

## PLANNING COMMISSION AGENDA

Thursday, May 2, 2024

CITY OF DAYTON, MINNESOTA

12260 So. Diamond Lake Road, Dayton, MN 55327

CITY COUNCIL / PLANNING COMMISSION WORKSHOP – 5:00 P.M.

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

To Participate in the Meeting, please see [cityofdaytonmn.com](https://cityofdaytonmn.com) Calendar for Zoom Invitation.

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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, April 4, 2024

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. April 9, 2024

B. April 24, 2024

6:45    **8.      PUBLIC HEARINGS**

6:45    A. (none)

6:45    **9.      NEW BUSINESS**

6:45    A. Kwik Trip 1187

7:15    **10.     NOTICES AND ANNOUNCEMENTS**

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The City of Dayton's mission is to promote a thriving community and to provide residents with a safe and pleasant place to live while preserving our rural character, creating connections to our natural resources, and providing customer service that is efficient, fiscally responsible, and responsive.

- A. The next Regular Planning Commission Meeting is tentatively scheduled for June 6, 2024 at 6:30pm.

7:20    **11.    ADJOURNMENT** (Motion to Adjourn)





**TO:** Dayton Joint Work Session

**FROM:** Kevin Shay, Landform

**DATE:** May 2, 2024 Joint Work Session

**RE:** Dayton Parkway Master Plan Land Use Discussion

## 1. Work Session Discussion

At their March 7<sup>th</sup> meeting, the Planning Commission expressed a desire to further review the land use within the master plan boundary at a joint work session with the Council. To prepare for the land use discussion three land use maps were prepared as follows:

Option 1 – This is the option that was reviewed by the Planning Commission on March 7<sup>th</sup>. This option includes the most high density residential because the minimum density has not been increased for this map.

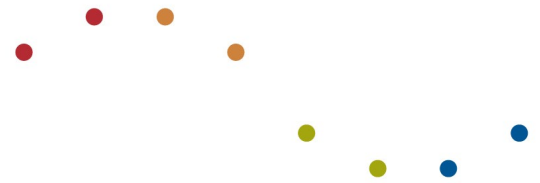
Option 2 – This option includes less high density residential with a greater area of medium density residential and a small portion of low density residential that has been added.

Option 3 – This option includes a portion of business park extending from the southern boundary. Additional medium density area has been added to transition land uses over a greater area.

Each land use map option has a table that accompanies it showing the number of acres, minimum density and expected unit capacity for the land use. The minimum density for high density residential has been increased from 15 to 20 units per acre for Options 2 and 3. All 3 options exceed the minimum number of units to comply with the requirements of the Comprehensive Plan.

### *Next Steps*

- City Council will review the draft master plan along with the feedback from Planning Commission.
- An Open House will be held following the City Council review to present the draft plan. This open house may include a formal presentation with an opportunity for questions and feedback. Staff is working to identify a date for this open house.
- A public hearing will be scheduled for the Planning Commission. The Commission will take public comments on the draft at that meeting.
- The City Council will review and approve the final version of the Dayton Parkway Master Plan.



## **2. Action**

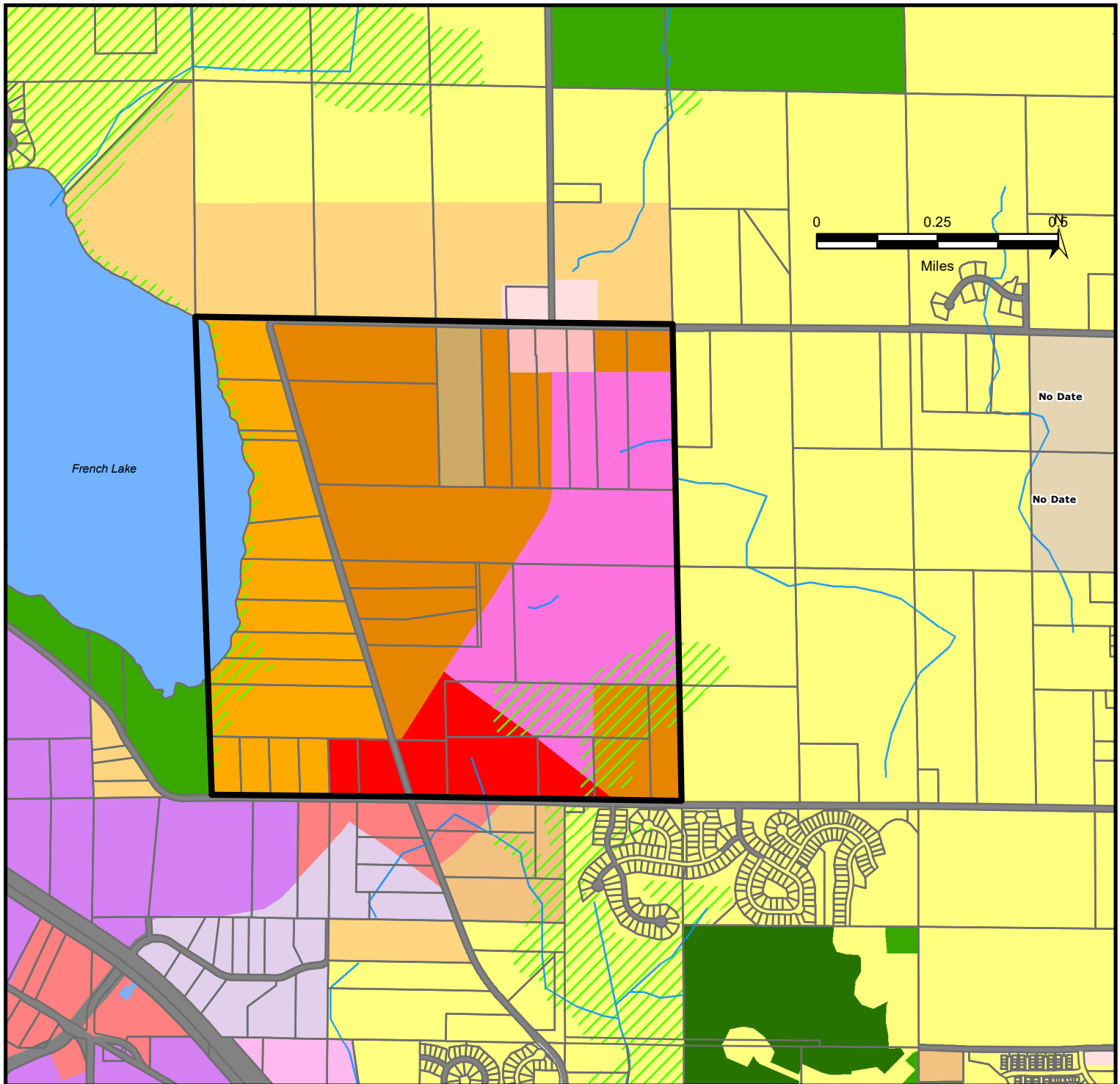
No formal action is required.

The Planning Commission and City Council should provide feedback to staff for inclusion in the plan.

### **Attachments**

1. Existing Land Use Map
2. Existing Acreage and Density Table
3. Land Use Map Option 1
4. Acreage and Density Table Option 1
5. Land Use Map Option 2
6. Acreage and Density Table Option 2
7. Land Use Map Option 3
8. Acreage and Density Table Option 3

# Existing Future Land Use



## Legend

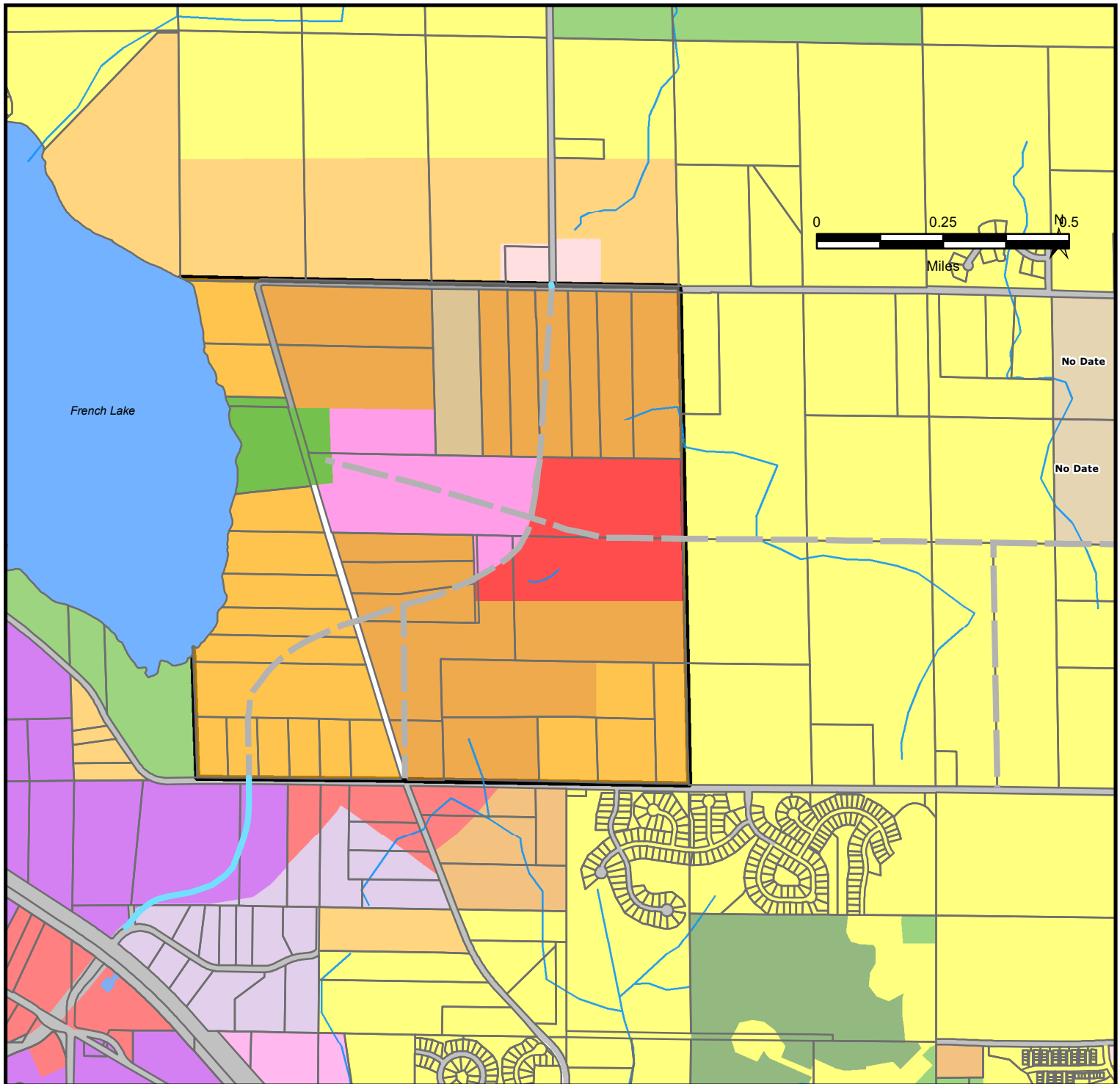
	City Boundary		Greenway Overlay		Rural Estate		Existing Mobile Home Park		Mixed Use		Public/Institutional
	Dayton Parkway Master Plan Boundary		Agricultural Preserve		Low Density Residential		Master Planned Development		Business Park		Open Water
	Parcel Boundary		Existing Unsewered Low Density Residential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

<b>EXISTING</b>			
	<b>Acres</b>	<b>Min. Density</b>	<b>Unit Capacity</b>
Agricultural Preserve	20		
Business Park	0		
Commercial	51		
High Density Residential	210	15	3152
Low Density Residential	0	2	0
Medium Density Residential	129	6	772
Mixed Use	153	12	1099
Neighborhood Commercial	10		
Open Water	32		
Right-of-Way	16		
			5023

60% residential

# OPTION 1

## Master Plan Future Land Use



### Legend

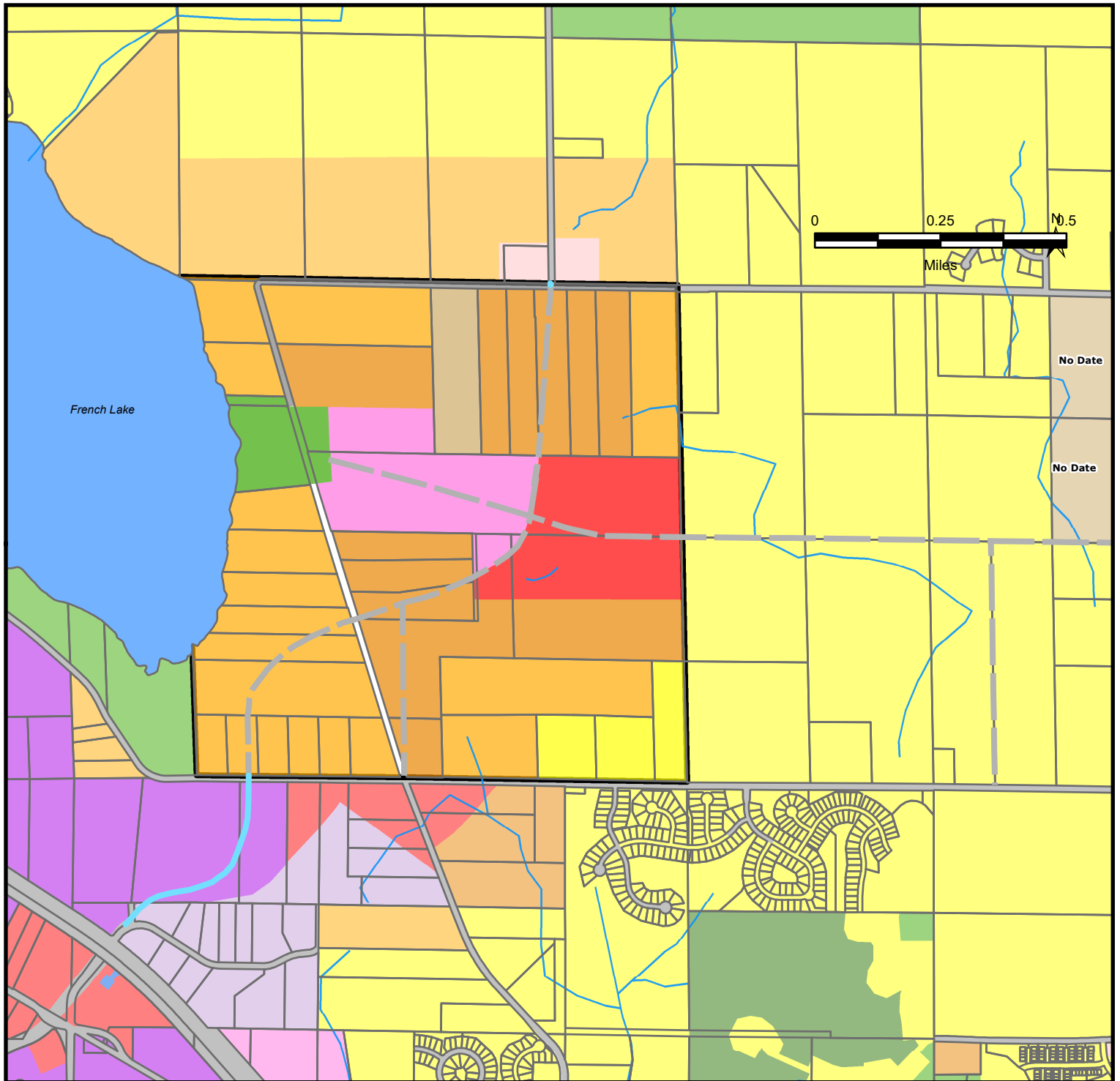
	City Boundary		Existing Unsewered Low Density Residential		High Density Residential		Mixed Use		Public/Institutional
	Dayton Parkway Master Plan Boundary		Existing Sewered Low Density Residential		Existing Mobile Home Park		Business Park		Open Water
	Parcel Boundary		Rural Estate		Master Planned Development		Industrial		Right-of-Way
	City Hall		Low Density Residential		Neighborhood Commercial		Park Open Space		Constructed Road Alignment
	Golf Course		Medium Density Residential		Commercial		Golf Course		Proposed Future Road Alignment
	Agricultural Preserve								

<b>OPTION 1</b>			
	<b>Acres</b>	<b>Min. Density</b>	<b>Unit Capacity</b>
Agricultural Preserve	20		
Business Park	0		
Commercial	60		
High Density Residential	256	15	3845
Low Density Residential	0	2	0
Medium Density Residential	162	6	969
Mixed Use	55	12	397
Neighborhood Commercial	0		
Open Water	32		
Park Open Space	21		
Right-of-Way	9		
			5211

60% residential

# OPTION 2

## Master Plan Future Land Use



### Legend

	City Boundary		Agricultural Preserve		Medium Density Residential		Commercial		Public/Institutional
	Dayton Parkway Master Plan Boundary		Existing Unsewered Low Density Residential		High Density Residential		Mixed Use		Open Water
	Parcel Boundary		Existing Sewered Low Density Residential		Existing Mobile Home Park		Business Park		Right-of-Way
	City Hall		Rural Estate		Master Planned Development		Industrial		Constructed Road Alignment
	Golf Course		Low Density Residential		Neighborhood Commercial		Park Open Space		Proposed Future Road Alignment
							Golf Course		

### Map Display

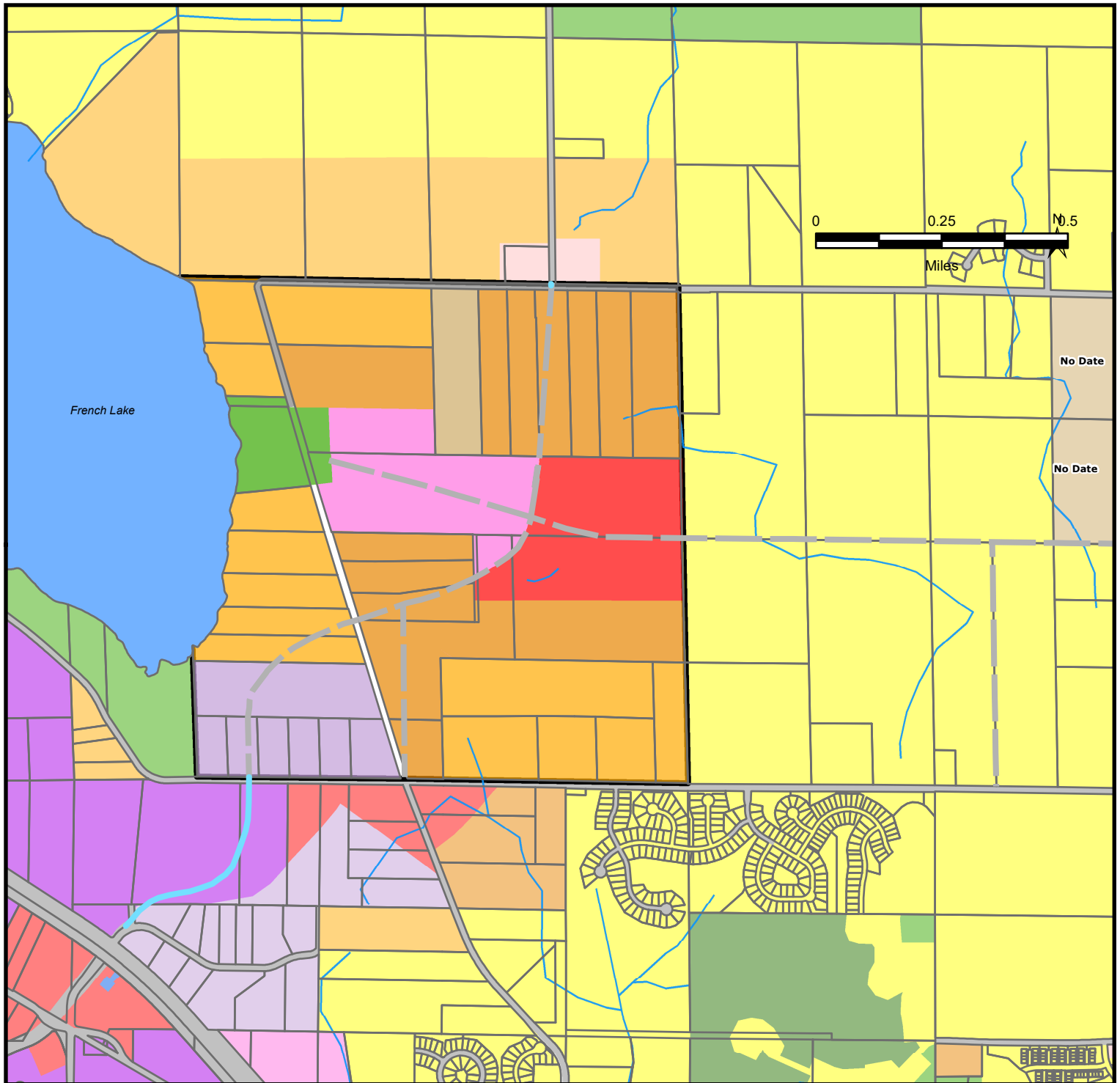
<b>OPTION 2</b>			
	<b>Acres</b>	<b>Min. Density</b>	<b>Unit Capacity</b>
Agricultural Preserve	20		
Business Park	0		
Commercial	60		
High Density Residential	175	20	3495
Low Density Residential	30	2	59
Medium Density Residential	214	6	1286
Mixed Use	55	12	397
Neighborhood Commercial	0		
Open Water	32		
Park Open Space	21		
Right-of-Way	9		
			5237

60% residential



# OPTION 3

## Master Plan Future Land Use



### Legend

	City Boundary		Agricultural Preserve		Medium Density Residential		Commercial		Public/Institutional
	Dayton Parkway Master Plan Boundary		Existing Unsewered Low Density Residential		High Density Residential		Mixed Use		Open Water
	Parcel Boundary		Existing Sewered Low Density Residential		Existing Mobile Home Park		Business Park		Right-of-Way
	City Hall		Rural Estate		Master Planned Development		Industrial		Constructed Road Alignment
	Golf Course		Low Density Residential		Neighborhood Commercial		Park Open Space		Proposed Future Road Alignment
							Golf Course		

### Map Display

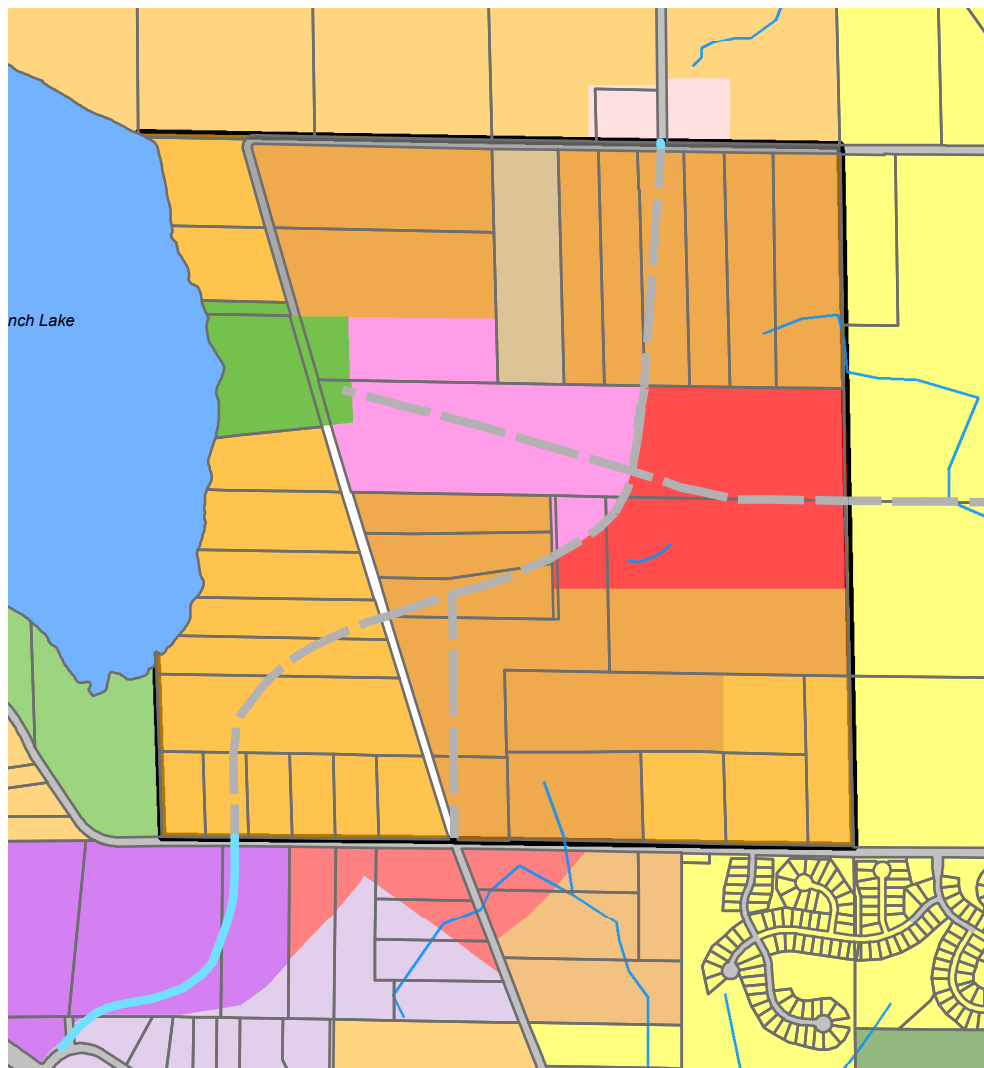
<b>OPTION 3</b>			
	<b>Acres</b>	<b>Min. Density</b>	<b>Unit Capacity</b>
Agricultural Preserve	20	-	-
Business Park	54	-	-
Commercial	60	-	-
High Density Residential	195	20	3896
Low Density Residential	0	2	0
Medium Density Residential	169	6	1012
Mixed Use	55	12	397
Neighborhood Commercial	0	-	-
Open Water	32	-	-
Park Open Space	21	-	-
Right-of-Way	9	-	-
			5305

60% residential



# Dayton Parkway Master Plan

Adopted March XX, 2024



DRAFT February 2024  
for review only



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# Dayton Parkway Master Plan Overview and Purpose

## Purpose Statement

The purpose of the Dayton Parkway Master Plan is to establish standards and guidelines for future development within the master plan area. This plan will guide future amendments to the City's Comprehensive Plan as part of the 2050 Comprehensive Plan (due in 2028). The master plan area report is established with a key focus on the forthcoming extension of Dayton Parkway and the future land uses proposed throughout the Dayton Parkway Master Plan area. The Dayton Parkway Master Plan will not change the existing future land use map adopted as part of the 2040 Comprehensive Plan but will provide guidance for developers when working with the City to allow individual land use amendment in advance of the City's 2050 Comprehensive Plan update.

The Dayton Parkway Master Plan Report aims to accomplish the following goals:

1. To establish a Town Center to serve as a destination within the community, featuring commercial retail and offices, entertainment venues, civic spaces and higher density residential development.
2. To incentivize the development of high-quality office and commercial developments that will provide employment opportunities in Dayton.
3. To encourage the use of sustainable, environmentally-friendly buildings and site development techniques.
4. To develop a transportation system that safely supports vehicles, bicyclists and pedestrians.
5. To promote development that increase the efficiency of infrastructure design.
6. To identify land use goals within the Dayton Parkway Master Plan area for the 2050 Comprehensive Plan.

