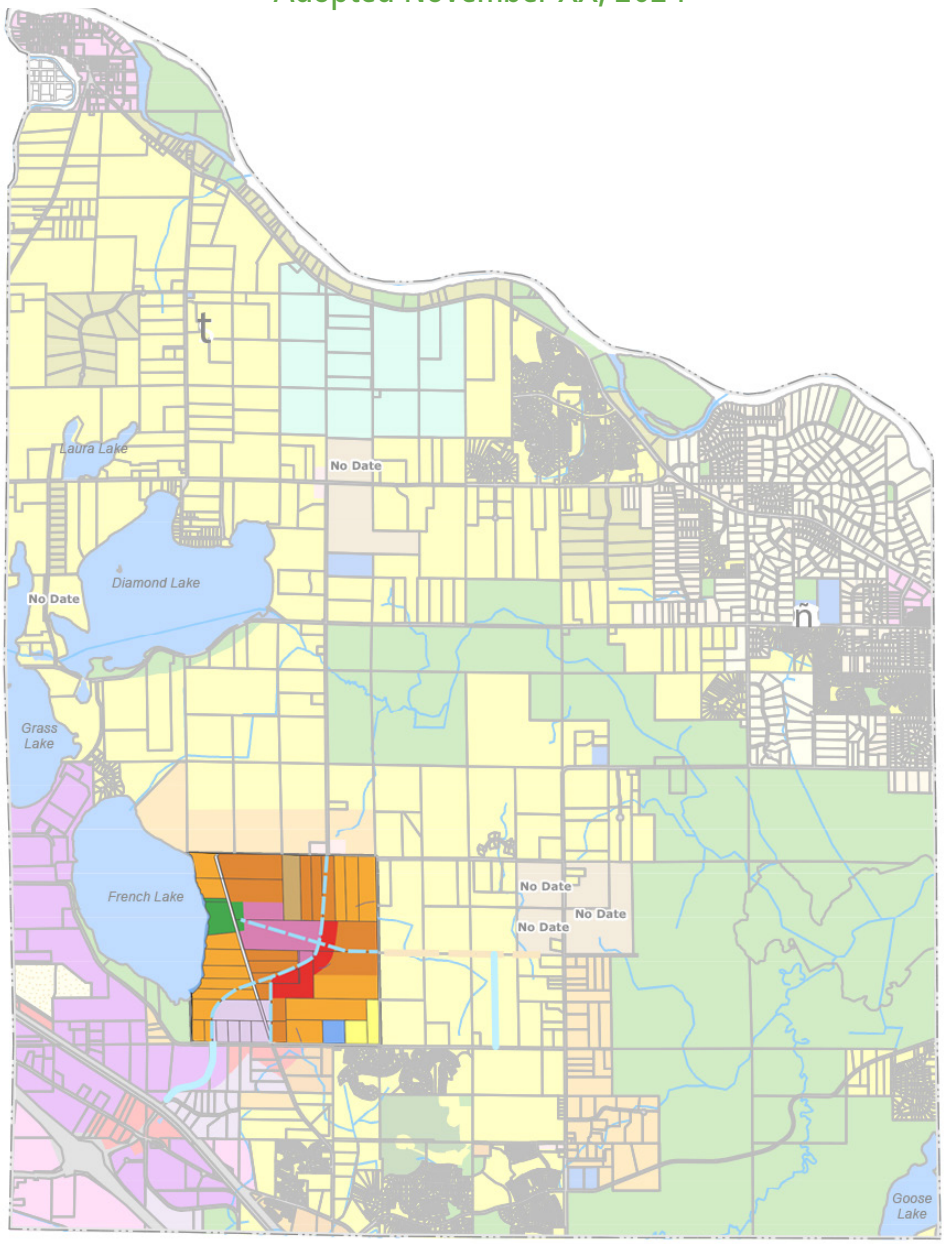
Dayton Parkway Master Plan

Adopted November XX, 2024



DRAFT October 2024

for review only

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Dayton Parkway Master Plan Overview and Purpose

Purpose Statement

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

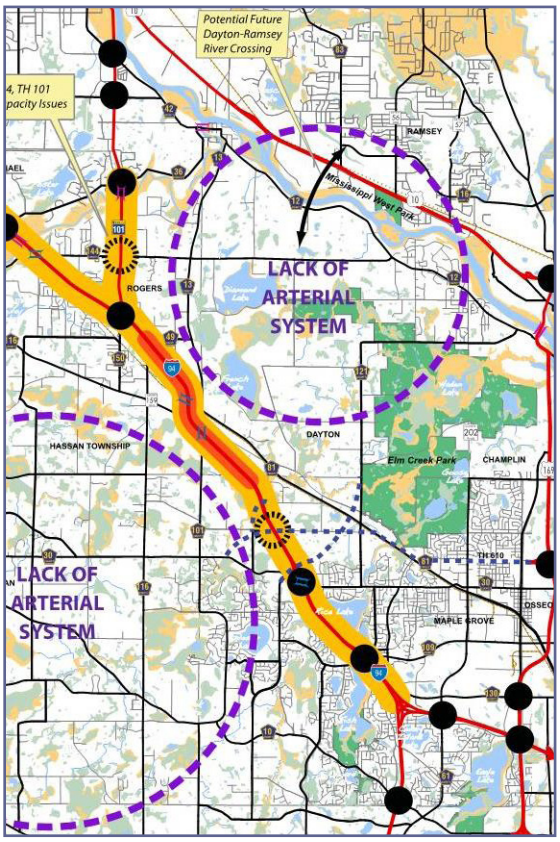
The Dayton Parkway Master Plan Report aims to accomplish the following goals:

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

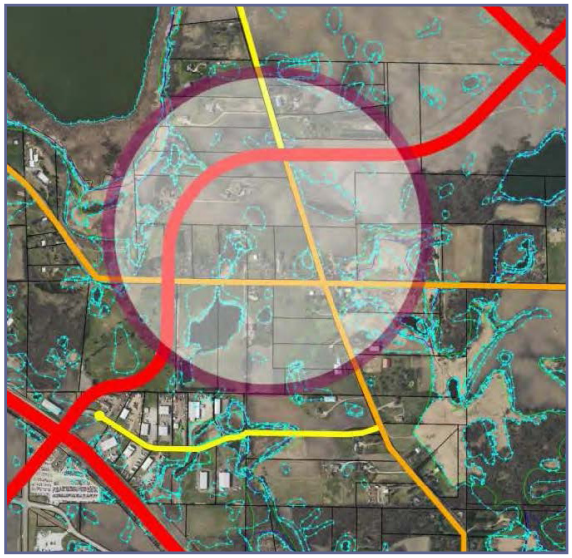
Background

The Dayton Parkway Master Plan effort is the culmination of a series of transportation studies. The concept of a transportation corridor through Dayton dates back to the NW Hennepin County I-94 Sub-area Transportation Study (2006-2008) that examined the framework for a transportation system that could improve traffic and identify a location for an additional interchange along Interstate 94. Ultimately, an interchange was constructed at the intersection of Dayton Parkway and Interstate 94.

A 2020 study conducted by SRF identified a conceptual layout for the extension of Dayton Parkway from the interchange with Interstate 94. This concept provided a northeast-southwest orientation to connect Dayton Parkway with Fernbrook Lane to the northeast. The SRF study was also the first to examine the vision and location for a future City Center compatible with the future transportation system. The next step in the process is to establish a plan to better understand the magnitude and type of development for the Town Center and Dayton Parkway Master Plan area.



Northwest Hennepin County I-94 Sub-Area Transportation Study (2006 to 2008)



