

Dayton City Planning Commission

Regular Meeting—Agenda

Tuesday, January 15th, 2019 at 6:30 PM

114 South 2nd Street, Dayton, Washington 99328



1. Call to Order
2. Roll Call and Establish Quorum
3. Review of Minutes
 - a. December 18th, 2018
4. Communications from Citizens
5. Public Hearings
 - a. 6:35 pm – Countywide Planning Policies
6. Old Business
 - a. 2020 Comprehensive Plan Update Items
 - i. Buildable Lands Analysis
 1. Numbers being finalized – expect draft within couple weeks
 - ii. Incentive Zoning
 1. Support with Findings of Fact
 - iii. Docketing Procedures
 1. Support with Findings of Fact
 - b. Vision/mission statements report
 - i. Voting close date: 1/31/2019; current leader: “Discover Dayton’s Diversity”
 - ii. Will have complete report in February
7. New Business
 - a. 2020 Comprehensive Plan Update
 - i. Land Use Element
 - ii. Capital Facilities Element
 - iii. Transportation Element
 - iv. Housing Element
 - v. Economic Development Element
8. Adjournment
 - a. Next meeting: Tuesday, February 19th, 2019

Dayton City Planning Commission

Regular Meeting—Minutes

Tuesday, December 18th, 2018 at 6:30 PM

114 South 2nd Street, Dayton, Washington 99328



1. Call to Order
 - a. Chair Byron Kaczmarski called to order the regular meeting of the Dayton Planning Commission at 6:30 pm.
2. Roll Call and Establish Quorum
 - a. Members present: Byron Kaczmarski, Ashly Beebe, Kathryn Witherington, Kari Dingman, and Alicia Walker.
Others present: Meagan Bailey, Planning Director
3. Review of Minutes
 - a. November 27th, 2018
 - i. A motion was made by Witherington and seconded by Beebe to approve the November 27th, 2018 minutes as presented. Motion carries.
4. Communications from Citizens
 - a. None.
5. Public Hearings
 - a. 6:35 pm – Cooperative Park Master Plan
 - i. Chair Kaczmarski opened the public hearing at 6:32 pm.
 - ii. With no members of the public present, Kaczmarski closed the public hearing at 6:34 pm.
 - iii. A motion was made by Witherington and seconded by Dingman to recommend that the City Council to adopt the Cooperative Master Park Plan as presented; none opposed, motion carries.
6. Old Business
 - a. Comprehensive Plan Update
 - i. Staff provided an update on upcoming schedules and meetings for the Comprehensive Plan amendments process. The minutes from the initial open house were presented for the record.

- ii. Witherington indicated interest in getting copies of current Buildable Lands Analysis and list of property owners identified on that map that own “buildable” lands. Staff will coordinate with GIS to attain these documents and respond to this request via email to the members of the Planning Commission.
 - b. Continued discussion on infill development and incentive zoning
 - i. Staff provided the example ordinance that the city could adopt to incentivize infill development. Beebe requested that there be a comparison made available for the public to better understand the incentives being offered. Staff will generate staff report to support adoption of ordinance amendments and will offer comparison at that time. Additionally, once the ordinance amendments are adopted and codified, staff will generate an informational brochure that will be made available for public consumption.
 - ii. With general support received from the Planning Commission, staff will prepare the final draft with Findings of Fact and Conclusions of Law to allow the Planning Commission to formally support the document at the next regular meeting. Final adoption of these amendments will take place with the completion of the Comprehensive Plan amendment cycle.
 - c. Vision/mission statements report
 - i. Additional discussion continued regarding the current options to present to council, with a couple additional options added to the final list. Staff is presenting a poll to City Council on December 19th, 2018 to assist in selecting the final three options. Staff will present these findings at the next regular meeting of the Dayton Planning Commission

7. New Business

- a. 2020 Comprehensive Plan Update: Docket Items
 - i. Review of updated docketing procedures
 - 1. Staff provided a general overview of the amendments, and offered a comparison of what the City current utilizes for docketing procedures and explained the proposed. The draft provided was

generated utilizing an ordinance as recommended by the Washington State Department of Commerce.

2. With general support received from the Planning Commission, staff will prepare the final draft with Findings of Fact and Conclusions of Law to allow the Planning Commission to formally support the document at the next regular meeting. Final adoption of these amendments will take place with the completion of the Comprehensive Plan amendment cycle.

ii. Review of updated Countywide Planning Policies

1. Staff provided a general overview of the proposed amendments which include adding 14 new policies to the Countywide Planning Policies.
2. A motion was made by Witherington and seconded by Walker to schedule a public hearing on January 15th, 2019 at 6:35 pm to take testimony for or against the proposed amendments to the Countywide Planning Policies of Columbia County; motion carries. *A public hearing has been scheduled for January 15th, 2019 at 6:35 pm.*

8. Adjournment

- a. A motion was made by Walker and seconded by Witherington to adjourn the regular meeting of the Dayton Planning Commission at 6:35 pm; none opposed. Meeting adjourned.
- b. Next meeting: Tuesday, January 15th, 2019

Approved, January 15th, 2019

Byron Kaczmariski, Planning Commission Chair Date

Attest:

Meagan Bailey, Planning Director



Columbia County, WA Planning Staff Report Countywide Planning Policies

Amending Countywide Planning Policies as part of the 2020 Comprehensive Plan Update

To: City of Dayton, Planning
Commission

For: Review, Support of Document
through Findings of Fact

From: Columbia County Planning
Director

Date: January 15th, 2019

Proposal:

Being a request to formally amend and update the Columbia County, Countywide Planning Policies to better reflect current goals, policies, and land use regulations of Columbia County, Washington.

Background:

On August 19th, 1974, Columbia County opted into the Growth Management Act – thus establishing the requirement of developing and maintaining various state mandated policies, such as the Comprehensive Plan, Countywide Planning Policies, and associated Development Regulations. While there is not a requirement that mandates counties to update Countywide Planning Policies within RCW 36.70A.130, it is important for counties and their incorporated areas to review current policies for accuracy and see if any changes are needed. As such, the current and effective Countywide Planning Policies were last updated in 1994. This update was simplistic and addressed the bare minimum to meet state requirements. The current proposal takes Columbia County and the incorporated areas up a notch by showing a need and addressing intent to promote smart growth and to ensure Columbia County has a sustainable and economically supported future.

All three jurisdictions, Columbia County, the City of Dayton, and the Town of Starbuck have all reviewed and expressed support of the Countywide Planning Policies as they are presented today. The City of Dayton is the first to hold a public hearing to take testimony from the public; however, no other comments have been received.

The current and effective Countywide Planning Policies implement a total of seven policies – the bare minimum to meet the State mandated requirements. As noted above, the recommended updated policies go beyond State mandate, and truly consider the future of Columbia County, with a total new policy total of 21. The following are the recommended and supported policies to better plan for the future of Columbia County as a whole:

The intent of infill development is to promote the usage of existing infrastructure, ensure no unnecessary environmental degradation takes place, increase the efficiency of providing public services, preserve our prime and unique farmlands, and to ensure sprawl is

restricted. The above incentive techniques, while they will not provide a palatable or monetary incentive to landowners, may assist in enticing landowners to sell/develop, and may also assist in alleviating community wide housing issues. While not commonly known within the community, there are existing monetary techniques currently in place for residential development.

Section 1: Policies to implement RCW 36.70A.110

Policy 1:

Encourage development in urban areas where adequate public facilities exist or can be provided in a cost-efficient manner.

Policy 2:

Flexibility should be exercised in designating urban growth areas to encourage a variety of housing types, densities, and locations, especially for new fully contained communities and master planned resorts.

Policy 3:

Development in urban growth areas shall minimize its impacts on neighboring resource lands of long term commercial significance. Areas already characterized by urban growth are encouraged to meet minimum standards for public facilities and services.

Policy 4:

Maintain a permit review process for integrated and consolidated review

Policy 5:

Encourage the retention of open space and the development of recreation opportunities, conserve fish and wildlife habitat, and increase access to natural resource lands and water.

Policy 6:

Encourage the involvement of citizens in the planning process and ensure coordinate between the communities and jurisdictions to reconcile conflict.

Policy 7:

Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Section 2: Policies for promotion of contiguous and orderly development and provision of urban services to such development

Policy 8:

The County shall allocate future projected populations through the use of the latest population projections published by the Washington State Office of Financial Management (OFM). The County, in consultation with Dayton and Starbuck, will review the OFM population projection ranges (Low, Medium and High) and allocation percentages whenever OFM publishes new GMA population projections.

Policy 9:

The locating of Urban Growth Areas within the County shall be accomplished through the use of accepted planning practices which provide sufficient land and service capacity to meet projected populations at urban densities and service standards within Dayton and

Starbuck, and urban densities for those portions of the County located within the urban growth areas.

Policy 10:

That Urban Growth Areas of Dayton and Starbuck shall be based upon official and accepted population projections for minimum of 20 years. The gross undeveloped and underdeveloped acreage within the city limits and the Urban Growth Area shall be sufficient to meet all the land requirements, for the following: community and essential public facilities, population projection, commercial and industrial activities, employment projections, infill and to prevent inflation of land cost due to a limited land supply.

