
Tom Dehn, Sundance Woods, LLC

PREPARED BY:
Jon Sevald, Community Development Director

BACKGROUND/OVERVIEW:
The project proposes 253 single-family homes and 8 acres of commercial. Commercial is proposed as outlots to be re-platted at a later date. The project has been revised since the Commission's February 6th meeting. Most (all?) of the Commission's recommendations have been accommodated. However, Staff has not had time to complete its review and is requesting this item be Tabled.

	Jan 7, 2025	Feb 18, 2025	Change
40' lots	103	33	-70
45' lots	20	35	+15
50' lots	56	42	-14
55' lots	28	66	+38
65' lots	54	72	+18
75' lots	5	5	-
TOTAL	266	253	-13

Sideyard setbacks were increased from 5' to 7.5'. The southeast cul-de-sace was extended, becoming a thru-street, eliminating an intersection. The northeast street was widened to city street standards (on street parking).

CRITICAL ISSUES:
TBD

ANALYSIS:

Comprehensive Plan — The project proposes 8 acres of commercial development (Outlot L, K). Commercial is inconsistent with the Comprehensive Plan's future land use; Low Density Residential, which requires an Amendment to the Comprehensive Plan.

EAW — The Comprehensive Plan amendment triggers a mandatory Environmental Assessment Worksheet. The City Council will take action on the EAW on March 11, 2025. The EAW analyzes various environmental impacts, assuming most intensive use scenario.

60/120-DAY RULE (IF APPLICABLE):

	60-Days	120-Days
EAW	Apr 15, 2025[1]	Jun 15, 2025
Comprehensive Plan Amendment	Apr 15, 2025	Jun 15, 2025
Zoning Map Amendment	Apr 15, 2025	Jun 15, 2025
Planned Unit Development	-	Jun 15, 2025
Preliminary Plat	-	Jun 15, 2025

RELATIONSHIP TO COUNCIL GOALS:

Planning Ahead to Manage Thoughtful Development
Create a Sought After Community

ROLE OF PLANNING COMMISSION:

Continue Public Hearing from February 6, 2025.

RECOMMENDATION:

Staff recommends Tabling the Public Hearing. Staff has not had adequate time to compete a review the revised plans, dated February 18, 2025. Staff is not anticipating any significant changes to the plan.

Planning Commission review of the EAW is not required (it will go to the City Council on March 11th regardless).

ATTACHMENT(S):

Aerial Photo
Public Comments
Ordinance
Resolution
Plan Set, Feb 18, 2025

[1] MN Rule 15.99, Subd 3(d) (Application; Extensions)

AERIAL PHOTO



From: Eric Seppelt
To: Jon Sevald; Zach Doud
Subject: Planning commission public hearing 6/6/24
Date: Thursday, June 6, 2024 1:15:38 AM

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

Hello Gentleman,

I am emailing concerning planning commission public hearing item DCM Farms concept plan. I caught wind of this through another resident. I understand this is a very high level plan seeking direction but was also of the understanding the city was going to make a better effort to notify residents of public hearings via city social media accounts and this was never mentioned. Being such a large project and near where I live I'm a bit bothered it wasn't better communicated out. Myself and others are now trying to quickly spread the word to our neighborhood.

I will try to virtually attend but in case I am not due to having a 3 day old child I am going to voice my opposition and reconsideration of design plan here to be shared to the planning commission. I understand and fully expect the site to be developed. Being this plot of land is classified as "current" on the staging plan and indicated as low density residential on the 2040 comp plan, which I believe was amended and adopted just in the past year or two, I would hope and expect the comp plan to be followed. As a resident who invested in building my home in 2020 according to the comp plan it would be quite disappointing and feel very disrespectful to myself as a resident to see the plan not followed given the timelines. I was not expecting apartments or additional commercial in this area and I do NOT want those added. There is no plan for Fernbrook south of 117th (and barely a plan for north of 117th) to handle the extra traffic apartments and commercial would bring compared to single family homes and townhomes. This plan I imagine would also lead to 117th acting as a more major collector of traffic, which it was never intended for, with faster access to Dayton parkway and I-94E compared to heading south on Fernbrook and down maple grove parkway to get to 94. This leads to safety concerns for Brayburn Trails residents traveling on, utilizing the very close adjacent trail, and accessing 117th which already has a couple hills reducing visibility and speed concerns as evident by heavy police patrol on 117th. I recommend the commission provide direction to the applicant to revise a concept plan that adheres to comp plan zoning of low density residential consisting of primarily single family homes and to a lesser extent townhomes with townhomes located along 113th as things are south of 113th.

Concerned resident,
Eric Seppelt
11534 Brayburn Trail, Dayton
Sent from my iPhone

From: cgoodman101@comcast.net
To: Jon Sevald
Subject: Concept Plan DCM Farms
Date: Monday, September 23, 2024 8:22:27 AM
Attachments: image002.png

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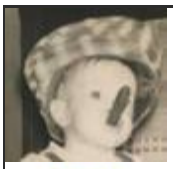
Good morning, Jon.

Pleasure to chat with you last week.

I intended on going to the meeting tomorrow, but looking at my calendar, I have a Twins game I have to go to so I'll be unable to attend the meeting tomorrow.

I just wanted to make sure as a homeowner in the Sundance Greens development I would be opposed to any type of apartment plan in this development. I think it would be safe to say that a majority of new residents would be opposed to this type of development as well.

If you could keep me in the loop on any meetings regarding this development, thanks.



Chris C Goodman

Phone: (763-493-5621)
Mobile: (612-708-7795)
Email: cgoodman101@comcast.net

10928 Harbor Lane No
Dayton, MN 55369

11320 Fernbrook Ln. N.

Osseo, MN 55369

Jan.11, 2025

City of Dayton

Attn.: Jon Sevald

City of Dayton

12260 S. Diamond Lake Rd.

Dayton, MN 55327

Dear Jon

I live across the street from the DCM site. I am against the building of a gas station/convenience store there. All the current houses in this neighborhood have wells. That is the only place we get water from. This gas station will be built next to a holding pond. Holding ponds fail with alarming regularity. The two already in our neighborhood (next to Allen Dehns house and the Church on the corner of Fernbrook and Elm Creek Road) have already presented problems. Currently there are 5 houses in the neighborhood with water problems either on their property or in their houses.

When does the city plan to bring city water and sewer to the homes along and near 113th and Fernbrook Lane? If no plans are made, then you are forcing the residents of these homes to rely only on groundwater. Water is necessary to life. This groundwater provides these parents and children with water to drink, water to cook with, wash dishes with, water to shower with, wash their hair with and bathe in. This ground water is also used to water gardens, water pets and livestock, and to swim in. These wells provide life to the residents. So if the City allows a company to set up shop with the potential to pollute this life line to the citizens, who is responsible? The residents poisoned surely are not. They did not want it. The business is responsible, and the developer is responsible, and will be held responsible. The city is especially responsible, as they are not giving the residents any alternative to protect themselves. Also, there is no plan for commercial development in this area on the 2040 comp. plan. So either you stick with that comp plan or you just throw the whole thing out the window. In that case, the residents are free to do as they please with their property because there is no plan.

Does the city have the responsibility to protect its residents? The proof is a resounding yes. The city has speed limits. The city plows roads. The city has a police department. The city has a fire department. The city has all kinds of rules and regulations. Just recently a man got ticketed for having 3 boats in his back yard. (Does the city think that a person having 3 boats in their back yard is worse than a gas station poisoning the wells of a dozen people at the minimum?) This all says that the city accepts responsibility to protect the health and security of the residents. With six or seven other gas stations within 2-5 miles, is the city doing its job protecting the safety and security of these residents if it allows a gas station in the middle of a neighborhood where all the residents have no choice but to rely on groundwater that will in all likelihood get poisoned? And you can't say it won't. There are currently at least 5 properties in this neighborhood recently battling water problems on their land and/or in their houses. Leaking holding ponds have already occurred at two relatively new locations in this neighborhood.

Would you want a gas station next to a holding pond across the street from your well?? Every time it rains, the pollution flows into the holding pond. Every time it snows the plows push the garbage and pollution into the ponds.

There are currently 4 gas stations within 2-5 miles of Fernbrook Ln. and 113th, (one by the elementary school, one at the trailer park, one at 113th in the industrial area off Co. Rd. 81, and one by Target), another under construction at I94 (another Kwik Trip) and yet another developer wants to put one on the freeway by his apartment complex and Dayton Parkway (which makes 2 at I94 and Dayton Parkway). Counting the one proposed by Tom Dehn, that will be 7 total. All within a 2-5 mile radius of 113th and Fernbrook Lane. 7 gas stations within 2-5 miles of 113th and Fernbrook LN. Let that sink in. SEVEN GAS STATIONS IN SOUTH DAYTON. Does the City really have a need for 7 gas stations/convenience stores and all south of S. Diamond Lake Rd. ***with 6 being south of*** 117^{th} ? Do we really need one in the middle of a group of homes that use groundwater as their only source of water?

Let's talk about the noise, traffic and the lights. The constant noise of motors turning off and turning on. The constant glare of lights beaming through my windows. I won't be able to have my windows and doors open for any fresh air. The noise and the traffic will be unbearable. What about that traffic? We were at the Kwik trip last Monday afternoon and the pumps were all in use. The parking in front on the store was almost unavailable. I have pictures of that:



On a Monday afternoon at approximately 1 pm. There was also a man standing outside to store holding a HOMELESS sign, and every time a person approached the store he would shout out “HOMELESS!”. Is this what you want in the middle of a housing development or put in amongst houses that rely on groundwater for their lives? I urge every one on the council to go take a look at that and then imagine it on ***a two lane road*** among homes that have to put up with the noise, the lights and the pollution.

I believe that this gas station/convenience store would be better off closer to the industrial sector, not amongst people trying to enjoy their lives in houses that they worked very hard to have. How would you like all this next to your house? Just imagine that.

Keith and Marcia Grover


ODAY
PREPAY OR CREDIT ONLY
99¢

From: Beth Voronyak
To: Jon Sevald; Dustin Voronyak; Edward Nowachek
Subject: Re: Public Hearing 2/6 written feedback question
Date: Friday, January 31, 2025 12:02:43 PM
Attachments: image002.png
image003.png
image004.png

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Hi Jon,

Thanks for taking my feedback and including. And thanks for what you do - I can't imagine your job is easy.

We live at 13725 114th Ave North. Beth & Dustin Voronyak.

Written Feedback:

1. Understand that development will happen. While don't love the high density of what is proposed, we fully recognize that Dayton will continue to expand to meet growth needs and any met council requirements. Thank you to the city for including residents in the discussion.
2. As Dayton expands, I have two concerns - specific to this proposed development which I would like addressed.
    a. Traffic volume concerns & flow: I understand it is up to the builder to ensure proper traffic entrance/exit into neighborhood. However in the past, other new neighborhoods have not had the proper and/or safe traffic flows.
        i. Fernbrook is not set up to accommodate the level of traffic that it currently has, much less with more development. Recognize this is a county road, but what is the **City doing with the County to ensure they support the expansion of homes in the area**? Will the speed limit be reduced at least? Fernbrook is extremely dangerous. I myself have rear ended turning into my neighborhood (at the time with 2 of my young children in the backseat).
        ii. The neighborhood entrance at Sundance Woods at Fernbrook and Rush Creek/Elm Creek is not safe. Visibility is bad and I have experienced many close accidents as people pull out on a 55 mph road. Should this be the type of resolution recommended, I am concerned about safety.
        iii. Other new neighborhoods off Fernbrook do not have any traffic flow management
        iv. **MY REQUEST: We need reassurance that this new development will have a traffic management plan**. On the map (which is really hard to read) it

looks like perhaps there is a roundabout? I would like the builder and city to clarify and provide the plan for this traffic project, especially given that this looks like higher density housing and includes commercial.

b. Commercial development: **MY REQUEST:** I would like to understand what are the requirements for businesses to be in this strip mall? Can we protect the value of the surrounding neighborhoods and elevate the feel of Dayton with these businesses please? For example: can a "shady" business like a vape/smoke shop be stopped from leasing in the space?

Thank you. Have a great week and I look forward to hearing how the public hearing goes.

Beth Voronyak
612-750-7110

From: Jon Sevald <jsevald@cityofdaytonmn.com>
Sent: Thursday, January 30, 2025 8:14 AM
To: Beth Voronyak <bvoronyak@hotmail.com>
Subject: RE: Public Hearing 2/6 written feedback question

Beth,

You can send me an email. If I receive it today, it will go out in the Planning Commission packet. After today, it will be provided to the Planning Commission at the meeting Thursday, Feb 6.

Thanks,
Jon

Jon Sevald, AICP | Community Development Director
City of Dayton | Planning
P: 763-712-3221 C: 612-990-1664
jsevald@cityofdaytonmn.com
12260 S. Diamond Lake Rd | Dayton, MN 55327

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

From: Beth Voronyak <bvoronyak@hotmail.com>
Sent: Wednesday, January 29, 2025 7:40 PM
To: Jon Sevald <jsevald@cityofdaytonmn.com>
Subject: Public Hearing 2/6 written feedback question

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

Hello Jon,

Regarding the public hearing on 2/6 - I would like to submit written feedback to be reviewed the night of the hearing since I can't be there. However the letter we received did not state how we could submit that...however it did say you are the contact for copies of the staff report...so do we submit written feedback to you? If so, can it be submitted via email?

Thank you,

Beth Voronyak
612-750-7110

From: Nadine Johnson
To: Jon Sevald
Subject: FEB 06: Planning Commission Comments (please add to meeting packet)
Date: Saturday, February 1, 2025 3:34:20 PM

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

Dear Mr. Sevald:

We would like to submit the following letter of concern and opposition to the Dayton City Planning Commission for the upcoming session on February 6, 2025. We are out of town and not able to be there in person. Thank you for sending the notification and for giving us the time and space to contribute.

Nadine and Dan Johnson
13620 114th Avenue N
Dayton, MN 55369

February 01, 2025

Dayton City Planning Commission
12260 South Diamond Lake Rd
Dayton, MN 55327

Subject: Opposition to Proposed Mixed-Use Subdivision PUD

Dear Dayton City Planning Commission:

Thank you for your time and commitment to planning for the long-term success and identity of our city. We appreciate the careful consideration you give to development proposals to ensure they align with the city's overarching goals. With that in mind, we urge you to reconsider the proposed mixed-use subdivision PUD (proposed by Mr. Dehn) and evaluate whether it truly reflects the vision and character of our community. Below are our primary concerns regarding this development:

Road Concerns:

- The increased traffic volume on Fernbrook Lane (Cty Rd 121) will exacerbate congestion, creating safety and efficiency issues for existing residents in the area, but also for those throughout Dayton as this is a main thoroughfare going north/south.
- The proposed new roundabout intersection at 114th Avenue is too small to accommodate the anticipated increase in traffic, potentially leading to more bottlenecks instead of improved flow.

- The proposed roundabout is poorly located, creating unnecessary disruption to traffic patterns and making access difficult for nearby properties.

- Has a comprehensive traffic study been conducted to support the necessity and functionality of this design on a main county road?

- Existing homes along Fernbrook Lane will experience significant difficulty entering and exiting their driveways due to the increased traffic bottleneck. We all experience the traffic bottleneck and safety issues at the Fernbrook Lane (Cty Rd 121) / Territorial roundabout which has been known to back up to the intersection at 81 (and down the turn lanes) on the south and to the top of hill near Rush Creek Pkwy on the north.

- **Proposed Solution:** Remove the exit point at 114th and instead construct a larger, more capable roundabout at the intersection of Fernbrook / Rush Creek / Elm Creek to better accommodate traffic flow and safety. This minimizes the exit points on Fernbrook and reduces safety risks. The residents in this new proposed development can drive through the existing neighborhood and flow out in a safer and more efficient manner.

Commercial / Retail Concerns:

- The proposed retail spaces do not align with the best use of zoning for this area, potentially leading to underutilized or vacant commercial properties.

- Studies show that small retail strips in predominantly residential areas have high vacancy and bankruptcy rates, raising concerns about long-term sustainability.

- The potential increase in traffic volume from commercial businesses will overwhelm current road infrastructure, which is not designed to handle a commercial hub of this size.

- The roads leading into and out of this development are not built to sustain the projected business traffic, leading to further congestion and potential safety hazards.

Housing Concerns:

- The addition of 260+ housing units will introduce well over 500+ new vehicles into a small area, placing excessive strain on Fernbrook Lane (Cty Rd 121), which is not designed for such capacity. This road is single-lane in both directions with a very small shoulder on each side.

- Does the city truly want to encourage an "overgrown" look with high-density housing that does not align with the existing character of the community?

- Would the developer consider increasing lot sizes and decreasing the number of housing units to better balance growth while preserving the city's existing feel?

We sincerely appreciate your willingness to listen to residents who care deeply about the identity and culture of our city. Thoughtful planning is essential to maintaining the unique charm and functionality of the city that we all love, and we urge you to weigh these concerns carefully before approving the proposed development.

Thank you for your time and consideration.

Sincerely,

Nadine and Dan Johnson
13620 114th Avenue N
NadineAJohnson@yahoo.com

February 1, 2025
John Sevald

Subject: EAW - DCM Farms

I would like to go on record that the Powers Residents at 11461 Fernbrook Lane N are opposed to having Commercial / Retail as part of the DCM Farms Plan.

1. The traffic on Fernbrook Lane has not been addressed to handle any type of commercial industry, let alone the traffic from the 267 detached residential homes that DCM Farms are proposing.
2. The 267 detached residential home could bring in traffic from an additional 500 vehicles,
3. Commercial traffic, pollution and litter from gas stations, Convenient store or any other retail dwelling could bring in additional traffic from cars, bicycles or walkers. This type of traffic would be a hardship on the the residences on Fernbrook, especially those that live at or near:
    a. 11471 Fernbrook Lane
    b. 11461 Fernbrook Lane
    c. 11451 Fernbrook Lane
    d. 11441 Fernbrook Lane
    e. 11431 Fernbrook Lane
    f. 11421 Fernbrook Lane
    g. Also residents on the east side of Fernbrook across from the proposed commercial site
4. A resident at 11471 is having drainage issues that appear to be caused by previous residential buildings. Their sump pump runs 24/7 and fills up the ditch at 11461 preventing the 11461 resident from mowing.
5. Drainage behind 11451 Fernbrook Lane has issues when it rains and the snow melts, the field doesn't dry out for days.
6. There are also concerns for increased light pollution. This could also cause stress on nearby families trying to put children to bed or others just trying to get a good night sleep.

I thank you for your attention and we look forward to your comments.

Robert and Kathleen Powers
11461 Fernbrook Lane
763-420-4438
rknmp4750@gmail.com

Dayton Planning Commission

Subject: DCM Farms

I would like to go on record that the Powers Residents at 11461 Fernbrook Lane N are opposed to having Commercial / Retail as part of the DCM Farms Plan.

1. The traffic on Fernbrook Lane has not been addressed to handle any type of commercial industry, let alone the traffic from the 267 detached residential homes that DCM Farms are proposing.
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5. Drainage behind 11451 Fernbrook Lane has issues when it rains and the snow melts, the field doesn't dry out for days.
6. There are also concerns for increased light pollution. This could also cause stress on nearby families trying to put children to bed or others just trying to get a good night sleep.
7. Put yourself in Mike and Sue Hernandez place, owning the property on 11421 Fernbrook Land, Having a commercial/retail site on the proposed Land next to their home would certainly be stressful and anoying not to mention the roundabout that is being proposed,
8. Have you all been out to see the DCM Farms site? Take a drive and walk the site and imagine your home next or near the site,
9. Also we noticed that the residents moving into DCM Farms only have one exit out of the site and the other exit would need to go through Brayburn residents and exit on 117th.
10. What are all the green lines on the map?

Thank you for your attention and we look forward to your comments.

Robert and Kathleen Powers
11461 Fernbrook Lane
763-420-4438
rknmp4750@gmail.com

From: Sarah Jackson
To: Jon Sevald
Subject: Sundance Woods
Date: Wednesday, February 12, 2025 10:22:57 AM

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

Hi Jon,

I live in Sundance Greens, within 300 ft of the proposed rezoning at DCM Farms / Sundance Woods - on the north side of 112th Ave N. I'm writing to express my opposition to this rezoning and the building the residential and commercial space on this land.

The beautiful open space near my home is a large reason why I chose to buy in Dayton. I was considering other homes in Maple Grove, but ultimately wanted to be nearer to open green space instead of completely surrounded by commercial buildings, residential streets, traffic, and noise. The proposed rezoning of this space will negatively impact the enjoyment of my property, both short-term (during the lengthy construction process) and long-term (traffic, noise, loss of open green space). I also fear a decrease in property values as a result of this proposed rezoning.

Thank you,
Sarah Jackson
112th Ave N homeowner

February 13, 2024

Janet Scherer
11580 Fernbrook Ln N
Maple Grove, MN 55369

City of Dayton
Attn: Mr. Jon Sevald
City of Dayton
12260 S Diamond Lake Rd
Dayton, MN 55327

Re: **DCM Farms Proposal**

Dear Mr. Sevald,

I am Janet Scherer and live at 11580 Fernbrook Ln N. I have lived in Dayton for 37 years as a law abiding tax paying citizen. I have watched the February 6, 2025 Planning Commission Meeting and would like to mention some concerns I have with the proposed DCM Farms development. I believe the only appropriate use of the undeveloped land that is left of the farm field is for housing and amenities for the citizens who live there now and in the future.

- **10,890 additional** traffic trips per day from this proposed completed development is going to need some immediate attention. I believe the quality of life of residents regarding transportation will affect many in Dayton. For the next 5 years or more the current stop signs will remain in place and the new homebuyers and business employees will need to wait their opportunity to turn at the stop signs currently in place. You need to realize that. I am considering buying more “toys” so I can move around in the neighborhood. With a moped I can get to where I’m going if the roads are jammed. Perhaps I will build or purchase some sort of legal vehicle for winter so I can bypass the cars creeping along the County roads in a traffic jam. I was one of those people who creeped home on 81 prior to its expansion. I just waited my turn to creep home Mon. - Fri. in the morning and afternoon rush hours. The completed development looks awesome for scooting around with various “toys” (*thinking…thinking*). It looks like a super fun racetrack I can zip around in with “toys”. The City of Osseo had a population of 2,669 as of July 1, 2024. This completed development is going to generate as many residents (if not more) as the population of Osseo, MN! I hope the children have plenty to keep them entertained but am unsure what is available to them in the future. Provide a safe place to play and be entertained. Bowling and golf are very close by and a plus.

- Please consider increasing lot sizes and decreasing the number of housing units for better harmony among residents. I feel very strongly the NE corner (117th & Fernbrook) portion of the proposal is too densely populated to provide harmony to the homeowners. That intersection is going to be **very, very** loud and be a perfect place for a deaf person to

purchase a home. I'm positive the buyers will be regretful of their purchase due to noise. It's very loud currently and being in my front yard is not pleasant. But we have to live with it and my back yard is where I want to be anyway. Please ensure that parking spots accommodate residents and their guests conveniently in the finished product.

- Please note the deer crossing sign and its location on Hennepin County 121. It is the only sign on the north side of 81 in Dayton or Champlin indicating a deer crossing. And they cross there. One winter night we heard a gunshot that got our attention. Injured deer was in our driveway that had to be put down. Officer on duty took care of it as needed and utilized the meat somehow. Good job and thankful it was removed from our driveway so quickly. Many deer have caused vehicle accidents and been killed on the 117th/Fernbrook area. And when it's icy it is risky for the officer or accident victim with a disabled vehicle to be out standing on Hennepin County 121.

- I have concerns with the added burden to local schools and community services such as fire, police, City of Dayton employees, the tax burden as well as the Trump Administration's current assault on the federal government.

- I have attached a photo of a park rental building in a small neighborhood park in Robbinsdale, MN. I feel something like it would be an amenity that would be very well received by all residents of DCM Farms. Limited parking spots around Robbinsdale's shelter rental keeps the attendee numbers down. The park shelter (photo attached) was used for a graduation party I attended and it had bathroom, small kitchen/sink area, chairs and tables to rent. I think that's just what needs to be included at DCM Farms if possible.

I feel the Mayor, City Council Members, Planning Commissioners and our City employees are doing a good job and have raised appropriate concerns on the DCM Farms development. I appreciate their work on the difficult issues we face now and in the future.

Best regards,

Janet Scherer

Law abiding tax paying citizen of Dayton, MN for 37 years
11580 Fernbrook Ln N
Maple Grove, MN 55369
jrscherer@embarqmail.com

Attachment



Park facility rental at Sanborn Park located behind North Memorial Medical Center in Robbinsdale, MN for small gatherings

From: Terry Verness
To: Jon Sevald
Subject: RE: questions on meeting site plan for DCM Farms.
Date: Tuesday, February 25, 2025 10:50:35 AM
Attachments: image002.png
image003.png
image004.png
1.0 - Site Plan - Prelim.pdf

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Good Morning

Is the next meeting regarding the site plan for DCM Farms in March on the 6th?

I want to stay informed, as I was at the meeting Feb 6th.
And have concerns, as do many of the residents on Fernbrook lane and the side roads running along the DCM farms development land

1. Traffic!
2. Commercial bldg.,. No. just No.
3. Stuffing 266 more homes onto 90 acres. Why. . The developments in process have open homes for sale. NO need for 266 more stuffed in homes on small lots. We are rural. That is not rural. Living.
4. Dayton/ Maple Grove, the county or someone already blocked off the access from the other development by 81 at the light . They built a road for the development and then Closed it.
5. Adding MORE traffic at the messy roundabout close to 81 along the new home builds and the apartments/ townhomes
   It's a mess. Bad weather days. Backed up. People stuck waiting to get thru., it's a mess…. Yet they closed and TORE out the other road…. Why. Again. 266 more homes. Will affect all of this. Plus, if they do commercial bldg., we don't want it.
   6.. Wear and tear on Fernbrook Lane. Adding additional traffic and congestion to an already BUSY road AND there was
   - accident just this morning next to Dehns Country Manor / and Sundance Road.

7. We all have Wells. We don't need more run off and ground contamination. We don't want a gas station, and other business crowding our rural life. I live backed up to the park reserve. We Want to maintain a park reserve lifestyle.

Thank you and if you have any information on the next steps and or planning meeting with DCM bldg.
Let us know.
I think its odd only 6 (ish) homes were told in advance of the bldg. and or planning. Seems wrong since its affecting EVERYONE living within the 4 / ish miles distance along Fernbrook and such

-thanks
Terry

From: Jon Sevald <jsevald@cityofdaytonmn.com>
Sent: Tuesday, February 4, 2025 3:38 PM
To: Terry Verness <TERRY.VERNESS@SCPPOOL.COM>
Subject: RE: questions on meeting Feb 6th

Terry,

Attached is the site plan for DCM Farms.

The developer is proposing 266 single-family homes and about 10-acres of commercial/retail. The Comprehensive Plan guides the properties for Low Density Residential. The commercial/retail component is not consistent with this, which triggers the requirement of an Environmental Assessment Worksheet (EAW). The EAW explores potential environmental impacts of the development.

The Planning Commission will conduct a Public Hearing on the Preliminary Plat on February 6th at 6:30. The Commission will likely continue the Hearing at its March 6th meeting. This meeting will coincide with the EAW Public Hearing listed on the Public Notice advertisement you provided.

If you have any questions, please let me know.

Thanks,
Jon

Jon Sevald, AICP | Community Development Director
City of Dayton | Planning
P: 763-712-3221 C: 612-990-1664
jsevald@cityofdaytonmn.com
12260 S. Diamond Lake Rd | Dayton, MN 55327

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

Notice of Upcoming Email Domain Change

- **The City of Dayton is in the process of changing all email addresses from @cityofdaytonmn.com to @daytonmn.gov. This is slated to be effective March 1, 2025.**

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CITY OF DAYTON
COUNTIES OF HENNEPIN AND WRIGHT
STATE OF MINNESOTA

ORDINANCE 2025-__

AN ORDINANCE AMENDING THE DAYTON ZONING ORDINANCE BY AMENDING ZONING DISTRICTS THEREIN

THE CITY COUNCIL OF THE CITY OF DAYTON DOES ORDAIN:

SECTION 1. **AMENDMENT**. The zoning classification of the properties described in Section 2, as shown on the Zoning Map referred to in Section 1001.04, Subd 2, of the Dayton Zoning and Subdivision Code, is hereby amended from A-1 Agricultural to:

			Underlying Zoning	Overlay Zoning
Lots __-__	Block 1	DCM Farms	R-3	PUD
Lots __-__	Block 2	DCM Farms	R-3	PUD
Lots __-__	Block 3	DCM Farms	R-3	PUD
Lots __-__	Block 4	DCM Farms	R-3	PUD
Lots __-__	Block 5	DCM Farms	R-3	PUD
Lots __-__	Block 6	DCM Farms	R-3	PUD
Lots __-__	Block 7	DCM Farms	R-3	PUD
Lots __-__	Block 8	DCM Farms	R-3	PUD
Lots __-__	Block 9	DCM Farms	R-3	PUD
Lots __-__	Block 10	DCM Farms	R-3	PUD
Lots __-__	Block 11	DCM Farms	R-3	PUD
Outlot A		DCM Farms	R-3	PUD
Outlot B		DCM Farms	R-3	PUD
Outlot C		DCM Farms	R-3	PUD
Outlot D		DCM Farms	R-3	PUD
Outlot E		DCM Farms		PUD
Outlot F		DCM Farms		PUD
Outlot G		DCM Farms		PUD
Outlot H		DCM Farms	R-3	PUD

SECTION 2. **PROPERTY DESCRIPTION**.

Parcel 1
The Southwest Quarter of the Northeast Quarter, Section 33, Township 120, Range 22, and the Southeast Quarter of the Northeast Quarter of Section 33, Township 120, Range 22, except that part thereof described as follows, to-wit: Commencing at the Northeast corner of said Southeast Quarter of the Northeast Quarter; thence West on the North line thereof, a distance of 209 feet; thence South and parallel with the East line thereof 627 feet; thence East and parallel with the North line thereof 209 feet; thence North on the East line thereof 627 feet to the point of commencement.

Abstract Property (Title Commitment File No. 60664)

Parcel 2

The East ½ of the Northeast ¼ of the Northeast ¼ of Section 33, Township 120, Range 22, Hennepin County, Minnesota.

Abstract Property (Title Commitment File No. 60665)

Parcel 3
The East 250 feet of the North 175 feet of the East Half of Southeast Quarter (E1/2 of SE1/4) of Section 33, Township 120, Range 22, Hennepin County, Minnesota, subject to right of public over the East 33 feet thereof.

Abstract Property

Parcels 1, 2, and 3 are otherwise known as "DCM Farms".

SECTION 3. **EFFECTIVE DATE.** This Ordinance shall be in full force and effect from and after its passage.

Adopted this 25th day of March, 2025, by the City of Dayton

_____
Mayor, Dennis Fisher

ATTEST

_____
City Clerk, Amy Benting

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

Published in THE PRESS on _____.

DRAFT

CITY OF DAYTON
COUNTIES OF HENNEPIN AND WRIGHT
STATE OF MINNESOTA

RESOLUTION __-2025

A RESOLUTION AMENDING THE COMPREHENSIVE PLAN, APPROVING A PRELIMINARY PLAT FOR A PLANNED UNIT DEVELOPMENT OF DCM FARMS

WHEREAS, the Applicant, Tom Dehn (Sundance Woods, LLC), submitted applications for approval of a Comprehensive Plan Amendment, and Planned Unit Development of "DCM Farms". The applications were deemed "complete", pending City Council Action on DCM Farms Environmental Assessment Worksheet, March 25, 2025, consistent with Minnesota Rule 15.99, Subdivision 3(e); and,

WHEREAS, the property is legally described as:

Parcel 1
The Southwest Quarter of the Northeast Quarter, Section 33, Township 120, Range 22, and the Southeast Quarter of the Northeast Quarter of Section 33, Township 120, Range 22, except that part thereof described as follows, to-wit: Commencing at the Northeast corner of said Southeast Quarter of the Northeast Quarter; thence West on the North line thereof, a distance of 209 feet; thence South and parallel with the East line thereof 627 feet; thence East and parallel with the North line thereof 209 feet; thence North on the East line thereof 627 feet to the point of commencement.

Abstract Property (Title Commitment File No. 60664)

Parcel 2
The East ½ of the Northeast ¼ of the Northeast ¼ of Section 33, Township 120, Range 22, Hennepin County, Minnesota.

Abstract Property (Title Commitment File No. 60665)

Parcel 3
The East 250 feet of the North 175 feet of the East Half of Southeast Quarter (E1/2 of SE1/4) of Section 33, Township 120, Range 22, Hennepin County, Minnesota, subject to right of public over the East 33 feet thereof.

Abstract Property

WHEREAS, Public Notice was published by THE PRESS on January 23, 2025 and mailed to property owners within 500' of the subject property. The Planning Commission held a Public Hearing on February 6, 2025 and continued on March 6, 2025; and,

COMPREHENSIVE PLAN AMENDMENT

WHEREAS, the 2040 Comprehensive Plan (Figure 3: 2040 Future Land Use) guides the properties as *Low Density Residential*, with a minimum density of 2.0 units per acre. Exception; PID: 33-120-22-41-0001 (Dehn's Country Mannor) is guided *Neighborhood Commercial*; and,

DRAFT

WHEREAS, the applicant requests Figure 3 to be amended from *Low Density Residential* to *Neighborhood Commercial* for Outlot __ (commercial project).

WHEREAS, *Neighborhood Commercial* is described as, *"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 a scale and design compatible with surrounding uses."*

WHEREAS, the Amendment relates to the following Goals and Policies of the 2040 Comprehensive Plan (**Findings** in *Italics*):

Chapter 5: Land Use

Community Image

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

Findings: *The application lacks adequate detail of the commercial area. Final site and building plans shall be approved by the City Council prior to the issuance of any permits for new development or building construction/expansion in any Non-Residential Zoning District, consistent with City Code 1001.28, Subd 3 (Final Site Plan and Building Plan Regulations).*

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.

Findings: *Sewer, water, and internet will be provided as the project develops.*

The EAW includes a traffic analysis. The project will generate 10,890 average daily trips (ADT) per day. 7:30-8:30 am peak hour is estimated to be 1,123 trips. This includes both residential and commercial traffic. Traffic Level of Service (LOS) is graded on an A-F scale (LOS of D/E is acceptable). Existing conditions have a LOS of A, except the Fernbrook/Rush Creek Parkway has an existing LOS of F. In both the 2030 and 2040 build scenario, intersections operate at an LOS of C or better, except Fernbrook/Rush Creek Parkway, which continues with an LOS of F. The EAW suggests a need for a traffic signal or roundabout at Rush Creek Parkway, and a roundabout at 114th Ave (proposed). The Rush Creek Parkway intersection is outside of the project. Hennepin County has no plans to improve Co Rd 121 (Fernbrook Lane) within the 5-year Capital Improvement Plan.

The Fernbrook Lane/Rush Creek Parkway intersection is currently inadequate, and will remain inadequate under the 2030 and 2040 build-out.

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.

Findings: *Water and wastewater capacity and supply is adequate. Transportation capacity is inadequate specific to the Fernbrook Lane and Rush Creek Parkway*

intersection (off-site from the project). The project will include a roundabout at 114th Avenue and will contribute funds toward future improvements at Fernbrook and 117th Avenue.

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

Findings: *The commercial project includes landscaped buffering along the north side of 114th Avenue (on residential lots). No landscaped buffering is identified on the commercial project, which is required by City Code, Section 1001.24, Subd 7 (Screening, Buffering and Fencing). A buffer consists of a variety of trees, shrubs and berms of adequate height. Detailed landscaping will be provided at the time of commercial Site Plan Review.*

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.

Findings: *The commercial project includes a large stormwater pond (open space) along Fernbrook Lane, but does not preserve the rural viewshed, generally characterized as a landscape buffer of adequate size.*

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, streetscaping, 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 5: Require all new commercial uses [to] utilize public utilities.

Findings: *The project includes public utilities. The commercial project's design standards will be evaluated during the Site Plan review process. Commercial design standards shall create a commercial component that is cohesive with the adjunct residential neighborhood and includes an identity that is uniquely "Dayton".*

Chapter 6: Economic Development

Goal 1: Increase economic growth and development to encourage services and job growth in the community.

Policy 3: Expand neighborhood and mixed-use commercial to support growing residential areas.

Goal 2: Expand and diversify the City's tax base by encouraging new commercial/industrial development.

Goal [3]: Be responsive to market changes and regularly review Land Use Designations to ensure we are flexible to these changes.

Findings: *The PUD includes a commercial-retail project that is a Public Benefit to Dayton, and will provide retail and services that Dayton residents would likely have to travel outside of the community to obtain, thereby capturing local spending.*

NOW, THEREFORE, in consideration of the Staff Report, public testimony, and Planning Commission recommendation, the City Council directs submittal of a Comprehensive Plan Amendment to the Metropolitan Council for its review and Authorization. This amendment is to change Outlot _ from *Low Density Residential* to *Neighborhood Commercial*.

PLANNED UNIT DEVELOPMENT

WHEREAS, the Applicant requests the Zoning Map be amended from *A-1 Agricultural* to *R-3 Single-Family and Attached Residential* (underlying zoning), with an overlay district of *Planned Unit Development* (PUD); and,

WHEREAS, the purpose of a PUD is to *encourage a more creative and efficient development of land and its improvements through the preservation of natural features and amenities than is possible under the more restrictive application of zoning requirements. This section may allow deviations, under appropriate circumstances, to underlying ordinance provisions, if it is proven that public benefits are provided to mitigate any deviations* (City Code 1001.10, Subd 1 (Purpose); and,

WHEREAS, deviations from the R-3 district, and other code provisions shall include (City Code 1001.05, Subd 5(7) (minimum requirements):

	R-3 Single-Family	**Approved PUD (40'/45'/50'/55' lots)**	**Approved PUD (65'/75' lots)**
Maximum % of lots less than 62' wide.	30%	78%	22%
Minimum lot size	6,500 sq ft	3,997 sq ft	7,942 sq ft
Minimum lot width at setback	55' with all lots meeting overall average of 62'	40'	65'
Minimum lot frontage	50'	40'	65'
Minimum corner lot frontage	10' wider than adjacent interior lot		
Maximum impervious surface	50%	55%	50%
Setbacks:			
Living area or side loaded garage	25'	25'	25'
Front porch (120 sq ft)	25'	25'	25'

Garage front	30’	25’	25’
Side yards	7.5’ (for lots 62’ and smaller) and 10’ (for lots greater than 62’)	5’	7.5’
Side yard corner lots	20’	20’	25’
Rear	30’	25’	25’
Maximum height (as measured from the midpoint on a hipped or pitched roof)	35’	35’	35’
Minimum setback to arterial street	50’	50’	50’
Decks and Attached Open Structures			
Front, side or rear to street	30’ (50’ to arterial)	25’	25’
Side	7.5’	5’	7.5’
Rear	15’	15’	15’

WHEREAS, consistent with City Code 1001.10, Subd 3(1), A rezoning will be required of all Planned Unit Developments. The rezoning will be applied as an overlay to the underlying zoning district and reflected as such on the official Zoning Map. The City may approve the Planned Unit Development only if it finds that the development satisfies all of the following standards:

a. The Planned Unit Development is consistent with the Comprehensive Plan of the City.

Finding: *The PUD is consistent with the Comprehensive Plan, pending inclusion of sufficient landscape buffers, and commercial site plan review to occur at the time of further subdivision of Outlot __ (commercial project).*

b. The Planned Unit Development is an effective and unified treatment of the development possibilities on the project site and the development plan provides for the preservation or creation of unique amenities such as natural streams, stream banks, wooded cover, rough terrain, manmade landforms or landscaping and similar areas.

Finding: *There are no unique natural amenities to preserve. The property has been farmed for many decades. The project creates several stormwater ponds (feature), and trail connectivity to adjacent neighborhoods and contributes land towards a Neighborhood Park. The project includes landscaped buffering along Fernbrook Lane.*

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

Finding: *The PUD includes 266 single-family detached homes, with a residential density of 3.16 units per net acre. This is not uncharacteristic to the adjacent Brayburn Trails and Sundance Greens developments.*

The PUD includes 10 acres of commercial-retail. The commercial component is characteristic of the neighborhood considering its proximity to Sundance Entertainment Center. The commercial-retail is identified as Outlot __ on the

Preliminary Plat, intended for illustrative purposes only. Further review shall occur at the time of commercial development.

The PUD is uncharacteristic to the adjacent existing unsewered neighborhood (0.4 – 5+ acre lots). The project properties are in the "current" 2040 [Sewer] Staging Plan, subject to development. The PUD will include adequate buffering and screening from adjacent residential properties. The PUD includes the extension of sewer/water, which may serve six adjacent homes along the west side of Fernbrook Lane.

d. The Planned Unit Development provides transitions in land use in keeping with the character of adjacent land use and provides variety in the organization of site elements and building design.

Finding: *The PUD includes transitions in land use such as stormwater ponds (open space viewshed) along Fernbrook Lane "framing" Dehn's Country Mannor and the proposed gas station/convince store with direct frontage. Other commercial-retail components are interior to the project, 300"+ from Fernbrook Lane resulting in a more destination type retail/service area (e.g. limited visibility from the Fernbrook corridor).*

The PUD provides a wide variation in lot size and housing product, which would not otherwise occur in R-3 zoning.

e. The tract under consideration is under single ownership or control.

Finding: *The project is under control of the Applicant.*

f. Public benefits shall be included in each development and considered as part of the review of the overall Planned Unit Development and as an opportunity to support any deviations from the primary zoning ordinance provisions and performance standards. Public benefits, that may be considered, include but are not limited, to the following:

1. Preservation or creation of increased public or private open space (above what is excluded in net calculation).

Finding: *The PUD does not include creation of significant open space beyond what would be required under R-3 zoning. The PUD includes a looped trail which traverses Drainage & Utility easements, and Outlot D (stormwater pond). Due to the size of the project (91 acres), it is likely a looped trail would occur without the benefit of a PUD.*

The PUD can incorporate public/private open space in the commercial-retail component. Suggestions should be provided by the Planning/Park commissions and City Council.

2. Increased park land dedication beyond the required park dedication amount when land is required by the ordinance.

Finding: *The PUD includes dedication of Outlot A (3.2 acres) for public park land, in addition to full Park and Trail Dedication fees.*

3. Expansion of existing open space or open space corridors and/or linking open space corridors beyond borders of the site.

   Finding: *The PUD includes a trail corridor along the overhead powerline corridor, and provides trail connections between Brayburn Trails and Sundance Greens neighborhoods.*

4. Preservation of existing natural resources, the sites natural topography, existing buffers and woodlands (as may be mapped as the greenway corridor on the land use plan) beyond minimum required by ordinance.

   Finding: *There are no natural resources or unique features to preserve.*

5. Site amenities: private parks, enhanced pedestrian scale and decorative street lighting, tot lots, trails (above what is required by ordinance), recreational facilities, community center, pools or other on-site amenities which serve the entire development.

   Finding: *The PUD does not identify any private amenities or recreational facilities not required by City Code or the Comprehensive Plan (Figure 7.7 Comprehensive Park Plan, Figure 7.9 Comprehensive trail plan).*

6. Stormwater re-use system for common area and individual lots irrigation system.

   Finding: *The PUD does not address stormwater/irrigation re-use systems.*

7. Multiple development wide enhanced entry features including the following elements: monument signage with decorative lighting, water feature and enhanced entry landscaping surrounding the monument.

   Finding: *The PUD does not address entry features.*

g. The Planned Unit Development will not create an excessive burden on parks, schools, streets, or other facilities and utilities that serve or are proposed to serve the Planned Unit Development.

   Finding: *The PUD will generate 10,890 average daily trips (ADT). Peak hour (7:30-8:30 AM) = 1,123 ADT. The Applicant will construct a roundabout at Fernbrook and 114th Avenue and contribute funds towards future improvements at Fernbrook and 117th Avenue. The Fernbrook and Rush Creek Parkway intersection (off-site) currently functions at a Level of Service of F (A-F scale) (westbound) and will continue to do so after this project (east & westbound). The PUD will create an excessive burden on the Fernbrook Lane (Co Rd 121) & Rush Creek Parkway intersection.*

NOW, THEREFORE, in consideration of the Staff Report, public testimony, and Planning Commission recommendation**,** the City Council APPROVES the Planned Unit Development of DCM Farms with the following conditions:

1. Landscaping and buffering along Fernbrook Lane, 114th Avenue, and 117th Avenue shall exceed the minimum standards of City Code, and shall preserve or provide a landscaped viewshed of open space (stormwater ponds) and landscaped buffers of sufficient width and height (berming along

Fernbrook). Prior to Final Plat Approval of any phase, the Landscape Plan, dated December 18, 2024 shall be revised.

2. Prior to Final Plat approval, the Landscape Plan, dated December 18, 2024 and associated plans shall be revised to include amenities as recommended by Advisory Commissions, and confirmed by the City Council. Such amenities shall exceed those required by the underlying R-3 district design standards. It is understood that the commercial-retail component is intended to be platted as an Outlot to be further subdivided at a future date, to include Site Plan review at that time. However, as a PUD, it is intended that commercial site planning be cohesive with the neighborhood such that the "cohesiveness" should include design guidelines at time of PUD approval. The commercial-retail component shall be included as a PUD, and shall not be developed under B-2 zoning (Neighborhood Commercial), or similar zoning.

3. Permitted, Conditional, and Interim uses shall be consistent with those of the R-3 district (residential lots), and B-2 district (commercial lots).

PRELIMINARY PLAT

WHEREAS, the Applicant requests Approval of the Preliminary Plat of DCM Farms consisting of 266 single-family lots, and Outlot _ consisting of ten acres of commercial-retail; and,

NOW, THEREFORE, in consideration of the Staff Report, public testimony, and Planning Commission recommendation, the City Council APPROVES the Preliminary Plat of DCM Farms with the following conditions:

1. Prior to Final Plat approval, the Applicant shall revise plans to comply with the City Engineer's letter, dated January 29, 2025.

2. The Applicant shall dedicate Outlot A as park land, in addition to paying full Park and Trail Dedication fees.

3. The Applicant shall fully fund the Fernbrook Lane and 114th Avenue roundabout, and related improvements.

4. The Preliminary Plat shall be revised to include right-of-way to accommodate a roundabout at Fernbrook Lane and 117th Avenue. The Applicant shall contribute funds towards future improvements to this intersection. Details will be provided in the Development Agreement.

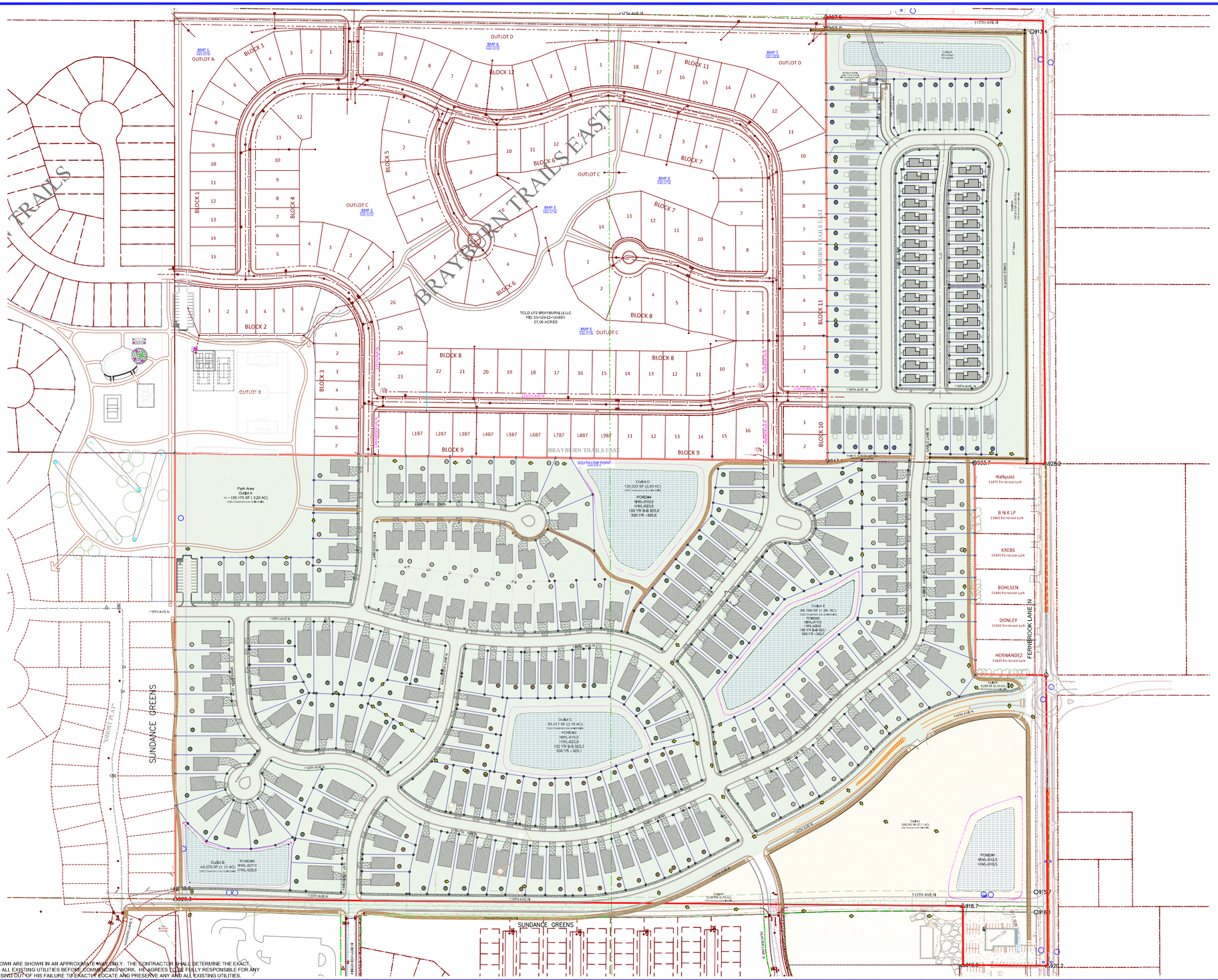
Adopted this 25th day of March, 2025, by the City of Dayton

_____
Mayor, Dennis Fisher

ATTEST

_____
City Clerk, Amy Benting

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



EXISTING UTILITIES SHOWN ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ANY AND ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES ARISING OUT OF HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.

DRAWING NAME	NO.	BY	DATE	REVISION
DCM FARMS	1	RSM	02-18-25	CITY COMMENTS FROM PC MEETING
DRAWN				
RSM				
CHECKED				
ERJ				
DATE				
01-06-25				

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

Robert S. Molstad

Robert S. Molstad, P.E.
Date: 01/06/25 Lic. No. 26428

ENGINEERS SURVEYORS DESIGNERS PLANNERS

SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

CITY PROJECT NO.
--

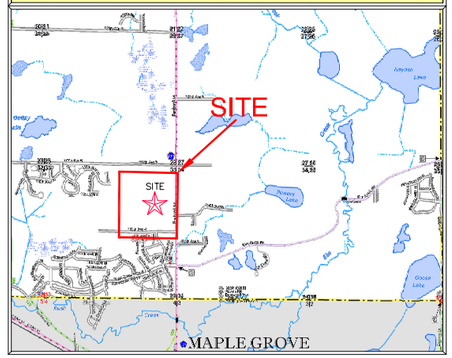
DAYTON, MINNESOTA

SITE PLAN
DCM FARMS
SUNDANCE WOODS, LLC.

FILE NO.
19214-006

SP1

LOCATION MAP



SHEET INDEX TABLE

SHEET	Description
SP	Site Plan
ALTA	ALTA Survey
PP	Preliminary Plat
UP	Preliminary Utility Plan
GP	Preliminary Grading Plan
EC	Preliminary Erosion Control Plan

DEVELOPMENT DATA
PUD PLAN
253 Lots -

- 40' Lots - 33
- 45' Lots - 35
- 50' Lots - 42
- 55' Lots - 66
- 65' Lots - 72
- 75' Lots - 5

Street:
Public
60' ROW - 32' B-B
CDS - 50' R
15.5' Island

Private
28' B-B

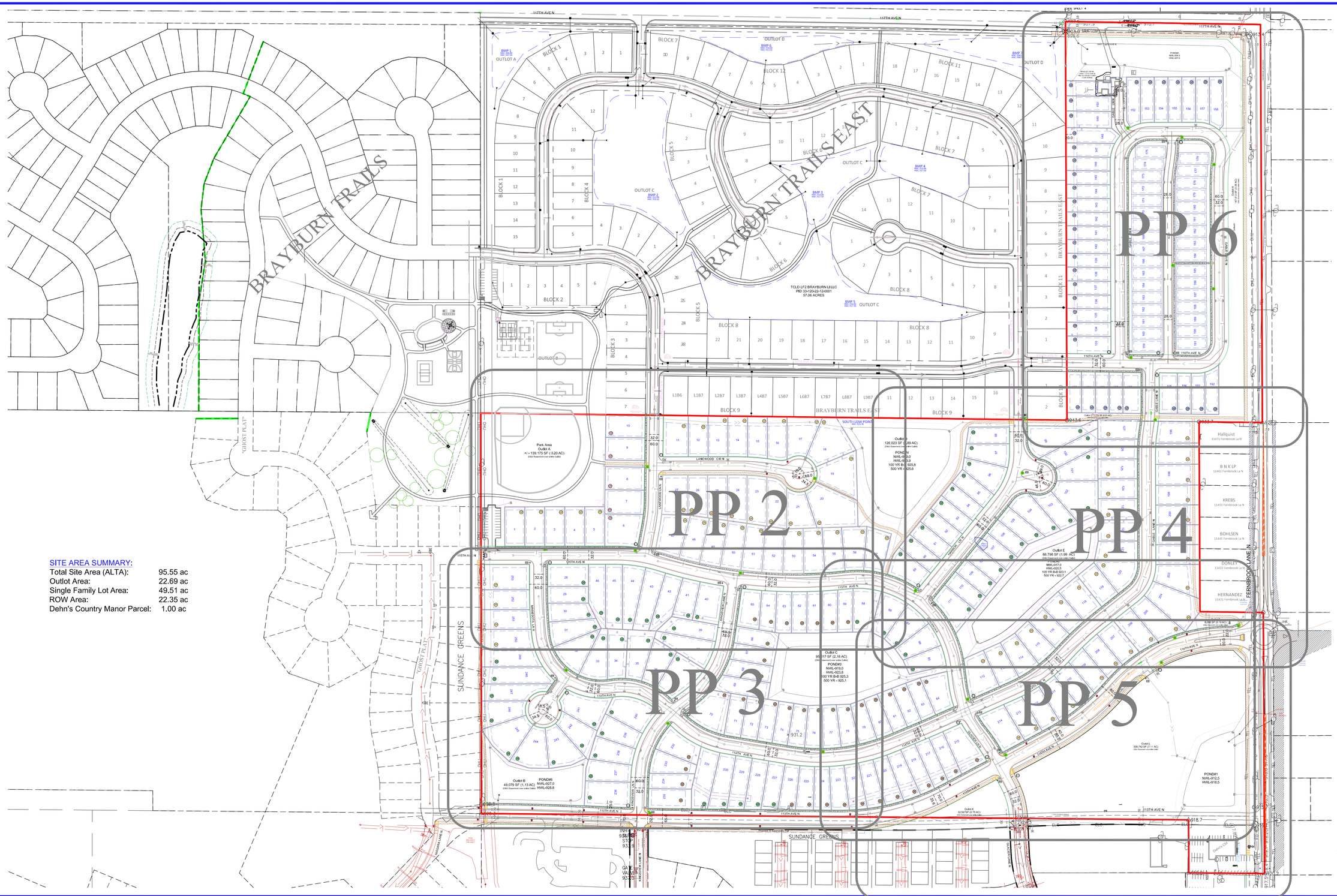
SETBACKS
40 / 45 / 50 / 55 FT LOTS
Frontyard Setback: 25'
Corner Setback: 25'
Side yard Setback: 7.5'/7.5'
Rear yard Setback: 25'
Hardcover: 55%

65 / 75 FT LOTS
Frontyard Setback: 25'
Corner Setback: 25'
Side yard Setback: 7.5'/7.5'
Rear yard Setback: 25'
Hardcover: 35%

PREPARED BY	PREPARED FOR
ENGINEER SATHRE-BERGQUIST, INC. 14000 25th Ave N, Suite 120 Plymouth, MN 55447 PHONE: (952) 476-6000 FAX: (952) 476-0104 CONTACT : ROBERT S. MOLSTAD, P.E. EMAIL: MOLSTAD@SATHRE.COM	DEVELOPER SUNDANCE WOODS, LLC. 6701 Highway 10 NW Ramsey, MN 55303 CONTACT: TOM DEHN PHONE: (612) 328-2215 EMAIL: TOM.DEHN@POWERLODGE.COM

NORTH

150 75 0 75 150 300
SCALE IN FEET



SITE AREA SUMMARY:

Total Site Area (ALTA):	95.55 ac
Outlot Area:	22.69 ac
Single Family Lot Area:	49.51 ac
ROW Area:	22.35 ac
Dehn's Country Manor Parcel:	1.00 ac

NORTH

150 75 0 75 150 300

SCALE IN FEET

FIELD CREW	NO.	BY	DATE	REVISION
XXX	1	RSM	9/27/24	CITY COMMENTS 092024
DRAWN	2	RSM	10/17/24	PC MEETING LAYOUT CHANGE
XXX	3	RSM	2/19/25	PC MEETING - SYSB CDS REMOVAL
CHECKED				
XXX				
DATE				
XX/XX/XX				

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I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Dated this 19th day of December, 2024 .

Daniel L. Schmidt, PLS Minnesota License No. 26147
schmidt@sathre.com

SATHRE-BERGQUIST, INC.
14000 25TH AVENUE NORTH, SUITE 120
PLYMOUTH MN 55447 (952) 476-6000
WWW.SATHRE.COM

TWP-120-RGE-22-SEC-33
Hennepin County

DAYTON, MINNESOTA

PRELIMINARY PLAT - DCM FARMS

PREPARED FOR:
SUNDANCE WOODS, LLC.

FILE NO.
19214-006

PP1
PP6

Park Area
Outlot A
+/- 139,175 SF (3.20 AC)
(D&U Easement over entire Outlot)

BLOCK 9

BRAYBURN TRAILS EAST

BLOCK 9

LANEWOOD LN N

LANEWOOD CIR N

LANEWOOD LN N

SOUTH LOW POINT
HWL:925.78

Outlot D
126,023 SF (2.89 AC)
(D&U Easement over entire Outlot)

POND#4
NWL-919.0
HWL-923.9
100 YR B-B 925.8
500 YR - 925.6

115TH AVE N

115TH AVE N

MINNESOTA LN N

KINGSVIEW LANE N

HARBOR LN N

GLACIER LN N

Outlot C

NORTH

SCALE IN FEET

FIELD CREW	NO.	BY	DATE	REVISION
XXX	1	RSM	9/27/24	CITY COMMENTS 092024
DRAWN	2	RSM	10/17/24	PC MEETING LAYOUT CHANGE
XXX	3	RSM	2/19/25	PC MEETING - SYSB CDS REMOVAL
CHECKED				
XXX				
DATE				
XX/XX/XX				

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I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Dated this 19th day of December, 2024 .

Daniel L. Schmidt

Daniel L. Schmidt, PLS Minnesota License No. 26147
schmidt@sathre.com

SATHRE-BERGQUIST, INC.
14000 25TH AVENUE NORTH, SUITE 120
PLYMOUTH MN 55447 (952) 476-6000
WWW.SATHRE.COM

TWP:120-RGE.22-SEC.33
Hennepin County

DAYTON,
MINNESOTA

PRELIMINARY PLAT - DCM FARMS

PREPARED FOR:
SUNDANCE WOODS, LLC.

FILE NO.
19214-006

PP2
PP6

SUNDANCE GREENS

115TH AVE N

MINNESOTA LN N

MINNESOTA CRT N

KINGSVIEW LANE N

GLACIER LN N

114TH AVE N

113TH AVE N

HARR

Lot- 47 11,661 sf
Lot- 48 9,824 sf
Lot- 49 10,133 sf
Lot- 50 10,257 sf
Lot- 51 10,199 sf
Lot- 52 9,956 sf
Lot- 53 9,779 sf
Lot- 54 9,829 sf
Lot- 55 9,636 sf
Lot- 56 10,480 sf
Lot- 57 9,986 sf
Lot- 91 7,463 sf
Lot- 90 7,465 sf
Lot- 89 9,994 sf
Lot- 1 10,28
Lot- 253 13,344 sf
Lot- 252 10,499 sf
Lot- 251 10,686 sf
Lot- 250 11,118 sf
Lot- 249 11,004 sf
Lot- 248 12,621 sf
Lot- 247 10,883 sf
Lot- 246 10,466 sf
Lot- 245 13,140 sf
Lot- 244 11,985 sf
Lot- 243 11,729 sf
Lot- 28 9,853 sf
Lot- 29 7,414 sf
Lot- 30 8,299 sf
Lot- 31 9,815 sf
Lot- 32 10,804 sf
Lot- 33 10,171 sf
Lot- 34 10,273 sf
Lot- 35 12,049 sf
Lot- 36 9,810 sf
Lot- 37 12,588 sf
Lot- 46 10,125 sf
Lot- 45 11,962 sf
Lot- 44 11,747 sf
Lot- 43 12,290 sf
Lot- 42 10,575 sf
Lot- 41 8,322 sf
Lot- 40 10,782 sf
Lot- 39 9,877 sf
Lot- 38 12,151 sf
Lot- 241 13,039 sf
Lot- 240 12,670 sf
Lot- 242 9,992 sf
Lot- 239 9,398 sf
Lot- 238 9,540 sf
Lot- 237 9,601 sf
Lot- 236 12,508 sf
Lot- 232 10,067 sf
Lot- 233 8,457 sf
Lot- 234 7,381 sf
Lot- 235 9,270 sf
Lot- 231 12,534 sf
Lot- 230 10,882 sf
Lot- 229 9,658 sf
Lot- 228 9,185 sf
Lot- 227 8,712 sf
Lot- 226 8,044 sf
Lot- 225 7,805 sf
Lot- 224 7,742 sf
Lot- 223 7,929 sf
Lot- 222 8,205 sf
Lot- 221 8,448 sf
Lot- 220 8,772 sf
Lot- 219 8,732 sf
Lot- 218 8,218 sf
Lot- 217 8,081 sf
Lot- 216 7,861 sf
Lot- 65 8,980 sf
Lot- 64 6,890 sf
Lot- 63 7,094 sf
Lot- 62 6,890 sf
Lot- 61 6,949 sf
Lot- 60 7,038 sf
Lot- 59 7,192 sf
Lot- 58 10,951 sf
Lot- 88 10,310 sf
Lot- 87 10,143 sf
Lot- 86 8,615 sf
Lot- 85 7,908 sf
Lot- 84 9,574 sf
Lot- 83 6,775 sf
Lot- 82 6,900 sf
Lot- 81 6,984 sf
Lot- 80 7,360 sf
Lot- 79 7,382 sf
Lot- 78 7,430 sf
Lot- 77 7,616 sf
Lot- 76 7,582 sf
Lot- 75 7,436 sf
Lot- 74 7,106 sf
Lot- 73 7,082 sf
Lot- 72 7,700 sf
Lot- 71 7,698 sf
Lot- 70 13,581 sf
Lot- 69 9,572 sf
Lot- 68 8,516 sf
Lot- 67 7,955 sf
Lot- 66 7,889 sf

Outlot C
95,017 SF (2.18 AC)
(D&U Easement over entire Outlot)
POND#3
NWL-919.0
HWL-923.8
100 YR B-B 925.3
500 YR - 925.1

Outlot B
49,079 SF (1.13 AC)
(D&U Easement over entire Outlot)
POND#6
NWL-927.0
HWL-928.8

R=500.00 R=1500.00 R=325.00 R=200.00 R=700.00 R=300.00 R=625.00 R=7780.67 R=7780.62 R=750.00

L=444.50 L=103.57 L=111.86 L=197.61 L=176.57 L=135.37 L=30.08 L=207.52 L=112.18 L=492.82

Inv-925.7

NORTH

50 25 0 25 50 100
SCALE IN FEET

FIELD CREW	NO.	BY	DATE	REVISION
XXX	1	RSM	9/27/24	CITY COMMENTS 092024
DRAWN	2	RSM	10/17/24	PC MEETING LAYOUT CHANGE
XXX	3	RSM	2/19/25	PC MEETING - SYSB CDS REMOVAL
CHECKED				
XXX				
DATE				
XX/XX/XX				

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I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Dated this 19th day of December, 2024 .

Daniel L. Schmidt

Daniel L. Schmidt, PLS Minnesota License No. 26147
schmidt@sathre.com

SATHRE-BERGQUIST, INC.
14000 25TH AVENUE NORTH, SUITE 120
PLYMOUTH MN 55447 (952) 476-6000
WWW.SATHRE.COM

TWP:120-RGE.22-SEC.33
Hennepin County

DAYTON, MINNESOTA

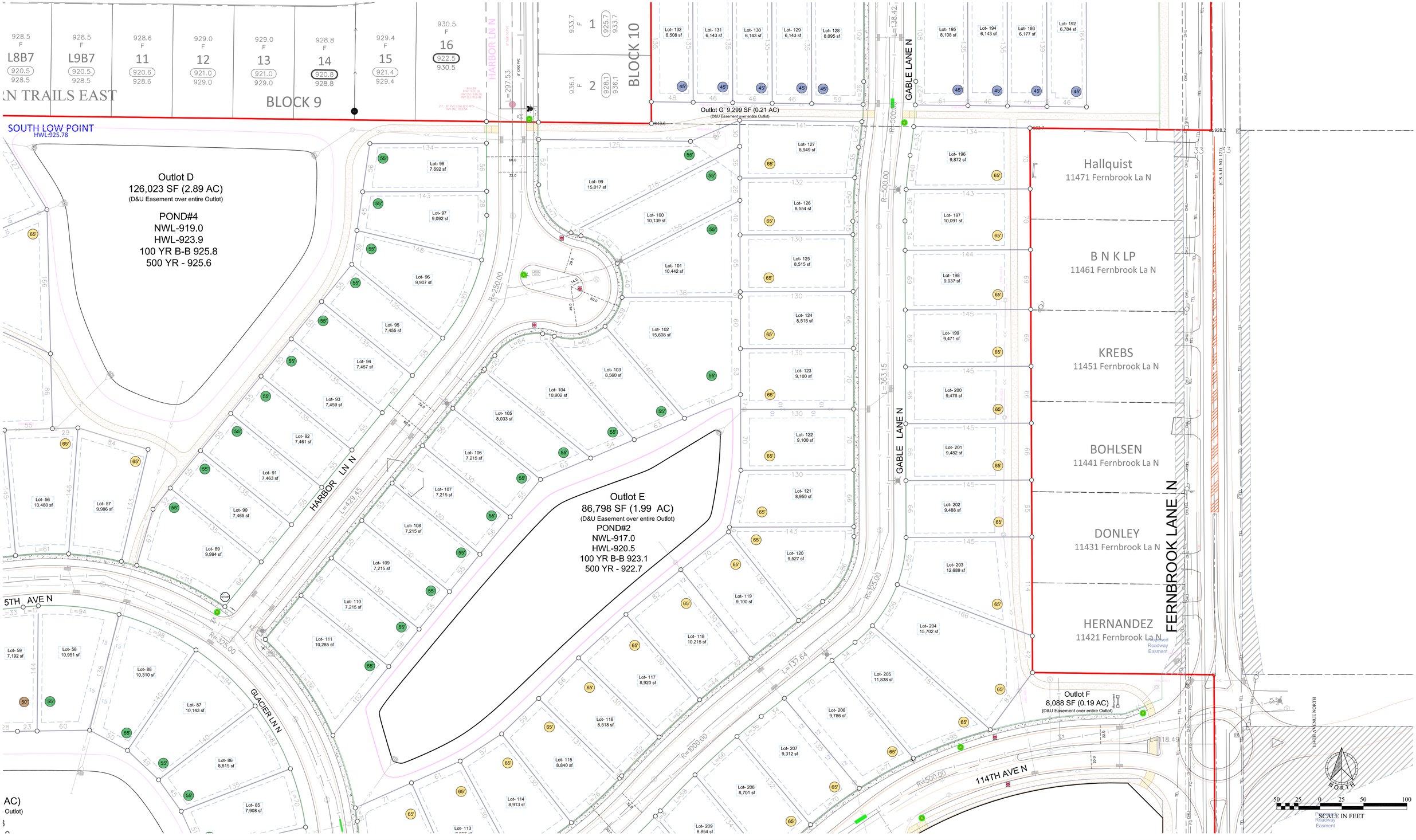
PRELIMINARY PLAT - DCM FARMS

PREPARED FOR:

SUNDANCE WOODS, LLC.

FILE NO. 19214-006

PP3 / PP6



FIELD CREW	NO.	BY	DATE	REVISION
XXX	1	RSM	9/27/24	CITY COMMENTS 092024
DRAWN	2	RSM	10/17/24	PC MEETING LAYOUT CHANGE
XXX	3	RSM	2/19/25	PC MEETING - SYSB CDS REMOVAL
CHECKED				
XXX				
DATE				
XX/XX/XX				

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schmidt@sathre.com

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PLYMOUTH MN 55447 (952) 476-6000
WWW.SATHRE.COM

TWP:120-RGE.22-SEC.33
Hennepin County

DAYTON, MINNESOTA

PRELIMINARY PLAT - DCM FARMS

PREPARED FOR:
SUNDANCE WOODS, LLC.

FILE NO. 19214-006

PP4 PP6

Outlot C
95,017 SF (2.18 AC)
(D&U Easement over entire Outlot)

POND#3
NWL-919.0
HWL-923.8
100 YR B-B 925.3
500 YR - 925.1

Outlot F
8,088 SF (0.19 AC)
(D&U Easement over entire Outlot)

Outlot L
309,742 SF (7.11 AC)
(D&U Easement over entire Outlot)

POND#1
NWL-912.5
HWL-918.5

Outlot K
32,547SF (0.75 AC)
(D&U Easement over entire Outlot)

GLACIER LN N
114TH AVE N
113TH AVE N
112TH AVE N
GLACIER LANE NORTH
113TH AVENUE NORTH
FERNBROOK LANE NORTH
UPTON AVENUE NORTH
Dehn's CM
Propose Roadwa Easmer

SCALE IN FEET

FIELD CREW	NO.	BY	DATE	REVISION
XXX	1	RSM	9/27/24	CITY COMMENTS 092024
DRAWN	2	RSM	10/17/24	PC MEETING LAYOUT CHANGE
XXX	3	RSM	2/19/25	PC MEETING - SYSB CDS REMOVAL
CHECKED				
XXX				
DATE				
XX/XX/XX				

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TWP:120-RGE.22-SEC.33
Hennepin County

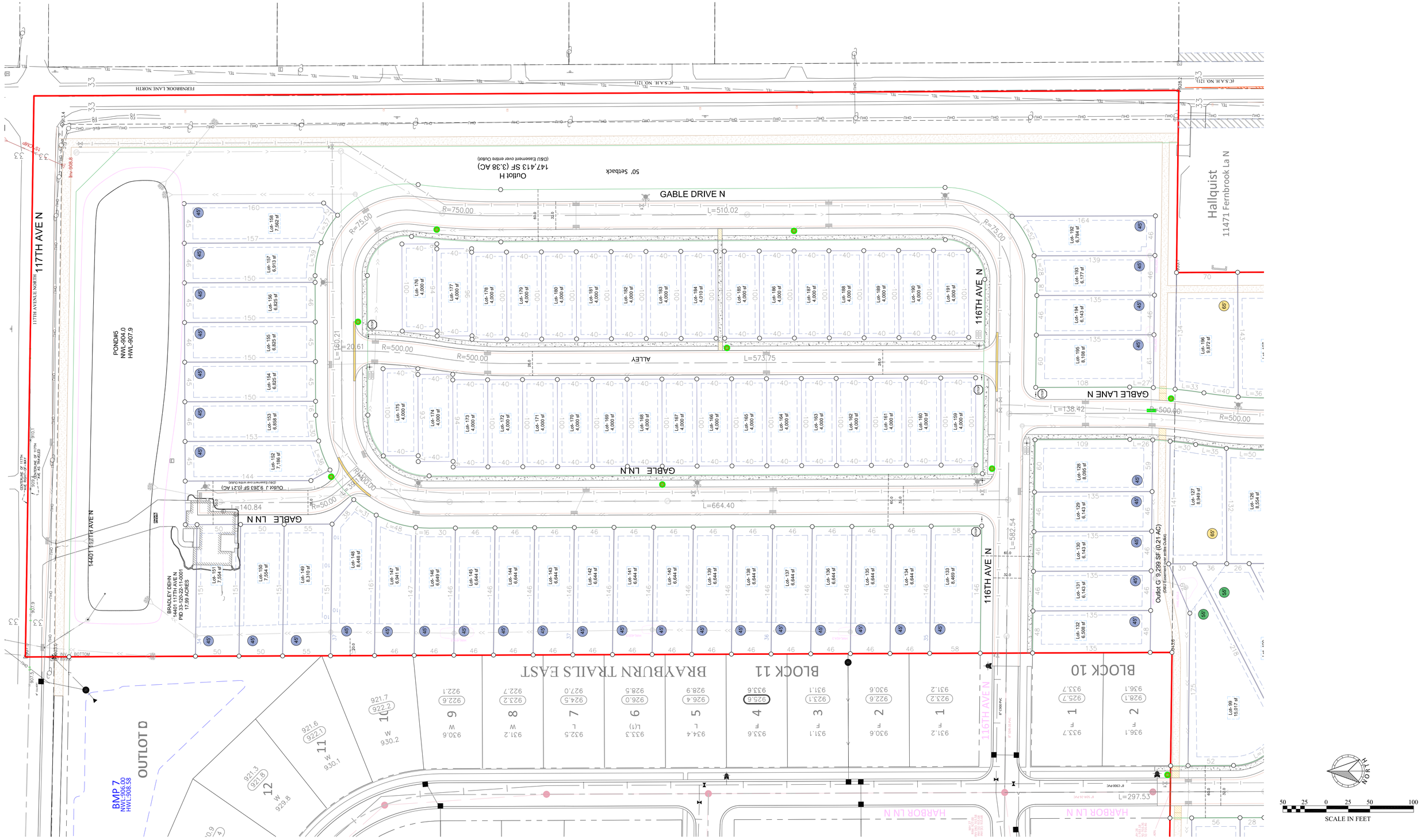
DAYTON, MINNESOTA

PRELIMINARY PLAT - DCM FARMS

PREPARED FOR:
SUNDANCE WOODS, LLC.

FILE NO.
19214-006

PP5
PP6



FIELD CREW	NO.	BY	DATE	REVISION
XXX	1	RSM	9/27/24	CITY COMMENTS 092024
DRAWN	2	RSM	10/17/24	PC MEETING LAYOUT CHANGE
XXX	3	RSM	2/19/25	PC MEETING - SYSB CDS REMOVAL
CHECKED				
XXX				
DATE				
XX/XX/XX				

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Dated this 19th day of December, 2024 .

Daniel L. Schmidt

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schmidt@sathre.com

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PLYMOUTH MN 55447 (952) 476-6000
WWW.SATHRE.COM

TWP:120-RGE.22-SEC.33
Hennepin County

DAYTON, MINNESOTA

PRELIMINARY PLAT - DCM FARMS

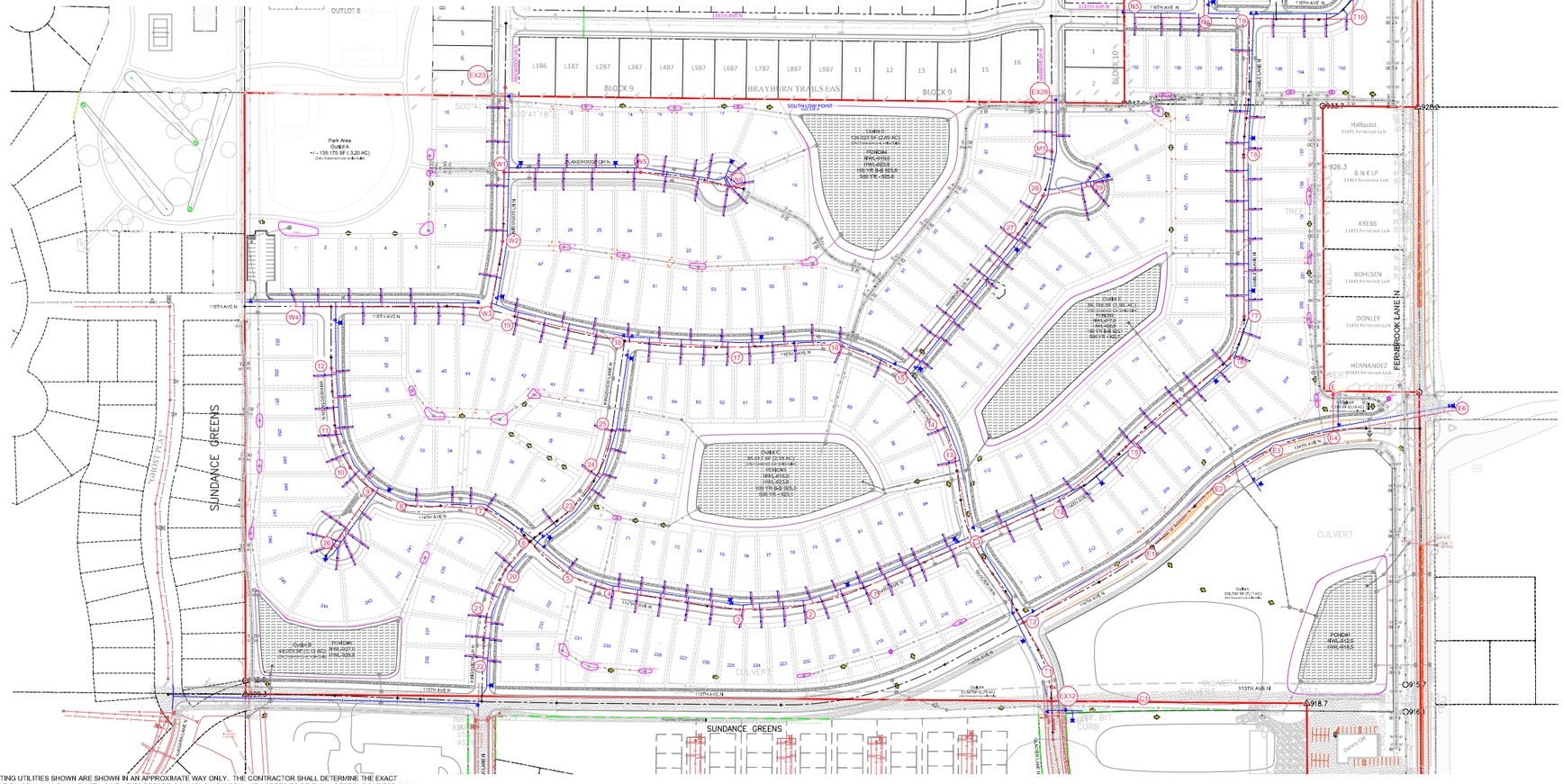
PREPARED FOR:
SUNDANCE WOODS, LLC.

