

**PLANNING REPORT  
CITY OF EAGAN**

---

**REPORT DATE:** June 17, 2004

**CASE:** 30-CG-05-05-04

**APPLICANT:** Wensmann Realty

**HEARING DATE:** June 22, 2004

**PROPERTY OWNER:** Rahn Family LP

**APPLICATION DATE:** May 19, 2004

**REQUEST:** Comprehensive Guide  
Plan Amendment

**PREPARED BY:** Pamela Dudziak

**LOCATION:** South of Yankee Doodle Road and west of Wescott Woodlands

**COMPREHENSIVE PLAN:** P, Park

**ZONING:** P, Park

---

**SUMMARY OF REQUEST**

Wensmann Realty is requesting a **Comprehensive Guide Plan Amendment** to change the land use designation from P, Parks, Open Space and Recreation, to LD, Low Density residential and P, Parks, Open Space and Recreation, upon approximately 120 acres located south of Yankee Doodle Road and west of Wescott Woodlands in the west half of Section 14.

**AUTHORITY FOR REVIEW**

The city's Comprehensive Guide Plan was prepared pursuant to Minnesota Statutes, Section 473.864. As defined by statute, the Land Use Plan is a guide and may be amended from time to time as conditions change. The city's Guide Plan is to be implemented by official controls such as zoning and other fiscal devices. The creation of land use districts and zoning is a formulation of public policy and a legislative act. As such, the classification of land uses must reasonably relate to promoting the public health, safety, morals and general welfare. When a change to a city's Comprehensive Guide Plan is requested, it is the city's responsibility to determine if the change is in the best long-range interests of the city. The standard of review of a city's action in approving or denying a Comprehensive Guide Plan amendment is whether there exists a rational basis. A rational basis standard has been described to mean having legally sufficient reasons supportable by the facts which promote the general health, safety and welfare of the city.

**BACKGROUND/HISTORY**

History – According to the former property owner, W.H. Smith, construction of the golf course began in 1959 after issuance of a building permit from Eagan Township, contingent upon a

rezoning of the property from Agricultural to Public. The rezoning was accomplished in 1962 and the golf course opened in 1965 as a nine-hole course. Two years later, the course was expanded to its present 18 holes.

At the time the golf course was established, the surrounding area consisted of large rural parcels. Until 1979, the only platted subdivision in the area was Wescott Garden Lots which was east of the golf course and consisted of several 10-acre lots, some containing residences. In 1979, a residential subdivision was approved east of the golf course and south of Yankee Doodle Road. Between 1980 and 1985, the multi-family developments of Carriage Hills Condominiums and Lexington Place Condominiums, which lie west of the golf course, were developed. Between 1985 and 1987, the remaining area lying west of the golf course and the Greensboro subdivisions (which lie south of the golf course) were developed. From 1988 to 1990, the Woodlands lying southeast and east of the golf course and the Sunrise and Suncrest Additions were developed. By 1990 nearly all of the surrounding land had been developed and these areas had become established neighborhoods. Since 1990, the area south of Yankee Doodle Road lying east of the golf course and west of Elrene Road has been developed and redeveloped into residential uses.

Zoning – Prior to May 1962, the City’s zoning map shows the site as Agricultural. In 1962, the property owner, William Smith, requested a rezoning from A, Agricultural, to P, Public Facilities, for the purpose of constructing a golf course. At that time, the P district was the only zoning district that allowed for a golf course, which was a permitted use. The rezoning was approved. On zoning maps dated after 1962, the property has been zoned P. In 1962, the then Township of Eagan amended the Zoning Ordinance text to restrict golf courses and other similar uses in the P district to those which are not commercial profit-making enterprises. Since Carriage Hills Golf Course is privately owned and operated as a for-profit enterprise, it became a non-conforming use with that text amendment. In 1975, the city amended its Zoning Ordinance text to allow golf courses as a conditional use in the Agricultural and Residential districts, while continuing to allow golf courses as permitted uses in the P district with the restriction on for-profit enterprises.

In conjunction with the Comprehensive Guide Plan update, the zoning ordinance was amended in 2001 to establish a zoning district for parks and recreational open space (P, Park District) to correspond with the new land use designations of P (Parks, Open Space and Recreation) and PF (Public Facilities). The three golf courses in the city, as well as all the neighborhood and regional parks, received the Park District zoning designation in 2001 as part of a city-wide zoning map update to correspond to the amended zoning ordinance. The P zoning district allows golf courses as a permitted use with no restrictions on for-profit enterprises.

Comprehensive Land Use Guide Plan – The city’s first comprehensive land use guide plan and map were prepared in 1974, after the golf course had been established on this site. That plan designated the property “Golf” and the map legend identified it as quasi-public and it remained so until 1991. In a comprehensive revision of the city’s land use guide plan map in 1991, the City Council made a policy decision to change all schools, churches, parks, golf courses and other public or quasi-public properties to one of two designations, either P for Parks or PF for

Public Facilities to correct errors from previous maps and for consistency. This resulted in the PF designation for Carriage Hills Golf Course Property.

With the city-wide update of the Comprehensive Plan in 2001, the PF (Public Facilities) land use designation was eliminated and the properties holding that designation were given a designation of either P (Parks, Open Space and Recreation), or QP (Public/Quasi-Public). The three golf courses in the city, including Carriage Hills were designated P (Parks, Open Space and Recreation).

**EXISTING CONDITIONS**

The site consists of approximately 120 acres located in the eastern half of the NW ¼, and the northeast quarter of the SW ¼ of Section 14. The site is generally open with wooded areas and rolling topography. The site was previously cleared for golf course use and generally consists of maintained turf, although approximately 25% of the site contains mature woodlands and/or individual trees. Buildings on property include the clubhouse, office, shed and maintenance facility. Access to the site is currently provided from the east off Wescott Hills Drive.

Residential developments of varying densities surround the site to the west, south, and east. To the west and to the east just south of Yankee Doodle Road are multiple family developments zoned R-4 and designated HD, High Density and MD, Medium Density. To the southwest, south and east are single family developments with zonings of PD, Planned Development, and R-1, single family residential, and a land use designation of LD, Low Density. To the north across Yankee Doodle Road is Faithful Shepherd school, zoned BP, Business Park.

**SURROUNDING USES**

The following existing uses, zoning, and comprehensive guide plan designations surround the subject property:

	<b>Existing Use</b>	<b>Zoning</b>	<b>Land Use Designation</b>
North	School	BP, Business Park	BP, Business Park
South	Residential	PD, Planned Development	LD, Low Density residential
East	Residential; Mary Mother of Mercy Shelter	R-1, Single Family Residential; LB, Limited Business	LD, Low Density residential O/S, Office Service
West	Residential	R-4, Residential Multiple; PD, Planned Development	HD, High Density residential, LD, Low Density residential;

## **EVALUATION OF REQUEST**

### **PROPOSAL**

Wensmann Homes is proposing a change in the land use designation of this 120-acre parcel from P, Park, to LD, Low Density residential. The LD land use designation allows residential development at densities of up to four units per acre.

The applicant's narrative states "The golf course market has changed and Carriage Hills is no longer economically sustainable as a golf course . . . . The Low Density Residential . . . designation [is] the most appropriate given the site location, character, access and surrounding land use."

Wensmann has submitted a concept plan that shows a site layout consisting of a mix of single family homes, twinhomes, townhomes and senior housing not exceeding a total of four units per acre. The applicant's narrative states that this mix of housing styles is "geared at meeting market demand, life cycle housing and city housing goals for single family housing and senior housing." Wensmann has also provided a summary of the neighborhood meetings they have held, identifying the primary issues raised by the neighborhood, and their response to those issues.

### **ENVIRONMENTAL IMPACTS**

Grading / Topography - The site is generally open with wooded areas and rolling topography. In general, the north portion of the site slopes to the north, and the south half slopes to the south. Elevations range from 860 to 920 feet.

Storm Water Drainage - The northern portion of the site lies within the LeMay Lake drainage district (Drainage Basin D), and ultimately drains to the west. The remainder of the site lies within the drainage district which includes Fish Lake and ultimately drains to the south (Drainage Basin J). Four natural low areas within the site are designated as storm water basins in the Storm Water Management Plan and could be modified for flood volume control and water quality requirements for the development of this site. The Storm Water Management Plan also identifies the construction of outlet pipes with allowable storm water discharges for these basins which would be a requirement of development of the site.

Trees/Vegetation – Much of the site was previously cleared for golf course use and is maintained turf. Approximately 25% of the site contains mature woodlands and/or individual trees. The most prevalent tree species are Bur Oak and Northern Red Oak, Northern Pin Oak and Aspen. Several other varied species make up the remaining trees on the site. The City's Tree Preservation Ordinance would apply to any development of this property. The ordinance emphasizes avoidance of tree removal and provides for mitigation of lost significant trees or woodlands above a certain threshold.

Wetlands/Wildlife – The property contains at least ten separate wetland basins totaling more than 7.5 acres and portions of five other wetland basins consisting of approximately 4.5 additional

acres. Wildlife supported on the property include whitetail deer, rabbits, raccoon, muskrat, mink, owls, song birds, waterfowl and a few species of fish in the larger water bodies. Any development of this site would be subject to the requirements of the Wetland Conservation Act which emphasizes avoidance of drain and fill impacts to wetlands, and provides for mitigation where such impacts are determined to be unavoidable.

Water Quality – LeMay Lake is one of six Class I direct contact recreation water bodies identified in the Eagan Water Quality Management Plan. Because of the large size of the parcel and intensive development that dominates the rest of the two watersheds in which this site lies, treatment of storm water through the construction of on-site detention basins would likely be recommended for this site.

Airport Noise – The City of Eagan considered airport noise as a factor in its Comprehensive Land Use Guide Plan. The Metropolitan Council has adopted an Aviation Chapter in Metropolitan Development Guide that anticipates the impacts from the continued operation of the airport at its current location. A summary is provided here, and a more detailed analysis is included in the attached exhibits.

The site is located four miles southeast of the parallel runways at MSP, adjacent to primary arrival and departure flight tracks for those runways. As such, the site is located in Noise Zone 4 as defined by the Metropolitan Council Policy Contours adopted in 1996.

Historically, the City has attempted, where possible, to minimize land uses that would be in conflict with operations at MSP. The City's adopted Comprehensive Guide Plan currently designates the area as P, Parks, Open Space and Recreation. If the City determines that residential uses are appropriate on this site, regional policy provides guidance in gauging whether such uses can be provisionally or conditionally acceptable.

Within Noise Zone 4, the development of residential uses with individual entrances is considered conditional and the development of residential uses with shared entrances, such as typical apartments, is considered provisional. Conditional residential uses must meet eight land use review factors which consider the proposed use of the development, the extent of associated outdoor activities, the relationship of the proposed use to other planning considerations, adjacent land use activities and the frequency of exposure to aircraft over-flights. Provisional residential uses must be acoustically constructed to achieve a 45 DNL interior sound level.

Environmental Review – Any development of the subject site will be required to address the physical and environmental factors that could influence the development potential of the property. As depicted in the concept plan submitted by the applicant, the residential unit count exceeds the threshold for a mandatory Environmental Assessment Worksheet (EAW) to be prepared.

**Summary – Environmental Impacts** - The site is generally open with wooded areas and rolling topography. The property is located within two drainage basins ultimately draining to LeMay Lake and Fish Lake. The City's Storm Water Management Plan identifies several low areas

within the site as storm water basins which could be modified for the development of this site. Construction of storm drainage outlet pipes would be a requirement of development of this site. Any development of this site would be subject to the City's Tree Preservation Ordinance and the requirements of the Wetland Conservation Act. Treatment of storm water through the construction of on-site detention basins would likely be recommended for this site. The property is located within Airport Policy Noise Zone 4, adjacent to primary arrival and departure flight paths. Regional policy provides guidance in gauging whether residential uses can be provisionally or conditionally acceptable within Noise Zone 4. Based on the concept plan submitted by the applicant, an EAW will be required for development of this site.

## **INFRASTRUCTURE IMPACTS**

Streets/ Access / Circulation - Yankee Doodle Road (Dakota County Road 28) along the north edge of the site is a four-lane divided roadway with a raised center median. Full access with a center median opening is provided at the intersection of Wescott Woodlands and Yankee Doodle Road. Full access directly to the site from Yankee Doodle Road will not be available. A right-in/ right-out access to Yankee Doodle Road may be allowed by Dakota County, if its location meets the County access spacing guideline of 1/8 mile for those types of accesses.

