

CITY OF DAYTON COMPREHENSIVE LAND USE PLAN



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COMPREHENSIVE PLAN ADDENDUMS:

A - Commercial Street Corridor Master Plan - Subarea Plan

B – Downtown Dayton Historic District Subarea Plan & Design Guidelines

C – Reserved

D – Park & Recreation Plan Element

E - Wayfinding Signage Design Policy Plan

F - Comprehensive Solid Waste and Moderate Risk Waste Management Plan (SWMP)

BACKGROUND

Recognizing the importance of planning, the Columbia County Board of Commissioners opted into the state's Growth Management Act [GMA] in 1991. The GMA requires the City to address several aspects of planning including adopting and revising a comprehensive plan. The primary reason for a comprehensive plan is to enable local government officials and citizens to anticipate and to deal constructively with the changes occurring within the city. Change is inevitable in every community whether it is growing or declining. By looking at our past, what we like and dislike about our community now, we can acquire insight into the possibilities for the future and influence future development. This Comprehensive Plan is a vehicle through which Dayton's governmental officials and citizens can express their goals for the future of their City and guide the City towards those goals.

History of Dayton

The earliest recorded information about the Dayton area indicates that the Cayuse, Umatilla, Walla Walla, Yakima, Palouse, and Nez Perce Indians used the area for a favored camping and hunting grounds. Trails of these tribes crossed near the confluence of the Touchet River and Patit Creek. The Lewis and Clark Expedition explored the area on their return from the Pacific Ocean in 1806.

Trappers and traders going between the Whitman Mission at Walla Walla and the Spalding Mission at Lapwai near Lewiston traveled the area. In 1848 a Cayuse battle took place at the crossing of the Touchet at the present site of Dayton. Only a few settlers were in the area in 1855 at the outbreak of the Cayuse Indian War. Henry M. Chase took a claim on either side of the Touchet River, now part of the Dayton town site and P.M. LaFontain, who came in 1852, had a claim nearby. The two men fled during the War. In 1859 the area was declared safe for settlers. When Mr. Chase returned his claim was occupied, as Frederick Schnebley had filed on this property in 1859.

Jesse Day, for whom the town is named, was among the first homesteaders who arrived around 1860. They traveled from the Willamette Valley along with other families with the idea of grazing herds of horses and cattle in the grass hills that surrounded the area. In 1865 the Schnebley claim was purchased by Jesse N. Day. He moved his family to town into a tavern just above the confluence of the Patit Creek and Touchet River.

These early settlers soon found that the soil was very suitable for farming - thus the onset of agriculture practice in 1864. Wheat, barley and oats were the principal cash crops at that time.

The early town was created on a grid system, consisting of Main Street as the social focus of the community. This area served as the commercial district. Residential areas were established to the north and south of Main Street.

With the discovery of gold in the Orofino/Pierce area of Idaho in 1861, the region increased in population. Dayton served as a stopover for many miners en route to the gold fields, and was soon on the regular stage line from Walla Walla to Lewiston. In 1871, Jesse Day had registered the original plat of the town. That same year he had convinced S.M. Wait and William Matzger to open a flour mill by giving each man the necessary land for the mill as well as a block each for their own use. The next year F.G. Frary and A.H.R. Reynolds began a woolen mill that had great expectations for the townspeople. However, it was not successful and closed in 1877. This mill reopened in 1877 through the efforts of S.M. Wait and Jesse Day, with Frary as manager.

The region saw continuous immigration through 1875 at which time by an act of the territorial legislature, Columbia County was created out of Walla Walla County, with Dayton serving as the county seat. During the 1880's Dayton flourished into a town with two newspapers, seven churches, flourmills, lumber mills, banks and several other small businesses.

The business community and town survived although several fires occurred in the 1880's. There were fires in 1880, 1881 and one in 1882, which took a great portion of the town. In 1887 both sides of Main Street between First and Second Street were destroyed. Another disastrous fire in 1891 was followed by the completion of the Dayton water works and a reorganized fire department. Each time the town regrouped and rebuilt.

Education was very important in Dayton from the very first settlement. Schools were started as early as 1862 and documented in 1866. Dayton built the first graded elementary school in Washington Territory in 1880 and the first graded high school in the territory in 1881. At this time Dayton also had a library, a city hall and a telegraph company. In 1880 the townspeople donated land and raised subscriptions for the Oregon Railroad and Navigation Co. to extend their line into town. The railroad was completed and a depot was built in 1881.

With the arrival of the railroad, Dayton townspeople found an easier means of transporting their produce to Portland. The successful experiments in raising fruit with increased ability to transport and ship products supported the increase of orchards around the town.

In 1881, a small pox epidemic had spread throughout the town, leaving people so frightened that no one was allowed to enter or leave town, thus mail supplies were left at the edge of town. Dr. Marcel Pietrzycki was the first doctor to recognize the disease and became the town's health officer.

In 1882 George B. Baker opened a title and abstract company. About this same time the Dayton townspeople had established a "Settlers" Protection Committee in an effort to keep the cattle rustlers and claim jumpers "in line." Later in the year, the town suffered from "the great fire" in which most of the downtown and some area residences were burned. To help combat the fire, the millrace belonging to Waits Mill was opened so water flooded the streets allowing the firefighters easier access for scooping the water. The townspeople soon rebuilt the buildings destroyed in the fires between 1880 and 1891 using bricks to make the buildings less susceptible to fire.

At the turn of the century Dayton was found to be a prosperous town with wheat, barley, oats and apples being the main crops and horses, sheep and cattle the primary herds. In 1905 Dayton's population was 3,200 and had a thriving business community. The town contained seven general merchandise stores, two harness shops, two secondhand stores, two banks, two groceries, two real estate/insurance companies, and two saloons. There was a tailor, six blacksmiths, two shoemakers, one judge, one dentist, six doctors and seven attorneys. There was also a hotel, a drug store, foundry, and a candy factory.

Lodges and fraternal organizations provided most of the social activities in Dayton. Their annual balls were elegant events. Festivals, ice cream socials and the annual Fourth of July celebration were just some of the other events that were important for many of the townspeople.

During the prohibition period, the barley crop diminished. However, the wheat and apple crops flourished until there were four fruit packing plants in the area. At this time there was daily train service to Walla Walla. With the onset of the automobile, Dayton found daily traffic commuting between Walla Walla and Lewiston. This general prosperity continued for the town through the 1920's with the population declining slightly to 2,750 in 1924.

During the period of the Great Depression (1930's) the economic condition of Dayton was hit hard as was every other community in the country. Many of the smaller farms in the Dayton area were lost and eventually absorbed into a few large landholdings. Dayton's merchants also suffered, at least one-third of the small businesses were forced to close, leaving many people unemployed. Yet Dayton was spared long-term economic decline by the Minnesota Valley Canning Company's plan to open a plant for canning of asparagus and green peas. The opening of the plant in 1933 was literally the savior of the town. Throughout the depression Dayton had two locally owned banks, both of which stayed open.

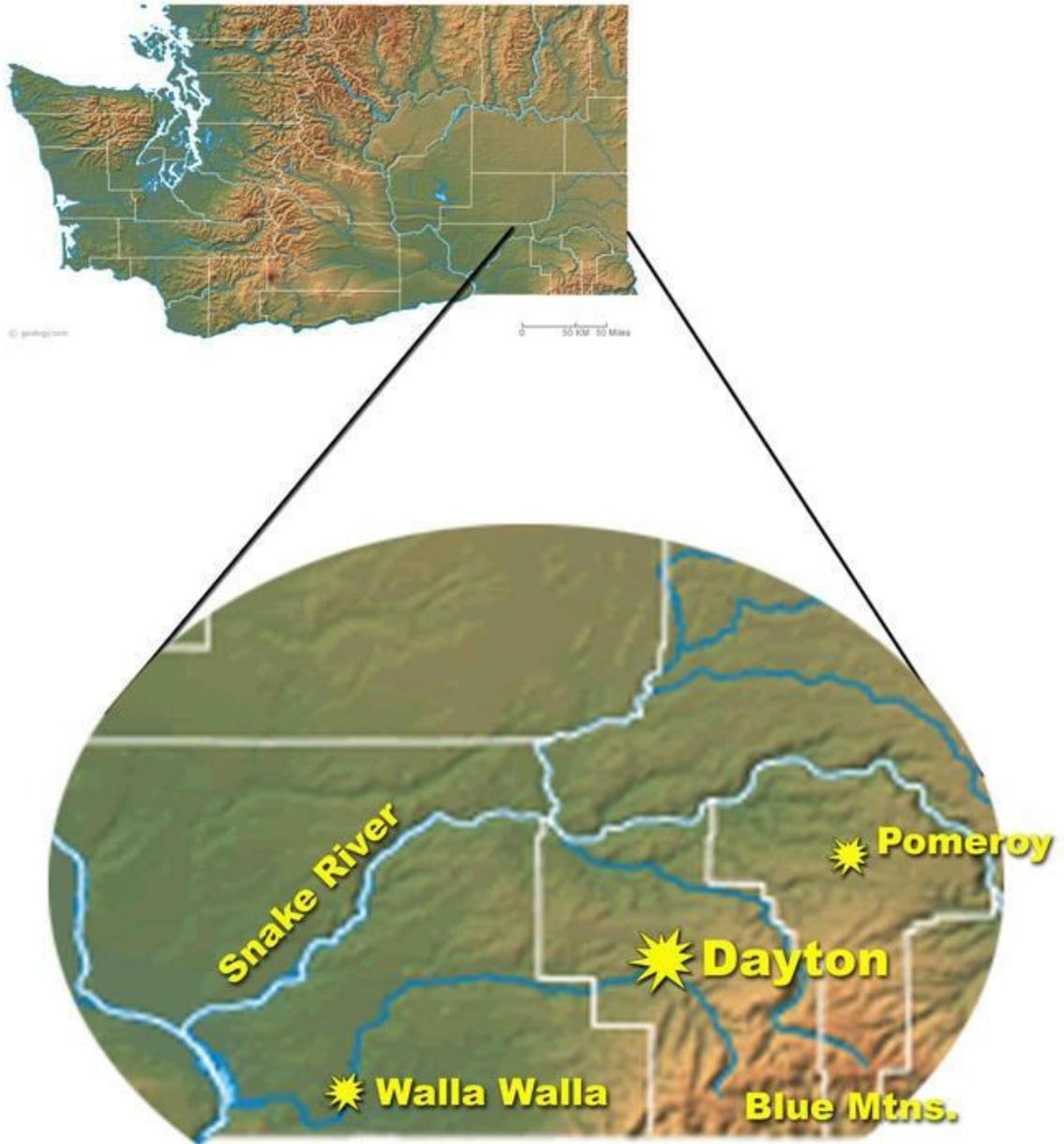
At the same time the Washington-Idaho Seed Company started growing peas. The local growers in the area established the Columbia County Grange, Columbia County Farm Bureau and Columbia County Grain Growers associations. Also, through government grants, combined with the help of local money, a new library, city hall, hospital and athletic field were built and are still in use today. By using the Civilian Conservation Corps, the area made improvements on the roads and constructed camps for hunters and visitors at Godman Springs. With continued good harvest of wheat and apple crops along with the success of the cannery, Dayton's prosperity prevailed through World War II.

Dayton remains primarily a service center, with its activity centered around the County Courthouse and the agricultural business. The Minnesota Canning Company became Green Giant, then Seneca, which closed in 2005. Most of the agricultural land is owned by descendents of early settlers.

In the 1960's and 70's a series of dams were built on the Snake River for hydroelectric power and navigation. This allowed grain to be barged to oceangoing vessels and grain terminals were built on the Snake River. The pools behind the dams created a recreation area. In the early years of the 21st Century, wind-powered turbine generators were constructed in Columbia County.

At the peak of Dayton's economic expansion, merchants and farmers constructed many impressive homes and buildings. This rich heritage has survived mainly because Dayton has not experienced significant sprawl. The value of the surrounding land and lack of growth industry has helped preserve the integrity of the city as a whole, especially the four-block-long business district. Dayton is especially proud of its two residential historic districts and fourteen individual houses and buildings listed on the National Register of Historic Places. A third historic business district has been accepted for the National Register that encompasses two and a half blocks on Main Street plus side streets.

Location Map



Growth Management Act

The Washington State Growth Management Act [RCW 36.70A] establishes a framework that encourages communities to respond to growth in a realistic way. It recognizes that some central issues exist for all communities in Washington, and that these issues have implications for the state as a whole.

Principal "State" Interest

At the heart of the Act are the goals. The statute asks that each community create a comprehensive plan based on the foundation and framework of the thirteen goals contained in RCW 36.70A 020:

1. *Urban Growth* - Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. *Reduce Sprawl* - Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
3. *Transportation* - Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
4. *Housing* - Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing.
5. *Economic Development* - Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
6. *Property Rights* - Private property shall not be taken for public use without just compensation having been made. The property rights of a landowner shall be protected from arbitrary and discriminatory actions.
7. *Permits* - Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
8. *Natural Resource Industries* - Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses.

9. *Open Space and Recreation* - Encourage the retention of open space and development of recreation opportunities, conserve fish and wildlife habitats, increase access to natural resource lands and water, and develop parks.
10. *Environment* - Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
11. *Citizen Participation and Coordination* - Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
12. *Public Facilities and Services* - Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
13. *Historic Preservation* - Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Critical Areas and Resources Lands

Another component of the comprehensive plan update has been the adoption of an interim critical areas and resource land's ordinance. The frameworks for the classification, designation and protection of these areas are defined in RCW 36.70A.60 and WAC 365-190.

Critical Areas:

1. Geologic Hazard areas;
2. Aquifer Recharge areas;
3. Fish and Wildlife Habitat areas;
4. Frequently Flooded areas;
5. Wetlands.

Resource Lands:

1. Forest Lands;
2. Agricultural Lands;
3. Mineral Lands.

With the exception of mineral lands, it is unlikely that the City will have any designated commercial lands of long-term significance within the corporate limits and the UGA. These lands are urban in nature and are likely to convert toward further urban uses.

County-wide Planning Policies

The statute under RCW 36.70A.210 required that counties in coordination with the incorporated cities develop and adopted County-wide Planning Policies that address the following issues:

1. Policies to implement RCW 36.70A.110;
2. Policies for promotion of contiguous and orderly development and provision of urban services to such development;
3. Policies for siting public capital facilities of a county-wide or statewide nature;
4. Policies for county-wide transportation facilities and strategies;
5. Policies that consider the need for affordable housing, such as housing for all economic segments of the population and parameters for its distribution;
6. Policies for joint city and county planning within UGA's;
7. Policies for county-wide economic development;
8. An analysis of the fiscal impact.

The Columbia County Board of Commissioners enacted a resolution to adopt the Columbia County-wide Planning Policies in July 1994.

Urban Growth Area

As future expansions of Dayton's municipal boundaries are anticipated into the Urban Growth Area [UGA], it is appropriate to address potential growth impacts in the comprehensive plan.

In accordance with RCW 36.70A 110, the City and Columbia County are required to address urban growth to ensure the future orderly and efficient use of county and municipal lands. To support of the County's UGA designation, Resolution No. 969 was enacted by the City Council on July 12, 1994.

As part of the development of the City's comprehensive plan update the city, in coordination with the Board of County Commissioners, determined that the existing general planning boundary around the City entitled the "Sphere of Influence" would be an appropriate interim delineation for planning purposes.

Although the City may not enforce land use controls beyond its corporate boundaries, it would be in the best interest of the City and Columbia County if cooperative planning and coordination were to exist.

As part of the comprehensive plan update, the Board of County Commissioners finalized the UGA. To ensure implementation, the City and County will coordinate mechanisms in developing the UGA Plan.

How We're Going to Get There, and Who's Going to Be Involved...

City Council

The Council delegated the responsibility for providing recommendations on complying with various aspects of GMA to the Dayton Planning Commission. The appropriate City departments would provide the Planning Commission with technical guidance and assistance in addressing these components of the comprehensive plan update.

Planning Commission

The State of Washington's Planning Commission Act [RCW 35A.63] allows incorporated municipalities within the state the right to establish a Planning Commission with certain powers and responsibilities. It is under this RCW and other applicable statutes that the City of Dayton has prepared this Comprehensive Plan.

Community Participation

The 1989 comprehensive plan process included a survey and other public participation that were used as part of the 1997 Comprehensive Plan. The 1997 plan also included public meetings and hearings. For the 2007 update of the Comprehensive Plan, numerous public meetings and workshops were conducted with the planning commission.

Other Procedural Provisions

As a component of the review process in updating the comprehensive plan, the City is required to address the procedural aspects of GMA, SEPA, and other applicable statutes.

Prior to the adoption of the plan, the City is required to submit a copy of the draft plan to the state of Washington for review. The state Department of Community, Trade and Economic Development is the primary agency with the coordinating responsibility for review and comment on the draft plan. This department, along with other state agencies and offices, and other interested parties, has the opportunity to review the draft plan prior to its adoption, which is no less than sixty [60] days from the date of submission. After the initial sixty [60] days have elapsed, the City has the ability to adopt the comprehensive plan. Upon adoption, a final sixty [60] day review is conducted.

RCW 36.70A, 36.70B, 36.70C and the Washington Administrative Code [WAC 365-190 and 365-195] outline the process and procedures for developing, adopting and amending local government comprehensive plans and development regulations. In addition procedural requirements under all or portions of the following RCW's: 19.27; 35.63; 43.21C; 47.80; 58.17; 76.09; 90.58; and other applicable statutes enacted or amended under the Growth Management Act.

State Environmental Policy Act

With the enactment of GMA, and subsequent amendment of SEPA, local governments are required to address the relationship between planning on a programmatic level combined with the appropriate components used for environmental review which has been traditionally conducted through project by project review.

A comprehensive plan prepared and adopted under GMA ensures its implementation through SEPA will be based on those decisions already determined to be appropriate policy directory by the City. Further, that ongoing project by project review would be conducted under the direction of the comprehensive plan and any potential policy implications or inconsistencies would be addressed. In updating the City's comprehensive plan it is necessary to determine how the programmatic goals and objectives established in the plan would impact the natural and built environment from a project level of implementation.

The Urban Growth area was established in cooperation with Columbia County. Some information from Columbia County's Environmental Impact Statement was used in the SEPA process for the City of Dayton.

Land Development Regulations

The City is required to amend its existing development regulations for consistency with the Comprehensive Plan (RCW 36. 70A. 040). Those development regulations, which are amended for consistency, shall be submitted to the Department of Community Trade and Economic Development (DCTED) in the same manner as the comprehensive plan, RCW 36.70A 106. The following are identified as development regulations under RCW 36.70A030:

Zoning Ordinance

Subdivision Ordinance

Critical Areas Ordinance

Shoreline Master Programs

Planned Unit Developments

Binding Site Plan

Other Official Controls

The foremost among these implementing regulations are the City's zoning and subdivision ordinances.

Zoning Ordinance

The zoning ordinance and map divide the land into districts: The zoning ordinance controls what types of uses are permitted or conditional in each of these districts. It also controls density, height, coverage, bulk, and setbacks in this district. This ordinance must be consistent with the Land Use Map from this document, which identifies land use classifications within the City and its Urban Growth Area (UGA) [Figure LU-I].

Subdivision Ordinance

The subdivision ordinance regulates the process of laying out parcels of undeveloped land into lots blocks, streets and public areas, and is primarily used to control new or expanding residential development. Where appropriate, the subdivision ordinance will be updated to reflect the development needs suggested by the Comprehensive Plan. Moreover, as part of implementing the UGA (Urban Growth Area), consistency between the City and county regulations will be reviewed.

Shoreline Master Program

To further ensure consistency between the updated comprehensive plan with other city development guidelines, the city is required under RCW 36.70A480 to have the Shoreline Master Program and the Comprehensive Plan be consistent. This was further emphasized with the passing of ESHB 1724.

The Washington State Department of Ecology revised the Washington Administrative Code to incorporate the consistency requirements between these two [RCW's 36.70A and 90.58] statutes, and to establish a framework for creating a Shoreline Element in the comprehensive plan. Dayton is included in Columbia County's Shoreline Master Program and incorporates it by reference as an element of the Comprehensive Plan.

Infrastructure Financing

Another significant implementation tool of the Comprehensive Plan is the Capital Facilities Element [CFE]. Public facilities such as water and sewer lines are major determinants of private development. The Capital Facilities Plan CFP is a six-year timetable of permanent improvement, budgeted to fit the City's fiscal capability. It includes recommendations for projects, estimates of their costs, and means of financing them. It ensures that public expenditures for capital improvements are made in a wise, coordinated manner. Both state and federal agency regulations which require a comprehensive plan as a prerequisite before any state or federal funds can be allocated to local jurisdictions not meeting these planning requirements, [e.g., Public Works Trust Fund and Centennial Ocean Water Fund].

Other Implementation Tools

Other "tools" which can be used for implementing the development patterns of plan include: Six-Year Street Transportation Program, Economic Development Plan and a Park and Recreation Plan.

Another non-regulatory implementation tool for the Comprehensive Plan is the coordination of planning and services with other agencies [e.g., joint planning agreement]. In this regard Dayton's governmental officials should investigate the various types of grant programs available to them, which will assist in carrying out this plan's proposals. In terms of informative exchange, the City should take whatever means possible to inform residents of the City and its UGA about the land use issues this plan addresses.

Comprehensive Plan Amendments

The Comprehensive Plan is an overall policy document, which is based upon decisions made by the City Council. Consequently, these decisions were also based upon the best available information. As years go by, better information or changing circumstances may require amendments to the plan. The planning process is ongoing rather than static.

In accordance with GMA, the comprehensive plan must be maintained, evaluated, and updated if it is to keep pace with the changing needs of the City. At a minimum the City is required to annually amend the Capital Facilities Element to maintain the Six-Year Schedule of Capital Improvements.

This amendment also incorporates the City's Six-Year "Street and Road" Transportation Improvement Program [TIP], which is adopted midyear.

Incorporating the City's annual budget adoption with the Capital Facilities Element is an appropriate step for concurrency in the comprehensive plan cycle.

Since amendments to the plan are required to be submitted in the same manner as the initial adoption under RCW 36.70A 130, the deadline for submitting proposed amendments should be around October 1 of each year.

Any affected citizen or property owner may request of the City Council or the Planning Commission to consider amendments to the Comprehensive Plan at any time. However the comprehensive plan can only be updated once a year.

By reviewing and updating the plan on a regular basis, Dayton can maintain public interest and involvement in the planning process and demonstrate its own commitment to a working comprehensive plan.