Policy 11:

That within Urban Growth Areas, urban uses shall be concentrated in and adjacent to existing urban services or where they are shown on a capital improvement plan to be available within six years.

Policy 12:

That Dayton and Starbuck limit the extension of service district boundaries and water and sewer infrastructure, to areas within each jurisdiction's urban growth area contained in their adopted Comprehensive Plans.

Policy 13:

All policies within Dayton and Starbuck comprehensive plans shall be consistent with adopted countywide policies.

Section 3: Policies for siting public capital facilities of a county-wide or state-wide nature

Policy 14:

The process for evaluating the appropriate siting of public capital facilities of a county-or-state-side nature should include opportunities for the early and continuous participation of all county residents. Public capital facilities may locate outside or urban growth areas provided that the minimum county standards for sewer, water, fire and public safety services are met.

Section 4: Policies that consider the need for affordable housing

Policy 15:

Land use plans and development regulations should encourage affordable housing opportunities for all citizens by providing for a variety of housing types and densities in the urban growth areas. Development regulations should also contain flexibility in addressing housing needs in rural areas by allowing housing development of abandon homesites, planned unit developments and cluster developments. Cooperative efforts by the county, Starbuck and Dayton at providing public housing assistance programs, such as low income rentals and housing rehabilitation, are encouraged.

Section 5: Policies for county-wide economic development and employment

Policy 16:

Land use plans and development regulations should encourage county- wide economic development through the appropriate utilization of Columbia County's natural

resources and recreational opportunities. Economic development should also utilize opportunities in agriculture, agri-business, industrial, commercial, public schools, and tourism.

Policy 17:

An economic development element should be integrated into the comprehensive plan of each jurisdiction. The economic development element should establish goals and policies for each jurisdiction; actively promote employment opportunities for family-wage jobs; support the retention and expansion of businesses and industry in Columbia County; encourage the development of tourist-related businesses, including those that capitalize on area agriculture and other resources.

Policy 18:

Comprehensive Plans should foster and promote a natural environment that will contribute to economic growth and prosperity, and a business environment that offers diverse economic opportunities for businesses of all types and sizes in the region.

Section 6: Policies addressing the fiscal impact of public facilities and services

Policy 19:

When development activities create county-wide economic benefits, there should be a flexible approach to financing needed public facility improvements. This may include developing incentives programs, sharing costs between the county, cities and developer, and accessing federal and state grant and loan programs. Public facilities should be provided in a cost effective manner.

Section 7: Policies for joint planning within urban growth areas

Policy 20:

The Columbia County Planning Department should organize and facilitate a Leadership Workshop at least once a year to review, and amend if necessary, the county-wide planning policies and urban growth area designations. Attendees at this Leadership Workshop should minimally include the membership of: the Columbia County Commissioners, the County Planning Commission, the Starbuck Town Council, the Dayton City Council, and the Dayton Planning Commission. The Leadership Workshop shall at a minimum address the 20 year population projection for accuracy and the impact of the county-wide planning policies on orderly growth, urban growth areas, the siting of public facilities of a county-wide and state-wide nature, transportation facilities and strategies, affordable housing, economic development, fiscal impact, and joint county and city planning in urban growth areas.

Section 8: Policies for county-wide transportation facilities and strategies

Policy 21:

The goals and policies established by the Palouse Regional transportation Planning Organization's Transportation Policy Board should serve as a basis for transportation planning within the county and the development of federal, state, and local transportation improvements.

Findings of Fact:

1. The proposed changes were generated by utilizing best available resources, researching other Countywide Planning Policies, and by working directly with the Consultant for the 2020 Comprehensive Plan Amendment.
2. The recommended changes, while not required per RCW, are within full compliance of RCW 36.70A.210.
3. The City of Dayton attorney has reviewed the draft polices and offered his *per to as form* sign off for them.
4. Both the Town of Starbuck and Columbia County are in process of reviewing and formally offering support of the draft policies.
5. The City of Dayton Planning Commission initially reviewed the Countywide Planning Policies on December 18th, 2018. As said meeting, a hearing was motioned to be scheduled to take testimony for or against the policies.
6. A hearing was scheduled for January 15th, 2019 at 6:35 pm.
7. The notice of hearing was advertised in the paper of record on December 29th, 2018—a total of 18 days prior to the hearing date.

Discussion:

The proposed amendments to the Countywide Planning Policies, is hereby referred to the Dayton Planning Commission to either:

1. Offer formal support of the proposed Countywide Planning Policies by accepting the Findings of Fact and Conclusions of Law as presented; or,
2. Offer formal support of the proposed Countywide Planning Policies with additional revisions by accepting the Findings of Fact and Conclusions of Law as presented; or,
3. Refer the Countywide Planning Policies back the Department of Planning and Building for additional revisions.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DAYTON, COLUMBIA COUNTY, WASHINGTON ADOPTING UPDATED COUNTYWIDE PLANNING POLICIES FOR COLUMBIA COUNTY, WASHINGTON

WHEREAS, the City of Dayton, Washington operates under the guidelines of the Growth Management Act (RCW 36.70A) which requires the development and maintenance of a Comprehensive Plan; and,

WHEREAS, the Growth Management Act mandates that the as part of the Comprehensive Plan, Countywide Planning Policies must be adopted that demonstrate policy for all incorporated and unincorporated areas within the county (RCW 36.70A.210); and,

WHEREAS, the last update to the Countywide Planning Policies was done through Resolution 969, signed on July 12th, 1994; and,

WHEREAS, in March of 2018, the City of Dayton contracted with Columbia County to enter into a joint 2020 Comprehensive Plan Update with Columbia County acting as Lead Agency; and,

WHEREAS, the City of Dayton Planning Commission held a public hearing on September 18th, 2018 to take public testimony for or against proposed docket items for the 2020 Comprehensive Plan Update; and,

WHEREAS, a recommendation from the Dayton Planning Commission was forwarded to the Dayton City Council for acceptance of the final docket list, which included docket item #4: Updates to Countywide Planning Policies

WHEREAS, on October 10th, 2018, the City of Dayton motioned to accept certain docket items for the 2020 Comprehensive Plan Update; and,

WHEREAS, the accepted docket list included Docket #4: Updates to Countywide Planning Policies; and,

WHEREAS, the Planning Department utilized best available resources, and ensured full compliance with RCW 36.70A.210 to draft new Countywide Planning Policies; and,

WHEREAS, the Dayton Planning Commission held a public hearing on January 15th, 2019 to take testimony for or against the proposed Countywide Planning Policies; and,

WHEREAS, the Dayton Planning Commission recommends adoption of the Countywide Planning Policies as presented; and,

WHEREAS, the Town of Starbuck will adopt a resolution of support on February 12th, 2019; and,

WHEREAS, Columbia County will adopt the Countywide Planning Policies on February 19th, 2019, following the City of Dayton's and Town of Starbuck's adoption of resolutions of support.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DAYTON, WASHINGTON, HEREBY RESOLVES THAT THE FOLLOWING COUNTYWIDE PLANNING POLICIES ARE OF THE BEST INTEREST OF THE COMMUNITY, AND ARE SUPPORTED BY THE CITY OF DAYTON:

Section 1: Policies to implement RCW 36.70A.110

Policy 1:

Encourage development in urban areas where adequate public facilities exist or can be provided in a cost-efficient manner.

Policy 2:

Flexibility should be exercised in designating urban growth areas to encourage a variety of housing types, densities, and locations, especially for new fully contained communities and master planned resorts.

Policy 3:

Development in urban growth areas shall minimize its impacts on neighboring resource lands of long term commercial significance. Areas already characterized by urban growth are encouraged to meet minimum standards for public facilities and services.

Policy 4:

Maintain a permit review process for integrated and consolidated review

Policy 5:

Encourage the retention of open space and the development of recreation opportunities, conserve fish and wildlife habitat, and increase access to natural resource lands and water.

Policy 6:

Encourage the involvement of citizens in the planning process and ensure coordinate between the communities and jurisdictions

to reconcile conflict.

Policy 7:

Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Section 2: Policies for promotion of contiguous and orderly development and provision of urban services to such development

Policy 8:

The County shall allocate future projected populations through the use of the latest population projections published by the Washington State Office of Financial Management (OFM). The County, in consultation with Dayton and Starbuck, will review the OFM population projection ranges (Low, Medium and High) and allocation percentages whenever OFM publishes new GMA population projections.

Policy 9:

The locating of Urban Growth Areas within the County shall be accomplished through the use of accepted planning practices which provide sufficient land and service capacity to meet projected populations at urban densities and service standards within Dayton and Starbuck, and urban densities for those portions of the County located within the urban growth areas.

Policy 10:

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district boundaries and water and sewer infrastructure, to areas within each jurisdiction's urban growth area contained in their adopted Comprehensive Plans.