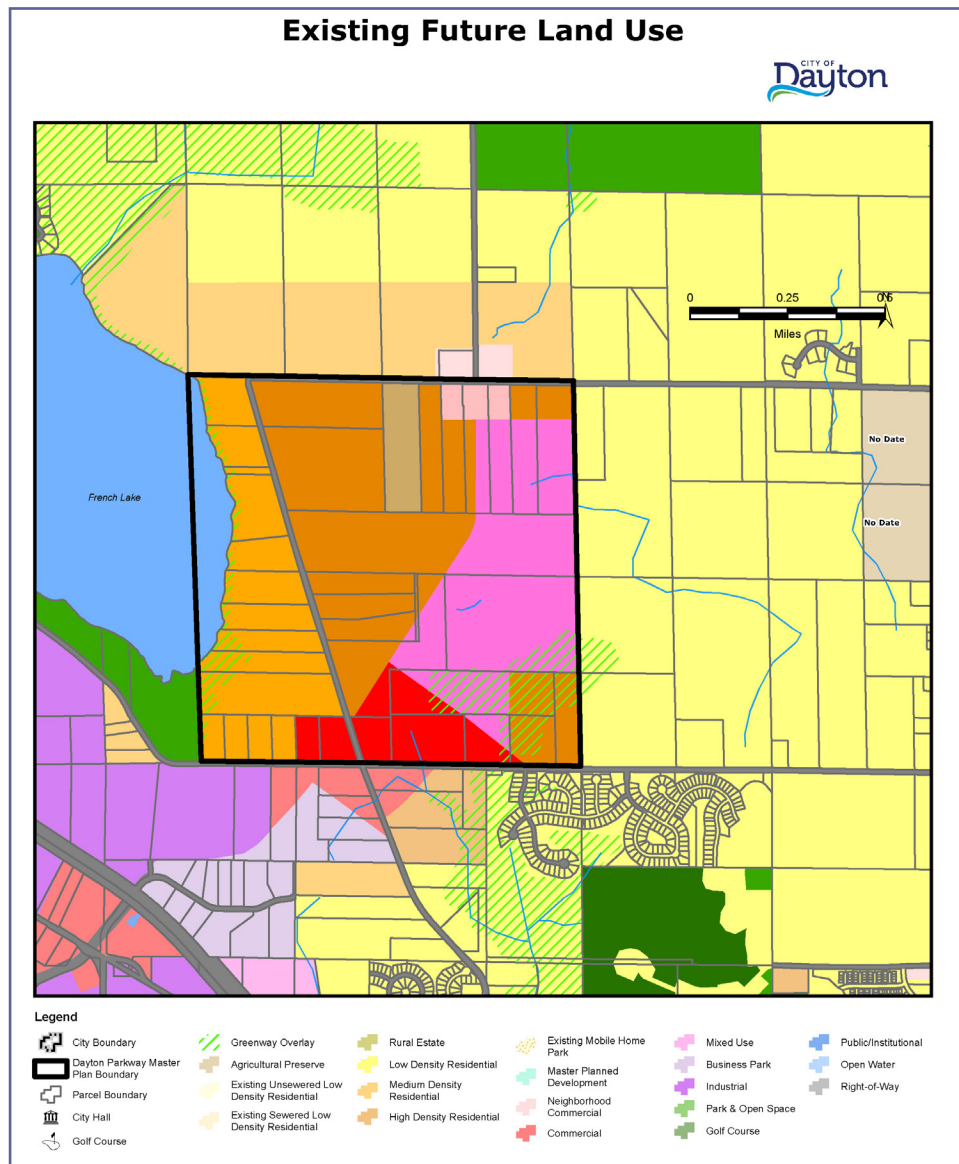
## Overview

The Dayton Parkway Master Plan establishes land use and development standards. The plan identifies a modified location for the Dayton Parkway extension and for a Town Center district and community park. The Dayton Parkway Master Plan will provide a framework that outlines the development standards for new construction, including architecture, stormwater, parks and trails, streetscapes, and landscaping to ensure future development that meets the community and City's vision for the area. The Dayton Parkway Master Plan is informed by discussions and surveys with the landowners in the master plan area and the community at-large. The intent of this document is to identify a preliminary local roadway network that can support future development while maintaining best practices and guidelines with respect to access, circulation and operations.

The Interstate 94 corridor southwest of the Dayton Parkway Master Plan area is predominantly industrial development. The Dayton Parkway Master Plan will provide increased opportunities for commercial, residential and civic development to help diversify urban development in the area.

## Application

The Dayton Parkway Master Plan will not change the existing land uses or zoning but provide guidance for developers as they work with City staff on projects in the area. The Dayton Parkway Master Plan will be used to inform the City's 2050 Comprehensive Plan update, however individual amendments could happen prior to the 2050 Comprehensive Plan update if development is proposed prior to the update. The 2040 Staging Plan does not anticipate development within the Dayton Parkway Master Plan area until after 2030. The format and content are specifically tailored for use as a supplement to the Zoning Ordinance. All provisions of the Zoning Ordinance shall apply to parcels in the Dayton Parkway Master Plan area and these standards shall be in addition to these provisions. Where there is a conflict between the Zoning Ordinance and the Dayton Parkway Master Plan, the more restrictive provisions shall apply.



*Existing Future Land Use Map in the 2040 Comprehensive Plan*



# Dayton Parkway Master Plan Principles

The revised future land uses within the Dayton Parkway Master Plan area reflect the evolving needs and aspirations of the community. The updated Dayton Parkway Master Plan map will promote a blend of land uses that will help to establish a vibrant and sustainable urban environment.

The decision to exclude industrial land uses from the Dayton Parkway Master Plan area is deliberate, considering the existing industrial development to the south and along the Interstate 94 corridor and in compatibility of industrial development adjacent to the Town Center and high density residential. Promoting commercial and office development within the Dayton Parkway Master Plan area will further enhance existing industrial development by providing increased and diverse employment opportunities. Diversifying land uses and the economic base of the City helps create a balanced mixture of land uses that sustains both resident and business interests. This forward-looking approach is crucial in positioning the area as a model for sustainable and attractive urban development.



*Duplex*



*Commercial/retail mixed-use*

The Dayton Parkway Master Plan area places a strong emphasis on accommodating a variety of residential developments, recognizing the importance of a well-rounded community that provides as many housing choices as possible to fit different lifestyles, resource use and budgets. Medium-density residential areas should include a mix of townhouses, duplexes, villas and courtyard homes that will foster a sense of community while efficiently utilizing space. High-density residential areas aim to provide living through the development of apartments, condominiums and mixed-use buildings. The diversification of housing types ensures that the Dayton Parkway Master Plan area will appeal to a broad demographic, fostering life-cycle housing and a livable community for all residents.

A key shift in the Dayton Parkway Master Plan involves the establishment of a mixed-use town center in the Master Plan area. The town center recognizes the importance of creating focal points within the City that integrate residential, commercial, social, civic, retail and office spaces. With a higher residential density than proposed elsewhere in the City, the Town Center is poised to become a dynamic hub that fosters economic growth and community interaction. The Dayton Parkway Master Plan area will provide diverse amenities and housing options and will act as a local and regional destination, drawing people from neighboring areas and enhancing the City's services, improve transportation, add amenities and build tax base.



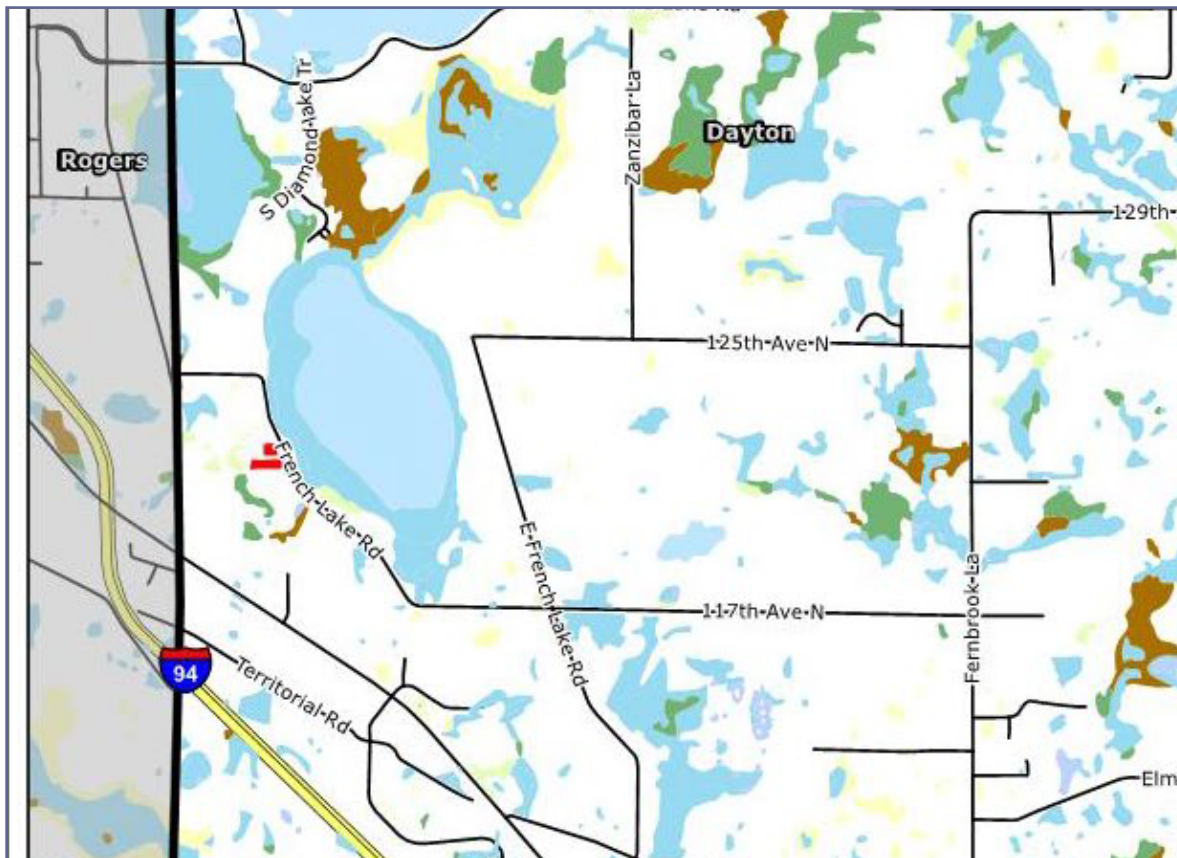
## Architecture

In the Dayton Parkway Master Plan area, building architecture shall adhere to the ordinance standards unless development is located within the Town Center where higher architectural quality and standards are required. Development not within the Town Center is encouraged to employ the standards of the GMU-2 district that will enable a cohesive identity throughout the Master Plan area.

## Parks and Natural Resources

As the community experiences major population growth and land development, it is important that the city identify natural resources in order to guide future development to the most appropriate locations. The proposed community park will be developed as part of the Town Center district and connected to surrounding parks and neighborhoods with a trail system developed in coordination with roadway infrastructure improvements. Parks will provide a range of recreational opportunities, including community parks, small neighborhood parks, special use parks, public access to lakes/waterways, and natural and historic areas. A community-wide trails system will provide connections to parks, natural open spaces, cultural/historic sites, community destinations and trails of surrounding communities.

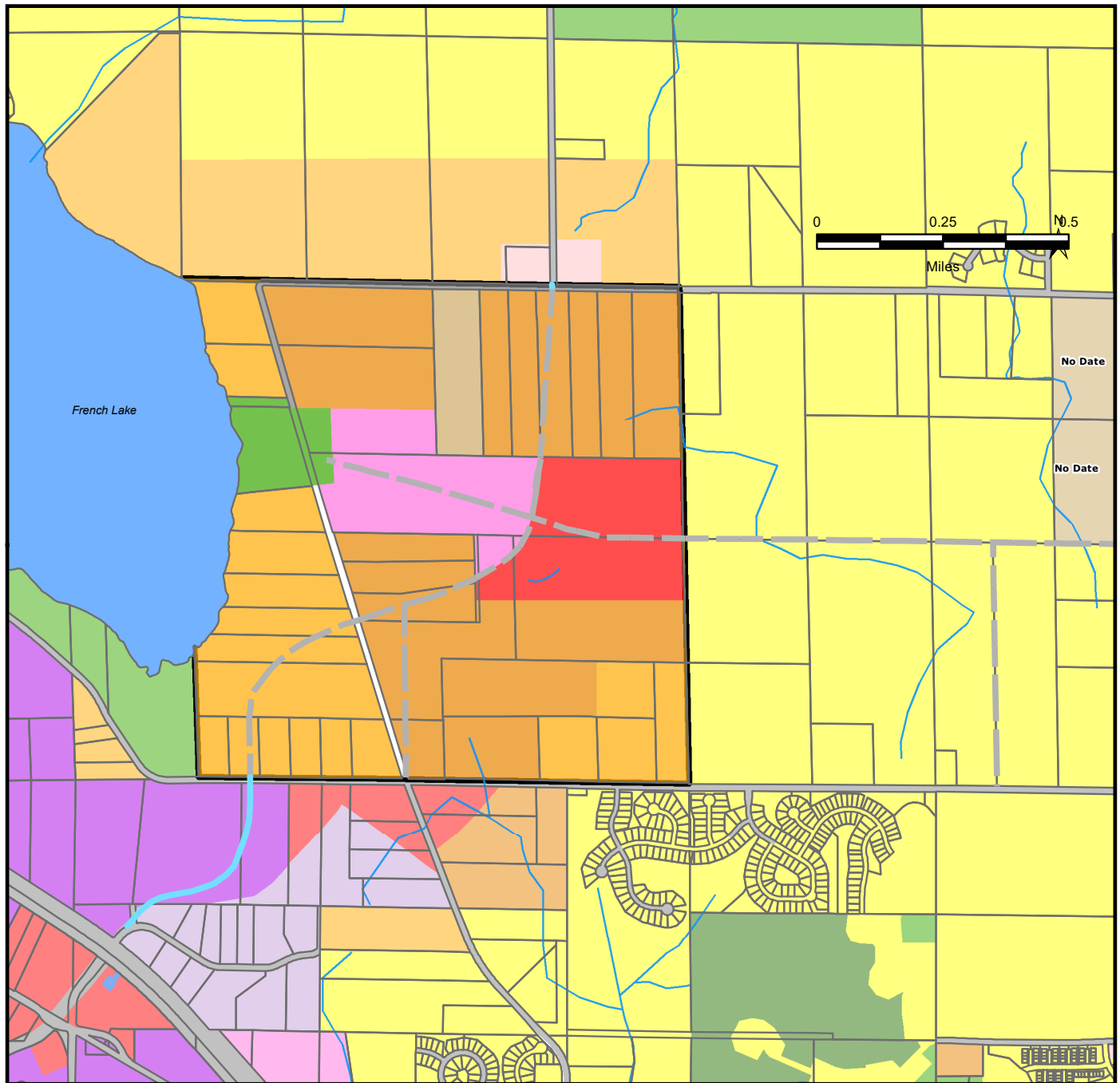
The Natural Resources Map indicates there are Maple-basswood forests, open water and wetlands within the Dayton Parkway Mater Plan area. The City will continue to preserve natural areas for multiple uses including wildlife habitat, lake and wetland restoration, fishing, parks and other recreational uses.



Wetlands Inventory Map in the 2040 Comprehensive Plan



# Master Plan Future Land Use



## Legend

City Boundary	Existing Unsewered Low Density Residential	High Density Residential	Mixed Use	Public/Institutional
Dayton Parkway Master Plan Boundary	Existing Sewered Low Density Residential	Existing Mobile Home Park	Business Park	Open Water
Parcel Boundary	Rural Estate	Master Planned Development	Industrial	Right-of-Way
City Hall	Low Density Residential	Neighborhood Commercial	Park Open Space	Constructed Road Alignment
Golf Course	Medium Density Residential	Commercial	Golf Course	Proposed Future Road Alignment
Agricultural Preserve				

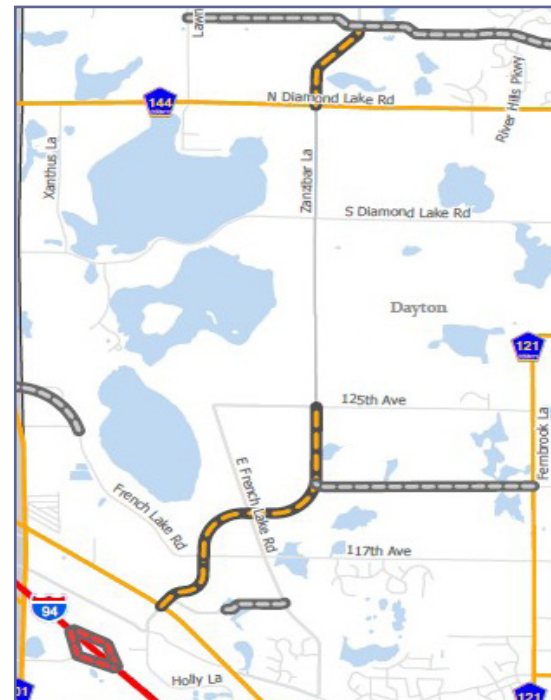


# Transportation

## Dayton Parkway Extension

In response to the growing needs of the community and expansion of urban development from the southeast, the Master Plan Area includes a strategic extension of Dayton Parkway, a vital connector road that will provide a north-south connection through the City between Highway I-94 and the Mississippi River. Dayton Parkway currently extends to an intersection with 117th Avenue North where it abuts the southwest boundary of the Dayton Parkway Master Plan Area. An extension of Dayton Parkway from 117th Avenue North to Zanzibar Lane is identified in the 2040 Comprehensive Plan scheduled for construction in 2035.

The proposed alignment of the Dayton Parkway extension through the Master Plan area will connect with Zanzibar Lane North in the northeast corner of the Master Plan area. The proposed route is strategically placed to avoid natural resources and increase the connectivity of existing roadways such as French Lake Road East. The alignment will provide a more direct connection between southwest and northeast Dayton and create new opportunities for residential, commercial and civic development in the Master Plan area as urban growth continues to expand from the Interstate 94 corridor to the southwest. The Dayton Parkway extension will serve as a main corridor through the Master Plan Area



2040 Comprehensive Plan future roadway map

Roadway	Extents		Timeframe	Jurisdiction
I-94 Interchange	Interchange Area		2020	Dayton/MnDOT
Dayton Parkway	Brockton Lane (CSAH 101) to CSAH 81	4-Lane Construction	2020	Dayton/MnDOT
Dayton Parkway	CSAH 81 to 117th Avenue	4-Lane Construction	2025	Dayton/Hennepin Co
113th Avenue	113th Avenue existing to East French Lake Road	3-Lane Construction	2025	Dayton
French Lake Road	Rogers Drive to Dayton Parkway	2-Lane Construction	2025	Dayton
Pioneer Parkway	Lawndale Lane to Dayton River Road (CR12)	2-Lane Construction	2030*	Dayton
Dayton Parkway	117th Avenue to Fernbrook Lane Extension	4-Lane Construction	2035	Dayton/Hennepin Co

Table of planned roadway improvements showing this section of Dayton Parkway planned for development by 2035.

## Street Hierarchy

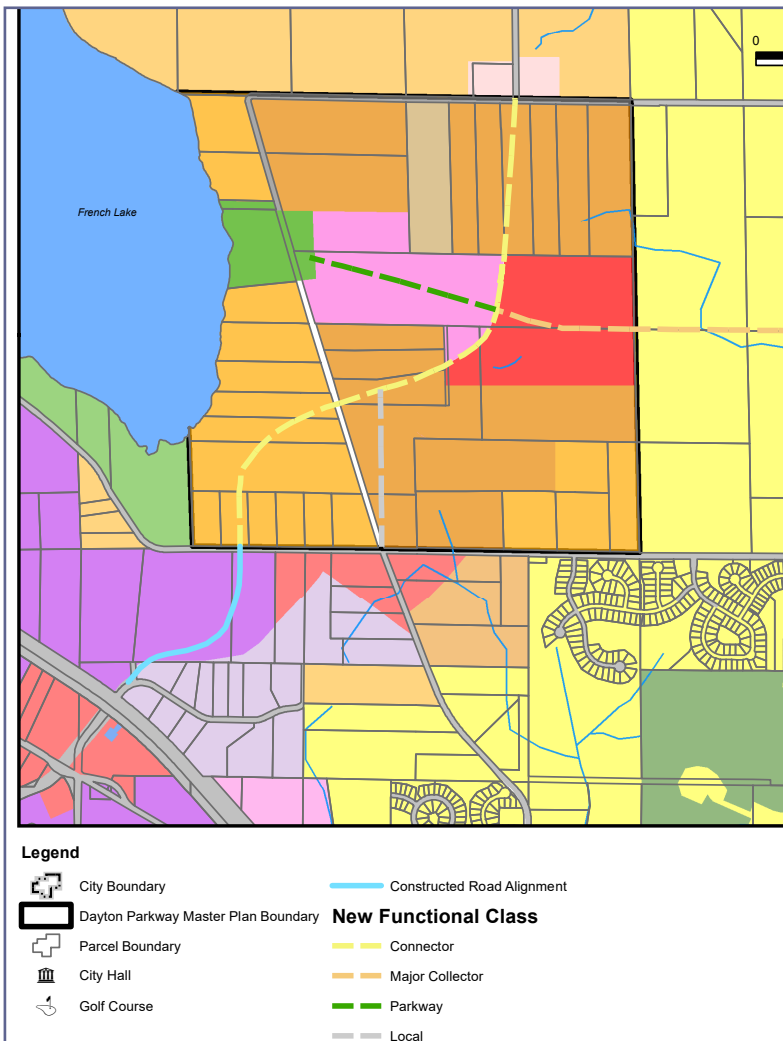
The implementation of a well-defined street hierarchy is a key component of the Dayton Parkway Master Plan area. This will ensure safe and adequate access from the new Dayton Parkway to lower classification streets utilized for access to future developments.

The 2040 Comprehensive Plan identifies the functional classification for Dayton Parkway as a Future Connector. Connector roadways provide safe connections to communities at the edge of the urbanized area and in rural areas. The 2050 Comprehensive Plan update will review the proposed classification for the Dayton Parkway extension as traffic continues to increase.

When the Dayton Parkway extension is constructed there will be increased opportunities for new development and local streets to be constructed with access to Dayton Parkway. An east-west connection is proposed within the site for a future extension of 121st Avenue North to French Lake Road East to provide a main corridor for local traffic through the proposed Town Center district. The future extension of 121st Avenue North will provide a key link to the eastern half of Dayton.

The City anticipates that jurisdiction over Dayton Parkway will eventually transfer over to Hennepin County. The City will work with Hennepin County to ensure that improvements are made in coordination with the City.

One significant development consideration in this district is increasing the intensity of use without overloading the existing and future transportation networks. This plan will create safer, better managed traffic flow and street intersections. Dayton Parkway will serve as the central route through the Master Plan area. As improvements are made to this road, emphasis should be placed on creating a pedestrian-friendly environment. Enhancements to traffic controls, pedestrian connections, lighting, gateway elements and landscaping at key



Functional classifications of roadways through the Dayton Parkway Master Plan area.

## Street Design

Dayton Parkway shall be designed with a green boulevard and a landscaped median consistent with the newly constructed Dayton Parkway that abuts the Master Plan area boundary. Future connections to the Dayton Parkway extension should be developed as a continuous network. Cul-de-sacs should be avoided in favor of connecting streets that will facilitate routes for multi-modal routes within the Dayton Parkway Master Plan area.

Community residents highlighted priorities for the transportation system in this area. Foremost among the community's priorities is improving transportation safety. The master plan area shall incorporate modern infrastructure design with an emphasis on traffic safety and providing facilities and connections for pedestrians and cyclists. Improved maintenance was also identified as a key transportation issue by residents. A comprehensive strategy should be created to ensure the longevity and optimal functionality of transportation infrastructure.

The proposed street designs are varied to accommodate different needs for accessibility and level of development. A street design featuring sidewalks or trails on one side offers a balanced approach for less dense areas while retaining access for all users within the Dayton Parkway Master Plan area.

A higher level of street design, featuring sidewalks and trails on both sides of the street should be utilized in areas with higher traffic and dense residential and commercial developments. The street design will also reinforce the street hierarchies within the master plan area.

The street design aims to create a transportation network that meets functional requirements and enhances the overall livability of the community with consideration of resident priorities for transportation.



*High-amenity parkway street*

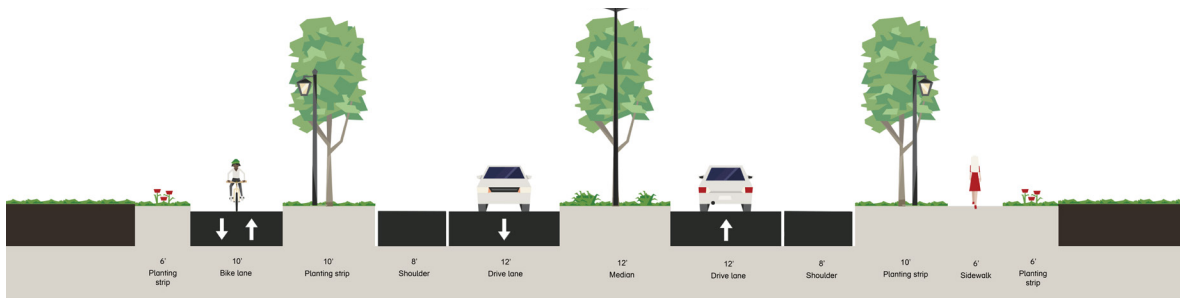


*Local road with parking on one side*

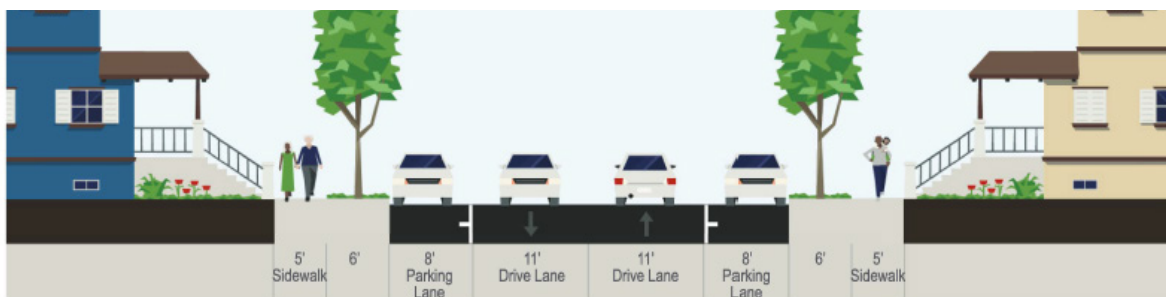


*Example of a high-amenity local street with parking on both sides, bicycle paths, sidewalks and pedestrian crossings*

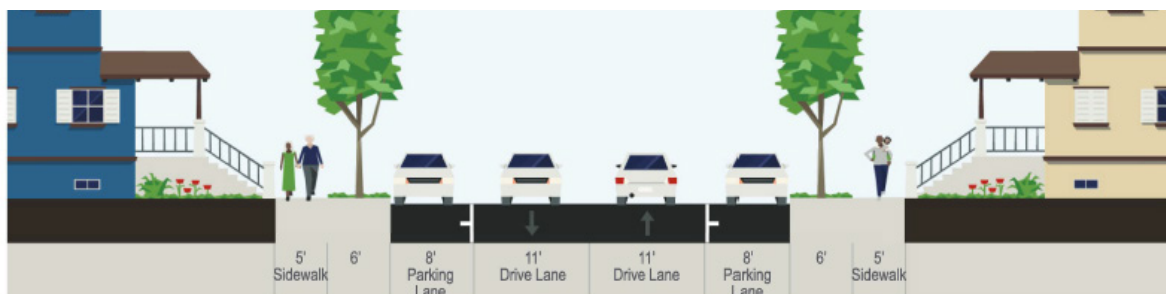




**Parkway Street:** a tree-lined street with a 150-foot right-of-way and landscaped center median. The median may have trees, native plantings, or perennials and shrubs depending on the surrounding context. Upgraded landscaping shall be utilized where the parkway provides access to neighborhoods or the Town Center district. In special cases, the median or boulevard may be depressed and function as a stormwater amenity. In this case, upgraded plantings shall be utilized. The City Engineer may reduce or eliminate on-street parking for this street type outside the Town Center depending on the surrounding context.



**Connector Street:** a street with a 120-foot right-of-way that prioritizes movement across the community. Parking shall be provided on both sides of the street. In some instances, parking on one side of the street may be replaced with an on-road bicycle path to relocate commuting cyclists from the sidewalk.



**Local Street:** a single-lane two-way street with a 60-foot right-of-way and street parking on one side. Designed to serve the movement needs of neighborhood residents, sidewalks shall be provided on both sides for pedestrians and bicyclists. The boulevard shall consist of turf with overstory or ornamental trees that provide a canopy for the street. The drive lane is slightly wider to provide buffer space for vehicles.



## Site and Structures

The standards in this chapter shall apply to new developments throughout the Dayton Parkway Master Plan area.

### Parks, Trails and Public Spaces

New public spaces, parks, and common greens or open space should be linked to other community parks and open space with trail connections to the existing and proposed future City parks and trail systems. Safe, convenient pedestrian crossings are a priority within the Dayton Parkway Master Plan area.

There are no existing parks in the Master Plan area. The 2040 Comprehensive Plan identified a future neighborhood park east of French Lake. A future community Park is now proposed with the Dayton Parkway Master Plan area that is strategically located along the east shore of French Lake. The community park will serve as a transition from French Lake to the proposed Town Center district. The community park will contribute to the urban fabric as a social center for the Town Center and Dayton community.

To assemble the park land and develop park amenities, the City will take park dedication from new developments in the form of land dedication or cash in-lieu-of land. Collaboration with the Minnesota Department of Natural Resources (DNR) is essential to ensure the park is seamlessly integrated with French Lake, enhancing ecological sustainability while leveraging the recreational appeal of the lake.

The community park shall be suitable for natural outdoor recreation, a place to enjoy scenes of downtown and possible concerts and celebrations. Picnic tables for lunch, benches for people watching and connection to the Town Center will help to create a vibrant community park. A survey of Dayton residents indicated a preference for the following amenities: paved trails, playgrounds, seating areas, pavilions and natural trails.

