

Dayton City Planning Commission
Regular Meeting—Agenda
Tuesday, May 21st, 2019 at 6:30 PM
102 Fairgrounds Lane, Dayton, Washington 99328
(Youth Building)



1. Call to Order
2. Roll Call and Establish Quorum
3. Review of Minutes
 - a. April 16th, 2019
4. Communications from Citizens
5. Public Hearings
 - a. None Scheduled
6. Old Business
 - a. 2020 Comprehensive Plan
 - i. Comprehensive Plan Wrap-Up Open House: Presentation by plan consultant, Ben Floyd with White Bluffs Consulting
 - ii. Q/A with public, staff, and planning commission
 - iii. Request for formal support to submit draft of the Comprehensive Plan and associated updated development regulations to Washington State Department of Commerce to initiate the 60 day review period
7. New Business
 - a. None Scheduled
8. Adjournment
 - a. Next meeting: Tuesday, July 16th, 2019

Dayton City Planning Commission
Regular Meeting—Minutes
Tuesday, April 16th, 2019 at 6:30 PM
114 South 2nd Street, Dayton, Washington 99328



1. Call to Order
 - a. Chair Kari Dingman called to order the regular meeting of the Dayton Planning Commission at 6:36 pm.
2. Roll Call and Establish Quorum
 - a. Members present: Kari Dingman, Kathryn Witherington, and Byron Kaczmariski
Others present: Meagan Bailey, Planning Director
3. Review of Minutes
 - a. March 19th, 2019
 - i. A motion was made by Witherington and seconded by Kaczmariski to approve the March 19th, 2019 meeting minutes as presented; motion carries.
4. Communications from Citizens
 - a. None presented
5. Public Hearings
 - a. None Scheduled
6. Old Business
 - a. 2020 Comprehensive Plan—Schedule Update
 - i. Staff provided a general update on the Comprehensive Plan schedule, including tentative timelines for submittal and final adoption.
7. New Business
 - a. 2020 Comprehensive Plan Update Items
 - i. Discover Dayton's Diversity logo
 1. Staff presented the logo as created by Boe Designs. The logo and catch phrase will be included within the Comprehensive Plan, with potential to be utilized elsewhere, such as letterhead.
 - ii. Scheduled Comp. Plan outreach meeting
 1. A public meeting has been scheduled for the next regular meeting of

the Dayton Planning Commission, May 21st, at 6:30 pm in the Youth Building. This meeting has been scheduled to allow for a “wrap-up” open house for the public regarding the Comprehensive Plan update. The meeting will be hosted by the Planning Commission with staff and the hired consultant leading the meeting.

- b. Proposed new meeting time
 - i. The Planning Commission discussed with staff the potential to change the regular meeting schedule of the Dayton Planning Commission. Two options were discussed: the first Tuesday of the month at 6:30 pm, and the fourth Tuesday of the month at 6:30 pm.
 - ii. Staff will draft two new sets of bylaws, one set for each new proposed time, and the Planning Commission will discuss the options at the July meeting.
 - iii. A decision will be made once all members of the Planning Commission can confirm that the new time will work with existing schedules.
 - c. Regular June meeting
 - i. Discussion regarding the June meeting commenced. The Comprehensive Plan will be submitted to the State in May, so no additional workshops regarding the Comprehensive Plan will be required.
 - ii. Staff recommended a “break” in June to allow staff and Planning Commission reprieve from heavy workloads.
 - iii. A motion was made by Witherington and seconded by Kaczmariski to cancel the regular June meeting, and reconvene in July; motion carries.
8. Adjournment
- a. A motion was made by Witherington and seconded by Kaczmariski to adjourn the regular meeting of the Dayton Planning Commission at 6:53 pm; none opposed. Meeting adjourned.
 - b. Next meeting: Tuesday, May 21st, 2019

Approved May 21st, 2019

Kari Dingman, Planning Commission Chair

Date

Attest:

Meagan Bailey, Planning Director



June 2019
City of Dayton Comprehensive Plan Update



Comprehensive Plan

Prepared for the City of Dayton



June 2019
City of Dayton Comprehensive Plan Update

Comprehensive Plan

Prepared for
The City of Dayton
111 South First Street
Dayton, WA 99328

Prepared by
White Bluffs Consulting

with
Anchor QEA, LLC and
Oneza & Associates

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CONTRIBUTORS

| | |
|----------------------|---|
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| Alicia Walker | Planning Commission Member |
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1 Introduction

The Washington Growth Management Act (GMA), adopted by the state legislature in 1990, requires local governments to develop Comprehensive Plans to address local and statewide planning issues.

The City of Dayton Comprehensive Plan (Comprehensive Plan) was developed to reflect the City's values and plan for future growth consistent with the GMA and to guide City decisions on land use, transportation, infrastructure, housing, economic development, and the environment.

This Comprehensive Plan builds on the last update completed by the City in 2015. The updated plan addresses citizen input during visioning, refines goals and policies, incorporates recent analyses and findings in applicable plan elements, and reflects changes to more fully address the latest GMA requirements.

1.1 Purpose and Intent of the Comprehensive Plan

Recognizing the importance of planning, the Columbia County Board of Commissioners opted into the GMA in 1991. The GMA requires the City to address several aspects of planning including adopting and revising a Comprehensive Plan. The primary reason for a Comprehensive Plan is to enable local government officials and citizens to anticipate and to deal constructively with the changes occurring within the City. Change is inevitable in every community whether it is growing or declining.

By looking at the past, as well as the negative and positive aspects of the present-day community, Dayton can gain insight into possibilities for the future and influence future development. This

Comprehensive Plan is a vehicle through which Dayton's governmental officials and citizens can express their goals for the future and guide the City towards those goals.

1.1.1 Authority to Plan

The Comprehensive Plan provides a legally recognized framework for making decisions about land use and other planning and policy priorities; however, it is fundamentally a policy document providing direction for how land use goals, policies, and regulations should be applied for the next 10 to 20 years in the City of Dayton. The policies are required by the GMA to be implemented through the use of such regulatory tools as zoning and subdivision ordinances, as well as other innovative techniques. These regulations must be developed and maintained in accordance with the goals and policies of this Comprehensive Plan.