FILE NO.
19214-006

PP6
PP6

Sanitary Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
1	913.7	913.00	8.0"	PVC SDR 26	236.8 LF	0.42%	T3	912.7	912.00
2	914.5	913.80	8.0"	PVC SDR 26	149.7 LF	0.47%	1	913.8	913.10
3	915.3	914.60	8.0"	PVC SDR 26	149.6 LF	0.47%	2	914.6	913.90
4	916.7	916.00	8.0"	PVC SDR 26	289.9 LF	0.45%	3	915.4	914.70
5	917.3	916.60	8.0"	PVC SDR 35	88.7 LF	0.56%	4	916.8	916.10
6	918.0	917.30	8.0"	PVC SDR 35	120.2 LF	0.50%	5	917.4	916.70
7	918.7	918.00	8.0"	PVC SDR 35	124.6 LF	0.48%	6	918.1	917.40
8	919.9	919.20	8.0"	PVC SDR 35	172.0 LF	0.64%	7	918.8	918.10
9	920.4	919.70	8.0"	PVC SDR 35	79.5 LF	0.50%	8	920.0	919.30
10	920.9	920.20	8.0"	PVC SDR 35	69.6 LF	0.57%	9	920.5	919.80
11	921.4	920.70	8.0"	PVC SDR 35	85.6 LF	0.47%	10	921.0	920.30
12	922.7	922.00	8.0"	PVC SDR 35	140.0 LF	0.86%	11	921.5	920.80
13	914.1	913.40	8.0"	PVC SDR 26	187.2 LF	0.75%	T3	912.7	912.00
14	914.7	914.00	8.0"	PVC SDR 26	99.6 LF	0.50%	13	914.2	913.50
15	915.4	914.70	8.0"	PVC SDR 26	117.6 LF	0.51%	14	914.8	914.10
16	917.7	917.00	8.0"	PVC SDR 26	161.9 LF	1.36%	15	915.5	914.80
17	923.2	922.50	8.0"	PVC SDR 35	219.8 LF	2.46%	16	917.8	917.10
18	926.2	925.50	8.0"	PVC SDR 35	248.1 LF	1.17%	17	923.3	922.60
19	928.5	927.80	8.0"	PVC SDR 35	257.4 LF	0.85%	18	926.3	925.60
20	919.0	918.30	8.0"	PVC SDR 35	82.2 LF	1.09%	6	918.1	917.40
21	919.7	919.00	8.0"	PVC SDR 35	99.5 LF	0.60%	20	919.1	918.40

Sanitary Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
22	920.4	919.70	8.0"	PVC SDR 35	112.2 LF	0.53%	21	919.8	919.10
23	919.3	918.60	8.0"	PVC SDR 35	118.9 LF	1.01%	6	918.1	917.40
24	920.5	919.80	8.0"	PVC SDR 35	99.5 LF	1.11%	23	919.4	918.70
25	922.2	921.50	8.0"	PVC SDR 35	103.2 LF	1.55%	24	920.6	919.90
26	921.7	921.00	8.0"	PVC SDR 35	156.2 LF	0.77%	9	920.5	919.80
27	924.7	924.00	8.0"	PVC SDR 26	395.1 LF	2.33%	15	915.5	914.80
28	925.2	924.50	8.0"	PVC SDR 35	99.6 LF	0.50%	27	924.7	924.00
29	926.2	925.50	8.0"	PVC SDR 35	118.3 LF	0.76%	28	925.3	924.60
C1	904.7	904.00	8.0"	PVC SDR 26	192.4 LF	1.20%	EX12	902.4	901.70
E1	904.2	903.50	8.0"	PVC SDR 26	314.1 LF	0.48%	T2	902.7	902.00
E2	906.2	904.50	20.0"	PVC SDR 26	211.8 LF	0.42%	E1	905.3	903.60
E3	907.0	905.30	20.0"	PVC SDR 26	155.5 LF	0.45%	E2	906.3	904.60
E4	906.7	906.00	8.0"	PVC SDR 26	129.0 LF	0.46%	E3	906.1	905.40
E5	907.2	906.50	8.0"	PVC SDR 26	82.7 LF	0.48%	E4	906.8	906.10
E6	908.2	907.50	8.0"	PVC SDR 26	276.9 LF	0.51%	E4	906.8	906.10
M1	925.7	925.00	8.0"	PVC SDR 26	128.2 LF	6.66%	EX28	917.2	916.46
N1	907.8	907.10	8.0"	PVC SDR 35	394.6 LF	0.41%	T13	906.2	905.50
N2	908.4	907.70	8.0"	PVC SDR 35	123.1 LF	0.41%	N1	907.9	907.20
N3	911.9	911.20	8.0"	PVC SDR 35	250.0 LF	1.36%	N2	908.5	907.80
N4	919.8	919.10	8.0"	PVC SDR 35	391.0 LF	2.00%	N3	912.0	911.30
N5	920.7	920.00	8.0"	PVC SDR 35	156.6 LF	0.57%	N4	919.8	919.10



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LEGEND

DESCRIPTION	PROPOSED	EXISTING
BUILDING SETBACK LINE		BSBL
GARAGE SETBACK LINE	GSBL	GSBL
PARCEL BOUNDARY LINE		
DRAINAGE AND UTILITY EASEMENTS		
CURB AND GUTTER		
RIGHT-OF-WAY		
SAN/WM SERVICE		
BACKYARD CATCH BASIN		
CATCH BASIN		
STORM SEWER MANHOLE		
FLARED END SECTION W/RIP-RAP		
STORM STUCTURE LABEL	CB H3	CB H3
DRAINTILE W/CLEANOUTS		
SANITARY STUCTURE LABEL		
SANITARY SEWER MANHOLE		
WATERMAIN		
HYDRANT		
GATE VALVE		

Sanitary Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
N6	908.7	908.00	8.0"	PVC SDR 35	140.9 LF	0.57%	N1	907.9	907.20
T1	902.5	900.80	20.0"	PVC SDR 26	67.3 LF	0.16%	EX12	902.4	900.69
T2	902.7	901.00	20.0"	PVC SDR 26	122.4 LF	0.16%	T1	902.5	900.80
T5	903.7	902.00	20.0"	PVC SDR 26	198.8 LF	0.10%	T4	903.5	901.80
T6	904.1	902.40	20.0"	PVC SDR 26	299.7 LF	0.10%	T5	903.8	902.10
T7	904.3	902.60	20.0"	PVC SDR 26	97.4 LF	0.10%	T6	904.2	902.50
T8	904.8	903.10	20.0"	PVC SDR 26	350.0 LF	0.11%	T7	904.4	902.70
T9	905.2	903.50	20.0"	PVC SDR 26	305.5 LF	0.10%	T8	904.9	903.20
T10	905.5	903.80	20.0"	PVC SDR 26	228.8 LF	0.11%	T9	905.3	903.55
T11	905.9	904.20	20.0"	PVC SDR 26	301.9 LF	0.10%	T10	905.6	903.90
T12	906.4	904.70	20.0"	PVC SDR 26	349.9 LF	0.11%	T11	906.0	904.30
T13	906.7	905.00	20.0"	PVC SDR 35	136.5 LF	0.15%	T12	906.5	904.80
T14	907.1	905.40	20.0"	PVC SDR 35	303.6 LF	0.10%	T13	906.8	905.10
W1	912.7	912.00	8.0"	PVC SDR 26	186.1 LF	0.91%	EX23	911.0	910.30
W2	920.7	920.00	8.0"	PVC SDR 26	152.2 LF	5.19%	W1	912.8	912.10
W3	921.8	921.10	8.0"	PVC SDR 26	147.6 LF	0.68%	W2	920.8	920.10
W4	924.2	923.50	8.0"	PVC SDR 26	434.8 LF	0.53%	W3	921.9	921.20
W5	921.2	920.50	8.0"	PVC SDR 26	300.0 LF	2.80%	W1	912.8	912.10
W6	922.4	921.70	8.0"	PVC SDR 35	213.2 LF	0.52%	W5	921.3	920.60

NORTH

150 75 0 75 150 300

SCALE IN FEET

DRAWING NAME	NO.	BY	DATE	REVISION
DCM FARMS	1	RSM	02-18-25	CITY COMMENTS FROM PC MEETING
DRAWN				
RSM				
CHECKED				
ERJ				
DATE				
01-06-25				

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

Robert S. Molstad

Robert S. Molstad, P.E.
Date: 01/06/25 Lic. No. 26428

ENGINEERS SURVEYORS DESIGNERS PLANNERS
SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

CITY PROJECT NO.
--

DAYTON, MINNESOTA

PRELIMINARY SANITARY SEWER & WATERMAIN PLAN

DCM FARMS

SUNDANCE WOODS, LLC.

FILE NO.
19214-006

SW-1

LEGEND

DESCRIPTION	PROPOSED	EXISTING
BUILDING SETBACK LINE		BSBL
GARAGE SETBACK LINE	GSBL	GSBL
PARCEL BOUNDARY LINE		
DRAINAGE AND UTILITY EASEMENTS		
CURB AND GUTTER		
RIGHT-OF-WAY		
SAN/WM SERVICE		
BACKYARD CATCH BASIN		
CATCH BASIN		
STORM SEWER MANHOLE		
FLARED END SECTION W/RIP-RAP		
STORM STUCTURE LABEL	CB H3	CB H3
DRAINTILE W/CLEANOUTS		
SANITARY STUCTURE LABEL		
SANITARY SEWER MANHOLE		
WATERMAIN		
HYDRANT		
GATE VALVE		

NORTH

50 25 0 25 50 100
SCALE IN FEET

Area
tlot A
SF (3.20 AC)
over entire Outlot)

BLOCK 9 — BRAYBURN TRAILS EAST — BLOCK 9

LANEWOOD CIR N

LANEWOOD LN N

KINGSVIEW LANE N

MINNESOTA LN N

GLACIER LN N

115TH AVE N

SOUTH LOW POINT
HWL:925.78

Outlot D
126,023 SF (2.89 AC)
(D&U Easement over entire Outlot)

POND#4
NWL-919.0
HWL-923.9
100 YR B-B 925.8
500 YR - 925.6

Outlot C
95,017 SF (2.18 AC)
(D&U Easement over entire Outlot)

POND#3
NWL-919.0
HWL-923.8
100 YR B-B 925.3
500 YR - 925.1

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DRAWING NAME	NO.	BY	DATE	REVISION
DCM FARMS	1	RSM	02-18-25	CITY COMMENTS FROM PC MEETING
DRAWN				
RSM				
CHECKED				
ERJ				
DATE				
01-06-25				

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Robert S. Molstad

Robert S. Molstad, P.E.
Date: 01/06/25 Lic. No. 26428

ENGINEERS SURVEYORS DESIGNERS PLANNERS
SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

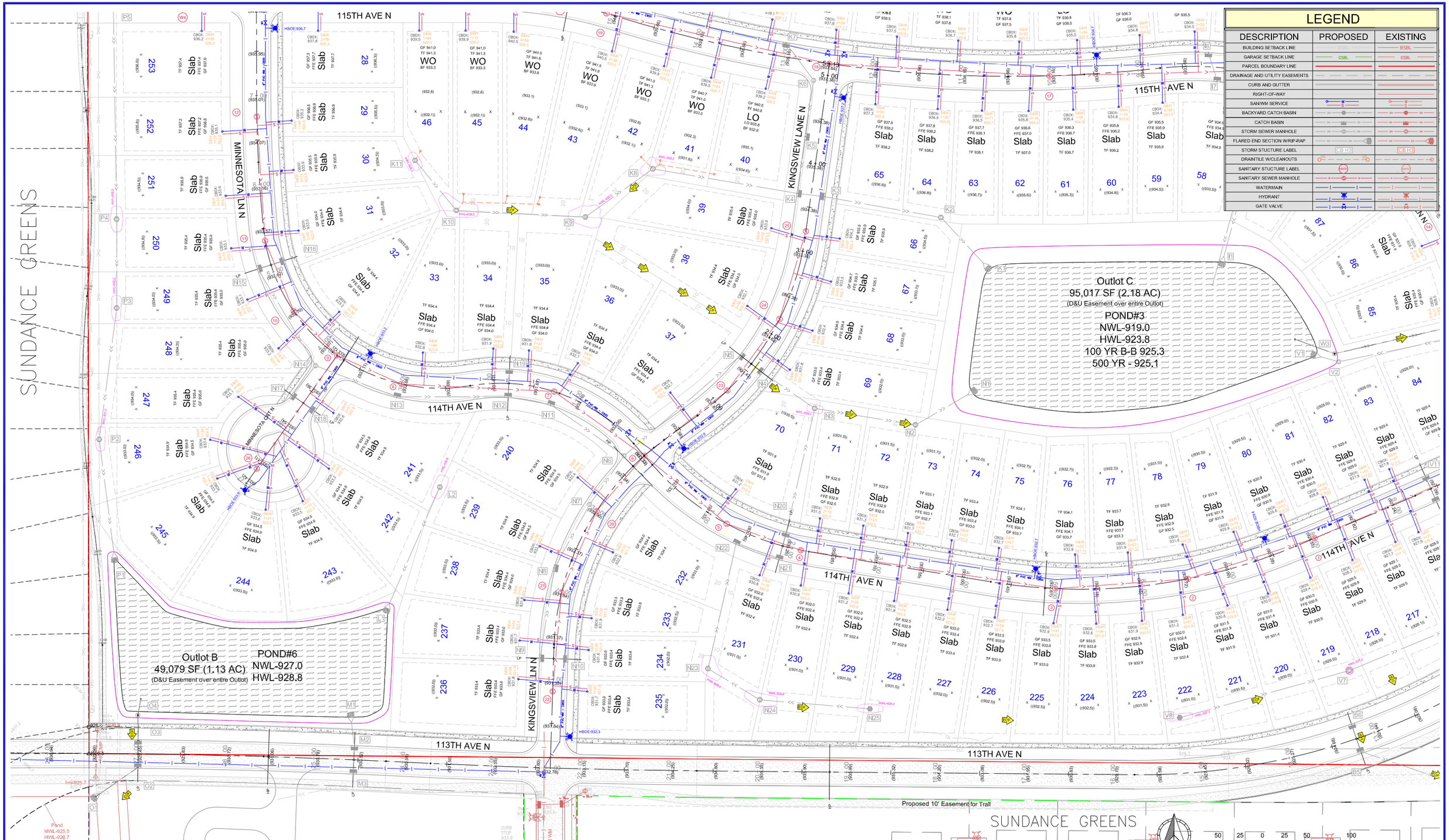
CITY PROJECT NO.
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DAYTON, MINNESOTA

PRELIMINARY SANITARY SEWER & WATERMAIN PLAN
DCM FARMS
SUNDANCE WOODS, LLC.

FILE NO.
19214-006

SW-2



EXISTING UTILITIES SHOWN ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ANY AND ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES ARISING OUT OF HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.

DRAWING NAME	NO.	BY	DATE	REVISION
DCM FARMS	1	RSM	02-18-25	CITY COMMENTS FROM PC MEETING
DRAWN				
RSM				
CHECKED				
ERJ				
DATE				
01-06-25				

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CITY PROJECT NO.
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DAYTON, MINNESOTA

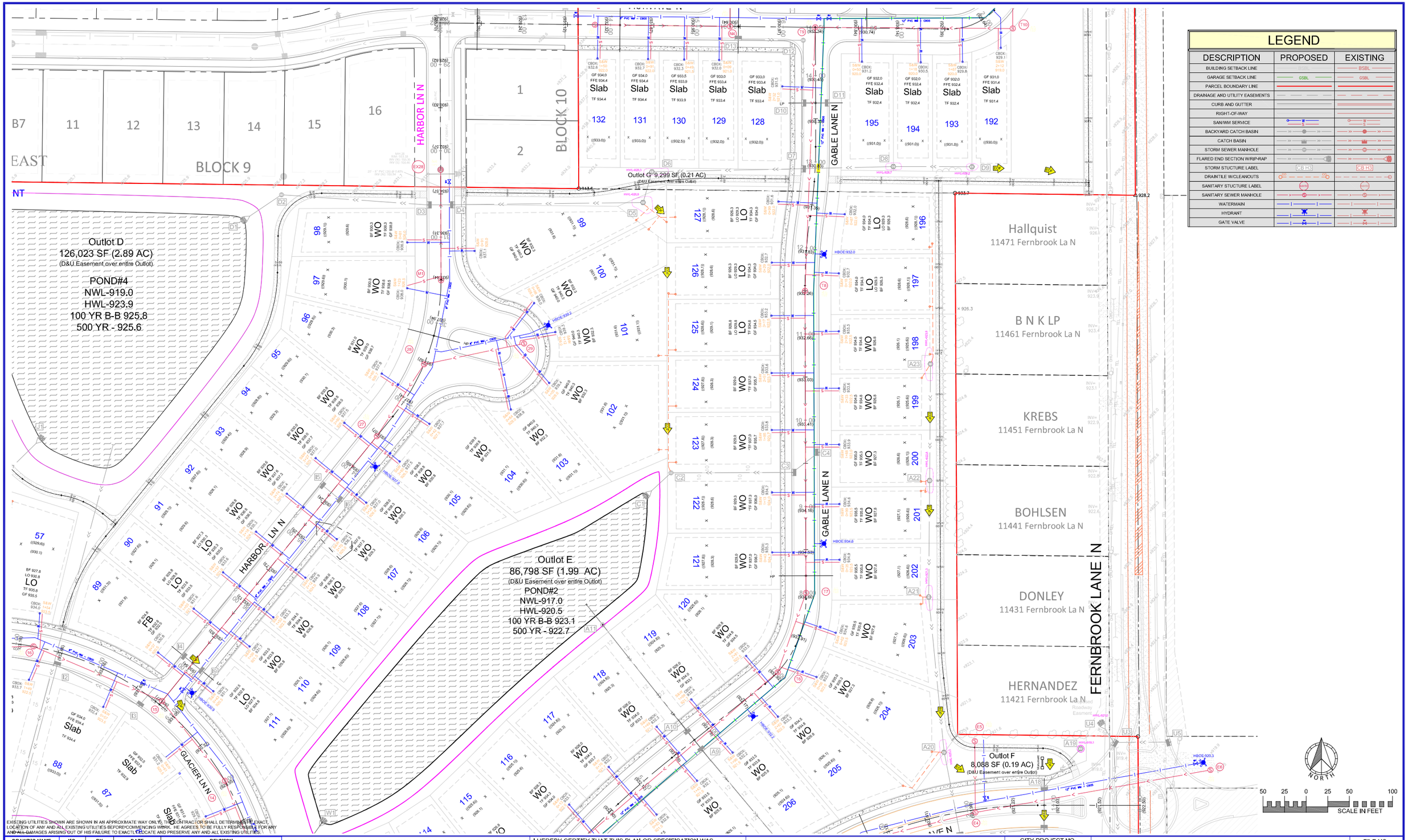
PRELIMINARY SANITARY SEWER & WATERMAIN PLAN

DCM FARMS

SUNDANCE WOODS, LLC.

FILE NO.
19214-006

SW-3



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DRAWN				
RSM				
CHECKED				
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CITY PROJECT NO.
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DAYTON,
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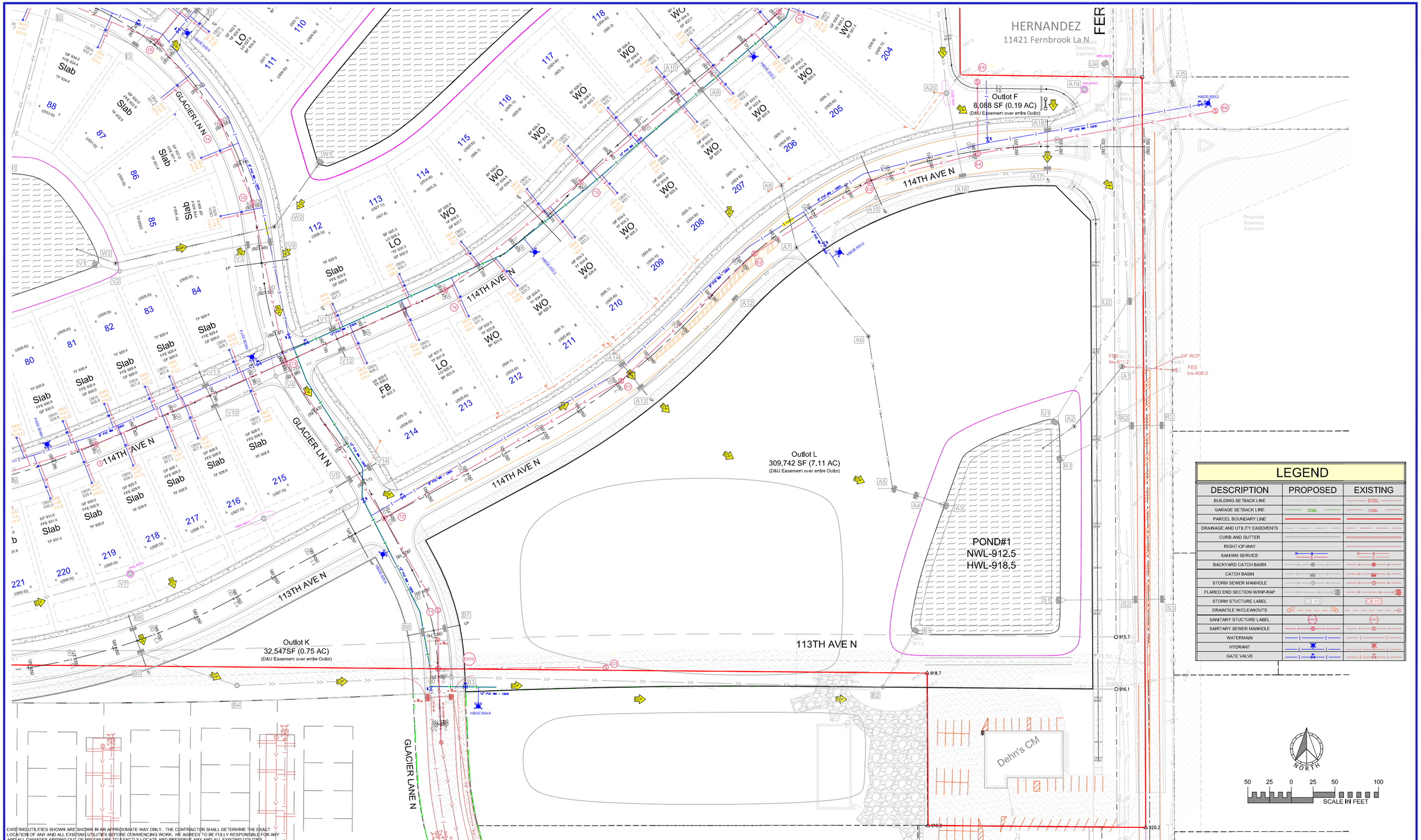
PRELIMINARY SANITARY SEWER & WATERMAIN PLAN

DCM FARMS

SUNDANCE WOODS, LLC.

FILE NO.
19214-006

SW-4



LEGEND

DESCRIPTION	PROPOSED	EXISTING
BUILDING SETBACK LINE		BSBL
GARAGE SETBACK LINE	GSBL	GSBL
PARCEL BOUNDARY LINE		
DRAINAGE AND UTILITY EASEMENTS		
CURB AND GUTTER		
RIGHT-OF-WAY		
SANWM SERVICE		
BACKYARD CATCH BASIN		
CATCH BASIN		
STORM SEWER MANHOLE		
FLARED END SECTION W/RIP-RAP		
STORM STUCTURE LABEL	CB H3	CB H3
DRAINTILE W/CLEANOUTS		
SANITARY STUCTURE LABEL		
SANITARY SEWER MANHOLE		
WATERMAIN		
HYDRANT		
GATE VALVE		

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DCM FARMS	1	RSM	02-18-25	CITY COMMENTS FROM PC MEETING
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RSM				
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CITY PROJECT NO.
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DAYTON, MINNESOTA

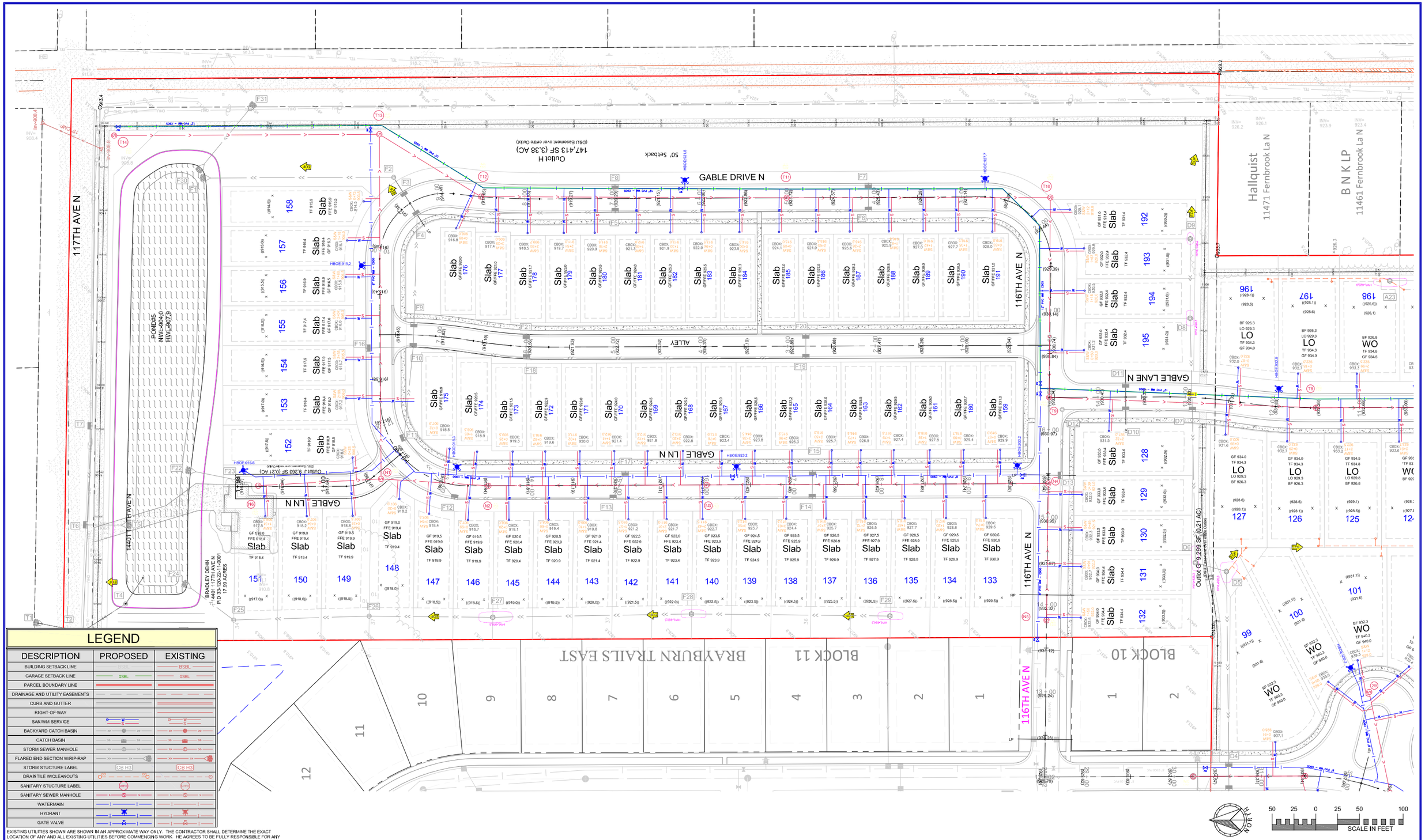
PRELIMINARY SANITARY SEWER & WATERMAIN PLAN

DCM FARMS

SUNDANCE WOODS, LLC.

FILE NO.
19214-006

SW-5



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DCM FARMS	1	RSM	02-18-25	CITY COMMENTS FROM PC MEETING
DRAWN				
RSM				
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14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

CITY PROJECT NO.
--

DAYTON, MINNESOTA

PRELIMINARY SANITARY SEWER & WATERMAIN PLAN

DCM FARMS

SUNDANCE WOODS, LLC.

FILE NO.
19214-006

SW-6



LEGEND

DESCRIPTION	PROPOSED	EXISTING
BUILDING SETBACK LINE	BSBL	BSBL
GARAGE SETBACK LINE	GSBL	GSBL
PARCEL BOUNDARY LINE		
DRAINAGE AND UTILITY EASEMENTS		
CURB AND GUTTER		
RIGHT-OF-WAY		
SAN/WM SERVICE	W S	W S
BACKYARD CATCH BASIN		
CATCH BASIN		
STORM SEWER MANHOLE		
FLARED END SECTION W/RIP-RAP		
STORM STUCTURE LABEL	CB H3	CB H3
DRAINTILE W/CLEANOUTS		
SANITARY STUCTURE LABEL	(SAN)	(SAN)
SANITARY SEWER MANHOLE		
WATERMAIN		
HYDRANT		
GATE VALVE		

NORTH

150 75 0 75 150 300

SCALE IN FEET

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CITY PROJECT NO.
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DAYTON, MINNESOTA

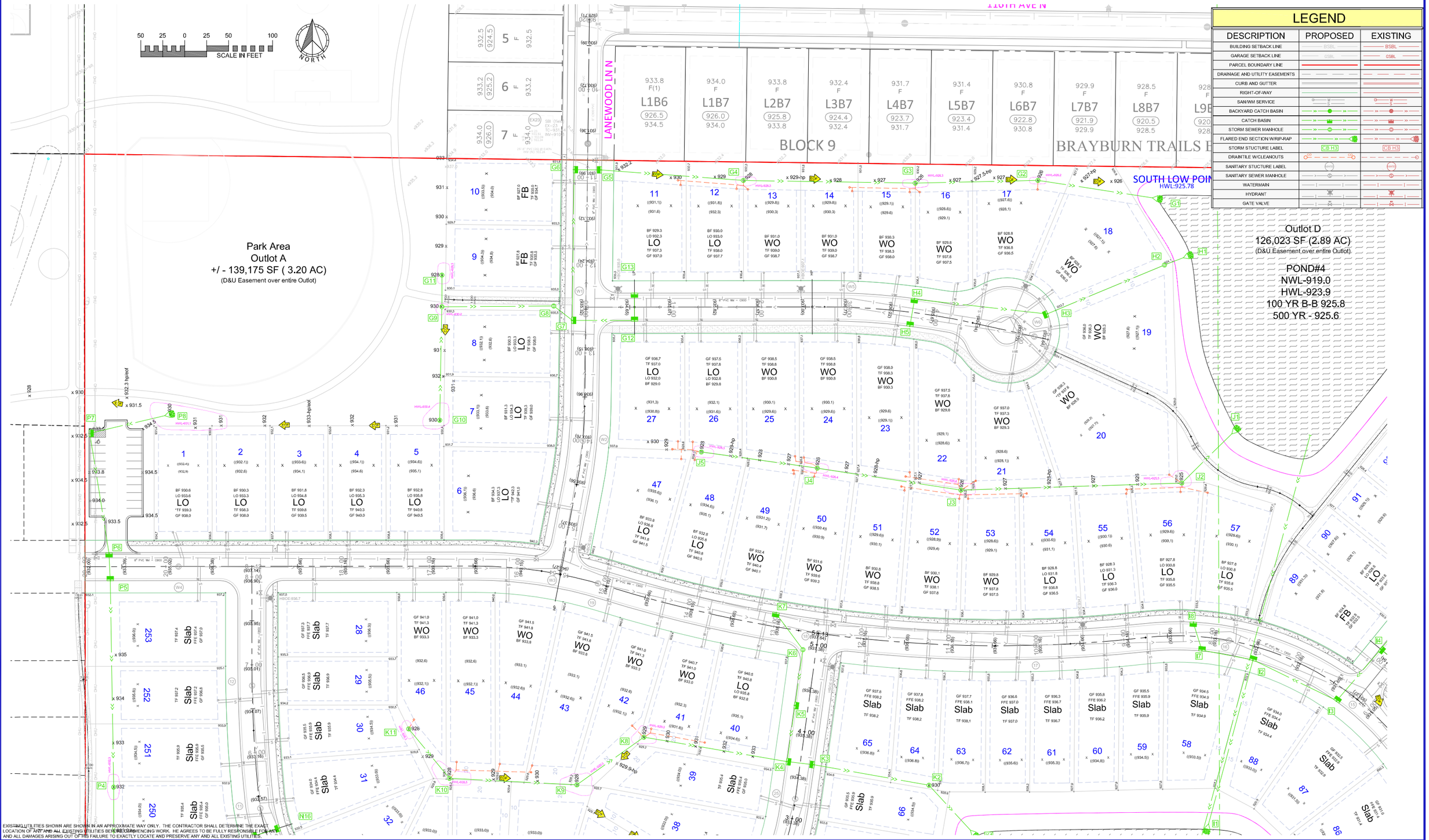
PRELIMINARY STORM SEWER PLAN

DCM FARMS

SUNDANCE WOODS, LLC.

FILE NO.
19214-006

SS-1



LEGEND

DESCRIPTION	PROPOSED	EXISTING
BUILDING SETBACK LINE	BSBL	BSBL
GARAGE SETBACK LINE	GSBL	GSBL
PARCEL BOUNDARY LINE		
DRAINAGE AND UTILITY EASEMENTS		
CURB AND GUTTER		
RIGHT-OF-WAY		
SAN/WM SERVICE		
BACKYARD CATCH BASIN		
CATCH BASIN		
STORM SEWER MANHOLE		
FLARED END SECTION W/RIP-RAP		
STORM STUCTURE LABEL	CB H3	CB H3
DRAINTILE W/CLEANOUTS		
SANITARY STUCTURE LABEL		
SANITARY SEWER MANHOLE		
WATERMAIN		
HYDRANT		
GATE VALVE		

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14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

CITY PROJECT NO.
--

DAYTON, MINNESOTA

PRELIMINARY STORM SEWER PLAN

DCM FARMS

SUNDANCE WOODS, LLC.

FILE NO.
19214-006

SS-2

LEGEND

DESCRIPTION	PROPOSED	EXISTING
BUILDING SETBACK LINE	BSBL	BSBL
GARAGE SETBACK LINE	GSBL	GSBL
PARCEL BOUNDARY LINE		
DRAINAGE AND UTILITY EASEMENTS		
CURB AND GUTTER		
RIGHT-OF-WAY		
SAN/WM SERVICE		
BACKYARD CATCH BASIN		
CATCH BASIN		
STORM SEWER MANHOLE		
FLARED END SECTION W/RIP-RAP		
STORM STUCTURE LABEL	CB H3	CB H3
DRAINTILE W/CLEANOUTS		
SANITARY STUCTURE LABEL		
SANITARY SEWER MANHOLE		
WATERMAIN		
HYDRANT		
GATE VALVE		

Outlot C
95,017 SF (2.18 AC)
(D&U Easement over entire Outlot)
POND#3
NWL-919.0
HWL-923.8
100 YR B-B 925.3
500 YR - 925.1

Outlot B
49,079 SF (1.13 AC)
(D&U Easement over entire Outlot)
POND#6
NWL-927.0
HWL-928.8

Pond
NWL-925.5
HWL-926.7

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50 25 0 25 50 100
SCALE IN FEET

NORTH

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CITY PROJECT NO.
--

DAYTON, MINNESOTA

PRELIMINARY STORM SEWER PLAN
DCM FARMS
SUNDANCE WOODS, LLC.

FILE NO.
19214-006

SS-3

LEGEND

DESCRIPTION	PROPOSED	EXISTING
BUILDING SETBACK LINE	BSBL	BSBL
GARAGE SETBACK LINE	GSBL	GSBL
PARCEL BOUNDARY LINE		
DRAINAGE AND UTILITY EASEMENTS		
CURB AND GUTTER		
RIGHT-OF-WAY		
SAN/WM SERVICE		
BACKYARD CATCH BASIN		
CATCH BASIN		
STORM SEWER MANHOLE		
FLARED END SECTION W/RIP-RAP		
STORM STUCTURE LABEL	CB H3	CB H3
DRAINTILE W/CLEANOUTS		
SANITARY STUCTURE LABEL	MH	MH
SANITARY SEWER MANHOLE		
WATERMAIN		
HYDRANT		
GATE VALVE		

116TH AVE N

HARBOR LN N

BLOCK 9

BLOCK 10

LOW POINT
/L:925.78

Outlot D
126,023 SF (2.89 AC)
(D&U Easement over entire Outlot)

POND#4
NWL-919.0
HWL-923.9
100 YR B-B 925.8
500 YR - 925.6

Outlot G 9,299 SF (0.21 AC)
(D&U Easement over Entire Outlot)

Outlot E
86,798 SF (1.99 AC)
(D&U Easement over entire Outlot)

POND#2
NWL-917.0
HWL-920.5
100 YR B-B 923.1
500 YR - 922.7

Outlot F
8,088 SF (0.19 AC)
(D&U Easement over entire Outlot)

Hallquist
11471 Fernbrook La N

B N K LP
11461 Fernbrook La N

KREBS
11451 Fernbrook La N

BOHLSEN
11441 Fernbrook La N

DONLEY
11431 Fernbrook La N

HERNANDEZ
11421 Fernbrook La N

NORTH

50 25 0 25 50 100
SCALE IN FEET

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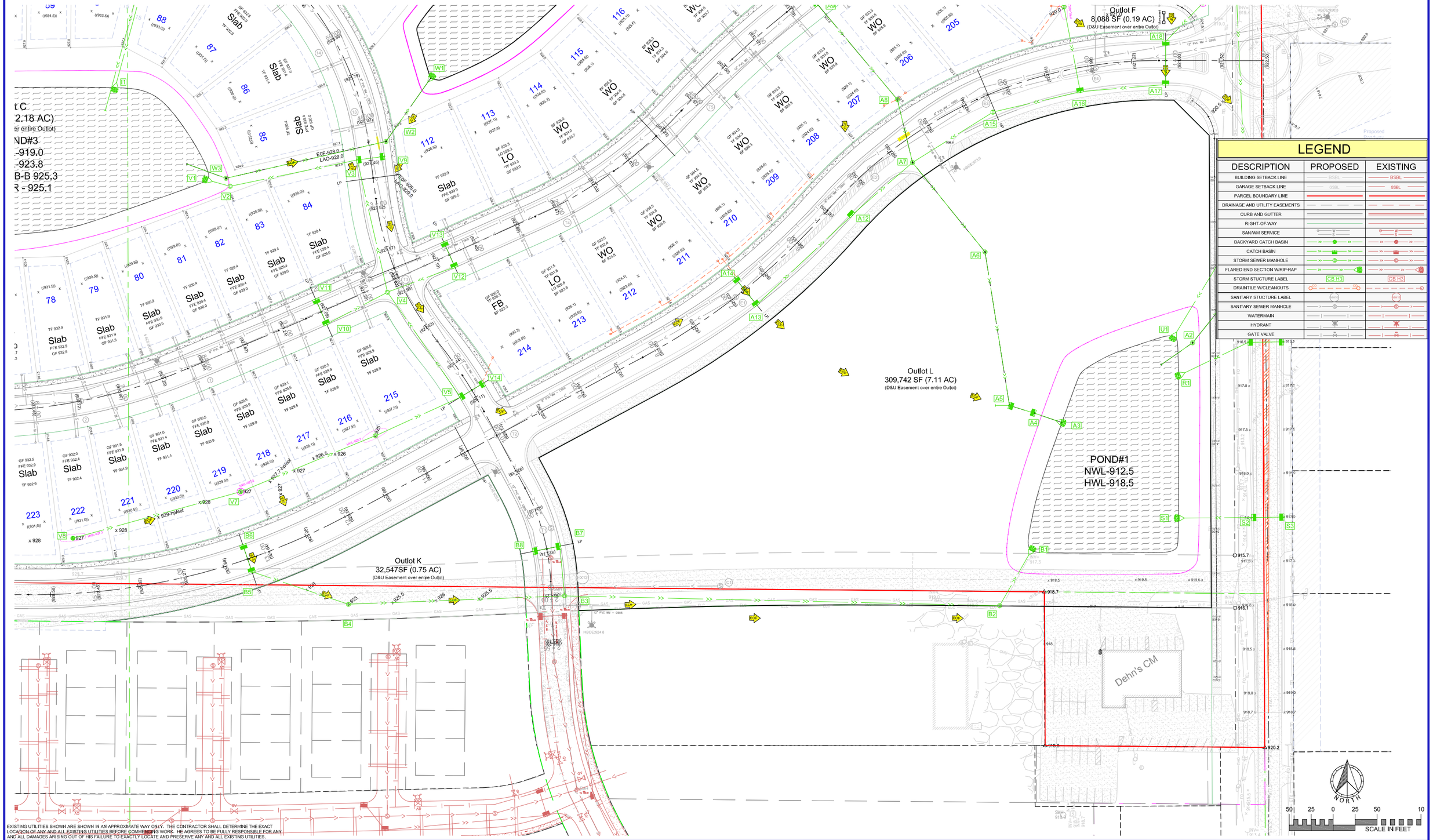
CITY PROJECT NO.
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DAYTON, MINNESOTA

PRELIMINARY STORM SEWER PLAN
DCM FARMS
SUNDANCE WOODS, LLC.

FILE NO.
19214-006

SS-4



LEGEND

DESCRIPTION	PROPOSED	EXISTING
BUILDING SETBACK LINE	BSBL	BSBL
GARAGE SETBACK LINE	GSBL	GSBL
PARCEL BOUNDARY LINE		
DRAINAGE AND UTILITY EASEMENTS		
CURB AND GUTTER		
RIGHT-OF-WAY		
SAN/WM SERVICE		
BACKYARD CATCH BASIN		
CATCH BASIN		
STORM SEWER MANHOLE		
FLARED END SECTION W/RIP-RAP		
STORM STUCTURE LABEL	CB H3	CB H3
DRAINTILE W/CLEANOUTS		
SANITARY STUCTURE LABEL		
SANITARY SEWER MANHOLE		
WATERMAIN		
HYDRANT		
GATE VALVE		

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CITY PROJECT NO.
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DAYTON, MINNESOTA

PRELIMINARY STORM SEWER PLAN

DCM FARMS

SUNDANCE WOODS, LLC.

FILE NO.
19214-006

SS-5

LEGEND

DESCRIPTION	PROPOSED	EXISTING
BUILDING SETBACK LINE	BSBL	BSBL
GARAGE SETBACK LINE	GSBL	GSBL
PARCEL BOUNDARY LINE		
DRAINAGE AND UTILITY EASEMENTS		
CURB AND GUTTER		
RIGHT-OF-WAY		
SAN/WM SERVICE	S W	S W
BACKYARD CATCH BASIN		
CATCH BASIN	CB	CB
STORM SEWER MANHOLE	SMH	SMH
FLARED END SECTION W/RIP-RAP		
STORM STUCTURE LABEL	CB H3	CB H3
DRAINTILE W/CLEANOUTS		
SANITARY STUCTURE LABEL	SANS	SANS
SANITARY SEWER MANHOLE		
WATERMAIN		
HYDRANT		
GATE VALVE		

117TH AVE N

116TH AVE N

144011 TH AVE N

POND #5
NWL 904.0
HWL 907.9

Outlot H
147,413 SF (3.38 AC)
(D&U Easement over entire Outlot)

50' Setback

Outlot I 9,265 SF (0.21 AC)
(D&U Easement over entire Outlot)

Outlot G 9,299 SF (0.21 AC)
(D&U Easement over entire Outlot)

BRADLEY DEHN
11401 117TH AVE N
PID 33-120-22-11-0001
17.99 ACRES

Hallquis
11471 Fernbroo

B N K L
11461 Fernbroo

BRAYBURN TRAILS EAST

BLOCK 11

BLOCK 10

LOT D

EXISTING UTILITIES SHOWN ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ANY AND ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES ARISING OUT OF HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.

DRAWING NAME	NO.	BY	DATE	REVISION
DCM FARMS	1	RSM	02-18-25	CITY COMMENTS FROM PC MEETING
DRAWN				
RSM				
CHECKED				
ERJ				
DATE				
01-06-25				

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

Robert S. Molstad

Robert S. Molstad, P.E.
Date: 01/06/25 Lic. No. 26428

SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

CITY PROJECT NO.
--

DAYTON, MINNESOTA

PRELIMINARY STORM SEWER PLAN
DCM FARMS
SUNDANCE WOODS, LLC.

FILE NO.
19214-006

SS-6

NORTH

100 50 0 50 100 200
SCALE IN FEET

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
	920.5	914.50	24.0"	RCP	16.0 LF	3.13%	A5	919.9	914.00
	914.4	914.00	15.0"	RCP	30.1 LF	-3.32%	A11	920.3	915.00
	909.5	909.00	24.0"	RCP	43.4 LF	-2.30%	A2	916.7	910.00
A2	916.7	912.50	24.0"	RCP	87.9 LF	1.48%	A1	916.5	911.20
A4	918.8	912.61	27.0"	RCP	31.6 LF	0.33%	A3	912.8	912.50
A5	919.9	912.70	27.0"	RCP	30.0 LF	0.31%	A4	918.8	912.61
A6	922.4	913.00	27.0"	RCP	177.0 LF	0.17%	A5	919.9	912.70
A7	922.2	913.50	27.0"	RCP	131.1 LF	0.38%	A6	922.4	913.00
A8	923.5	916.00	18.0"	RCP	73.8 LF	1.35%	A7	922.2	915.00
A9	931.3	916.40	18.0"	RCP	140.9 LF	0.29%	A8	923.5	916.00
A10	931.3	916.50	18.0"	RCP	30.3 LF	0.33%	A9	931.3	916.40
A11	920.3	917.00	18.0"	RCP	155.4 LF	0.32%	A10	931.3	916.50
A12	921.2	914.50	18.0"	RCP	91.0 LF	0.55%	A7	922.2	914.00
A13	919.9	915.00	18.0"	RCP	149.2 LF	0.34%	A12	921.2	914.50
A14	919.8	915.50	15.0"	RCP	38.3 LF	0.78%	A13	919.9	915.20
A15	922.6	914.50	21.0"	RCP	108.0 LF	0.28%	A7	922.2	914.20
A16	921.4	915.20	18.0"	RCP	102.2 LF	0.39%	A15	922.6	914.80
A17	920.3	915.60	18.0"	RCP	97.4 LF	0.41%	A16	921.4	915.20
A18	920.9	916.00	15.0"	RCP	48.8 LF	0.82%	A17	920.3	915.60
A19	919.9	916.20	15.0"	RCP	61.0 LF	0.32%	A18	920.9	916.00
A20	920.1	915.90	15.0"	RCP	98.5 LF	0.51%	A16	921.4	915.40
A21	921.0	916.70	15.0"	RCP	181.0 LF	0.44%	A20	920.1	915.90
A22	922.5	917.50	15.0"	RCP	134.9 LF	0.59%	A21	921.0	916.70
A23	923.5	919.50	15.0"	RCP	135.1 LF	1.48%	A22	922.5	917.50

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
B2	920.0	913.50	30.0"	RCP	72.2 LF	0.69%	B1	912.6	913.00
B3	923.8	916.50	27.0"	RCP	495.4 LF	0.40%	B2	920.0	914.50
B4	925.1	919.00	24.0"	RCP	246.3 LF	0.41%	B3	923.8	918.00
B5	924.2	919.80	15.0"	RCP	115.8 LF	0.43%	B4	925.1	919.30
B6	924.4	920.20	15.0"	RCP	31.6 LF	1.26%	B5	924.2	919.80
B7	923.3	918.80	15.0"	RCP	56.9 LF	2.29%	B3	923.8	917.50
B8	923.3	919.30	15.0"	RCP	30.3 LF	1.65%	B7	923.3	918.80

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
C2	922.4	917.50	15.0"	RCP	36.7 LF	1.36%	C1	917.3	917.00
C3	933.5	928.50	15.0"	RCP	140.6 LF	7.47%	C2	922.4	918.00
C4	933.3	929.30	15.0"	RCP	38.4 LF	2.08%	C3	933.5	928.50

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
D2	927.3	919.30	18.0"	RCP	50.4 LF	0.60%	D1	919.5	919.00
D3	934.6	919.80	18.0"	RCP	169.9 LF	0.29%	D2	927.3	919.30
D4	934.6	920.00	18.0"	RCP	30.3 LF	0.66%	D3	934.6	919.80
D5	926.1	921.00	18.0"	RCP	219.3 LF	0.46%	D4	934.6	920.00
D6	928.1	921.50	18.0"	RCP	37.1 LF	1.35%	D5	926.1	921.00
D7	930.5	923.00	15.0"	RCP	173.9 LF	0.58%	D6	928.1	922.00
D8	928.5	923.50	15.0"	RCP	105.9 LF	0.47%	D7	930.5	923.00
D9	928.1	924.00	15.0"	RCP	91.1 LF	0.55%	D8	928.5	923.50
D10	929.9	925.00	15.0"	RCP	76.2 LF	2.62%	D7	930.5	923.00
D11	929.9	926.00	15.0"	RCP	30.3 LF	3.31%	D10	929.9	925.00

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
POND#4	915.5	913.00	30.0"	RCP	491.8 LF	0.00%	POND#5	914.0	913.00

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
F2	914.6	908.00	21.0"	RCP	215.7 LF	1.85%	F1	904.0	904.00
F3	913.9	908.50	21.0"	RCP	20.0 LF	2.50%	F2	914.6	908.00
F4	913.9	909.00	21.0"	RCP	30.5 LF	1.64%	F3	913.9	908.50
F5	919.9	916.00	15.0"	RCP	226.6 LF	1.77%	F4	913.9	912.00
F6	924.9	921.50	15.0"	RCP	289.9 LF	1.03%	F5	919.9	918.50
F7	924.9	922.30	15.0"	RCP	30.3 LF	2.64%	F6	924.9	921.50
F8	919.9	919.60	15.0"	RCP	30.3 LF	3.64%	F5	919.9	918.50
F9	916.9	910.00	18.0"	RCP	124.5 LF	0.56%	F4	913.9	909.30
F10	917.1	910.50	18.0"	RCP	27.1 LF	1.85%	F9	916.9	910.00
F12	918.0	914.00	15.0"	RCP	90.5 LF	2.76%	F11	917.0	911.50
F13	919.7	916.00	15.0"	RCP	181.7 LF	1.10%	F12	918.0	914.00
F14	924.5	920.70	15.0"	RCP	227.8 LF	2.06%	F13	919.7	916.00
F15	924.5	921.30	15.0"	RCP	30.3 LF	1.98%	F14	924.5	920.70
F16	915.7	911.70	15.0"	RCP	53.2 LF	1.31%	F10	917.1	911.00
F18	920.2	917.00	15.0"	RCP	130.3 LF	2.69%	F10	917.1	913.50
F19	926.0	921.50	15.0"	RCP	320.0 LF	1.41%	F18	920.2	917.00
F20	925.8	922.00	15.0"	RCP	26.5 LF	1.89%	F19	926.0	921.50
F21	920.2	917.50	15.0"	RCP	26.4 LF	1.89%	F18	920.2	917.00
F26	913.1	908.00	15.0"	RCP	155.1 LF	1.93%	F25	909.9	905.00
F27	916.1	911.50	15.0"	RCP	141.5 LF	2.12%	F26	913.1	908.50
F28	920.5	916.00	15.0"	RCP	227.6 LF	1.98%	F27	916.1	911.50
F29	924.1	920.00	15.0"	RCP	227.2 LF	1.76%	F28	920.5	916.00
F31	912.1	911.00	18.0"	RCP	90.8 LF	7.71%	F30	904.0	904.00

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
G2	927.9	919.60	18.0"	RCP	137.7 LF	0.44%	G1	919.3	919.00
G3	927.9	920.50	18.0"	RCP	139.7 LF	0.64%	G2	927.9	919.60
G4	928.1	921.20	18.0"	RCP	195.6 LF	0.36%	G3	927.9	920.50
G5	931.5	922.50	15.0"	RCP	162.7 LF	0.80%	G4	928.1	921.20
G6	931.5	923.00	12.0"	RCP	30.5 LF	1.64%	G5	931.5	922.50
G8	934.9	923.90	15.0"	RCP	26.7 LF	0.75%	G7	935.2	923.70
G9	930.1	924.50	15.0"	RCP	127.4 LF	0.47%	G8	934.9	923.90
G10	930.1	926.00	15.0"	RCP	129.2 LF	0.77%	G9	930.1	925.00
G11	928.1	924.80	15.0"	RCP	36.1 LF	0.83%	G9	930.1	924.50
G12	934.2	929.50	18.0"	RCP	70.8 LF	2.12%	G7	935.2	928.00
G13	934.2	930.20	15.0"	RCP	30.2 LF	2.31%	G12	934.2	929.50

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
H2	925.0	920.00	15.0"	RCP	28.9 LF	3.46%	H1	919.6	919.00
H3	933.3	928.00	15.0"	RCP	144.9 LF	5.52%	H2	925.0	920.00
H4	935.6	931.00	15.0"	RCP	151.8 LF	1.98%	H3	933.3	928.00
H5	935.6	931.60	15.0"	RCP	30.3 LF	1.98%	H4	935.6	931.00

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
I2	932.2	924.50	18.0"	RCP	199.5 LF	2.46%	I1	919.1	919.60
I3	931.1	924.80	18.0"	RCP	106.0 LF	0.28%	I2	932.2	924.50
I4	930.1	925.50	15.0"	RCP	77.1 LF	0.65%	I3	931.1	925.00
I5	936.0	931.50	15.0"	RCP	255.5 LF	2.23%		930.1	925.80
I6	936.0	931.90	15.0"	RCP	30.5 LF	1.31%	I5	936.0	931.50
I7	932.8	929.00	15.0"	RCP	59.1 LF	6.76%	I2	932.2	925.00
I8	933.0	929.00	15.0"	RCP	32.8 LF	1.53%	I7	932.8	928.50
I9	930.1	926.00	15.0"	RCP	30.5 LF	1.64%	I4	930.1	925.50

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
J2	925.0	920.40	15.0"	RCP	85.9 LF	0.47%	J1	919.3	920.00
J3	926.1	921.40	15.0"	RCP	251.5 LF	0.40%	J2	925.0	920.40
J4	926.1	922.00	15.0"	RCP	165.4 LF	0.36%	J3	926.1	921.40
J5	928.1	924.00	15.0"	RCP	133.3 LF	1.50%	J4	926.1	922.00

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
K2	929.9	920.40	18.0"	RCP	75.7 LF	0.53%	K1	920.0	920.00
K3	934.3	921.00	18.0"	RCP	133.3 LF	0.45%	K2	929.9	920.40
K4	934.2	921.50	18.0"	RCP	30.5 LF	0.66%	K3	934.3	921.30
K5	935.5	931.50	15.0"	RCP	64.4 LF	2.02%	K4	934.2	930.20
K6	937.1	933.00	15.0"	RCP	64.2 LF	2.34%	K5	935.5	931.50
K7	937.7	933.70	15.0"	RCP	51.4 LF	0.78%	K6	937.1	933.30
K8	928.9	922.30	18.0"	RCP	165.4 LF	0.48%	K4	934.2	921.50
K9	928.0	922.90	15.0"	RCP	93.6 LF	0.43%	K8	928.9	922.50
K10	928.1	923.50	15.0"	RCP	145.2 LF	0.41%	K9	928.0	922.90
K11	928.1	924.00	15.0"	RCP	72.9 LF	0.69%	K10	928.1	923.50

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
L2	930.5	927.35	21.0"	RCP	148.7 LF	0.24%	L1	927.2	927.00

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
M2	930.1	927.15	15.0"	RCP	33.0 LF	0.45%	M1	927.0	927.00
M3	930.1	927.30	15.0"	RCP	30.2 LF	0.50%	M2	930.1	927.15

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
N2	928.1	919.40	27.0"	RCP	73.8 LF	0.54%	N1	919.0	919.00
N3	929.0	920.00	24.0"	RCP	115.0 LF	0.52%	N2	928.1	919.40
N4	931.0	922.70	24.0"	RCP	72.0 LF	2.36%	N3	929.0	921.00
N5	931.0	923.20	21.0"	RCP	30.5 LF	0.66%	N4	931.0	923.00
N6	932.8	924.40	21.0"	RCP	172.9 LF	0.58%	N5	931.0	923.40
N7	932.6	925.20	18.0"	RCP	67.2 LF	0.60%	N6	932.8	924.80
N8	931.7	925.70	18.0"	RCP	82.0 LF	0.61%	N7	932.6	925.20
N9	930.9	926.30	18.0"	RCP	102.7 LF	0.58%	N8	931.7	925.70
N10	930.9	926.90	15.0"	RCP	30.3 LF	0.99%	N9	930.9	926.60
N11	931.5	925.20	21.0"	RCP	100.6 LF	0.50%	N6	932.8	924.70
N12	931.2	925.50	21.0"	RCP	48.9 LF	0.61%	N11	931.5	925.20
N13	932.3	926.40	15.0"	RCP	125.2 LF	0.56%	N12	931.2	925.70
N14	932.3	926.80	15.0"	RCP	98.1 LF	0.41%	N13	932.3	926.40
N15	932.0	927.70	15.0"	RCP	126.7 LF	0.71%	N14	932.3	926.80
N16	932.0	928.00	15.0"	RCP	30.3 LF	0.99%	N15	932.0	927.70
N17	931.9	927.20	15.0"	RCP	42.6 LF	0.94%	N14	932.3	926.80
N18	931.9	927.60	15.0"	RCP	30.3 LF	1.32%	N17	931.9	927.20
N19	931.2	927.00	15.0"	RCP	30.3 LF	0.99%	N12	931.2	926.70
N20	929.8	921.00	18.0"	RCP	143.8 LF	0.56%	N3	929.0	920.20
N21	929.8	921.50	18.0"	RCP	30.2 LF	1.65%	N20	929.8	921.00
N22	930.3	922.00	18.0"	RCP	51.5 LF	0.97%	N21	929.8	921.50
N23	927.9	922.70	15.0"	RCP	144.3 LF	0.48%	N22	930.3	922.00
N24	928.1	923.50	15.0"	RCP	68.1 LF	0.73%	N23	927.9	923.00
N25	928.1	924.20	15.0"	RCP	124.1 LF	0.40%	N24	928.1	923.70

EXISTING UTILITIES SHOWN ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ANY AND ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES ARISING OUT OF HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.

DRAWING NAME	NO.	BY	DATE	REVISION
DCM FARMS	1	RSM	02-18-25	CITY COMMENTS FROM PC MEETING
DRAWN				
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I HEREBY CERTIFY THAT THIS PLAN OR SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Robert S. Molstad, P.E.
Date: 01/06/25 Lic. No. 26428

SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

CITY PROJECT NO.
--

DAYTON, MINNESOTA

PRELIMINARY STORM SEWER PLAN
DCM FARMS
SUNDANCE WOODS, LLC.

FILE NO.
19214-006

SS-7

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
O2	929.0	925.80	18.0"	RCP	57.6 LF	0.52%	O1	926.0	925.50
O3	929.0	926.00	18.0"	RCP	30.5 LF	0.66%	O2	929.0	925.80
O4	928.0	927.00	18.0"	RCP	28.5 LF	3.51%	O3	929.0	926.00
O4	928.0	925.00	15.0"	RCP	18.5 LF	5.41%		925.1	924.00

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
S2	918.0	912.80	15.0"	RCP	83.1 LF	0.36%	S1	912.7	912.50
S3	918.0	913.10	15.0"	RCP	35.4 LF	0.85%	S2	918.0	912.80

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
V2	924.0	919.20	21.0"	RCP	26.8 LF	0.75%	V1	919.1	919.00
V3	927.1	920.00	18.0"	RCP	147.8 LF	0.34%	V2	924.0	919.50
V4	927.4	920.60	18.0"	RCP	154.4 LF	0.39%	V3	927.1	920.00
V5	925.7	921.70	15.0"	RCP	145.6 LF	0.48%	V4	927.4	921.00
V6	927.0	922.40	15.0"	RCP	106.3 LF	0.38%	V5	925.7	922.00
V7	927.0	923.00	15.0"	RCP	166.2 LF	0.36%	V6	927.0	922.40
V8	927.0	923.70	15.0"	RCP	198.1 LF	0.35%	V7	927.0	923.00
V9	927.1	923.00	15.0"	RCP	30.2 LF	8.26%	V3	927.1	920.50
V10	926.7	922.00	15.0"	RCP	78.1 LF	1.41%	V4	927.4	920.90
V11	926.7	922.50	15.0"	RCP	30.3 LF	1.65%	V10	926.7	922.00
V12	926.7	922.00	15.0"	RCP	82.0 LF	1.22%	V4	927.4	921.00
V13	926.7	922.70	15.0"	RCP	30.3 LF	2.31%	V12	926.7	922.00
V14	925.7	922.00	15.0"	RCP	30.3 LF	0.99%	V5	925.7	921.70

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
P2	931.0	927.40	18.0"	RCP	134.4 LF	0.30%	P1	927.2	927.00
P3	932.1	927.80	15.0"	RCP	149.1 LF	0.27%	P2	931.0	927.40
P4	932.1	928.10	15.0"	RCP	99.7 LF	0.30%	P3	932.1	927.80
P5	932.5	928.90	15.0"	RCP	235.8 LF	0.34%	P4	932.1	928.10
P6	932.5	929.20	15.0"	RCP	30.3 LF	0.99%	P5	932.5	928.90
P7	932.0	929.60	15.0"	RCP	138.6 LF	0.29%	P6	932.5	929.20
P8	930.1	930.00	15.0"	RCP	93.5 LF	0.43%	P7	932.0	929.60

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
	900.3	901.00	15.0"	RCP	35.7 LF	-1.40%	T4	906.9	901.50
T2	906.9	900.50	18.0"	RCP	51.3 LF	2.93%	T1	899.8	899.00
T3	904.1	904.00	18.0"	RCP	121.9 LF	1.64%	T2	906.9	902.00
T4	906.9	904.00	18.0"	RCP	59.1 LF	5.92%	T2	906.9	900.50
T6	908.2	904.30	15.0"	RCP	45.2 LF	0.66%	T5	904.0	904.00
T7	909.3	905.00	15.0"	RCP	113.4 LF	0.62%	T6	908.2	904.30

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
R2	916.9	912.90	15.0"	RCP	86.5 LF	0.46%	R1	913.0	912.50
R3	917.7	913.20	15.0"	RCP	38.8 LF	0.77%	R2	916.9	912.90

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
U2	915.2	913.00	24.0"	RCP	159.6 LF	0.31%	U1	914.8	912.50
U3	918.2	916.00	24.0"	RCP	250.7 LF	1.00%	U2	915.8	913.50
U4	920.9	919.00	15.0"	RCP	24.3 LF	12.34%	U3	922.0	916.00
U5	922.0	917.50	15.0"	RCP	65.1 LF	1.54%	U3	922.0	916.50

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
	916.6	915.00	15.0"	RCP	47.3 LF	-4.23%	W3	923.2	917.00
W2	927.5	918.20	24.0"	RCP	88.6 LF	1.35%	W1	917.0	917.00
W3	923.2	919.00	24.0"	RCP	186.9 LF	0.43%	W2	927.5	918.20

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RSM				
CHECKED				
ERJ				
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Robert S. Molstad

Robert S. Molstad, P.E.
Date: 01/06/25 Lic. No. 26428

SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

CITY PROJECT NO.
--

DAYTON, MINNESOTA

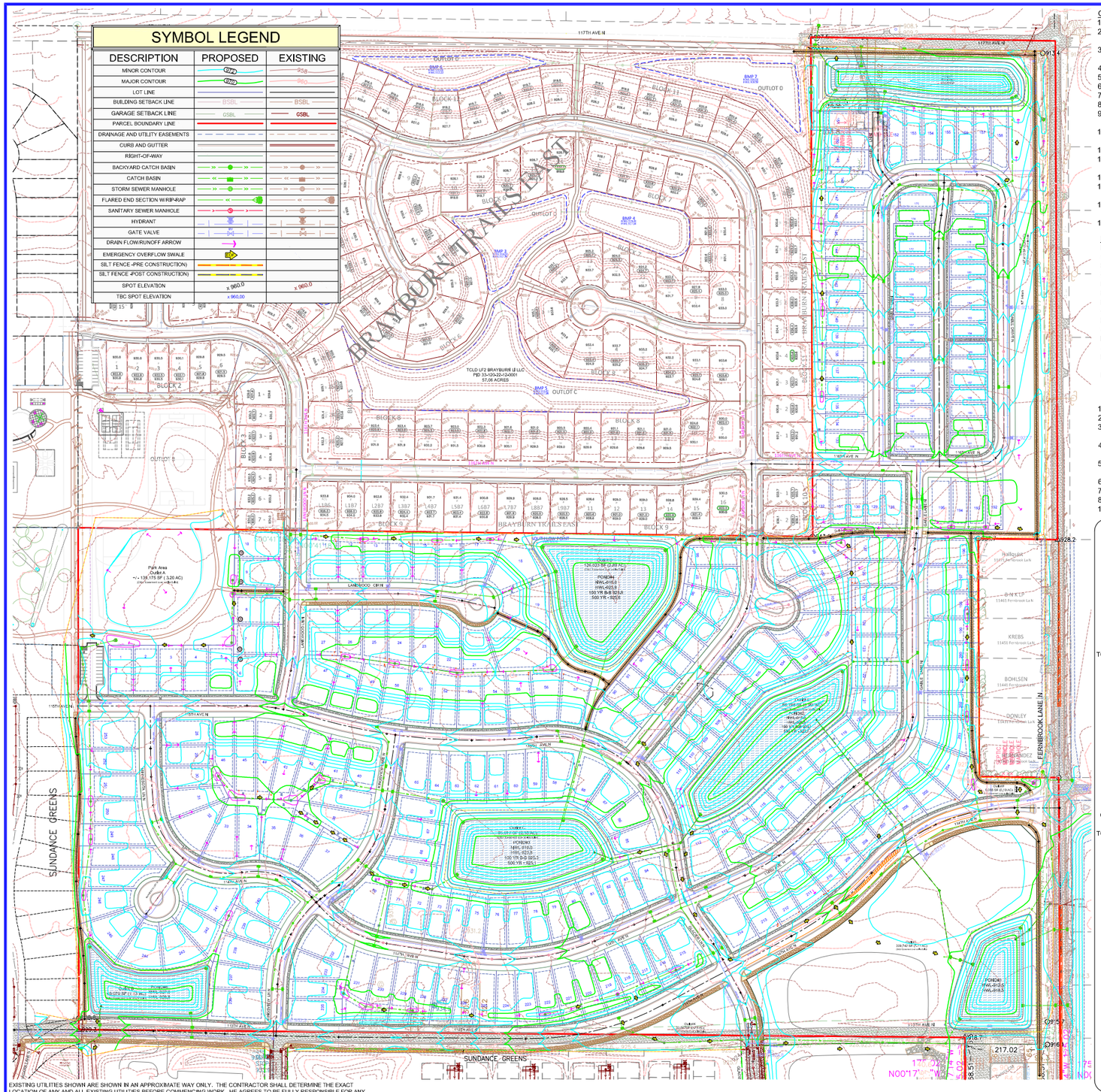
PRELIMINARY STORM SEWER PLAN

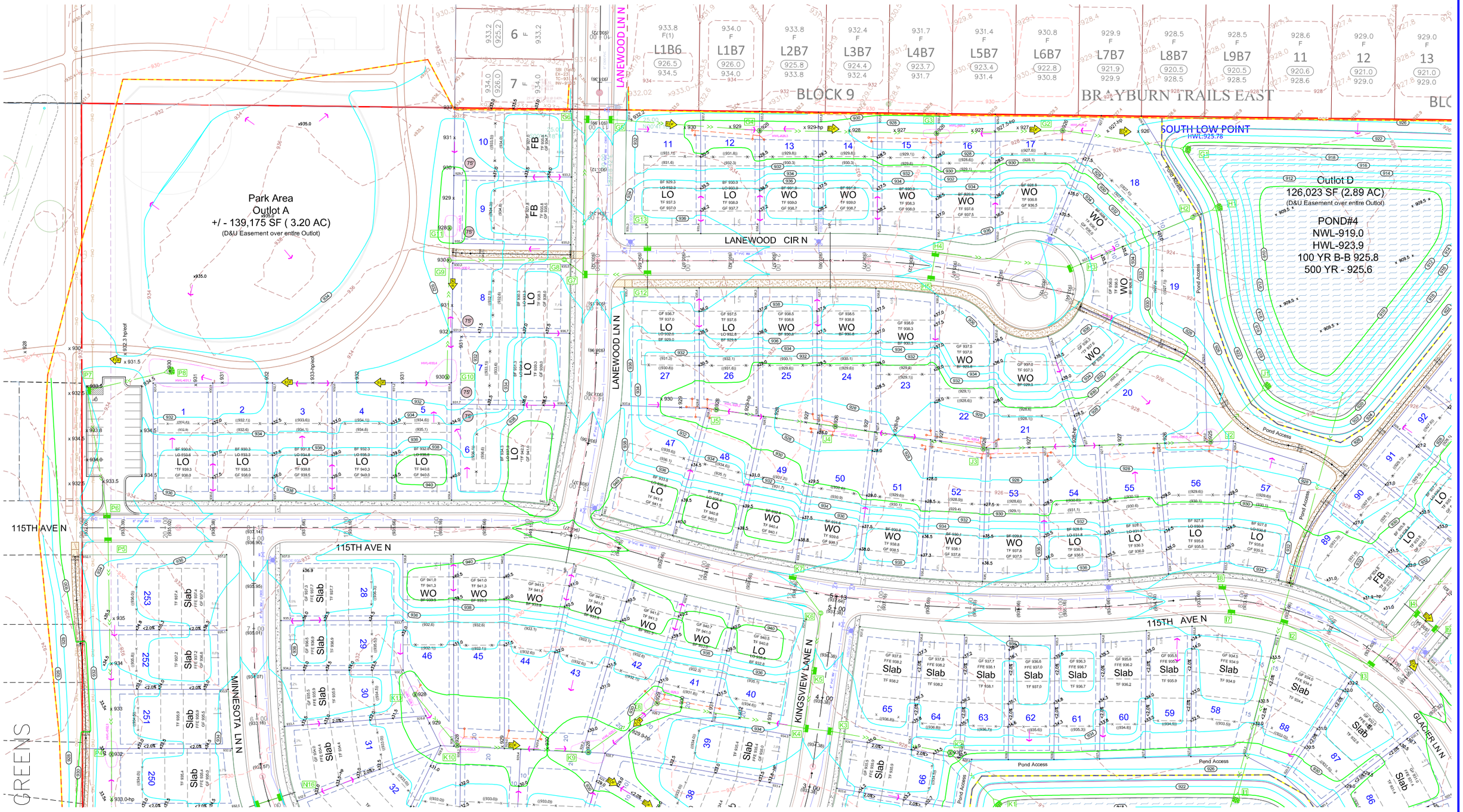
DCM FARMS

SUNDANCE WOODS, LLC.

FILE NO.
19214-006

SS-8


SYMBOL LEGEND
DESCRIPTION
PROPOSED
EXISTING
MINOR CONTOUR
MAJOR CONTOUR
LOT LINE
BUILDING SETBACK LINE
GARAGE SETBACK LINE
PARCEL BOUNDARY LINE
DRAINAGE AND UTILITY EASEMENTS
CURB AND GUTTER
RIGHT-OF-WAY
BACKYARD CATCH BASIN
CATCH BASIN
STORM SEWER MANHOLE
FLARED END SECTION W/RIP-RAP
SANITARY SEWER MANHOLE
HYDRANT
GATE VALVE
DRAIN FLOW/RUNOFF ARROW
EMERGENCY OVERFLOW SWALE
SILT FENCE -PRE CONSTRUCTION)
SILT FENCE -POST CONSTRUCTION)
SPOT ELEVATION
x 960.0
TBC SPOT ELEVATION
x 960.00
BRAYBURN TRAILS EAST
TCLD LF2 BRAYBURN LEVELLC
PID 33-029-23-12-0001
57.06 ACRES
SUNDANCE GREENS
OUTLOT A
Park Area
+/- 139,175 SF (3.20 AC)
OUTLOT B
OUTLOT C
OUTLOT D
OUTLOT E
BMP 1
BMP 2
BMP 3
BMP 4
BMP 5
BMP 6
BMP 7
BLOCK 1
BLOCK 2
BLOCK 3
BLOCK 4
BLOCK 5
BLOCK 6
BLOCK 7
BLOCK 8
BLOCK 9
BLOCK 10
117TH AVE N
118TH AVE N
119TH AVE N
120TH AVE N
121ST AVE N
LANEWOOD CIRCLE
LANEWOOD LANE N
FERNBROOK LANE N
CABLE LANE N
HOLLOW POINT
Hollquist
11475 Fernbrook Ln N
B+N LLP
11465 Fernbrook Ln N
KREBS
11455 Fernbrook Ln N
BOHLSEN
11445 Fernbrook Ln N
DONLEY
11435 Fernbrook Ln N
ALVARADEZ
11425 Fernbrook Ln N
POND A
HWL=916.0
NWL=910.5
100 YR 9-D 925.5
500 YR =925.1
POND B
HWL=916.0
NWL=913.5
100 YR 9-D 925.5
500 YR =925.1
POND C
HWL=916.0
NWL=910.5
100 YR 9-D 925.5
500 YR =925.1
POND D
HWL=916.0
NWL=918.5
N00°17'07"W
217.02
88.51'
S89°42'53"W
N89°42'53"E
S00°17'07"E
S89°42'53"W
N89°42'53"E
N00°17'07"W



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Robert S. Molstad

Robert S. Molstad, P.E.
Date: 01/06/25 Lic. No. 26428

SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

CITY PROJECT NO.

DAYTON, MINNESOTA

PRELIMINARY GRADING PLAN

DCM FARMS

SUNDANCE WOODS, LLC.

FILE NO.
19214-006

GP2

SUNDANCE GREENS

15TH AVE N

115TH AVE N

114TH AVE N

113TH AVE N

MINNESOTA LN N

MINNESOTA CRT N

KINGSVIEW LANE N

GLACIER LN N

Outlot B
49,079 SF (1.13 AC)
(D&U Easement over entire Outlot)

POND#6
NWL-927.0
HWL-928.8

Outlot C
95,017 SF (2.18 AC)
(D&U Easement over entire Outlot)

POND#3
NWL-919.0
HWL-923.8
100 YR B-B 925.3
500 YR - 925.1

Pond Access

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50 25 0 25 50 100
SCALE IN FEET

NORTH

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Date: 01/06/25 Lic. No. 26428

ENGINEERS SURVEYORS DESIGNERS PLANNERS

SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

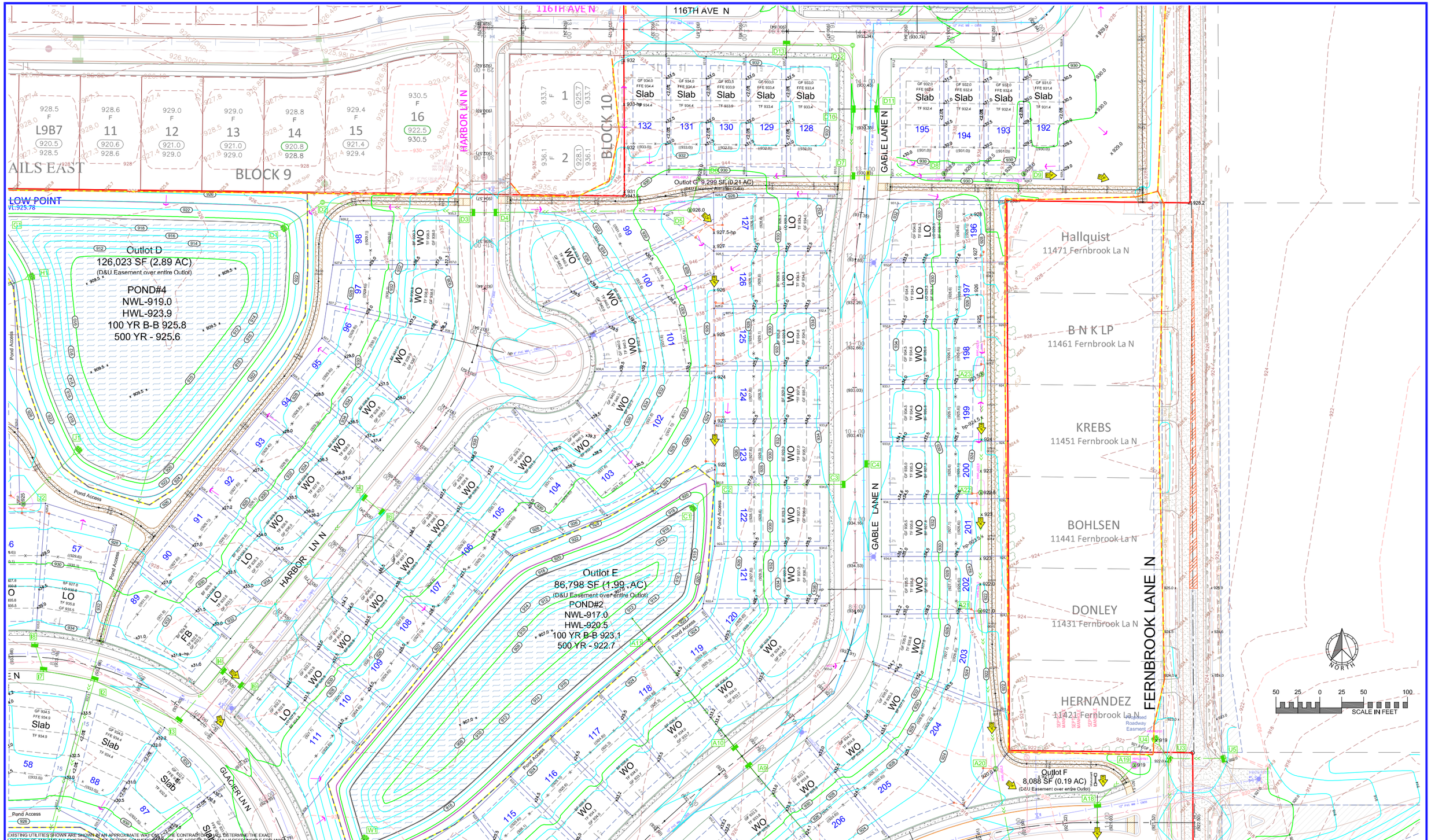
CITY PROJECT NO.

DAYTON, MINNESOTA

PRELIMINARY GRADING PLAN
DCM FARMS
SUNDANCE WOODS, LLC.

FILE NO.
19214-006

GP3



EXISTING UTILITIES SHOWN ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR HAS TO DETERMINE THE EXACT LOCATION OF ANY AND ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES RESULTING OUT OF THIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.

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Robert S. Molstad

Robert S. Molstad, P.E.
Date: 01/06/25 Lic. No. 26428

ENGINEERS SURVEYORS DESIGNERS PLANNERS
SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

CITY PROJECT NO.
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DAYTON, MINNESOTA

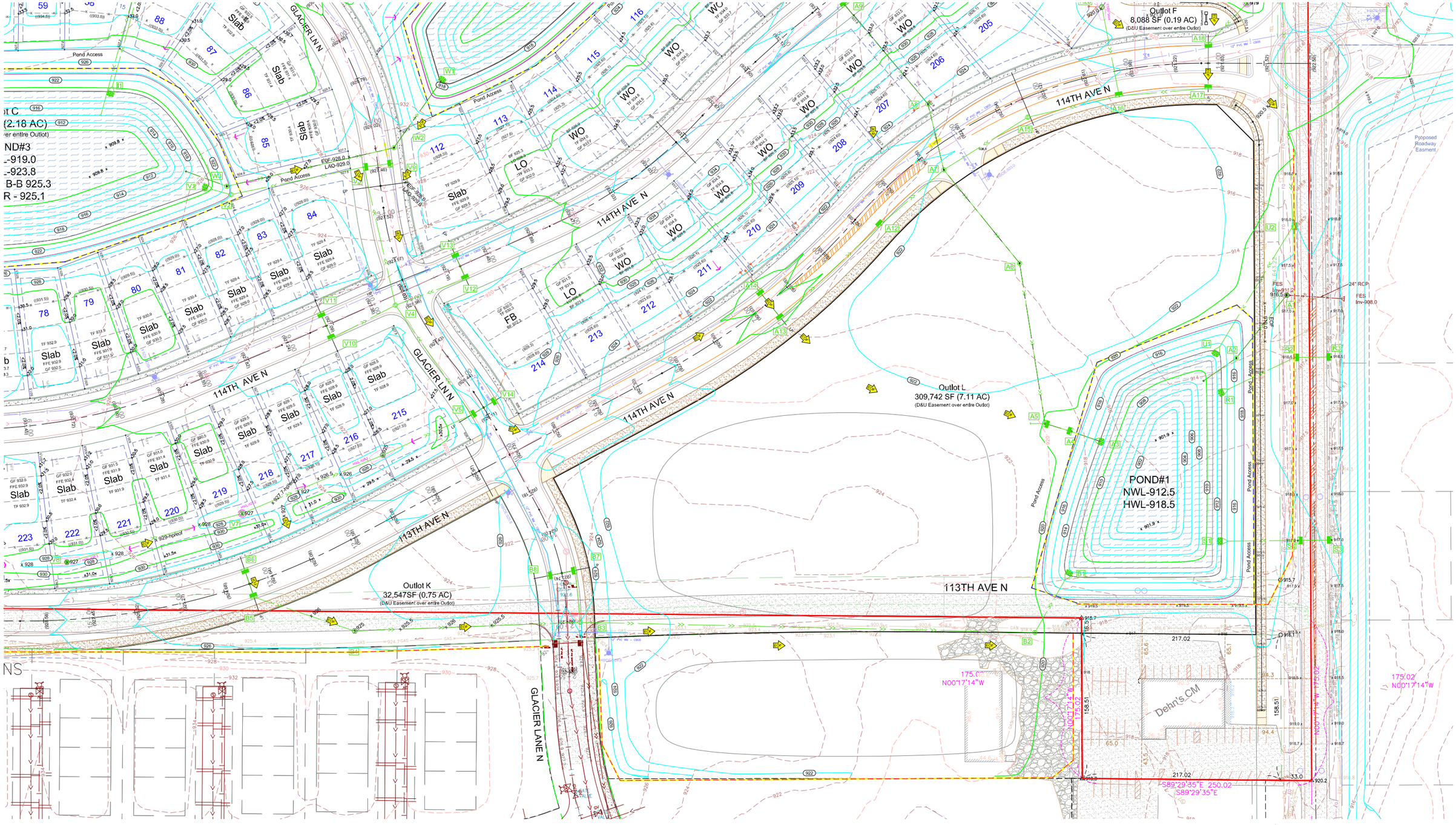
PRELIMINARY GRADING PLAN

DCM FARMS

SUNDANCE WOODS, LLC.

FILE NO.
19214-006

GP4



EXISTING UTILITIES SHOWN ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ANY AND ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES ARISING OUT OF HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.

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SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

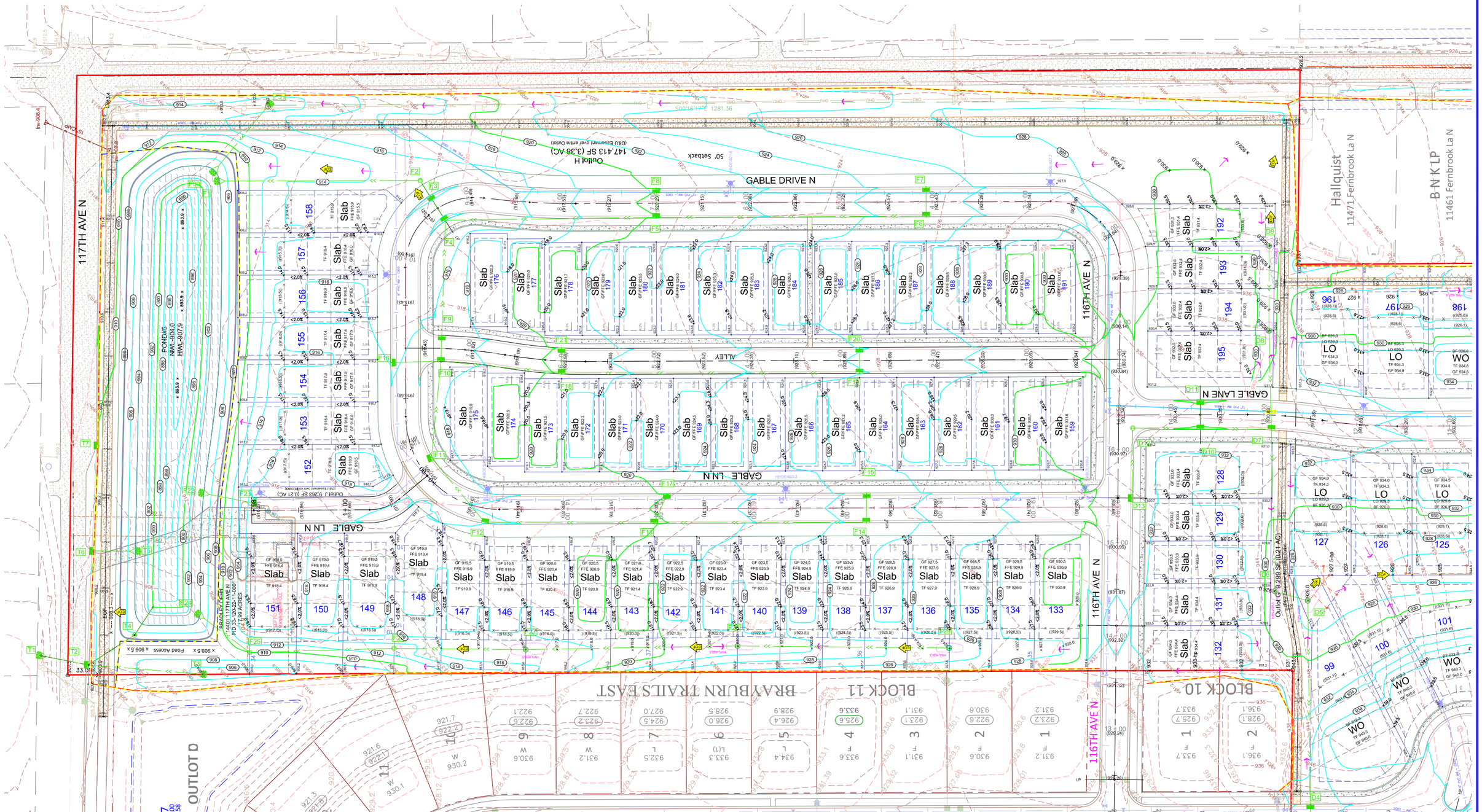
CITY PROJECT NO.
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DAYTON,
MINNESOTA

PRELIMINARY GRADING PLAN
DCM FARMS
SUNDANCE WOODS, LLC.