Changes in the Population

This material has been updated to reflect the latest census information and the changes in your community.

The correlation between land use density and intensity is initially a transition between certain activities within a particular land use classification. Table 2 provides a general understanding of the overall population density and intensity for the City and the County.

Dependent upon the land use classification, there may be various acceptable land activities.

Table 2

Land Area and Density

	City of Dayton	Columbia County
<i>Total Area per:</i>		
Square miles	1.5	873.5
<i>Population Density per:</i>		
Square miles	1,767	4.8
<i>Housing Units per:</i>		
Square miles	774	2.3

Source: U.S. Census of Population and Housing, Washington State, 2000.

Demographic and Economic Trends

An analysis of local and regional demographic and economic trends is basic to the development of a comprehensive plan. Demographic information such as historical population growth patterns, age and sex distributions, and mobility and education factors are important for a broad understanding of the community.

The population analysis further assists in anticipating demand and providing locations for commercial and sometimes industrial development and also assists in determining needs for public facilities and services.

The community should provide for economic development and redevelopment if the community is to remain viable. Attention is given to regional employment conditions and local business activities in order to understand what opportunities exist and what actions should be taken to improve and diversify the economy.

The Palouse Economic Development Council maintains an "Overall Economic Development Plan". This plan and any future updates will be used as a resource in the planning process.

Population

Since 1940, the population in Columbia County and Dayton has remained at a steady rate (Table 3). In 1940, the population in Dayton was 3,026 - nearly 55% of Columbia County's population. By 2000, the Dayton population had decreased to 2,650 and Columbia County's total had decreased to 4,200. Dayton, however, served as the residential location for nearly 63% of Columbia County's population.

During the time between 1940 and 2000, the population of Dayton decreased by 376, while Columbia County's population decreased by 1,349. These figures are in direct contrast to those of the state of Washington. Between 1940 and 2000, Washington's population increased to 5,894,121 as shown in Table 3.

Using the Washington State Office of Fiscal Management (OFM) estimates for the next 18 years, future populations for Dayton and Columbia County can be projected. Table 3 shows that a slight decrease for Columbia County's population between 2000 and 2025. If the population of Dayton as a proportion of the county's population remains constant at 63%, we can project the forecasted population for the city.

Table 3
Population - Trends and Forecasts

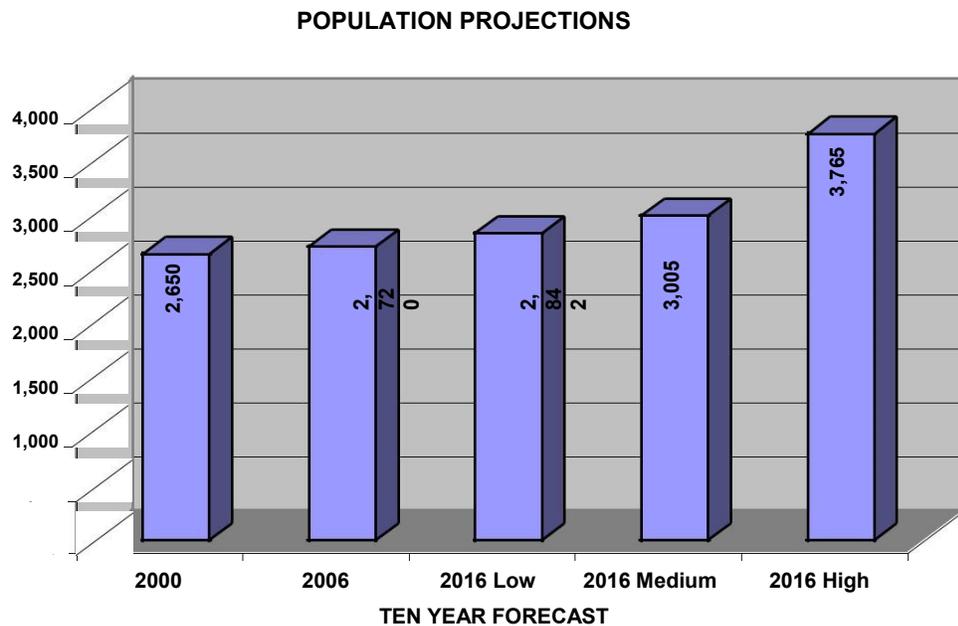
Actual Trends	Dayton	Columbia County	Dayton as a % of the County	Washington State
1940	3,026	5,549	55%	1,736,191
1950	2,979	4,860	61%	2,378,963
1960	2,913	4,599	64%	3,853,214
1970	2,596	4,439	58%	3,413,244
1980	2,565	4,057	63%	4,132,353
1990	2,468	4,024	61%	4,866,663
2000	2,650	4,200	63%	5,894,121
2015	2,614	4,150	63%	7,096,500
2020	2,599	4,126	63%	7,545,269
2025	2,577	4,092	63%	7,975,471

Source: US Census and Washington State Office of Financial Management 2002

The 2006 population estimate by the OFM for Dayton shows 2,720, which is an increase of 0.0044% per year since 2000. If that rate were projected forward ten years, the population of Dayton in 2016 would be 2,842, as shown in the graph below. If we used an annual increase of 1% per year, in 2016 the population would be 3,005. An annual increase of 3% per year yields a population of 3,765 in ten years. These numbers have relevance in planning for the future housing needs and services of the citizens of Dayton.

Table 4

Population Projections



The 2000 census for Columbia County shows that 18.3% of the population was age 65 or older. This is considerably higher than the average of 11.2% for the State of Washington. This percentage within Dayton is 17.4%. The elderly require special consideration in planning housing, transportation, health, and social services. A large retired population will contribute income dollars, but will not be looking for employment opportunities.

In 2000, a major difference between Dayton and Washington was in the share of the population in the 20-24 and 25-44 age groups, where the City's share was lower than the state by 34%, respectively. In 2000, the median age (the age at which there is an equal number above and below) was 42.4 in Columbia County and 35.3 in Washington. In general, the residents of Columbia County are older than those of Washington. Some 18 % of Columbia's population is over age 50 compared to only 11 percent of the state's population. Because of its relatively modest economic and employment opportunities, Columbia County does not draw many newcomers or hold onto its young people-as evidenced in the population trends and components of population change data. This information and these trends apply equally to Dayton and Columbia County.

The Office of Financial Management has provided estimates of Columbia County's population by age groups through 2020. The 25-44 age group, who are in their prime productivity years, will see their share decrease as the smaller percentage of 15 to 24-year-olds reach that age group. A shortage of young, entry-level workers may also be a possibility. Over the next ten to twenty years, the projections indicate that the 45-64 age group, those mature workers seasoned with years of accumulated skills and experience, will dominate Columbia County's workforce. The labor force derived from the populace will be older and more experienced, but possibly more resistant to change. This may also have a large effect on many institutions: medical services, assisted living facilities, nursing homes, and a host of other socio-economic services. This, of course, is not unique to Columbia County as both the state and nation are graying. The major difference is that Columbia County has a much higher than average "graying" population. The major drivers behind that trend are Columbia County's relatively modest economic and employment opportunities combined with its relatively quiet and lower cost of living, all of which are a draw for retirees. Tables 5 and 6 identify the age and sex distribution in Columbia County.

Table 5

Columbia County Population by five year age groupings, 2005

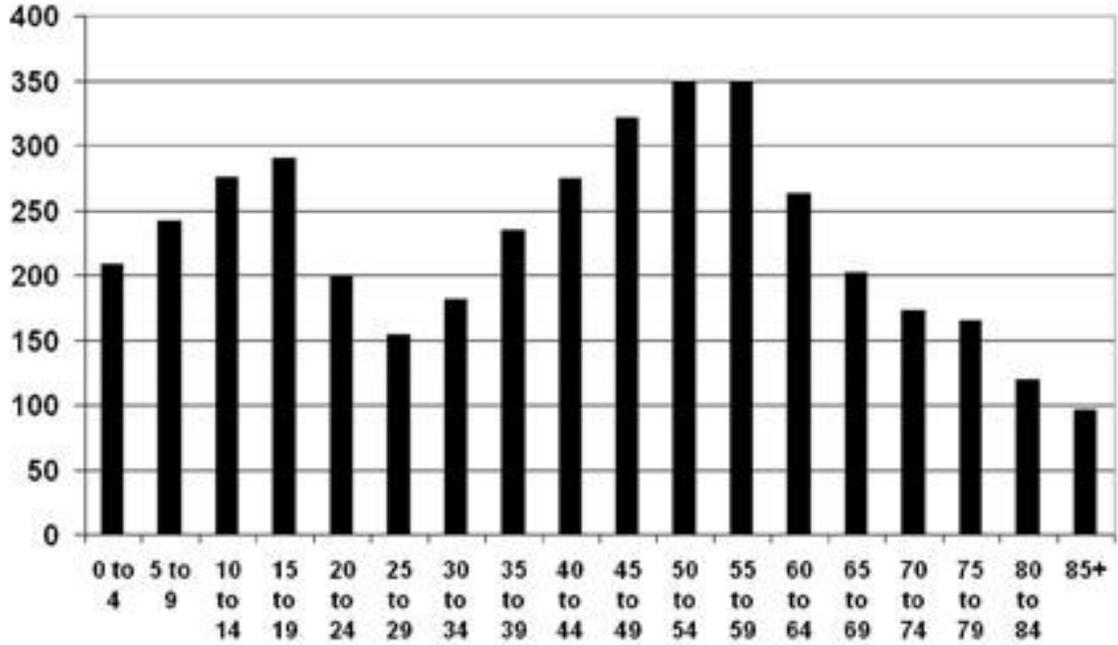


Table 6

Dayton's Population - 2000 Age and Gender Distribution

Ages	Male	Female
<5	92	125
6-10	98	102
11-15	106	98
16-20	96	85
21-24	59	35
25-29	59	86
30-34	64	61
35-39	90	95
40-44	81	90
45-49	95	115
50-54	103	75
55-59	76	102
60-64	49	60
65-69	58	67
70-74	50	46
75-79	34	72
80-84	29	50
85+	21	36

Source: 2000 Census

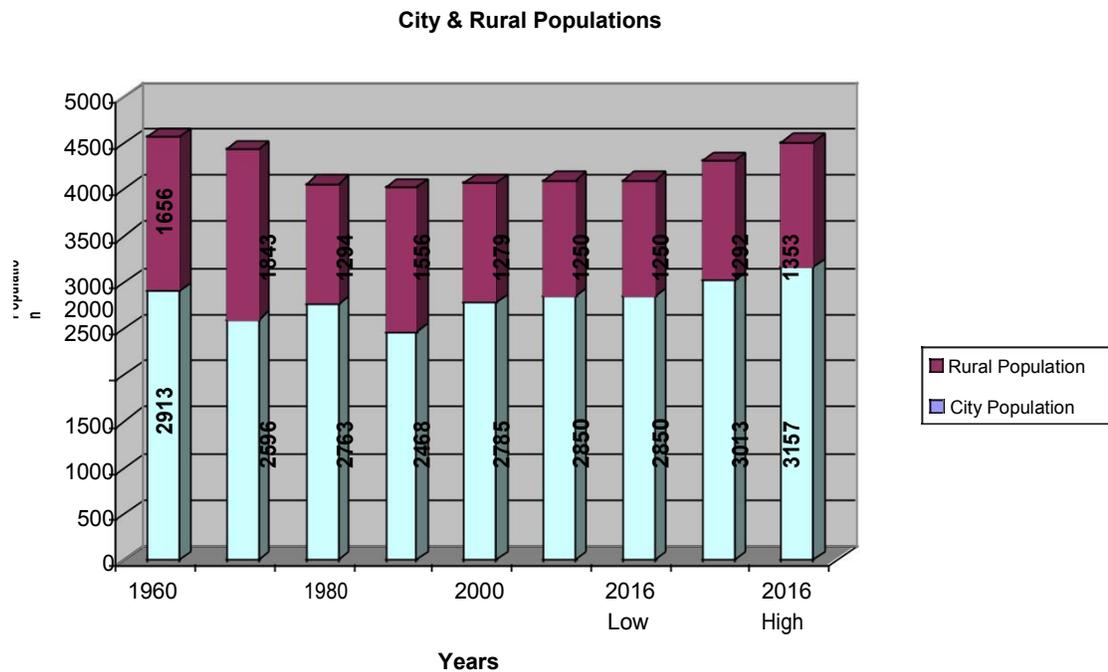
Rural vs. City Population: Population census data have traditionally been categorized as either urban or rural; however, from 1975 this delineation has been between living in an incorporated and in an unincorporated area. The term urban is now equated with incorporated, and rural is associated with unincorporated. While the national trend has indicated a shift back toward rural living, Columbia County has long prided itself on being a progressive rural county.

There are two population centers in Columbia County: Dayton and Starbuck. In 2006, Dayton had a population of 2,720 and Starbuck had 130.

In 1990, 61% or 2468 residents were living in urban/incorporated areas, and 39% or 1556 residents were living in rural/unincorporated areas. By 2000, the ratio had shifted to 69% in the cities and 31% in the rural areas. Distribution of population is given in the table below as it pertains to the city and rural areas. The projection of future trends will, at best, remain elusive. Factors influencing future projections are: annexation plans of the City of Dayton, personal living preferences and housing availability.

Columbia County’s city and rural populations have fluctuated as the population has decreased. A standard that may be used in projecting future patterns may ultimately rely on using a 70-30 split, which, considering Columbia County’s historic background, is reasonable. This would imply in the year 2016, should trends be maintained, the city population will be 2,870 and the rural population will be 1,230.

Table 7



Mobility

People in Columbia County and Dayton tend to be less mobile than the average for Washington State. This is especially true of all homeowners and renters in the County. Renters in Dayton are actually slightly more mobile than the state averages.

Income Levels

In 2000, the median household income in Dayton was \$31,409, a substantial increase over \$21,250 of 1990. By age groups, the highest income level (\$46,250) was in the 45-54 age group household. Conversely, the 75 and over household had the lowest income level with \$21,518. For Columbia County as a whole, the 2000 median household income was \$33,500 and the 1990 level was \$22,418.

In 1990, 17.6% of all families in Dayton and 14.8% of all families in Columbia County were below the poverty level. This picture has improved by the year 2000. In Dayton, 72 families or 10.3%, and in the County, 98 families or 8.6% are below the poverty level.

Education

Table 8 describes the educational characteristics associated with enrollment, labor force and attainment for Columbia County. These tables show that Dayton and Columbia County have a lower education level than the state as a whole. These figures confirm that the percentage of individuals, particularly in the younger age groups, that has a high school diploma and have received higher education in Columbia County is low.

Table 8

Education Attainment Characteristics

Attainment Level	Dayton	Columbia County	Washington
< 9 th Grade	No Data	5%	4%
Some High School	No Data	12%	9%
High School Graduate	34%	31%	25%
Some College	24%	28%	26%
College Degree	23%	25%	36%

Number of Employees in Columbia County 2005, by Industry



Employment Trends: The chart above illustrates the current employment picture in Columbia County by industry sector. Table 9 below shows the changes in the job market over the past two decades. There is a noticeable shift in Columbia County away from natural resource based occupations to jobs within the retail and service industries. Currently, there are only five percent of the employees obtaining their living directly from farming, forestry, or fishing. On the other end of the growth spectrum, jobs in the health and education sector have increased from 277 in 1990 to 344 in the year 2000.

Table 9

OCCUPATION	1990		2000	
	Number	%	Number	%
Employed persons 16 years and over	1,570	100%	1720	100%
Manager/Professional	320	20%	543	32%
Technician/Sales/Support	356	23%	372	22%
Service	136	9%	313	18%
Farming, forestry, and fishing	310	20%	86	5%
Precision production, craft, and repair	96	6%	188	11%
Operator/Fabricator/Laborer	204	13%	119	7%
Transportation	110	7%	99	6%
INDUSTRY	1990		2000	
Employed persons 16 years and over	1,570	100%	1720	100%
Agriculture, forestry, mining and fisheries	337	21%	229	13%
Construction	108	7%	109	6%
Manufacturing	293	19%	150	8%
Transportation, communications and public utilities	85	5%	99	6%
Wholesale and Retail trade	183	12%	180	10%
Health and Education Services	277	18%	344	20%
Finance, insurance, and real estate	40	3%	81	5%
Services	165	11%	368	21%
Government/Public administration	82	5%	160	9%

Major Employers: The larger sources of employment within Columbia County are Ski Bluewood (150 employees), Dayton General Hospital (130), Dayton Public Schools (108), Columbia County government (95), Federal Government (66), Seneca Food Corporation (46), and Columbia Cut Stock Incorporated (40). The chart on the previous page illustrates the employment picture by sector type.

Economic Analysis

Columbia County's economic base has been primarily in agricultural production and food processing, although the service industry has been steadily emerging. In previous years, there was a timber harvest conducted on a sustained-yield basis by the U.S. Forest Service.

Due to increased mechanization, a trend toward larger farms is becoming more common as a means of cost-effectiveness. Operating costs often drive out the "family farms" and replace them with consolidated, large-scale, corporate farms. In 1982 the average-sized cropland farm was 633 acres, and those farms composed of rangeland were approximately 1200 acres each.

Other Contributing Economic Factors

The City of Dayton and the town of Starbuck are debt-free and operate on a pay-as-you-go basis. The County operates on a similar basis.

One of the county's economic advantages that may be exploited is having branch lines of the Blue Mountain Railway. The line serves Dayton three times or more a week. Starbuck's location affords access to barge traffic on the Snake River three miles away. Columbia County does not have a public airport; this function is served by Walla Walla's air terminal, 30 miles from Dayton.

Retail trade in Columbia County is almost entirely restricted to the City of Dayton and, to a lesser degree, to Starbuck. Starbuck has a small grocery store, and one restaurant. Dayton, being the primary retail center for the county, has two full-line grocery stores, plus one smaller neighborhood grocery store, one drug store, five gas stations, nine restaurants, three convenience stores and assorted other retail businesses.

Columbia County is almost without any recognized mineral resources. The resources of some value are sand, gravel, rock, and clay.

Accomplishments

In the planning process, it is fruitful to not only look towards the future, but also to acknowledge accomplishments of the past. Shown below is a short list of activities that have occurred in Dayton and Columbia County in the recent past:

1. Replaced majority of 100-year-old water system under the streets of Dayton.
2. Placed pipe in the west end irrigation District's ditch to stop water loss and return water to users.
3. Completed feasibility study for bio-diesel project.
4. Six new businesses opened on Main Street and one new business at the port.
5. Port constructed a new three bay facility.
6. Granted conditional use permit for the construction of wind turbines.
7. Dayton's Historic Depot had a record number of visitors in 2004, and the Weinhard Hotel had its best year since it opened in 1994.
8. Completed new marketing brochure with area profile and demographic information.



LAND USE ELEMENT

Inventory and Assessment

This element describes the various land uses in the city. This addresses the proposed general distribution and location of uses for the existing and future population, building intensities and densities of the City of Dayton. These land uses should recognize limitations of the land and protect water quality, quantity and drainage.

Land Use Designations

The Comprehensive Plan Land Use Map (illustrated in Figure LU-1) designates all land uses within the Urban Growth Area into broad categories. The designations on the maps are a representation of the goals and objectives that reflect land use trends, capabilities, and projections for the City of Dayton. Specific descriptions of each designation is given below:

Low Density Residential "LDR"

This designation is intended to retain a low density for single-family character. This classification shall also allow for the usual agricultural enterprises such as commercial gardening, fruit and berries, poultry, animal husbandry and horticultural nurseries. The recommended base density is three - four dwelling units per gross acre.

Urban Density Residential "UDR"

This designation provides for a mixture of housing unit types including single-family and multi-family dwellings. The recommended base density is four to eight dwelling units per gross acre. This classification is also intended to include provisions for historic preservation districts.

Central Business "CB"

As the name implies, the Central Business designation shall promote the center for commercial/business activity. Development performance standards should be implemented and oriented toward quality shopping experiences and attracting pedestrian use. The types of uses, activities and structure usually associated with this type of characterization include but are not limited to retail stores; financial, insurance, real estate, and

professional offices; entertainment facilities: theaters, and restaurants; and lodging facilities: hotels and upper-story apartment housing. Discouraged uses are those that are land consumptive, such as warehouses, automobile and equipment dealers, building supply outlets and other similar uses which diminish the area's compactness and convenience as an integrated shopping goods and service area. Also discouraged are uses that are automobile orientated, such as drive-in restaurants and gas stations.

General Commercial "GC"

The General Commercial designation is intended for access and convenience. The General Commercial designation is intended to accommodate automobile oriented and land consumptive commercial needs. A wide range of commercial uses and activities are encouraged. This designation is the area outside the Central business area. Development performance standards should be implemented and oriented toward both pedestrian and automobile use.

Manufacturing "M"

This designation recognizes the need to maintain and improve air and water quality and assure safe and compatible levels of noise and lighting in order to provide for both light and heavy industrial activities.