Priority should be given to ensuring strong bike and pedestrian connections throughout the Master Plan area, especially providing access to regional amenities such as the Town Center and community park. Small plazas, parks and



*Exterior bike racks*



*Public open space*



*Community pavilion*



*Paved regional bike path*



public spaces are also encouraged with the site and building design for new developments that will serve to enhance the public realm within the Master Plan area.

The greenspace plaza planned for the Town Center shall include benches, bike racks, trash receptacles, lighting fixtures and other amenities to create a welcoming space for tenants of surrounding buildings and members of the community. The Town Center greenspace plaza should be designed as a high amenity location and may also be situated as a transition or point of convergence with the regional park.

Multi-family residential developments shall be required to provide landscaped private open space for their residents. This open space shall be designed and landscaped for outdoor recreation.

## Screening

In addition to screening standards in the zoning ordinance, the additional standards in this section are intended to reduce negative visual impacts to the character of the Master Plan Area for building features that are otherwise required.

Loading docks and overhead doors that are visible from public roads or residential property shall be screened to 80% opacity year-round. Overhead doors should be designed in a style complementary to the building architecture.

The visual impact of rooftop equipment should be minimized using one of the following methods:

1. A parapet wall.
2. A fence with a height exceeding at least one foot above the top of the rooftop equipment and is compatible with the architectural features of the building.
3. The rooftop equipment shall be painted to match the roof or the sky, whichever is most effective.

Loading areas, with the exception of passenger loading, shall be screened as required by the Zoning Ordinance. Utility service structures (such as meters, utility lines, transformers, above ground tanks, etc.) and ground mounted mechanical equipment must be screened from off-site views utilizing a mix of double-row landscaping, privacy fence or walls that are the same height of the structure it is screening. A chain link fence with slats shall not be accepted as screening.

All utility services shall be underground except as provided in the Zoning Ordinance.



*Screening for mechanical equipment and trash receptacles*



*Rooftop screening designed as an additional story*



*Mechanical screening integrated with the building design*

## Parking

Parking shall comply with the standards in the Zoning Ordinance including screening from residential properties. Bicycle racks shall be provided for all multi-family and non-residential uses and shall be placed near the entrance if a minimum 5-foot wide pedestrian access to the building is maintained. Bicycle parking may occupy a maximum of two required parking stalls without requiring additional parking.

Parking bays shall have landscape islands at the end of each bay. Parking bays in excess of 20 spaces in length shall be divided by intermediate islands. Trees shall be located in the islands to shade the parking lot and reduce the heat island effect. Landscape islands at the end of each parking bay shall provide at least 250 square feet of area for trees, shrubs and/or groundcovers. Intermediate landscape islands shall provide at least 150 square feet of planting area for trees, shrubs and/or groundcovers. Parking areas greater than 30,000 square feet in area shall be divided both visually and functionally into smaller parking courts. At least 40% of all parking spots in a parking lot shall abut a landscaped area, internal sidewalk or public sidewalk.

To enhance the pedestrian experience, a landscape buffer shall be provided between all parking areas and the public sidewalk or trail. The buffer shall be a minimum of five feet in width and include plantings such as shrubs, small trees or flowers. Walls or fences no less than three feet tall that allow views in and out of parking areas may be used in addition to or in-lieu of landscape materials.

Parking lots should incorporate stormwater management into the parking lot as an amenity feature. When appropriately designed, these features can be used to meet the landscape island requirements.

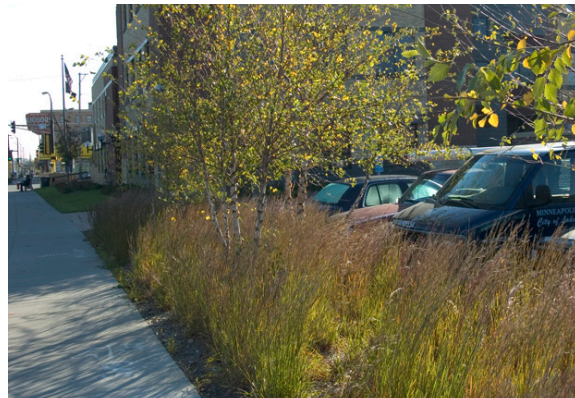
Any lighting used to illuminate an off-street area shall be arranged so as not to reflect upon adjoining property, adjacent residential uses and public rights-of-way and be in compliance with lighting standards in the Zoning Ordinance.



*Pedestrian connections through parking lots*



*Landscape islands in parking areas*



*Vegetative parking lot screening*



## Landscaping

Site design and landscaping should be designed to work with the existing topography of the area and preserve wooded areas, wetlands, and natural viewsheds to the greatest extent possible. Sustainable landscapes are also encouraged for new developments. Sustainability, in terms of the landscape, is the ability of plant species to maintain healthy growth with minimal human assistance. Encouraging resilient landscaping options further underscores the commitment to sustainability by creating landscapes that can withstand environmental challenges and changes.

This sustainable landscaping approach not only enhances the appeal and appearance of development within the Master Plan Area but also contributes to the overall ecological health and resilience of the community.

Developments shall include a full complement of overstory, ornamental and evergreen trees and shrubbery. Ground covers, specifically, should exhibit hardiness, drought resistance, and the capacity to provide year-round color and visual interest. All areas not occupied by buildings, parking, driveways, sidewalks or other hard surfaces shall be landscaped with approved groundcover, flowers, shrubbery and trees.

Traditional lawns have their place in new developments. However, traditional lawns are not conducive to sustainable practices desired in the Master Plan area as they require large amounts of water and maintenance. Alternatives to traditional lawns are available and appropriate as part of sustainable development. Native prairie plantings and establishment of bee lawns are strongly recommended, fostering biodiversity and ecological balance. These options can vary widely and be specifically tailored to suit certain developments. Native prairie plantings and bee lawns also have an added benefit of providing habitat, food and shelter for a variety of fauna in areas where traditional lawns provide none. An overlooked benefit of native prairie plantings and bee lawns is they provide changing views throughout the seasons.

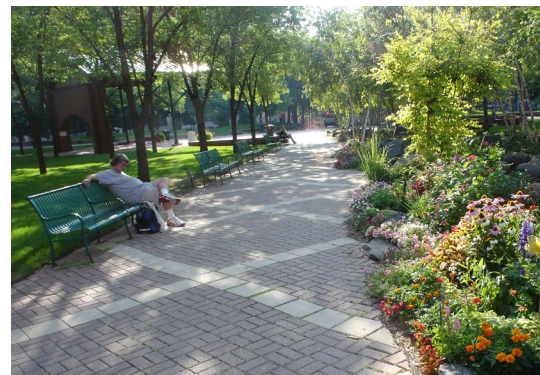
Maintenance plans shall be provided as they play a crucial role in ensuring the longevity and vitality of the landscape materials. Developments should provide detailed strategies to guarantee the adequate care of plant materials, safeguarding their aesthetic and functional contributions over time.



*Mixed-use development landscaping*



*Native plantings*



*Plaza with high-amenity landscaping*



*Pollinator gardens*

## Resiliency Options

The City encourages the use of special design features that promote resilient and sustainable landscaping. Such design features include xeriscaping, rain gardens/bioretention systems, landscaping with native species, green rooftops, heat islands and aesthetic design. All new developments must include three of the following resiliency options. Additional options may be considered pending review and approval by the City.

**Permeable Pavers:** implementing permeable pavement solutions to mitigate stormwater runoff and enhance groundwater discharge. Incorporating permeable pavers can enhance the aesthetic design of a development while contributing to improved water management and environmental resilience..



*Permeable Pavers*

**Rain gardens/Bioretention Systems:** designed to effectively manage stormwater runoff. These systems are typically shallow landscaped depressions in parking lot islands or other areas that receive stormwater runoff. Rain gardens and bioretention systems filter pollutants and slow down rainwater, reduce flooding risks and promote absorption of water into the soil. For credit under this section, the rain garden/bioretention system shall be above ground and a visible part of the green or landscaped area. Filtered runoff may be allowed to infiltrate surrounding soils, discharged to the storm sewer or directly to receiving waters.



*Rain garden/bioretention system*

**Native Species Landscaping:** utilizing native plant species in landscaping enhances resilience by promoting biodiversity and ecological balance. Native plants are adapted to the local climate and require less maintenance and resources to adequately grow. Bee gardens may be utilized for this resiliency option. At least 50% of plantings used in the landscape plan shall be native plant communities.

**Green Rooftops:** these involve the cultivation of vegetation on building rooftops that can enhance energy efficiency of the building, reduce urban heat island effects and contribute to stormwater management. Green roofs are especially effective in controlling intense, short duration storms and have been shown to reduce cumulative annual runoff by fifty percent (50%) in temperate climates.



*Green rooftop plantings*



**Aesthetic Design:** sites shall be designed to include three (3) of the following: public art, fountains, plazas, perennial beds, entrance landscaping, seating or other amenities reviewed and approved by the Development Review Committee (DRC). These features enhance the overall well-being of the community by fostering enduring connections with the community, creating spaces for social interaction and incorporating eco-friendly features.

**Chloride Management Plan:** chloride management plans focus on minimizing the use of de-icing salt (sodium chloride). Chloride used to de-ice roads, parking lots and sidewalks can damage local vegetation and impair wetlands and lakes. Excess salt can also damage and corrode asphalt and concrete surfaces. Employing alternative site design and de-icing methods and strategically placing barriers to prevent salt runoff into nearby water bodies to safeguard water quality and protect vegetation.

**Alternative energy:** new developments may use solar energy systems (SES) to support the development. Building Integrated SES and Building or Roof Mounted SES is encouraged in the Master Plan area as allowed by the Zoning Ordinance. While the Zoning Ordinance currently allows large wind energy conversion systems (WECS) for public utilities, the City shall consider the amending the Zoning Ordinance to allow small WECS as an accessory use.



*Aesthetic design: pocket plaza with benches, tables, landscaping and a fountain*



*Chloride management plans can prevent excess salting*



*Native species landscaping*



*Solar garden*



*Solar roof*



## Stormwater Management

Water features and drainage systems are critical facets for development within the Master Plan area. In line with sustainable development practices, each new development in the Master Plan area bears the responsibility to incorporate best management practices (BMPs) to pretreat stormwater runoff, reduce erosion and flood hazards, and encourage infiltration in compliance with City and Elm Creek Watershed Management Commission standards. Water and landscape should be utilized within multipurpose areas that accommodate both active and passive recreational use - the following examples illustrate only a few of many possibilities:

1. Pervious pavements, underground storage and other creative techniques should be used to BMP standards, particularly in the Town Center where more density is expected.
2. Green architecture, expressed through green roofs, gray water recycling and other techniques should be included to reduce the impact of new development on stormwater systems.
3. Water feature design should include both formal elements (such as reflecting pools or fountains) and natural/informal forms (such as ponds or fountains) and should explore creative ways to integrate wet landscapes with active, urban spaces.



*Parking lot stormwater management system with native vegetation*



*Underground stormwater management*



*Landscaped stormwater pond*



*Permeable pavers*

By mandating the utilization of BMPs, the City ensures that the environmental impact of stormwater is minimized, contributing to the overall resilience and health of the community. Stormwater BMPs safeguard Dayton's natural resources and allows the Master Plan area to remain ecologically sustainable. Stormwater management infrastructure can take a variety of forms. Master planning regional stormwater is the most efficient use of land. Other options include a hard working below ground system that is topped by a parking lot, streetscape or even a planted swale.



# Town Center

## Town Center District Vision

The Town Center will be an area within Dayton that is designed and constructed to serve as a destination within the community, featuring commercial retail and offices, entertainment venues, civic spaces and higher density residential development. The Town Center is a compact, walkable and traditional city core and will contribute to the overall vibrancy and identity of Dayton. An emphasis will be based on providing accessible destinations and inviting design. The Town Center is situated within the Mixed-Use area of the Dayton Parkway Master Plan.

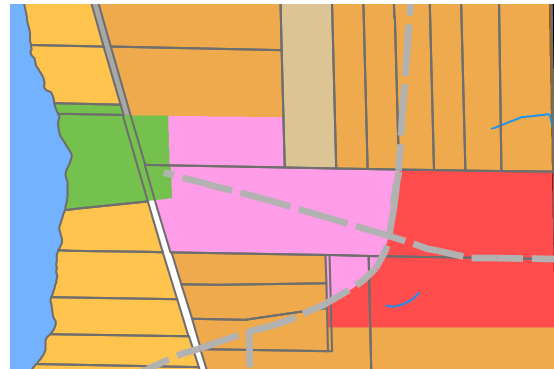
Through survey responses, it was identified that the community preferred a Town Center in the style of a public square Town Center, with a central green space serving as a focal point around which commercial, residential and office developments are centered.

Uses within the Town Center include cafes and restaurants, entertainment/arts venues, retail, farmers and makers markets, grocery, office and services, residential and civic spaces. The City will be willing to evaluate other uses not specified in the GMU-2 district provided that the spirit and intent of the Town Center district is preserved.

Land use within the Town Center shall prioritize a mix of residential, commercial, office and civic spaces to create a dynamic and inclusive environment. Civic spaces include, but are not limited to, libraries, public administration buildings, parks and cultural buildings. Striking a balance between public and private spaces will contribute to a sense of community and create a destination for residents and visitors alike. Accessible greenspace areas should be the focal point around which the Town Center is designed, with accessible and pedestrian-friendly zones that will enhance the overall experience within the Town Center.

The proposed uses in the Town Center district should be strategically catered to the community's desires based on resident preferences from the survey. The focal point of the community, the central green space, shall be complemented by a range of cafes and restaurants, creating a lively scene where residents can gather and socialize. Retail spaces will offer a mix of shops to fulfill both daily needs and provide unique shopping opportunities.

Offices should be seamlessly integrated to support a live-work-play environment, fostering economic activity while reducing community needs for longer commutes. Developers are encouraged to design buildings to incorporate multiple uses, whether it be office/residential or office/retail. Medium- and lower-density mixed-use buildings were preferred in the community survey with two- to three-story buildings and active street level uses.



*Town Center District in the Mixed-Use area (pink)*



*A town center with a central green space that can accommodate different events and uses.*



Residential spaces will be interspersed, creating a balanced and walkable community where residents can easily access amenities. The Town Center allows for a higher density of residential development that will support diverse commercial opportunities and help create a self-sufficient community.

## Town Center District Guidelines

The guidelines for the style and type of development in the Town Center are informed by the City Center General Mixed Use District (GMU-2) standards from the Zoning Ordinance and input from the community through surveys and open houses. As the Town Center district is developed, parcels shall be rezoned to City Center GMU-2 district and constructed with respect to the GMU-2 standards and additional guidelines in this document.

The City Center GMU-2 district establishes clear standards for lot size, setback, site design and building height requirements. Buildings shall comply with the City Center GMU-2 setback and frontage requirements in addition to stricter lot standards proposed with this Master Plan. Large residential, commercial, office and mixed-use buildings are encouraged to be placed with zero-lot frontages; however, the maximum setback for these buildings may be 10 feet. If a setback from the front yard line is provided for these types of buildings the front yard space shall be used to expand and enhance the pedestrian realm. Ultimately, the goal for building placement, design and use is to ensure a cohesive and vibrant community space.

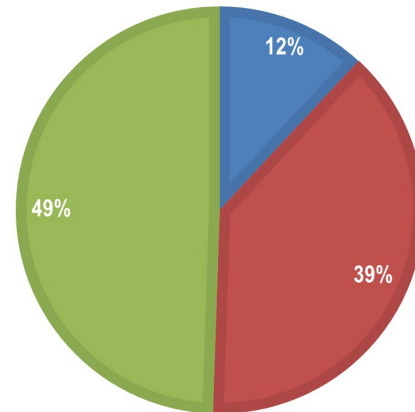
Architectural standards defined further in this document shall apply within the Town Center. These standards are also encouraged for use on development within the Master Plan area that is not located within the Town Center. Key elements of the building design are oriented towards the pedestrian realm, with arcades, well defined entrances and large



*Boulevard town center*

## HOW YOU ENVISION A DOWNTOWN/TOWN CENTER AREA TO LOOK?

- Plaza-style town center
- Boulevard town center
- Public square/park town center



*Survey results for the Town Center with the corresponding concepts shown in the survey below*



*Plaza-style town center*



*Public square/park town center*

sidewalk facing windows. The architectural guidelines emphasize a balance between modern and traditional building design. Consideration for sustainable and eco-friendly practices should be integrated into building expectations and developers should be encouraged to adopt environmentally conscious features and designs.

Community members also indicated a preference for special events such as farmers and makers markets. These interim uses can engage the community and supplement entertainment, arts and events venues. The City shall work with developers to design public and semi-public areas that encourage social interaction and can accommodate community events such as farmers markets.

To maintain the emphasis on the pedestrian realm, required parking shall not be permitted between the front of a building and the front lot line; however, on-street parking spaces shall be counted towards the required parking. Similarly, drive-thru lanes and windows shall not be permitted within the front of any buildings and shall be located towards the rear or sides of buildings. Wherever parking is provided along the front of a building it shall be screened as described further in this report. Shared parking between buildings is encouraged to make the most effective use of parking that is provided in the Town Center.

By aligning development with community preferences, the Town Center district will meet the needs of the community and foster a vibrant and connected urban environment for future generations of Dayton residents.



*Winter activities could include outdoor skating facilities in the town center park area*



*Summer activities may include farmers markets on the Town Center park*



*At-grade pedestrian crossing*



*Traditional architecture design for mixed-use buildings with large retail windows and public seating*



## Architecture

Within the Town Center, the combination of site and building design should provide a visual cue that this is a unique place. Residents indicated a preference for a variety of architectural styles that should be complementary and harmonious. A blend of modern designs and traditional aesthetics will contribute to the visual identity of the Town Center.

Residential developments throughout the Town Center should provide a full range of life cycle housing, offering residents the options to age within and feel connected to their community.

Sustainable architectural and site design practices should be incorporated into new developments however possible. Developments can reduce harmful and negative effects on the environment through design strategy, construction practices and operation. Such initiatives include green or solar roofs, greywater recycling, green building materials, passive solar heating and other practices are encouraged.

Generic uniformity is not encouraged through the Town Center. Building mass should be carefully calibrated to enhance the pedestrian experience, characterized by clear building entrances, well-defined windows, articulated facades and distinctive accent features that provide visual interest. Building design is especially important in the Town Center where architecture will contribute to a sense of place.



*Contemporary architecture with traditional design*

## Facades

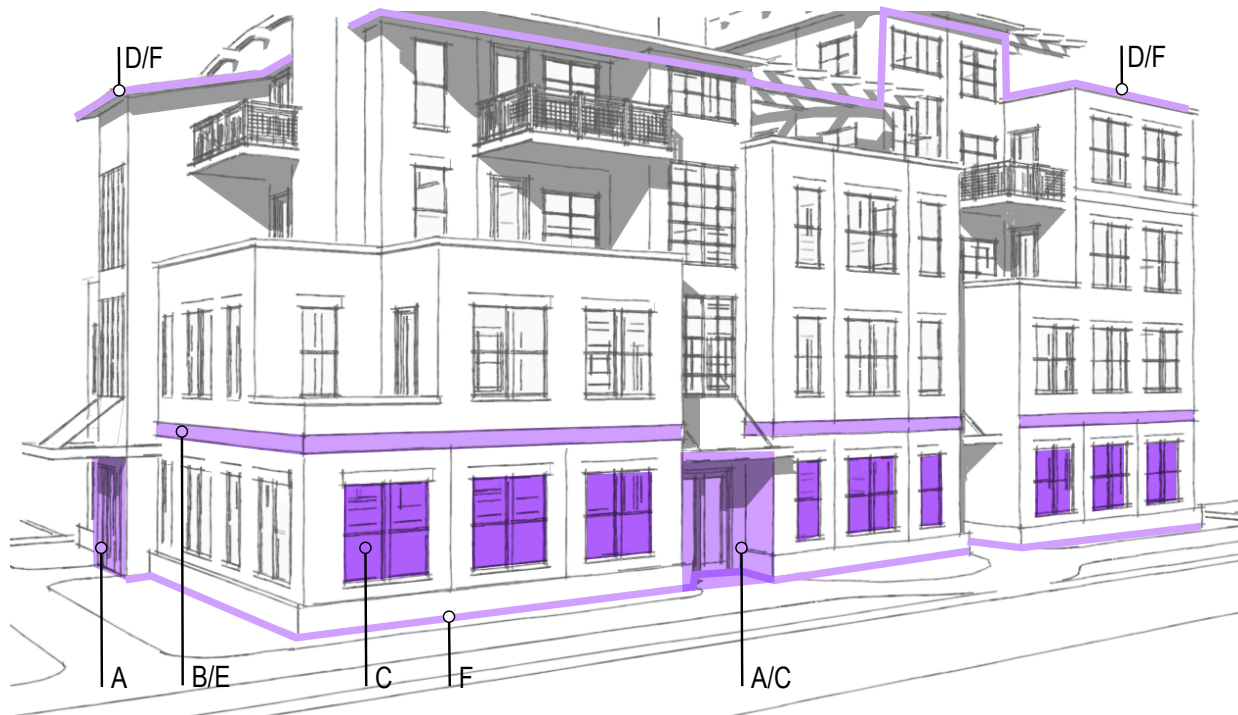
Facades for non-residential and larger multi-family structures should support a higher level of design as described in this section. The architectural styles shall not be restricted but developers are encouraged to utilize the architectural styles noted above. During project review, City staff, Planning Commission and City Council shall consider the quality of building design and its relationship to the surrounding buildings, guided by the provisions in these guidelines and the Zoning Ordinance. The architectural appearance, including building character, permanence, massing, composition and scale of all principal buildings shall comply with the Master Plan.



Franchise architecture (trademarked design that is generic in nature) should be seamlessly integrated into traditional storefront designs in context with the surrounding area.

Franchises or national chains should create context-sensitive buildings that are sustainable in that they can be reused for other uses or businesses.





**A - Entrances:** Main entrances shall face the primary street with secondary entrances to the side or rear. In the case of a corner building or a building abutting more than one street, the City will determine which street should be considered the primary frontage. Entrances shall be clearly articulated and obvious from the street.

**B - Appearance:** All sides of a building shall have an equal appearance in terms of materials and general design.

**C - Windows:** At least 40% of the wall surface at the street side of a non-residential first story shall consist of clear windows and doors that allow a view into the working areas, lobbies or display areas. At least 30% of the total wall surface on each façade that faces a street shall consist of windows.

**D - Roofs:** Building facades that exceed 100 feet in length along the street frontage shall have variations in roofline or rooftop parapets. Rooftop equipment shall be concealed from the view of pedestrians as specified further in the screening section this report.

**E - Elements:** All buildings shall include the following components and details:

- Accent materials shall be wrapped around walls and corners.
- Accent materials shall complement major materials colors.

**F - Articulation :** Any exterior building wall adjacent or visible from a public street, public open space or abutting property may not exceed 40 feet in length without visual relief consisting of one or more of the following:

- The façade shall be divided architectural by means of significantly different materials or textures; or
- Horizontal offsets of at least four feet in depth; or
- Vertical offsets in the roofline of at least four feet; or
- Fenestration at the first floor level is recessed horizontally at least one foot into the façade.



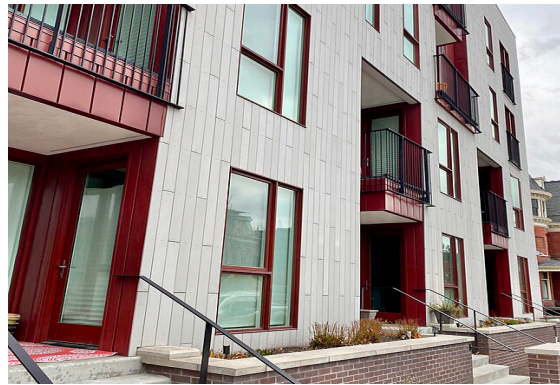
*Residential architecture with traditional design*

**G - Materials:** Exterior building materials shall be classified as either primary, secondary, or accent materials. Primary materials shall cover at least 50% of the façade of a building, secondary materials may cover no more than 30% of the façade. Accent materials may include door and window frames, lintels, cornices, and other minor elements, and may cover no more than 20% of the façade. Allowable materials are as follows:

- Primary building materials include brick, stone (natural or colored) EIFS, stucco, architectural precast concrete or glass. Bronze tinted or mirror glass are prohibited as exterior materials.
- Secondary building materials may be any of the primary building materials above or decorative block, integrally colored stucco, or fiber cement siding (color impregnated or painted) in vertical panel design. Panel seam lines shall be architecturally integrated into the building design so that they are not visible.
- Accent materials may be wood, metal, lap siding or fiber cement when used in trim, fascia or soffit if appropriately integrated into the overall building design and not situated in areas which will be subject to physical or environmental damage.
- All primary and secondary materials shall be integrally colored, except where otherwise stated.
- Decorative block shall be colored only by means of a pigment integral to the block material and shall not be applied to the surface.
- Sheet metal, corrugated metal, iron, shakes, plain flat concrete block are not acceptable as exterior wall materials.
- All building and roofing materials shall meet current accepted industry standards, and tolerances, and shall be subject to review and approval by the City for quality, durability, and aesthetic appeal.



*Modern building design utilizing traditional materials*



*Modern building materials and accents*



*Traditional building design with modern accents*



*Accent materials integrated into the overall building design*



# Implementation

## Development Review

The design guidelines will be administered by staff as part of the development review process. Staff will incorporate design review to ensure compliance with the design guidelines as a standard step in the development review process.

## 2050 Comprehensive Plan Update

This plan is approved to guide development in advance of the 2050 Comprehensive Plan update. As part of the 2050 Comprehensive Plan, these land use changes will be officially adopted as part of the Future Land Use map. Until that plan is updated, this document will be used to guide development in this DPMP area. Should development be proposed in the prior to adoption of the 2050 Comprehensive Plan, an applicant may request a comprehensive plan amendment to modify the land use map to be consistent with the Dayton Parkway Master Plan to allow development.

## PLANNING COMMISSION AGENDA

Thursday, May 2, 2024

CITY OF DAYTON, MINNESOTA

12260 So. Diamond Lake Road, Dayton, MN 55327

CITY COUNCIL / PLANNING COMMISSION WORKSHOP – 5:00 P.M.

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

To Participate in the Meeting, please see [cityofdaytonmn.com](https://cityofdaytonmn.com) Calendar for Zoom Invitation.

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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, April 4, 2024

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. April 9, 2024

B. April 24, 2024

6:45    **8.    PUBLIC HEARINGS**

6:45    A. (none)

6:45    **9.    NEW BUSINESS**

6:45    A. Kwik Trip 1187

7:15    **10.   NOTICES AND ANNOUNCEMENTS**

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The City of Dayton's mission is to promote a thriving community and to provide residents with a safe and pleasant place to live while preserving our rural character, creating connections to our natural resources, and providing customer service that is efficient, fiscally responsible, and responsive.

- A. The next Regular Planning Commission Meeting is tentatively scheduled for June 6, 2024 at 6:30pm.

7:20    **11.    ADJOURNMENT** (Motion to Adjourn)



**I. CALL TO ORDER**

DeMuth called the April 4, 2024, Planning Commission Meeting to order at 6:30 p.m.

Present: DeMuth, Crosland, Preisler, and Van Asten

Absent: Browen,

Also in Attendance: Mayor, Dennis Fisher; Jon Sevald, Community Development Director;

**II. PLEDGE OF ALLEGIANCE**

**III. APPROVAL OF AGENDA**

**MOTION** by Preisler, second by Van Asten, to approve the agenda as presented. The motion carried unanimously.

**IV. CONSENT AGENDA**

**A. Planning Commission Minutes for March 7, 2024**

**MOTION** by Preisler, second by Van Asten, to approve the consent agenda as presented. The motion carried unanimously.

**V. OPEN FORUM**

No one present for open forum.

**VI. COUNCIL UPDATE**

**A. March 12, 2024, City Council Meeting**

Fisher updated the Commission on Council actions. Ken Adams, a Hennepin County Commissioner, gave a presentation to City Council. The Fire Training Facility and future park dollars were discussed. A technical review was added to the Wellhead Treatment Plant as an overview to make sure that something was not missed.

**B. March 26, 2024, City Council Meeting**

Fisher updated the Commission on Council actions. The development on Levee Street was discussed and approved as the Planning Commission had recommended. The Ziegler Development Conditional Use Permit and Driven Auto Sales were approved. The consensus amongst City Council was that there was no downside to approving it. The Kwik Trip Concept

Review went through and there was a long discussion on park improvements.

## **VII. PUBLIC HEARINGS**

There are no public hearings this evening. Sevald stated that he missed the publication date, so the public hearings will be held at the City Council Meeting on April 23, 2024.

Additional discussion ensued.

## **VIII. NEW BUSINESS**

### **A. Interim Use Permit for an Extended Home Business, Lawn Smart, 17480 117<sup>th</sup> Avenue North**

Sevald came forward and stated that the applicant's name is Michael Groves. An extended home business is basically larger than most home businesses. The property is approximately 4.6 acres. Lawn Smart employs four full-time employees and up to 12 seasonal employees. In addition to a lawncare service, the company provides outdoor storage.