2020 Dayton Parkway Corridor Study completed by SRF.

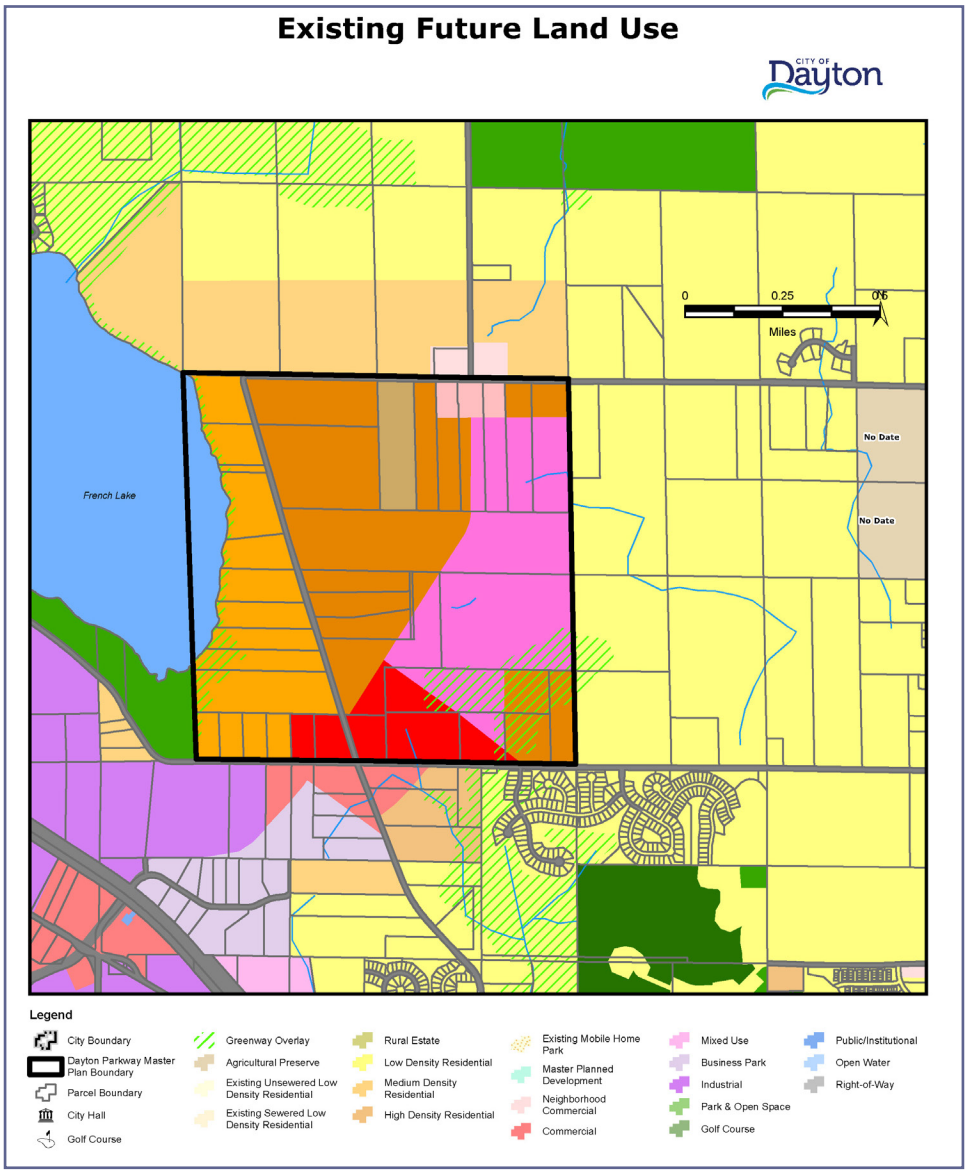
Overview

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

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

Application

The Dayton Parkway Master Plan will not change the existing land uses or zoning but provide guidance for developers as they work with City staff on projects in the area. The Dayton Parkway Master Plan will be used to inform the City's 2050 Comprehensive Plan update. However individual land use amendments could happen prior to the 2050 Comprehensive Plan update if development is proposed prior to the update. The 2040 Staging Plan anticipates development within the Dayton Parkway Master Plan area will move from the south to the north and ranges from 2020 to post 2050. The format and content of this document are specifically tailored for use as a supplement to the Zoning Ordinance. All provisions of the Zoning Ordinance shall apply to parcels in the Dayton Parkway Master Plan area and these standards shall be in addition to these provisions. Where there is a conflict between the Zoning Ordinance and the Dayton Parkway Master Plan, the more restrictive provisions shall apply.



Existing Future Land Use Map in the 2040 Comprehensive Plan

02 Dayton Parkway Master Plan Principles

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

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

Duplex

Commercial/retail mixed-use

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

A key component of the Dayton Parkway Master Plan is the establishment of a mixed-use town center in the Master Plan area. The town center recognizes the importance of creating focal points within the City that integrate residential, commercial, social, civic, retail and office spaces. With a higher residential density than proposed elsewhere in the City, the Town Center is poised to become a dynamic hub that fosters economic growth and community interaction. Higher densities with a minimum of 15 units per acre for the mixed-use town center and 20 units per acre for high density residential are proposed. The Dayton Parkway Master Plan area will provide diverse amenities and housing options and will act as a local and regional destination, drawing people from neighboring areas and enhancing the City's services, improve transportation, add amenities and build tax base.