Open Space OS"

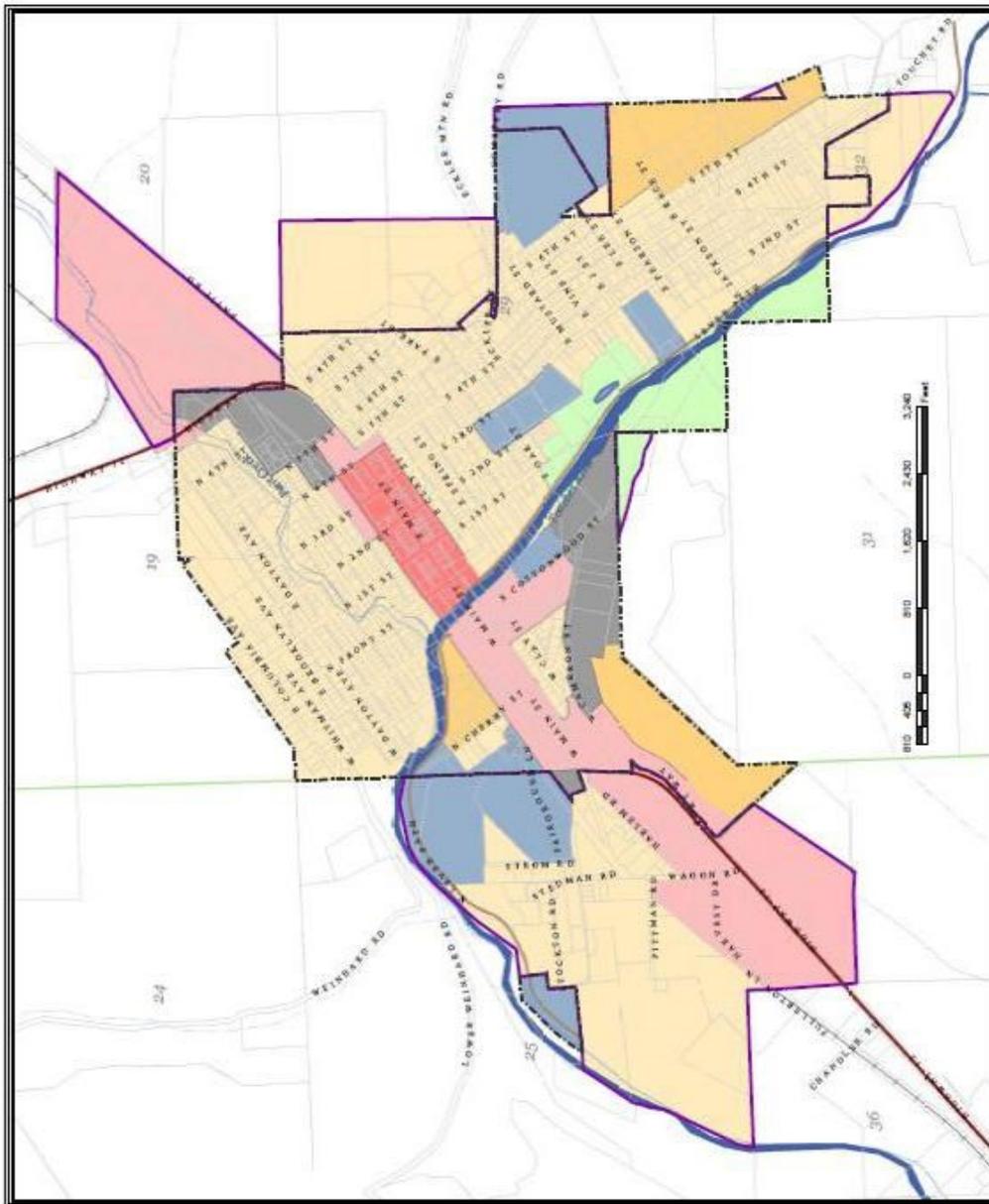
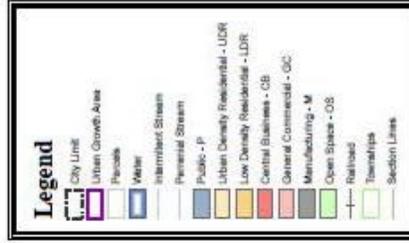
This designation acknowledges and promotes the uniqueness of the landscape such as adjacent to the Touchet River and encourages use for passive and active recreation.

Public "P"

The purpose of this designation is to note the major location of facilities that are in the public or semi-public ownership, or are operated for the purpose of benefiting the public. This includes public parks, schools, government buildings, cemetery, hospital, golf courses, and utility stations. Church properties are not part of this category.

Commercial, industrial, or residential development with this designation shall not be permitted. Other types of development shall be restricted to essential facilities, emergency or recreation purposes.

In the process of developing a comprehensive plan it is necessary to take stock of existing land use patterns in order to assess the positive and negative impacts, which may occur as a result of change. Another important reason for documenting existing land use in the comprehensive plan is that land is often viewed as an investment, and a thorough understanding of existing land uses is necessary to protect and enhance that investment.



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Comprehensive Plan
Land Use and UGA

**Table 1
Existing Land Use**

Land Use	Acres	% of Total Area
Residential	568.3	59%
Commercial	27.7	3%
Industrial	111.6	12%
Public/Quasi-Public	97.1	10%
Agricultural	153.3	16%
Total	958 acres	

NATURAL ENVIRONMENT

Land use plans and land use decisions should be made with the fullest possible knowledge of the natural environment in order for an accurate analysis, projection, or proposal to be accomplished. The purposes of the natural environment section are:

- To provide the necessary environmental information to City decision makers; to alert property owners and developers to special problems;
- To lay groundwork for regulation tools such as the City's Critical Areas Ordinance, or the application of the SEPA (State Environmental Policy Act); and
- To indicate the basis for the plan's goals, objectives and recommendations relating to the natural environment.

Geology

Two major geological characteristics differentiate the topography of the City of Dayton and the immediate vicinity. The dominating geological feature is the Columbia River Basin, which is composed of many layers of undefined solidified lava underlying the valley floor. The other major characteristic is the exposed basalt bluff [Rock Hill] located along the southern boundary above the valley floor.

Soils

The major soil association in the study area is the Patit Creek Hermiston Association and the Athena-Palouse Association. The Patit Creek-Hermiston-Onyx Association is characterized as having nearly level well-drained, medium texture soils that formed in alluvium. Some of these soils are gravelly or cobbled. The Athena-Palouse Association can be described as being dominantly strong, sloped to moderately steep, well-drained, medium textured soils that formed in wind-laid silts. Soils play an important role in determining the development potential of area. Their characteristics with respect to shrink-swell potential, erosion potential and other factors can help or inhibit development. Table 15 lists the soil series, types and characteristics found in the Dayton study area.

Table 15
Columbia County Soil Analysis

<u>SOIL SERIES</u>	<u>TYPE</u>	<u>SOIL CHARACTERISTICS</u>
Mondovi-MoA	Silt Loam	High frost action potential; low shear strength; low shrink-swell potential; moderate permeability; low erosion potential; slow surface run-off
Patit Creek-PIA, PoA, PkA	Silt Loam	High frost action potential; low shear strength; rapid permeability; low erosion potential; slow surface run-off
Palouse - PaB	Silt Loam	High frost action potential; low shear strength; low moderate shrink-swell potential; moderate permeability; slight to very severe hazard of erosion potential; slow surface run-off
Onyx-OnA	Silt Loam	High frost action potential; low shear strength; low shrink-swell potential; moderate permeability; low erosion potential; slow surface run-off
Athena - AtD, AtE3, AtF	Silt Loam	High frost action potential; low shear strength; low shrink-swell potential; moderate permeability; slight to very server hazard of erosion potential; medium to rapid surface run-off
Tucannon - TuD, TuB	Silt Loam	High frost action potential; low shear strength; moderate permeability; slight to very severe erosion potential; rapid surface run-off
Hermiston - HmA	Silt Loam	High frost action potential; low shear strength; low shrink-swell potential; moderate permeability; low erosion potential; slow surface run-off
Gwin	Cobbly Silt Loam	Moderately slow permeability; rapid surface run-off; very severe hazard of erosion

Source: Soils Conservation Service, 1973 Soil Survey of the Columbia County Area.

Topography

The topography of the planning area includes the Touchet River Valley, most westerly mile of Patit Creek and many of the hillsides surrounding the heart of the City.

The Valley floor is relatively flat (slopes are less than 1%) with the minimum elevation of 1,557 to 1,650 feet above sea level. The adjoining hillsides within the city rise to a maximum elevation of 2,085 feet above sea level.

The Valley is bordered by moderate to steep sloping hillsides (slopes of 30 to 40 percent) to the north and east respectively and steep hillsides (slopes of 50 to 90%) in the southern portion of the community at Rock Hill bluff.

Generally the height with the higher ranges of slopes, especially when their soil types are low in strength and unstable nature, are costly to develop and in certain areas, are not suitable for development. This is because the natural conditions of these heights, especially on their edges, require certain preventive and protective measures to be taken in order to make them safe and suitable for a particular development.

The protection of steep slopes will be mitigated through the City's 2013 updated development regulations for critical areas and SEPA.

Climate

The climate of Dayton and the surrounding area is primarily a continental type modified to some extent by the marine influence from the Pacific Ocean. The Rocky Mountains are very effective in protecting this area from the more severe winter storms that move southward across Canada. The Cascade Range forms a barrier against the eastward movement of moist air from the Pacific Ocean. An increase in elevation from less than 2,000 feet in Dayton to 5,000 feet in the Blue Mountains results in several climatic areas within the vicinity of Dayton.

Winter afternoon temperatures are in the mid-thirties and nighttime temperatures are in the mid-twenties. Maximum temperatures are below freezing 25- to 35 days and minimum temperatures drop below zero on three to five days. During one of the coldest winters, 1949-50, minimum temperatures at Dayton dropped to zero degrees Fahrenheit on 18 days, to -10 degrees on eight days, and to -20 degrees on 5 days. A record low of -25 degrees was recorded in Dayton on December 30, 1968.

Summers are dry and hot, and winters are comparatively mild for this latitude. The average afternoon temperatures in the warmest summer months and in the upper 80's and the nighttime readings are in the 50s. Maximum temperatures exceed 90 degrees Fahrenheit on 25 to 40 days and rise above 100 degrees on one or more days during most summers. Maximum temperatures have reached 100 degrees or higher on eight to 15 days and in a few of the hottest summers, 114 degrees was recorded at Dayton on August 5, 1961. Periods of exceptionally high temperatures seldom last more than a few days before the marine influence from the ocean is felt.

The frost-free period for Dayton has an average of 148 days. This period generally begins in mid-May and ends near the first of October. The planting zone is Zone 6 according to the USDA and Sunset Zone 3B.

Average annual precipitation is 19.32 inches. The annual precipitation for the wettest year on record was 33.52 inches and for the driest year 13.59 inches. The smallest quantity of measured precipitation, averaging 0.5 inches, occurs during the month of August. However, 2.33 inches of precipitation was recorded in August 1977.

Snow may be expected any time from the latter half of November through February. It seldom remains on the surface longer than three to four weeks or accumulates to a depth of more than eight to 15 inches. An average of one to three thunderstorms can be expected each month from March through October. Hail and rainfall of high intensity sometimes occur during thunderstorms. Rainfall at a rate of an inch per hour for periods of 5 to 10 minutes can be expected once in 2 years.

The number of clear or only partly cloudy days increases from less than one each month during the winter to more than 25 in mid-summer. The amount of sunshine increases from about 25 percent of the daylight hours in winter to 60 percent in spring and 85 percent in summer.

Moist air that crosses the Cascades in the winter mixes with colder air and causes considerable fog and low clouds.

The prevailing wind in the Dayton area is westerly or southwesterly for most of the year. The average wind speed ranges from 5 to 10 miles per hour. The spring months are the windiest; however, strong winds often occur in fall and winter as storms move across the state.

Water Resources

Surface Water

The Dayton study area is drained by the Touchet River that originates in the canyons of the Blue Mountains. Local tributaries include Patit Creek and Mustard Hollow, which are natural drainage systems that carry the spring and rainstorms runoff to the Touchet River.

Flood Plains

The hazards of flooding are another concern when considering development potential. The Federal Emergency Management Agency has defined areas showing the extent of the 100-year flood boundary in order to establish actuarial flood insurance rates and assist communities in efforts to promote sound flood plain management through minimum floodplain management requirements. The Flood Insurance Rate Map (FIRM) is on file in City Hall.

The Touchet River Basin usually has high flows in the spring from snow melt and low flows in the summer and fall. However, major floods have occurred in the winter from general rainstorms, which caused a high percentage of runoff flood stages do not last for extensive periods, usually receding in a matter of days. The highest peak discharge of 9,350 cubic feet per second was recorded at Bolles Gauge on December 1964, with an estimated recurrence interval of 65 years. Other major floods have occurred during May 1906, April 1931, February 1949 and January 1965 (FEMA flood insurance study). Mustard Hollow and Patit Creek presents the source of the other major flooding problems. Two floods from Mustard Hollow have caused damages to Dayton. These occurred on February 10, 1949 and May 9, 1956 (FEMA Flood insurance study). The 1956 flood was the more severe of the two and was the result of a sudden intense rainstorm in the Mustard Hollow drainage basin. Patit Creek has flooded twice in recent years; the Creek flooded on February 9, 1996 and again on January 1, 1997. The City of Dayton is, nonetheless, protected from flooding on the Touchet by levees completed in February 1965. These levees are considered capable of providing 100-year flood protection. No flood control structures exist on the Patit Creek or on Mustard Hollow within the City of Dayton.

In 1996 and 1997, the City experienced anywhere from minor to severe flooding events. These flood events have even affected the existing floodplain delineations. As a result, the City contacted Federal Emergency Management Agency (FEMA) to review the floodplain designations located on the Flood Insurance Rate Map (FIRM). As a result, in 1997, most of Mustard Hollow was revised from FIRM "A" Zone to a "X" Zone.

Ground Water

The City's current water supply comes from three deep-wells varying in depth from 1,180 to 1,303 feet. These wells are fed by deep basalt aquifers and together more than adequately meet the needs of the community. A brief description of each well is as follows. Well No. 1, the City's first deep well is capable of producing 710 gpm with the pump situated at the 600-foot level. This well is augmented with a booster pump to increase its capacity. Wells No. 2 and 3 are used as the system's primary supply sources and are capable of producing 1,500 gpm each at a sustained rate. One generator is available to operate one of the wells in the case of an electrical failure. Water quality from all three wells is excellent.

Vegetation

The local vegetation primarily trees, shrubs and grasses consisting of the domestic variety. Although domestic deciduous trees and shrubs predominate; some native coniferous and deciduous vegetation has been retained. Deciduous trees such as elm, maple, oak and locust are abundant in Dayton and in the immediate vicinity. Conifers such as native pine and fir are distributed sporadically throughout the community. Dayton also supports native tall shrubs, which include black hawthorn, serviceberry, chokeberry, bitterberry, ocean spray, willow and elderberry.

Wildlife

Dayton is a habitat for a variety of fish and wildlife. The riparian areas next to the river, streams, and also open space are residence for squirrels, skunks, porcupine, deer, wild turkey, coyotes, raccoons, cougars and moose may occasionally wander through. Developed areas house a variety of bird life that includes sparrows, robins, stella jays, starlings, yellow finches, hummingbirds and in the less intensely developed area, owls, hawks, pheasant, quail, geese and ducks.

Domestic animals: dogs, cats and other house pets are present throughout the City. A variety of livestock are often kept on larger properties as an allowed use or nonconforming use.

The Touchet River provides habitat for seasonal and year-round fish species. These species include steelhead (ESA listed as Threatened), rainbow trout, brown trout, whitefish, lamprey species (rare), speckled dace, red side shiner, northern pike minnow, suckers (maybe 2 species), piute sculpin, torrent sculpin, bull trout (ESA listed as Threatened), margined sculpin (state listed as sensitive) and a few spring Chinook salmon (probably stray hatchery fish.)

General Goals and Objectives

Goal A: Support a strong local economy through the economic revitalization of Dayton's commercial areas.

Community Objective A.1: Encourage downtown revitalization.

Policy Discussion

Past efforts toward the revitalization of Dayton's downtown core have included the combined forces of the Dayton Development Task Force; Dayton Chamber of Commerce, Palouse Economic Development Council, Port of Columbia and the City of Dayton's staff. Funds were obtained from a matching fund grant from the Washington Department of Community, Trade and Economic Development to conduct research and data gathering, activities. These have included a market analysis, consumer buying habits survey, business survey, design survey, and design plans.

Dayton Development Task Force (DDTF) has utilized the information from these studies to implement the National Main Street Program as it is an appropriate model for the revitalization of Dayton. Recognizing that both planning and zoning controls are critical in the pursuance of economic revitalization opportunities, the following goals and objectives were developed.

Although revitalization of Dayton's commercial area largely depends on private market decisions, the city can help create a positive climate for revitalization through flexible land use controls and by recognizing that in nearly all successful downtown revitalization efforts, city government plays an active role with downtown business and the community. To establish this successful partnership, the City of Dayton should continue to play an active role in economic development and working in conjunction with the Dayton Development Task Force and the community interest, keeping in mind the strong historical element in Dayton, to develop and implement a specific economic development plan to encourage downtown redevelopment.

In this effort, the "City of Dayton Commercial Street Corridor Master Plan" developed by the DDTF has been adopted with some modifications as a subarea plan and addendum to the Comprehensive Plan by Ord. # 1873 and is include as APPENDIX A.

Goal B: Support a strong local economy through the revitalization of Dayton's residential, historical, and commercial areas.

Community Objective B.1: Allow home occupations in residential areas.

Policy Discussion

Due to the ever-increasing interest to provide for small-scale commercial activity among Dayton residents, bed and breakfast establishments shall be allowed as an accessory use in all residential areas. These establishments will provide lodging and breakfast for the traveling public. Standards for bed and breakfast establishments should be aimed at maintaining the residential character of the neighborhoods.

Community Objective B.2: Investigate and pursue available funding to foster economic development.

Policy Discussion

By pursuing available funds, cities may be able to encourage desirable activity within declining commercial areas. Such public funding sources, which may be used to pay for development and improvements to private buildings and public facilities, include public-private grant programs, business loans, establishment of local improvement districts, and special tax credits. Other alternatives may include service fee and land control incentives. In all cases, publicly and privately financed economic development should be consistent with the goals and objectives contained in this plan.

Goal C: Encourage development of a wide-range of commercial uses to support local and regional needs, including those of the traveling public.

Community Objective C.1: Establish commercial districts, which enhance the nature and character of the city.

Policy Discussion

Healthy commercial areas are vital to the economy of the City. They provide business and employment opportunities and places of exchange of goods and services. They also provide the City with a stable or expanding tax base. However, commercial areas tend to generate impacts as a result of open storage, poorly maintained grounds, parking areas, signs, noise, air and water pollution and pedestrian or vehicular traffic. In an effort to achieve a healthy commercial environment, impacts may be alleviated through a group of development performance standards, which should be established when developing commercial areas. Dayton is perceived as having two distinct commercial areas, each with its own unique identity. These two areas may be termed the Central Commercial District and the Fringe Commercial District due to their characteristics and geographical location.

Each district experiences some degree of noise, air and water quality adverse impacts. These may be minimized through adequate buffering of structures, storage areas, and parking lots. Additional standards may include appropriate setbacks and open space requirements. Also apparent in these districts is competition to achieve increased visibility, which has led to a confused array of signs. In an effort to eliminate this disarray and adhere to the Main Street revitalization theme and avoid interfering with traffic safety or detracting from surrounding developments, standards for signs should control their use, size, and number. Standards should also be developed to control access to businesses and loading requirements to properties adjacent from busy streets (i.e. State Route 12). These will reduce traffic conflicts and hazards and provide a safer roadway for the public. There is a need for stronger and more uniform enforcement of all regulations, from signage to landscaping, in order to achieve the desired goals for Dayton's downtown commercial district.

The Planning Commission and the Chamber of Commerce should review the standards of the sign ordinance and encourage stronger enforcement of its regulations. These standards should be tailored to the unique characteristics and other special conditions of each district.

Community Objective C.2: The City shall maintain a coordinated growth management program including a zoning ordinance that will be compatible with the current Comprehensive Plan and organize other City land development ordinances into a one stop permit system.

Goal D: Strengthen the City of Dayton's economic base while maintaining the character and quality of the community.

Community Objective D.1: Existing industrial property should be maintained and strengthened.

Policy Discussion

This objective's intent is that existing industrial zoned property is the focal point of new industrial development. Encouraging new industrial development within existing industrial zones helps maintain and strengthen those zones while promoting orderly and efficient growth, minimizing impacts and service expansion costs and reducing adverse land use impacts.

However as the community grows, the need arises to expand those areas for industrial activity. To expand into land adjacent to existing industrial zones which are suitable for development is much more preferable than scattering new development or creating new zones. This will tend to keep industrial activities concentrated and will minimize conflicts with surrounding land uses.

Community Objective D.2: Recognize and provide for the site location requirements of different kinds of industries with respect to the infrastructure needed.

Policy Discussion

Realizing that various industrial activities exist that require different infrastructure needs each activity or facility should be viewed separately in order to critique the effects upon streets, water, drainage; etc.

Recognizing the severe economic impacts placed upon the City if such degradation would exist, developers should be required to provide appropriate means of mitigation if problems or limitations are associated with the project in relation to the infrastructure.

Community Objective D.3: Ensure that all development is provided with all necessary public service and facilities.

Policy Discussion

Due to the expansion costs associated with industrial development, developers should provide the full array of facilities to official standards to support the development project.

Community Objective D.4: Ensure that industrial activities conform to development standards that minimize adverse impacts on adjacent land use areas.

Policy Discussion

This objective recognizes that if an industrial activity is not buffered with landscaping or some other appropriate means, industrial areas may conflict with established, non-industrial land use zones. To alleviate this problem, standards should ensure that industrial structures, parking lots storage areas, etc. be adequately buffered from adjacent non-industrial zones. Landscaping both within and around the development not only serves as a visual screening and separation but also helps reduce the surface water run off associated with industrial activity. This is especially important in Dayton where each of the industrial land is bordered by residential areas.

Environment Goal E: Strengthen the City of Dayton's environmental quality of life while maintaining the character and quality of the community.

Community Objective E.1: Preserve and enhance environmental quality.

Policy Discussion.

A group of development performance standards should be developed to control possible adverse environmental effects on adjacent land uses. These standards should seek to maintain and improve air and water quality, and assure safe and compatible levels of noise and lighting or other similar impacts.

Community Objective E.2: Where appropriate, new development should include planning approaches that increase physical activity, such as neighborhood commercial nodes to allow walking and cycling to local services, transit-oriented development, linear parks and trails network, and siting schools and other public facilities within neighborhoods to allow easy walking.

Community Objective E.3: The City shall review drainage, flooding, and storm water run-off in the City and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state.

Community Objective E.4: Through its Critical Areas Ordinance and other development regulations, the city shall designate and protect critical areas using the best available science (BAS) in developing policies to protect the functions and values of critical areas, and giving “special consideration” to conservation or protection measures necessary to preserve or enhance anadromous fisheries.

Community Objective E.5: The City shall adopt a Critical Areas ordinance that protects aquifer recharge areas, seeking to maintain the quality of the ground water, with particular attention to recharge areas of high susceptibility.

Community Objective E.6: The City shall adopt a Critical Areas ordinance that identifies frequently flooded areas. Floodplains and other areas subject to flooding perform important hydrologic functions and may present a risk to persons and property. The protective measures should be consistent with FEMA regulations.

Community Objective E.7: The City shall adopt a Critical Areas ordinance that identifies geologically hazardous areas including areas susceptible to erosion, sliding, earthquake, or other geological events. They pose a threat to the health and safety of citizens when incompatible commercial, residential, or industrial development is sited in areas of significant hazard.

Community Objective E.8: The City shall adopt a Critical Areas ordinance that identifies fish and wildlife habitat conservation areas. Fish and wildlife habitat conservation means land management for maintaining species in suitable habitats within their natural geographic distribution.

