

## Appendix E: Community Input

Dayton's 2030 Comprehensive Plan represents a community-based planning effort to shape Dayton's future. The planning process provided numerous opportunities for the community to provide input, including a number of neighborhood meetings, a community survey, and open houses. Input during the comprehensive planning process is provided in the following pages.

## VISIONING

The planning process began with several visioning meetings with Dayton neighborhoods and the business community in May of 2007. Meetings were held with each of Dayton's planning neighborhoods (Northwest, Northeast, Central, and South) and with Dayton's business community. Participants were asked to envision their community in 2030. Recurring themes of these discussions concerning the future of Dayton included open space and natural resource protection, preservation of Dayton's rural character, managing growth appropriately, and expanding the City's tax base through additional commercial and industrial development. A summary of the visioning results is provided in the following pages.

## Community Meetings- Visioning

As part of the preliminary comprehensive plan process it is important to understand the community's long range vision. At each of the community meetings participants were asked a vision question- *"What will the community look like in 20 years if the City of Dayton were to prepare and adopt the optimum plan and implement it to successfully achieve all of its opportunities and avoid the factors that threaten it?"* The responses could be described in any way comfortable to participants and as general or specific as they liked. The following is a summary of the visioning responses from each of the neighborhood meetings.

**Central Neighborhood:** Residents that live in the central neighborhood of Dayton envision their community 20 years from now a lot like they see it right now. People understand that growth is coming but they would like for their community to maintain the rural feel in the future. Views on minimum lot sizes vary between ½ and 5 acres but the general view is that the current 40 acre minimum is not practical. Residents favoring the larger lot sizes believe that will preserve the nature of the area; scattered houses on the current natural topography. People in favor of smaller lot sizes would like to see development clustered in certain areas with surrounding open space.

Many residents see Dayton with plenty of parks and open space connected by trail that make the city walkable / bikeable. A common theme among the vision statements is the city needs to take tax pressure off the residents by increasing the tax base. Residents see this happening by commercial and industrial development coming to the area to handle some of the burden. Residents would also like to see traffic congestion minimized in Dayton by a thought out transportation plan.

**Northwest Neighborhood:** People in this neighborhood see that development pressure coming to the area. They envision their city having a hard time staying rural, but don't seem to be threatened by the addition of single family lower density subdivisions moving in. Residents envision their community growing but keeping the rural feel. A good trail system is envisioned in the future. People envision the older properties being replaced or repaired to clean up the area. Residents see problems in the future with traffic congestion.

Retaining the identity, specifically the Historic Village area, of Dayton is important to the residents for the future. Some see that development will bring more people and traffic but see the chance for Dayton to benefit from having an increased tax base from (commercial/ industrial) development while still being able to maintain the feel of a small rural community. Residents desire to see the Historic Village revitalized as a traditional looking, walkable village neighborhood.

### Northeast Neighborhood:

Residents in the northeast neighborhood see infrastructure improvements attracting growth. They hope to see this draw in industry to help with the tax pressure currently on the residents of Dayton. This industry is envisioned in the south west area of the city near the possible I-94 interchange. For the most part residents of this area would like density to remain low (over 1 acre lot sizes) to preserve the rural natural feel of the area. Like the other neighborhoods maintaining the rural feel of the community is very important for the future. Residents would like to see the parks and other natural features of the community maintained with trails being added connecting different areas of the city. They envision the city having a better road network to better serve the residents of the community. Residents do not want their community to consist of pavement, traffic and strip malls.

**South Neighborhood:**

Open space is viewed a crucial for the future of Dayton. Residents in the south would like to see as much open space as possible preserved because it is key to the identity of Dayton. They hope that Dayton has a very thought out transportation plan and that the plan proceeds development activities. People would like to see a public transportation system consisting of a bus system that could possibly feed into a light rail line. Residents envision a larger tax base composed of commercial and light industrial/ manufacturing providing tax relief for people who live in Dayton. They see the need for this tax base to improve the infrastructure of the town as growth occurs.

South neighborhood residents see their community consisting of single family homes on a minimum lot size with neighborhood parks and significant open spaces. Citizens see Dayton in 20 years comparable to the current level of development in surrounding cities but able to rely on some of the features provided in these cities. Industrial and retail facilities are pictured clustered around the possible interchange at Brockton lane.

**Entire Community:**

For the majority of Dayton residents the ideal Dayton in 20 years is the same as it is right now. People envision a community with all the current features of present day Dayton; low density, abundant parks, open space and a small town feel. However residents understand that growth is coming and with that growth some of these features will be compromised. Residents are reluctant to the fact that their community may become a clone of the rapidly developing communities that surround it. They want Dayton to grow slowly in a controlled fashion retaining as much as possible of its current identity.

Members of the Dayton community would like to see an improved infrastructure plan that is prepared in advance for the large predicted addition to their population. Residents also vision a public transportation system to serve them and reduce pressure on road ways. Trail connections that make the city more pedestrian and bike friendly are envisioned in the future of Dayton. Residents want new developments to preserve the natural scenery of the area as it is seen today. Most envision large lots and middle to upper class single family homes that will take advantage of the current topography. Others see smaller lot sizes that cluster development into certain areas which would then be surrounded by vast open spaces. Dayton residents do not want their community to consist of scattered strip malls through out their town, but would rather have a concentrated retail area near the possible Brockton interchange. Residents also see industrial development coming to the Brockton I-94 area if an interchange is added and city infrastructure systems are in place. Between new residents, the commercial activities they will draw, and industry attracted by infrastructure improvements, Dayton residents look forward to a substantial addition to the tax base, relieving the burden of current residents.

*What will the community look like in 20 years if the City of Dayton were to prepare and adopt the optimum plan and implement it to successfully achieve all of its opportunities and avoid the factors that threaten it? Feel free to describe this future in any way that is comfortable to you and be as general or as specific as you like.*

- A mature area growing with commercial and some industrial development. Mid-income housing and other potential development that will lower property taxes. No more park area is needed. Some could be sacrificed for more efficient roads.
- It will have some green space set aside for outdoor recreation. It will have residential areas to be determined by developers who will use property values, utilities, and comp plan to decide location. It will have ag land not yet developed into residential. It will have light industry located near transportation routes.
- Better north/south roads with river crossing a main east/west road. Keep development to the outer parts of town. More housing and commercial, shopping, food.
- I am 82 years old. I would like the city to have the city progress prudently and have all citizens to want to have better roads and orderly expansion. I would not like it to have as many of large apartments and too many rentals.
- Brooklyn Park, Champlin, etc.
- In twenty years Dayton will be a three neighborhood city with three distinct characteristics. NW should be developed as an old looking, walkable village neighborhood. This should go in all development in this area. The South neighborhood will be the business and job center making use of the access to 94. The NE district will be the neighborhood with strong job and transportation ties to Anoka and Champlin. The center should be reserved for 2030-2050 growth and resolution of a Mississippi bridge. The transportation grid should have 3 east/west four-lane roads (144, S. Diamond Lake Road, So. French Lake). Highway 12 should be a low traffic city road. Brockton Lane should be four lanes with a new Crow River bridge on the city line out west. 169 should be a major freeway through Champlin and Anoka. Two or three north/south city roads should be repaired until the Mississippi bridge is a fact.
- Make transportation use 610 freeway and 101 highway as much as possible. If Brockton interchange on 94 needs to be used don't use Brockton Avenue except by the freeway and up to South Diamond Lake Road. Maintain rural character as much as possible. If you develop start at the south and fill in all the property before you head north.
- Redevelopment.
- The optimum any city could hope for would be a close neighborhood feel with jobs available for all residents close enough to avoid long commutes and wasting valuable oil resources. In practice this is hard to achieve but it is the ultimate to strive for. Even trying would create a close knit self sufficient community. Ideally Dayton would produce its own power via wind, solar, other? There would be ample park space for children that are monitored for safety and there would be bike commuting and walking paths. The city would rely on its own crops and maximize a sustainable local food supply.
- Park.

- I can see a well planned city with many residential subdivisions, city sewer and water, and the sooner the better.
- Start more development and business for employment. Provide residential development for more family and schools.
- A healthy community with a good balance of individual homes, business and health care (clinics) services including senior services. Well planned transportation system of roads to serve the public and its growth. A caring community for all people youth and old.
- It would be completely developed with no rural setting remaining.
- More housing development. Less open space. Hopefully more commercial business.
- Dayton would share in the economic growth and modernization currently being enjoyed by all the surrounding communities. Other sources would be developed to support a tax base that would take some of the pressure off home owners.
- An uncrowded city similar to Medina with large acre lots. Since 101 was moved to relieve pressure on 13 why would we bring that traffic back to a road that has more private driveways per mile than any other nearby county road.
- Dayton will be in 20 years – a close knit community – focused around families with activities such as trails, parks, horseback riding, golfing, etc. What we don't to be is a retail/restaurant area such as a Maple Grove all based on consumerism. We want wide open spaces – clean and not polluted. A place that cares about its churches, schools, and volunteer opportunities. Agriculture and farms will still be an important part of Dayton. Safe place to live.
- It would be a nice community with more housing and neighborhoods with trails to the parks running throughout and connecting all of Dayton. A river crossing would be nice. We need more housing and development.
- Will continue to have an open feel with parks, and trails that connect the various sections of the city for walking and biking. Neighborhoods will be built with an open feel that incorporates the current green space and forests. Commercial building will be on the I-94/81 corridor with family communities on the edges of the city and open space parks in the central regions. Streets and collector roads will be built like country lanes to fit in with the rural feel. No freeways will run through the city.
- South commercial district full with manufacturing, on/off ramp to 94. Third fire station in that corner to handle commercial – do not see high retail – dense housing surrounding old village. Possible old village to be peaceful shop – depending on traffic.
- Minimum acreage limitation per dwelling. Already enough dense housing along Brockton between trailer park and historic downtown. Roads with shoulders and sidewalks/bike paths. More small business.
- Still have the country feeling. Open spaces and farming instead of city lots have acreage lots. Vote out the Met Council.
- Let's not make Dayton look like Rogers. I think there should a rural element retained in some parts of the city. Expand the industrial area on Highway 81 and develop some businesses in the village area. We should not lose the identity of Dayton in this process. One of the things that should be kept is large lots and low

- density housing that does not all look the same. People that moved here like the rural nature and space and horse farms, etc. It would be nice to have a better city park system and bike trails.
- Traffic through town in rush hour is less, so villagers can cross the street and/or get onto the Dayton River Road. Trails leading out of town connecting to parks to be used for walking cross country skiing, etc. Some shops – coffee/sandwich, stores. Areas in village that need junk cleared and all houses safe. Continue with ballpark.
  - Store fronts, all the junk homes gone. If not commercial-front street, zone for houses. Walking paths and bike paths. Speed bumps to control speed on back streets. Playground equipment. Table for parks.
  - What are the factors that threaten it? The biggest one I see would be increased traffic, especially if there is a 94 interchange and a bridge across the Mississippi River. The bridge and interchange can only make the traffic worse.
  - Maybe a river crossing.
  - I think that it should not be over built. It may benefit from a bridge. I think it should also have parks, bike trails, walking path (etc.).
  - While growth and development is inevitable I would hope we are not trying to invent this ideal community. It seems reasonable that a somewhat ideal balance of residential, commercial, and public facility development has been achieved in similar communities as Dayton and can be duplicated.
  - Would like to see single dwellings and responsible ownership of existing properties. A definite need is a playground for children. New properties replacing older run down buildings should have standards to go by. There exists much confusion of property lines, this should be addressed.
  - Better access to rivers, cleaner yards, fixed up houses, businesses on main street, access to I-94, community center, better roads, clean up rundown buildings like the bar.
  - Much the same w/single family homes but have the older properties repaired or replaced. The church is a gem to the historic village. The bar and post office should be updated. I would like to see nicer fixtures along Main Street that could be seasonal, decorated, e.g. light posts. I would like walking and bike paths in order to get out of the village and get to parks and park reserves. It would be nice not to have rush hour traffic problems in the mornings and afternoons.
  - Small home town community, with small shops and businesses. Restoration of historic homes and areas. A safe and quiet community.
  - Retaining rural farming/horse farms, smaller populations on large properties to maintain continuous natural connections and allow access to some private properties in agreement with those who wish. Transportation should follow with limited access from surrounding areas – no bridge. Developments should not be huge but compliment areas surrounding.
  - I would think the city would have a lot more houses and traffic. The sewer should be in place and that's how it should be, keep the people closer to the big city so the commute isn't so far.

*What will the community look like in 20 years if the City of Dayton were to prepare and adopt the optimum plan and implement it to successfully achieve all of its opportunities and avoid the factors that threaten it? Feel free to describe this future in any way that is comfortable to you and be as general or as specific as you like.*

- Much like it is today – open space, large lots and few houses.
- A city where all income levels can live, work and recreate.
- Neighborhood shopping opportunities accessible by car, bike, pedestrians, and children.
- Put schools in neighborhoods that are accessible by pedestrian traffic.
- Develop a major access to an interstate highway.
- Fight for mass transit access or plan for it in the future.
- Allow higher densities and protect more open space.
- Build a high school.
- Develop a sense of place, identity and history.
- Plan for diversity.
- With the arrival of sewer, I think growth and development is inevitable. How can you plan for the competing interests, i.e. maintaining the country atmosphere vs. the inevitable growth and development?
- Transportation is important. Need to plan for the very best (minimum impact to Dayton) corridor (from the river crossing) thru Dayton. We also need the Brockton Interchange. We also need to minimize the drive-thru traffic along Pineview from Tilden Avenue. In other words, the plan needs to maintain open space areas and environmental amenities, develop more trails and minimize drive-thru traffic by development a good transportation plan.
- Retail development would provide convenience shopping and broaden the tax base.
- If rapid growth comes then in 20 years we will have more crime and more traffic.
- Need industry for tax relief, not houses.
- Need roads.
- Don't allow development without proper roads.
- The city of Dayton is a bedroom community. It's only real destination for outsiders is a park. While the lure of development and the tax dollars it brings is often a temptation I hope that the people of Dayton can avoid losing what they have. I wonder if planning can stop the powers that be from making the common mistakes that change the essential character of Dayton. My vision is one that maintains what we have. Leave space for parks. No strip malls. Bedroom Community. Bike Trails.
- A rural community with great recreation and lots of open space with trails and corridors.
- A place to live and live well. Not a place that is paved over and covered with strip malls or congested with traffic.
- Internet wired.
- The nightmare would be another Rogers – strip malls, pavement, and traffic.
- We prefer a rural setting.



- Very little high density housing.
- Make South Diamond Lake Road a parkway.
- Preserve wetlands and open space.
- Cells for industrial and commercial business in controlled locations.
- Neighborhoods that have been put together in a controlled and well planned manner.
- Keep the parks and wildlife areas for the future.
- The city needs to grow so we don't lose the opportunity to draw people and businesses.
- 2-5 acre lots – when city gets sewer and water divide property into lots and sell.
- Green space
- Protect Environment
- Avoid heavy traffic and speeding.
- Keep industrial development towards Rogers.
- I would hope to see a city that has master planned neighborhoods that integrate park, trails and roadways. Dense enough to mitigate our property taxes.
- That we would create jobs within our own community.
- That high density is placed in appropriate areas.
- That each plan promotes quality so that we do not end up as a community of 1<sup>st</sup> time home owners and that it be well balanced for housing.
- Keep rural with no change.
- I do not think that because other communities around Dayton and beyond have expanded does not mean that we as Daytonites have to explode like Maple Grove.
- Keep the same without letting it run down.
- Lot sizes unchanged from current size.
- Dayton should be a mix of development strategies; dense housing, acreage land, commercial and business. We should be allowed to decide parcel by parcel as development happens.
- I would like to see more community areas, parks, paths, connections between the areas in the city.
- I would like to see more business/commercial tax base.
- More businesses for tax relief.
- River crossing to deter traffic off of Dayton River Road.
- Larger lots for single family residential homes.
- Upscale/medium homes, no apartments or multi-family housing.
- Classy looking businesses.
- I would like to see Dayton remain the rural area that it has always been. I think the best way forward is to manage the growth of any and all future building (residential) sites.
- High density low income housing is the number one threat to every community. Second, is unchecked random retail along the few access roads that service Dayton. The opportunities are maintaining an open space/safe family community.
- I would like to see large lot sizes maintained with many foot/non-motorized access routes to the large natural spaces between neighborhoods.

- I think a river crossing should be avoided.
- I think a maximum house square footage to lot size should be mandated to prevent very large “zero lot like” neighborhoods.
- I don’t mind the tax base for the community carried by the residents for the most part.
- I would like to see Dayton as a community that is linked by an intimately trail system to neighborhoods and parks. Spacious lots and mostly single family homes. I feel that Brockton interchange linked to a river crossing gives a great opportunity to create a commercial corridor that could be contained along the highway. This could remain isolated from residential but help supplement the taxes for homeowners by giving the commuters that now pass through Dayton a place to stop and spend their money. Traffic management is key to the growth of Dayton.
- Like it is – rural and small town feel.
- Easy traffic bypass through or around Dayton. Seven homes along the river where there is now one.
- I’m afraid that the Dayton city council has succumbed to the wishes of the Met Council to expand the issues of the inner city into our rural setting. The more we make it possible for them to impose their plan, the more we have the right to live our lives the way we want.
- Dayton needs to fight at not becoming another Brooklyn Park or Champlin. Uncontrolled growth that favors business will destroy Dayton. Multifamily housing should be limited. We do not want to end up with high crime with our high density housing. Do we really want Dayton to look like the housing development by Super Target in Champlin?
- Green space is essential to a healthy community. Parks need to be a high priority in our plans.
- Water and Sewer – a must.
- Cluster homes with green space.
- Trail systems
- Larger than average lot size.
- Bridge is a must.
- City, county, state to purchase land to preserve.
- Small town atmosphere.
- Limited dense housing.
- Green areas connected to flow through Dayton as a whole.
- Industrial park limited to NW corner or southern Dayton.
- We know that things must change and that population should and has to grow. But we need to keep it from becoming too rapid. Continue to develop along 94 (Industrial). Small business growth by PDQ. New CR12 from 144 to historic Dayton, no city size lots – 2 or 3 max per acre.
- Slow growth. We moved to Dayton because of the rural community. We do not want to see it become a cookie cutter community like every other place seems to be. We enjoy the wildlife that visits our yard as well as the peace and quiet. We

do not want Dayton to become a conduit for people to travel through to get further areas out to get to downtown or wherever for work.