Policy 13:

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Section 5: Policies for county-wide economic development and employment

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Policy 17:

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Policy 18:

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Section 6: Policies addressing the fiscal impact of public facilities and services

Policy 19:

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Section 7: Policies for joint planning within urban growth areas

Policy 20:

The Columbia County Planning Department should organize and facilitate a Leadership Workshop at least once a year to review, and amend if necessary, the county-wide planning policies and urban growth area designations. Attendees at this Leadership Workshop should minimally include the membership of: the Columbia County Commissioners, the County Planning Commission, the Starbuck Town Council, the Dayton City Council, and the Dayton Planning Commission. The Leadership Workshop shall at a minimum address the 20 year population projection for accuracy and the impact of the county-wide planning policies on orderly growth, urban growth areas, the siting of public facilities of a county-wide and state-wide nature, transportation facilities and strategies, affordable housing, economic development, fiscal impact, and joint county and city planning in urban growth areas.

Section 8: Policies for county-wide transportation facilities and strategies

Policy 21:

The goals and policies established by the Palouse Regional transportation Planning Organization's Transportation Policy Board should serve as a basis for transportation planning within the county and the development of federal, state, and local transportation improvements.

PASSED by the City Council of the City of Dayton, Washington on this 13th day of, February, 2019.

City of Dayton

By: Craig George, Mayor

Attest:

Trina Cole, City Clerk-Treasurer

Approved as to form:

Quinn Plant, City Attorney

FINDINGS OF FACT AND CONCLUSIONS OF LAW
FOR COUNTY WIDE PLANNING POLICIES

WHEREAS: The Dayton Planning Commission, having held a public hearing on January 15th, 2019, and having fully considered the entire record and all public testimony, correspondence, Growth Management requirements and all those matters of record presented to the Planning Commission prior to and including the public hearing, recommends approval to the City of Dayton City Council.

NOW: The City of Dayton Planning Commission recommends to the City Council its approval of the County Wide Planning Policies as supported by the following findings:

1. Public input was given and reviewed at the January 15th, 2019 public hearing; and
2. The Planning Commission feels the policies do comply with the purpose and intent of the Growth Management Act and does bring the County into compliance; and
3. It is unlikely that adopting the policies will have a disruptive effect on the stability and continuation of land use patterns on land in Columbia County; and
4. The policies do not unreasonably restrict or prevent use of land within Columbia County or the incorporated areas; and
5. The public interest will best be served by the policies; and
6. That a public hearing was held pursuant to proper notice and the Planning Commission considered all comments by the public provided in said hearing.
7. Final adoption of the Countywide Planning Policies herein will occur in conjunction with the adoption of the City of Dayton's 2020 periodic update to the Comprehensive Plan and associated development regulations.

CONCLUSIONS

Based on the above Findings, and following review of the record, public testimony, and the recommendations of the Planning Director and after consideration of the City of Dayton Comprehensive Plan, consideration for the public health, safety and welfare of the citizens of Dayton, the Planning Commission recommends approval of the County Wide Planning Policies to the City Council, to be adopted as part of the 2020 Comprehensive Plan and associated development regulations.

Dated this 15th day of January, 2019

Byron Kaczmariski, Chairman

Meagan Bailey, Planning Director



Columbia County, WA Planning Staff Report Updates to Dayton Development Regulations

Adopting Infill Incentive Techniques as part of the 2020 Comprehensive Plan Update

To: City of Dayton, Planning
Commission

For: Review, Support of Document
through Findings of Fact

From: Columbia County Planning
Director

Date: January 15th, 2019

Proposal:

Being a request to amend Title 11 – Zoning Code, of the Dayton Municipal Code to incorporate incentive zoning techniques to promote infill development in the city limits.

Background and Discussion:

On September 18th, 2018, during the regularly scheduled meeting of the Dayton Planning Commission, staff provided the initial background information relating to incentive zoning techniques to Planning Commission members. During this meeting, discussion commenced regarding applicability of some incentive techniques, including how many commonly used resources were unavailable to Dayton, such as tax incentives. Additionally, in the following meetings, the flexibility and more palatable permitting costs were discussed, and it was identified that Dayton is already utilizing some techniques to promote infill and new development alike, but may not be advertising that quite enough.

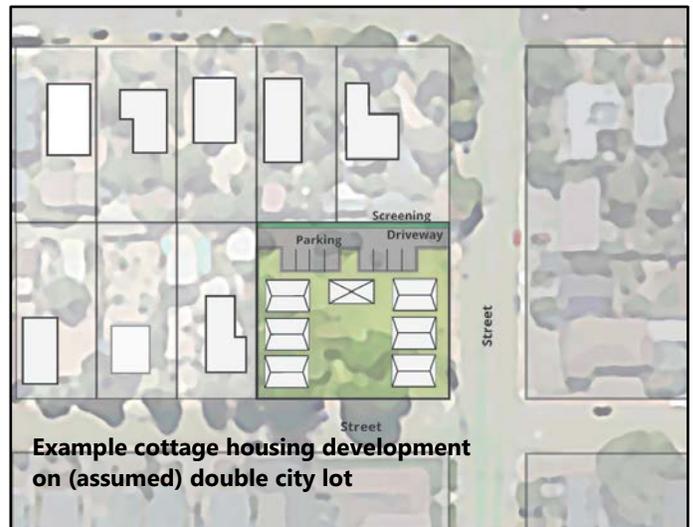
Discussion regarding infill incentives continued during numerous meetings. Staff continued to provide more information regarding common techniques and appropriate options for the City of Dayton relating to incentive zoning. In the September and November meetings, the planning commission requested that staff generate an example ordinance for review and discussion. Staff continued review of incentive techniques, and researched other zoning ordinances that have been utilized in other jurisdictions that have proven to be useful, to provide the initial draft amendments.

During the regular December meeting, staff presented the draft zoning techniques. Those zoning techniques include the following:

1. Where there is an undeveloped residential lot within a developed neighborhood, the following land use incentives are available for the construction of a single-family dwelling unit on one lot:
 - a. The lot may be down to a minimum of 2,500 square feet
 - b. The combined front and rear setbacks are to be 30 feet, with a minimum of 10 feet on either yard.
 - c. The side setbacks are 5 feet.
 - d. The maximum lot coverage is capped at 75%, with maximum impervious surfaces capped at 85%
 - e. Additional standards per the attached draft amendments.

2. Where there is a undeveloped residential lot with a developed neighborhood, the following land use incentives are available for the construction of cottage housing on one lot:
 - a. The minimum lot space per unit is 1,600 square feet, with a maximum of 12 cottages per development.
 - b. The minimum total lot area is proposed at 6,400 square feet.
 - c. Front setbacks are proposed at an average of 10 feet; with no one point being less than 5 feet.
 - d. Rear yards are proposed to be 10 feet minimum.
 - e. Open space standards are proposed as well, including a minimum of 200 square feet of private open space, and the dedication of a minimum of 200 square feet of public open space per cottage unit.
 - f. Additional standards per the attached draft amendments.

The intent of infill development is to promote the usage of existing infrastructure, ensure no unnecessary environmental degradation takes place, increase the efficiency of providing public services, preserve our prime and unique farmlands, and to ensure sprawl is restricted. The above incentive techniques, while they will not provide a palatable or monetary incentive to landowners, may assist in enticing landowners to sell/develop, and may also assist in alleviating community wide housing issues. While not commonly known within the community, there are existing monetary techniques currently in place for residential development.



Findings of Fact:

1. WAC 365-196-871 – *Affordable Housing* allows municipalities to implement incentive techniques to promote density and address affordable housing issues.
2. The Dayton Planning Commission worked alongside the Planning Director to generate these drafts.
3. The Dayton Planning Commission reviewed and discussed the proposed during regularly scheduled public meetings.
4. The Dayton Planning Commission provided additional question and insight into the draft, with staff responding to all comments of concern and/or incorporating proposed changes.
5. The proposed amendments will assist the City of Dayton reaching the goals of the Growth Management Act (RCW 36.71A.020).

2020 COMPREHENSIVE PLAN AMENDMENTS - DEVELOPMENT REGULATIONS
PERTAINING TO INCENTIVE ZONING TECHNIQUES FOR DAYTON, WASHINGTON
(NEW CODE SECTION)

Chapter 11-01 - General Provisions and Definitions

Residential Infill: where new residential construction takes place in space between existing structures within existing residential zones

Cottage housing developments (CHDs): the grouping of small, single family dwelling units on one legal lot clustered around a common area and developed with a coherent plan for the entire site.

Chapter 11-03.035 - Residential Zone Infill

Where undeveloped lots exist between developed spaces within an existing residential zone per the official zoning map of the City of Dayton, the following incentive techniques shall be permitted to incentivize urban density within the incorporated areas for the development of one dwelling unit per lot:

A. Lot Area. Minimum lot area for one (1) detached dwelling unit shall be two thousand five hundred (2,500) square feet.

B. Height Limit and Roof Pitch. The basic height limit shall be twenty-five (25) feet. The ridge of pitched roofs with a minimum slope of four to twelve (4:12) may extend above the height limit to thirty (30) feet. All parts of the roof above twenty-five (25) feet shall be pitched.

C. Structure Depth. The depth of any structure shall not exceed sixty (60) feet. Decks, balconies, and bay windows shall be excluded from measurement for the purposes of this provision.

D. Yards and setbacks

1. Front and rear yards

a. The sum of the front yard plus the rear yard shall be a minimum of thirty (30) feet.

b. In no case shall either yard have a depth of less than ten (10) feet.