Local street access is available to the site from several locations:

- Duckwood Drive to the west,
- Hunter Lane to the south,
- Wescott Hills Drive to the southeast
- Wescott Woodlands to the northeast, and,
- a City-owned property (Outlot B, Lexington Place South) connecting Cardinal Way with the Carriage Hills property.

These existing street extensions and property designations have been planned with adjacent development to accommodate the possibility of changing conditions at Carriage Hills.

To provide an adequate neighborhood collector traffic system for the area, both an east-west and a north-south collector street would need to be constructed. The east-west collector can be accomplished by extending the Duckwood Drive stub from the west side of the site to connect with Wescott Woodlands on the east edge of the site. Duckwood Drive was designed and constructed as a collector street, with no driveway accesses or houses fronting on Duckwood Drive.

The north-south collector roadway can be provided by extending the Wescott Hills Drive stub from the southeast edge of the site approximately 700 feet to also connect with Wescott Woodlands to provide north-south continuity. Wescott Hills Drive to the southeast of the site was originally intended to be a collector street, but when Sunrise Hills Addition was developed, this portion of Wescott Hills Drive was downgraded and constructed as a typical residential street, with direct driveway accesses and houses fronting on the street.

The City's intent to continue Wescott Hills Drive has been memorialized with the County and recorded against every lot along Wescott Hills Drive. The existing portion of Wescott

Woodlands from Yankee Doodle Road to approximately 2,200 feet south was upgraded in 1998 to typical urban city street standards. In 1998, as part of a consideration of the public improvement project for the upgrade of Wescott Woodlands, the City Council did not approve of the connection of the southern portion Wescott Hills Drive with Wescott Woodland (then also known as Wescott Hills Drive). There are few direct driveway accesses to Wescott Woodlands, and recent developments on the east side of that street have not taken direct driveway access to Wescott Woodlands .

Based on the concept site plan submitted by the applicant with the mixture of housing types, an estimated 3,000 daily trips would be generated by development of this site, with a vast majority of the traffic directed to and from the north and west via Yankee Doodle Road and Lexington Avenue. With development of this site and to provide neighborhood street interconnection, traffic would be introduced at the Hunter Lane stub street, which currently experiences no traffic, and would increase on Cardinal Way.

All of the inter-neighborhood street connections were planned to provide connectivity to Mueller Farm Park and Woodland Elementary School, and to disperse potential future traffic and minimize impacts at any one location.

Sanitary Sewer – Trunk sanitary sewer exists in Yankee Doodle Road to the north and in Wescott Road to the south. Lateral sanitary sewer has been stubbed to serve the site from Hunter Lane to the south, Wescott Hills Drive to the southeast and at the intersection of Wescott Woodlands and Yankee Doodle Road to the northeast. The City’s Comprehensive Sewer Policy Plan (2000) shows the property can be served by three sanitary sewer sub districts, one to trunk sewer in Yankee Doodle Road and the other two flowing to the trunk sewer in Wescott Road.

The excess capacities available in the trunk sanitary sewer within Wescott Road and Yankee Doodle Road, and their associated lateral sewer lines, have sufficient capacity to handle the average and peak flows from this site generated by the proposed mixed residential development and the surrounding existing development within the sub districts. Adequacy of the sewer depths, and sewer allocation to each of the trunk sewer lines, would need to be reviewed at the time of a specific development proposal. Sanitary sewer lift stations, at the developer’s expense, may be required to adequately serve the property.

Water Main – Adequate trunk water main to serve the possible land use change has been constructed through and surrounding the property.

**Summary – Infrastructure** – Existing streets provide access to the site from all sides. Access to the site directly from Yankee Doodle Road is restricted to right-in/ right-out movements, but full access is provided via the Wescott Woodlands intersection at Yankee Doodle Road. Establishing the necessary north-south collector street would require upgrading of the existing 700 foot rural gravel portion of Wescott Hills Drive/ Wescott Woodlands. In addition, connections would be needed to existing residential streets.

The developments surrounding the site are established, fully-developed neighborhoods. The development as shown on the concept plan submitted by the applicant could generate additional traffic of over 3,000 trips per day, most of which would be directed north and west of the development via Yankee Doodle Road and Lexington Avenue.

Trunk sanitary sewer lines of sufficient capacity exist both north and south of the site to adequately serve residential development flow rates of this property. Water lines are available and could be extended to adequately service residential development on this property.

## **COMPREHENSIVE LAND USE IMPACTS**

Residential Land Use Designations – In the City of Eagan, land designated for residential uses in the Comprehensive Guide Plan totals approximately 7,302 acres, or 34% of the total land area of the city. The residential land supply is categorized into three designations based on density: LD, Low Density (0-4 units per acre); MD, Medium Density (4-12 units per acre); and HD, High Density (12+ units per acre). These land use designations do not restrict the type of residential dwelling (i.e. single family, duplex, townhome, apartment, condominium) allowed within the district.

Residential Land Supply – Approximately 82% of the city's residential land is in the LD, Low Density, land use category. This includes all of the single family residential developments, as well as duplexes and twin homes and some of the townhome developments which have less than 4 units per acre density. The remaining 18% of residential land is in the MD, Medium Density (12.7%) and HD, High Density (5.3%) land use categories.

Of the 1,078 acres of vacant and underutilized residential land (May 2003), 940.1 acres or 87% is designated LD. If the proposed land use amendment to LD is approved, this 120-acre site would boost the LD land to 1,060 acres, or 88.5% of total vacant and underutilized residential land.

Housing Construction Trends – During the late 1970s and early 1980s, market conditions were favorable for the construction of apartments. As a result, the overwhelming majority of the city's apartments were developed during a six-year period of time and are of similar design and age. During the 1980s and early 1990s, much of the low density residential land in the city was developed in single family uses. In the early- to mid-1990s, townhome development dominated due to increased land costs, environmental considerations and market demand.

Housing Goals and Policies – An update of Eagan's housing mix was completed in October 2003. The update shows that the City is maintaining an excellent mix of housing types and life cycle housing choices. As indicated in the City's 2000 Comprehensive Plan, the City achieved a strong diversity of housing types by 1998. At that time, 47% of Eagan's housing consisted of attached, multi-family units, where the metropolitan average and Metropolitan Council Livable Community goal for attached housing was around 38%.



The October 2003 breakdown shows a small increase in the percentage of single family detached housing since 1998; however, when planned units are factored in, the total mix of housing remains nearly identical to 1998 levels. The proposed residential development on the subject site and the Laukka-Beck site in northeast Eagan will result in an attached unit percentage of 48.4%.

Development Density and Housing Types in Surrounding Area – This neighborhood is one of three neighborhoods in the City of Eagan that have significant concentrations of non-single family detached housing and higher development densities. The other neighborhoods include Surrey Heights/Quarry Park neighborhood along Yankee Doodle west of I-35E and the Cedar Grove area. Development consists of apartments, townhomes and condominiums along Yankee Doodle Road and single family developments further to south. The developments to the west of the site have an overall density of about eight units per acre. To the east the overall density is about two units per acre.

The proposed LD land use designation for this property would allow a maximum of four units per acre. The concept plan shows lower densities of single family dwellings on the southern portion of the site with higher densities of townhomes and a senior apartment on the northern portion of the site. The overall density based on the concept plan is 3.9-4.0 units per acre.

### **Summary – Comprehensive Land Use Impacts**

The residential land supply is categorized into three designations based on density which do not restrict the type of residential dwelling allowed within the land use district. Approximately 82% of the city's residential land is in the LD, Low Density, land use category. Of the vacant and underutilized residential land, 87% is in the LD category, and the amount would increase to 88.5% if this land use amendment is approved.

Since the late 1990s, the City's housing supply has been a consistent 53% single family detached, and 47% non-single family detached. The City of Eagan currently exceeds the Metropolitan Council's benchmark range of 35% to 38% for non-single family detached units.

Surrounding developments to the west of the site have an overall density of about eight units per acre. To the east the overall density is about two units per acre. The concept plan shows a mix of single family units, twinhomes, townhomes, and a senior apartment with an overall density not exceeding four units per acre.

### **SCHOOL SYSTEM**

Capacity and Enrollment – This site is served by four schools, Glacier Hills and Woodland Elementary Schools, Dakota Hills Middle School, and Eagan High School. Based on the city's current land use plan for existing and additional residential development, enrollment is within capacity and is expected to decrease in both of the elementary schools over the next five years. However, enrollment in the middle and high schools currently exceeds capacity, and is anticipated to continue to exceed capacity for the next five years. Over the next five years, a

slight increase in enrollment is anticipated for Dakota Hills Middle School and a slight decrease is anticipated in enrollment for Eagan High School.

Estimated Impacts – The impact of residential development on school enrollment is generally greater for single family development than for townhome development. Wensmann’s concept plan would be expected to generate an additional 158 school age children. Of these, approximately 73 elementary students, 37 middle school students, and 48 high school students would be added to the school system. Enrollment projections indicate that both of the elementary schools could accommodate the additional growth development of this site would bring. However, residential development of this site would add more students to the middle and high schools which already exceed capacity.

Summary – School System – This analysis indicates that while the elementary schools have sufficient capacity to accommodate additional students, the middle and high schools project enrollments which exceed capacity based on the current land use plans for residential development. Any residential development of the Carriage Hills site would add to the existing school capacity situation.

## **PARKS AND RECREATION SYSTEM**

Parks Systems Plan – The City of Eagan adopted its first official Park System Plan in 1973. That Plan recognized, as have all subsequent plan updates, that the city’s park and recreation system is a complex interweaving of natural and man-made resources provided to the city’s residents through the combined efforts of many individuals and organizations, both public and private. A key principle, implicit in all the city’s park planning over the years, has been that of a public-private partnership in which the private sector has always been given the first option to provide desired recreational opportunities in the community.

Thus, the city’s Park System Plans have consistently recognized Carriage Hills, a privately owned, open-to-the-public golf course, as a component of the community’s parks and recreation system. The city’s Park System Plans have always acknowledged the need for golf courses as part of the overall recreation system.

The 1973 Eagan Park Development Guide identifies facilities like Carriage Hills Golf Course as special use facilities because they provide specialized recreational opportunities. Since 1973, the city’s Park System Plans have recognized Carriage Hills as a private golf course. The 1983 Park Plan acknowledged that Carriage Hills and other private golf courses satisfied a public recreational need and raised the issue of how that need would be fulfilled if one of the private courses in the city should close. The 1994 Parks Plan distinguished commercial recreational facilities from public or quasi-public facilities and includes Carriage Hills Golf Course in the list of commercial recreational opportunities.

Neighborhood Parks System – Carriage Hills Golf Course is located within park service area #14 which is projected to be served by Mueller Farm Park and the facilities at Woodlands Elementary School. Together, these facilities provide ball diamonds, a hard court, soccer field,

playground equipment, and an internal walking path with a trail connection to the east and west. An additional Park, Wescott Commons is located to the northeast of the subject property, south of Yankee Doodle Road. This park is intended to serve the needs of the area immediately surrounding it, and has limited capacity to accommodate significant additional use.

In terms of size and population, park service area #14 falls into the upper /middle when compared with the other service districts. Should a new zoning designation be given to Carriage Hills, an additional 1,000 to 1,200 residents may be added to the service district, as determined by the designation. Given the size of the Mueller Farm Park/ Woodland School facilities in terms of area, this additional influx could potentially be accommodated. However, the City may need to provide additional recreational activities and/or facilities to provide service to the area and new and existing residents. Given the potential for a significant influx of new residents, it may be appropriate to consider the inclusion of either a public or private open space “park” as an element of the new development to accommodate the activities and/or facilities.

The designation of a park in the development would be determined by several factors including location, size, intended use, existence of an association, access and density. The City could require the developer to make a cash park dedication, land dedication, a combination thereof, or recommend and approve the development of private amenities to meet the immediate needs of the new residents.

**Summary – Parks and Recreation System** – The City’s park and recreation system is that of a public-private partnership in which the private sector has always been given the first option to provide desired recreational opportunities in the community and the city has avoided competing with the private provision of these services. The city’s Park System Plans have always acknowledged the need for golf courses as part of the overall recreation system, and have consistently recognized Carriage Hills, a privately owned, open-to-the-public golf course, as a component of the community’s parks and recreation system.

This site is projected to be served by Mueller Farm Park and the facilities at Woodlands Elementary School. Wescott Commons is located to the northeast of the subject property, but has limited capacity to accommodate significant additional use. Given the size of the Mueller Farm Park/ Woodland School facilities in terms of area, the additional influx of residents could potentially be accommodated, however, the inclusion of either a public or private open space “park” as an element of any residential development of this site may be necessary to accommodate additional activities and/or facilities.