DeMuth stated that he wants to go on record as potentially having a perceived conflict of interest in this particular matter. From May of 2021 through May of 2023, DeMuth used this property for storage of his boat. Currently, DeMuth's boat is not stored there.

Michael Groves of 17480 117<sup>th</sup> Avenue North came forward to answer any questions that the Commissioners may have. He stated they do lawncare, landscaping, storage, and snow removal. Typically, during the summer months there are 12 employees who come to the property, pick up their equipment, leave, and return in the evening. Usually, they work Monday through Thursday for ten hours each day.

Van Asten asked how early the employees report to work. The answer is 7 a.m., and they are typically done by 5 p.m.

Crosland asked about Mr. Groves' relationship with his neighbors. The only complaint Groves has received are from a neighbor to the east because of some damage to the fence. Groves went on to say that both of his neighbors are in their seventies, so he plows their driveways free of charge.

DeMuth stated that while he was using this property for boat storage, he may have seen one or two people on the property.

Groves' property is guided medium-density residential in the future and to the south it is guided industrial.

Van Asten inquired about the environmental precautions that Groves is taken. The answer is none at this time.

Crosland stated this body is generally against outdoor storage, but the screening is so thick that it shouldn't be a problem. Crosland also sees that being supportive and is also supporting a small business.

Preisler expressed some concern that the east side screening is all on the adjacent property.

Van Asten expressed concern about how it looks on paper versus how it feels when on the property.

**MOTION** by Crosland, second by Van Asten, to recommend approval of the Interim Use Permit for and Extended Home Business, Lawn Smart, that includes the five recommendations by staff. The motion carried unanimously.

**B. Interim Use Permit for an Event Center, Dehn's Pumpkins, 17270 125<sup>th</sup> Avenue**

Sevald stated the Applicant's name is Bruce Dehn. Dehn was asked to list every type of event that he could possibly imagine being held at his event center. The following was the list he provided: 1) Corn Maze; 2) Hayrides / Sleighrides; 3) Haunted Attractions; 4) Concerts; 5) Ice Castles; 6) Christmas Tree Sales; 7) Birthday Parties / Corn Pit / Inflatables; 7) Weddings / Receptions; 8) Easter Activities; and 9) Motocross.

Bruce Dehn of 18351 South Diamond Lake Trail and Kyle Dehn of 11371 East French Lake Road came forward to answer any questions that the Commissioners may have.

It was noted the dirt bike trail has been present for years. Occasionally the Dehn family has had up to 20 family and friends using it with no problem. The Dehn brothers explained the approximate locations for each of the potential events they would like to have.

Van Asten asked if the Dehn brothers would be agreeable to the current Event Center standard of nothing after 11:00 p.m. rather than their proposed 11:30 p.m. The answer is yes.

DeMuth asked if all the activities, other than the dirt bike trail and the haunted attraction, would be centered around the actual pumpkin farm. The answer is yes.

Van Asten reminded the Dehn brothers that outside magnification of sound (concerts) would have to end by 8:00 p.m., but indoor magnification of sound is appropriate prior to 11:00 p.m.

Sevald stated that this is a remote location. The nearest home that is not owned by one of the Dehn family members is about 1,000 feet away.

Preisler stated that from his point of view, this type of event center can bring the community together. Preisler's only concern was that the paperwork indicated the event center could potentially operate 365 days per year.

Van Asten asked if the property closest to the dirt bike trail sold, and the new owners expressed concern, could this IUP be revisited. The answer is yes, after the sunset date of the IUP.

DeMuth stated that the IUP has a five-year sunset date. B. Dehn stated that he would like to bump that up. DeMuth stated that his biggest concern is the dirt bike trail.

Crosland stated that this is an upstanding business in Dayton and recommended a sunset date of 20 years. Van Asten suggested 30 years.

DeMuth stated that the IUP is tied to the applicant, not the property.

**MOTION** by Crosland, second by Van Asten, to recommend approval for Interim Use Permit for an Event Center, Dehn's Pumpkins, 17270 125<sup>th</sup> Avenue with the conditions noted by Sevald. The motion carried unanimously.

**C. Discussion: Minimum Garage Size**

DeMuth stated that item C and item D will be discussed together; and, if separate motions are needed, the Commission will do that.

Sevald stated that he has a long list of items to discuss with the Planning Commission, and his plan is to take care of the simpler ones now and push the more difficult items until later when there is more staff to assist.

Sevald stated that there is currently a minimum size for garages, which is a minimum of 440 square feet. This is typically known as a two-car-garage. What is standard for most builders today is a three-car-garage. A standard

complaint that is made is that garages are too small. Sevald asked the Planning Commission to have a discussion about how big garages should be, and would they like to amend the Code to reflect any changes.

Fisher asked where the complaints are coming from. Sevald stated that he heard it from a number of individuals when he was on the Planning Commission. Preisler stated that if it is left up to the builders, they will build the smallest garage possible.

DeMuth stated that he spoke with Sevald earlier on this topic. DeMuth's biggest concern is that if there are going to be three-car-garages on the front of a house, then three cars should be able to actually fit in them. Preisler disagreed and stated that you have to be creative.

Additional discussion ensued regarding the width and depth of the garage stalls in speck homes.

Van Asten stated that she has a serious problem making a required minimum because she personally does not want a large garage, nor does she believe that large garages should be forced on to others just because some of the Planning Commissioners want bigger garages.

Preisler suggested that there be a minimum size requirement for a two-stall-garage and a minimum size requirement for a three-stall-garage, and not necessarily a mandate that all homes must have a garage.

Preisler stated that there is currently some legislation that will completely obliterate the City's ability to control things of this sort, so this item may need to be tabled at this time.

Crossland agreed with the idea of separating the minimum size requirements for both two-stall-garages and three-stall-garages. Crossland also stated that there needs to be some standard regarding how much space the garage takes from the front of the home.

Additional conversation ensued.

Fisher stated that it seems odd to mandate a two-car-garage for a small family who may only have one car.

Sevald stated that there is consensus for a minimum of 22 feet in width for a two-car-garage and a minimum of 34 feet in width for a three-car-garage.



Van Asten again stated that the Planning Commission should not dictate that their particular lifestyle is more important than another, and this will force up the price of housing. The current minimum square footage for a two-car-garage is adequate. If the issue is the minimum square footage for a three-car-garage, then we don't solve that problem by forcing everyone to have a three-car-garage.

Preisler suggested that the two-car-garage minimum be left alone and add that a three-car-garage must meet the minimum square footage of 660.

**MOTION** by Crosland, second by Preisler, to recommend no changes to the minimum garage size. The motion carried unanimously.

**D. Discussion: Driveway Aprons**

Sevald apologized for the slide not being legible.

Preisler stated that the Building Code is the problem. There is no density currently required by the Building Code outside the foundational walls.

DeMuth stated that adding an apron would be between \$10,000 and \$15,000. This is a big problem if affordability is the City's ultimate goal.

Additional conversation ensued.

Crosland stated that since the builders are clearly not going to self-regulate, he'd be in favor of requiring an apron because it does provide extended life.

DeMuth stated that if we require aprons, we should also require rebar to be in the concrete.

Van Asten stated that she does not have a strong opinion regarding this issue.

DeMuth stated that adding an apron to many of the houses in his neighborhood, would be aesthetically unpleasing.

Preisler expressed concern about requiring the apron as it could be a problem for a lot of residents. This is a new home problem, yet it would impact current homeowners who choose to add garages.

Additional conversation ensued.

There was consensus that if the Planning Commission moves forward with requiring aprons, it would only be required for new construction because, in theory, compaction would have already taken place for established homes.

**MOTION** by Crosland, second by Preisler, to recommend a four-foot concrete apron for all attached garages on new construction projects prior to getting a Certificate of Occupancy. The motion carried unanimously.

**IX. NOTICES AND ANNOUNCEMENTS**

- A.** The next Planning Commission meeting is tentatively scheduled for May 2, 2024, at 6:30 p.m.
- B.** A Joint Work Session is planned with City Council on Tuesday, April 23, 2024, to discuss the Master Plan. Preisler, Van Asten, and DeMuth all have conflicts. Sevald will send out an email to the City Council and the Planning Commission to work out a mutually agreed upon date for the Joint Work Session.

**X. ADJOURNMENT**

**MOTION** by Crosland to adjourn, Preisler seconded the motion. Motion carried unanimously. The meeting adjourned at 8:54 p.m.

Respectfully submitted,

Sandra Major, Recording Secretary  
*TimeSaver Off Site Secretarial, Inc*

**ITEM:**

Kwik Trip 1187

**APPLICANT/PRESENTERS:**

Dean George, Kwik Trip

**PREPARED BY:**

Jon Sevald, Community Development Director

**POLICY DECISION / ACTION TO BE CONSIDERED:**

Recommend Approval of:

1. Zoning Map Amendment, from B-P Business Park to B-3 General Business District
2. Preliminary / Final Plat of Kwik Trip 1187
3. Conditional Use Permit for a Motor Fuel Station
4. Site Plan

**BACKGROUND/OVERVIEW:**

Kwik Trip is proposing a gas station with semi-truck parking, operating 24-hours per day. The project was previously proposed in 2021, and denied. It was the Council's opinion that a gas station & truck stop was not the highest and best use. Since 2021, there has not been much interest in this site other than for industrial uses and gas stations. The proposed project is unchanged from what was proposed in 2021.

**Zoning Map Amendment**

The Applicant propose to rezone the property from B-P Business Park to B-3 General Business. Motor Fuel Stations are a Conditional Use (CUP) in the B-3 district.<sup>1</sup> The intent of the B-3 district *"is 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."*<sup>2</sup>

The 2040 Comprehensive Plan guides the property as both Commercial (east) and Industrial (west), assuming this parcel would be subdivided into multiple lots. "Gas Stations" are among uses intended in Commercial areas. "Automotive" are among uses intended in Industrial areas. It would be "cleaner" if the Future Land Use Map were amended from Industrial to Commercial, but it is not critical. Staff's recommendation is to leave it as-is, and address this in the 2050 Comprehensive Plan.

**Preliminary/Final Plat**

Minimum Requirements <sup>3</sup>	Required	Proposed
Lot Size	1 acre	10.27 acres
Lot Width	150'	500'+

<sup>1</sup> City Code 1001.061, Subd 3(4)(a); *Conditional uses; (a) Any conditional use allowed in the B-1 and B-2 Districts. Motor Fuel Stations and Car Wash are a Conditional Use in the B-2 Neighborhood District.*

<sup>2</sup> City Code 1001.061, Subd 3(1) (General Business District; Intent)

<sup>3</sup> City Code 1001.061, Subd 3(6) (Lot Area....)

Lot Depth		150'	300'+
Maximum impervious surface		80%	55%
Maximum building footprint coverage		50%	32%
Structure height		45'	24'
Building	Front setback	40'	253'-6"
	Side setback	25'	N/A
	Side (street) setback	25'	101'
	Rear setback	25'	118'
Parking	Front/Side/Rear (street)	20'	16.5
	Side Interior	10'	N/A
	Rear yard	10'	22'
Fuel Canopy <sup>4</sup>	Front/Side/Rear	30'	110'
Parking stalls <sup>5</sup>		TBD	41

The parking lot/drive aisle in the SE corner is 16.5' set back from Maple Court whereas a minimum of 20' is required. There is space to comply.

Vehicle related services require two stalls + one stall per 250 sq ft of building used for retail. The building's floor plan was not submitted with the plan set, which is needed to confirm parking stalls.

Proposed parking stalls are 9.5' X 20' whereas 10' X 20' is required.<sup>6</sup>

#### Conditional Use Permit

A Motor Fuel Station requires a CUP in the B-3 district.<sup>7 8</sup>

#### Site Plan

Proposed signage is not compliant with the Sign Code. A condition of approval states that the sign plan shall be resubmitted and reviewed administratively.

Landscaping <sup>9</sup>		Required	Proposed
Over-story tree	1 per 3,000 sf open area	57	57
Ornamental tree	1 per 1,500 sf open area	114	114
Evergreen tree	1 per 3,000 sf open area	57	57
Shrub	1 per 100 sf open area	1,704	557

Staff suggests that the Applicant provide an alternative Landscape Plan for City Council review, with the required number of shrubs shown. The Council may opt to reduce the number required based on site conditions.

<sup>4</sup> City Code 1001.06, Subd 2(1)(h)(1) (Structure shall be set back...)

<sup>5</sup> City Code 1001.19, Subd 7(2)(r)(Vehicle related retail/service...)

<sup>6</sup> City Code 1001.19, Subd 9(1) (Minimum Parking Space and Aisle Dimensions)

<sup>7</sup> City Code 1001.061, Subd 3(4)(a) (Conditional uses allowed; (a) any conditional use allowed in the B-1 and B-2 Districts).

<sup>8</sup> City Code 1001.061, Subd 2(4)(c) (Motor Fuel Stations).

<sup>9</sup> City Code 1001.24, Subd 4(3)(1) (Plant diversity)



The Applicant is responsible for maintaining the boulevard in-between Dayton Parkway, other streets, and the property line. Consideration should be given for low maintenance native grasses appropriate for steep slopes.

Accessory buildings are not permitted in Business Districts.<sup>10</sup> The gator shed and trash enclosure are to be incorporated into the primary building.

**CRITICAL ISSUES:**

Garage/trash Accessory Buildings are not permitted in Business districts. The building needs to be modified to incorporate the gator shed and trash enclosure.

Signage. Applicable to this project, the City Code allows two free standing signs, 25' in height, 64 sf in area, pylon or monument masonry sign.<sup>11 12</sup>

Proposed:

1. 60' pylon sign in NW corner, 302 sf in area.
2. 25' pylon sign in NE corner, 117 sf in area.
3. 16' pylon sign (CAT Scale), 100 sf in area.

The proposed NW pylon sign is about 22' below Dayton Parkway elevation. A Variance may be an option to permit a sign 25' above this grade (e.g. 50' tall sign). 60' is proposed by the Applicant. Size is still an issue.

Staff recommends:

1. 50' pylon sign in NW corner, 64 sq ft in area (requires Variance to height and to exceed 64 sq ft in area).
2. 25' masonry monument sign in NE corner, 64 sq ft in area, with dynamic display.
3. No CAT scale sign at scale location.

Parking. Confirmation is needed regarding required number of parking stalls. Stalls need to be adjusted from 9.5' width to 10' width.

Landscaping. 1,200 additional shrubs are required. The Planning Commission should provide an opinion if this is necessary.

**RELATIONSHIP TO CITY COUNCIL GOALS:**

Create a Sought-After Community

**BUDGET IMPACT:**

N/A

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<sup>10</sup> City Code 1001.35, Subd 2(12)

<sup>11</sup> City Code 1001.20, Subd 5(2)(b)(3).

<sup>12</sup> City Code 1001.20, Subd 5(2)(f)

**ROLE OF PLANNING COMMISSION:**

Review the Staff Report and Plan set and provide a recommendation.

**STAFF RECOMMENDATION:**

Staff recommends approval with changes as noted.

The Applicant has requested that the plat of *Kwik Trip 1187* be released from certain requirements of the plat of *VF13 Addition* (2006).<sup>13</sup> These are being reviewed by the City Attorney and will be acted upon by the City Council.

**60/120-DAY RULE:**

	Complete Application	60-Days	120-Days
Zoning Map Amendment	April 4, 2024	June 3, 2024	August 2, 2024
Preliminary Plat		N/A	August 2, 2024
Final Plat		N/A	August 2, 2024 <sup>14</sup>
Conditional Use Permit		June 3, 2024	August 2, 2024
Site Plan Review		June 3, 2024	August 2, 2024

A Public Hearing Notice will be published by THE PRESS on May 10, 2024, and mailed to property owners within 500' of the project. The City Council will hold the Public Hearing on May 28, 2024. Staff missed the deadline to post the Public Hearing notice in time for it to be held by the Planning Commission.

**ATTACHMENT(S):**

Aerial Photo  
 Site Photos  
 2040 Future Land Use  
 Zoning Map  
 Ordinance 2024-\_\_ (Zoning Map Amendment)  
 Resolution \_\_-2024 (Preliminary/Final Plat, CUP, Site Plan)  
 Plan Set

<sup>13</sup> Resolution 26-2006, item #9. Resolution 59-2008, item # 11. Resolution 11-2017, item # 15. Subdivision Agreement VF13 addition, item #11. Settlement Agreement, item #13.

<sup>14</sup> City Code 1002.05, Subd 1(2)(g)(2); Final Plat must be submitted within one year after Preliminary Plat approval. Final Plat is subject to 60-Day Rule.

AERIAL PHOTO





**SITE PHOTOS**



*View looking Southeast from Dayton Parkway. Cemstone is at left, and RDO at right (photo March 6, 2024).*



*View looking West from top of dirt hill (north area of property). I-94 is on horizon. Dayton Parkway is on right (photo March 6, 2024)*



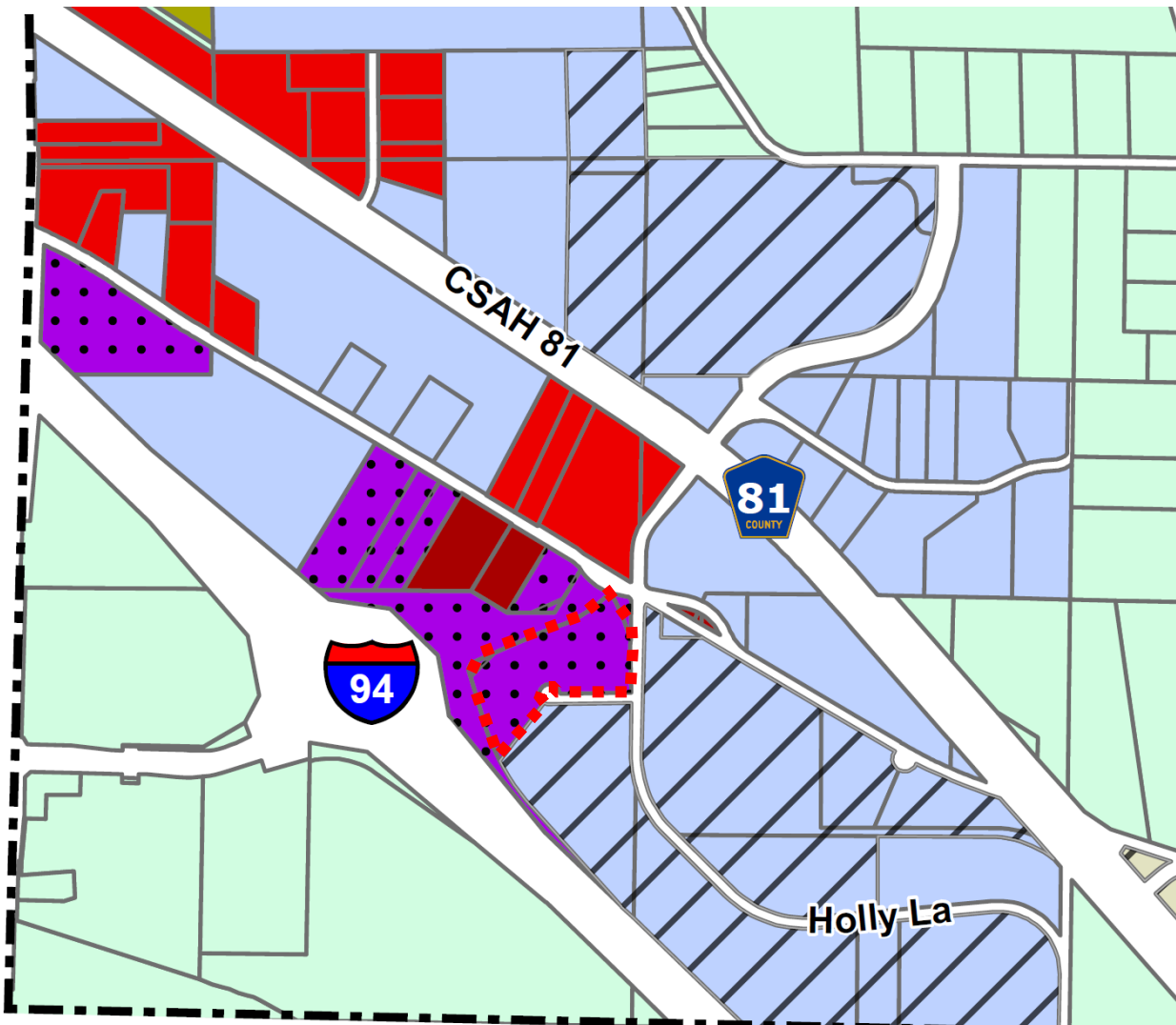
## 2040 Comprehensive Plan Future Land Use Map

























### Legend

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

**ZONING MAP**



**Legend**

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

**ORDINANCE No. 2024-\_\_**

**CITY OF DAYTON**

**COUNTIES OF HENNEPIN AND WRIGHT**

**AN ORDINANCE AMENDING THE OFFICAL ZONING MAP**

THE CITY COUNCIL OF THE CITY OF DAYTON DOES HEREBY ORDAIN:

SECTION 1. **AMENDMENT.** The Zoning classification of the property described in Section 2, as shown on the Zoning Map referred to in Section 1001.04, subd 2, of the Dayton City Code is hereby amended from I-1 Industrial to B-3 General Business.

SECTION 2. **PROPERTY DESCRIPTION.**

(SEE EXHIBIT A)

SECTION 3. **EFFECT.** This Ordinance shall be in full force and effect from and after its passage and publication as required by law.

Adopted by the Dayton City Council on May 28, 2024.

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Mayor Dennis Fisher

ATTEST:

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City Clerk Amy Benting

Published in THE PRESS on \_\_\_\_\_.

## EXHIBIT A

That part of Lot 3, Block 1, VF13 ADDITION, according to the recorded plot thereof, Hennepin County, Minnesota, described as follows:

Commencing at the most southerly corner of Lot 1, Block 1, RDO Addition, City of Day on, Hennepin County, Minnesota; thence North 46°06'40" West, along the southwest line of said Lot 1, a distance of 107.83; thence North 42°18'14" West a distance of 795.56 feet; thence northwesterly 337.99 feet along the southwest line of said Lot 1 and a non-tangential curve concave to the northeast having a radius of 1332.00 feet, a central angle of 14°32'18", a chord bearing of North 35°01'30" West and a chord length of 337.08 feet, to the Northwest corner of said Lot 1 and the true point of beginning; thence continue along said curve for a distance of 249.33 feet, a central angle of 10°43'31", a chord bearing of North 22°23'35" West and a chord length of 248.97 feet; thence North 17°01'50" West, tangent to last curve, a distance of 289.30 feet; thence North 45°32'46" East a distance of 199.32 feet; thence North 65°46'36" East a distance of 319.16 feet; thence North 69°29'52" East a distance of 180.65 feet; thence northeasterly 263.34 feet along a non-tangential curve concave to the northwest having a radius of 765.00 feet, a central angle of 19°43'23", a chord bearing of North 54°22'30" East and a chord length of 262.04 feet; thence South 86°40'48" East, not tangent to last curve, a distance of 32.31 feet; thence southeasterly 149.51 feet along a non-tangential curve concave to the southwest having a radius of 519.00 feet, a central angle of 16°30'19", a chord bearing of South 27°18'06" East and a chord length of 148.99 feet; thence South 19°02'56" East, tangent to last curve, a distance of 136.77 feet to the east line of said Lot 3; thence South 00°41'19" West, along the east line of said Lot 3, for a distance of 32.88 feet; thence South 01°13'14" East, along the east line of said Lot 3, for a distance of 285.06 feet to the northeast corner of said RDO Addition; thence South 88°46'46" West, along the northerly line of said RDO Addition, for a distance of 413.03 feet to a tangential curve concave to the northeast having a radius of 20.00 feet; thence westerly and northwesterly a distance of 26.36 feet, along the northerly line of said RDO Addition and along said curve, a central angle of 75°31'21", a chord bearing of North 53°27'34" West and a chord length of 24.49 feet to a curve concave to the southeast having a radius of 60.00 feet; thence northwesterly, westerly, southwesterly, southerly, and southeasterly, along the northerly line of said RDO Addition and along said curve, for a distance of 233.45 feet, a central angle of 222°55'49", a chord bearing of South 52°50'12" West and a chord length of 111.68 feet to the northwest corner of said Lot 1; thence South 37°08'43" West, not tangent to last curve and along the northwesterly line of said Lot 1, for a distance of 439.28 feet to the true point of beginning.

(abstract property)



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

**STATE OF MINNESOTA**

**RESOLUTION \_\_-2024**

**APPROVAL OF THE PRELIMINARY PLAT AND FINAL PLAT OF KWICK TRIP 1187,  
CONDITIONAL USE PERMIT FOR A MOTOR FUEL STATION, AND SITE PLAN REVIEW**

**WHEREAS**, Steven Lowe, Kwik Trip, Inc (Applicant) has requested Approval of the Preliminary and Final Plat of KWIK TRIP 1187, consisting on one lot; and,

**WHEREAS**, the project is located at:

PID: 31-120-22-42-0015

That part of Lot 3, Block 1, VF13 ADDITION, according to the recorded plot thereof, Hennepin County, Minnesota, described as follows:

Commencing at the most southerly corner of Lot 1, Block 1, RDO Addition, City of Dayton, Hennepin County, Minnesota; thence North 46°06'40" West, along the southwest line of said Lot 1, a distance of 107.83; thence North 42°18'14" West a distance of 795.56 feet; thence northwesterly 337.99 feet along the southwest line of said Lot 1 and a non-tangential curve concave to the northeast having a radius of 1332.00 feet, a central angle of 14°32'18", a chord bearing of North 35°01'30" West and a chord length of 337.08 feet, to the Northwest corner of said Lot 1 and the true point of beginning; thence continue along said curve for a distance of 249.33 feet, a central angle of 10°43'31", a chord bearing of North 22°23'35" West and a chord length of 248.97 feet; thence North 17°01'50" West, tangent to last curve, a distance of 289.30 feet; thence North 45°32'46" East a distance of 199.32 feet; thence North 65°46'36" East a distance of 319.16 feet; thence North 69°29'52" East a distance of 180.65 feet; thence northeasterly 263.34 feet along a non-tangential curve concave to the northwest having a radius of 765.00 feet, a central angle of 19°43'23", a chord bearing of North 54°22'30" East and a chord length of 262.04 feet; thence South 86°40'48" East, not tangent to last curve, a distance of 32.31 feet; thence southeasterly 149.51 feet along a non-tangential curve concave to the southwest having a radius of 519.00 feet, a central angle of 16°30'19", a chord bearing of South 27°18'06" East and a chord length of 148.99 feet; thence South 19°02'56" East, tangent to last curve, a distance of 136.77 feet to the east line of said Lot 3; thence South 00°41'19" West, along the east line of said Lot 3, for a distance of 32.88 feet; thence South 01°13'14" East, along the east line of said Lot 3, for a distance of 285.06 feet to the northeast corner of said RDO Addition; thence South 88°46'46" West, along the northerly line of said RDO Addition, for a distance of 413.03 feet to a tangential curve concave to the northeast having a radius of 20.00 feet; thence westerly and northwesterly a distance of 26.36 feet, along the northerly line of said RDO Addition and along said curve, a central angle of 75°31'21", a chord bearing of North 53°27'34" West and a chord length of 24.49 feet to a curve concave to the southeast having a radius of 60.00 feet; thence northwesterly, westerly, southwesterly, southerly, and southeasterly, along the

northerly line of said RDO Addition and along said curve, for a distance of 233.45 feet, a central angle of 222°55'49", a chord bearing of South 52°50'12" West and a chord length of 111.68 feet to the northwest corner of said Lot 1; thence South 37°08'43" West, not tangent to last curve and along the northwesterly line of said Lot 1, for a distance of 439.28 feet to the true point of beginning.

(abstract property)

**WHEREAS**, City Staff studied the matter, reports were issued, and information was provided to the City Council regarding the Applications; and,

**WHEREAS**, consistent with City Code 1002.07, Subd 1(1) (General Requirements), the Planning Commission took into consideration the requirements of the community and the best use of the land being subdivided. The Planning Commission recommended Approval at its May 2, 2024 meeting; and,

**WHEREAS**, consistent with City Code 1001.23, Subd 1(d), the Planning Commission considered the effect of the proposed conditional use on the Comprehensive Plan and on the character and the development of the neighborhood; and,

**WHEREAS**, the City Council conducted a Public Hearing on May 28, 2024. A Public Hearing notice was published by THE PRESS on May 10, 2024, and mailed to property owners within 500' of the project property; and,

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

**FINDINGS:**

1. The Preliminary Plat is consistent with City Code 1002.05, Subd 1(2)(f)(4);
  - (a) That the proposed subdivision is NOT in conflict with the City's Comprehensive Plan, Zoning Ordinance, Capital Improvements Program, or other policy or regulation.
  - (b) That the proposed subdivision is NOT in conflict with the purpose and intent of this chapter.
  - (c) 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.
  - (d) That the site IS physically suitable for the intensity or type of development or use contemplated.
  - (e) That the design of the subdivision or the proposed improvements are NOT likely to cause substantial and irreversible environmental damage.
  - (f) 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.
  - (g) 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.
  - (h) That the subdivision is NOT premature as determined by the standards of Subsection 1002.03 of this section.