FILE NO.
19214-006

GP5



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SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

CITY PROJECT NO.
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DAYTON, MINNESOTA

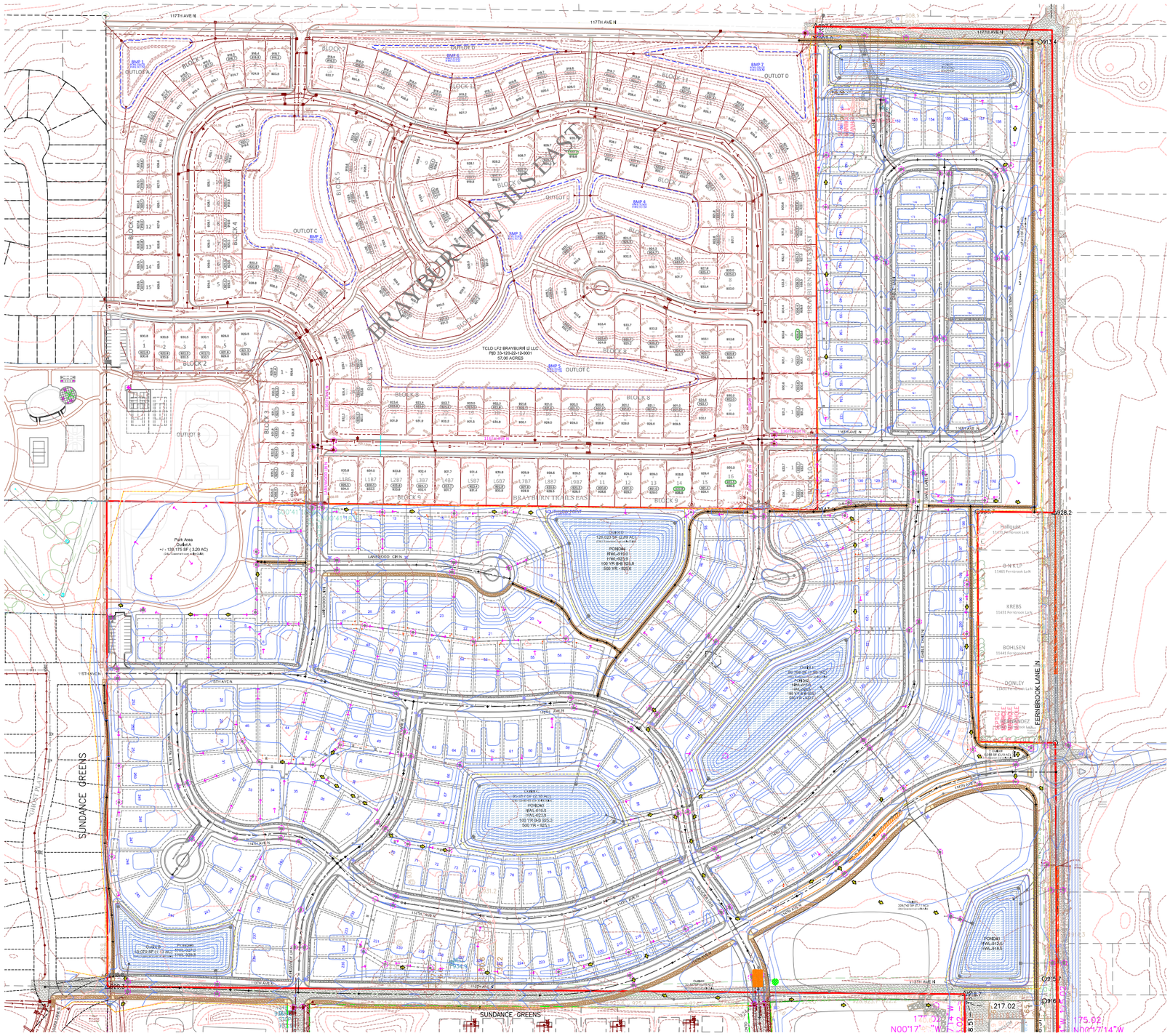
PRELIMINARY GRADING PLAN

DCM FARMS

SUNDANCE WOODS, LLC.

FILE NO.
19214-006

GP6


BRAYBURN TRAILS EAST
117TH AVE N
SUNDANCE GREENS
FERNBROOK LANE N
TCLD LF2 BRAYBURN LI LLC
PID 33-120-22-13-0001
57.06 ACRES
Park Area
Outlot A
+/- 139,175 SF (3.20 AC)
Outlot B
Outlot C
Outlot D
Outlot E
Outlot F
POND#1
POND#2
POND#3
POND#4
POND#5
POND#6
POND#7
POND#8
POND#9
POND#10
POND#11
POND#12
POND#13
POND#14
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POND#30
POND#31
POND#32
POND#33
POND#34
POND#35
POND#36
POND#37
POND#38
POND#39
POND#40

Park Area
Outlot A
+/- 139,175 SF (3.20 AC)
(D&U Easement over entire Outlot)

BLOCK 9

BRAYBURN TRAILS EAST

BLOCK

SOUTH LOW POINT
HWL-925.78

Outlot D
126,023 SF (2.89 AC)
(D&U Easement over entire Outlot)

POND#4
NWL-919.0
HWL-923.9
100 YR B-B 925.8
500 YR - 925.6

LANEWOOD CIR N

LANEWOOD LN N

5TH AVE N

115TH AVE N

MINNESOTA LN N

KINGSVIEW LANE N

GLACIER LN N

SUNDANCE GREENS

Outlot C
95,017 SF (2.18 AC)
(D&U Easement over entire Outlot)

POND#3
NWL-919.0
HWL-923.8
100 YR B-B 925.3
500 YR - 925.1

SCALE IN FEET

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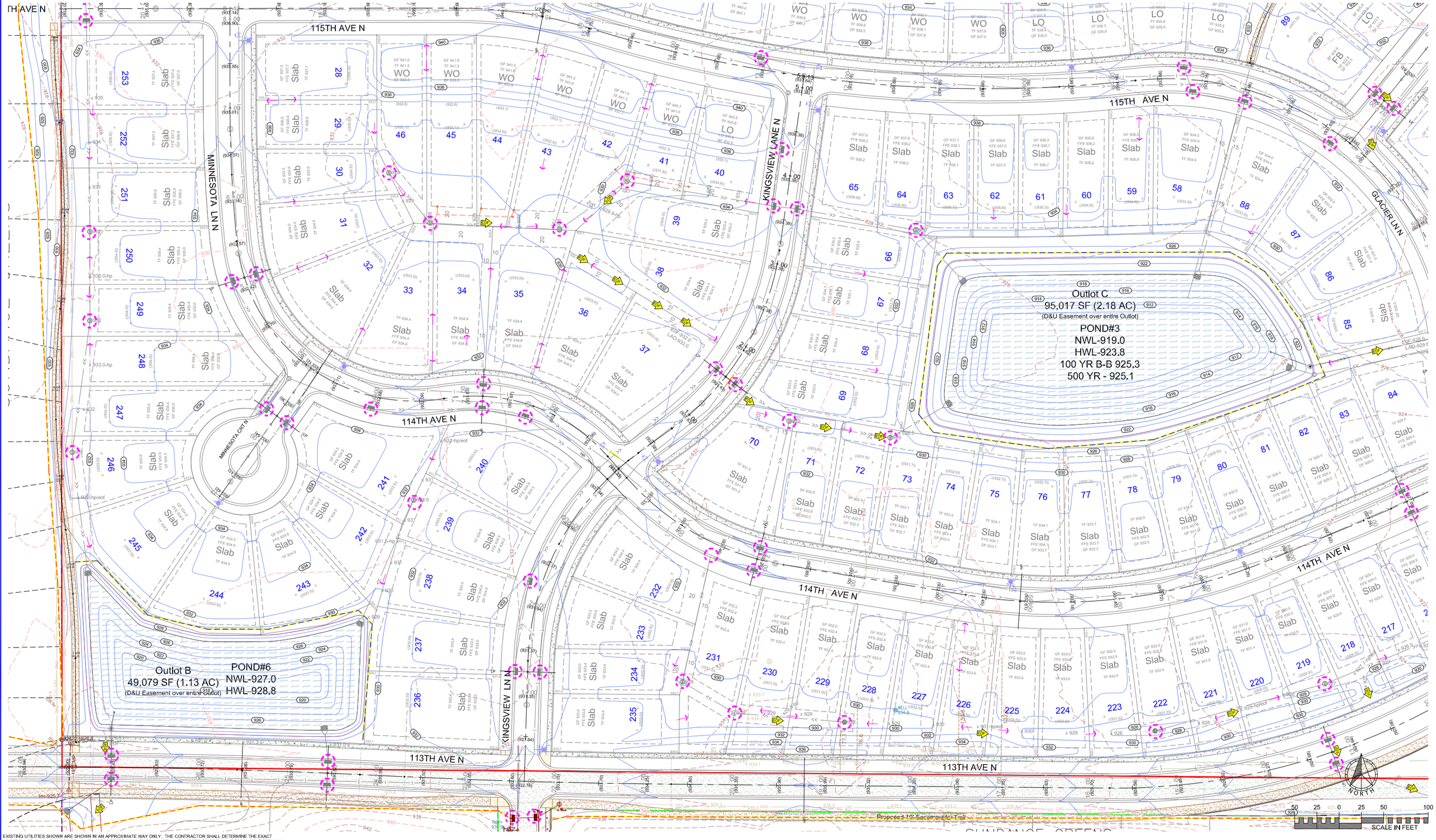
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Date: 01/06/25 Lic. No. 26428

SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

CITY PROJECT NO.		FILE NO.
--	PRELIMINARY EROSION CONTROL PLAN	19214-006
DAYTON, MINNESOTA	DCM FARMS SUNDANCE WOODS, LLC.	EC2



EXISTING UTILITIES SHOWN ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ANY AND ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES ARISING OUT OF HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.

DRAWING NAME	NO.	BY	DATE	REVISION
DCM FARMS	1	RSM	02-18-25	CITY COMMENTS FROM PC MEETING
DRAWN				
RSM				
CHECKED				
ERJ				
DATE				
01-06-25				

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

Robert S. Molstad

Robert S. Molstad, P.E.
Date: 01/06/25 Lic. No. 26428

SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

CITY PROJECT NO.
--

DAYTON, MINNESOTA

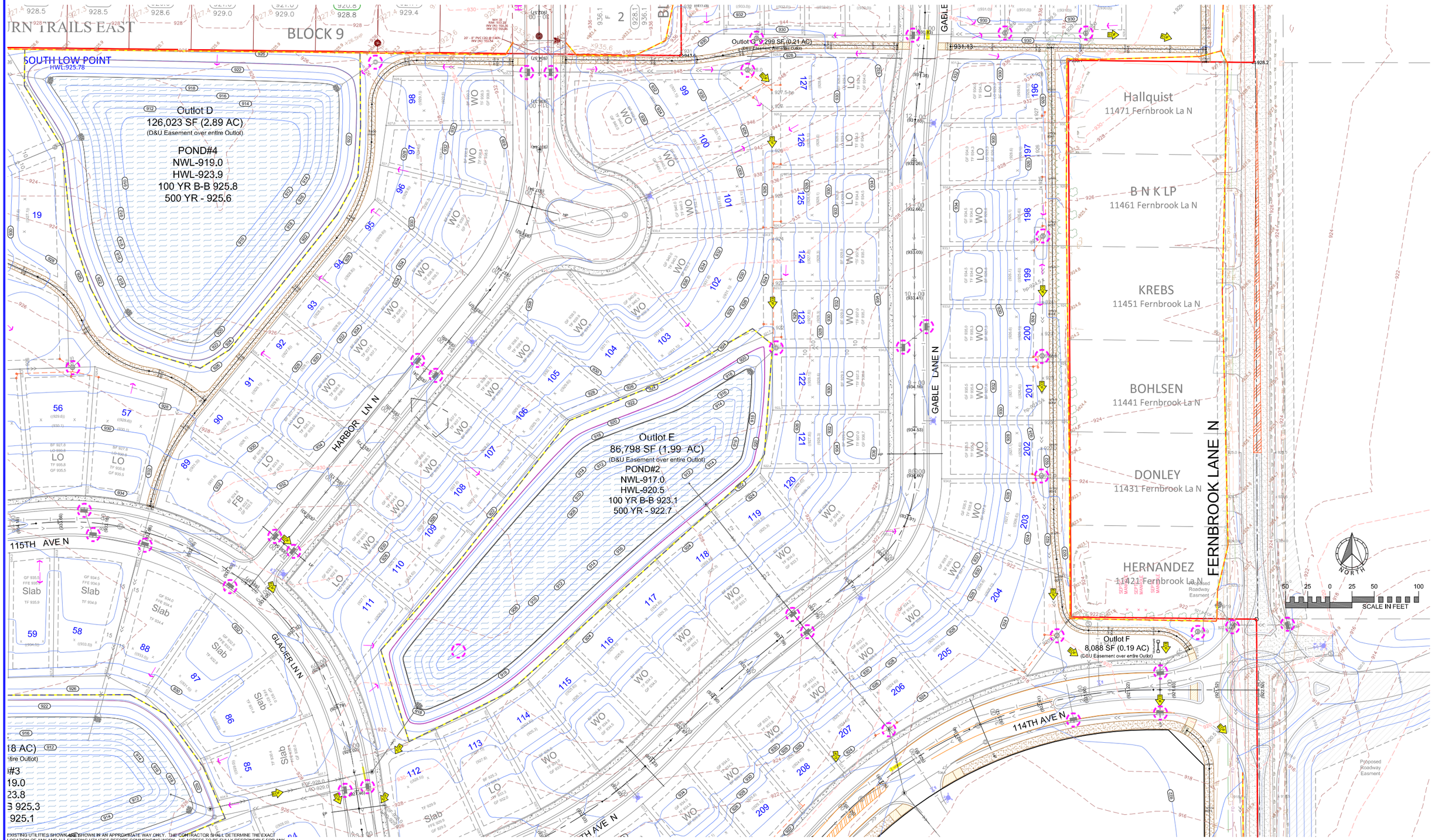
PRELIMINARY EROSION CONTROL PLAN

DCM FARMS

SUNDANCE WOODS, LLC.

FILE NO.
19214-006

EC3



EXISTING UTILITIES SHOWN ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ANY AND ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES ARISING OUT OF HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.

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DRAWN				
RSM				
CHECKED				
ERJ				
DATE				
01-06-25				

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SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

CITY PROJECT NO.
--

DAYTON,
MINNESOTA

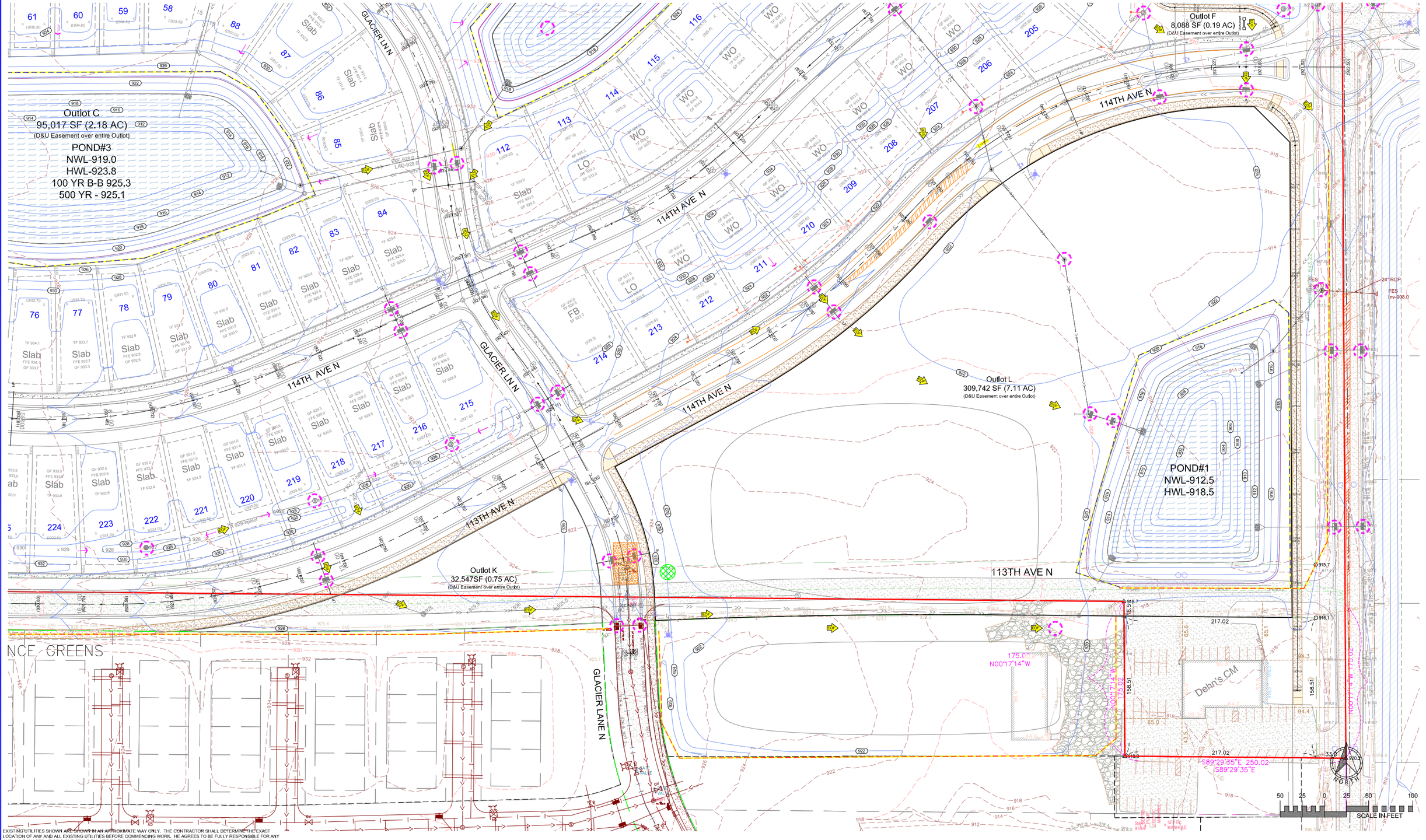
PRELIMINARY EROSION CONTROL PLAN

DCM FARMS

SUNDANCE WOODS, LLC.

FILE NO.
19214-006

EC4



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DRAWN				
RSM				
CHECKED				
ERJ				
DATE				
01-06-25				

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Robert S. Molstad

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Date: 01/06/25 Lic. No. 26428

SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

CITY PROJECT NO.
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DAYTON, MINNESOTA

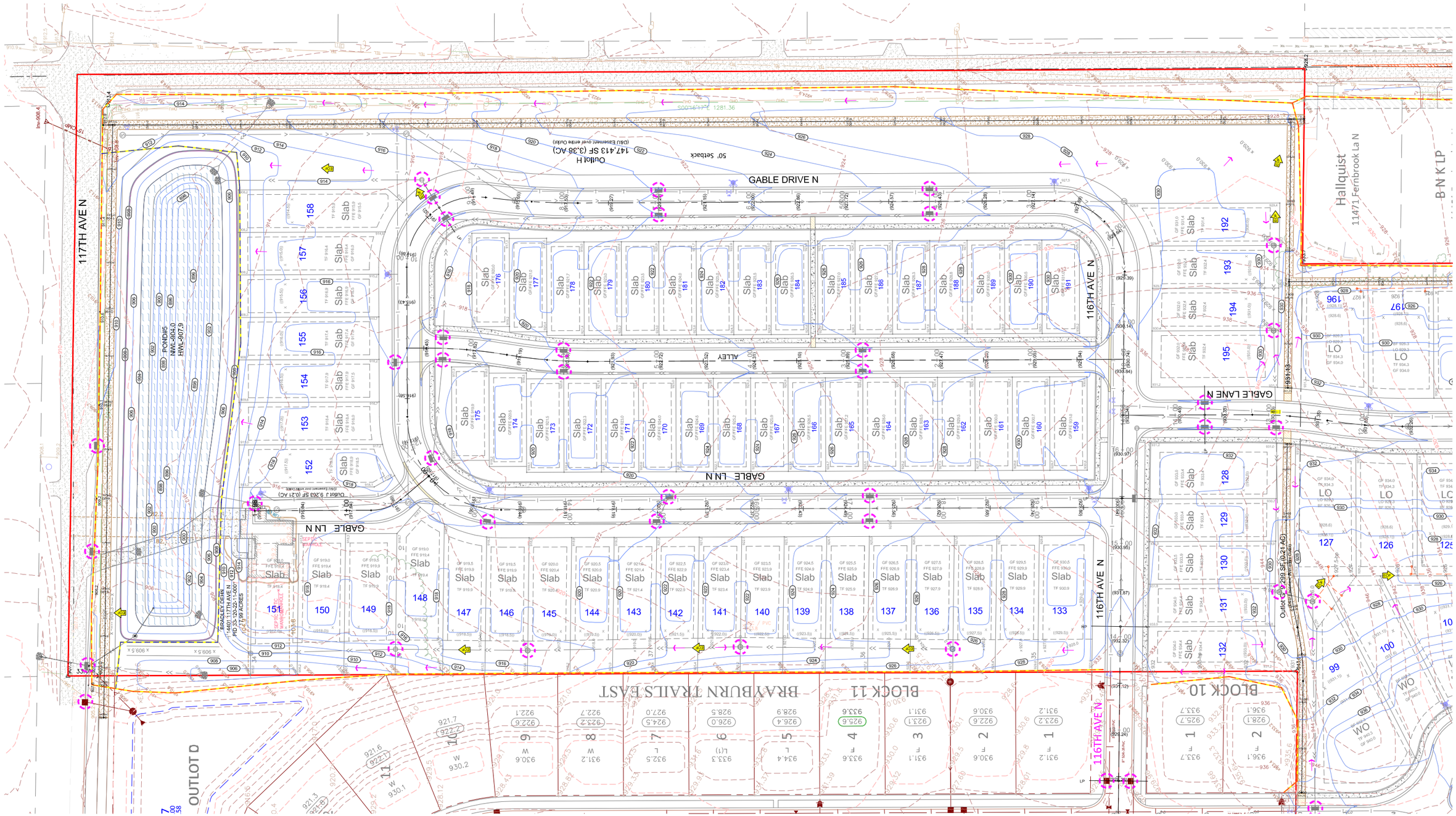
PRELIMINARY EROSION CONTROL PLAN

DCM FARMS

SUNDANCE WOODS, LLC.

FILE NO.
19214-006

EC5



NORTH

50 25 0 25 50 100

SCALE IN FEET

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Robert S. Molstad, P.E.
Date: 01/06/25 Lic. No. 26428

ENGINEERS SURVEYORS DESIGNERS PLANNERS

SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

CITY PROJECT NO.
--

DAYTON, MINNESOTA

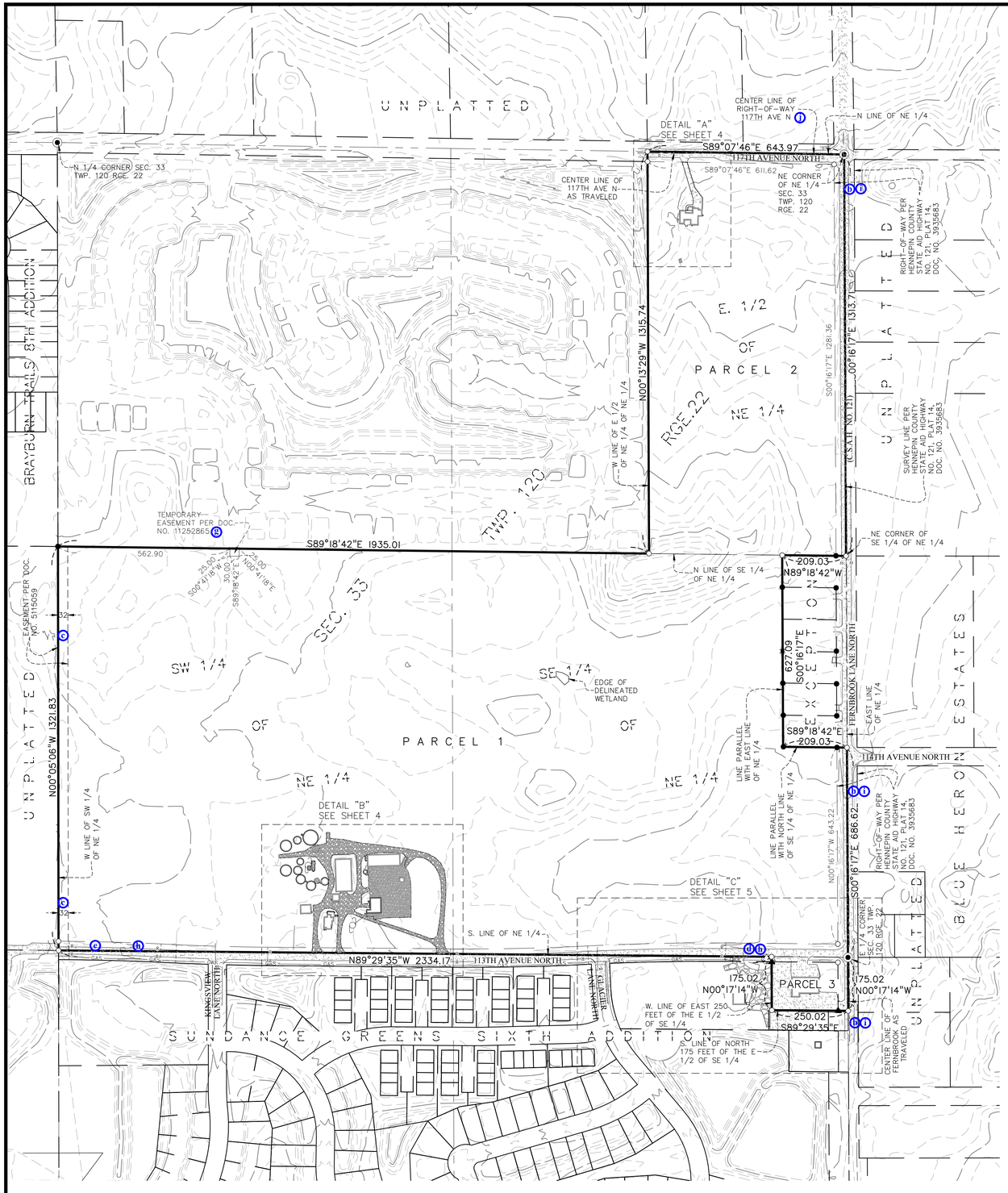
PRELIMINARY EROSION CONTROL PLAN

DCM FARMS

SUNDANCE WOODS, LLC.

FILE NO.
19214-006

EC6



DESCRIPTION OF PROPERTY SURVEYED

(Per Schedule A of the herein referenced Title Commitments)

Parcel 1

The Southwest Quarter of the Northeast Quarter, Section 33, Township 120, Range 22, and the Southeast Quarter of the Northeast Quarter of Section 33, Township 120, Range 22, except that part thereof described as follows, to-wit: Commencing at the Northeast corner of said Southeast Quarter of the Northeast Quarter; thence West on the North line thereof, a distance of 209 feet; thence South and parallel with the East line thereof 627 feet; thence East and parallel with the North line thereof 209 feet; thence North on the East line thereof 627 feet to the point of commencement.

Abstract Property (Title Commitment File No. 60664)

Parcel 2

The East ½ of the Northeast ¼ of the Northeast ¼ of Section 33, Township 120, Range 22, Hennepin County, Minnesota.

Abstract Property (Title Commitment File No. 60665)

Parcel 3 (Surveyed per owners request but is not included in either referenced Title Commitments)

The East 250 feet of the North 175 feet of the East Half of Southeast Quarter (E1/2 of SE1/4) of Section 33, Township 120, Range 22, Hennepin County, Minnesota, subject to right of public over the East 33 feet thereof.

Abstract Property

ALTA/NSPS OPTIONAL TABLE A NOTES

(The following items reference Table A optional survey responsibilities and specifications)

2) **Site Address**: Parcel 1- 14800 113th Avenue North, Dayton, Minnesota 55369
Parcel 2- 14401 117th Avenue North, Dayton, Minnesota 55369
Parcel 3- 11281 Fernbrook Lane North, Dayton, Minnesota 55369

3) **Flood Zone Information**: X (area determined to be outside of the 0.2% annual chance floodplain) per Flood Insurance Rate Map, Community Panel No. 27053C0062F, effective date of November 4th 2016.

4) **Parcel Area Information**:

Parcel 1		Parcel 2		Parcel 3	
Gross Area:	3,271,232 s.f. ~ 75.097 acres	Gross Area:	847,180 s.f. ~ 19.449 acres	Gross Area:	43,754 s.f. ~ 1.004 acres
R/W Area:	91,694 s.f. ~ 2.105 acres	R/W Area:	63,516 s.f. ~ 1.458 acres	R/W Area:	9,357 s.f. ~ 0.215 acres
Wet Area:	1,090 s.f. ~ 0.025 acres	Net Area:	783,664 s.f. ~ 17.990 acres	Net Area:	34,397 s.f. ~ 0.790 acres
Net Area:	3,178,448 s.f. ~ 72.967 acres				

*We do not affirmatively insure the quantity of acreage set forth in the description

5) **Benchmark**: Elevations are based on Hennepin County Control Point Name: OZ which has an elevation of: 918.40 feet (NAVD88). Contours were derived from a comination of field observations and LiDAR data from the Minnesota Department of Natural Resources.

6) **Zoning Information**. The current Zoning for the subject property is B-2 (Neighborhood Business District) and A-1 (Agricultural District) per the City of Dayton's zoning map dated June 2022. The setback, height, and floor space area restrictions for said zoning designation are as follows:

Principal Structure Setbacks B-2 - Parcel 1 & 2
Street: 35 feet (Fernbrook Lane)
Side Street: 15 feet (113th Ave)
Side: 15 feet
Rear: 15 feet
Height: 30 feet
Building Coverage: 50 percent of lot area
Hardcover: 75 percent of lot area

Principal Structure Setbacks A-1 - Parcel 3
Street(s): 30 feet (Fernbrook Lane, 113th Ave, & 117th Ave)
Side: 10 feet
Rear: 20 feet
Height: NA feet
Hardcover: 10 percent of lot area

*Please note that the zoning information shown hereon may have been amended through a city process. We recommend that a zoning letter be obtained from the Zoning Administrator for the current restrictions for this site. All setback information and hardcover data for planning and design must be verified by all parties involved in the design and planning process prior to any planning or construction.

We have not received the current zoning classification and building setback requirements from the insurer.

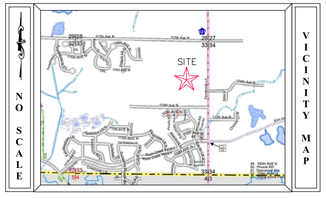
11) **Utilities**: We have shown the location of utilities to the best of our ability based on observed evidence together with evidence from the following sources: plans obtained from utility companies, plans provided by client, markings by utility companies and other appropriate sources. We have used this information to develop a view of the underground utilities for this site. However, lacking excavation, the exact location of underground features cannot be accurately, completely and reliably depicted. Where additional or more detailed information is required, the client is advised that excavation may be necessary. Also, please note that seasonal conditions may inhibit our ability to visibly observe all the utilities located on the subject property. A Gopher State One Call was submitted for this survey. Please reference Ticket No. 240320802 for a list of utility operators in this area.

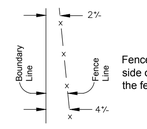
12) **Wetland Delineation:** The wetland delineation was performed by Kjolhaug Environmental Services Company, Inc. Wetland was not flagged in the field.

NORTH

Bearings are based on the Hennepin County Coordinate System (NAD 83 - 1986 adj.)

200 100 0 100 200 400
SCALE IN FEET





Fence ties are shown on the side of the boundary line that the fence is located on.

SURVEY REPORT

This map and report was prepared with the benefit of a Commitment for Title Insurance issued by CHB Title, LLC as issuing agent for Old Republic National Title Insurance Company, File No. 60664, dated February 11, 2024.

1) We note the following with regards to Schedule B of the herein referenced Title Commitment:
   a) Item no.'s 1-9 are not survey related
   b) Item no. 10 - Subject to Hennepin County State Aid Highway No. 121, Plat 14, filed as Document No. 3935683. ***SHOWN HEREON*** (h)
   c) Item no. 11 - Terms and conditions of Final Certificate for the perpetual easement and right of way over and across said parcels with the right to enter upon said parcels of land for the purposes of surveying for,constructing, operating, and maintaining an electric transmission system filed as Document No. 5115059. ***SHOWN HEREON*** (c)
   d) Item no. 12 - Terms and conditions of Easement for 113th Avenue Improvement, in favor of City of Dayton, as created in document filed July 7, 1987, as Document No. 5294406. ***SHOWN HEREON*** (d)
   e) Item no. 13 - Terms and conditions of Easement for 113th Avenue Improvement, in favor of City of Dayton, as created in document filed July 7, 1987, as Document No. 5294407. ***SHOWN HEREON*** (e)
   f) Item no. 14 - Terms and conditions of Easement for 113th Avenue Improvement, in favor of City of Dayton, as created in document filed July 7, 1987, as Document No. 5294408. ***DOES NOT AFFECT SUBJECT PROPERTY***
   g) Item no. 15 - Terms and conditions of Temporary Easement Agreement, filed December 20, 2023, as Document No.11252865. ***SHOWN HEREON*** (g)
   h) Item no. 16 - Subject to 113th Avenue North as laid out and traveled. ***SHOWN HEREON*** (h)
   i) Item no. 17 - Subject to Fernbrook Lane North (County Road 121) as laid out and traveled. ***SHOWN HEREON*** (i)

2) Observations/Comments noted hereon per field survey such as (but not limited to): access, occupation, and easements and/or servitudes:
   a) Features on the site were located to the best of our ability. Due to seasonal conditions at the time of this certification additional features may not have been visible and therefore not shown hereon.

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   c) Item no. 11 - Subject to Fernbrook Lane North (County Road 121) as laid out and traveled. ***SHOWN HEREON*** (i)
   d) Item no. 12 - Subject to 117th Avenue North as laid out and traveled. ***SHOWN HEREON*** (j)

2) Observations/Comments noted hereon per field survey such as (but not limited to): access, occupation, and easements and/or servitudes:
   a) Features on the site were located to the best of our ability. Due to seasonal conditions at the time of this certification additional features may not have been visible and therefore not shown hereon.
   b) We have shown the right-of-way of 117th Avenue North across the north part of the site. We have surveyed it as a right-of-way that extends 33 feet south from the centerline of the traveled road. This is per the historic practice of providing 66 feet of right-of-way on the roads that develop via prescriptive rights. Based upon contemporary case law this right-of-way could be construed to be more or less width based upon a determination of what area is actually being utilized for highway purposes including drainage and possibly slopes. We believe the original intent was for the road to follow the section line, therefore we determined the right-of-way using the section line as the centerline of the road.

SURVEY LEGEND

CAST IRON MONUMENT	PIEZOMETER	WOE	WALKOUT ELEVATION
IRON PIPE MONUMENT SET	POWER POLE	FFE	FIRST FLOOR ELEVATION
IRON PIPE MONUMENT FOUND	GUY WIRE	GFE	GARAGE FLOOR ELEVATION
DRILL HOLE FOUND	ROOF DRAIN	TOF	TOP OF FOUNDATION ELEV.
CHISELED "X" MONUMENT SET	LIFT STATION	LOE	LOWEST OPENING ELEV.
CHISELED "X" MONUMENT FOUND	SANITARY MANHOLE	CONCRETE	
REBAR MONUMENT FOUND	SANITARY CLEANOUT	BITUMINOUS	
PK NAIL MONUMENT SET	STORM MANHOLE	BSL	BUILDING SETBACK LINE
PK NAIL MONUMENT FOUND	STORM DRAIN	CTV	CABLE TV
PK NAIL W/ ALUMINUM DISC	CATCH BASIN		CONCRETE CURB
SURVEY CONTROL POINT	FLARED END SECTION	960	CONTOUR EXISTING
A/C UNIT	TREE CONIFEROUS	960	CONTOUR PROPOSED
CABLE TV PEDESTAL	TREE DECIDUOUS		GUARD RAIL
ELECTRIC TRANSFORMER	TREE CONIFEROUS REMOVED	DT	DRAIN TILE
ELECTRIC MANHOLE	TREE DECIDUOUS REMOVED	ELC	ELECTRIC UNDERGROUND
ELECTRIC METER	TELEPHONE MANHOLE	X	FENCE
ELECTRIC OUTLET	TELEPHONE PEDESTAL	FO	FIBER OPTIC UNDERGROUND
YARD LIGHT	UTILITY MANHOLE	GAS	GAS UNDERGROUND
LIGHT POLE	UTILITY PEDESTAL	OHU	OVERHEAD UTILITY
FIBER OPTIC MANHOLE	UTILITY VAULT		TREE LINE
FIRE DEPT. HOOK UP	WATERMAIN MANHOLE	>	SANITARY SEWER
FLAG POLE	WATER METER	>>	STORM SEWER
FUEL PUMP	WATER SPIGOT	TEL	TELEPHONE UNDERGROUND
FUEL TANK	WELL		RETAINING WALL
PROPANE TANK	MONITORING WELL	UTL	UTILITY UNDERGROUND
GAS METER	CURB STOP		WATERMAIN
GAS VALVE	GATE VALVE		TRAFFIC SIGNAL
GAS MANHOLE	HYDRANT		RAILROAD TRACKS
GENERATOR	IRRIGATION VALVE		RAILROAD SIGNAL
GUARD POST	POST INDICATOR VALVE		RAILROAD SWITCH
HAND HOLE	SIGN		SATELLITE DISH
MAIL BOX	SOIL BORING		WETLAND BUFFER SIGN

FIELD CREW	NO.	BY	DATE	REVISION
DM AK ABE PH	1	JPR	11/8/2024	WETLAND DELINEATION
DRAWN	2	RSM	12/20/2024	ADDED TOPO IN NW
JPR				
CHECKED				
CMT				
DATE				
2/16/24				

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To: Thomas A. Dehn, CHB Title, LLC and Old Republic National Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1 - 6(a), 7(a), 8, 11(b) and 16 of Table A thereof. The field work was completed on February 26, 2024.

Date of Plat or Map: March 25, 2024

Colyn M. Tvete, PLS Minnesota License No. 62269

SATHRE-BERGQUIST, INC.
14000 25TH AVENUE NORTH, SUITE 120
PLYMOUTH MN 55447 (952) 476-6000
WWW.SATHRE.COM

TWP:120-RGE.22-SEC.33
Hennepin County

DAYTON, MINNESOTA

ALTA / NSPS LAND TITLE SURVEY

PREPARED FOR:
TOM DEHN

FILE NO. 19214-006

1/5

80 40 0 40 80 160

SCALE IN FEET

NORTH

Bearings are based on the Hennepin County Coordinate System (NAD 83 - 1986 adj.)

Boundary Line — Fence Line

2%

4%

Fence ties are shown on the side of the boundary line that the fence is located on.

TEMPORARY EASEMENT PER DOC. NO. 11252865

S89°18'42"E 1935.01

562.90

S00°41'18"W 25.00

N00°41'18"E 25.00

S89°18'42"E 30.00

FND IP 42299 LEAN-W

NE CORNER OF SE 1/4 OF NE 1/4

176.02

209.03 N89°18'42"W

33.00

N LINE OF SE 1/4 OF NE 1/4

SEC. 33

TWP. 120

RGE. 22

FND IP 1/2" 924.6

FND IP 1/4 927.5

FND IP 1/2" 922.8

FND REBAR

FND IP 23066 924.5

FND IP 1/4 923.0

FND IP 6743 923.9

FND IP 1/2" 920.9

627.09 S00°16'17"E

104.73

104.72

105.08

103.97

105.12

103.44

TREE LINE

CHAIN LINK FENCE

-2.2%

-2.0%

-1.2%

-0.6%

924.8

924.6

924.4

924.2

923.7

LINE PARALLEL WITH EAST LINE OF NE 1/4

SEPTIC MANHOLE

SEPTIC MANHOLE

SEPTIC MANHOLE

S89°18'42"E 209.03

176.02

33.00

CULVERT INV= 919.0

LINE PARALLEL WITH NORTH LINE OF SE 1/4 OF NE 1/4

EAST LINE OF NE 1/4

RIGHT-OF-WAY PER HENNEPIN COUNTY STATE AID HIGHWAY NO. 121, PLAT 14, DOC. NO. 3935683

(C.S.A.H. NO. 121)

FERNBROOK LANE NORTH

N00°16'17"W 643.22

N00°16'17"W 686.62

S00°16'17"E

CULVERT

SURVEY LINE OF HENNEPIN COUNTY STATE AID HIGHWAY NO. 121, PLAT 14, DOC. NO. 3935683

DETAIL "C" SEE SHEET 5

SW 1/4

SE 1/4

NE 1/4

SEC. 33

TWP. 120

RGE. 22

EDGE OF DELINEATED WETLAND

PARCEL 1

DETAIL "B" SEE SHEET 4

W LINE OF SW 1/4 OF NE 1/4

EASEMENT PER DOC. NO. 5115059

EASEMENT FOR IMPROVEMENTS PER DOC. NO. 5294407

N00°05'06"W 1321.83

S01°29'18"E 1321.84

N87°17'03"W 299.96

R=7780.67

Δ=2°12'32"

CURB STOP 933.9

INV= 925.5 18" CULVERT

S. LINE OF NE 1/4

N89°29'35"W 2334.17

113TH AVENUE NORTH

N89°29'35"W 598.66

S89°29'35"E 400.00

EASEMENT FOR IMPROVEMENTS PER DOC. NO. 5294406

R=7520.09

Δ=3°26'01"

450.66

LINE "A"

END PK NAIL 934.1

KINGSVIEW LANE NORTH

GLACIER LANE NORTH

SUNDANCE GREENS SIXTH ADDITION

PARCEL 3

N00°17'14"W 175.02

S. LINE OF NORTH 175 FEET OF THE E 1/2 OF SE 1/4

W. LINE OF EAST 250 FEET OF THE E 1/2 OF SE 1/4

S89°29'35"E 250.02

E. 1/4 CORNER SEC. 33 TWP. 120 RGE. 22

GAS

ELC

SYD

TEL

CULVERT

GATE VALVE 937.0

FIELD CREW	NO.	BY	DATE	REVISION
DM AK ABE PH	1	JPR	11/8/2024	WETLAND DELINEATION
DRAWN	2	RSM	12/20/2024	ADDED TOPO IN NW
JPR				
CHECKED				
CMT				
DATE				
2/16/24				

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Date of Plat or Map: March 25, 2024

Colyn M. Tvete, PLS — Minnesota License No. 62269

ENGINEERS SURVEYORS PLANNERS DESIGNERS

SATHRE-BERGQUIST, INC.

14000 25TH AVENUE NORTH, SUITE 120
PLYMOUTH MN 55447 (952) 476-6000
WWW.SATHRE.COM

TWP:120-RGE.22-SEC.33
Hennepin County

DAYTON, MINNESOTA

ALTA / NSPS LAND TITLE SURVEY

PREPARED FOR:

TOM DEHN

FILE NO. 19214-006

2/5

80 40 0 40 80 160

SCALE IN FEET

NORTH

Bearings are based on the Hennepin County Coordinate System (NAD 83 - 1986 adj.)

SURVEY LEGEND

- CAST IRON MONUMENT
- IRON PIPE MONUMENT SET
- IRON PIPE MONUMENT FOUND
- DRILL HOLE FOUND
- CHISELED "X" MONUMENT SET
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- RAILROAD SWITCH
- SATELLITE DISH
- WETLAND BUFFER SIGN

DETAIL "A" SEE SHEET 4

CENTER LINE OF 117TH AVE N AS TRAVELED

CENTER LINE OF RIGHT-OF-WAY 117TH AVE N

N LINE OF NE 1/4

N LINE

117TH AVENUE NORTH

S89°07'46"E 643.97

S89°07'46"E 611.62

NE CORNER OF NE 1/4 SEC. 33 TWP. 120 RGE. 22

FERNBROOK LANE NORTH (C.S.A.H. NO. 121)

SURVEY LINE OF HENNEPIN COUNTY STATE AID HIGHWAY NO. 121, PLAT 14, DOC. NO. 3935683

RIGHT-OF-WAY PER HENNEPIN COUNTY STATE AID HIGHWAY NO. 121, PLAT 14, DOC. NO. 3935683

TREE LINE

MSC / PVC 916.5

MSC / PVC 923.8

E. 1/2

OF

PARCEL 2

N00°13'29"W 1315.74

1282.73

S00°16'17"E 1313.71

S00°16'17"E 1281.36

SEC. 33

TWP. 120

RGE. 22

NE 1/4

W LINE OF E 1/2 OF NE 1/4 OF NE 1/4

N LINE OF SE 1/4 OF NE 1/4

NE CORNER OF SE 1/4 OF NE 1/4

176.02

209.03

N89°18'42"W

33.00

FND IP 1/2 924.6

FND IP 1/4 927.5

CULVERT INV= 908.4

INV= 908.8

INV= 913.5

INV= 913.2

INV= 918.5

INV= 926.1

INV= 926.0

INV= 926.4

INV= 926.5

INV= 926.6

INV= 926.7

INV= 926.8

INV= 926.9

INV= 927.0

INV= 927.1

INV= 927.2

INV= 927.3

INV= 927.4

INV= 927.5

INV= 927.6

INV= 927.7

INV= 927.8

INV= 927.9

INV= 928.0

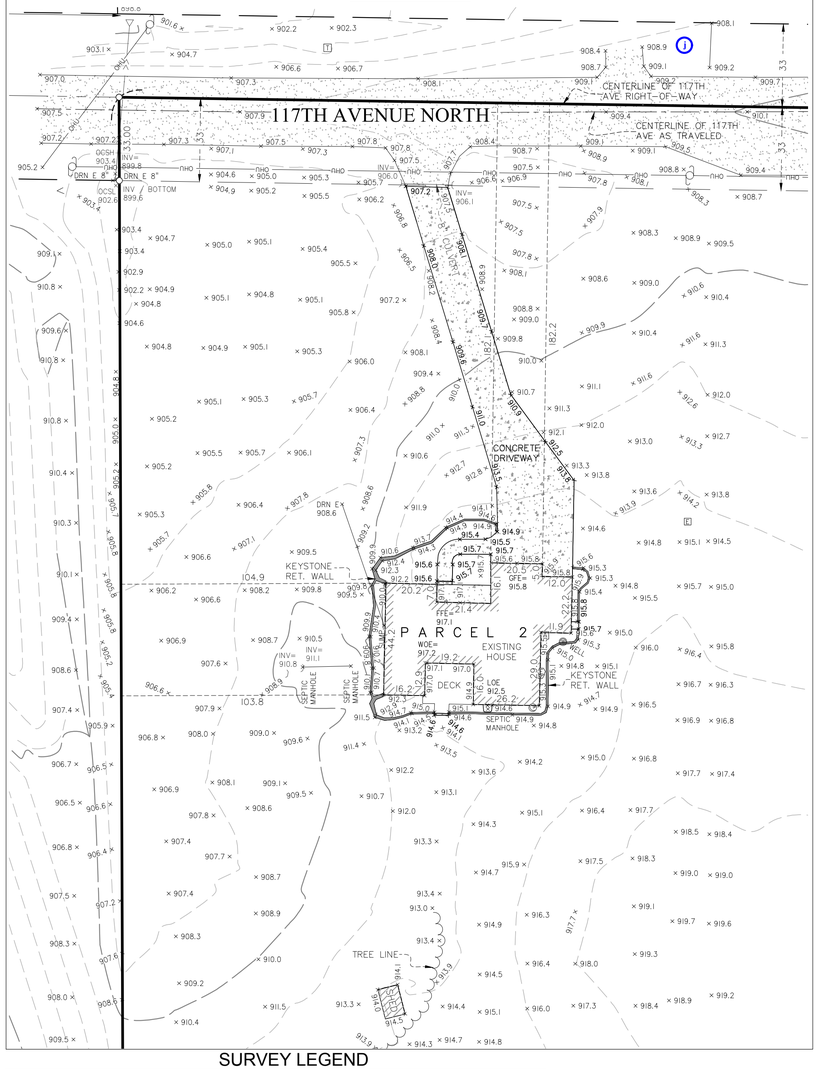
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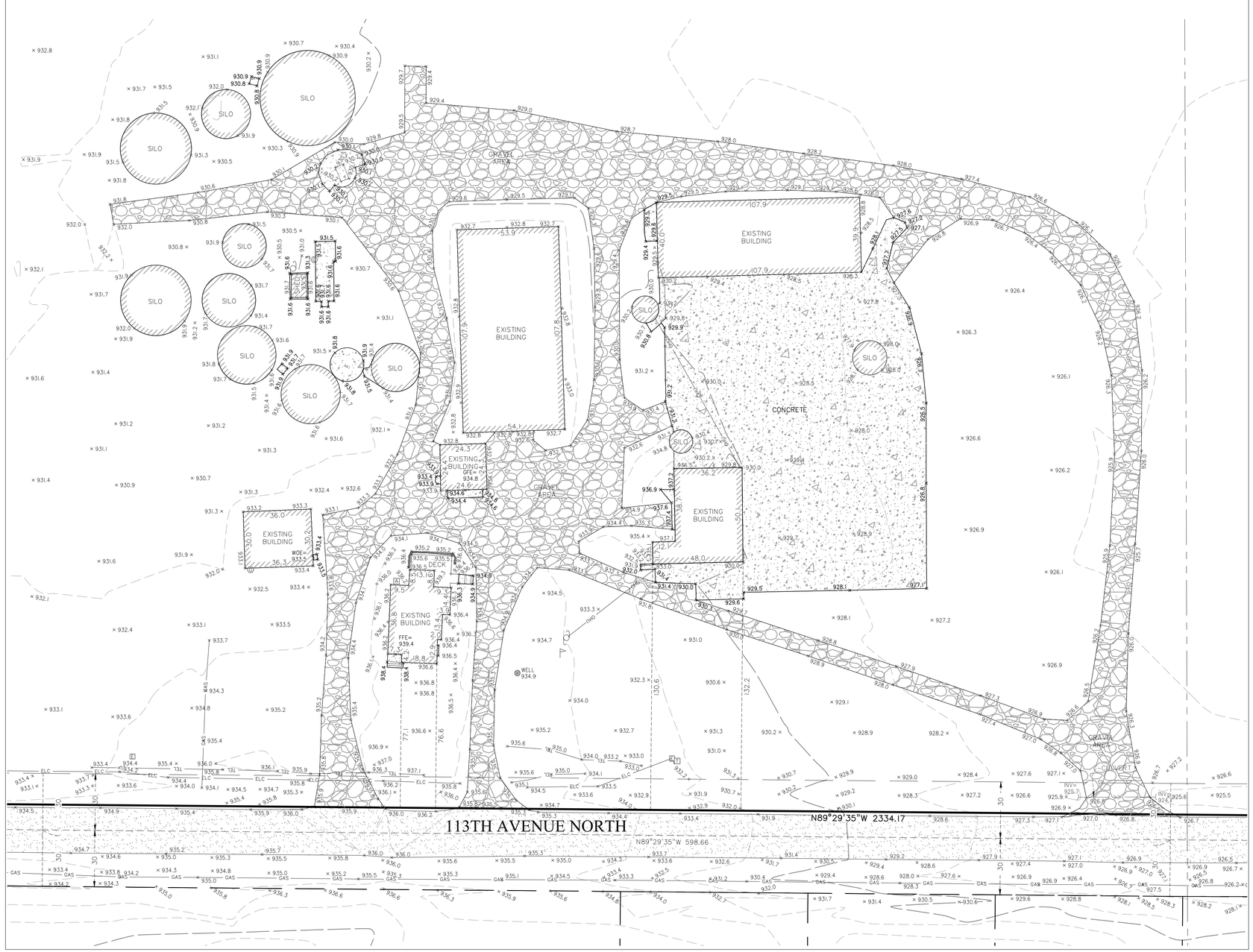
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INV=

DETAIL 'A'



DETAIL 'B'



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30 15 0 15 30 100

SCALE IN FEET

NORTH

Bearings are based on the Hennepin County Coordinate System (NAD 83 - 1986 adj.)

FIELD CREW	NO.	BY	DATE	REVISION
DM AK ABE PH	1	JPR	11/8/2024	WETLAND DELINEATION
DRAWN				
JPR				
CHECKED				
CMT				
DATE				
2/16/24				

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To: Thomas A. Dehn, CHB Title, LLC and Old Republic National Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1 - 6(a), 7(a), 8, 11(b) and 16 of Table A thereof. The field work was completed on February 26, 2024.

Date of Plat or Map: March 25, 2024

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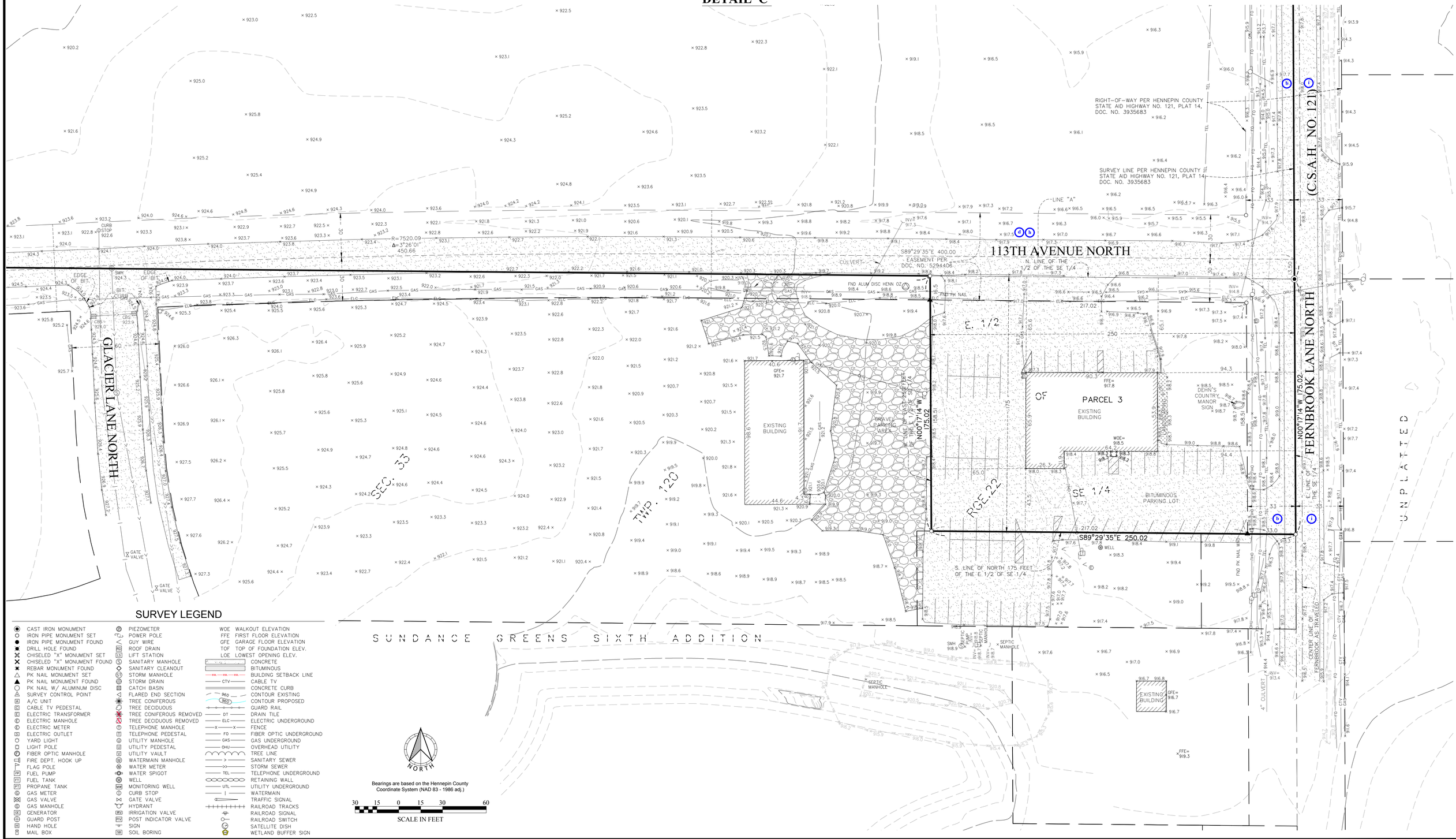
DAYTON, MINNESOTA

ALTA / NSPS LAND TITLE SURVEY

PREPARED FOR:
TOM DEHN

FILE NO. 19214-006

DETAIL 'C'



SURVEY LEGEND

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SCALE IN FEET

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ALTA / NSPS LAND TITLE SURVEY

PREPARED FOR:
TOM DEHN

FILE NO. 19214-006

5 / 5

Stantec

Memo

To:	Jon Sevald	From:	Jason Quisberg, Engineering Nick Findley, Engineering Ben Otto, Engineering
Project:	DCM Farms Preliminary Plat	Date:	1/29/2025

Exhibits:

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

1. Preliminary Plat Plans by Sathre-Bergquist, Inc., dated 1/6/2025, 33 sheets
2. DCM Farms SWMP by AE2S, dated 12/20/2024, 2051 sheets
3. Alta Survey by Sathre-Bergquist, Inc, dated 3/25/2024, 5 sheets
4. Landscape Plans by Pioneer Engineering, dated 12/18/2024, 5 sheets

Comments:

General

1. Consistent with the review process, a comment response letter shall be provided in response to the following comments provided in this Memorandum in which the applicant provides a written response to each item.

   SBI: Response Letter 02-10-25
2. In addition to engineering related comments per these plans, the proposed plans are subject to addition planning, zoning, land-use, and other applicable codes of the City of Dayton.
   SBI: Noted
3. Final approval by the Elm Creek Watershed Management Commission must be attained before any site grading or activity may commence.
   SBI: An ECWMC permit will be obtained, prior to any site grading activities.
4. For any site activity (demo, grading, utilities, etc.) no closures or restrictions of any kind shall be imposed upon the public use of 113th, 114th, and 117th without the City's permission and Fernbrook without the City's and County's permission. Should any lane restrictions be necessary, the Contractor shall notify the City at least 48 hours in advance and provide a Traffic Control Plan.
   SBI: Once u&s plans are approved we will work with the contractor to determine the construction schedule for any work on Fernbrook, 113/114 and 117th and coordinate with the County and the City.
5. Any underlying easements no longer necessary must be vacated.
   SBI: Any underlying easements will be vacated with the 1st final plat application.

6. Outlots shall be covered by drainage and utility easements.
   SBI: Outlots on the final plat will have d&u easements.
7. Improvements are shown within adjacent properties to both the north and west of the site. Ensure necessary agreements are in place prior to work taking place.
   SBI: Any off-site work will be approved by the property owner, prior to the work taking place.
8. Publicly and privately maintained facilities (streets, utilities, detention ponds, etc.) will need to be identified clearly, including maintenance responsibilities (City, HOA, etc.). Regardless of if the area is public or private it will have to be built to city standards.
   SBI: The DA should address all of the items that will be publicly or privately maintained.
9. Development is currently taking place on adjacent sites, coordination and changes may be required as design/construction continues.
   SBI: When final plans are prepared for connections to adjacent sites we will coordinate with the adjacent developer and their engineer.
10. Along the eastern edge of the site there are existing overhead utilities. The undergrounding of these utilities is to be evaluated, and applicable costs discussed.
    SBI – Sundance Woods LLC will discuss with the City.
11. Include all relevant detail plates with future submittals.
    SBI: Detail plates will be included with the final construction plan sets.

<u>Plat</u>

12. Match ROW provided by adjacent development along 117th.
    SBI: The ROW along 117th has been updated.
13. Provide 50 ft by 50 ft triangle of ROW adjacent to the intersection of Fernbrook and 117th Street for future RAB.
    SBI: a 50x50 triangle has been added to the southwest ROW at 117th/Fernbrook.
14. Ensure all trails not located within city owned outlots have easement over the entirety of the trail. The easements shall have specific language regarding trail related access/maintenance rights.
    SBI: Any trails on private property will have an access and maintenance easement over them. The HOA documents will address these responsibilities.
15. Multiple D/U easements extend past intersections with other proposed D/U. Trim areas to accurately show D/U area, and example of this is lot 206.
    SBI: The d&u easements have all been updated, due to the lot layout changes. (FYI, lots have been removed (so lot numbers have changed), due to the side yard setback changes from 5 feet to 7.5 feet.)
16. Multiple locations show less than 10’ of drainage and utility (D/U) easement on both sides of proposed storm utilities. The list below is to provide examples and is not inclusive.
    a. Lot 69
    b. Lot 105
    c. Lot 179
    d. Lot 192
    e. Lot 206

f. Lot 209
g. Lot 222

SBI: Easements have been updated.

17. Pond #1 and Pond #5 HWLs are outside of the proposed D/U easement. Revise to ensure the HWL and maintenance bench are within D/U easement.

    SBI: The easement around Pond 1 has been updated, Pond 5 is contained within Outlot H.

18. Easement is not located over storm sewer run located in lots 111-113 and 173-176.

    SBI: Easements have been updated, based on the revised layout.

19. Easement is not located over storm sewer running through Brad Dehn Proposed Lot.

    SBI: Brad's house is now planned for removal, the storm sewer is within Outlot H, which will have d&u easement.

20. A small island of non-D/U is proposed in the backyard of lot 47. Incorporate area into proposed D/U.

    SBI: Easements have been updated.

21. The proposed site plan does not appear include an alley easement along the back of the existing lots along Fernbrook. If an alley is planned for the future an easement including specific language related to the alley will be required.

    SBI: No easement is proposed for an alley for the existing homes along Fernbrook. Sanitary sewer and watermain have been stubbed to the southwest corner of 11421 Fernbrook. When these utilities are extended north for the homes to connect an alley road could be constructed over the utilities to allow the City access to maintain them.

Erosion Control/SWPPP

22. Erosion control blanket is required for slopes steeper than 4:1.

    SBI: The final EC plan will address any blanket issue on slopes steeper than 4:1.

23. Inlet protection is shown in locations without inlets as well as not included for some proposed inlets.

    SBI: The inlet protection has been updated on the revised plans.

Transportation

24. The easternmost entrances (commercial area to the south and residential area to the north) are within close proximity of the proposed roundabout on Fernbrook Lane. The spacing from Fernbrook Lane should be maximized with the preferred distance being 660'. The currently proposed commercial access will be required to be right in/right out in its current layout.

    SBI: Please provide the spacing requirement for commercial access points from the City Code.

25. 113th/114th shall be an Urban Collector meeting all of the design standards laid out in the detail plate including the width of street and right of way.

    SBI: The entrance portion of 113th/114th from Fernbrook to the west end of the commercial property has been updated to an 80' ROW with a little more than 40 feet of street width. West of the commercial property we transitioned to a 70' ROW and with a proposed 10' trail easement on the south side of 113th along the Lennar Rowhomes. (with a 32' wide street)

26. Provide street drain tile per standard detail plate STO-13A.
    SBI: Draintile has been added to the basement style homes. The street draintile will be added to the final street plans with each phase of the development.

27. Currently profiles are not provided for the streets proposed within this development. Ensure the slopes, curves, design speed, and other design considerations meet the requirements of the appropriate standard detail. Profiles will be required as a part of the final plat submittal.
    SBI: Noted final construction plans will have plan and profile information.

Site Plans

28. Stop signs and street signs are to be located on separate poles. See detail Gen-06 for typical installation location of street signs.
    SBI: The stop signs and street signs have been updated.
29. Provide no parking in cul-de-sac signs at the throat of proposed cul-de-sacs per the standard detail plate.
    SBI: No parking signs have been added to the CDS's. Will parking be allowed within the ebrow?
30. Provide no parking signage along 113th/114th Ave.
    SBI: No parking signs have been added along 113th / 114th.
31. Provide speed limit signs at the entrances of the proposed development.
    SBI: Please provide more information on the proposed speed limit sign locations, assuming some will be added for the proposed round-about on Fernbrook, not sure if the City wants any on 114th. I looked at Pineview Lane and the City did not install any speed limit signs, just on notice speed sign for the round-about.
32. Provide centerline and fog line striping along 113th/114th Ave.
    SBI: Centerline striping and fog line striping have been added to 114th, upto the intersection of Glacier Lane north.
33. Provide curb and trail matching work completed by adjacent development along the portion of 117th directly adjacent to this site.
    SBI: The trail and the curb have been added, adjacent to 117th Avenue N.
34. Loop trail along 117th through the landscape buffer area tying into proposed trail located near lot 174.
    SBI: The trail has been extended along the new ROW of Fernbrook Lane N, connecting the trail from 117th south to the existing homes along Fernbrook then west to the trail along the back of the Fernbrook lots.
35. Additional street lighting may be required in the northeastern portion of the development.
    SBI: The street light layout in the northern portion of the site has been revised.
36. The commercial area will be evaluated further as more detailed plans are provided. This may include a multitude of items including but not limited to street lighting, pedestrian access, site layout, etc.
    SBI: Noted

37. The proposed roundabout at the intersection of Fernbrook and 114th Ave provides a site layout but no grading or other information. Further evaluation will have to be completed as the design progresses.
    SBI: We have provided some proposed spot elevations but would like to work with the City/County on the final plan design, since layout dimensions and locations may change based on City and County input.
38. Provide 3 ft ribbon curb extension at the termination of highback curb if the curb drains towards termination.
    SBI: Please provide a little more detail on this request, assuming we can incorporate this comment into the final street plans.

Grading /Stormwater

39. Provide labels and locations of depressional areas on existing stormwater figure matching the model.
    SBI: AE2S Labels have been added to the existing stormwater figure to call out the locations of the depressional areas.
40. Show all existing overland flow path (drainage arrows).
    SBI: Additional EOF path arrows and spot elevations have been added.
41. NRCS websoil survey shows the site predominantly is C soils. Soils should be modeled to represent C soils good condition. Existing conditions agricultural land use shall be modeled as CN 72. Soil conditions also should match the site to the north which was modeled as all C soils.
    SBI: AE2S The NRCS web soil survey shows a mixture of C and D soils on the site. The soil borings (included in Appendix B of the Stormwater Management Plan) show clayey (D) soils throughout the site. HSG D soils most accurately represent the soil conditions of the site and are what's used for this SWMP.
42. Final plat will require rational method calculation tables for storm sewer. These calculations should show at a minimum the following:
    a. Drainage areas
    b. Runoff coefficient
    c. Rainfall intensity
    d. Pipe Cover
    e. Velocities
    f. Pipe capacity
    g. Individual inlet inflows
    h. Cumulative flows
    i. Matching crowns where possible
    j. Spread calculations including bypass flows
       SBI: Storm sewer lateral design calculations will be submitted with the final plat application.
43. Provide an inlet drainage area map matching the rational method tables.
    SBI: A storm sewer lateral drainage map will be submitted with the final plat application.
44. Submit storm profiles during final plat submittal.

SBI: Storm sewer plan and profile sheets will be submitted with the final construction plan set.

45. Provide pipe and structure labels such as invert elevation, slopes, and rim elevations on storm sheet plan view on sheets SS-2 through SS-6.
    SBI: The storm sewer data is provided on sheets 7 and 8. We can provide the CAD files if you want to review the labels in CAD.
46. Provide casting type for each structure as a part of the label or in a structure table.
    SBI: Storm Sewer Structure Table will be provided with the final storm sewer construction plans.
47. Show all EOF labels and overflow direction.
    SBI: Additional EOF and overflow labels have been added.
48. Show Pond 1 EOF location and elevation. Also provide clarification for pond grading tie into the Dehn's CM proposed parking lot as it appears to be lower than the HWL.
    SBI: An EOF label has been added of the trail to the Fernbrook ditch on the updated plans. The berm is higher that the parking lot of DCM, the existing pavement elevations have been added to show the existing parking lot flow path.
49. All landlocked basins Ponds 2,3, and 4 shall have a minimum separation of 2' from the B2B 100-yr HWL to the adjacent structures LFE.
    SBI: The B2B 100 – Yr HWL has been added and the low floor elevation is 2 feet above that elevation.
50. A minimum of 1' of freeboard between the HWL and EOF and an additional 1' from the EOF to the top of berm is required. For example, Pond 5 only has 0.1 feet of freeboard.
    SBI: We are requesting that the City review the updated plans, both Pond 1 and Pond 5 will overtop the proposed bituminous trail at less than 1 foot above the HWL. Both of these trails can be modified, but we are looking a the adjacent grades for the future expansion of Fernbrook and the proposed addition of curb on the south side of 117th.
51. Provide OCS detail for Pond 4.
    SBI: Pond 4 only has a 36" leveling pipe between Pond 4 and Pond 3, no OCS. The OCS for Pond 3 will control both ponds. OCS details will be provided with the final plans.
52. Provide stormsewer table for pond 4 to pond 3.
    SBI: See note 51, above.
53. Verify if Pond 4 can connect into I2 to I1 system without cover or capacity issues. If issues remain keep storm systems separated.
    SBI: See note 51, above.
54. Provide double inlets at all sag points.
    SBI: Gutter spread calculations will be provided for all low points with the final plans, any areas that do not meet the spread requirements will have additional structures added.
55. Show top of curb overtopping overland flow path at CB A-11.
    SBI: The EOF path for the low point at A-11 had been added across the commercial parcels.
56. Elm Creek WMC will require no net increase in TSS and TP.
    SBI: AE2SNo net increase for TSS and TP has been met for the site.

57. Provide information on where Park Area drainage in Outlot A will drain. SWMP shows it draining north where the grading plan shows otherwise.
    SBI: AE2S DA-01 drains to the west and DA-02 drains to the north into a BMP in the existing development. Drainage arrows have been added to the stormwater figures and the grading plan to illustrate this. This BMP has its HWL decrease from existing to proposed conditions and rate control is met at each discharge point.
58. Provide construction details/notes of tie into existing Brayburn East ROW manhole. Verify that manhole diameter can support all pipes.
    SBI: The storm sewer layout has been revised, to be a separate system.
59. Show pond maintenance access route.
    SBI: Pond maintenance access route labels have been added.
60. Pond 1 appears to be missing a safety and maintenance bench.
    SBI: The maintenance bench is in the contour model, the access bench has been labeled.
61. Multiple storm sewer runs (U1, U2, A1, A2, R1, R2, and R3) associated with Pond 1 are not shown in the detailed plansheet view, revise to include.
    SBI: The storm sewer run information has been added to the table.
62. Provide backyard sump connections where lots do not back up to a pond or wetland.
    SBI: Rear yard draintile has been added to the plans.
63. Provide profiles for all non-street trails showing they are in ADA compliance (less than 5%).
    SBI: Trail profiles will be provided with the final construction plans.
64. Provide pedestrian ramp details including slopes and spot elevations for all pedestrian ramps.
    SBI: Pedestrian ramp details will be provided with the final construction plans.
65. The proposed grading for 115th Ave N sends uncaptured drainage to the adjacent site to the west.
    SBI: The storm sewer layout has been updated.
66. Grading does not tie in along the southwestern edge of the development, revise grading to ensure a smooth transition is maintained.
    SBI: The grading plan has been updated at the entrance to the parking lot for the club house.
67. The grading through the Harbor Lane N cul-de-sac bubble appears to not take into account the curb back.
    SBI: The detailed cds bubble design grades have been updated.
68. The swale located along the back of lot 92 shows a conflict between spot elevations and contours. Revise to ensure drainage is conveyed as intended.
    SBI: The EOF swale has been removed since the City asked for the cds to be removed and extended to the east.
69. Grading along drainage swales to be a minimum of 2% and a maximum of 4:1 in maintained areas. Multiple areas are shown as less than 2%, if 2% is not able to be maintained a perforated pipe swale needs to be installed per STO-13. Multiple areas show greater than 4:1 slope in maintained areas.
    SBI: The swales have been revised to be 2% (we would prefer a 50' stretch at 1% between the slabs to eliminate all of the small retaining walls for the rear yard patios, would the City discuss this option?) If 1% was approved, gutters would be

added to discharge the water at the 2% grade break.

70. Grading shown in the future park area appears to trap water with very little drainage. Ensure area drains. As the park plan develops further coordination will be required.
    SBI: The rough grading for the park has been updated and a few spot elevations have been added.
71. There are multiple instances where grading extends farther than construction limits. Revise to ensure grading is completed only in areas intended and on properties where access rights are obtained.
    SBI: Permission will be obtained from the adjacent landowner prior to any off-site grading work.

Watermain/Sanitary Sewer

72. Any/all existing septic systems and private wells on the property shall be removed and abandoned in accordance with applicable rules and regulations as they are determined to be unnecessary to service the existing homes. Plans shall depict the removal/abandonment of these systems and future connections to utilities.
    SBI: A removals/demolition plan sheet will be provided with the final plan set.
73. Easement is not located over sanitary sewer and watermain located in the northeast portion of the site. Provide sufficient easement to allow for the operation and maintenance of these utilities.
    SBI: The sanitary sewer in the northeast portion of the site is within an outlot that will have d&u easement over the entire outlot.
74. Stub sewer and water to Brad Dehn Proposed Lot to avoid future impacts to the street.
    SBI: The plan has been revised to remove Brad's home.
75. Utility profiles will be required as a part of the final plat. They are to provide all necessary design information including but not limited to rim, invert, slopes, crossings, fittings, hydrants, etc.
    SBI: Utility profiles will be provided with the final construction plans.
76. Provide pipe and structure labels such as invert elevation, slopes, and rim elevations for sanitary sewer in plan view on sheets SW-2 through SW-6.
    SBI: The cover page has the pipe grade tables and manhole tables. The final plans will provide the plan and profile information as requested in review item #75. The CAD files have the labels shown and can be provided.
77. Ensure any proposed drop structures are lined per standard detail plate SAN-03.
    SBI: The final plans will call out the lining of drop structures per detail plate SAN-03.
78. RCP is not an allowed pipe type for sanitary sewer, revise to match the material types laid out in GEN-12.
    SBI: All sanitary sewer pipes are DIP, HDPE, or PVC. The table on the plan sheet was incorrect, not sure what issue in Civil 3D was, re-opened the drawing and the table was updated to sanitary materials.
79. It appears that the rim elevations are not accurate in the sanitary sewer table.
    SBI: The rim elevations have been updated.
80. Using a consistent slope for sanitary sewer runs are recommended for constructability.
    SBI: Pipe run grades will be reviewed with the final plans, once the profile views are set

up.

81. Ensure sanitary sewer structures are located outside of trails and drive lanes.
    SBI: Manhole locations will be reviewed with the final plans.
82. Shift gate valves to end rads where feasible per standard detail plate WAT-06.
    SBI: Gate valves have been placed at the ROW line extended, adjacent to tee locations, and at the end of stub runs for future extensions.
83. Provide midspan valves between the location listed below to limit residents affected during shutdowns.
    - 114th Ave between Kingsview Lane and Glacier Lane. (added)
    - Harbor Lane between 115th and tie into northern development. (left off)
    - Gable Lane between 116th and private street. (added)
    - Gable Drive between 116th and private street. (added)

84. With the limited amount of detail provided for the commercial area, it is recommended to stub 12" watermain into the site and reduce if needed.

SBI: The southwest stub from Glacier Lane has been revised to be 12".

Landscape

85. Grading greater than 4:1 is shown in landscape buffer area along the northwestern edge of the site.
    SBI: With the revised layout and to addition of public ROW the landscaping area long the northwestern property line has been eliminated, this area is now being graded at 4:1.

End of Comments

DCM FARMS

Date: February 20, 2025

Client: SUNDANCE WOODS, LLC.