- A community with spacious lots, very little commerce and up-to-date school facilities.
- Residents should feel safe and free to do things without too bureaucratic interference.
- Steps should be taken to minimize pass-thru traffic from people living in the surrounding suburbs.
- Row housing
- Increased crime
- Increased traffic
- Personally, I would prefer a small-town community. This will not happen – what with ever expanding houses, work places, businesses, these things will not keep taxes down or even on an even pace – we should be our own community and not the Met Council community.
- Preservation of the farming/ranching plots of land.
- Development of housing on marginal land (not farming areas).
- Keep traffic flow as low as feasible.
- More neighborhood parks/playgrounds in established areas (create the sense of communities/neighborhoods instead of backyard playgrounds).
- Interconnected park paths/trails for biking/hiking.
- Dayton's larger lots will be subdivided once sewer comes into play. We will the need more police, fire, etc. We see more industry coming into Dayton once the 94 interchange is built. We would like to see Dayton do better with the quality of buildings. Right now, there are many pole buildings that add no aesthetic value to the industrial park. With the increased growth comes more problems with crime – this is not satisfactory. Multi-family properties will add more population to this picture once sewer comes in.
- Would like a somewhat rural area. Do need to allow for growth but it should come from the people of Dayton and not from other groups such as the Met Council. In twenty years those large government groups will be in control.
- I would like to see our community with sidewalks so it's safe to walk. We also need stores/shops for our tax base. It would be nice to have places to go so our money stays in our community.
- Dayton should have a good north/south corridor from a river crossing connecting to Highway 10, south to an interchange with Interstate 94 and Possibly 610. Along this corridor could be the main industrial and/or city center. This would allow the majority of Dayton to stay as a rural community.
- Good transportation areas, good streets to enter and leave and good mass transportation.
- Preserve quiet with housing areas off the main roads.
- Avoid extremely dense housing areas. Give us room from really close neighbors.
- Industry in one area.
- Commercial businesses – grocery, restaurants, discount stores, department stores in specific areas only.

- Lots of park lands and trails.
- I don't think it will make much difference what we want from our town. The changes will happen regardless. I would like to see our community to stay the same as it is today. Small town feel, nature like and few people. Changes will happen anywhere but it has to be slow. I do not want to live in a community like Maple Grove or Plymouth. That's why we moved here.
- No subdividing.
- Keep Dayton rural.
- River crossing bridge needs to get done. Need tax relief therefore we need industries.
- Build roads so we can get industry will build traffic and help us to pay less tax and also then the trucks cutting through and wrecking our little roads now.
- Dayton has a business district with residential needs met (grocery store, small restaurants) and office/service type businesses – no heavy industry and very light industry.
- City level services for the residents – community center with pool and recreational activities.
- Need industry.
- Walking and hiking trails (biking).
- Maintain rural setting and large lot size.
- No apartments or low income housing.
- Maintain rural feel of community combining peace and security while protecting and respecting right of residents.
- I feel there should be an individual discussion for each person's property to divide or develop their land. Therefore it will not create any discrepancies against each property owner. I personally would like to see growth in our community and prepare for the future sooner than later.
- I would like to see lot sizes of no less than a ½ acre. Single family bedroom community, widely laced with trails and parks that interconnect different neighborhoods. I absolutely do not want to see high density housing, apartment buildings, or major roadway cutting through the city. We all moved and built here because we want to feel safe and enjoy a more country lifestyle. Moderate, large lot growth. Maintain a higher level of income, provide a haven from Brooklyn Park, don't become Brooklyn Park.
- To have developments interconnected by open space corridors trying to preserve the special areas of natural resources.
- To develop in staged areas to maximize efficiencies and keep open spaces as long as possible.
- To provide excellent transportation, so main corridors aren't being shared with residential streets.
- To preserve the farming/rural heritage of the city.
- To build an interchange at Brockton to promote industry.
- No section 8 housing or multiunit housing.
- Maintained roadways.
- Trails to access schools, park reserve.

- Very few retail centers.
- No more city lots (minimum 1 acre parcel)
- Increased industrial area, including access to freeways, highways.
- Keep preserves as is for open space.
- Increase some roadways through the city to better control traffic on neighborhood roads.
- Limit developers to the same rules and regulations as single builders and land owners.
- Well of course one mans idea of the optimum depends on whether he is a developer or an existing homeowner. I would like to see a plan that includes smart growth. Access to the river is critical.
- Dayton should be a town that people come to and not a pass through area.
- Building should be limited to 3 stories to keep the view of nature.
- The standard for park and trail area should be 50% of land developed and 50% set aside for park and trails get the easements.
- Clustered homes with open spaces/green spaces.
- Connections to regional trails and parks.
- No or limited low income/section 8 housing.
- Let the open market determine what housing – single family/townhomes values are (mid/upper/starter).
- Common or central downtown or city center.
- Solid industrial base near 94.
- Safe neighborhoods.
- Community that is growing and adapting to change through allowing open spaces, industry, retail and families to all – live harmoniously.
- Plan and control expansion of residential areas by availability of sanitary sewer. Brooklyn Park wisely has a strict moratorium on development north of 85<sup>th</sup> Avenue until the southern part of the city was well developed – their plan has worked well in controlling phased development.
- Dayton should plan more industrial/commercial development along east side of CR 13 to abut Rogers commercial enterprise – using sanitary sewer connections from Rogers until metro sewer is available in that area.
- It's hard to have a vision for the future when we have been here for 9+ years and all we've heard about are plans and plans but no moves forward. Do we need change? What does growth do for us? I think if the plan that was discussed tonight went through this city would like and feel like any other city that grew and grew.
- We moved to Dayton for the small town feel and would like that to be preserved. We would like neighborhoods to have larger lots. I would like to see city planting of trees, shrubs and flowers in all of the areas. More trails and sidewalks for safe places to walk and ride bikes. Smaller stores, not Super Targets or Home Depots close to the neighborhoods.
- My view of the city is to make it similar to Medina or Eden Prairies Bear Path communities. No multifamily dwellings. We need paths connecting to Elm Creek and Diamond Lake to neighborhoods. We do not need a bridge in Dayton,

## NE Dayton Visioning Worksheet

it will not benefit us. Small business, local convenience stores expand industrial park with 94 interchanges.

*What will the community look like in 20 years if the City of Dayton were to prepare and adopt the optimum plan and implement it to successfully achieve all of its opportunities and avoid the factors that threaten it? Feel free to describe this future in any way that is comfortable to you and be as general or as specific as you like.*

- Dayton should meet (not exceed) the density requirements of the Metropolitan Council.
- Interchange at Brockton
- More business in the industrial area to provide jobs and tax base for the city.
- Municipal Sewer (expand municipal sewer and water).
- River Crossing at Fernbrook.
- Redevelop the historic village like Stillwater/Hastings
- Consolidate the postal service for the whole city (to serve the whole city).
- Third fire station at 117<sup>th</sup> Street and East French Lake Road.
- Dayton is a unique city because it is near metropolitan areas, yet it has maintained a rural feel. I would like this to be preserved, yet unchanged. Please allow me to clarify my oxymoronic statement; it would be disheartening to see Dayton be completely developed with neighborhoods with house upon house crammed on each other like so many cities have seen. On the other hand, Dayton could greatly benefit from some new residents and/or businesses. Ideally, I would like to see Dayton allow development (of housing) but with a 5 acre minimum (as opposed to the 40 acre minimum). This would allow for some growth, but limit the urban sprawl. Let's keep our small city small.
- Dayton has a relatively high watershed where ground water lies just a few yards below the surface. It also has a lot of wetlands. The high density population described threatens the safety of this water for population, far wider than the boundaries of Dayton. That, combined with land fertility generally concentrated around urban areas with greater need for food in the future leads me to believe that limiting population growth, transportation growth is in the best interest of not only Dayton but surrounding communities as well.
- Integrated neighborhoods with alternatives means of transportation (biking, hiking, etc.), green areas, farming areas, water protection, and joining greenways should be the thought for the future. Resources are going to be scarcer, including gas and clean water. We have a chance for good planning on these but they go against individual land owner preferences for development and thus are difficult.
- Residential (single family and townhomes) primarily in those areas that are now agricultural.
- Commercial and development confined to the three present areas of such development (SE, SW, and NW).
- No I-94 interchange or river bridge.
- No major road through-ways.
- Preserve as much open space/greenways as possible.
- Force removal of "junk yard" on North Diamond Lake Road.
- Continue to maintain present roads.

## Central Dayton Visioning Worksheet

- I think Dayton will still have rural and peaceful qualities, also have more higher-priced homes on acre or more lots and few lower price homes that bring in crime. I think Dayton will have a trail system that makes people think they live in a very well-to-do community. I don't think we will have a river bridge because that will bring traffic congestion. It could have an indoor mall at the corner of Dayton.
- Create intersection at Brockton and 94. Create a river crossing off of 13.
- Parking lot needed for public access on Diamond Lake.
- Sewer into Diamond Lake Wood development.
- Limit residential dwellings to single family with ½ acre lots.
- Create more businesses for taxes.
- Maple Grove
- Planned road development
- Growth that would allow lower taxes for residents.
- Increase industrial growth in appropriate areas that would allow urban environment and not tax residents to death.
- Plan for South Diamond Lake Road – put road through to Rogers without anticipating extreme use.
- Coordinate with DNR on lake use. Did not plan appropriate accommodations for use of Diamond Lake. Not safe area currently.
- Look at smaller housing size builds to generate more households to help pay tax burden for city growth.
- You should adopt the optimum plan including a bridge across the Mississippi.
- Planned housing with open areas along with planned parks and roadways to accommodate the growth. Avoid high density housing – planned communities – planned commercial areas that will support the needs of the community. Have housing condensed into smaller lots and have open parks and trails surround it. Protect what we have for natural resources.
- Much like cities closer in – Maple Grove, Plymouth. Sewer, water services, better transportation services. More commercial areas to serve our community so we don't have to drive in to other cities. Live, work and play in Dayton.
- Much as it is today. To save the open space, the beauty of the hills, lakes and rivers. No bridge over the Mississippi River. New churches.
- The transportation shall never exceed 10,000. Traffic will be routed around Dayton, not through it. CR 144 will have less traffic, not more. Diamond Lake will be clean. The feel of the city will remain forever rural. The historic village will have bed and breakfasts; there will be parks on the river and near the lakes. There will be walking/bike paths throughout city and to Elm Creek Park. The junk yard shall be removed.
- The City of Dayton would look like Wayzata if all optimum plans come to fruition. Traffic would increase, crime would increase, and taxes would go up. Property values would go up, some residents would be forced to move because of tax increases. Some people would leave because of losing the rural setting.
- Dayton would retain as much of its open, peaceful rural feel as possible. Housing could be grouped and placed back away from roads so there would still be trees and fields you drove through. Few or no large townhouse developments – those



existing to be closer to major roads. Businesses and shopping also clustered in a few strategic places rather than strip malls everywhere. Parks and green space with hiking, biking trails and other activities, preferably linked together. Careful, controlled planning for slow growth. Would hope that Dalheimers junk yard would be gone.

- A spacious country feeling community one that is not overbuilt yet transportation is fluent. I vision more homes on larger lots not crowded.
- Houses with smaller than 5 acre lots preserving the nature of Dayton.
- A quaint bedroom community with a mix of middle and higher end homes, retail, commercial, and hobby farms that embrace the natural assets of parks and water systems. Maximizing its location and developing a smart system of roadways to help deviate traffic problems for the entire northwest area.
- The river crossing will have to be the first determination. I would like to see it follow the power lines right of way.
- Rural settings, single family neighborhoods, affordable taxes, no rentals, no town homes, no apartments, expand current residential areas. Preserve parks and lakes. Population control.
- I would like it to look just as it is today 5/17/07 only with less traffic but reality tells me it will look like Brooklyn Park.
- Do not over populate, do not over tax, and please no river crossing off Fernbrook.
- Hunting possibilities. There will be room for wildlife. Parks will have places for water to drain into the earth. Bike path, if a highway comes through no stop lights but exit and entrance ramps, with overpasses so traffic keeps moving.
- No crossing or one that uses Brockton Lane.
- Mixed use housing but not the extremely low income that is poorly built, subject to decline and prone to breeding crime and civil disease.
- Adequate green space to accommodate the population healthy mix of industrial, commercial, residential so as to only fairly burden each of these contingencies.
- Clean readily accessible lakes.
- Development that does not unfairly penalize or favor a particular developer. Political leaders and city planners should refrain from being financially/politically influenced.

*What will the community look like in 20 years if the City of Dayton were to prepare and adopt the optimum plan and implement it to successfully achieve all of its opportunities and avoid the factors that threaten it? Feel free to describe this future in any way that is comfortable to you and be as general or as specific as you like.*

- A plan would include areas of houses like small cluster houses like 8-10, 12-16 in a group then other areas would preserve the rural area setting we have right now.
- A setting like all straight blocks and streets I would not like.
- Lowlands and wet areas would stay like they are.
- Trails, walkable, bike trails – connecting to other resources.
- Well designed development communities with mixed housing and small community gathering places and play parks.
- Schools interspersed to be neighborhood schools.
- Sporadic retail – coffee shops, gas station, convenience store.
- Good roads with easy access to wider region.
- I would like to see Dayton develop in a way that will maintain the character of the small town feel yet have all of the modern conveniences.
- I would like to see smaller neighborhoods with sidewalks, parks, walking and bike paths.
- With multiple units housing I would envision a variety of outside designs rather than all the same type of structures being built at other areas.
- I think it's important to limit low income housing and develop areas of high end homes.
- It is important to keep the Elm Creek Park area, golf courses, and lakes as they are.
- I vision the city in 20 years to be about 20,000 people with most of the development on the 3 outer corners of the city.
- I see a better transportation system than present with both a north/south and east/west highways.
- It will no longer be an agricultural area; I would hope it would develop in a planned manner from the outside in with a mix of single family, senior housing and mixed population housing.
- I think we need some neighborhood parks.
- We also need a supply of small businesses and some industry to promise some income tax relief for the necessary services.
- I also believe some steps need to be taking in cooperation with the local school districts to provide the facilities needed to keep up with the increased population.
- The transportation plan needs to be upgraded to include some major thoroughfares and keep heavy traffic out of neighborhoods with families.
- It will look like Maple Grove did 20 years ago. Development moving in an organized fashion maximizing the financial benefit to Dayton residents.
- Growth would be controlled so that development of new homes and businesses would not create major traffic issues.

## South Dayton Visioning Worksheet

- Rural setting – full service (sewer/water), safe community (adequate fire and police), low taxes (outsourcing most services – we don't want a city hall like Maple Grove), adequate roadways, no rail.
- Higher priced housing, lots of planned cul-de-sacs, not tons of thru streets which will eliminate traffic in developments, a mall would be nice.
- I would like to see the city of Dayton develop into a community that can be proud to say that we did it and did it right. To take advantage of the opportunity.
- It will be well balanced, orderly layout of single-family residential areas, multi-family housing areas, and multi-business areas. The infrastructure will exist to easily move people between these areas.
- Greenways will connect all areas of the city to the Elm Creek Park Reserve.
- The river crossing will have been anticipated and planned to avoid development in the main north/south corridor. The north/south corridor should connect with 610 and developed roads in Maple Grove.
- Create a system of trails for pedestrians/bikers linking natural elements (Mississippi River) with city open spaces (parks).
- Set aside city park space to compliment Hennepin County Park Reserve
- Upper end housing to increase tax base.
- Zone for senior housing and affordable housing.
- The Brockton/I-94 interchange is a must.
- If you are not talking about a river crossing until 2030 with a population increase of 600% or more is backwards.
- It would have both Brockton and river crossing in place with many industrial parks along it so they can pay some of these high taxes.
- Access to public transportation, road improvements (access to interstate, light rail, bus service, local, express to city), development of housing (planned developments, low and moderate density), preserve natural resources (well thought out trail system, parks).
- Business to off-set taxes.
- Interchange area would have a large industrial park.
- Medium to high cost housing in the area with water and sewer.
- Keep a rural area with large home lots and design roads to keep traffic moving smoothly.
- Design the industrial park area together separate from residential areas.
- Sell the land and move on.
- Sell our land.
- Maintain as much rural area and character as possible.
- Housing that is developed be as low density as possible.
- Resist trying to duplicate Maple Groves and Rogers ridiculous development agenda (commercial and residential).
- Resist river crossing. It is not our fault that when the Anoka/Champlin bridge was redone they ran it through a downtown area.
- If Dayton does become like Maple Grove, please take my house and give me a fair price.
- Large lots with significant open spaces.

## South Dayton Visioning Worksheet

- Public transportation available – probably busses feeding to light rail facilities which would reduce the cities dependence on the auto.
- Increased light manufacturing so that more people could work in the city.
- Minimal shopping center maybe one center located in geographic center of city.
- Major amenities would be protected in a plan that would allow greater population densities in some areas.
- It is also essential that transportation planning occur before major development.
- Transportation planning should not be left to the developers.
- Keep larger park systems along river, trails to connect parks with neighborhoods, keep lots large and let existing undeveloped areas with large trees.
- Little need for retail stores with Rogers and Maple Grove nearby.
- Support independent businesses and farms.
- Public transport
- The city of Dayton needs Brockton Interchange, development is a must, corridors should be nicely planned, pleasing to the eye, city sewer/water is a must. Dayton is the hole in the donut – let's fill it with sweet cherry pie.
- Unique Dayton small-town feel, smart design and planning optimal to new housing developments and successful businesses by bringing in the best developers/planners/architects, no strip malls, no cheesy architectural shortcuts, build strong/smart/functional community.
- Fully develop south Dayton adding 10,000-15,000 residents.
- City will be known for its parks, easy access to parks, paths and bike trails. All new houses would be required to have five trees on lots.
- Community center, larger homes, less townhomes.
- Community will be safe neighborhood with easy access to parks and community centers. Access will be pedestrian friendly – walking and biking paths.
- Good services – police, fire, etc. Sewer and water.
- I would like to see controlled growth over the next 20 years. I would like to see homes on minimum 2+ acre lots and not permit clustering of homes. Try to keep a rural/country feel to the city. Avoid rapid growth like what Maple Grove experienced. Keep a city where we will continue to see an abundance of wildlife. Would like to see upper end, more expensive homes and make Dayton a classy community in which people in other cities admire.
- A beautiful city with sufficient parks, lakes and some open space for farming in the center of the city. The land in open spaces should be preserved for farming with clustered homes on the edges. We need sufficient industrial and commercial for a good tax base. We also need senior homes because Dayton has many senior citizens. We also need more roads to bring in more industry and commercial for a better tax base.
- We can't keep our heads in the sand and avoid any development. We need some tax base.
- More affordable housing, shopping, industrial or commercial, need bus transportation.