Community Objective E.9: The City shall adopt a Critical Areas ordinance that identifies wetland areas. These are defined as those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas to mitigate conversion of wetlands, if permitted by the city and other government agencies.

Parks and Open Space Goal F: Preserve and enhance Dayton's parks and open space areas.

Community Objective F.1: Amend the Comprehensive Parks Plan for integration into the Comprehensive Plan.

Policy Discussion

The protection and enhancement of Dayton's park are important to its residents. In order to provide the surrounding community with a system of recreational facilities those are attractive, safe, functional, and available to all segments of the population. The Comprehensive Park Plan will be updated for consistency.

The resources necessary to provide an extensive park system are limited due to the City's restrictive park budget, thus additional methods to preserve and enhance the park will be needed. These include private donations of land, equipment or funds, and state or federal funds. As the park matures and requires periodic renovation work, emphasis should be placed on implementing improved technology and innovative practices that would reduce the long-term maintenance and operating costs.

Community Objective F.2: Recognize and provide for open space areas.

Policy Discussion

The term open space is not synonymous with parks or other outdoor recreational areas. Open space may not serve a recreation function, but may serve as a buffer between incompatible land uses, filter pollution from the air, decrease intrusions of noise and excessive light, provide building setback areas, define agricultural land and flood plains, contain surface water run off and protect environmentally sensitive areas.

Furthermore, Dayton's open space areas lie adjacent to the Touchet River levee. They provide a unique opportunity for area residents and visitors to view the natural beauty of the environment. Thus, these areas should be maintained in their natural state.

Annexation and the UGA

Goal G: Support annexations that allow for orderly and efficient patterns of growth in the unincorporated areas, adjacent to the City, within the Urban Growth Area.

Community Objective G.1: Define an area where future expansion may occur in the Urban Growth Area.

Policy Discussion

Areas in which logical expansion might occur in the future are preferred areas for annexation and are usually part of the Urban Growth Area [UGA]. This "sphere of influence" was initially located in those areas that affect and are affected by Dayton. Moreover, they are most likely to be annexed in the future based upon demographics, land suitability and recent trends.

This sphere was then expanded to include all existing preliminary plats and industrial areas. For ease of description, the UGA was further refined to follow established boundaries such as section lines, property lines and land contours.

It is also important to note that the UGA is building in the sense that annexations shall not occur outside the boundary. Annexation may occur if it can be demonstrated to the City that such annexation of land is necessary or desirable for the orderly development of land located within the UGA and the annexation proposal remains consistent with the goals and objectives of this plan.

Community Objective G.2: Establish appropriate land use designations.

Policy Discussion

Although established land use designations do not grant Dayton any jurisdiction over the Urban Growth Area, they nevertheless will ensure that uses inside the UGA are compatible with the existing land use designations.

This type of pre-planning will also eliminate any ambiguity as to what land use designation the annexed property will be classified. This will also serve as an important tool for inter governmental relations with respect to land use development on Dayton's long range natural corridors for development in the sphere lie along the Touchet and Patit Valleys. Conditions for residential, commercial and industrial expansion in these areas are excellent due to their low-cost of development and proximity to the city.

The area east of Syndicate Hill identified in the UGA varies in elevation up to 1870 feet. A residential designation was given to this area in an effort to take advantage of the opportunities these interesting heights have to offer.

Community Objective G.3: Establish criteria when reviewing annexation proposals.

Policy Discussion

In an effort to ensure not only the rights and privileges of present residents, but also those who reside in the area of the proposed annexation when considering annexation proposals the following criteria was developed:

Land use:

- Development within proposed annexations should be adjacent to the city limits in an effort to avoid a patchwork sprawl;
- Annexation territory should contribute to a consolidated boundary rather than permit "arm or leg" extensions;
- Logical physical boundaries should be used wherever possible such as water bodies, streets and railroad right-of-ways;

Infrastructure:

- Annexed areas should be accessible to sewer and water lines without creating a line running through unincorporated areas;
- All residents in an annexed area must hook up to sewer and water within a specified period of time;
- Annexed lands must be accessible by way of city streets;
- All streets within the annexed territory must be designed and constructed according to city standards;
- All infrastructures must be in place prior to development;
- The cost of developing an infrastructure within annexed areas shall be borne by the property owners. This can be accomplished by requiring owner to participate in capital improvement programs.
- The city may participate in helping finance infrastructure requirements in an annexed area only if it can be demonstrated that such development will contribute in an overall beneficial way to the city.

Police & Fire Service:

- Annexed territory shall not diminish existing police and fire service in a manner that does not satisfy the area's needs.

Solid Waste:

- Those residences outside the city's municipal boundaries in which solid waste collection is provided by Basin Disposal Services must wait five years after annexation before the city can supply solid waste collection according to state law. Therefore, in those cases, solid waste collection will be supplied individually.
- Dayton should actively encourage the establishment of a viable recycling program for its solid waste.

Indebtedness

- Annexed areas will normally be required to assume their share of the City debt except when the area is carrying exceptional debt, which will continue after annexation, or the present City indebtedness does not benefit the annexation area.

Community Goal H: To ensure that planning within the City of Dayton involves the public and that there are procedures to review and evaluate this Comprehensive Plan.

Community Objective H.1: Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

Community Objective H.2: The City shall establish and broadly disseminate to the public a public participation program that identifies procedures and schedules whereby updates, proposed amendments, or revisions of the comprehensive plan are considered by the governing body of the city no more frequently than once every year. However, the City may adopt amendments or revisions to its comprehensive plan whenever an emergency exists or to resolve an appeal of a comprehensive plan filed with a growth management hearings board or with the court.

The City should institute an annual review of growth management implementation on a systematic basis. To aid in this process, the Planning Commission should consider establishing a growth management-monitoring program designed to measure and evaluate the progress being made toward accomplishing the act's goals and the provisions of the comprehensive plan. This program should be integrated with provisions for continuous public involvement.

Community Objective H.3: The City shall review, at least every ten years, its designated urban growth area or areas, and the densities permitted within both the incorporated and unincorporated portions of each urban growth area. In conjunction with this review by the County, each city located within an urban growth area shall review the densities permitted within its boundaries, and the extent to which the urban growth occurring within the county has located within each city and the unincorporated portions of the urban growth areas.

Community Objective H.4: The City shall evaluate proposed regulatory or administrative actions to assure that such actions do not result in an unconstitutional taking of private property.

Siting Public Facilities and Services

Goal I: To ensure that public facilities are located so as to protect environmental quality, optimize access and usefulness to all jurisdictions, and equitably distribute economic benefits/burdens throughout the county. Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities, and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes. (RCW 36.70A.200 (1))

Community Objective I.1: Develop with public participation a cooperative regional "process for identifying and siting essential public facilities" of regional and statewide importance in accord with RCW 36.70A.200(1).

Community Objective I.2: Do not preclude the siting of essential public facilities, but generate standards to ensure that reasonable compatibility with other land uses can be achieved.

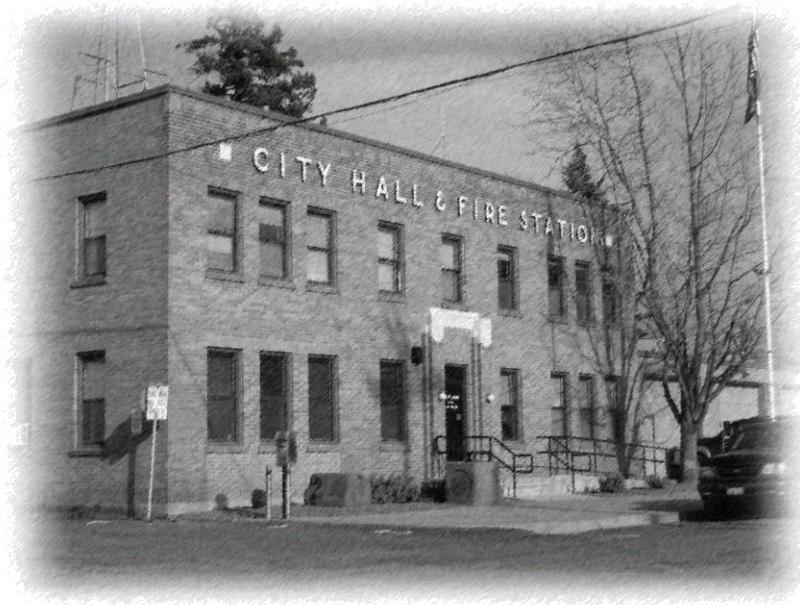
Community Objective I.3: When essential public facilities are proposed, the potentially affected city(s) and/or town(s) and the county shall:

1. Appoint an Advisory Project Analysis and Site Evaluation Committee composed of citizen members and government representatives selected to represent a broad range of interest groups. The Committee shall develop specific siting criteria for the proposed project and identify, analyze, and rank potential project sites if possible. In addition, the committee shall establish a reasonable time frame for completion of the task.
2. Ensure public involvement through the use of timely press releases, newspaper notices, public information meetings, and public hearings.

3. Notify adjacent cities and towns and other governmental entities of the proposed project and solicit review and comment on the recommendations made by the Advisory Project Analysis and Site Evaluation Committee.

Community Objective I.4: In siting of essential public facilities, the Advisory Project Analysis and Site Evaluation Committee shall consider at least the following:

1. Essential public facilities shall be developed in a timely, orderly, and efficient arrangement, and be so located as not to adversely affect the safety, health, or welfare of the citizens residing around or near the facility.
2. Essential public facilities sited near existing public water and sewer services shall be required to utilize such services.
3. Essential public facilities sited where public water and sewer services are not immediately available shall be required to be constructed so as to be able to be serviced by public water and sewer services when they are available and, further, the essential public facilities shall be required to connect to such water and sewer services when they are available.
4. Land adjacent to existing and proposed essential public facilities that may be developed in the future shall be compatible with such uses.
5. Proposed essential public facilities shall be compatible with existing land uses.
6. Adequate fire protection water supplies shall be required in all developed areas where essential public facilities may be sited.
7. Undesigned landfills, dredging, waste discharges, and other activities with potential deleterious environmental impacts shall be controlled with appropriate rules and regulations adopted and enforced by the jurisdiction with authority.
8. Essential public facilities shall not locate in Resource Lands or Critical Areas if incompatible.
9. Essential public facilities shall not be located outside of UGA's unless they are self-contained and do not require the extension of urban governmental services.



Capital Facilities Element

Inventory and Assessment

This element of the comprehensive plan addresses a forecast of the future Capital Facilities Plan (CFP) needs; proposed CFP locations and capacities (expanded or new); and a six-year financing plan within projected revenue resources and allocations. It also reassesses the land use element to address consistency.

Public Owned Facilities and Services

Sewer System

The City of Dayton is served by a sewage treatment plant and collection system located in an incorporated area west by northwest of the City limits. Dayton is completely served within its corporate limits. The existing sewage treatment plant is a trickling filter system, the bulk of which was constructed in 1938. This plant was upgraded in 1985. Details of the existing system are in the Utilities Element of this document.

Water System

The City of Dayton's present water system currently provides domestic; commercial and industrial service to approximately 1,350 connections in and around the city. The system provides clean pure water to a population base of over 2,700 people. Details of the existing system are in the Utilities Element of this document.

With the permit limitation, the existing system is capable of providing service to an equivalent of 2,468 households (at 1,500 gpd each) at a 75% operational level and 2,634 households at a 100% level when needed. This is nearly twice the number of current subscribers. However, there are limitations to the current system. One is that the system is a gravity flow delivery system so elevation must be considered to ensure adequate pressures. All development above an elevation of 1,680 feet will require pressure pumps to get adequate water pressure. Extensions of water lines west along the SR 12 corridors will face extreme water pressures requiring pressure-reducing devices to be used. Line extensions will have to be carefully planned to encourage a looped system as opposed to a liner system to avoid potential stale water problems.

Solid Waste

The City of Dayton contracts with Basin Disposal Services, Inc. to provide solid waste collection services. Currently the City in joint cooperation with Columbia County operates a transfer station with compaction capability, which allows transportation of solid waste from the two municipal boundaries to nearby Walla Walla landfills.

Police Protection

The City contracts on an annual basis with Columbia County to provide public safety services.

Fire Protection

The City of Dayton was annexed into Columbia County Fire District No. 3 in November, 2003 and re-located to the Fringe Commercial District, West Main Street, in December, 2005. Major department equipment includes two Type I Structure engines, three Type III Tenders, two Type VI Grass Engines, one Type I Tender, two Type II Tenders, one Medium Rescue, one Heavy Rescue, two Basic Life Support Transporting ambulances, and one Command Vehicle. The Fire Department has a rating of Class Six for fire protection according to the Washington State Fire Rating Bureau.

Library & Delany Memorial Building

The Dayton public library was built in 1937 by the Works Projects Agency (W.P.A.) The Library is located on South Third Street. It has a large selection of fiction and nonfiction books, visual aid equipment, and periodicals. The Delany Memorial Building was built in 1974 and is connected to the Library. This building plays host to scores groups for meetings and dinners. The Library is run by the Columbia County Rural Library District and contracted to do so by the City of Dayton.

City Hall

The Dayton City Hall is located on the edge of the Central Commercial District on First Street just south of Main Street. The WPA built this two-story structure in 1936. The City Hall houses the Mayor and Clerk-Treasurer.

City Maintenance Building

The City maintenance building (City Shop) is located on Cottonwood Street about two blocks south of Main Street. This building was constructed in 1963. It houses the Public Works Director as well as all of the city equipment used for street cleaning, water and sewer maintenance, and other equipment for street maintenance.

Parks and Open Space

The City of Dayton owns and operates a park located along the Touchet River Levee, between Oak Street and Jackson Street. This site covers 41.4 acres of land. The facilities included in this park is a swimming pool constructed in 1980, two tennis courts, a sports complex, a minor's fishing pond, playground equipment, and picnic facilities.

Formal recreational programs for the younger population include Little League Baseball, soccer, swimming, basketball, and fun runs. Programs for the adults include softball, swimming and fun runs. Other recreational opportunities located outside the City limits yet in close proximity, include camping, fishing, hunting, backpacking, horseback riding, Nordic and alpine skiing, golfing, biking, boating, a shooting range, and junior rocketeering.

The Dayton Park Board and City staff completed a six-year comprehensive park and recreation plan. The range of work undertaken from basic data collection to development of goals, objectives and recommendations were extensive and thorough. As a result of this effort, the Comprehensive Plan endorses and incorporates the Dayton Six-Year Comprehensive Park and Recreation Plan. The City anticipates completing an amendment to the Parks Plan in 2008.

Other Public Facilities and Services not operated by the City of Dayton:

Dayton Medical Facilities

Medical facilities in Dayton include a hospital with 15 beds, three physicians, three physician assistants, two chiropractic doctors, one dermatologist, and one nurse practitioner. The hospital employs about 125 people between the hospital and the associated nursing home. The nursing home is licensed for 66 beds. There is a state-of-the-art X-ray facility, massage and physical therapy, and air transport ambulance.

Schools

It is also important to note the historical significance of the Dayton schools. Dayton had the first graded school in the Washington Territory (1879). In that year, a 2-story frame building was contracted to house the school. In 1903 the frame schoolhouse was replaced by Central School, which housed grade school through high school students. In 1924 the present high school was built to accommodate the high school; elementary students remained at the old Central School. Extensive remodeling over the past years has resulted in the current school campus. There are also two private schools in the community.

Dayton Historic Depot

The Dayton Historic Depot is located on the corner of Second and Commercial Street. This depot was built in 1881 and is the oldest existing railroad depot in the state. It is completely restored with memorabilia and local turn of the century furnishings and a photograph exhibit. The building has been altered only slightly in the 100-years of its existence.

The Oregon Railroad and Navigation Company built the Depot. It was used continuously until 197. The building was listed in the Register of National Historic Places in 1971 and donated to the Dayton Historical Society in 1975.

Other museums are the Palus Museum and the Boldman House.

Columbia County Courthouse

The Columbia County Courthouse was completed in 1887. It is the oldest courthouse in the state still in use for county government. A local architect, W.H. Burrows, designed the courthouse. The Italianate style building was topped with a 22-foot high tower with shuttered windows, mansard roof and wrought iron railings. Statuary stands on the top of the four roof pediments. A restoration program was completed in 1994.

Goals and Objectives

Public Facilities and Services

Adequate public facilities are a necessary precondition to the development of housing, commerce, and industry in any community. Adequate public facilities have also been linked to encouraging the maintenance of existing neighborhoods. Those neighborhoods with deficient or deteriorated public facilities are often most susceptible to decline, thus directly impacting neighboring uses. For these reasons, public facilities are a major concern in this Plan.

Goal A: Sustain the facilities and services to meet existing needs and provide for future expansion.

Community Objective A.1: Where feasible, utility lines should be placed underground.

Policy Discussion

Utility lines should be encouraged to be placed underground in all new developments and in existing developments, when possible, in an effort to discourage the unsightly practice of above-the-surface utility lines.

Community Objective A.2: Developers shall be responsible for supplying the additional capital facilities required to support their developments.

Policy Discussion

Realizing that if future development is to commence, additional public facilities will be required and in an effort to alleviate financial burdens placed upon Dayton's residents for facility expansions, developers shall be financially responsible for extending infrastructure needs to their projects, which are not usually borne by the city. Latecomer agreements should be utilized to aid developers in recovering development costs from people who chose those improvements at a later date.

The City may participate in helping to finance developments if it can be demonstrated that such development will be an overall benefit to the city. Future alternatives to these development costs should be directed toward the pursuance of local improvement districts, state and federal grants and or other funding methods to assist development and improvements of public facilities.

Community Objective A.3: Continue capital facility's management. The City shall perform its activities and make capital budget decisions in conformity with its comprehensive plan.

Policy Discussion

The City of Dayton, like many rural communities, has limited funds to finance and maintain capital improvements. Continuing to conduct long-range capital improvement programming allows for efficient facility services and will help maximize the use of available funds to serve appropriate future growth and development.

Community Objective A.4: Municipal services should be limited to incorporated areas of the City and to portions of the Urban Growth Area willing to annex into the city in the future.

Policy Discussion

In order to assure efficient use of public funding and services, the city would limit the provisions of services to the municipal boundaries, and those areas where future annexation is expected in the UGA. It was recently recognized that the City furnishes water for consumption to several residential accounts outside the corporate limits, provided the applicant requesting water assumes all development costs associations including the extension of new service lines. However, these services should only be extended when annexation is not a feasible alternative.

Community Objective A.5: Continue research on solid waste disposal programs, and actively encourage participation in recycling.

Policy Discussion

Currently Columbia County operates a transfer waste disposal station with compaction capability allowing transportation of solid waste from Columbia County and Dayton to a Walla Walla landfill. However, due to the increasing costs associated with this process, further investigation should be made in an effort to establish and maintain an economical, effective, efficient and environmentally acceptable system of solid waste disposal.

Community Objective A.6: Protect ground water resources.

Policy Discussion

The City of Dayton's water supply is supplied from ground water from three wells. These wells are fed by the Columbia River basalt aquifer. The water quality from these wells is excellent. Regular chlorination of this water began in 1998; before that chlorination was only done on a batch basis. In an effort to maintain this quality water system, the City should work with the county and the state to identify potential adverse effects upon ground water resources.

Community Objective A.7: The City shall reassess the relationship between Land Use and Capital Facilities Elements as part of the annual plan amendment cycle. With regards to capital facilities, the city should reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.

Policy Discussion

There are several components within both of these management systems. The best land use assessment for evaluating impacts to the infrastructure may best be seen through annexation.