Parcel Area Report

Project Name: W:\S-B Proj\19214-006 DCM Farms\CAD\Civil\Layout-DCM Farms.dwg

Project Description: **PP Lot Tab**

Report Date: 2/20/2025 12:22:52 PM

Prepared by: SBI - RSM

Parcel Name	Square Feet	Acres
Lot : 1	8,580	0.20
Lot : 2	8,580	0.20
Lot : 3	8,580	0.20
Lot : 4	8,580	0.20
Lot : 5	8,580	0.20
Lot : 6	12,589	0.29
Lot : 7	10,358	0.24
Lot : 8	9,880	0.23
Lot : 9	9,750	0.22
Lot : 10	9,747	0.22
Lot : 11	11,334	0.26
Lot : 12	8,832	0.20
Lot : 13	8,774	0.20
Lot : 14	8,728	0.20
Lot : 15	8,877	0.20
Lot : 16	9,286	0.21
Lot : 17	11,850	0.27
Lot : 18	15,568	0.36
Lot : 19	14,339	0.33
Lot : 20	18,901	0.43
Lot : 21	9,905	0.23
Lot : 22	10,206	0.23
Lot : 23	10,505	0.24
Lot : 24	10,115	0.23
Lot : 25	9,522	0.22
Lot : 26	8,923	0.20
Lot : 27	11,057	0.25
Lot : 28	9,853	0.23
Lot : 29	7,414	0.17
Lot : 30	8,299	0.19

Lot : 31	9,815	0.23
Lot : 32	10,804	0.25
Lot : 33	10,171	0.23
Lot : 34	10,273	0.24
Lot : 35	12,049	0.28
Lot : 36	9,810	0.23
Lot : 37	12,588	0.29
Lot : 38	12,151	0.28
Lot : 39	9,877	0.23
Lot : 40	10,782	0.25
Lot : 41	8,322	0.19
Lot : 42	10,575	0.24
Lot : 43	12,290	0.28
Lot : 44	11,747	0.27
Lot : 45	11,962	0.27
Lot : 46	10,125	0.23
Lot : 47	11,661	0.27
Lot : 48	9,824	0.23
Lot : 49	10,133	0.23
Lot : 50	10,257	0.24
Lot : 51	10,199	0.23
Lot : 52	9,956	0.23
Lot : 53	9,779	0.22
Lot : 54	9,829	0.23
Lot : 55	9,636	0.22
Lot : 56	10,480	0.24
Lot : 57	9,986	0.23
Lot : 58	10,951	0.25
Lot : 59	7,192	0.17
Lot : 60	7,038	0.16
Lot : 61	6,949	0.16
Lot : 62	6,890	0.16
Lot : 63	7,094	0.16
Lot : 64	6,890	0.16
Lot : 65	8,980	0.21
Lot : 66	7,889	0.18
Lot : 67	7,955	0.18
Lot : 68	8,516	0.20
Lot : 69	9,572	0.22
Lot : 70	13,581	0.31
Lot : 71	7,698	0.18
Lot : 72	7,700	0.18

Lot : 73	7,082	0.16
Lot : 74	7,106	0.16
Lot : 75	7,436	0.17
Lot : 76	7,582	0.17
Lot : 77	7,616	0.17
Lot : 78	7,430	0.17
Lot : 79	7,382	0.17
Lot : 80	7,360	0.17
Lot : 81	6,984	0.16
Lot : 82	6,900	0.16
Lot : 83	6,775	0.16
Lot : 84	9,574	0.22
Lot : 85	7,908	0.18
Lot : 86	8,815	0.20
Lot : 87	10,143	0.23
Lot : 88	10,310	0.24
Lot : 89	9,994	0.23
Lot : 90	7,465	0.17
Lot : 91	7,463	0.17
Lot : 92	7,461	0.17
Lot : 93	7,459	0.17
Lot : 94	7,457	0.17
Lot : 95	7,455	0.17
Lot : 96	9,907	0.23
Lot : 97	9,092	0.21
Lot : 98	7,692	0.18
Lot : 99	15,017	0.34
Lot : 100	10,139	0.23
Lot : 101	10,442	0.24
Lot : 102	15,608	0.36
Lot : 103	8,560	0.20
Lot : 104	10,902	0.25
Lot : 105	8,033	0.18
Lot : 106	7,215	0.17
Lot : 107	7,215	0.17
Lot : 108	7,215	0.17
Lot : 109	7,215	0.17
Lot : 110	7,215	0.17
Lot : 111	10,285	0.24
Lot : 112	11,677	0.27
Lot : 113	8,697	0.20
Lot : 114	8,913	0.20

Lot : 115	8,840	0.20
Lot : 116	8,518	0.20
Lot : 117	8,920	0.20
Lot : 118	10,215	0.23
Lot : 119	9,100	0.21
Lot : 120	9,527	0.22
Lot : 121	8,950	0.21
Lot : 122	9,100	0.21
Lot : 123	9,100	0.21
Lot : 124	8,515	0.20
Lot : 125	8,515	0.20
Lot : 126	8,554	0.20
Lot : 127	8,949	0.21
Lot : 128	8,095	0.19
Lot : 129	6,143	0.14
Lot : 130	6,143	0.14
Lot : 131	6,143	0.14
Lot : 132	6,508	0.15
Lot : 133	8,469	0.19
Lot : 134	6,644	0.15
Lot : 135	6,644	0.15
Lot : 136	6,644	0.15
Lot : 137	6,644	0.15
Lot : 138	6,644	0.15
Lot : 139	6,644	0.15
Lot : 140	6,644	0.15
Lot : 141	6,644	0.15
Lot : 142	6,644	0.15
Lot : 143	6,644	0.15
Lot : 144	6,644	0.15
Lot : 145	6,644	0.15
Lot : 146	6,649	0.15
Lot : 147	6,941	0.16
Lot : 148	8,448	0.19
Lot : 149	8,310	0.19
Lot : 150	7,554	0.17
Lot : 151	7,554	0.17
Lot : 152	7,186	0.16
Lot : 153	6,858	0.16
Lot : 154	6,825	0.16
Lot : 155	6,825	0.16
Lot : 156	6,825	0.16

Lot : 157	6,913	0.16
Lot : 158	7,562	0.17
Lot : 159	4,000	0.09
Lot : 160	4,000	0.09
Lot : 161	4,000	0.09
Lot : 162	4,000	0.09
Lot : 163	4,000	0.09
Lot : 164	4,000	0.09
Lot : 165	4,000	0.09
Lot : 166	4,000	0.09
Lot : 167	4,000	0.09
Lot: 168	4,000	0.09
Lot : 169	4,000	0.09
Lot : 170	4,000	0.09
Lot : 171	4,000	0.09
Lot : 172	4,000	0.09
Lot : 173	4,000	0.09
Lot : 174	4,000	0.09
Lot : 175	4,000	0.09
Lot : 176	4,000	0.09
Lot : 177	4,000	0.09
Lot : 178	4,000	0.09
Lot : 179	4,000	0.09
Lot : 180	4,000	0.09
Lot : 181	4,000	0.09
Lot : 182	4,000	0.09
Lot : 183	4,000	0.09
Lot : 184	4,010	0.09
Lot : 185	4,000	0.09
Lot : 186	4,000	0.09
Lot : 187	4,000	0.09
Lot : 188	4,000	0.09
Lot : 189	4,000	0.09
Lot : 190	4,000	0.09
Lot : 191	4,000	0.09
Lot : 192	6,784	0.16
Lot : 193	6,177	0.14
Lot : 194	6,143	0.14
Lot : 195	8,108	0.19
Lot : 196	9,872	0.23
Lot : 197	10,091	0.23
Lot : 198	9,937	0.23

Lot : 199	9,471	0.22
Lot : 200	9,476	0.22
Lot : 201	9,482	0.22
Lot : 202	9,488	0.22
Lot : 203	12,689	0.29
Lot : 204	15,702	0.36
Lot : 205	11,838	0.27
Lot : 206	9,786	0.22
Lot : 207	9,312	0.21
Lot : 208	8,701	0.20
Lot : 209	8,854	0.20
Lot : 210	8,764	0.20
Lot : 211	9,566	0.22
Lot : 212	8,702	0.20
Lot : 213	8,868	0.20
Lot : 214	12,103	0.28
Lot : 215	12,159	0.28
Lot : 216	7,861	0.18
Lot : 217	8,081	0.19
Lot : 218	8,218	0.19
Lot : 219	8,732	0.20
Lot : 220	8,772	0.20
Lot : 221	8,448	0.19
Lot : 222	8,205	0.19
Lot : 223	7,929	0.18
Lot : 224	7,742	0.18
Lot : 225	7,805	0.18
Lot : 226	8,044	0.18
Lot : 227	8,712	0.20
Lot : 228	9,185	0.21
Lot : 229	9,658	0.22
Lot : 230	10,882	0.25
Lot : 231	12,534	0.29
Lot : 232	10,067	0.23
Lot : 233	8,457	0.19
Lot : 234	7,381	0.17
Lot : 235	9,270	0.21
Lot : 236	12,508	0.29
Lot : 237	9,601	0.22
Lot : 238	9,540	0.22
Lot : 239	9,398	0.22
Lot : 240	12,670	0.29

Lot : 241	13,039	0.30
Lot : 242	9,992	0.23
Lot : 243	11,729	0.27
Lot : 244	11,985	0.28
Lot : 245	13,140	0.30
Lot : 246	10,466	0.24
Lot : 247	10,883	0.25
Lot : 248	12,621	0.29
Lot : 249	11,004	0.25
Lot : 250	11,118	0.26
Lot : 251	10,686	0.25
Lot : 252	10,499	0.24
Lot : 253	13,344	0.31
Lot Area Total:	2,156,460	49.51
Outlot A	139,175	3.20
Outlot B	49,079	1.13
Outlot C	95,017	2.18
Outlot D	126,023	2.89
Outlot E	86,798	1.99
Outlot F	8,088	0.19
Outlot G	9,299	0.21
Outlot H	147,413	3.38
Outlot J	9,263	0.21
Outlot K*	18,620	0.43
Outlot L*	299,764	6.88
Outlot Total Area:	988,539	22.69
Dehn's Country Manor Parcel	43,751	1.00
ROW Area:	973,416	22.35
Total Site Area:	4,162,166	95.55

*Denotes Area within ALTA Survey - Excludes 113th ROW

Meeting Date: March 6, 2025
Item Number: 8B

ITEM

Concept Plan Review of an Industrial/Commercial Development near the Corner of 117th Ave N. and Dayton Darkway

APPLICANT

Oppidan, Inc.

PREPARED BY

Hayden Stensgard, Planner II

BACKGROUND/OVERVIEW

Oppidan, Inc. has submitted a concept application for a future industrial building located near the intersection of Dayton Parkway and 117th Ave. North. The plan consists of a 200,000-square-foot speculative building for warehousing and distribution. The subject property is currently three separate parcels, totaling 32.24 acres (1,404,039 square feet). Between the three parcels within the concept area, two of them have been historically vacant, and the third has a single-family residential home on it, all owned by the same entity (DDL Holdings). The applicant would plat the south 15 acres for the facility in the first phase, and outlot the remaining area for future commercial development. Within the plan as well is a potential location for connecting to the existing trunk sanitary sewer line that currently ends south of the 113th Avenue Cul-de-sac, roughly 1,200 feet from the subject property boundary. Another potential location for utilities accessing this site is within the road right-of-way on 113th Ave N. and the new road that would be the fourth leg of the Dayton Parkway cul-de-sac.

The concept plan review process is designed to receive early input from the public, Planning Commission, and City Council prior to a developer committing large expenditures towards engineering design. A concept plan does not require the level of engineering detail that a site plan or preliminary plat submittal will require. Comments are not binding, nor are they expected to be the only comments on this project. Once a final site plan is submitted the review process begins and additional formal review comments will be provided.

LAND USE & ZONING

The properties have a mixed land use guidance in the 2040 Comprehensive plan as shown, including Commercial in the northeast, Industrial in the west, and Business Park in the south and east. Regarding the south 15 acres of the site where the initial industrial building would be located, both Business Park and Industrial designations reference warehouse and distribution as a consistent use, and would otherwise not require the applicants to apply for a comprehensive plan amendment for that area. The commercial slated for the north portion of the site would require an amendment, due to the western parcel not including any Commercial designation on any portion of the property. Even if the area is proposed to be commercial, though not developed initially, the applicant would be required to apply for a comprehensive plan amendment at the same time as the preliminary plat.



The three properties included in this concept are all currently zoned A-1, Agricultural, and would require a rezoning I-1, Light Industrial, and B-3, General Business, and specific areas for rezoning would be better understood when a preliminary plat document is put together for review. Generally speaking, where on the concept plan it shows commercial buildings and industrial buildings, the zoning would follow those newly created lots accordingly.

The proposed facility would add 200,000 square feet of additional building space that could be occupied by warehousing and distribution uses. Though an end user is not identified, the building will be designed to allow for such uses. In just the last year, 585,000 square feet of warehouse and distribution building space has been switched by manufacturers occupying those spaces (500,000 sq. ft. of the Cubes building for States Manufacturing, and 85,000 sq. ft. of the Opus building for Turbine PRO's).

CONCEPT PLAN ANALYSIS

Because it is a concept plan, the level of detail does not meet what would normally be required for a Preliminary Plat application. With that being said, it is anticipated that the overall development of the south 15 acres would be required to meet the standards set forth for the I-1 district. The applicant has stated through correspondence that a Planned Unit Development would not be necessary for this project. The site plan also shows an area dedicated for outdoor storage that is roughly 38,000 square feet. Screening would be required to comply with the zoning ordinance standard, and given the size of the property, the total outdoor storage area would be limited to two acres. Below are the code standards for industrial-zoned lots in comparison to what is proposed in this concept plan.

	Required	**Proposed**
Minimum lot size[1]	1 acre	15.36 Acres
Maximum impervious surface coverage	80%	<70%
Maximum building footprint coverage	50%	29.9%
Structure height limit	50 feet - above 50 feet requires a CUP	37 feet
Setbacks[2]		
Building - Principal Structure		
Front yard	30 (50) feet - *Plus 1 foot for every 1 foot of building height over 30 feet (maximum setback of 80 feet)*	Varies, but closest setback of building to property line is 72 feet.
Side yard	15 (40) feet	Varies, but closest setback of building to property line is 72 feet.

Side yard (street)	30 (40) feet	Varies, but closest setback of building to property line is 72 feet.
Rear yard	15 (50) feet	Varies, but closest setback of building to property line is 72 feet.
Parking		
Front, side, or rear to a street	20 (20) feet	80 feet
Side interior	5 (20) feet	20 feet
Rear yard	15 (20) feet	94 feet
[1]Minimum lot size, width, depth and the like shall not include area of street easements, right-of-way, or common areas.		
[2]Setbacks in parentheses apply adjacent to all Residential Districts. A 20 foot setback is required for any structure or parking adjacent to any other Residential District.		

The building is placed on the plan with the long portion of the building going east and west with a single access off a future road, what would be the fourth leg of the existing roundabout on Dayton Parkway. One access is also identified at the northeast corner of the site, it is undefined whether this access would be a part of the initial development of the south industrial building.

The applicants did not provide a plan detailing the proposed parking on this site. It is expected that the applicants will provide further detail on a subsequent development application that meets the following standards:

“Industrial, warehouse, manufacturing, processing plant, storage, printing, publishing, handling of bulk goods, garden supply, and building material sales. One space for each employee on maximum shift or 1 space for each 2,000 square feet of floor area, whichever is greater.”

The layout of the building shows the front facing south, the rear and truck and trailer docks to the north, and office space at the southwest corner of the building. In terms of building layout, City staff would recommend that the applicants swap building sides, so the front is facing north towards the wetland, and the rear of the building back up to the existing Dayton Industrial Park. It is anticipated that pedestrian activity will occur on the north side of the development where future commercial is shown. As such, screening from that area for the dock doors and loading area would be a standard requirement to adhere to from the Dayton Zoning Ordinance. It would also be a recommendation by staff to move the office and main entrance of the building from the southwest corner to the northwest corner of the building to face Dayton Parkway.

Dayton Parkway

The applicants have also submitted a plan showing a potential realignment of Dayton Parkway through these properties as requested by staff. The applicants have stated they would not be supportive of this realignment of the road because the south portion of the site would not be developable. Staff will be looking for direction from the Planning Commission and City Council on whether this road realignment is worth pursuing, and at the same time, understand what the potential benefits of the realignment would provide to the City overall. A preliminary understanding of the costs of realigning this portion of Dayton Parkway is anticipated to be over 10 million dollars, with the relocation of the road and utilities. This estimate does not account for any necessary right-of-way acquisitions that may be needed to do what is shown on the last page of the concept plan set, nor does it include any potential costs to improving the intersection of 117th Avenue North and East French Lake Road. The construction of this original extension was completed in 2023, and given the need that States Manufacturing has for Dayton Parkway to maintain its existing alignment in this area, Staff recommends that Dayton Parkway remain as is.

The Planning Commission should discuss whether realigning Dayton Parkway north of 113th Avenue North is a priority given the fairly recent decision to the existing alignment and where it connects into 117th Avenue North. Further consideration of this realignment would ultimately eliminate any potential for a development like the subject concept plan, and could further impact more residential properties than the expected extension route. For reference, a presentation regarding the alignment of Dayton Parkway was presented by City Engineer Jason Quisberg to the City Council on June 11, 2024. That presentation can be found here: Dayton City Council Meeting - June 11, 2024 - City of Dayton, Minnesota.

STAFF COMMENTS

Should the applicant pursue a preliminary plat application for this site, City staff has provided the following comments related to the design of the site. This information references standard development requirements for I-1 parcels from the Dayton Zoning Ordinance.

1. Building Design
    a. Rotate the proposed building 180 degrees so the loading docks and truck area are adjacent to the South property line.
    b. Orient the office space of the building to the northwest corner of the building, providing visibility of the space to Dayton Parkway and adjacent areas.
    c. Enhance architectural design of office area exterior. Such enhancements can include the use of added windows.
        i. Industrial buildings shall include architectural design consisting of at least three of the following:
            1. Accent materials
            2. A visually pleasing front entry that, in addition to doors, shall be accented a minimum of 150 square feet around the door entrance for single occupancy buildings and a minimum of 300 square feet total for the front of multi-tenant buildings (this area shall be counted as 1 element).
            3. Twenty-five percent window coverage on each front that faces a street;
            4. Contrasting, yet complementary material colors;
            5. A combination of horizontal and vertical design features;

6. Irregular building shapes; or
7. Other architectural features in the overall architectural concept.

d. The proposed percentage of floor area devoted to the office area shall be established at the time of the Preliminary Plat and Site Plan Review application.

2. *Building mechanical equipment*. The view of all rooftop equipment and related piping, ducting, electrical and mechanical utilities abutting a street on buildings constructed after January 1, 2010 shall be screened from the ground level view. Screening may include parapet walls, penthouses, or other architecturally integrated elements. Wood fencing or chain link with slats shall not be used for screening. The term "ground level view" shall be defined as the view of the building from the furthest point of the width of the right-of-way from the property line(s) that abut a street. A cross-sectional drawing shall be provided that illustrates the sight lines from the ground level view. Wood fencing shall not be used for screening.
3. Parking
    a. Accessory semi-trailer parking shall be permitted on site provided the warehousing component of the building comprises a minimum of 90% of the building area.
    b. The semi-trailer parking area footprint to building footprint shall not exceed a 0.35:1 ratio. If the semi-trailer parking area footprint exceeds this ratio, the overage shall be counted against the allowable outdoor storage for the site.
    c. The semi-trailer parking area shall be adequately screened with landscaping from adjacent public rights-of-ways.
4. Outdoor Storage
    a. The outdoor storage area shall be paved, fenced, and adequately screened. Screening shall be at a minimum of 8 feet in height, at time of installation from street level view and around the perimeter of the open storage area by means of a combination of fencing, landscaping, berming, and/or building placement. Landscaping shall be placed outside and along the perimeter of the fence to soften the appearance of the fence. Landscaping shall consist of a minimum of 2 trees and 5-10 shrubs per 100 feet of fence.
    b. Pole mounted lighting shall be limited to 20 feet in height. 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 zoned and 1 foot-candle measure on the property line when such line adjoins a similar zone and land use.
5. Landscaping
    a. General landscaping of the site shall be consistent with Zoning Ordinance Section 1001.24.
    b. A 35-foot landscape buffer will need to be provided on the property adjacent to Dayton Parkway. Such buffer shall be designed in accordance with Zoning Ordinance Section 1001.24 Subd. 7.
    c. Stormwater ponds shall be landscaped with an average of a 10-foot buffer strip of shade and ornamental trees, evergreens, shrubbery, natural grasses, groundcover and/or other plant materials to provide an aesthetically appealing setting. This landscaping shall be in addition to the required landscaping.
    d. Parking lot islands shall include shrubs, perennials, or ornamental grass, and one overstory tree per island.

    e. An irrigation system shall be installed in all landscaped areas.
6. Wetland – 1001.27
    a. An upland buffer zone along the wetland boundary shall be established that has an average of 25 feet in width, with no portion of the buffer zone under 10 feet in width. All upland buffer zones shall be measured from the edge of the delineated wetland.
        i. The area within the wetland and upland buffer zones shall be preserved in their natural states and be protected by a conservation easement granted to the City.
7. Lighting shall be downcast shielded lights on all faces, and shall not exceed 1 foot-candles measured at the property lines. A lighting plan and photometric shall be submitted to the City accompanying a subsequent land use application.
8. Sidewalk connections shall be provided to and through the development to existing and planned bus stops, trails, sidewalks, and adjacent properties, where access exists or reasonable connections are possible. If a parking lot lies between the building entry and an adjacent public street, a pedestrian walkway at least 6 feet wide shall be provided between them. Clear internal pedestrian circulation routes shall be provided on the site.
9. *Trash and recyclable materials*. All trash, recyclable materials, and trash and recyclable materials handling equipment shall be stored within the principal structure; 100% shall be adequately screened from public view by the principal building, or stored within an accessory structure constructed of building materials compatible with the principal structure enclosed by a roof and overhead door on tracks. Compactors shall be 100% adequately screened from eye level view from public streets and adjacent properties. Existing uses shall comply with the enclosure requirements listed in this Section within 6 months of receiving notice from the City.

The City Engineer has also provided comments related to this concept plan, and they are attached to this report.

ROLE OF THE PLANNING COMMISSION

The role of the Planning Commission is to review the concept plans and provide feedback for the applicants to further consider if they intend to apply for a preliminary plat. The Planning Commission shall also hold a public hearing on this matter. Notice of public hearing was published in The Press on Thursday, February 21, 2025 and mailed to surrounding property owners within one-quarter of a mile.

ATTACHMENTS

Aerial Photo
Concept Plan Set
Architectural Plans
Zoning Map
2040 Comp Plan Future Land Use Map
Engineering Comment Letter, dated March 6, 2025

Hennepin County Locate & Notify Map

Date: 2/20/2025



Buffer Size:

Map Comments:

Oppidan Concept Plan for Industrial Building

0 205 410 820 Feet

This data (i) is furnished 'AS IS' with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is notsuitable 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

117TH AVE. N.

FRENCH LAKE ROAD WEST

DAYTON PARKWAY

PUMP ISLANDS

COMMERCIAL 10,000 SF

COMMERCIAL 7,500 SF

COMMERCIAL 7,500 SF

COMMERCIAL 25,000 SF

POND 5,900 SF

RR

WETLAND

CUBES BUILDING

POND 54,800 SF

POND 50,000 SF

COMMERCIAL 80,000 SF

PROPOSED +/- 15 ACRE LOT

POTENTIAL SHARED POND 32,500 SF

INDUSTRIAL BUILDING 200,000 SF

OUTDOOR STORAGE

DAYTON PARKWAY

FUTURE ROAD EXTENSION

NORTH

0 80 160

SCALE IN FEET

24.15 (LMS TECH) | SOPHIE GALLANDAT | 1/31/2025 1:48:35 PM
L:\PROJECTS\53656\CAD\CIVIL\CONCEPTUAL\53656 CONCEPT BASE.DWG:A EXHIBIT A (2)

PROJECT NO. 53656

Sambatek
www.sambatek.com
Engineering | Surveying | Planning | Environmental

EXHIBIT A

OPPIDAN LLC.
DAYTON MIXED USE
CONCEPT SITE PLAN
DAYTON, MN

SHEET A OF REV.

117TH AVE. N.

FRENCH LAKE ROAD WEST

DAYTON PARKWAY

14' THRU
14' RT TURN

14' LT TURN
14' THRU
14' RT TURN

PUMP ISLANDS

COMMERCIAL 10,000 SF

COMMERCIAL 7,500 SF

COMMERCIAL 7,500 SF

COMMERCIAL 25,000 SF

POND 5,900 SF

WETLAND

COMMERCIAL 80,000 SF

CUBES BUILDING

POND 54,800 SF

POND 50,000 SF

14' THRU/RT TURN

POTENTIAL SHARED POND 32,500 SF

INDUSTRIAL BUILDING 200,000 SF

OUTDOOR STORAGE

14' RT TURN
14' THRU

DAYTON PARKWAY

14' LT TURN
14' THRU

FUTURE ROAD EXTENSION

NORTH

0 80 160

SCALE IN FEET

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L:\PROJECTS\53656\CAD\CIVIL\CONCEPTUAL\53656 CONCEPT BASE.DWG:A EXHIBIT A

			PROJECT NO. 53656	Sambatek www.sambatek.com Engineering | Surveying | Planning | Environmental	EXHIBIT B OPPIDAN LLC. DAYTON MIXED USE CONCEPT SITE PLAN DAYTON, MN

SHEET B OF REV.

117TH AVE. N

FRENCH LAKE ROAD WEST

DAYTON PARKWAY

PUMP ISLANDS

COMMERCIAL 10,000 SF

COMMERCIAL 7,500 SF

COMMERCIAL 7,500 SF

COMMERCIAL 25,000 SF

POND 5,400 SF

WL

WETLAND

RO

CUBES BUILDING

POND 54,800 SF

POND 50,000 SF

COMMERCIAL 80,000 SF

SANITARY SEWER MAIN
FOR FUTURE CONNECTION
APPROXIMATE INVERT = 917

POTENTIAL SHARED POND 53,900 SF

DAYTON PARKWAY

FUTURE ROAD EXTENSION

INDUSTRIAL BUILDING 200,000 SF

OUTDOOR STORAGE

TRUNK SANITARY SEWER EXTENSION

EXISTING 30 FT WIDE
RIGHT OF WAY

APPROXIMATE LOCATION
OF EXISTING EASEMENT

CONNECT TO EXISTING 12" SANITARY
SEWER MAIN INVERT 912.48 (PER RECORD PLANS)
DEPTH IS APPROXIMATELY 20 FT.

NORTH

0 200 400

SCALE IN FEET

24.1S (LMS TECH) | SOPHIE.GALLANDAT | 1/27/2025 2:18:43 PM
L:\PROJECTS\53656\CAD\CIVIL\CONCEPTUAL\53656 CONCEPT BASE.DWG:B EXHIBIT B

PROJECT NO.
53656

Sambatek
www.sambatek.com
Engineering | Surveying | Planning | Environmental

EXHIBIT C

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

SHEET
C
OF
REV.

117TH AVE. N.

FRENCH LAKE ROAD WEST

DAYTON PARKWAY

PUMP ISLANDS

COMMERCIAL 10,000 SF

COMMERCIAL 7,500 SF

COMMERCIAL 7,500 SF

COMMERCIAL 25,000 SF

POND 5,900 SF

RI / RO

CUBES BUILDING

WETLAND

COMMERCIAL 80,000 SF

POND 54,800 SF

POND 50,000 SF

150' RIGHT-OF-WAY

POTENTIAL SHARED POND 32,500 SF

INDUSTRIAL BUILDING 200,000 SF

OUTDOOR STORAGE

DAYTON PARKWAY

FUTURE ROAD EXTENSION

NORTH

0 80 160

SCALE IN FEET

24.1S (LMS TECH) | SOPHIE GALLANDAT | 1/27/2025 2:18:43 PM
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PROJECT NO. 53656

Sambatek
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Engineering | Surveying | Planning | Environmental

EXHIBIT D

OPPIDAN LLC.
DAYTON MIXED USE
CONCEPT ROAD ALIGNMENT
DAYTON, MN

SHEET D OF REV.

DAYTON INDUSTRIAL NEW CONSTRUCTION

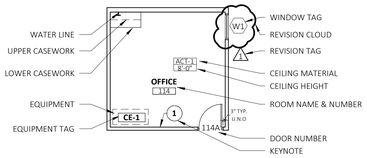
DAYTON INDUSTRIAL
DAYTON, MN 55369

PROJ. NO.	ISSUE DATE	PROJECT PHASE
25019	01/31/2025	CITY SUBMITTAL

MOHAGEN HANSEN
Architecture | Interiors

DRAWING SYMBOLS

- CENTERLINE INDICATOR
- DETAIL / SECTION INDICATOR (1 / A1)
- ELEVATION SYMBOL INDICATING DIRECTION OF VIEW (1 / A1)
- ELEVATION INDICATOR
- GRID BUBBLE INDICATING EXISTING GRID LINES (1)
- GRID BUBBLE INDICATING NEW GRID LINES (1)
- SCREENED ARROW INDICATES EXISTING FLOORING
  SOLID ARROW INDICATES NEW FLOORING
- SCREENED LINES INDICATE EXISTING WALLS TO REMAIN
- EXISTING DOOR/ FRAME TO REMAIN
- DASHED LINE INDICATES EXISTING PARTITIONS, CASEWORK, EQUIPMENT AND FIXTURES TO BE REMOVED
- DASHED LINE INDICATES EXISTING DOOR, FRAME, & HARDWARE TO BE REMOVED
- NEW CONSTRUCTION
- NEW DOOR/ FRAME IN NEW OR EXISTING WALL
- PARTIAL HEIGHT PARTITION



AREA PLAN



SHEET #	SHEET DESCRIPTION	CITY SUBMITTAL 01/31/2025
GENERAL		
A000	SHEET COVER	●
ARCHITECTURAL		
A200	CONCEPT PLAN AND ELEVATIONS	●



EXTERIOR ELEVATION - SOUTH EAST CORNER

1000 Twelve Oaks Center Drive
Suite 200, Wayzata, MN 55391
T: 952-426-7400
F: 952-426-7440

MohagenHansen.com

CERTIFICATION

NOT FOR CONSTRUCTION

PROJECT TEAM

CLIENT

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400 WATER STREET, SUITE 200,
EXCELSIOR, MN 55331

JAY MOORE
JAY@OPPIDAN.COM
952-294-1246

JOE HUGHES
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CIVIL ENGINEER

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MINNETONKA, MN 55343

MARK ANDERSON
MANDERSON@SAMBATEK.COM
763-259-6666

ARCHITECT

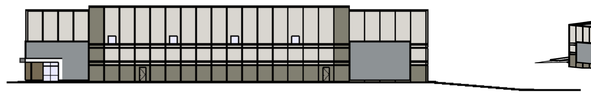
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ARCHITECTURE | INTERIORS
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WAYZATA, MN 55391

TODD MOHAGEN
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952-426-7401

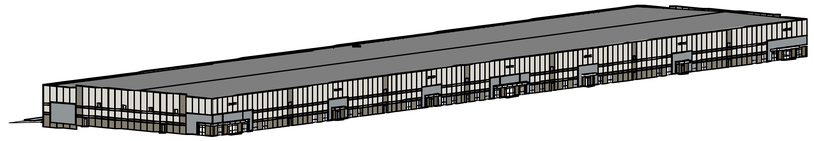
STEVE PAETZEL
SPAETZEL@MOHAGENHANSEN.COM
952-426-7470



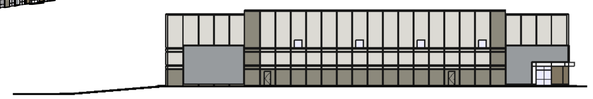
2 A200 CONCEPT ELEVATION - SOUTH
1/32" = 1'-0"



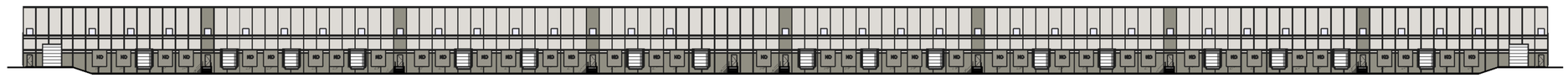
4 A200 CONCEPT ELEVATION - EAST
1/32" = 1'-0"



7 A200 CONCEPT ISOMETRIC



5 A200 CONCEPT ELEVATION - WEST
1/32" = 1'-0"



3 A200 CONCEPT ELEVATION - NORTH
1/32" = 1'-0"

EXTERIOR MATERIALS LEGEND

PCP-1 PRE-CAST PANEL: FABCON.
TYPE: INSULATED VERSACORE+GREEN SANDWICH.
FINISH: STEEL FORM FINISH PRECAST PANEL - PAINTED.
COLOR: **TBD**.

PCP-2 PRE-CAST PANEL: FABCON.
TYPE: INSULATED VERSACORE+GREEN SANDWICH.
FINISH: STEEL FORM FINISH PRECAST PANEL - PAINTED.
COLOR: **TBD**.

FCB-1 FIBER CEMENT BOARD PANEL: NICHIHA.
FINISH: VINTAGE WOOD.
COLOR: PREFINISHED **TBD**.

P-1 PAINT: SHERWIN-WILLIAMS.
COLOR: **TO MATCH PAINT PCP-1 PAINT COLOR.**

P-2 PAINT: SHERWIN-WILLIAMS.
COLOR: **TO MATCH PAINT PCP-2 PAINT COLOR.**

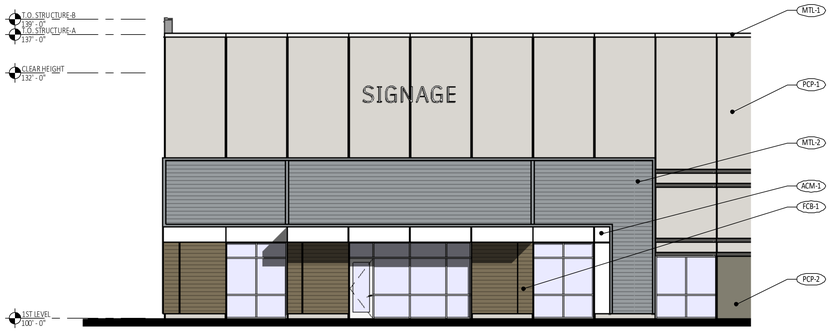
MTL-1 METAL COPING AND TRIM: FIRESTONE.
FINISH: UNICLAD.
COLOR: PREFINISHED **TBD**.

MTL-2 METAL CONCEALED FASTENER PANEL: FIRESTONE.
FINISH: UNICLAD.
PATTERN: DELTA 16-F RIBBED.
COLOR: PREFINISHED **TBD**.

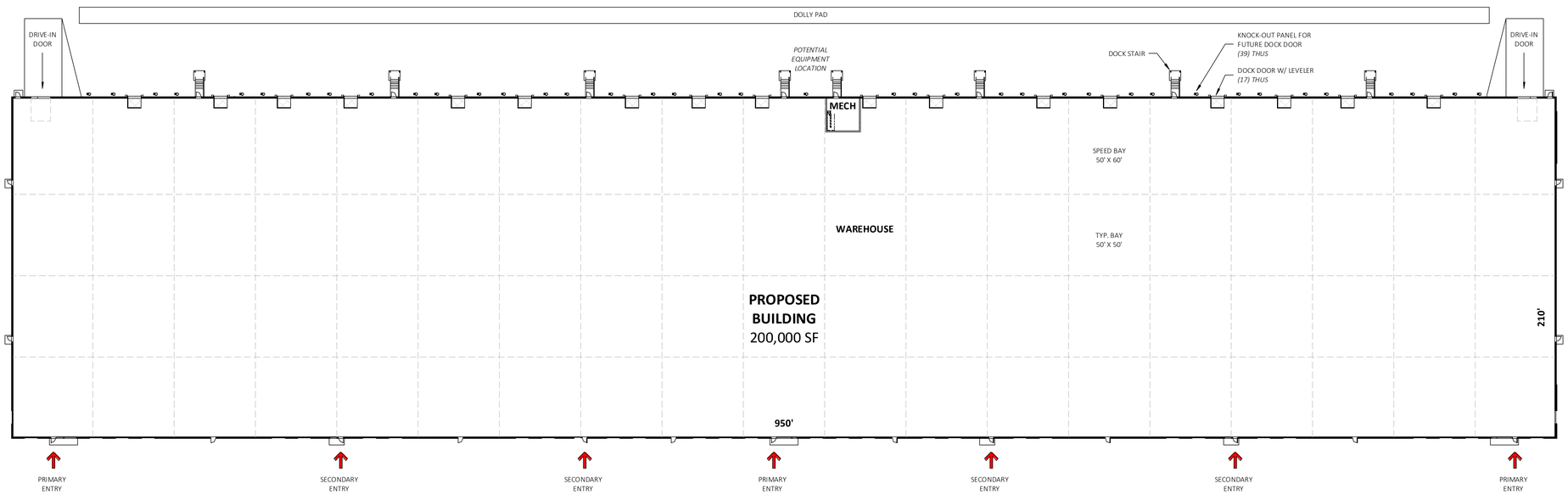
MTL-3 METAL SOFFIT PANEL: FIRESTONE.
FINISH: UNICLAD.
PATTERN: UC-500.
COLOR: **TBD**.

ACM-1 ALUMINUM COMPOSITE METAL PANEL: ALFREX OR EQ.
FINISH: FLUSH.
COLOR: PREFINISHED **TBD.**

NOTES:
1. ALUMINUM STOREFRONT/ CLERESTORY FRAMES: **CLEAR ANODIZED ALUMINUM.**
2. GLAZING: **GREY TINT.**
3. PRECAST OPENING AT STOREFRONT: **PAINT TO MATCH CLOSEST ADJACENT MATERIAL EITHER PRECAST FACE, MTL, OR ACM.**
4. OVERHEAD DOCK DOORS: **PRE-FINISHED WHITE.**
5. PRECAST OPENING AT OVERHEAD DOCK DOORS: **PAINT TO MATCH CLOSEST ADJACENT MATERIAL EITHER PRECAST FACE, MTL, OR ACM.**
6. OVERHEAD DOCK BUMPERS: **PRE-FINISHED BLACK.**
7. HM DOORS: **ALL DOORS TO BE PAINTED P-1, U.N.O.**
8. DOCK STAIRS: **ALL DOCK STAIR COMPONENTS GALVANIZED.**
9. CANOPY SOFFIT: **ACM-1.**
10. BOLLARDS: PAINTED: **"OSHA YELLOW".**
11. SAMPLES: PROVIDE SAMPLES FOR CLIENT AND ARCHITECT TO REVIEW BEFORE CONSTRUCTION.
12. MOCK-UP: PROVIDE MOCK-UP OF EACH PAINT COLOR FOR CLIENT AND ARCHITECT TO REVIEW ONSITE.
13. EXTERIOR LIGHTING: SEE LIGHTING CONSULTANT'S DRAWINGS AND SPECIFICATIONS.



6 A200 CONCEPT ENLARGED ELEVATION - SOUTH
1/8" = 1'-0"



1 A200 CONCEPT FLOOR PLAN
1/32" = 1'-0"

MOHAGEN HANSEN
Architecture | Interiors

1000 Twelve Oaks Center Drive
Suite 200, Wayzata, MN 55391
T: 952-426-7400
F: 952-426-7440

MohagenHansen.com

NOT FOR CONSTRUCTION

THE ARCHITECT SHALL BE DEEMED THE AUTHORS AND OWNERS OF THEIR RESPECTIVE INSTRUMENTS OF SERVICE AND SHALL RETAIN ALL COMMON LAW, STATUTORY AND OTHER RESERVED RIGHTS, INCLUDING COPYRIGHTS OF THE ATTACHED DOCUMENTS.

DAYTON INDUSTRIAL NEW CONSTRUCTION

DAYTON INDUSTRIAL DAYTON, MN 55369

NO.	DESCRIPTION	DATE
	CITY SUBMITTAL	01/31/2025

PROJECT NUMBER: 25019
DRAWN BY: J.JOHNSON
CHECKED BY: S.PAETZEL/ T.MOHAGEN
DATE: 01/31/2025
COMPUTER DIRECTORY:
oppidan\Dayton\Industrial\25019_Shell\Arch\Core

CONCEPT PLAN AND ELEVATIONS

N

A200

C:\Revit Projects\25019_Dayton Industrial_Master_jjohnson@mohagenhansen.com.rvt

CITY OF Dayton
Live the difference.

Zoning Map

January 24, 2025

N

Legend

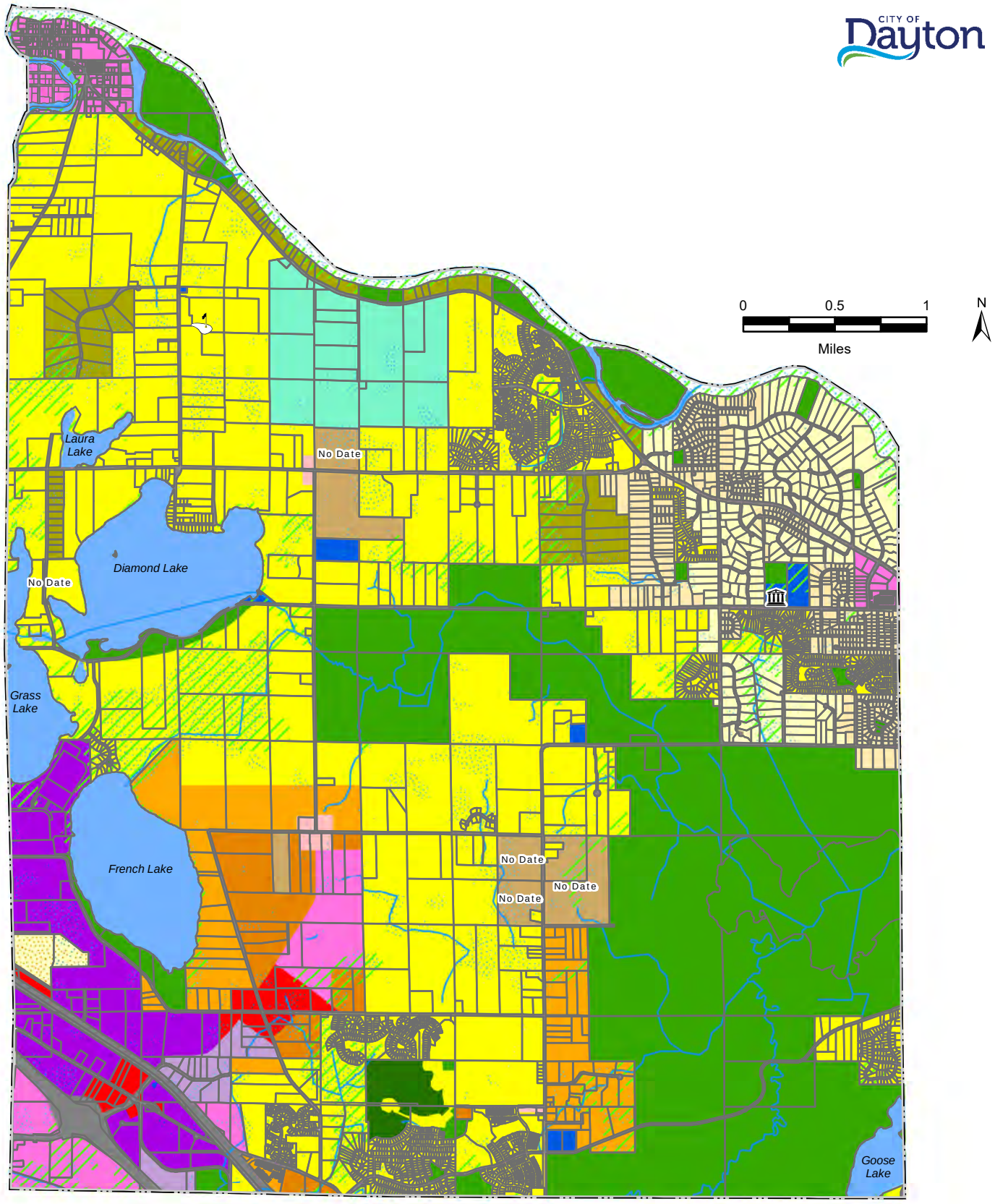
- A-1 Agricultural District
- A-2 Agricultural District
- B-2 Neighborhood Business District
- B-3 General Business District
- B-4 Commercial/ Industrial District
- B-P Business Park District
- ES Essential Service District
- GMU-4 Balsam Lane
- GMU-5 Southwest Mixed-Use
- I-1 Light Industrial District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

Miles
0 0.25 0.5 0.75 1

Mississippi River
Dayton River Rd
Brockton La
Lawndale La
Thicket La
Vicksburg La
Lake Laura
N Diamond Lake Rd
Diamond Lake
Xanthus La
S Diamond Lake Rd
Zanzibar La
129th Ave N
Berkshire La N
Viewood La N
Balsam La N
125th Ave N
Fernbrook La
French Lake
Hayden Lake
French Lake Rd
CSAH 81
E French Lake Rd
117th Ave N
113th Ave N
Elm Creek Rd
Holly La
Territorial Rd
Goose Lake

Path: V:\2277\resource\gis\Dayton\pro\Zoning\Zoning 2023\Zoning 2023.aprx

2040 Future Land Use



Legend

- City Boundary
- Parcel Boundary
- City Hall
- Golf Course
- National Wetlands Inventory
- Greenway Overlay
- Agricultural Preserve
- Existing Unsewered Low Density Residential
- Existing Sewered Low Density Residential
- Rural Estate
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Existing Mobile Home Park
- Master Planned Development
- Neighborhood Commercial
- Commercial
- Mixed Use
- Business Park
- Industrial
- Park & Open Space
- Golf Course
- Public/Institutional
- Open Water
- Right-of-Way

Stantec

Memo

To:	Jon Sevald	From:	Jason Quisberg, Engineering Nick Findley, Engineering
Project:	Oppidan Concept Plan	Date:	03/06/2025

Exhibits:

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

1. Oppidan Concept Plan Exhibits by Sambatek, undated, 4 sheets

Comments:

General

1. The concept reviewed comprises a total area of 32.24 acres and is located along Dayton Parkway and 117th Ave N. The property is uniquely shaped polygon with approximately 1200 ft along Dayton Parkway and 1000 ft along 117th Ave N.
2. These review comments are essentially very high level; the concept plan provides little detail beyond the street locations and individual buildings. Ultimately, a complete plan submittal will be required, providing site plans that include street and roadway details, grading and drainage plans, water and sewer utilities, a preliminary plat, 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 addition planning, zoning, land-use, and other applicable codes of the City of Dayton. In accordance with the City's Land Use Plan, portions of the property will need to be rezoned to accommodate the development. Current zoning for a portion of the site is A-1 Agricultural, and the City's Comprehensive Plan shows this as a current land use area.
5. It is expected that previous/current plans including the West French Lake Road Improvements and Dayton Parkway Plans, site conditions, and other design data will be referenced, particularly with regards to stormwater and drainage. Publicly and privately maintained facilities (streets, utilities, detention ponds, etc.) will need to be identified clearly, including maintenance responsibilities (City, owner, etc.).
6. Final approval by the Elm Creek Watershed Management Commission must be attained before any site grading or activity may commence.
7. For any site activity (demo, grading, utilities, etc.) no closures or restrictions of any kind shall be imposed upon the public use of Dayton Parkway or 117th Ave N without the

City's permission. Should any lane restrictions be necessary, the Contractor shall notify the City at least 48 hours in advance and provide a Traffic Control Plan.

8. Any underlying easements no longer necessary must be vacated.
9. Outlots shall be covered by drainage and utility easements.
10. Any/all existing septic systems and private wells on the property shall be removed and abandoned in accordance with applicable rules and regulations. Plans shall depict the removal/abandonment of these systems.
11. Improvements along 117th Ave N including road improvements and watermain extension are to be considered. It is anticipated that at least a portion of the funding would come from developer participation in this area.

Plat

12. Provide right of way as required in the southwest corner of the site for the future road extension.
13. Provide a 50' half right of way along 117th Ave N.
14. The city is in the process of acquiring right of way along the future street extension corridor. No work is to take place within this area until the necessary agreements are finalized.
15. Appropriate easements to be located over shared ponds and utilities, including storm sewer, watermain, and sanitary sewer. If storm water improvements are deemed private a maintenance access agreement will be required.

Wetlands

16. Encroachment of existing wetlands is shown within the site, any disturbances are to be properly permitted through the applicable entities.
17. Wetland buffers will be required along with signage in accordance with standard detail GEN-10.

Erosion Control/SWPPP

18. 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.

Transportation

19. The schedule, funding, and layout of the proposed future road extension is to be discussed further.

Site Plans

20. Truck traffic shall enter and exit the site via Dayton Parkway. Provide a gate, bollards, or other feature to discourage the use of 117th for trucks related to industrial use.
21. Secondary access shown connecting to 117th shall be provided during the first phase of construction for this site.
22. The ownership of roadways within the commercial area is to be evaluated as the plans for that portion of the site develop.

23. Provide turning movements showing the ability of a WB-67 truck to navigate the proposed industrial site.

Grading /Stormwater

24. For the preliminary plat 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.
25. A City of Dayton Land Disturbance Permit will be required.
26. 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-,10-,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. 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.
27. Overall runoff and drainage related to this development will overlap with adjacent properties and previous development phases. The stormwater management plan must show how runoff and detention areas between properties and phases 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 neighboring properties, Dayton Parkway, and 117th Ave N.
28. The maintenance of stormwater detention areas will need to be defined.
29. Maintenance, including irrigation of any common areas shall be discussed. The reuse of water for irrigation purposes is highly encouraged.
30. Any ponds or detention areas shall have a 10' access around the pond with appropriate grading for access using maintenance vehicles.
31. A Hydrocad report shall be submitted with the preliminary plat documents for complete stormwater review.
32. Please note that the site hydrology or hydraulics should be reflected in the overall SWMP for both this site and adjacent properties.
33. 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.
34. 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.
35. Sufficient volumes in the shared pond must be preserved for the City's benefit. The volume required for this has not yet been determined but is anticipated to include as much of the future roadway connecting to 113th and the adjacent property to the west as feasible.

Watermain/Sanitary Sewer

36. Watermain connections are not shown within the provided plans, connections are to take place at existing services or stubs. Connections requiring removals within Dayton Parkway will not be allowed.
37. Watermain connections throughout the overall site shall be looped and provide the ability to isolate individual sites when required for maintenance.
38. Extension of the trunk sanitary sewer is being evaluated and may vary from what is currently proposed on the plans. Developer involvement in the construction is yet to be determined.
39. At this time, it is presumed that all water and sewer infrastructure within the development will be publicly owned. However, this will need to be discussed further as actual site and utility plans are developed further.

End of Comments

Meeting Date: Mar 6, 2025
Item Number: 08C

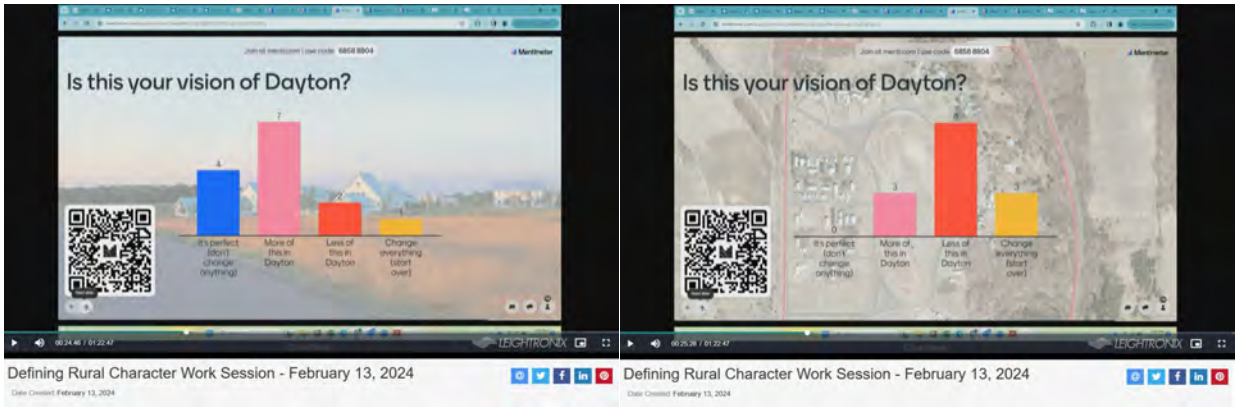
ITEM:
Comprehensive Plan Amendment, City Code Amendment, 1001 (Zoning), 1002 (Subdivision) related to A-3 District

APLICANT/PRESENTERS:
City of Dayton

PREPARED BY:
Jon Sevald, Community Development Director

BACKGROUND/OVERVIEW:
In February 2024,[1] the City Council and Planning Commission held a Work Session to complete a visual preference survey; "*Is this your vision of Dayton?"* The intent was to define "rural character". Observations where there was at least a 2:1 preference:

- Preserve agricultural buildings that can be repurposed
- Unique development entrances which hide homes from main roads
- Sidewalks, trails, and landscaped buffers
- Large lots with deep setbacks to homes
- More space in between homes
- Curvy roads
- Paved roads over gravel roads
- Viewsheds (vistas) of natural open space



Jackson Meadow (Marine on St Croix). 11:3 preference of streetscape with open space compared to 3:11 dislike of same development layout with open space. This was consistent when shown images of Stonehearth (Dayton) and Wild Meadows (Maple Grove), all developments that feature large open space areas.

On several images, the Council/Commission had strong preferences for a streetscape, but opposed the same when viewing the aerial photo. This suggests that there would not be support when reviewing subdivisions with small lots and large open space, but would be supportive once seeing the same after its built. Point being, it's difficult to visualize a two-

[1] February 13, 2024 Work Session.

dimensional drawing, which is what the Council/Commission does (or tries to do) when approving subdivisions.

The takeaway from the Work Session discussion is that the Council/Commission desires a variety of housing types, lot sizes, and preservation of open space vistas and agricultural structures. Suburban in the south and rural in the north. Discussions from the February 2024 Work Session should be considered when reviewing subdivision plans.

In June 2024, the Commission and Council considered a Concept Plan for the Shany Parcel, including 14 unsewered lots near Lake Laura. Both the Commission and Council were supportive of unsewered development, noting that this is inconsistent with the Comprehensive Plan and Zoning Code. The Comprehensive Plan guides most of northwest Dayton as sewered *Low Density Residential*, 2-5 units per acre.[2] The Shany Parcel is zoned A-1 Agricultural, intended for agricultural uses in areas that are not served by sewer and water. The A-1 minimum lot size is 40-acres.

In August 2024, City and Metcouncil representatives met to discuss; (1) removing northwest Dayton from the Metropolitan Urban Service Area (MUSA); and, (2) alternatives to 1:40 residential density. The Metcouncil will not remove any of Dayton from the MUSA because this would be inconsistent with the Metcouncil's systems plan.[3] [4] The Metcouncil stated that they will support unsewered 4:40 density as an interim use such that unsewered 4:40 density does not preclude future sewered development.

In December 2024 and January 2025, the Commission discussed creating an A-3 district with unsewered 4:40 density. Further discussion occurred at a joint Council/Commission meeting on February 25, 2025, in which an outline of the Draft A-3 district was reviewed.

CRITICAL ISSUES:

The overall intent of the A-3 district is to allow unsewered residential subdivisions with a 4:40 density, while preserving land for future sewered development. The challenge is by what means should land be preserved? Based on the Council/Commission's February 25th discussion, the answer may vary depending on the project. Guidelines include:

a. *Reserve land resources for efficient future urban development.*

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[2] City of Dayton 2040 Comprehensive Plan, Table 3 (Land Use Categories), Figure 3 (Future Land Use Map), Table 4 (Future Land Uses).

[3] Metropolitan Council 2015 Systems Statement; City of Dayton. Thrive MSP 2040 identifies all of Dayton as an "Emerging Suburban Edge" Community… … "*Emerging Suburban Edge communities 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*"…

[4] MN Statute 473.175, Subd 1 (Review of Comprehensive Plans) …"*The council may require a local governmental unit to modify any comprehensive plan or part thereof if, upon the adoption of findings and a resolution, the council concludes that the plan is more likely than not to have a substantial impact on or contain a substantial departure from metropolitan system plans."…*

Example: Require outlots for land in excess of developable lots, e.g. 40-acre parcel with four 1.5 acre lots, and one 34 acre outlot. The outlot would be unbuildable until which time regional sewer is available.

b. *Identify land characteristics required to support future urbanization.*

Example: Referring to the Comprehensive Plan's Ultimate Sewer plan, each A-3 subdivision is to demonstrate how regional sewer can be installed. Where is it most economical to install sewer/water, and how should that path be preserved, e.g. Drainage & Utility easement?

c. *Allow no more than 25% of the developable land in a project to be developed, reserving larger future urbanization parcels.*

Example: Require a maximum lot size, thereby preserving 75% of the land for future sewered development.

d. *Protect future urbanization parcels with temporary development agreements, easements, or deed restrictions.*

Example: Require a conservation easement to reserve land for sewered development, prohibiting non-Permitted Uses within the easement (e.g. a Home Extended Business cannot encroach into the conservation easement area).

Example: Require a deed restriction that prohibits the property owner from building in a certain area of the property reserved for future sewered development. If a lot is ghost platted for two lots, prohibit the house from being built in the middle.

e. *Provide for the rezoning of the future urbanization parcels to a residential zoning classification at densities consistent with Metropolitan Council policy at such time that urban services are available.*

Example: When regional sewer becomes available, allow land to be rezoned.

COMMISSION REVIEW / ACTION (IF APPLICABLE):

Motion to Recommend Approval Amending the Comprehensive Plan and Amending the City Code creating an A-3 Agricultural district.

60/120-DAY RULE (IF APPLICABLE):

	60-Days	120-Days
N/A	(date)	(date)

RELATIONSHIP TO COUNCIL GOALS:

Build Quality Infrastructure
Planning Ahead to Manage Thoughtful Development

Preserving Our Rural Character
Create a Sought After Community

ROLE OF PLANNING COMMISSION:
Conduct a Public Hearing. Ask questions and provide direction.

STAFF RECOMMENDATION:
Specific to the Comprehensive Plan Amendment, the A-3 area is guided for *Low Density Residential*, 2-5 units per acre. The Amendment creates a new category for "*Unsewered Low Density Residential Interim Use"* allowing unsewered subdivisions with a 4:40 density and preserving such subdivisions for future sewered development.

Staff has not had a chance to prepare edits to the Comprehensive Plan itself. This will likely be contracted to a consultant to complete prior to City Council approval of the Amendment and prior to submitting the Amendment to the Metcouncil for authorization to put into effect. Amending text often creates a ripple effect elsewhere, which may require edits to the Wastewater and Implementation chapters, for example.

Staff recommends Approval of the Comprehensive Plan Amendment, pending general direction to be provided by the City Council.

Specific to the City Code Amendment;

1. The A-3 area includes about 2,800 acres. 29 parcels exceed 20 acres, allowing those parcels to be subdivided for 4:40 density (1:10). Excluding existing homes on those 29 parcels, there are 102 building entitlements (potential for 102 new homes). Most subdivisions will be 1-4 lots. The more cumbersome the requirements are to preserve land for sewered development, the more costly it will be for developers and the less likely land will be subdivided. The smaller the subdivision, the more economical it is to plat 10-acre lots and avoid the cost of ghost platting, planning for sewer, and writing easements, covenants, and deed restrictions. **Keep it simple.**

2. If the subdivision includes features worth preserving (e.g. area within a Greenway Corridor), require that area to be a public open space easement, thereby removing that area from Net Density calculations. This is more applicable to woodlands or grasslands which could be developable, but for the easement (wetlands and floodplains are already protected). A public open space easement could allow Open Space, but prohibit Public Use, thereby preserving the area as-is in perpetuity (it's not an accessible park, it just looks like one). **Keep it complicated.**

3. It has been Staff's experience that easements are difficult to maintain for their intended purpose. Oftentimes, a person will purchase property without understanding what they bought, intending to use land for unpermitted uses and wanting to un-due the easement, dependent upon the City to undue it for them. **Don't make a decision that a future Council will regret.**

The Zoning and Subdivision codes include 295 pages. Staff has not reviewed the code in depth for unintentional conflicts with the A-3 district. For example, City Code 1002.07, Subd 4 states;

> "*All lots shall have at least the minimum required width at the minimum required front setback line as provided by Zoning Section and shall have a minimum of 50 feet of frontage directly abutting a public street to which the lot has direct access. In no instance shall a private easement satisfy the above requirement."*

City Code 1002.07, Subd 2(7) states;

> *"All proposed streets shall be offered for dedication as public streets."*

This conflicts the Council/Commission's intent of considering private streets with no direct lot frontage on a public street. There may be additional conflicts yet to be discovered.

OTHER:
Upon Staff's review of the Zoning Code, omissions were found related to the GMU-4 and GMU-5 districts. Additional text has been added. This does not relate to the A-3 district but is a minor "clean-up".

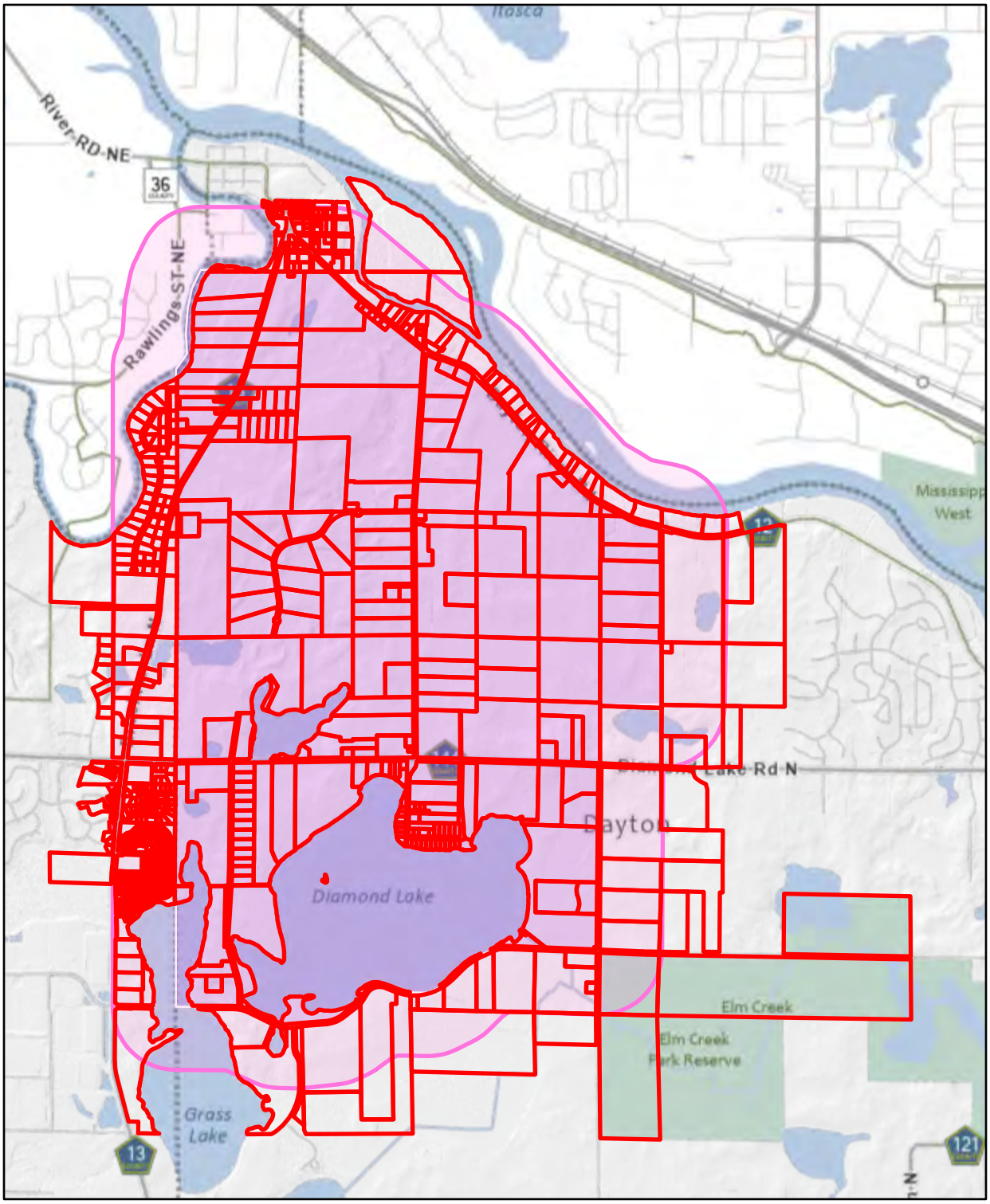
During the February 25th Council/Commission Work Session, questions were asked of what is the Metcouncil's authority. The Metcouncil's authority is provided in MN Statute 475.175 which requires comprehensive plans to not have a substantial departure from metropolitan systems plans. Attached is Dayton's systems plan, and case law challenging the Metcouncil's systems plan.

A Public Hearing Notice was published in the February 20, 2025 THE PRESS, and mailed to property owners within ¼ mile of the A-3 area.

ATTACHMENT(S):
Public Hearing notification area
Map of eligible A-3 parcels
Draft A-3 Ordinance Amendment
Comprehensive Plan Amendment Form
MN Statute 473.175
2015 Systems Plan
Metcouncil memo, Nov 21, 2023
City of Lake Elmo v. Metropolitan Council

Hennepin County Locate & Notify Map

Date: 2/13/2025



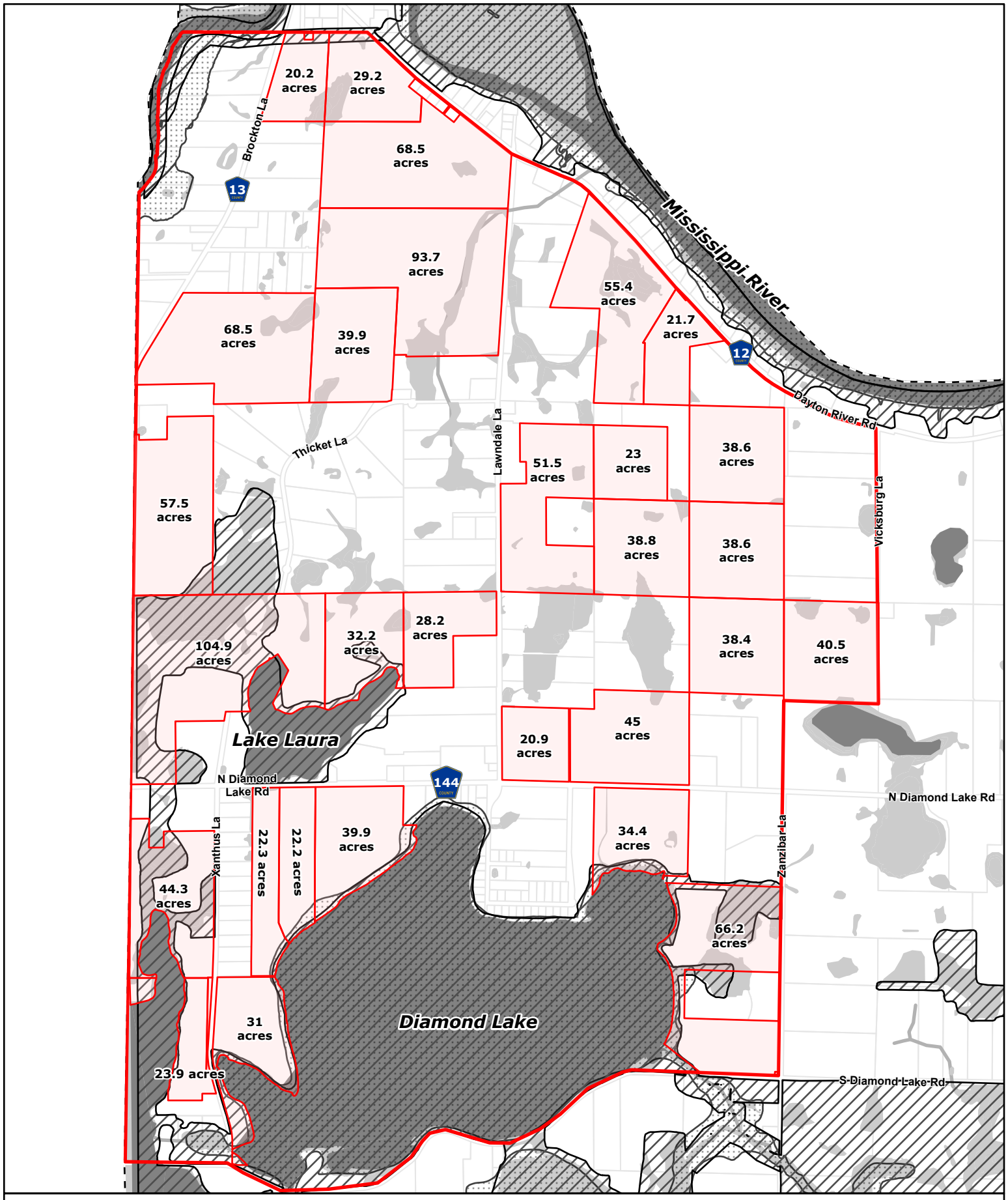
Buffer Size: 1320

Map Comments:

0 500 1,000 2,000 Feet

This data (i) is furnished 'AS IS' with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is notsuitable 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



Legend

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

Parcels > 20 Acres

N

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

Data: MNDOT, Hennepin County, MN DNR, USFWS

ORDINANCE No. _____

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 ~~strikethrough~~ 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
A-3	Agricultural

DRAFT

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 residential development with a gross density of 4 units per 40 acres with the following guidelines:

a. Reserve land resources for efficient future urban development.
b. Identify land characteristics required to support future urbanization.
c. Allow no more than 25% of the developable land in a project to be developed, reserving larger future urbanization parcels.
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 Metropolitan Council policy at such time that urban services are available.

(45) 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~~6) 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~~7) 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~~8) 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~~9) 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~~10) 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~~11) 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.

(~~19~~20) 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.

(~~20~~21) 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.

(~~21~~22) 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.

(~~22~~23) 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.

(~~23~~24) 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.

(~~24~~25) 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.

(~~25~~28) 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.

(~~26~~29) 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 4 units per 40 acres with the following guidelines:

a. Reserve land resources for efficient future urban development.
b. Identify land characteristics required to support future urbanization.
c. Allow no more than 25% of the developable land in a project to be developed, reserving larger future urbanization parcels.
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 Metropolitan Council 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.

	A-3
Minimum lot size	1.5 net acres
Minimum lot frontage	120 feet
Minimum corner lot front frontage	140 feet
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. ~~11~~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
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. ~~12~~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**	**A-3**	**RO**
Accessory buildings	A	A	A	A	A
Agriculture	P	P	P	P	N
Attached or interior accessory dwelling unit as regulated by Subsection 1001.36	A	A	A	A	N
Bed and breakfast	N	I	I	I	I
Boarding houses	N	I	I	I	I
Bus/transit station	N	C	C	C	C
Cemeteries	N	C	C	C	N
Commercial composting and landspreading	I	I	I	I	N
Commercial recreation	N	C	C	C	N
Day care 13 or fewer persons[1]	A	A	A	A	A
Day care 14 or more persons[1]	C	C	C	C	C
Detached accessory dwelling units as regulated by Subsection 1001.36	I	I	I	I	N

Essential services	P	P	P	P	P
Event center	I	I	N	I	N
Fences*	A	A	A	A	A
Feedlots and poultry facilities[1]	C	C	C	C	P
Golf courses/driving ranges	N	N	N	N	N
Home occupation	A	A	A	A	A
Home extended business	I	I	I	I	I
Horse boarding and riding facilities	C	C	C	C	N
Junk yards	N	N	N	N	N
Kennels	C	C	C	C	N
Mining	C	C	C	C	N
Mobile home park	N	N	N	N	N
Multi-family attached residences	N	N	N	N	C
Nursery wholesale	C	C	C	C	N
Nursing homes	N	N	N	N	C
Park and public uses	P	P	P	P	P
Public utility stations	P	P	P	P	C
Religious institutions	N	C	C	C	C
Residential care facility serving 6 or fewer people[1]	A	A	A	A	A
Residential care facility serving 7 or more people[2]	N	N	N	N	N
Restaurants and liquor establishment (accessory)	N	N	N	N	N
Schools	N	N	N	C	C
Senior citizen housing	N	N	N	N	C
Single-family attached residences	N	N	N	N	C
Single-family detached residences	P	P	P	P	P
Towers - amateur radio	C	C	C	C	C
Two-family dwellings	N	N	N	C	C
Veterans Outpatient Treatment Facilities (on parcels at least 30 gross acres in size)	N	I	N	I	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 25th day of March, 2025.

Mayor Dennis Fisher

ATTEST:

Amy Benting, City Clerk

Motion by _____, Seconded by _____.
Motion passed.

Published in THE PRESS on _____.

COMPREHENSIVE PLAN AMENDMENT FORM

LOCAL PLANNING HANDBOOK

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

City of Dayton

2. **Please provide the following information:**

Contact Name and Title	Jon Sevald
Address	12260 S. Diamond Lake Rd
City, State, Zip	Dayton, MN 55327
Telephone Number	(763) 712-3221
Email Address	jsevald@cityofdaytonmn.com

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

Amend 2040 Future Land Use Categories creating an "Unsewered Low Density Residential Interim Use" category for unsewered residential development with a density of 4 units per 40 acres.

Amend 2040 Future Land Use Map, identifying an an area for such category.

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:** _____
- **Date approved by governing body:** _____

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, Rogers, Anoka-Hennepin ISD 11, Elk River ISD 728, MnDNR.

Date Sent

Comments

Continue to next page →

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:

The interim use is within the 2040 and post-2050 sewer staging plan. The interim use may add about 100 households within a 2,800 acre area prior to regional sewer availability, which could not occur but for this amendment. The addition of 100 households over 15+ years is not a significant impact to the area. Unsewered subdivisions at 4:40 density will not preclude

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
Low Density Residential	Unsewered Low Density Residential Interim Use	2,840 acres

**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.

Continue to next page →

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:

Three Rivers Park District (TRPD). TRPD regional trail plans will be considered when reviewing subdivision plans within trail corridors. Such subdivisions may accelerate trail development. Mississippi River Corridor Critical Area Program (MRCCA). No impact to MRCCA is anticipated.

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	Amendments to the Zoning and Subdivision codes related to allowing unsewered development with 4:40 density, and means to preserve land for future sewered development.
Timeline	Winter 2025

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.

Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

metrocouncil.org

Main: 651.602.1000
TTY: 651.291.0904
Public Information: 651.602.1500
public.info@metc.state.mn.us

METROPOLITAN COUNCIL

473.175 REVIEW OF COMPREHENSIVE PLANS.

Subdivision 1. **For compatibility, conformity.** The council shall review the comprehensive plans of local governmental units, prepared and submitted pursuant to sections 473.851 to 473.871, to determine their compatibility with each other and conformity with metropolitan system plans. The council shall review and comment on the apparent consistency of the comprehensive plans with adopted plans of the council. The council may require a local governmental unit to modify any comprehensive plan or part thereof if, upon the adoption of findings and a resolution, the council concludes that the plan is more likely than not to have a substantial impact on or contain a substantial departure from metropolitan system plans. A local unit of government may challenge a council action under this subdivision by following the procedures set forth in section 473.866.

Subd. 2. **120-day limit.** Within 120 days following receipt of a comprehensive plan of a local governmental unit, unless a time extension is mutually agreed to, the council shall return to the local governmental unit a statement containing its comments and, by resolution, its decision, if any, to require modifications to assure conformance with the metropolitan system plans.

No action shall be taken by any local governmental unit to place any such comprehensive plan or part thereof into effect until the council has returned the statement to the unit and until the local governmental unit has incorporated any modifications in the plan required by a final decision, order, or judgment made pursuant to section 473.866. If within 120 days, unless a time extension is mutually agreed to, the council fails to complete its written statement the plans shall be deemed approved and may be placed into effect. Any amendment to a plan subsequent to the council's review shall be submitted to and acted upon by the council in the same manner as the original plan. The written statement of the council shall be filed with the plan of the local government unit at all places where the plan is required by law to be kept on file.

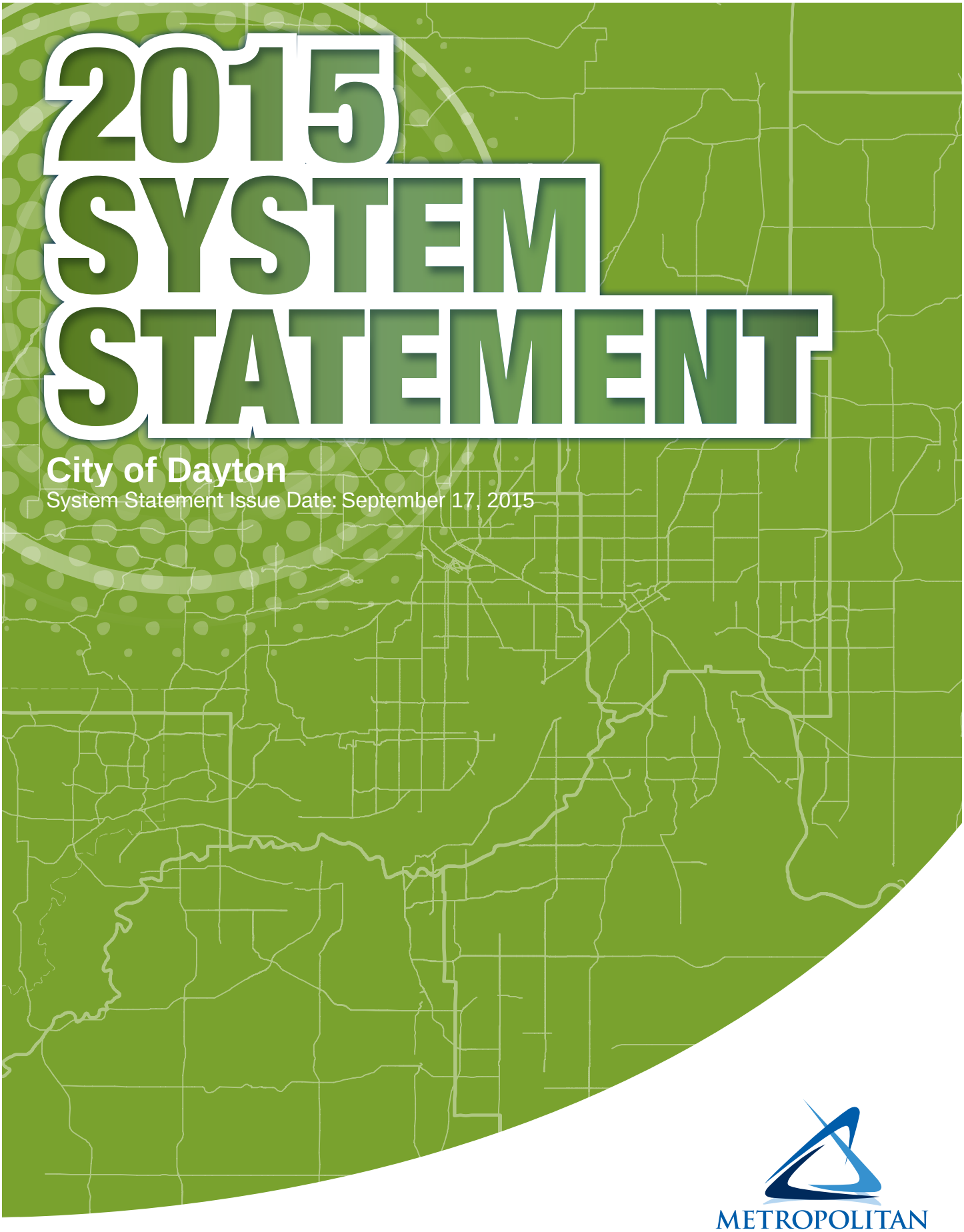
Subd. 3. **Enforcement to get conforming plan.** If a local governmental unit fails to adopt a comprehensive plan in accordance with sections 473.851 to 473.871 or if the council after a public hearing by resolution finds that a plan substantially departs from metropolitan system plans and that the local governmental unit has not adopted a plan with modifications required pursuant to section 473.866 within nine months following a final decision, order, or judgment made pursuant to section 473.866, the council may commence civil proceedings to enforce the provisions of sections 473.851 to 473.871 by appropriate legal action in the district court where the local governmental unit is located.

History: *1975 c 13 s 19; 1976 c 127 s 14; 1977 c 347 s 68; 1993 c 186 s 10; 1Sp2003 c 16 s 6; 2006 c 194 s 1; 2007 c 113 s 2*

2015 SYSTEM STATEMENT

City of Dayton

System Statement Issue Date: September 17, 2015



METROPOLITAN COUNCIL

2015 SYSTEM STATEMENT FOR CITY OF DAYTON

September 17, 2015

Regional Development Plan Adoption

In May 2014, the Metropolitan Council adopted *Thrive MSP 2040*. Following adoption of *Thrive*, the Council adopted the *2040 Transportation Policy Plan,* the *2040 Regional Parks Policy Plan*, the *2040 Water Resources Policy Plan*, and the *2040 Housing Policy Plan*. The Metropolitan Council is now issuing system statements pursuant to State statute.

Receipt of this system statement and the metropolitan system plans triggers a community's obligation to review and, as necessary, amend its comprehensive plan within the next three years, by the end of 2018. The complete text of *Thrive MSP 2040* as well as complete copies of the recently adopted metropolitan system and policy plans are available for viewing and downloading at *http://www.metrocouncil.org/Communities/Planning.aspx*. Paper copies are available by calling the Council's Data Center at 651-602-1140.

System Statement Definition

Metropolitan system plans are long-range comprehensive plans for the regional systems – transit, highways, and airports; wastewater services; and parks and open space – along with the capital budgets for metropolitan wastewater services, transportation, and regional recreation open space. System statements explain the implications of metropolitan system plans for each individual community in the metropolitan area. They are intended to help communities prepare or update their comprehensive plan, as required by the Metropolitan Land Planning Act:

> *Within nine months after receiving a system statement for an amendment to a metropolitan system plan, and within three years after receiving a system statement issued in conjunction with the decennial review required under section 473.864, subdivision 2, each affected local governmental unit shall review its comprehensive plan to determine if an amendment is necessary to ensure continued conformity with metropolitan system plans. If an amendment is necessary, the governmental unit shall prepare the amendment and submit it to the council for review.*

Local comprehensive plans, and amendments thereto, will be reviewed by the Council for conformance to metropolitan system plans, consistency with Council policies, and compatibility with adjacent and affected governmental units. Updated local comprehensive plans are due to the Council for review by December 31, 2018.

What is in this System Statement

The system statement includes information specific to your community, including:

- your community designation or designation(s);
- forecasted population, households, and employment through the year 2040;
- guidance on appropriate densities to ensure that regional services and costly regional infrastructure can be provided as efficiently as possible.
- affordable housing need allocation;

In the following sections, this system statement contains an overview of each of the system plan updates and specific system changes that affect your community. The sections are:

- Transportation, including metropolitan highways, aviation, and transit
- Water Resources, including wastewater, surface water, and water supply planning
- Regional parks and trails

Dispute Process

If your community disagrees with elements of this system statement, or has any questions about this system statement, please contact your Sector Representative, Freya Thamman, at 651-602-1750, to review and discuss potential issues or concerns.

The Council and local government units and districts have usually resolved issues relating to the system statement through discussion.

Request for Hearing

If a local governmental unit and the Council are unable to resolve disagreements over the content of a system statement, the unit or district may, by resolution, request that a hearing be conducted by the Council's Land Use Advisory Committee or by the State Office of Administrative Hearings for the purpose of considering amendments to the system statement. According to Minnesota Statutes section 473.857, the request shall be made by the local governmental unit or school district within 60 days after receipt of the system statement. If no request for a hearing is received by the Council within 60 days, the statement becomes final.

Regional Development Guide

The Council adopted *Thrive MSP 2040* as the new regional development guide on May 28, 2014. *Thrive* identifies five outcomes that set the policy direction for the region's system and policy plans. Building on our region's history of effective **stewardship** of our resources, *Thrive* envisions a **prosperous**, **equitable**, and **livable** region that is **sustainable** for today and generations to come. The Council is directing its operations, plans, policies, programs, and resources toward achieving this shared long-term vision.

Three principles define the Council's approach to implementing regional policy: **integration**, **collaboration**, and **accountability**. These principles reflect the Council's roles in integrating policy areas, supporting local governments and regional partners, and promoting and implementing the regional vision. The principles define the Council's approach to policy implementation and set expectations for how the Council interacts with local governments.

Thrive also outlines seven land use policies and community designations important for local comprehensive planning updates. The land use policies establish a series of commitments from the Council for local governments and uses community designations to shape development policies for communities. Community designations group jurisdictions with similar characteristics based on Urban or Rural character for the application of regional policies. Together, the land use policies and community designations help to implement the region's vision by setting expectations for development density and the character of development throughout the region.

Community Designation

Community designations group jurisdictions with similar characteristics for the application of regional policies. The Council uses community designations to guide regional growth and development; establish land use expectations including overall development densities and patterns; and outline the respective roles of the Council and individual communities, along with strategies for planning for forecasted growth. If there are discrepancies between the *Thrive MSP 2040* Community Designations Map and the Community Designation map contained herein because of adjustments and refinements that occurred subsequent to the adoption of *Thrive*, communities should follow the specific guidance contained in this System Statement.

Thrive identifies Dayton with the community designation of Emerging Suburban Edge (Figure 1). Emerging Suburban Edge communities include cities, townships and portions of both that are in the early stages of transitioning into urbanized levels of development. Emerging Suburban Edge communities 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. In addition, Emerging Suburban Edge communities are expected to target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the *2040 Transportation Policy Plan*.

Specific strategies for Emerging Suburban Edge communities can be found on Dayton's *Community Page* in the *Local Planning Handbook.*

Forecasts

The Council uses the forecasts developed as part of *Thrive* to plan for regional systems. Communities should base their planning work on these forecasts. Given the nature of long-range forecasts and the planning timeline undertaken by most communities, the Council will maintain on-going dialogue with

communities to consider any changes in growth trends or community expectations about growth that may have an impact on regional systems.

The *Thrive* forecasts for population, households, and employment for your community are:

	2010 (actual)	2014 (est.)	2020	2030	2040
Population	4,617	4,957	5,900	7,900	10,400
Households	1,619	1,709	2,200	3,200	4,400
Employment	921	1,008	2,000	2,490	3,000

Housing Policy

The Council adopted the *Housing Policy Plan* on December 10, 2014, and amended the plan on July 8, 2015. The purpose of the plan is to provide leadership and guidance on regional housing needs and challenges and to support *Thrive MSP 2040*. The *Housing Policy Plan* provides an integrated policy framework to address housing challenges greater than any one city or county can tackle alone.