2. The Final Plat is consistent with the Preliminary Plat, dated August 30, 2021, and the Zoning and Subdivision codes, and 2040 Comprehensive Plan.
3. The Conditional Use Permit is consistent with City Code 1001.23, Subd 1(e):
  - (a) The proposed use is consistent with the Comprehensive Plan and the purpose of the underlying zoning district.
  - (b) The proposed use will not substantially diminish or impair property values within the immediate vicinity of the subject property.
  - (c) The proposed use will not be detrimental to the health, safety, morals or welfare of persons residing or working near the use.
  - (d) The proposed use will not impede the normal and orderly development of surrounding property.
  - (e) The proposed use will not create an undue burden on parks, schools, streets and other public facilities and utilities which serve or are proposed to serve the area.
  - (f) The proposed use is adequately screened.
  - (g) The proposed use will not create a nuisance, including but not limited to odor, noise, vibration or visual pollution.
  - (h) The proposed use will provide adequate parking and loading spaces, and all storage on the site is in compliance with this Subsection.
  - (i) The proposed use will protect sensitive natural features.
  - (j) The City Council may attach conditions to the permit, as it may deem necessary in order to lessen the impact of a proposed use, meet applicable performance standards and to promote health, safety and welfare.
4. The Site Plan Review is consistent with City Code 1001 (Zoning), pending corrections noted in the City Engineer's letter (April 19, 2024) and Community Development Director's letter (April 28, 2024), and as noted in the Staff Report regarding code deficiencies (May 28, 2024).

DECISION:

1. The Preliminary Plat (August 30, 2021) and Permit Set (October 25, 2021) shall be revised to comply with the City Engineer's letter (April 19, 2024), and Community Development's letter (April 28, 2024). Revisions shall be accepted by City Staff prior to the City signing the Final Plat.
2. Consistent with City Code 1002.08, Subd 7(14), prior to the City releasing the Final Plat for recording, the Applicant shall submit a Title Commitment to the satisfaction of the City Attorney.
3. Consistent with City Code 1002.08, Subd 5, the Applicant shall record the Final Plat within 60-days after authorization by the City (signing and releasing the Final Plat), and shall provide the City with proof of Recording by the County Recorder.
5. Prior to the City releasing the Final Plat, the Applicant shall submit the following fees:

Storm Water	\$9,086	X	10.27 acres	=	\$93,313.22
Sanitary Sewer	\$6,751	X	10.27 acres	=	\$69,332.77
Sanitary Sewer Lateral Charge					TBD
Water	\$10,527	X	10.27 acres	=	\$108,112.29

Park Dedication	\$7,900	X	10.27 acres	=	\$81,133.00
Trail Dedication	\$3,214	X	10.27 acres	=	\$33,007.78
					<u>\$384,899.06</u>

6. Consistent with City Code 1002.09, Subd 3(4), the Applicant shall provide the City a Surety to guarantee installation of public improvements equal to 120% of the City Engineer's estimated costs of improvements. This surety shall be provided to the City prior to the City releasing the Final Plat. The Applicant shall comply all requirements for public improvements and guarantees as stated in City Code 1002.09 (Basic Improvements Required) in lieu of a Development Agreement.
7. Consistent with City Code 1001.24, Subd 5(11), all landscape plantings shall be guaranteed for one-year. Dead or diseased plantings within the initial year shall be replaced and guaranteed for one-year. The Applicant shall provide an escrow, 120% of the cost of plantings, to be refunded one-year after planting.
8. Approval of the Site Plan does not include signage (proposed signage is not consistent with City Code 1001.20). The Applicant shall resubmit a sign plan for administrative review. This may be done concurrently with the Building Permit review.

Adopted this 28<sup>th</sup> Day of May, 2024 by the Dayton City Council.

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Mayor Dennis Fisher

ATTEST:

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City Clerk Amy Benting

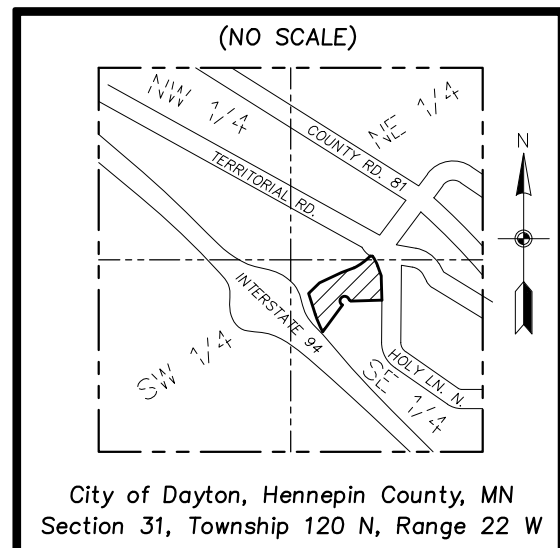
Motion by \_\_\_\_\_, Second by \_\_\_\_\_.  
*Motion Approved.*







## VICINITY MAP



## CONTROL POINTS

(ASSUMED COORDINATES)

#31	233855.0150°	467493.5040°	937.22°	TP PK
#12	233870.3260°	468091.9910°	950.55°	TP CP
#13	234339.6940°	468117.5460°	958.33°	TP CP
#34	233474.2050°	467238.0030°	930.32°	TP CP

OWNER:  
CITY OF DAYTON  
PID: 31-120-22-42-0014

OWNER:  
CITY OF DAYTON  
PID: 31-120-22-42-0014

OWNER:  
CITY OF DAYTON  
PID: 31-120-22-42-0012

OWNER:  
CITY OF DAYTON  
PID: 31-120-22-42-0014

OWNER:  
RDO EQUIPMENT CO.  
PID: 31-120-22-42-0013

## LEGEND

●	- Denotes Found Iron Monument	— uq —	- Denotes Hand Hole
○	- Denotes set or to be set 5/8 inch by 14 inch rebar, marked with RLS 40361	— ufo —	- Denotes Electric Meter
✱	- Denotes Light Pole	— ohe —	- Denotes Underground Gas line
✱	- Denotes Miscellaneous Sign	— --- ---	- Denotes Underground Fiber Optic
✱	- Denotes Existing Spot Elevation	— --- ---	- Denotes Overhead Utility Line(s)
○	- Denotes Sanitary Manhole	— --- ---	- Denotes Watermain
○	- Denotes Catch Basin	— --- ---	- Denotes Sanitary Sewer
○	- Denotes Flared End Section	— --- ---	- Denotes Storm Sewer
○	- Denotes Fire Hydrant	— --- ---	- Denotes Existing Fence as noted
○	- Denotes Gate Valve	— --- ---	- Denotes Concrete Surface
○	- Denotes Guy Wire	— --- ---	- Denotes Bituminous Surface
○	- Denotes Utility Pole	— --- ---	- Denotes Existing 2 Ft. Contour
○	- Denotes Mail Box	— --- ---	- Denotes Existing 10 Ft. Contour
○	- Denotes Telephone Box		
○	- Denotes Television Box		

## ALTA/NSPS LAND TITLE SURVEY

PART OF LOT 3,  
BLOCK 1, VF13 ADDITION,  
HENNEPIN COUNTY, MINNESOTA

PROPERTY DESCRIPTION: (Per Schedule A of Title Commitment File No. 1564778-2, with a commitment date of January 07, 2021 at 8:00 A.M., prepared by First American Title Insurance Company)

That part of Lot 3, Block 1, VF13 ADDITION, according to the recorded plat thereof, Hennepin County, Minnesota, described as follows:

Commencing at the most southerly corner of Lot 1, Block 1, RDO Addition, City of Dayton, Hennepin County, Minnesota; thence North 46°06'40" West, along the southwest line of said Lot 1, a distance of 107.83; thence North 42°18'14" West a distance of 795.56 feet; thence northwesterly 337.99 feet along the southwest line of said Lot 1 and a non-tangential curve concave to the northeast having a radius of 1332.00 feet, a central angle of 14°32'16", a chord bearing of North 35°01'30" West and a chord length of 337.08 feet, to the northwest corner of said Lot 1 and the true point of beginning; thence continue along said curve for a distance of 249.33 feet, a central angle of 10°43'31", a chord bearing of North 22°23'35" West and a chord length of 248.97 feet; thence North 17°01'50" West, tangent to last curve, a distance of 289.30 feet; thence North 65°46'36" East a distance of 199.32 feet; thence North 65°46'36" East a distance of 319.16 feet; thence North 69°29'52" East a distance of 180.65 feet; thence northeasterly 263.34 feet along a non-tangential curve concave to the northwest having a radius of 765.00 feet, a central angle of 19°43'23", a chord bearing of North 54°22'30" East and a chord length of 262.04 feet; thence South 86°40'48" East, not tangent to last curve, a distance of 32.31 feet; thence southeasterly 149.51 feet along a non-tangential curve concave to the southwest having a radius of 519.00 feet, a central angle of 16°50'19", a chord bearing of South 27°18'06" East and a chord length of 148.99 feet; thence South 19°02'56" East, tangent to last curve, a distance of 136.77 feet to the east line of said Lot 3; thence South 00°41'19" West, along the east line of said Lot 3, for a distance of 32.88 feet; thence South 01°13'14" East, along the east line of said Lot 3, for a distance of 285.06 feet to the northeast corner of said RDO Addition; thence South 66°46'46" West, along the northerly line of said RDO Addition, for a distance of 413.03 feet to a tangential curve concave to the northeast having a radius of 20.00 feet; thence westerly and northwesterly a distance of 26.36 feet, along the northerly line of said RDO Addition and along said curve, a central angle of 75°31'21", a chord bearing of North 53°27'34" West and a chord length of 24.49 feet to a curve concave to the southeast having a radius of 60.00 feet; thence northwesterly, westerly, southwesterly, southerly, and southeasterly, along the northerly line of said RDO Addition and along said curve, for a distance of 233.45 feet, a central angle of 222°55'49", a chord bearing of South 52°50'12" West and a chord length of 111.68 feet to the northwest corner of said Lot 1; thence South 37°08'43" West, not tangent to last curve and along the northwesterly line of said Lot 1, for a distance of 439.28 feet to the true point of beginning.

(abstract property)

## GENERAL NOTES:

- Bearings shown hereon are based on the most southerly southwest line of Lot 1, Block 1, RDO ADDITION, which is assumed to bear N46°06'40"W.
- Monuments have been found, set, or will be set at all major corners of the boundary and indicated on this survey.
- Surveyed property address, per title commitment - vacant land
- Per FEMA Flood Insurance Rate Map Number 27053C0045F with an effective date of 11/04/2016, surveyed property is located in Zone X, areas of minimal flooding. Areas determined to be outside 500-year floodplain determined to be outside the 1% and 0.2% annual chance floodplains.
- Surveyed property contains ±10.27 acres.
- BENCHMARK: Minnesota Department of Transportation Geodetic GSID Station No. 11201 (MnDot Name Brenna MNDT RM 2) - Elev. = 950.22 ft. (NAVD 88)
- Per the undated zoning verification letter prepared by Alec Henderson, Planner with the City of Dayton, the surveyed property is zoned Business Park, B-P. The setback requirements, height and floor space area restrictions, and parking requirements specific to the surveyed property are as follows:
  - Building - Principle Structure
    - Minimum Front Yard - 40 ft. plus 1 ft. for every 1 ft. of building height over 30 ft. (maximum setback of 80 ft.)
    - Minimum Side Yard - 20 ft. (Minimum Side Yard (Street) - 40 ft.)
    - Minimum Rear Yard - 20 ft.
    - Maximum Structure Height - 45 ft. or 3 stories, whichever is less
    - Maximum Impervious Surface Coverage - 80%
    - Maximum Building Footprint Coverage - 50%
  - Parking
    - Minimum Setback to Front, Side, or Rear to a Street - 20 ft.
    - Minimum Side Interior - 15 ft.
    - Minimum Rear Yard - 15 ft.
    - Minimum to Residential - 15 ft.

Note - The minimum setback requirements cannot be graphically depicted without an interpretation by the surveyor and are not shown hereon.

- At the time of this survey there were no buildings observed on the surveyed property.
- No parking spaces were observed on the surveyed property.
- Above ground utilities have been field located as shown. Underground utilities shown hereon are those which were field marked by utility companies responding to Gopher State One Call, Ticket No. 210680765, dated 3/09/21 or were taken from utility plans provided by the City of Dayton. All underground locations shown hereon are APPROXIMATE. Prior to any excavations or digging, contact Gopher State One Call for an on-site location (651-454-0002). However, lacking excavation, the exact location of underground features cannot be accurately, completely, and reliably depicted. In addition, Gopher State One Call locate and other similar utility locate requests from surveyors may be ignored or result in an incomplete response. Where additional or more detailed information is required, the client is advised that excavation may be necessary.
- At the time of this survey, the adjacent land to the west, north, and east is currently under road construction or is proposed to be reconstructed. Surveyor is not aware of any proposed changes to the street right-of-way lines. There was observable evidence of recent street or sidewalk construction or repairs.
- Per Schedule B, Part II Exceptions of the above listed Title Commitment:

Item 8 - The terms, provisions and easements contained in the document entitled "Easement Agreement" recorded September 15, 2003 as Doc. No. 8163239 of Official Records. (Described sign easements are not on nor do they touch surveyed property and are not shown hereon.) Above has been amended by Doc. Nos. 8869622, A10251763 and A10447021. (Contains no plottable easements and is not shown hereon.)

Item 9 - The terms and provisions contained in the document entitled "Certification of Resolution 26-2006" recorded September 27, 2006 as Doc. No. 8869614 of Official Records. (The temporary easement right to install improvements/indemnification contained in this document is blanket in nature and is not shown hereon.)

Item 10 - The terms and provisions contained in the document entitled "Certification of Resolution 27-2006" recorded September 27, 2006 as Doc. No. 8869615 of Official Records. (Vacates the drainage and utility easements as dedicated in the underlying plat of Triple Eagle Addition. Said vacated easements are not shown hereon.)

Item 11 - The terms and provisions contained in the document entitled "Certification of Subdivision Agreement VF13 Addition" recorded September 27, 2006 as Doc. No. 8869615 of Official Records. (The temporary easement right to install improvements/indemnification contained in this document is blanket in nature and is not shown hereon.)

Item 12 - The terms and provisions contained in the document entitled "Certification of Resolution 59-2008" recorded May 27, 2009 as Doc. No. A9367079 of Official Records. (Not survey related and is not shown hereon.)

Item 13 - The terms and provisions contained in the document entitled "Certification of Settlement Agreement" recorded May 27, 2009 as Doc. No. A9367080 of Official Records. (Not survey related and is not shown hereon.)

Item 14 - The terms, provisions and easements contained in the document entitled "Temporary Construction Easement Agreement" recorded December 10, 2019 as Doc. No. A10733691 of Official Records. (as shown hereon)

Item 15 - The terms and provisions contained in the document entitled "Certification of Resolution 11-2017" recorded May 22, 2018 as Doc. No. A10555241 of Official Records. (Not survey related and is not shown hereon.)

Item 16 - The terms, provisions and easements contained in the document entitled "Order Granting Petition and Ordering Transfer of Title and Possession" recorded December 30, 2019 as Doc. No. A10740376 of Official Records. (Said document extinguishes an easement which does not lie on the surveyed property.)

Item 17 - An easement shown or dedicated on the Map as referred to in the legal description  
For: drainage and utility purposes. (Drainage and utility easements as dedicated on the plat of VF13 ADDITION are shown hereon.)

## STATEMENT OF POSSIBLE ENCROACHMENTS:

- 1) Sliding gate and chain link fence encroaches approximately crosses ±5 ft on to the surveyed property, as shown.
- 2) Dirt stock pile is located on and northwesterly of the surveyed property, as shown.

## CERTIFICATION:

To: Kwik Trip, Inc., a Wisconsin Corporation; First American 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, 2, 3, 4, 5, 6(a), 6(b), 7(a), 8, 9, 11(c), 11(d), 14, 17, 18, and 20 of Table A thereof. The field work was completed on March 15, 2021.

Date of Plat or Map: April 13, 2021

Signed: Carlson McCain, Inc.

By: Thomas R. Balluff, L.S.

Minnesota License No. 40361  
tballuff@carlsonmccain.com

CARLSON  
MCCAIN  
ENGINEERING  
SURVEYING  
ENVIRONMENTAL

ALTA/NSPS LAND TITLE SURVEY

PROPOSED KWIK TRIP 1187 SITE

Dayton, Minnesota

KWIK TRIP, INC.

P.O. BOX 2107  
1626 Oak Street  
Lacrosse, WI 54602

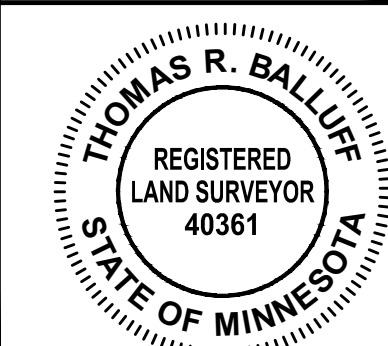
## REVISIONS

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DRAWN BY: bjs

ISSUE DATE: 4/13/21

FILE NO: 2259



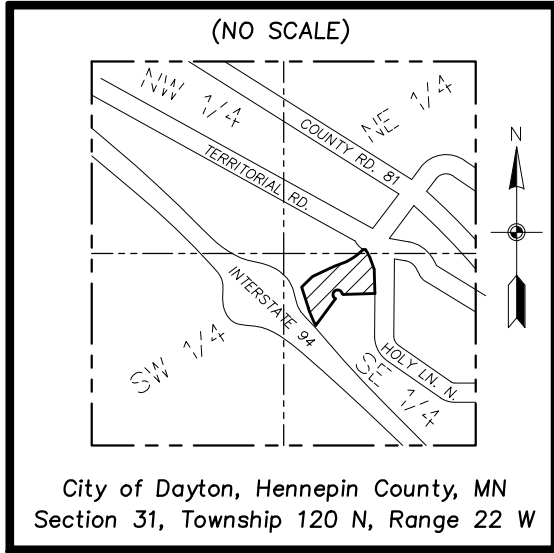
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# KWIK TRIP 1187

## VICINITY MAP



**PROPERTY DESCRIPTION:** (Per Schedule A of Title Commitment File No. 1564778-2, with a commitment date of January 07, 2021 at 8:00 A.M., prepared by First American Title Insurance Company)

That part of Lot 3, Block 1, VF13 ADDITION, according to the recorded plat thereof, Hennepin County, Minnesota, described as follows:

Commencing at the most southerly corner of Lot 1, Block 1, RDO ADDITION, City of Dayton, Hennepin County, Minnesota; thence North 46°06'40" West, along the southwest line of said Lot 1, a distance of 107.83; thence North 42°18'14" West a distance of 795.56 feet; thence northwesterly 337.99 feet along the southwest line of said Lot 1 and a non-tangential curve concave to the northeast having a radius of 1332.00 feet, a central angle of 14°32'18", a chord bearing of North 35°01'30" West and a chord length of 337.08 feet, to the northwest corner of said Lot 1 and the true point of beginning; thence continue along said curve for a distance of 249.33 feet, a central angle of 10°43'31", a chord bearing of North 22°23'35" West and a chord length of 248.97 feet; thence North 17°01'50" West, tangent to last curve, a distance of 289.30 feet; thence North 45°32'46" East a distance of 199.32 feet; thence North 65°46'36" East a distance of 319.16 feet; thence North 69°29'52" East a distance of 180.65 feet; thence northeasterly 263.34 feet along a non-tangential curve concave to the northeast having a radius of 765.00 feet, a central angle of 19°43'23", a chord bearing of North 54°22'30" East and a chord length of 262.04 feet; thence South 86°40'48" East, not tangent to last curve, a distance of 32.31 feet; thence southeasterly 149.51 feet along a non-tangential curve concave to the southwest having a radius of 519.00 feet, a central angle of 16°30'19", a chord bearing of South 27°18'06" East and a chord length of 148.99 feet; thence South 19°02'56" East, tangent to last curve, a distance of 136.77 feet to the east line of said Lot 3; thence South 00°41'19" West, along the east line of said Lot 3, for a distance of 32.88 feet; thence South 01°13'14" East, along the east line of said Lot 3, for a distance of 285.06 feet to the northeast corner of said RDO ADDITION; thence South 88°46'46" West, along the northerly line of said RDO ADDITION, for a distance of 413.03 feet to a tangential curve concave to the northeast having a radius of 20.00 feet; thence westerly and northwesterly a distance of 26.36 feet, along the northerly line of said RDO ADDITION and along said curve, a central angle of 75°31'21", a chord bearing of North 53°27'34" West and a chord length of 24.49 feet to a curve concave to the southeast having a radius of 60.00 feet; thence northwesterly, westerly, southwesterly, southerly, and southeasterly, along the northerly line of said RDO ADDITION and along said curve, for a distance of 233.45 feet, a central angle of 222°55'49", a chord bearing of South 52°50'12" West and a chord length of 111.68 feet to the northwest corner of said Lot 1; thence South 37°08'43" West, not tangent to last curve and along the northwesterly line of said Lot 1, for a distance of 439.28 feet to the true point of beginning.

(Abstract Property)

## GENERAL NOTES:

- Bearings shown hereon are based on the most southerly southwest line of Lot 1, Block 1, RDO ADDITION, which is assumed to bear N46°06'40"W.
- Monuments have been found, set, or will be set at all major corners of the boundary and indicated on this survey.
- Surveyed property address, per title commitment - vacant land

## SITE DATA

TOTAL SITE AREA ±10.27 AC.  
TOTAL NUMBER OF LOTS 1  
GROSS DENSITY 0.10 LOTS/AC.  
EXISTING ZONING B-P  
PROPOSED ZONING B-P  
UTILITIES AVAILABLE

## SETBACKS

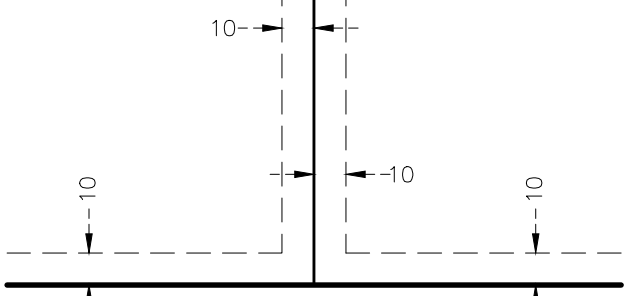
**Building - Principle Structure**  
Minimum Front Yard - 40 ft. plus 1 ft. for every 1 ft. of building height over 30 ft. (maximum setback of 80 ft.)  
Minimum Side Yard - 20 ft. Minimum Side Yard (Street) - 40 ft.  
Minimum Rear Yard - 20 ft.  
Maximum Structure Height - 45 ft. or 3 stories, whichever is less  
Maximum Impervious Surface Coverage - 80%  
Maximum Building Footprint Coverage - 50%

**Parking**  
Minimum Setback to Front, Side, or Rear to a Street - 20 ft.  
Minimum Side Interior - 15 ft.  
Minimum Rear Yard - 15 ft.  
Minimum to Residential - 15 ft.

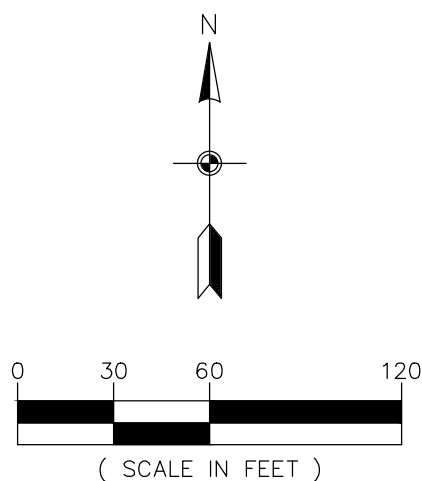
## LEGEND

- Denotes Found Iron Monument
- Denotes set or to be set 5/8 inch by 14 inch rebar, marked with RLS 40361

## PROPOSED DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



being 10 feet in width, and adjoining side lot lines, right of way lines and rear lot lines unless otherwise shown on this plat.



## PRELIMINARY PLAT

**KWIK TRIP 1187**  
Dayton, Minnesota

**KWIK TRIP, INC.**  
P.O. BOX 2107  
1626 Oak Street  
Lacrosse, WI 54602

## REVISIONS

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DRAWN BY: JAB  
ISSUE DATE: 08/30/21  
FILE NO: 2259

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

Name: Thomas R. Balluff  
Signature: *Thomas R. Balluff*  
Date: 08/30/21 License #: 40361

1 of 2



KWIK TRIP 1187

C.R. DOC. NO. \_\_\_\_\_

KNOW ALL PERSONS BY THESE PRESENTS: That Kwik Trip, Inc., a Wisconsin corporation, owner of the following described property situated in the County of Hennepin, State of Minnesota, to wit:

That part of Lot 3, Block 1, VF13 ADDITION, according to the recorded plot thereof, Hennepin County, Minnesota, described as follows:

Commencing at the most southerly corner of Lot 1, Block 1, RDO ADDITION, City of Dayton, Hennepin County, Minnesota; thence North 45°06'40" West, along the southwest line of said Lot 1, a distance of 107.83; thence North 42°16'14" West a distance of 795.56 feet; thence northwesterly 337.99 feet along the southwest line of said Lot 1 and a non-tangential curve concave to the northeast having a radius of 1332.00 feet, a central angle of 14°32'18", a chord bearing of North 35°01'30" West and a chord length of 337.08 feet, to the northwest corner of said Lot 1 and the true point of beginning; thence continue along said curve for a distance of 249.33 feet, a central angle of 10°43'31", a chord bearing of North 22°23'35" West and a chord length of 248.97 feet; thence North 17°01'50" West, tangent to last curve, a distance of 289.30 feet; thence North 45°32'46" East a distance of 199.32 feet; thence North 65°46'36" East a distance of 319.16 feet; thence North 69°29'52" East a distance of 180.65 feet; thence northeasterly 263.34 feet along a non-tangential curve concave to the northwest having a radius of 765.00 feet, a central angle of 19°43'23", a chord bearing of North 54°22'30" East and a chord length of 262.04 feet; thence South 86°40'48" East, not tangent to last curve, a distance of 32.31 feet; thence southeasterly 149.51 feet along a non-tangential curve concave to the southwest having a radius of 519.00 feet, a central angle of 16°30'19", a chord bearing of South 27°18'06" East and a chord length of 148.99 feet; thence South 19°02'56" East, tangent to last curve, a distance of 136.77 feet to the east line of said Lot 3; thence South 00°41'19" West, along the east line of said Lot 3, for a distance of 32.88 feet; thence South 01°13'14" East, along the east line of said Lot 3, for a distance of 285.06 feet to the northeast corner of said RDO ADDITION; thence South 88°46'46" West, along the northerly line of said RDO ADDITION, for a distance of 413.03 feet to a tangential curve concave to the northeast having a radius of 20.00 feet; thence westerly and northwesterly a distance of 26.36 feet, along the northerly line of said RDO ADDITION and along said curve, a central angle of 75°31'21", a chord bearing of North 53°27'34" West and a chord length of 24.49 feet to a curve concave to the southeast having a radius of 60.00 feet; thence northwesterly, westerly, southwesterly, southerly, and southeasterly, along the northerly line of said RDO ADDITION and along said curve, for a distance of 233.45 feet, a central angle of 222°55'49", a chord bearing of South 52°50'12" West and a chord length of 111.68 feet to the northwest corner of said Lot 1; thence South 37°08'43" West, not tangent to last curve and along the northwesterly line of said Lot 1, for a distance of 439.28 feet to the true point of beginning.

Has caused the same to be surveyed and platted as KWIK TRIP 1187 and does hereby dedicate to the public for public use the easements created by this plat for drainage and utility purposes only.

In witness whereof said Kwik Trip, Inc., a Wisconsin corporation, has caused these presents to be signed by its proper officer this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

KWIK TRIP, INC.

By: \_\_\_\_\_ as \_\_\_\_\_

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

This instrument was acknowledged before me on \_\_\_\_\_ by \_\_\_\_\_ as \_\_\_\_\_ of Kwik Trip, Inc., a Wisconsin corporation, on behalf of the corporation.

\_\_\_\_\_  
(Signed)  
\_\_\_\_\_  
(Printed)  
Notary Public, \_\_\_\_\_  
My commission expires \_\_\_\_\_

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

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

Thomas R. Balluff, Licensed Land Surveyor  
Minnesota License No. 40361

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

This instrument was acknowledged before me on this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by Thomas R. Balluff.