Six-Year Capital Improvements

1/7/2015

6-YEAR CAPITAL IMPROVEMENT 2015 - 2020

Dept.	Project/Facility Description	Cost	CFP Year	Funding Sources
Street	N. Front Street and Bridge Reconstruction	\$ 1,700,000	2019-2020	City/WSDOT/Transportation Benefit District (TBD)
Street	Pavement Preservation Treatments - Various Streets	\$ 1,300,000	2016-2017	TIB/City/TBD
Street	Reconstruct Alley - N. 1 st St. - to N. 2nd St. between Main Street and E. Commercial Street	\$ 220,000	2017	City
Flood Mitigation	Touchet River/Patit Creek Flood Mitigation Study	\$ 275,000	2018	City /DOE/FEMA
Park	Park Sprinkler System Improvements	\$ 25,000	2015	City
Cemetery	Cemetery Sprinkler System Improvements	\$ 75,000	2020	City
Cemetery	Maintenance Buildings Improvements	\$ 17,000	2017	City/Private
Sewer	Wastewater Treatment Plant Reconstruction Planning	\$ 250,000	2016-2017	City/DOE/USDA/PWTF/Dept. of Commerce
Street	Syndicate Hill Infrastructure Improvements Planning	\$ 70,000	2016	LID/City/TBD
Street/Park	Commercial St. Corridor Improvements	\$ 1,500,000	2016	City/Private/RCO
Street	W. Main Street Safety Enhancement Project	\$ 800,000	2016	City/WSDOT
Sewer	Sewer Collection System Replacement	\$ 1,000,000	Various	City/PWTF/USDA
Water	N. Front Street Drain Line	\$ 132,000	2018	City/PWB
Water	Patit Avenue Water Line Replacement	\$ 340,000	2015-2016	City/DOH/PWTF
Water	N. 1st Street Water Line Replacement	\$ 320,000	2018	City/DOH/PWTF
Water	High School Water Main Replacement	\$ 95,000	2015-2016	City/DOH/PWTF
Current Expense	Touchet River Levee Improvements	\$ 25,000	2015	City
Street	Alley Improvements	\$ 350,000	Various	City/TBD
Street	Miscellaneous Sidewalk Improvements	\$ 250,000	Various	City/TBD/Private

Ord. 1873 - Attachment F-1

20 YEAR CIP 2021 - 2040

Dept.	Project/Facility Description			Cost	Funding Sources
Street	Reconstruct Commercial Street			\$ 1,200,000	City/Bonds
Park	Pietrzycki Park Equipment Upgrades			\$ 150,000	City/RCO
City Hall	City Hall Improvements/Renovations			\$ 1,500,000	City/CDBG/P WTF/USDA
Street	Patit Creek Footbridge			\$ 250,000	City
Street	Touchet River Footbridge			\$ 300,000	DOT/City /Other
Sewer	Reconstruct Wastewater Treatment Facility			\$ 3,500,000	City/DOE/US DA
Water/ Sewer/Streets	Syndicate Hill Infrastructure Improvements Construction			\$ 5,000,000	LID/City
Water/Sewer/Streets/Park/Cemetery/Animal Control/Levees	Rolling Stock and Equipment Apparatus			\$ 600,000	City
Sewer	Waterwater Treatment Plant Construction			\$ 6,000,000	City/PWTF/ USDA
Water/Sewer/Streets/Park/Cemetery/Animal Control/Levees	City Maintenance Facility Upgrades			\$ 300,000	City/PWTF
Sewer	Wastewater Treatment Plan Upgrades			\$ 250,000	City
Water	New Construction/Improvements to Water Wells			\$ 450,000	City/PWTF
Parks	Touchet River Trail			\$ 1,700,000	City/State/ County/Port

20 YEAR CIP 2021 – 2040 cont.

Dept.	Project/Facility Description			Cost	Funding Sources
STREETS:					
Full Construction:					City/LID/TIB/ TBD/PWTF
Type	Street Name	Beginning	Ending	\$ 57,024	
Local Access	Brooklyn Ave	Front St	N 1st St	\$ 106,445	
Local Access	Cherry St	End of Road	Commercial St	\$ 25,344	
Local Access	Front St	End of Road	Whitman Ave	\$ 30,413	
Local Access	Front St	Whitman Ave	Brooklyn Ave	\$ 22,810	
Local Access	N 1st St	End of Road	Whitman Ave	\$ 25,344	
Local Access	N 2nd St	End of Road	Patit Ave	\$ 62,093	
Local Access	N 3rd St	End of Road	Dayton Ave	\$ 22,810	
Local Access	N 4th St	Dayton Ave	End of Road	\$ 45,619	
Local Access	N 4th St	End of Road	Washington Ave	\$ 30,413	
Local Access	N 6th St	End of Road	Dayton Ave	\$ 88,704	
Local Access	Pearson St	S 3rd	S 4th St	\$ 50,688	
Local Access	Race St	S 5th St	End of Road	\$ 38,016	
Local Access	Richmond Ave	N 6th St	End of Road	\$ 159,667	
Local Access	S 5th St	Day St	End of Road	\$ 177,408	
Local Access	S 8th St	Clay St	Spring St	\$ 98,842	
Local Access	S 8th St	End of Road	Clay St	\$ 69,696	
Local Access	Tremont St	Spring St	S 7th St	\$ 22,810	
Local Access	Washington Ave	End of Road West	N 1st St	\$ 126,720	
Local Access	Whitman Ave	Willow St	Front St	\$ 193,882	
TIB Arterial	S 1st St	Main St (Hwy 12)	Clay St	\$ 25,344	
Local Access	Lee St	S 6th St	Cemetery Hill Rd	\$ 114,048	
Local Access	Willow St	Weinhard Rd	Dayton Ave	\$ 221,760	
TIB Arterial	N 3rd St	Commercial St	Main St (Hwy 12)	\$ 195,149	
TIB Arterial	N 2nd St	Commercial St	Main St (Hwy 12)	\$ 86,170	
Local Access	S 5th St	End of Road	Hannan St	\$ 45,619	

20 YEAR CIP 2021 – 2040 cont.

Dept.	Project/Facility Description			Cost	Funding Sources
Local Access	S 7th St	Main St (Hwy 12)	Clay St	\$ 202,752	
TIB Arterial	Washington Ave	N 5th St	N 6th St	\$ 76,032	
Local Access	N 5th St	Washington Ave	Patit Ave	\$ 144,461	
Local Access	Tremont St	S 4th St	S 5th St	\$ 152,064	
Local Access	Clay St	S 7th St	S 8th St	\$ 139,392	
Local Access	Commercial St	Cherry St	Willow St	\$ 139,392	
Local Access	Commercial St	Pine St	Cherry St	\$ 91,238	
Local Access	Patit Ave	N 5th St	N 6th St	\$ 177,408	
Local Access	Spring St	S 7th St	S 8th St	\$ 121,651	
Local I Access	Tremont St	S 3rd St	S 4th St	\$ 68,429	
Local Access	Washington Ave	Cottonwood St	Front St	\$ 202,752	
Local Access	Washington Ave	N 2nd St	N 3rd St	\$ 16,896	
Reclamation:					City/LID/TIB/ TBD/PWTF
TIB Arterial	E Clay St	S 1st St	S 2nd St	\$ 110,880	
TIB Arterial	S 1st St	Clay St	Spring St	\$ 89,760	
Local Access	Commercial St	Willow St	Cottonwood St	\$ 52,800	
Local Access	Cottonwood St	Patit Ave	Washington Ave	\$ 21,120	
Local Access	Front St	End of Road	Dayton Ave	\$ 35,200	
Local Access	J St	S 3rd St	S 4th St	\$ 49,280	
Local Access	Patit Ave	N 6th St	To End of Road	\$ 68,640	
TIB Arterial I	Front St	Dayton Ave	Richmond Ave	\$ 66,880	
TIB Arterial	Front St	Patit Ave	Washington Ave	\$ 66,880	
TIB Arterial	Front St	Richmond Ave	Patit Ave	\$ 66,880	
Local Access	N 3rd St	Washington Ave	Commercial St	\$ 88,000	
Local Access	Cottonwood St	Dayton Ave	Richmond Ave	\$ 31,680	
Local Access	Cottonwood St	Richmond Ave	Patit Ave	\$ 35,200	
Local Access	N 2nd St	Dayton Ave	Richmond Ave	\$ 21,120	
Local Access	Spring St	S 3rd St	S 4th St	\$ 46,933	
Local Access	Vine St	S 5th St	S 6th St	\$ 37,547	

20 YEAR CIP 2021 – 2040 cont.

Dept.	Project/Facility Description			Cost	Funding Sources
TIB Arterial	Washington Ave	N 6th St	N Guernsey Ave	\$ 183,040	
Local Access	Oak St	S 1st St	S 2nd St	\$ 70,400	
Local Access	S 5th St	Main St (Hwy 12)	Clay St	\$ 61,600	
Local Access	S 7th St	Spring St	Tremont St	\$ 24,640	
Local Access	Spring St	S 2nd St	S 3rd St	\$ 46,933	
Local I Access	Willow St	Richmond Ave	Patit Ave	\$ 35,200	
Local Access	N 2nd St	Patit Ave	Washington Ave	\$ 77,440	
Local Access	N 2nd St	Washington Ave	Commercial St	\$ 77,440	
Local Access	Park St	S 6th St	S 7th St	\$ 20,533	
TIB Arterial	S 1st St	Park St	Oak St	\$ 104,720	
TIB Arterial	S 1st St	Spring St	Tremont St	\$ 89,760	
TIB Arterial	S 1st St	Tremont St	Park St	\$ 89,760	
Local Access	Oak St	S 3rd St	S 4th St	\$ 35,200	
Local Access	S 5th St	J St	Lee St	\$ 31,680	
Local Access	S 5th St	Mustard St	Vine St	\$ 36,960	
Local Access	S 5th St	Vine St	J St	\$ 36,960	
Local Access	Vine St	S 4th St	S 5th St	\$ 37,547	
Local Access	Weinhard Rd	West City Limits	Willow St	\$ 21,120	
Local Access	Willow St	Dayton Ave	Richmond Ave	\$ 42,240	
Local Access	Pine St	Main St (Hwy 12)	Clay St	\$ 93,867	
Local Access	Washington Ave	N 4th St	N 5th St	\$ 93,867	
Local Access	Clay St	S 2nd St	S 3rd St	\$ 63,360	
Local Access	Hannan St	S 4th St	S 5th St	\$ 31,680	
Local Access	J St	S 5th St	S 6th St	\$ 51,040	
Local Access	N 6th St	Dayton Ave	Richmond Ave	\$ 24,640	
Local Access	Pearson St	s 4th	S 5th St	\$ 21,120	
Local Access	N 3rd St	Patit Ave	Washington Ave	\$ 88,000	
TIB Arterial	S 3rd St	Creamery St	School Bus St	\$ 86,827	
TIB Arterial	Park St	S 2nd St	S 3rd St	\$ 70,400	
Local Access	Patit Ave	Cottonwood St	Front St	\$ 129,067	
Local Access	S 7th St	Clay St	Spring St	\$ 21,120	
Local Access	N 3rd St	Dayton Ave	Patit Ave	\$ 99,147	

20 YEAR CIP 2021 – 2040 cont.

Dept.	Project/Facility Description			Cost	Funding Sources
Local Access	Cherry St	Commerical St	Main St (Hwy 12)	\$ 49,280	
Local Access	J St	S 4th St	S 5th St	\$ 51,040	
Local Access	S 6th St	Tremont St	Park St	\$ 52,800	
TIB Arterial	S 3rd St	Oak St	Creamery St	\$ 108,827	
Local Access	Clay St	S 5th St	S 6th St	\$ 51,333	
Local Access	Park St	S 1st St	S 2nd St	\$ 46,933	
Local Access	Patit Ave	Willow St	Cottonwood St	\$ 116,160	
OVERLAYS:					City/LID/TIB/TBD/PWTF
Local Access	Eckler St	S 5th St	East City Limits	\$ 7,040	
Local Access	Lee St	S 6th St	S 5th St	\$ 11,264	
Local Access	N 4th St	Washington Ave	Commercial St	\$ 16,896	
Local Access	S 7th St	Tremont St	Park St	\$ 5,867	
Local Access	N 5th St	Dayton Ave	Richmond Ave	\$ 8,448	
Local Access	S 5th St	Clay St	Tremont St	\$ 16,896	
Local Access	Tremont St	S 2nd St	S 3rd St	\$ 36,608	
Local Access	Washington Ave	N 3rd St	N 4th St	\$ 37,547	
TIB Arterial	Pine St	Commercial St	Main St (Hwy 12)	\$ 24,640	
Local Access	Eckler St	S 4th St	S 5th St	\$ 14,080	
Local Access	S 5th St	Eckler St	Hannan St	\$ 11,968	
Local Access	S 6th St	Park St	South City Limits	\$ 11,264	
Local Access	Spring St	S 1st St	S 2nd St	\$ 14,080	
Local Access	Tremont St	S 1st St	S 2nd St	\$ 27,456	
TIB Arterial	Cameron St	Pine St	Cherry St	\$ 49,045	
TIB Arterial	Cameron St	West City Limits	Pine St	\$ 89,173	
TIB Arterial	Cameron St	Willow St	Cottonwood St	\$ 57,963	
TIB Arterial	Cameron St	Cherry St	Willow St	\$ 49,045	
TIB Arterial	N 6th St	Patit Ave	Washington Ave	\$ 8,448	
TIB Arterial	S Cottonwood St	Cameron St	End of Road	\$ 73,920	
TIB Arterial	S Cottonwood St	Clay St	Spring St	\$ 24,640	
TIB Arterial	S Cottonwood St	Main St (Hwy 12)	Clay St	\$ 24,640	

20 YEAR CIP 2021 – 2040 cont.

Dept.	Project/Facility Description			Cost	Funding Sources
TIB Arterial	S Cottonwood St	Spring St	Cameron St	\$ 61,600	
Local Access	N 4th St	Commercial St	Main St (Hwy 12)	\$ 19,712	
Local Access	Richmond Ave	N 5th St	N 6th St	\$ 11,264	
Local Access	Richmond Ave	End of Road West	N 5th St	\$ 7,040	
TIB Arterial	Front St	Commercial St	Main St (Hwy 12)	\$ 31,211	
Local Access	Mustard St	S 5th St	S 6th St	\$ 28,160	
TIB Arterial	S 3rd St	Park St	Oak St	\$ 37,312	
TIB Arterial	S 4th St	Day St	South City Limits	\$ 142,560	
TIB Arterial	S 4th St	Guernsey St	Day St	\$ 42,240	
TIB Arterial	S 4th St	J St	Lee St	\$ 31,680	
TIB Arterial	S 4th St	Jackson St	McCall St	\$ 52,800	
TIB Arterial		Lee St	Pearson St	\$ 26,400	
TIB Arterial	S 4th St	Main St (Hwy 12)	Clay St	\$ 40,245	
TIB Arterial	S 4th St	McCall St	Guernsey St	\$ 47,520	
TIB Arterial	S 4th St	Pearson St	Race St	\$ 58,080	
TIB Arterial	S 2nd St	Oak St	School Bus St	\$ 99,733	
Local Access	Cemetery Hill Rd	Mustard St	Cemetery Hill Rd	\$ 9,387	
Local Access	Clay St	Cherry St	Willow St	\$ 46,464	
Local Access	Clay St	Pine St	Cherry St	\$ 29,568	
Local Access	Clay St	Willow St	Cottonwood St	\$ 46,464	
Local Access	Dayton Ave	Cottonwood St	Front St	\$ 51,627	
Local Access	Lee St	S 5th St	S 4th St	\$ 11,264	
Local Access	Richmond Ave	N 1st St	N 2nd St	\$ 20,651	
Local Access	Spring St	S 6th St	S 7th St	\$ 13,141	
Local Access	Willow St	Clay St	Spring St	\$ 24,640	
Local Access	Willow St	Main St (Hwy 12)	Clay St	\$ 24,640	
TIB Arterial	S 4th St	Eckler St	Mustard St	\$ 86,240	
TIB Arterial	S 4th St	Hannan St	Eckler St	\$ 28,747	
TIB Arterial	S 4th St	Mustard St	Vine St	\$ 36,960	
TIB Arterial	S 4th St	Park St	Oak St	\$ 34,496	
TIB Arterial	S 4th St	Spring St	Tremont St	\$ 34,496	
TIB Arterial	S 4th St	Vine St	J St	\$ 36,960	

20 YEAR CIP 2021 – 2040 cont.

Dept.	Project/Facility Description			Cost	Funding Sources
Local Access	Pine St	Clay St	Cameron St	\$ 14,080	
Local Access	Richmond Ave	Cottonwood St	Front St	\$ 25,813	
Local Access	Richmond Ave	Front St	N 1st St	\$ 23,232	
Local Access	S 6th St	Clay St	Spring St	\$ 21,120	
Local Access	S 6th St	Main St (Hwy 12)	Clay St	\$ 21,120	
Local Access	S 6th St	Spring St	Tremont St	\$ 21,120	
Local Access	Spring St	Willow St	Cottonwood St	\$ 38,016	
Local Access	Tremont St	S 6th St	S 7th St	\$ 8,213	
Local Access	Vine St	S 3rd St	S 4th St	\$ 18,773	
Water	Tremont Street Water Line Replacement			\$ 85,000	City/DOH/P WTF/USDA
Water	Hannan Street Water Line Replacement			\$ 53,000	City/DOH/P WTF/USDA
Water	E. Clay Street Water Line Replacement between S. 3rd St. to S. 4th St.			\$ 90,000	City/DOH/P WTF/USDA
Water	Willow St to W. Dayton Avenue Water Line Replacement			\$ 122,000	City/DOH/P WTF/USDA
Water	N. Touchet Road Pressure System Improvements			\$ 727,000	City/DOH/P WTF/USDA
Water	Washington Avenue Water Line Replacement			\$ 250,000	City/DOH/P WTF/USDA
Water	S. 6th St Water Line Replacement			\$ 150,000	City/DOH/P WTF/USDA
Water	E. Main St. Water Line Improvements			\$ 334,000	City/DOH/P WTF/USDA
Water	Race St. Water Line Improvement			\$ 31,000	City/DOH/P WTF/USDA

20 YEAR CIP 2021 – 2040 cont.

Dept.	Project/Facility Description		Cost	Funding Sources
Water	S. Cottonwood St. Water Line Improvements		\$ 85,000	City/DOH/P WTF/USDA
Water	Harlem Rd to Wagon Rd. Water Line Improvements		\$ 212,000	City/DOH/P WTF/USDA
Water	Stockton Rd. Water Line Improvements		\$ 127,000	City/DOH/P WTF/USDA
Water	Stedman Rd to Strom Rd.		\$ 148,000	City/DOH/P WTF/USDA
Water	Cemetery Water Line Improvements		\$ 32,000	City/DOH/P WTF/USDA
Water	Water Wells Booster Pumps Improvements		\$ 80,000	City/DOH/P WTF/USDA
Water	North Hill Pressure Zone Improvements		\$ 350,000	City/DOH/P WTF/USDA
Water	Syndicate Hill Infrastructure Improvements (Water, Sewer, Streets, etc.)		\$ 745,000	City/DOH/P WTF/USDA
Current Expense	Touchet River Levee Improvements		\$ 275,000	City/Flood Control District
Street	Alley Improvements		\$ 350,000	City/TBD
Street	Miscellaneous Sidewalk Improvements		\$ 250,000	City/TBD/Private



HOUSING ELEMENT

Inventory and Assessment

This section provides discussion about housing and historic preservation in the City. This element ensures the vitality and character of established neighborhoods, including an inventory housing needs; statements of goals, objectives and policy discussions; preservation, improvement and development of housing; identify sufficient lands for all housing sectors; and make adequate provision for all economic segments of the community.

A. EXISTING HOUSING

Housing Units: There were 1,161 housing units in Dayton in the year 2000, an increase from the 1,154 units of 1990. 736 or 63% of these are owner-occupied housing units. The median year in which these houses were built is 1948 and the median selling price in 2006 was \$120,000. Renter-occupied units constitute 29% or 338 units. The median year in which the rental units were built is 1951 and median rent paid is \$480 per month. There were 87 vacant housing units in 2000.

Household Size: The table below shows the types of households in the City.

HOUSEHOLD TYPE	<u>1990</u>		<u>2000</u>	
Married Couple Family	533	53%	554	51%
Single Female-Parent Family	89	9%	107	9%
Single Male-Parent Family	23	3%	37	3%
Single Person Household	322	2%	351	33%
Total Households:	1,003	100%	1,080	100%
Average Household Size	2.37 persons		2.45 persons	

HOUSING STRUCTURES IN THE YEAR 2000				
AREA	1-UNIT	2+(MF)	MOBILE HOMES	TOTAL
DAYTON	946	147	68	1161
OUTSIDE DAYTON	624	66	210	857
TOTAL FOR COLUMBIA CO.	1570	213	278	2018

B. AFFORDABILITY

Affordability is becoming a greater concern in Dayton. In 1990, the median mortgage in Dayton was \$428/month. 87% of the homeowners were paying less than 30% of the household income towards that mortgage. Similarly, in 1990 the median rent payment was \$281 and 50% of the households were below the 30% household income threshold. Affordability is not the critical issue in Dayton that it is in surrounding areas; however, it is likely to become critical in the near future. The average selling price of homes in Columbia County in 2006 was \$120,000 and the average mortgage payment was \$825 (before taxes and insurance.)

Housing is considered to be "affordable" if the total of all housing costs, including taxes, insurance, and utilities (including heat) does not exceed 30% of a household's gross income. The median income for a household in the county is \$33,500, the 30% threshold translates to \$837 per month, and thus the housing costs are on the cusp of exceeding the affordability level.

Since renters are typically younger households, any lack of affordability is more likely the result of lower-paying jobs than high-priced housing. However, in both owned and rented properties, housing is becoming less affordable.

C. HOUSING NEEDS ASSESSMENT

The City understands the importance of obtaining greater information relative to the availability and affordability of housing in the community. Such an assessment study has not yet occurred. As part of the joint UGA Plan, the City and County should integrate applicable housing information to address housing issues in the community.

The 2006 population estimate by the OFM for Dayton shows 2,720, which is an increase of 0.0044% per year since 2000. If that rate were projected forward ten years, the population of Dayton in 2016 would be 2,842 and 2,983 in 2026. If we used an annual increase of 1% per year, in 2016 the population would be 3,005 and 3,319 in 2026. An annual increase of 3% per year yields a population of 3,765 in ten years and 5,060 in two decades. These numbers have relevance in planning for the future housing needs and services of the citizens of Dayton.

Given the average household size of 2.45 persons, in 2026 an additional 107 housing units would be needed using the lower projections, an additional 244 housing units using the middle projections, and an additional 955 units using the high forecasts.

D. SUMMARY

Existing housing in Dayton, despite its age, is in good condition for the most part, and is currently affordable. However, its availability is diminishing.

The condition of housing has remained good. However, there is valid reason to be concerned about housing conditions. First, over half of all housing is over 50 years old, which indicates the upcoming need for renovation or updating. In addition, landlords of trashed units don't have money readily available (or the desire) to repair units after they are vacated; so some units sit vacant and in need repaired. In general, though, most housing appears to be in fine condition.

The cost to purchase and rent housing has increased slightly in the past three years. Home values have increased an average of 65% since 1990. A growing percentage of people could have difficulty affording the median rent or medium-priced homes, and the homes valued below median are becoming less plentiful than the past.

If rent assistance were available in Dayton, seniors, who make up a portion of lower-income households, would likely need it most. The building of a senior complex would create a situation in which lower-income seniors, who currently own their own homes free and clear but can no longer maintain them, would move from their homes and begin paying rent.

Goals and Objectives

Goal H-1: Encourage the availability of different housing types and densities compatible to the needs of the community and its individual neighborhood or historic district.

Community Objective H-1.1: Establish residential densities that are reflective of the area's needs.

Policy Discussion

In an effort to prevent overcrowding of the land and ensure compatible land uses, residential classifications shall be established which reflect the identity and character of the neighborhoods within the classifications.

Community Objective H-1.2: The City shall not enact any statute or ordinance that has the effect, directly or indirectly, of discriminating against consumers' choices in the placement or use of a home in such a manner that is not equally applicable to all homes. Homes built to 42 U.S.C. Sec. 5401-5403 standards (as amended in 2000) must be regulated for the purposes of siting in the same manner as site built homes, factory built homes, or homes built to any other state construction or local design standard. However, the City may require that (a) a manufactured home be a new manufactured home; (b) the manufactured home be set upon a permanent foundation, as specified by the manufacturer, and that the space from the bottom of the home to the ground be enclosed by concrete or an approved concrete product which can be either load bearing or decorative; (c) the manufactured home comply with all local design standards applicable to all other homes within the neighborhood in which the manufactured home is to be located; (d) the home is thermally equivalent to the state energy code; and (e) the manufactured home otherwise meets all other requirements for a designated manufactured home.

Policy Discussion

The intent of this objective is to recognize the City's responsibility to provide for the affordable housing needs of the community while protecting the character of the residential neighborhoods and the historic nature of Dayton.

In an effort to ensure that manufactured homes harmonize with a site built homes of similar quality, size and architectural style, they must have the front "A frame" hitch removed. The lower perimeter must also be completely enclosed in order to eliminate exposure of under portions. This shall be accomplished in a manner that is similar in appearance to a site built foundation with skirting or a similar material, color and pattern as the siding of the manufactured home. Consideration should also go to the importance of specific architectural features of the buildings and lot orientation.