## South Dayton Visioning Worksheet

- It will have many foot/bike paths connecting the parks and green areas. It would have a continuing agricultural area keeping plenty of open space. It would not look like the typical inner city suburbs.
- I would like to see residential houses on 1/3 acre lots that would be upper class homes.
- Traffic control, there will be an interchange, there will be townhouses, there will be water/sewer.
- I see heavy retail and industrial warehousing along 94, 81 and Brockton. The 94/81/Brockton would be the new city center. Next – heavy residential neighborhoods like Bloomington developed in the 50's.
- Public transportation, small neighborhoods with low/mid/high income housing and neighborhood shops, slow/controlled growth, community center, consideration of environmental policies as preparing for growth proactive environmental policies. More fire/police. Proactive River Crossing plan – don't let the state decide for us. "Main street" improvements/small independent shops – restaurants, maximize riverfront (think Red Wing), change school district lines.
- Lot size restrictions for upper end homes (Medina), rapid transportation system (light rail) - not bus service, improved highway system without traffic signals (not 169), park stay as is, light industry – high tech, clean.
- Limit growth; keep as much area natural as possible. Make public transportation available – bus and light rail.
- If the projected population is realized the city will need to find room for all the new houses. I understand the tax revenue generated by additional housing is needed to support the infrastructure; hopefully there can be a balance between housing and open spaces. Transportation to support the growing population will also be a concern. Dayton now is a relatively rural community but seems that will be lost in the projected future.
- An interchange at Brockton Lane, public transportation, organized traffic, bridge over the river at some point, keeping all parks.
- Traffic/high traffic area, safety and family, real estate value, 610 and Brockton Interchange.
- Organized transportation planning far in the future.
- Bike/walking paths, optimal land value prices, safety, traffic patterns, freeway interchange placement.
- It would not look like Maple Grove or Rogers or Champlin. It would meet the requirements of Met Council and still have wide open space. Major arterials like I-94 access and river crossings would be avoided as long as possible. Once things are in place the community becomes divided and succumbs to commercial interests.
- Protect the open space, large parks, Elm Creek Park, limit high density housing, more single family homes. Limited shopping areas, as Maple Grove, Rogers would meet the needs of Dayton residents. Not forcing hobby farms out by excessive high taxes. Design roads for Dayton residents and limited commuter traffic on residential roads.

## South Dayton Visioning Worksheet

- To have developments of single family in Dayton, with shopping, restaurants, library, parks, get with the surrounding communities Maple Grove, Osseo, Rogers, Champlin and build Dayton up as they did.
- Thoughtful transportation plan, large lot size for residential development, town center, shop/play/work, quality use of our natural environment (Elm Creek Park, lakes), create a working relationship with businesses.
- A preserved Rush Creek waterway with open space walkways with connection to communities in the south and west. Four lane county highway 81, easy access. A modern industrial park support the tax base (open space, parks), a 94 interchange (to river) that does not divide the community.
- Interchange at Brockton, community developed to a tax base, shopping and retail development.

## STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS (SWOT) ANALYSIS

During these neighborhood visioning meetings participants identified the City's strengths, weakness, opportunities, and threats during a SWOT analysis. Community members were asked to list the issues they thought were important in the community and in their neighborhood. These issues were listed on large sheets of paper and displayed on meeting room walls. Each person was given a set of colored dots with which they could vote for their top issues by placing a dot next to the issue. Key strengths identified were

Dayton's rural setting, its natural resources, and its proximity to the metropolitan area. Weaknesses included high taxes, traffic problems, and a lack of commercial development. A key opportunity in Dayton is the ability to plan for growth to maintain Dayton's rural character and protect its natural resources.

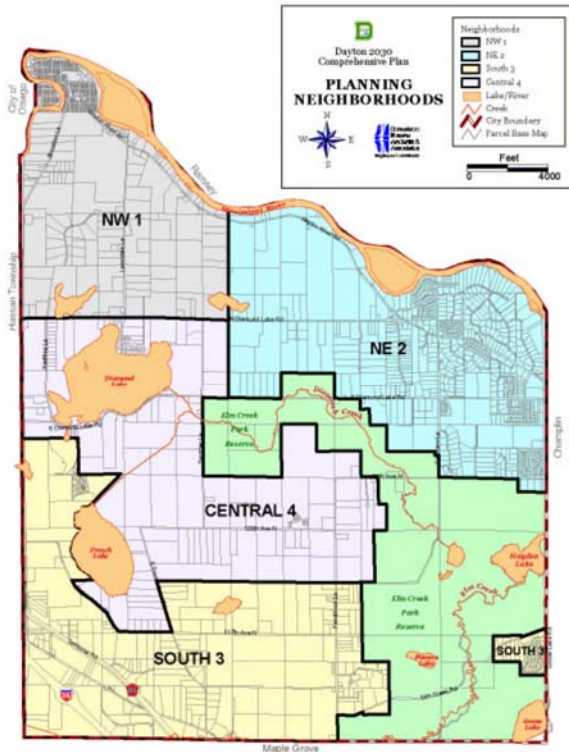
Threats included the pace, scale, and character of future development and the potential of a Mississippi River Crossing. Additional information and meeting summaries is included in the following pages.

## Community Meetings – SWOT Analysis

Early in the comprehensive plan process a number of community meetings were held in Dayton using a SWOT analysis technique. SWOT is an acronym for Strengths, Weaknesses, Opportunities and Threats. Community members were asked to list issues they thought were important in the community and in their neighborhood, as general or specific as they wished, under the categories of strengths, weaknesses, opportunities or threats. People discussed their ideas in small groups, then shared the lists of issues with the entire group, and the issues were written down on large sheets of paper which were then attached to the wall of the meeting room. Each person was given a set of colored dots with which they could “vote” for their top issues by placing a dot next to the issue on the large sheet.

The issues with the most dot “votes” are compiled below, with the number of dots noted, and summarized in the written description below that. This is not a scientific sampling, but is indicative of the priorities of those in attendance at the community meetings.

There were four neighborhood meetings – Northwest, Northeast, Central, and South, as indicated on the map above – plus a meeting of members of the business community, all held in May 2007.



### Business Community:

#### Strengths:

- 9 – Future freeway access
- 5 – Cooperative / Collaborative City staff leaders
- 5 – Growth Potential
- 4 – Scenery / topography
- 4 – Honest and intelligent leadership

#### Weaknesses:

- 13 – Minimal infrastructure in place
- 9 – Lack of city services (snow removal)
- 8 – Cost of infrastructure to residents and businesses
- 3 – Concern about police and fire
- 2 – Minimal commercial and professional services

#### Opportunities:

- 9 – Brockton interchange
- 9 – Water and sewer improvements
- 5 – Blank Slate
- 4 – Dayton adjacent to great infrastructure
- 3 – Close proximity to future hospital

#### Threats:

- 10 – Poor planning
- 9 – Financial strain of high tax assessments
- 7 – Low income housing
- 6 – Increased crime
- 4 – City council/ leadership



Members of the Dayton business community are primarily interested in the infrastructure of the community. They see the potential for growth that could stem from the addition of an interchange at I-94 and Brockton. They note that the city has minimal infrastructure in place but has an opportunity to improve due to being a “blank slate” with great systems (roads, sewer, water etc.) adjacent to the community. The business community believes that there is a lack of city services, snow removal given as an example. Improving infrastructure is a concern but the business community is worried about the cost of the infrastructure to the residents of Dayton and the financial strain of higher tax assessments if there is no large commercial-industrial tax base to offset these costs.

The business community sees city staff leaders (public and private) as cooperative, collaborative, honest and intelligent. They also understand the need for good planning in this period of growth. The general feel seems to be pro-growth but business community members feel threatened by the addition of low income housing to Dayton and a possible increase in crime.

### **South Neighborhood:**

#### **Strengths:**

- 25 – Elm Creek Park
- 23 – Natural Beauty
- 16 – Close to city
- 15 – Access to major through fare
- 11 – Safe - low crime rates

#### **Weaknesses:**

- 34 – High taxes
- 26 – Lack of commercial tax base
- 16 – Traffic congestion
- 15 – Historically resistant to growth
- 11 – Not pedestrian friendly

#### **Opportunities:**

- 28 – Protect rivers, streams, wetlands with buffers as development occurs
- 20 – Brockton I-94 interchange
- 14 – Industrial/ commercial development away from residential
- 14 – Planned development for optimum growth
- 10 – Industrial development to increase tax base

#### **Threats:**

- 16 – Growth too slow – stalling
- 13 – High assessments
- 12 – Unplanned development
- 12 – Freeway through Dayton (river crossing)
- 9 – Fast uncontrolled growth

The south neighborhood views the natural setting of Dayton and Elm Creek Park as key assets to the community. Residents see the planning process as a great tool to protect rivers, streams, lakes and wetlands through the use of buffers around these features. They enjoy the fact that their area is a safe, quiet, rural community that is still close to the city and its amenities.

Residents in this area like the idea of planned growth and fear fast, uncontrolled or unplanned growth and its effects. Residents feel threatened by the fact that the growth is too slow and maybe stalling. They believe that an interchange at I-94 and Brockton is a good opportunity for the community. They believe that growth will increase the commercial-industrial tax base and hopefully lower residential taxes, which they currently believe are too high. Residents said the road system in the city (particularly east/west) is of low quality, incomplete in some areas and maybe a cause of the traffic congestion problem. They do not like the idea of a freeway running through Dayton or big box retail in their community. The neighborhood would like to see a more pedestrian/bike friendly town by connecting the trails and the addition of some sort of public transportation.

**Central Neighborhood:****Strengths:**

- 19 – Rural setting
- 12 – No river crossing
- 9 – Peaceful environment and beauty of the area
- 8 – close to everything but still rural
- 8 – No I-94 interchange

**Weaknesses:**

- 20 – No river crossing
- 16 – High taxes
- 14 – 40 acre minimum
- 13 – Out side forces pushing things not good for Dayton
- 9 – Not much business

**Opportunities:**

- 25 – Best of both worlds – rural and controlled growth
- 22 – Dayton a “hidden gem”, preserve it
- 15 – I-94 interchange
- 12 – River crossing
- 9 – Getting rid of junk yard

**Threats:**

- 21 – Mississippi river crossing
- 18 – Multi family housing
- 17 – Low income housing
- 11 – City regulating land use different then what owner wants
- 10 – I-94 interchange

The most prominent issues in the central neighborhood of Dayton were the possibilities of an I-94 interchange and Mississippi river crossing. The residents of this area were almost evenly split on this issue; with many people seeing it as both a threat and an opportunity, probably the biggest single issue at the meeting.

Residents like the peaceful rural setting of the area and its close proximity to “everything” while still maintaining the rural feel. They believe that they have an opportunity to have the best of both worlds; a rural community with controlled growth. Dayton was described in this meeting as a “hidden gem” and residents would like to keep it that way. They don’t like the idea of outside forces telling them what they can and can’t do with their land. Residents think that the taxes are too high and are not in favor of the 40 acre minimum. They are also not in favor of any low income or multi family “cheap” housing coming into their community.

**North East Neighborhood:****Strengths:**

- 19 – Large lots
- 18 – Country living
- 12 – Low crime
- 11 – Safe after dark
- 9 – Elm Creek park

**Weaknesses:**

- 24 – High taxes/low service
- 22- Properties not maintained
- 17 – Poorly maintained roads
- 13 – Lack of trail connections
- 12 – Traffic

**Opportunities:**

- 27 – Quiet/ semi rural
- 25 – Decide how land can develop
- 16 – Continuous low crime
- 14 – Brockton, TH610, North Star will eliminate need for river crossing
- 9 – Parks and river

**Threats:**

- 41 – High density housing
- 19 – Uncontrolled high dense housing
- 18 – Outside developer pressure (Zygi Wolfe Syndrome)
- 16 – Increase traffic on Dayton river road
- 15 – Increase crime/ high density housing

Residents of the northeast neighborhood feel very threatened by the possible addition of high density housing to their community. They do not like pressure from outside developers and enjoy their large lots, country living, and quiet, semi-rural lifestyle where they don't worry about crime and feel safe after dark. They believe that their taxes are too high and the services in return are not adequate. Traffic congestion is a current nuisance and a future threat. Missing trail connections make for unsafe pedestrian routes from neighborhood to neighborhood. Residents feel roads are poorly maintained along with some of the properties in the area.

Citizens in the north east neighbor hood enjoy the parks in the city. Residents also like the idea that the community can decide how land will be developed. Residents view growth as inevitable but they don't want to get too big too fast or for Dayton to turn into a suburban clone. They believe that a Brockton interchange, TH 610, and the North Star light rail line may solve traffic problems associated with growth and will eliminate the need for a river crossing.

### **Historic Village:**

#### **Strengths:**

- 30 – Rural atmosphere
- 21 – Rivers (Crow/Mississippi)
- 9 – Church
- 7 – Single family homes
- 5 – Population restricted

#### **Weaknesses:**

- 25 – Traffic
- 17 – “Eyesores”
- 14 – Allow improvements
- 13 – High Taxes
- 8 – Target “ill advised” development

#### **Opportunities:**

- 27 – Park/connecting trails
- 19 – Downtown streetscape
- 12 – Remain quiet (rivertown)
- 12 – Part of future planning
- 6 – I-94 interchange (access)

#### **Threats:**

- 24 – I-94 interchange (congestion)
- 21 – Over urbanization
- 17 – Forced development
- 16 – Mississippi river crossing
- 5 – Crime

Residents of the downtown neighborhood view the rural atmosphere and the river as strong points of their community. They would like to preserve the downtown streetscape and remain a quiet river town. Residents enjoy the fact that they are going to be involved in this planning process and they see the opportunity to plan for parks and make trail connections. An I-94 interchange and a river crossing are look down upon because of the possible congestion that could result. Residents already see rush hour traffic as a problem in the area. Citizens in this area do not want Dayton to become over urbanized by forced development.

Residents believe that the community has some “eyesores” and that the city should allow for improvements by the issuance on permits. They would like to maintain the low crime in the area and lower taxes.

**Entire Community:**

In all of the neighborhoods, residents viewed the rural setting as the key strength of the Dayton community. People really enjoy the parks, river and natural beauty that make Dayton a peaceful place to live, but are concerned about the pace, scale and character of future development. They like how their town is far enough away from big city problems but still close enough to take advantage of the amenities.

Among the neighborhoods, high taxes are viewed as a problem in the city. Traffic problems were also a common theme among the neighborhoods. Community members also noted that there is a lack of commercial activities in the town and the tax base associated with these activities.

Residents of Dayton like the fact that they are going to be considered in the planning process. It seems they see planning as a tool to maintain the rural feel of the area and also as a means to protect the natural features and parks of the community. The community is evenly split over the issue of an interchange at I-94 and Brockton, but a majority of the people attending the neighborhood meetings sees this as an opportunity for Dayton. However, a significant majority of the citizens feel that a Mississippi river crossing is a threat to the community and don't want a high volume road going through the town.

A significant number of the residents are concerned about multi family and high density housing, especially if it is low income, feeling it will have harmful effects on the community, including increased crime. The general feel is that residents want their community to maintain low density with large lot sizes. Dayton citizens are not fond of growth pressure from outside developers. They do not like the idea of unplanned or uncontrolled growth and the harmful effects that could result.

Issues have been grouped together from the various neighborhood meetings where there were common themes, although the wording may not have been the same in each meeting. The issues that received the most voting attention:

- Development – How and When
- Natural Environment/Rural Setting
- Housing Density
- Taxes and Services
- Brockton Interchange
- Mississippi River Crossing
- Crime
- Transportation/Traffic/Roads
- Sidewalk/ Trail Connections

## Community Wide Meeting

### Development – How and When?

- Control high density and affordable units
- Create high density zone
- Give citizens notice and chance to participate
- Control rental units in high density zone
- City council listen to residents not developers
- Redevelopment in old village
  - Treat different than new development
  - Old look
  - Mixed architecture
  - Use existing base
  - Get rid of non maintained units
  - Supply parking
- Mixed use density zoning near transit center – series of cluster density going to a lower density
- Master plan each area, good planning
- Place high density / senior housing in high amenity areas
- Master plan development with parks, trails, and open space
- Higher value homes
- Resident involvement in the process
- No city sewer and water in central area
- Lower minimum lot size from 40 to 5 acres
  - This allows land owners to hang on to their land but also do something with it.
- 5 acres will support wells and septic
- High end development (\$1,000,000+ on acreage), 2-5 acres per lot
- High density housing will just cost more in city services – taxes will go up
- Dayton can be similar to Afton of the northwest
- If you properly plan you can eliminate problems with traffic and crime
- Important for council and planning ○ listen to the people
- No reason we can't keep developments in 2.5, 5, 10 acres with well and septic till a much later time (not forcing the city water/ sewer issue) when we are not prepared for it

### Natural/ rural environment

- Controlled development with public input
- Public needs to be informed prior to development plan
- Current development controls are a burden to farmers
- Need to maintain large areas for nature
- Connect Goodin Island and Crow river together in greenway / path concept
- Open space along river stay in public use not allowed to be private
- Public park along the north side of private property (crow river) be a public park (per OSGS / Park)

## Community Wide Meeting

- Council and planning stick to OSGS / plan. Strictly adhere to its concepts (NOEXCEPTIONS)
- Keep our natural resources intact (ties into OSGS / park)
- Every development have a path / trail around (public) that all connects together throughout city
- Foot bridge across crow connecting slab town / old town
- Traffic issues already a problem through are city, and affecting natural and rural setting
- Trail parallel to Fern brook – north of elm creek park (bike/hike)

## Housing density

- High density / senior only to be diversified throughout the city
- Lower the 40 acre minimum with ghost platting. For example allow 2-5 acre division n central area and allow septic systems there.
- 1<sup>st</sup> time home buyers (owner occupied) to receive urban services in 2020 and beyond
- Medium and high income homes develop first

## Taxes and services

- Taxes to high for services received
- High % of taxes paid to Hennepin county – what do we get? Do we get our fair share? Is it possible to investigate
- Will we use increased tax base (collection) to lower overall taxes to home owners or will we spend it?
- Top tax responsibilities (city responsibility) are police and fire. Resist growing other city paid services.