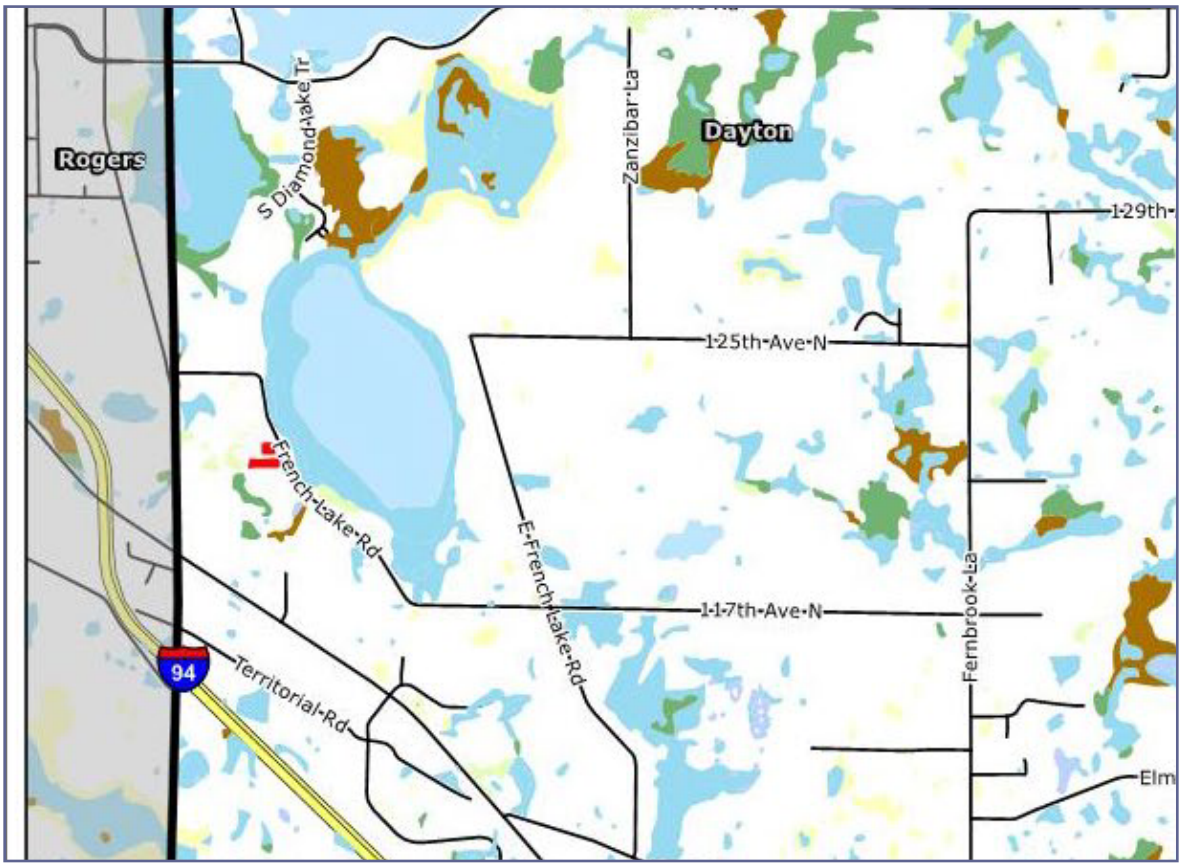
Architecture

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

Parks and Natural Resources

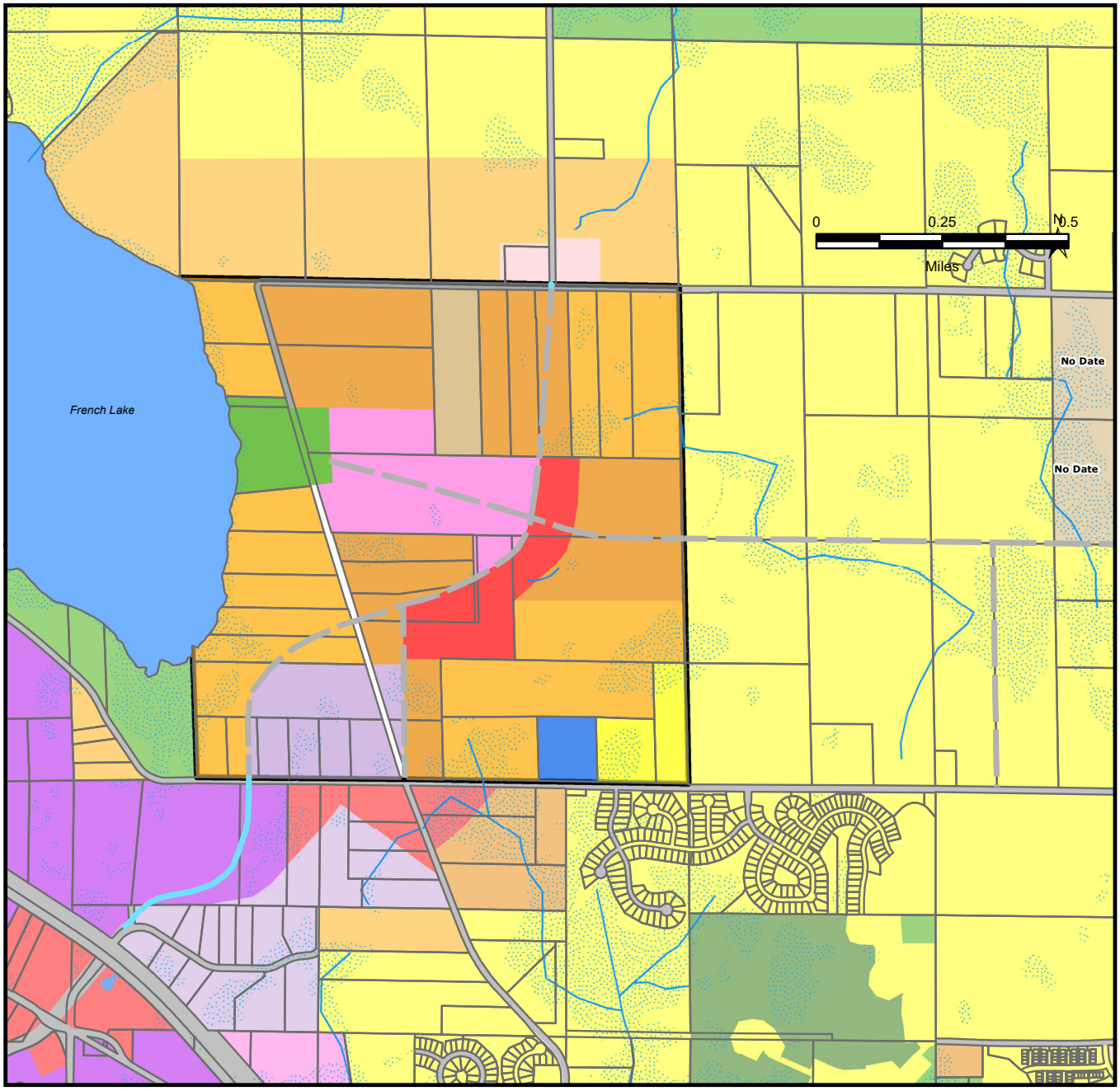
Dayton is known as a community with plentiful land and high quality natural amenities. As the City experiences major population growth and land development, it is important that the City identify natural resources in order to guide future development to the most appropriate locations. The City will work to preserve woodland and other natural features as part of the development process. The proposed community park will be developed as part of the Town Center district and connected to surrounding parks and neighborhoods with a trail system developed in coordination with roadway infrastructure improvements. Parks will provide a range of recreational opportunities, including community parks, small neighborhood parks, special use parks, public access to lakes/waterways, and natural and historic areas. Small and unique parks will also help provide a sense of identity within each neighborhood. A community-wide trails system will provide connections to parks, natural open spaces, cultural/historic sites, community destinations and trails of surrounding communities.

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



Wetlands Inventory Map in the 2040 Comprehensive Plan

Master Plan Future Land Use



Legend

- City Boundary
- Dayton Parkway Master Plan Boundary
- Parcel Boundary
- City Hall
- Golf Course
- National Wetlands Inventory