1.2 Growth Management Act Goals and Required Elements

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

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

1. **Urban Growth** - Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. **Reduce Sprawl** - Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
3. **Transportation** - Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city Comprehensive Plans.
4. **Housing** - Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing.
5. **Economic Development** - Encourage economic development throughout the state that is consistent with adopted Comprehensive Plan, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
6. **Property Rights** - Private property shall not be taken for public use without just compensation having been made. The property rights of a landowner shall be protected from arbitrary and discriminatory actions.

7. **Permits** - Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
8. **Natural Resource Industries** - Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands and discourage incompatible uses.
9. **Open Space and Recreation** - Encourage the retention of open space and development of recreation opportunities, conserve fish and wildlife habitats, increase access to natural resource lands and water, and develop parks.
10. **Environment** - Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
11. **Citizen Participation and Coordination** - Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
12. **Public Facilities and Services** - Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
13. **Historic Preservation** - Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.
14. **Shoreline Management:** Develop a Shoreline Master Program (SMP) pursuant to Shoreline Management Act (SMA). The goals and policies of the SMP approved under chapter 90.58 RCW shall be considered a part of the City's Comprehensive Plan.

1.3 Plan Involvement and Authority

1.3.1 City Council

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

1.3.2 Planning Commission

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

1.3.3 Community Participation

Prior Comprehensive Plan updates have included numerous public meetings and workshops conducted with the planning commission. For the 2019 update, the City of Dayton developed and adhered to a Public Participation Plan included as Appendix C. The City held a visioning meeting in the fall 2018 and also held several planning commission workshops. The visioning meeting included an overview of the plan update process and required elements that need to be reviewed and updated, and then public questions and comments were captured. Additionally, public comment opportunity was provided during the SEPA review and at a hearing held by the Planning Commission as part of the Commission taking action to recommend the plan be adopted by the County Commissioners. Appendix D contains the Visioning meeting summary and a summary of comments and responses during the public review process.

1.4 Consistency and Relationship to Other Plans and Regulations

The GMA requires that the Comprehensive Plan be internally consistent across goals, policies, text, and maps. At the same time, the Comprehensive Plans of adjacent jurisdictions must also be consistent and capital budget decisions must conform to each jurisdiction's adopted Comprehensive Plan.

Consistency progresses from the broad goal, through its policies, and then to specific actions. The maps of the Comprehensive Plan augment the text, goals, and policies. The following plans are adopted by reference:

- Public Participation Plan (Appendix C)
- Countywide Planning Policies (Appendix E)
- City Development Regulations
- City of Dayton Shoreline Master Plan Ordinance #1910, Adopted May 8, 2017
- City of Dayton Transportation Improvement Program, 2019 – 2024 (Appendix F)
- Commercial Street Corridor Master Plan, Adopted via Ordinance #1873

1.4.1 Countywide Planning Policies

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

1. Implement RCW 36.70A.110;
2. Promotion of contiguous and orderly development and provision of urban services to such development;
3. Siting public capital facilities of a county-wide or statewide nature;
4. County-wide transportation facilities and strategies;
5. Policies that consider the need for affordable housing, such as housing for all economic segments of the population and parameters for its distribution;

6. Policies for joint city and county planning within UGA's;
7. Policies for county-wide economic development;
8. An analysis of the fiscal impact.
9. The Columbia County Board of Commissioners enacted a resolution to adopt the Columbia County-wide Planning Policies in July 1994. In 2019, the Countywide Planning Policies were updated as attached as Appendix E.

1.4.2 Development Regulations

Under the GMA, "development regulations" means "the controls placed on development or land use activities by a county, including, but not limited to, zoning ordinances, critical areas ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances." The City's development regulations included in its Dayton Municipal Code (DMC; Dayton, WA DMC Titles 11 through 20) are intended to implement the Comprehensive Plan. The City of Dayton assumes a responsibility to ensure consistency of zoning, development regulations, and other official controls with the goals and policies of the Comprehensive Plan

The following are identified as applicable development regulations under RCW 36.70A030 for plan implementation:

- Zoning Ordinance
- Subdivision Ordinance
- State Environmental Policy Act
- Critical Areas Ordinance
- Planned Unit Developments
- Shoreline Master Programs
- Binding Site Pan

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

1.4.2.1 Zoning Ordinance

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

1.4.2.2 Subdivision Ordinance

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

1.4.3 Shoreline Master Program

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

The Washington State Department of Ecology revised the Washington Administrative Code to incorporate the consistency requirements between these two [RCW's 36.70A and 90.58] statutes, and to establish a framework for creating a Shoreline Element in the Comprehensive Plan. Dayton's Shoreline Master Plan, adopted May 8, 2017 by Dayton City Council by ordinance 1910, is attached herein and adopted by reference.

1.5 State Environmental Policy Act

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

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

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

1.6 Critical Areas Ordinance

Another component of the Comprehensive Plan is acknowledging the City's critical areas protection regulation. The frameworks for the classification, designation and protection of these areas are defined in RCW 36.70A.60 and WAC 365-190. The CAO has been most recently updated in 2016, with minor amendments completed in 2018 to the provisions related to Frequently Flooded Areas.

Critical Areas:

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

1.7 Urban Growth Area

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

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

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

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

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

The City of Dayton has proposed UGA boundary adjustment with this 2019 Comprehensive Plan updates. In this update, two areas have been removed from the UGA, and two areas be added to the UGA. The intent is to have a near balance of acreage being removed and being added. State regulations require that enlarging a UGA boundary must be a result of recent growth making the existing area inadequate to absorb the projected population growth over the next twenty years. With a limited growth rate, Dayton does not need a larger UGA. Instead, a "swap" would allow some areas

of the current UGA that are in unusable lands, such as a floodway, to be removed and would add areas that are closer to urban services and facilities (see Appendix G).

1.8 Infrastructure Financing

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

1.9 Other Implementation Tools

Other "tools" that can be used to assist in implementation to achieve the goals of the Comprehensive Plan include a Six-Year Street Transportation Program, Economic Development Plan, Cooperative Parks Master Plan, and others.

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

1.10 Comprehensive Plan Amendments

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

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

This amendment also incorporates the City's Six-Year "Street and Road" Transportation Improvement Program (TIP), which is adopted mid-year.

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

Plan amendments are required to be submitted in the same manner as the initial adoption under RCW 36.70A 130. Docketing procedures were reviewed and updated as part of the 2019 Comprehensive Plan update process. Per the adopted Comprehensive Plan Docketing procedures, applications are due on August 1st of each year. Complete Comprehensive Plan/Development Regulation Review and Amendment Procedures are listed in Chapter 10-09 of the Dayton Municipal Code.