\_\_\_\_\_  
(Signed)  
\_\_\_\_\_  
(Printed)  
Notary Public, \_\_\_\_\_  
My commission expires \_\_\_\_\_

CITY COUNCIL, CITY OF DAYTON, MINNESOTA

This plat of KWIK TRIP 1187 was approved and accepted by the City Council of the City of Dayton, Minnesota, at a regular meeting thereof held this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

City Council, City of Dayton, Minnesota

By: \_\_\_\_\_, Mayor By: \_\_\_\_\_, Clerk

RESIDENT AND REAL ESTATE SERVICES, Hennepin County, Minnesota

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

Mark V. Chapin, County Auditor By: \_\_\_\_\_, Deputy

SURVEY DIVISION, Hennepin County, Minnesota

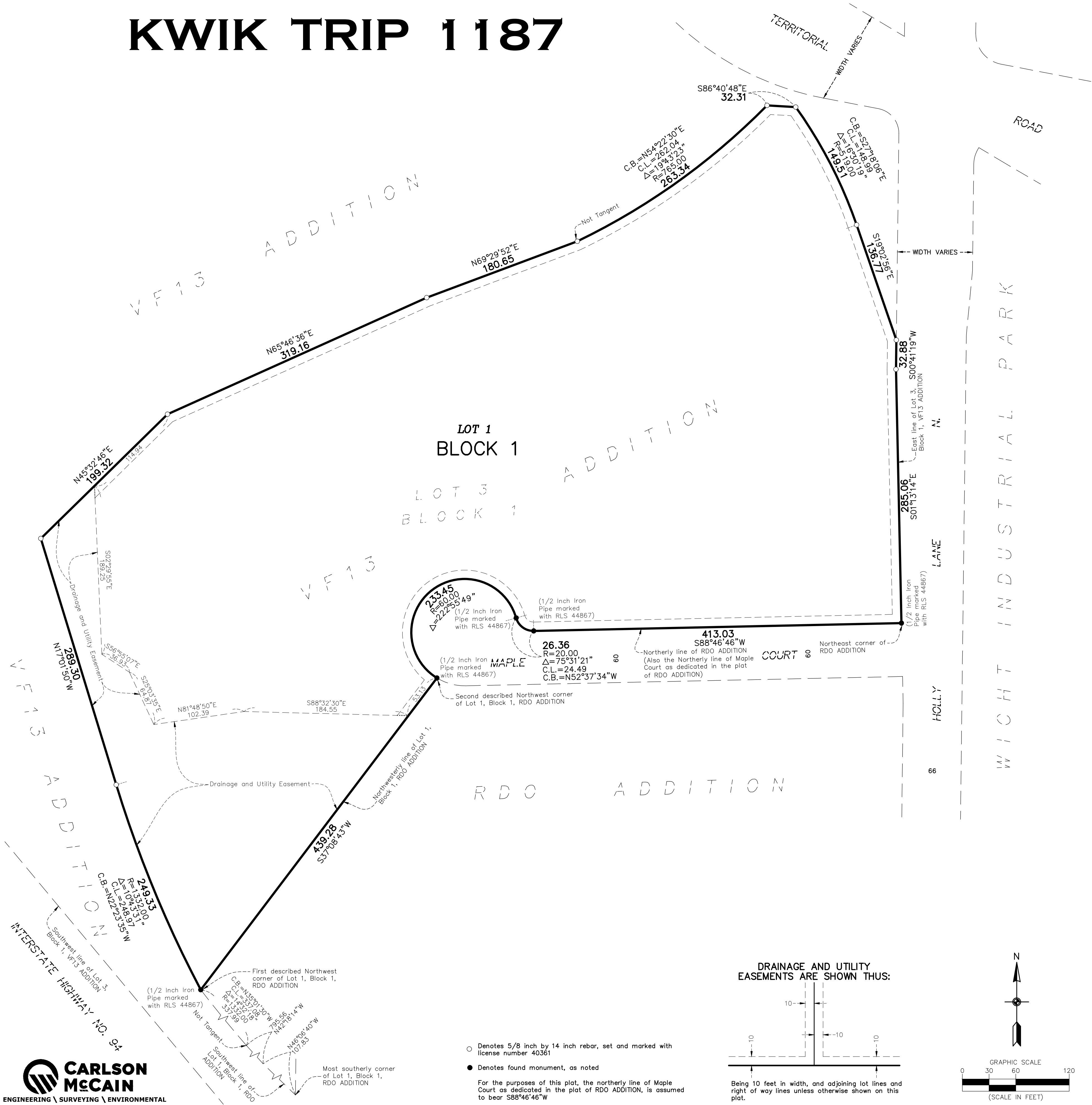
Pursuant to Minnesota Statutes, Section 383B.565 (1969), this plat has been approved this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

Chris F. Mavis, County Surveyor By: \_\_\_\_\_

COUNTY RECORDER, Hennepin County, Minnesota

I hereby certify that the within plat of KWIK TRIP 1187 was recorded in this office this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, at \_\_\_\_\_ o'clock \_\_\_\_\_M.

\_\_\_\_\_, County Recorder By: \_\_\_\_\_, Deputy

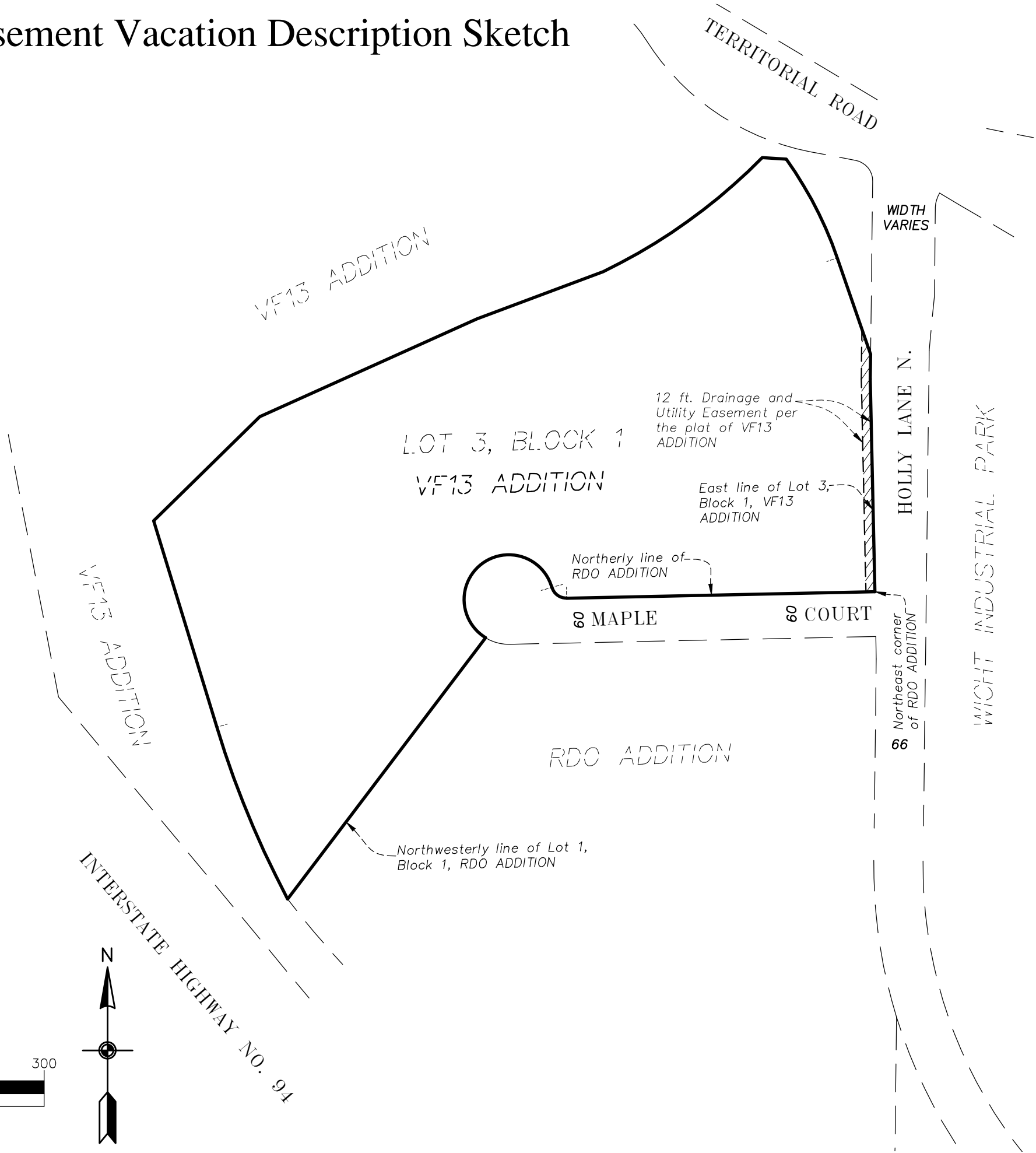


EASEMENT VACATION DESCRIPTION:

All of the drainage and utility easements, as created and dedicated in the plat of VF13 ADDITION, according to the recorded plat thereof, Hennepin County Minnesota, embraced within that part of Lot 3, Block 1, said VF13 ADDITION, described as follows:

Commencing at the most southerly corner of Lot 1, Block 1, RDO ADDITION, City of Dayton, Hennepin County, Minnesota; thence North 46°06'40" West, along the southwest line of said Lot 1, a distance of 107.83; thence North 42°18'14" West a distance of 795.56 feet; thence northwesterly 337.99 feet along the southwest line of said Lot 1 and a non-tangential curve concave to the northeast having a radius of 1332.00 feet, a central angle of 14°32'18", a chord bearing of North 35°01'30" West and a chord length of 337.08 feet, to the northwest corner of said Lot 1 and the true point of beginning; thence continue along said curve for a distance of 249.33 feet, a central angle of 10°43'31", a chord bearing of North 22°23'35" West and a chord length of 248.97 feet; thence North 17°01'50" West, tangent to last curve, a distance of 289.30 feet; thence North 45°32'46" East a distance of 199.32 feet; thence North 65°46'36" East a distance of 319.16 feet; thence North 69°29'52" East a distance of 180.65 feet; thence northeasterly 263.34 feet along a non-tangential curve concave to the northwest having a radius of 765.00 feet, a central angle of 19°43'23", a chord bearing of North 54°22'30" East and a chord length of 262.04 feet; thence South 86°40'48" East, not tangent to last curve, a distance of 32.31 feet; thence southeasterly 149.51 feet along a non-tangential curve concave to the southwest having a radius of 519.00 feet, a central angle of 16°30'19", a chord bearing of South 27°18'06" East and a chord length of 148.99 feet; thence South 19°02'56" East, tangent to last curve, a distance of 136.77 feet to the east line of said Lot 3; thence South 00°41'19" West, along the east line of said Lot 3, for a distance of 32.88 feet; thence South 01°13'14" East, along the east line of said Lot 3, for a distance of 285.06 feet to the northeast corner of said RDO ADDITION; thence South 88°46'46" West, along the northerly line of said RDO ADDITION, for a distance of 413.03 feet to a tangential curve concave to the northeast having a radius of 20.00 feet; thence westerly and northwesterly a distance of 26.36 feet, along the northerly line of said RDO ADDITION and along said curve, a central angle of 75°31'21", a chord bearing of North 53°27'34" West and a chord length of 24.49 feet to a curve concave to the southeast having a radius of 60.00 feet; thence northwesterly, westerly, southwesterly, southerly, and southeasterly, along the northerly line of said RDO ADDITION and along said curve, for a distance of 233.45 feet, a central angle of 222°55'49", a chord bearing of South 52°50'12" West and a chord length of 111.68 feet to the northwest corner of said Lot 1; thence South 37°08'43" West, not tangent to last curve and along the northwesterly line of said Lot 1, for a distance of 439.28 feet to the true point of beginning.

Easement Vacation Description Sketch



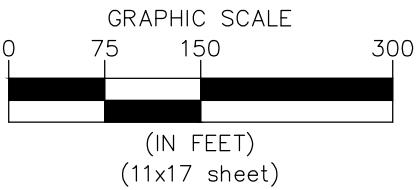
Denotes Easement Vacation Area



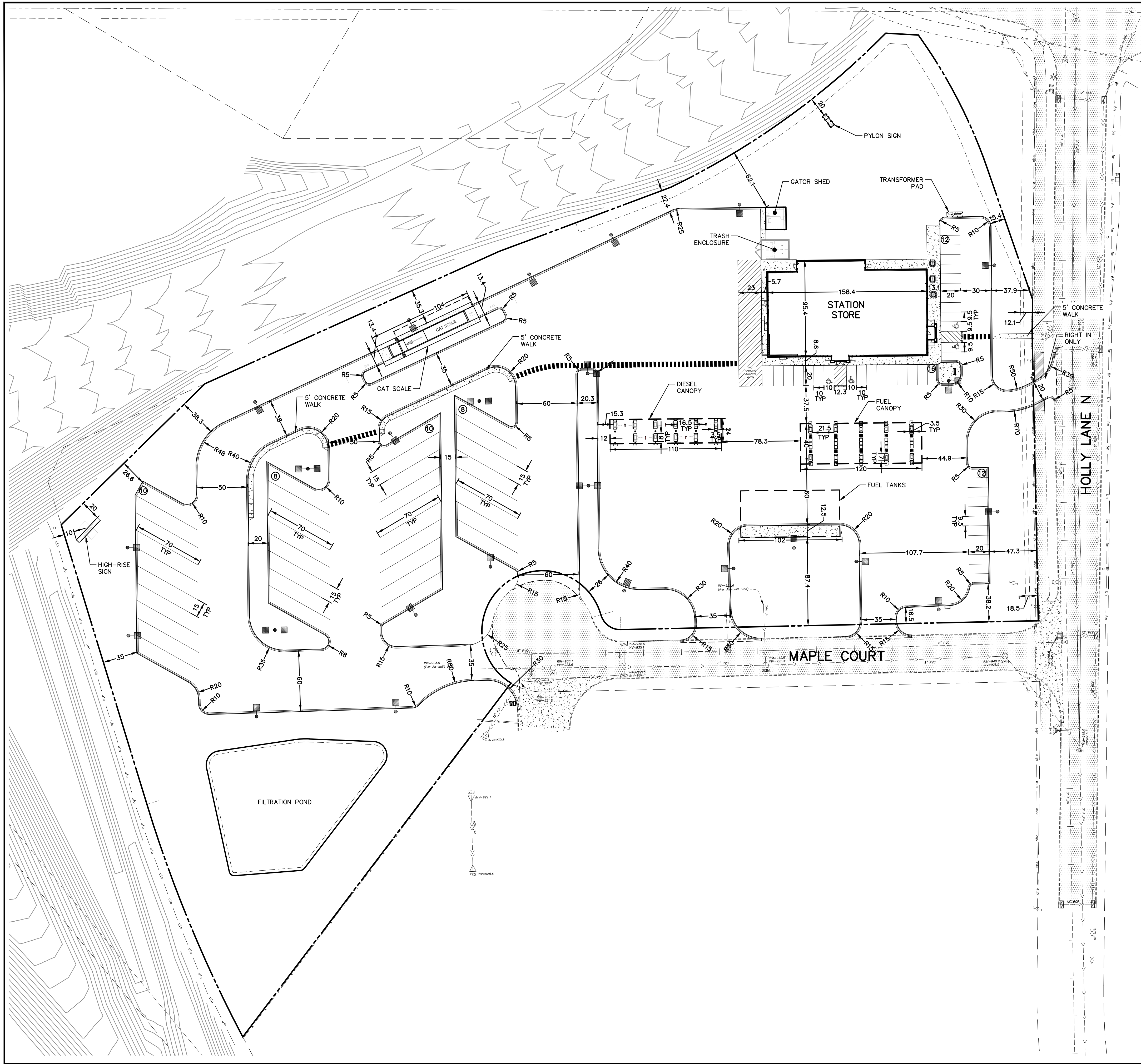
**CARLSON  
McCAIN**

ENGINEERING  
SURVEYING  
ENVIRONMENTAL

3890 PHEASANT RIDGE DRIVE NE, SUITE 100, BLAINE, MN 55449  
TEL 763.489.7900 \ FAX 763.489.7959 \ CARLSONMCCAIN.COM







PLAN LEGEND	
EXISTING	PROPOSED
CURB	
BITUMINOUS	
CONCRETE PAVEMENT	
CONCRETE WALK	
PROPERTY LINE	
EASEMENT LINE	
STORM SEWER	
SANITARY SEWER	
WATER MAIN	
UNDERGROUND GAS	
UNDERGROUND FIBER OPTIC	
OVERHEAD ELECTRIC	
FENCE	
SIGN	
POWER POLE	
SANITARY MANHOLE	
LIGHT POLE	
MAILBOX	
TELEPHONE BOX	
TELEVISION BOX	
GATE VALVE	
GUY WIRE	
HYDRANT	
HAND HOLE	
ELECTRIC METER	

SITE PLAN NOTES

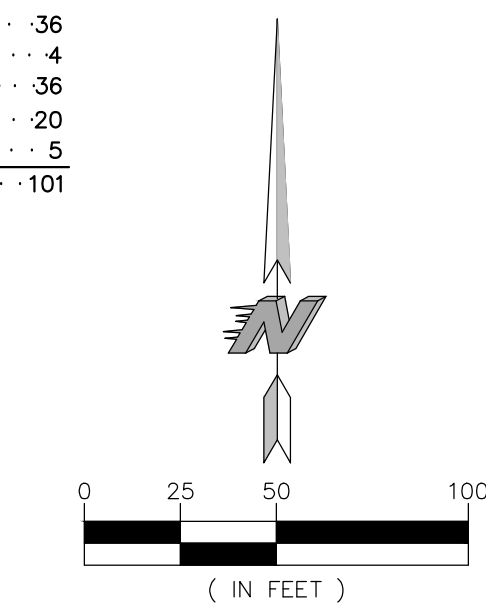
- ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
- CONCRETE CURB AND GUTTER SHALL BE B612 UNLESS OTHERWISE NOTED.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES PRIOR TO THE START OF SITE WORK. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF DISCREPANCIES OR VARIATIONS FROM THE PLAN.
- UNLESS OTHERWISE SHOWN ON THIS DRAWING, CONTRACTOR SHALL PROVIDE CONTROL JOINTS, CONSTRUCTION JOINT AND EXPANSION JOINTS IN SLAB ON GRADE, SIDEWALKS AND DRIVES PER THE FOLLOWING REQUIREMENTS:  
CONTROL JOINT MAX. SPACING: WALKS-8" O.C.  
ALL OTHERS-10" O.C.  
SAW CUT CONTROL JOINTS MINIMUM 1/4 CONCRETE THICKNESS.  
EXPANSION JOINT MAX. SPACING: WALKS-24" O.C.  
\*ALL OTHERS-40" O.C.  
\*ALL POINTS WHERE A CHANGE IN PAVEMENT THICKNESS OCCURS SHALL HAVE AN EXPANSION JOINT.  
DOWELL ALL EXPANSION JOINTS: 24" O.C. MAX.  
CONCRETE SEALER SHALL BE TK-26UV.

SITE DATA

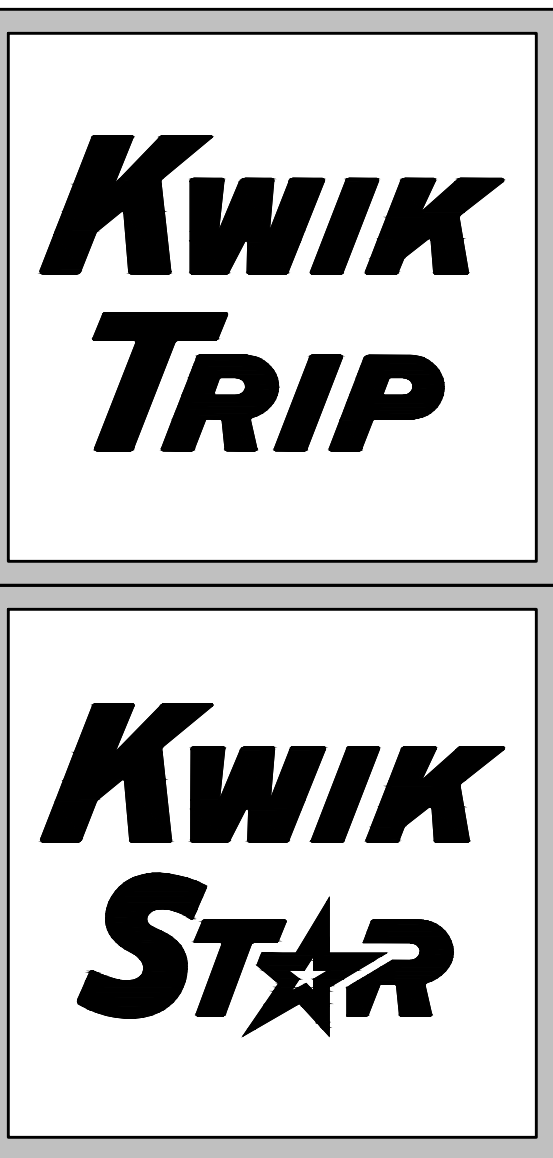
ZONING:	BP-BUSINESS PARK
PARCEL AREA:	447,509 SF
HARD SURFACE AREA:	
STATION STORE:	14,423 SF 3%
PAVEMENT:	233,959 SF 52%
TOTAL:	248,382 SF 55%
PERVIOUS SURFACE AREA:	199,127 SF 45%
BUILDING HEIGHTS:	
STATION STORE:	24.0 FT
FUEL CANOPIES:	15.5 FT

PARKING SUMMARY

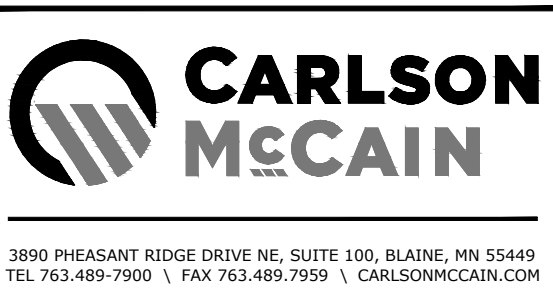
STANDARD STALLS	36
HANDICAP STALLS	4
TRUCK STALLS	36
FUEL CANOPY STALLS	20
DIESEL CANOPY STALLS	5
TOTAL STALLS	101



BENCHMARKS	
1. MINNESOTA DEPARTMENT OF TRANSPORTATION GSID STATION #11201 (NAME: BRENNA MNDT RM 2) ELEVATION = 950.22 FT. (NAVD 88)	



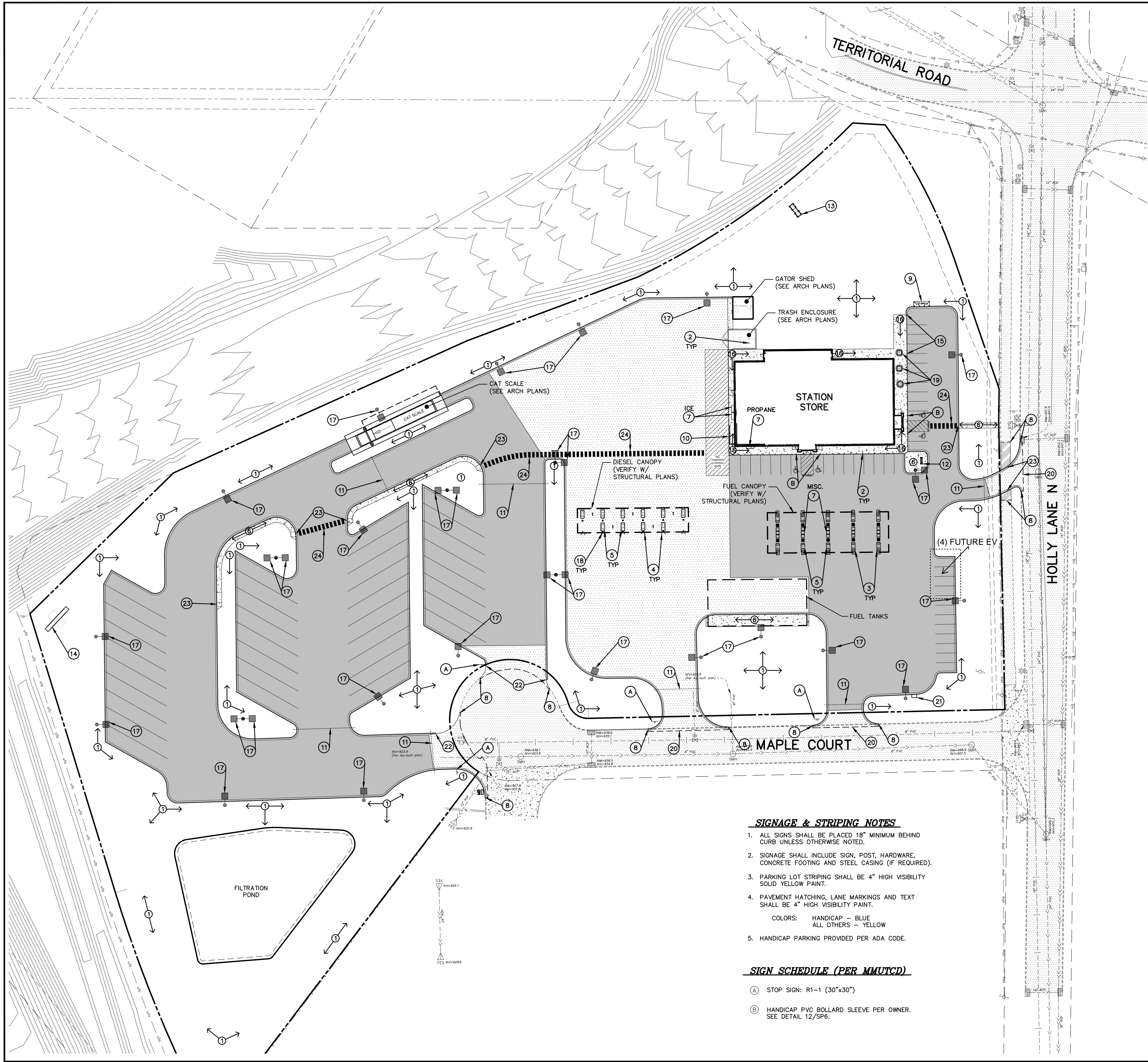
KWIK TRIP, Inc.  
P.O. BOX 2107  
1626 OAK STREET  
LA CROSSE, WI 54602-2107  
PH. (608) 781-8988  
FAX (608) 781-8960



I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.  
Name: Joseph T. Radach, P.E.  
Signature: [Signature]  
Date: 08/18/21 License #: 45889

SITE PLAN (LAYOUT)	
CONVENIENCE STORE #11187 WITH SIDE DIESEL	
MAPLE COURT & HOLLY LANE N DAYTON, MINNESOTA	
#	DATE DESCRIPTION
1	10/25/21 Per City Comments
DRAWN BY	JTR
SCALE	GRAPHIC
PROJ. NO.	9354-00
DATE	2021-08-18
SHEET	1187 SP2





PLAN LEGEND	
EXISTING	PROPOSED
CURB	HEAVY DUTY 72,167 SF
BITUMINOUS	LIGHT DUTY 147,844 SF
CONCRETE PAVEMENT	
CONCRETE WALK	
PROPERTY LINE	
EASEMENT LINE	
STORM SEWER	
SANITARY SEWER	
WATER MAIN	
UNDERGROUND GAS	
UNDERGROUND FIBER OPTIC	
OVERHEAD ELECTRIC	
FENCE	
SIGN	
POWER POLE	
SANITARY MANHOLE	
LIGHT POLE	
MAILBOX	
TELEPHONE BOX	
TELEVISION BOX	
GATE VALVE	
GUY WIRE	
HYDRANT	
HAND HOLE	
ELECTRIC METER	

PLAN KEYNOTES

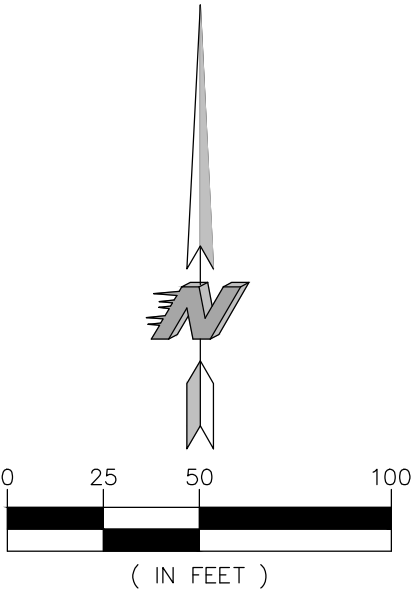
- LANDSCAPE AREA. SEE SHEET L1.
- 30" HEIGHT, 6" DIAMETER CONCRETE FILLED PIPE BOLLARD. SEE DETAIL 6/SP6.
- 36" HEIGHT, 6" DIAMETER CONCRETE FILLED PIPE BOLLARD. SEE DETAIL 7/SP6.
- 48" HEIGHT, 6" DIAMETER CONCRETE FILLED PIPE BOLLARD. SEE DETAIL 8/SP6.
- CONCRETE ISLAND WITH 6" EXPOSURE WITH FUEL DISPENSER. DISPENSER PER OWNER.
- 4" CONCRETE WALK.
- OUTDOOR MERCHANDISING.
- MATCH EXISTING CURB & GUTTER/SIDEWALK/PAVEMENT.
- TRANSFORMER LOCATION.
- TOTE SCREENING WALL. SEE ARCHITECTURAL PLANS.
- PVC IRRIGATION SLEEVE UNDER PAVEMENT. VERIFY WITH IRRIGATION PLAN FOR EXACT SIZE AND LOCATION BEFORE INSTALLATION.
- BIKE RACK PER OWNER.
- PYLON SIGN.
- HIGH-RISE SIGN.
- PAINT FACE OF CURB TRANSITION WITH HIGH VISIBILITY YELLOW PAINT.
- 6" INTEGRAL CONCRETE WALK/CURB.
- SITE AREA LIGHT WITH CONCRETE BASE PER DETAIL 5/SP6.
- DIESEL TRUCK AIR MACHINE.
- PICNIC TABLE PER OWNER.
- CONCRETE VALLEY GUTTER PER CITY PLATE STR-09.
- FREE AIR MACHINE.
- 3 FT TAPER OUT CURB.
- PEDESTRIAN CURB RAMP, PER CITY PLATE STR-16.
- CROSS-WALK MARKING

SIGNAGE & STRIPING NOTES

- ALL SIGNS SHALL BE PLACED 18" MINIMUM BEHIND CURB UNLESS OTHERWISE NOTED.
- SIGNAGE SHALL INCLUDE SIGN, POST, HARDWARE, CONCRETE FOOTING AND STEEL CASING (IF REQUIRED).
- PARKING LOT STRIPING SHALL BE 4" HIGH VISIBILITY SOLID YELLOW PAINT.
- PAVEMENT HATCHING, LANE MARKINGS AND TEXT SHALL BE 4" HIGH VISIBILITY PAINT.  
COLORS: HANDICAP - BLUE  
ALL OTHERS - YELLOW
- HANDICAP PARKING PROVIDED PER ADA CODE.