## **SUMMARY OF FINDINGS**

In evaluating this proposal, the following items should be considered:

### **General Considerations**

- Wensmann Homes is requesting a change in land use designation to LD, Low Density residential, for 120 acres of property currently used as a golf course located south of Yankee Doodle Road and east of Lexington Avenue.
- The golf course was established on this site in 1965, after the property had been rezoned in 1962 to P, Public, which permitted golf courses at that time.
- When the City of Eagan prepared its first Comprehensive Land Use Guide Plan in 1974, the Plan identified the use of this property as a golf course and it remained so in subsequent plans. In 1991, the city designated all golf courses, PF, Public Facilities and in 2001, the city eliminated the PF (Public Facilities) land use designation and the three golf courses in the city, including Carriage Hills were designated P (Parks, Open Space and Recreation).
- The LD land use designation allows residential development up to a density of four units per acre, with no restriction on the type of housing allowed. At maximum density, this site could develop with 480 units.
- The concept plan submitted by Wensmann Homes involves 470-480 units of mixed housing types with an overall density of four units per acre.

### **Environmental Impacts**

- The property is located within two drainage basins ultimately draining to LeMay Lake and Fish Lake.
- The City's Storm Water Management Plan identifies several low areas within the site as storm water basins which could be modified for the development of this site. Construction of storm drainage outlet pipes would be a requirement of development of this site.
- Any development of this site would be subject to the City's Tree Preservation Ordinance and the requirements of the Wetland Conservation Act. Treatment of storm water through the construction of on-site detention basins would likely be recommended for this site.
- The property is located within Airport Policy Noise Zone 4, adjacent to primary arrival and departure flight paths. Regional policy provides guidance in gauging whether residential uses can be provisionally or conditionally acceptable within Noise Zone 4.
- Based on the unit count shown on the concept plan submitted by the applicant, a mandatory Environmental Assessment Worksheet (EAW) will be required for development of this site.

### **Infrastructure Impacts**

- Existing streets provide access to the site from all sides. However, access to the site directly from Yankee Doodle Road is restricted to right-in/ right-out movements, but full access is provided via the Wescott Woodlands intersection at Yankee Doodle Road.
- Establishing the necessary north-south collector street would require upgrading of the existing 700 foot rural gravel portion of Wescott Hills Drive/ Wescott Woodlands. In addition, connections would be needed to existing residential streets.
- The development as shown on the concept plan submitted by the applicant could generate additional traffic of over 3,000 trips per day, most of which would be directed north and west of the development via Yankee Doodle Road and Lexington Avenue.
- Trunk sanitary sewer lines of sufficient capacity exist both north and south of the site to adequately serve residential development flow rates of this property. Water lines are available and could be extended to adequately service residential development on this property.

### **Comprehensive Land Use Impacts**

- Approximately 34% of the total land area of the city is designated for residential use. The residential land supply is categorized into three designations based on density which do not restrict the type of residential dwelling allowed within the land use district.
- Approximately 82% of the city's residential land is in the LD, Low Density, land use category. The remaining 18% of residential land is in the MD, Medium Density (12.7%) and HD, High Density (5.3%) land use categories.
- If the proposed land use amendment to LD is approved for this site, the amount of available LD land would increase by 120 acres.
- During the late 1970s and early 1980s, market conditions were favorable for the construction of apartments. During the 1980s and early 1990s, much of the low density residential land in the city was developed in single family uses. In the early- to mid-1990s, townhome development dominated due to increased land costs, environmental considerations and market demand.
- The Metropolitan Council's target range for non-single family detached housing in Eagan is between 35% and 38% and the target range for single family detached housing is between 65% and 62%.

- Since the late 1990s, the City’s housing supply has been a consistent 53% single family detached, and 47% non-single family detached and the City of Eagan currently exceeds the benchmark range for non-single family detached units.
- Surrounding developments to the west of the site have an overall density of about eight units per acre. To the east the overall density is about two units per acre.
- The concept plan shows a mix of single family units, twinhomes, townhomes, and a senior apartment with an overall density not exceeding four units per acre.

### **School System**

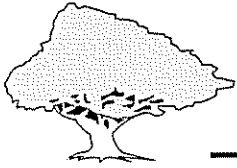
- Elementary schools have sufficient capacity to accommodate additional students.
- The middle and high schools project enrollments which exceed capacity based on the current land use plans for residential development, not including conversion of this golf course to residential use. Any residential development of the Carriage Hills site would add to the existing school capacity situation.

### **Parks and Recreation System**

- Since 1973, a key principle, implicit in all the city’s park planning has been that of a public-private partnership in which the private sector has always been given the first option to provide desired recreational opportunities in the community. The city has consistently avoided stepping in to compete with the private provision of these services.
- The city’s Park System Plans have always acknowledged the need for golf courses as part of the overall recreation system, and have consistently recognized Carriage Hills, a privately owned, open-to-the-public golf course, as a component of the community’s parks and recreation system.
- This site is projected to be served by Mueller Farm Park and the facilities at Woodlands Elementary School. Wescott Commons is located to the northeast of the subject property, but is intended to serve the needs of the area immediately surrounding it and has limited capacity to accommodate significant additional use.
- Given the size of the Mueller Farm Park/ Woodland School facilities in terms of area, the additional influx of residents could potentially be accommodated, however, the inclusion of either a public or private open space “park” as an element of any residential development of this site may be necessary to accommodate additional activities and/or facilities.

**ACTION TO BE CONSIDERED**

To recommend approval of a **Comprehensive Guide Plan Amendment** to change the land use designation from P, Park to LD, Low Density residential, upon approximately 120 acres located south of Yankee Doodle Road and west of Wescott Woodlands in the west.



**TO: TOM HEDGES, CITY ADMINISTRATOR**

**FROM: JON HOHENSTEIN, COMMUNITY DEVELOPMENT DIRECTOR**

**DATE: JUNE 17, 2004**

**SUBJECT: WENSMANN HOMES – CARRIAGE HILLS DEVELOPMENT PROPOSAL**

As a part of the City's consideration of the application for an amendment of the City of Eagan Comprehensive Guide Plan Amendment for Wensmann Homes for the Carriage Hills property, staff has reviewed the relationship of the property to the Metropolitan Council Aircraft Noise Policy guidelines as they pertain to Minneapolis-St. Paul International Airport (MSP). The purpose of this memo is to provide a discussion of those policies as they relate to the land use proposal outlined in the application.

Overview

The site is located in Noise Zone 4 as defined by the Metropolitan Council Policy Contours (In this memo, the terms Noise Zone and Policy Contours are used interchangeably). The proposed site is located four miles from the parallel runways and five and one-half miles from the new north-south runway.

Historically, the City has attempted, where possible, to minimize land uses that would be in conflict with operations at MSP. To that end, it has guided and zoned much of the northeastern portion of the City for compatible commercial and industrial uses in what is commonly referred to as the Eagan-Mendota Heights Corridor. The Corridor and the related policies of the City of Eagan, the Metropolitan Council and the Metropolitan Airports Commission are based on the concept that noise compatible land uses are the most effective means of preventing noise nuisance.

The Carriage Hills property lies south of the area ordinarily defined as the Corridor and development of residential uses in the areas east, west and south of Carriage Hills has not been discouraged generally. If residential uses are to be considered as proposed, the threshold question is whether such uses would be appropriate in this area in consideration of all policy issues. If the City determines that to be the case, regional policy provides guidance in gauging whether such uses can be provisionally or conditionally acceptable.



## Noise Contours

The adopted contours for land use planning purposes are the 1996 contours, which have been incorporated into the Metropolitan Council's Airport Noise Policies and the City of Eagan's Comprehensive Guide Plan. The MAC recently published draft 2007 contours are part of the reactivation of the Part 150 Update process, but they have not been submitted to or approved by the FAA, nor have they been incorporated to date in the Metropolitan Council policy. If the Metropolitan Council ultimately adopts the 2007 contour with the one-mile radius, the development site would largely remain in Noise Zone 4.

Within Noise Zone 4, commercial and industrial development and outdoor recreation are generally considered consistent with aircraft noise exposure. The development of residential uses with individual entrances is considered conditional and the development of residential uses with shared entrances, such as typical apartments, is considered provisional. The definitions of those terms are discussed more completely below.

It is important to note that the contours represent a series of gradients along a range of noise levels. It is well understood in the noise attenuation industry that it is not loud on one side of a contour and quiet on the other. The purpose for the one-mile radius around the DNL contours in regional and City policy contours is to acknowledge that noise nuisance is relative and receiver based and that local governments should carefully consider the impacts of noise over a broader area than the "boundaries" defined by a computer generated noise metric.

It should also be noted that while the Part 150 Program requires compatibility of new land use developments to be addressed, that aspect of the program is largely addressed through the Metropolitan Council Noise Policies in the Regional Policy Plan's Aviation Guide Chapter. Properties that have been or will be developed since the Part 150 program was originally adopted are not eligible for such corrective improvements and, therefore, cities must carefully consider noise compatibility and/or provisions for noise attenuation and other noise related conditions in development decisions.

## Regional Guidelines and Policies

Regional policies provide guidance regarding the relative compatibility of land uses to aircraft noise within the various noise contours and for noise attenuation and other considerations if a local unit of government chooses to permit residential uses in the noise zones. The basic decision is whether the local unit of government finds it appropriate to permit such land uses. If so, the appropriate findings should be made and the appropriate conditions should be applied to offset the noise impacts to the maximum extent possible.

Under the Guidelines, if a city wishes to find that shared entrance residential developments are provisionally acceptable, regional policy suggests that an indoor sound level of 45 dBA, or a reduction of at least 20 dBA, must be achieved. For individual entrance residential development (such as the proposed single family detached and townhome uses) regional policy defines eight conditional land use review factors. If individual entrance residential development is to be

considered, the Planning Commission and City Council will want to make favorable findings on each of these factors. The factors may be applied differently depending upon whether a development is simply in proximity to the airport or if it is exposed to overflights. A brief analysis of each in the context of the application follows:

1. Specific nature of the proposed use, including extent of associated outdoor activities. – The proposed use is a combination of residential uses, consisting of both individual entry housing types shared entry buildings totaling 470-480 units. The outdoor uses would consist of those activities that would typically be associated with the use of residential yards and common ownership green spaces for attached single family and multifamily properties. The potential park improvements that would need to be anticipated for a new development of this scale are discussed below in the Parks section of the staff report.
2. Relationship of proposed use to other planning considerations, including adjacent land use activities, consistency with overall comprehensive planning and relation to other metropolitan systems. – The area surrounding the proposed development site is largely developed with varying densities of residential uses on three sides and commercial-industrial and educational uses to the north. The focus of this finding is whether the site represents infill development in which surrounding uses may be a substantial factor or major new development or redevelopment in which development issues intrinsic to the site are more significant and there are opportunities to buffer or transition between the development and surrounding uses. Other planning considerations are discussed in the appropriate sections of the staff report.
3. Frequency of exposure of proposed uses to aircraft overflight. – The proposed development site is located four miles from the parallel runways at MSP, approximately one mile south of the three mile turn point for departures and approximately one mile southwest of the four mile arrival final established in the airport's Runway Use System, which defines flight operations standards. It is also about five and one-half miles east of the end of the new North-South Runway. Operations planning for the new runway anticipates that one of the primary east bound flight tracks will be in proximity to this site. Because flight tracks are not flown with surgical precision, it is likely that approximately 8.5 percent of the operations (approximately 25 flights per day in 2007) from the new runway will be over or near the development property. It should be noted, however that the portion of Noise Zone 4 associated with the new runway does not extend to the site. From a land use planning perspective, this policy factor focuses on the frequency of overflight of an area in particular. Because of the preferences given to runway ends in the airport's runway operating system, either arrivals or departures can be expected to be over the Eagan-Mendota Heights Corridor throughout the day, regardless of which other runway ends may be in operation at any time. Given that fact, the City of Eagan has advocated for operations standards that further manage traffic within the noise compatible land use boundaries – specific permitted departure headings, three mile climb before turns to destination for departures, four mile final approach for arrivals, etc. Even with the opening of the North-South Runway, the corridor will be the preferred operating area for night time flights.
4. Location of proposed use relative to aircraft flight tracks and aircraft on-ground operating and maintenance areas. – The proposed development area is south of the primary flight

tracks for the parallel runways and is under one of the primary departure tracks for the new north-south runway. It will be exposed to the effects of operations along and near those flight tracks. The site is approximately 4 ½ miles from the closest ground operating and maintenance areas and would likely experience little noise impact from those noise sources.