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

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



2 City of Dayton Profile

2.1 Physical Setting

Dayton, Washington is the county seat of Columbia County, and is located in the southeastern corner of Washington State. The City, which sits at approximately 1,600 feet above sea level, is nestled in flat valley lands at the confluence of the Touchet River which flows from the Blue Mountain foothills, and Patit Creek, which runs from east to west through the north side of town. The City covers a total area of approximately 1.43 square miles.

Rolling hills of fertile wheat rise to the north and the forested foothills of the Blue Mountains lie just to the south. In town, Highway 12 becomes Dayton's Main Street, the core commercial district lined with brick buildings constructed in the late 19th and early 20th centuries.

2.2 History

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

2.2.1 *First Settlers*

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

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

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

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

2.2.2 *Early Commerce and Immigration*

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

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

The business community and town survived although several fires occurred in the 1880's. There were fires in 1880, 1881 and one in 1882, which took a great portion of the town. In 1887 both sides of Main Street between First and Second Street were destroyed. Another disastrous fire in 1891 was

followed by the completion of the Dayton water works and a reorganized fire department. Each time the town regrouped and rebuilt.

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

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

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

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

2.2.3 The Early 1900s

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

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

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

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

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

2.2.4 Economic Expansion

Dayton remains primarily a service center, with its activity centered around the County Courthouse and the agricultural business. The Minnesota Canning Company became Green Giant, then Seneca. In 2005, the cannery closed. Since this closure, Seneca has continued to operate the seed storage facilities and continues to expand its properties and onsite infrastructure.

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

At the peak of Dayton's economic expansion, merchants and farmers constructed many impressive homes and buildings. This rich heritage has survived mainly because Dayton has not experienced significant sprawl. The value of the surrounding land and lack of growth industry has helped preserve the integrity of the city as a whole, especially the four-block long business district. Dayton is especially proud of its downtown historic business district and the numerous individual houses and buildings listed on the National Register of Historic Places. Detailed information can be found in Element 7: Historic Element.

In 2019, Columbia Pulp is predicted to be at full operation outside Starbuck, in unincorporated Columbia County. It is predicted that this new industry, which will provide approximately 100 new jobs to the area, will offer great impact for Dayton and Columbia County as a whole.



3 Changes in Population

3.1 Introduction

The correlation between land use density and intensity is initially a transition between certain activities within a particular land use classification. Table 1 provides a general understanding of the overall population density and intensity for the City of Dayton and Columbia County.

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

Table 1
Land Area and Density

| | City of Dayton | Columbia County |
|--------------------------------------|-----------------------|------------------------|
| Total Area per: Square miles | 1.5 | 873.0 |
| Population Density per: Square miles | 1,813.3 | 4.6 |
| Housing Units Per: Square miles | 802.7 | 2.0 |

Source: U.S. Census Bureau, American Fact Finder, 2017

3.2 Demographic and Economic Trends

An analysis of local and regional demographic and economic trends is basic to the development of a Comprehensive Plan. Demographic information such as historical population growth patterns, age

and sex distributions, and mobility and education factors are important for a broad understanding of the community.

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

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

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

3.3 Population Projections for Columbia County and Dayton

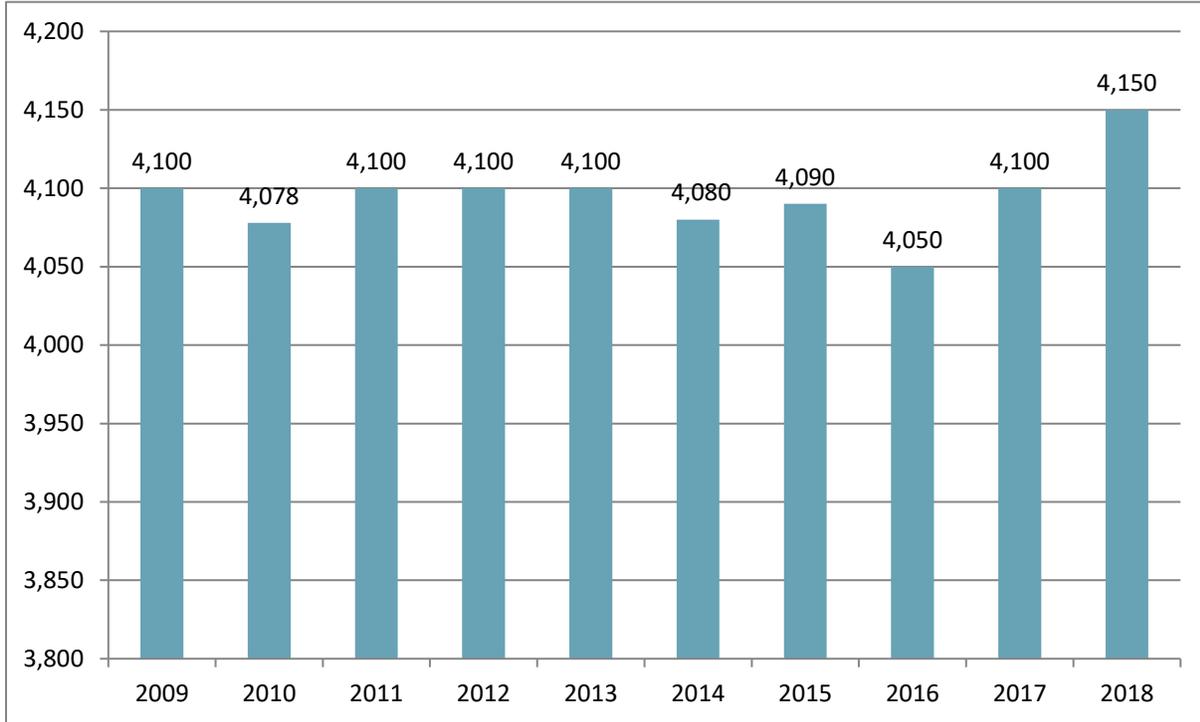
The current population in Columbia County is 4,150 based on the latest OFM estimate. Population in Columbia County has remained steady in the last decade with a slight decline in 2016. Figure 2 reflects the population trend in the last ten years in Columbia County.