## Brockton Interchange

- Development tax – or area charge
- Cost share between parties
- Very large property value improvement
- \*\*all above are to move interchange forward\*\*
- Do not want interchange at all
  - Traffic exiting
  - Added traffic
  - Where is traffic going to the north
  - Need for arterial roads from the interchange
  - Roads around interchange must be improved first
- Bring back the Dayton parkway under the power line

## Mississippi river crossing

- IF we have a river crossing we don't want it to ruin Dayton
- divide city – possibly not a good thing – school districts divide city
- would help develop business

## Community Wide Meeting

- What happened to the petition to stop the bridge? Council needs to recognize this petition
- Bridge crossing would break up a private farm. Destroy farm business
- It will increase traffic level
- Bridge would bring commercial business. Tax base
- More noise and pollution
- Bridge wont keep Dayton rural
- Could bring crime
- How will traffic be handled on feeder roads?
- Might the river crossing development increase our taxes?
- Bridge would give us access to north star
- Have a city referendum to take river crossing and north south expressway OUT of comp plan

### Side walks and trails

- Pine view and 121 to park reserve
- Hike / bike trail north from park
- Cluster housing could create more green space for trails
- Keep snowmobile trails

### Transportation/ Traffic/ Roads

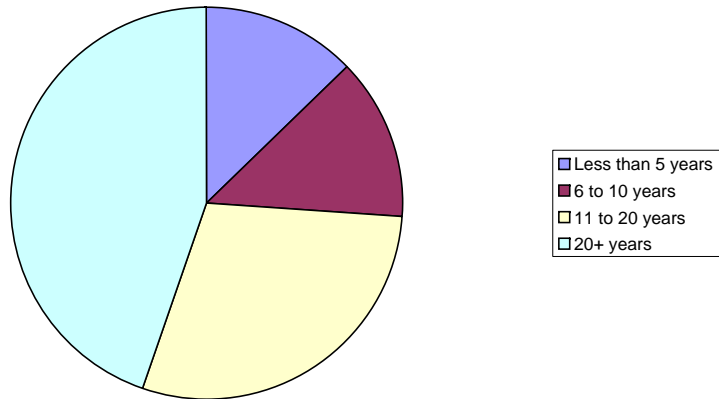
- North/ south east/west main roads through ways
- Weight restrictions on certain roads
- 18 wheelers in Res.
- Snow removal
- Opt South diamond → city road
  - Major arterial
  - Trail connection
  - Sidewalks
  - Upgrade – trucks
- Zanzibar major arterial

## COMMUNITY SURVEY

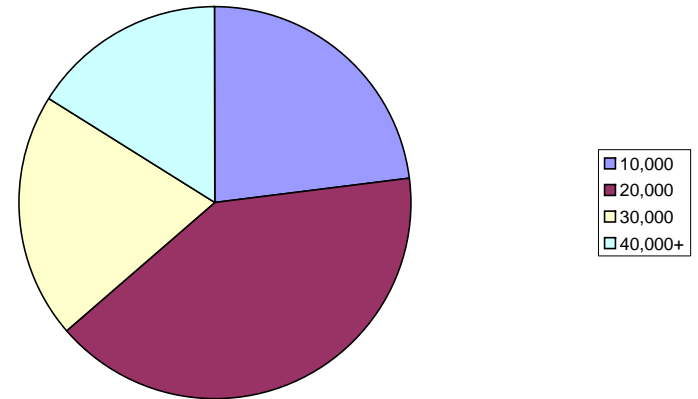
In addition to the neighborhood and business community meetings, a community survey was mailed to every resident of the City. The survey asked residents to rate the quality of life in Dayton and to answer questions regarding transportation, growth, and public service provision in Dayton. Issues identified echoed those discussed during the Visioning and SWOT meetings. Complete survey results are presented in the following pages as a number of charts and tables.



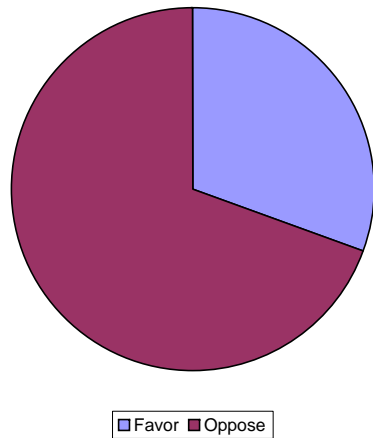
How long have you lived in Dayton?



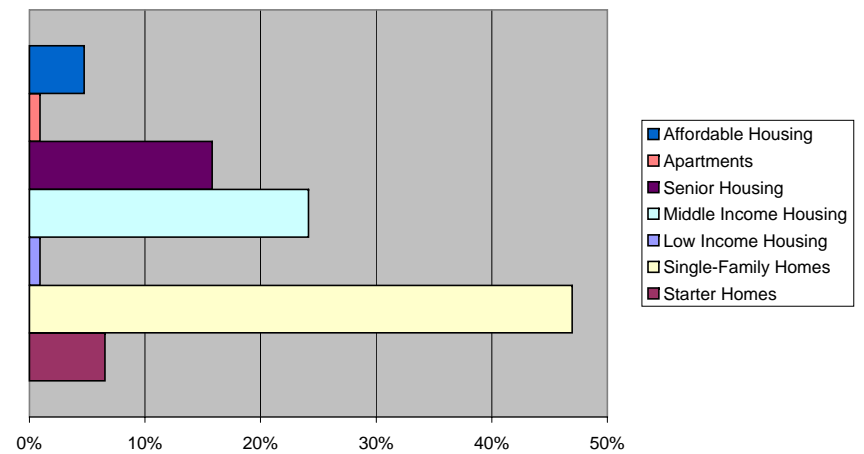
What do you think will be the population of Dayton in the year 2030?



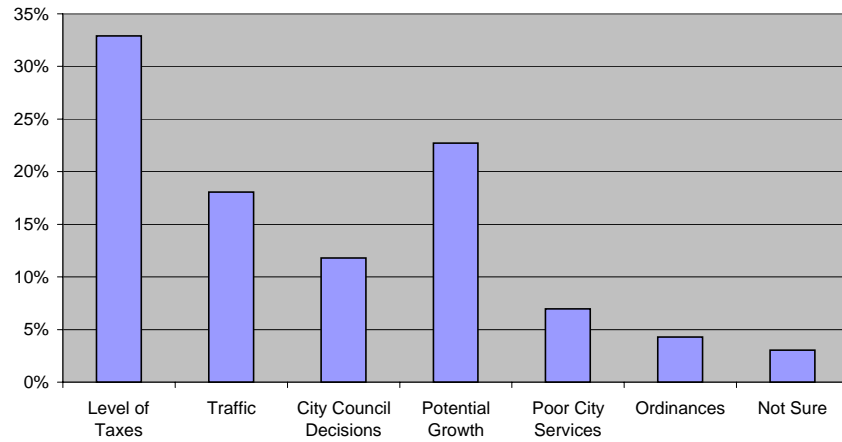
Would you favor or oppose an increase in city property taxes?



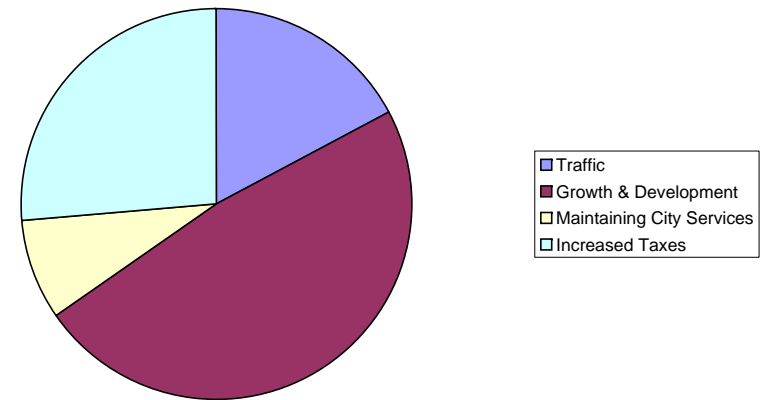
What types of housing would you like to see more of in Dayton?



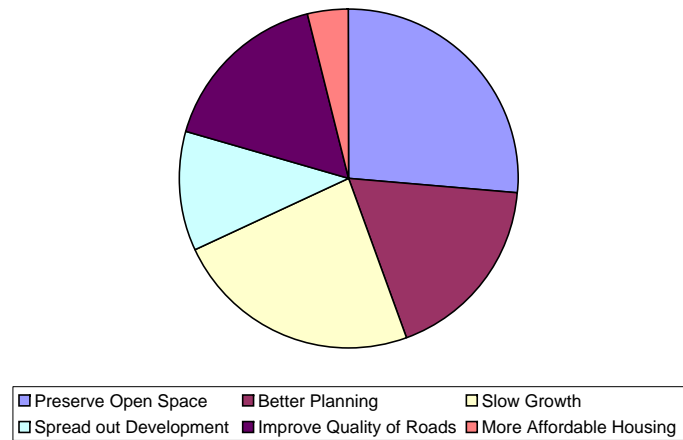
**What do you like the /east about living in Dayton?**



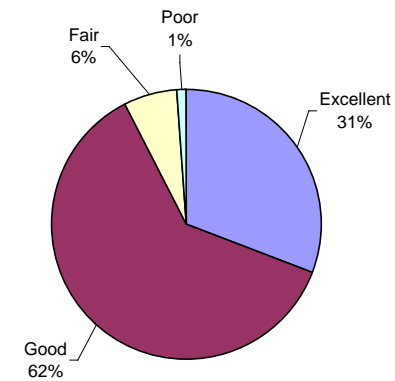
**What do you feel is the most serious issue facing Dayton today?**



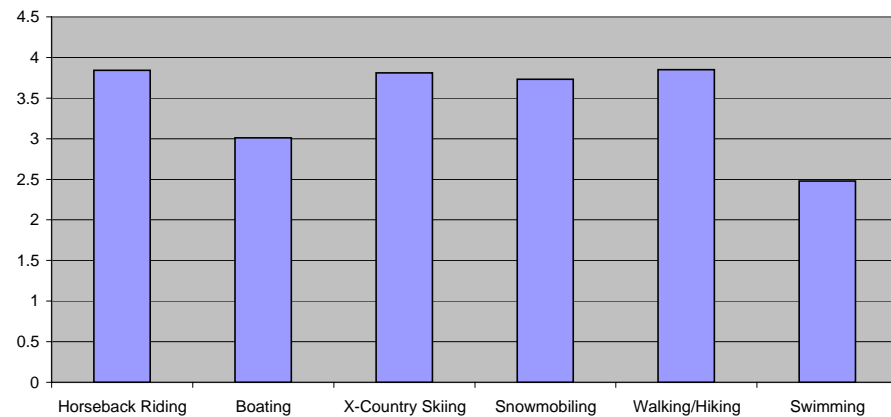
**What would you change about the City's development and growth?**



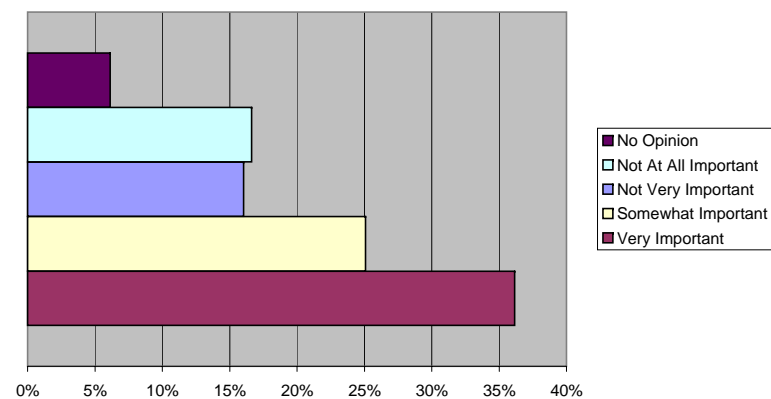
**How would you rate the quality of life in Dayton?**



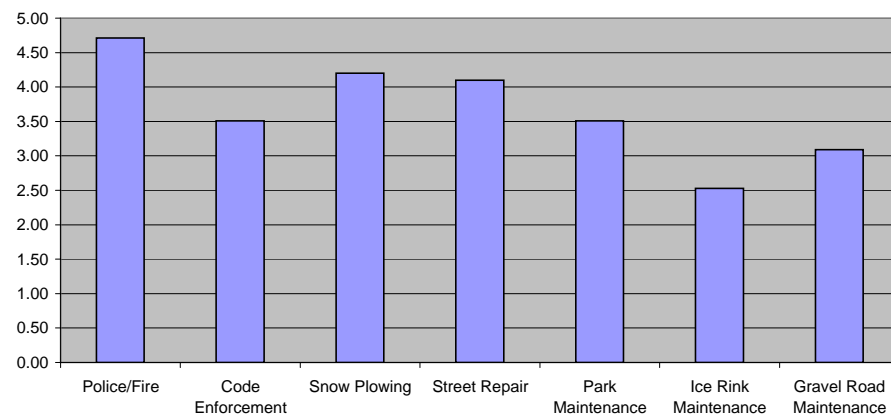
**Recreational Opportunities**



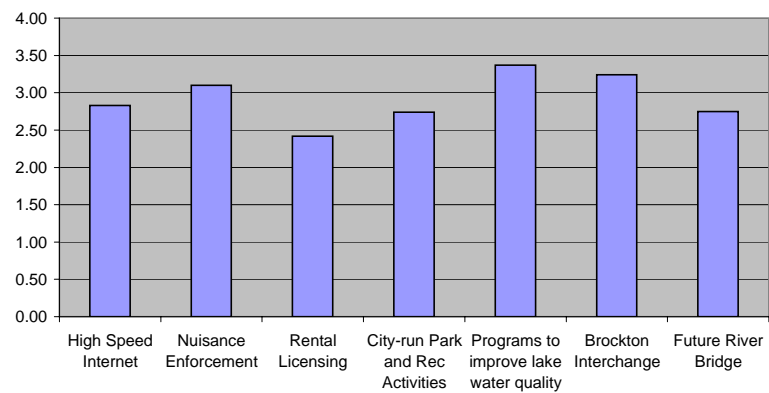
**How important to you is it that the golf courses remain golf courses into the foreseeable future?**



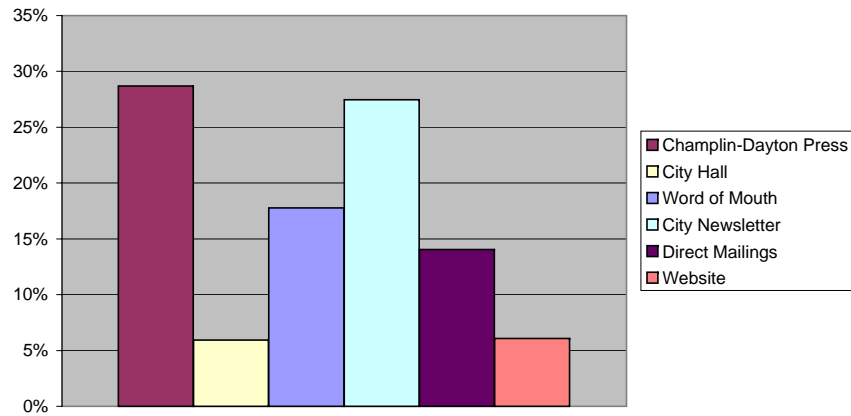
**City Services**



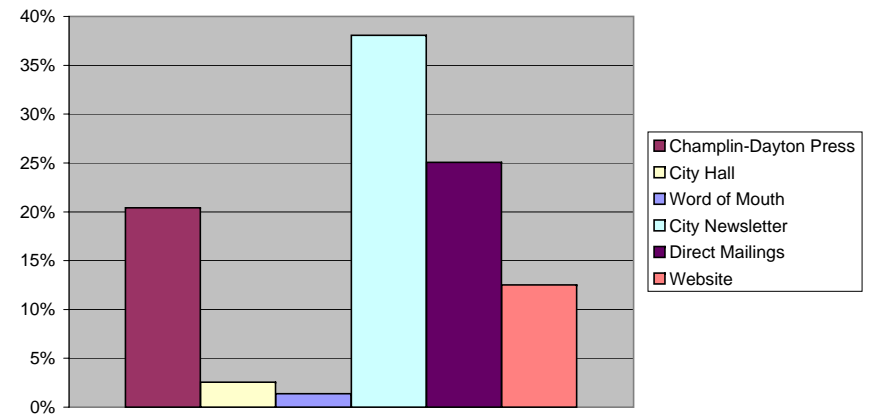
**How important would it be for the city to add the following services in the future?**



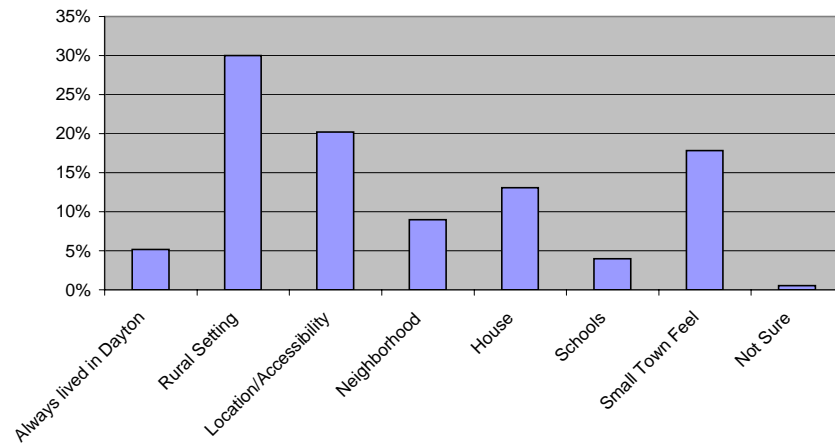
**What is your principle source of information about Dayton City Government and it's activities?**



