

INTRODUCTION

The purpose of the Implementation Chapter is to set forth the actions that the City will take to ensure that the plans, programs, and policies set forth in the plan will be carried out by the decisions that the City makes on a daily basis. This chapter provides guidance for policymakers and staff to determine priority for a wide range of strategies recommended to carry out the plan.

Most of the implementation items are contained within the individual chapters. They are also included in this Chapter so that one collected resource is available to policymakers. This will aid in the timing, prioritizing, and budgeting for the items. However, the chapter is not intended to include all planning and policy efforts that the City will undertake to fulfill the goals of the Comprehensive Plan. It is intended to identify major initiatives needing time and resources devoted to them.

IMPLEMENTATION STRATEGIES

The following sections list the implementation strategies for following chapters.

- Chapter 2 – Natural Resources
- Chapter 3 – Housing
- Chapter 4 – Land Use
- Chapter 5 – Historic Village
- Chapter 6 – Economic Development
- Chapter 7 – Parks, Trails, and Open Space
- Chapter 8 – Transportation
- Chapter 9 – Sanitary Sewer
- Chapter 10 – Water Supply and Distribution

CHAPTER 2 – NATURAL RESOURCES

The following implementation strategies will be used to carry out the Goals and Policies identified in the Natural Resource Chapter:

- Prepare and adopt an Environmental Protection Overlay Zone Ordinance.
- Prepare and adopt Wetland Ordinance.

- Review and update Subdivision Ordinance to include requirements for natural resource data in preliminary plats.
- Promote the use of innovative stormwater management techniques

CHAPTER 3 – HOUSING

The required Housing Action Plan is provided in Chapter 3 where the City's goals and polices for provision of housing opportunities, improving amount of affordable housing, housing maintenance, and neighborhood efforts are provided.

HOUSING IMPLEMENTATION STRATEGIES AND RECOMMENDATIONS

Promote a wide range of housing types, styles, densities, and choices to meet lifecycle housing needs.

- Use the land use plan as a tool to provide a variety of residential land uses in a range of densities concentrating higher density opportunities along major transportation and transit corridors and around future job centers.
- Update the zoning ordinance and subdivision ordinance to remove any impediments to affordable housing.
- Periodically review land use regulations to determine the effectiveness of current ordinances in encouraging additional affordable units as well as encouraging modifications to keep the existing housing stock desirable and livable.
- Ensure that all new housing including high density adheres to the highest possible standards of planning, design, and construction.
- Allow the creative use of site planning or Planned Unit Developments (PUDs) that provide flexibility for development containing affordable housing

such as a reduction in lot size, setbacks, street width, floor area, and parking requirements, and consideration of a reduction in City fees.

- Encourage innovative subdivision design including clustering techniques to preserve open space or natural features.
- Promote development of neighborhood “lifestyle centers” that incorporate housing in a range of densities and affordability limits in close proximity to shopping, services, daycare, and medical services. Safe access to parks and schools, and the ability to walk, bike, and have access to transit should be part of the design.

Improve the availability of affordable housing and senior housing.

- Seek housing developers to work cooperatively with the City to construct affordable units.
- Create an incentive based program or Residential Planned Unit Development Ordinance that includes density bonuses for construction of affordable housing. This allows an increase in density, beyond the underlying zoning if the development includes affordable housing.
- Participate in the Livable Communities Act Local Housing Incentives Program.
- Activate and utilize powers and tools of the City Economic Development Authority and/or creation of a City Housing and Redevelopment Authority to create new funds aimed at creating new affordable housing.
- Designate a portion of Tax Increment Financing (TIF) to fund activities that increase new affordable housing.
- Utilize techniques, such as land trusts, to maintain long-term affordability.
- Partner with, support, and market programs offered by the County, State, Minnesota Housing Finance Agency (MHFA), Federal Government, and non-profits to fund the development of affordable housing.

- Complete an assessment of senior housing needs in the community.
- Promote housing rehabilitation.
- Support and actively promote first time homebuyers programs to assist new homeowners entering the market for existing homes.
- Support and actively promote housing rehabilitation programs for existing owner-occupied homes and rental buildings or units. This includes promotion of all county and state programs and non-profit programs.
- Utilize the City’s website, newsletter, and other sources for promotion and advertising of housing programs.
- Continue enforcement of the Housing Maintenance Code to maintain existing housing stock.
- Study the feasibility of establishing a program to require a property inspection and disclosure report before residential property changes hands.
- Complete the adoption of the rental licensing program and maintain enforcement efforts.

Expand neighborhood services.

- Promote programs that encourage maintenance of existing house including a housing remodeling fair, neighborhood watch programs, city beautification programs, city wide clean up programs, etc.
- Develop a list of available resources and providers of in-home services to older adults and those with special needs.