The latest population projections from OFM "high" series estimates that Columbia County can expect a slight population increase of 4,356 over the next 20 years. The "medium" series indicates a decline in population from 4,150 to 3,837 by the year 2038. Based on these two estimates, and accounting for a large industrial development occurring in the County near Starbuck, the County feels that slightly increasing the growth would be more appropriate for future projection. Therefore, County projects 4,170 individuals living in the County by the year 2038.

Approximately 35 percent of the total County population, or 1,460 people (OFM 2018), reside in the unincorporated area of Columbia County. The average share of the population by the City of Dayton in the last decade is 62% of the total county population. The average share of the Town of Starbuck is 3.17%. Based on this and the expected slight growth increase, the projected County population in 2038 is expected to be 1,440.

Dayton is projected to have a population of 2,580 in year 2038, a slight increase from the 2018 population of 2,560.

Figure 2
Ten Year Population in Columbia County



Source: OFM

Table 2 indicates the population estimates in Columbia County, City of Dayton and Town of Starbuck, and the unincorporated areas of the County in the next 20 years.

Table 2
Population Estimates in Columbia County, Dayton and Starbuck

| Jurisdictions | Population in 2018 | Population in 2038 |
|-----------------------|--------------------|--------------------|
| Unincorporated County | 1,460 | 1,440 |
| Dayton | 2,560 | 2,580 |
| Starbuck | 130 | 150 |
| Columbia County Total | 4,150 | 4,170 |

Source: Washington State Office of Financial Management and U.S. Census Bureau

3.4 Community Vision

A community vision is a collective value of a community that conveys what a community wishes to become. A visioning meeting for this Comprehensive Plan was held on November 29th, 2018. A Visioning Workshop Summary of the November 29th, 2018 meeting is included as Appendix D.

The vision discussion included big-picture topics as well as some detailed ideas reflected in the vision state below:

The City of Dayton provides quality of life for its citizens. It is an attractive and safe place to raise a family and is appealing to single individuals and the aging population group. The City is a community with jobs, housing, education, and recreation opportunities for its citizens. The community maintains its small-town character where citizens enjoy the relaxed pace of life, a lively historic downtown.

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

1. Replaced majority of 100-year-old water system under the streets of Dayton.
2. Placed pipe in the west end irrigation District's ditch to stop water loss and return water to users.
3. Completed feasibility study for bio-diesel project.
4. Six new businesses opened on Main Street and one new business at the port.
5. Port constructed a new three bay facility.
6. Columbia CountyG granted conditional use permit for the construction of wind turbines.
7. Dayton's Historic Depot had a record number of visitors in 2004, and the Weinhard Hotel had its best year since it opened in 1994.
8. Completed new marketing brochure with area profile and demographic information.
- 9.
10. .



4 Land Use Element

4.1 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 identifies the general distribution, location, and extent of land use designations. 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.

4.1.1 *Land Use Designations*

The Comprehensive Plan Land Use Map (Appendix B) designates all land uses within the existing city boundary and the Urban Growth Area into broad categories. Table 3 includes a summary of the acreage associated with each designation.

**Table 3
Existing Land Use**

| Land Use | Acres | % of Total Area |
|---------------------------|-------|-----------------|
| Low Density Residential | 58.5 | 6% |
| Urban Density Residential | 505.5 | 55% |
| Central Business | 34.5 | 4% |
| General Commercial | 109 | 12% |
| Manufacturing | 72 | 8% |
| Open Space | 66.5 | 7% |
| Public | 72 | 8% |
| Total | 918 | 100% |
| UGA | 543.6 | |

The designations on the maps are the representation of the goals and policies that reflect land use trends, capabilities, and projections for the City of Dayton. Specific descriptions of each designation are given below.

4.1.1.1 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.

4.1.1.2 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.

4.1.1.3 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.

4.1.1.4 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.

4.1.1.5 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.

4.1.1.6 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.

4.1.1.7 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.

4.1.2 Natural Environment

Land use plans and land use decisions should be made with the fullest possible knowledge of the natural environment 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, policies and recommendations relating to the natural environment.

4.1.2.1 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.

4.1.2.2 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 4 lists the soil series, types and characteristics found in Dayton.

**Table 4
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 |

4.1.2.3 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.

4.1.2.4 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.

4.1.2.5 Water Resources

The protection and management of water resources is expected to continue under the City's Critical Areas Ordinance and Shoreline Master Program, 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.

4.1.2.5.1 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.

4.1.2.5.2 *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.

4.1.2.5.3 *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, adopted via Ordinance #1910 (May 8, 2017), are considered a part of the Comprehensive Plan's goals and policies, and, along with the rest of the SMP are adopted by reference. 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.

4.1.2.6 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.

4.1.2.7 Wildlife

Dayton provides 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, Steller jays, starlings, gold finches, hummingbirds and in the less intensely developed area, owls, hawks, pheasant (non-native), California Quail, osprey, Bald Eagles, Golden Eagles, 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.) The Confederated Tribes of the Umatilla Indian Reservation is implementing Spring Chinook out-plants, and Washington Department of Fish and Wildlife plans on releasing Spring Chinook starting in 2020. Both practices directly benefit local chinook populations.

4.1.3 General Goals and Policies

4.1.3.1 Land Use

Goal A. Establish land use patterns that balance development and provide for diverse uses.

Policy 1. Provide diverse residential densities to permit housing for a variety of lifestyles and household income levels.

Policy 2. Maintain the small-town character of the single-family neighborhoods.

Policy 3. Place multi-family residential developments next to arterial streets, along public transportation routes, or on the periphery of commercially designated areas.

Policy 4. Locate new high-density residential development so residents have access to walking and bicycle trails and public transit.

Policy 5. Allow mixed-use developments near downtown and transit that promote a pedestrian-friendly environment.

Policy 6. Plan for adequate commercial and industrial lands needed for economic development and to support the local economy.

Policy 7. Ensure various land uses are located in a manner compatible with each other and adverse impacts of high intensity land uses are mitigated.

Policy Discussion: Compatibility is based on the intensity of land uses. The most intense use is industrial due its operational impacts (e.g., noise, light, dust), supporting facility needs, and overall land impact. Natural areas are considered the least intense as there are no developments or improvements on such areas. Therefore, a low-density residential area next to a heavy industrial land use would be considered incompatible because of the negative impacts industrial uses may have on the residential areas. Appropriately designed buffers, landscaping, and transition areas between uses should be considered between incompatible land uses.