Consistent with state statute (Minn. Stat. 473.859, subd. 2(c) and subd. 4), communities must include a housing element and implementation program in their local comprehensive plans that address existing and projected housing needs.

The Council has also determined the regional need for low and moderate income housing for the decade of 2021-2030 (see Part III and Appendix B in the Housing Policy Plan).

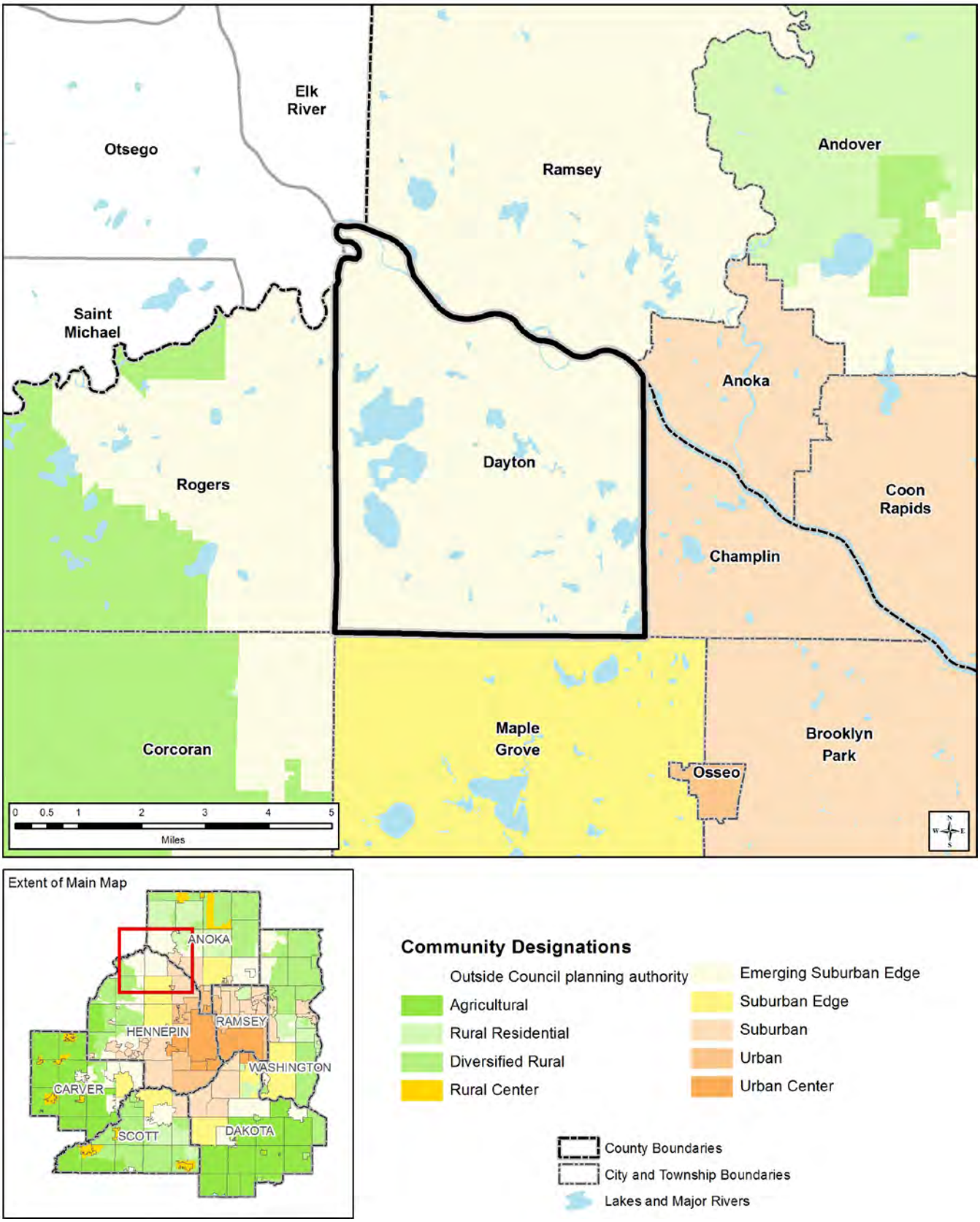
Dayton's share of the region's need for low and moderate income housing is 333 new units affordable to households earning 80% of area median income (AMI) or below. Of these new units, the need is for 112 affordable to households earning at or below 30% of AMI, 103 affordable to households earning 31% to 50% of AMI, and 118 affordable to households earning 51% to 80% of AMI.

Affordable Housing Need Allocation for Dayton

At or below 30% AMI	112
31 to 50% AMI	103
51 to 80% AMI	118
Total Units	**333**

Specific requirements for the housing element and housing implementation programs of local comprehensive plans can be found in the *Local Planning Handbook.*

Figure 1. Dayton Community Designation



TRANSPORTATION SYSTEM STATEMENT

City of Dayton

The *2040 Transportation Policy Plan (TPP)* is the metropolitan system plan for highways, transit, and aviation to which local comprehensive plans must conform. This system statement summarizes significant changes to these three systems, as well as other changes made to the *Transportation Policy Plan* since the last *2030 TPP* was adopted in 2010, and highlights those elements of the system plan that apply specifically to your community. The *TPP* incorporates the policy direction and the new 2040 socio economic forecasts adopted by the Metropolitan Council in the *Thrive MSP 2040*, and extends the planning horizon from 2030 to 2040.

Federal Requirements

The *TPP* must respond to requirements outlined in state statute, as well as federal law, such as some new requirements included in the federal law known as the Moving Ahead for Progress in the 21st Century Act (MAP-21). For instance, metropolitan transportation plans must now be performance based, so the *TPP* now includes goals, objectives, and strategies outlined in chapter 2. In previous versions of the *TPP* the strategies were known as policies; while some are new, the wording of many strategies are similar to the wording of policies in previous plans. Performance measurements for this plan are also discussed in Chapter 12, Federal Requirements.

Federal law requires the long range plan to identify regionally significant transportation investments expected to be made over the next two decades, and to demonstrate that these planned investments can be afforded under the plan's financial assumptions. Both costs and available revenues have changed since the last plan was adopted in 2010, resulting in many changes in the plan. Federal law does allow the plan to provide a vision for how an increased level of transportation revenue might be spent if more resources become available, but the programs or projects identified in this scenario are not considered part of the approved plan.

The *TPP* includes two funding scenarios for the metropolitan highway and transit systems: the "Current Revenue Scenario" and the "Increased Revenue Scenario."

- The **Current Revenue Scenario** represents the fiscally constrained regional transportation plan, which assumes revenues that the region can reasonably expect to be available based on past experience and current laws and allocation formulas.
- The **Increased Revenue Scenario** represents an illustration of what be achieved with a reasonable increase in revenues for transportation.

Under the Metropolitan Land Planning Act, local comprehensive plans are expected to conform to the Current Revenue Scenario, which is the official metropolitan system plan. Potential improvements in the Increased Revenue Scenario can be identified separately in local plans as unfunded proposals. A more detailed description of how to handle the various improvements in this category is included under Other Plan Considerations.

In addition to reviewing this system statement, your community should consult the entire *2040 Transportation Policy Plan* to ensure that your community's local comprehensive plan and plan amendments conform to the metropolitan transportation system plan. Chapter 3, Land Use and Local Planning, has been expanded and all communities should carefully review this chapter. A PDF file of

the entire *2040 Transportation Policy Plan* can be found at the Metropolitan Council's website: *http://www.metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1).aspx*. The format of the plan is slightly different than past *Transportation Policy Plans*. An introductory Overview, Chapter 1: Existing System and Chapter 10: Equity and Environmental Justice have been added to this version of the *TPP*, in addition to the changes noted in the first paragraph. Please note some modifications have been made to the appendices as well.

Key Changes in the *2040 Transportation Policy Plan*

Adopted by the Metropolitan Council in January 2015, the revised *2040 Transportation Policy Plan* incorporates the following changes:

Metropolitan Highway System - Chapter 5

The Metropolitan Highway System is made up of principal arterials, shown in Fig 1-1 of the *TPP* and also attached to this system statement. Although no new highways have been added to this system in the *2040 TPP*, the last incomplete segment of this system, TH 610, is now under construction in Maple Grove.

- The *TPP* acknowledges that congestion cannot be eliminated or greatly reduced. The region's mobility efforts will need to focus on managing congestion and working to provide alternatives. The majority of resources available between now and 2040 will be needed for preservation, management and operation of the existing highway system.

- Due to increased costs and decreased revenue expectations, many long-planned major projects to add general purpose highway lanes are not in this fiscally constrained plan. While the preservation, safety, and mobility needs of these corridors are recognized, investments in these corridors will be focused on implementing traffic management strategies, lower cost-high benefit spot mobility improvements, and implementing MnPASS lanes. Some specific projects have been identified in this plan, but funding has primarily been allocated into various investment categories rather than specific projects. The highway projects specifically identified in the Current Revenue Scenario are shown in Figure 5-8 of the *TPP* which is also attached to this system statement.

- Modifications were made to *Appendix D - Functional Classification Criteria*, and Appe*ndix F – Highway Interchange Requests*. *Appendix C – Project List* is new and contains all of the transit and highway projects that have been identified between 2014 and 2023.

Transit System - Chapter 6

The transit system plan provides an overview of the basic components of transit planning, including demographic factors, transit route and network design factors and urban design factors that support transit usage. Local governments have the primary responsibility for planning transit-supportive land use, through their comprehensive planning, and subdivision and zoning ordinances.

- The *TPP* includes updated Transit Market Areas (shown in *TPP* Figure 6-3, also attached) which reflect 2010 Census information and an updated methodology that better aligns types and levels of transit service to expected demand. These market areas identify the types of transit services that are provided within each area.

- The *TPP* includes limited capital funding for transit expansion and modernization. Opportunities primarily exist through competitive grant programs such as the regional solicitation for US DOT

funding. These opportunities are guided by the strategies in the *TPP* and the various elements of the Transit Investment Plan.

- The *TPP* includes an updated transitway system plan that more clearly articulates which projects can be funded within reasonable revenue expectations through year 2040 (Current Revenue Scenario as shown in *TPP* Figure 6-8, which is also attached). The plan includes five new or expanded METRO lines, three new arterial bus rapid transit lines, and three corridors under study for mode and alignment but identified in the Counties Transit Improvement Board's (CTIB) Phase I Program of Projects. This system was developed in collaboration with CTIB, a major partner in regional transitway expansion.

- The *TPP* does not include operating funding for transit service expansion beyond the existing network of regular route bus, general public dial-a-ride, and Metro Vanpool.

- The Increased Revenue Scenario (shown *TPP* Figure 6-9, which is also attached) illustrates the level of expansion for the bus and support system and transitway system that might be reasonable if additional revenues were made available to accelerate construction of the transitway vision for the region.

- The plan includes updated requirements and considerations for land use planning around the region's transit system. This includes new residential density standards for areas near major regional transit investments and an increased emphasis on proactive land use planning in coordination with the planning of the transit system.

Aviation System - Chapter 9

The Metropolitan Aviation System is comprised of nine airports (shown in Figure 1-9 of the *TPP* and also attached to this system statement) and off-airport navigational aids. There are no new airports or navigational aids that have been added to the system in the *2040 TPP*.

- The *TPP* discusses the regional airport classification system as well as providing an overview of roles and responsibilities in aviation for our regional and national partners. The investment plan in includes an overview of funding sources for projects, and an overview of projects proposed for the local airports that will maintain and enhance the regional airport system.

- Modifications were made to *Appendix I – Regional Airspace, Appendix J – Metropolitan Airports Commission Capital Investment Review Process, Appendix K – Airport Long Term Comprehensive Plans and Appendix L – Aviation Land Use Compatibility.*

Other Plan Changes

Regional Bicycle Transportation Network - Chapter 7

The *2040 TPP* encourages the use of bicycles as a mode of transportation. To that end, the *TPP* establishes for the first time a Regional Bicycle Transportation Network (RBTN). The goal of the RBTN is to establish an integrated seamless network of on-street bikeways and off-road trails that complement each other to most effectively improve conditions for bicycle transportation at the regional level. Cities, counties, and parks agencies are encouraged to plan for and implement future bikeways within and along these designated corridors and alignments to support the RBTN vision.

Freight - Chapter 8

Most aspects of freight movement are controlled by the private sector, so unlike other sections of the *TPP*, there is not a specific plan adopted for future public sector investment in freight facilities. However, the discussion of the need for a safe and efficient multimodal freight system has been updated and expanded in the *TPP* to recognize challenges and opportunities for freight movement as well as the future direction of freight by mode. It acknowledges the closure of the Minneapolis Upper Harbor in 2015, leaving St Paul and Shakopee as the region's major barge terminal areas in the future. The plan also acknowledges the increase of trains since 2010 carrying oil from North Dakota on BNSF and CP rail tracks, which is expected to continue into the future. Although railroad trackage in the region was significantly decreased over the last 20 years to "right size" the system after federal deregulation, communities should not expect much additional rail abandonment. Many tracks that appear to be seldom used are owned by the smaller Class III railroads that serve local businesses by providing direct rail connections from manufacturing and warehousing/distribution facilities to the major national railroads. The major Class I railroads are approaching capacity and actually adding tracks in some locations.

System Plan Considerations Affecting Your Community

Dayton should consult the complete *2040 Transportation Policy Plan* in preparing its local comprehensive plan. In addition, Dayton should consult *Thrive MSP 2040* and the current version of the Metropolitan Council's *Local Planning Handbook* for specific information needed in its comprehensive plan. Specific system plan considerations affecting Dayton are detailed below.

Metropolitan Highways

There is a principal arterial located within Dayton: I-94. The *TPP* does acknowledge the Brockton interchange on p. 5-36, but indicates it is not funded for construction unless there are increased highway revenues.

Transit System

Dayton includes the following Transit Market Areas:

Transit Market Area	Market Area Description and Typical Transit Services
Market Area IV	Transit Market Area IV has lower concentrations of population and employment and a higher rate of auto ownership. It is primarily composed of Suburban Edge and Emerging Suburban Edge communities. This market can support peak-period express bus services if a sufficient concentration of commuters likely to use transit service is located along a corridor. The low-density development and suburban form of development presents challenges to fixed-route transit. General public dial-a-ride services are appropriate in Market Area IV.
Market Area V	Transit Market Area V has very low population and employment densities and tends to be primarily Rural communities and Agricultural uses. General public dial-a-ride service may be appropriate here, but due to the very low-intensity land uses these areas are not well-suited for fixed-route transit service.

Transitways

Current Revenue Scenario Transitways

The *TPP*'s Transit Investment Plan does not show any transitway investments planned for Dayton in the Current Revenue Scenario (*TPP* Figure 6-8).

Increased Revenue Scenario Transitways

The *TPP* Increased Revenue Scenario shows additional transitway corridors beyond the scope of the plan's adopted and fiscally constrained Transit Investment Plan (the Current Revenue Scenario). These corridors are listed on page 6.63 of the *TPP*, and *TPP* Figure 6-9, which is attached, shows the complete transitway vision for the region.

If Dayton believes it might be directly impacted by transitways in the Increased Revenue Scenario (for example, because they are participating in transitway corridor studies or feasibility analyses), the transitways may be acknowledged in the Comprehensive Plan. These additional corridors are or will be under study for mode and alignment recommendations, but they are not included in fiscally constrained plan. However, they should be clearly identified as not funded within the currently expected resources for transitways. The Council recognizes the important planning work that goes into a corridor prior to it becoming part of the region's Transit Investment Plan, especially if increased revenues were to become available.

Similar to Current Revenue Scenario Transitways, communities should identify known potential stations along planned transitways and consider guiding land use policies, station area plans, and associated zoning, infrastructure, and implementation tools that support future growth around transit stations. These policies can also influence station siting in initial planning phases of transitway corridors and influence the competitiveness of a transitway for funding. Communities can find further guidance for station area planning in the Transportation section of the *Local Planning Handbook* and the *Transit Oriented Development Guide*.

Communities not in the Transit Capital Levy District

Dayton is not within the Transit Capital Levy District as shown in Fig 1-3 of the *TPP* (Existing Transit System with Transit Capital Levy District). Regardless of the Transit Market Area or transitway corridor planning, the only transit services provided in this type of community are Transit Link dial-a-ride service and various ridesharing services. A list of Transit Link service areas and communities can be found on the Council's website: *http://www.metrocouncil.org/Transportation/Services/Transit-Link/Transit-Link-Service-Areas.aspx?source=child*

If Dayton is interested in additional transit services and a need for transit services can be identified, Dayton would first have to agree to pay the regional transit capital levy, as defined in MN Stat. 473.446 and 473.4461.

Aviation

All communities must include an aviation element in the transportation sections of their comprehensive plans. The degree of aviation planning and development considerations that need to be included in the comprehensive plan varies by community. Even those communities not impacted directly by an airport have a responsibility to include airspace protection in their comprehensive plan. The protection element should include potential hazards to air navigation including electronic interference. Dayton is not in an influence area of a regional airport. Airspace protection should be included in local codes/ordinances to control height of structures.

Other Plan Considerations

Regional Bicycle Transportation Network

TPP Figure 7-1 shows the RBTN as established for the first time in the *2040 TPP*. The network consists of a series of prioritized Tier 1 and Tier 2 corridors and dedicated alignments (routes). The process used to develop the RBTN, as well as the general principles and analysis factors used in its development, can be found in the Bicycle and Pedestrian Chapter of the *TPP*.

The RBTN corridors and alignments make up the "trunk arterials" of the overall system of bikeways that connect to regional employment and activity centers. These are not intended to be the only bicycle facilities in the region, and local units should also consider planning for any additional bike facilities desired by their communities. RBTN corridors are shown where more specific alignments within those corridors have not yet been designated, so local governments are encouraged to use their comprehensive planning process to identify suitable alignments within the RBTN corridors for future incorporation into the *TPP*.

In addition, agencies should plan their local on and off-road bikeway networks to connect to the designated Tier 1 and Tier 2 alignments, as well as any new network alignments within RBTN corridors to be proposed in local comprehensive plans. Bikeway projects that complete segments of, or connect to, the RBTN are given priority for federal transportation funds through the Transportation Advisory Board's biannual regional solicitation.

Figure 7-1 shows that your community currently has one or more RBTN corridors and alignments within its jurisdiction. The Council encourages local governments to incorporate the RBTN map within their local bicycle plan maps to show how the local and regional systems are planned to work together. An on-line interactive RBTN map, which allows communities to view the RBTN links in their community at a much more detailed scale than Figure 7-1, can be found in the Transportation section of the *Local Planning Handbook*. The handbook also includes best practices, references, and guidance for all local bicycle planning.

A Minor System / Functional Classification

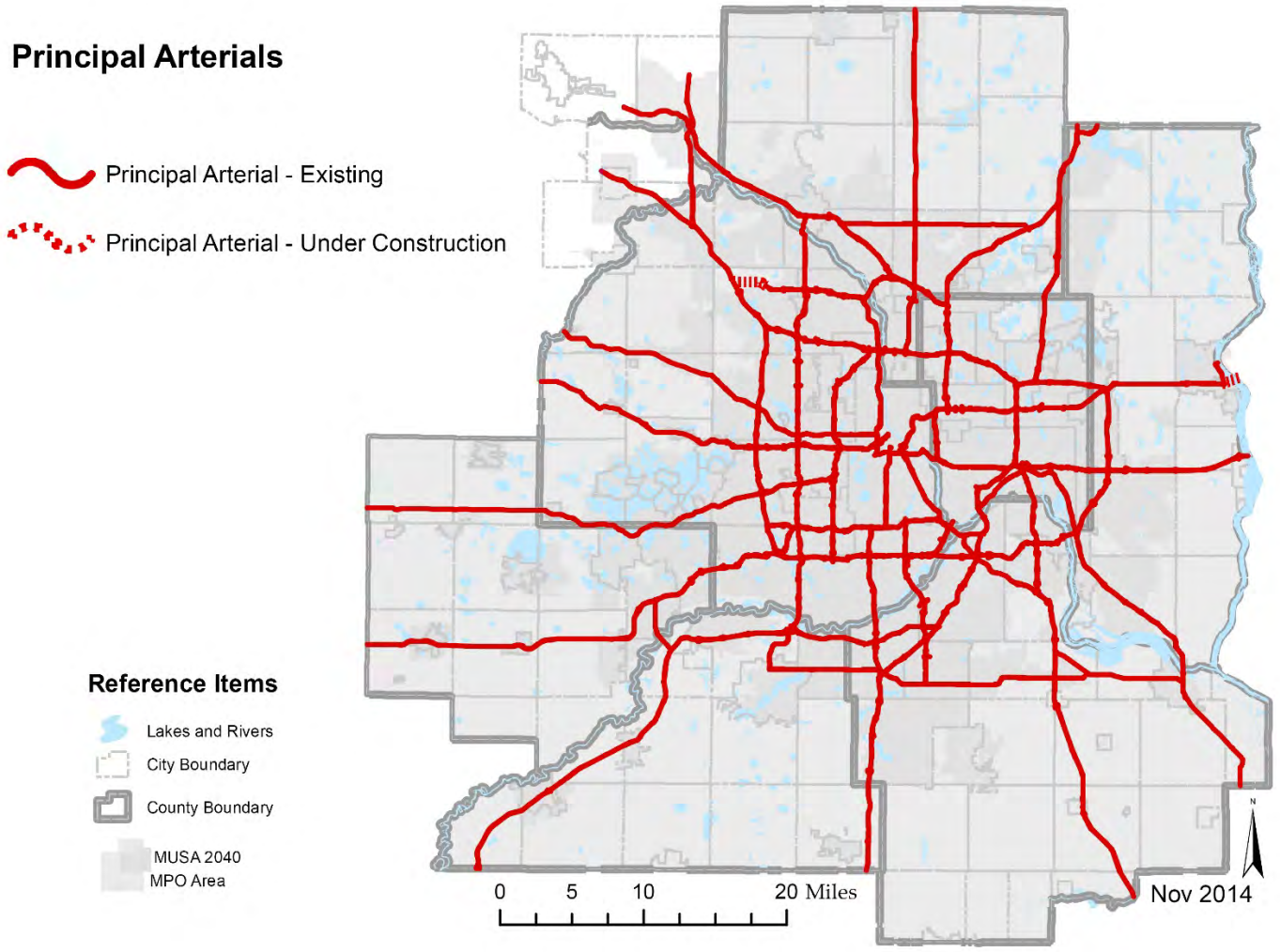
The *TPP* has always recognized the A minor arterial system as an important supplement to the regional highway system, and the Transportation Advisory Board (TAB) continues to maintain the official regional map of these roads. The *2040 TPP* does include an updated functional classification map (Fig. 1-2 in Chapter 1) and a modified *Appendix D - Functional Classification Criteria.* Communities should consult the Local Plan Handbook for more information on functional classification, how to reflect the A minor arterial system in their plan, and how to request functional classification changes if necessary.

Freight

The Council encourages all local governments to plan for freight movement in their communities. Trucks are the major mode of freight movement in the region and across the nation to distribute consumer goods as well as move manufactured goods and commodities, and they operate in every community.

Communities with special freight facilities shown on *TPP* Figure 8-1, Metropolitan Freight System, (attached) should also include those additional modes and facilities in their local plan, and plan for compatible adjacent land uses.

Figure 1-1 of the TPP



2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL

Figure 1-1

METROPOLITAN COUNCIL

Figure 1-2 of the TPP

Functional Class Roads

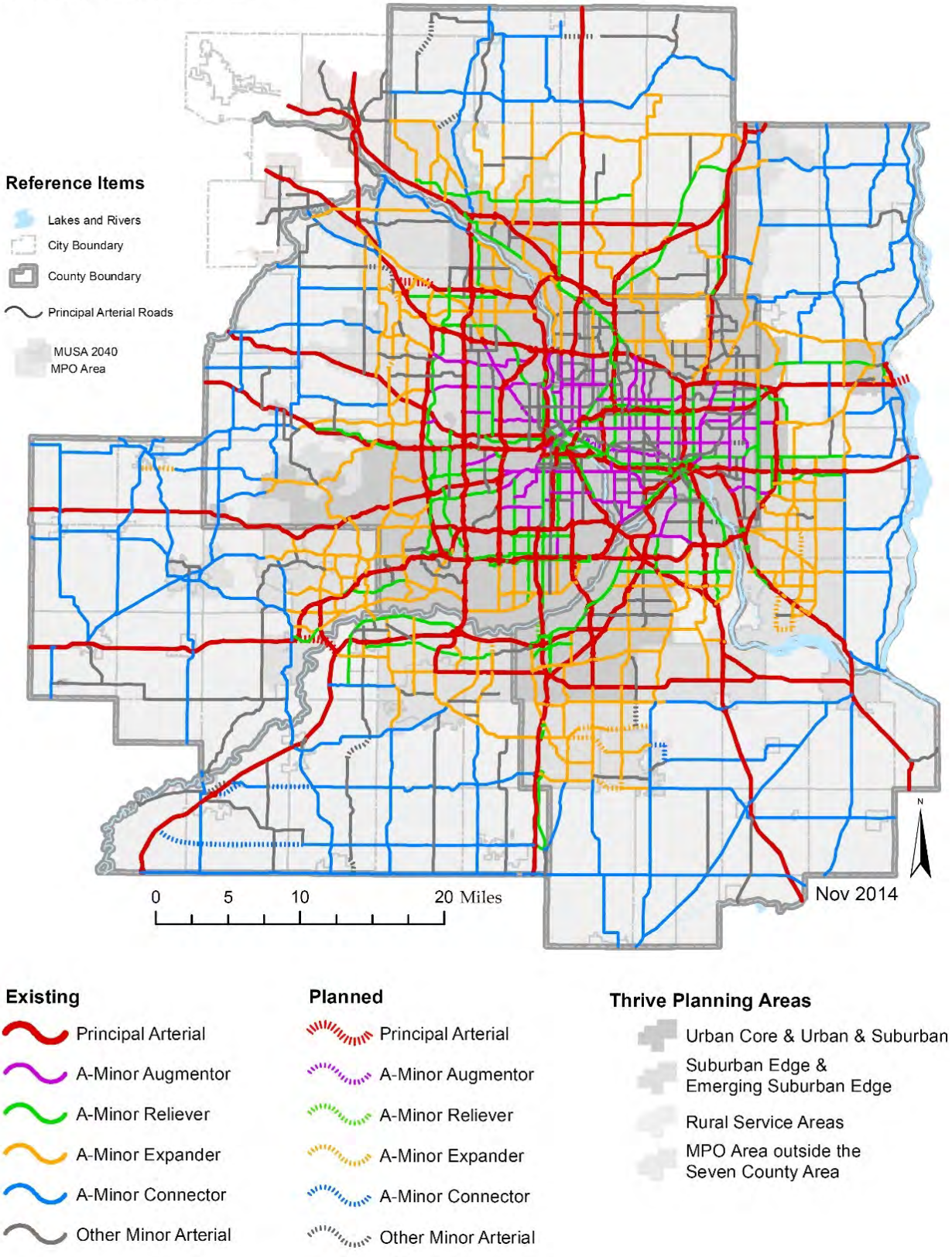


Figure 5-8 of the TPP

Identified Projects* in Highway Current Revenue Scenario

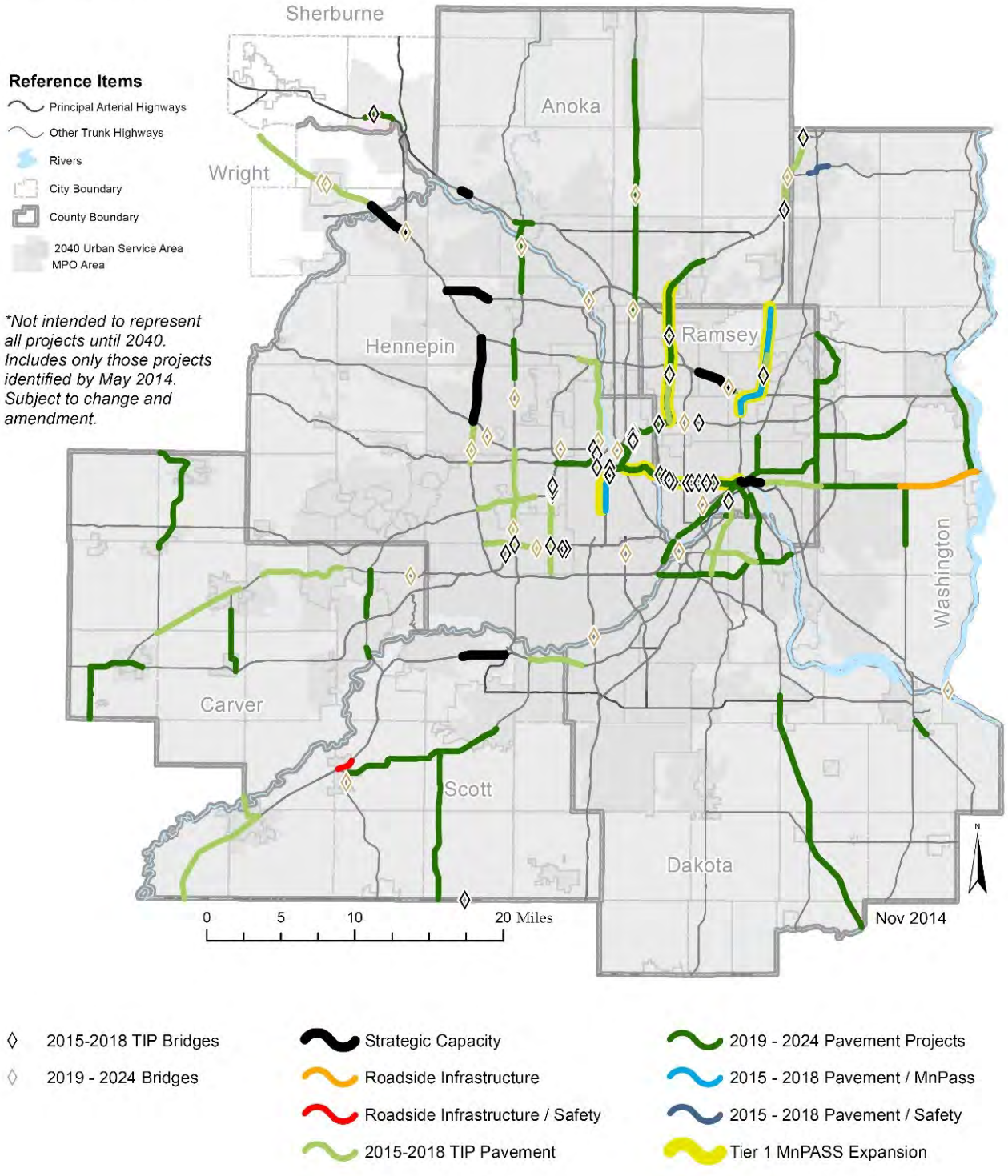


Figure 6-3 of the TPP

Transit Market Areas

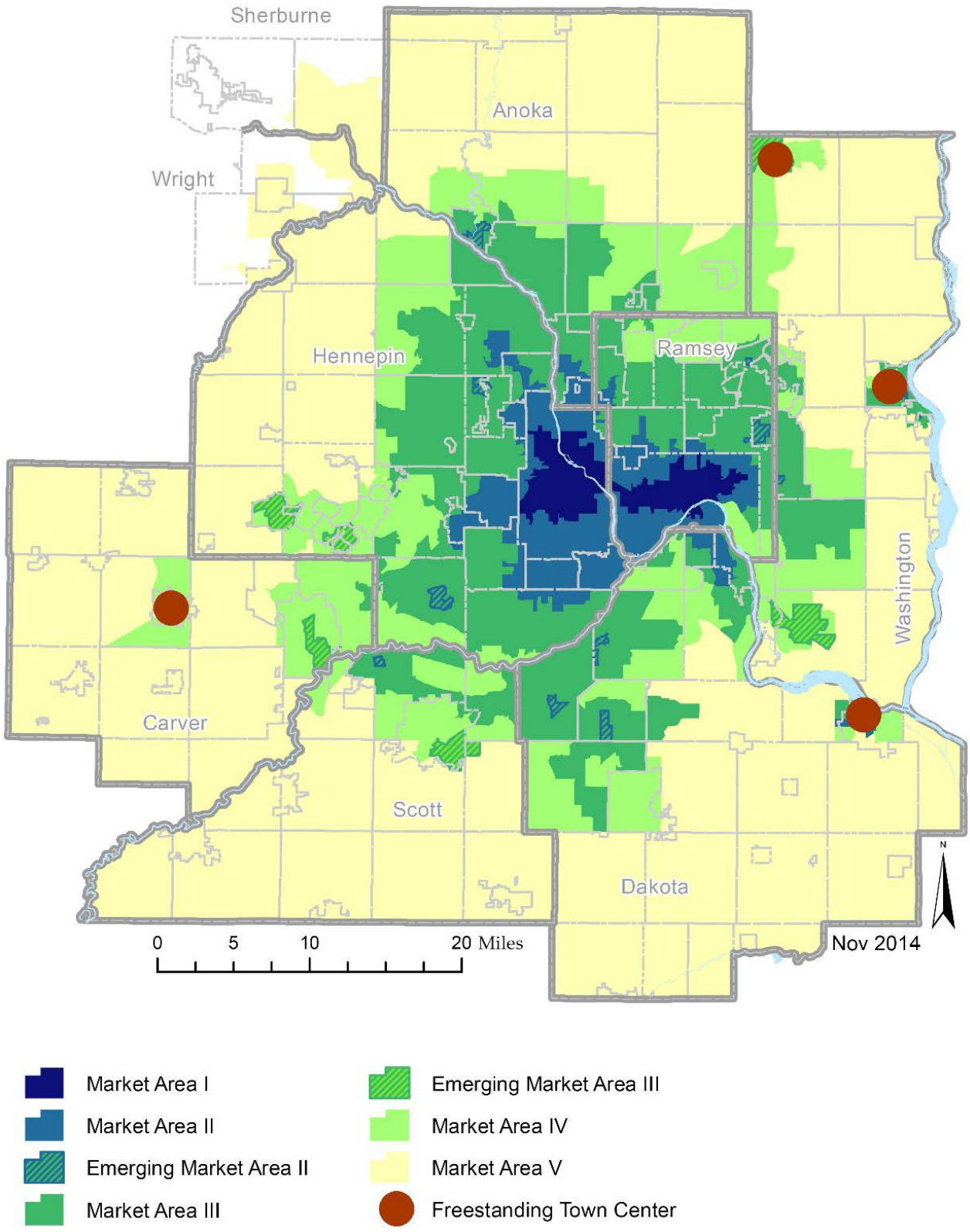


Figure 6-8 of the TPP

Current Revenue Scenario Transitways and CTIB Phase I Program of Projects

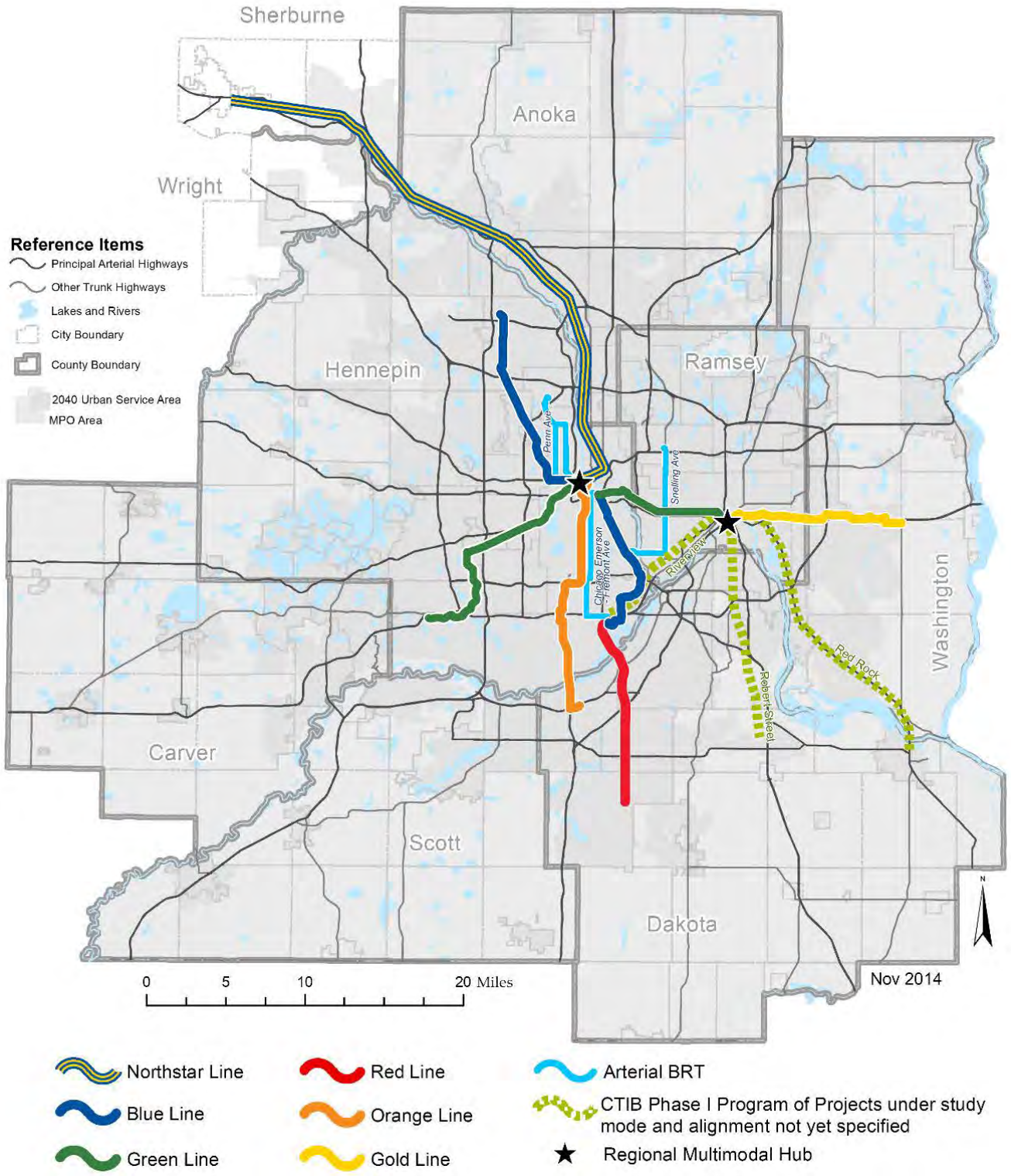


Figure 6-9 of the TPP

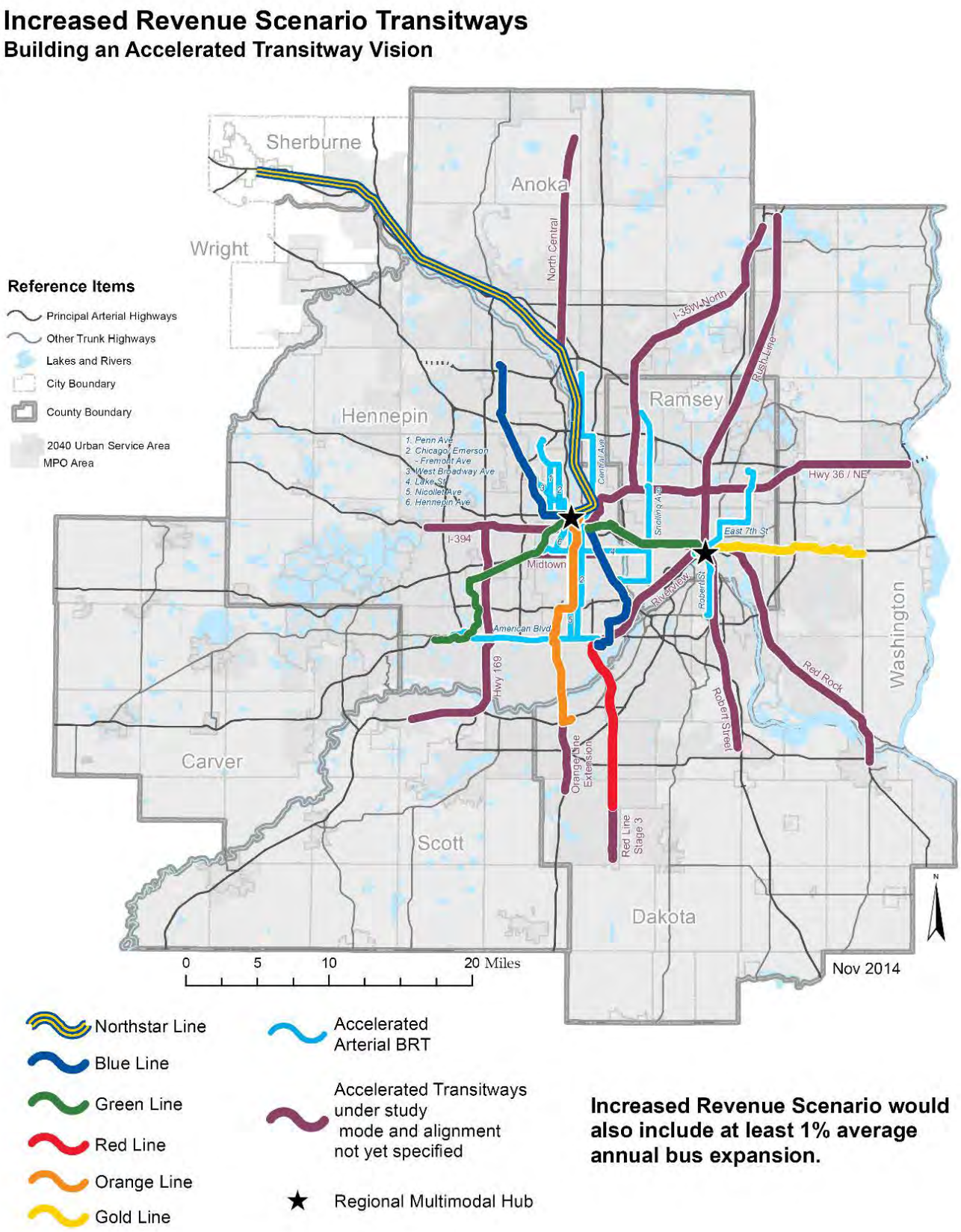


Figure 7-1 of the TPP

Regional Bicycle Transportation Network Vision

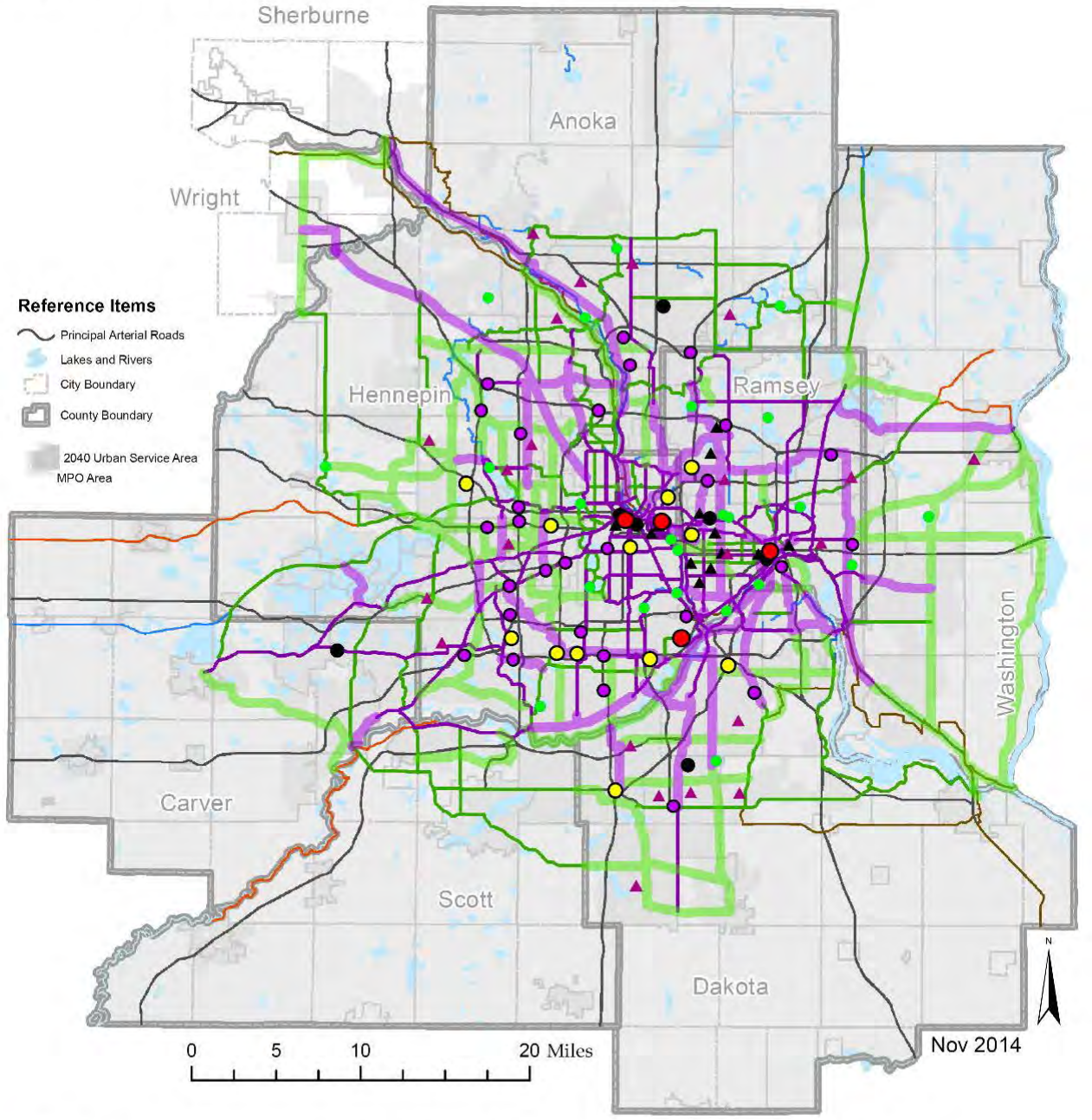


Figure 8-1 of the TPP

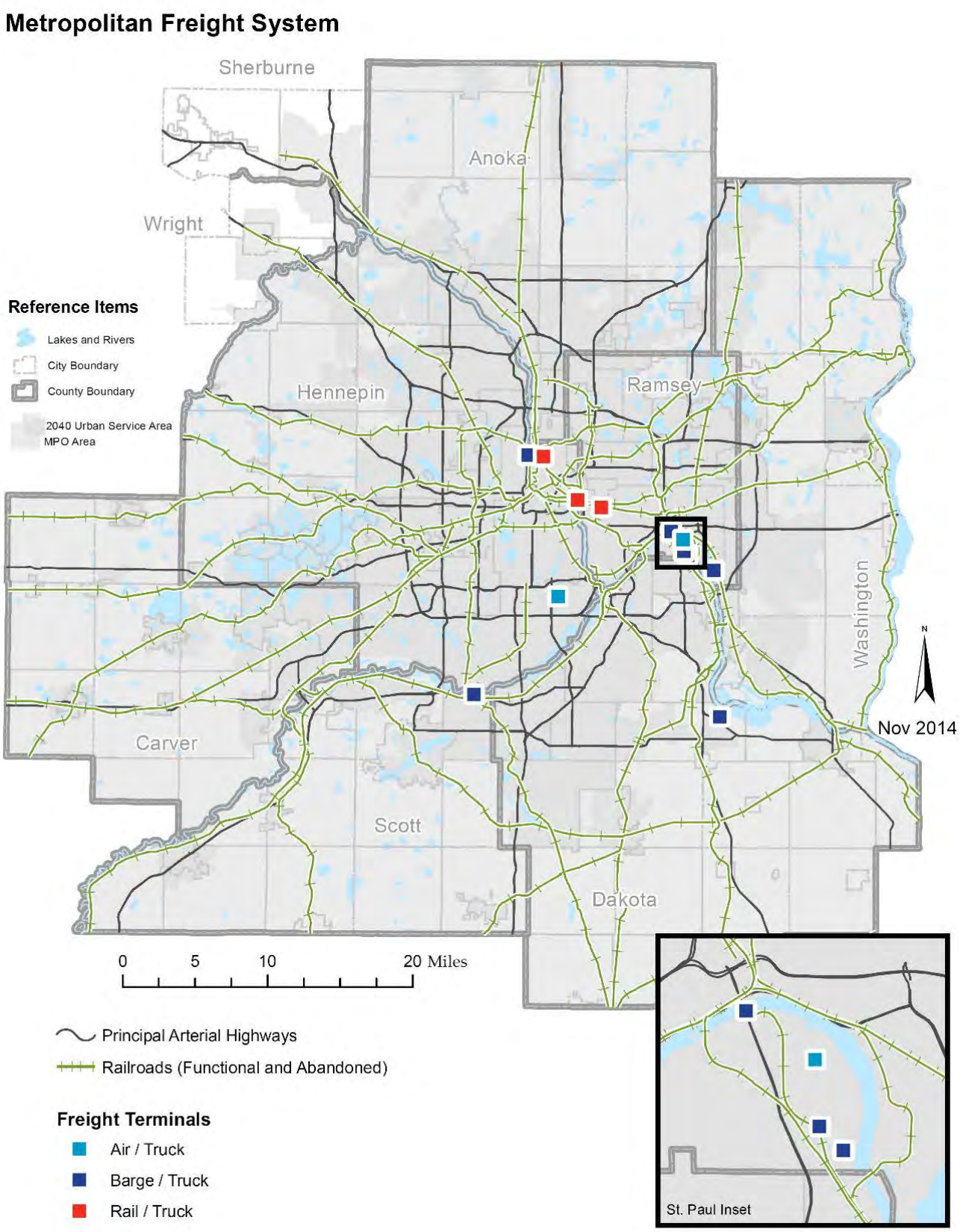
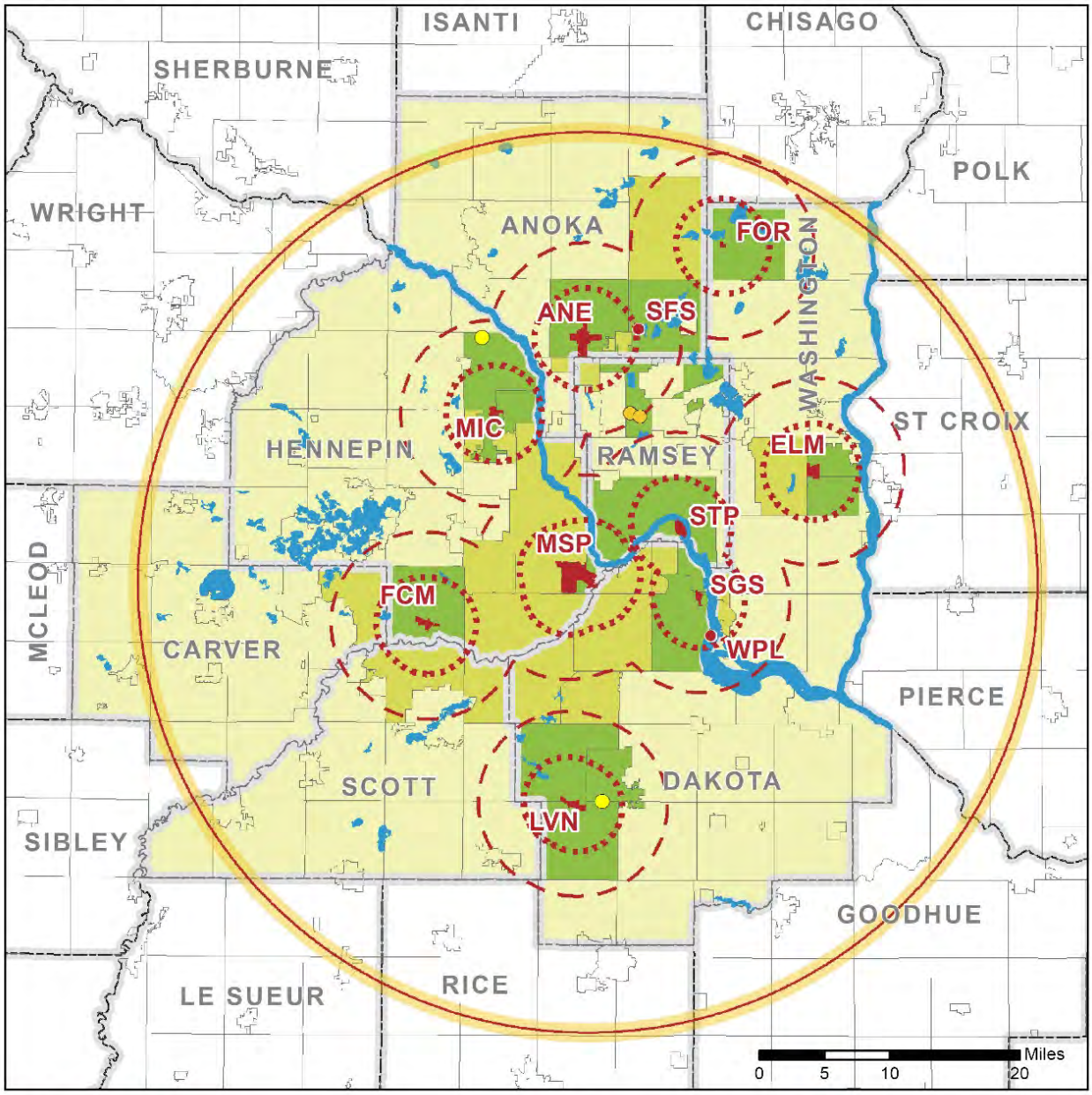


Figure 9-1 of the TPP

Airport Service Areas



Public Owned Public Use Airport

Airport Compatibility Area
(3 NM's – Noise, Zoning, Infrastructure)
(6 NM's – Landfills, Wind Towers)

MSP Minneapolis – St. Paul International Airport *(Wold-Chamberlain Field)*

STP St. Paul Downtown Airport *(Holman Field)*

ANE Anoka County – Blaine Airport *(Janes Field)*

FCM Flying Cloud Airport

MIC Crystal Airpot

SGS South St. Paul Airport *(Fleming Field)*

ELM Lake Elmo Airport

LVN Airlake Airport

FOR Forest Lake Airport

Privately Owned Public Use Airport

SFS Surf-Side Seaplane Base *(Rice Lake)*

WPL Wipline Seaplane Base *(Miss. River)*

Minneapolis Class-B Airspace Boundary

Permitted Seaplane Surface Waters *(within 7 County Area only)*

VOR Protection Zone

Tall Tower Areas

Aviation Facility Located in Community

Community Directly Affected by Facility(s)

General Airspace Notification/Protection

WATER RESOURCE REQUIREMENTS/ WASTEWATER SYSTEM STATEMENT

City of Dayton

The *2040 Water Resources Policy Plan* includes policies and strategies to achieve the following goal:

> *To protect, conserve, and utilize the region's groundwater and surface water in ways that protect public health, support economical growth and development, maintain habitat and ecosystem health, and provide for recreational opportunities, which are essential to our region's quality of life.*

The Policy Plan takes an integrated approach to water supply, water quality, and wastewater issues. This approach moves beyond managing wastewater and stormwater only to meet regulatory requirements by viewing wastewater and stormwater as resources, with the goal of protecting the quantity and quality of water our region needs now and for future generations.

The Policy Plan includes policies and strategies to:

- Maximize regional benefits from regional investments in the areas of wastewater, water supply and surface water.
- Pursue reuse of wastewater and stormwater to offset demands on groundwater supplies.
- Promote greater collaboration, financial support, and technical support in working with partners to address wastewater, water quality, water quantity and water supply issues.
- Implement environmental stewardship in operating the regional wastewater system by reusing wastewater, reducing energy use and air pollutant emissions, and reducing, reusing, and recycling solid waste.

Key Concepts in the *2040 Water Resources Policy Plan*

Adopted by the Metropolitan Council in May 2015, the *2040 Water Resources Policy Plan* is the metropolitan system plan for metropolitan wastewater services with which local comprehensive plans must conform. The Policy Plan incorporates the following changes*:*

- Centers on and around an integrated approach to water supply, wastewater, and surface water planning.
- Promotes the investigation of the issues and challenges in furthering our work in water conservation, wastewater and stormwater reuse, and low impact development practices in order to promote a more sustainable region.
- Promotes the concept of sustainable water resources where, through collaboration and cooperation, the region will take steps to manage its water resources in a sustainable way aimed at:
  - Providing an adequate water supply for the region
  - Promoting and implementing best management practices that protect the quality and quantity of our resources
  - Providing efficient and cost effective wastewater services to the region
  - Efficiently addressing nonpoint and point sources pollution issues and solutions, and,
  - Assessing and monitoring lakes, rivers, and streams so that we can adequately manage, protect, and restore our valued resources.
- Continues the Council's position that communities that permit the construction and operation of subsurface sewage treatment systems and other private wastewater treatment systems are

responsible for ensuring that these systems are installed, maintained, managed and regulated consistent with Minnesota Rules Chapter 7080-7083.
- Includes requirements in Appendix C for comprehensive sewer plans, local water plans, and local water supply plans.
- Establishes inflow and infiltration goals for all communities served by the regional wastewater system and requires all communities to include their inflow and infiltration mitigation programs in their comprehensive sewer plan.
- Works with the State to attempt to (1) make funds available for inflow and infiltration mitigation, and (2) promote statutes, rules, and regulations to encourage I/I mitigation.

Dayton should consult the complete Policy Plan in preparing its local comprehensive plan. In addition, Dayton should consult *Thrive MSP 2040* and the *Local Planning Handbook* for specific information needed in its comprehensive plan.

System Plan Considerations Affecting Your Community

Metropolitan Sewer Service

Under state law (Minn. Stat. 473.513) local governments are required to submit both a wastewater plan element to their comprehensive plan as well as a comprehensive sewer plan describing service needs from the Council. Specific requirements for the sewer element of your comprehensive plan can be found in the Water Resources section of the *Local Planning Handbook*.

Forecasts

The forecasts of population, households, employment, and wastewater flows for Dayton as contained in the adopted *2040 Water Resources Policy Plan* can be found at: *http://www.metrocouncil.org/Wastewater-Water/Planning/2040-Water-Resources-Policy-Plan.aspx* and on your Community Page in the *Local Planning Handbook*. These forecasts are for sewered development. The sewered housing forecasts were estimated using SAC data, annual city reports, current trends, existing and future local wastewater service areas and other information relating to your community. The wastewater flows are based on historical wastewater flow data, future projected wastewater generation rates, and the projected sewered population and employment data.

The Council will use these growth and wastewater flow forecasts to plan future interceptor and treatment works improvements needed to serve your community. The Council will not design future interceptor improvements or treatment facilities to handle peak hourly flows in excess of the allowable rate for your community. Dayton, through its comprehensive planning process, must decide the location and staging of development, and then plan and design its local wastewater collection system to serve this development. The Council will use its judgment as to where to assign growth within your community to determine regional system capacity adequacy. If Dayton wishes to identify specific areas within the community to concentrate its growth, it should do so within its Comprehensive Sewer Plan.

You should also note that urban development at overall densities that are substantially lower than those identified for your community in the Community Designation Section of this Systems Statement will also be analyzed by the Council for their potential adverse effects on the cost of providing metropolitan sewer service.

Description of the Metropolitan Disposal System Serving Your Community

Figure 1 shows the location of the Metropolitan Disposal System (MDS) serving your community. Wastewater flow from Dayton is primarily treated at the Metropolitan WWTP. The northern portion of

the City is provided service through an agreement with Otsego, and a small area is provided service through an agreement with Rogers.

Description of the Regional Inflow/Infiltration (I/I) Program

The *2040 Water Resources Policy Plan* states that the Council will establish I/I goals for all communities discharging wastewater to the MDS. Communities that have excessive I/I in their sanitary sewer systems will be required to eliminate excessive I/I. The Council will continue the implementation of its on-going I/I reduction program. Communities identified through the program as needing to eliminate excessive I/I will be required to submit a work plan that details work activities to identify and eliminate sources of I/I. The Council can limit increases in service within those communities having excess I/I that do not demonstrate progress in reducing their excess I/I. The Council will meet with the community and discuss this alternative before it is implemented.

It is required that those communities that have been identified as contributors of excessive I/I, and that have not already addressed private property sources, do so as part of their I/I program. Significant work has been accomplished on the public infrastructure portion of the wastewater system. The Council will pursue making funds available through the State for I/I mitigation, and promote statutes, rules and regulations to encourage I/I mitigation.

Management of Subsurface Sewage Treatment Systems (SSTS) and Private Systems

The Metropolitan Land Planning Act requires the sewer element of the local comprehensive plan to describe the standards and conditions under which the installation of subsurface sewage treatment systems and other private wastewater treatment systems will be permitted and to the extent practicable, the areas not suitable for public or private systems.

The appropriate density for development with subsurface sewage treatment systems depends on the suitability of the soils to treat wastewater and whether space is available for a primary and back up drainfield. It is the Council's position that all municipalities and counties allowing subsurface sewage treatment systems should incorporate current MPCA regulations (Minn. Rules Chapter 7080-7083) as part of a program for managing subsurface sewage treatment systems in the sewer element of their local comprehensive plan and implement the standards in issuing permits.

Dayton should adopt a management program consistent with state rules. An overview of Dayton's management program must be included in the community's local comprehensive plan update. If adequate information on the management program is not included; the comprehensive plan will be found incomplete for review until the required information is provided to the Council. Specific requirements for the local comprehensive plan can be found in the *Local Planning Handbook*.

Small private treatment plants are located throughout the Metropolitan Area serving such developments as individual industries, mobile home parks, and other urban type uses. The Council's position is that such private wastewater treatment plants should be permitted only if they are in areas not programmed for metropolitan sewer service in the future and they are provided for in a community's comprehensive plan that the Council has approved. Furthermore, the community is responsible for permitting all community or cluster wastewater treatment systems consistent with Minnesota Rules Chapter 7080-7083 and MPCA standards. The Council will not provide financial support to assist communities if these systems fail.

Dayton should include in the sewer element of its local comprehensive plan the conditions under which private treatment plants or municipal treatments would be allowed, and include appropriate

management techniques sufficiently detailed to ensure that the facilities conform to permit conditions. Dayton is responsible for ensuring that permit conditions for private treatment plants are met and financial resources to manage these facilities are available.

Surface Water Management

In 1995, Minnesota Statutes Section 473.859, subd. 2 was amended to make the local water plan (often referred to as local surface water management plans) required by section 103B. 235 a part of the land use plan of the local comprehensive plan. Minnesota Rules Chapter 8410, updated in July of 2015, includes the requirements for local water management plans. The main change that you need to be aware of is that all communities in the metropolitan area must update their local water plan between January 1, 2017 and December 31, 2018. This means that Dayton must update its local water plan as part of the comprehensive plan update. The community's updated local water plan should be submitted to the Council for its review concurrent with the review by the Watershed Management Organization(s) within whose watershed(s) the community is located. **Failure to have an updated local water plan will result in the comprehensive plan being found incomplete for review until the required plan is provided to the Council.**

Local water plans must meet the requirements for local water plans in Minnesota Statutes, section 103B.235 and Minnesota Rules Chapter 8410. In general, local surface water plans need to include a summary of the priorities and problems in the community; structural, nonstructural and programmatic actions to take to address the priorities and problems; and clearly identified funding mechanisms to fix the problems.

More detailed guidance for the local water plans can be found in Appendix C of the Council's *2040 Water Resources Policy Plan* and in the Council's current *Local Planning Handbook.*

In addition, the Council has also updated its priority lake list that was first developed in the 1980s as part of the *Water Resources Policy Plan* update. Figure 2 shows the priority lakes for Dayton. The Council uses the priority lake list to focus its limited resources. The list is also used in the environmental review process. Where a proposed development may impact a priority lake, the project proposer must complete a nutrient budget analysis for the lake as part of the environmental review process.

Also included on Figure 2 is the watershed organization(s) that Dayton is part of and a list of impaired waters in the community for use in development of your local water plans.

Other Plan Considerations

Water Supply

Local comprehensive plans also address water supply (Minn. Stat., Sec. 473.859). For communities in the metropolitan area with municipal water supply systems, this local comprehensive plan requirement is met by completing the local water supply plan template, which was jointly developed by the Metropolitan Council and the Minnesota Department of Natural Resource (DNR).

FOR COMMUNITIES WHO OWN/OPERATE A PUBLIC WATER SUPPLY SYSTEM:

Because your community owns/operates a municipal community public water supply system (PWS), the local water supply plan must be updated as part of the local comprehensive plan (Minn. Stat., Sec. 103G.291).

The updated local water supply plan should include information about your community along with information about any neighboring communities served by your system.

You should update your local water supply plan upon notification by DNR. Local water supply plan due dates will be staggered between January 1, 2017 and December 31, 2018. Your updated local water supply plan should be submitted to the DNR. DNR will share the plan with the Council, and it will be reviewed concurrently by both agencies. This schedule allows the local water supply plans to be completed and included in the local comprehensive plan.

Failure to have an updated local water plan will result in the comprehensive plan being found incomplete for review until the required plan is provided to the Council.

The water supply plan template fulfills multiple statutory obligations including:

- Minn. Stat., Sec. 103G.291 to complete a water supply plan including demand reduction
- Minn. Stat., Sec. 473.859 to address water supply in local comprehensive plans
- Minn. Administrative Rules 4720.5280 to address contingency planning for water supply interruption

The plan must be officially adopted by your community, and if applicable the utility board, as part of the local comprehensive plan.

At a minimum, the updated local water supply plan must use the joint DNR and Metropolitan Council template and include water demand projections that are consistent with the community's population forecast provided in the introductory section of this system statement. Potential water supply issues should be acknowledged, monitoring and conservation programs should be developed, and approaches to resolve any issues should be identified.

Guidance and information for water supply planning can be found in the Appendix C of the *2040 Water Resources Policy Plan*, the *Local Planning Handbook*, and the Council's *Master Water Supply Plan.*

The Council's *Master Water Supply Plan* provides communities in the region with planning assistance for water supply in a way that:

- Recognizes local control and responsibility for owning, maintaining and operating water systems
- Is developed in cooperation and consultation with municipal water suppliers, regional stakeholders and state agencies
- Protects critical habitat and water resources over the long term
- Meets regional needs for a reliable, secure water supply
- Highlights the benefits of integrated planning for stormwater, wastewater and water supply
- Emphasizes and supports conservation and inter-jurisdictional cooperation
- Provides clear guidance by identifying key challenges/issues/considerations in the region and available approaches without dictating solutions

Figures 3-5 illustrate some water supply considerations that the community may consider as they develop their local water supply plans, such as: aquifer water levels, groundwater and surface water interactions, areas where aquifer tests or monitoring may be needed to reduce uncertainty, regulatory and management areas, and emergency interconnections.

Figure 1. MCES Sanitary Sewer Meter Service Areas

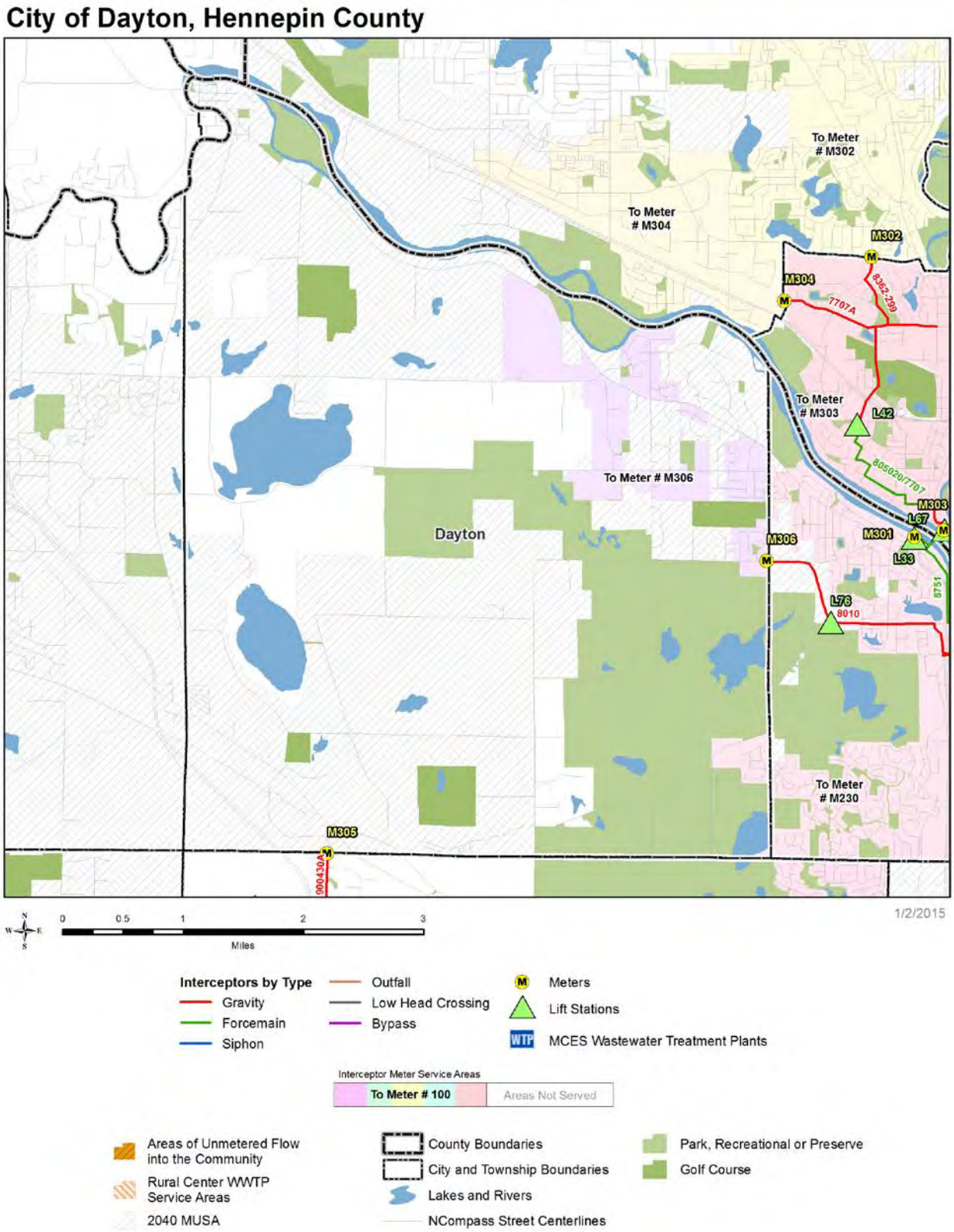


Figure 2. Surface Water Resources

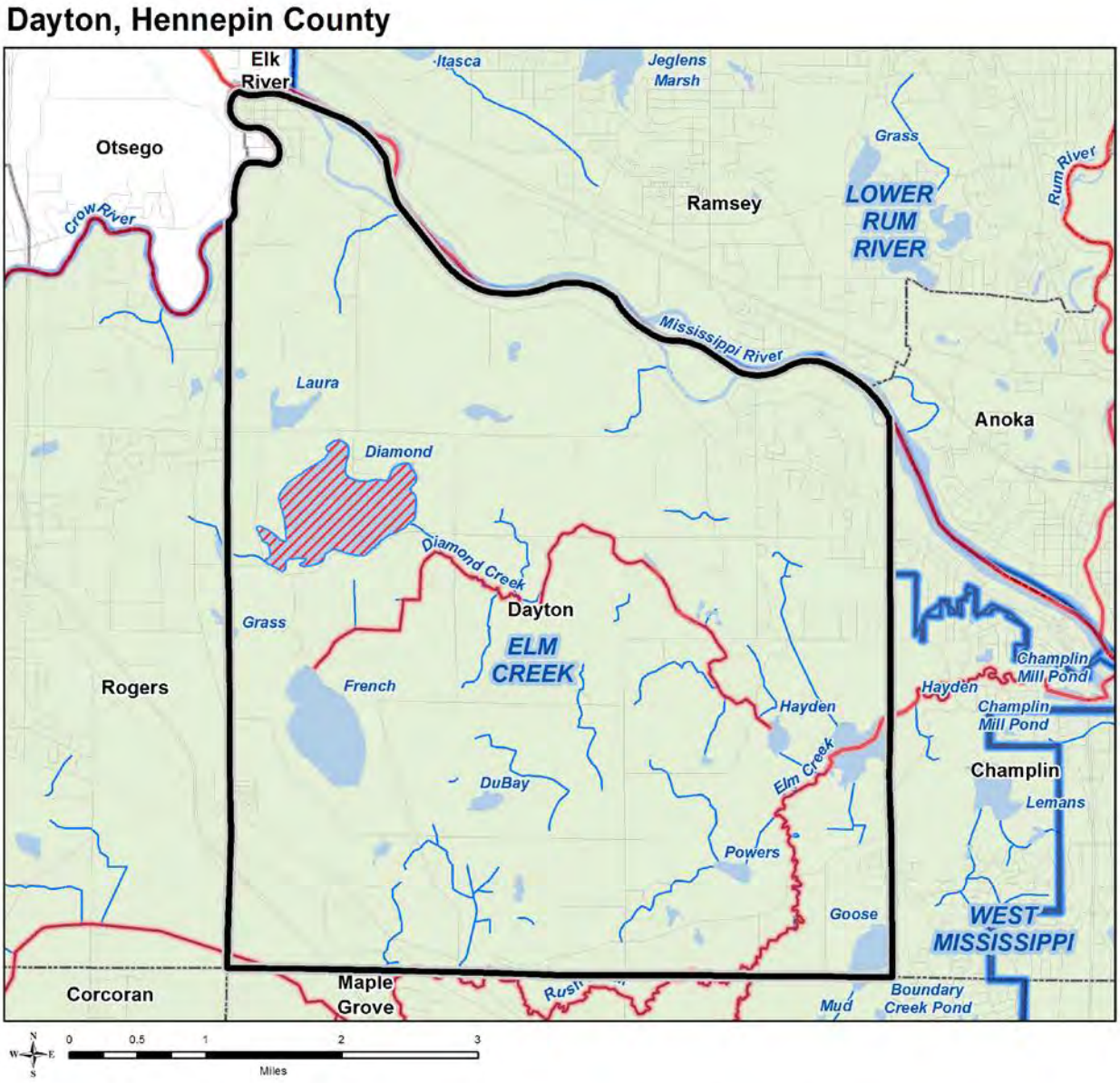


Figure 3. Surface water features and interaction with the regional groundwater system, and state-protected surface water features

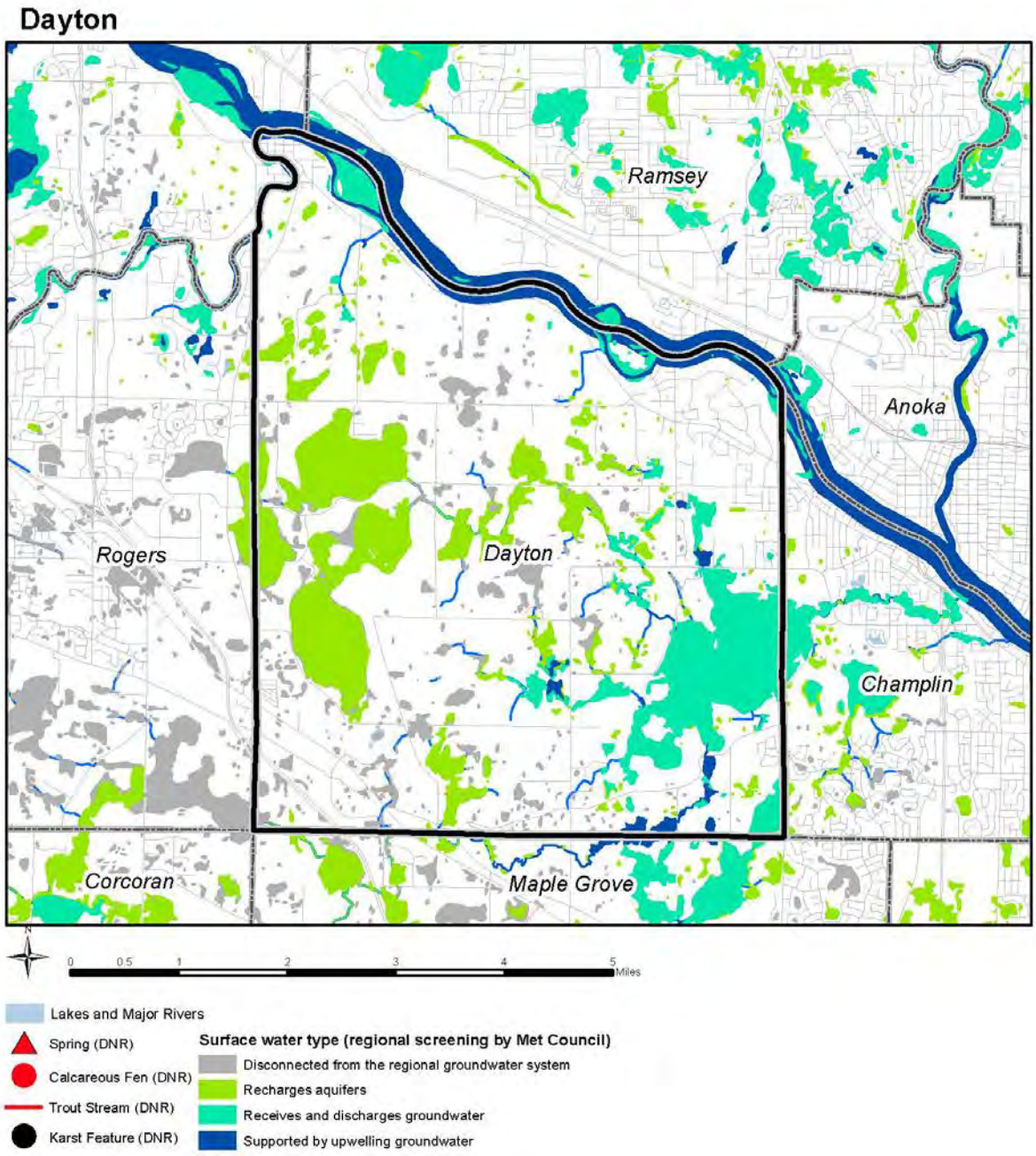


Figure 4. Availability of MN Department of Natural Resources groundwater level and MN Department of Health aquifer test data

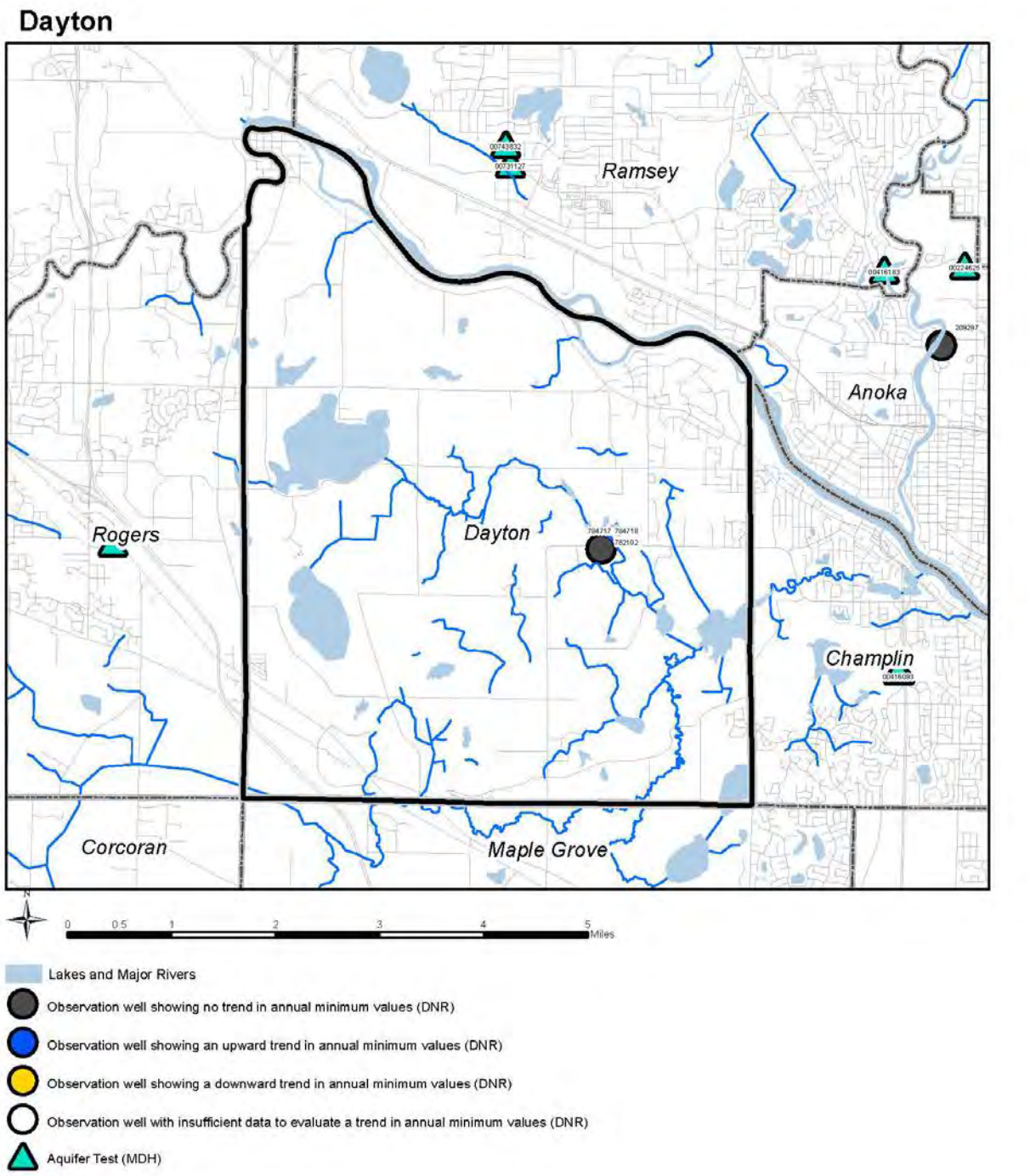
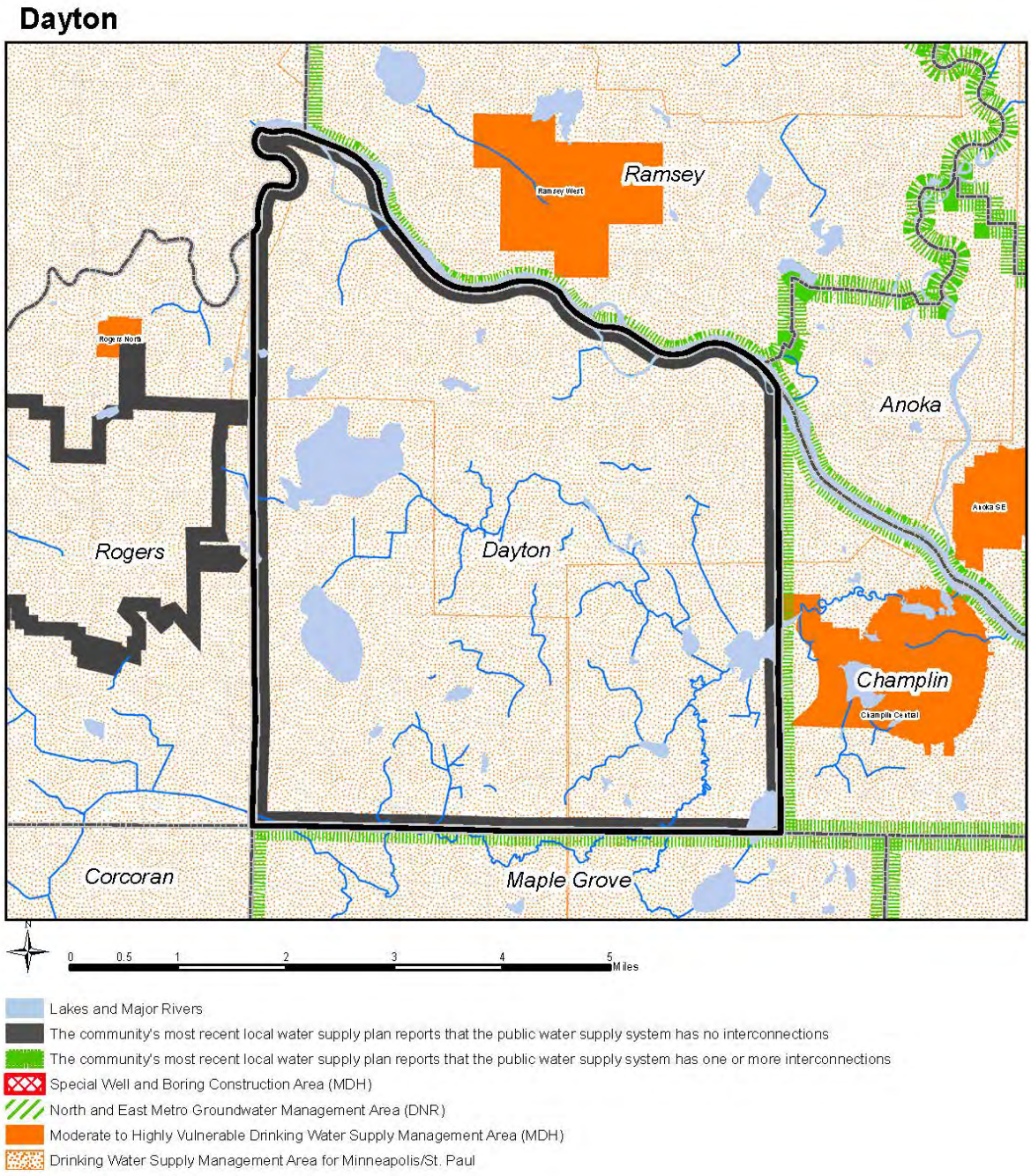


Figure 5. Municipal public water supply system interconnections and regulatory management areas



REGIONAL PARKS SYSTEM STATEMENT

City of Dayton

The Regional Parks System includes 62 regional parks, park reserves, and special recreation features, plus more than 340 miles of regional trails that showcase the unique landscapes of the region and provide year-round recreation. The Regional Parks System is well-loved by our region's residents and attracted over 48 million annual visits in 2014.