CHAPTER 4 – LAND USE

The following implementation strategies will be used to carry out the Land Use Plan.

- Update the City's Growth Management Ordinance in concert with the policy included in Chapter 4.
- **Zoning Ordinance** – complete a full review and update of the Zoning Ordinance to be consistent with the Comprehensive Plan.
 - Update the zoning map to be consistent with the land use map
 - Update the existing PUD and Cluster Ordinances
 - Creation of three new Mixed Use Zoning Districts and new Business Park Zoning District
 - Updates to existing districts: permitted, conditional and interim uses
 - Updates to design and development guidelines for all residential, commercial, and industrial districts.
 - Creation of environmental sensitive areas ordinance for greenway corridor.
 - Update to the Woodland/Tree Preservation Ordinance.
 - Update to all other general standards and requirements parking, landscaping, etc.).
 - Review and update as necessary of the shoreland, flood plain, and Mississippi River Corridor sections, and review and update of the stormwater/site runoff sections.
- **Subdivision Ordinance** – complete full review and update to the Subdivision Ordinance with specifics on all development requirements, development process,

and dedication requirements to fulfill the goals of the Comprehensive Plan.

CHAPTER 5 – HISTORIC VILLAGE

Implementation of the opportunities outlined Chapter 5 are dependent on proactive leadership of the community and an orchestrated collaboration between the City officials and departments, county and regional governing authorities, the business community, civic organizations, and developers. The approach to redevelopment of the Historic Village Plan area involves four interdependent principles that lay the foundation for long term successful community based economic and physical redevelopment. The four components include:

1. Design and Planning Tools,
2. Public Improvements,
3. Redevelopment Strategies, and
4. Community Organization and Promotion.

Greater detail is provided in Chapter 5 on these elements but strategies are listed in this Implementation Chapter for quick reference.

DESIGN AND PLANNING TOOLS

- Amend the Zoning Ordinance
- Expand the Mixed Use Land Use designation

PUBLIC IMPROVEMENTS

- Coordinate objectives with all City Departments
- Place projects in the Capital Improvement Plans
- Coordinate staging and funding with Hennepin County
- Coordinate staging and funding with redevelopment projects
- Define a maintenance strategy for each project

REDEVELOPMENT STRATEGIES

- Redefine redevelopment Tax Increment Financing (TIF) District
- Assemble parcels where possible
- Define a redevelopment strategy for assembled parcels
- Solicit development proposals

COMMUNITY ORGANIZATION AND PROMOTION

- Establish Advisory Group
- Establish Action Committee
- Implement simple, short term seed projects

CHAPTER 6 – ECONOMIC DEVELOPMENT

Several economic development strategies were provided in Chapter 6 and listed here for reference.

- Guide land use for target market.
- Market the City of Dayton.
- Establish financial incentives to attract new businesses and support existing business in Dayton.
- Ensure infrastructure is available to meet business needs.
- Historic Village redevelopment
- Support existing businesses

OTHER PUBLIC FACILITIES – CAPITAL IMPROVEMENT PLAN

The Appendix D illustrates Dayton’s Capital Improvement Plan (CIP) for parks, park equipment,

general operations, senior center, police department, fire department, public works equipment, and public works projects for the years 2009 - 2013 and corresponding costs and revenue source.

CHAPTER 7 – PARKS, TRAILS, AND OPEN SPACE

The Parks, Trails, and Open Space Plan contains very detailed information on implementation. Objectives are provided with a range of policies to consider in order to carry out the objectives. These objectives should be referred to in Chapter 7 as subdivisions are reviewed by the City.

In addition to the objectives and policies implementation tools are identified that will be used to enforce the required dedication of parks, trails, and open space. It is within these tools, mainly zoning and subdivision codes, that language will need to be added or amended for the appropriate enforcement of dedication, protection standard, etc. These tools and what they can accomplish are listed in Table 13.1 – Implementation Tools. The City will use Table 13.1 as a reference when updating the Zoning and Subdivision Ordinances.

Table 13.1- Implementation Tools

TOOL DESCRIPTION	APPROPRIATE TOOL			TOOL CURRENTLY USED IN DAYTON?
	Park Establish-ment	Trail Establish-ment	Open Space and/or Natural Resource Protection	
1. Comprehensive Plan Land Use Categories that Preserve Parks and Open Spaces	✓		✓	✓
2. Comprehensive Plan Environmental Protection Goals and Policies			✓	✓
3. Mississippi River Corridor Plan and Overlay Zoning District	✓	✓	✓	✓
4. Public Recreation, Agricultural, and Special Agricultural Zoning Districts	✓		✓	✓
5. Shoreland Overlay Zoning District			✓	✓
6. Floodplain Ordinance			✓	✓
7. Tree or Wooded Area Preservation Ordinance			✓	✓
8. Wetland Conservation Laws			✓	✓
9. Public/Park Land Dedication Ordinance	✓	✓	✓	✓
10. Cluster Development	✓	✓	✓	✓
11. Subdivision Ordinance requirements in favor of natural resource protection			✓	✓
12. Steep Slope Buffer Ordinance			✓	
13. Natural Resources or Greenways Overlay District			✓	
14. Transfer of Development Rights	✓		✓	
15. Conversion of township roads to public right-of-way		✓		✓
16. Donations	✓	✓	✓	✓
17. Voluntary Open Space and Natural Resource Preservation Programs			✓	✓
18. Partnerships and Grants	✓	✓	✓	✓
19. Voter approved bonds and taxes	✓	✓	✓	
20. Prairie Restoration Ordinance				