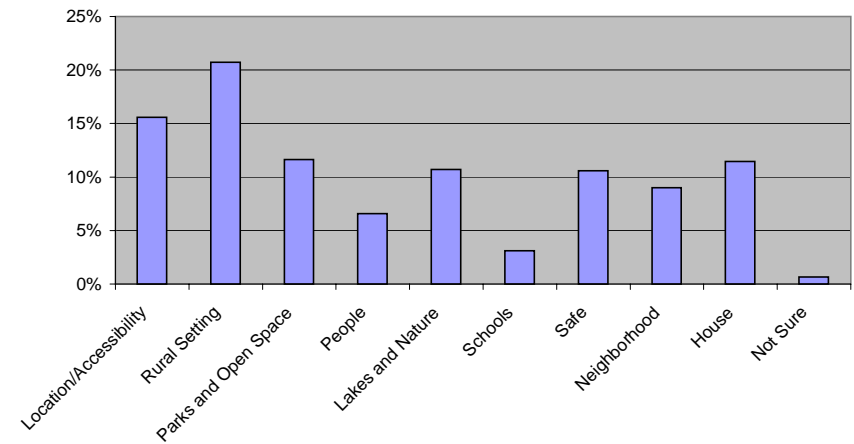
**How would you prefer to receive information about Dayton City Government?**



**What best describes your reason for *moving* to Dayton?**



**What best describes your reason for *remaining* in Dayton?**



Dayton Community Survey

<b>1. How long have you lived in Dayton?</b>		
Less than 5 years		13%
6 to 10 years		14%
11 to 20 years		29%
20+ years		45%
		100%
<b>2. What do you think will be the population of Dayton in the year 2030?</b>		
10,000		23%
20,000		41%
30,000		20%
40,000+		16%
		100%
<b>3. Of the following choices, which one BEST describes your reason for moving to Dayton? (select all that apply)</b>		
Always lived in Dayton		5%
Rural Setting		30%
Location/Accessibility		20%
Neighborhood		9%
House		13%
Schools		4%
Small Town Feel		18%
Not Sure		1%
Other		0%
		100%
<b>4. Of the following choices, which one BEST describes your reason for remaining in Dayton? (select all that apply)</b>		
Location/Accessibility		16%
Rural Setting		21%
Parks and Open Space		12%
People		7%
Lakes and Nature		11%
Schools		3%
Safe		11%
Neighborhood		9%
House		11%
Not Sure		1%
Other		0%
		100%

Dayton Community Survey

**5. Of the following choices, what do you like the LEAST, if anything, about living in Dayton? (select all that apply)**

Level of Taxes	33%
Traffic	18%
City Council Decisions	12%
Potential Growth	23%
Poor City Services	7%
Ordinances	4%
Not Sure	3%
Other	0%
	100%

**6. What do you think if the most serious issue facing Dayton today?**

Traffic	17%
Growth & Development	48%
Maintaining City Services	8%
Increased Taxes	26%
Other	0%
	100%

**7. If you were Mayor for the day, what would you change about the City's development and growth? (choose two)**

Preserve Open Space	26%
Better Planning	18%
Slow Growth	24%
Spread out Development	11%
Improve Quality of Roads	17%
More Affordable Housing	4%
	100%

**8. Overall, how would you rate the quality of life in Dayton?**

Excellent	31%
Good	61%
Fair	6%
Poor	1%
Unsure	0%
	100%

Dayton Community Survey

<b>9. What types of housing would you like to see more of in the community?</b>		
	Starter Homes	7%
	Single-Family Homes	47%
	Low Income Housing	1%
	Middle Income Housing	24%
	Senior Housing	16%
	Apartments	1%
	Affordable Housing	5%
		100%
<b>10. As you may know, property taxes are divided between the City of Dayton, Hennepin County, the Metropolitan Council and your school district. Would you favor or oppose an increase in city property taxes, if it were needed to maintain city services at their current level?</b>		
	Favor	30%
	Oppose	70%
		100%
<b>12. How would you rate the quality of the following recreational opportunities in Dayton? On a scale of 1 to 5, with 1 being poor and 5 being excellent, please circle the desired number for each item.</b>		
	Horseback Riding	3.84
	Boating	3.01
	X-Country Skiing	3.81
	Snowmobiling	3.73
	Walking/Hiking	3.85
	Swimming	2.48
<b>13. Changing economic conditions may cause one or more of the four golf courses currently in Dayton to be converted to some other type of land use. How important to you is it that the golf courses remain golf courses into the foreseeable future?</b>		
	Very Important	36%
	Somewhat Important	25%
	Not Very Important	16%
	Not At All Important	17%
	No Opinion	6%
		100%

Dayton Community Survey

**14. How important are the following city service to you? On a scale of 1 to 5, with 1 being Not At All Important and 5 Being Very Important, please circle the desired number for each service.**

Police/Fire	4.71
Code Enforcement	3.51
Snow Plowing	4.20
Street Repair	4.10
Park Maintenance	3.51
Ice Rink Maintenance	2.53
Gravel Road Maintenance	3.09

**15. How important to you would it be for the city to add the following services in the future? On a scale of 1 to 5, with 1 being Not At All Important and 5 being Very Important, please circle the desired number for each service.**

High Speed Internet	2.83
Nuisance Enforcement	3.10
Rental Licensing	2.42
City-run Park and Rec Activities	2.74
Programs to improve lake water quality	3.37
Brockton Interchange	3.24
Future River Bridge	2.75

**16. What is your principal source of information about Dayton City Government and its activities?**

Champlin-Dayton Press	29%
City Hall	6%
Word of Mouth	18%
City Newsletter	27%
Direct Mailings	14%
Website	6%
	100%

**17. How would you prefer to receive information about Dayton City Government? (choose only one)**

Champlin-Dayton Press	20%
City Hall	3%
Word of Mouth	1%
City Newsletter	38%
Direct Mailings	25%
Website	13%
	100%



Northeast Neighborhood

1. If you own a 2 acre or larger piece of property do you have any interest in subdividing in the	
Yes	40%
No	60%
If Yes, what is your timing?	
0-5 years	26%
5-10 years	26%
10-15 years	38%
15-20 years	6%
20+ years	4%

<b>2. Do you have any concerns/issue with the way the community has grown in the northeast corner? Please share your comments below.</b>
won't be able to afford the sewer and water assessment on our property
growth is good - continue to grow in a controlled manner
control how fast it develops - we don't need a brockton/144 situation
there should not be allowed any lot size 1/2 acre for any reason
keep the larger lot sizes/may need sidewalks to school for elementary walkers
no
no
no
yes, growth is a cancer killing our town
over development - just look at champlin. Rows of townhomes and strip malls - do we need all this?
it hasn't grown much in 20
only lack of parks, wildwood springs was suppose to get park
no - I just don't want to see farmers selling off property for housing
planned slow growth city claims to reduce homeowners taxes with growth but this has not happened
maintain rural setting
poor planning and development (too large of lots)
poor planning and development (too large of lots)
I would not like to see any low cost housing or rental units put in that attract people who may disturb the peace or commit crimes
to slow
no
no
require raintree plaza to clean up their building and outside storage
building new houses too close together
the council has been bribed and is wacting to these agendas. Taxes are out of control and will get worse with development plans.
I would not want to see everyone subdivide their land so we have a ton of new houses on small lots and we get crowded
none
to many homes to close together is starting to look like champlin or rogers maple grove elk river.
no - septic too slow
yes, the mega homes cluster at pineview and south diamond, homes too close to each other
I am happy to see sewer and water coming in. I still can't believe the speeders on deerwood lane heading to the golf course. This is an ongoing problem.
development is given only a few select builders who are in the back pockets of the city leaders
yes - I hope we aren't going to keep building \$500,000 plus cul de sacs like pods all over. There has to be a more comprehensive way to do it and create mixed communities
none
we would prefer moderate price homes built to keep the tax base down
residents in towns NW of Dayton drive too fast thru our town
I think our city council and staff want growth while some would like to improve our rural island
no
no
yes, I'm sure the land developers are sitting like ducks waiting for the next farmer to sell off his land. Then there will be 40,000 town homes
we don't want city sewer and water here. It isn't needed where we live. It should be a choice to hook up. If we want to. Lets keep it rural and not clutter up like other suburbs.
I do not like the traffic and noise. I do not want to see dayton lose the farms and beautiful sights
increased traffic on so diamond lake road going to and from rogers and condition of the road
would like to continue to see 2 acre lots
we see less wild life - we fight getting onto cty 12 from balsam lane
no
county roads near parks are dangerous, who in the city cultivates relationship with county commissioners, someone is going to get hurt on 121
the 40 acre lot size was stupid, with sewer and water you can get real
high density development at pineview and south diamond lake road
too many homes, need bigger lots
keep development to a minimum, no apartments
less development the better, dayton is a wonderful rural feeling city - close to everything and ecological friendly
has not grown on vinewood lane
none
no - all through traffic on Dayton Rd has increased tremendously over the years
not at this time
don't allow lots smaller than 1 acre, no more rental, no apartments
the amount of traffic on dayton road has gotten heavy. Visibility to turn onto dayton rd from pineview very difficult
very concerned about traffic and lack of controlled growth
the way the developments with close spaced houses take away the rural feel
adequate pedestrian access has not been included. Safety for children biking
smart growth
none that you care to hear
the financial strain of sewer/water project was unfairly favorable to residents with larger properties. The entire city should have shared in the benefits of the program as the same time, not in phased in sections, the planned multi-family housing will overtax the resources of the northeast section with little benefit to existing residents. traffic congestion will further increase making co. rd. 12 less accessible to current residents
is growing too fast for country
am against the rapid reduction of greenspace

<b>2. Do you have any concerns/issue with the way the community has grown in the northeast corner? Please share your comments below.</b>
no yet
we have concern over being forced to subdivide 2 acre+ lots (having city sewer and water forced on us)
yes, I strongly object to the Tilden Avenue development from champlin into dayton. This will bring largeer volumes of traffic into and through the NE corner, especially along pineview to co rd 12
I think the city has done a wonderful job of holding growth to a minimum
keep the lots big - no apartments or low income housing
sure - I am scared to death of the future dvelopment across from dayton school. People think that bigger must be better. I don't
yes - splitting the 2+ acre lots requires covenants set by the city so that each small piece will be developed and homes will be built in a manner that makes each neighborhood flow. We need to work to be sure its not piece mealed together
no safe way for kids to walk or bike to school district 11 has forced kids within 2 miles to pay to ride the bus
not so fast but with city water coming I'd hate to see developers cram in housing with no yards/parks or places for kids to be safe or encroach upon elm creek park reserve
forcing sewer and water due to growth, keep 2 acre rule for new construction
I don't like large houses on small lots like the subdivision at pineview and s.diamond lake road. I think the houses should be proportional to the lot with a reduced square foot allowance
definitely - no more growth
keep it country
primarily traffic noise, somewhat speed, dumping of trash out car windows
no
only in that the smaller lots septic tanks will raise taxes when city water and sewer are put in
I live in the northeast corner and like the areas. The river road will need to be rerouted or expanded due to increasing commute traffic.
no concerns
don't know much about that area
traffic on dayton road and quality of the road. The junk in some yards. PDQ needs a facelift
do it and get it over with
small housing lots should never have been sold in dayton without city sewer and water. Poor planning or lack of planning
no I don't see any growth in the area
yes as the farms sell off and development go up the existing sales market freezes driving resale down dramatically even with acreage
no
poor planning leading to inadequate options
what happened to the 2 acre limit
could have used sewer earlier
fix traffic problem on pineview lane, everyone ignores 40 mph speed limit
not enough police/fire
no
growth is good
fighting with champlin over road connections is not productive
no more mega home developments
no
none
there is no seeming regulation or any planning. What has been done lately low quality cheap - PDQ area roads like a depressed areas
the traffic is horrible on cty rd 12. 150 vehicles every 15-30 minutes every am/pm Monday thru Friday 6am-9am, 2pm-6pm
no
the new homes are nice and the traffic is still manageable but getting noticeable busier.
to much growth
no
development is too piecemeal - developments should fit together, streets should connect from one area to another.
In the past we have not planned so now is the time to plan
No
I like the fact that they have built houes with larger yards. I am concerned that they are about to allow gold nugget to put 3-4 houses per acre. This would add over 300-400 new homes along Cty 12 and 144. lets keep it to 2 houses per acre. Do we really want to look like Elk River and Rogers?
Poor roads. Some houes and yards not maintained
Traffic has increased - need to install speeder
Lack of coordinated growth/vision. Things seem spreadout, junky, and disconnected.
People with small acreage pay higher taxes than large land owners (etc. Farms) and will not benefit from sewer and water (the expense will not increase property value) while allowing developers and to cap large profits
Lack of ordinance and codes has led to inconsistent quality and style of homes resulting in a haphazard neighborhood.
No concerns - when the land across from Dayton Elementary becomes available, hope the city grabs it and creates parks, recreation fields (baseball, soccer/football, tennis courts)
do it right with acre lots. Keep the open feeling and appeal
Poor planning
It's a shame to see good ag land used for apartments and business interests other than ag
It grew to fast and close with no city sewer/water

Northeast Neighborhood

**3. What type of neighborhood businesses would you like to see in your area? (i.e. bank, dry cleaner, restaurants, etc.) Please share your comments below.**

restuarants, shops, retail, commercial business
none - champlin and rogers are close enough to get to for those amenities
not necessary in my immediate neighborhood. The northeast commerciala nd industrial park can grow to accommodate these businesses
small businesses only
none - there is plenty of shopping already in place close by. I can drive any direction easily - champlin, rogers, anoka to access shops, gas, restaurants, keep out more traffic/trouble
grocery store
bank, dry cleaner, restaurants, grocer, retail shops.
restaurant
like it the way it is
everything I need is close as is
bank, cub, restaurant
everything we could ever need is just minutes away
none - why
restaurant - no fast food
small shops, no more banks, small restuaurants maybe
more of everything
car wash, grocery store, new gas station
limit development
fine w/pdq, hair liquor video tanning
carwash, clean up pdq
restaurants, food store, smaller businesses ok
none
grocery store
all kinds
all kinds
we don't need any businesses where we live. They're close enoguh as is
none
there should be some business life brought to the historic village there should be a downtown business area defined and developed somewhere in the city.
restaurants
a cub foods
we are convenient to anoka, champlin, otsego, rogers, maple grove - I don't need anymore options
restaurants, retail shopping, grocery store, coffee shop
none - keep as family living. We are very close to many businesses and stores
small private owned
we don't really need any other businesses we are happy with what we have
possible restaurants
none - they belong at the brockton interchange along with a industrial park
bank
restaurants, better gas station/convenience
moritorium on lots less than 2 acres like it was 10 years ago
start with basic strip malls and provide convenience (banks, dry cleaners, clothing). I think a target or walmart might be a possibility. If restaurants are built don't do just fast food. Provide healthy locations to eat.
I can drive to champlin or rogers - leave me alone
coffee place, bank - actually all that stuff is only 6 minutes in either direction already. There are no hotels in champlin, maybe a hotel on the new interchange by the hospital
none
restaurants, car wash, PDQ is too dumpy
super market (not giant), restaurant
the only business I would like is the continuation of farming
restaurants
none
I think the market place will decide what it can support. I would love to see a restaurant, haircut/salon
convenience store/gas, fine dining establishment, meat market, liquor store, etc. Not 50 pizza places, fast foods, lets make our planning better than champlin, every square inch is filled with something over there.
none - dayton doesn't need any businesses. We're close enough to elk river, rogers, champlin, anoka and coon rapids. Lets not clutter up. People have farms, animals, etc. This is an agriculture area, not business.
none - we need it to slow down
restuarants
small no chain restaurants, coffee shop
all and any - commercial growth is just as good as residential
none - champlin has to many now, leave dayton alone
restaurants
it would be nice to keep it mine rural - not lots of business, champlin, elk river, rogers are right down the road
one decent gas station that actually carries things you might want and need to buy. If you are going to get all these businesses then have them help pay for sewer and water.
with maple grove, coon rapids, and champlin development its much better now than it used to be
restaurant, bar and grill, small super market
none - I can drive less than 6 miles to anoka/champlin/rogers, etc. There is no reason to make the same mistakes they made and destroy all the farmland
none - a lot is available nearby in champlin/maple grove
again, dayton is positioned convenient to all amenities
bank, restaurants, we have many very close businesses so don't need a lot - 6 targets close by is enough
car wash - restaurant
small businesses, no big shopping malls
happy with raintree

Northeast Neighborhood

<b>3. What type of neighborhood businesses would you like to see in your area? (i.e. bank, dry cleaner, restaurants, etc.) Please share your comments below.</b>
restaurant/sports bar
small grocery store would be good, neighborhood restaurant or café/coffee shop
we would love to see old dayton revived into a small river town such as st croix
restaurants or none
bank would be nice
bar/restaurant
no more for now, anoka and champlin are fine
we do not want or need any new businesses. We have those businesses within easy access.
don't need any, have all close by
none - plenty are available in a 10 mile radius
a first class grocery store
none are necessary - shopping is only 2 miles away
non-franchise family owned restaurants
a better convenience grocery store than pdq, raintree plaza is a blight and should be torn down
very few, if any, shop on your way home from work, this is dayton
none - like living away from everything commercial, getting to these businesses now isn't convenient
restaurant
pdq updated would be fantastic. If you clean it they will come. Local café, restaurant, coffee shop, hobby store, no banks.
raintree plaza needs to be rebuilt or torn down. In its place a few buildings or a strip with strong architectural requirements consisting of things like coffeeshop, deli, dry cleaners, gas station, video store, small grocery or convenience store
family restaurants - dry cleaners - coffee shop - convenience store, gas station (more like bills supprette)
as far as neighborhood business I think we have enough with all that champlin, anoka, and maple grove offer but a few larger businesses would help provide jobs and reduce taxes
keep it like it is - champlin has all the stores and restaurants we need
convenience store or mini mart
nothing
none - pdq is enough
family/locally owned, not chain, apple orchard market, farmers market
anything
grocery store, bank, restaurant, home depot
a mixture of retail - chain and single sotre need to be mixed, professional offices and a town center area would be good
grocery store
restaurant around pdq area
no real ideas at this point - not really dissatisfied with current retail facilities
none, believe we have enough
restaurant and grocery store
office space or business that do not generate high traffic levels
small ma and pa restaurants
none
none
none, there are plenty within 10 minutes any direction
major supermarket, cub, walgreens
restaurants
keep business to the outside edges of the city
restaurants - bars, places community could go to be together
none
none - I want dayton to stay small
better convenience store, bar, restaurant
none
leave as is
sit down restaurant, clean up rain tree plaza
little grocery stores - bills superette
all listed
fundamentals - diners, services, post. Also, provide entry level jobs for our growing kids.
grocery store, fuel station, restaurants and bar
none
Restaurants
Restaurants
surrounding areas have enough shops, none needed
there are enough within a few miles
tcf bank, good restaurant
clean up rain tree plaza, rezone some of cty rd 12 and buy me out for fair market value. Gift card shop, real estate office, dental, chiropractor, spa, post office, law office
none - champlin businesses are close enough
coffee shop, convenience store
none - I don't mind driving to maple grove, champlin, coon rapids.
none
car wash
Restaurants
Car Wash
no businessnes in my backyard - only office type (small)
Small business
Keep it rural