2. Side setbacks. The required minimum side setback is 5 feet. The side setback may be averaged. No

portion of the side setback shall be less than three (3) feet, except as follows:

a. Street side setbacks shall be a minimum of five (5) feet.

3. Exceptions from standard yard and setback requirements. The following parts of structures may project into a required yard or setback:

a. Uncovered porches or steps. Uncovered, unenclosed porches or uncovered, unenclosed steps that project into a required yard or setback, if the porch or steps are no higher than four (4) feet on average above existing grade, are no closer than three (3) feet to any side lot line, no wider than six (6) feet, and project no more than six (6) feet into a required front or rear yard. The heights of porches and steps are to be calculated separately.

b. Certain features of a structure

1) External architectural features with no living area, such as chimneys, eaves, cornices and columns, that project no more than eighteen (18) inches into a required yard or setback.

2) Bay windows that are no wider than eight (8) feet and project no more than two (2) feet into a required front or rear yard or street side setback.

3) Other external architectural features that include interior space such as garden windows, and project no more than eighteen (18) inches into a required yard or setback, starting a minimum of thirty (30) inches above the height of a finished floor, and with maximum dimensions of six (6) feet in height and eight (8) feet in width.

E. Lot Coverage.

1. Where the above standards are met, lot coverage can be up to 75% maximum, with a maximum of impervious surface coverage of 85%.

Where undeveloped lots exist between developed spaces within an existing residential zone per the official zoning map of the City of Dayton, the following incentive techniques shall be permitted to incentivize urban density within the incorporated areas for the development of cottage housing developments (CHDs):

A. Accessory dwelling units shall not be permitted in cottage housing developments.

B. Density and Minimum Lot Area.

1. In cottage housing developments (CHDs), the permitted density shall be one (1) dwelling unit per one thousand six hundred (1,600) square feet of lot area.

2. Cottage housing developments shall contain a minimum of four (4) cottages arranged on at least two (2) sides of a common open space, with a maximum of twelve (12) cottages per development.

3. The minimum lot area for a cottage housing development shall be six thousand four hundred (6,400) square feet.

4. On a lot to be used for a cottage housing development, existing detached single-family residential structures, which may be nonconforming with respect to the standards of this section, shall be permitted to remain, but must be utilized as a cottage, in reference to the standards of this section.

C. Height Limit and Roof Pitch.

1. The height limit permitted for structures in cottage housing developments shall be eighteen (18) feet.

2. The ridge of pitched roofs with a minimum slope of six to twelve (6:12) may extend up to twenty-eight (28) feet. The ridge of pitched roofs with a minimum slope of four to twelve (4:12) may extend up to twenty-three (23) feet. All parts of the roof above eighteen (18) feet shall be pitched.

D. Lot Coverage and Floor Area.

1. The maximum lot coverage permitted for principal and accessory structures in cottage housing developments shall not exceed forty (40) percent.
2. The lot coverage for an individual principal structure in a cottage housing development shall not exceed six hundred fifty (650) square feet.
3. The total floor area of each cottage shall not exceed either 1.5 times the area of the main level or nine hundred seventy-five (975) square feet, whichever is less. Enclosed space in a cottage located either above the main level and more than twelve (12) feet above finished grade, or below the main level, shall be limited to no more than fifty (50) percent of the enclosed space of the main level, or three hundred seventy-five (375) square feet, whichever is less. This restriction applies regardless of whether a floor is proposed in the enclosed space, but shall not apply to attic or crawl spaces.

E. Yards and Setbacks

1. Front Setback. The minimum front setback for cottage housing developments is an average of ten (10) feet, and at no point shall it be less than five (5) feet.
2. Rear Yards. The rear yard for a cottage housing development shall be minimum ten (10) feet.
3. Side Yards. The side yard for a cottage housing development shall be minimum five (5) feet. If there is a principal entrance along a side facade, the side yard shall be no less than ten (10) feet along that side for the length of the pedestrian route.
4. Interior Separation. A minimum separation of six (6) feet is required between principal structures. Facades of principal structures facing facades of accessory structures shall be separated by a minimum of three (3) feet. If there is a principal entrance on an interior facade of either or both of the facing facades, the minimum separation shall be ten (10) feet.
5. Exceptions from standard yard, setback and interior separation requirements. For all

developments, only structures that comply with the following may project into a required yard, setback or interior separation:

a. Uncovered porches or steps. Uncovered, unenclosed porches or uncovered, unenclosed steps that project into a required front setback, a side or a rear yard, if the porch or steps are no higher than four (4) feet on average above existing grade, no closer than 3 feet to any side lot line, no wider than six (6) feet, and project no more than six (6) feet into a required front setback or rear yard. The heights of porches and steps are to be calculated separately.

b. Certain features of a structure

1) External architectural features with no living area such as chimneys, eaves, cornices and columns, that project no more than eighteen (18) inches into a required yard or into a required interior separation between structures;

2) Bay windows that are no wider than eight (8) feet and project no more than two (2) feet into a required front setback or rear yard;

3) Other external architectural features that include interior space such as garden windows, and project no more than eighteen (18) inches into a required front setback or rear yard, starting a minimum of thirty (30) inches above the height of a finished floor, and with maximum dimensions of six (6) feet in height and eight (8) feet in width;

F. Required Open Space.

1. Quantity of Open Space. A minimum of four hundred (400) square feet per unit of landscaped open space is required. This quantity shall be allotted as follows:

a. A minimum of two hundred (200) square feet per unit shall be private usable open space; and

b. A minimum of one hundred fifty (150) square feet per dwelling unit shall be provided as common open space.

2. Development Standards.

a. Private usable open space shall be provided at ground level in one (1) contiguous parcel with a minimum area of two hundred (200) square feet. No horizontal dimension of the open space shall be less than ten (10) feet.

b. Required common open space shall be provided at ground level in one (1) contiguous parcel with a minimum area of one hundred fifty (150) square feet per unit. Each cottage shall abut the common open space, and the common open space shall have cottages abutting at least two (2) sides.

c. The minimum horizontal dimension for open space shall be ten (10) feet.

G. Parking

1. One (1) parking space per dwelling unit shall be required.

2. Access. Access to parking shall be from the alley when property abuts a platted improved alley or when the Director determines that alley access is feasible and desirable to mitigate parking access impacts.

3. Location.

a. Parking shall be on the same lot as the cottage housing development.

b. Parking may be in or under a structure, or outside a structure, provided that:

(1) Parking outside a structure may not be located between cottages.

(2) Parking may not be located in the front yard.

(3) Parking may be located between any structure and the rear lot line of the lot,

or between any structure and a side lot line
which is not a street side lot line.

FINDINGS OF FACT AND CONCLUSIONS OF LAW
FOR DAYTON INCENTIVE ZONING TECHNIQUES

WHEREAS: The City of Dayton Planning Commission having held public meetings on December 18th, 2018, and January 15th, 2019, and having fully considered the entire record and all public testimony, correspondence, Growth Management requirements and all those matters of record presented to the Planning Commission, recommends adoption of these amendments to the Dayton Municipal Code during the 2020 Comprehensive Plan amendment cycle.

NOW: The City of Dayton Planning Commission recommends to Dayton City Council its approval of the Incentive Zoning Amendments as supported by the following findings:

1. Discussion regarding these proposed amendments took place during the Dayton Planning Commission regular meetings on 12/18/2018 and 1/15/2019; and,
2. Notice of the regular meeting schedule, including location, date, and time was advertised in the Paper of Record on January 25th, 2018; and,
3. Notice of the regular meeting schedule for 2019, including location, date, and time was advertised in the paper of record on December 27th, 2018; and
4. The Planning Commission feels the policies do comply with the purpose and intent of the Growth Management Act and does bring the County into compliance; and,
5. It is unlikely that adopting the policies will have a disruptive effect on the stability and continuation of land use patterns on land in the City of Dayton; and,
6. The policies do not unreasonably restrict or prevent use of land within the City of Dayton; and,
7. The public interest will best be served by the policies.
8. Final adoption of the incentive zoning techniques provided herein will occur in conjunction with the adoption of the City of Dayton's 2020 periodic update to the Comprehensive Plan and associated development regulations.

CONCLUSIONS

Based on the above Findings, and following review of the record, and the recommendations of the Planning Director and after consideration of the City of Dayton Comprehensive Plan, consideration for the public health, safety and welfare of the citizens of the City of Dayton, the Planning Commission recommends approval of the Incentive Zoning Amendments herein to

the Dayton City Council, to be adopted as part of the 2020 Comprehensive Plan and associated development regulations.

Dated this 15th day of January, 2019

Byron Kaczmariski, Chair

Meagan Bailey, Planning Director



Columbia County, WA Planning Staff Report Updates to the Dayton Municipal Code

Code Amendments to Docketing Procedures for Amending the Comprehensive Plan

To: City of Dayton, Planning
Commission

For: Review, Support of Document
through Findings of Fact

From: Columbia County Planning
Director

Date: January 15th, 2019

Proposal:

Being a request to amend the procedures for Amending the Comprehensive Plan, offering a streamlined process and improvements to public outreach and involvement techniques.