CHAPTER 8 – TRANSPORTATION

A Draft Northwest Hennepin County I-94 Sub-Area Transportation Study (NHCTS) has been prepared for the cities of Dayton, Rogers, and Hassan Township. This draft plan has been prepared to define a long term vision of the transportation system including existing and future roadway functional classifications for these communities. The draft plan has not been formally adopted by all effected agencies (state and counties) and cities at this time. An Executive Summary in the Transportation Chapter of Dayton’s Comprehensive Plan has been prepared independent of the Draft NHCTS and identifies specific planning issues for Dayton’s Transportation System to create Dayton’s Transportation Plan. It is these specific roadways and improvements that will serve as the implementation efforts for transportation. Additional recommendations that can aid the City in carrying out these implementation items is provided in Chapter 8.

SHORT TERM (2008 - 2020)

1. Interchange improvements at Brockton Lane/I-94.
2. Realignment of CSAH 121 through central Dayton north of DuBay Lake connecting to CSAH 81, continuing south over I-94 connecting to CSAH 101 (Brockton Lane) south of the interchange at I-94 opposite the future extension of County Road 117. CSAH 121 would be a County Road designated an A Minor Connector (4 Lanes; 2 Lanes in each direction). Forecast traffic volumes for 2030 range between 16,000 and 25,000 with higher volumes at the Dayton/Champlin border abutting the Donahue Dells area.
3. Brockton Lane (CSAH 13 and CSAH 101) would be improved through Dayton and Hassan Township and would be a County Road designated as an A Minor Reliever (4 Lanes; 2 Lanes in each direction) north of CSAH 81 and an A Minor Expander (6 Lanes; 3 Lanes in each direction) south of CSAH 81. Forecast traffic volumes for 2030 are 19,000 vehicles per south of the Historic Village and 29,000 - 35,000 vehicles per day at I-94.
4. Existing CSAH 121 in south Dayton would be realigned and connect to the realigned CSAH 121 north of DuBay Lake and would be a county road and designated an A Minor Connector (4 Lanes; 2 Lanes in each direction). Forecast traffic volumes for 2030 are estimated to be 24,000 at the Dayton/Maple Grove border and 11,000 at the connection of realign CSAH-121 north of DuBay Lake.
5. Existing CSAH 121 the north-south section between the realigned portions of CSAH 121 would be turned back to the City of Dayton and be designated an A Minor Expander (2 Lanes; 1 Lane in each direction). Forecast traffic volumes for 2030 are 10,500.
6. Pineview Lane between CSAH 121 and CSAH 12 is designated an A Minor Connector and because of its spacing between TH 169 and the A Minor Connector designation of existing Zanzibar Lane; it is proposed to be a County Road. Therefore this section of roadway would be turned back from the city to the county. This turnback is not presented in the Draft NHCTS. Forecast traffic volumes for 2030 are 10,000 warranting a 2-lane roadway (1 Lane in each direction).
7. CSAH 12 (Dayton River Road) is designated an A Minor Connector and is located over its existing alignment. However, at its westerly end south of Dayton’s Historic Village at Brockton Lane three concepts alignments are identified for a possible Crow River crossing. Two alignments include CSAH 12 while the third alignment includes Brockton Lane (CSAH 13). The concept alignments are shown in greater detail on the drawing noted Crow River Crossing Alternatives. Future development in northwest Dayton will need to accommodate a future Crow River crossing it is planned for the future. Further discussions with Hennepin County, Wright County, Otsego, and Dayton must occur if a crossing of the Crow River is to be planned for the future. Forecast traffic volumes for 2030 in the Historic Village are estimated to be 15,400 if a crossing of the Crow River is not constructed. These traffic volumes are the upper limit for a

2-lane roadway and the lower limit for a 4-lane roadway and are desirable for retail/commercial development. Forecast traffic volumes for CSAH 12 for 2030 are 9,000 near Brockton Lane and 12,000 near Dayton's easterly border with Champlin. These traffic volumes warrant a 2 Lane roadway (1 Lane in each direction).