4.1.3.2 Economic Development

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

Community Policies

B1: 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 (now known as SEWEDA), 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 (now known as the Department of Commerce) 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.

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 and adopted by Ordinance #1873, has been adopted into the Comprehensive Plan, with some modifications, as a subarea plan.

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

Community Policies

C1: 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.

C2: 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.

Community Policies

D1: 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.

D2: 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.

D3: Ensure that developments are provided with adequate 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.

D4: 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.

4.1.3.3 Environment

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

Community Policies

E1: 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.

E2: Where appropriate, new development should include planning approaches that increase physical activity.

Policy Discussion: Through implementation of the Blue Mountain Region Trails Plan, adopted by the Walla Walla Valley MPO/SRTPO and Palouse RTPO in February of 2018. the success of this community objective is heightened substantially, where future community trails are planned to connect community members past spatial boundaries. A 9.7-mile walking/biking path between Dayton and Waitsburg is listed on the plan as a short-term project, to be completed in years one through four of plan implementation.

E3: 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.

E4: 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.

E5: The City should 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

- E6: The City shall use the CAO, SMP, SEPA, and other ordinances, as applicable, to designate and protect critical areas and the natural environment.
- E7: 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.
- E8: The City shall ensure public access to shorelines on public land, subject to regulations protecting public safety, sensitive habitat areas, and wildlife.
- E9: The City shall identify and designate habitats of local importance to protect habitats and species under the City CAO.
- E10: Any development, uses, and/or activities within the Shorelines Native Conversation Area shall be consistent with the standards and permitting procedures within the SMP.
- E11: Protections associated with landslide areas should be maintained according to the standards within the adopted CAO and SMP.

4.1.3.4 Parks and Open Spaces

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

Community Policies

- F1: Integrate the Cooperative Parks Master Plan (CPMP) into the City of Dayton's Comprehensive Plan.

Policy Discussion: The protection and enhancement of Dayton's parks are important to its residents. In order to provide the surrounding community with a system of recreational facilities that are attractive, safe, functional, and available to all segments of the population, The (CPMP) will be updated periodically..

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 mature 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.

- F2: 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 floodplains, 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.

F3: 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 shutdown, 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.

4.1.3.5 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 Policies

G1: 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.

G2: 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. Additionally, this will also serve as a tool for intergovernmental relations in respect to long range land use planning within 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.

G3: 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 were 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 rights-of-way;

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 owners 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.

4.1.3.6 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 Policies

- H1: Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- H2: 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.

- H3: 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.
- H4: The City shall review, at least every ten years, its designated urban growth area or areas, and the densities permitted
- H5: The City shall evaluate proposed regulatory or administrative actions to assure that such actions do not result in an unconstitutional taking of private property.

4.1.3.7 Siting Essential Public Facilities and Services

Goal I: To ensure that public facilities are located so as to protect environmental quality, optimize access and usefulness to all jurisdictions, and equitably distribute economic benefits/burdens throughout the county.

Community Policies

- I1: 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).
- I2: Do not preclude the siting of essential public facilities, but generate standards to ensure that reasonable compatibility with other land uses can be achieved.
- I3: 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 for the City should not be located outside of UGAs unless they are self-contained and do not require the extension of urban governmental services.



5 Capital Facilities Element

5.1 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.

5.2 Publicly Owned Facilities and Services

5.2.1 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.

5.2.2 *Water System*

The City of Dayton's present water system currently provides domestic, commercial and industrial service to approximately 1,482 connections in and around the city. The system provides clean pure water to a population base of over 2,740 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 2,261 households (at 1,500 gpd each) at a 75% operational level and 3,015 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.

5.2.3 *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.

5.2.4 *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 a 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.

5.2.5 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 apparatuses 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 for ambulance/EMS services, 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.

5.2.6 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 of groups for meetings, community events and gatherings. 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.

5.2.7 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.

5.2.8 *City Maintenance Building*

The City maintenance building (City Shop) is located on Cottonwood Street about two blocks south of Main Street. This building, constructed in 1963, 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.

5.2.9 *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: 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.

Pietrzycki Park was also home to an outdoor pool that was a popular summer recreation spot for youth and families and hosted the local swim team. In 2018, the pool was closed due extensive damage that occurred over the previous harsh winter.

A *Friends of the Dayton Pool* group has formed with the intent to replace the existing pool in the current location and to determine the means to provide ongoing operation and maintenance of the new aquatic facility. This is a community priority because aquatic facilities provide a location for social interactions with diverse populations as well as offer physical activity, relaxation, and teach life-saving skills in the form of swim lessons.

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 and included in this plan by reference.

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.

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

5.3.1 *Dayton Medical Facilities*

Columbia County Hospital District #1, more commonly known as Columbia County Health System, is comprised of Dayton General Hospital, a 25-bed Critical Access Hospital with Level V Trauma Center and Level III Cardiac and Stroke Center designations; Columbia Family Clinic; and Waitsburg Clinic. It also includes Booker Rest Home, a 23-bed long term care, skilled nursing facility. Columbia County Health System provides services for Dayton, Waitsburg, Starbuck and Prescott areas.

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. The hospital provides outpatient imaging; laboratory, rehabilitation, wound care, and cardiopulmonary services; and 24-hour emergency services. A helicopter pad is available for medical evacuations.

Supporting the medical doctors, nurse practitioners and physician assistants are licensed social workers, registered nurses, licensed practical nurses, medical assistants, certified nursing assistants, radiology technologists, respiratory therapists, occupational therapists, speech pathologists, physical therapists, physical therapy assistants, laboratory medical technologists and medical laboratory technicians. As of 2018, Columbia County Health System employs 167 skilled workers.

5.3.2 *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.

5.3.3 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 school 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.

5.3.4 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, Smith Hollow School, and the Boldman House.

5.3.5 *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.

5.4 **Goals and Policies**

5.4.1 *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 public facilities and services to meet existing needs and provide for future expansion.

Community Policies

A1: 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.

A2: 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 later.

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.

A3: 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.

A4: 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.

A5: 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 to establish and maintain an economical, effective, efficient and environmentally acceptable system of solid waste disposal.

A6: 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.

- A7: 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.