Background and Discussion:

During the Docketing Procedure for the 2020 Comprehensive Update, it is requested that staff identify current needs and address any known issues within the Dayton Municipal Code and other associated development regulations. Upon reviewing the current procedures for docketing and amending the Comprehensive Plan, it was discovered that the current process is not only lengthy, but very time consuming and doesn't offer clear-cut processing for administration. Staff formally requested amending the Docketing Procedures by placing the request on the draft docket list.

On October 10th, 2018, the Dayton City Council motioned to accept the final docket list for the 2020 Comprehensive Plan update – which included docket item #5: Comprehensive Plan Docketing Procedures. Upon receiving final approval, staff proceeded with researching other municipal procedures, pursuant to discussions with The Department of Commerce and utilizing their recommendations for other municipal codes to research and utilize in the review. A final draft was generated utilizing other codes and presented to the Planning Commission for review.

Findings of Fact:

1. *RCW 36.70A.130 – Comprehensive Plans-Review procedures and schedules-Amendments* details the procedures for amending the Comprehensive Plan.
2. The Dayton Planning Commission worked alongside the Planning Director to review the draft Docketing Procedures.
3. The Department of Commerce offered recommended procedures to the Planning Director in July of 2018, which was used in generating this draft.
4. All discussion on the proposed draft took place during the regularly scheduled meetings of the Dayton Planning Commission.
5. The proposed amendments will assist the City of Dayton reaching the goals of the Growth Management Act (RCW 36.71A.020).

2020 COMPREHENSIVE PLAN AMENDMENTS – CODE AMENDMENTS RELATING TO
DOCKETING PROCEDURES FOR AMENDING THE COMPREHENSIVE PLAN
(AMENDED CODE SECTION)

**Chapter 10-09 - Comprehensive Plan/Development Regulation Review
and Amendment Procedures**

10-09.010 - Purpose.

The purpose of this chapter is to establish procedures, pursuant to Chapter 36.70A RCW, for the review and amendment of the comprehensive plan and implementing development regulations found in specific chapters of Dayton Municipal Code, titles 10, 11, 12, 15, 17, 19, and 20.

10-09-020 - Applicability.

This chapter shall govern comprehensive plan map and text amendments, excepting revisions which under state law may be adopted out of cycle. Development regulation amendments that are associated with comprehensive plan amendments being processed through this chapter shall utilize the same review process.

10-09.030 - Definitions.

Unless expressly noted otherwise, words and phrases that appear in this chapter shall be given the meaning attributed to them by this section, or chapters contained in Title 11. When not inconsistent with the context, words used in the present tense shall include the future; the singular shall include the plural and the plural the singular; the word "shall" is always mandatory and the words "may" and "should" indicate a use of discretion in making a decision.

Annual review docket means the annual list of proposed comprehensive plan amendments and related development regulations that the City Council determines, after review and consultation with the Planning Director and Planning Commission, to be included for review and consideration for any given year. It excludes items listed on the periodic review docket.

Application, for purposes of this chapter, means the application to amend the comprehensive plan or related development regulations.

Comprehensive plan (plan) means the comprehensive plan adopted to comply with Chapter 36.70A RCW, including all mandatory and adopted optional elements and subarea plans as they exist or hereafter may be amended by Dayton City Council.

Comprehensive plan amendment means an amendment or change to the text or maps of the comprehensive plan.

Development regulation means the controls placed on development or land use activities including, but not limited to, zoning ordinances, critical area ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, and site plan ordinances, together with any amendments thereto. A development regulation does not include a decision to approve a project permit application, as defined in RCW 36.70B.020.

Docketing refers to compiling and maintaining a list of proposed changes to the comprehensive plan or implementing development regulations either annually or for a periodic update cycle in a manner that will ensure such suggested changes will be considered by the city and will be available for review by the public.

Findings of fact and legislative intent means the formally adopted document that establishes both the factual basis for the comprehensive plan amendment and amendment to development regulations and serves as the interpretive guide for legislative intent.

Periodic review or update refers to the review and, if needed, resulting revisions to the comprehensive plan and development regulations required at multi-year intervals by RCW 36.70A.130 or other state law.

Periodic review docket refers to the docket developed by the Planning Director and approved by the Dayton City Council that includes the proposed periodic review work items that are required at multi-year intervals by RCW 36.70A.130 or other state law.

Planning Director means the person appointed by council to fulfill the long and short range planning duties of the city.

Site specific amendment means an amendment to the comprehensive plan or development regulations that affects one (1) or a small group of parcels, most frequently an amendment to the land use map and/or zoning atlas.

Work plan or work plan items refers to a list of proposed department tasks, maintained by the Planning Director and approved by council, that may be related to commitments made during previous updates, review, research, and/or updates to policies and regulations for which no amendment to the comprehensive plan is required. City-initiated plan amendments

not a part of the periodic review will also be a part of the work plan, to be evaluated for inclusion on a future annual docket. Work plan items may span multiple years and may be proposed by Council, Planning Commission, Planning Director, or the Department Head responsible for the administration of a development regulation. Members of the public may also request an item to be placed on the work plan, on the same schedule as plan amendment applications per section 10-09.060(A). Work plan items are exempt from the "once a year" plan amendment adoption requirement.

10-09.040 - Review process and approving authority.

All amendments to the comprehensive plan and development regulations shall be approved by Dayton City Council, processed as a Type V decision pursuant to chapter 10-01. SEPA threshold determinations associated with Type V decisions that are reviewed under this chapter shall be processed as Type II decisions that may be appealed to the hearing examiner. Appeals or further review of the hearing examiner's written decision shall be by the Growth Management Hearings Board according to the procedures set forth in Chapter 36.70A RCW.

10-09.050 - General procedures.

- A. Amendments to the plan text or maps may be initiated by the public, Council, the Planning Commission, the Planning Director, or the Department Director responsible for the administration of a development regulation.
- B. An amendment must be included on a docket before it can be considered by Council. Items will first be docketed, followed by review, public hearing, and recommendation by the Planning Commission, and then considered for final approval, denial, or deferral by City Council.
- C. A rezoning application that requires a plan amendment shall be treated as a Type IV application, subject to amendment application and docketing procedures under this chapter.
- D. Plan amendments may be considered by Council no more frequently than once a year and all proposed amendments, as included on the annual docket and periodic docket, shall be considered concurrently so that the cumulative effect of

the various amendments can be ascertained, with the exception of the following:

- a. The adoption of emergency amendments or interim maps or regulations or moratoria pursuant to RCW 36.70A.390;
 - b. The adoption of amendments to resolve an appeal of the comprehensive plan or development regulations filed with the Growth Management Hearings Board or with the courts;
 - c. The initial adoption of a subarea plan;
 - d. The adoption of amendments to the capital facilities element of the comprehensive plan that occurs concurrently with the adoption or amendment of the city budget;
 - e. The adoption or amendment of development regulations that implement the comprehensive plan and for which no amendment to the comprehensive plan is required;
 - f. Amendments to the comprehensive plan that are only procedural in nature or affect only procedural requirements;
 - g. Amendments to this chapter 10-09; and
 - h. Amendments to the comprehensive plan that are merely to correct errors.
- E. All plan amendments adopted by Council shall be consistent with Chapter 36.70A RCW and shall comply with Chapter 36.70A RCW and Chapter 43.21C RCW.
- F. All development regulations adopted to implement the comprehensive plan and amendments thereto shall be consistent with the adopted comprehensive plan.
- G. Unless specifically authorized by Council, no docketed plan amendment application from the public that is denied by Council may be reinitiated for three (3) years after its consideration by the Council.

- a. The Council may approve an earlier reapplication if the applicant demonstrates a substantial change in circumstances. In no case may such a petition be considered in consecutive years.
- b. This limitation does not apply to amendments previously proposed by Council, Planning Commission, Planning Director, or the Department Director responsible for the administration of a development regulation.

10-09.060 - Annual docket application review procedures.