MID TERM (2020 - 2030)

1. CSAH 144 is designated an A Minor Expander and is located over its existing alignment. Forecast traffic volumes for 2030 range between 2300 and 9300 which warrant a 2-lane roadway (1 Lane in each direction).
2. South Diamond Lake Road is designated a B Minor Arterial and is located over its existing alignment except along Diamond Lake. Along the Diamond Lake the roadway is moved south to provide open space between the road and lake. Forecast traffic volumes for 2030 range between 7500 and 11,000 which warrant a 2-lane roadway (1 Lane in each direction).
3. Existing Zanzibar Lane is designated an A Minor Connector connecting to CSAH 12 to the north, CSAH 144, and the realigned portion of CSAH 121 north of Dubay Lake. This section of roadway would be a county road and therefore, would be turned back from the City to the county for those portions that presently exist. Traffic Volumes are estimated to be 2500 at CSAH 12 and 9200 at the connection with realign CSAH 121 north of DuBay Lake.

LONG TERM (2030 - 2040)

1. A future Dayton-Ramsey Mississippi River crossing is not planned by any jurisdictional agency before 2030. MnDOT presently identifies a river crossing on its right-of-way preservation plan after 2030. The Metropolitan Council does have the right-of way for a river crossing identified in its right-of-way preservation plan on its 2030 Plan. Dayton does not plan the river crossing to be a local roadway. In addition, the City of Dayton views this crossing dependent

on completion of the Brockton Interchange prior to further discussion of the river crossing. For planning purposes Dayton has identified a future river crossing after 2030. The Northwest Hennepin County Transportation Study (NHCTS) identifies a transportation corridor extending south from a future river crossing along the future extension of CSAH 121 (Zanzibar Lane/Vicksburg Lane) to existing CSAH 144 from CSAH 12 and west along CSAH 144 to Brockton Lane. The Dayton Transportation Plan also identifies a future transportation corridor extending south from a future river crossing to CSAH 144, providing a more direct route from CSAH 12 to Brockton Lane via CSAH 144.

CHAPTER 9 – SANITARY SEWER

The following Table 13.2 – Capital Improvement Summary serves as the City’s Capital Improvement Plan for Sanitary Sewer including the type of improvement and cost for year 2007 - 2020 and beyond.

Table 13.2- Capital Improvement Summary

AREA	2007 CONSTRUCTION	2008 - 2010	2010 - 2020	2020+	TOTAL
North District (Northeast Dayton)	\$2,489,000	\$2,544,000	-	-	\$5,033,000
North/West District (Northwest Dayton)	-	\$1,304,000	\$958,000	-	\$2,262,000
West District (Southwest Dayton)	\$398,000	\$1,972,000	-	-	\$2,370,000
North District	-	\$611,000	\$834,000	\$89,000	\$1,534,000
West District	-	-	\$4,996,000	\$3,207,000	\$8,203,000
Southeast District	-	\$566,000	-	-	\$566,000
Southwest District	-	\$153,000	-	-	\$153,000
Northwest District	-	-	-	-	\$0
Total	\$2,887,000	\$7,150,000	\$6,788,000	\$3,296,000	\$20,121,000

CHAPTER 10 – WATER SUPPLY AND DISTRIBUTION

The Table 13.3 – Capital Improvement Plan – Water Supply serves as the City’s Capital Improvement Plan for Water Supply including the type of improvement for the years 2006 - 2020.

Table 13.3- Capital Improvement Plan- Water Supply

YEAR(S)	IMPROVEMENT
2006	1 Connection Maple Grove
	Meter Manhole Instrumentation
	12" Main Southwest Dayton
	16" Main Southwest Dayton
	18" Main Southwest Dayton
	24" Main Southwest Dayton
2007	Well and Pump House No. 2 Northeast Dayton
	0.5 MG Storage Northeast Dayton
	12" Main Northeast Dayton
	16" Main Northeast Dayton
2008	12" Main Southwest Dayton
	20" Main Southwest Dayton
	Well and Pump House No. 3 Northwest Dayton
2009 - 2010	12" Main Southwest Dayton
	16" Main Southwest Dayton
	12" Main Northeast Dayton
	12" Main Northwest Dayton
	14" Main Northwest Dayton
	Meter Manhole Instrumentation
	1.0 MG Storage Northwest Dayton
2010 - 2015	Well and Pump House No. 4 Northeast Dayton
	12" Main Northwest Dayton
	12" Main Northeast Dayton
	12" Main Southwest Dayton
	18" Main Southwest Dayton
	20" Main Southwest Dayton
	1.5 MG Storage Southwest Dayton
2015 - 2020	12" Main Northwest Dayton
	12" Main Southwest Dayton
	16" Main Southwest Dayton
	Well and Pump House No. 5 Northwest Dayton