Map Display

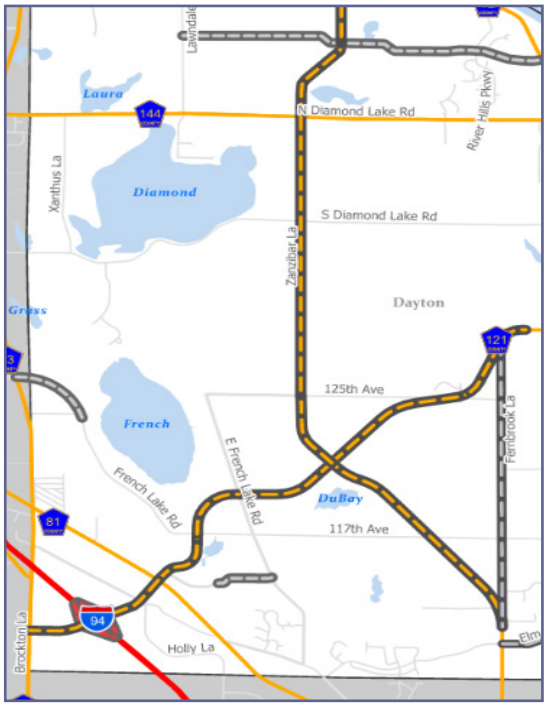
- Agricultural Preserve
- Existing Unsewered Low Density Residential
- Existing Sewered Low Density Residential
- Rural Estate
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Existing Mobile Home Park
- Master Planned Development
- Neighborhood Commercial
- Commercial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

03 Transportation

Dayton Parkway Extension

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

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



Future Roadway System map from the 2040 Transportation Plan completed by SRF

Table 2. List of Programmed and Planned Improvements

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

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

Street Hierarchy

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

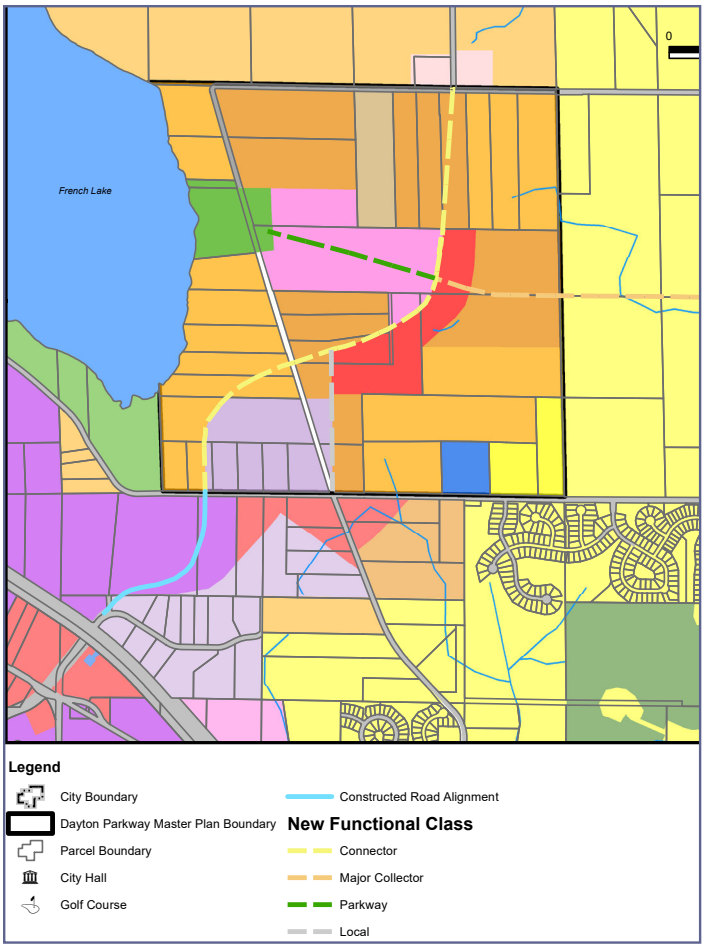
The 2040 Comprehensive Plan identifies the functional classification for Dayton Parkway as a Future Connector. Connector roadways provide safe connections to communities at the edge of the urbanized area and in rural areas. The 2050 Comprehensive Plan update will review the proposed classification for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

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

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

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

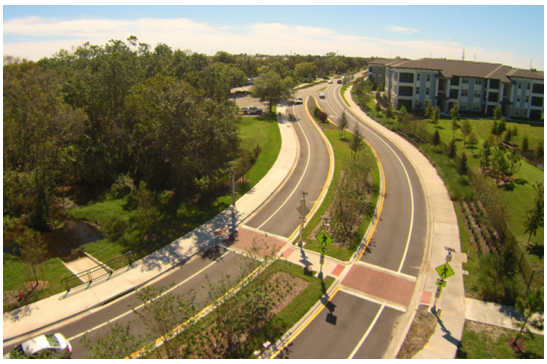
The Dayton Parkway Master Plan area has three main types of streets that are described and illustrated on the following pages. Each serves a specific function toward the creation of a well-connected and economically viable Dayton Parkway Master Plan area.