A. The annual docket application review will occur pursuant to the schedule below:

TABLE A. ANNUAL DOCKET APPLICATION REVIEW

| DUE BY | PROCESS |
|-------------|---|
| July 1 | Notice shall be published no less than 28 days prior to the docket application due date informing the public of the current calendar year docket close date |
| August 1 | Applications due |
| September 1 | List of all amendments (public, Council, Planning Commission, or staff requests) presented to the Planning Commission |
| October 1 | Planning Commission reviews the proposed docket items, holds public hearing on docket items, and makes recommendation to Council |
| November 30 | Council determines the docketing request outcomes (include, exclude, or defer) |
| November 30 | Council approval of docket by Resolution no later than the end of November |

- B. For inclusion on any given annual docket, applications initiated by the public must be submitted before August 1 of the prior year. Applications received on or after August 1 of each calendar year shall be reviewed during the next annual docket cycle. A legal ad noting the close date of the current calendar year docket cycle should be published in the paper of record no less than 28 days before the close date
- C. The Planning Director shall forward to the Planning Commission a complete listing of all new applications for amendments requested by the public, Council, Planning Commission, or the Planning Director, no later than September 1 of each year. The list shall also include any applications deferred from a previous docket.
- D. The Planning Director shall review the proposed annual docket items with the Planning Commission by October 1 of each year. The Planning Commission shall review and, after holding a duly advertised public hearing, make a recommendation to Council of any proposed amendments that should be included on or excluded from the annual review docket, or be deferred to the next annual cycle or periodic review docket cycle pursuant to section 10-09.090.
- a. **Include.** The Council's decision to include an application in the annual docket is procedural only and does not constitute a decision by the Council as to whether the proposed amendment will ultimately be approved.
 - b. **Exclude.** The Council's decision to exclude an application from the docket terminates the application without prejudice to the applicant or the proposal.
 - c. **Defer.** The Council's decision to defer an application means the application may be considered, as specified by the Council, either for the next annual docket cycle or the next periodic review docket cycle.
- E. In making its docket recommendation, the Planning Commission should consider the following:
- a. The application is deemed complete;
 - b. The application, in light of all proposed amendments being considered for inclusion in the year's annual docket, can be reasonably reviewed within the staffing resources and operational budget allocated to the Department by Council;

- c. The proposed amendment would not require additional amendments to the comprehensive plan or development regulations not otherwise addressed in the application, and is consistent with other goals, objectives, and policies of the comprehensive plan;
 - d. The proposed plan amendment raises policy, land use, or scheduling issues, or that the proposal is comprehensive enough in nature that it would more appropriately be addressed as part of a periodic review cycle;
 - e. The application proposes a regulatory or process change that for which no amendment to the comprehensive plan is required and should be reviewed for potential consideration as a part of the work plan;
 - f. The application lacks sufficient information or adequate detail to review and assess whether or not the proposal meets the applicable approval criteria. A determination that the proposal contains sufficient information and adequate detail for the purpose of docketing does not preclude the Department from requesting additional information at a later time.
- F. The selected proposed amendments collectively shall be known as the annual review docket for the next calendar year, and shall be adopted by Council Resolution, preferably by October 31 but no later than November 30 of each calendar year.

10-09.070 - Application requirements.

- A. All applications for amendment of the comprehensive plan or development regulations submitted by the public shall, in a format established by the city, contain the following:
 - a. Application form signed by the owner(s) of record, address, telephone numbers and agent information;
 - b. A description of the proposed amendment including proposed map or text changes;
 - c. The location of the proposed amendment shown on an assessor's map dated and signed by the applicant, if the proposal is for a land use map or zoning atlas amendment;
 - d. A legal description and a notarized signature of one (1) or more owners, if a change in the zoning atlas is

requested by owner(s) concurrent with a requested land use map amendment;

- e. An explanation of why the amendment is being proposed and, if applicable, how or why the map or text is in error;
- f. An explanation of anticipated impacts to be caused by the change;
- g. An explanation of how the proposed amendment is consistent with GMA, the countywide planning policies, the comprehensive plan and adopted findings of fact and legislative intent;
- h. An explanation of how the change affects development regulations or how the amendment brings the development regulations into compliance with the plan;
- i. If applicable, an explanation of why existing comprehensive plan language should be added, modified, or deleted;
- j. A SEPA checklist, if required; and
- k. Fees as set by the Council.

- B. The city may prescribe additional application requirements.
- C. Persons wishing to initiate an amendment are encouraged, but not required, to use the pre-application procedures of section 10-02.010.

10-09.080 - Plan amendments—Review and public notice procedures.

A. Review of annual docket items shall occur pursuant to the schedule below:

TABLE B. REVIEW OF DOCKETED PROPOSED AMENDMENTS

| DUE BY | PROCESS |
|---------------------------|--|
| November 30 of prior year | Docket approval, per section 10-09.060 and posted to web site |
| Throughout the year | Planning Commission to hold work sessions public hearing(s) on proposed amendment(s) |
| No later than | Council to review and make a decision to approve, deny, or defer action on each item on the docket |

November 30

(may include identification of items that will be continued into next docket cycle)

- B. Public Notification. Information regarding any proposal pursuant to this chapter shall be broadly disseminated to the public at minimum as provided in subsection 1 below, as well as by any of the other following methods as determined to be appropriate by the Planning Director.
- a. Publishing a paid public notice at least ten (10) days prior to a public hearing in the official newspaper of record;
 - b. Distributing a press release;
 - c. Posting notice on the Department's website;
 - d. Posting notice at City Hall, the County Courthouse, and/or the local library, and other "hot spots" of public involvement.
- C. Public Notification - Site-specific comprehensive plan map and zoning atlas amendments. Where public notice is otherwise required by this chapter, such notice shall be mailed directly to the owners of the affected properties, and to all property owners within 300 feet of the subject property.
- D. Public Participation. In addition to public notice as otherwise required by this chapter, the public shall have the opportunity to participate in the city legislative matters via public hearing before the Planning Commission, via public hearing before the Council if the Council opts to hold its own public hearing, by written comment, and by other forums as appropriate (per RCW 36.70A.140).
- E. The Planning Commission shall evaluate the proposed amendments as follows:
- a. Does the proposed amendment or revision maintain consistency with other plan elements or development regulations? If not, are amendments or revisions to other plan elements or regulations necessary to maintain consistency also under annual review by the Planning Commission and Council?;
 - b. Do all applicable elements of the comprehensive plan support the proposed amendment or revisions?;
 - c. Does the proposed amendment or revision more closely meet the goals, objectives and policies of the comprehensive plan?;
 - d. Is the proposed amendment or revision consistent with the countywide planning policies?;

- e. Does the proposed amendment or revision comply with the requirements of the GMA?; and
 - f. Are the assumptions underlying the applicable portions of the comprehensive plan or development regulations no longer valid because new information is available which was not considered at the time the plan or regulation was adopted?
- F. The Planning Commission shall hold one (1) public hearing on the proposed amendments and shall forward Council its recommendations and findings of fact and legislative intent.
- G. Upon receipt of a recommendation on all or any part of a plan, plan amendment or development regulation from the Planning Commission, Council shall schedule review of the proposal to consider and take action on the proposed amendments. The Council's decision to either approve, deny, or defer action on each item in the annual review docket concludes that year's annual docket cycle, which should occur no later than November 30 of each calendar year.
- H. With each adopted amendment Council shall also adopt findings of fact and legislative intent to support the change in the comprehensive plan and/or development regulations. Council may choose to incorporate by reference the findings of fact and legislative intent prepared by either the Department or the Planning Commission if Council so agrees and desires. Council may also decide to adopt its own findings of fact and legislative intent.
- I. Findings shall identify, as applicable, the following:
- a. The local circumstances, if any, that have been relied on in reaching a decision on the proposed amendment; and
 - b. How the planning goals of Chapter 36.70A RCW have been balanced in the decision on the proposed amendment.
- J. The Planning Director shall notify the State of Washington pursuant to RCW 36.70A.106 prior to the adoption of comprehensive plan amendments, development regulations or annual review amendments.
- K. Within ten (10) days of adoption, the Planning Director shall transmit the adopted plan amendment(s) to the state.

10-09.90 - Periodic review and update procedures.

- A. The periodic review cycle is established in accordance with RCW 36.70A.130. The periodic review docket shall include:
- a. A comprehensive review to provide for a cumulative analysis of the twenty-year plan and its implementing regulations based upon official population growth forecasts and other relevant data in order to consider substantive changes to planning policies language, and changes to the urban growth areas;
 - b. Items deferred by the Dayton Council in a prior year to be placed on the periodic review docket;
 - c. City priority review and update items that can be reasonably reviewed within the staffing resources and operational budget allocated to the Department by the Council; and
 - d. Items identified for review and updates due to legislative changes, as identified on the Department of Commerce periodic review checklist.
- B. The periodic review docket shall be separate from the annual review docket; the dockets may, however, be considered concurrently as per section 10-09.050(D).

10-09.100 - Appeals.

Appeals of decisions to amend the comprehensive plan or development regulations shall comply with the procedures set forth in Chapter 36.70A RCW.

10-09.110 - Severability.

If any provision or provisions of this chapter or its/their application to any person or circumstance is held invalid, the remainder of this chapter and the application of such provision or provisions to other persons or circumstances shall not be affected.

FINDINGS OF FACT AND CONCLUSIONS OF LAW
FOR COMPREHENSIVE PLAN DOCKETING PROCEDURES

WHEREAS: The City of Dayton Planning Commission having held public meetings on December 18th, 2018, and January 15th, 2019, and having fully considered the entire record and all public testimony, correspondence, Growth Management requirements and all those matters of record presented to the Planning Commission, recommends adoption of these amendments to the Dayton Municipal Code during the 2020 Comprehensive Plan amendment cycle.

NOW: The City of Dayton Planning Commission recommends to Dayton City Council its approval of the Comprehensive Plan Docketing Procedures as supported by the following findings:

1. Discussion regarding these proposed amendments took place during the Dayton Planning Commission regular meetings on 12/18/2018 and 1/15/2019; and,
2. Notice of the regular meeting schedule, including location, date, and time was advertised in the Paper of Record on January 25th, 2018; and,
3. Notice of the regular meeting schedule for 2019, including location, date, and time was advertised in the paper of record on December 27th, 2018; and
4. It is unlikely that adopting the policies will have a disruptive effect on the stability and continuation of land use patterns on land in Columbia County; and,
5. The policies do not unreasonably restrict or prevent use of land within the City of Dayton; and,
6. The public interest will best be served by the policies.
7. Final adoption of the Docketing Procedures herein will occur in conjunction with the adoption of the City of Dayton's 2020 periodic update to the Comprehensive Plan and associated development regulations.