SIGN SCHEDULE (PER MMUTCD)

- STOP SIGN: R1-1 (30"x30")
- HANDICAP PVC BOLLARD SLEEVE PER OWNER. SEE DETAIL 12/SP6.



BENCHMARKS	
1.	MINNESOTA DEPARTMENT OF TRANSPORTATION GSID STATION #11201 (NAME: BRENNIA MNDT RM 2) ELEVATION = 950.22 FT. (NAVD 88)

CALL BEFORE YOU DIG

KWIK TRIP, Inc.  
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1626 OAK STREET  
LA CROSSE, WI 54602-2107  
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FAX (608) 781-8960

3890 PHEASANT RIDGE DRIVE NE, SUITE 100, BLAINE, MN 55449  
TEL 763.489.7900 \ FAX 763.489.7959 \ CARLSONMCCAIN.COM

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.  
Name: Joseph T. Radach, P.E.  
Signature:   
Date: 08/18/21 License #: 45889

SITE PLAN (KEYNOTE)

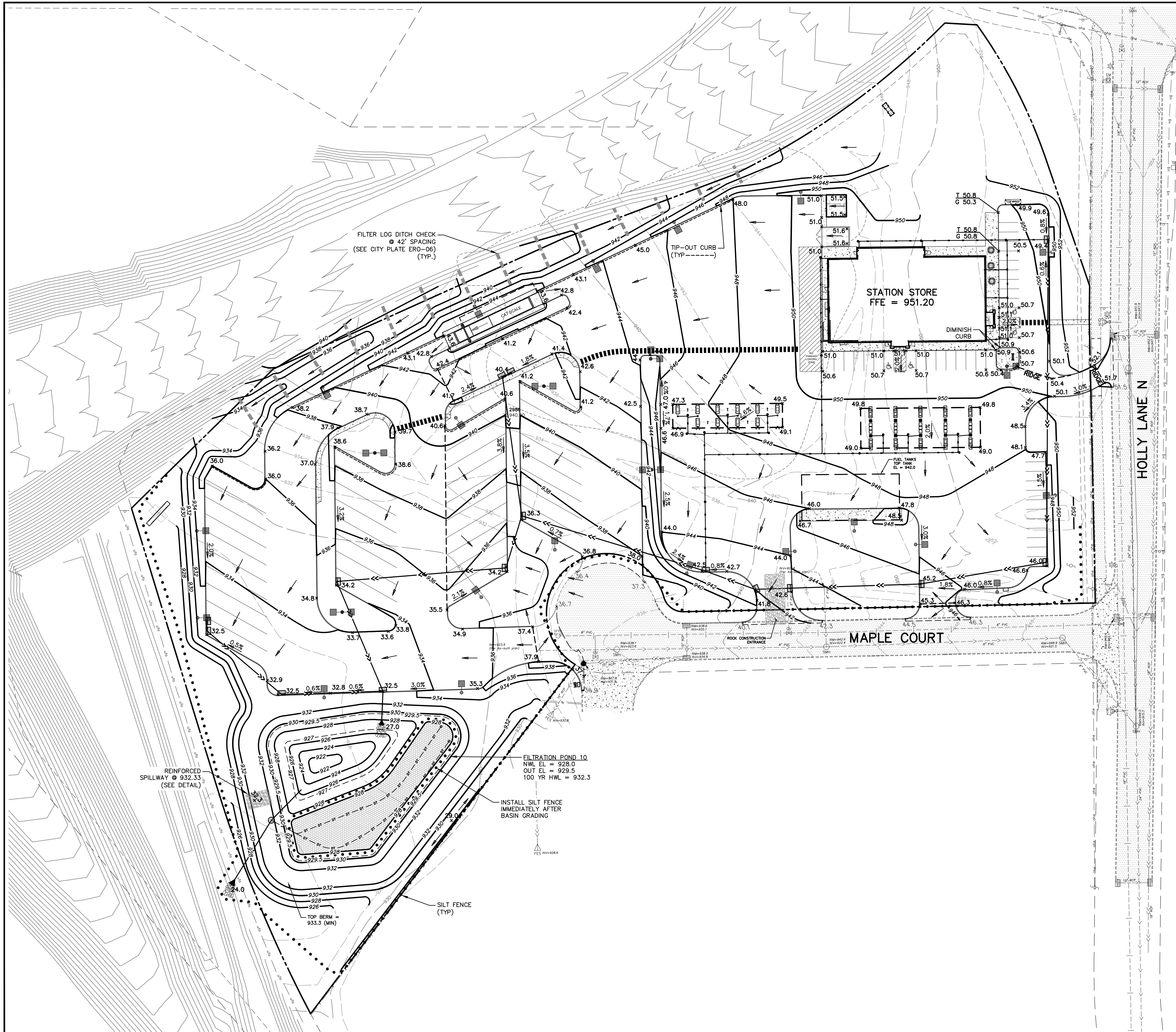
CONVENIENCE STORE #11187  
WITH SIDE DIESEL

MAPLE COURT & HOLLY LANE N  
DAYTON, MINNESOTA

#	DATE	DESCRIPTION
1	10/25/21	Per City Comments

DRAWN BY JTR  
SCALE GRAPHIC  
PROJ. NO. 9354-00  
DATE 2021-08-18  
SHEET 1187 SP2.1

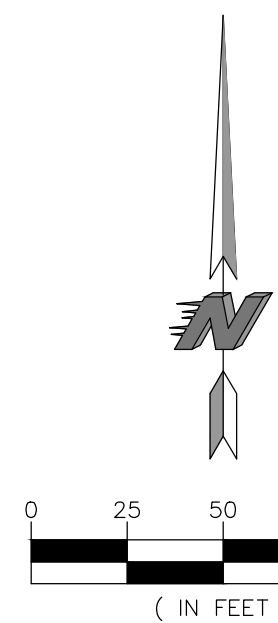




PLAN LEGEND	
EXISTING	PROPOSED
CURB	
BITUMINOUS	
CONCRETE PAVEMENT	
CONCRETE WALK	
GRAVEL	
PROPERTY LINE	
EASEMENT LINE	
STORM SEWER	
SANITARY SEWER	
WATER MAIN	
UNDERGROUND GAS	
UNDERGROUND FIBER OPTIC	
OVERHEAD ELECTRIC	
FENCE	
COMMUNICATIONS BOX	
POWER POLE	
SANITARY MANHOLE	
LIGHT POLE	
SIGN	
TRANSMISSION TOWER	
GAS VALVE	
WATER VALVE	
GUY WIRE	
HYDRANT	
5' CONTOUR	
1' CONTOUR	
SPOT ELEVATION (CURB ELEVATIONS ARE TO GUTTER LINE)	
SILT FENCE	
DITCH CHECK	

- GOVERNING SPECIFICATIONS**
- THE LATEST EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION".
  - THE LATEST EDITION OF THE CITY OF DAYTON STANDARD DETAILS AND SPECIFICATIONS.
  - THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD).
  - THE LATEST EDITION OF THE CITY ENGINEERS' ASSOCIATION OF MINNESOTA (CEAM) STANDARD SPECIFICATIONS.

- GRADING NOTES**
- SILT FENCE AND EXISTING CATCH BASIN INLET PROTECTION SHALL BE INSTALLED PRIOR TO GRADING CONSTRUCTION, AND SHALL BE MAINTAINED UNTIL SITE HAS BEEN STABILIZED.
  - CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND PAVEMENTS PRIOR TO THE START OF GRADING CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF DISCREPANCIES OR VARIATIONS FROM THE PLAN.
  - CONTRACTOR SHALL STRIP, STOCKPILE AND RESPREAD SUFFICIENT TOPSOIL TO PROVIDE A MINIMUM OF 4" OF TOPSOIL OVER ALL DISTURBED AREAS THAT WILL BE SODDED, SEEDED OR LANDSCAPED.



BENCHMARKS	
1. MINNESOTA DEPARTMENT OF TRANSPORTATION GSID STATION #11201 (NAME: BRENNIA MNDT RM 2) ELEVATION = 950.22 FT. (NAVD 88)	



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FAX (608) 781-8960

**CARLSON  
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TEL 763.489.7900 \ FAX 763.489.7959 \ CARLSONMCCAIN.COM

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

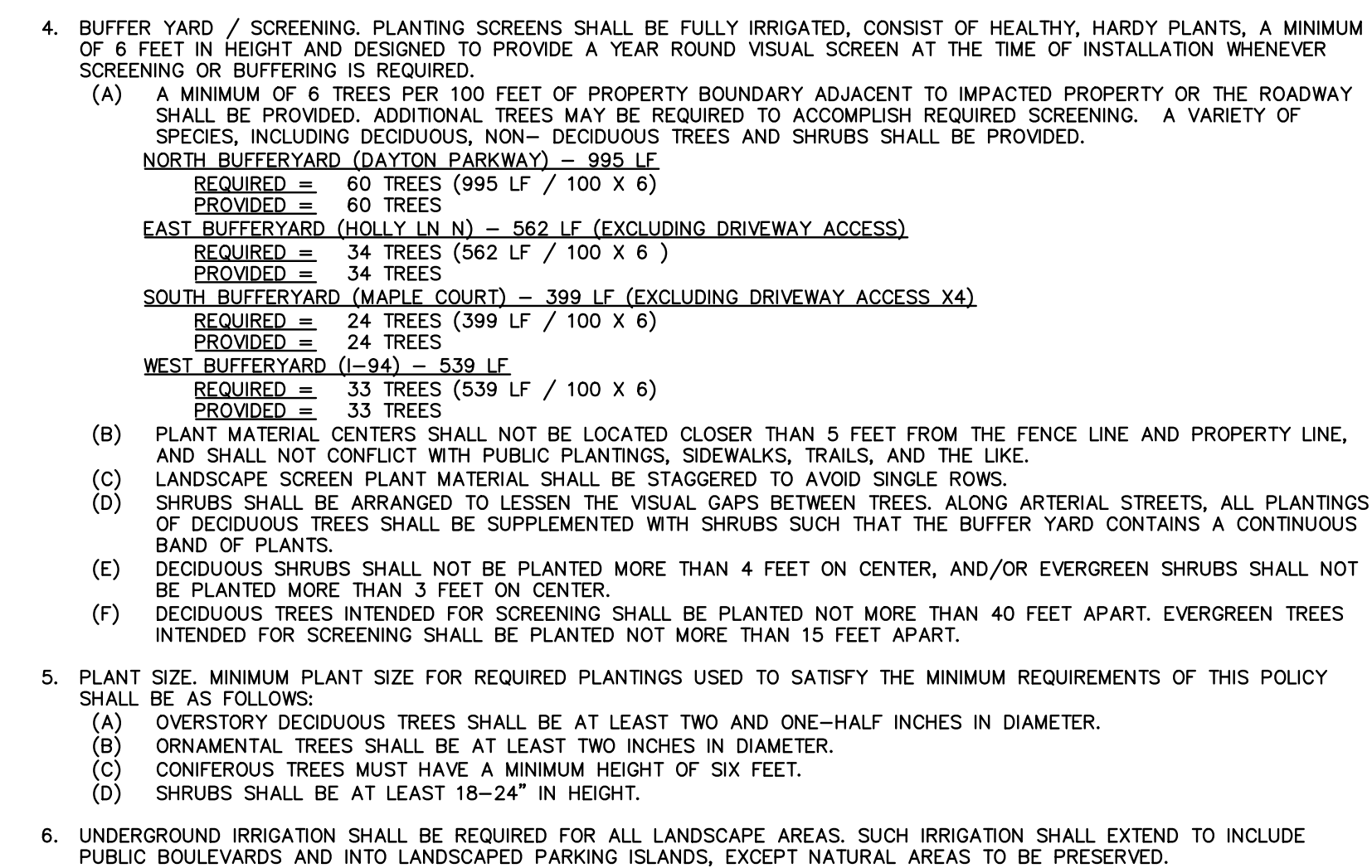
Name: Joseph T. Radach, P.E.  
Signature: *J. T. Radach*  
Date: 08/18/21 License #: 45889

GRADING & EROSION  
CONTROL PLAN  
CONVENIENCE STORE #1187  
WITH SIDE DIESEL  
MAPLE COURT & HOLLY LANE N  
DAYTON, MINNESOTA

#	DATE	DESCRIPTION
1	10/25/21	Per City Comments
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DRAWN BY JTR  
SCALE GRAPHIC  
PROJ. NO. 9354-00  
DATE 2021-08-18  
SHEET 1187 SP3





1. MINIMUM REQUIRED PLANTINGS. THE LANDSCAPE PLAN DESIGN SHALL, AT A MINIMUM, PROVIDE AT LEAST 3 OF THE FOLLOWING REQUIRED NUMBERS OF TREES AND SHRUBS IN ADDITION TO ANY TREES AND SHRUBS REQUIRED FOR SCREENING:

(A) ONE OVER-STORY TREE PER 3,000 SQUARE FEET OF OPEN AREA.  
REQUIRED = 57 TREES (170,400 SF OPEN AREA / 3,000)  
PROVIDED = 57 TREES

(B) ONE ORNAMENTAL TREE PER 1,500 SQUARE FEET OF OPEN SPACE.  
REQUIRED = 114 TREES (170,400 SF OPEN AREA / 1,500)  
PROVIDED = 114 TREES

(C) ONE EVERGREEN TREE PER 3,000 SQUARE FEET OF OPEN AREA.  
REQUIRED = 57 TREES (170,400 SF OPEN AREA / 3,000)  
PROVIDED = 57 TREES

(D) ONE DECIDUOUS OR EVERGREEN SHRUB PER 100 SQUARE FEET OF OPEN AREA.  
REQUIRED = 1704 SHRUBS (170,400 SF OPEN AREA / 100)  
PROVIDED = 557 SHRUBS

2. HEAT ISLAND REDUCTION. AT LEAST 1 OVER-STORY TREE SHALL BE PLANTED FOR EVERY 10 PARKING STALLS ON SITE. TO SATISFY THIS REQUIREMENT, TREES MUST BE LOCATED AT LEAST 4 FEET AND WITHIN 10 FEET OF A CURB ADJACENT ANY INTERNAL PARKING OR DRIVE AREA. THE TREES SHALL COUNT TOWARD MEETING THE OVERALL SITE GREEN SPACE AND LANDSCAPING REQUIREMENTS.  
REQUIRED = 8 TREES (76 STALLS / 10)  
PROVIDED = 8 TREES

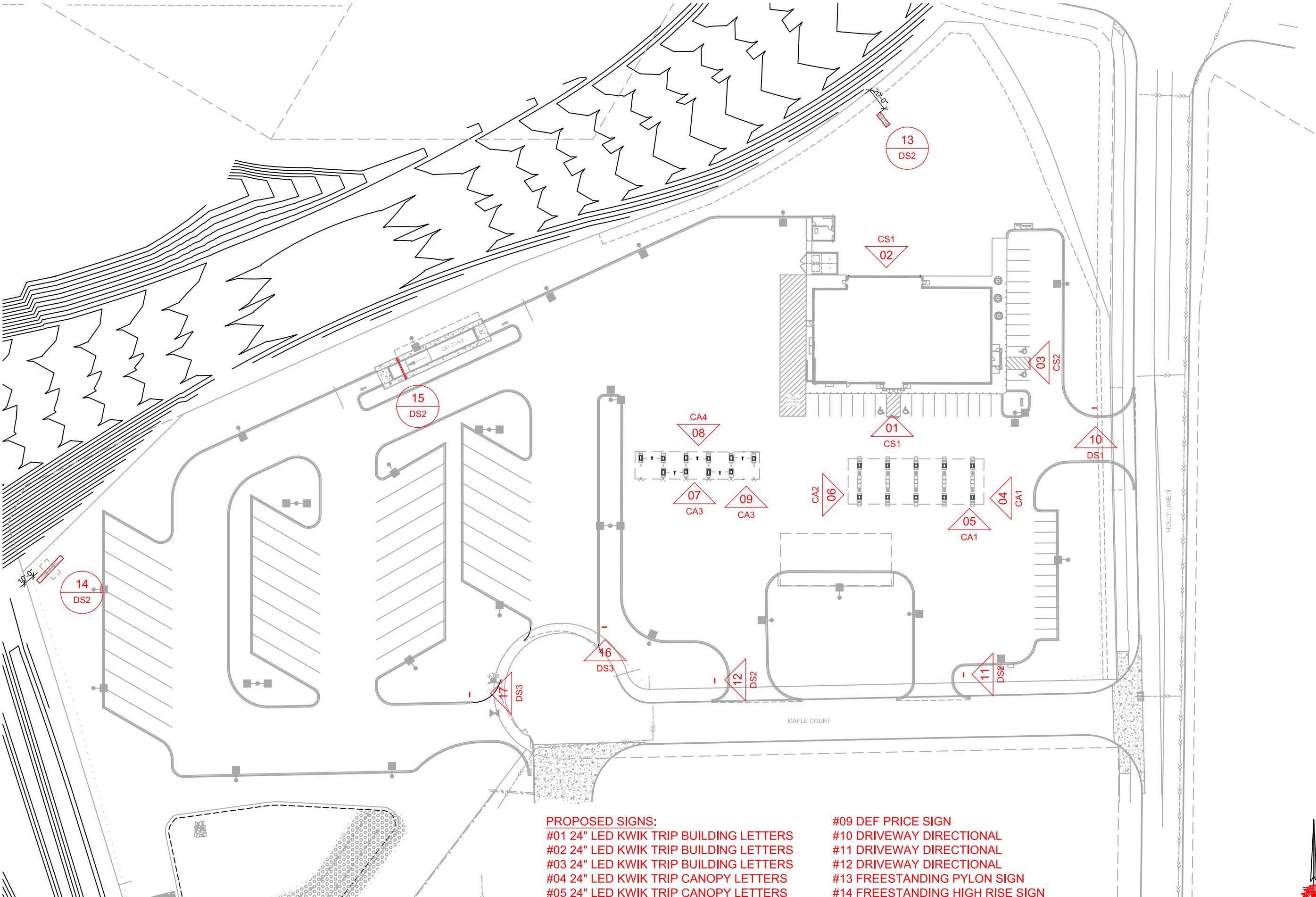
3. LANDSCAPE REQUIREMENTS SPECIFIC TO B-3/B-4 GENERAL BUSINESS DISTRICT:

(A) AT LEAST 25% OF THE LAND AREA SHALL BE SOODED AND LANDSCAPED WITH APPROVED GROUND COVER, SHRUBBERY AND TREES.  
AREA REQUIRED = 111,878 SF (447,509 SF LOT 1 AREA \* .25)  
AREA PROVIDED = 170,400 SF (38%)

(B) AT LEAST 3% OF THE INTERNAL PARKING AREA SHALL BE LANDSCAPED. THIS AREA IS COUNTED AS PART OF THE OVERALL REQUIRED LANDSCAPE AREA.  
AREA REQUIRED = 7,077 SF (235,906 SF PARKING AREA \* .03)  
AREA PROVIDED = 41,506 SF (17.7%)

[illegible]





SITE PLAN  
1" = 80'-0"

- PROPOSED SIGNS:  
#01 24" LED KWIK TRIP BUILDING LETTERS  
#02 24" LED KWIK TRIP BUILDING LETTERS  
#03 24" LED KWIK TRIP BUILDING LETTERS  
#04 24" LED KWIK TRIP CANOPY LETTERS  
#05 24" LED KWIK TRIP CANOPY LETTERS  
#06 24" LED KWIK TRIP CANOPY LETTERS  
#07 18" LED DIESEL ENTER CANOPY SIGN  
#08 24" LED DIESEL EXIT CANOPY SIGN
- #09 DEF PRICE SIGN  
#10 DRIVEWAY DIRECTIONAL  
#11 DRIVEWAY DIRECTIONAL  
#12 DRIVEWAY DIRECTIONAL  
#13 FREESTANDING PYLON SIGN  
#14 FREESTANDING HIGH RISE SIGN  
#15 CAT SCALE SIGN  
#16 DRIVEWAY DIRECTIONAL  
#17 DRIVEWAY DIRECTIONAL



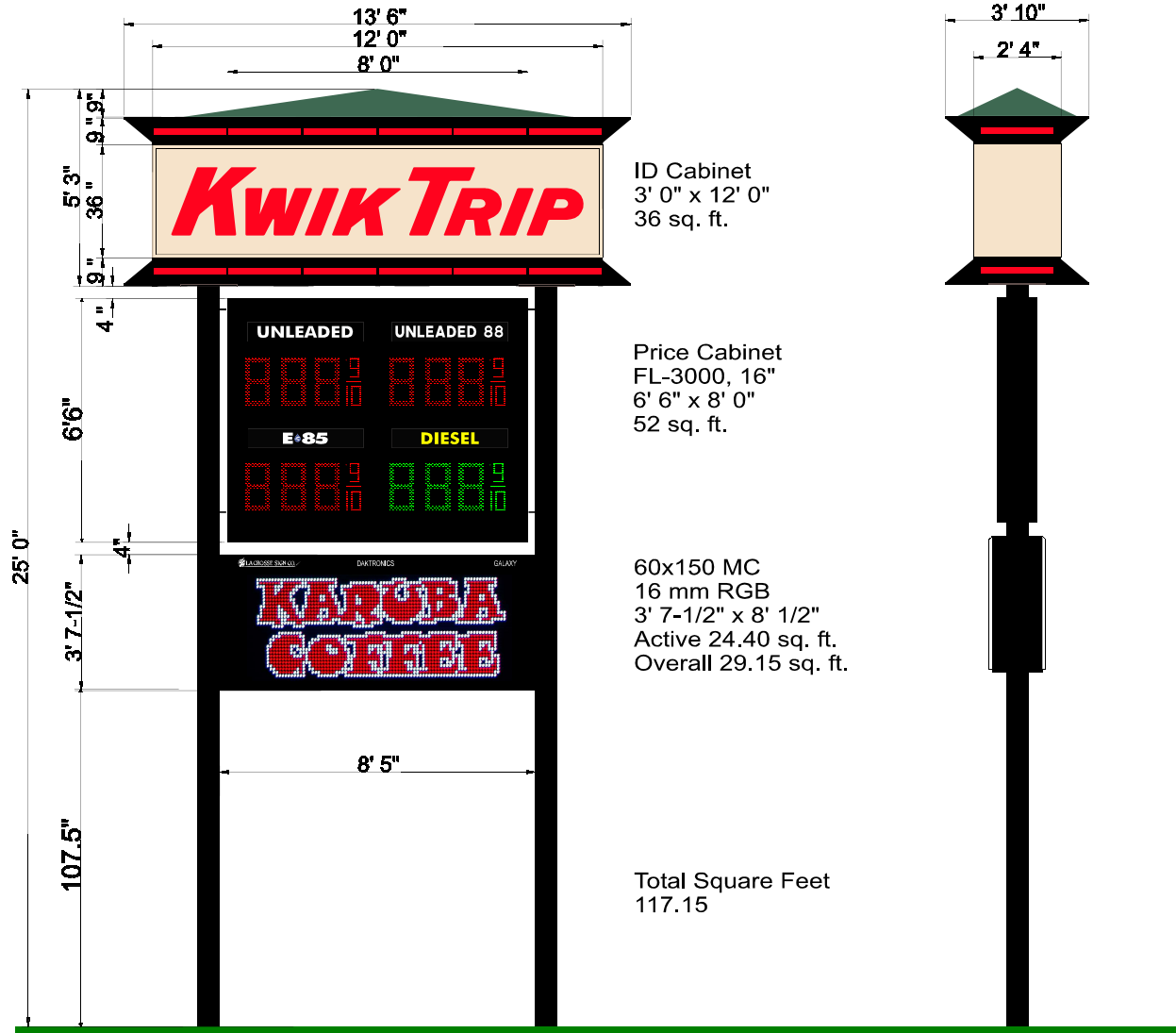
KWIK TRIP, Inc.  
P.O. BOX 2107  
1626 OAK STREET  
LA CROSSE, WI 54602-2107  
PH. (608) 781-8988  
FAX (608) 781-8960

SITE PLAN		
CONVENIENCE STORE #1187		
W/ SIDE DIESEL		
MAPLE COURT DAYTON, MN		
#	DATE	DESCRIPTION
△	2021 10/22	ADDED SIGN 16 & 17
DRAWN BY		KMK
SCALE		MULTIPLE
PROJ. NO.		0001
DATE		2021-08-18
SHEET		SP1



# DOUBLE FACE PYLON

1187 Dayton, MN



Approved by: \_\_\_\_\_ Date: \_\_\_\_\_ Landlord: \_\_\_\_\_ Date: \_\_\_\_\_

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## DESIGN

## SALES

## FILE

## COLOR KEY

\*COLORS ON SKETCH ARE ONLY A REPRESENTATION.  
ACTUAL COLOR OF FINISHED PRODUCT MAY DIFFER



1450 Oak Forest Drive • Onalaska, WI 54650 • 608-781-1450  
2242 Mustang Way • Madison, WI 53718 • 608-222-5353  
2502 Melby Street • Eau Claire, WI 54703 • 715-835-6189

Drawing by: Bryan Cullen

Sign Type: Pylon

Date Created: 4-7-17

Last Modified:

Scale: 3/16" = 1'

Job Name: Kwik Trip

Job Address:

Salesperson: Cindy Bluske

Job Number:

Revision Number:

Job File Location:

S:\1 - Kwik Trip\

New Store\Design

1 NA 208080 Beige

2 Black S/G paint

3 #2283 Red Acrylic

4 White of Acrylic

5 Red LED

6 NA 307880 Hemlock Green

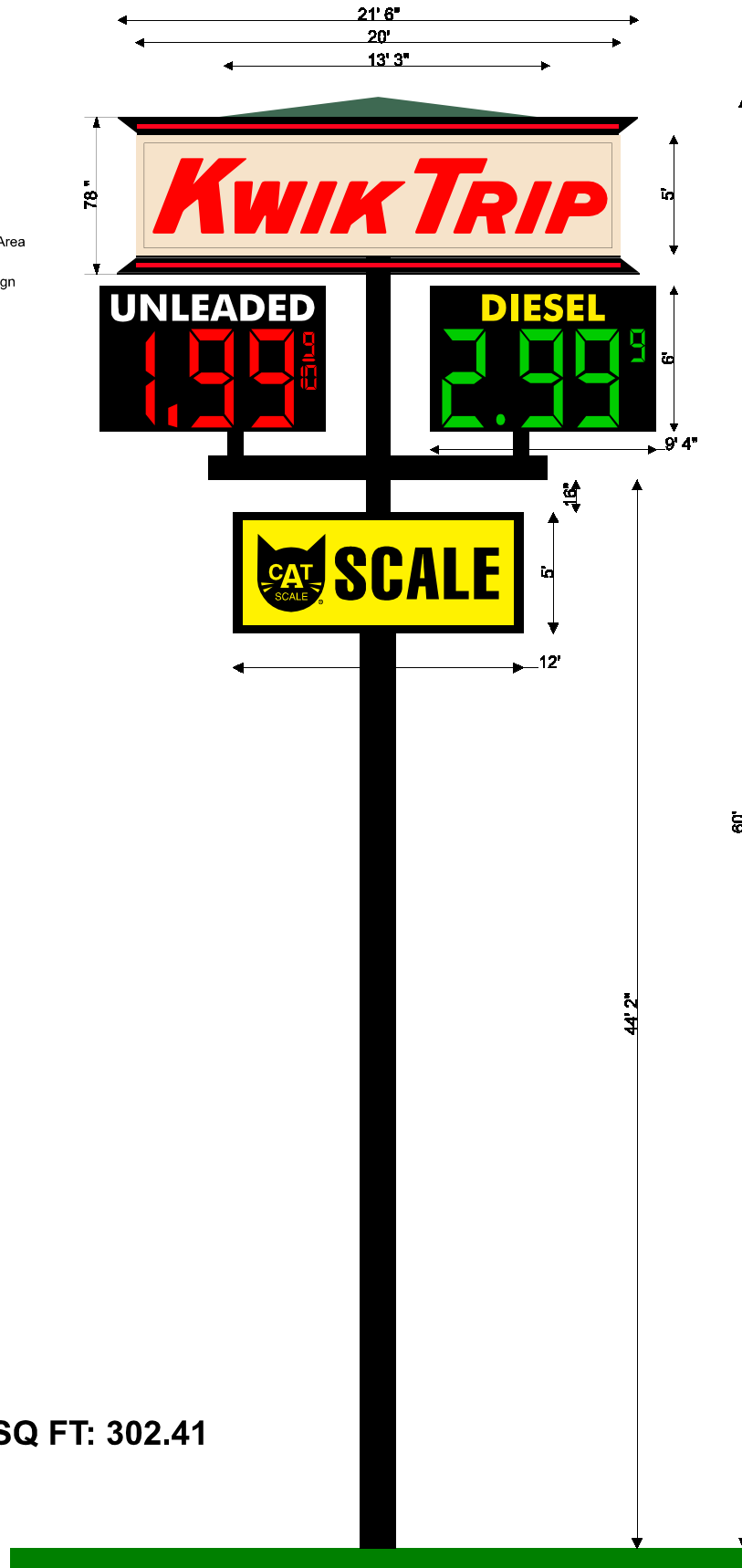
7 Green LED

8 Black (230-22)

9 Yellow (230-015)

10 Blue (230-167)

- 139.75 sq. ft.  
I.D. Panel area
- 48" Pricers  
51.33 sq. ft. each  
102.66 Total Pricer Area
- 60 sq. ft.  
Scale Illuminated Sign



**TOTAL SQ FT: 302.41**



FACES FOR 5 x 20 SIGN ARE 3M PANAFLEX 946-015 YELLOW SUBSTRATE WITH 3M SCOTCHCAL VINYL GRAPHICS APPLIED TO SURFACE.