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

Street Design

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



High-amenity parkway street

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

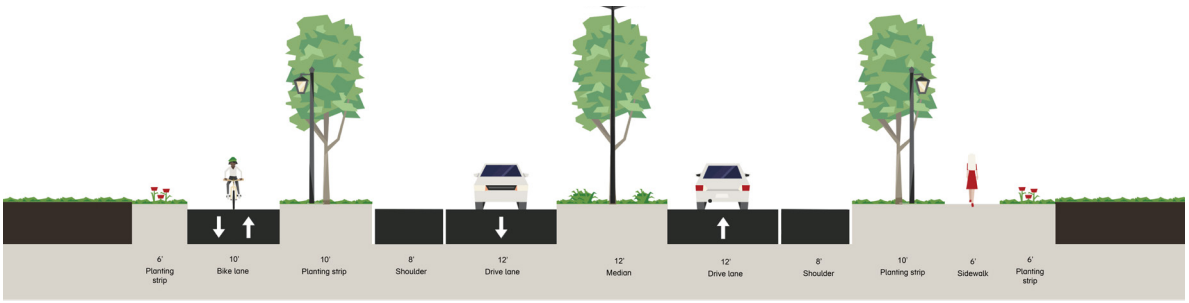
Local road with parking on one side

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

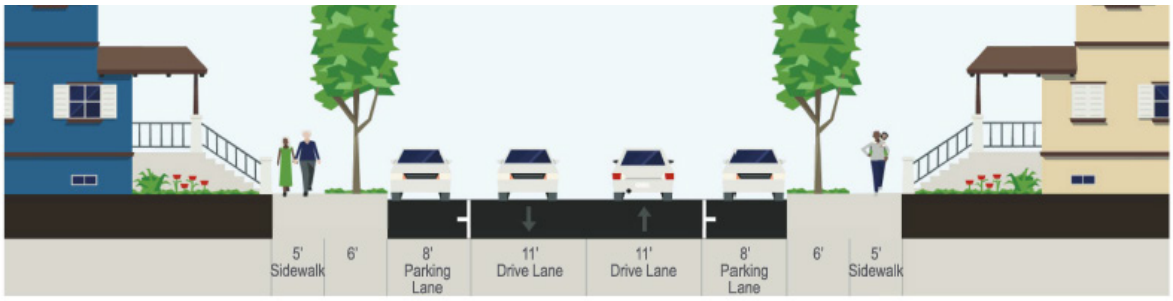
A higher level of street design, featuring sidewalks and trails on both sides of the street should be utilized in areas with higher traffic and dense residential and commercial developments. The street design will also reinforce the street hierarchies within the master plan area.

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

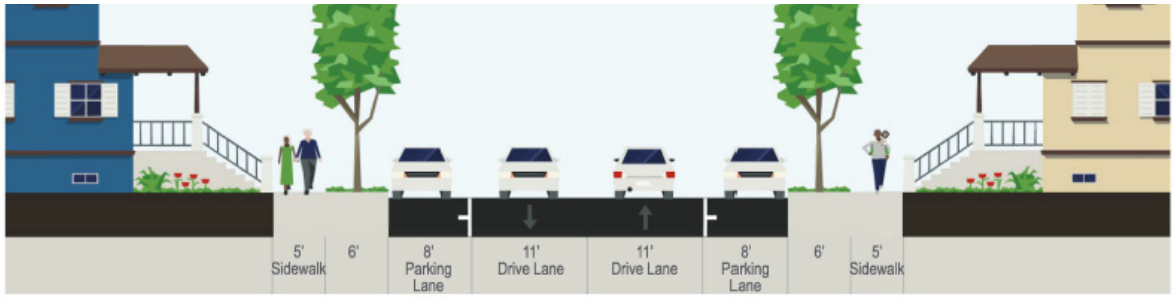
Example of a high-amenity local street with parking on both sides, bicycle paths, sidewalks and pedestrian crossings



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



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



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

04 Site and Structures

The standards outlined in this chapter are intended to govern new developments across the entirety of the Dayton Parkway Master Plan area. This set of guidelines places a strong emphasis on several focal points within the area such as the Town Center plaza, viewshed towards the east shore of French Lake, and a community park designed to transition between the urban fabric of the Master Plan area and French Lake. The document also underscores the importance of fostering a unique architectural identity for the area. The plan specifically addresses parks, trails, and public spaces, emphasizing the strategic location of a community park along the east shore of French Lake. Prioritizing pedestrian and bike connections, the plan actively encourages accessibility between neighborhoods and regional amenities such as the Town Center and the community park.

Parks, Trails and Public Spaces

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

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

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

The community park shall be suitable for natural outdoor recreation, a place to enjoy scenes of downtown and possible concerts and celebrations. Picnic tables for lunch, benches for people watching and connection to the Town Center will help to create a vibrant

Exterior bike racks

Public open space

Community pavilion

Paved regional bike path

community park. A survey of Dayton residents indicated a preference for the following amenities: paved trails, playgrounds, seating areas, pavilions and natural trails.

Priority should be given to ensuring strong bike and pedestrian connections throughout the Master Plan area, especially providing access to regional amenities such as the Town Center and community park. Small plazas, parks and public spaces are also encouraged with the site and building design for new developments that will serve to enhance the public realm within the Master Plan area.

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

Screening for mechanical equipment and trash receptacles

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

Screening

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

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

Rooftop screening designed as an additional story

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

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

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

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

Parking

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

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

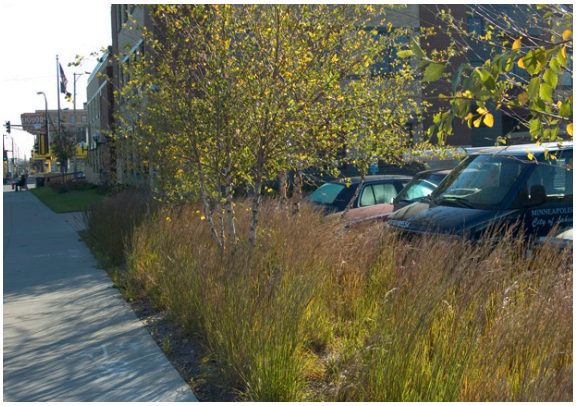
To enhance the pedestrian experience, a landscape buffer shall be provided between all parking areas and the public sidewalk or trail. The buffer shall be a minimum of five feet in width and include plantings such as shrubs, small trees or flowers. Walls or fences no more than three feet tall shall be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