5. Location, site design and construction restrictions to be imposed on the proposed use by the community with respect to reduction of exterior to interior noise transmissions, and shielding of outdoor activities. – If the uses are to be approved, it would be necessary for the developer to apply sound attenuation building techniques to reduce outdoor to indoor noise transmission by the levels indicated in the Metropolitan Council Builder's Guide. No site design or other plans are indicated in the application to shield outdoor activities from noise impacts.
6. Method community will use to inform future occupants of proposed potential noise from aircraft operations. – If the uses are to be approved, the City and developer will need to address the means by which prospective occupants of the residential property owners would be noticed or informed of the prospective noise exposure in the area. Methods may include specific notice on property records, recording of development agreements and conditions or other methods that may be determined to be appropriate. If residential development is to be considered in this area, the notification will need to be in a recordable form acceptable to the City Attorney and staff.
7. Extent to which community restricts the building from having facilities for outdoor activities associated with the use. – As proposed, the development would rely on outdoor areas for many of the recreation and social interaction activities typically associated with a residential neighborhood. While outdoor recreation uses themselves are considered to be consistent with aircraft noise in Noise Zone 4, the purpose of this finding is to define whether it is appropriate or necessary to have alternatives to outdoor uses for the residential properties themselves.
8. Distance of proposed use from existing or proposed runways, parallel taxiways, or engine run-up areas. – This factor is intended to relate more specifically to ground noise for areas close in to the airport.

#### Other Aircraft Noise Development Considerations

Based on a review of all factors related to an application and findings associated with the eight conditional factors, local governments may make different findings and conclusions about whether residential uses are provisionally or conditionally acceptable in different areas.

#### Conclusion

The threshold question from an aircraft noise standpoint is whether or not residential uses would be appropriate for the area. If so, in what way would the performance and policy findings be defined to minimize the potential impact of that change on the residents of the proposed development and on residents of other residential areas of the City?

**Current projected enrollment**


School	Capacity	Actual 2004	Projected 2005	Projected 2006	Projected 2007	Projected 2008	Projected 2009
Glacier Hills Elementary	615	487	455	437	416	375	377
Woodland Elementary	660	626	556	489	438	384	334
Dakota Hills Middle School	1255	1345	1369	1384	1354	1292	1188
Eagan High School	1915	2186	2202	2277	2272	2219	2252

**Carriage Hills Estimates**

	Units	Elem	MS	HS	Total
Single Family Homes	104	40	20	26	86
Townhomes	282	33	17	22	72
Senior Housing	84	0	0	0	0
	470	73	37	48	158

Children per Unit ratios have been lowered a bit since 1996. Current calculations would result in lower estimates than those completed in 1996. Both Elementary schools can handle the growth from this development. There would be concerns for both Dakota Hills and Eagan High. Both schools are well over capacity at this point and there is more growth expected within their attendance boundaries that hasn't been included in the projections yet.

20.



May 18, 2004

Mike Ridley, City Planner  
Community Development  
3830 Pilot Knob Road  
Eagan, MN 55122

Re: **Comprehensive Plan Amendment – Carriage Hills Property  
Public Facilities/Quasi Public to Low Density Residential and Park**

Dear Mr. Ridley and City Officials;

Wensmann Homes Inc. is requesting an amendment to the land use designation of the Carriage Hills golf course property from Public Facilities/Quasi-Public to Low Density Residential and Park. The intent of the comprehensive plan amendment is to allow conversion of the Carriage Hills property to an exciting and sustainable mix of park, open space and housing. The housing will be a mix of detached and attached single-family homes and senior housing. The development will meet the low-density residential land use category range of up to four dwellings per acre.

The 120 acre Carriage Hills property is located north of Yankee Doodle Road and west of Wescott Woodlands. The golf course market has changed and Carriage Hills is no longer economically sustainable as a golf course. The area is surrounded by a mix of housing types and densities and has excellent road access and proximity to nearby commercial services. The site contains amenities such as ponds and trees that will be preserved and integrated into a neighborhood park, open space, trails and housing areas.

Eagan's Low Density Residential land use category allows a variety of housing types at up to four dwelling units per acre. The majority of Eagan's residential neighborhoods are designated Low Density Residential. We estimate that a 1/3 of the site will be preserved as park and open space. Part of this open space will be a City park and trails. The location of the public park and conservation areas will be determined in cooperation with the Eagan Park and Recreation Commission and others.

Access to the site will be from new public roads connecting to Wescott Woodlands and Duckwood Drive. A driveway access off of Yankee Doodle Road will be retained.

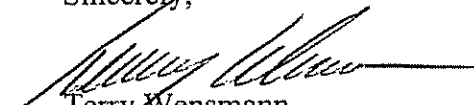


We recognize that the neighboring area will be interested in the land use change. We have met with the surrounding neighborhoods to talk with them about the change, listened to their ideas and suggestions and continue to address them in the preparation of a preliminary development plan for the site. We will continue to seek input from the neighboring area as development plans progress. We recognize that the neighborhood, City officials and City staff would like to see a plan for the proposed housing, parks, open space, trails and roads. We have prepared a plan that responds to city, neighborhood and market needs to present at the Planning Commission hearing. While we are not requesting rezoning or plan approval at this time a development plan based on community input will help the Commission and Council with decision making regarding the Comprehensive Plan land use amendment.

Attached is a summary of the reasons why low density residential and park are appropriate land use designations for the property and a contact list for the planning, design, and development experts assisting us with this process.

We look forward to building a sense of community and neighborhood with a mix of attractive homes, parks and open space. If you have any questions contact me at (651-406-4400).

Sincerely,



Terry Wensmann,  
Vice President

## **Reasons why low density residential and park land use is appropriate for the Carriage Hills property.**

**Golf course use is not viable.** The golf course market has changed and the golf course use is not economically sustainable. A change from Public Facilities land use designation is inevitable. The Low Density Residential and Park designations are the most appropriate given the site location, character, access and surrounding land uses.

**Natural resources preserved and a new neighborhood park.** The development plan will preserve open space and dedicate land for a neighborhood park, trails and conservation areas. We estimate that approximately 40-45 acres of the site would be parks or open space, including a public neighborhood park and public trails. The development plan will preserve and enhance natural resources (wetlands, ponds, woodlands. etc.).

**Responsive to neighborhood needs.** We will listen to the neighbors needs and develop a plan that responds to those needs. We will prepare a development plan that will place open space, park land or landscaping adjacent to the neighbors.

**Mix of low-density housing.** The development will include a good mix of housing styles geared at meeting market demand, life cycle housing, and city housing goals for single-family housing and senior housing.

**High quality development.** The development will meet and exceed City housing, land use and park and open space goals.

**Compatible land uses.** The proposed housing mix of detached and attached single family and senior housing is compatible with the similar and like housing surrounding the property.

**Increased property value.** The land use change to low density residential will increase property valuation by around \$160 million dollars generating new property taxes.

**Compatible street system.** The City roadway system anticipates conversion of golf course to another use. Roads within the adjoining subdivision were stubbed to the edge of the golf course for through connection and access.

**Adequate community services.** Roads, utilities, schools, community services, retail services, etc. are in place and more than adequate to support the development.

**Minimal traffic.** The development will generate a low amount of traffic and the property has direct access to a major road (Yankee Doodle Road). The site has access to regular route and express transit service.

## Wensmann Homes – Carriage Hills Development Proposal

Wensmann Homes held two neighborhood meetings in November 2003 to present concept plans for development of the Carriage Hills property and to obtain neighborhood comments and suggestions on the plans. The concept plans showed construction of approximately 720 homes on the 120 acre property. Wensmann listened to those comments and prepared a more specific development plan based on the neighborhood comments. The plan shows construction of 480 homes and preservation of 1/3<sup>rd</sup> of the site for parks and open space. A neighborhood meeting was held on June 7, 2004 to review Wensmann Homes proposal to amend the land use to low density residential and park use and to discuss the updated development plan for the property.





### Neighborhood comments and development plan changes and responses to comments

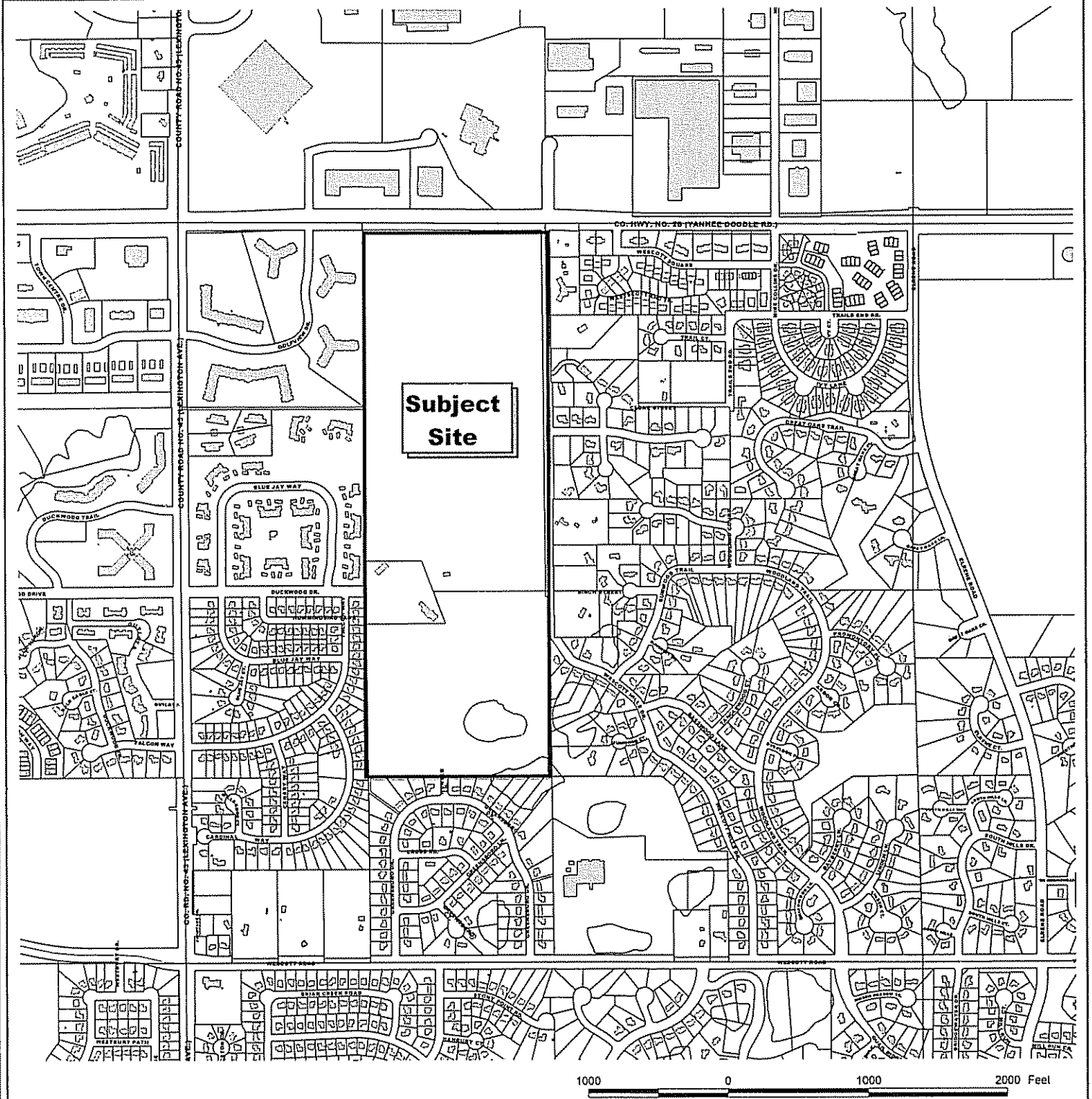
Neighborhood Comment	Response/Plan Revisions
Preserve open space and parks.	The development plan was revised to preserve significant open space and add public parks and trails. The plan shows around 35% (40-45 acres in park, open space and trails). Typical development in Eagan has around 10-15% of the land area in parks, trails and open space.
Lower the density.	The density was reduced from the original proposal of 720 homes (Nov. 2003) to 480 homes (June, 2004). The proposed density (four dwelling units per acre) is an appropriate transition between the eight units per acre to the west of the site and two units per acre east of the property. The low-density residential land use designation is the City's lowest density major land use designation.
Keep the golf course.	The golf course is not an economically sustainable use. The golf course market and Eagan have changed since Carriage Hills was constructed in 1962. The property will be sold and developed. The question is not if the property will be developed. The question is how it will be developed. The City is not interested in buying the property. Wensmann Homes proposed low density residential and park uses are the best fit with the neighborhood and community.
What types of homes are planned?	The mix of detached single-family homes, twin homes, townhouses and senior housing will appeal to broad market needs having price ranges from \$175,000 for some senior units to \$800,000 - \$1,000,000 for some detached single-family homes. The housing will be owner occupied. Most homes will be one to two stories. The senior housing will be three stories.
Are the school, utility, emergency vehicle capacities adequate?	The community facilities are adequate to support the development. The School District has capacity issues at some schools, but has declining enrollment numbers. Recently approved bond funding will add classroom capacity. The number of new students from the development will be low. The development plan includes a significant proportion of senior and empty nester housing that does not generate school students. Utilities, emergency services and community facilities are adequate to serve the development and will be designed to meet and exceed all city standards. The area lacks a neighborhood park. 15-20 acres of public park and 25 acres of open space are included in the development.
What is the affect on property values and taxes?	The proposed housing is of a similar or higher value than the neighboring development. The Carriage Hills development will increase the Eagan tax valuation by \$160 million and will result in property tax payments of around \$1.25 million per year. Current property tax payment from the course is around \$31,000/year.