5.5 Six Year Capital Improvements

The City of Dayton is committed to ensuring long-term success of capital facilities. As such, the City of Dayton has adopted a six-year Capital Facilities Plan to ensure advanced planning and public involvement. The six-year capital improvements plan will be reviewed annually to adjust and add projects as necessary. Table 5 show the 2019-2024 Dayton Six-Year Capital Facilities plan, adopted on February 13, 2019 by Resolution number 1366.

Table 5
City of Dayton Six - Year Capital Improvement Plan 2019-2024

| Capital Facility Type | Existing Conditions | Planned Improvements | Location | Funding Sources | Estimated Cost | Date |
|------------------------------|--|---|-------------------------------------|---|-----------------------|-----------------------|
| Streets | Existing Inventories adopted by reference | 6-year transportation improvement plans and Street and Utility Plan (SUP) adopted by reference and subsequent | See 6-Year Plan and SUP for details | City Street Fund/City Capital Improvements Fund/ Grants/Loans/Utility Revenues | See Plans for details | See Plans for details |
| | Outdated street lamp technology | LED Conversion of all street lamps | City-wide | Transportation Improvement Board/Transportation Benefit District/City Street Fund/Current Expense Fund/Grants | \$ 105,000 | 2019 |
| | Deferred maintenance | N. 3rd Street Bridge | N. 3rd Street | Transportation Benefit District/City Street Fund/Capital Improvement Fund | \$ 30,000 | 2019-2020 |
| | Deferred maintenance in need of significant improvements and repairs | Structural, interior, exterior, electrical and mechanical improvements | Cottonwood St. | Transportation Improvement Board/Transportation Benefit District/City Street Fund/Current Expense Fund/Grants | \$ 50,000 | 2024 |
| | Deferred Maintenance | Main St. Trees Replacement/Management Project | E. Main Street | Transportation Benefit District/City Street Fund/Capital Improvement Fund/Current Expense | \$ 40,000 | Phased |

| Capital Facility Type | Existing Conditions | Planned Improvements | Location | Funding Sources | Estimated Cost | Date |
|---------------------------------|---|--|-----------------------------------|--|-----------------------------|-----------------------------|
| Parks and Recreation Facilities | Does not exist in various locations. | Park Sprinkler System Improvements | Pietrycki Park | City General Fund/City Capital Improvements Fund | \$ 50,000 | 2019 - 2021 |
| | Current facilities are adequate, except during peak periods | 6-Year Park Plan Adopted by reference | See 6-Year Plan for details | City Current Expense Fund/City Capital Improvement Funds/Grants/Private sources | See 6-Year Plan for details | See 6-Year Plan for details |
| | Less than fair condition, non-ADA Compliant | Pietrycki Park Restroom Project | Sports Complex/ Pietrycki Park | City Current Expense Fund/City Capital Improvement Funds/Grants/Private sources | \$ 300,000 | 2021 - 2022 |
| | Current equipment is acceptable, but proposed replacement meets Equipment Replacement Program | Rolling Stock/Equipment/ Hardware Replacement | Pietrycki Park | City Current Expense Fund/City Capital Improvements Fund/Loans/Grants Sources/Private Sources | \$ 50,000 | 2022 |
| Sewer | City has a mandate to remove wastewater effluent from the Touchet River for at least 6-months of each year. | Wastewater Treatment Plant Construction Project | To Be Determined | Rates and development charges, grants, and loans. Existing revenues and planned rates will support system improvements, with growth paying for growth. | \$ 16,000,000 | 2019-2022 |
| | Fair. | Sanitary Sewer Cleaning and Inspection | Multiple Locations | | \$ 170,775 | 2019-2024 |

| Capital Facility Type | Existing Conditions | Planned Improvements | Location | Funding Sources | Estimated Cost | Date |
|-----------------------|---|---|---|--|-----------------------|-----------------------|
| Sewer cont. | Adequate, but in less than fair condition | S. 3rd Street Sewer Main Line Replacement Project | Main St. to Touchet St. (School Bus Lane) | Rates and development charges, grants, and loans. Existing revenues and planned rates will support system improvements, with growth paying for growth. | \$ 350,000 | 2021 |
| | Adequate, but in less than fair condition | S. 3rd St. Alley Sewer Main Replacements | Clay St. to Creamery St. | | \$ 200,000 | 2022 |
| | Adequate, but in less than fair condition | Sewer Mainline Replacements in Alleys off of S. 1st and S. 2nd | Clay St. to Oak St. | | \$ 275,000 | 2023 |
| | Adequate, but in less than fair condition | Sewer Mainline Replacements in alleys between N. 1st St and N. Cottonwood | Patit Ave. to Dayton Ave. | | \$ 250,000 | 2024 |
| | Existing system plans with facilities inventories and capacities adopted by reference | 6-year sewer plans adopted by reference | See Plans for Details | | See Plans for details | See Plans for details |
| | Suggested Equipment Replacement Plan | Rolling Stock/Equipment/ Hardware Replacement | | | \$ 140,000 | Varies - Phased |
| | Deferred maintenance in need of significant improvements and repairs | Structural, interior, exterior, electrical and mechanical improvements | Cottonwood St. | | \$ 280,000 | 2022 |

| Capital Facility Type | Existing Conditions | Planned Improvements | Location | Funding Sources | Estimated Cost | Date |
|-----------------------|---|---|----------------------------------|--|----------------|-----------------|
| Sewer cont. | In conjunction with street reconstruction | N. 5th St | Tracks to HWY 12 | Rates and development charges, grants, and loans. Existing revenues and planned rates will support system improvements, with growth paying for growth. | \$ 40,000 | 2024 |
| | In conjunction with street reconstruction | N. Willow St | Dayton Ave Alley to Patit Ave | | \$ 100,000 | 2023 |
| | In conjunction with street reconstruction | S. 4th St | Main St to City Limits Crossings | | \$ 300,000 | 2021 |
| | In conjunction with street reconstruction | N. 3rd St | Main St to Dayton Ave Crossings | | \$ 150,000 | 2020 |
| Water | Existing system plans with facilities inventories and capacities adopted by reference | N. Hill Pressure Zone | See Plans for Details | Rates and development charges, grants, and loans. Existing revenues and planned rates will support system improvements, with growth paying for growth. | \$ 311,250 | 2019-2020 |
| | Existing system plans with facilities inventories and capacities adopted by reference | N. Touchet Road Area Waterline Plan | See Plans for Details | | \$ 72,500 | 2019 |
| | Existing system plans with facilities inventories and capacities | Rolling Stock/Equipment/ Hardware Replacement | | | \$ 134,000 | Varies - Phased |