Pedestrian connections through parking lots

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

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

Landscape islands in parking areas



Vegetative parking lot screening

Landscaping

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

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

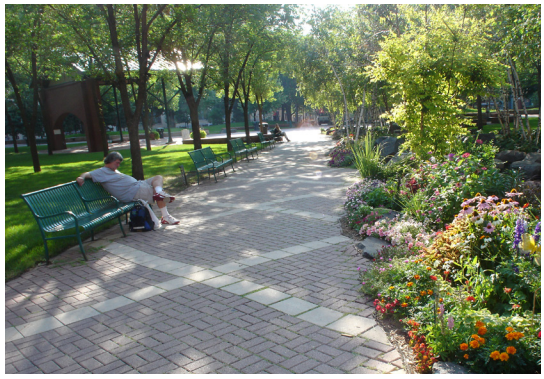
Developments shall include a full complement of overstory, ornamental and evergreen trees and shrubbery. Ground covers, specifically, should exhibit hardiness, drought resistance, and the capacity to provide year-round color and visual interest. All areas not occupied by buildings, parking, driveways,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

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

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

Mixed-use development landscaping

Native plantings



Plaza with high-amenity landscaping

Pollinator gardens

Resiliency Options

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

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

Permable Pavers

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

Rain garden/bioretention system

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

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

Green rooftop plantings

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

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

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

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

Chloride management plans can prevent excess salting

Native species landscaping

Solar garden

Solar roof

Stormwater Management

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

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

Parking lot stormwater management system with native vegetation

Underground stormwater management

Landscaped stormwater pond

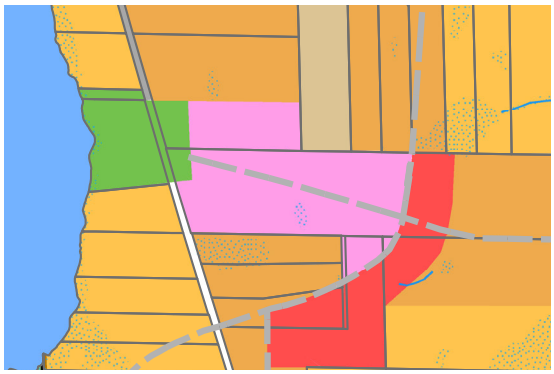
Permeable pavers

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

05 Town Center

Town Center District Vision

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



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

Through survey responses, it was identified that the community preferred a Town Center in the style of a public square Town Center, with a central green space serving as a focal point around which commercial, residential and office developments are centered. This plan does not include a subdivision design. As land in the Town Center is proposed for development the developer will need to show how they will execute this vision.

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

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

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

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

Offices should be seamlessly integrated to support a live-work-play environment, fostering economic activity while reducing community needs for longer commutes. Developers are encouraged to design buildings to

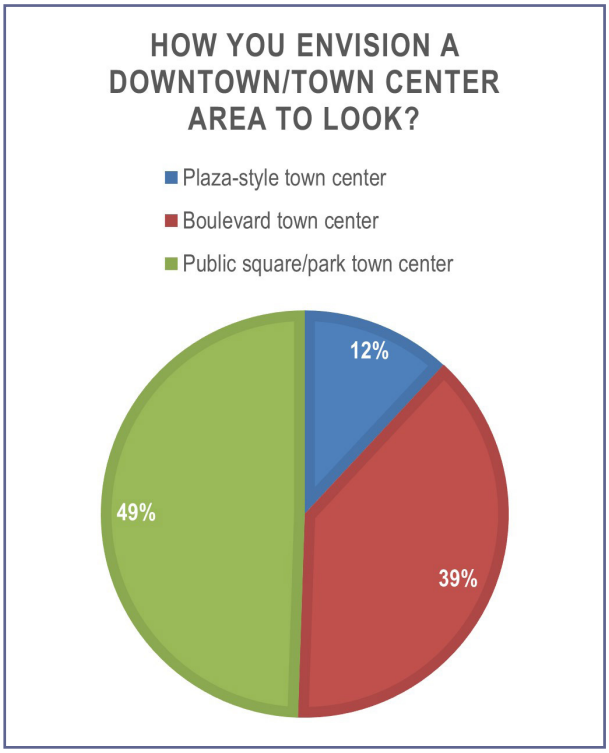
incorporate multiple uses, whether it be office/residential or office/retail. Medium- and lower-density mixed-use buildings were preferred in the community survey with two- to three-story buildings and active street level uses.

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

Town Center District Guidelines

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

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



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

Plaza-style town center

Boulevard town center

Public square/park town center

Architectural standards defined further in this document shall apply within the Town Center. These standards are also encouraged but not required for development within the Master Plan area that is not located within the Town Center. Key elements of the building design are oriented towards the pedestrian realm, with arcades, well defined entrances and large sidewalk facing windows. The architectural guidelines emphasize a balance between modern and traditional building design. Consideration for sustainable and eco-friendly practices should be integrated into building expectations and developers should be encouraged to adopt environmentally conscious features and designs.