CONCLUSIONS

Based on the above Findings, and following review of the record, and the recommendations of the Planning Director and after consideration of the City of Dayton Comprehensive Plan, consideration for the public health, safety and welfare of the citizens of the City of Dayton, the Planning Commission recommends approval of the Comprehensive Plan Docketing Procedures herein to the Dayton City Council, to be adopted as part of the 2020 Comprehensive Plan and associated development regulations.

Dated this 15th day of January, 2019

Byron Kaczmariski, Chair

Meagan Bailey, Planning Director

Land Use Element

Inventory and Assessment

The Land Use Element provides the framework for future growth and development consistent with community objectives and GMA requirements. The Land Use Element designates the proposed general distribution, location, and extent of land uses for agriculture, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other functions, as applicable, and describes development densities and projections for future population growth. The Land Use Element can be considered the "driver" of this Comprehensive Plan. Each of the other elements is interrelated with the Land Use Element.

Land Use Designations

The Comprehensive Plan Land Use Map (XXXXXX) designates all land uses within the existing city boundary and the Urban Growth Area into broad categories. The designations on the maps are the 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.

(NEW LAND USE MAPS HERE)

Table

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 | 12% |
| 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
Columbia County Soil Analysis

| Soil Series | Type | Soil Characteristics |
|---------------------------|------------------|--|
| 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 |

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

The protection and management of water resources is expected to continue under the City's CAO and SMP, along with regional management plans including the Snake River Salmon Recovery Plan. Implementation of watershed-level management programs can help improve water supply and flows, and habitat conditions for fish.

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.

Floodplains

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.

Shoreline Master Program

The City finalized the Shoreline Master Program (SMP) update in 2017 pursuant to the Shoreline Management Act. The goals and policies of the SMP are considered a part of the Comprehensive Plan's goals and policies, and along with the rest of the SMP are adopted by reference (Appendix Y). The Policy chapter provides the framework for future decision-making and is a guide for future development of lands within the City's shoreline jurisdiction boundaries. Detailed regulations are also included in the SMP.

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

Economy

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

Community Objectives

A.1: Encourage downtown revitalization.

Policy Discussion: Utility lines should be encouraged to be placed underground in all new developments

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 Objectives

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.

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 Objectives

C.1: Allow home occupations in residential areas.

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.

- 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 Objectives

- 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.

- 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.

- 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.

- 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

Environmental Goal E: Strengthen the City of Dayton's environmental assets while maintaining the character of the community.

Community Objectives

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.

E.2: Where appropriate, new development should include planning approaches that increase physical activity.

Policy Discussion: Through implementation of the Blue Mountain Region Trails Plan (Appendix A), the success of this community objective is heightened substantially, where future community trails are planned out to connect community members past spatial boundaries.

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.

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.

E.5: The City shall utilize the 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

E.6: The City shall use the CAO, SMP, SEPA, and other ordinances, as applicable, the designate and protect critical areas and the natural environment.

E.7: The City shall identify and protect river, stream, wetlands, and fish and wildlife habitat conservation area functions and values through use of adopted ordinances and state mitigation procedures.

- E.8: The City shall ensure public access to shorelines on public land, subject to regulations protecting public safety, sensitive habitat areas, and wildlife.
- E.9: The City shall identify and designate habitats of local importance to protect locally important habitats and species under the City CAO.
- E.10: Any development, uses, and/or activities within the Shorelines Native Conversation Area shall be consistent with the standards and permitting procedures within the SMP.
- E.11: Protections associated with landslide areas should be maintained according to the standards within the adopted CAO and SMP.

Parks and Open Spaces

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

Community Objectives

- F.1: Integrate the Regional Cooperative Parks Master Plan into the City of Dayton's 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 parks matures and require periodic renovation work, emphasis should be placed on implementing improved technology and innovative practices that would reduce the long-term maintenance and operating costs.

- 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 runoff 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.

- F.3. Support Friends of the Dayton Pool in enhancing and improving the City Pool.

Policy Discussion: In 2018, the City of Dayton shut down the City Pool due to structural and safety concerns. Upon shut down, the City was able to contract out and hire a specialist to review the pool and determine total costs. During these times, the Friends of the Dayton Pool interest group formed to assist the City in ensuring the pool is offered as a source of recreation to the members of the community once more. While the interest group is still researching grant opportunities, exploring public interest, and researching other jurisdiction pools and funding, it should be noted that the City supports the group and their endeavors. The city should continue to offer support and aid to the interest group as much as reasonably possible. It is known that aquatic facilities provide communities a location for social interaction, physical activity, relaxation, and education in the form of swim lessons. Supporting the Friends of the Dayton Pool is supporting the health and well-being of the entire community.

Annexation and the UGA

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 Objectives

- 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.

- 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.

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

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 Objectives

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

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.

H.4: The City shall review, at least every ten years, its designated urban growth area or areas, and the densities permitted 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

Community 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 Objectives

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).

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.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).Policies

- 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.
- 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 UGAs unless they are self-contained and do not require the extension of urban governmental services.

Capital Facilities Element

Inventory and Assessment

Capital facilities help define the quality of life for residents of the City of Dayton. Capital facilities include roads, bridges, sewers, parks and open spaces, drinking water, stormwater, and all the government buildings (e.g., schools, fire stations, and others) which house public services. To approach these projects in a coordinated and cost-effective way, the City has developed this Element in order to comply with state laws, to maintain and improve public services to citizens, and to accommodate orderly growth, Columbia County anticipates a continued investment in its capital facilities over the planning period.

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. Additional details of the existing system are in the Utilities Element of this document, including the documented need and state requirement to upgrade the existing sewage treatment facility.

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 landfills in Oregon state.

Police Protection

The City contracts on an annual basis with Columbia County to provide public safety services. The Columbia County Sheriff's Department provides law enforcement and crime prevention for the entire county which includes the City of Dayton, the Town of Starbuck, and rivers and forests throughout the county. The department also provides security, escort, and traffic control for local functions. The sheriff's department offices and the Columbia County Jail are both located in the basement of the Columbia County Courthouse.

The department employs three administrative staff including a Sheriff, Undersheriff and Civil Deputy, as well as six full-time deputies. One full-time State Trooper and one full-time Washington Department of Fish and Wildlife Officer are assigned to the county. Dispatch is provided by the Columbia County Emergency Management Department, also located in the courthouse basement. The sheriff's department fleet includes: eight patrol vehicles, a transport van, a truck, an undercover vehicle, two four-wheelers, and a 16' metal jet boat. The fleet is also housed at the courthouse.

The current facilities are inadequate to meet the needs of the department. The jail, which was originally an 1874 naval brig that the courthouse was built around, poses multiple safety and logistic concerns.

The county is unable to house female inmates due to an inability to separate prisoners. This inability to segregate the inmate population also prevents the county from housing minors and prisoners who are a threat to themselves or others. Antiquated technology and an inadequate safety/security system are safety issues.

Deputies work from shared cubicles, evidence and weapon storage is inadequate and the interview room is too small, which is also a safety concern.

These issues have led to an ongoing investigation into the possibility of building a Law and Justice building or center. At minimum, the new building would house a new jail which would allow for prisoner segregation and holding, medical supervision and improved safety and security. A larger complex could also include sheriff's department offices, court services and a dispatch center.

The department also has a list of equipment needs. At least three patrol vehicles are needed to complete the fleet. Safety equipment such as helmets, vests and shields are in low supply and the department does not have any S.W.A.T. or active shooter response gear.

The department would like to add short-barrel rifles and AR pistols to its weapons inventory for use in close-range and search and rescue situations. Aside from tasers, the department currently has no

non-lethal weapons such as bean bag or pepper ball guns, weapons capable of shooting dummy rounds that would allow for long-range, non-lethal intervention.

The department is planning to reinstate its search-and-rescue program, which brings with it the need for snowmobiles, 4-wheelers, radio equipment, water gear, boat improvements, and training. The Sheriff's Department is planning to expand the use of volunteers through Citizen's Academy training, initiating Block Watch and Business Watch programs and training citizens in search-and-rescue. The Department is also investigating ways to fund a school resource officer.

Fire Protection

The City of Dayton is located in Columbia County Fire District #3, which covers 276 square miles, including the City of Dayton. There is currently one manned fire station located just outside the City of Dayton, at 111 Patit Road. The District is a combination department made up of six career staff and approximately 30 volunteers and provides fire and ambulance service to most of south and eastern Columbia County and the City of Dayton.

The fire district houses a few fire apparatus' at an outstation on Turner Road for quicker response time to wildland and structure fires in the area.

The fire department moved from its quarters on Main Street to the Patit Road building, in 2015. The new 13,500 square foot building has 16 truck bays, upstairs living quarters and command staff offices. The new facilities, built on approximately five acres of land, were constructed to meet current needs with room for future expansion.