The organizational structure of the Regional Parks System is unique, built upon a strong partnership between the Council and the ten regional park implementing agencies that own and operate Regional Parks System units. The regional park implementing agencies are:

Anoka County	Ramsey County
City of Bloomington	City of Saint Paul
Carver County	Scott County
Dakota County	Three Rivers Park District
Minneapolis Park and Recreation Board	Washington County

The *2040 Regional Parks Policy Plan* was developed based on furthering the *Thrive MSP 2040* outcomes of Stewardship, Prosperity, Equity, Livability, and Sustainability. *Thrive MSP 2040* states that the Council will collaborate with the Metropolitan Parks and Open Space Commission, the regional park agencies, and state partners to:

- Expand the Regional Parks System to conserve, maintain, and connect natural resources identified as being of high quality or having regional importance, as identified in the *2040 Regional Parks Policy Plan.*
- Provide a comprehensive regional park and trail system that preserves high-quality natural resources, increases climate resiliency, fosters healthy outcomes, connects communities, and enhances quality of life in the region.
- Promote expanded multimodal access to regional parks, regional trails, and the transit network, where appropriate.
- Strengthen equitable usage of regional parks and trails by all our region's residents, such as across age, race, ethnicity, income, national origin, and ability.

Key Concepts in the *2040 Regional Parks Policy Plan*

The *2040 Regional Parks Policy Plan* includes the following policies, each with specific associated strategies:

- **Recreation Activities and Facilities Policy:** Provide a regional system of recreation opportunities for all residents, while maintaining the integrity of the natural resource base within the Regional Parks System.

- **Siting and Acquisition Policy:** Identify lands with high-quality natural resources that are desirable for Regional Parks System activities and put these lands in a protected status so they will be available for recreational uses and conservation purposes in perpetuity.
- **Planning Policy:** Promote master planning and help provide integrated resource planning across jurisdictions.
- **Finance Policy:** Provide adequate and equitable funding for the Regional Parks System units and facilities in a manner that provides the greatest possible benefits to the people of the region.
- **System Protection Policy:** Protect public investment in acquisition and development by assuring that every component in the system is able to fully carry out its designated role as long as a need for it can be demonstrated.

The *2040 Regional Parks Policy Plan* is the metropolitan system plan for regional recreation open space with which local comprehensive plans must conform. This system statement highlights the elements of the system plan which apply specifically to your community. Find the complete text of the *2040 Regional Parks Policy Plan* on *the Council's website*.

2040 Regional Parks System Facilities

The Regional Parks System is comprised of four main types of facilities: regional parks, park reserves, special recreation features and regional trails.

Regional Parks

Regional parks most notably contain a diversity of nature-based resources, either naturally occurring or human-built, and are typically 200-500 acres in size. Regional parks accommodate a variety of passive recreation activities.

Park Reserves

Park reserves, like regional parks, provide for a diversity of outdoor recreation activities. One major feature that distinguishes a park reserve from a regional park is its size. The minimum size for a park reserve is 1,000 acres. An additional characteristic of park reserves is that up to 20 percent of the park reserve can be developed for recreational use, with at least 80 percent of the park reserve to be managed as natural lands that protect the ecological functions of the native landscape.

Special Recreation Features

Special recreation features are defined as Regional Parks System opportunities not generally found in the regional parks, park reserves or trail corridors. Special recreation features often require a unique managing or programming effort.

Regional Trails

Regional trails are classified as 1) destination or greenway trails and 2) linking trails. Destination or greenway trails typically follow along routes with high-quality natural resources that make the trail itself a destination. Linking trails are predominately intended to provide connections between various Regional Parks System facilities, most notably regional parks or park reserves.

2040 Regional Parks System Components

The *2040 Regional Parks Policy Plan* identifies six components which together comprise the vision for the Regional Parks System in 2040, as described below.

Existing Regional Parks System Facilities: include Regional Parks System Facilities that are open for public use. These facilities include land that is owned by regional park implementing agencies, and may include inholding parcels within the boundaries of these parks and trail corridors that have not yet been acquired. Existing regional trails may include planned segments that will be developed in the future.

Planned Regional Parks System Facilities (not yet open to the public): include Regional Parks System Facilities that have a Council-approved master plan and may be in stages of acquisition and development, but are not yet open for public use.

Regional Parks System Boundary Adjustments: include general areas identified as potential additions to existing Regional Parks System Facilities to add recreational opportunities or protect natural resources. Specific adjustments to park or trail corridor boundaries have not yet been planned.

Regional Park Search Areas: include general areas for future regional parks to meet the recreational needs of the region by 2040 where the regional park boundary has not yet been planned.

Regional Trail Search Corridors: include proposed regional trails to provide connections between Regional Parks System facilities where the trail alignment has not yet been planned.

2040 Regional Trail Search Corridor System Additions: include regional trail search corridors that were added to the Regional Parks System as part of the *2040 Regional Parks Policy Plan*.

Key Changes in the 2040 Regional Parks Policy Plan

Adopted by the Metropolitan Council in February 2015, the *2040 Regional Parks Policy Plan* incorporates the following changes:

Identify all proposed regional trails as regional trail search corridors

All proposed regional trails that are not yet open to the public and do not have a Metropolitan Council approved master plan are represented as a general regional trail search corridor. The *2030 Regional Parks Policy* Plan depicted these trails with a proposed alignment. The alignment of these regional trails will be determined in the future through a planning process led by the regional park implementing agency. The alignment of these trails is subject to Metropolitan Council approval of a regional trail master plan.

Acquire and develop ten new regional trails or trail extensions to meet the needs of the region in 2040. The 2040 Regional Trail Search Corridor Additions include:

Carver County:

- County Road 61
- Highway 41

Three Rivers Park District:

- CP Rail Extension
- Dakota Rail Extension
- Lake Independence Extension
- Lake Sarah Extension
- Minnetrista Extension
- North-South 1
- North-South 2
- West Mississippi River

The *2040 Regional Parks System Plan Map* is depicted in Figure 1. Dayton should consult the complete *2040 Regional Parks Policy Plan* in preparing its local comprehensive plan. In addition, Dayton should consult *Thrive MSP 2040* and the current version of the Metropolitan Council's *Local Planning Handbook* for specific information needed in its comprehensive plan.

System Plan Considerations Affecting Your Community

Regional Parks System Components in your community

The following Regional Parks System Components within Dayton as identified in the *2040 Regional Parks Policy Plan* are listed below.

Regional Parks, Park Reserves, and Special Recreation Features

Elm Creek Park Reserve: This is an existing park reserve with an established boundary. The park reserve boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.

Regional Trails

Rush Creek Regional Trail: This is a regional trail that includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Brooklyn Park, Maple Grove, Dayton and Rogers. Connects Coon Rapids Dam Regional Park, Shingle Creek Regional Trail, Elm Creek Park Reserve, Crystal Lake Regional Trail, Medicine Lake Regional Trail, North South 1 Regional Trail Search Corridor, and Crow Hassan Park Reserve. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

Crow River Regional Trail Search Corridor: The regional trail search corridor travels through Dayton, Rogers, Hanover, Greenfield, and Rockford as it connects Mississippi River Regional Trail Search Corridor, North-South 1 Regional Trail Search Corridor, Crow Hassan Park Reserve and Lake Rebecca Park Reserve. Three Rivers Park District will lead a planning process in the future to determine the alignment of the regional trail. When preparing its comprehensive plan, Dayton should verify whether a master plan has been approved by the Metropolitan Council. If a master plan has been approved, the planned regional trail alignment should be acknowledged in the comprehensive plan. Otherwise, the general search corridor as shown in Figure 2 should be acknowledged in the comprehensive plan.

North-South 1 Regional Trail Search Corridor: This regional trail search corridor was added to the Regional Parks System as part of the *2040 Regional Parks Policy Plan*. The search corridor travels through Rogers, Corcoran, Medina, Orono, Wayzata, and Minnetonka as it connects Crow River Regional Trail Search Corridor, Rush Creek Regional Trail, Luce Line State Trail, Dakota Rail Regional Trail, Lake Minnetonka LRT Regional Trail and Highway 101 Regional Trail Search Corridor. Three

Rivers Park District will lead a planning process in the future to determine the alignment of the regional trail. When preparing its comprehensive plan, Dayton should verify whether a master plan has been approved by the Metropolitan Council. If a master plan has been approved, the planned regional trail alignment should be acknowledged in the comprehensive plan. Otherwise, the general search corridor as shown in Figure 2 should be acknowledged in the comprehensive plan.

West Mississippi River Regional Trail Search Corridor: This regional trail search corridor was added to the Regional Parks System as part of the *2040 Regional Parks Policy Plan*. The search corridor travels through Dayton, Champlin, Brooklyn Park, and Brooklyn Center as it connects Crow River Regional Trail Search Corridor, Elm Creek Park Reserve, Rush Creek Regional Trail, Coon Rapids Dam Regional Park, Twin Lakes Regional Trail and North Mississippi Regional Park. Three Rivers Park District will lead a planning process in the future to determine the alignment of the regional trail. When preparing its comprehensive plan, Dayton should verify whether a master plan has been approved by the Metropolitan Council. If a master plan has been approved, the planned regional trail alignment should be acknowledged in the comprehensive plan. Otherwise, the general search corridor as shown in Figure 2 should be acknowledged in the comprehensive plan.

Please contact Three Rivers Park District for more information regarding Regional Parks System Components in Dayton**.**

Figure 1. 2040 Regional Parks System Plan Map

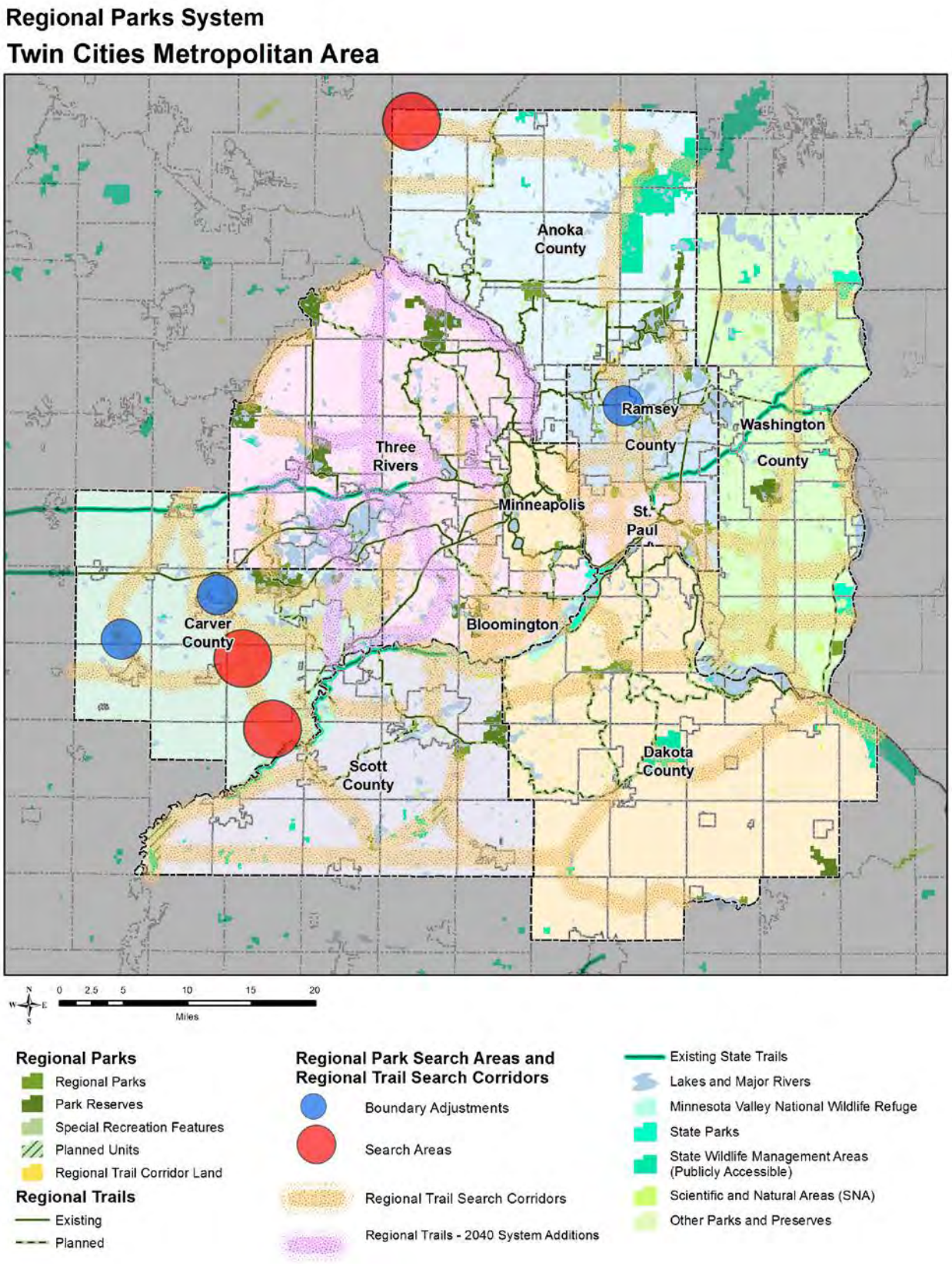
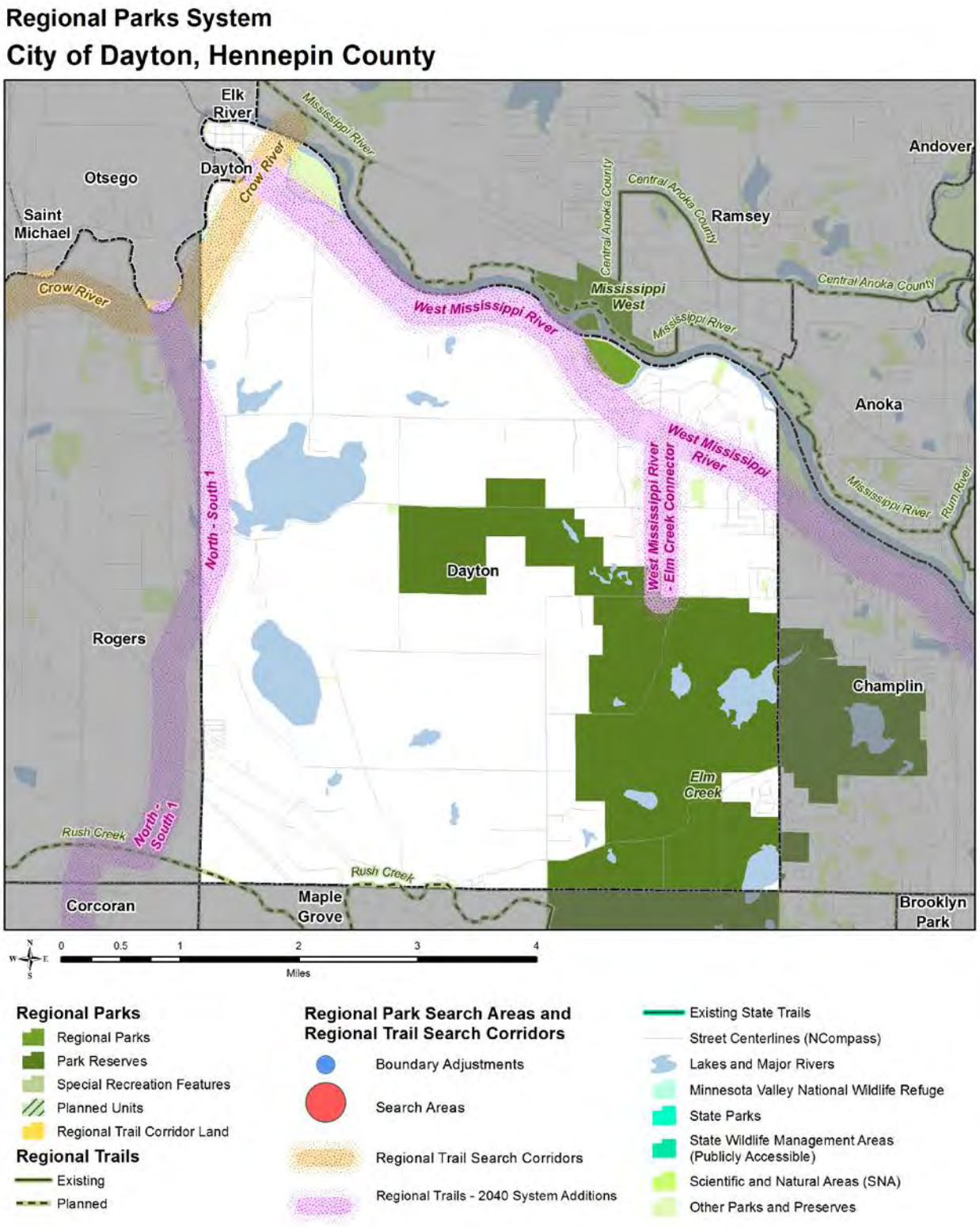


Figure 2. Regional Parks System Facilities in and adjacent to Dayton



Questions Regarding Rural Residential Development in Post-2050 Area

DATE: November 21, 2023
TO: Jon Sevald, Dayton Community Development Director
SUBJECT: Question Regarding Rural Residential Development

Question from the City

Thank you for your coordination. You had noted that the City has been discussing rural residential subdivision/s in the area outside of the 2040 MUSA/"Post 2050" staging. Discussion has included a smaller area (~40 acres) in the short-term in the northern part of the city but has also included larger area (more likely part of 2050 Plan process). The City wanted to see:

- if this area or parts of this area can include rural residential subdivisions without sewer/water, while complying with Council policies, including density policies;
- if there are approaches like cluster development, ghost platting, or transfer of development rights that could be used to stay consistent with Council policy; and
- what the what barriers are (barrier consideration in **bold** below)

The below discusses those questions in context of regional and system policy considerations.

City of Dayton 2040 Plan

The City of Dayton's 2040 Comprehensive Plan (2040 Plan) includes future land uses and staging for 2040 planning period, as well as for post-2040/ultimate build-out (Figures 1 and 2). The City anticipates developing from three corners with the northeast and south areas developing first.

As shown in the City's 2040 Plan, most of the post-2040 area in the north is planned for sewered low-density residential. There are several *existing*/historic neighborhoods that developed as larger estate lots on private septic, which are guided Rural Estate in the Plan.

- **Potential rural subdivision/s are not consistent with City's 2040 Plan/Future Land Uses**

  The comprehensive plan does not have a future land use category that supports new rural residential development. If one were proposed, a comprehensive plan amendment would be required and Metropolitan Council staff would review the amendment to determine if the amendment would have any potential regional system or policy impacts. The amendment would be reviewed to determine if the proposed change is consistent with *Thrive MSP 2040* and associated regional system and policy plans, including the *2040 Water Resources Policy Plan*.

Thrive MSP 2040 – Emerging Suburban Edge Community Designation

The City's 2040 Plan is currently consistent with *Thrive MSP 2040* (Thrive) and its land use policies. The entire City of Dayton is located within the Emerging Suburban Edge community designation (Figure 3). Thrive describes Emerging Suburban Edge communities as areas in the early stages of transitioning into urbanized levels of development. Communities within this designation are expected to plan and stage development for forecasted growth through 2040 and beyond at overall average net densities of at least 3-5 units per acre. Emerging Suburban Edge communities are also required to ensure the efficient use of land when planning for and approving new developments and redevelopment projects.

- **Potential rural residential subdivision/s are not consistent with *Thrive MSP 2040***

  The Metropolitan Council (Council) sets the framework for land use patterns and guides the overall development of the region, as directed by the Metropolitan Land Planning Act (Minn. Stat. 473.145). The Council establishes overall density expectations for communities based on their *Thrive MSP 2040* community designation. At a regional level, this includes ensuring orderly and efficient land use, which aligns land use, development patterns, and infrastructure to make the best use of public and private investment. This is important as the region can provide cost-effective infrastructure and services when it is able to anticipate where, when, and to what extent growth will occur. Because housing and residential land use patterns last for generations, it is critical that residential development advances the policy of orderly and efficient land use.

  As indicated, the Community Designation for the City Emerging Suburban Edge, a change to the City's community designation would be needed. With a request for community designation change for the proposed area, potential impact to orderly and efficient land use and consistency with *Thrive MSP 2040* would be evaluated as part of the comprehensive plan amendment.

Wastewater Services and Long-Term Sewer Service Area

The City's 2040 Plan currently conforms to the *2040 Water Resources Policy Plan*. The Metropolitan Disposal System with its scheduled improvements has or will have adequate capacity to serve the City's growth forecasts assigned within the Regional Wastewater System service area.

The entire City of Dayton is within the Metropolitan Council's Long-Term Sewer Service Area (Figure 4). Areas identified as potential are planned for regional wastewater service with final treatment location being finalized. Based on the City's adopted 2040 Plan, the Council has planned for regional wastewater services for the entire City and has made investments in regional wastewater infrastructure. The City's approved 2040 Plan has been used by wastewater staff for decisions regarding the Crow River Wastewater Treatment Plant and future conveyance investments.

- **Potential rural residential subdivision/s would be evaluated to determine if the proposed changes would have potential impact to regional system plans, including wastewater.**

  When an amendment is submitted, the Council reviews to determine if it conforms with regional systems plans (including transportation, regional parks/trails, and water resources) and is consistent with Council policies.

  Comprehensive plan amendments are evaluated to see if there are potential impacts on the Council's regional systems, including the regional wastewater system. Local comprehensive plans and amendments that have substantial impacts on — or contain substantial departures from — the metropolitan wastewater system plan affect how the Council constructs, operates, and maintains the regional wastewater system and can result in system inefficiencies if nonconforming plans are allowed to be implemented.

  Substantial departures, for example, may result in underutilization of the regional wastewater system. Under-utilization occurs when low-density development uses less than currently available or planned regional capacity. Under-utilization is likely to require additional infrastructure elsewhere in the region to accommodate household growth that would be reasonably expected in the local governmental unit.

  As permitted by Minnesota Statutes section 473.175, subdivision 1, the Council may require a local governmental unit to modify their comprehensive plan or part thereof that does not conform with the metropolitan system plan, if the Council concludes that the local plan is more likely than not to contain a substantial departure from the Council's adopted policy plans and capital budgets for metropolitan wastewater service. A substantial departure occurs, for example, when a local governmental unit proposes forecasts for sewered development

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

Any proposed rural residential development within the long-term regional sewer service would need to be consistent with Council policies and regional wastewater system plans. Rural Residential development at 4 units per 40 acres would not preclude future regional sewer service.

Flexible Development Guidelines

The Council has Flexible Development Guidelines, which are one way to have rural residential development that does not preclude future regional wastewater service. However, these guidelines are for communities with the *Thrive MSP 2040* **Diversified Rural** community designation. The Flexible Development Guidelines include factors communities should consider if they are considering allowing residential development at densities greater than 4 units per 40 acres.

The purpose of the guidelines, and associated ordinances and tools, is to preserve land for post-2040 growth and to accommodate the future extension of regional urban services. Ordinances that follow the flexible development guidelines can provide for interim rural residential 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.

Flexible development ordinances need to:

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 community wastewater treatment systems to serve the temporary cluster.

For implementation, a community would need mechanisms to allow for the future development of the land at urban development densities of at least 3 units per net developable acre. Tools can include adopting a cluster ordinance to preserve open space and allow future urbanization, requiring Build-Out Plans (Ghost Platting) to demonstrate future subdivision for the delivery of urban services, employing platting techniques along with deed restrictions, easements, and covenants to protect open space for future development.

If the Flexible Development Guidelines are implemented, the Metropolitan Council would need to review the ordinance to ensure compliance with the City's comprehensive plan and future expansion of regional wastewater services. The Guidelines currently have not been widely used.

If the Guidelines and associated ordinance(s) were put in place, mechanisms to ensure they are followed in the long-term would also need to be in place. If the flexible development guidelines were not followed in future years (for example, there was a change from developable land being reserved for future urbanization to permanent open space), then it is possible that the Council could find that the City has created a regional system departure causing undue regional investments, if investments were made based on the understanding that area was being reserved for future regional sewer.

Figure 1 – City of Dayton 2040 Comprehensive Plan – Future Land Use

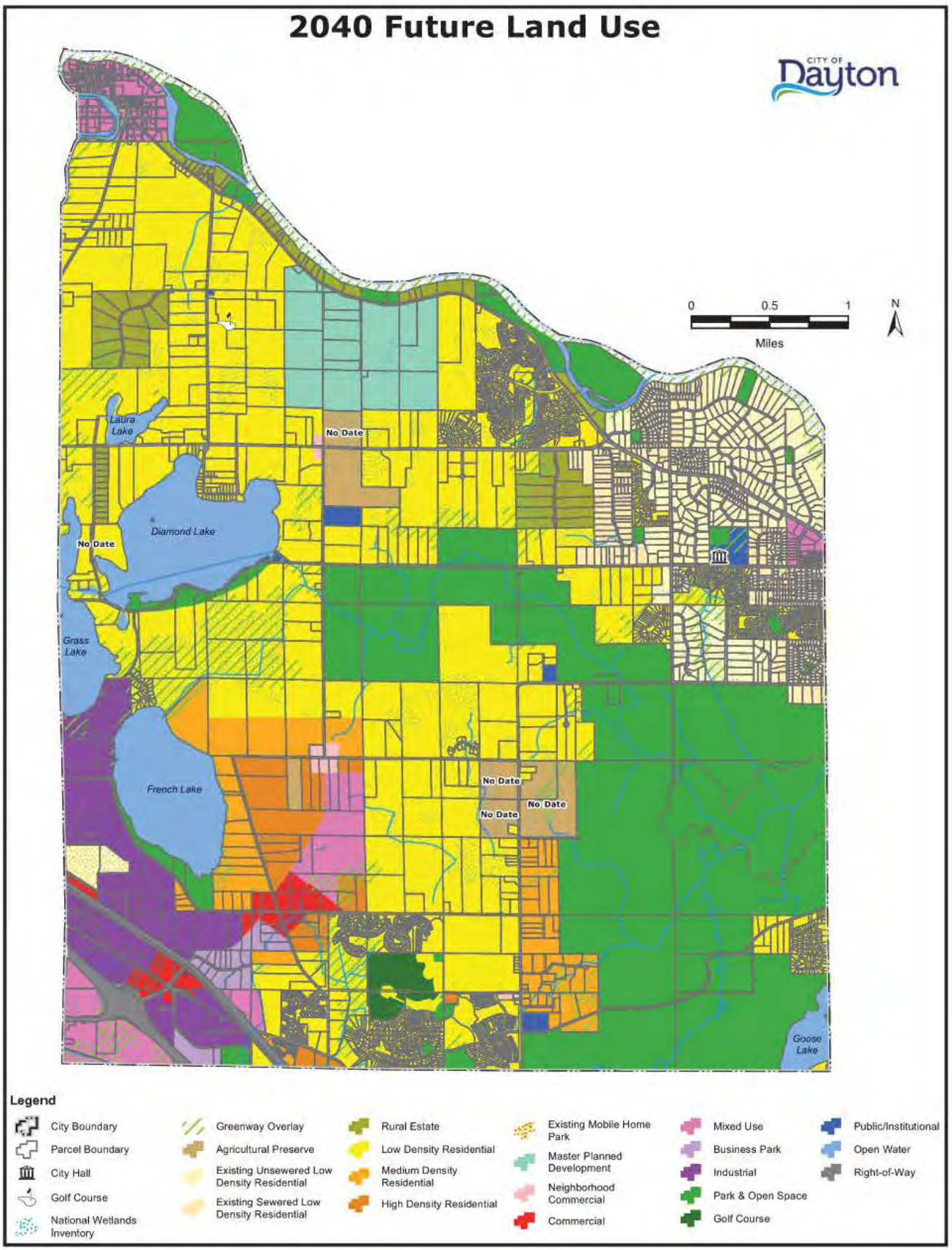
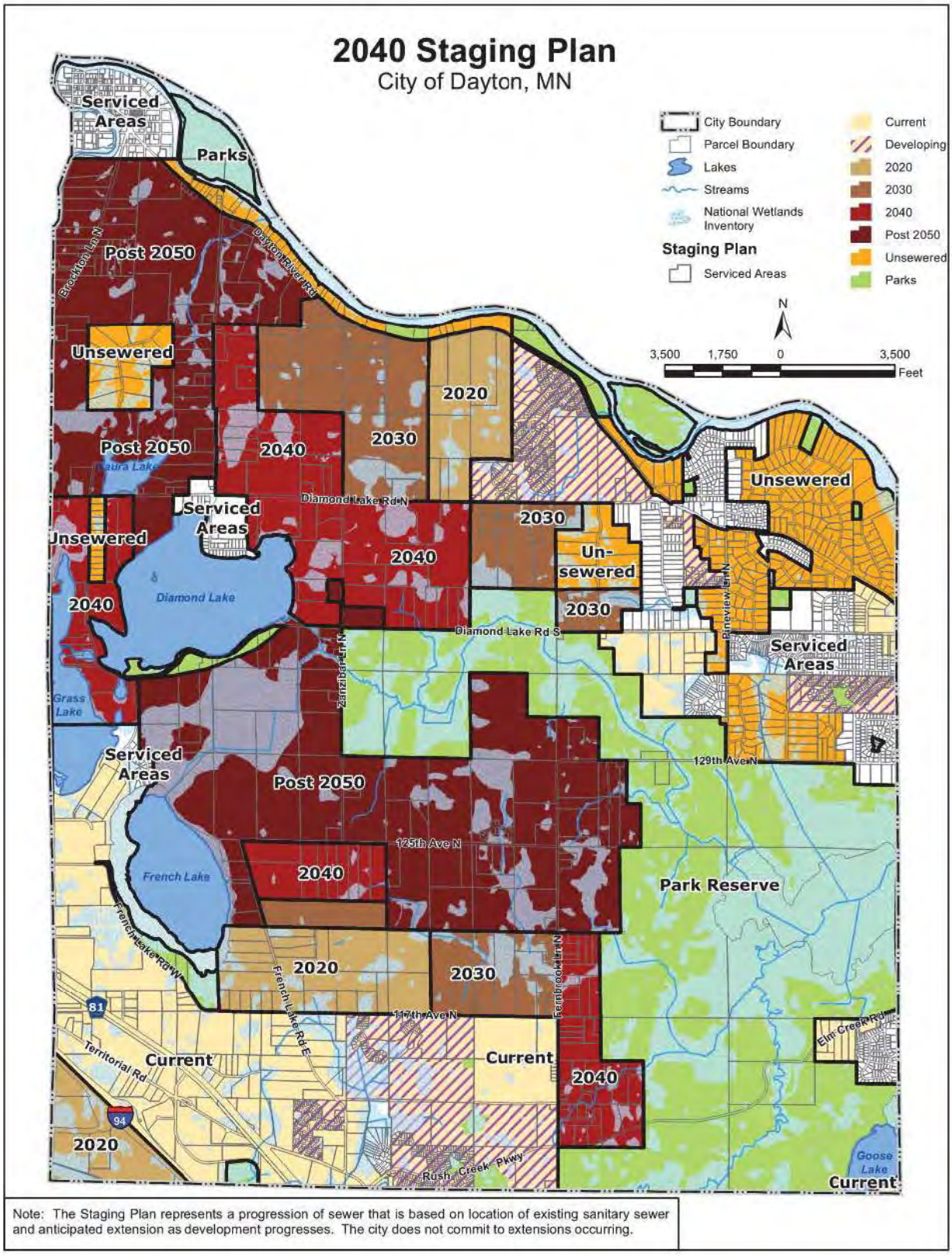


Figure 2 – City of Dayton 2040 Comprehensive Plan – Staging Plan



Note: The Staging Plan represents a progression of sewer that is based on location of existing sanitary sewer and anticipated extension as development progresses. The city does not commit to extensions occurring.

Figure 3 – Thrive MSP 2040 Community Designation – Emerging Suburban Edge

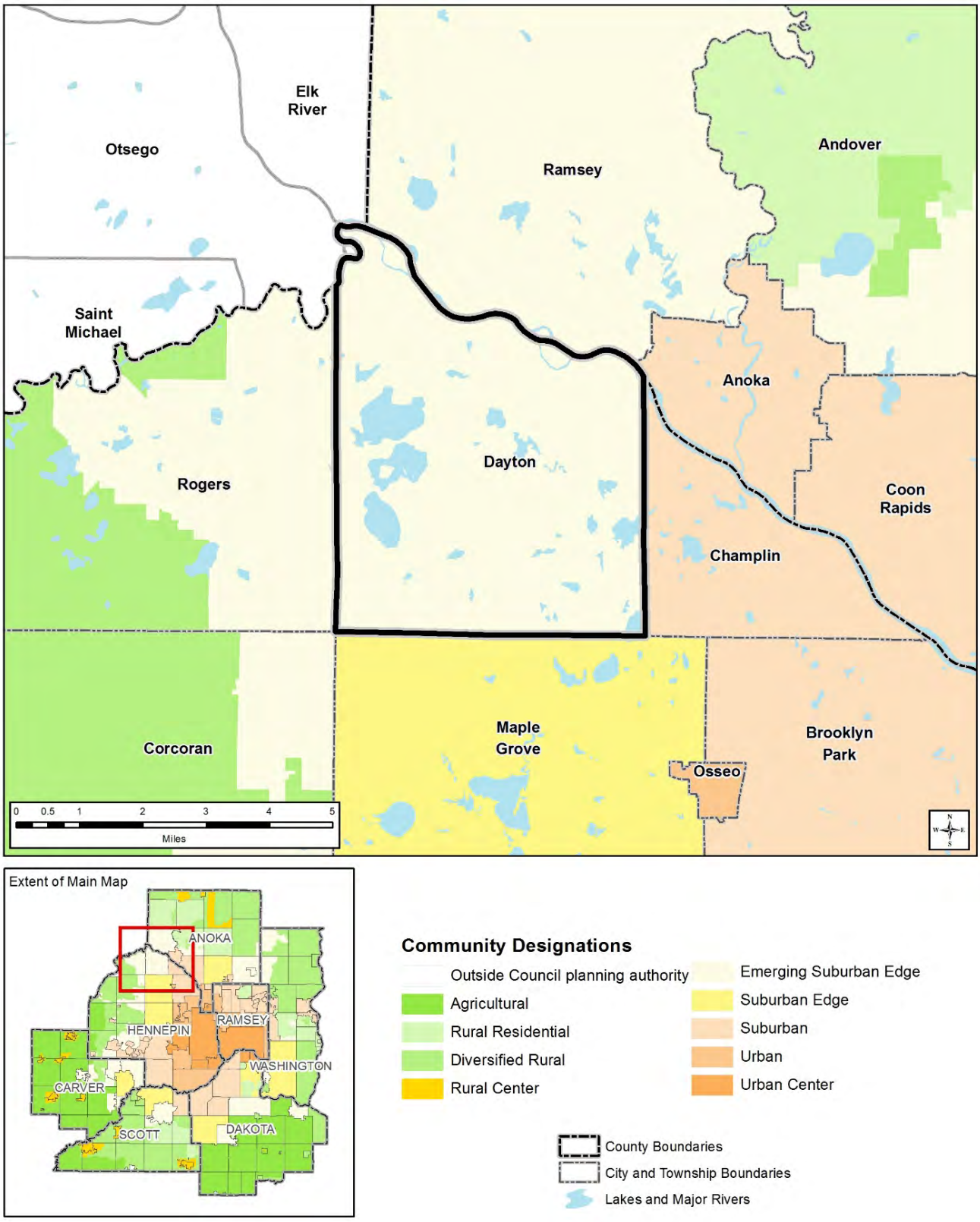
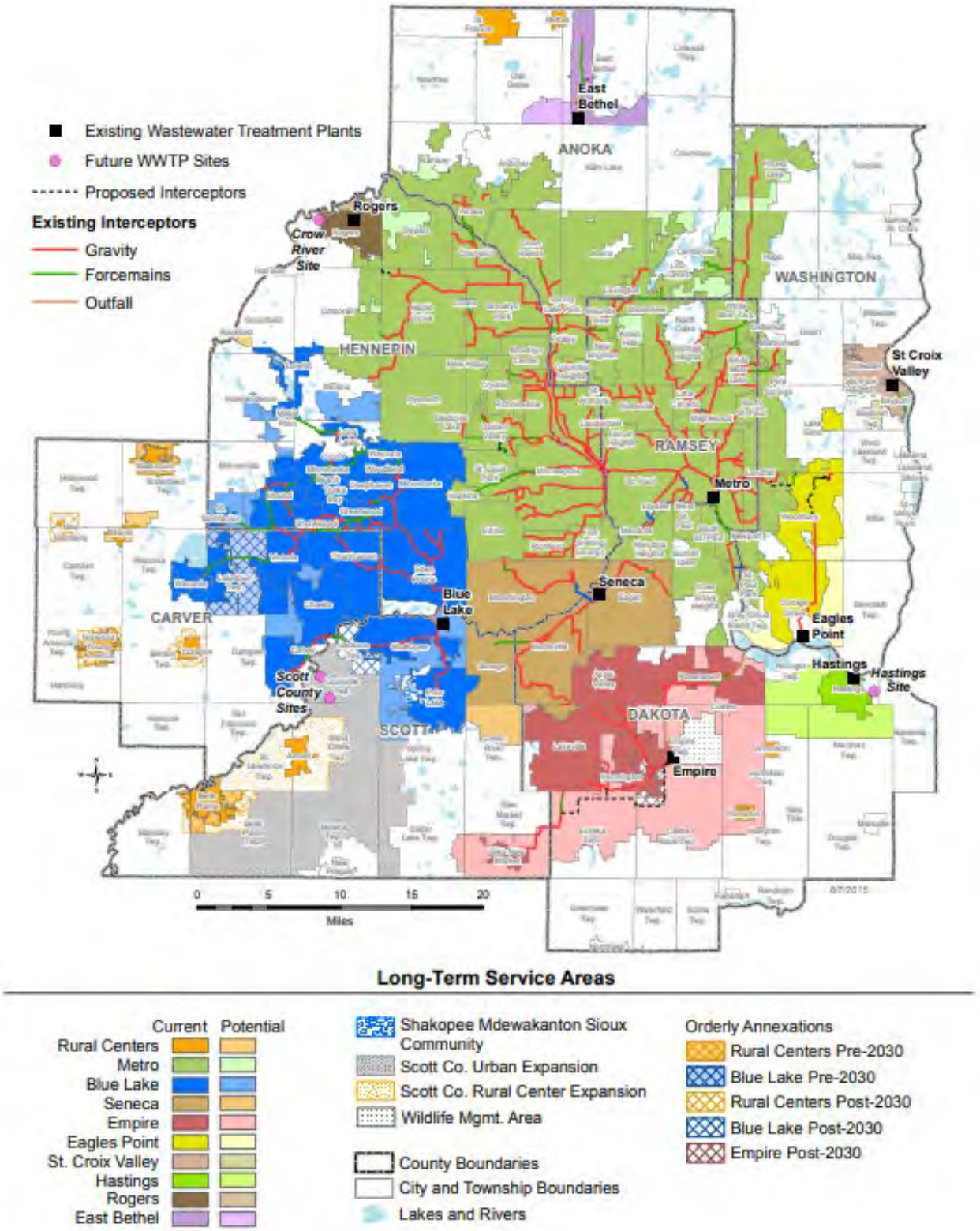


Figure 4– *2040 Water Resources Policy Plan* – Long-Term Service Areas of the Regional Wastewater System



No. A03-458
Supreme Court of Minnesota

City of Lake Elmo v. Metropolitan Council

685 N.W.2d 1 (Minn. 2004)
Decided Aug 5, 2004

No. A03-458.

Filed: August 5, 2004.

2 Appeal from the Minnesota Court of Appeals. *2

Thomas F. Pursell, Forrest D. Nowlin, Lindquist Vennum, PLLP, for Relator.

Andrew D. Parker, Charles B. Holtman, Michael D. Christenson, Smith Parker, PLLP, for Respondent.

Heard, considered, and decided by the court en banc.

OPINION

BLATZ, Chief Justice.

This appeal arises out of the City of Lake Elmo's challenge to the Metropolitan Council's ("Council") final decision, Resolution 2003-10, which requires Lake Elmo to conform its comprehensive land use plan ("comprehensive plan") to the Council's regional system plans ("system plans"). *See* Metropolitan Council Res. 2003-10 (April 7, 2003) (hereinafter "Resolution 2003-10"). The City of Lake Elmo argues that the Council does not have the statutory authority to adopt Resolution 2003-10 and, therefore, the resolution is not binding upon it. The court of appeals affirmed the Council's decision, holding that Lake Elmo's comprehensive plan may have
3 both *3 a substantial impact on and contain a substantial departure from the Council's system plans. *City of Lake Elmo v. Metro. Council*, 674 N.W.2d 191, 198 (Minn.App. 2003). Applying the relevant statutory provisions, the court also concluded that the Council had the statutory authority to compel the City of Lake Elmo to modify its comprehensive plan. *Id.* We affirm.

In February 2002, the City of Lake Elmo, appellant, submitted its completed comprehensive plan to the Council, respondent, for review as required by Minn. Stat. § 473.858, subd. 1 (2002). Lake Elmo's comprehensive plan proposed to restrict future development and maintain the rural character of the city. On September 11, 2002, the Council adopted Metropolitan Resolution 2002-30 (hereinafter Resolution 2002-30), the initial resolution in this matter. The Council found that Lake Elmo's comprehensive plan "may have a substantial impact on or contain a substantial departure from" the Council's system plans. *See* Minn. Stat. § 473.175, subd. 1 (2002). The resolution required Lake Elmo to make nine modifications to its comprehensive plan that would allow for continued population growth through the year 2040. Lake Elmo contested the resolution and requested a hearing before an administrative law judge ("ALJ") pursuant to Minn. Stat. § 473.866 (2002).[1]

[1] Minnesota Statutes § 473.866 limits the breadth of the administrative hearing, stating that the subject of the administrative hearing does not extend to the need for or the reasonableness of the metropolitan system plans. Further, the statute provides that at the conclusion of the administrative hearing, the ALJ issues a report, which constitutes a recommendation to the Council. The

> Council is not bound by the recommendation, but may adopt, reject, or modify the ALJ's report to reach its final decision. Minn. Stat. § 473.866.

The ALJ addressed two issues: (1) whether Lake Elmo's comprehensive plan may have a substantial impact on or contain a substantial departure from the metropolitan system plans; and (2) whether the Council possessed the statutory authority to require modification of Lake Elmo's comprehensive plan in the manner prescribed by Resolution 2002-30. On March 13, 2003, the ALJ issued its report, findings of fact, and conclusions of law, determining that the Council met its burden of proof and showed by a preponderance of the evidence that Lake Elmo's comprehensive plan may have both a substantial impact on and contain a substantial departure from metropolitan system plans. The ALJ also concluded that the Council possessed the statutory authority to modify Lake Elmo's comprehensive plan. Following the ALJ's decision, the Council passed Resolution 2003-10, the Council's final decision. In that resolution, the Council adopted the ALJ's recommended decision in its entirety and decided that Lake Elmo must modify its comprehensive plan as prescribed in its first resolution, Resolution 2002-30. Lake Elmo then sought review of the Council's final decision from the court of appeals, which upheld the Council's decision in all material respects. *City of Lake Elmo v. Metro. Council*, 674 N.W.2d 191. We granted Lake Elmo's petition for review on February 25, 2004.

I.

Minnesota Statutes § 473.866 sets forth the scope of review applicable to contested Council decisions. By reference, it incorporates Minn. Stat. § 14.69 (2002), which states that a reviewing court may reverse or modify an agency's decision "if the substantial rights of the petitioners may have been prejudiced" because the administrative decision
4 was, among other *4 things, in excess of statutory authority, unsupported by substantial evidence, or arbitrary or capricious. Important to our review here, section 473.866 goes on to modify this traditional scope of review in two ways:

> The scope of review shall be that of section 14.69, provided that: (1) the court shall not give preference to either the administrative law judge's record and report or the findings, conclusions and final decision of the council, and (2) the decision of the court shall be based upon a preponderance of the evidence * * *.

First, the statute gives no preference to the fact-finder and, second, it adopts a preponderance of the evidence standard, rather than an "unsupported by substantial evidence" standard.[2] The preponderance of the evidence standard requires that to establish a fact, it must be more probable that the fact exists than that the contrary exists. *Netzer v. N. Pac. Ry. Co.*, 238 Minn. 416, 425, 57 N.W.2d 247, 253 (1953). If evidence of a fact or issue is equally balanced, then that fact or issue has not been established by a preponderance of the evidence. *Id.* The preponderance of the evidence standard is a higher standard than the substantial evidence standard set forth in section 14.69, which is the typical evidentiary standard applied by appellate courts when reviewing agency decisions.[3] Therefore, in following the statutory dictates of section 473.866, we will give no "preference" to either the ALJ's report or the Council's decision. Additionally, when determining whether Lake Elmo's comprehensive plan may substantially depart from or substantially impact the Council's system plans, we will review the record applying the preponderance of the evidence standard, and decide whether the evidence supports Resolution 2003-10.

> [2] The Council argues that this language means that equal preference is to be given to both the ALJ's record and report and the Council's findings, conclusions, and final decision, but does not "diminish the deference normally given to administrative

agency decisions." While we recognize that appellate courts traditionally afford deference to fact-finders on questions of fact as appellate review does not typically lend itself to deciding facts de novo, we nevertheless respect the clear language of the statute and give no "preference" to either the ALJ's report or the Council's decision.

[3] In the context of a contested agency decision, the substantial evidence test is satisfied when the evidence, considered in its entirety, is: (1) such that a reasonable mind might accept it as adequate to support a conclusion; (2) more than a scintilla of evidence; (3) more than "some evidence"; and (4) more than "any evidence." *Reserve Mining Co. v. Herbst*, 256 N.W.2d 808, 825 (Minn. 1977).

II.

We first address Lake Elmo's arguments challenging the Council's statutory authority to require Lake Elmo to modify its comprehensive plan. Specifically, Lake Elmo argues that the Council lacks the statutory authority to "dictate" Lake Elmo's population density in the manner provided by Resolution 2003-10.

The Council was created by the legislature in 1967 to coordinate interdependent local governments in long-term development and to avoid sprawl within the Twin Cities metropolitan area.[4] *See City of Brooklyn Ctr. v. Metro. Council*, 306 Minn. 309, 311, 243 N.W.2d 102, 105 (1975), *rev'd on other grounds, City of Shorewood v. Metro. Waste Control Com'n*, 533 N.W.2d 402 *5 (Minn. 1995); Minn. Stat. §§ 473.123, 473.851 (2002). To facilitate the long-term planning process, state law requires the Council to periodically prepare and adopt a comprehensive development guide, commonly known as the Regional Blueprint. Minn. Stat. § 473.145 (2002). The Regional Blueprint consists of "a compilation of policy statements, goals, standards, programs, and maps prescribing guides for the orderly and economical development, public and private, of the metropolitan area." *Id.* [5] In addition to the Regional Blueprint, the Council must also adopt "long-range comprehensive policy plan[s]" for airport, transportation, wastewater treatment, and park systems — the system plans. Minn Stat. §§ 473.146, subd. 1, 473.851, 473.852, subd. 8. (2002). These system plans must conform to the Council's Regional Blueprint. Minn. Stat. § 473.146. Each system plan must include forecasts of changes in population, households, employment, and land uses for the metropolitan area. *Id.* Together, the Regional Blueprint and the system plans coordinate and steer the Council's plans for the seven county metropolitan area over the next 40 years.

[4] The term "metropolitan area" is defined in Minn. Stat. § 473.121, subd. 2 (2002) and, with the exception of three cities (Northfield, Hanover, and New Prague), consists of the following counties: Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

[5] For the purposes of this case, the relevant comprehensive development guide is the December 1996 Regional Blueprint.

Subsequent to the creation of the Council, the legislature enacted the Metropolitan Land Planning Act ("MLPA"), which increased coordination between local governments and the Council. *See* Minn. Stat. §§ 473.851-.871 (2002). The MLPA clearly sets forth the policy and purposes supporting regional planning and the legislative goal that the parts of the metropolitan area work together for the benefit of the whole:

> The legislature finds and declares that the local governmental units within the metropolitan area are interdependent, that the growth and patterns of urbanization within the area create the need for additional state, metropolitan and local public services and facilities and increase the danger of air and water pollution and water shortages, and that developments in one local governmental unit may affect the provision of regional capital improvements for sewers, transportation, airports, water supply, and regional recreation open space. Since problems of urbanization and development transcend local governmental boundaries, there is a need for the adoption of coordinated plans, programs and controls by all local governmental units and school districts in order to protect the health, safety and welfare of the residents of the metropolitan area and to ensure coordinated, orderly and economic development.

Minn. Stat. § 473.851.

Under the MLPA, each local government must periodically prepare or amend its own comprehensive plan and submit it for review and comment by the Council as well as by adjacent governmental units. Minn. Stat. §§ 473.858, subds. 1, 2, 473.864 subd. 2. The Council reviews the comprehensive plans of local governmental units "to determine their compatibility with each other and conformity with metropolitan system plans." Minn. Stat. § 473.175, subd. 1 (2002). If the Council finds that a local government's comprehensive plan "may have a substantial impact on or contain a substantial departure from metropolitan system plans," it can, by resolution, require the local government to modify its comprehensive plan. *Id.* [6] *6

[6] We note that Minn. Stat. § 473.175, subd. 1, states that "[t]he Council may require a local governmental unit to modify any comprehensive plan or part thereof which may have a substantial impact on *or* contain a substantial departure from metropolitan system plans." *Id.* (emphasis added). Therefore, the plain language of the statute establishes that either a substantial impact on *or* a substantial departure from the Council's plan, triggers the Council's authority to require a locality to modify its plan.

Lake Elmo takes issue with the reach of the Council's powers, specifically its requirement that it accommodate up to 9,350 sewered households at a minimum of 3 housing units per acre by 2040. Lake Elmo is a primarily rural city located about ten miles east of St. Paul and has approximately 2,350 households and 7,000 residents. In Lake Elmo's view, control of a city's population density, beyond any other factor, can affect the essential character of a community. Further, Lake Elmo believes that if the legislature wished to grant the Council such pervasive power over cities, it would have expressly done so by statute. Because no statutory provision explicitly grants the Council authority to order a city to reach "minimum density levels," Lake Elmo argues that the Council's practice of combining population forecasts with related system plans to dictate housing densities is impermissible and infringes on Lake Elmo's zoning authority in a manner unintended by the legislature.

We conclude, however, that when viewed against the plain and unambiguous language of the statutes at issue, Lake Elmo's argument is unpersuasive. The statutory scheme clearly gives such authority to the Council. In addition to the express responsibility to guide "the orderly and economical development, public and private, of the metropolitan area," several statutes expressly require the Council to devise extensive plans for the metropolitan area and expressly empower the Council to revise local comprehensive plans that are in conflict with the Council's overarching plan. Minn. Stat. §§ 473.145, 473.146, subd. 1;

473.175, subd. 1, 473.858, subd. 1. In short, the Council is required to predict population growth in its Regional Blueprint and in its system plans. Cities must conform their comprehensive plans to the Council's system plans, and the Council may, by resolution, require modification of a city's comprehensive plan when it may have a substantial impact on or contain a substantial departure from the Council's system plans. *Id.*

In this case, the Council decided that Lake Elmo's comprehensive plan will cause inefficient utilization of existing and planned metropolitan transportation and sewer systems. After unsuccessfully attempting to persuade Lake Elmo to modify its comprehensive plan through informal dialogue, which included three alternative proposals, the Council adopted Resolution 2002-30, and finally Resolution 2003-10, concluding that Lake Elmo's comprehensive plan may have a substantial impact on or constitute a departure from the Council's system plans and ordering Lake Elmo to modify its comprehensive plan. Because we hold that the Council has the statutory authority to adopt resolutions, we turn to the second issue — whether the Council's final decision, Resolution 2003-10, was supported by a preponderance of the evidence.

III.

The second issue presented in this appeal concerns Lake Elmo's contention that the Council's resolution, concluding that Lake Elmo's comprehensive plan may have a substantial impact on or depart from the Council's system plans was not supported by a preponderance of the evidence. *See* Minn. Stat. § 473.175, subd. 1. To decide this issue an understanding of the framework within which regional planning occurs is necessary. *7

7

In 1996, the Council produced the Regional Blueprint, the then-current comprehensive development guide, which forecasted population growth and related development in the metropolitan area based on historical trends, market forces, and an analysis of where regional urban infrastructure could be provided most cost-effectively. The Regional Blueprint divided Lake Elmo into three land classifications — urban, urban reserve, and permanent rural. "Urban" areas comprise lands either already developed or planned to be developed by 2020. "Urban reserve" areas comprise lands that lie just beyond the border urban areas, which will be developed between 2020 and 2040. The third classification, "permanent rural," includes lands that are not intended to be developed in the foreseeable future. From the Regional Blueprint's growth forecasts and land classifications, the Council was required, by statute, to prepare system plans for its four systems, i.e., wastewater treatment, transportation, airports, and parks. *See* Minn. Stat. § 473.146, subd. 1 (2002). The wastewater treatment and transportation system plans are the primary focus of Lake Elmo's appeal.

The Water Resources Management Policy Plan ("WRMPP") and the Transportation Policy Plan ("TPP") comprised the Council's then-current wastewater treatment and transportation system plans. Both system plans incorporated the Regional Blueprint into their infrastructure development forecasts. Taken together, the Regional Blueprint, the WRMPP, and the TPP made clear the Council's expectations for Lake Elmo's population density growth and the resulting services to be provided.

The WRMPP provided for the construction of a new regional wastewater interceptor to serve Lake Elmo and surrounding communities on the bases that the current interceptor serving the Lake Elmo area was nearing full capacity and because the majority of Lake Elmo fell within the Regional Blueprint's urban and urban reserve boundary.[7] The WRMPP projected Lake Elmo to absorb a sewered population increase of up to 1,500 households and 1,000 employees by 2020. Utilizing the WRMPP, projected population growth occurring in "urban" areas would bring Lake Elmo's total population to approximately

12,500 by 2020, with development occurring at a minimum density of three units per acre in the urban areas. Incorporating the goals and standards set forth in the Regional Blueprint, the WRMPP also calls for Lake Elmo to maintain an urban reserve area for further sewered development between 2020 and 2040. Resolution 2002-30 provides that urban reserve densities are not to exceed one unit per 20 acres so that, when the land is needed, development can proceed quickly and efficiently.[8] Resolution 2002-30 forecasted Lake Elmo's urban reserve to grow over the next four decades by 7,850 sewered households, with Lake Elmo's population reaching approximately 31,600 by the year 2040. Finally, the Regional Blueprint
8 provides *8 that the remaining Lake Elmo lands will be protected at rural development density, i.e., one unit per 10 acres.

[7] The 1996 Regional Blueprint contains, among other things, a map that subdivides the metropolitan area into six land classifications. The land classifications chart planned expansion of metropolitan development for the foreseeable future. The map places the majority of Lake Elmo's land into the "urban" and "urban reserve" land classifications, signifying development prior to 2040.

[8] The Regional Blueprint specifies that urban reserve density must not exceed one unit per 40 acres, unless the housing development is clustered. Such clusters are considered temporary, "until full urbanization occurs around them."

In contrast to the Council's system plans, Lake Elmo sought to permanently limit development and maintain the rural character of Lake Elmo. Though Lake Elmo's comprehensive plan mirrored the WRMPP projection of growth to 12,500 residents by the year 2020, the city sought to develop low-density lots throughout Lake Elmo, rather than follow the Council's system plan of confining high-density acreage to a defined area. Lake Elmo proposed to disperse development across all Lake Elmo land at a density of six units per 20 acres or 16 units per 40 acres, with the undeveloped portion of the property placed in permanent easement for preservation as open space. When compared with the Council's system plans, Lake Elmo's comprehensive plan resulted in under-development within urban areas and over-development within urban reserve and permanent rural areas. In the Council's view, if allowed to go into effect, Lake Elmo's comprehensive plan would exhaust its supply of land by 2020 and severely limit, if not effectively prohibit, additional population growth beyond the year 2020. Furthermore, Lake Elmo's comprehensive plan envisions future sewer service from individual, on-site, sewage treatment systems, not the metropolitan sewer system.

After the Council received Lake Elmo's comprehensive plan, it determined, in Resolution 2002-30, that Lake Elmo must modify its comprehensive plan since it may have a substantial impact on and contain a substantial departure from the Council's system plans. In Resolution 2002-30, the Council made fourteen factual findings, which, among other things, stated that Lake Elmo's failure to plan for higher density development: 1) may result in underutilization of the three "principal arterial highways" that serve Lake Elmo; 2) may cause other municipalities to absorb growth reasonably expected to occur along transportation corridors; 3) may cause longer and more expensive commutes using more fuel and creating additional pollution; 4) may force the region to make additional transportation infrastructure investments to provide transportation access to the redirected population growth; 5) may force the region to invest in new sewer infrastructure, in addition to budgetary commitments already programmed for Lake Elmo, for other areas absorbing redirected population growth; and 6) may affect how the Council "plans, builds and operates its metropolitan disposal system in the Region surrounding the City of Lake Elmo." The Council concluded that Lake Elmo's

comprehensive plan underutilized current and planned infrastructure and created a strong possibility that the Council may need to make duplicative plans and investments in transportation and wastewater treatment infrastructure in other areas of the metropolitan region to serve population growth that would have otherwise settled in Lake Elmo. Therefore, the Council found that Lake Elmo's comprehensive plan may have a substantial impact on or contain a substantial departure from the Council's system plans.

Lake Elmo contested Resolution 2002-30 before an ALJ, who reported extensive findings of fact and, like the Council, determined that the Lake Elmo's comprehensive plan may substantially impact and depart from the Council's system plans. The ALJ found that, through 2020, the Council and Lake Elmo proposed vastly different plans for Lake Elmo's development. The ALJ cited the testimony of Charles Dillerud, Lake Elmo's City Planner and Assistant City Administrator, who highlighted the density disparities between the plans of the Council and
9 Lake Elmo. *9 Dillerud testified that the two plans differed as to urban density by a factor of six and that urban reserve densities represented a "substantial difference" between Lake Elmo's comprehensive plan and the Council's system plans. Further, the ALJ agreed with Dillerud that Lake Elmo's use of individual sewer systems, rather than the regional sewer system was an "important distinction" between the two plans. Specifically, the ALJ stated that Lake Elmo's comprehensive plan "fails to provide for any of the 1,500 sewered households identified in the regional system plan for water resources management" and instead envisions new households within Lake Elmo to be served by "individual sewage treatment systems (ISTSs) or constructed wetlands wastewater treatment systems (CWWTS)." Based on these findings, the ALJ determined that the differences between the two plans were "certainly `considerable in extent' and constitute[d] a substantial departure within the meaning of the statute."

With respect to the substantial impact of Lake Elmo's comprehensive plan on the Council's system plans, the ALJ cited the testimony of Bryce Pickart, the Assistant General Manager for Environmental Services for the Council, and Natalio Diaz, the Director of Metropolitan Transit Services. Relying on their testimony, the ALJ found that the Council established that diverted growth from Lake Elmo will increase the burden on wastewater treatment and transportation facilities in other parts of the metropolitan area. The ALJ found that expanding sewer services and highways in other parts of the region will be more expensive than providing the same services in the Lake Elmo area. Based on the preponderance of evidence presented at the contested hearing, the ALJ concluded that Lake Elmo's comprehensive plan may substantially impact the Council's system plans.

Subsequent to receiving the ALJ's report, the Council rendered its final decision in Resolution 2003-10. In this resolution, the Council adopted the ALJ's report in its entirety, as well as the list of modifications it first required of Lake Elmo in Resolution 2002-30. Lake Elmo challenged the Council's final decision in the court of appeals, which concluded that a preponderance of the evidence supported the Council's decision that Lake Elmo's comprehensive plan may have a substantial impact on and depart from the Council's system plans. *City of Lake Elmo*, 674 N.W.2d at 198. We agree.

It is plainly evident that Lake Elmo's comprehensive plan may contain a substantial *departure* from the Council's system plans.[9] *See* Minn. Stat. § 473.175, subd. 1. By 2040, the Council has planned for Lake Elmo to reach a sewered population of over 9,000 households and approximately 31,600 residents. This growth is to occur in stages and result in a small, yet relatively

dense, portion of Lake Elmo bearing most of the population growth, thereby preserving large sections of Lake Elmo as permanent rural areas. In contrast, Lake Elmo plans to develop at a moderate density, which will exhaust its land supply by 2020 at a population of 12,500 residents. Lake Elmo's comprehensive plan ignores the Council's desired density levels and fails to preserve land for future development. Finally, Lake Elmo does not plan to utilize the regional wastewater interceptor proposed for the Lake Elmo vicinity. Instead, Lake Elmo plans to
10 expand usage of individual sewer *10 systems in direct contradiction of the WRMPP. For the foregoing reasons, we hold that there is a preponderance of evidence supporting the conclusion that Lake Elmo's comprehensive plan may contain a substantial departure from the Council's system plans.

[9] Lake Elmo's city planner admitted as much when he testified that the two plans were "180 degrees" apart.

The record further supports, by a preponderance of the evidence, the finding that Lake Elmo's comprehensive plan may have a substantial *impact* on the Council's system plans. *See* Minn. Stat. § 473.175, subd. 1. Specifically, Lake Elmo's limited population would cause inefficient underutilization of existing and planned transportation and sewer infrastructure. The close proximity of Lake Elmo to St. Paul, the availability of principal arterial roadways adjacent to Lake Elmo, the potential for transit services to Lake Elmo, and the availability of cost-effective wastewater treatment services, all point to Lake Elmo's suitability to absorb the inevitable population growth facing the metropolitan area. According to the 1996 Regional Blueprint, by 2020, the metropolitan area must accommodate 330,000 new households and 650,000 new residents. Of this new growth, the Regional Blueprint predicts that 110,000 new households will settle in the east metropolitan area, of which Lake Elmo is a part.

If Lake Elmo does not accept its fair share of metropolitan population growth, this population growth will likely go elsewhere. This, according to the testimony of multiple witnesses, will increase the cost of providing sewer and transportation infrastructure. Evidence showed that Lake Elmo's neighbors have shouldered a far greater population burden than Lake Elmo itself. From 1990-2000, Lake Elmo's population grew by 16.3 percent. In the same time period, nearby communities such as, Oakdale, Cottage Grove, and Woodbury, grew by 45, 33, and 131 percent respectively. Moreover, an additional $10 million to $40 million would be required if the Council were to build the proposed Lake Elmo wastewater interceptor elsewhere in the metropolitan area. According to an analysis conducted by Bryce Pickart of the Council, providing a sewer interceptor similar to the proposed Lake Elmo interceptor would cost an additional $10 million if located in the Mahtomedi, Grant, and Dellwood area; $12 million more if built in the Hugo, Lino Lakes, and Forest Lake area; and, $27-$40 million more if built in the Blaine, Ham Lake, Andover, and Ramsey area. Finally, Natalio Diaz testified that Lake Elmo is situated a short distance from St. Paul and is served by three major highways — Interstate 94, Interstate 694, and Highway 36 — which currently have the capacity for additional traffic.[10]

[10] The record reflects that the average daily traffic on Interstate 94 near Lake Elmo is among the lowest volume of similar six lane roadways in the metropolitan area. That portion of Interstate 94 carries 79,000 vehicles a day, whereas Interstate 35W carries 171,000 cars per day north of Highway 62 and Interstate 394 carries 134,000 cars per day west of Highway 100. Further, a $55 million expansion project is currently planned for a segment of Interstate 94, which connects Lake Elmo to St. Paul.

The foregoing evidence supports the Council's decision that Lake Elmo's comprehensive plan may have a substantial impact on the metropolitan regional system plans. The current and planned regional wastewater treatment and transportation infrastructure can serve Lake Elmo and its projected growth through 2040. If Lake Elmo does not grow in the manner prescribed by the Council in Resolution 2003-10, the "coordinated, orderly and economic development" of the metropolitan area will be adversely effected. Therefore, we hold
11 that, by a preponderance of *11 the evidence, Lake Elmo's comprehensive plan may have both a substantial impact on and a constitute substantial departure from the Council's system plans.

IV.

Finally, Lake Elmo argues that Resolution 2003-10, which requires Lake Elmo to accommodate the number of sewered households identified in the WRMPP, creates a de facto obligation to build a "new sewer system," a directive prohibited by Minn. Stat. § 473.871 (2002). Lake Elmo bases its argument on section 473.871, which states that "the council shall have no authority under this chapter to require a local governmental unit to construct a new sewer system."

Minnesota Statutes § 473.871, however, does not stand alone. Section § 115.01, subd. 18 (2002) defines "sewer system" as:

> pipelines or conduits, pumping stations, and force mains, and all other constructions, devices, and appliances appurtenant thereto, used for conducting sewage or industrial waste or other wastes to a *point of ultimate disposal.*

(Emphasis added.) In order for a collection of pipes, pumps, and mains to constitute a sewer system, it must carry the wastewater "to a point of ultimate disposal." *Id.* Though the Council requires Lake Elmo to link to the metropolitan sewer system, it does not require Lake Elmo to transport sewage to the ultimate point of disposal, the Metropolitan Wastewater Treatment Plant located in St. Paul, Minnesota. *See* Minn. Stat. § 473.515, subd. 3 (2002). Therefore, although it is a critical part of the regional plan, Lake Elmo's obligation to connect to the regional wastewater interceptor falls short of what constitutes a complete sewer system, both in terms of the statute and common understanding. *See* Minn. Stat. § 114.01, subd. 18.

Further, and importantly, in 1975 the legislature also passed into law Minn. Stat. § 473.515, subd. 3 (2002), which provides in relevant part that:

> The council may require any person or local government unit in the metropolitan area to provide for the discharge of its sewage, directly or indirectly, into the metropolitan disposal system, or to connect any disposal system or part thereof with the metropolitan disposal system wherever reasonable opportunity therefor [sic] is provided; * * *.

This subdivision expressly empowers the Council to require cities to connect their sewer systems to the metropolitan disposal system.

Harmonizing the three statutes and recognizing the Council's responsibility for "long-range comprehensive" planning for the metropolitan area, we hold that the Council has the right to require Lake Elmo to connect to the regional sewer system and that such a requirement does not violate section 473.871. To interpret the statutes as Lake Elmo requests would cripple the Council's wastewater planning function. Without the power to require connection to the regional sewer system, the Council could not plan and build sewer infrastructure with the assurance that it would be cost-effectively utilized and coordinated with overall regional development. *See* Minn. Stat. § 473.851.

In summary, we hold that the Council possesses the statutory authority to require Lake Elmo to modify its comprehensive plan in the manner

provided by Resolution 2003-10; a preponderance of the evidence demonstrates that Lake Elmo's comprehensive plan "may have a substantial impact on or contain a substantial departure from metropolitan system plans"; and that the Council
12 has the authority to *12 require Lake Elmo to connect to the regional sewer system.

Affirmed.

casetext
Part of Thomson Reuters

Meeting Date: March 6, 2025
Item Number: 08D

ITEM:
Zoning Map Amendment, Planned Unit Development, Preliminary Plat of Schany Parcel

APLICANT/PRESENTERS:
Zach Brown, BK Land Development
Luke Konewko, BK Land Development

PREPARED BY:
Jon Sevald, Community Development Director

BACKGROUND/OVERVIEW:
The project consists of 107 acres with 10 unsewered single-family lots, 5-20 acres in size. The property is zoned A-1 Agricultural (40-acre minimum lot size) and Greenway Overlay. The property is guided sewered Low Density Residential (2-5 units per acre).

In June 2024, the Planning Commission and City Council reviewed a concept plan for the project, consisting of 14 unsewered lots. Both the Council and Commission were supportive of the project, directing Staff to prepare an Ordinance Amendment that would allow the project. An Amendment creating the A-3 Agricultural district is to be considered during the March 6, 2025 Planning Commission meeting.

Staff recommends **Tabling** the Rezoning and Preliminary Plat applications, pending City Council approval of the A-3 district. The project was put on the Agenda to keep the project moving forward, and to test the Draft A-3 district. Without adoption of the A-3 district, Staff cannot complete the project review because there are no zoning district standards to compare the project to.

CRITICAL ISSUES:

Comprehensive Plan	An Amendment is required, from *Low Density Residential* to *Unsewered Low Density Residential Interim Use*. The Amendment will be considered by the City Council on March 25th concurrent with adoption of the A-3 Agricultural district.
Parks & Trails	The Comprehensive Plan[1] identifies a Neighborhood Park north of Laura Lake, and trails along North Diamond Lake Road, around Laura Lake, and through internal neighborhoods. No parks or trails are proposed. During the Concept Plan review, the City Council indicated a need for a trail along North Diamond Lake Road, but not around the lake, nor a Neighborhood Park. Staff recommends a park and trails be included in a Ghost Plat.
Zoning	The plat has been compared to the DRAFT A-3 district, which has not been adopted. Thus, Staff's review is incomplete.

[1] 2040 Comprehensive Plan, Figure 7.9: Comprehensive Trail Plan

Greenway Overlay	Subdivisions within the Greenway Overlay Corridor are required to be platted as a Conservation PUD.
Conservation PUD	Conservation PUD's are intended to preserve natural corridors. Staff recommends a Conservation Easement be grated to the city (e.g. public easement) preserving a contiguous corridor around wetlands and the lake, with consideration of wooded areas. In return, Staff suggests an additional lot be permitted (this would exceed 4:40 density).
Ghost Plat	Staff recommends requiring Ghost Platting to demonstrate how the project can be further subdivided when sewer becomes available. Consideration should be given if to require homes to be built on one ghost lot (vs. over ghost property lines).
Intersection	The Thicket Lane intersection with North Diamond Lake Road is temporary until a connection with Xanthus Lane can be obtained.

ANALYSIS

Comprehensive Plan

The property is guided Low Density Residential, defined as *…"areas for single-family residential development at a minimum density of 2 units/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."*

The project is within the Post 2050 sewer staging plan. The goal of the Comprehensive Plan Amendment and creation of the A-3 district is to allow unsewered development at a density of 4 units per 40 acres as an interim use, intending to be re-subdivided to a higher density when sewer becomes available. The DRAFT A-3 district includes guidelines for subdivision design which would not preclude future subdivision. One of those options includes Ghost Platting, demonstrating how the project can be further subdivided into sewered lots.

Planned Unit Development

PUD's require a Public Benefit in exchange for flexibility (deviations) from City Code. No flexibility has been requested. Public Benefits may include:[2]

1. *Preservation or creation of **increased public or private open space** (above what is excluded in net calculation).*
2. ***Increased park land dedication** beyond the required park dedication amount when land is required by the ordinance.*
3. ***Expansion of existing open space** or open space corridors and/or linking open space corridors beyond borders of the site.*

[2] City Code 1001.10, Subd 3(1)(f) (General Standards for Approval)

4. ***Preservation of existing natural resources****, the sites natural topography, existing buffers and woodlands (as may be mapped as the greenway corridor on the land use plan) beyond minimum required by ordinance.*
5. ***Site amenities****: private parks, enhanced pedestrian scale and decorative street lighting, tot lots, trails (above what is required by ordinance), recreational facilities, community center, pools or other on-site amenities which serve the entire development.*
6. ***Stormwater re-use system*** *for common area and individual lots irrigation system.*
7. *Multiple development wide* ***enhanced entry features*** *including the following elements: monument signage with decorative lighting, water feature and enhanced entry landscaping surrounding the monument.*

The Planning Commission should consider appropriate Public Benefits.

Conservation PUD

Laura Lake and the wetland complex are included in the Greenway Overlay Corridors.[3] Subdivisions that touch the corridor are to be subdivided as a Conservation Planned Unit Development (PUD) utilizing a hierarchy of design standards, allowing deviations from the City Code in return for a public benefit.[4] Design standards shall *"[m]aintain viable riparian and wildlife corridors, rare species, and connections between Greenway Overlay Corridor areas. Avoid direct or indirect impacts to the corridor area that may destroy or diminish the resource."*

Applied to this project, the overall intent is to maintain a non-fragmented corridor connecting the wetland areas and Laura Lake, and to provide scenic views for the projects' residents.

Staff recommends requiring a public Conservation Easement to be inclusive of wetlands and wetland buffers, creating a contiguous corridor. Consideration should be given if to include woodland areas. The Minnesota Land Cover Classification System (MLCCS) grades landcover on a scale of High, Good, Moderate, Poor, Altered (native species present), and Altered (non-native species present). Woodlands in the project were graded *Poor Quality*, and *Altered non-Native Plant Community Present*.

Without the benefit of an adopted A-3 zoning district, the Applicant has not requested any deviations from City Code. Staff suggests that an additional lot be allowed, in return for a conservation easement.

Subdivision

The DRAFT A-3 district is intended to allow unsewered residential development with a gross density of 4 homes per 40 acres with the following guidelines:

a. Reserve land resources for efficient future urban development.
b. Identify land characteristics required to support future urbanization.
c. Allow no more than 25% of the developable land in a project to be developed, reserving larger future urbanization parcels.

[3] 2040 Comprhensive Plan, Figure 3: Future Land Use Map.

[4] City Code §1001.10 (Planned Unit Developments; General Standards for Approval)

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 Metropolitan Council policy at such time that urban services are available.

During the Planning Commission's discussions of the DRAFT A-3 district, it was indicated that plats are likely to vary in purpose of interim open space (e.g. open space as agriculture, vs open space as an unknown use). Therefore, all five of the guidelines should be considered as to which option is most suited for each project. The project is intended to be similar to the adjacent Thicket Hill neighborhood (1993, 1995), which includes 9+ acre lots.

Staff recommends a Ghost Plat be reviewed by the Planning Commission prior to Approval of the Preliminary Plat. A Ghost Plat would demonstrate how the project can be further subdivided with a density of 3 units per acre, and if other guideline options should be considered, e.g. if house placement should be restricted to comply with Ghost Plat lot lines.

Shoreland CUP — The Conservation PUD triggers the need for a Shoreland CUP for a Planned Development.[5] The City Code allows for greater setbacks than the minimum. Staff does not recommend being more restrictive.

60/120-DAY RULE (IF APPLICABLE):

	60-Days	120-Days
(incomplete application, pending adoption of A-3 district)	(date)	(date)

RELATIONSHIP TO COUNCIL GOALS:

Build Quality Infrastructure
Planning Ahead to Manage Thoughtful Development
Preserving our Rural Character
Create a Sought After Community

ROLE OF PLANNING COMMISSION:

Conduct a Public Hearing. Motion to recommend one of the following:

1. Approval
2. Denial with Findings
3. Table

RECOMMENDATION:

Staff recommends Tabling the Application, pending City Council approval of the A-3 district. Staff recommends a Ghost Plat be reviewed by the Planning Commission prior to Preliminary Plat approval.

[5] City Code 1001.08, Subd 10(2)(b) (Shoreland Land Use Table)

A Public Hearing notice was published by THE PRESS on February 20, 2025, and mailed to property owners within ¼ mile of the project.

ATTACHMENT(S):
Aerial Photo
Site Photos
Ordinance
Resolution
Public Hearing Notice map
Comprehensive Plan Map
Engineering Review, Feb 28, 2025
Plan Set

AERIAL PHOTO



SITE PHOTOS



Near south field access, looking north (Jun 1, 2024)



SW area of south field, looking north (Jun 1, 2024).



Panoramic view from NE corner of south field, looking south to west (Jun 1, 2024).



Near NE area of project (south of Thicket Ln cul-de-sac), looking SE. Lake Laura is beyond the hills (Jun 1, 2024).

ORDINANCE No. ____

CITY OF DAYTON
COUNTIES OF HENNEPIN AND WRIGHT
STATE OF MINNESOTA

RESOLUTION APPROVING A ZONING MAP AMENDMENT FROM A-1 AGRICULTURAL TO A-3 AGRICULTURAL FOR PID: 07-120-22-32-0005

THE CITY OF DAYTON ORDAINS:

SECTION 1. Amendment of the City Code. Section 1101.04, Subd. 2 of the City Code of the City of Dayton, Minnesota, is hereby amended by changing the classification of the City of Dayton official Zoning Map from A-1 Agricultural to A-3 Agricultural, described as follows:

PARCEL 1:
The Northwest Quarter of the Southwest Quarter, Section 7, Township 120, Range 22, Hennepin County, Minnesota, AND That part of Government Lots 3 and 4, Section 7, Township 120, Range 22, lying Westerly of a line drawn from a point on the South line of said Government Lot 4 distant 1131.91 feet East of the Southwest corner of said Government Lot 4 to a point on the North line of said Government Lot 3 distant 882.37 feet West of the northeast corner of said Government Lot 3, except that part of the Northwest Quarter of the Southwest Quarter of Government Lot 3, Section 7, Township 120, Range 22, Hennepin County, Minnesota, described as follows:

Commencing at the Southwest corner of said Northwest Quarter of the Southwest Quarter, thence on an assumed bearing of North along the West line of said Northwest Quarter of the Southwest Quarter a distance of 721.18 feet to point of beginning of the land to be described herein; thence South 88 degrees 25 minutes 12 seconds East to the intersection with a line, hereinafter referred to as Line "A", drawn from a point on the South line of said Government Lot 4 in said Section 7, distant 1131.91 feet East of the Southwest corner of said Government Lot 4 to a point on the North line of said Government Lot 3 distant 882.37 feet West of the Northeast corner of said Government Lot 3; thence Northeasterly along said Line "A" to the North line of said Government Lot 3, thence West along the North lines of said Government Lot 3 and of the Northwest Quarter of the Southwest Quarter a distance of 1510.81 feet, more or less, to the Northwest corner of said Northwest Quarter of the Southwest Quarter; thence South along said West line of the Northwest Quarter of the Southwest Quarter a distance of 579.24 feet, more or less, to the point of beginning, and except; that part of Government Lot 4, Section 7, Township 120, Range 22, Hennepin County, Minnesota, described as follows: beginning at a point on the South line of said Government Lot 4, distant 611.91 feet East of the Southwest corner of said Government Lot 4; thence East along the South line of said Government Lot 4 a distance of 520 feet to a point thereon distant 1131.91 feet East of the Southwest corner of said Government Lot 4; thence Northeasterly along a line which if extended would intersect the North line of Government Lot 3, distant 882.37 feet West of the Northeast corner of said Government Lot 3, in said Section 7, for a distance of 893.79 feet more or less to its intersection with a line drawn parallel with, at a distant 881.87 feet North of the South line of said Government Lot 4; thence Westerly parallel with the South line of said Government Lot 4 a distance of 665.48 feet to its intersection with a line drawn perpendicular to the South line of said Government Lot 4 from the point of beginning thence Southerly along said perpendicular line a distance of 881.87 feet to the point of beginning. Subject to an easement for street purposes over the Southerly 33 feet thereof.