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

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

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

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

Summer activities may include farmers markets on the Town Center park

At-grade pedestrian crossing

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

Architecture

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

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

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

Contemporary architecture with traditional design

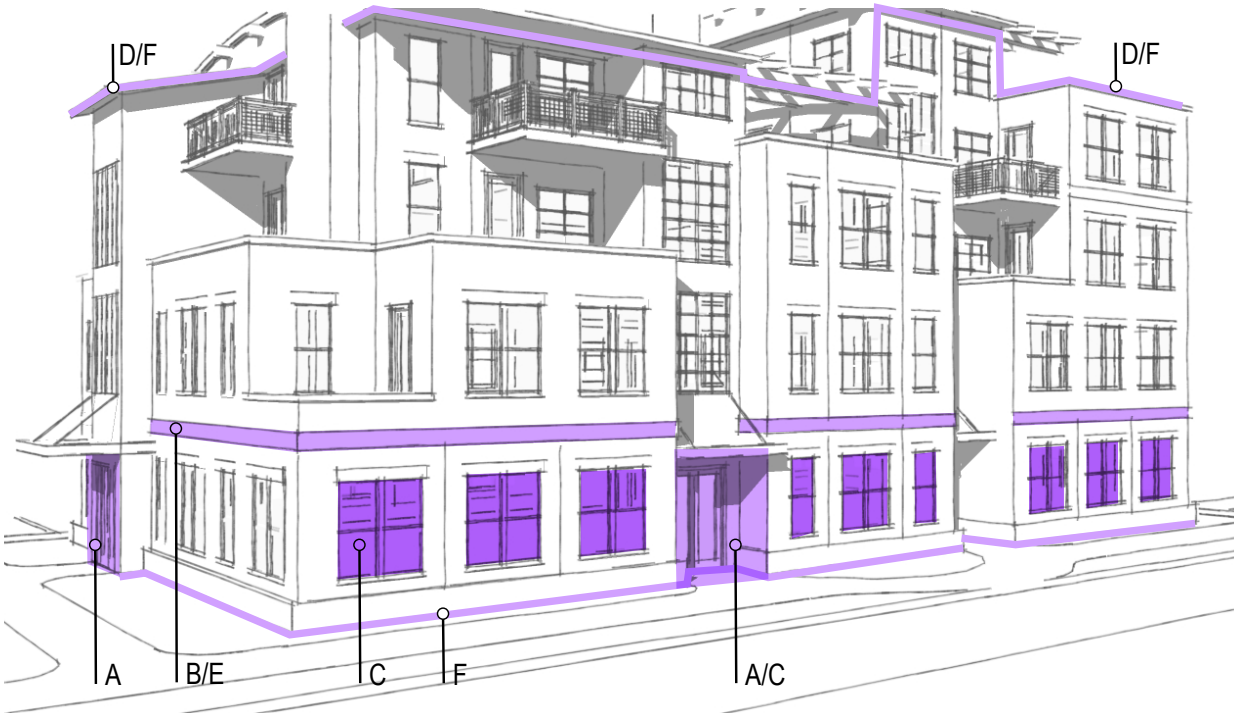
Generic uniformity is not designed through the Town Center. Building mass should be carefully calibrated to enhance the pedestrian experience, characterized by clear building entrances, well-defined windows, articulated facades and distinctive accent features that provide visual interest. Building design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

Facades

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


Modern architecture design

Franchise architecture (trademarked design that is generic in nature) should be seamlessly integrated into traditional storefront designs in context with the surrounding area. Franchises or national chains should create context-sensitive buildings that are sustainable in that they can be reused for other uses or businesses.



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

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

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

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

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

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

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

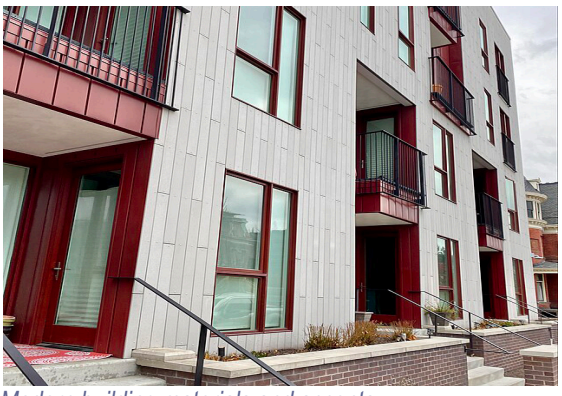
- The façade shall be divided architectural by means of significantly different materials or textures; or
- Horizontal offsets of at least four feet in depth; or
- Vertical offsets in the roofline of at least four feet; or
- Fenestration at the first floor level is recessed horizontally at least one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

Residential architecture with traditional design

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

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

Modern building design utilizing traditional materials


Modern building materials and accents

Traditional building design with modern accents

Accent materials integrated into the overall building design

06 Implementation

The primary method the Dayton Parkway Master Plan will be implemented is through official actions by the City. Evaluations of proposed developments, enforcement of municipal ordinances, and decisions related to funding and executing public projects serve as avenues for the realization of this plan. These actions comprise both established routine procedures and new initiatives, collectively contributing to the effective implementation of the vision outlined in this plan.

Development Review

The effective implementation of the design guidelines in this document will rely on a thorough and consistent development review process. The design guidelines are integral to shaping the envisioned character and pattern of development for the Dayton Parkway Master Plan area. Staff will incorporate design review to ensure compliance with the design guidelines as a standard step in the development review process. The evaluation of projects in accordance with the Dayton Parkway Master Plan will ensure the vision outlined in this document is upheld, fostering a cohesive and unique built environment.

Parks

Due at the time of development, the City will take park dedication in form of dedicated land and cash-in-lieu of land. Dedicated park land will provide for the community park along French lake, Town Center park plaza and neighborhood parks. Cash-in-lieu of land park dedication will support the development of amenities within the new parks.

The City of Dayton's Capital Improvements Plan shall be updated to reflect the new parks proposed for the Dayton Parkway Master Plan area and consider timelines for the construction of park improvements.

2050 Comprehensive Plan Update

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