### SPECIAL CAT SCALE 5 X 20 D.F. SIGN

CAT SCALE, WALCOTT, IA SCALE 1/4" = 1'-0" DSN #404030P1

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FRONT RIGHT VIEW



REAR RIGHT VIEW



FRONT LEFT VIEW



REAR LEFT VIEW



FRONT ELEVATION

**Kwik  
TRIP**

**Kwik  
STAR**

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EXTERIOR ELEVATIONS  
GEN 3 LARGE TRAVEL CENTER





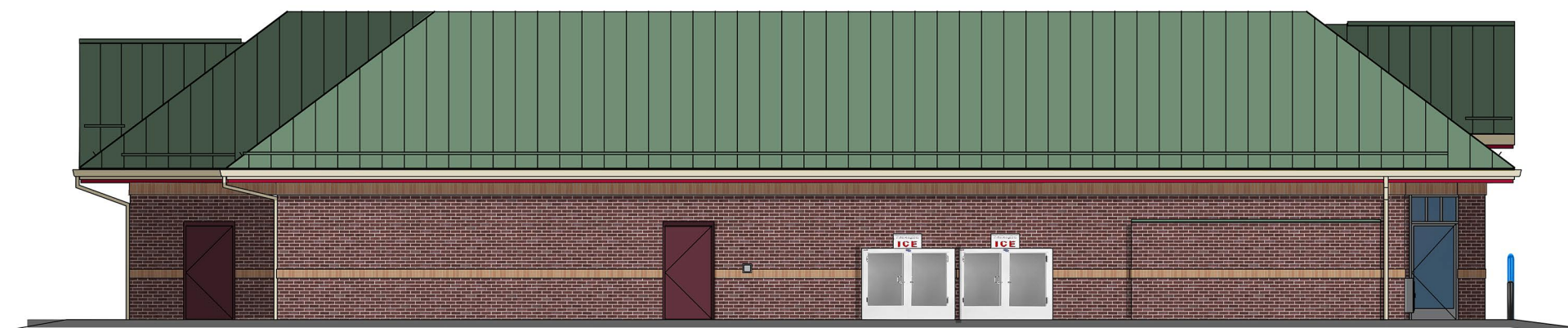
1 FRONT ELEVATION



2 RIGHT ELEVATION



3 REAR ELEVATION



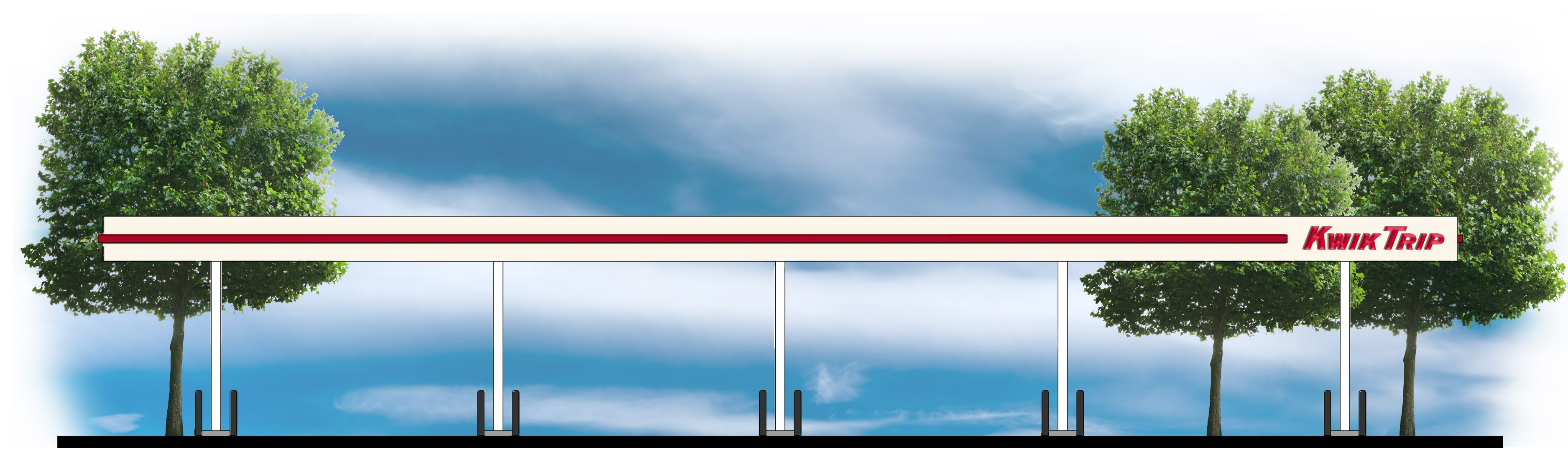
4 LEFT ELEVATION



KWIK TRIP, Inc.  
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1628 OAK STREET  
LA CROSSE, WI 54602-2107  
PH. (608) 781-8988  
FAX (608) 781-8960



1 FRONT ELEVATION



KWIK TRIP, Inc.  
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1626 OAK STREET  
LA CROSSE, WI 54602-2107  
PH. (608) 781-8988  
FAX (608) 781-8960

10 MPD

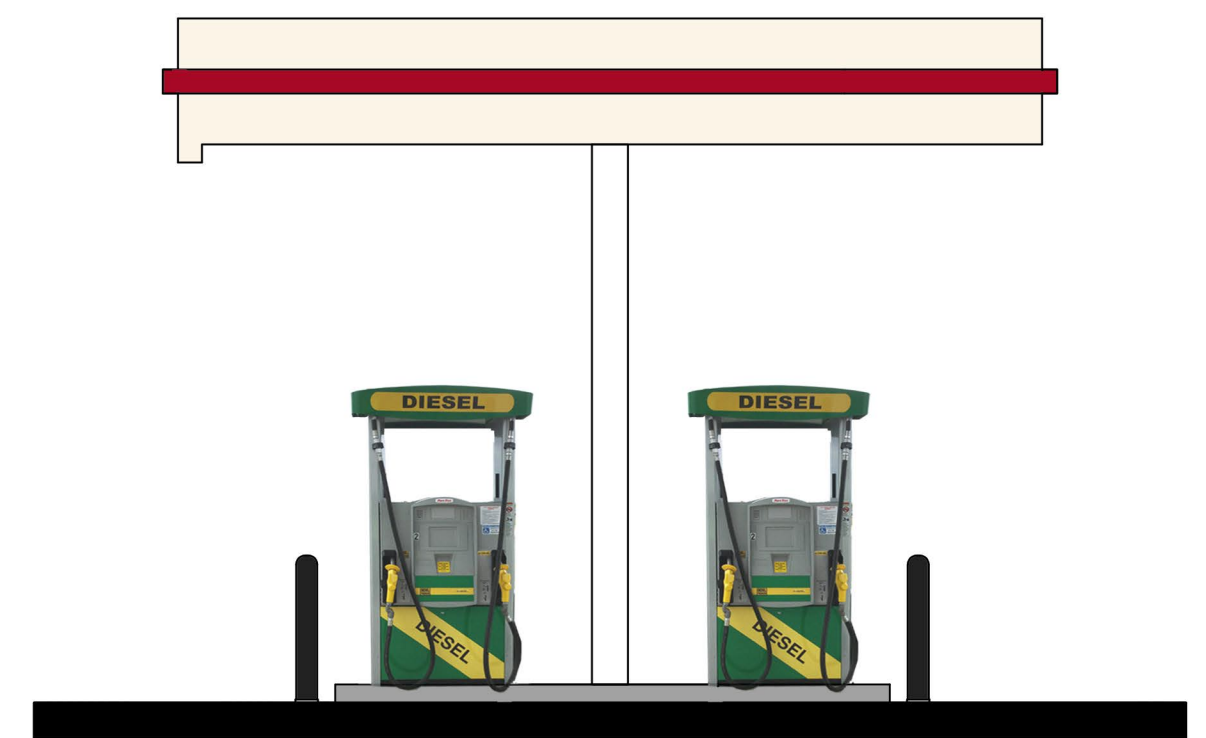
2 SIDE ELEVATION



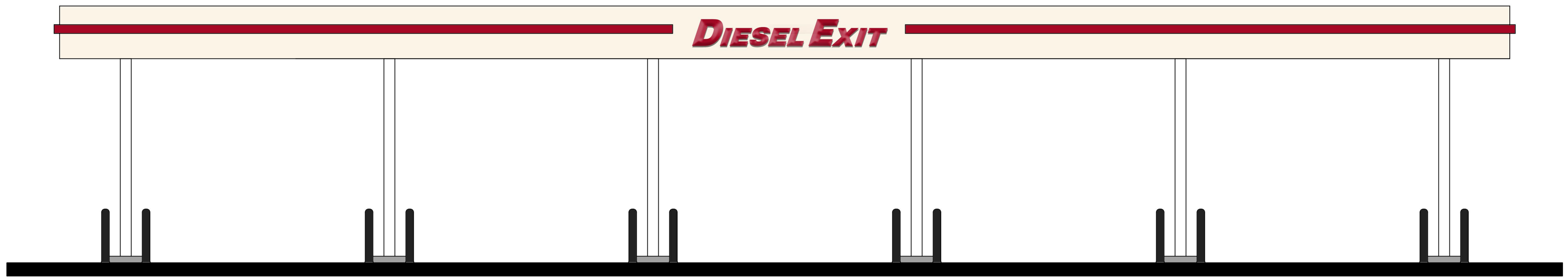




1 FRONT ELEVATION



2 SIDE ELEVATION



3 REAR ELEVATION

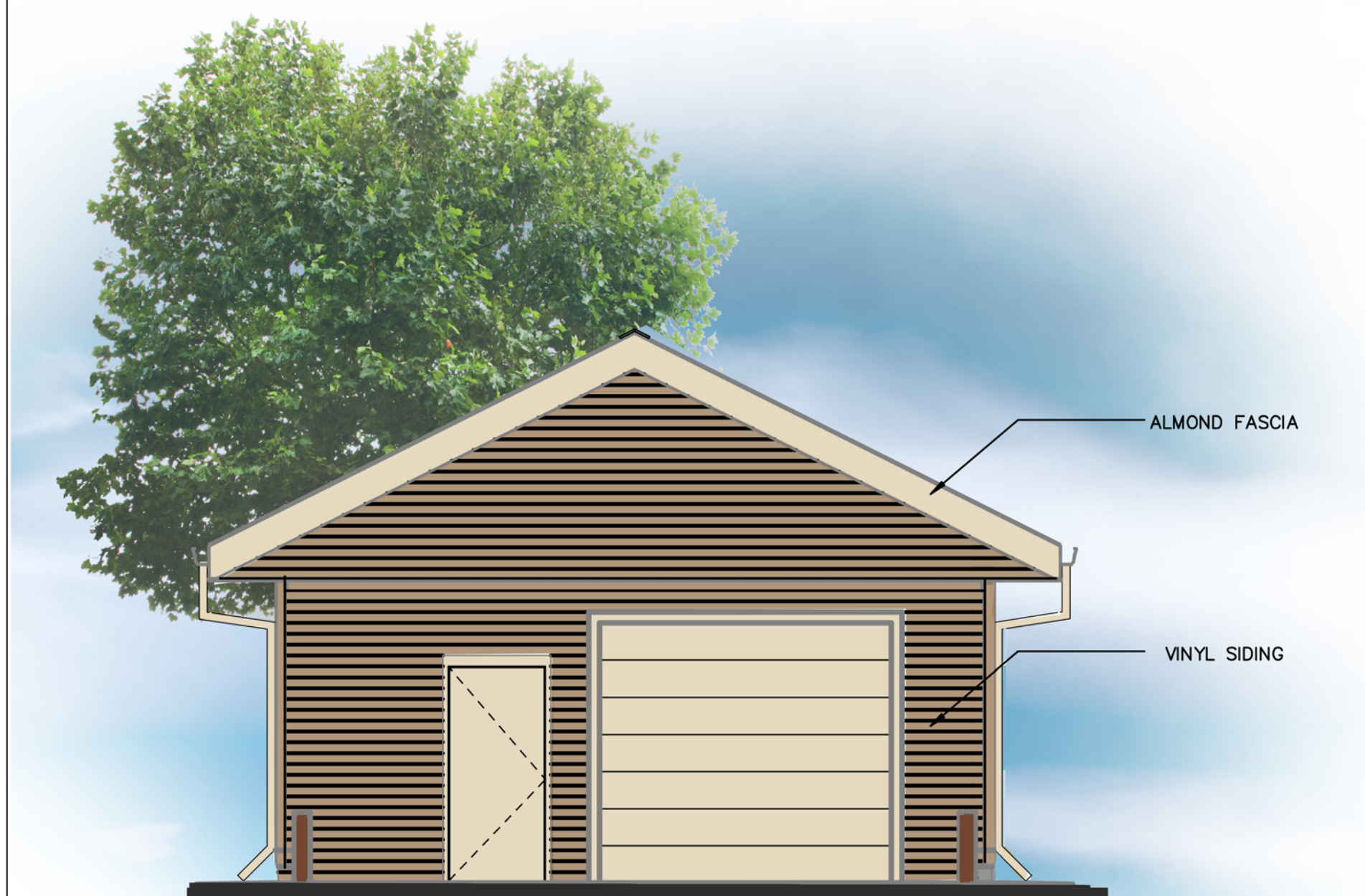
***Kwik  
TRIP***

***Kwik  
Star***

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P.O. BOX 2107  
1626 OAK STREET  
LA CROSSE, WI 54602-2107  
PH. (608) 781-8988  
FAX (608) 781-8960

5 LANE DIESEL



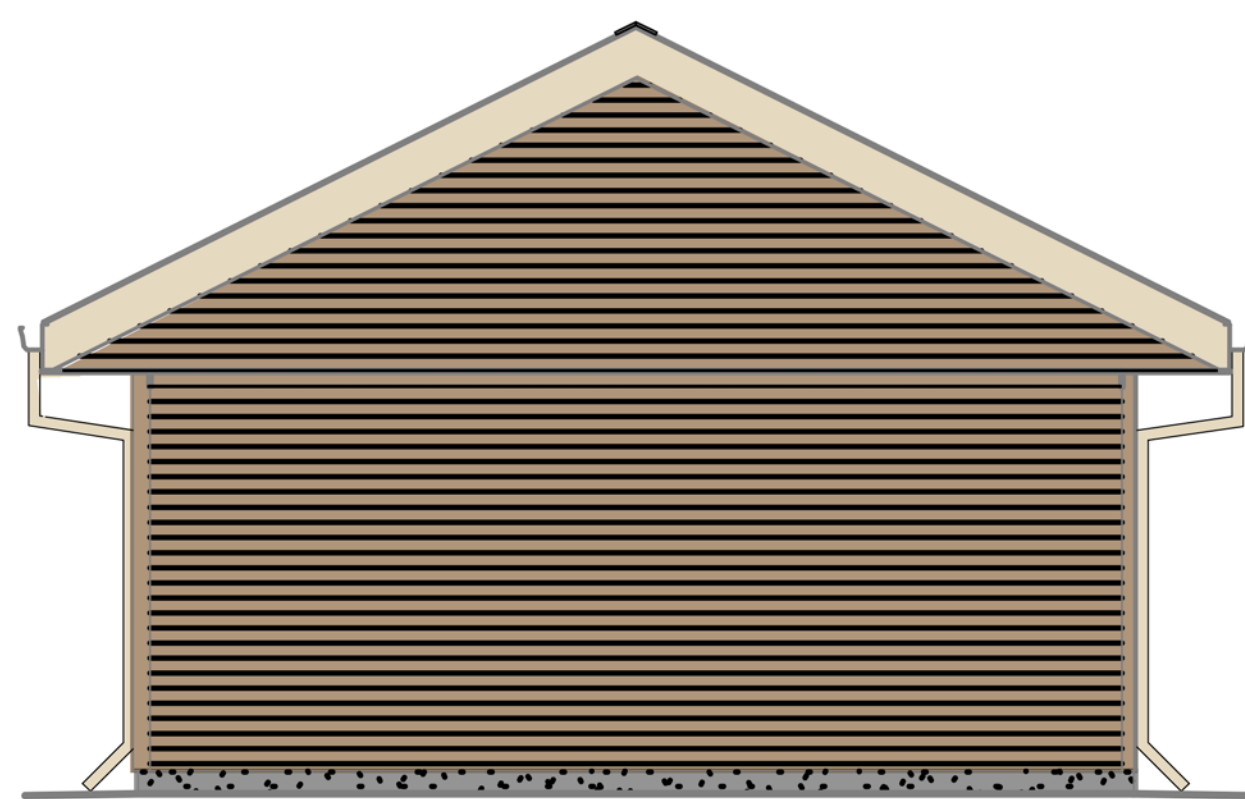


ALMOND FASCIA

VINYL SIDING

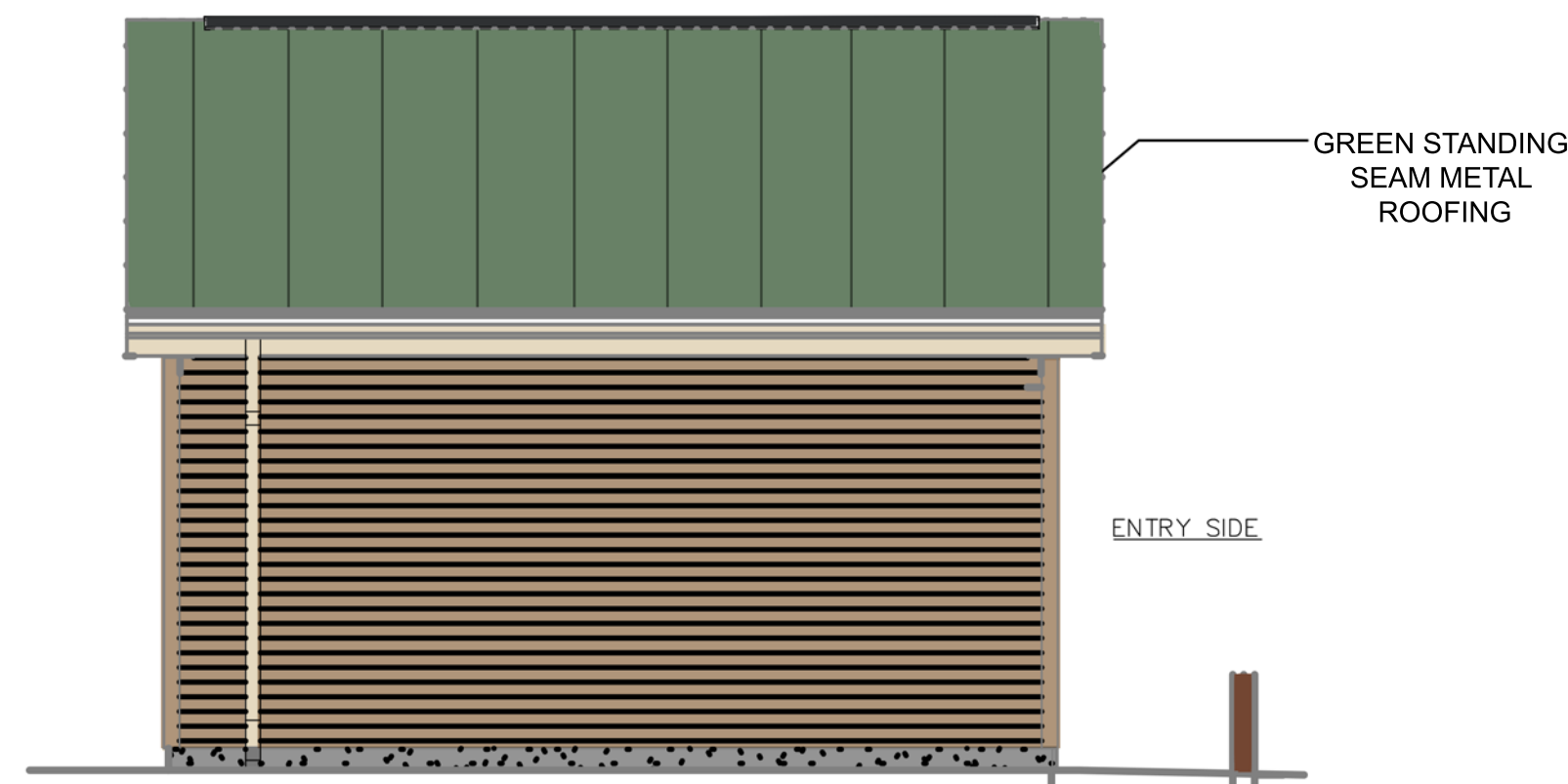
1

FRONT ELEVATION  
1/4" = 1'-0"



2

BACK ELEVATION  
1/4" = 1'-0"



GREEN STANDING  
SEAM METAL  
ROOFING

ENTRY SIDE

3

LEFT/RIGHT ELEVATIONS  
1/4" = 1'-0"

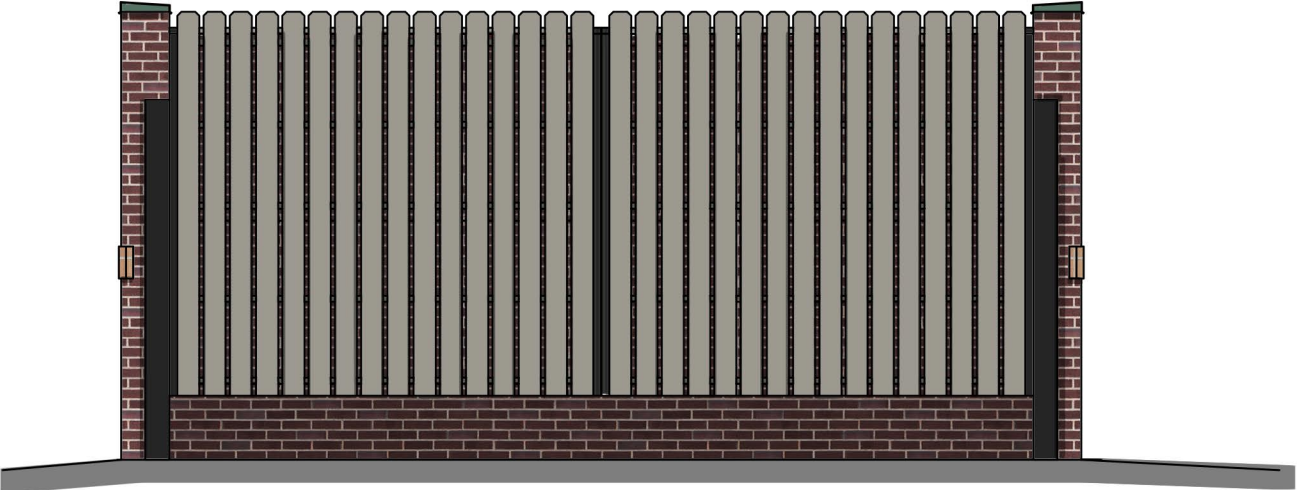
**VANTAGE**  
ARCHITECTS ▽ INC

750 N. Third Street ▽ La Crosse, WI 54601  
Ph (608) 784-2729 Fax (608) 784-2826

**Kwik**  
**TRIP**

**Kwik**  
**STAR**

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P.O. BOX 2107  
1626 OAK STREET  
LA CROSSE, WI 54602-2107  
PH. (608) 781-8988  
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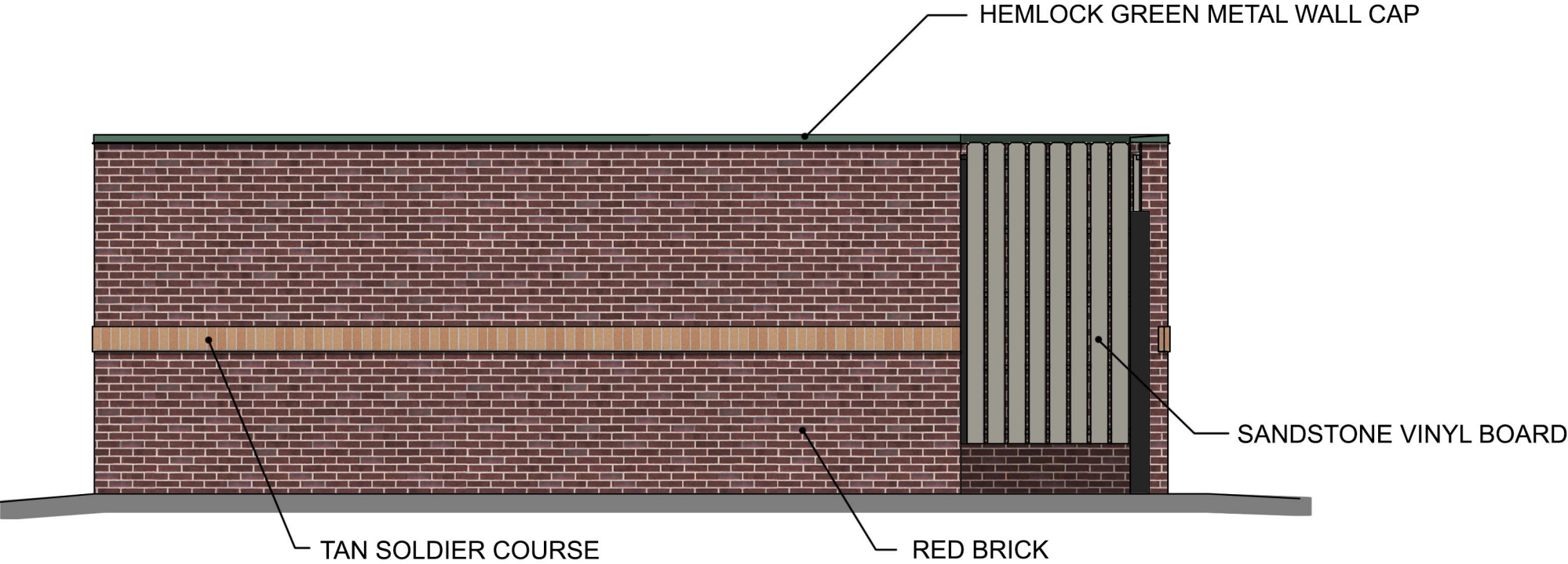


TRASH ENCLOSURE - FRONT ELEVATION

**Kwik  
TRIP**

**Kwik  
STAR**

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P.O. BOX 2107  
1626 OAK STREET  
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FAX (608) 781-8960



TRASH ENCLOSURE - SIDE ELEVATION