# Northeast Neighborhood

<b>4. Transportation is a major concern in Dayton. What would you like to see in terms of a better transportation system (i.e. more north/south and east/west connections, wider roads, more paved roads, an interchange at Brockton Lane/I-94, etc.).</b>
better quality of roads, better connection to major highways
interchange at brockton/94
its just fine - everyone is in a hurry to get somewhere so they can wait once they get there
repair main feeder roads - possibly make them 4 lanes, do not add more NSEW connections if possible
I think its more the surrounding highways already in place that need to be updated for heavier traffic
brockton lane interchange
finish 81 and then we'll be fine. 169 is terrible at rush hour
brockton/94 interchange, otherwise I have no other concerns w/transportation
pineview and dayton river road needs control, like lower limit at the min
not a concern for me
wider roads, i94 interchange
wider roads, interchange
a bridge
a better transportation system would just mean more through traffic
no more roads, give us a sidewalk
interchange at brockton/i94, no river bridge, look at speed limits near grade school and city hall
why do we need an interchange at brockton when there is one on 101. just pave, maintain current roads add shoulders to main roads like so diamond lake road, dayton road, french lake
coordinate brockton interchange, bridge and better roads getting there, already dayton road is a wait to access at traffic time
none - only would encourage more traffic from anoka, ramsey, andover
transportation not a major concern, maintain current roads, south diamond lake road was good until trucking business starting using they should handle largest burden of cost to repair.
4 way stop at pineview and s. diamond lake road
a bridge across the river to ramsey
road infrastructure has to keep up with traffic. Need tax base in dayton not just surrounding cities and dayton a drive through city
a wider road on co rd 121 so people can walk or jog on the side without fear of getting hit
I would like to see 121 repaved and south diamond lake road.
wider roads, interchange
wider roads, shoulders on roads
all of the above
I don't have a problem with transportation, I drive to and from dayton on a daily basis
better maintained roads - proper lighting. South diamond lake road should not be used for 18 wheelers. Better line markings and street signs
north-south roads and i-94 interchange
take good care of exiting roads.
more north/south east/west connections - we need to get people across the river to I94 and off of dayton river road
unsure
make wider roads, brockton interchange
interchange
I like the level of travel. I see any new changes would bring more traffic, a traffic control system would be nice at 144 and cr.12
better roads/bridge
keep the population down at 5000-7000
the bridge over the mississippi that is contested must be built especially a north link where cr121 and 129th meet. The sharp curve on 121 by dehn farm is horrid and must be rebuilt. Commuters are going to use dayton to go north and south to avoid 169, so a parkway should be considered. south diamond must be widened and straightened out since the traffic is very heavy to commuters into rogers and champlin. i think dayton river road may have to become a 4 lane soon with the improvements on highway 101 in otsego. i have heard dayton wants more homes but you have to provide more paved roads for residents to consider moving here.
I'd like to see the people of rogers, elk river, st michael stop speeding down cty 12 to get to their cities. We don't want another community over built like rogers
wider roads - paved. Tilden avenue should help - we shouldn't have to go through champlin. Make french lake road better so we can use 81 more easily.
brockton lane interchange
none, we like it the way it is
there is already too much EW traffic on dayton road. Champlin is a traffic nightmare - crossing 169 from west river road in dayton often takes 10-20 minutes to get through those 2 stoplights
keep our existing size and number of roads and repair or rebuild as necessary to its original size
brockton/i-94 would be convenient but if it increases traffic on s.d.l.rd we could live without it
interchange at 94 would be good and plan for a bridge crossing
not sure, but cr12 should be widened
they don't keep our paved roads in good condition as it is. That should be resolved first, before we spend all kinds of money for more roads.
whatever will work to keep dayton river road as a cut through
wider roads with shoulders to allow safer bike and walking traffic (so. Diamond lake road). Better maintained paved roads.

# Northeast Neighborhood

<b>4. Transportation is a major concern in Dayton. What would you like to see in terms of a better transportation system (i.e. more north/south and east/west connections, wider roads, more paved roads, an interchange at Brockton Lane/I-94, etc.).</b>
dayton road becoming a 3 lane road where center lane is turn lane only, wider roads
brockton/i-94 wide roads with designated walk/bike paths
get traffic off of dayton road
interchange at brockton/i-94
a connection north south
a paved path for the poor little kids to walk and ride their bikes to school. Lets do that before you start tearing up more roads. You make a big park on the river bank and our kids are walking to school in a dirt ditch.
everything
river bridge connecting 610 and highway 10, 4 way stop at brockton/s. diamond
wider, better maintained roads, brockton/94 interchange, install traffic lights at dangerous intersections (pineview/s. diamond)
transportation is not a concern unless you keep pushing development
brockton interchange is good
with taxes the way they are we would better serve the citizens with a comprehensive plan to maintain what we have
the more paved roads are kept narrow and residential low speed limit the less through traffic they will attract
wider roads, more north/south roads, another river crossing
I do feel there needs to be another bridge over the mississippi - the brockton interchange would be nice but not a necessity immediately, doesn't effect us that much
take the roads we have and improve them. No bridge crossing because that would cause more traffic problems. And let the developers pay for new roads into their developed areas.
good
an interchange at 94/brockton would help business development. One more east west and north south connection would improve traffic flow
an interchange at brockton would be good but lights should be installed at s. diamond and brockton
more speed control through dayton river rod, south diamond
interchange at brockton lane
transportation improvements for pedestrians and bikes preferable in paved trail access to elm creek park. Safety at crossings of dayton river road and south diamond lake road
wider county road 12
public transportation
we now have easy access to most of the options. Dayton needs to maintain what we have and not add more strain to the system. We need stop signs at now dangerous intersections
fix the roads we have now, interchange later
bigger, wider roads only invite more thru traffic - keep road improvement to a minimum
increased traffic on dayton river road
enhanced park and ride options
an interchange at brockton and 494 makes sense for the business tax base that's already in place
roads need repaving
the new bridge over the mississippi river from ramsey and a new north/south corridor connecting I-94 located appropriately to minimize disruption and noise to current development. Also need the interchange at brockton and I-94 along with the development of an industrial park in that area to increase the tax base
I-94 interchange with bridge southeast of the st johns church into ramsey
interchange at brockton/i94, the rest would just increase traffic - something we moved here to get away from
widen roads, maybe an interchange
traffic on dayton river road
interchange at brockton and long term well planned roads that go in line with proposed development
it depends on what Dayton does about the river corssing - dayton river road is busy enough already
another bridge crossing - paved wide shoulders for bikes, walkers, joggers. I think we have enough connections otherwise.
widen roads so we can bike and walk in some non busy areas
none - transportation is good
I'd like the river road to remain a two lane road but have a major east/west exchange or bypass across 169-river road and single major bypass over the river more centrally located in dayton
interchange
no interchange - the roads are just fine
enforcement of vehicle noise ordiance - loud trucks, motorcycles
an interchange
more lanes on Dayton Rd., N. Diamond, S. Diamond, Brockton and 144. also bike lanes (or sidewalks) on the same 5 roads
I think freeway access is critical, also a north-south corridor with river crossing would be important
need straight, 4-lane road running east/west thru city
anything to decrease traffic on dayton river road, it is getting crowded at rush hour
wider roads, more paved roads
straighten out south diamond lake rd, possible stop sign at south diamond and dayton rd.
we would like to see better care of the existing roads along with the brockton lane interchange, we are against a river crossing as this doesn't serve the residents of dayton enough to offset the costs and inconveniences

# Northeast Neighborhood

<b>4. Transportation is a major concern in Dayton. What would you like to see in terms of a better transportation system (i.e. more north/south and east/west connections, wider roads, more paved roads, an interchange at Brockton Lane/I-94, etc.).</b>
wider roads
another bridge to cross mississippi river west of anoka
less traffic on dayton river road
all the examples given are good, we would also like to see a bridge over the river between dayton and ramsey
I don't really have any problems with the traffic, I think brockton lane/i-94 would be good for the business in that area.
none - part of being rural is less roads
current roads repaved periodically (my current street, dayton circle has more grass than my yard). Has not been repaved in 15 years - where are my tax dollars going?
rerouting of traffic off so. Diamond lake and pineview lane to get to other areas and across the river
I don't think we have transportation issues. People outside of dayton think we do.
not a major issue
just maintain current roads - no freeway access is necessary
interchange at brockton lane to allow for development of manufacturing, business growth, if development that is on rogers side of brockton was on dayton side we wouldn't have to worry about increasing taxes that would pay for it
sidewalks, bike trails, create/maintain/pave shoulders. 4 way stop at s. diamond and pineview, pineview and dayton rd.
wider roads, better roads
mass transit connections to ease commutes. Brockton will ease south access, provide bridge for northern access
east/west arterial roadways from 94 to river road
wider roads with sidewalks
more north/south, east/west connections
okay with current streets
don't want more traffic through dayton. Upcoming city sewer and water prices are way to high for those of us in retirement. You will be pushing people out of their homes. Fixed incomes and huge tax increases do not mix
since it is a necessity to widen the river road and other county roads as well any my home sits so close to cty rd 12 I would happily accept a fair market value buy out from the city of dayton/county of hennepin and the sooner the better.
dayton river road is in need of major repairs. Probably should be made wider and speed reduced, highly congested on morning and late afternoon
it seems to be progressing okay.
just fine as is
light on Balsam and Dayton Road
More South/North connections.
More north/south reads and the I94/101 interchange
Change speed limits throughout city, especially Dayton River Road, to under 50 mph
Better infrastructure with roads either North/South or East/West
We need to handle our own traffic better, than worrying about traffic coming into the city
More East/West Roads
Maintain current road system
No I-94 Interchange
Don't understand why tranportation should be a major concern for the City of Dayton. Other than; northbound lane of Dayton Rd at South Diamond Lake Rd. Passing Lane is needed.
Bus service / Park and Ride
My concern is construction and major thoroughfares. I'd rather not create a better shortcut for those moving between 94 and 169
Something to lessen traffic on Co.Rd. 12 (Dayton River Road)
East/west connections, wide roads, more paved roads
wider roads, more paved roads
shoulders and turn lanes, want paths for walking/biking. Could use shoulders of road. Do not want pineview to become a major North/South corridor. A stop light at Pineview and So. Diamond Lake
Paths do have to be black top. Gravel paths would work - would keep walkers safe off the narrow roads.
More North/South Roads
I don't see a problem with the amount of roads or road types but the conditions of some roads (S. Diamond) could be improved. If an interchange is put at Brockton/I94 would this include some type of traffic control at Brockton/S. Diamond as this should already be in place now.
The infrastructure of Dayton is poor all of the above need to be improved. Need an off/on ramp from 94 to 101 or Brockton. Poor decisions made 20 years ago have now come back to haunt us
North/South Connections, Repave some roads
Dayton should have better transportation i.e. to attract new comers
Interchange Brockton Lane/I-94, wider roads able to carry heavier vehicles
realign cty 12 and 144 to the city of Dayton. This is way too dangerous and filled with sharp turns. Keep the current Dayton River Road as an accesss for residents.
wider roads - dayton road has become very busy also brockton i-94 interchange



## Northwest Neighborhood

**1. The Historic Village area is an important area of the community. Do you want to see redevelopment within the area? If so, what type of redevelopment? (i.e. housing, commercial/business, parks and open space, other) Please provide your comments below.**

yes, residential and commercial on main street

parks and open space - keep growth to a minimum

renew buildings and commerce with small town feel

redeveloped like stillwater or hastings

cml/business, parks

parks - utilize miss. River proximity - coffee sandwich shop, as olde houses are torn down reasonably sized homes in place of them not the huge homes

I would love for it to have some small store fronts, coffee shop, small stores. I don't know how to have that happen but it would be nice to clean up the town and put in new street lights and preserve and make beautiful town feel

commercial - gas station

preserve where we are able to grow where available and unobtrusive

I'd like to see Dayton Street, Levee Street on the rivers kept as housing with a little town on main street past the post office

not necessarily, just allow famers to afford to continue farming all around the historic part of the city to keep the rural atmosphere

I would like to see a convenience store in the old village rather than drive to rogers or PDQ to get gas

I've lived here for 30 years and never been on the river

intelligent development

commercial/businesses

middle to high end housing and open space (golf course)

turn the entire village into a park or housing for the elderly - apts

its nice to see renovation on the existing housing instead of attracting businesses at this point I would concentrate on insiting that the current businesses (the bar) spend money on up keep. It looks like a dump.

quaint, river-oriented development. Bed and breakfasts, supper club, antique shops, historic references

it's nice the way it is

commercial/business - all of my money is spent elsewhere

yes, we need a stillwater like environment with historic information for people passing through, yes on parks, yes on a couple of businesses on main street

coffee shops, antiques, museum

it would be good for businesses (small) to be allowed and encouraged to locale along Robinson Street. We seem to always put up too many roadblocks for anyone to want to even try. The city of Dayton needs to lighten-up. This isn't downtown minneapolis

commercial - restaurants, gift stores

no development

a small grocery store and or restaurant - something cute and quaint

Commercial / Business

Housing

I would like to see some redevelopment, but the market will drive that

commercial and industrial growth without TIF

commercial business, up to date facilities, light commercial business that could be used by people visiting and using rivers

renovations by private business owners of exiting buildings and storefronts for convenience services (dry cleaners)

improve housing, senior living

would like to see old city revived (business, shops), also realize road and traffic create a problem for this

I would need to see a few different pland and also like to know what the people who live there think as its there homes that would be taken

yes - small businesses (non-chain), renovated housing

yes, facilitate redevelopment of robinson street. Create an old time river city. High density senior housing. Walkable to basic services.

clean up and update the historic area so it is attractive, bring in some businesses like a food and fuel store.

the historic village is starting to revitalize itself, slowly. I do not see commercial/business being viable due to lack of parking and current housing.

yes, would like to see more walking/biking trails, parks and small business (coffee shop or cafes)

small business

yes, housing commercial and business. Fast food, shopping center

allow tear down of old houses and new ones of similar size built

make people keep house looking nice. Coffee shop would be nice.

no need to create teen hangouts that will increase the liklihood of crime

no redevelopment

No

Commercial / Business - Housing

Do not commercialize the city - small down home feel is great

Village ballfield was redeveloped last year?

# Northwest Neighborhood

**2. Would you like to see additional public amenities in the Historic Village area? This could include expanded park areas with park amenities, improved public access to the Crow and Mississippi Rivers, other. Please provide your comments below.**

we could do a lot more with the overlook park  
 parks and walking trails  
 yes, better access and use of two rivers - park and trail  
 clean up taller trres, brush etc., and make canoeing better, etc. Access with the public access is pretty good.  
 yes  
 walking trails, benches  
 this is a park by the river that just has a bench so you can stop and look if we could make it a little more like a park with  
 no  
 preserve areas around river and historic buildings. Dayton has a wonderful past to hang on to  
 the boat landing at the crow-mississippi is already fabulous, a walking and biking trail would be great  
 not needed - nothing to attract crowds of visitors  
 no  
 improve public access to rivers  
 do not want expansion of any thing if it takes people homes away from them  
 more and better access to the rivers  
 no  
 no  
 yes let everyone enjoy the beauty of the old village  
 no  
 not interested  
 yes, and again as people enjoy the river they need a place to go meet friends and neighbors  
 no  
 okay as is  
 access to crow river  
 a walking path would be really nice  
 Keep it like the French Quarters in New Orleans  
 No  
 I like the river access. I don't know if it could be improved  
 an historic center/museum  
 no more parks, we have 3 now. Add a walking trail and foot bridge to slabtown on Baxter. Sold the parking issue by providing city parking for commercial area. Create a green corridor between the old village and new development to the south. Connect the mississippi to the crow by this corridor a 100 to 150 yard green belt across the north of hartmans and the pump house will connect the DNR owned island to the mcneil property. the 30 acre property has 10 in flood we have a good public access at crow and mississippi now. It does need upkeep at river edge.  
 expand park areas  
 no  
 I feel the city does very good job with parks because of water levels of crow and mississippi feel it tough to improve on same as above  
 there is already a park nobody uses and a boat landing of little use  
 leave as is  
 yes  
 no - just general maintenance of streets and sidewalks  
 small parks and picnic areas  
 no  
 no - there is enough access there are enough parks  
 No  
 Crow River and Mississippi River are recreation areas that much be preserved.  
 Park areas would be nice

Northwest Neighborhood

**3. Do you have any traffic concerns within the Historic Village area or on roadways leading to it, such as Dayton River Road (CSAH 12) and Brockton Lane (CSAH 13)? Please provide your comments below.**

interchange at brockton would create worse traffic and the bridge over river.
yes - It seems hundreds if not thousands of cars cut through dayton to bypass other major roads. If access gets easier by adding an interchange at brockton and 94 or a bridge across the river this will only get worse. If anything, I'd like to see more obstacles to slow traffic speed and discourage people other than residents using these small roads.
need interchange to I-94 and brockton
dayton should be promoting great river road on cr12 and improve the grades and curves and leave the roadway where it is.
no
both roads are terrible at rush hour - police direct traffic - improve. Side roads have difficulty getting on csah 12. right of way for residents to get onto csah 12. crosswalk better designated.
if we put in the brockton interchange traffic will be a nightmare. People will get off and drive up 13 and through town. As of now they cut through and very busy as is. I can't imagine what will be with that interchange
no real walking path until in town on csah 12, brockton lane has no sidewalk
traffic going from Dayton or thru Dayton to Champlin/toward rogers or from rogers 12 and 13, terrible. Speeding, no signalling passing on shoulder, same in am/evening.
yes, difficult to depart the village weekday mornings rush hour. Must wait for 12-13 cars before can turn right at fire station, senior the police do an excellent job of patrolling. CsaH 13 should have a bike lane as many use it for that purpose
yes, morning and evening rush hour is terrible
build a bridge, all this traffic is trying to avoid rogers. Doesn't take a scientist to figure that out, I would too.
both areas are getting more traffic, something needs to be done
we need upgrades to 13 and want an interchange at 94. the bridge over the mississippi should be east of the village
people not driving the speed limit on 55 mph roads
need brockton interchange
just the speeders
yes - during rush hours in the a.m. and p.m. it is difficult to get on to main street.
speeding/amount of traffic on both csah 12 and 13
I hear complaints of traffic thru dayton. Set up a toll booth to pass through historic village.
no
concerned about csah 12 if 94 interchange is built
redo csah 13 with bridge over mississippi and new interchange on 94
its hard for me to get out in the morning - I would love to see the traffic rerouted somehow
Yikes - we live on Dayton River Road - too much traffic - road bed is in poor condition - lack of shoulder. Would like to see bike/walking
No - the roads are good - repaving on Dayton River Road is becoming necessary. Do not reroute the road.
we nee da new bridge crossing. Connection I94 with highway 10. that would help relieve traffic
you can't get any more cars on robinson street though there is so there is not sense making the other better unless you split the town
no
yes, there is way to much traffic on csah 12, it should be a true river road, 30-35 mph and not used for thru traffic
no - the country road feel, winding through a historic village is charming
none
large commercial vehicle use of 12 and 13. lack of crosswalks, no enforcement of road restrictions, high commuter volume
the proposed interchange on 94 will add traffic . New routes to 101 are included. Rogers benefits - Dayton gets their traffic problem - be no real shoulder on 12 or 13
yes, csah 12 and 13 are used for shortcuts for many people living in the city due to traffic if bridge went in make travel in these areas different so not a easy throughway (revitalize old village easier)
brockton is a mess already with the traffic then you just want to throw in about another 1000 cars from development on it. Some mornings it takes 20-23 minutes to get to highway 81 from 4.5 miles away.
brockton can be a bit hazardous along the stretch from 81 to 144. I've seen cars not stop at signs on the intersecting roads
my biggest concern is speed. I think the police department is doing a very good job of slowing traffic through town. More could be done
high traffic on dayton river road
most traffic is pass through traffic that has nothing to do with Dayton
the main roads are too narrow in winter and 12 is ineed of repare/replace
dayton river road should be 55mph like every other road
the traffic mentioned above would only become more that it already is if downtown were developed or brockton becomes more
I live on dayton river road, you almost get killed trying to get your mail
Yes, we have too much traffic on Dayton River Road. People have learned it as a short cut to go north on weekends.
Need bridge and interchange
Slow down speed on CSAH 13
CR 12 and CR 13 were never designed to handle the amount of traffic that flows through the village area each day. It will only create traffic is diverted around Dayton - by new 610 interchange in Maple Grove or new bridge.