PARCEL 2:

DRAFT

That part of Government Lot 2, Section 7, Township 120, Range 22, Hennepin County, Minnesota, lying West of the following described line: Commencing at the Northwest corner of said Government Lot 2; thence East along the north line of said Government Lot 2 a distance of 231 feet to the point of beginning of the line to be described; thence South parallel with the West line of said Government Lot 2 to the South line of said Government Lot 2 and there terminating. ALSO, all that part of Government Lots 3 and 4 in said Section 7 lying Easterly of a line drawn from a point on the South line of said Government Lot 4 distant 1131.91 feet East of the Southwest corner of said Government Lot 4 to a point on the North line of said Government Lot 3 distance 882.37 West of the Northeast corner of said Government Lot 3, excepting therefrom that part of said Government Lot 4 lying Southerly of a line drawn Easterly parallel with the South Line of said Government Lot 4 from a point on the Westerly line of the above described tract distant 1020 feet Northerly measured along said Westerly line from the South line of said Government Lot 4.

PARCEL 3:
That part of the Northwest Quarter of the Southwest Quarter and of Government Lot 3, Section 7. Township 120, Range 22, Hennepin County, Minnesota, as follows: Commencing at the Southwest corner of said Northwest Quarter of the Southwest Quarter; thence on assumed bearing of North along the West line of said Northwest Quarter of the Southwest Quarter a distance of 721.18 feet to the point of beginning of the land to be described herein; thence South 88 degrees 25 minutes 12 seconds East to the intersection with a line, herein referred to as Line “A”, drawn from a point on the South line of Government Lot 4 in said Section 7, distant 1131.91 feet East of the Southwest corner of said Government Lot 4 to a point on North line of said Government Lot 3 distant 882.37 feet West of the Northeast corner of said Government Lot 3; thence Northeasterly along said Line "A" to the North line of said Government Lot 3; thence West along the North lines of said Government Lot 3 and of the Northwest Quarter of the Southwest Quarter distance of 1510.81 feet, more or less, to the Northwest corner of said Northwest Quarter of the Southwest Quarter, thence South along said West line of the Northwest Quarter of the Southwest Quarter a distance of 579.24 feet, more or less, to the point of beginning.

SECTION 2. Effective Date. This Amendment shall take effect upon adoption of this Ordinance, and the Official Zoning Map shall be modified to reflect this Ordinance action.

Adopted by the City Council on this 22nd day of April, 2025.

_____
Dennis Fisher, Mayor

ATTEST:

_____
Amy Benting, City Clerk

Motion by _____. Second by _____.
Motion Approved.

Published by THE PRESS on _____.

DRAFT

RESOLUTION No. ___

CITY OF DAYTON
COUNTIES OF HENNEPIN AND WRIGHT
STATE OF MINNESOTA

RESOLUTION APPROVING THE PRELIMINARY PLAT AND CONSERVATION PLANNED UNIT DEVELOPMENT OF SHANY PARCEL.

WHEREAS, the Applicant, BK Land Development LLC, submitted an application for Preliminary Plat approval on January 29, 2025, for property located at (unaddressed), PID: 07-120-22-32-0005 legally described as:

PARCEL 1:
The Northwest Quarter of the Southwest Quarter, Section 7, Township 120, Range 22, Hennepin County, Minnesota, AND That part of Government Lots 3 and 4, Section 7, Township 120, Range 22, lying Westerly of a line drawn from a point on the South line of said Government Lot 4 distant 1131.91 feet East of the Southwest corner of said Government Lot 4 to a point on the North line of said Government Lot 3 distant 882.37 feet West of the northeast corner of said Government Lot 3, except that part of the Northwest Quarter of the Southwest Quarter of Government Lot 3, Section 7, Township 120, Range 22, Hennepin County, Minnesota, described as follows: Commencing at the Southwest corner of said Northwest Quarter of the Southwest Quarter, thence on an assumed bearing of North along the West line of said Northwest Quarter of the Southwest Quarter a distance of 721.18 feet to point of beginning of the land to be described herein; thence South 88 degrees 25 minutes 12 seconds East to the intersection with a line, hereinafter referred to as Line "A", drawn from a point on the South line of said Government Lot 4 in said Section 7, distant 1131.91 feet East of the Southwest corner of said Government Lot 4 to a point on the North line of said Government Lot 3 distant 882.37 feet West of the Northeast corner of said Government Lot 3; thence Northeasterly along said Line "A" to the North line of said Government Lot 3, thence West along the North lines of said Government Lot 3 and of the Northwest Quarter of the Southwest Quarter a distance of 1510.81 feet, more or less, to the Northwest corner of said Northwest Quarter of the Southwest Quarter; thence South along said West line of the Northwest Quarter of the Southwest Quarter a distance of 579.24 feet, more or less, to the point of beginning, and except; that part of Government Lot 4, Section 7, Township 120, Range 22, Hennepin County, Minnesota, described as follows: beginning at a point on the South line of said Government Lot 4, distant 611.91 feet East of the Southwest corner of said Government Lot 4; thence East along the South line of said Government Lot 4 a distance of 520 feet to a point thereon distant 1131.91 feet East of the Southwest corner of said Government Lot 4; thence Northeasterly along a line which if extended would intersect the North line of Government Lot 3, distant 882.37 feet West of the Northeast corner of said Government Lot 3, in said Section 7, for a distance of 893.79 feet more or less to its intersection with a line drawn parallel with, at a distant 881.87 feet North of the South line of said Government Lot 4; thence Westerly parallel with the South line of said Government Lot 4 a distance of 665.48 feet to its intersection with a line drawn perpendicular to the South line of said Government Lot 4 from the point of beginning thence Southerly along said perpendicular line a distance of 881.87 feet to the point of beginning. Subject to an easement for street purposes over the Southerly 33 feet thereof.

PARCEL 2:
That part of Government Lot 2, Section 7, Township 120, Range 22, Hennepin County, Minnesota, lying West of the following described line: Commencing at the Northwest corner of said Government Lot 2; thence East along the north line of said Government Lot 2 a distance of

DRAFT

231 feet to the point of beginning of the line to be described; thence South parallel with the West line of said Government Lot 2 to the South line of said Government Lot 2 and there terminating. ALSO, all that part of Government Lots 3 and 4 in said Section 7 lying Easterly of a line drawn from a point on the South line of said Government Lot 4 distant 1131.91 feet East of the Southwest corner of said Government Lot 4 to a point on the North line of said Government

Lot 3 distance 882.37 West of the Northeast corner of said Government Lot 3, excepting therefrom that part of said Government Lot 4 lying Southerly of a line drawn Easterly parallel with the South Line of said Government Lot 4 from a point on the Westerly line of the above described tract distant 1020 feet Northerly measured along said Westerly line from the South line of said Government Lot 4.

PARCEL 3:
That part of the Northwest Quarter of the Southwest Quarter and of Government Lot 3, Section 7. Township 120, Range 22, Hennepin County, Minnesota, as follows: Commencing at the Southwest corner of said Northwest Quarter of the Southwest Quarter; thence on assumed bearing of North along the West line of said Northwest Quarter of the Southwest Quarter a distance of 721.18 feet to the point of beginning of the land to be described herein; thence South 88 degrees 25 minutes 12 seconds East to the intersection with a line, herein referred to as Line “A”, drawn from a point on the South line of Government Lot 4 in said Section 7, distant 1131.91 feet East of the Southwest corner of said Government Lot 4 to a point on North line of said Government Lot 3 distant 882.37 feet West of the Northeast corner of said Government Lot 3; thence Northeasterly along said Line "A" to the North line of said Government Lot 3; thence West along the North lines of said Government Lot 3 and of the Northwest Quarter of the Southwest Quarter distance of 1510.81 feet, more or less, to the Northwest corner of said Northwest Quarter of the Southwest Quarter, thence South along said West line of the Northwest Quarter of the Southwest Quarter a distance of 579.24 feet, more or less, to the point of beginning.

WHEREAS, the Application was determined to be incomplete pending Adoption of the A-3 Agricultural district. Notice was emailed to the Applicant on January 24, 2025; and,

WHEREAS, a Public Hearing was held by the Planning Commission on March 6, 2025 and continued on April 3, 2025. The Planning Commission recommended Approval of the application; and,

CONDITIONAL USE PERMIT FOR RESIDENTIAL PLANNED UNIT DEVELOPMENT
IN A SHORELAND DISTRICT

WHEREAS, the project is located within the 1,000’ Shoreland District of Laura Lake, a Natural Environment Lake. Residential Planned Unit Developments are subject to a Conditional Use Permit, per City Code 1001.08, Subd 10(2)(b); and,

WHEREAS, the project has been evaluated per City Code 1001.08, Subd 12(16) (Conditional Uses). The Conditional Use Permit shall be approved with the following conditions:

1. All setbacks shall be consistent with minimum requirements of the Shoreland District.

PRELIMINARY PLAT OF A CONSERVATION SUBDIVISION,
AND PLANNED UNIT DEVELOPMENT

WHEREAS, the project is located within the Greenway Overlay Corridor as identified in the 2040 Comprehensive Plan, Figure 3: Future Land Use Map. A Conservation Planned Unit Development is required by City Code 1002.15 (Conservation Subdivision), which provides development guidelines and incentives; and,

WHEREAS, consistent with City Code 1001.10, Subd 3(1), the City may approve the Planned Unit Development only if it finds that the development satisfies all of the following standards (**Findings** in *Italics*):

A. The Planned Unit Development is consistent with the Comprehensive Plan of the City.

FINDING: *The 2040 Comprehensive Plan guides the property for Low Density Residential, 2-5 units per acre. The project consists of ten single-family homes with a density of 0.12 units per net acre. On March 25, 2025, the City Council Approved Resolution ____, Amending the Comprehensive Plan, creating a Low Density Residential – Unsewered Interim Use category. The project is consistent with the Amended Comprehensive Plan, pending authorization of the Metropolitan Council.*

B. The Planned Unit Development is an effective and unified treatment of the development possibilities on the project site and the development plan provides for the preservation or creation of unique amenities such as natural streams, stream banks, wooded cover, rough terrain, manmade landforms or landscaping and similar areas.

FINDING: *The PUD will include a Conservation Easement, preserving an ecological corridor.*

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

FINDING: *The PUD compliments and is an extension of the Thicket Hill neighborhood.*

D. The Planned Unit Development provides transitions in land use in keeping with the character of adjacent land use and provides variety in the organization of site elements and building design.

FINDING: *The PUD compliments and is an extension of the Thicket Hill neighborhood.*

E. The tract under consideration is under single ownership or control.

FINDING: *The project is under single-ownership, and is under contract by the applicant.*

F. Public benefits shall be included in each development and considered as part of the review of the overall Planned Unit Development and as an opportunity to support any deviations from

the primary zoning ordinance provisions and performance standards. Public benefits, that may be considered, include but are not limited, to the following:

1. Preservation or creation of increased public or private open space (above what is excluded in net calculation).
2. Increased park land dedication beyond the required park dedication amount when land is required by the ordinance.
3. Expansion of existing open space or open space corridors and/or linking open space corridors beyond borders of the site.
4. Preservation of existing natural resources, the sites natural topography, existing buffers and woodlands (as may be mapped as the greenway corridor on the land use plan) beyond minimum required by ordinance.
5. Site amenities: private parks, enhanced pedestrian scale and decorative street lighting, tot lots, trails (above what is required by ordinance), recreational facilities, community center, pools or other on-site amenities which serve the entire development.
6. Stormwater re-use system for common area and individual lots irrigation system.
7. Multiple development wide enhanced entry features including the following elements: monument signage with decorative lighting, water feature and enhanced entry landscaping surrounding the monument.

FINDING: *Public Benefits include a Conservation Easement to be dedicated from the property owner to the City in perpetuity. The Conservation Easement shall create a contiguous corridor connecting wetlands, wetland buffers, woodlands, and Laura Lake. The intent of the Conservation Easement is to preserve and enhance ecology, and to provide open space viewable by the public. The Conservation Easement may include trails but is not intended for active recreational development. The Easement may be amended by action of the City Council.*

G. The Planned Unit Development will not create an excessive burden on parks, schools, streets, or other facilities and utilities that serve or are proposed to serve the Planned Unit Development.

FINDING: *The addition of ten lots will not create an excessive burden on parks schools or other public facilities. The project is within the Elk River ISD 728 school district. The nearest public park is Brockton Meadows Park in Rogers (3/4 mile). The nearest Dayton park is McNeil Park (2¾ miles). The project has been Ghost Platted to demonstrate how the project may be re-subdivided when regional sewer becomes available, at a density of 3 units per net acre.*

WHEREAS, consistent with City Code 1002.05, Subd 1(2)(f)(4), the Planning Commission recommends Approval of the Preliminary Plat. The Commission shall recommended denial of the preliminary plat if it makes any of the following findings:

H. That the proposed subdivision is **NOT** in conflict with the City's Comprehensive Plan, Zoning Ordinance, Capital Improvements Program, or other policy or regulation.

I. That the proposed subdivision is **NOT** in conflict with the purpose and intent of this chapter.

J. That the physical characteristics of the site, including but not limited to topography, vegetation, susceptibility to erosion, and siltation, susceptibility to flooding, water storage, and retention, are such that the site **IS** suitable for the type of development or use contemplated.

K. That the site **IS** physically suitable for the intensity or type of development or use contemplated.

L. That the design of the subdivision or the proposed improvements **IS NOT** likely to cause substantial and irreversible environmental damage.

M. That the design of the subdivision or the type of improvements will **NOT** be detrimental to the health, safety or general welfare of the public.

N. That the design of the subdivision or the type of improvement will **NOT** conflict with easements on record or with easements established by judgment of a court.

O. That the subdivision is **NOT** premature as determined by the standards of Subsection 1002.03 of this section.

Consistent with City Code 1002.03(1)(d)((1) (Premature Subdivision); A proposed subdivision shall be deemed to lack adequate waste disposal systems if; (2) Available or proposed sanitary sewer is inadequate to support the subdivision if developed to its maximum permissible density after reasonable sewer capacity is reserved for schools planned public facilities, and commercial and industrial development projected for the next 5 years.

The project is not planned to be sewered within the next 5 years (2030). The project is within the Post 2050 Sewer Stating Plan. The unsewered project is not premature, pending Approval of the Comprehensive Plan (Low Density Residential – Unsewered Interim Use), and Approval of the A-3 Zoning district, and submittal of a Ghost Plat demonstrating how the project may be re-subdivided with sewered lots with a minimum density of 3 units per net acre.

WHEREAS, consistent with City Code 1001.10, Subd 4(5) (*Rezoning request review*), and City Code 1001.28, Subd 2 (Zoning Ordinance Text and Map Amendments), the Planning Commission recommended Approval of Ordinance _____, amending the Official Zoning Map, from A-1 Agricultural to A-3 Agricultural; and,

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Dayton, based on the Staff Report, Planning Commission recommendation, and in consideration of Public Testimony, APPROVES the Preliminary Plat of a Conservation Subdivision, with the following Conditions:

1. Prior to Final Plat approval, the Preliminary Plat shall be revised to illustrate a Conservation Easement. The easement shall be non-fragmented, inclusive of wetlands, wetland buffers and Laura Lake. The Conservation Easement shall be written as a separate document with the City as the Grantee. The easement shall be for perpetuity.

2. In exchange for the Public Benefit of the Conservation Easement, the following deviations (e.g. incentives) from City Code standards shall be permitted:

   #.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Dayton, based on the Staff Report, Planning Commission recommendation, and in consideration of Public Testimony, APPROVES the Preliminary Plat of SHANY PARCEL, with the following Conditions;

3. Prior to Final Plat approval, the Preliminary Plat shall be revised (where applicable) to comply with the City Engineer's letter, dated March 6, 2025.

4. Prior to Final Plat approval, the applicant shall submit a Ghost Plat demonstrating how the project may be further subdivided into sewered lots with a density of 3 units per net acre. The Ghost Plat shall be consistent with Shoreland Overlay district design standards (Natural Environment Lake).

5. Concurrent with recording of the Plat, the applicant shall record restrictive covenants, restricting home construction to be within a Ghost lot (e.g. not to cross multiple ghost lot lines). Accessory building locations may not be limited to the same restriction.

6. Prior to Final Plat approval, the Preliminary Plat shall be revised to include a trail easement along North Diamond Lake Road, outside of the right-of-way.

7. Prior to Final Plat approval, the applicant shall submit a Landscape Plan, consistent with City Code 1001.24, Subd 3 and Subd 4. The plan shall identify existing Significant Trees at least 6" in diameter within disturbed areas, as identified on the Grading & Drainage plan. The Landscape Plan shall be consistent with City Code 1001.27, regarding upland buffer zones, vegetation, and markers.

8. Prior to Final Plat approval, the applicant shall submit a Tree Preservation Plan, consistent with City Code 1001.24, Subd 5(2) (Tree Preservation), and 1001.25, Subd 4 (Tree Survey/Preservation Plan). The Tree Preservation Plan may be limited to areas of disturbance, as shown on the Grading & Drainage plan.

9. Prior to Final Plat approval, the applicant shall revise the Preliminary Plat to include a 35' landscaped buffer adjacent to the North Diamond Lake Road right-of-way. The design and planting of the buffer shall be consistent with City Code 1001.24, Subd 7(4) (Buffer yard design), and (5) (berms). A landscape escrow shall be required.

10. The applicant shall submit an application for Final Plat approval within one year of Preliminary Plat Approval, or Preliminary Plat shall expire, unless an extension is granted by the Zoning Administrator prior to expiration.

Adopted by the City Council on this 22nd day of April, 2025.

_____
Dennis Fisher, Mayor

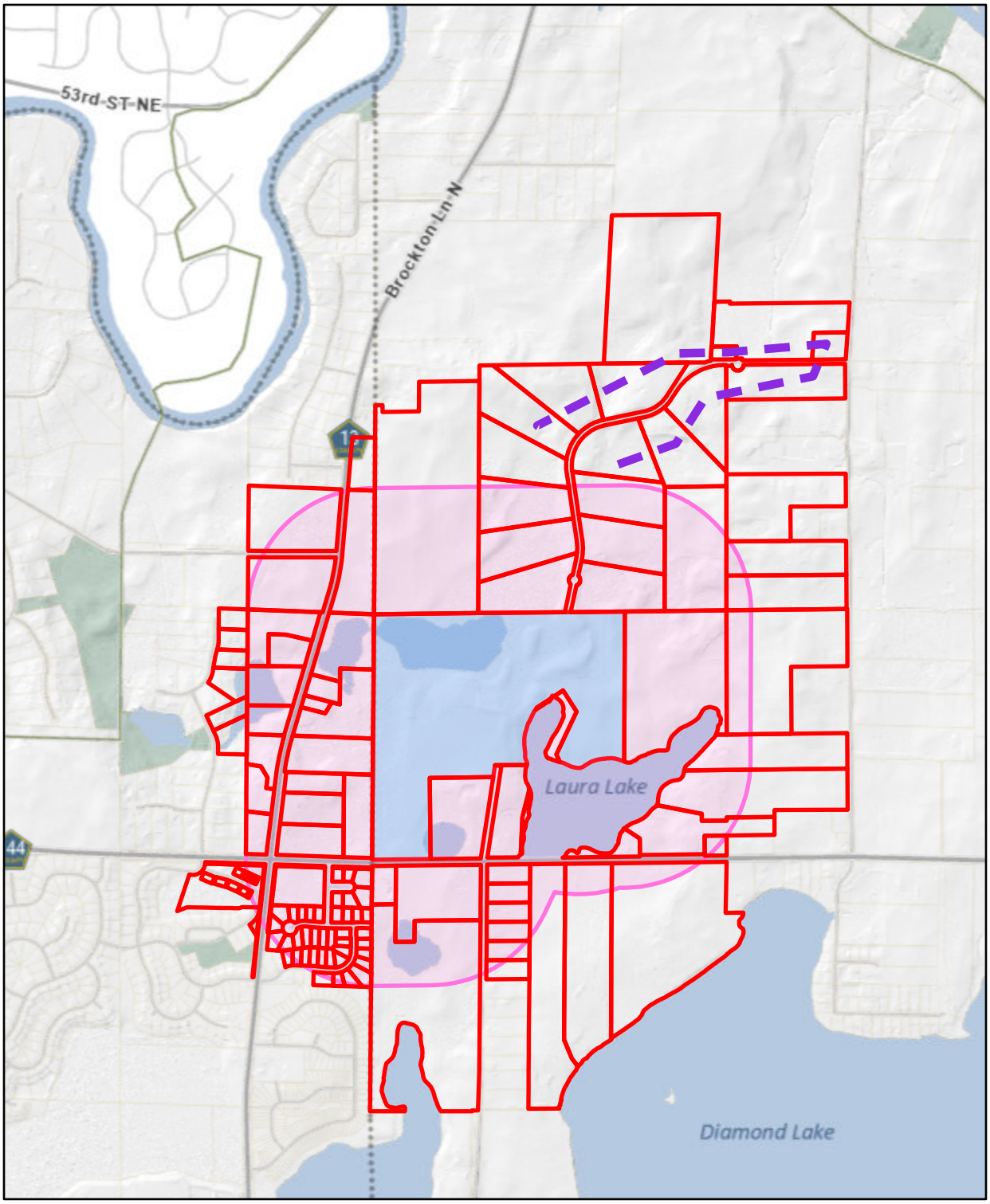
ATTEST:

_____
Amy Benting, City Clerk

Motion by_____. Second by _____.
Motion *Approved.*

Hennepin County Locate & Notify Map

Date: 2/13/2025



Buffer Size: 1320

Map Comments:

0 385770 1,540 Feet

This data (i) is furnished 'AS IS' with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is notsuitable 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

Figure 3: Future Land Use Map

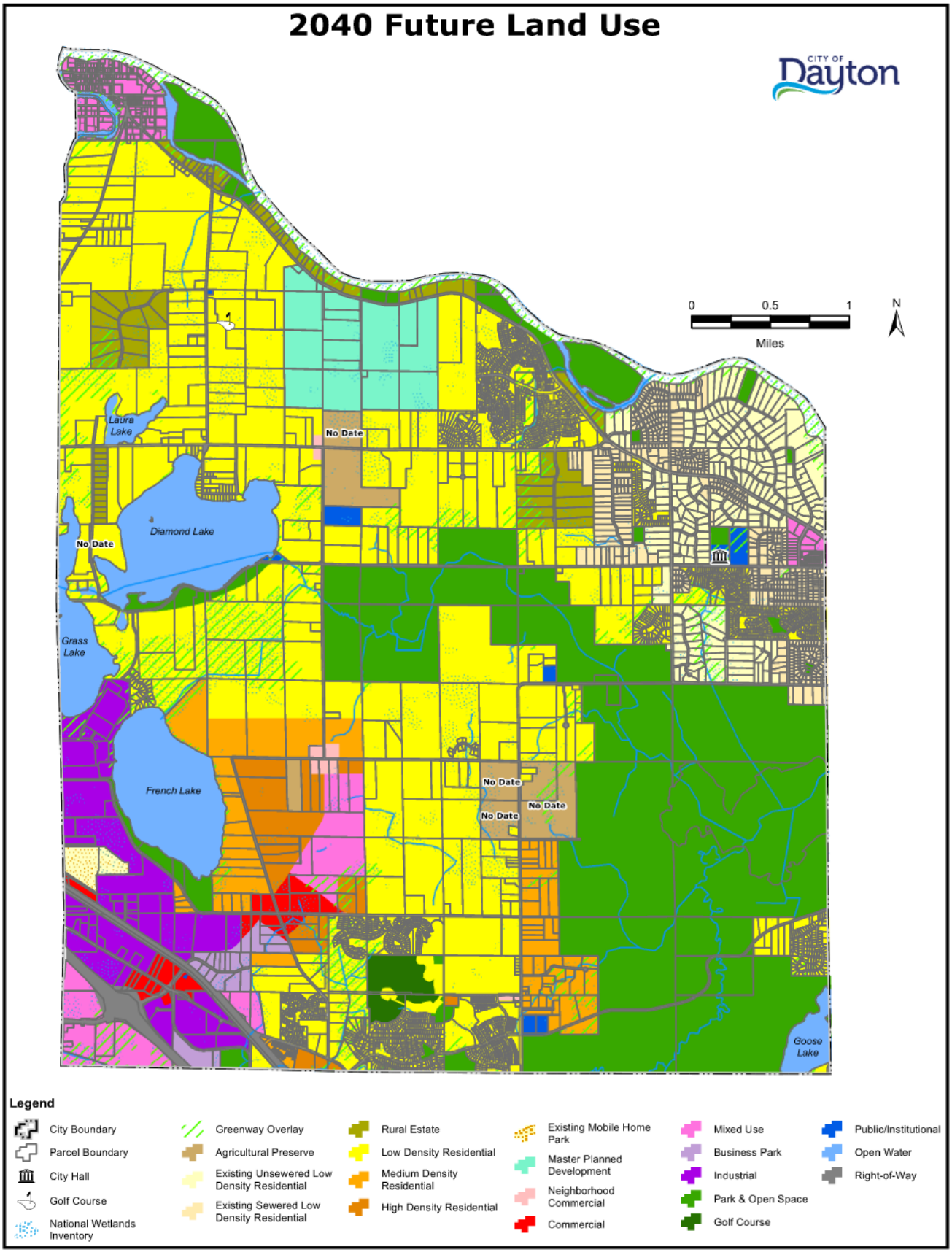
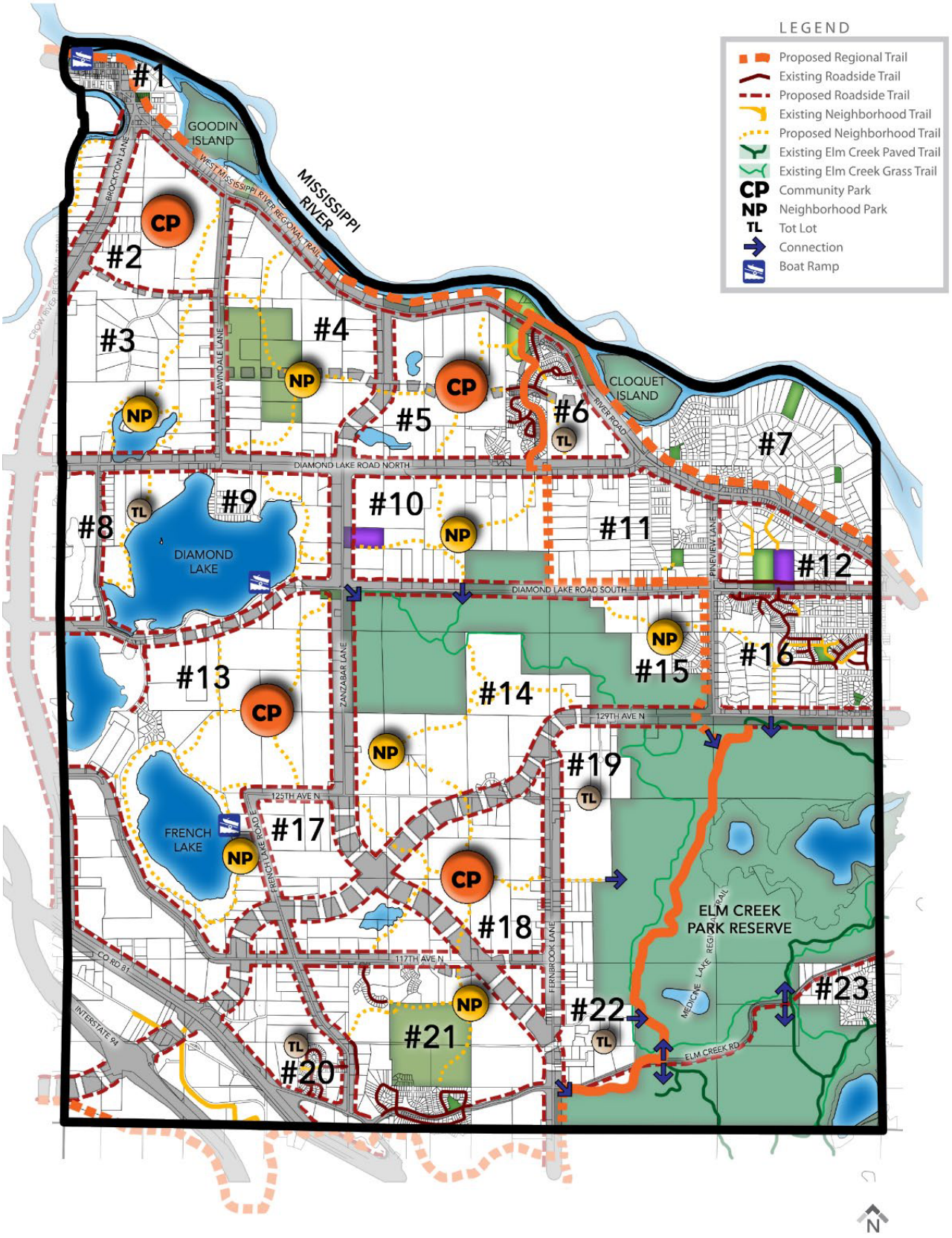


Figure 7.9. Comprehensive trail plan



Stantec

Memo

To:	Jon Sevald	From:	Jason Quisberg, Engineering Nick Findley, Engineering Ben Otto, Engineering
Project:	Schany Parcel (Laura Lake)	Date:	03/06/2025

Exhibits:

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

1. Schany Parcel Plans by Sathre-Bergquist, Inc., dated 1/10/2025, 17 sheets
2. Legacy Woods Development Stormwater Management Plan by AE2S, dated 2/10/2025, 613 sheets

Comments:

General

1. Consistent with the review process, a comment response letter shall be provided in response to the following comments provided in this Memorandum in which the applicant provides a written response to each item.
2. In addition to engineering related comments per these plans, the proposed plans are subject to addition planning, zoning, land-use, and other applicable codes of the City of Dayton.
3. Final approval by the Elm Creek Watershed Management Commission must be attained before any site grading or activity may commence.
4. For any site activity (demo, grading, utilities, etc.) no closures or restrictions of any kind shall be imposed upon the public use of Thicket Lane without the City's permission or North Diamond Lake Road without permission of the City and Hennepin County. Should any lane restrictions be necessary, the Contractor shall notify the City at least 48 hours in advance and provide a Traffic Control Plan.
5. All work to be completed withing the ROW of North Diamond Lake Road is to be properly coordinated, permitted, and approved with Hennepin County.
6. Any underlying easements no longer necessary must be vacated.
7. Outlots shall be covered by drainage and utility easements.
8. The wetland permitting process will be required as a part of this work, including delineation and permitting any impacts.
9. Provide applicable city standard details as a part of the plans.
10. Grading is shown outside of the existing ROW connecting the site and Thicket Lane. Ensure all necessary land rights and permissions are obtained prior to work taking place on adjacent properties.

Plat

11. Provide a 50' half ROW where adjacent to North Diamond Lake Road.

12. The lot numbering system used throughout the plans conflicts with the lot numbering provided in the preliminary plat. Revise to be consistent throughout the documents and include both lot and block numbering.
13. Remove strip between approximately 30+50 and North Diamond Lake Road from L4B2 (also referred to as Lot – 23) and provide as an outlot to the City of Dayton. A portion of the outlot is to be used for future connection to North Diamond Lake Road aligned with Xanthus Lane.
14. Show 15' pond access on plans including traversable slopes to all ponds ensuring all structures are accessible.
15. Provide drainage and utility easement covering the adjacent wetlands 100-year HWL including the wetland buffer area.
16. Provide a minimum of 20' of drainage and utility easement on center of proposed stormwater infrastructure. An example of where this is not maintained is storm sewer run C2-C1.
17. Overhead utilities cross the proposed roadway, show any existing easements located throughout the site.

Erosion Control/SWPPP

18. Disturbances are greater than 1 acre which triggers the requirement for a NPDES permit and SWPPP.
19. Rock construction entrance meeting the standard detail plate will be required.
20. Ensure all run off in disturbed areas is captured and treated by perimeter control.
21. Provide stabilized flow path or graded channel with appropriate erosion control from the Pond #2 Outlet to the edge of waterbody.
22. Provide double row of silt fence along edge of wetlands downstream of land disturbance.

Transportation

23. Soil borings and recommendations from a geotechnical engineer will be required as a part of a final plat submittal. Due to poor soils encountered during rehab work along Thicket Lane, a minimum of 18" of class 5 aggregate will be required with the current bituminous configuration.
24. Ensure a 30 MPH design speed is met including horizontal and vertical curves. Grade breaks will not be allowed, vertical curves must be used.

Site Plans

25. It is assumed that Hennepin County will require a stop sign at the access to North Diamond Lake Road.
26. The removal of the existing cul-de-sac at the end of Thicket Lane will be required as a part of this project.
27. Street signage will be required at the intersection of the proposed street and North Diamond Lake Road.
28. Provide speed limit sign at the entrance to the development from North Diamond Lake Road.

29. Provide wetland buffers and appropriate signage per standard details.
30. Provide cobra style light pole at the intersection of the proposed roadway and North Diamond Lake Road.

Grading /Stormwater

31. Drainage swales are to be a minimum of 2% and the maximum allowable slope in maintained areas is 4:1.
32. There are multiple instances of proposed contours not tying into existing contours. Revise so all proposed contours tie into existing contours.
33. Near station 6+00 there appears to be conflicting proposed surfaces. Revise plans to only include one proposed surface.
34. Provide updated topographic data that utilizes survey points in all areas to be graded. Lidar data will not be allowed in grading areas.
35. Show EOF grading and top of berm elevations of the ponds on the grading and storm sewer plans.
36. Show EOF elevations at all ponding locations including ditch road LP and ditch culvert crossings. HWL shall not inundate the road.
37. Provide a minimum separation of 1’ from the HWL to EOF and 1’ from the EOF to top of berm. Current model and details do not show enough separation from the HWL.
38. Ponds to include maintenance bench and safety bench (where applicable).
39. A minimum of 2.5’ cover underneath paved surfaces and 2.0’ of cover in non-paved areas for storm sewer is required.
40. Draintile to be provided 50’ in each direction of low points. Draintile outlet to be daylighted to proposed ditches and include a rodent guard.
41. Provide casting types as a part of the structure label or structure table.
42. Provide a 20’ minimum D and U easement along the downstream discharge point of Pond #2 swale to the wetland or extend pipe to wetland edge.
43. Show time of concentration flow paths used for HydroCAD modeling. Flowpath that results in the longest time of concentration must be selected.
44. EX-01 has a TC of 18.5 minutes while PR-02 shows similar time of concentration of 18.1 minutes but is much smaller justify the time of concentration or modify time of concentrations to be shown in accordance with the used flow path.
45. CBMH A2 to FES A1 shows a slope of 6.61. Verify that rip rap is sized accordingly to reduce velocities entering the pond.
46. Pipe run from C2 to C1 is shown to be 423’. Add an additional manhole structure roughly in the center to allow for jetting and other maintenance in the future. Additional structure to be outside of wheel path of proposed roadway.
47. Sumps shall be added at last upstream catch basin or storm manhole near to the road.
48. Provide information on if any impervious surfaces from L1B1 to L3B1 will be routed into the BMP’s.
49. Current plans show no abstraction volume being provided. Provide abstraction volume equal to 1.1” times the new impervious surface in accordance with ECWMC rules.

Other Comments

50. Specific building and lot grading information is not provided as a part of this submittal. The proposed sites shall meet all of the requirements set forth in the building permit process and will be reviewed at that time.

End of Comments

HENNEPIN COUNTY
MINNESOTA

February 27, 2025

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

Re: Preliminary Plat Review – Schany development (Received 1/30/2025)
County State Aid Highway (CSAH) 144 (North Diamond Lake Road)
Hennepin County Plat Review ID #4108 (Reviewed 2/4/2025)

Mr. Sevald:

Please consider the following county staff comments for the preliminary plat of the Schany property (PID 0712022320005).

Access: We support the current proposed access to County State Aid Highway (CSAH) 144. However, our preference is to align future access for this property with Xanthus Lane, which may be possible with future development east of this property. We recommend the plat include street easements along a future alignment through Schany development to set expectation for this future connection. Please continue to work with county design staff regarding CSAH 144 westbound shoulder widening and strengthening east of the development access.

Right-of-way: County staff request right-of-way dedication adjacent to CSAH 144 to create a 50-foot half right-of-way to accommodate potential future multi-modal, drainage, and utility needs.

Storm Water / Drainage: The existing drainage patterns shall not be altered unless approved by Hennepin County. Watershed District approval and drainage calculations are required if the work alters existing drainage patterns. Post-construction flow rates entering Hennepin County's drainage system, overland or through pipes, shall not exceed pre-construction rates for the two, 10 and 100-year events.

Permits: Please inform the developer that all construction within county right of way requires an approved Hennepin County permit prior to beginning construction. This includes, but is not limited to, driveway and street access, drainage and utility construction, trail development, and landscaping. *Contact: Doug Heidemann, Permits Coordinator at 612-596-0336 or douglas.heidemann@hennepin.us*

Please contact Chad Ellos at chad.ellos@hennepin.us or 612-596-0395 for any further discussion.

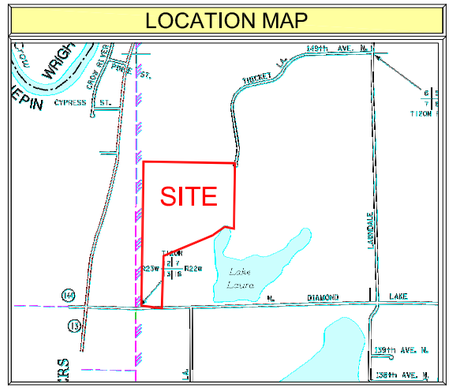
Sincerely,

Carla Stueve, PE
County Highway Engineer

Hennepin County Transportation Project Delivery
Public Works Facility, 1600 Prairie Drive, Medina, MN 55340



LOCATION MAP



SHEET INDEX TABLE

SHEET	Description
SP	Site Plan
ALTA	ALTA Survey
PP	Preliminary Plat
SS	Preliminary Utility Plan
ST	Preliminary Street Plan
GP	Preliminary Grading & Erosion Control Plan

Notes:
Lots: 10 Single Family Lots

Front Yard Setback: 25'
Side Yard Setback: 10'/10'
Rear Yard Setback:30'

Rural Road Section
60' ROW

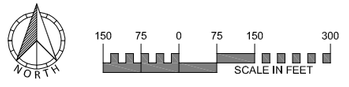
PREPARED BY	PREPARED FOR
ENGINEER SATHRE-BERGQUIST, INC. 14000 25th Ave N, Suite 120 Plymouth, MN 55447 PHONE: (952) 476-6000 FAX: (952) 476-0104 CONTACT : ERIC R. JOHNSON, P.E. EMAIL: EJOHNSON@SATHRE.COM	DEVELOPER BK LAND DEVELOPMENT 12929 DEERWOOD LANE DAYTON, MN 55327 CONTACT: ZACH BROWN PHONE: (763) 202-9642 EMAIL: ZACHBROWN@EDINAREALTY.COM



DENOTES PRIMARY & ALTERNATE SEPTIC SITE LOCATIONS
*FINAL SEPTIC LOCATION TO BE DETERMINED WITH THE LOT CERTIFICATE



HOUSE & DRIVEWAY SHOWN ON PLANS ARE FOR ILLUSTRATION PURPOSES
*FINAL HOUSE & DRIVEWAY LAYOUT TO BE DETERMINED BY FUTURE HOME BUYER



EXISTING UTILITIES SHOWN ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ANY AND ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES ARISING OUT OF HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.

DRAWING NAME	NO.	BY	DATE	REVISION
SCHANY	1			
DRAWN				
XXX				
CHECKED				
ERJ				
DATE				
01/10/2025				

USE (INCLUDING COPYING, DISTRIBUTION, AND/OR CONVEYANCE OF INFORMATION) OF THIS PRODUCT IS STRICTLY PROHIBITED WITHOUT SATHRE-BERGQUIST, INC.'s EXPRESS WRITTEN AUTHORIZATION. USE WITHOUT SAID AUTHORIZATION CONSTITUTES AN ILLEGITIMATE USE AND SHALL THEREBY INDEMNIFY SATHRE-BERGQUIST, INC. OF ALL RESPONSIBILITY. SATHRE-BERGQUIST, INC. RESERVES THE RIGHT TO HOLD ANY ILLEGITIMATE USER OR PARTY LEGALLY RESPONSIBLE FOR DAMAGES OR LOSSES RESULTING FROM ILLEGITMATE USE.

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

Eric R. Johnson

ERIC R. JOHNSON, P.E.
Date: 01/10/2025 Lic. No. 56659

ENGINEERS SURVEYORS DESIGNERS PLANNERS

SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

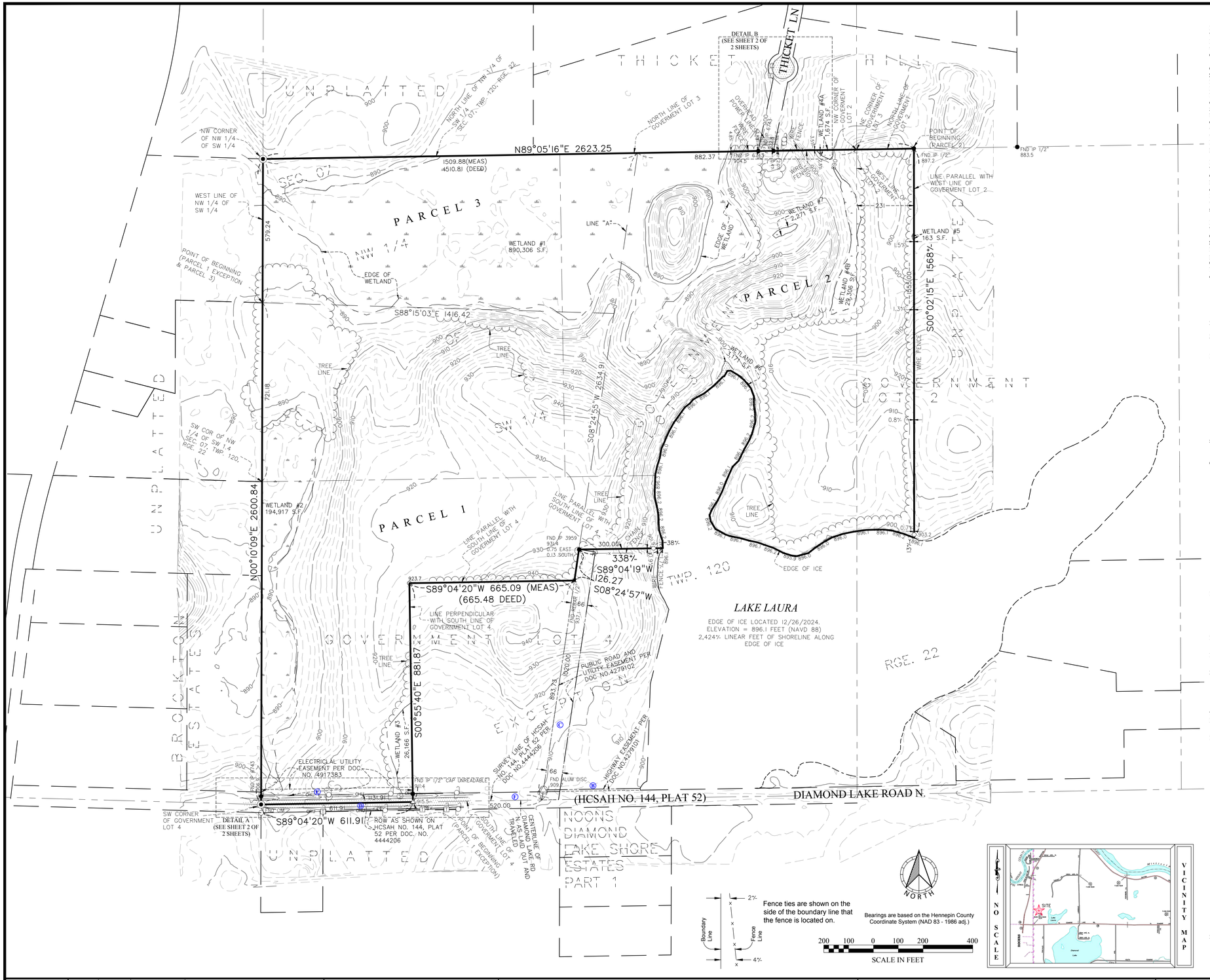
CITY PROJECT NO.

DAYTON,
MINNESOTA

PRELIMINARY SITE PLAN
SCHANY PARCEL
BK LAND DEVELOPMENT

FILE NO.
100954-004

SP



DESCRIPTION OF PROPERTY SURVEYED
(Per Schedule A of the herein referenced Title Commitment)

PARCEL 1:
The Northwest Quarter of the Southwest Quarter, Section 7, Township 120, Range 22, Hennepin County, Minnesota, AND That part of Government Lots 3 and 4, Section 7, Township 120, Range 22, lying Westerly of a line drawn from a point on the South line of said Government Lot 4 distant 1131.91 feet East of the Southwest corner of said Government Lot 4 to a point on the North line of said Government Lot 3 distant 882.37 feet West of the northeast corner of said Government Lot 3, except that part of the Northwest Quarter of the Southwest Quarter of Government Lot 3, Section 7, Township 120, Range 22, Hennepin County, Minnesota, described as follows:

Commencing at the Southwest corner of said Northwest Quarter of the Southwest Quarter, thence on an assumed bearing of North along the West line of said Northwest Quarter of the Southwest Quarter a distance of 721.18 feet to point of beginning of the land to be described herein; thence South 88 degrees 25 minutes 12 seconds East to the intersection with a line, hereinafter referred to as Line "A", drawn from a point on the South line of said Government Lot 4 in said Section 7, distant 1131.91 feet East of the Southwest corner of said Government Lot 4 to a point on the North line of said Government Lot 3 distant 882.37 feet West of the Northeast corner of said Government Lot 3; thence Northeasterly along said Line "A" to the North line of said Government Lot 3, thence West along the North lines of said Government Lot 3 and of the Northwest Quarter of the Southwest Quarter a distance of 1510.81 feet, more or less, to the Northwest corner of said Northwest Quarter of the Southwest Quarter; thence South along said West line of the Northwest Quarter of the Southwest Quarter a distance of 579.24 feet, more or less, to the point of beginning, and except; that part of Government Lot 4, Section 7, Township 120, Range 22, Hennepin County, Minnesota, described as follows: beginning at a point on the South line of said Government Lot 4, distant 611.91 feet East of the Southwest corner of said Government Lot 4; thence East along the South line of said Government Lot 4 a distance of 520 feet to a point thereon distant 1131.91 feet East of the Southwest corner of said Government Lot 4; thence Northeasterly along a line which if extended would intersect the North line of Government Lot 3, distant 882.37 feet West of the Northeast corner of said Government Lot 3, in said Section 7, for a distance of 893.79 feet more or less to its intersection with a line drawn parallel with, at a distant 881.87 feet North of the South line of said Government Lot 4; thence Westerly parallel with the South line of said Government Lot 4 a distance of 665.48 feet to its intersection with a line drawn perpendicular to the South line of said Government Lot 4 from the point of beginning thence Southerly along said perpendicular line a distance of 881.87 feet to the point of beginning. Subject to an easement for street purposes over the Southerly 33 feet thereof.

PARCEL 2:
That part of Government Lot 2, Section 7, Township 120, Range 22, Hennepin County, Minnesota, lying West of the following described line: Commencing at the Northwest corner of said Government Lot 2; thence East along the north line of said Government Lot 2 a distance of 231 feet to the point of beginning of the line to be described; thence South parallel with the West line of said Government Lot 2 to the South line of said Government Lot 2 and there terminating. ALSO, all that part of Government Lots 3 and 4 in said Section 7 lying Easterly of a line drawn from a point on the South line of said Government Lot 4 distant 1131.91 feet East of the Southwest corner of said Government Lot 4 to a point on the North line of said Government Lot 3 distance 882.37 West of the Northeast corner of said Government Lot 3, excepting therefrom that part of said Government Lot 4 lying Southerly of a line drawn Easterly parallel with the South Line of said Government Lot 4 from a point on the Westerly line of the above described tract distant 1020 feet Northerly measured along said Westerly line from the South line of said Government Lot 4.

PARCEL 3:
That part of the Northwest Quarter of the Southwest Quarter and of Government Lot 3, Section 7. Township 120, Range 22, Hennepin County, Minnesota, as follows:
Commencing at the Southwest corner of said Northwest Quarter of the Southwest Quarter; thence on assumed bearing of North along the West line of said Northwest Quarter of the Southwest Quarter a distance of 721.18 feet to the point of beginning of the land to be described herein; thence South 88 degrees 25 minutes 12 seconds East to the intersection with a line, herein referred to as Line "A", drawn from a point on the South line of Government Lot 4 in said Section 7, distant 1131.91 feet East of the Southwest corner of said Government Lot 4 to a point on North line of said Government Lot 3 distant 882.37 feet West of the Northeast corner of said Government Lot 3; thence Northeasterly along said Line "A" to the North line of said Government Lot 3; thence West along the North lines of said Government Lot 3 and of the Northwest Quarter of the Southwest Quarter distance of 1510.81 feet, more or less, to the Northwest corner of said Northwest Quarter of the Southwest Quarter, thence South along said West line of the Northwest Quarter of the Southwest Quarter a distance of 579.24 feet, more or less, to the point of beginning.

ALTA/NSPS OPTIONAL TABLE A NOTES
(The following items reference Table A optional survey responsibilities and specifications)

2) **Site Address**: Address unassigned Diamond Lake Rd N, Dayton, MN 55374

3) **Flood Zone Information**: This property appears to lie in Zone X (area determined to be outside of the 0.2% annual chance floodplain) per Flood Insurance Rate Map, Community Panel No. 27053C0034F, effective date of November 4th, 2016.

Parcel Area Information:

Gross Area:	±4,673,825 s.f.	~	±107.296 acres
Parcel 1 Area:	2,015,105 s.f.	~	46.260 acres
Parcel 2 Area:	±1,761,786 s.f.	~	±40.445 acres
Parcel 3 Area:	896,934 s.f.	~	20.591 acres
R/W Area:	20,183 s.f.	~	0.463 acres
Wet Area:	±1,147,974 s.f.	~	±26.354 acres
Net Area:	±3,505,668 s.f.	~	±80.479 acres.

*We do not affirmatively insure the quantity of acreage set forth in the description

5) Benchmark: Elevations are based on Hennepin County Control Station Name: LAWN which has an elevation of: 881.68 feet (NAVD88). Contours were derived from a combination of field observations and LiDAR data from the Minnesota Department of Natural Resources.

6) Zoning Information: The current Zoning for the subject property is A-1(Agricultural District) per the City of Dayton's zoning map dated October 25, 2024. The setback, height, and floor space area restrictions for said zoning designation are as follows:

Principal Structure Setbacks - Street(s): 30 feet (Diamond Lake Road N)
Side: 10 feet
Rear: 20 feet
Lake: 100 feet (From Ordinary High Water Line)
Height: 35 feet
Hardcover: 10 percent of lot area

*Please note that the zoning information shown hereon may have been amended through a city process. We recommend that a zoning letter be obtained from the Zoning Administrator for the current restrictions for this site. All setback information and hardcover data for planning and design must be verified by all parties involved in the design and planning process prior to any planning or construction.

We have not received the current zoning classification and building setback requirements from the insurer.

11) Utilities: We have shown the location of utilities to the best of our ability based on observed evidence together with evidence from the following sources: plans obtained from utility companies, plans provided by client, markings by utility companies and other appropriate sources. We have used this information to develop a view of the underground utilities for this site. However, lacking excavation, the exact location of underground features cannot be accurately, completely and reliably depicted. Where additional or more detailed information is required, the client is advised that excavation may be necessary. Also, please note that seasonal conditions may inhibit our ability to visibly observe all the utilities located on the subject property. A Gopher State One Call was submitted for this survey. Please reference Ticket No. 243132242 & 243132243 of utility operators in this area.

16) No evidence of recent earth moving work, building construction, or building additions observed in the process of conducting the fieldwork.

17) No evidence of recent street or sidewalk construction or repairs observed in the process of conducting the fieldwork.

20) **Wetland Delineation**: The wetland delineation was performed by Kjolhaug Environmental Services Company was flagged on 10/21/24. Sathre-Bergquist located the wetland flags on 11/6/24.

SURVEY REPORT

This map and report was prepared with the benefit of a Commitment for Title Insurance issued by CHB Title, LLC as an issuing agent for Old Republic National Title Insurance Company, File No. 60046, dated October 13, 2024.

1) We note the following with regards to Schedule B of the herein referenced Title Commitment:
a) Item no.'s 1-8, 16, & 17 are not survey related
b) Item no. 9 - Terms and conditions of Easement for highway purposes, in favor of Hennepin County, as created in document filed April 21, 1977, as Document No. 4279101. *SHOWN HEREON (B) (DOES NOT AFFECT SUBJECT PROPERTY)*
c) Item no. 10 - Terms and conditions of Easement for public road and utility, in favor of City of Dayton, as created in document filed April 21, 1977, as Document No. 4279102. *SHOWN HEREON (C) (DOES NOT AFFECT SUBJECT PROPERTY)*
d) Item no. 11 - Subject to Hennepin County State Aid Highway No. 144, Plat 52, recorded as Document No. 4444206. *SHOWN HEREON (D)*
e) Item no. 12 - Terms and conditions of Easement for electric transmission lines, in favor of Northern States Power Company, as created in document field August 17, 1984, as Document No. 4917383. *SHOWN HEREON (E)*
f) Item no. 13 - Subject to Diamond Lake Rd N as laid out and traveled. *SHOWN HEREON (F)*
g) Item no. 14 - Rights of the public and the State of Minnesota in and to that portion of the insured premises lying below the natural high water make of Laura Lake. *NO ORDINARY HIGH WATER LEVEL HAS BEEN DETERMINED. SEE NOTE BELOW*
h) Item no. 15 - A portion of the property contain wetlands which may be subject to federal, state, or local regulation. The right to use or improve these wetlands is excepted herein. *SHOWN HEREON*
i) Item no. 18 - Subject to one or more cemeteries or burial grounds located upon the Property which have been identified and/or authenticated per Purchase Agreement dated October 28, 2023, by and between Schany Family Limited Partnership and BK Land Development, LLC.
All human burials, human remains, and human burial grounds found on or in all public or private lands or waters in Minnesota are subject to protection pursuant to the provisions of the Minnesota Statutes, Chapter 307.08. *TYPO IN PURCHASE AGREEMENT. NO BURIAL GROUNDS ON SITE.*

2) We have corresponded with the MN DNR, Elm Creek Watershed, Three Rivers Park District, City of Dayton and Met Council. Very little data exists for Laura lake. An Ordinary High Water Level has not been determined and no lake level elevations have been recorded. The neighboring plat of Lake Laura Ranch Estates lists a top of water elevation of 894.3 feet (NGVD 29) on May 10, 1999.

FIELD CREW	NO.	BY	DATE	REVISION
DM DR PH SO				
DRAWN				
ABE				
CHECKED				
CMT				
DATE				
1/6/25				

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To: BK Land Development, CHB Title, and Old Republic National Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Table A Items: 1-6(a), 8,11(b), 16, 17, 18, 20. The field work was completed on 11/8/24.

Date of Plat or Map: January 6th, 2025

Colyn M. Tvete, PLS — Minnesota License No. 62269

SATHRE-BERGQUIST, INC.
14000 25TH AVENUE NORTH, SUITE 120
PLYMOUTH MN 55447 (952) 476-6000
WWW.SATHRE.COM

TWP:120-RGE.22-SEC.07
Hennepin County

DAYTON, MINNESOTA

ALTA/NSPS LAND TITLE SURVEY

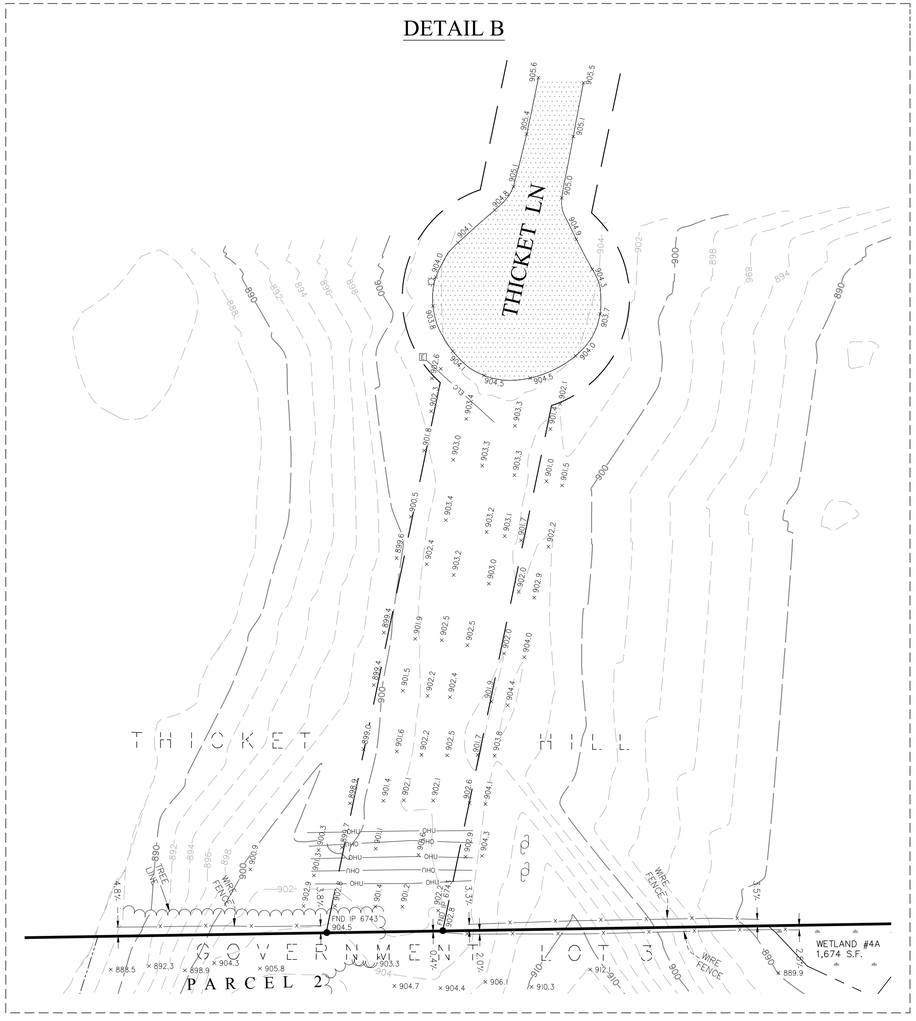
PREPARED FOR:

BK LAND DEVELOPMENT

FILE NO. 100954-004

1/2

DETAIL B



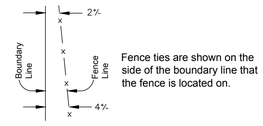
SURVEY LEGEND

CAST IRON MONUMENT	PIEZOMETER	WOE	WALKOUT ELEVATION
IRON PIPE MONUMENT SET	POWER POLE	FFE	FIRST FLOOR ELEVATION
IRON PIPE MONUMENT FOUND	GUY WIRE	GFE	GARAGE FLOOR ELEVATION
DRILL HOLE FOUND	ROOF DRAIN	TOF	TOP OF FOUNDATION ELEV.
CHISELED "X" MONUMENT SET	LIFT STATION	LOE	LOWEST OPENING ELEV.
CHISELED "X" MONUMENT FOUND	SANITARY MANHOLE		CONCRETE
REBAR MONUMENT FOUND	SANITARY CLEANOUT		BITUMINOUS
PK NAIL MONUMENT SET	STORM MANHOLE		BUILDING SETBACK LINE
PK NAIL MONUMENT FOUND	STORM DRAIN	CTV	CABLE TV
PK NAIL W/ ALUMINUM DISC	CATCH BASIN		CONCRETE CURB
SURVEY CONTROL POINT	FLARED END SECTION	960	CONTOUR EXISTING
A/C UNIT	TREE CONIFEROUS	960	CONTOUR PROPOSED
CABLE TV PEDESTAL	TREE DECIDUOUS		GUARD RAIL
ELECTRIC TRANSFORMER	TREE CONIFEROUS REMOVED	DT	DRAIN TILE
ELECTRIC MANHOLE	TREE DECIDUOUS REMOVED	ELC	ELECTRIC UNDERGROUND
ELECTRIC METER	TELEPHONE MANHOLE	X	FENCE
ELECTRIC OUTLET	TELEPHONE PEDESTAL	FO	FIBER OPTIC UNDERGROUND
YARD LIGHT	UTILITY MANHOLE	GAS	GAS UNDERGROUND
LIGHT POLE	UTILITY PEDESTAL	OHU	OVERHEAD UTILITY
FIBER OPTIC MANHOLE	UTILITY VAULT		TREE LINE
FIRE DEPT. HOOK UP	WATERMAIN MANHOLE	S	SANITARY SEWER
FLAG POLE	WATER METER		STORM SEWER
FUEL PUMP	WATER SPIGOT	TEL	TELEPHONE UNDERGROUND
FUEL TANK	WELL		RETAINING WALL
PROPANE TANK	MONITORING WELL	UTL	UTILITY UNDERGROUND
GAS METER	CURB STOP		WATERMAIN
GAS VALVE	GATE VALVE		TRAFFIC SIGNAL
GAS MANHOLE	HYDRANT		RAILROAD TRACKS
GENERATOR	IRRIGATION VALVE		RAILROAD SIGNAL
GUARD POST	POST INDICATOR VALVE		RAILROAD SWITCH
HAND HOLE	SIGN		SATELLITE DISH
MAIL BOX	SOIL BORING		WETLAND BUFFER SIGN

Bearings are based on the Hennepin County Coordinate System (NAD 83 - 1986 adj.)

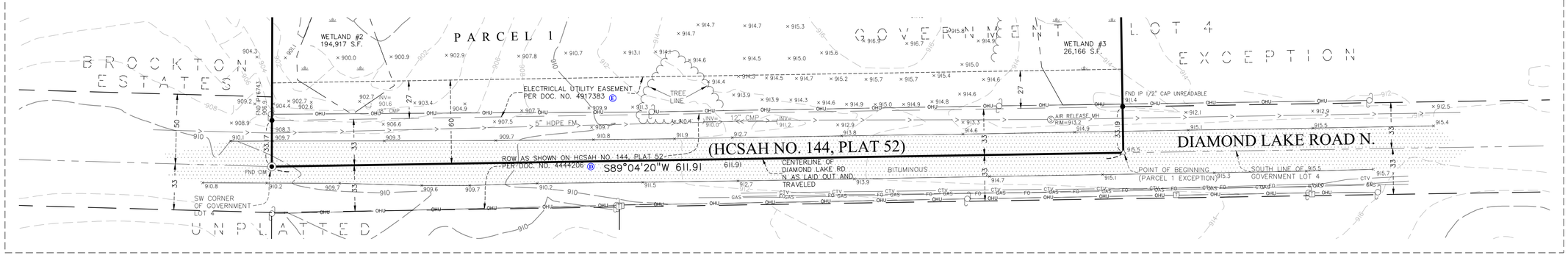
40 20 0 20 40 80

SCALE IN FEET



Fence ties are shown on the side of the boundary line that the fence is located on.

DETAIL A



FIELD CREW	NO.	BY	DATE	REVISION
DM DR PH SO				
DRAWN				
ABE				
CHECKED				
CMT				
DATE				
1/6/25				

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To: BK Land Development, CHB, and Old Republic National Title Insurance Company:

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WWW.SATHRE.COM

TWP:120-RGE.22-SEC.07
Hennepin County

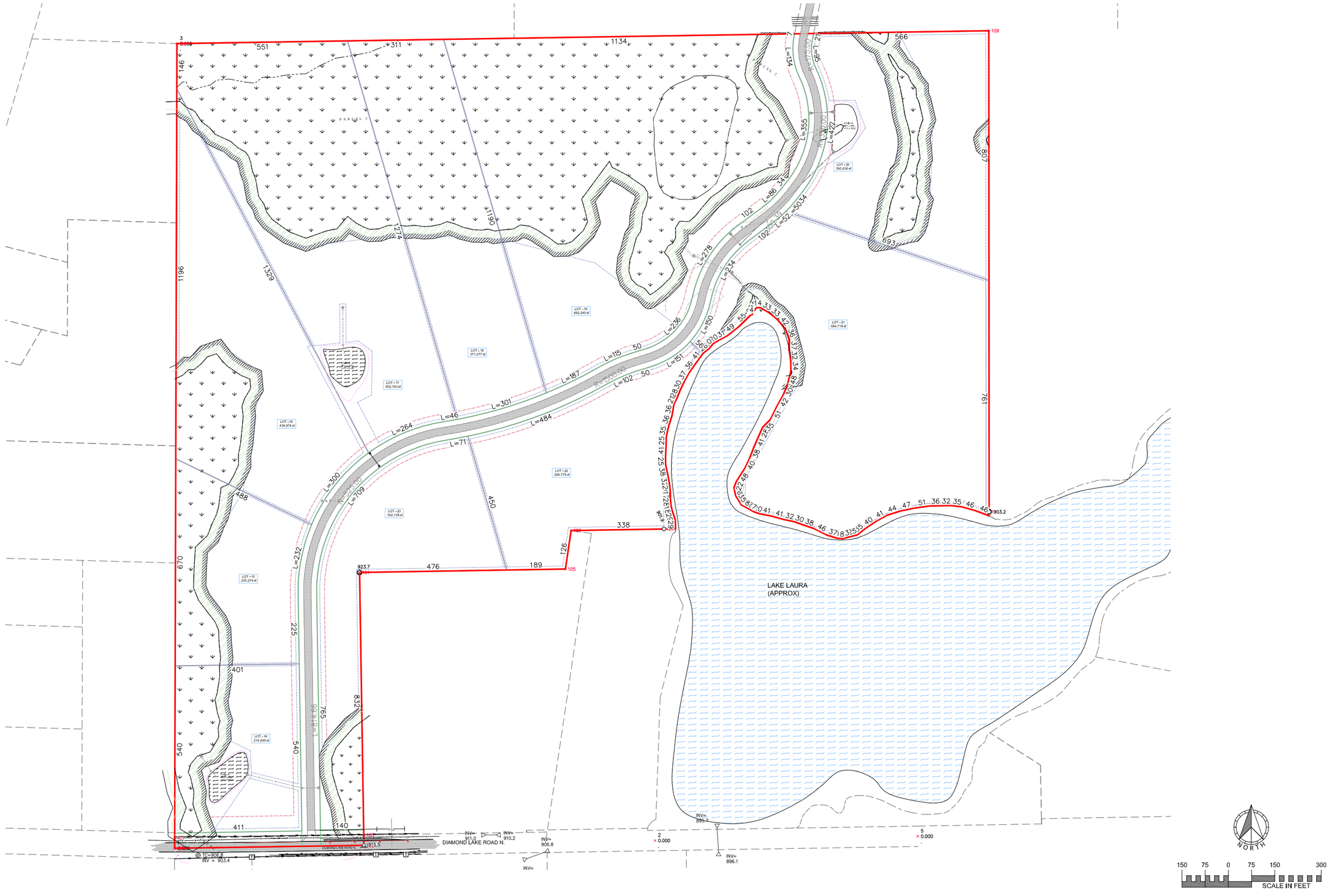
DAYTON, MINNESOTA

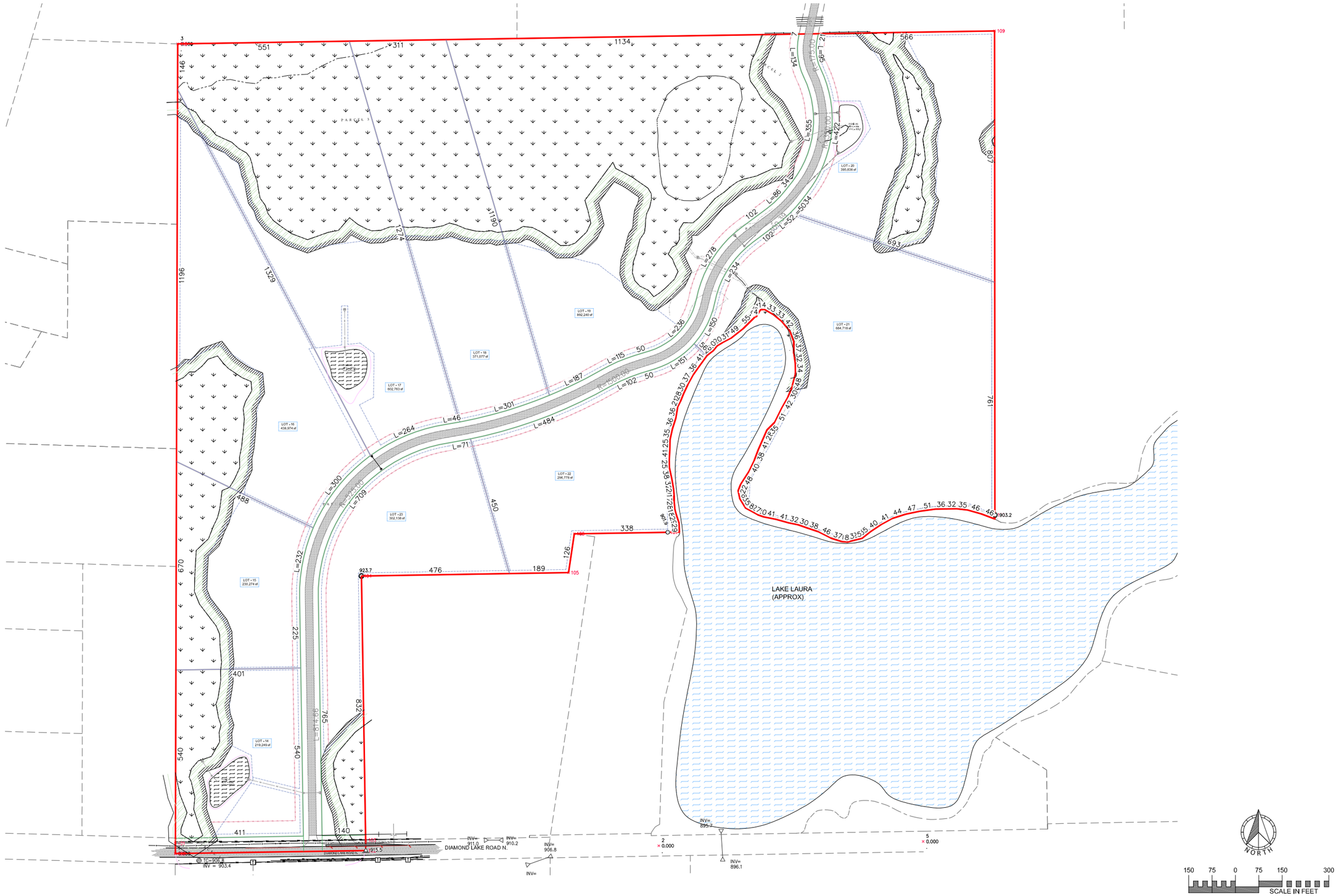
ALTA/NSPS LAND TITLE SURVEY

PREPARED FOR:

BK LAND DEVELOPMENT

FILE NO. 100954-004


PARCEL 3
PARCEL 2
LOT • 14
219,249 sf
LOT • 15
230,274 sf
LOT • 16
436,974 sf
LOT • 17
802,763 sf
LOT • 18
371,077 sf
LOT • 19
892,240 sf
LOT • 20
395,836 sf
LOT • 21
664,718 sf
LOT • 22
296,778 sf
LOT • 23
302,138 sf
LAKE LAURA
(APPROX)
DIAMOND LAKE ROAD N.
TC=906.8
INV = 903.4
INV= 915.5
INV= 911.0
INV= 910.2
INV= 906.8
INV= 899.7
INV= 896.1
903.2
923.7
R=1500.00
R=1000.00
R=1500.00
R=1000.00
R=1000.00
R=1000



FIELD CREW	NO.	BY	DATE	REVISION
XXX				
DRAWN				
XXX				
CHECKED				
XXX				
DATE				
XX/XX/XX				

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I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Dated this _xx_ day of __xxx__, 20xx_.

Daniel L. Schmidt, PLS Minnesota License No. 26147
schmidt@sathre.com

SATHRE-BERGQUIST, INC.
14000 25TH AVENUE NORTH, SUITE 120
PLYMOUTH MN 55447 (952) 476-6000
WWW.SATHRE.COM

TWP:120-RGE.22-SEC.33
Hennepin County

DAYTON, MINNESOTA

PRELIMINARY PLAT - SCHANY PARCEL

PREPARED FOR:

BK Land Development

FILE NO.
19214-006

PP
PP1



LEGEND

DESCRIPTION	PROPOSED	EXISTING
BUILDING SETBACK LINE	BSBL	BSBL
GARAGE SETBACK LINE	GSBL	GSBL
PARCEL BOUNDARY LINE		
DRAINAGE AND UTILITY EASEMENTS		
CURB AND GUTTER		
RIGHT-OF-WAY		
SAN/WM SERVICE	S W	S W
BACKYARD CATCH BASIN		
CATCH BASIN		
STORM SEWER MANHOLE		
FLARED END SECTION W/RIP-RAP		
STORM STUCTURE LABEL	CB H3	CB H3
DRAINTILE W/CLEANOUTS		
SANITARY STUCTURE LABEL	SANIT.	SANIT.
SANITARY SEWER MANHOLE		
WATERMAIN		
HYDRANT		
GATE VALVE		

Storm Table									
Start Structure	Start Rim Elev	Start Inv	Size	Material	Length	Slope	End Structure	End Rim Elev	End Inv
A2	907.4	906.00	15.0"	RCP	181.5 LF	6.61%	A1	895.4	894.00
A3	910.4	909.00	15.0"	RCP	51.2 LF	5.86%	A2	907.4	906.00
B2	918.9	917.50	15.0"	RCP	49.7 LF	1.01%	B1	918.4	917.00
C2	897.7	896.00	18.0"	RCP	423.6 LF	0.47%	C1	895.7	894.00
C3	899.4	898.00	15.0"	RCP	44.0 LF	4.55%	C2	897.4	896.00
O2	895.4	894.00	15.0"	RCP	53.3 LF	2.82%	O1	893.9	892.50
O4	911.2	909.00	24.0"	RCP	119.2 LF	0.84%	O3	910.2	908.00
O6	895.7	894.00	18.0"	RCP	144.1 LF	4.51%	O5	889.2	887.50

NORTH

150 75 0 75 150 300
SCALE IN FEET

EXISTING UTILITIES SHOWN ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ANY AND ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES ARISING OUT OF HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.

DRAWING NAME	NO.	BY	DATE	REVISION
SCHANY	1			
DRAWN				
XXX				
CHECKED				
ERJ				
DATE				
01/10/2025				

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

Eric R Johnson

ERIC R. JOHNSON, P.E.
Date: 01/10/2025 Lic. No. 56659

SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

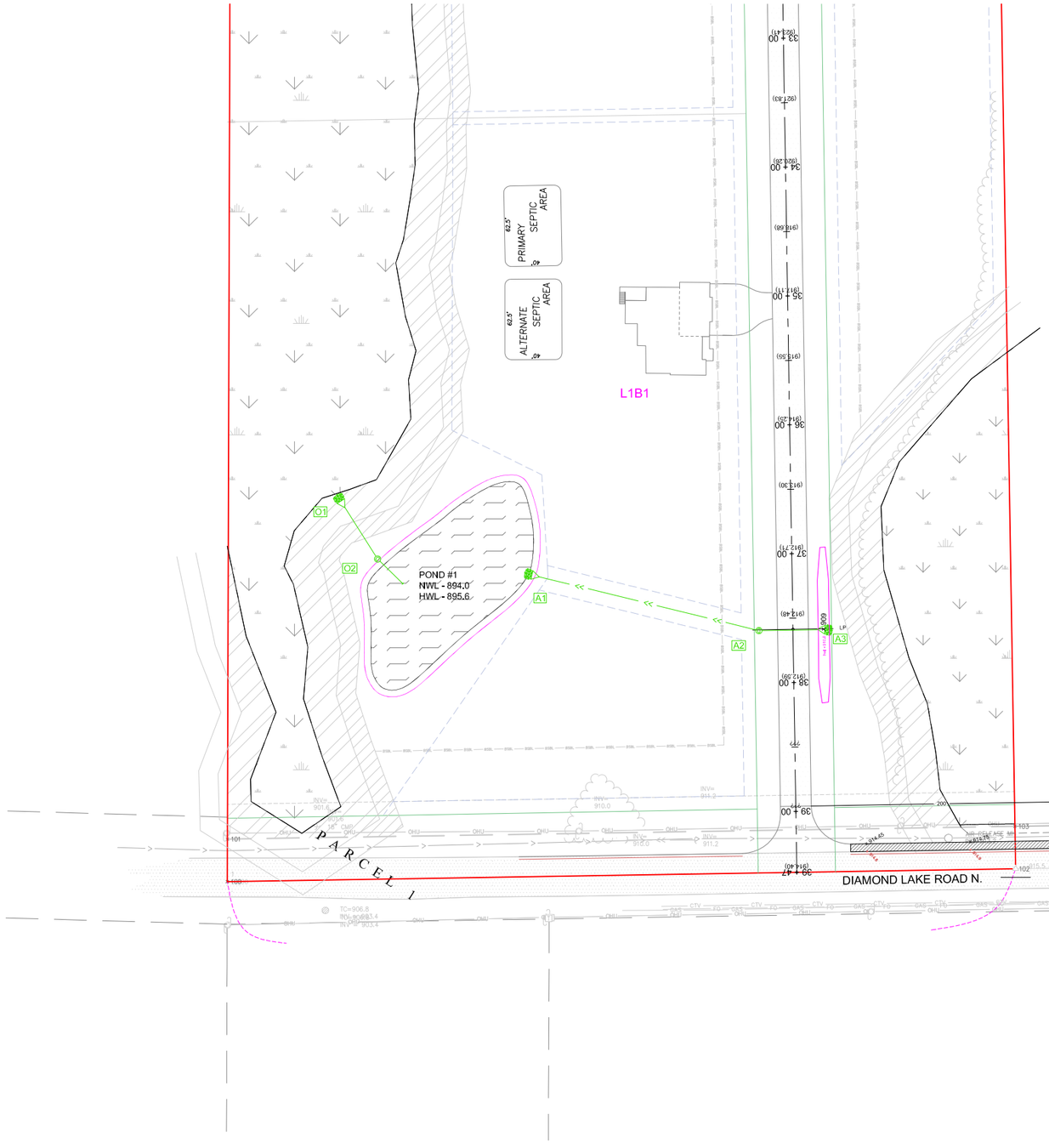
CITY PROJECT NO.
--

DAYTON,
MINNESOTA

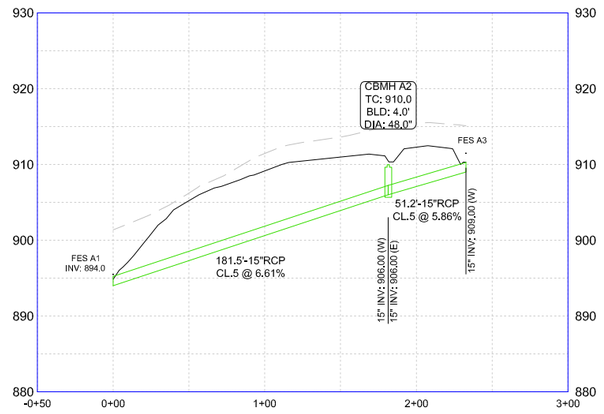
PRELIMINARY STORM SEWER PLAN
SCHANY PARCEL
BK LAND DEVELOPMENT

FILE NO.
100954-004

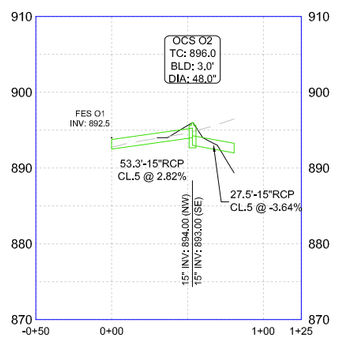
SS1



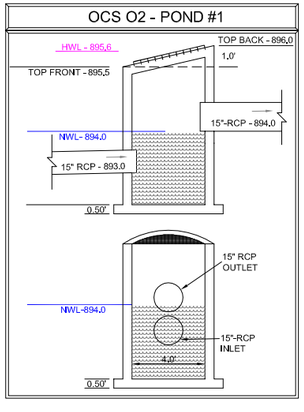
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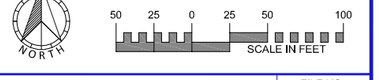


OCS P1



OCS O2 - POND #1





EXISTING UTILITIES SHOWN ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ANY AND ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES ARISING OUT OF HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.