Community Objective H-1.3: Provide for auxiliary apartments in residential zones.

Policy Discussion

Dayton's housing supply should be sufficiently diverse to ensure that people with low to moderate income, small family or single-person households, and seasonal occupants have the opportunity to find quality housing in Dayton. The intent is to ensure that the appropriate residential character is maintained and that a quality living environment is achieved.

Community Objective H-1.4: Encourage ancillary residential development in the existing commercial buildings.

Policy Discussion

Residential development can provide benefits for existing businesses and residents alike. Upper story housing will provide the opportunity for people to live close to shops and services and places of employment. Additionally, residents within the downtown area will help to create a localized market for nearby goods and services while encouraging activity in the vacant upper story, downtown buildings. It is important to note that residential use in these buildings shall be considered an ancillary activity and should not displace existing potential commercial use.

Policy H-1.4 Design features of mixed-use developments should include the following:

- a. Integration of the retail and/or office uses and residential units within the same building or on the same parcel;
- b. Ground level spaces built to accommodate retail and office uses;
- c. Off-street parking behind or to the side of the buildings, or enclosed within buildings; and
- d. Opportunities to have safe, accessible pedestrian connections and bicycle facilities within and to adjacent to the residential development.

Community Objective H-1.5: The City shall not enact any statute or ordinance that prohibits the use of a residential dwelling, located in an area zoned for residential or commercial use, as a family day-care provider's home facility.

Community Objective H-1.6: The City shall not enact any statute or ordinance that treats a residential structure occupied by persons with handicaps differently than a similar residential structure occupied by family or other unrelated individuals.

Policy H-1.6 The City encourages the use of universal design in residential structures to support aging-in-place by city residents and to support all other sectors of the population.

Goal H-2: Improve and maintain the physical appearance of the neighborhoods.

Community Objective H-2.1: Improve and repair streets, curbs and sidewalks that maintain the appearance and safety of the neighborhood.

Policy Discussion

Dayton has long been a residential community. The desire to maintain a quality residential area is a widely held value; this objective support's maintenance of streets, curbs and sidewalks in an effort to maintain and promote an overall character and quality of the community.

However, past trends indicate that funding for street and curb repair is depleted. This creates a special need to obtain future funding. Possible funding alternatives include local street funds, state and federal grants, and local improvement's districts. This objective also recognizes that the responsibility for sidewalk repair and maintenance should be placed primarily upon the abutting property owner. Traditional street widths (example – First and Second Streets) should be preserved to promote the historic nature of our community.

Community Objective H-2.2: Eliminate abandoned blighted structures.

Policy Discussion

This objective recognizes that dilapidated or burnt out structures are both an eyesore and a safety hazard for the community. This Comprehensive Plan recommends requiring the repair or removal of such structures. This could be accomplished through the adoption of the International Conference of Building Officials Uniform Code for the Abatement of Dangerous Buildings. There would be a mandatory stay of demolition until a review by the Dayton Historical Preservation Commission for those structures within the historic overlay area and those properties that are in a local district or are individually on an historic register.

Community Objective H-2.3: Enforce the removal of junked cars and materials and control unkempt weedy properties.

Policy Discussion

The accumulation of junked vehicles, debris and excessive growth of weeds on private and public property tends to lower adjacent property values, degrade the neighborhood, and can provide breeding grounds for vermin. It is for these reasons that the city will continue its implementation of the ordinance that alleviates these negative impacts.

Community Objective H-2.4: Assure new development provides infrastructure needed to support to the appearance, function and safety of the neighborhood.

Policy H-2.4 Residential developments within the City, including mobile home parks, shall provide the following improvements, except when a deviation from standards is justified;

- a. Paved streets, paved alleys, curbs, sidewalks or paved walkways, and internal walkways;
- b. Adequate parking;
- c. Street lighting and street trees;
- d. Stormwater treatment and control;
- e. Public water supply;
- f. Public sewers; and
- g. Landscaping around the perimeter and parking areas.

HISTORIC ELEMENT

HISTORIC PRESERVATION PROGRAMS:

The City recognizes the importance of protecting and preserving its historical buildings, both those that now have historic importance and those that will gain historic significance over time. This is implemented through preservation planning, restoration and design guidelines. This overriding objective has enabled the City to pursue and receive designation as a state of Washington Certified Local Government(s) [CLG]. The City established a Historic Preservation Commission through Resolution No. 951 on July 14, 1992. This involved an appointed Commission that assists in the preparation of plans and ordinances, for the protection of local historic resources. It also seeks restoration-producing incentives for the public, provides preservation oriented public education, conducts a periodic survey of Dayton's historic resources, and advises the City in historic preservation matters.

HISTORIC REGISTER:

Nominations to both the National Register of Historic Places and the Washington Heritage Register are made on a Standard National Register Inventory-nomination form, available from the State Office of Archaeology and Historic Preservation. Completeness of documentation and clarity of writing are strictly required. [The preparer depending on the property involved needs Qualifications in architecture, history, landscape architecture, archaeology or other fields]. The nomination document becomes the archival resource on the property.

The state office first reviews all nominations originating in this state before being put before the state Advisory Council. The Council may list the property (site, building, structure, object, district, or group or resources) in the Washington Heritage Register, recommend it to the National Register, or reject it. All properties recommended to the National Register are automatically considered Washington Heritage Register Properties. The state council is the only body in the state that can make a recommendation to the National Register and the only body that can place a property on the Washington Heritage Register. Resources on either register that are later moved or altered are reviewed by the state council to determine whether they are still suitable. The National Park Service of the Department-of Interior is the agency that approves national listings and administers the national program. The Park Service and other federal agencies also initiate listings.

The state council and Park Service use established criteria in evaluating nominations. State and National Register criteria are similar, the chief difference in listings being the absolute high quality of National Register resources. The National Register is intended to include not only those places of national significance but also places of state and local significance. This successful partnership between the federal and state level of government has prompted Congress to expand that partnership to provide for greater participation among local governments. A local government may participate directly in this program when the State Historic Preservation Officer certifies that the local government has established its own historic preservation commission and a program meeting federal and state standards. A local government that receives such certification is known as a Certified Local Government (CLG). Dayton is a CLG.

PRESERVATION BENEFITS:

Historic preservation is not only culturally but also economically valuable. Historic structures generate tourism and attention. Historic preservation is frequently used in rehabilitating run down residential areas and in providing a successful theme for downtown revitalization. Restored downtown buildings provide an interesting setting for shops and restaurants. Restoration work snowballs with the recognition that comes from listings on the registers and with inducements of grants and tax credits. In 2005 Dayton was recognized as a Preserve America City.

GRANTS:

The historic preservation partnership between the federal, state and local levels of government established through the National Preservation Act of 1980 allows the creation of the CLG Program. Obtaining status as a CLG can encourage the local government to develop and maintain its local preservation efforts in coordination with its development plans. CLGs are eligible to apply for earmarked grants from their State Historic Preservation Officer. At least 10% of the annual Historic Preservation Fund Grant made to States under the National Historic Preservation Act must be distributed among CLGs. There are many projects that can be assisted by state grants to CLGs. Some examples are:

- Surveys and inventory of historic buildings and other historic features of a community such as parks, fences, roads, and bridges;
- Survey of local prehistoric and historic archaeological resources;
- Preparation of nomination of local properties to the National Register of Historic Places;

- Activities related to comprehensive community planning, such as providing staff support for a CLG’s historic preservation commission, developing published design guidelines for use by historic preservation commissions in their review of new construction and alterations to properties within historic districts writing or amending preservation ordinances;
- Preparing preservation plans for the protection of local historic resources;
- Testing archaeological sites to determine their significance or programs for public education in historic preservation, such as preparing and producing exhibits and brochures concerning local historical resources and their protection, and the activities of the historic preservation commission preparing special events that educate the public about local history and the community’s historic resources and preservation issues.

CLGs may also apply for funds not specifically earmarked for CLGs, but so can other governments that are not CLGs as well as non-government institutions, organizations and individuals.

Status as a CLG gives local governments an advantage in the competition for scarce funds, as their programs are already coordinated with their State Historic Preservation Office.

TAX INCENTIVES

The Tax Reform Act of 1986 permits owners and some lessees of historic buildings to take a 20% income tax credit on the cost of rehabilitating such buildings for industrial, commercial, or general residential purposes. The law also permits depreciation of improvements over 27.5 years for a residential property and over 31.5 years for non-residential programs. The rehabilitated building must be a certified historic structure that is subject to depreciation and the National Park Service must certify the rehabilitation as meeting standards.

During its 1985 session, the Washington State Legislature determined that as the state approached its centennial year, the preservation of a lasting legacy or historic resources was an important goal. In order to reach this goal, the legislature passed a law that allows a “special valuation” for certain historic properties within the state. The primary benefit of the law is that during the ten-year special valuation period, property taxes will not reflect substantial improvements made to the property.

Prior to the passage of this law, owners restoring historic buildings were subject to increased property taxes once the improvements were made. The legislature decided that restoration of these properties would be encouraged if tax relief were selected as a tool that could provide financial incentives necessary to promote rehabilitation of eligible historic properties.

Only CLGs are eligible to pass tax relief to the public. The local government identifies the types of historic properties that are eligible for special valuation and designates a local review board that will review applications. Eligible properties that undergo substantial rehabilitation may receive special valuation if the local review board approves the rehabilitation work. The work must have been conducted within two years prior to application and must equal in cost at least 25% of the assessed value of the structure prior to rehabilitation.

DAYTON'S NATIONAL REGISTER OF HISTORIC PLACES

The City of Dayton has three historic districts listed on the National Register of Historic Places – two residential and one commercial. These are the:

Southside National Historic District, Washington Street National Historic District, and Downtown Dayton National Historic District.

There are also several individual residences listed outside the districts.

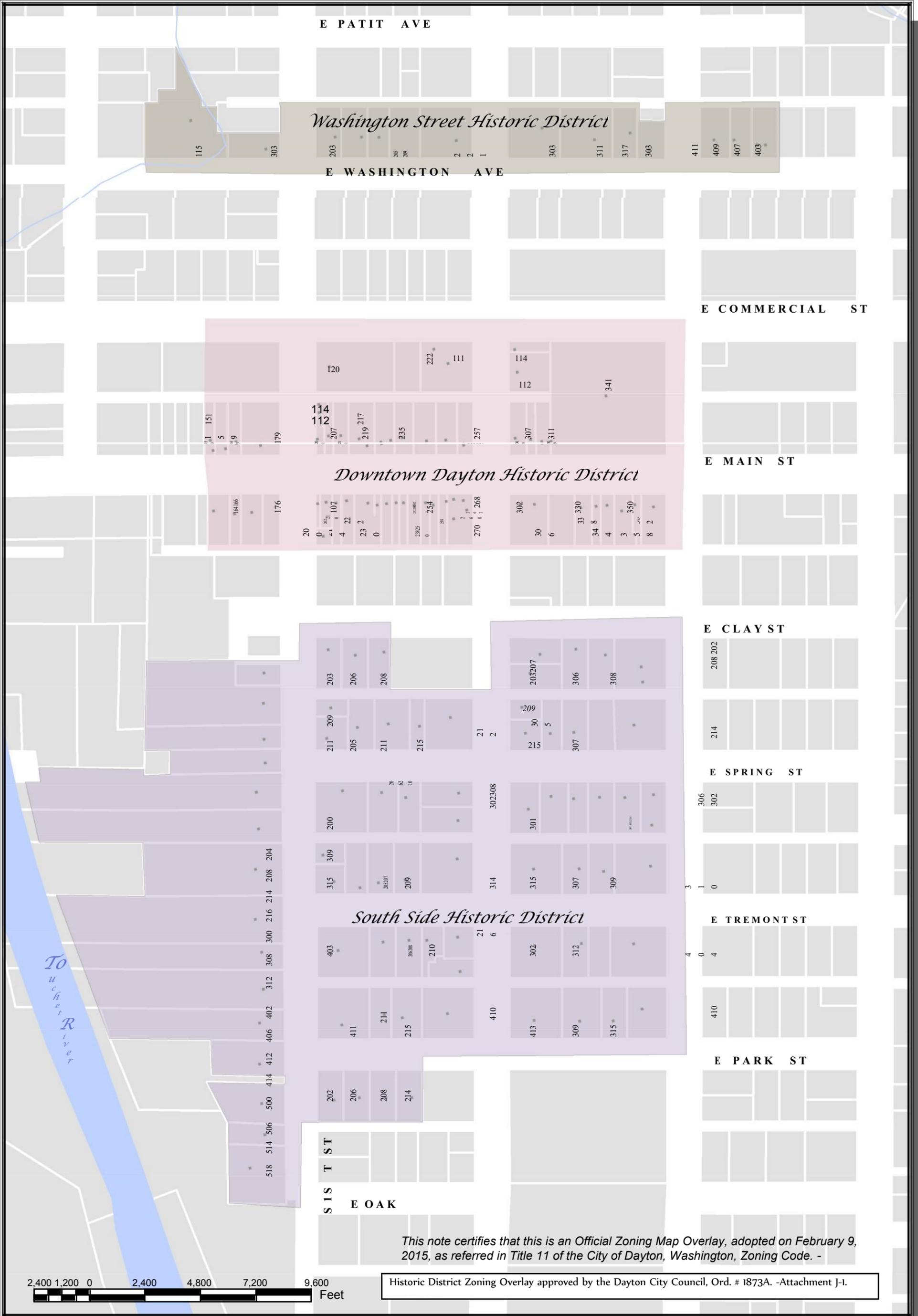
DAYTON'S LOCAL REGISTER OF HISTORIC PLACES

The three districts noted above are also listed on the local Dayton Register of Historic Places along with several individual listings of houses on the local register.

In both the National and Dayton Historic Districts, buildings are designated as primary/contributing or non-contributing. Included among these is the oldest existing railroad station in Washington (1881) and the Columbia County Courthouse, the oldest Washington State Courthouse still in use. The areas in which these landmarks are located are shown on the zoning overlay map for the Dayton Historic Register of Historic Places, shown on Figure HP-1 below.

Any building, structure, site, object, or district may be designated for inclusion in the Dayton Register of Historic Places if it is significantly associated with the history, architecture, archaeology, engineering, or cultural heritage of the community; if it has integrity; and is at least 50 years old, or is of lesser age and has exceptional importance.
[City of Dayton Municipal Code Section 5-.24]

Dayton 8 Historical Districts



Goals and Objectives

Goal HP-1: Preserve and enhance the buildings and properties in Dayton that are historically significant or of architectural importance.

Community Objective HP-1.1: The City should encourage development that is compatible with the existing historic integrity of the community.

Policy Discussion

Dayton's historical structures are important to all residents of the City. Not only do these areas contain the City's beginnings, but they are also where the City's more prominent landmarks are located.

The main architectural themes have already been laid down and must be considered in the design of any new structures or renovation of existing structures. This does not mean that all structures must be lavish imitations of an architectural style whose heyday is past. But sensitivity to surrounding buildings and use patterns is essential to a successful development.

Preservation is to be approached in a positive nonrestrictive manner. The rights of property owners as well as cost to owners should be respected. It is for this reason that the Historic Preservation Commission should be a group of citizens who share interest and knowledge in historic preservation and will provide recommendations to the property owners.

The Dayton Historic Preservation Commission acts primarily in an advisory capacity to the City Council. Various responsibilities of this Commission include though not limited to:

- a) Review of nominations to the National Register of Historic Places;
- b) Establish and maintain a local register of historic places;
- c) Review and comment upon projects which impact historic resources;
- d) Undertake public awareness efforts on historic preservation issues;
- e) Explore various local, state, and federal programs offering funding, preferential tax treatment, and technical assistance for historic properties;
- f) Make recommendations with regard to historic land use, zoning, and design standards, and
- g) Conduct reviews of projects through Certificates of Appropriateness (COA) for compliance with the Secretary of Interior Standards and/or District Design Guidelines as adopted by the City. COA review applies to both to projects in historic districts and on registered properties.

Community Objective HP-1.2: Adopt district design guidelines which are user friendly in implementing the Secretary of Interior Standards as applied to the Dayton Historic Districts.

Policy -HP1.2.1

The purpose of design guidance is to provide an easy to read policy resource for property, owners, architects, designers, builders, developers, City staff, and the Historic Preservation Commission and City Council. Guidelines inform about design policies in the districts and provide direction on preserving the integrity of the community's historic resources through congruous new construction and alterations.

Policy -HP1.2.2

Design guidelines should assure the distinct rhythms, distinctive colors, spacing of details, and diversity of architectural textures which give the historic buildings their architectural styling are retain when possible. The Design guidelines should be adopted as part of a subarea plan for each historic district in the City.

The Downtown Dayton Historic District and Design Guidelines were adopted as the Subarea Plan of the Comprehensive Plan for the Downtown Dayton Historic District, under Ordinance # 1873 on February 9, 2015 and are included as APPENDIX B.



TRANSPORTATION ELEMENT

Inventory and Assessment

This element discusses traffic circulation within the City. This element uses land use assumptions in estimating travel including ten-year forecasts; facility and service needs, inventories, level of service standards, financing and funding capacities, system, improvements, intergovernmental coordination, and demand management strategies.

The transportation and circulation system for Dayton includes facilities and resources used in the movement of people and goods. The system includes streets and highways, railroad facilities and modes of transportation outside the city of Dayton's corporate limits that are in close proximity.

Attention to the transportation system is important in furthering long-range improvements in the efficiency and safety of movement of people and goods. Attention is also important because of the relationship between transportation facilities and land use. The type and availability of transportation resources are major factors in the setting, of land use patterns, while conversely, the way land is used, greatly influences the need and location for new transportation facilities or improvements and the usability of existing facilities. The relationship between transportation and land use is one of continuous interaction, and their planning must be coordinated.

The above introduction explains the importance of a transportation system. A brief description of the components of the existing system is listed below. The definitions for these functional classifications of streets are identified below.

Rail Facilities

The Blue Mountain Railroad that serves Dayton on a frequent basis and connects the Seneca plant with points to the west provides rail transportation.

Water Transport

Barge transportation is available on the Snake River where Columbia County Grain growers own and operate a shipping terminal. The main barge company is Tidewater Barge Lines based in Portland, Oregon.

Trucking Service

There are several trucking companies serving the area: ANR Freight Systems, Consolidated Freight Ways, and Burlington Northern Transport System. Moreover, there are also numerous packaging and courier services available. The community has its own unique need for the movement of freight and people for economic reasons, medical, recreational, and other social needs.

In the past the community has enjoyed a fairly well balanced multimodal system that consisted of rail, barge, truck, transit, and paratransit. The air mode has been available to the region through the airport facilities in the Tri-Cities, Walla Walla, and Lewiston. Several different carriers serve Columbia County's trucking transportation needs. The City of Dayton is served by Columbia County Transit. The program is set up under the Agency on Aging administered by the County Commissioners and funded through the Older Americans Act.

Today there are several internal and external factors that are affecting the ability of the multimodal system to serve the economic and social needs of the region.

Transit Service

The WSDOT awarded Columbia County a Rural Mobility Grant to provide special needs transportation services to the community. Ongoing funding of the services is a variety of grants and state funding sources.

Air Service

The closest air terminal is located approximately 30 miles south in the city of Walla Walla. Service is provided by Horizon Airlines that offers passenger flights daily to Seattle with connections to various cities. There are several other private landing strips in the area, most of which are only capable of handling light aircraft. These smaller airports are used mainly for aerial crop spraying.

Functional Street Classifications

The state of Washington's Department of Transportation establishes functional classifications for all streets within the state. Functional classifications are the designation of highways, roads, and streets into groups having similar characteristics of providing mobility and/or land access. For transportation planning and design purposes, this grouping by similar characteristics recognizes that individual roads and streets do not serve travel independently of each other. As most travel involves movement through a network of roads it is necessary to determine how travel can be channeled within the roadway network in a logical and efficient manner. Thus, street classifications are viewed through a statewide perspective. No road exists as a single entity; each route is a part of the whole and serves to correct with other routes of greater or lesser importance. Listed below are the functional street classifications that apply to the City of Dayton.

Principal Arterials

These serve corridor movement having trip length and travel density characteristics indicative of substantial statewide or interstate travel. Serve all or virtually all, urban areas of 50,000 and over population and a large majority of those with populations of 25,000 and over. Provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise (e.g. international boundaries and connections to coastal cities).

Note: SR 12 is classified as a principal arterial based upon its importance as a cross- state highway.

Major Collector

Provide service to any county seat not an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra county importance, such as consolidated schools, shipping points, county parks, important mining and agricultural areas, etc. Link these places with nearby larger towns and cities, or to routes of higher classifications. Serve the more important intra county travel corridors.

Minor Collector

Are spaced at intervals, consistent with population density, to collect traffic from local roads and provide for all developed areas to be within a reasonable distance of a collector road. Provide service to the remaining, smaller communities. Link the locally important, traffic generators with their rural hinterland.

Level of Service Standards

A Level of Service (LOS) is multi-dimensional measure of the quality of service provided by the existing transportation system. It can be described by one or more factors, such as travel times, levels of congestion, volume of use compared to system capacity, frequency of service, comfort and convenience, or safety.

The Growth Management Act requires the establishment of a level of service standards as a gauge for evaluating the performance of the existing transportation network, including roads and transit.

It is also used to determine whether transportation improvements or services will be available to serve proposed development at the time of development or within six years. This requirement is called "concurrency."

If services, which will operate at the established level of service standards, will not be concurrent with a proposed development either financing for the improvement must be expedited or the development cannot be granted approval. Levels of service standards are used as a tool in the programming of traffic impact mitigation fees. Finally, the level of service standard is used as a tool in the programming of transportation improvement funds to determine priorities between needs.

Road Standards

The first way to evaluate level of service for Dayton roads is by safety, using road standards for pavement wide lane width and surface material. To do this, the city endorses the road standards in the City of Dayton Municipal code. Roads are classified by their purpose or function. Function is the controlling element for classification shall govern right of way, road width and road geometric. Other elements such as access, arterial spacing, and average daily traffic count (ADT) are used. Within each classification, roads are further characterized as urban or rural. An urban or "curb" type road typically requires curb and gutter with inlets and underground pipe drainage. A rural or "shoulder" type road typically requires a shoulder or open ditch drainage.

Capacity

A principal objective of capacity analysis is the estimation of the maximum amount of traffic that can be accommodated by a given facility. Roadway capacity is based on an analysis of roadway conditions, including the number and width of lanes, type of surfacing material and shoulders, the presence of controls at intersection, and whether the roadway is a rural or urban area.