| Capital Facility Type | Existing Conditions | Planned Improvements | Location | Funding Sources | Estimated Cost | Date |
|-----------------------|---|---|--------------------|--|----------------|------|
| | adopted by reference | | | | | |
| Water cont. | | Utility/Street Plan and GIS Component | | Rates and development charges, grants, and loans. Existing revenues and planned rates will support system improvements, with growth paying for growth. | \$ 25,000 | 2019 |
| | | Hydrant Replacement Program | Multiple Locations | | \$ 45,000 | 2020 |
| | USDA Loan Covenants | Test and Recalibrate Production Meters | Multiple Locations | | \$ 25,000 | 2021 |
| | Existing system plans with facilities inventories and capacities adopted by reference | Automated Water Meter Replacement Project | Multiple Locations | | \$ 60,000 | 2022 |
| | USDA Loan Covenants | Telemetry System Replacement | | | \$ 100,000 | 2023 |
| | | S. 8th Street Waterline Replacement Project | | | \$ 127,000 | 2023 |
| | | W. Dayton Ave Waterline Replacement Project | | | \$ 62,300 | 2023 |
| | Existing system plans with facilities inventories and capacities | Syndicate Hill Pressure Zone Planning | Upper Hill | | \$ 60,300 | 2024 |

| Capital Facility Type | Existing Conditions | Planned Improvements | Location | Funding Sources | Estimated Cost | Date |
|-----------------------|---|--|---|--|----------------|------|
| | adopted by reference | | | | | |
| | State Mandated | Water System Plan Update | | | \$ 50,000 | 2024 |
| Water cont. | Existing system plans with facilities inventories and capacities adopted by reference | Water Well Reconditioning/ Replacement | | Rates and development charges, grants, and loans. Existing revenues and planned rates will support system improvements, with growth paying for growth. | \$ 35,000 | 2024 |
| | Fair | S. 3rd Street Water Main Line Improvements | See Street and Utility Plan for details | | \$ 240,000 | 2021 |
| | In conjunction with street reconstruction | Commercial Street | Front St to 4th St | | \$ 200,000 | 2023 |
| | In conjunction with street reconstruction | East Washington St | 1st St to 4th St | | \$ 150,000 | 2021 |
| | In conjunction with street reconstruction | N Willow St | Weinhard Rd to Patit Ave | | \$ 150,000 | 2023 |
| | Deferred maintenance in need of significant | Structural, interior, exterior, electrical and mechanical improvements | Cottonwood St. | | \$ 280,000 | 2022 |

| Capital Facility Type | Existing Conditions | Planned Improvements | Location | Funding Sources | Estimated Cost | Date |
|------------------------------|--|--|---|---|-----------------------|-------------|
| | improvements and repairs | | | | | |
| | In conjunction with street reconstruction | N 3rd St | Main St to Dayton Ave | | \$ 200,000 | 2020 |
| Flood Mitigation/ Levee | Marginally acceptable. US Corps of Engineers recommendation | Touchet River Levee Improvements | Along the Touchet River from City limits to City limits | City General Fund/City Street Fund/Utility Rates/Flood Control Zone District | \$ 400,000 | 2019-2023 |
| Flood Mitigation/ Levee | Marginally acceptable. US Corps of Engineers recommendation | Touchet River/Patit Creek Flood Mitigation Study | Touchet River and Patit Creek areas | Street Fund /DOE/FEMA/Utility Revenue Funds/Commerce | \$ 288,750 | 2023 |
| Cemetery Services | Adequate, but in less than fair condition | Cemetery Sprinkler System Improvements | Dayton City Cemetery | City/Private Sources | \$ 125,000 | 2022 |
| | Deferred maintenance in need of significant improvements and repairs | Structural, interior, exterior, electrical and mechanical improvements | Dayton City Cemetery | Current Expense Fund/City Street Fund/Capital Improvements Fund/Water and Sewer revenue sources | \$ 100,000 | Phased |
| | Equipment Replacement Program | Rolling Stock/Equipment/ Hardware Replacement | City Hall, 111 S. 1st Street | City Street Fund/Capital Improvements Fund/Water and Sewer revenue sources | \$ 32,000 | 2021 |
| General Services | Deferred maintenance in need of significant improvements and repairs | Structural, interior, exterior, electrical and mechanical improvements | City Hall, 111 S. 1st Street | Current Expense Fund/City Street Fund/Capital Improvements Fund/Water and Sewer revenue sources | \$ 125,000 | Phased |

| Capital Facility Type | Existing Conditions | Planned Improvements | Location | Funding Sources | Estimated Cost | Date |
|------------------------------|--|--|------------------------------|--|-----------------------|-------------|
| | Equipment Replacement Program | Equipment/Hardware | City Hall, 111 S. 1st Street | City Street Fund/Capital Improvements Fund/Water and Sewer revenue sources | \$ 32,000 | 2021 |
| | Deferred maintenance in need of significant improvements and repairs | Structural, interior, exterior, electrical and mechanical improvements | City Shop, Cottonwood Ave. | City Street Fund/Capital Improvements Fund/Water and Sewer Revenues | \$ 98,000 | Phased |
| | Equipment Replacement Program | Equipment/Hardware | City Hall, 111 S. 1st Street | City Street Fund/Capital Improvements Fund/Water and Sewer Revenues | \$ 22,000 | 2021 |



6 Housing Element

6.1 Inventory and Assessment

This section provides discussion about housing and historic preservation in the City. This element ensures the vitality and character of established neighborhoods, including:

6.1.1 Existing Housing

There were 1,339 housing units in Dayton in the year 2017, an increase from the 1,161 housing units in 2000. 846 or 63% of these are owner-occupied housing units, the same percentage of owner occupation in year 2000. The median value of owner-occupied units in 2017 was \$152,500. Renter-occupied units totaled 334 units in 201—25% of the entire housing stock. The median rent paid in 2017 was \$770. Additionally, 10% of the housing stock was identified as vacant in 2017—a total of 135 houses.