DRAWING NAME	NO.	BY	DATE	REVISION
SCHANY	1			
DRAWN				
XXX				
CHECKED				
ERJ				
DATE				
01/10/2025				

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Eric R. Johnson

ERIC R. JOHNSON, P.E.
Date: 01/10/2025 Lic. No. 56659

SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

CITY PROJECT NO.
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DAYTON,
MINNESOTA

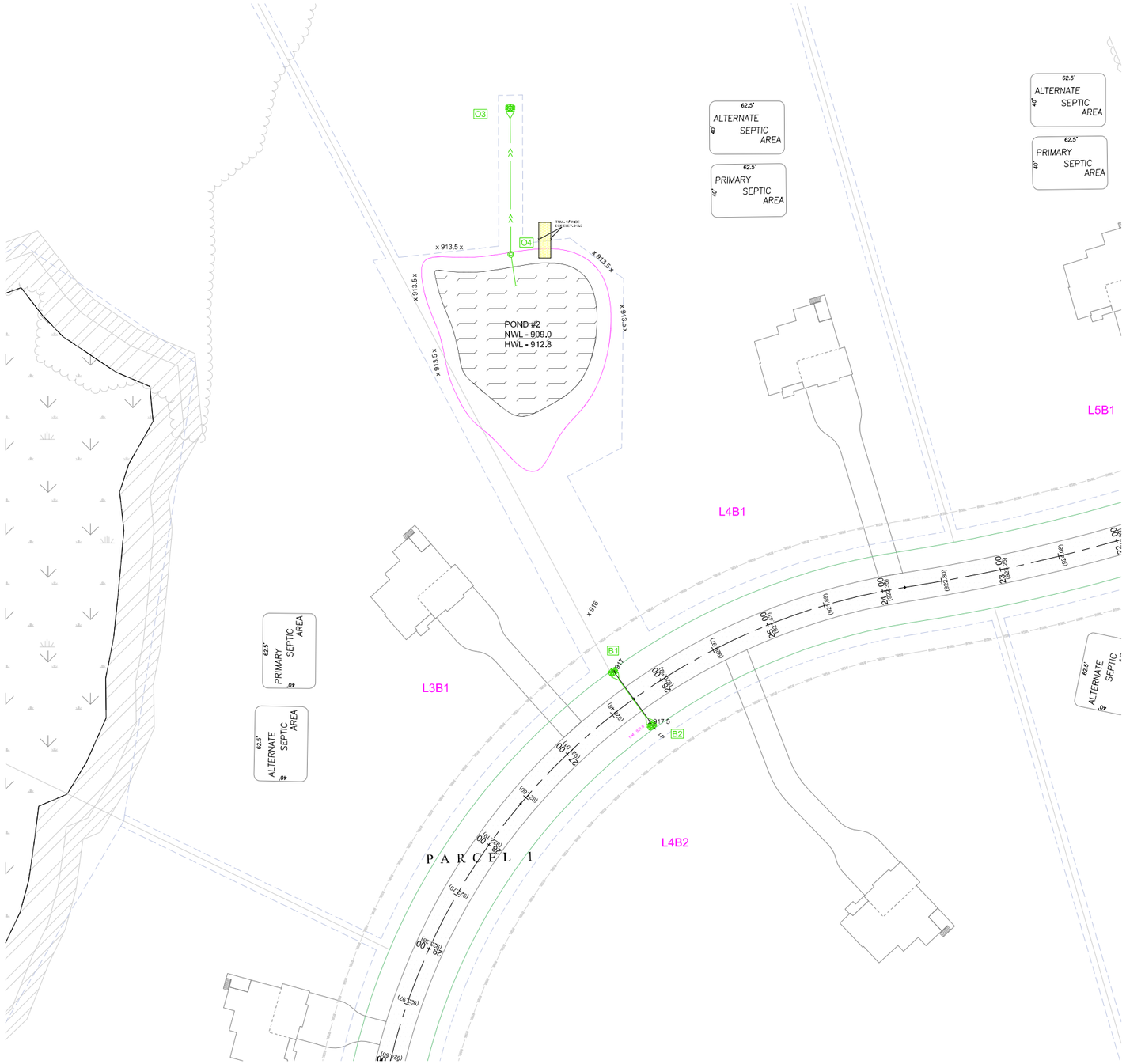
PRELIMINARY STORM SEWER PLAN

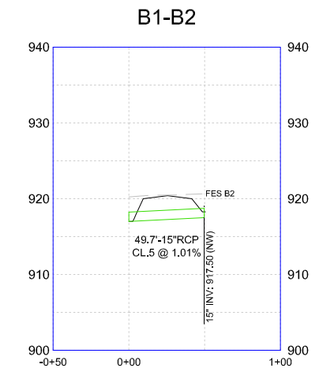
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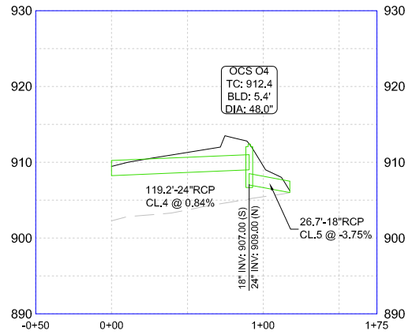
BK LAND DEVELOPMENT

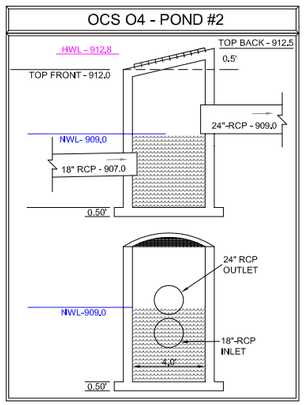
FILE NO.
100954-004

SS2

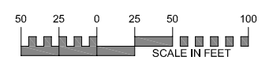












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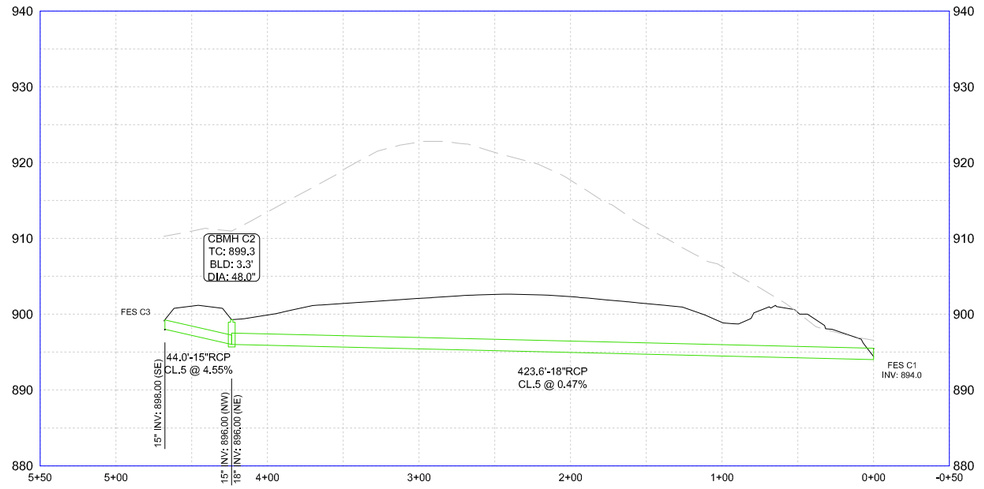
PRELIMINARY STORM SEWER PLAN
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BK LAND DEVELOPMENT

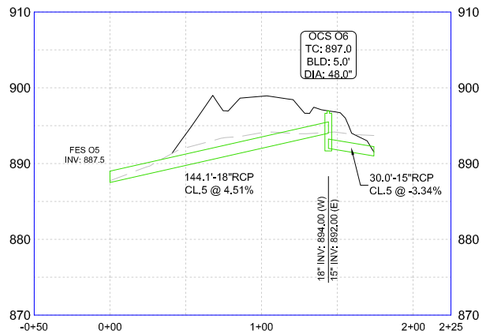
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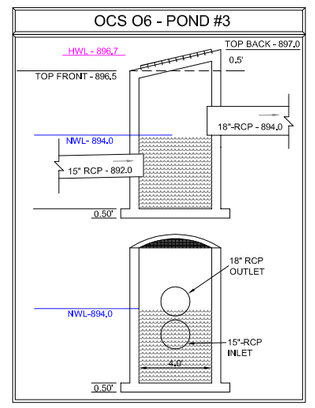
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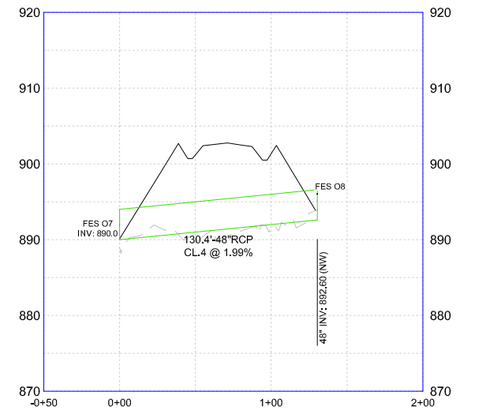


C1-C3









NORTH

50 25 0 25 50 100
SCALE IN FEET

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DAYTON, MINNESOTA

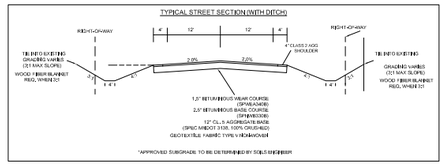
PRELIMINARY STORM SEWER PLAN
SCHANY PARCEL
BK LAND DEVELOPMENT

FILE NO.
100954-004

SS4



TYPICAL STREET SECTION (WITH DITCH)



LEGEND

DESCRIPTION	PROPOSED	EXISTING
BUILDING SETBACK LINE	BSBL	BSBL
GARAGE SETBACK LINE	GSBL	GSBL
PARCEL BOUNDARY LINE		
DRAINAGE AND UTILITY EASEMENTS		
CURB AND GUTTER		
RIGHT-OF-WAY		
SAN/WM SERVICE	W S	W S
BACKYARD CATCH BASIN		
CATCH BASIN		
STORM SEWER MANHOLE		
FLARED END SECTION W/RIP-RAP		
STORM STUCTURE LABEL	CB H3	CB H3
SANITARY STUCTURE LABEL	SANITARY	SANITARY
SANITARY SEWER MANHOLE		
WATERMAIN		
HYDRANT		
GATE VALVE		

NORTH

150 75 0 75 150 300
SCALE IN FEET

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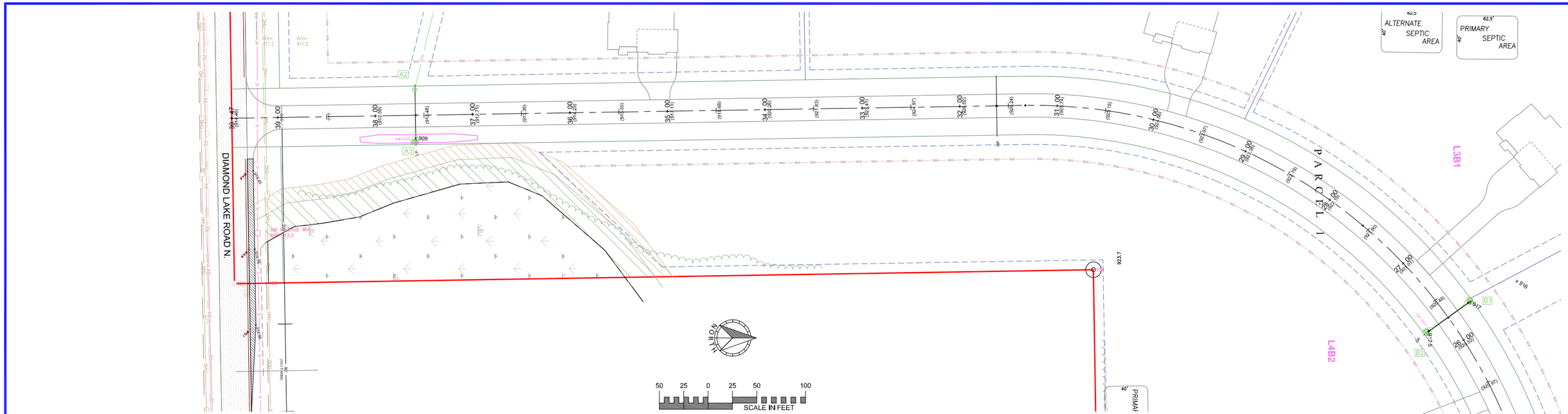
CITY PROJECT NO.
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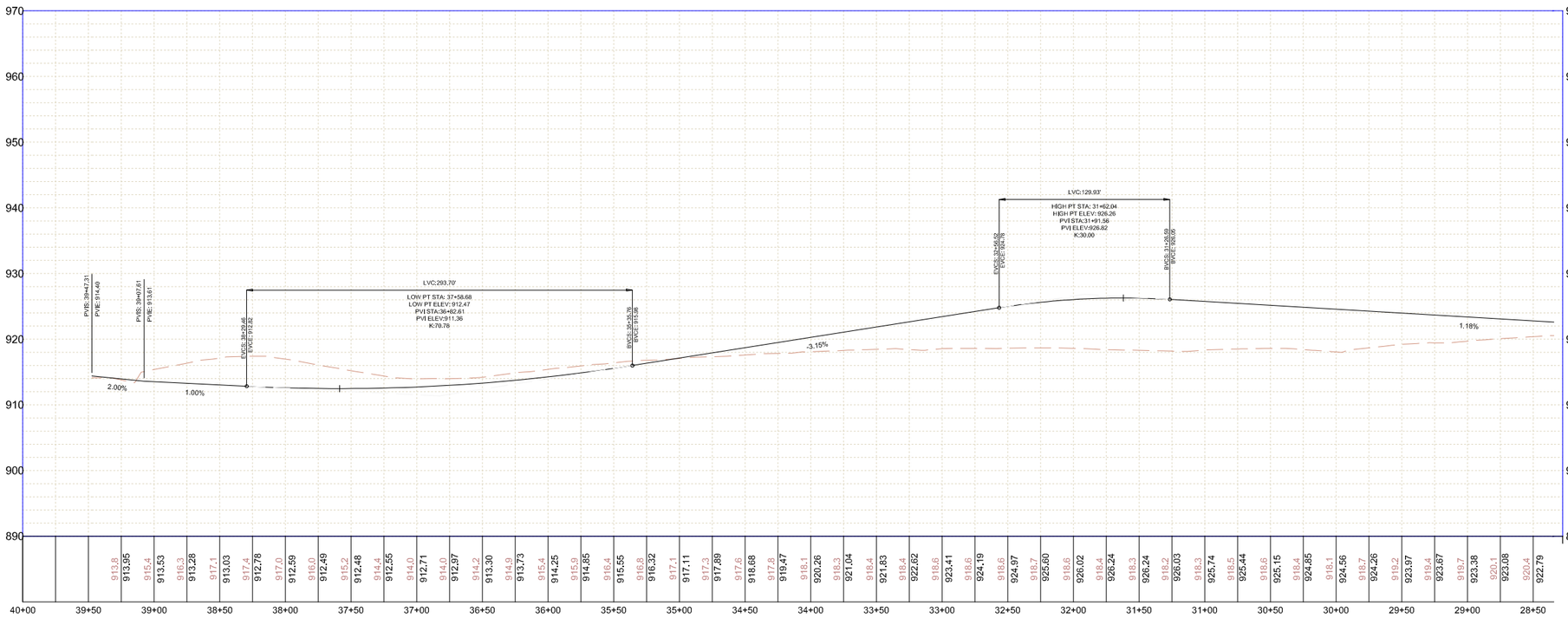
DAYTON,
MINNESOTA

PRELIMINARY STREET PLAN
SCHANY PARCEL
BK LAND DEVELOPMENT

FILE NO.
100954-004

ST1





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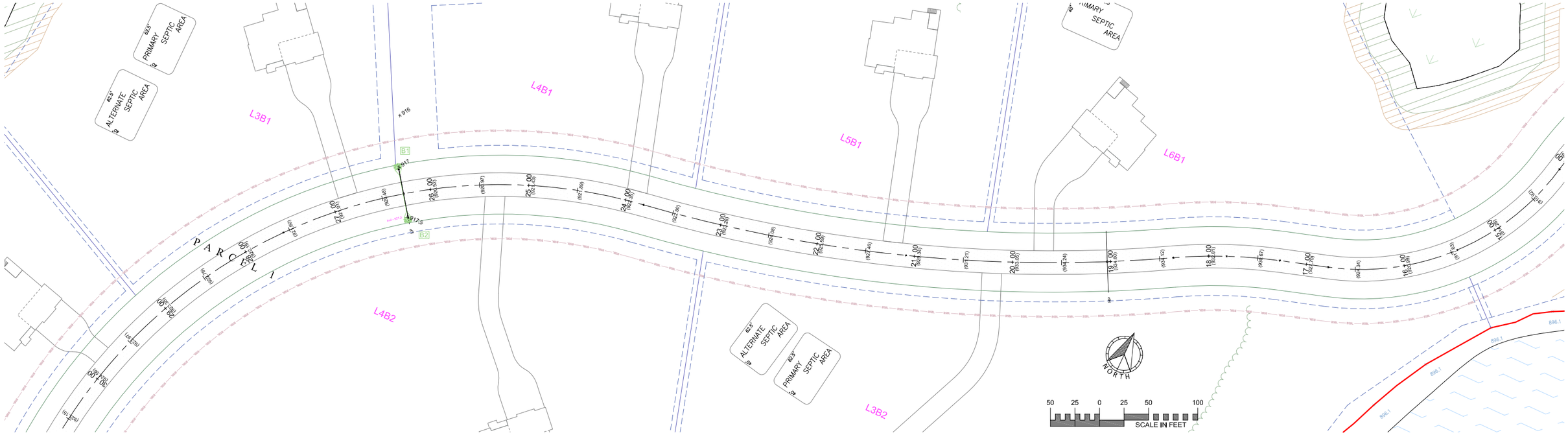
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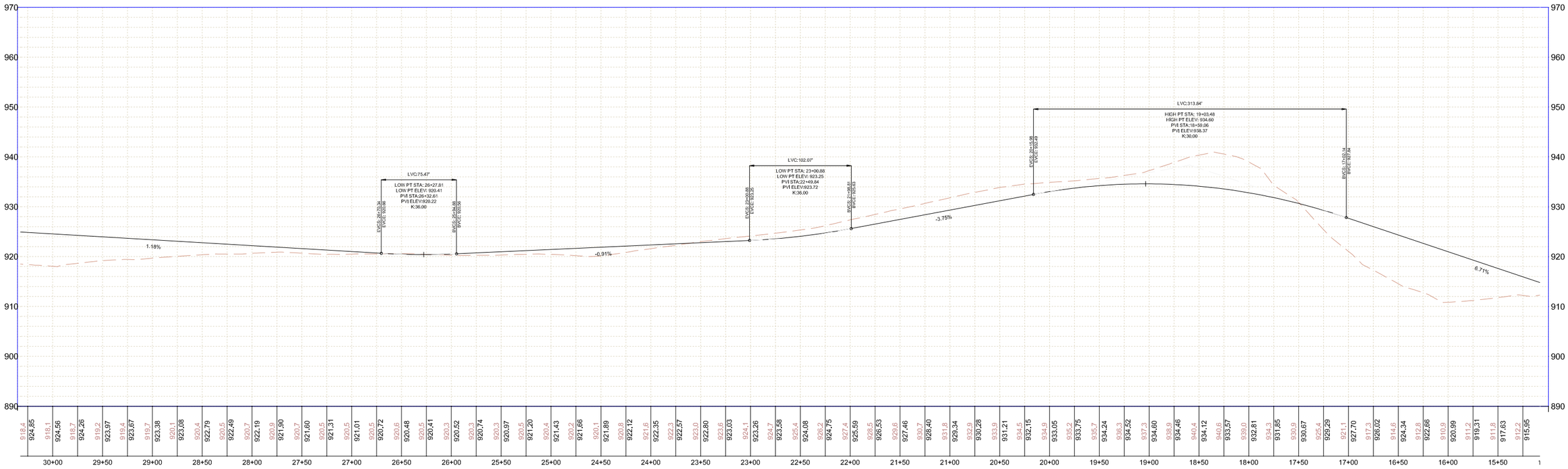
DAYTON, MINNESOTA

PRELIMINARY STREET PLAN
SCHANY PARCEL
BK LAND DEVELOPMENT

FILE NO.
100954-004

ST2





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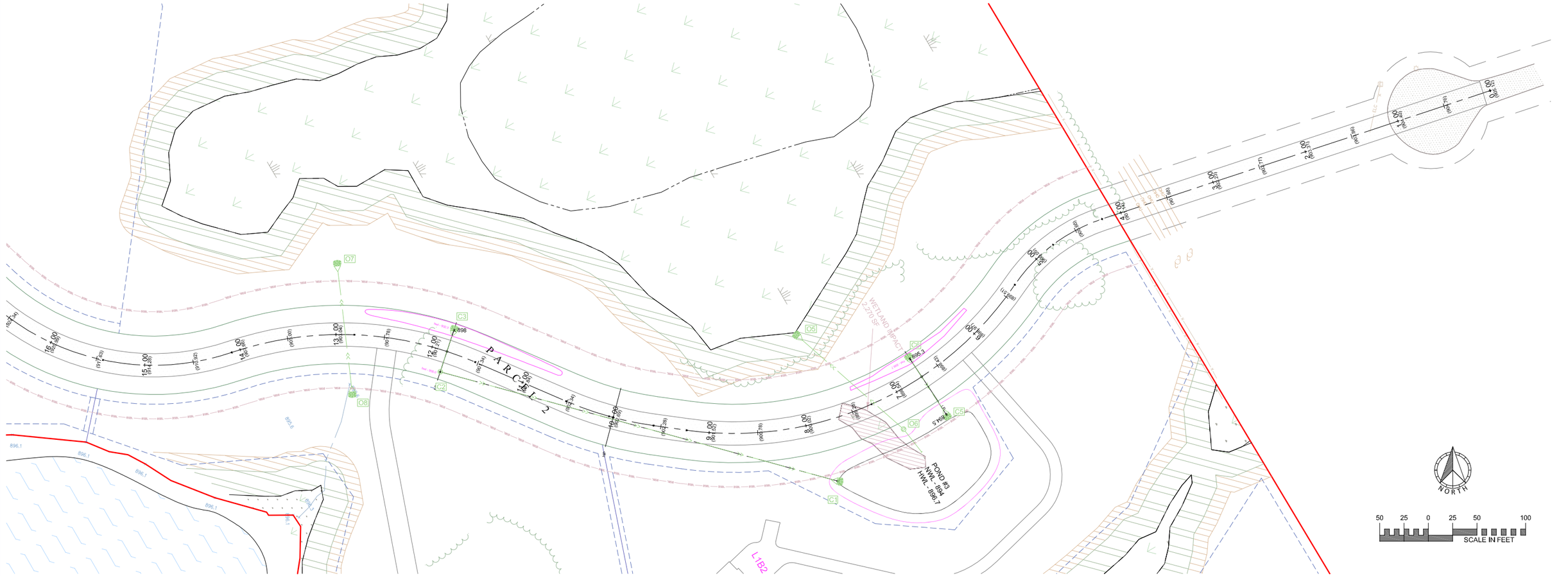
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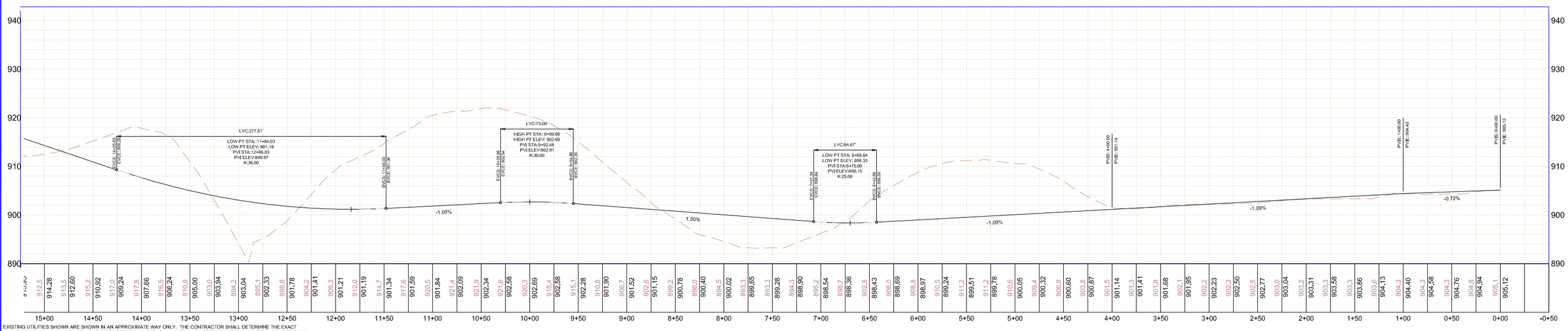
DAYTON, MINNESOTA

PRELIMINARY STREET PLAN
SCHANY PARCEL
BK LAND DEVELOPMENT

FILE NO.
100954-004

ST3





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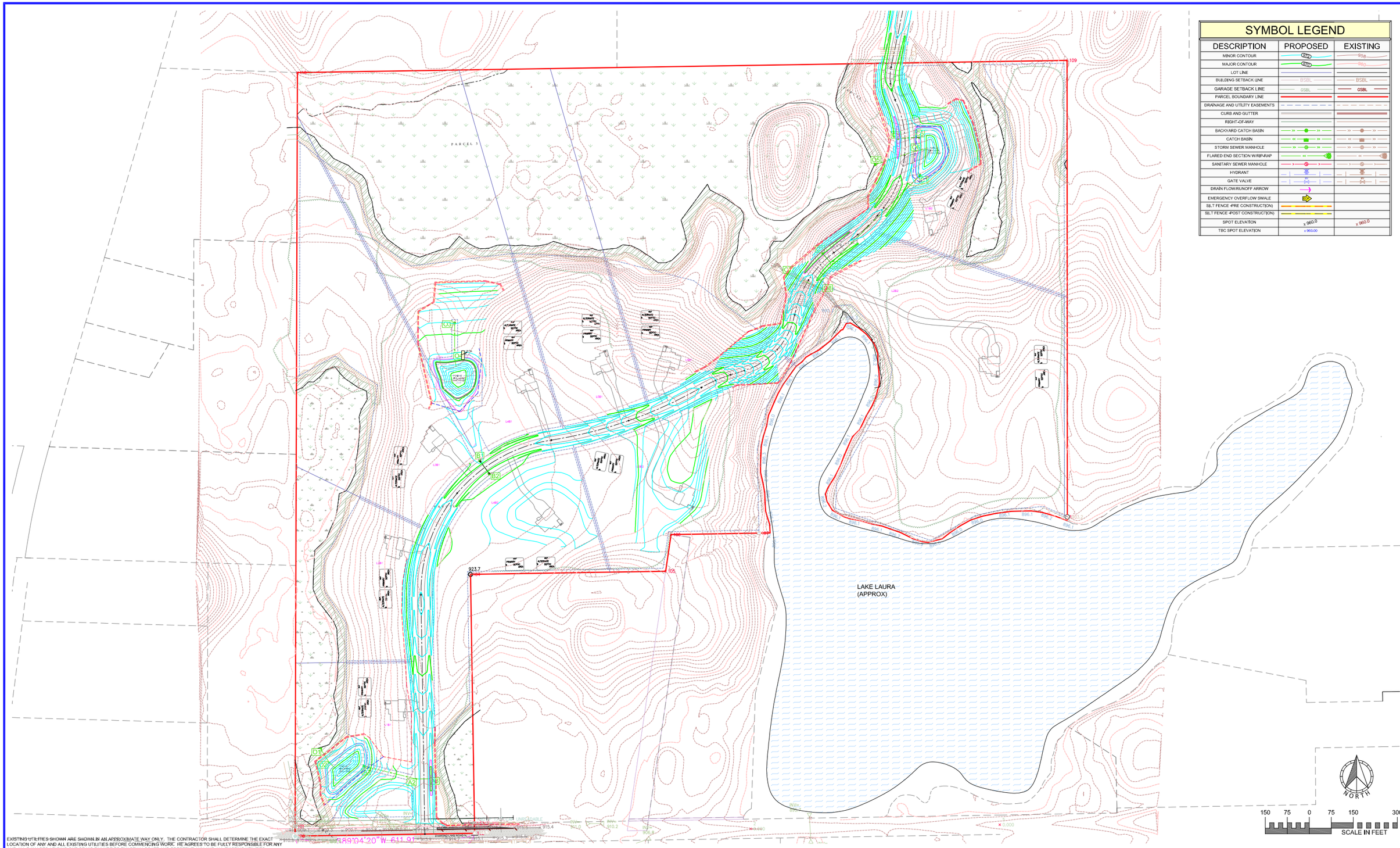
CITY PROJECT NO.
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DAYTON,
MINNESOTA

PRELIMINARY STREET PLAN
SCHANY PARCEL
BK LAND DEVELOPMENT

FILE NO.
100954-004

ST4



SYMBOL LEGEND

DESCRIPTION	PROPOSED	EXISTING
MINOR CONTOUR	960	958
MAJOR CONTOUR	960	960
LOT LINE		
BUILDING SETBACK LINE	BSBL	BSBL
GARAGE SETBACK LINE	GSBL	GSBL
PARCEL BOUNDARY LINE		
DRAINAGE AND UTILITY EASEMENTS		
CURB AND GUTTER		
RIGHT-OF-WAY		
BACKYARD CATCH BASIN		
CATCH BASIN		
STORM SEWER MANHOLE		
FLARED END SECTION W/RIPRAP		
SANITARY SEWER MANHOLE		
HYDRANT		
GATE VALVE		
DRAIN FLOW/RUNOFF ARROW		
EMERGENCY OVERFLOW SWALE	EOF	
SILT FENCE -PRE CONSTRUCTION)		
SILT FENCE -POST CONSTRUCTION)		
SPOT ELEVATION	x 960.0	x 960.0
TBC SPOT ELEVATION	x 960.00	

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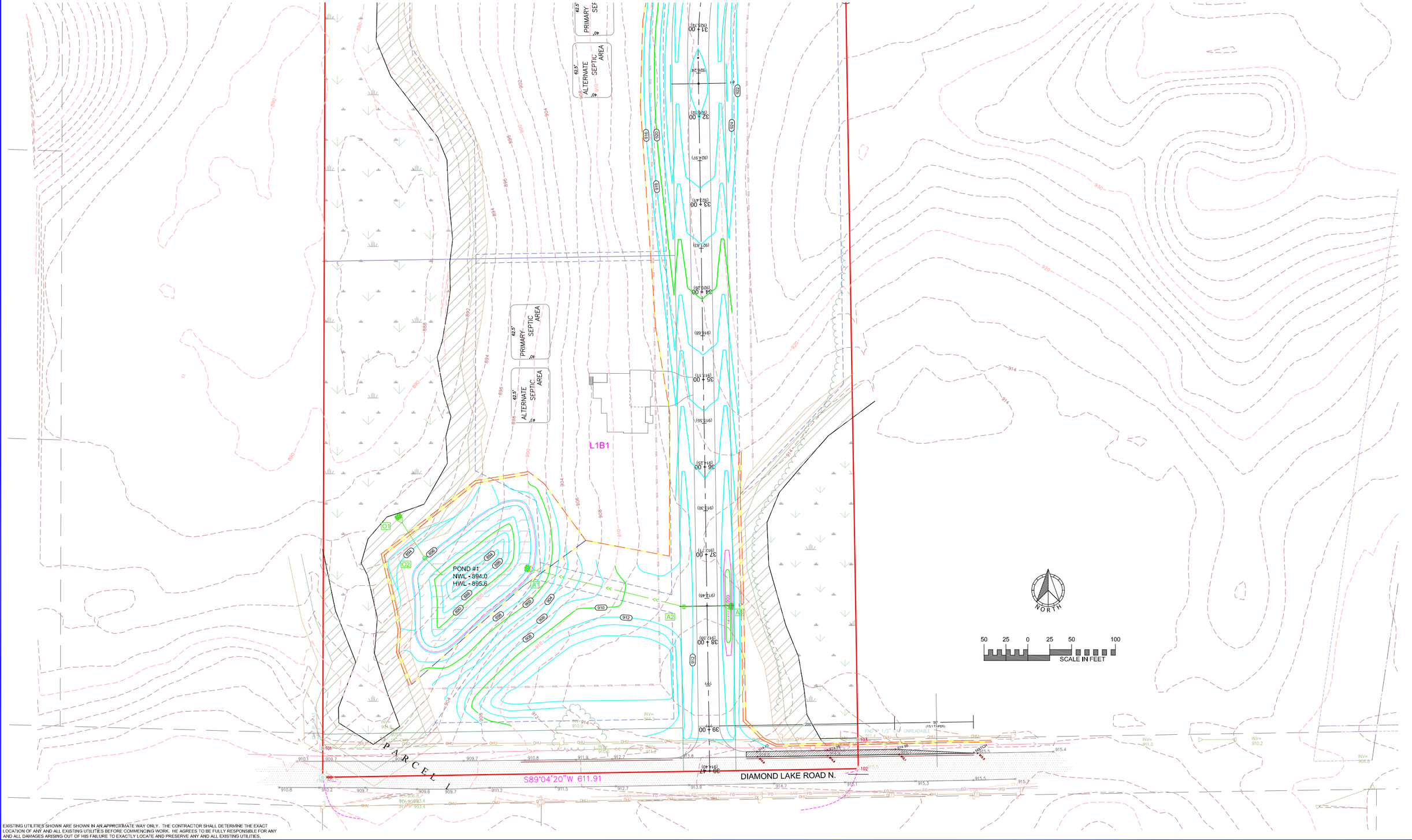
CITY PROJECT NO.

DAYTON,
MINNESOTA

SHEET NAME
SCHANY PARCEL
BK LAND DEVELOPMENT

FILE NO.
100954-004

GP1



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ENGINEERS SURVEYORS DESIGNERS PLANNERS
SATHRE-BERGQUIST, INC.
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

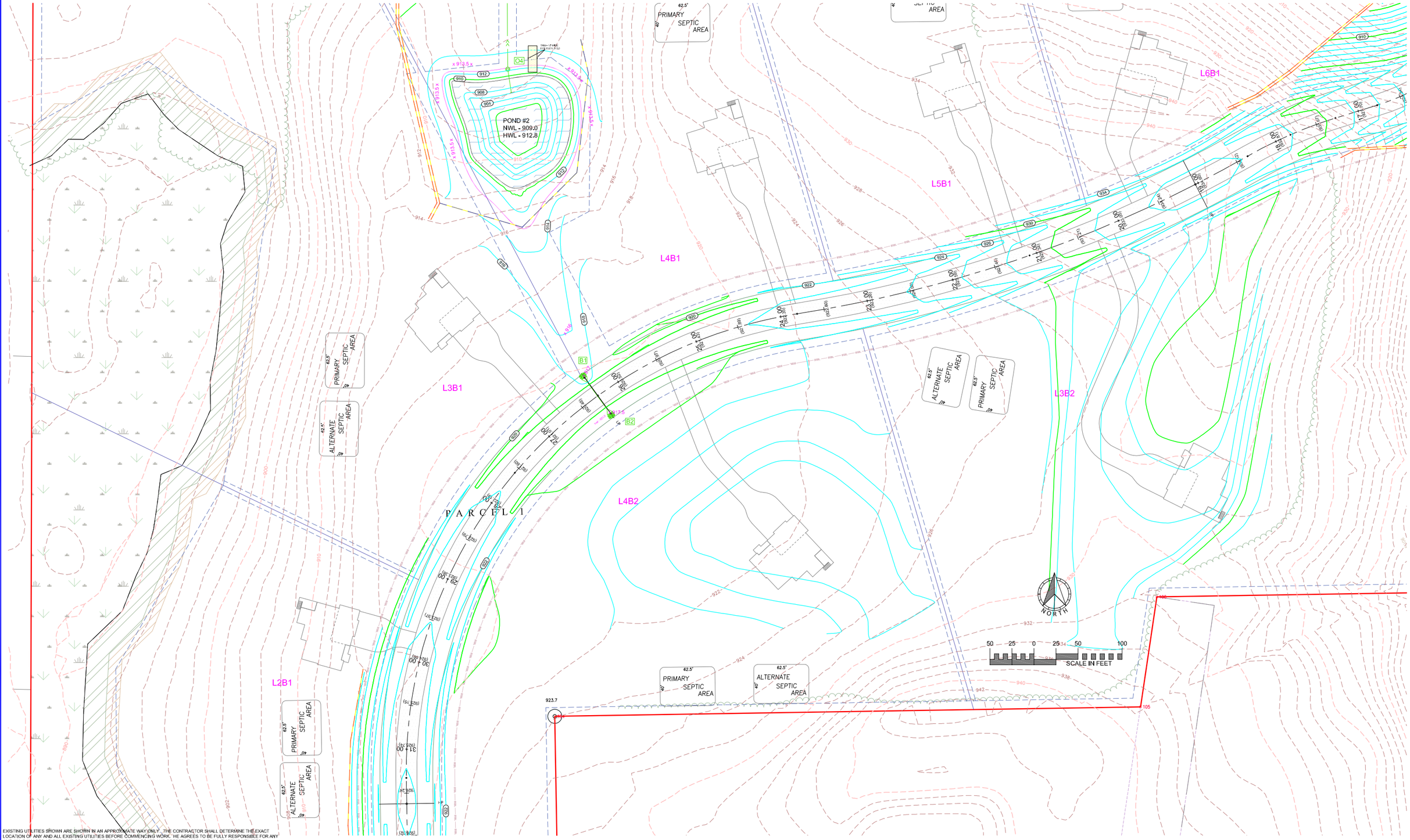
CITY PROJECT NO.
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DAYTON, MINNESOTA

SHEET NAME
SCHANY PARCEL
BK LAND DEVELOPMENT

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GP2



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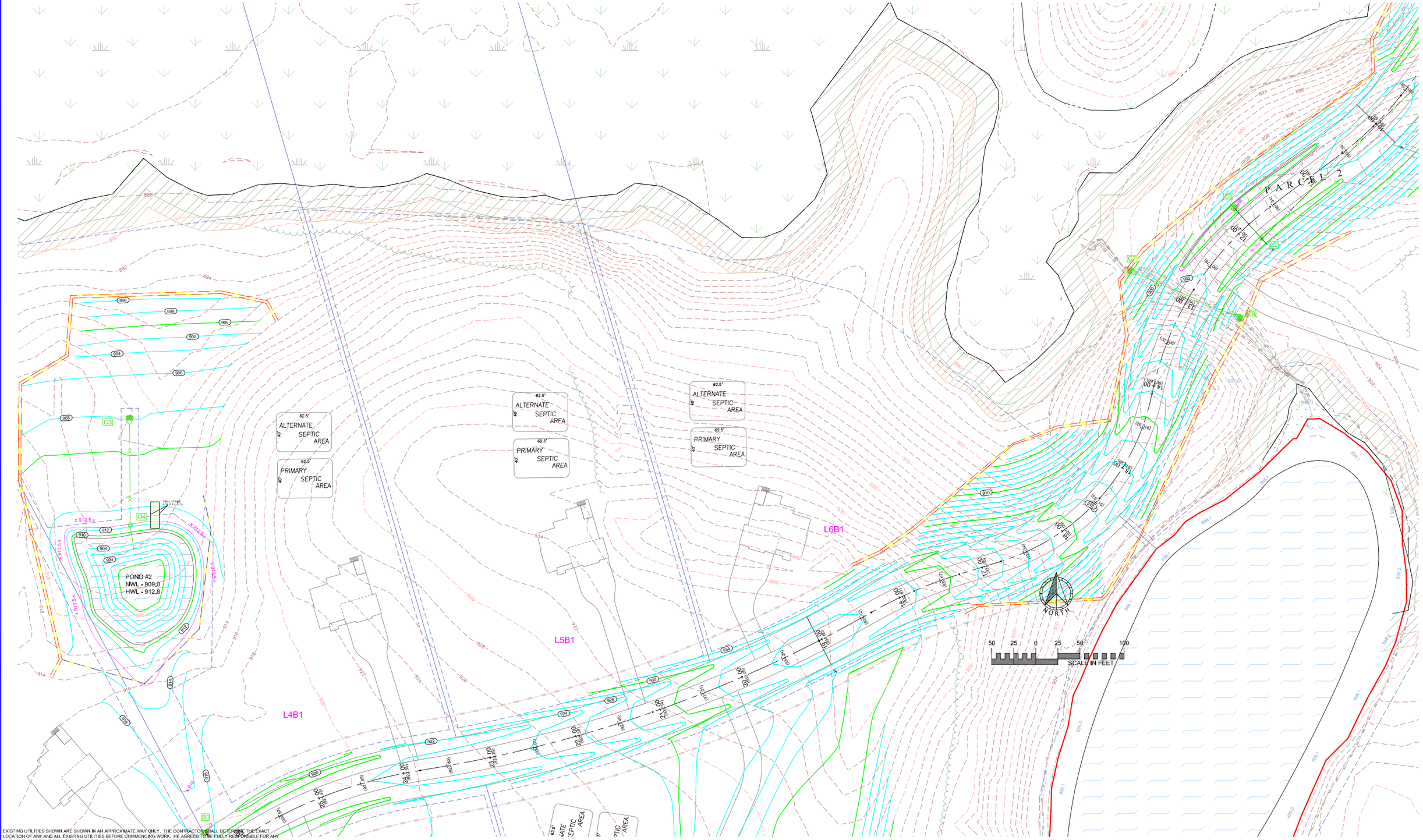
CITY PROJECT NO.
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DAYTON, MINNESOTA

SHEET NAME
SCHANY PARCEL
BK LAND DEVELOPMENT

FILE NO.
100954-004

GP3



EXISTING UTILITIES SHOWN ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ANY AND ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES ARISING OUT OF HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.

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Eric R Johnson

ERIC R. JOHNSON, P.E.
Date: 01/10/2025 Lic. No. 56659

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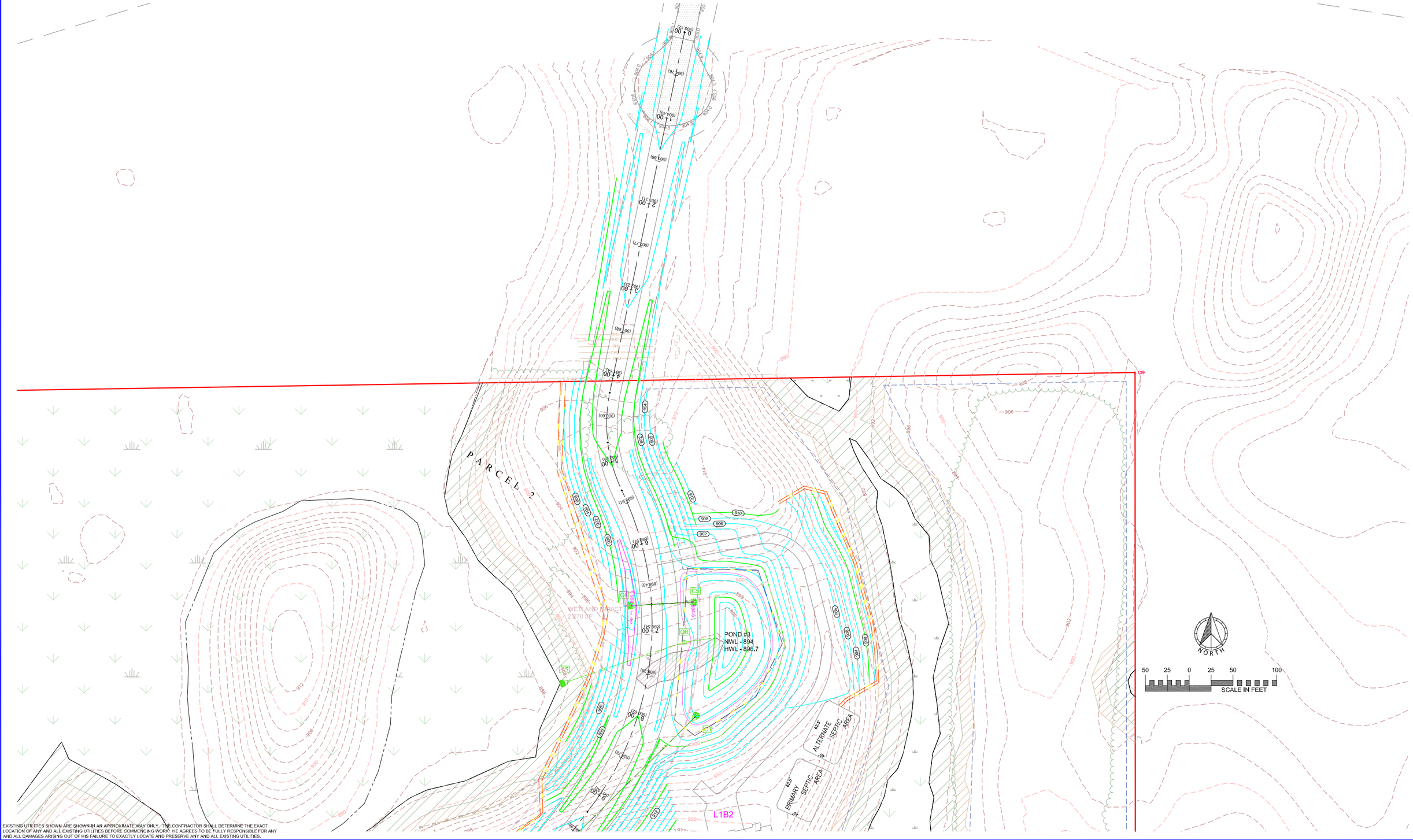
CITY PROJECT NO.
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DAYTON, MINNESOTA

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FILE NO.
100954-004

GP4



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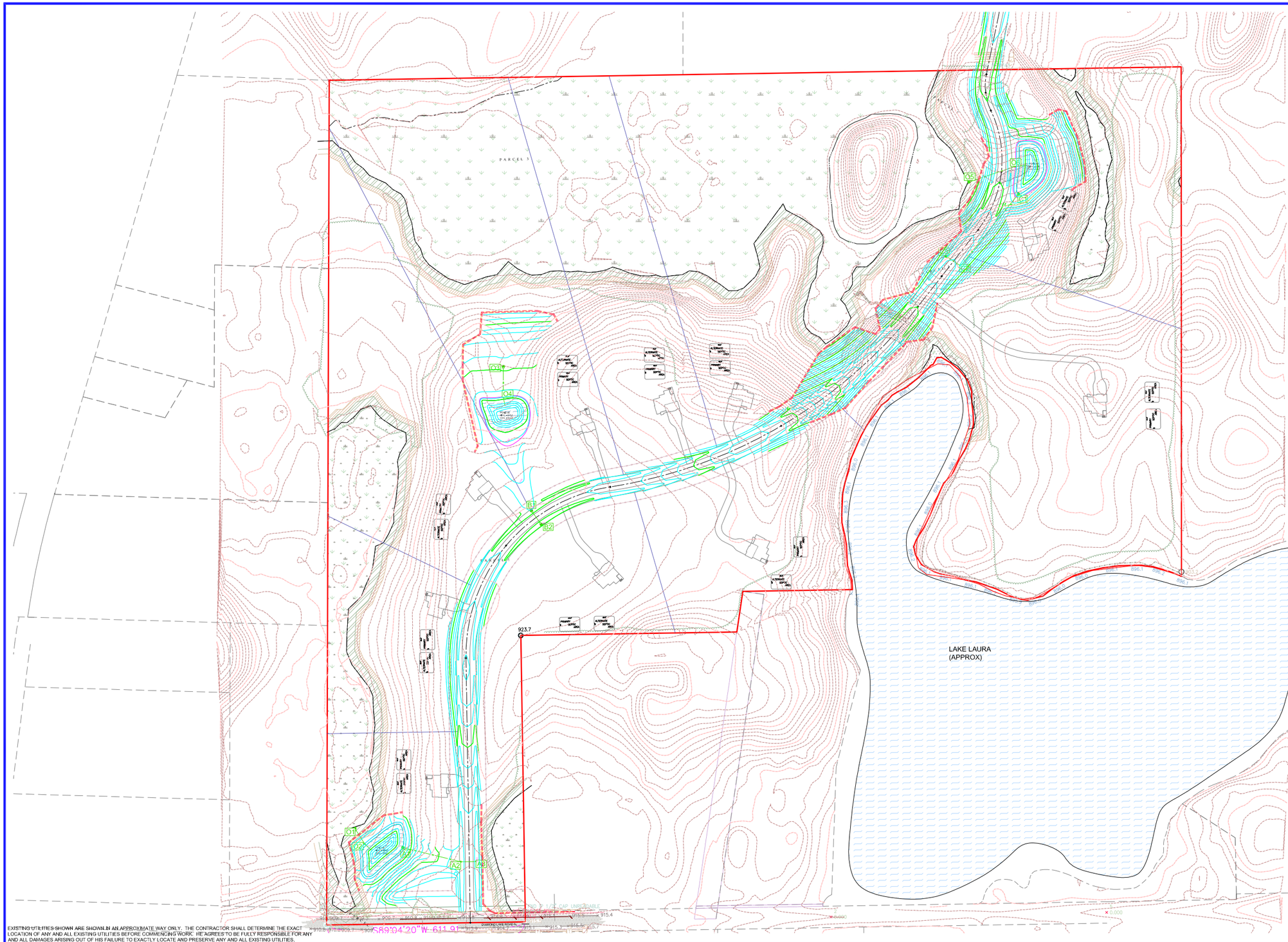
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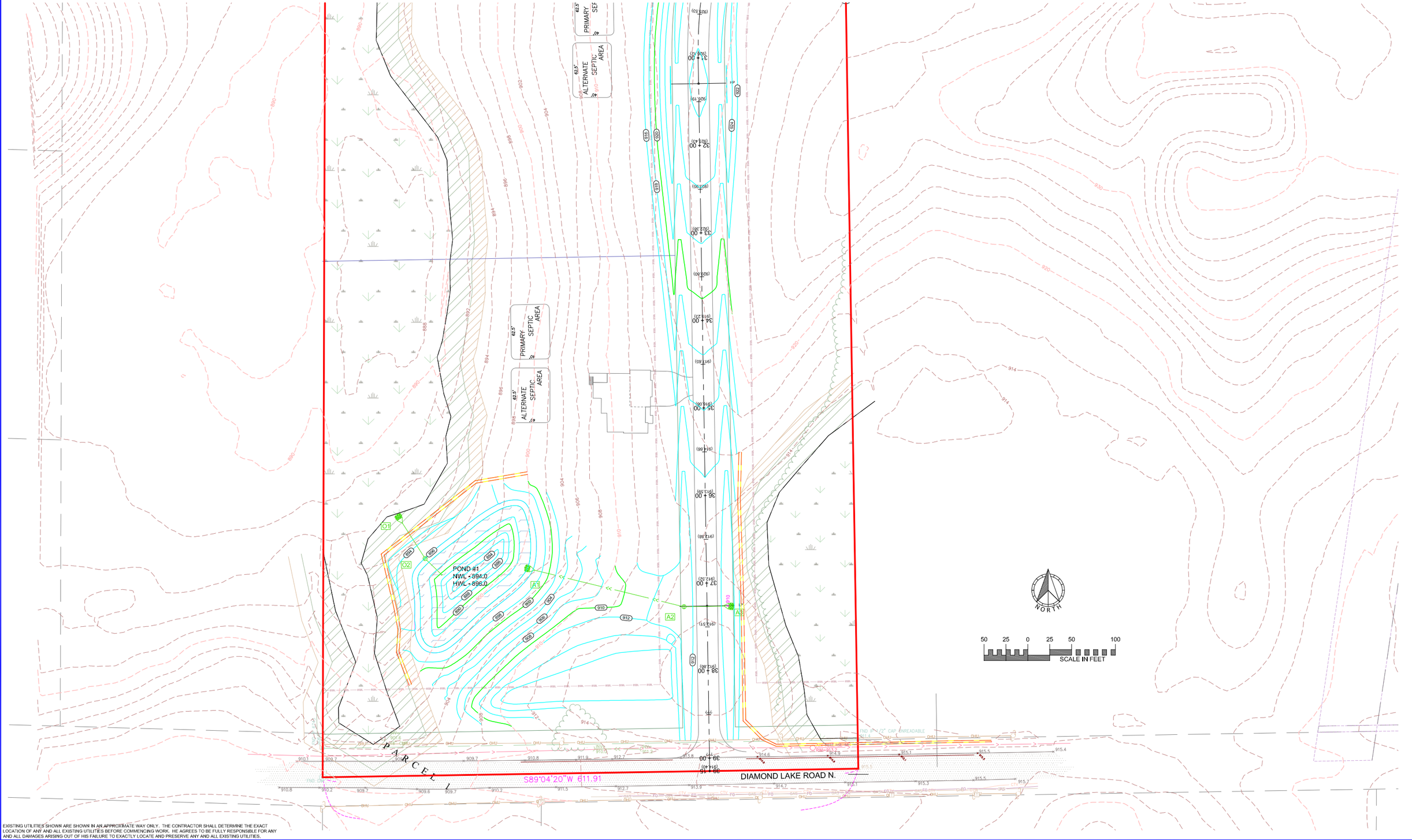
DAYTON,
MINNESOTA

SHEET NAME
SCHANY PARCEL
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FILE NO.
100954-004

GP5


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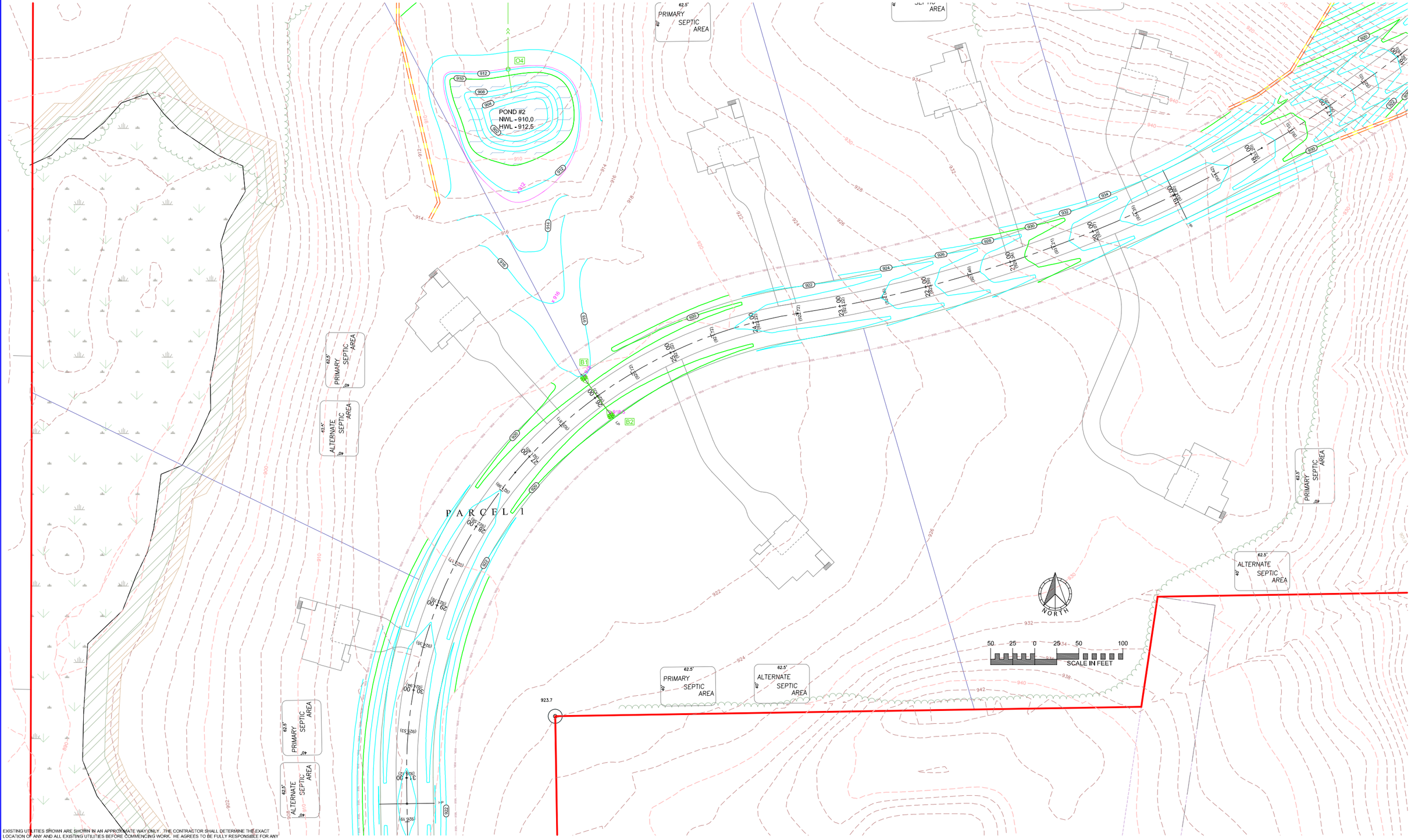
CITY PROJECT NO.
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GP2



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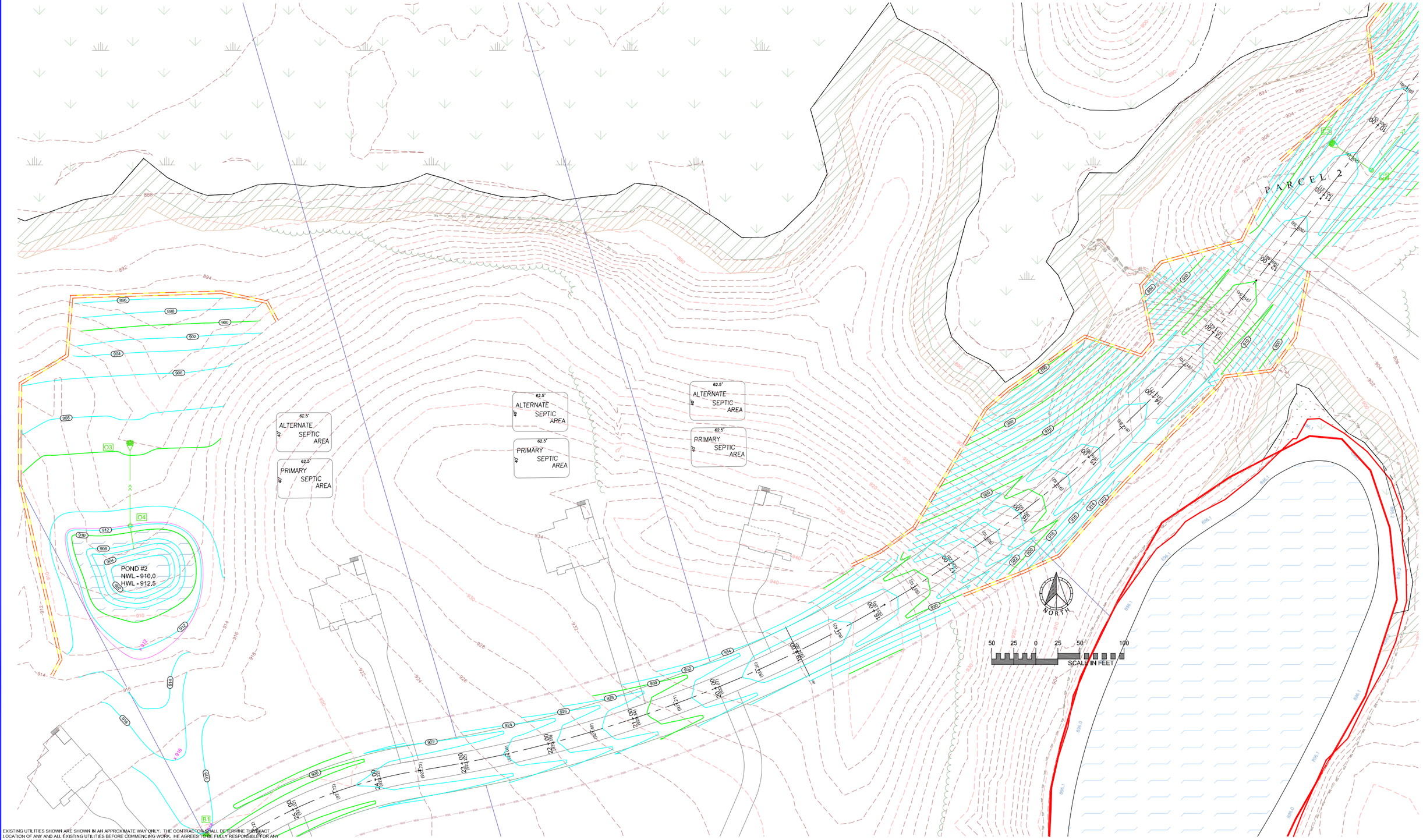
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DAYTON, MINNESOTA

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GP3



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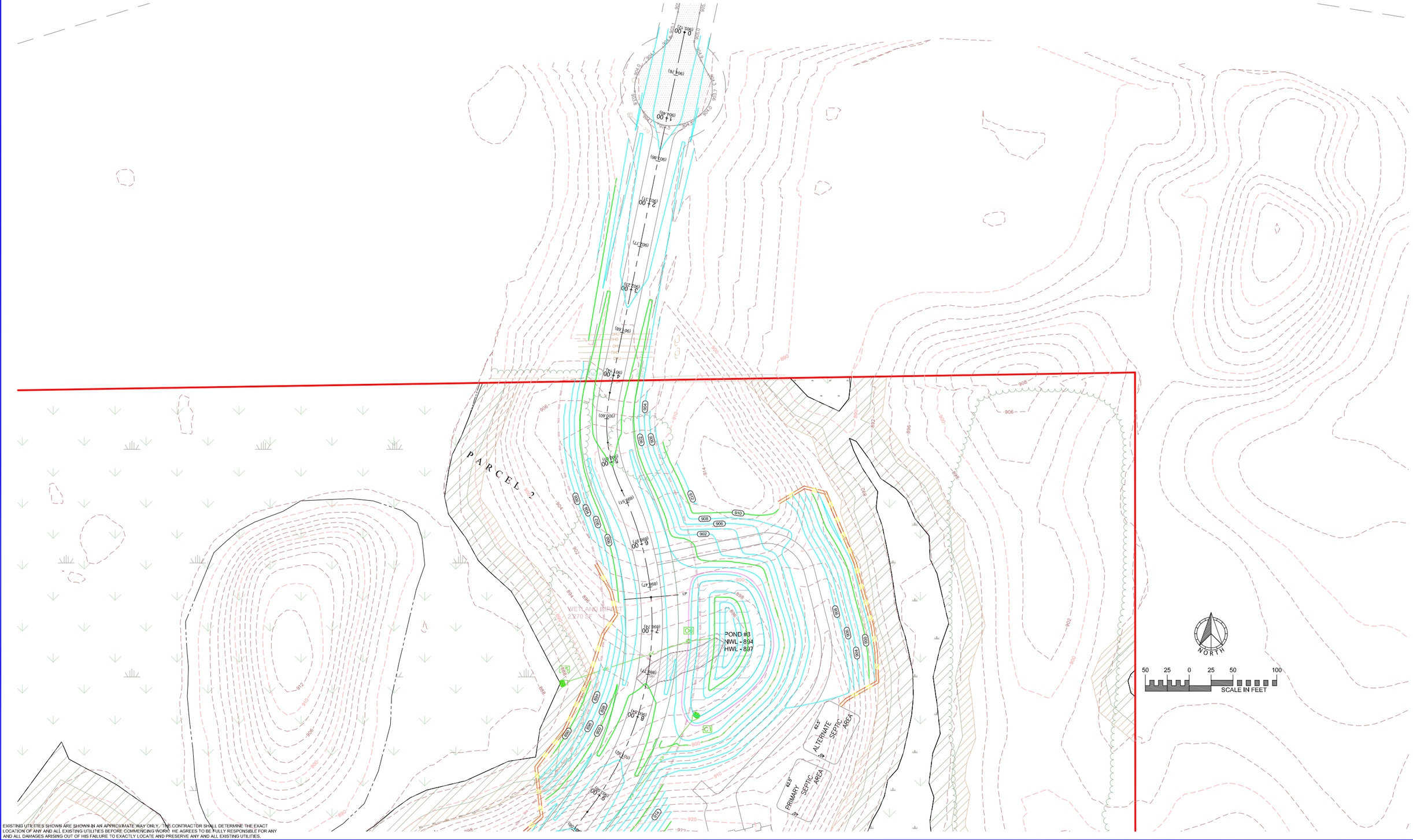
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CITY PROJECT NO.

DAYTON,
MINNESOTA

SHEET NAME
SCHANY PARCEL
BK LAND DEVELOPMENT

FILE NO.
100954-004

GP5

Meeting Date: March 6, 2025
Item Number: 8E

ITEM:
Consideration of an Amendment to the Dayton Zoning & Subdivision Ordinance Related to Public Hearing Notification Requirements

PREPARED BY:
Hayden Stensgard, Planner II

BACKGROUND:
Previously discussed by both the Planning Commission and City Council, staff has drafted an ordinance amendment to increase the area for notice to surrounding properties for all required public hearings. Minnesota state statute requires that the notice area for public hearings at the municipal level be a minimum of 350 feet. Current ordinances in place for the City of Dayton require notification to all property owners within 500 feet. To reach a larger number of residents regarding proposed conditional/interim use permits, preliminary plats, and rezonings, staff has drafted an ordinance setting the notification requirements to all property owners within 1,320 feet, or ¼ mile.

RELATIONSHIP TO COUNCIL GOALS
Not specific to any City Council goals.

ROLE OF THE PLANNING COMMISSION
The role of the Planning Commission is to conduct a Public Hearing and provide a recommendation to the City Council.

RECOMMENDATION:
Staff recommends that the Planning Commission recommend approval of the ordinance amendment.

ACTION:
The Planning Commission has the following options:

A. Motion to recommend **approval** of the Ordinance Amendment as drafted.
B. Motion to recommend **approval** of the Ordinance Amendment with revision identified by the Planning Commission
C. Motion to recommend **denial** of 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 Planning Commission.

ATTACHMENT(S):
Draft Ordinance Amendment
350', 500' and 1,320' Notification Maps of DCM Farms property for reference

ORDINANCE NO. 2025-XX

CITY OF DAYTON
HENNEPIN AND WRIGHT COUNTIES, MINNESOTA

AN ORDINANCE AMENDING DAYTON CITY CODE RELATING TO SECTIONS 1001.10 PLANNED UNIT DEVELOPMENT, 1001.23 CONDITIONAL AND INTERIM USE PERMITS, 1001.28 ADMINISTRATION AND ENFORCEMENT, 1002.04 APPLICATION OF CHAPTER, AND 1002.05 PRELIMINARY PLAT PROCEDURES RELATED TO PUBLIC HEARING NOTIFICATION REQUIREMENTS

THE CITY COUNCIL OF THE CITY OF DAYTON DOES ORDAIN:

SECTION 1. AMENDMENT. Dayton City Code Section 1001.10 is hereby amended by adding the following underlined language and deleting the following ~~strikethrough~~ language, which reads as follows:

…

Subd. 4 Procedure for Processing a Planned Unit Development (PUD)

…

(3) *Master Development Plan Review.*

a. *Purpose.* The master development plan provides the overall general plan for the proposed planned unit development including proposed land uses and their intensities, general development layout and design; and the timing and staging of various phases. Once adopted all subsequent development within the defined Master Development Plan shall be consistent with this plan.

b. The following exhibits and written narratives shall be submitted to the City by the proposed developer as a part of the application for a master development plan PUD.

c. An explanation of the character of the planned development and the manner in which it has been planned to take advantage of the planned development regulations including public benefits it is providing.

d. A list of the present ownership of all the land included within the planned development and a list of property owners within ~~500~~ 1,320 feet (one-quarter mile) of the outer boundaries of the property.

…

SECTION 2. AMENDMENT. Dayton City Code Section 1001.23 is hereby amended by adding the following underlined language and deleting the following ~~strikethrough~~ language, which reads as follows:

Subd. 1 Conditional Use Permits

DRAFT

…

(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~~ 1,320 feet (one-quarter mile) of the boundaries of the property in question. (This item is not required for administrative conditional use permit applications.)

…

(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~~ 1,320 feet (one-quarter mile) 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.

…

SECTION 3. AMENDMENT. Dayton City Code Section 1001.28 is hereby amended by adding the following underlined language and deleting the following ~~strikethrough~~ language, which reads as follows:

…

Subd. 2 Zoning Ordinance Text and Map Amendments

…

(3) *Notice.*

…

b. Upon receipt of a complete application, as determined by the City, and following preliminary staff analysis of the application, the City, when appropriate, shall set a public hearing following proper hearing notification. Notice of the hearing shall be published in the official newspaper at least 10 days prior to the hearing. Written notification of the hearing shall also be mailed at least 10 days prior to the hearing to all owners of land within ~~500~~ 1,320 feet (one-quarter mile) of the boundary of the property in question.

…

DRAFT

SECTION 4. AMENDMENT. Dayton City Code Section 1002.04 is hereby amended by adding the following underlined language and deleting the following ~~strikethrough~~ language, which reads as follows:

…

Subd. 3 Preliminary Concept Plan

…

(5) *Additional required submittals.* The requestor shall submit the following minimum materials or exhibits, unless specifically waived by City staff:

a. Names and addresses on mailing labels of all the owners for parcels under consideration and of all owners within a minimum of ~~500~~1,320 feet (one-quarter mile). The ~~500~~ 1,320 feet radius should be increased in areas where there are fewer than 25 property owners within the ~~500~~ 1,320 feet perimeter of the parcels included in the concept plan so that notices are sent to a minimum of 25 property owners.

…

SECTION 5. AMENDMENT. Dayton City Code Section 1002.05 is hereby amended by adding the following underlined language and deleting the following ~~strikethrough~~ language, which reads as follows:

Subd. 1 Filing

…

(2) *Public hearing.*

a. Upon delivery of the application, the Zoning Administrator shall set a public hearing date before the Planning Commission in accordance with Subdivision 1(2) of this Subsection, and distribute the preliminary plat and submittals to appropriate staff and referral agencies. The Planning Commission shall conduct the hearing, and report its findings and make recommendations to the City Council.

b. Notice of the hearing shall consist of a property identification number and street address or common description, a description of the request, and a map detailing the property location, and shall be published in the official newspaper at least 10 days prior to the hearing.

c. Written notification of the hearing shall be mailed at least 10 days prior to the hearing date to all owners of land within ~~500~~1,320 feet (one-quarter mile) of the boundary of the property in question.

…

SECTION 6. 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 25th day of March 2025

DRAFT

_____
Mayor Dennis Fisher

ATTEST:

_____
Amy Benting, City Clerk

Motion by _____ Seconded by_____

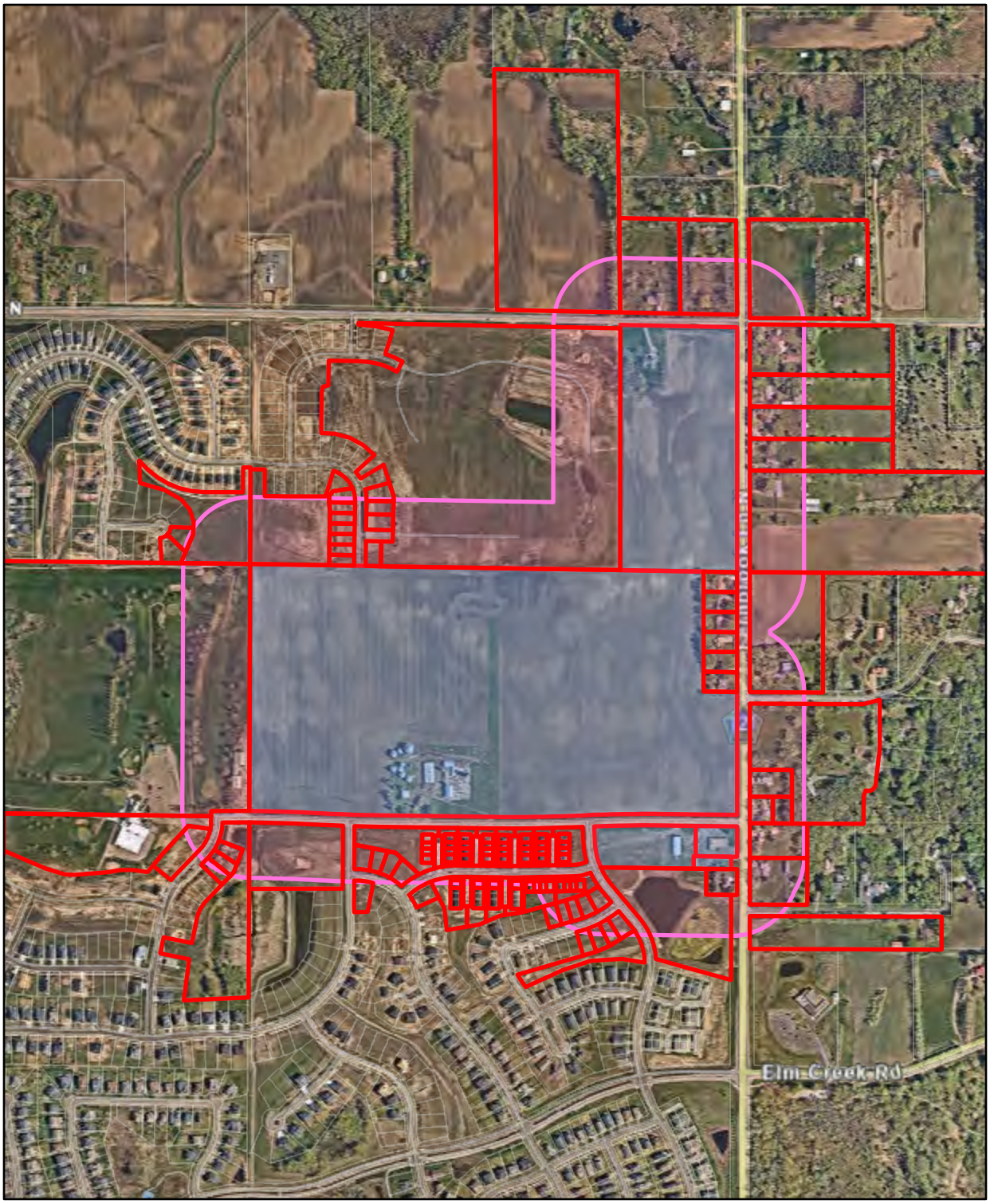
*Motion passed*_____

Published in the THE PRESS on _____

DRAFT

Hennepin County Locate & Notify Map

Date: 2/24/2025



Buffer Size: 350

134 Parcels Included in Buffer Area

0 205 410 820 Feet

Map Comments:

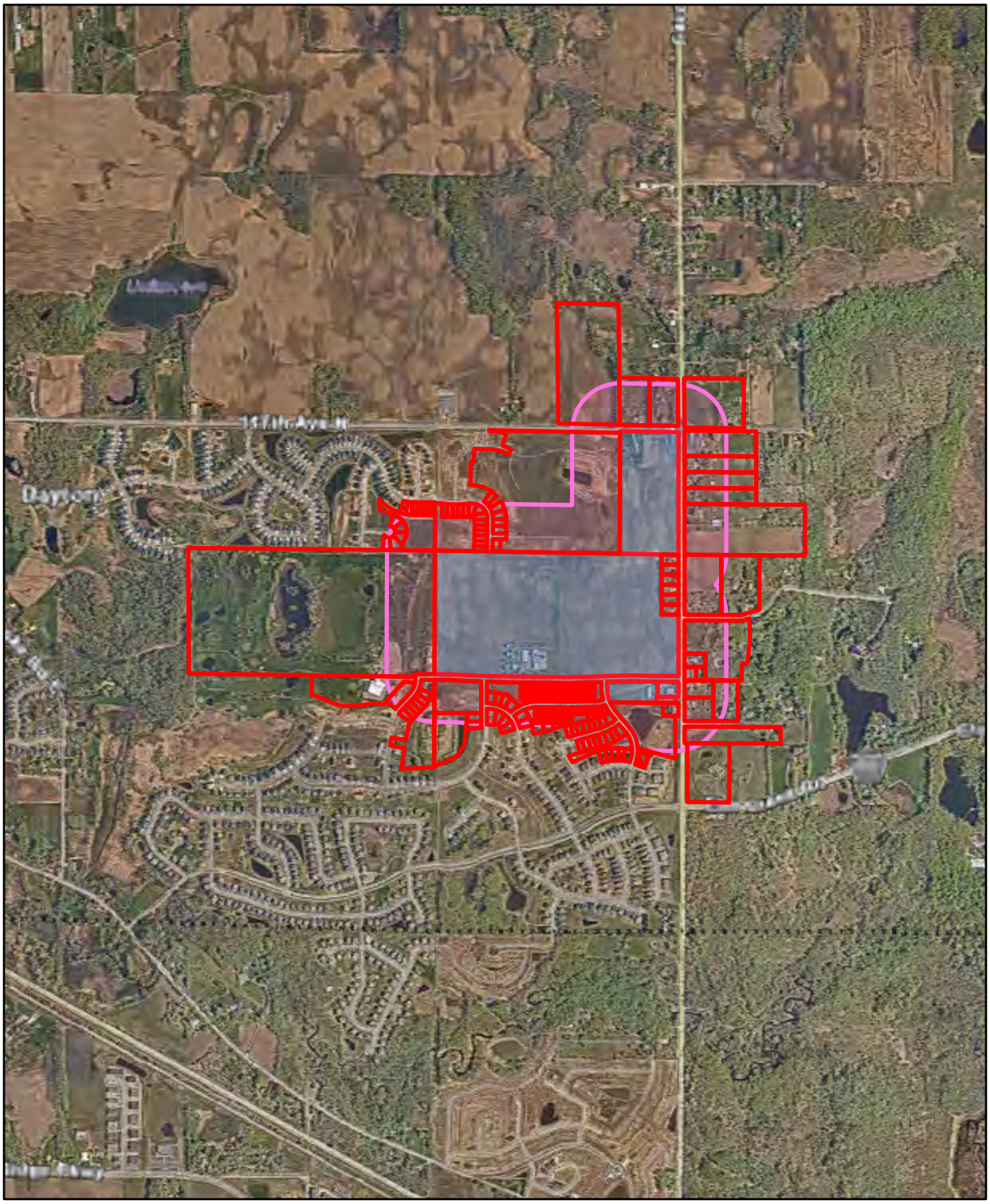
Statutory Requirement of 350 feet.

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

Hennepin County Locate & Notify Map

Date: 2/24/2025



Buffer Size: 500

189 Parcels Included in Buffer Area

0 385770 1,540 Feet

Map Comments:

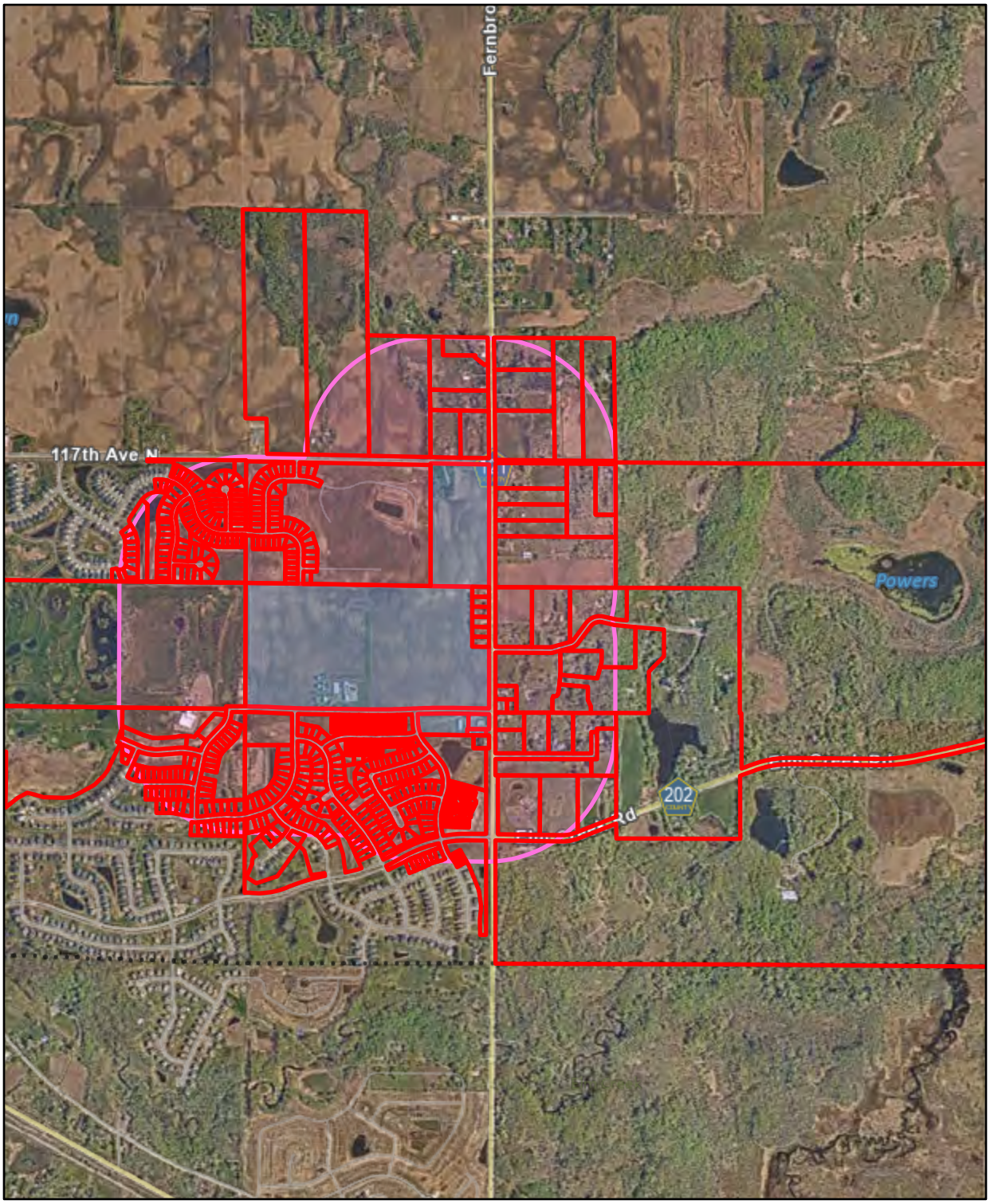
500 Foot Notification Map - City Code Current Standard

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Hennepin County Locate & Notify Map

Date: 2/24/2025



Buffer Size: 1320

0 385770 1,540 Feet

Map Comments:
Proposed City Code requirement of 1,320-foot notification distance, DCM Farms properties used as an example.

528 Parcels Included in Buffer Area

This map was used to notify surrounding property owners of the DCM Farms preliminary plat public hearing.

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