For roadways, capacity as a level of service is typically described in term of congestion, which is usually measured by average travel speed of vehicle density. Listed below are the general definitions of the level of service (LOS) categories typically used by traffic engineers for roadways. Six levels of service are defined.

Each level is given a letter designation from A-F, with LOS A representing the best operating conditions and LOS F the worst. Using the A-F system, roads in Dayton are typically B, and are not anticipated to fall below a level of service C in the next twenty years.

Level of Service Definitions

Level of Service A: Describes a condition of free flow with low volumes and high speeds. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Stopped delay at intersections is minimal.

Level of Service B: Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.

Level of Service C: This level represents a stable flow of traffic, but speeds and maneuverability are more closely controlled than roads with higher volumes. The selection of speed is now significantly affected by interactions with others in the traffic stream, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general levels of comfort-conveyance declines noticeably at this level.

Level of Service D: Represents high-density, but stable flow. Speed and freedoms to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

Level of Service E: Represents operating conditions at or near the maximum capacity level. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to “give way” to accommodate such maneuvers. Comfort and convenience levels are extremely poor and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns.

Level of Service F: Describes forces or breakdown flow, where volumes are above theoretical capacity. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse the point. Queues form behind such locations, and operations within the queue are characterized by stop-and-go waves that are extremely unstable. Vehicles may progress reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion.

Six-Year Street/Road Transportation Improvement Program

Rotating Scheduling

The second way to establish level of service standards is by rotating streets on the 6- Year and 20- Year Transportation Improvement Plan. Historically, the City of Dayton has been replacing roads on a rotating basis. For each six-year road plan, six roads per year were nominated that required maintenance. The scheduling was then rotated to include every road in a seven-year period. The roads that make it to the six-year road plan are a mixture of high and low maintenance requirements, so that in any given period the strategy has been one of control and prevention. The system has been adequate for the city given its limited number of streets and the operating budget.

Based on the two Levels of Service standards outlined in this Comprehensive Plan the city shall maintain these standards:

- 1) Road development standards.

- 2) There shall be rotating schedules of road maintenance for all public streets into the Six-Year Transportation Plan. Since these capital improvement programs are adopted at different times of the year, the City will maintain the consistency between the six-year TIP (Transportation Improvement Program) and the six-year CFP (Capital Facilities Program) during the annual plan amendment cycle.

Influence of Regional Traffic

Regional traffic has a considerable influence on traffic volumes within the county; therefore the inventory of the transportation system includes a review of the transportation plans for nearby cities and the Regional Transportation Planning Organization. No immediate changes in regional traffic flow through the county are expected. In the long term, however, improvements to SR 12 are being considered in the WSDOT Transportation Improvement Program.

Pedestrian/Bicycle Trails

The continuity in pedestrian and bicycle access within the city and county provides comfort and ease for residents and visitors. The city and county are striving to create an integrated system for this mode of transportation, yet recognizes the need to prioritize locations where it expects heavy use, such as routes connecting residential areas to recreational facilities and schools.

Downtown Dayton

Trucks need to be better accommodated in Dayton. A by-pass of downtown Dayton is not desired; however, the feasibility of providing a collector roadway parallel to US 12 should be considered and evaluated, possibly Commercial Street. This concept could help to minimize the impacts of trucks on the community while easing the trip for the traveler as well. Another consideration for downtown Dayton is the possibility of adding traffic signals at strategic intersections in order to improve cross-town connectivity. As traffic volumes on US 12 continue to rise, it will become more difficult for local trips to safely cross the arterial.

Bicycle/Pedestrian Accommodations

Dayton is getting more and more tourists. An off-road pathway connecting Dayton and Waitsburg should be considered; this could be constructed in two phases, the first extending from Dayton to the Lewis Clark State Park. Such a facility would serve both tourists as well as provide local residents a safe place to walk, bicycle and recreate.

The Dayton-SR 12 Bridge is unsafe for pedestrians; either improvements to the bridge or a stand-alone bridge should be made to provide better bicycle/pedestrian connections across the Touchet River. The viaduct also needs improvements to accommodate bicycle/pedestrian movements. Any improvements should carefully consider the existing architecturally pleasing features.

The viaduct also needs improvements to accommodate bicycle/pedestrian movements. Any improvements should carefully consider the existing architecturally pleasing features.

Pedestrian/Bicycle Trail Inventory

For the unincorporated areas of Columbia County there are few designated pedestrian/ bicycle trails. The primary reason for this is the majority of the population resides within the Dayton urban area. The remaining population is widely dispersed throughout the rural area and there is little demand for pedestrian/ bicycle trails to service them. The primary vehicular travel routes are state and county roads, none of which have designated pedestrian/ bicycle routes as part of the highway or adjacent to the highway.

Within Dayton, there are numerous accommodations for pedestrians. Many streets have sidewalks adjacent to them. Other streets are wide enough and have such a low traffic volume that pedestrian and bicycle traffic is safe. One pedestrian/bicycle path exists in the city, running parallel to the Touchet River from SR 12 southwards. This path is frequently used and has a safe alignment.

Future Pedestrian/Bicycle Trail Needs

As identified in community meetings, there is a desire for a pedestrian/bicycle pathway running westwards from Dayton and possibly even connecting to Waitsburg. Further improvement of the Touchet River path north of SR12 is also desired. Implementation would require collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

Transit

Commuter traffic to Walla Walla and the Tri-Cities is substantial. Continued support of vanpools to serve these areas as well as the dams in the region could be investigated.

Mobility Improvements

US 12 is the major arterial corridor throughout the County. The widening to four lanes from the Tri-Cities to Walla Walla should eventually be extended to Dayton. In the interim, left and right turn lanes, passing lanes and appropriate safety enhancements should be strategically placed to improve traffic flow and safety, especially where there is poor sight distance such as Long's elevator and Lewis & Clark Trail State Park.

Statewide Issues

Although regional issues facing the Palouse Region discussed above are unique to this region, they correspond well with the nine broad statewide issues that have been identified through the WSDOT Statewide Transportation Plan. The table below illustrates the relationship of regional issues to the nine statewide issues being considered by the Transportation Commission in the development of policies and approaches to address statewide transportation needs.

Regional Issue	Statewide Key Issue								
	System Preservation	System Efficiencies	Safety	Transportation Access	Bottlenecks and Chokepoints	Contributing to a Strong Economy and Good Jobs	Moving Freight	Building Future Visions	Health and Environments
Maintenance and Preservation	v	v	v			v	v		v
Safety	v	v	v			v	v		v
Seasonal Road Closures	v	v			v	v	v	v	v
Railroads	v	v			v	v	v	v	v
Snake River Vitality	v	v			v	v	v	v	v
Stormwater	v		v						v
Improve Access to USFS lands		v	v			v	v	v	v
Improve Access to adjacent jurisdictions	v	v	v			v	v	v	
Snake River Crossings		v			v	v	v	v	
Long Range Mobility Improvements			v		v	v	v	v	
Transit	v	v	v	v		v		v	v
Bicycle/Pedestrian Accommodations		v	v	v		v		v	v
Airports/Air service				v		v	v	v	v
Downtown Dayton		v	v		v	v	v	v	v
Other Freight Issues	v	v			v	v	v	v	v
Pomeroy	v	v	v			v	v	v	
Funding	v	v			v	v	v	v	
Other Freight Issues	v	v			v	v	v	v	v
Funding	v	v			v	v	v	v	

Goals and Objectives

Goal A: Provide for a convenient safe and efficient transportation network.

Community Objective A.1: Establish design standards for street facilities.

Policy Discussion

Design standards should be developed which will accommodate present and future needs. In the past, standards for roadway design may have overbuilt streets for the use they received. For example, residential streets included wide lanes for moving traffic as well as parking on both sides. These wide streets are costly to build and maintain. A reduction in road width may reduce the need for paving materials, cut maintenance costs, reduce surface water run off and maintain more vegetation. It is for these reasons that streets should be developed to the dimensions necessary to accommodate routine and emergency access.

Standards should also be developed which enhance the safety of pedestrians and motorists in regard to sidewalk design and maintenance, lighting requirements, signs and access to properties. Priority should be given towards bringing sidewalk access in compliance with the ADA regulations.

Community Objective A.2: Pursue all available funding mechanisms for street improvements.

Policy Discussion

Two levels of government, the City of Dayton and the Washington State Department of Transportation (WSDOT), have responsibility for maintenance and upgrading the street system within Dayton. The city of Dayton is responsible for city streets and has joint responsibility with the WSDOT for State Highway 12.

Each year, as required by state law, Dayton adopts a six-year transportation plan listing the priority street improvements for the next six years. These improvements have traditionally been funded through the city's street funds. However, in an effort to maximize the use of available funds; additional funding, mechanisms should be pursued in order to maintain an appropriate street system.

Community Objective A.3: Provide adequate, convenient parking facilities for the commercial area.

Policy Discussion

In the event that the commercial core experiences the surge of the ongoing revitalization efforts thus increasing the number of users in the central core, it would be impractical to expect each business to provide for its individual on-site parking needs. However, employees should park off-street to allow for convenient customer parking.

The proposed parking areas may degrade the visual quality of the area and adversely impact surrounding land uses. To preclude this problem, parking lots should be designed so that landscaping visually breaks up large asphalt planes as well as provides a visible edge between the street and the parking lot while decreasing the surface water run off.

Community Objective A.4: The city should adopt Level of Service B standard for its principal arterials.

Community Objective A.5: The City should identify specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard.

Community Objective A.6: The city shall adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the Transportation Element of the Comprehensive Plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation services, ride sharing programs, demand management, and other transportation systems management strategies. Concurrent with the development means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

Community Objective A.7: Work with the County toward the creation of a regional airport.

Policy Discussion

The nearest commercial airports are in Walla Walla and Pasco. These locations in addition to being a distance from Dayton and Columbia County have the additional problem of having many overcast days. Rock Hill, in Columbia County just outside of Dayton's city limits, is almost always visible from the air. This makes this location promising for continual use and would benefit not only Columbia County but also the entire region.

Community Objective A.8: The City will ensure that the transportation system is adequate to serve all existing and future land uses. This will require coordination with the Land-Use Plan and with the transportation plans of adjacent jurisdictions. In addition, to ensure that a consistent level of service is provided, the City will have concurrency amongst Comprehensive Plan elements, will explore alternatives for demand management, and will secure adequate financing for transportation.

Community Objective A.9: Local six-year programs should identify all regionally significant projects meeting adopted regional criteria. These projects will be submitted to the Regional Transportation Planning Organization for certification of consistency with the regional transportation plan. Transportation priority programming methods should be required for all jurisdictions. This requirement should apply to the functionally classified roadway system as well as to transit capital expenditures. Priority programming should be integrated as a standard of good practice.

UTILITIES ELEMENT

INVENTORY AND ASSESSMENT

This element provides discussion about public and non-public facilities and services of the City. This element addresses the general and proposed location and capacity of all existing and proposed utilities, including sewer, water, solid waste disposal, and recycling, electrical, natural gas, and telecommunications.

Public-Owned Facilities and Services

The City provides sewer and water service within the Dayton corporate limits. These utility services are adequate in capacity to meet the six-year capital improvement needs of Dayton per the 2007 Water Systems Plan.

Sewer System

The City of Dayton is served by a sewage treatment plant and collection system located in an incorporated area west by northwest of the City limits. Dayton is completely served by sewer within its corporate limits. The original collection system was installed in the late 1930's and has been added to, repaired, and upgraded many times since then. The system serves an area of approximately 610 acres and consists of concrete, clay, and PVC pipe ranging in size from 4 inches to 15 inches.

The existing sewage treatment plant is a trickling filter system, the bulk of which was constructed in 1938. This plant was upgraded in 1985 and again in 1998. The plant has a discharge limitation of 0.46 mgd which was established by the Department of Ecology through the National Pollution Discharge Elimination System (NPDES). Due to the current condition of the plant and more stringent discharge limitations, a new wastewater facility plan is currently under development. This plan will recommend future system improvements.

Water System Plan

The City of Dayton has completed an extensive review of its Water System Plan (WSP) as of 2015. This WSP is now under review by the WA State Department of Health.

The WSP documentation includes projected water demands for the next 20 years (2014-2034), identifies capital improvement projects that are needed over the next 20 years to meet the needs of Dayton, and policies to guide implementation of the plan. The plan covers physical facilities (wells, reservoirs, and waterlines), operational plans, source water protection, financial status of the water system, and projected costs of the

improvements. The area covered under this plan is the City’s existing, retail, future, and water rights place of use water service areas.

The City of Dayton’s present water system currently provides domestic, commercial, and industrial service to approximately 1,481 connections in and around the city as of 2014.. Based upon three deep wells, a 2 million gallon reservoir, a 220 thousand gallon standpipe and extensive distribution lines, the system provides clean pure water to a population base of just over 2,700 people.

The three wells are fed by deep basalt aquifers that are capable of producing a maximum of approximately 4.2 million gallons per day (mgd), however, water rights limitations restricts the maximum production to approximately 3.9 mgd.

Well	Depth	Capacity	Metered
#1	1,303 ft	700 gpm	yes
#2	1,425 ft	1,100 gpm	yes
#3	1,180 ft	1,100 gpm	yes

gpm = gallons per minute Source: Anderson Perry 2015.

The WSP includes a number of specific policies which direct City decision making regarding future system improvements and service areas. Updates to these policies are under review with a WSP update. There are physical limitations to the system that must be noted. Of paramount importance is working with the elevation parameters to ensure adequate water pressure. To create the pressure zone above 1,675 feet elevation, a City-owned booster pump station and isolation valves are required at a minimum. Installing a new reservoir tank may also be required. Below 1,605 feet MSL, the City is waiting for state conformation if individuals will be able to install and maintain a pressure reducing valve between their water meter and the connection to the house or a building. For the pressure zone below 1,560 feet MSL, pressure reducing valve(s) (PRV) installation is required within a new distribution system.

Also, extensions of water lines west along the SR 12 corridors will be faced with extreme water pressures requiring pressure-reducing devices to be used. Long line extensions will also have to be carefully planned to discourage development of looped systems and oppose liner systems (dead-end) to avoid potential stale water problems.

Solid Waste & Moderate Risk Waste Management

The 2015 Comprehensive Solid Waste and Moderate Risk Waste Management Plan (SWMP) was initially approved under Dayton Resolution 1263 on May 11, 2015. On December 9, 2015 the plan was adopted as part of the Utilities Element of the Comprehensive Plan, Ord. 1885.

This combined plan provides background and guidance for a long-term approach to solid waste and Moderate Risk Waste (MRW) management for the City of Dayton, Town of Starbuck and Columbia County. The 2015 Plan is intended to provide citizens and decision makers with a guide to implement, monitor, and evaluate future solid waste and moderate risk waste activities in the planning area for a 20-year period. The recommendations for the 2015 Plan guide local decision makers, and identify the need for fiscal responsibility and for local, State and Federal funds and grants in order to implement and operate the respective programs.

Columbia County and its designated Department of Public Works was the lead agency responsible for developing the updated SWMP. The Solid Waste Advisory Committee (SWAC) with city representatives participated in the Plan development by providing input and comment on the issues and provided recommend the 2015 Plan for adoption by the three jurisdictions.

The 2015 SWMP with goals and objectives are included as an augmentation of the City's Comprehensive Plan.

Other Public Facilities and Services not operated by the City of Dayton:

There are several utilities provided in the Dayton area, including the UGA. The continuation of utility services concurrent with development impacts is adequate in capacity within the six-year capital improvement horizon.

Electrical

Pacific Power and Light Company provides electrical power to Dayton and a small portion of the rural areas adjacent to its corporate limits. Columbia Rural Electric Association Inc. serves the remainder of Columbia County. These utility providers indicate that there is a sufficient supply and capacity to meet future demands in the City and UGA.

Natural Gas

Although there are currently no utilities providing natural gas anywhere within Columbia County, there is a potential gas source located west of the mouth of the Tucannon River. The development of this source and conveyance to Dayton is most likely prohibitive. Consequently, the City does not anticipate the utilization of this energy source in the near future.

Telecommunications

Internet, TV, AM & FM radio, land phone, cellular, data, satellite, and cable services are all available in Dayton. Many of these communication services overlap or are bundled together. Telecommunications of the future will be primarily driven by technological advances and the needs of the consumer.

CenturyLink provides the City with standard land line phone service and internet service. According to CenturyLink, there are approximately 2200 access lines serving the city. CenturyLink also bundles services offering satellite TV services with multiple satellite providers.

Touchet Valley Television Inc. provides the Dayton community with television cable and internet communications, web hosting, as well as, the ability to contract with a national internet long distance telephone service.

Inland Cellular provides phone and data plan services specifically to southeast Washington. In addition there are a number of national providers of cellular phone service and data plans: Verizon, ATT, Sprint, T-Mobile, and others.

Goals and Objectives

Goal A: Sustain the facilities and services to meet existing needs and provide for future expansion.

Policy – Comprehensive Solid Waste & Moderate Risk Waste

Management Plan: Policies and objectives contained in the 2015 SWMP are policies and objectives of this Utilities Element.

Community Objective A.2: Where feasible, utility lines should be placed underground.

Goal B: Designate the general location, proposed location and capacity of existing and proposed utility facilities in the city and urban growth area.

Community Objective B.1: Encourage the joint use of utility corridors, provided that such joint use is consistent with limitations as may be prescribed by applicable law and prudent utility practice.

Community Objective B.2: Determine the appropriate location(s) for cellular towers in the Dayton area considering benefits provided by the service and aesthetic impacts on the community

Community Objective B.3: Where safe and practical, use regional and local power, natural gas, and telecommunications corridors for the development of recreational trails, open spaces, parking lots or other land use that may provide multiple benefits to the local community or neighborhood.

Community Objective B.4: Where practiced and desired by local property owners or developers, locate existing or proposed power distribution lines underground to reduce possible storm damage and aesthetic clutter.

Goal C: The City of Dayton's plan for utility facilities will be formulated, interpreted and applied in a manner consistent with and complimentary to the serving utility's public service obligations.

Community Objective C.1: On an annual basis, provide all private utility companies copies of the City of Dayton revised 6-Year Capital Facilities Plan, particularly the schedule of proposed road and public utility construction projects so that the companies may coordinate construction, maintenance, and other needs in an efficient manner.

Goal D: Decisions made by the City of Dayton regarding utility facilities within the City will be made in a manner consistent with and complementary to local and regional demands and resources.

Community Objective D.1: Promote energy conservation measures in building codes including the use of insulated roof and siding material, windowpanes and entryways, and other applications in accordance with Washington State guidelines. Promote energy conserving practices including the use of energy-efficient appliances, temperature maintenance levels, and other activities to reduce power demands.

Community Objective D.2: The city should promote the construction and renovation of structures utilizing "green building" practices.

Community Objective D.3: Energy development that utilizes wind, solar and biofuels is preferred and shall be encouraged. These technologies, if sensitively sited, designed, and mitigated can be sited without significant, adverse environmental impacts.

Goal E: Additions to, and improvements of, utility facilities will be allowed to occur at a time and in a manner sufficient to serve existing and planned growth.

Community Objective E.1: Process permits and approvals for all utility-facilities in a fair and timely manner and in accordance with land development regulations that ensure predictability and project concurrency.

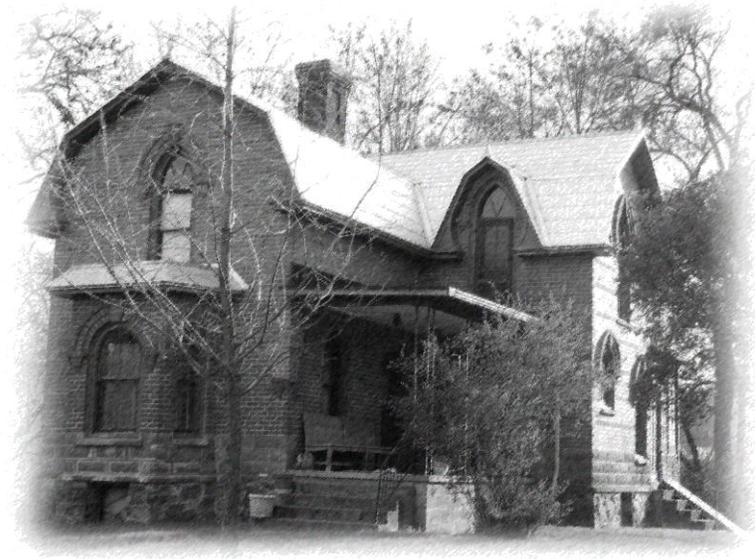
Goal F: Planning by the City of Dayton for utility facilities development within the city and urban growth area will be coordinated with planning by other jurisdictions for utility facility development.

Community Objective F.1: The city shall coordinate the formulation and periodic update of the utility element and relevant implementing development regulations with adjacent jurisdictions.

Community Objective F.2: The city shall coordinate, and seek to cooperate with, other jurisdictions in the implementation of jurisdictional utility facility additions and improvements. Such coordination and cooperation should include efforts to coordinate the procedures for making specific land use decisions.

Policy Discussion

Additional policy statements are provided for in the Land Use and Capital Facilities Plan Elements.



Economic Development Element

Purpose of the Economic Development Element

This Economic Development Element has been developed in accordance with Section 36.70A.070 of the Growth Management Act to address and guide economic development in the City of Dayton. It represents the community's policy plan for growth over the next 20 years. The Economic Development Element describes how the goals in the other plan elements will be implemented through utility policies and regulations, and is an important element in implementing the comprehensive plan.

The Economic Development Element has also been developed in accordance with the County-Wide Planning Policies, and has been closely linked to the goals of the Palouse Economic Development Council and the local Economic Development Steering Committee. This element has been integrated with all other planning elements to ensure consistency throughout the comprehensive plan. The Economic Development Element specifically considers the general and specific projects and directions throughout Columbia County, Dayton and Starbuck.

INVENTORY AND ANALYSIS

The inventory presented in this element provides information useful to the planning process. It does not include all of the data or information that was gathered, but has presented the relevant information in an organized and useful format. The inventory presented on pages 24-26 summarizes general information pertaining to the existing economy of the City of Dayton

GOALS, OBJECTIVES, AND POLICIES

This section discusses the plan for future economic development in the city. The timing of development and provision of services are key components of this planning process.

The analysis of existing conditions and projected needs in the previous section highlighted the areas of concern and opportunities for the community. The plan contains a strategy for achievement of the community's goals in light of the existing conditions in the community. The goals and policies within the plan provide guidelines and positive actions.