<b>Neighborhood Comment</b>	<b>Response/Plan Revisions</b>
Will there be trails and sidewalks?	Sidewalks and over two miles of public trails are proposed.
Preserve trees and natural resources.	Much of the tree cover will be preserved. Large areas of trees along the perimeter and in the park and open space areas will be preserved along with trees within the new housing areas. Wetlands and ponds will be preserved.
Where will the new homes be located?	The new homes will exceed city setback requirements. Neighbors will have parks, open space, trees and ponds next to their property.
Address traffic and road access issues.	The proposed density was lowered by 1/3 <sup>rd</sup> from the original proposal and the corresponding traffic is reduced by 1/3 <sup>rd</sup> . Single-family homes, town homes and senior housing are low traffic generators. The area road pattern was established to provide access for redevelopment of the golf course property. Traffic flow and capacity will be analyzed in detail and designed to meet all City and County standards
How is this proposal different from the 1990's Pulte development proposal?	The Wensmann Homes proposal includes park and low-density residential land use and preserves natural resources. The Pulte proposal was for higher density, did not offer a variety of housing types and price ranges and did not specify park and open space lands. The proposed density is significantly lower than the Pulte proposal. Wensmann Homes is a local Eagan based developer and business with a reputation for high quality.
Why should the city approve the Comp Plan amendment and subsequent development plan?	<ol style="list-style-type: none"> <li>1. Golf course will be sold and will redevelop. Golf is no longer economically feasible. The property owner will submit golf course feasibility information.</li> <li>2. The change to low density and park land use assures a low intensity use that will continue to protect the integrity of the neighborhood and preserve the natural features.</li> <li>3. Development plan preserves park and open space (35% of the property), trees and wetlands.</li> </ol>
What are the steps in the development process?	<p>Concept planning and initial neighborhood meetings and input. Nov., 2003 – June, 2004.</p> <p>Amend the Comprehensive Land Use Plan designation from Public Facilities to Low Density Residential (up to 4 homes per acre) and Park. Public hearing June 22, 2004</p> <p>Preparation of environmental review, traffic analysis and recommendations and detailed plans and engineering Summer, 2004</p> <p>Rezoning to Planned Development and adoption of a specific development plan and preliminary plat (subdivision layout). The planned development assures the City, neighborhood and community that what is approved is what will get built and allows the developer and city the flexibility to preserve open space and cluster housing Late Summer, 2004</p> <p>Approval of Final Plats by phase, dedication of public park, open space and trail lands and start of construction. Fall, 2004 - Spring, 2005</p>

# Location Map

-  Eagan Boundary
-  Street Centerline
-  Parcel Area
-  Building Footprint



**Development/Developer: Wensmann Realty**  
**Application: Comprehensive Guide Plan Amendment**  
**Case No.: 14-CG-05-05-04**

Map Prepared using ERSI ArcView 3.1 Parcel base map data provided by Dakota County Office of GIS and is current as of January 2004

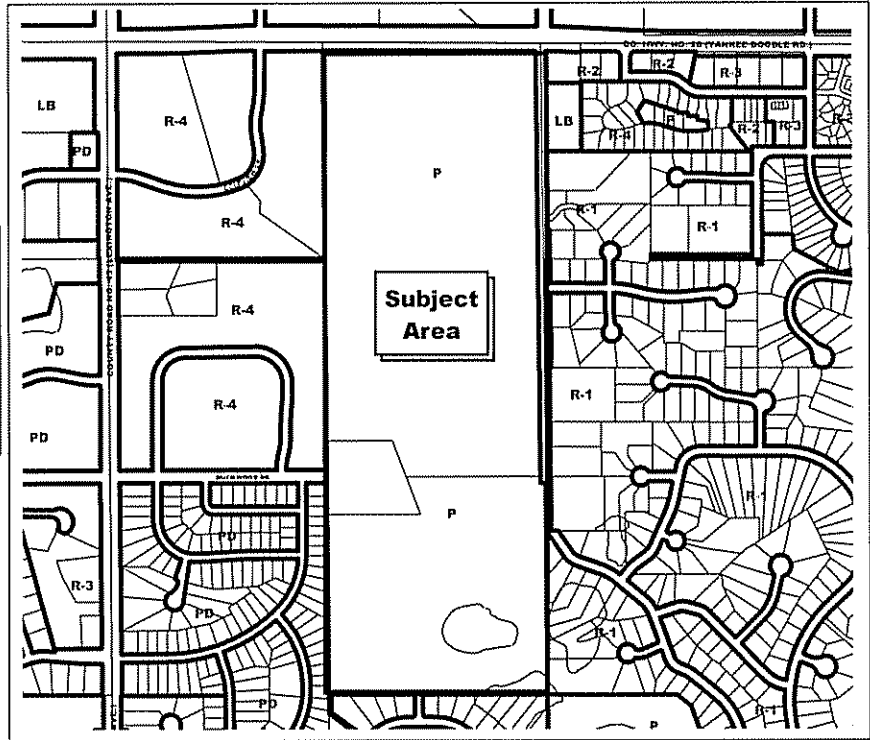
**THIS MAP IS INTENDED FOR REFERENCE USE ONLY**  
 The City of Eagan and Dakota County do not guarantee the accuracy of this information and are not responsible for errors or omissions.



# Current Zoning and Comprehensive Guide Plan Land Use Map

Wensmann Realty  
Case No. 14-CG-05-05-04

## Zoning Map

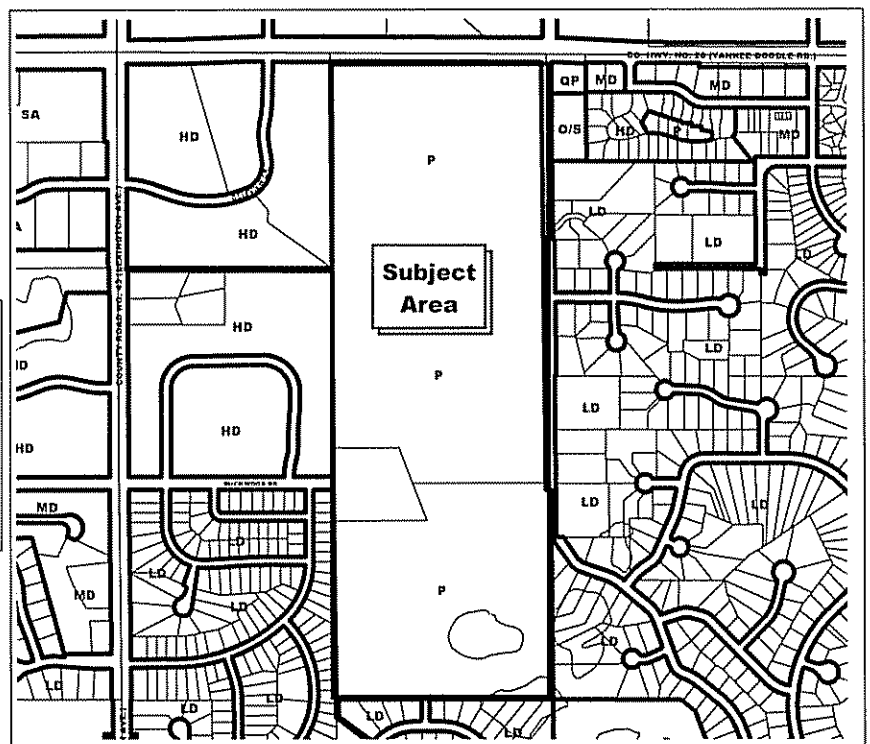


### Current Zoning:

**P**  
Park

600 0 600 1200 Feet

## Comprehensive Guide Plan Land Use Map



### Current Land Use Designation:

**P**  
Park

600 0 600 1200 Feet



**City of Eagan**  
Community Development Department

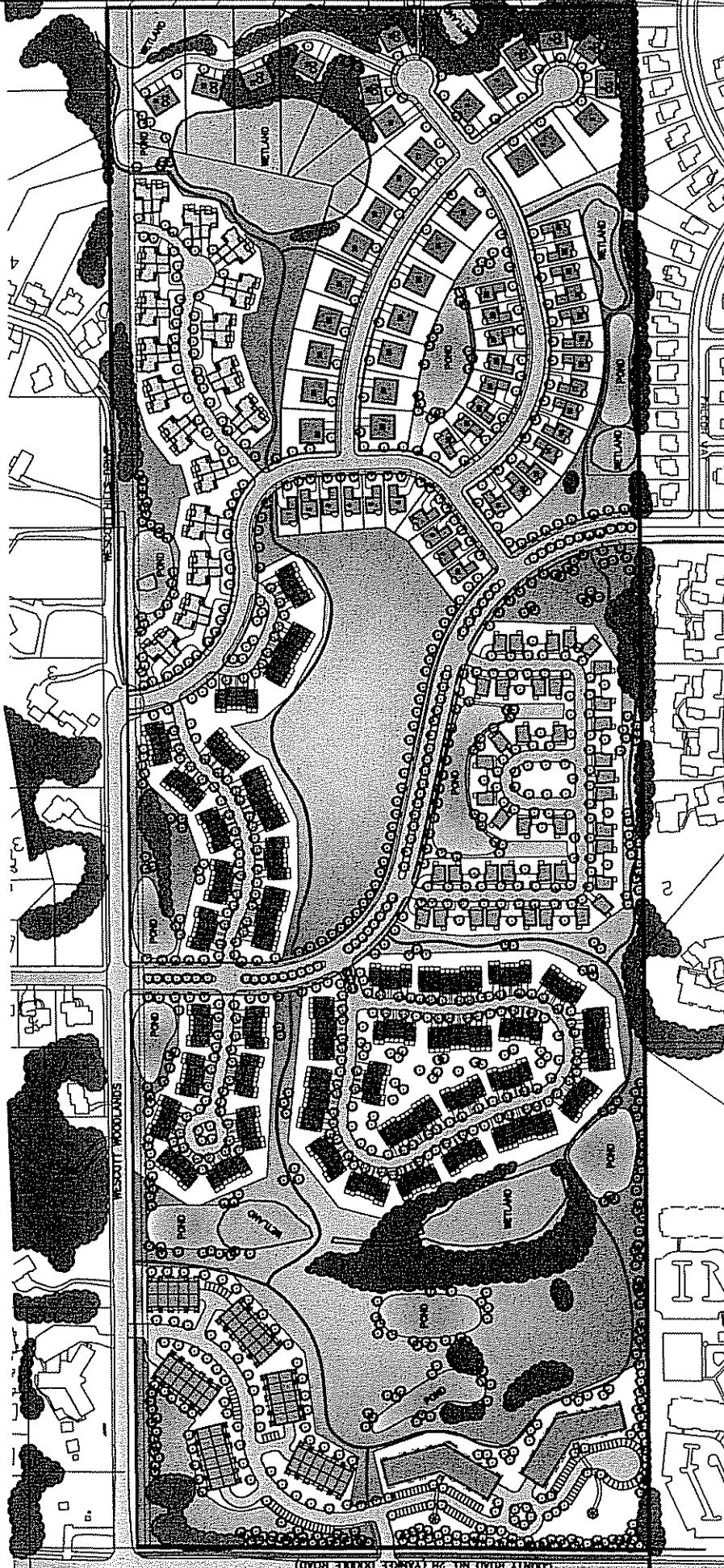
Parcel base map information provided by Dakota County Land Survey Department June 2003.  
Zoning information maintained by City Staff.