# Northwest Neighborhood

<b>4. What do you see as the biggest issue in the Historic Village? This could include parking, traffic concerns, limited housing stock, poor condition of properties. Please provide your comments below.</b>
poor condition of properties
rush hour traffic - it keeps getting worse and has added 10-15 minutes to my commute lately. Based on the volume of cars it can't be residents but people just trying to find a way around other congested roads.
none
poor condition of properties, no businesses
poor condition of properties
parking, poor condition of properties
traffic, poor conditions junk in yards of some houses, needs to be cleaned and fixed
historic village is a cute town of dayton. If we can clean it up in any way I think its our towns history. Traffic can be a big
poor conditions of properties, susceptibility to flooding
poor condition of property - a concern, parking is a huge issue at village ball park
poor conditions of properties, a couple should be torn down and others could use updating. The historic value of the
some properties are a particular eyesore and are detrimental to property values. The bar shouldn't be in the center of
town either, it's noise and an eyesore as well
traffic will always be an issue - would like to see tougher ordinances to make some people clean up their property
don't want anymore house here. Parking can't be a concern when there are no businesses here. Our houses are old
area has to be updated for larger traffic flow
lack of decent buildings worthy of historical renovation. I don't think there all that much to reuse
traffic and properties that are not maintained
poor condition of some properties and the dogs and cats running wild
poor condition of properties - hands down
no reason to visit - nothing to offer
poor conditions of properties, lack of commercial business on main street, poor parking to access future business
people need to clean up their properties. We should not have to live next door to junk yards. It gives our city a bad
image, it appears stagnant
poor conditions of properties
fixing it up a little - keep it simple, small
traffic and the bar - poor conditions of some of the properties as well
Have witnessed much improvement over the past few years to existing housing in the Historic Village.
Traffic going thru from 101
traffic without a bridge will only get more congested
traffic and poor conditions of buildings and houses
poor conditions of properties, abandoned commercial buildings
poor conditions of properties and lack of enforcement for junk in yards
no help from city hall - great a real redevelopment plan - remove problem/poor condition buildings - help make it happen
poor conditions of properties - seems like a bar town
I don't want the city to mandate, rather encourage - homeowners or prospective buyers to improve conditions
traffic throughway
what do people who live there think?
single home dwellers vs. business expansion
traffic on dayton river road
poor property maintenance
redevelopment of area
poor condition of some houses and properties
the traffic on robinson street and the small lots in the old town
poor condition of properties
traffic and some rundown properties
poor conditions of properties (north diamond lake), junk, pallets, etc.
poor conditions of some properties
Poor conditions of properties - limited businesses. Replace old housing
Same properties (es. Rentals) are becoming old and run down - but not an eyesore - just upkeep and landscaping would be good.

Northwest Neighborhood

<b>5. Transportation is a major concern in Dayton. What would you like to see in terms of a better transportation system (i.e. more north/south and east/west connections, wider roads, more paved roads, an interchange at Brockton Lane/I-94, etc.).</b>
no interchange and no bridge over river.
there are plenty of roads for access for residents. More access will just make traffic worse. Anything that can be done to discourage non-residents from clogging our small rural roads would be welcomed.
i-94 first, 2 lane road at south diamond
mississippi bridge at fernbrook - better nort/south traffic and an interchange at brockton
brockton interchange
if brockton interchange comes in and we have no choice I would like it to be widened and have sidewalks before it happens. It's a dangerous road not sure how the town will handle traffic always backed up in the summer and when rd closings happen
brockton lane interchange, quick access to future 610
any to help traffic flow
bike trails - there is lots of bicycle traffic. I don't like them on the side of the road when I am driving. Accident waiting to happen.
wider shoulders or bike lanes along cash 12, this is widely needed as a bike route. It would be much safer for all. More bridges crossing the
anything that would relieve some of the rush hour traffic
yes
all of the above
more north/south roads, need interchange at brockton/94
yes to all roadways, especially an interchange at brockton and hopefully another mississippi crossing
fix 94/101 interchange in rogers
interchange at brockton
interchange at brockton would help
interchange at brockton
enforced speed limits, less heavy trucking
I do know there needs to be ample parking in the village to accommodate future businesses when they do come to main street
interchange - pave more roads.
brockton interchange
redo 30 - n. diamond lake road - redone
an interchange at brockton/94 seems the best solution. Maybe a way to reroute the traffic from champlin too. Maybe have it go around the city
Wide roads with bike paths. Builders should be responsible in large part for the infrastructure surrounding and leading to new housing developments. Our road, Dayton River Road has been turned up by the large gravel trucks, etc. passing by our home and others.
Interchange at Brockton
Brockton/I-94, River Crossing would reduce high traffic volume. Reduce speed on 12 and 13.
wider roads, interchange at brockton and 94
interchange very much needed for commercial - may increase traffic down Brockton - shortcut to 101 or disperse traffic to 110 easier. Bridge -
fix the roads we have a leave it at that. We don't need a bridge or anymore roads chipping up the area.
Brockton Lane Interchange is long overdue. What will happen when the 610 interchange is complete in Maple Grove.
Many people use Dayton roads to avoid the major freeways - do we want to encourage more of that? It seems the cities in general has many traffic issues. Lets take it slow and plan carefully. We do not want to encourage more traffic as a "cut thru" the city. Dayton River Road is getting bad and may need to be repaved soon.
widen roads
interchange at brockton lane and a bridge crossing at vicksburg
an interchange at brockton will relieve 101 to serve the industrial community at rogers and hassan but you can't get any more cars through old downtown dayton. Putting that long talked about bridge over the mississippi at dayton will only create gridlock on highway 10 and 169 if that goes
interchange at brockton lane/I-94. upgrade brockton lane, river crossing
brockton interchange much needed
an interchange at brockton ln and 94 has been a long time coming. Wider roads would only increase unwanted traffic.
interchange at brockton, bridge over river
none
lower speed limits and deter traffic off dayton river road and keep it as a tourist road with a river bike and walking path
wider roads to connect existing interchanges. Any major roadwork should coincide with housing development to serve larger population. North access across river without destroying historic village or existing neighborhoods (highway noise)
none
brockton/i-94 interchange, widen Brockton and turn Brockton into a new river crossing just east of old village. Traffic in dayton is going to continue to grow even if dayton does not, you need bigger n/s and e/w roads
need wider county roads - more connections would only bring in more traffic and there is too much now. The bridge would make the traffic a lot worse - not better.
no interchange at brockton, no bridge.
144, south diamond lake road, 81 should be the main east/west widened and straightened get traffic to 169 and 101 for n/s - through traffic use dayton village n/s highway for local only. A bridge between anoka/dayton does not make sense unless highway 10 is improved and another north bound route is developed through ramsey to miss elk river and anoka. make 101 and 169 real freeways. dayton really has at least two cities to plan and manage - the old historic village and the new town city. it may have three including the highway 81/04 corner. manage them differently. create villages within the city. each should have their unique characteristics, even different ordinances and regulations where they help create the villages
would like an interchange at brockton/94
widen and update existing roads and more paved roads.
an interchange at brockton lane and widen roads
somehow keep the historic village area small and quaint

Central Neighborhood

1. What is the anticipated length of ownership of your property?		
0-5 years		14%
5-10 years		11%
10-15 years		16%
15-20 years		11%
20+ years		30%
Unsure		18%

## Central Neighborhood

### 2. As part of the rural area of the community what do you see as issues facing the community? Please share your thoughts below.

open areas and farms becoming extinct. Loss of fields and trees as development takes over.
Land Use
orderly development, not bankrupting current residents as utilities are added
Dayton roads are adequate for now. Not for future. When I see people traveling through dayton on city streets to get around traffic iam is on 81 and 94 we need to worry more about state and country roads
sewer and water
I love farmland/open space in my backyard so selfishly I hope to maintain as much of that as possible
impending development, sewer and water
controlled growth
development, traffic, sewer
logical growth patterns - avoid hopscotching
traffic and better enforcement of traffic laws (speeding on non-arterial streets)
police and fire protection
forced to sell because of property taxes
providing set aside spaces parks wildlife areas besides elm creek
development of roads
maintain a clean, safe and useable elm creek park reserve
sewer and water - high costs could force us to sell
growth, preservation of open spaces, service, planning, decision makers unduly influenced for improper reasons that contradict common good
growth is the major issue. With the possibility of a bridge from anoka county, i-94 interchange, dayton should pace the growth at a comfortable rate for its residents.
controlled growth but growth nevertheless
traffic, slow development, expensive fees and taxing of development
Poorly planned development, small lots and high density housing. Traffic speeds. Safety
rate of growth
Don't let big dollar developers ruin our rural city.
water and sewer
Water and Sewer
slow growth vs. expensive large houses. Collecting more taxes vs. keeping open areas
commercial and industrial areas
keeping over zelous developers under control
land use
more business to off set taxes water sewer for business
traffic flow problems on 81. you need to wide 81 from Osseo to Rogers and don't put a bunch of stop like like they did on 169 in Champlin. Traffic needs to keep moving, not this stop and start stuff.
water and sewer
if you have land if an should be able to subdivide
Brockton Interchange is a must
as development progresses, it should be done in a well planned (conservative) manner
housing developments coming in and taking over our rural landscape
fast development, high property taxes with sewer and water assessments that in some aeras are not needed. The current residents will have to pay for these and then will have to sell because they may not be available to live in their homes
plan for growth is slow to develop. Too few housing starts allowed. Cooperation with people who want development but also want to make dayton a wonderful place, resistance to development is counterproductive, lets work together to make it a good place to raise a family, prograss is going to happen, lets take control and work together to make it a developed community we are proud to live in
river bridge and future growth
not planning ahead property for growth and only thinking of how much tax money the city could get with a lot of fast development
lack of sewer and water
high speed and loud vehicles
Rapid Growth - small lots with huge houses (McMansions). Keep large lots so kinds don't have to play in street.
Traffic will be horrendous with development.
Sewer and Water

**3. Transportation is a major concern in Dayton. What would you like to see in terms of a better transportation system (i.e. more north/south and east/west connections, wider roads, more paved roads, an interchange at Brockton Lane/I-94, etc.).**

more bike lanes through city more bridges to ease traffic going north on 169 and through town on cash 12  
we like the country but the river crossing and ramps at brockton are necessary for the city to survive with the rest of its city neighbors  
a north-south road (river crossing) will just make Dayton into another Maple Grove or Champlin. It will split the city into 2 sides. If it is done on Fernbrooks right of way (where we live) I hope they take my house so I don't have the parkway or whatever it will be running through my living room. i just don't want Fernbrook to look like Winnetka in Golden Valley. Those houses are just run down now there they were once probably like our Fernbrook houses are now.  
paved roads will improve accessibility to areas of Dayton that we don't use because of road conditions. We don't go downtown because there are only gravel roads to make the trip timely.  
I'm satisfied with current transportation system  
yes, for industrial area along I-94, should not split Dayton by adding another river crossing, 169 and 101 should be upgraded, Rogers has created a mess with 101, but it is being upgraded through Otsego  
almost impossible to keep ahead of highway paved transportation systems - need to promote effective mass transport system  
reopening Hayden Lake Road through the park  
maintain the roads we have. There is only congestion for people commuting to work - 1-2 hours all day. The rest of the time, 22 hours a day, the roads are fine - why pay so much more for roads just to satisfy a fraction of the day? If people don't like the delays, they can move closer to their jobs or change jobs.  
major out roads, planned 6-8 lane roads N&S, E&W  
light rail, adequate bus service  
I like it the way it is now  
interchange at brockton makes sense. If we have to have a bridge cross the river, that makes the most sense at brockton also cuz it helps rogers/hassan as well as dayton.  
an interchange at brockton In/i-94/wider roads for that section of town and a bridge connecting us w/ramsey/anoka county.  
for me I prefer to keep dayton off the beating path  
bus service, light rail along route 81  
  
Wider roads with shoulders to promote alternative transportation such as bicycle lanes, walking paths, etc. More north/south connections to limit traffic thru Elm Creek Park, and reduce congestion on all roads.  
Major north/south route on Brockton  
Make Brockton a major North/South. Slow down traffic on CR 121.  
Wide roads, Cty 121.  
North/South - definitely would like to see a river bridge, its going to happen someday. Lets plan it before the state makes us.  
mass transit avenues - get connected to north corridor - or use of BNSF rails in south area  
interchange of brockton lane, widen roads  
interchange at brockton/i94  
Brockton Interchange is a must  
interchange at brockton/i94  
maintaining current roads, more grading of Zachary and 117th, West French Lake Road  
more paved roads, brockton lane interchange, river bridge, completion of 81  
advocate for railroad transport to downtown minneapolis  
more north/south roads (including river bridge). Brockton interchange  
light rail?  
Interchange Brockton/94. Roads upgraded to carry heavier and more traffic. Along with paved shoulders for bikes and walking  
car pools - buses  
we need a bridge between here (169) and Elk River  
an interchange at Brockton/I-94 would be a disaster for traffic through the village section of Dayton  
It would be a good idea to do thoughtful planning for a future river bridge and a major north/south route. Look at Ramsey's and Maple Grove's plans.  
wider roads (more lanes). If you are going to have an I-94 interchange at Brockton you better be prepared for the traffic that is going to come off the freeway into Dayton. Dayton residents will be affected by all the extra traffic.  
I worry about interchange and bridge bringing more commuters thru the city. But I use maple grove, osseo and other city's streets. I guess I'm just selfish. I want to keep dayton the way it is. Also know we have to improve all roads, but what are we going to connect to.  
an interchange and bridge across river



## South Neighborhood

**1. The proposed Brockton/I-94 interchange would likely bring significant change to the Dayton community. Overall, how positive or negative of an impact on Dayton would you consider the potential changes? On a scale of 1 to 5, with 1 being Very Negative Impact and 5 being Very Positive Impact, please circle your desired number.**

AVERAGE 2.97

**2. Transportation is a major concern in Dayton. What would you like to see in terms of a better transportation system (i.e. more north/south and east/west connections, wider roads, more paved roads, an interchange at Brockton Lane/I-94, etc.).**

no interchange, fix the rogers and anoka problems and dayton will be just fine.

north and south, river bridge

no interchange no bridge

I would like more roads/streets to get to 169 south in champlin but this would also give more access to outsiders shortcutting through dayton.

better transportation is badly needed. I would like to see all of the above with also completing 610, upgrading 81, and new brockton interchange. A river crossing is also probably needed.

wider roads and turn lanes, stop people from using gravel roads as short cuts, stop them from going 50 in a 30

more paved roads/the brockton lane interchange is a bad idea. Brockton can hardly handle the current traffic level

more connections to ramsey, anoka, and elk river. Not enough bridges.

no i94/brockton interchange, no mississippi bridge, no n/s expressway

Easier access to I-94 without long waits, Brockton interchange would probably help.

all of above

better road maintenance

an interchange at brockton

uncertain

I would like to see brockton lane/i94 interchange happen as well as completing the bridge river crossing project

use of light rail on existing tracks

wider paved roads

as a business owner on territorial we view the interchange as very important

No gravel. More paved roads, especially Zanzibar

I think the interchange is important to thin the traffic on our few major roads such as 121

more paved roads, interchange at 94/Brockton, roads widened and paths made to accommodate walkers and bikes along the roadways. Snowmobile, nature paths incorporated in to the mix

maybe and limited housing construction. All these improvements mainly help the development people for more houses in these areas.

interchange at brockton

if there is a brockton interchange, then widen brockton lane rather than cutting up south neighborhood 4 with another road. Improve south diamond lake road with stop light and repaving so it can handle semi-truck traffic

city bus service to metro

I would like to see a small paved north/south road near the middle of Dayton to make it quicker to get to 81 for residents. More bike/walk trails.

wider roads

more north/south

interchange, river crossing, more north/south

one route for semis to the rogers industrial park. They do not belong on south diamond lake road. Better traffic control on Cty Rd 13 and S. Diamond Lake

more paved roads, I-94 interchange

interchange at Brockton and I-94, establish the roads that are always on the map for the future first

interchange at Brockton Road and then probably will have to widen Brockton Road from I-94 to intersection of Cty 144

Kepp everything the same

Roads that are safe for walking and bicycling - less trucks on 144

Lower speed limits thru park. Let people enjoy park.