Goal A. To facilitate economic development at the appropriate levels to accommodate growth that is anticipated to occur in the City.

Goal B. To encourage economic development throughout the City that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this City, especially for unemployed and for disadvantaged persons, and encourage growth, all within the capacities of the City's natural resources, public services, and public facilities.

Goal C. To attain the highest level of economic well-being possible for all citizens through the achievement of a stable and diversified economy offering a wide variety of employment opportunities;

Goal D. To process permits and approvals for projects in a fair and timely manner and in accordance with the development regulations encouraging predictability.

Community Objective D.1. To encourage the local economy by providing a predictable development atmosphere, emphasize diversity in the range of goods and services, and ensure that as the economy changes employment opportunities are balanced with a range of housing opportunities.

Goal E. To encourage and strengthen stability in Dayton's economic base through diversification and increased employment.

Community Objective E.1. Encourage the redevelopment/revitalization of rundown and/or under-utilized commercial areas through a combination of regulatory techniques, incentives, and land-use planning.

Community Objective E.2. Encourage development of a wide range of commercial uses to support local and regional needs, including those of the traveling public.

Community Objective E.3. Continue to coordinate and seek economic development assistance from the Palouse Economic Development Council, Department of Community Trade and Economic Development Small Business Development Office, Department of Trade and Economic Development, Trade Commissions, and other entities in the development arena.

Community Objective E.4. Encourage the development of business and industry that utilize locally grown products from the agricultural or timberlands, e.g., ethanol-production, grain milling, and straw-pelleting. Emphasis should be given to promoting the processing of locally produced goods and the value-added industries to increase our existing ag-related base.

Community Objective E.5. Encourage the development of environmentally sensitive businesses and industries in the city.

Community Objective E.6. Encourage diverse industries to provide a broad economic base, e.g., small cottage industries and light manufacturing. Stabilize the work force by seeking industries that provide employment on a year-round basis and operate on multiple shifts.

Community Objective E.7. The City will strive to attract out-of-town money by focusing on tourism and recreational activity.

Goal F. Support Education and Training

Community Objective F.1. The City should support the formation of a Private Industry Committee to survey businesses and meet workforce-training needs.

Community Objective F.2. The City should support the improvement of relationships between the community and high schools and colleges.

Community Objective F.3. The City should support the provision of incumbent worker training.

Goal G. Support Infrastructure improvements

Community Objective G.1. The City should continue supporting improvements to the short line railroad.

Community Objective G.2. The City should support an inventory of vacant land and buildings to assist in economic development efforts.

Community Objective G.3. The City should continue to improve the street infrastructure system.

Community Objective G.4. The City should support the improvement of cellular phone service city-wide.

Community Objective G.5. The City should support the improvement of high-speed internet access in rural areas.

Community Objective G.6. The City should support the creation of public access to a local small airfield.

Community Objective G.7. The City should support the improvement of railroad tracks to include passenger service.

Community Objective G.8. The City should seek to improve safety, access, and ADA accessibility for pedestrians on Hwy. 12 with a viaduct on East Main Street.

Community Objective G.9. The City should seek to improve safety, access, and ADA accessibility for pedestrians on Hwy. 12 Bridge across Touchet River.

Community Objective G.10. The City should continue to improve the water and sewer system infrastructure of the City of Dayton.

Goal H. Support Business Development

Community Objective H.1. The City should encourage development of wind generation projects.

Community Objective H.2. The City should encourage alternative fuels production facility (oilseed crushing/biodiesel or ethanol blending).

Community Objective H.3. The City should encourage biomass energy production.

Community Objective H.4. The City should support the creation of a targeted marketing strategy for business recruitment within the city.

Community Objective H.5. The City should support steps to improve the stability of the local hospital district.

Community Objective H.6. The City should support Seneca in maximizing utilization or redevelopment of its processing facility.

Goal I: Support Tourism

Community Objective I.1. The City should support the publication of a recreational map of Columbia County.

Community Objective I.2. The City should support a regional network for travel planning for the Lewis & Clark Trail.

Community Objective I.3. The City should encourage the establishment of cabin rentals.

Community Objective I.4. The City should support the improvement of Touchet Valley Golf Course for increased ADA accessibility, youth programs, and more efficient irrigation system for enhanced marketing opportunities.

Community Objective I.5. The City should support efforts to expand an interpretive center on Indian, geologic, and settlement history of the county.

Community Objective I.6. The City should support efforts to construct a walking/biking path from courthouse to fairgrounds and extend the bike path to the fairgrounds.

Community Objective I.7. The City should support efforts to reconstruct or replace fairgrounds pavilion and other necessary fairgrounds improvements.

Community Objective I.8. The City should encourage efforts to establish public art, i.e. sculptures, etc.

Community Objective I.9. The City should support efforts to develop a walking/biking path between Dayton and Waitsburg.

Community Objective I.10. The City should encourage the restoration of an old turn-of-the-century farmhouse and/or barn.

Community Objective I.11. The City should encourage the establishment of a farm museum.

Community Objective I.12. The City should support the construction of a bandstand on the courthouse lawn and other improvements to the courthouse grounds.

Community Objective I.13. The City should support the construction of arches across the highway at both entrances to town.

Community Objective I.14. The City should support the continued maintenance and enhancements at the existing railroad depot museum.

Community Objective I.15. The City should encourage the improvement of the east and west entrances to Dayton as well as west Main improvements.

Goal J. Support Community Development

Community Objective J.1. The City should encourage the development of a multi-age community center.

Community Objective J.2. The City should encourage the establishment of a Teen Center.

Community Objective J.3. The City should encourage efforts to move and restore Smith Hollow School House.

Community Objective J.4. The City should encourage the development of a Sports Complex.

Community Objective J.5. The City should encourage the Port to purchase and redevelop the Seneca Labor Camp area.

Community Objective J.6. The City should support the expansion of the physical space and program capabilities of the Liberty Theater.

GOAL K. Enhance the economic prosperity of local businesses while improving the quality of life for all of its citizens.

Policy: K-1. The City's presence in the region should be increased by identifying and promoting its own unique attractions.

Policy: K-2. Unified and attractive wayfinding signage for public and non-profit: offices, services, museums, parks and attractions should be established throughout the City.

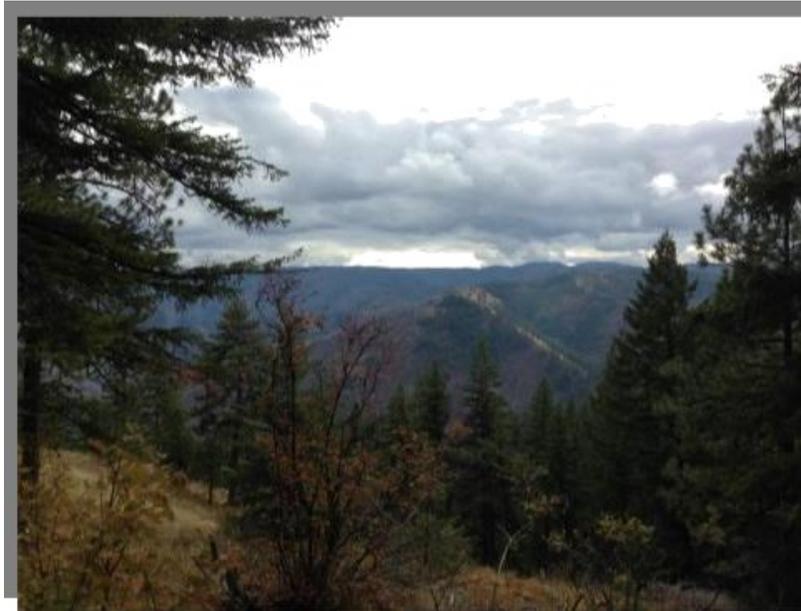
Policy K-3. As a Comprehensive Plan Addendum, the wayfinding signage as shown on the Walla Walla Valley Regional Wayfinding and Signage Program constitutes the official “Dayton Wayfinding Design Policy” for noncommercial wayfinding signage. (*Adopted Dec. 14, 2015, Ord. 1885*)

Policy Discussion: *Dayton Wayfinding Signage Design is the design of the “Walla Valley Regional Wayfinding Signage Program”. A cohesive design of wayfinding signs throughout the area from Milton Freewater to Dayton is the goal of the regional program. This signage will help residents, visitors, and passersby find their way to what Dayton and the other Walla Walla Valley communities have to offer: area attractions, historic downtowns, museums, services, etc.*

Objective K-3.1: Identify and prioritize needs for new and/or replacement wayfinding signage within the City.

Objective K-3.2 Partner with the Dayton Development Task Force, Dayton Chamber of Commerce, Columbia County Hospital District, Columbia County and other non-profit organizations to fund and establish wayfinding signage consistent with the Dayton Wayfinding Design Policy, Policy K-3.

Policy K-4 Standards regulating commercial signage and sign lighting should assure adequate identification, while minimizing adverse impacts on the use and enjoyment of adjacent property, public right-of-way, and protecting residential areas from negative visual and aesthetic impacts.



Parks & Recreation Element

The Cooperative Park Master Plan (CPMP) was initially approved under Res. 1241 on 2/24/2013. On 2/9/2015 the CPMP was adopted as the Parks and Recreational Element of the Comprehensive Plan, Ord. 1873. Parks and Recreational Element is included as Addendum D.

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Parks Element

Res. # 1145,
1241 & Ord. #
1873

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DEFINITIONS

Adequate Capital Facilities: Facilities that have the capacity to serve development without decreasing level of services below locally established minimums.

Agricultural Land: Land primarily devoted to the commercial production of horticultural, viticulture, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, or livestock, and that has long-term commercial significance for agricultural production.

Arterial [Minor]: A roadway providing movement along significant corridors of traffic flow. Traffic volumes, speeds and trip lengths are high, although usually not as great as those associated with principal arterials.

Arterial [Principal]: A roadway providing movement along major corridors of traffic flow. Traffic volumes, speeds, and trip lengths are high, usually greater than those associated with minor arterials.

Available Capital Facilities: Facilities or services in place, or a financial commitment in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.

Capacity: The measure of the ability to provide a level of service for a public facility.

Capital Budget: The portion of each local government's budget that reflects capital improvements for a fiscal year.

Capital Improvement: Physical assets constructed or purchased to provide, improve, or replace a public facility, and which are large scale and high in cost. The cost of a capital improvement is generally non-recurring and may require multi-year financing.

Collector: A roadway providing service that is of relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

Commercial Uses: Activities within land areas that are predominantly connected with the sale, rental, and distribution of products, or performance of services.

Comprehensive Plan: A generalized, coordinated legally binding land-use policy statement of the governing body of a county that is adopted pursuant to this chapter of city code.

Concurrency: Adequate capital facilities available when the impacts of development occur. This definition includes the two concepts of "adequate capital facilities" and of "available capital facilities" as defined above.

Concurrency Management System: A plan or system that is designed to ensure that development will not result in a degradation of the adopted level of service. It also includes a monitoring system for determination of the availability of adequate capacity of public facilities and services.

Consistency: Compatibility of every feature of a plan or regulation with every other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

Coordination: Consultation and cooperation among jurisdictions.

Contiguous Development: Development of areas immediately adjacent to one another.

Critical Areas: Include the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas, and (e) geologically-hazardous areas.

Cultural Resources: Elements of the physical environment that are evidence of human activity and occupation. Cultural resources include: [a] historic resources which are elements of the built environment typically fifty years of age and older, and may be buildings, structures, sites, objects, and districts; [b] archaeological resources consisting of remains of the human environment at or below the ground surface such as habitation sites, and [c] traditional cultural properties which are places or sites of human activities which are of significance to the traditions or ceremonies of a culture. Traditional cultural properties do not necessarily have a manmade component and may consist of an entirely natural setting.

Density: Measure of the intensity of development, generally expressed in terms of dwelling units per acre that can also be expressed in terms of population density [i.e., people per acre]. Useful for establishing a balance between potential local service use and service capacities.

Domestic Water System: Any system providing a supply of potable water for the intended use of a development' which is deemed adequate pursuant to RCW 19.27.097.

Feasible: Feasible means, for the purpose of the City plans and codes, that an action, such as a development project, mitigation, or preservation requirement, meets all of the following conditions:

- (a) The action can be accomplished with technologies and methods that have been used in the past in similar circumstances, or studies or tests have demonstrated in similar circumstances that such approaches are currently available and likely to achieve the intended results;
- (b) The action provides a reasonable likelihood of achieving its intended purpose; and
- (c) The action does not physically preclude achieving the project's primary intended legal use.

In cases where these guidelines require certain actions unless they are infeasible, the burden of proving infeasibility is on the applicant. In determining an action's infeasibility, the reviewing agency may weigh the action's relative public costs and public benefits, considered in the short- and long-term time frames.

Financial Commitment: Identified sources of public or private funds or combinations thereof which will be sufficient to finance capital facilities necessary to support development and for which there is assurance that such funds will be timely put to that end.

Forest Land: Land primarily useful for growing trees, including Christmas trees subject to the excise tax imposed under RCW 84.33.100 through 84.33.140, for commercial purposes, and that has long-term commercial significance for growing trees commercially.

Geologically-Hazardous Areas: Areas that because of their susceptibility to erosion, sliding, earthquake or other geological events are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.

Goals: Goals reflect the vision of citizens and City Council.

Growth Management: A method to guide development in order to minimize adverse environmental and fiscal impacts, and maximize the health, safety, and welfare benefits to the residents of the community.

Household: Includes all the persons who occupy a group of rooms or a single room that constitutes a housing unit.

Impact Fee: A fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded facilities required to service that development.

Industrial Uses: The activities predominantly connected with manufacturing, assembly, processing, or storage of products.

Infrastructure: Those man-made structures which serve the common needs of the population, such as: sewage disposal systems, potable water wells serving a system, solid waste disposal sites or retention areas, stormwater systems, utilities, bridges, and roadways.

Intensity: A measure of land-uses activity based on density, use, mass, size, and impact.

Infrastructure Capacity Statement: See Level of Service.

Land Development Regulations: Any controls placed on development or land-use activities by a county, including, but not limited to, zoning ordinances, subdivision ordinances, rezoning, building construction, sign regulations, binding site plan ordinances, or any other regulations controlling the development of land.

Land Use Map: The land use map for the Comprehensive Plan designates the general location and extent of the uses of land in the City and UGA for, housing, commerce, industry, recreation, open spaces, public utilities, public facilities, and other land uses as required by the Growth Management Act. The full size map is available for review at the Dayton Planning Department and at the Dayton City Clerk's Office.

Level of Service [LOS]: An indicator of the extent or degree of service provided by, or proposed to be provided by, a facility, based on and related to the operational characteristics of the facility. Level of service means an established minimum capacity of capital facilities or services provided by capital facilities that must be provided per unit of demand or other appropriate measure of need.

Local Road: A roadway providing service that is of relatively low-traffic volume, short average trip length, or minimal through-traffic movements.

Long-term Commercial Significance: Includes the growing capacity, productivity, and soil composition of the land for long-term commercial production, in consideration of the land's proximity to population areas, and the possibility of more intense uses of the land.

Manufactured Housing: A manufactured building or major portion of a building designed for long-term residential use. It is designed and constructed for transportation to a site for installation and occupancy when connected to required utilities.

Master Planned Resort: A self-contained and fully-integrated planned unit development, in a setting of significant natural amenities, with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities.

Minerals: Gravel, sand, valuable metallic substances, rock and rock quarries.

Mobile Home: A single portable manufactured housing unit or a combination of two or more such units connected on-site that is:

- a. Designed to be used for living, sleeping, sanitation, cooking, and eating purposes by one family only, and containing independent kitchen, sanitary, and sleeping facilities;
- b. Designed so that each housing unit can be transported on its own chassis;
- c. Placed on a temporary or semi-permanent foundation, and is over thirty-two feet in length and over eight feet in width.

Multi-Family Housing: As used in this plan, all housing which is designed to accommodate four or more households.

Natural Resource Lands: Agricultural, forest, and mineral resource lands primarily devoted to commercial production and having long-term commercial significance.

New Fully Contained Community: A development proposed for location outside of the initially-designated urban growth area which is characterized by urban densities, uses, and services.

Objectives: Objectives of the Comprehensive Plan are attainable, feasible, credible, technically sound, and consistent with City's Comprehensive Plan goals and policies.

Open Space: Under-developed land that serves a functional role in the life of the community. This term is subdivided into the following:

- a. Pastoral or recreational open space areas that serve active or passive recreation needs, e.g., federal, state, regional, and local parks, forests, historic sites, etc;
- b. Utilitarian open space areas which are not suitable for residential or other development due to the existence of hazardous and/or environmentally-sensitive conditions, e.g., critical areas, airport flight zones, well fields, etc. (sometimes referred to as "health and safety" open space), and
- c. Corridor or linear open space areas through which people travel, and which may also serve an aesthetic or leisure purpose. For example, an interstate highway may connect point A to point B, but may also offer an enjoyable pleasure drive for the family. This open space is also significant in its ability to connect one residential or leisure area with another.

Overriding Public Interest: Public interest, concern, or objective determined by a majority vote of the county commissioners.

Owner: Any person or entity, including a cooperative or a public housing authority [FHA], having the legal rights to sell, lease, or sublease any form of real property.

Planning Period: The 20-year period following the adoption of a comprehensive plan, or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

Policies: Policies embrace the general goals of the City. Policies define course or method of action selected from among alternatives and in light of given conditions to guide and determine present and future decisions.

Precautionary Action: Precautionary action, also referred to as the "no risk approach," means in such instances where an absence of valid scientific information or incomplete scientific information relating to the city's critical areas, leading to uncertainty about whether development and land uses could lead to harm of critical areas or uncertainty about the risk to critical area function, such development and land use activities are strictly limited until the uncertainty is sufficiently resolved.

Public Facilities: Streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools (owned or operated by a government entity which provides or supports a public service).

Public Services: Fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

Regional Transportation Plan: The transportation plan for the regionally designated transportation system that is produced by the Regional Transportation Planning Organization.

Regional Transportation Planning Organization (RTPO): The voluntary organization conforming to RCW 47.80.020, consisting of local governments within a region containing one or more counties that have common transportation interests.

Resident Population: Inhabitants counted in the same manner utilized by the U.S. Bureau of the Census in the category of total population (does not include seasonal population).

Right-of-way: Land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

Rural Lands: All lands which are not within an urban growth area and are not designated as natural resource lands primarily devoted to the commercial production of, and having long-term commercial significance for production of agricultural products, timber, or the extraction of minerals.

Sanitary Sewer Systems: All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

Selective Harvesting: 1) The initial removal of those trees of poor form or quality (opens the forest floor to sunshine and leaving the best trees to cast seed and provide shelter for the growing seedlings), and 2) After a good seed crop is established, the heavier cut of the remaining trees to be harvested.

Shall: To guide the City of Dayton, the use of the terms “shall,” “will,” “should,” and “may” in policies determine the level of discretion the city can exercise in making future and specific land use, budget, development regulation and other decisions. “Shall” and “will” in a policy mean that it is mandatory for the city to carry out the policy, even if a timeframe is not included. “Shall” and “will” are imperative and nondiscretionary—the city must make decisions based on what the policy says to do. “May” in a policy means that it is in the city’s interest to carry out the policy, but the city has total discretion in making decisions. “Must” in a policy means a mandate; the action is required. “Should” in a policy means: noncompulsory guidance, in which cost, availability of funding, and public benefit associated with the policy’s purpose are considered as part of the implementation decision; establishes that the city has discretion in making decisions.

Single-Family Housing: As used in this plan, a single-family detached housing unit designed for occupancy by not more than one household (does not include manufactured housing, which is treated as a separate category).

Solid Waste Handling Facilities: Any facilities for the transfer or ultimate disposal of solid waste, including landfills and municipal incinerators.

Subarea Planning

This level of planning brings the policy direction of the comprehensive plan to a smaller geographic area. A subarea plan is meant to provide a detailed land use plan for a local geographic area. These plans are meant to implement the Dayton Comprehensive Plan and be consistent with the City’s Comprehensive Plan’s policies, development regulations, and Land Use Map.

Transportation Facilities: Include capital facilities related to air, water, or land transportation.

Transportation Level of Service Standards: Measures which describe the operational condition of the travel stream, usually in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. Transportation System Management (TSM): low capital expenditures to increase the capacity of the transportation network (including but are not limited to signalization, channelization, and bus turn-outs).

Transportation Demand Management Strategies (TDM): Strategies aimed at changing travel behavior rather than at expanding the transportation network to meet travel demand (can include the promotion of work hour changes, ride-sharing options, parking policies, and telecommuting).

Unit: One or more rooms designated for occupancy by one family.

Universal Design: Universal design as used in Housing Element, means the design of products, buildings, and environments to be usable by all people, to the greatest extent possible, and which allows people to age in place in their home without the need for adaptation or specialized design.

Urban Growth: Growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it or to land located adjacent to an area with urban growth and thus to be appropriate for urban growth.

Urban Growth Areas: Those areas designated by a county pursuant to RCW 36.70A.110.

Urban Governmental Services: Those governmental services historically and typically delivered by cities, and including storm and sanitary sewer systems, domestic water systems, street-cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with non-urban areas.

Utilities: Facilities serving the public by means of a network of wires or pipes and structures ancillary thereto. Included are systems for the delivery of natural gas, electricity, telecommunications services, and water, and for the disposal of sewage.

Vacant/Underdeveloped Lands: Lands suggesting the following: a] sites which have not been developed with either buildings or capital facility improvements, or have a building improvement value or less than \$500 each [vacant lands]; b] sites within existing urbanized areas that may have capital facilities available to the sites creating infill development; c] sites which are occupied by uses consistent with the zoning but contain enough land to be further subdivided without needing rezones [partially-used], and d] sites which have been developed with both a structure and capital facilities and are zoned for more intensive uses than those which occupy the sites [under-utilized].

Visioning: A process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Watershed: The terrain that supports all moving water in Columbia County.

Wetland: Areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas to mitigate conversion of wetlands, if permitted by the city and other government agencies.

Wildlands: Undeveloped forest and grasslands. Their major values are grazing, forestry, wildlife habitat, water, and minimal recreation, with little or no developed roads for access. One extreme of wild lands is wilderness that is totally undeveloped, while the opposite extreme would be weed lots, fence rows and out-ground within agriculturally developed lands.

Zoning: The demarcation of an area by ordinance [text and map] into zones and the establishment of regulations to govern the uses within those zones [commercial, industrial, residential] and the location, bulk, height, shape, and coverage of structures within each zone.