2.

**THIS MAP IS INTENDED FOR REFERENCE USE ONLY**  
The City of Eagan and Dakota County do not guarantee the accuracy of this information.







CONCEPT PLAN

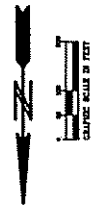
TOTAL GROSS AREA: 120 ACRES  
 LARGE SINGLE FAMILY UNITS: 32  
 SMALL SINGLE FAMILY UNITS: 32  
 DETACHED TOWNHOME UNITS: 40  
 TWIN HOME UNITS: 34  
 ROWHOME UNITS: 160  
 NEW URBAN TOWNHOME UNITS: 68  
 SENIOR HOUSING UNITS: 84  
 TOTAL UNITS PROPOSED: 470-480

PROPOSED OPEN SPACE/PARK: 40-45 ACRES (INCLUDING 7-7.5 ACRE CENTRAL PARK)

PROPOSED GROSS DENSITY: 3.9-4.0 UNITS/ACRE

PROPOSED TRAIL LENGTH: ±10,500 LF (APPROX. 2 MILES)  
 IMPERVIOUS SURFACES: ±28%

CARRIAGE HILLS  
 EAGAN, MINNESOTA





**Community Development Department  
City Of Eagan, MN  
Fax # 651-675-5694**

**Dear Sirs:**

**The proposed plan to change the land use to low Density residential housing should be turned down. I have listed a few of my reasons for your consideration in the making of your decision on this matter.**

- 1. Duckwood Drive would become a major ingress and egress for this development unless the traffic engineers could devise some changes.**
- 2. There is question as to whether or not the adjoining property owners would suffer a devaluation of their home sites because of the change in land use.**
- 3. Years ago, the City of Eagan considered buying this land for a golf course but the owner changed his mind. Now the price is right to sell.**
- 4. The value of this land if the city changes the land use will be worth three times what its worth as it now stands.**
- 5. If a fair market price could be established as present use then the city should buy the land. If you change the use, you have just put millions of dollars in the hands of the present owner. That is called unfair enrichment and at the expense of the people who live in Eagan. I would advise the city to check out any liability that they might be exposed to.**
- 6. Eagan needs all this green space but maybe it needs to change it use. The City could buy this land and do the following.**

**a. Change the golf course to a double 9 holes. That means two different tee boxes and two different pin hole placements on the same green. This has already been done at the Fred Richards course in Edina. They purchased this land which was the Normandale golf course and spent \$1,500,000 fixing the course. It plays 30,000 rounds each year at \$11.00 per round. It takes up about 30,000 acres of ground.**

**b. The City could build a teaching facility which could be open 12 or more hours a day and open 12 months a year. A Dome for the winter. This is a big money maker that would help pay off the debt.**

**c. The driving range should be made so the balls would be hit into a lake. The Lake could be designed in such a way that multi use could be made of that lake summer and winter. Walking, biking, skating, a sliding hill, dog areas, play areas for young children, picnic facilities, and what ever else is needed to make this a community area.**

**Thank you for your time and effort in doing the right thing.**

**Neil W. Solberg 3560 Blue Jay Way #201 Eagan MN 55123 905-0505**

## Pam Dudziak

---

**From:** Mira McGarvey  
**Sent:** Tuesday, June 15, 2004 11:34 AM  
**To:** Pam Dudziak  
**Subject:** FW: Proposed changes to city of eagan comp. guide plan

-----Original Message-----

**From:** FREDANNETTE@aol.com [mailto:FREDANNETTE@aol.com]  
**Sent:** Sunday, June 13, 2004 3:17 PM  
**To:** Pat Geagan; Peggy Carlson; Cyndee Fields; Mike Maguire; mtilly@cityofeagan.com  
**Subject:** Proposed changes to city of eagan comp. guide plan

*As a concerned resident, I am voicing my opposition to the Changing of EAGANS COMPREHENSIVE GUIDE PLAN as proposed by Wensmann Homes.*

*The city needs open green space as a recreational areas*

*This proposed development would mean adding to already crowded schools.*

*Would place added burdens to city services.*

*Would un questionably decrease property values in adjoining neighborhoods. Many of us bought their property and homes where they did because of Golf Course and paid a premium to do so.*

*There also would be a substantial increase in vehicle traffic, and safety concerns for area children.*

*I propose that the city buys the property from the Rahms and keep it as a recreational area if at all possible*

*I have been a resident for 34 years and am deeply saddened to see us loose this type open space.*

*Fred Wessel  
3590 Wescott Woodlands  
Eagan 55123*

*651-454-4042  
fredannette@aol.com*



*Marilyn*

**David R. Hetterick**  
4469 Lakeshore Terrace  
Eagan, MN, 55122-2444  
651-681-9514  
daverhmn@comcast.net

June 10, 2004

Community Development Department  
3830 Pilot Knob Road  
Eagan, MN 55122

Re: Development Name: Wensmann Realty  
Case Number: 14-CG-05-05-04

Thank you for the invitation to the Advisory Planning Commission Meeting on June 22, 2002 regarding this matter.

I recently purchased unit 321 at 3440 Golfview Drive which is adjacent to the property in question.

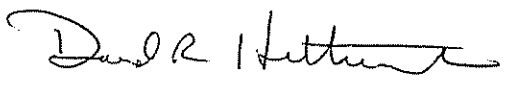
I have attended a presentation by Wensmann on this issue.

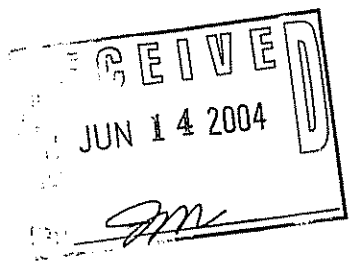
I do not want to sit through a meeting where all those opposed will be there to make speeches. Nor do I want to make a speech and incur the wrath of my new neighbors.

My neighbors are totally un-realistic. They want to keep the golf course and won't agree to anything else.

The golf course is unprofitable and must be sold. Development of the property is inevitable. I think the Wensmann plan is a good one and probably should be accepted. My only concerns are the effect on traffic and drainage, issues I'm sure will be brought up and that you would consider in any case.

Respectfully submitted,

  
David R. Hetterick



*Marilyn*

Advisory Planning Commission  
c/o Community Development Department  
3830 Pilot Knob Road  
Eagan, MN 55122

June 10, 2004

Re: Wensmann Realty  
Case: 14-CG-05-05-04

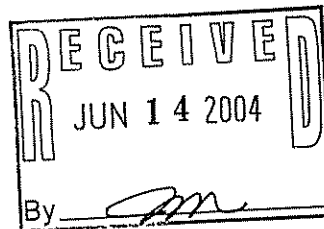
Dear Commission Members:

On June 22, 2004 you will consider the application of Wensmann Realty to rezone Carriage Hills Golf Course from recreational usage to that of low density residential. As you are aware, seven years a similar application was presented to the Advisory Planning Commission by Plute Homes. This application was voted down by an unanimous vote at that time both by the Commission and the Eagan City Council. I would urge you to take the same action on the application before you now. Nothing has happened in the interim that would justify a reversal of the prior action. The same concerns still exist, such as providing public safety to that landlocked area as well as the resulting increased traffic pattern and the myriad of other issues that were raised initially. I urge you to preserve this area as open space and to vote 'no' to the Wensmann Realty application.

Sincerely,

*Tim Perry*

Tim Perry  
3545 Blue Jay Way #205  
Eagan, MN 55123



June 11, 2004

To: Community Development Department  
Advisory Planning Commission  
Eagan City Council

From: Jeff Pohland  
3425 Golfview Drive #305  
Eagan, MN 55123

Re: Wensmann Realty  
Case: 14-CG-05-05-04

I fully oppose the development of Carriage Hills Golf Course. I believe nothing has changed since 1996 when over 4,000 citizens made it abundantly clear that they opposed the golf course development.

The following support my position:

- 1) Property values will be negatively impacted on properties surrounding the golf course.
- 2) The increase in people and vehicles will result in more congestion, traffic and road noise in an already increasingly congested area.
- 3) The loss of open green space is **NOT** acceptable. Once it's gone, it's gone. Eagan is overdeveloped as it is.

The golf course is designated as a Public Facility and needs to remain zoned as such. There is very little or no benefit in developing the golf course.

I request the City Council to deny Wensmann's request to amend the City of Eagan's Comprehensive Guide Plan.

Thank You,

Jeff Pohland

## Pam Dudziak

---

**From:** Mira McGarvey  
**Sent:** Monday, June 14, 2004 11:18 AM  
**To:** Pam Dudziak  
**Subject:** FW: carriage hills

-----Original Message-----

**From:** jorge ferreiro [mailto:jorgeferreiro@hotmail.com]  
**Sent:** Sunday, June 13, 2004 3:32 PM  
**To:** Pat Geagan  
**Subject:** carriage hills

dear mr geagan as a citizen of eagan i wanted to email you that i am opposed to the development of carriage hills golf course thanks jorge ferreiro

---

Check out the coupons and bargains on MSN Offers! <http://youroffers.msn.com>

## Pam Dudziak

---

**From:** Mira McGarvey  
**Sent:** Wednesday, June 16, 2004 9:13 AM  
**To:** Pam Dudziak  
**Subject:** RE: Save Eagan's Green Space

-----Original Message-----

**From:** RWGAMME@aol.com [mailto:RWGAMME@aol.com]  
**Sent:** Tuesday, June 15, 2004 3:44 PM  
**To:** Peggy Carlson  
**Cc:** Cyndee Fields  
**Subject:** Save Eagan's Green Space

Dear Council member,

I am a 7 year resident and voter in Eagan and I am writing to strongly voice my opposition to Wensmann Homes request to change the Comprehensive Guide Plan. We chose our home, which backs up to Carriage Hills Golf Course, largely due to the open space. It was our understanding at that time, that the land was designated as Public Facility. We know that it's just a matter of time before our area becomes noisier due to air traffic, but let's not further exacerbate the problem by adding noise from adding density to the area. I strongly encourage you to continue to support the current Comprehensive Guide Plan--this is open space that cannot be replaced !

Sincerely,  
Wendy Gamme  
3658 Cardinal Way

**Pam Dudziak**

---

-----Original Message-----

**From:** Jack Daniels [mailto:jackd@turtletech.com]  
**Sent:** Wednesday, June 16, 2004 8:45 AM  
**To:** Pat Geagan  
**Cc:** Cheryl Daniels; Rachael Thorpe Newman  
**Subject:** Changes to the comprehensive Guide Plan.  
**Importance:** High

Date: June 16, 2004

Dear Mr. Geagan ,

I am greatly opposed to the proposed change to the Comprehensive Guide Plan or any change in the zoning of the 120 acre plot now occupied by Carriage Hills Golf Course. This area must be maintained as an open space, public facility for the benefit of all Eagan residents.

The increased traffic flow, school over crowding, posing as a potential site for drug trafficking/use and the negative environmental impact is too great to ignore! The wetlands and rolling terrain need to be preserved. It is essential that the City of Eagan provide natural settings and safe havens for our children and family use to maintain the quality of life we know we have in common with you and your family.

Additionally, I don't believe we, as home owners and the City of Eagan, need to subsidize the Wensmann or the Rahn companies' profitability by allowing this project to move forward. The City will shoulder (financially) the care and maintenance of yet another 3-4 parks constructed (Eagan already has 74 it's maintaining) and the homeowners will see a substantial decrease in home and property value!

**Please keep Carriage Hills Golf Course zoned "Public Facility" for all to enjoy. Do not change the current Comprehensive Guide Plan.**

**THANK YOU, IN ADVANCE, FOR YOUR EFFORTS IN MAINTAINING EAGAN'S "STAR CITY" STATUS!**

Remember, Eagan's logo is that of an "Oak Tree", not a housing development!

Sincerely,

John (Jack) Daniels  
3667 Wescott Hills Dr.  
Eagan, MN 55123

## **PETITION**

The City received a petition opposed to development of the Carriage Hills site on June 11, 2004. Because of the length of the petition, only a sample of pages are include for the exhibit with this report. The full petition will be made available to the Planning Commission at the regular meeting on June 22, 2004.