## South Neighborhood

### 3. How will the following projects affect you - widening of CSAH 81, construction of Hwy 610 in Maple Grove, and the potential Brockton/I-94 interchange?

the interchange is a rogers by pass that dayton cannot handle, make the interchange 94/81

it would bring in more traffic and destroy our rural setting

positive effect

more traffic in dayton

don't know if it will be good or bad for me

will make life better, connect dayton to metro highway system, improve flow of traffic, make it easier to get around

more traffic when its bad enough and already dangerous

brockton - bad idea without changes to brockton. Cty rd 81 good when done, nightmare now. Highway 610 - who

I commute to downtown st paul. Currently traffic stops on csah 81 west of osseo, 94 stops just west of csah 30 exit, 10 stops at foley blvd.

hwy 81 and hwy 610 projects ok and helpful. i-94 interchange - no.

we don't know because we have had no information what direction any of these roads are going. At the last meeting these were just concept plans. Dayton was suppose to let affected land owners know what was decided. We have not received or read in paper the results.

as I can appreciate the need for transportation and road improvements I'm concerned about the potential loss of the rural atmosphere that dayton currently has

it will greatly improve access badly to my property

50% use this on occasion - why are we not using that railroad track along 81 to move people?

make commute to work easier

very positive

610 would be great, 81 would be great, interchange - traffic, 13 would be impossible to get on

hopefully better access to get out of park at peak traffic

it would bring excessive traffic

the brockton i94 interchange will increase my drive time to work because everyone from Elk River will clog up CR13 (shortcut) when going to minneapolis in the morning the avoid the rogers traffic jam

Better access to 94 and 10

They would all be positive improvements to traffic congestion

they will surely spur development

just more traffic cutting thru town

easier commute, I work in Maple Grove a lot

not sure

expect these changes to be positive

hard to say at this time

better transportation/access but more traffic

ease of traffic problems in rogers, maple grove, ramsey

more traffic faster

more traffic, more hassle, we dread the interchange and glut of development

positive - easier access

not a lot other than easier access to local driving areas

leave everything alone - everythings fine

Probably more traffic on 13 from interchange thru old Dayton to 101

I'm hoping it will take pressure off of Co. Rd. 121 so other than that, I don't think it really matters.

much easier to get to work

## South Neighborhood

### 4. What type of neighborhood businesses would you like to see in your area? (i.e. bank, dry cleaner, restaurants, etc.) Please share your comments below.

if you add commercial business to the center of dayton you impact transportation in a negative way. All commercial necessary is already within 3 minutes for most dayton residents.

none

family restaurants, bank

non chain restaurants

none keep dayton rural

none

those that attract no crowds such as a bank or a dry cleaners

none - keep commercial development in present areas.

resort and hotel complex, shopping mall

a library

none - we have plenty surrounding us

gas station/convenience store, grocery, retail services, all

none - perhaps a service station, mini mart in the village itself

already available in champlin and rogers

any business that helps with taxes

between rogers and maple grove I have all I need

laundry mat, mexican store

none - go to Maple Grove if you want this

dry cleaner, car wash, more gas stations

I am sure they will come, only when they are enough people to support them

all of the above

there is enough business surrounding Dayton to provide my needs

none of the above

there are plenty of businesses near by. Lets keep the city out of the more bus business

all

far and away, what this area needs is a community center with indoor pool, ice arena, and gym. Such a facility would be great for the city of Dayton and its residents. One can see what a postive influence the Maple Grove

no more industrial, no strip malls

we would need more homes to support these kinds of business

none of the above - we have all of the above in champlin, maple grove, rogers, elk river - enough

restaurants, grocery store

restaurants, entertainment, banks

we have 1 restaurant so more would help. Establish a commercial area where all the above would be available and have your city hall in the same development

None. We have enough. Close to where I love. Ok more comm bus off 81 and territorials to help reduce any

Rogers has plenty, lets keep Dayton rural, so does Champlin

None

## South Neighborhood

### 5. What types of land uses do you feel are most suitable for your area? (i.e. housing - apartments, single family, townhomes, commercial, industrial, etc.) Please share your comments below.

no commercial or industrial. Low density housing would be more appropriate for this area.

single family dwellings, commercial and industrial should be kept in designated areas

single family

agriculture

how about farming?

single family and preservation of open spaces, commercial along 610,94,81

agriculture

single family homes, farms

single family, starter homes

single family and some townhomes - ok. Commercial and industrial - no.

commercial and single family or multifamily townhomes

single family homes and commercial by highway 81

open spaces

apartments and commercial

not apartments, not lower-income, as they bring in crime. If there is more industrial development then there should be retail to balance it out.

I would like to see a smart mix of single family homes with convenient retail and park facilities.

parks

single family - not dense

commercial/industrial

none - keep it rural

none of the above - please don't repeat the development at 13 and 144

Single homes but please maintain large lot to maintain no crowding

None of the above

hobby farms

there is room for most all but not to be intermingled

single family

planned housing, local shopping opportunities (small retail vs. big box) access to shopping via paths and

single family, townhomes, some commercial

housing - single family

neighborhoods, single family and smaller homes for starters, retirement places, over sized garages for toys and hobbies

stay as is (rural), none of the above, I'm a lifetime resident of this area born in this area. Whenever ground is idle along come the builders and built on it. All the houses being built are size of hotels. None are affordable, price wise. No affordable ones are being built. the country is in a money situation, these things make no sense to me. there is much greed in the country for builders.

single family and light retail

mixed housing - single family primarily, some townhomes/condos (not excessive like Maple Grove). Good range mixed

5-10 acre homesteads - lets keep traffic low and the city small. All you do is make the city look like maple grove, a mix of housing and commercial - industrial should be limited

single family, commercial, industrial

we need sewer and water to get industrial businesses to help with our taxes

## ALTERNATIVES FORUM

The goals and policies were used to develop an alternative land use plan to guide development in Dayton to 2030. This Draft Future Land Use Plan was presented to the Comprehensive Plan Task Force in August and September of 2007. Revisions were made based on Task Force comments and the Draft Alternative Land Use and Staging Plan was presented to the public at an Open House in October 2007. Overall, the community's reaction to the land use plan was positive. Several commented on the timing of the staging plan. A summary of comments received at the open house is included in the following pages.

# Dayton Open House

October 16

## Comments Received

### *Land Use Issues*

- 1) The area from Diamond Lake Road N down Zanzibar Lane to Diamond Lake S should be guided for low-medium density residential and public/institutional.
- 2) There should be low density buffers between the commercial area and Dayton's golf club and the Thicket Hills Development.
- 3) Increase commercial uses within the City to support the population. Commercial demand could increase with a new river crossing.
- 4) The proposed future land use for the land behind the large church at approximately 14000 129<sup>th</sup> Lane should be reguided to allow for single family lots (2-3 acres) that are not served by sewer and water.
- 5) The market should not be driving land use. Residents should. People who want small lots can go to other places. Let the residents with a commitment to Dayton determine land use, not those who want to sell or develop the land. Keep the area along the Dayton Road/Mississippi River rural.
- 6) There is virtually no provision for farmland preservation.
- 7) The high density connected to the Old Village should be Mixed Use. Mixed use in the Old Village would not be true mixed use because of the size of the lots and cost of the old residences. Expanding the Northwest Mixed Use will provide new Mixed Use space for the services, retail, and entertainment for the large area of low-medium and high density residential next to the Mixed Use area.
- 8) Preserve the Crow-River floodplain area for parks and connect it to other park land on the Mississippi.
- 9) The commercial area at Vicksburg south of Dayton River Road is poorly placed. It does not fit in with the low and medium density residential areas around it. Commercial property should stay towards higher traffic intersections. Commercial areas should be located along future road connecting Hwy 10 and I-94.
- 10) Commercial area at Vicksburg Lane and River Road doesn't fit with surrounding land use.
- 11) I think the plan incorporates exciting new opportunities with the Mixed Use areas of the plan. The high density areas should be carefully reviewed to insure high quality construction. I like the way the plan diversifies different land uses throughout the city, rather than placing them all in one area.
- 12) Plan for as much commercial business as possible to increase the tax base and provide jobs.
- 13) Land use plan is not consistent with results of the resident survey. The number one reason people live in Dayton is the rural setting. Three to four homes and acre and commercial land near the Mississippi River doesn't maintain the rural atmosphere. Land use plan does not support survey results.
- 14) Keep commercial areas where they already are (Braintree and Brockton/94). County Road 12 cannot support a high traffic commercial area. If people want a rural environment, they won't mind driving 4 to 10 miles to the nearest store.
- 15) Limit low density development to two or three homes per acre. Four homes per acre is too much.
- 16) I don't feel we need a lot of townhomes. We need some, but we want quality over quantity.

- 17) I do not agree with this plan because you did not listen to results of the city survey. People like our rural setting. You are catering to a specific group of landowners, not the majority.
- 18) A City of Dayton Master Plan and a series of neighborhood plans would lend itself to an alternative transportation and transit option rather than super-imposing a transportation plan without adequate neighborhood designs. Additionally, a properly prepared Master Plan can envision a variety of land uses and housing types and incorporate small-scale affordable housing to achieve Met Council affordable housing requirements.

### *Staging Issues*

- 1) The area from Diamond Lake Road N down Zanzibar Lane to Diamond Lake S should be within the 2010-2015 staging area. Sewer is already available across 144. This area is ready and willing to develop.
- 2) In my opinion the, the authors of the previous version of the staging plan have more experience and a neutral outlook so it reflected a more suitable plan. The 2010-2015 land in the north should be returned to half its size and the 2010-2015 land in the south should be returned to 117<sup>th</sup>. This would create a more even progression and eliminate any conflict of interest or special interest theories that exist.
- 3) We live at Jonquil Lane on a five acre lot and are not interested in sewer service for a long time (20-30 years).
- 4) I do not disagree.
- 5) The plan is so well diversified, I cannot see any area within the city that would need to change at this time. I agree with the current time lines of development.
- 6) Make sure each staging area is filled and completed before the next phase is begun. There should be no leapfrogging.
- 7) Always using sewer availability as the primary growth management tool is flawed because it does not lend itself to "neighborhood place making." As soon as sewer becomes available, the national builders will be the primary buyers and some will build the monotony that is occurring in the other suburbs today. While the concept of orderly, contiguous development ensures efficient development patterns, it also perpetuates a rolling monopoly on services that leads to dramatic and unsustainable increases in land prices.
- 8) In the Urban Reserve area, obviously anybody 60 years of age or older is not interested in looking 25-30 years into the future before realizing some financial benefits for the land. Why not pursue more creative holding strategies than the typical large lot development patterns that typically waste opportunities for future subdivision and the cost-effective extension of municipal services? I would recommend that they city, as it plans for future growth, consider a more holistic approach and go beyond using sewer extension as primary planning tool Consider planning a community that addresses and responds to the needs of all its citizens. Plan a city that has a sense of place and provides green space and pedestrian linkage to neighborhoods with distinct character and densities.

### *Policy Issues*

- 1) Landowners within the "Urban Reserve" should be given the option to sell their land to someone to someone besides a "developer." To not allow someone to build on 5 to 10 acres completely eliminates a segment of our population. The reality is that option does appeal to some individuals.
- 2) Existing residents should not be required to subsidize growth.
- 3) Urban reserve land use is "Un-American." To downgrade the value of land but not adjust taxes is morally wrong. Citizens should not have to wait indefinitely to develop their land while land and lifestyles around them change.
- 4) Urban Reserve areas should be allowed to develop large lots with septic systems.

- 5) Why do you propose urban reserve? Make it so we can develop and not go broke.
- 6) Allow single family homes on lots of 2-3 acres to be developed on lands with private sewer before their staged time. The language of this provision could state that the house constructed must be lived in by the owner/developer, assuring that the person building lives there to avoid small subdivisions sneaking in.
- 7) Let's control population growth and preserve our rural lifestyle. Preserve our land.
- 8) The plan is pushed by the Met Council to turn Dayton into another Maple Grove or Elk River.
- 9) The staging plan opens up land for uncontrolled development for developers to snatch up land, not individual families.
- 10) I moved to Dayton to enjoy rural life. I don't want the suburbs.
- 11) I keep hearing that citizens want to maintain the rural atmosphere. On the other hand I have not talked to one land owner who feels that way. It's easy to say lets stay rural when you own a small lot and have no investment in development property. On the other hand should that be the rule and is it fair?
- 12) Owners should be able to divide their land and sell it off in 2.5, 5, 10, and 20 acre parcels no matter what kind of development goes in.
- 13) Allow clustering and larger lot sizes.
- 14) Dayton's proposed plan holds certain landowners hostage and prevents them from being able to dispose of their property during their lifetime or benefit from the distribution of an estate. The plan interferes with inheritances, people are not interested in purchasing property designated as Urban Reserve. Plan does not show landowners treated equitably when it comes to development. The plan serves as a moratorium on development in the Urban Reserve area. Land owners in the Urban Reserve should be allowed to develop their land in large lots on 5 acres provided it is suitable for water and sewer with a main septic system.

#### *Other*

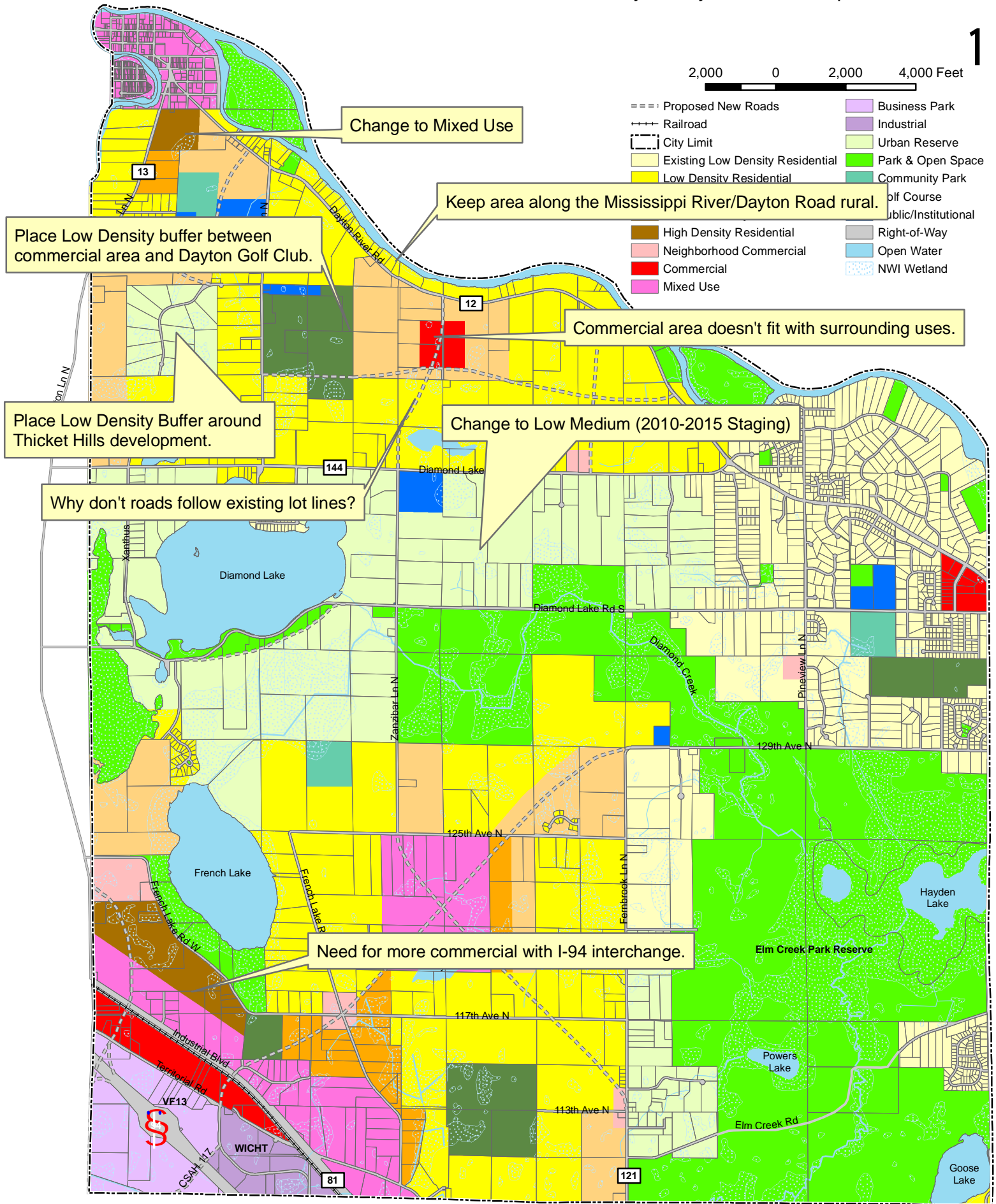
- 1) A water main is going through my property—just invested several thousand dollars.
- 2) Why don't proposed roads follow the existing lot lines. For example, there isn't a good reason why the north extension of Zanzibar should cut across parcels to connect up with Vicksburg.
- 3) Current plan is obstacle to the Open Space Plan, which identifies connections to the Elm Creek Park trails and designated park areas in the Urban Reserve. Trails should be connected now before land becomes more expensive and harder to obtain.
- 4) Since there is no choice in the matter of Dayton developing, development should be regulated to protect the land. Dayton can be an example to other communities through new ways to create a safe, green, natural, and beautiful place to live.
- 5) The plan does not show the Mississippi River bridge or new roadways and sidewalks that will be needed. We need to plan for the future expansion of roadways. Sidewalks and trails should be planned to connect schools or parks and other public facilities.
- 6) The plan moves too fast when we do not have good solid infrastructure in place.
- 7) You are fooling no one with the north south road through Dayton. You are setting this in place for a bridge. We have said "no bridge" many times.
- 8) We need controlled growth. How do you plan to implement the need for more schools, city services, and roads?
- 9) Use natural features like wetlands, trees, and other natural features to create what may be called "green infrastructure" to determine roads and sewer and as the basis for forming an interconnected open space system for people and wildlife. Consider the existing natural assets of the land and water and develop standards that allow for developers to preserve and protect these assets. Create a sustainable community, one that encourages a healthy lifestyle and enriches the lives of its residents.



# Draft Proposed Future Land Use

City of Dayton 2007 Comprehensive Plan

1





McCann property should be guided for 2015-2020 staging area and guided for low-medium density residential/open space.

# Draft Staging Plan

City of Dayton 2007 Comprehensive Plan