Fire District #3 inventory includes: Three command vehicles, three 800 gallon brush trucks, one 2,500 gallon tender, one 1,500 gallon tender, two 300 gallon grass trucks, one 620 gallon grass truck, one 500 gallon engine, two 750 gallon engines, two ambulances, one dozer and one medium rescue apparatus. Of those, one engine, the 1,500 gallon tender and the 800 gallon brush truck are stationed at Turner, with the remaining apparatus' housed in the City station.

The District is rated a Class 6 for fire protection in areas served by fire hydrants according to the Washington State Fire Rating Bureau. Classifications range from 8A to Class 9 in rural areas, with a few Class 10 ratings in the Tucannon area. Ratings are directly related to the distance from a fire station.

In 2018, the county passed an emergency medical services levy, at 50 cents per \$1,000 of assessed value, to address the maintenance and stabilization of the emergency medical system, establish funds for staffing and training and to help with replacement of aging equipment.

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. In 2016, Columbia County was able to pay for and have installed a projector and screen for public use, made available by grant monies received by the Washington State Conservation Commission.

City Hall

The Dayton City Hall is located on the edge of the Central Commercial District on 1st Street just south of Main Street. The WPA built this two-story structure in 1936. City Hall provides office space for the City Clerk-Treasurer and associated staff, as well as office space for the City of Dayton Mayor.

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 provides office space for the Public Works Director and staff 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 multiple parks and local recreational spaces within the Community. The largest city park is the Pietrzycki Park, which provides approximately 22 acres of public space. This park includes: outdoor pool, playground equipment, Frisbee golf course, juvenile fishing pond, baseball field, day-use picnic areas, tennis courts, and a skate park. In 2017, a dog park was added through a cooperative effort between the City of Dayton and the Friends of the Dayton Dog Park. This park is located near the levee that services the Touchet River, and provides additional recreating opportunity to the Touchet River Dike Path and the Touchet River.

The City of Dayton is also home to numerous other recreational activities, parks, and historic sites to visit, which are all outlined in the 2018 Cooperative Park Master Plan, adopted by the City of Dayton in 2018 by Resolution 1362.

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 more.

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

Dayton Medical Facilities

Columbia County Public Hospital District #1, more commonly known as Columbia County Health System, is comprised of numerous facilities across the region. These facilities include: Dayton General Hospital, a 25 bed, Critical Access Hospital with a Level V Trauma Center and a Level III Cardiac and Stroke Center; Columbia Family Clinic; Waitsburg Clinic; and Booker Rest Home, a 23 bed long-term and skilled nursing facility. The Rural Health Clinics are available for primary care and behavioral health needs six days a week. The district is staffed with three primary care medical doctors, a board certified emergency medicine doctor, a board certified pediatrician, and three mid-level family practice providers. In addition to out-patient imaging, laboratory, rehabilitation, wound care, and cardiopulmonary services, the district provides emergency medical services 24 hours a day, seven days a week. Including all support staff, the district employs 167 skilled people dedicated to improving the health and wellbeing of the citizens of the City of Dayton and Columbia County.

Schools

The City of Dayton and its surrounding area is served by the Dayton School District which provides both primary and secondary education. The District operates one ECEAP preschool, one elementary school and one middle/high school located within the city limits.

Current enrollment (2018) is 385 students. Enrollment has averaged a three percent annual decline over the last five to six years. The District anticipates a slight increase in enrollment, most likely at the elementary level, when Columbia Pulp goes into full production and brings on a full staff.

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 two-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. The existing elementary school was built in 1955. A gymnasium and shop building were constructed in 1965 and 1966. Extensive remodeling over the past years has resulted in the current school campus.

The District passed Capital Facilities Levies in 2016 (\$875,000) and 2018 (\$800,000) for a total of \$1.675 million to be used for roof repairs, exterior door replacements, irrigation, new asphalt at the elementary playground and bus garage, security upgrades, and the replacement of two boilers and a water heater. Items yet to be completed include exterior doors, security and irrigation. The projects are slated for completion upon receipt of the final levy funds in 2020.

No new projects are planned past 2020, but aging facilities will require ongoing repair and upkeep to electrical, plumbing, roofing and HVAC. In addition, the District is aware of the need for:

- building safety and security renovations
- additional physical education space, especially at the elementary level
- special education facilities
- ADA compliance, especially at the two-story high school
- Upgrades to the high school girls locker room
- Alternative learning opportunities

The funding sources for public schools are federal, state, and local funds.

The Club

The Club, a nonprofit after-school-program developed around the philosophies of the Boys & Girls Clubs of America, opened its doors with the 2019 school year. A former bowling alley, located on West Cameron Street, was transformed into a modern educational and recreational facility through private donations, grants, community fundraising, and volunteer labor.

The Club, officially known as Plus Delta After School Studios, provides a safe and fun place for youth in grades K-12 to gather after school and during spring breaks. The Club includes a playground, game room, art space, teen center and indoor and outdoor sport courts.

School-year membership is \$20 for the entire school year and free meals and snacks are served at every session. Meals are catered by Dayton General Hospital and the service is provided by the U.S Department of Agriculture and administered by the Office of the Superintendent of Public Instruction.

The Club employs two full-time staff and three part-time staff. Membership, in 2018, is approximately 120 students, with daily attendance averaging approximately 40 members.

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 which was originally located at the base of Rock Hill on the southwest edge of Dayton, along the Touchet River. In 1899 the building was jacked up and moved on roller logs to its present location on Commercial Street where it was used continuously until 1971.

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 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 Objectives

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.

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.

- 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.

- 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.

- 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.

- 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.

- 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

Table 5.1
Six-Year Capital Improvements

20 Year CIP

Table 5.2
20-Year CIP 2021-2040

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 and 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.

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

Comment [DM1]: Mention BMRT? Possibly combine with 8.2.5-7 below.

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.

Goals and Objectives

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

Community Objectives

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

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.

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.

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

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 neighbor-hoods, 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.

Existing Housing

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.

Table

Household Size: The table below shows the types of household in the city.

| | <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 | TOTAL HOMES | |
| DAYTON | 946 | | 147 | 68 | 1161 |
| OUTSIDE DAYTON | 624 | | 66 | 210 | 857 |
| TOTAL FOR COLUMBIA CO. | 1570 | | 213 | 278 | 2018 |

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.

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.

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

Housing

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 Objectives

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.

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.

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.

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.

- 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
- 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 Discussion: 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.

Neighborhoods

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

Community Objectives

- 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.

- 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.

- 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.

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

Policy Discussion: 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.

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 Objectives

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 Objectives

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.

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

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.

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.

E-5: Encourage the development of environmentally sensitive businesses and industries in the city.

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.

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 Objectives

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

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

F-3: The City should support the provision of incumbent worker training.

Goal G: Support Infrastructure improvements

Community Objectives

G-1: The City should continue supporting improvements to the short line railroad.

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

G-3: The City should continue to improve the street infrastructure system.

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

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

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

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

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.

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

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 Objectives

- H-1: The City should encourage development of wind generation projects.
- H-2: The City should encourage alternative fuels production facility (oilseed crushing/biodiesel or ethanol blending).
- H-3: The City should encourage biomass energy production.
- H-4: The City should support the creation of a targeted marketing strategy for business recruitment within the city.
- H-5: The City should support steps to improve the stability of the local hospital district.
- H-6: The City should support Seneca in maximizing utilization or redevelopment of its processing facility.

Goal I: Support Tourism

Community Objectives

- I-1: The City should support the publication of recreational and agricultural maps of Columbia County.
- I-2: The City should support a regional network for travel planning for the Lewis & Clark Trail.
- I-3: The City should encourage the establishment of cabin rentals.
- 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.
- I-5: The City should support efforts to expand an interpretive center on Indian, geologic, and settlement history of the county.
- 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.
- I-7: The City should support efforts to reconstruct or replace fairgrounds pavilion and other necessary fairgrounds improvements.
- I-8: The City should encourage efforts to establish public art, i.e. sculptures, murals, etc.

- I-9: The City should support efforts to develop a walking/biking path between Dayton and Waitsburg.
 - I-10: The City should encourage the restoration of an old turn-of-the-century farmhouse and/or barn.
 - I-11: The City should encourage the establishment of a farm museum.
 - I-12: The City should support the construction of a bandstand on the courthouse lawn and other improvements to the courthouse grounds.
 - I-13: The City should support the construction of arches across the highway at both entrances to town.
 - I-14: The City should support the continued maintenance and enhancements at the existing railroad depot museum.
 - I-15: The City should encourage the improvement of the east and west entrances to Dayton as well as west Main improvements.
- I-10: The City should encourage the restoration of an old turn-of-the-century farmhouse and/or barn.

Goal J: Support Community Development

Community Objectives

- J-1: The City should encourage the development of a multi-age community center.
- J-2: The City should encourage the establishment of a Teen Center.
- J-3: The City should encourage the development of a Sports Complex.
- J-4: The City should encourage the Port to purchase and redevelop the Seneca Labor Camp area.
- J-5: 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.

Policies

- K-1: The City's presence in the region should be increased by identifying and promoting its own unique attractions.
- K-2: Unified and attractive wayfinding signage for public and non-profit: offices, services, museums, parks and attractions should be established throughout the City.

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.

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

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.

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.