Please return to:  
Sharon Barker  
3557 Blue Jay Way  
Unit #101  
Woodlands Estates

Blk. 3564  
16 units

# PETITION: KEEP CARRIAGE HILLS GOLF COURSE PUBLIC USE

We the citizens would like Carriage Hills Golf Course to remain zoned as a public facility.  
We are opposed to any housing development on the property.

Name (print) Address Phone e-mail  
BERRI PIERCE 3566 BLUE JAY WAY #204 651-686-5740  
Signature [Signature] Date 01/09/04

Name (print) Address Phone e-mail  
ROSANNE CHICK 3566 BLUE JAY WAY #203 651-452-8382  
Signature [Signature] Date 01/09/04

Name (print) Address Phone e-mail  
Robert Deha 3566 Blue Jay Way #103 651-450-0588  
Signature [Signature] Date 1/17/04

Name (print) Address Phone e-mail  
Mari Lih-Holt 3566 Blue Jay Way #104 651-688-7221  
Signature [Signature] Date 1/17/04

Name (print) Address Phone e-mail  
Stephen Gardiner 3566 Blue Jay Way #202 651-681-0001  
Signature [Signature] Date 10/14/03

Name (print) Address Phone e-mail  
PATTY GAYLORD 3566 BLUE JAY WAY 201 651-405-1994  
Signature [Signature] Date 10/17/04

Please return petitions to:  
Carriage Hills Coalition 3450 Wescott Woodlands Eagan, MN 55123  
[www.carriagehills.org](http://www.carriagehills.org)

*[Handwritten signature]*  
12-29-03



**PETITION:  
KEEP CARRIAGE HILLS GOLF COURSE PUBLIC USE**

We the citizens would like Carriage Hills Golf Course to remain zoned as a public facility.  
We are opposed to any housing development on the property.

Name (print)	Address	Phone	e-mail
Fred Wessel	3590 Wescott Woodlands	651-454-4102	FREDANNETTE@AOL.COM
Signature <u>Fred Wessel</u>		Date <u>1-27-04</u>	

Name (print)	Address	Phone	e-mail
HEIDI WESSEL-DEBY	8304 Annalisa Path	651-554-9381	hdeby1@comcast.net
Signature <u>Heidi Wessel-Deby</u>		Date <u>1-27-04</u>	

Name (print)	Address	Phone	e-mail
Sheri Thelander	2109 Oakridge St	651-730-5143	shermichelle04@hotmail.com
Signature <u>Sheri Thelander</u>		Date <u>2-19-04</u>	

Name (print)	Address	Phone	e-mail
Rami Deby	8304 Annalisa Path	651-554-9381	59araps@msn.com
Signature <u>Rami Deby</u>		Date <u>2-19-04</u>	

Name (print)	Address	Phone	e-mail
Danny Nelson	9429 Jasmine Ave S	651-459-5691	
Signature <u>Danny Nelson</u>		Date <u>2-23-04</u>	

Name (print)	Address	Phone	e-mail
Mike Wessel	11709 Northwood Dr.	651-681-2083	
Signature <u>Mike Wessel</u>		Date <u>2-23-04</u>	

Please return petitions to:  
Carriage Hills Coalition 3450 Wescott Woodlands Eagan, MN 55123  
[www.carriagehills.org](http://www.carriagehills.org)

12-29-03

RECEIVED JUN 11 2004

**PETITION:  
KEEP CARRIAGE HILLS GOLF COURSE PUBLIC USE**

We the citizens would like Carriage Hills Golf Course to remain zoned as a public facility.  
We are opposed to any housing development on the property.

Name (print)	Address	Phone	e-mail
CAMILIE MCCANN	1724 Hartford	651-690-5733	

Signature Camille McCann Date 10 JAN 04

Name (print)	Address	Phone	e-mail
Michael McCann	1724 Hartford Av	651-690-5733	651-690-5733

Signature Michael McCann Date 10 JAN 04

Name (print)	Address	Phone	e-mail
TIM DOUGHERTY	704 5th St Farmington	857 @ msn.com	

Signature Tim Dougherty Date 1-10-04

Name (print)	Address	Phone	e-mail
Jack Schaeffer	6486 W. 5th	952-997-2910	

Signature Jack Schaeffer Date 1-15-04

Name (print)	Address	Phone	e-mail
Rob Dougherty	2263 Penn Pl.	651-748-0061	

Signature Rob Dougherty Date 1/10/04

Name (print)	Address	Phone	e-mail
Tracy B. Dougherty	12320 Blanca Ave	55063	651-423-2801

Signature Tracy B. Dougherty Date 1-10-04  
Tracy B. Dougherty  
@Carrots.State.MN

Please return petitions to:  
Carriage Hills Coalition 3450 Wescott Woodlands Eagan, MN 55123  
[www.carriagehills.org](http://www.carriagehills.org)

12-29-03

**PETITION:  
KEEP CARRIAGE HILLS GOLF COURSE PUBLIC USE**

We the citizens would like Carriage Hills Golf Course to remain zoned as a public facility.  
We are opposed to any housing development on the property.

Name (print)	Address	Phone	e-mail
Doug Brown	324 5 <sup>th</sup> Ave S. ESTP.	651-554-0728	
Signature	<u>Doug Brown</u>	Date	1-15-04

Name (print)	Address	Phone	e-mail
GARY J. Anderson	13133 Gamma Way	612-201-9949	
Signature	<u>Gary J. Anderson</u>	Date	1-15-04

Name (print)	Address	Phone	e-mail
PETER A. HACKERT	5247 RIVINGTON DR	952-933-2950	
Signature	<u>Peter A. Hackert</u>	Date	1-15-04

Name (print)	Address	Phone	e-mail
Dave Fisher	1826 Cottage Dr	651-439-0929	
Signature	<u>Dave Fisher</u>	Date	1/19/04

Name (print)	Address	Phone	e-mail
Pam Kendrick		612-727-3611	
Signature	<u>Pam Kendrick</u>	Date	1/19/04

Name (print)	Address	Phone	e-mail
MICHAEL Anderson	8201 11 <sup>th</sup> Ave. So	BLOOMINGTON MN 55420	
Signature	<u>Michael Anderson</u>	Date	1-19-04

Please return petitions to:  
Carriage Hills Coalition 3450 Wescott Woodlands Eagan, MN 55123  
[www.carriagehills.org](http://www.carriagehills.org)

12-20-03

1/12/2004

RECEIVED JUN 11 2004

18.

**PETITION:  
KEEP CARRIAGE HILLS GOLF COURSE PUBLIC USE**

We the citizens would like Carriage Hills Golf Course to remain zoned as a public facility.  
We are opposed to any housing development on the property.

Name (print) Address Phone e-mail  
Kathleen Silberg  
 Signature Kathleen A. Silberg Date \_\_\_\_\_

Name (print) Address Phone e-mail  
BRIAN GRETZ 883 Redwood DR 982 432 5406  
 Signature [Signature] Date 1-19-04

Name (print) Address Phone e-mail  
BARRY JAVILLA 13325 W 44 ST N. 651 436-3396  
 Signature [Signature] Date 1-20-04

Name (print) Address Phone e-mail  
RON COZAD 691 70TH ST SO. COTTAGE GROVE 55016 651-458-3891  
 Signature Ronald W. Cozad Date 1-20-04

Name (print) Address Phone e-mail  
JEFF WOLDORF 7999 77th St S Cottage Grove  
 Signature [Signature] Date 1-20-04

Name (print) Address Phone e-mail  
JULIE ROWLEY 1759 WOODS WOODS 651 698 9404  
 Signature Julie Rowley Date 1/20/04

Please return petitions to:  
 Carriage Hills Coalition 3450 Wescott Woodlands Eagan, MN 55123  
[www.carriagehills.org](http://www.carriagehills.org)

12-29-03

1/12/2004

19.

RECEIVED JUN 11 2004

**PETITION:  
KEEP CARRIAGE HILLS GOLF COURSE PUBLIC USE**

We the citizens would like Carriage Hills Golf Course to remain zoned as a public facility.  
We are opposed to any housing development on the property.

Name (print)	Address	Phone	e-mail
<u>CAROL HESSE</u>	<u>3536 Wescott Woodlands</u>	<u>651-452-4000</u>	
Signature <u>Carol Hesse</u>	Date <u>1-8-04</u>		

Name (print)	Address	Phone	e-mail
<u>Donald HESSE</u>	<u>3536 Wescott Woodlands</u>	<u>651-452-4000</u>	
Signature <u>Donald Hesse</u>	Date <u>1-8-04</u>		

Name (print)	Address	Phone	e-mail
<u>Eugene Haulden</u>	<u>352 South <sup>Winstler, MN</sup> Street Drive</u>	<u>320-485-2662</u>	<u>geneh82@hutchco.net</u>
Signature <u>Eugene Haulden</u>	Date <u>11/1/04</u>		

Name (print)	Address	Phone	e-mail
<u>Marcella Lachnermeier</u>	<u>143 Linden Ave E</u>	<u>485-3954</u>	
Signature <u>Marcella Lachnermeier</u>	Date <u>1-9-04</u>		

Name (print)	Address	Phone	e-mail
<u>Bernard Lachnermeier</u>	<u>142 Linden Ave E</u>	<u>485-3954</u>	
Signature _____	Date <u>1-10-04</u>		

Name (print)	Address	Phone	e-mail
<u>Marie Hesse</u>	<u>200 EARL ST.</u>	<u>ST. VINCENT</u>	
Signature <u>Marie Hesse</u>	Date <u>1-11-04</u>		

Please return petitions to:  
Carriage Hills Coalition 3450 Wescott Woodlands Eagan, MN 55123  
[www.carriagehills.org](http://www.carriagehills.org)

12-29-03

RECEIVED JUN 11 2004

Please return to:  
Deanna Thacker  
3507 Blue Jay Way  
Unit #101  
Carriage Hills

Bldg. 3579-16 units

### PETITION:

## KEEP CARRIAGE HILLS GOLF COURSE PUBLIC USE

We the citizens would like Carriage Hills Golf Course to remain zoned as a public facility.  
We are opposed to any housing development on the property.

Name (print)	Address	Phone	e-mail
<u>Scott Wiese</u>	<u>3579 Blue Jay Way</u>	<u>651-452-9055</u>	<u>---</u>
Signature <u>Scott Wiese</u>	Date <u>1/27/04</u>		

Name (print)	Address	Phone	e-mail
<u>Bette Sandelin</u>	<u>3579 Blue Jay Way</u>	<u>686-0981</u>	
Signature <u>Bette Sandelin</u>	Date <u>1/29/04</u>		

Name (print)	Address	Phone	e-mail
<u>Barb Cuppert</u>	<u>3579 Blue Jay Way Unit #106</u>	<u>651-687-4573</u>	
Signature <u>Barb Cuppert</u>	Date <u>1/29/04</u>		

Name (print)	Address	Phone	e-mail
<u>GLORIA HOLMAN</u>	<u>3579 Blue Jay Way #104</u>	<u>651-6831965</u>	
Signature <u>Gloria Holman</u>	Date <u>1/28/04</u>		

Name (print)	Address	Phone	e-mail
<u>CHARLES W. HOLMAN</u>	<u>3579 Blue Jay Way #104</u>	<u>651-683-1965</u>	
Signature <u>Charles W. Holman</u>	Date <u>1/28/04</u>		

Name (print)	Address	Phone	e-mail
<u>Roxanne A Reaume</u>	<u>3579 Blue Jay Way #203</u>	<u>651-405-9404</u>	
Signature <u>Roxanne A Reaume</u>	Date <u>1/28/04</u>		

Please return petitions to:  
Carriage Hills Coalition 3450 Wescott Woodlands Eagan, MN 55123  
[www.carriagehills.org](http://www.carriagehills.org)

12-29-03

# PETITION: KEEP CARRIAGE HILLS GOLF COURSE PUBLIC USE

We the citizens would like Carriage Hills Golf Course to remain zoned as a public facility.  
We are opposed to any housing development on the property.

Name (print) Address Phone e-mail  
Stephanie Devine 3620 Falcon Way Eagan 651-686-0633  
 Signature Steph A Date 1/19/04

Name (print) Address Phone e-mail  
Christine Kelly 719 Virginia St #3 St. Paul 651-290-3829  
 Signature Christine Kelly Date 2/16/04

Name (print) Address Phone e-mail  
Mary Rosalia H 4620 Howe Avenue 952-942-5803  
 Signature Mary Rosalia H Date 1-27-04

Name (print) Address Phone e-mail  
PAUL DEVINE 3620 FALLON WAY EAGAN (651)686 0633 paul\_devine@visio  
 Signature Paul Devine Date 2/16/04

Name (print) Address Phone e-mail  
CHRISTINE KELLY 719 VIRGINIA ST #3 ST. PAUL 55102 651-290-3829 CKELLY@NORTHHEALTH  
 Signature Christine Kelly Date 2/16/04

Name (print) Address Phone e-mail  
Adam Quam 3936 Turquoise Pt. Eagan 55122 651686079 adam-quam  
 Signature Adam Quam Date 2/22/04 yahoo

Please return petitions to:  
 Carriage Hills Coalition 3450 Wescott Woodlands Eagan, MN 55123  
[www.carriagehills.org](http://www.carriagehills.org)

12-29-03

RECEIVED JUN 1 1 2004

**PETITION:  
KEEP CARRIAGE HILLS GOLF COURSE PUBLIC USE**

We the citizens would like Carriage Hills Golf Course to remain zoned as a public facility.  
We are opposed to any housing development on the property.

Name (print)                      Address                      Phone                      e-mail  
Linda LaMacchia    3574 Blue Jay Way #204    651-452-2370    lmacchia@carriagehills.com  
 Signature Linda LaMacchia                      Date 1/28/04

Name (print)                      Address                      Phone                      e-mail  
Theresa Kalla    3579 Blue Jay Way #103    651-457-4334  
 Signature Theresa Kalla                      Date 2/2/04

Name (print)                      Address                      Phone                      e-mail  
JOHN D. LELAND    3579 BTW #102    651-454-6214  
 Signature John D. Leland                      Date 2/14/04

Name (print)                      Address                      Phone                      e-mail  
Meg McDonough    3579 B. 7. 6101    651-454-1799  
 Signature Meg McDonough                      Date 2-15-04

Name (print)                      Address                      Phone                      e-mail  
Lynne Fletcher    3579 Blue Jay Way #201    651-468-0314  
 Signature Lynne Fletcher                      Date 2-16-04

Name (print)                      Address                      Phone                      e-mail  
Ken Ballard    3574 Blue Jay Way #202    (651)452-5833  
 Signature Ken Ballard                      Date 2/17/04

Please return petitions to:  
 Carriage Hills Coalition 3450 Wescott Woodlands Eagan, MN 55123  
[www.carriagehills.org](http://www.carriagehills.org)

12-29-03

RECEIVED JUN 1 1 2004



*Please return to:  
Valerie Jensen  
3557 Blue Jay Way  
Unit #105  
Mounds View*

*bdg. 3578  
16 units*

# PETITION: KEEP CARRIAGE HILLS GOLF COURSE PUBLIC USE

We the citizens would like Carriage Hills Golf Course to remain zoned as a public facility.  
We are opposed to any housing development on the property.

Name (print) Address Phone e-mail

*[Signature]*

Signature *[Signature]* Date \_\_\_\_\_

Name (print) Address Phone e-mail

*Kathryn McCarthy 3578 Blue Jay Way #105 651-905-0696*

Signature *Kathryn McCarthy* Date *1-11-04*

Name (print) Address Phone e-mail

*JAY PARKINEN 3578 BLUE JAY WAY #206 651-452-7697*

Signature *Jay Parkinen* Date *1-11-04*

Name (print) Address Phone e-mail

*Jamie Jensen 3578 Blue Jay Way #206 (651) 452-7697*

Signature *Jamie Jensen* Date *1-11-04*

Name (print) Address Phone e-mail

*Josh Jacobs 3578 Blue Jay Way #203 651-994-1273 jacobson@chcc*

Signature *Josh Jacobs* Date *1/11/04*

Name (print) Address Phone e-mail

*Michelle Fuson 3578 Blue Jay Way #206 651-454-3436*

Signature *[Signature]* Date *1/11/04*

Please return petitions to:  
Carriage Hills Coalition 3450 Wescott Woodlands Eagan, MN 55123  
[www.carriagehills.org](http://www.carriagehills.org)


12-29-03

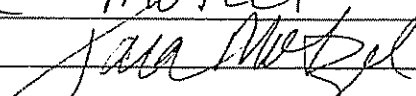
*over  
page*

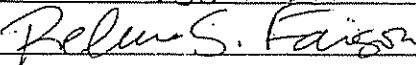
RECEIVED JUN 11 2004

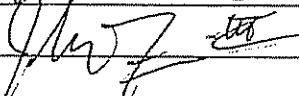
**PETITION:**  
**KEEP CARRIAGE HILLS GOLF COURSE PUBLIC USE**


We the citizens would like Carriage Hills Golf Course to remain zoned as a public facility.  
We are opposed to any housing development on the property.

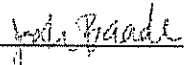
Name (print)	Address	Phone	e-mail
<hr/>			
Tom Motzel	577 Coventry Pkwy		
Signature		Date	2/19/04

Name (print)	Address	Phone	e-mail
<hr/>			
Tara Motzel			
Signature		Date	2/19/04

Name (print)	Address	Phone	e-mail
<hr/>			
Rebecca Faison	1718 St. Clair Ave.		
Signature		Date	2/19/04

Name (print)	Address	Phone	e-mail
<hr/>			
John Faison	1718 St. Clair Ave		
Signature		Date	2-19-04

Name (print)	Address	Phone	e-mail
<hr/>			
Rosanna Imholte	3110 Weenonah Pl	<del>502</del> 612-827-8998	
Signature		Date	2/23/04

Name (print)	Address	Phone	e-mail
<hr/>			
Jon Braade	4401 Park Glen Rd #13A		
Signature		Date	3/17/04

Please return petitions to:  
Carriage Hills Coalition 3450 Wescott Woodlands Eagan, MN 55123  
[www.carriagehills.org](http://www.carriagehills.org)

12-29-03

RECEIVED JUN 11 2004

**PETITION:  
KEEP CARRIAGE HILLS GOLF COURSE PUBLIC USE**

We the citizens would like Carriage Hills Golf Course to remain zoned as a public facility.  
We are opposed to any housing development on the property.

Name (print) Address Phone e-mail  
DIRK EDWARDS 2076 JAMES AVE (67) 699-3370  
 Signature *Dirk Edwards* Date 1-9-04

Name (print) Address Phone e-mail  
DIANNE STEPHENS 699-5316  
 Signature *Dianne Stephens* Date 1-9-04

Name (print) Address Phone e-mail  
LOUISE CARONAZ 2076 JAMES AVE. ST. PAUL  
 Signature *Louise Caronaz* Date 1/9/04

Name (print) Address Phone e-mail  
Paul Plum 1933 Dodd Rd, MN 55118  
 Signature *Paul Plum* Date 1/10/04

Name (print) Address Phone e-mail  
Megan Plum 1933 Dodd Road MH 55118  
 Signature *Megan Plum* Date 1/10/04

Name (print) Address Phone e-mail  
DeLaine Crawford 1315 Dale St N 651-489-1787  
 Signature *DeLaine Crawford* Date 3-5-04

Please return petitions to:  
 Carriage Hills Coalition 3450 Wescott Woodlands Eagan, MN 55123  
[www.carriagehills.org](http://www.carriagehills.org)

12-29-03

RECEIVED JUN 11 2004

26.

**GREGORY S WHITING**



Carriage Hills Condominiums 3420 Golfview Drive - Unit 210 Eagan, Minnesota 55123-1260  
Home Phone 651-454-7288 Email gwhtinggregor@netzero.net

June 1, 2004

JUN - 2 2004

The Honorable Pat Geagan  
Mayor, City of Eagan  
3830 Pilot Knob Road  
Eagan, MN 55122

Dear Mayor Geagan:

On much sunnier days, I'm looking from my outdoor deck at quite a number of golfers enjoying the **Carriage Hills Golf Club**: a course that NEVER seems to be without a full-time crowd (unless, of course, it rains,) and has provided some very much needed green space along Yankee Doodle Road!

A housing developer would like to have a "meeting" this coming June 7th with neighbors encompassing the golf course to, in their words, "discuss its future." (From the housing developer's profit-margin standpoint, I think they more correctly meant, **theirs!**)

I quite honestly hate the idea of such a popular golf course and beautifully designed and maintained green space in this city being handed over to the whims of ANOTHER housing developer! My purpose in purchasing a condominium home in Dakota County, quite frankly, was the area's lovely "town-'n'-country" feel, wherein convenient shopping and attractive housing were offset and balanced by city and county parks, a horse pasture and farmland hear-and-there, and areas of open, sometimes undisturbed and sometimes attractively manicured, green spaces.

I, along with a large contingent of neighbors, am going to actively fight to maintain and make this lovely and popularly-enjoyed golf course **public**, irrespective and regardless of the current owner's intentions to "cut-'n'-run!" I don't feel the City of Eagan needs "housing overkill," and I absolutely feel we need to make a concerted effort in preserving the green spaces and untouched spaces we have left, thus keeping in strong perspective our reasons why we love and bought property in Eagan and Dakota County in the first place!

We don't need to become **"Bloomington: The Sequel!"**

Let's work to keep Carriage Hills an attractive green space, a nice "gap" in all the Yankee Doodle traffic hustle and development that already exists, and a public golf

Mayor Pat Geagan  
June 1, 2004  
Page Two

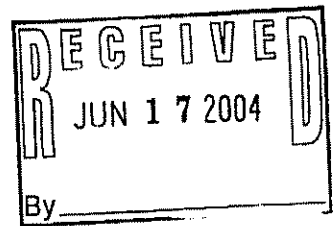
course for the numerous enthusiasts who **daily** love and enjoy this course for what it currently is! (Don't want to forget the kids who enjoy sledding and inner-tubing Carriage Hills in the Winter months, either, or the beautiful and serene winterscape of the tree-topped horizon and the unspoiled snowy grounds during that season!)

Mutually yours in working to keep Eagan a lovely and landscape-balanced community for all, I am

Most sincerely,

A handwritten signature in black ink, appearing to read "Gregory S. Whiting". The signature is fluid and cursive, with a long horizontal stroke at the beginning and a distinct "W" at the end.

GREGORY S. WHITING



3425 Golfview Dr. - #311  
Eagan, MN. 55123  
June 15, 2004

Community Development Department  
3830 Pilot Knob Road  
Eagan, MN. 55122

Dear Sir or Madam,

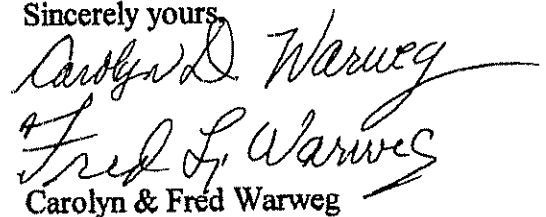
As long-time residents of Carriage Hills Condominiums, my husband and I would like to address the Carriage Hills Golf Course issue from a more positive point of view. We realize the need for green space in our environment, but we are realistic enough to know that time and progress may have to alter how that green space is preserved. We feel that the Wensmann Realty's proposed plan of low-density housing options together with green space for park areas, walkways and trails is a good plan. As we understand it, the larger than mandated amount of green space they have proposed within the development will be gifted to the City of Eagan for the development of those green spaces.

We understand that the City cannot afford to purchase, maintain, or operate the golf course. We, as taxpayers, realize that the increased amount of tax money forthcoming to the City is a benefit and should be of help to the City in managing the park areas within the Wensmann development. We do not feel that the "negative effects of development" proposed by the Carriage Hills Coalition are valid.

Knowing that change is inevitable and feeling that the Wensmann development would have many positive effects on the area, we fervently hope that the Advisory Planning Commission will vote in favor of recommending a change in the Comprehensive Guide Plan to the City Council. That way the Wensmann Realty development can move a step forward with their plan.

Thank you for listening to the "other side."

Sincerely yours,

  
Carolyn & Fred Warweg

Mrs. M. B. Gignac  
3425 Golfview Drive, #211  
Eagan, MN 55123-1273

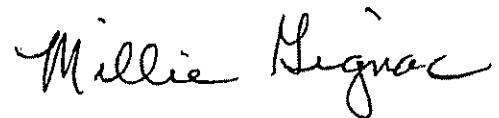
---

June 15, 2004

Community Development Department  
3830 Pilot Knob Road  
Eagan, MN. 55122

Dear Sir or Madam,

I would like to add my signature to the attached letter from Carolyn and Fred Warweg.

A handwritten signature in cursive script that reads "Millie Gignac". The signature is written in black ink and is positioned above the printed name.

Millie Gignac