Table 6
Household Size

| Household Type | 2000 | 2001 |
|-----------------------|-----------|-----------|
| Married Couple Family | 554 (51%) | 534 (44%) |

| | | |
|-------------------------------|---------------------|---------------------|
| Single Female-Parent Family | 107 (9%) | 114 (10%) |
| Single Male-Parent Family | 37 (3%) | 57 (5%) |
| Single Person Household | 351 (33%) | 499 (41%) |
| <u>Total Households</u> | <u>1,080 (100%)</u> | <u>1,204 (100%)</u> |
| <u>Average Household Size</u> | <u>2.45 persons</u> | <u>2.18 persons</u> |

Source: U.S. Census

**Table 7
Housing Structures by Type and Quantity (Year 2017)**

| Area | 1 Unit | 2+ Unit | Mobile Homes | Total Homes |
|-------------------------------|--------------|------------|--------------|--------------|
| Dayton | 1,101 | 152 | 86 | 1,339 |
| Outside Dayton | 653 | 0 | 164 | 817 |
| <u>Total for Columbia Co.</u> | <u>1,754</u> | <u>152</u> | <u>250</u> | <u>2,156</u> |

6.1.2 Affordability

Affordability is becoming a greater concern in Dayton. In 1990, the median mortgage in Dayton was \$428/month; in 2017, the median mortgage was \$1,194/month (United States Census Bureau). In 1990, 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 has become a dominant issue in all of Washington State – including Columbia County and the incorporated areas. In 2017, the median household income was estimated by the United States Census Bureau at \$40,806. With that, the median mortgage payments accounts for approximately 35% of the median household income, exceeding the cap for affordable housing classification. The 2017 median rent payment was \$770—23% of the median household income. However, it should be reiterated that in 2017, only 358 units (27%) are renter occupied units, meaning only 27% of the community is within the affordable housing threshold.

The local housing crisis is not solely demonstrated by affordability concerns, but also housing stock as well. The current market is saturated with older single-family dwellings for sale – the rental market is null, as well as no available senior housing, low income housing, and varietal housing types. A predominant need has been identified as the population continues to age, and new industry comes to the area.

6.1.3 Housing Needs Assessment

Utilizing the population projections, there is demonstration of the potential of minimal need for new housing. However, it should be stated that the OFM estimates growth on historic permitting

processes for residential units, only. There is minimal consideration for a spike in growth due to new industry, such as Columbia Pulp. Additionally, there is no consideration of available housing, or in Dayton's circumstance, lack-there-of housing.

It is unknown exactly what the current housing needs or demands are. As the Economic Steering Committee continues work in the sub-committee, more understanding should be made know.

6.1.4 Summary

Existing housing in Dayton is generally aging and some is becoming substandard. Availability is severely lacking due to an increase in labor force and the number of new jobs within the community. Rental availability is especially space. It is necessary to develop a variety of housing types in the community, including multi-family, single-family, and senior living through use of flexible development regulations.

Currently, 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, it appears that landlords of non-maintained units don't have money readily available (or the desire) to repair units after they are vacated, so some units sit vacant and are in need of repair. In general, though, most housing appears to be in acceptable condition.

The cost to purchase and rent housing in Dayton has increased exponentially when comparing year 2000 to year 2017, where only the median rental rate when compared to the median income is considered affordable – only 27% of the community fall within the category of living in affordable housing.

6.2 Goals and Policies

6.2.1 Housing

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

Community Policies

A1: 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.

A2: The City shall not discriminate against the placement of mobile homes.

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.

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.

A3: Allow for auxiliary apartments, accessory dwelling units 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.

A4: Encourage accessory 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 stories of downtown buildings. It is important to note that residential use in these buildings shall be considered an accessory activity and should not displace existing potential commercial use.

A5: 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.
- A6: The City should not prohibit 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.
- A7: The City should not treat a residential structure occupied by persons with handicaps differently than a similar residential structure occupied by family or other unrelated individuals.
- Policy Discussion:* 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.
- A8: Adopt appendix Q of the 2018 International Residential Code to allow for the placement and residency of *Tiny Homes* within the residential zones off the City of Dayton.

6.2.2 Neighborhoods

Goal A: Improve and maintain the physical appearance of the neighborhoods.

Community Policies

- A1: 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.
- A2: 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 Property Maintenance Code and/or the utilization of the existing Code Compliance ordinance. 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.

A3: 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.

A4: Assure new development provides infrastructure needed to support the appearance, function and safety of the neighborhood.

A5: Residential developments within the City, including mobile home parks, shall provide the following improvements, except when a deviation from standards is justified. Specific standards are adopted within the development regulations of the Dayton Municipal Code.

1. Paved streets, paved alleys, curbs, sidewalks or paved walkways, and internal walkways;
2. Adequate parking;
3. Street lighting and street trees;
4. Stormwater treatment and control;
5. Public water supply;
6. Public sewers; and
7. Landscaping around the perimeter and parking areas.



7 Historic Element

7.1 Historic Preservation Programs

The City recognizes the importance of protecting and preserving its historical buildings, both those that now have historic importance and those that will gain historic significance over time. This is implemented through preservation planning, restoration and design guidelines. This overriding objective has enabled the City to pursue and receive designation as a State of Washington Certified Local Government(s) [CLG]. The City established a Historic Preservation Commission through Resolution No. 951 on July 14, 1992. This involved an appointed Commission that assists in the preparation of plans and ordinances, for the protection of local historic resources. It also seeks restoration-producing incentives for the public, provides preservation oriented public education, conducts a periodic survey of Dayton's historic resources, and advises the City in historic preservation matters. In 2018 the City of Dayton contracted with Columbia County, through interlocal agreement, allowing the County to provide planning and building services for the City.

7.1.1 *Historic Register*

Nominations to both the National Register of Historic Places and the Washington Heritage Register are made on a Standard National Register Inventory-nomination form, available from the State Office of Archaeology and Historic Preservation. Completeness of documentation and clarity of writing are strictly required. The preparer, depending on the property involved, needs qualifications in

architecture, history, landscape architecture, archaeology or other fields. The nomination document becomes the archival resource on the property.

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

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

7.1.2 Preservation benefits

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

7.1.3 Grants

The historic preservation partnership between the federal, state and local levels of government established through the National Preservation Act of 1980 allows the creation of the CLG Program. Obtaining status as a CLG can encourage the local government to develop and maintain its local preservation efforts in coordination with its development plans. CLGs are eligible to apply for earmarked grants from their State Historic Preservation Officer. At least 10% of the annual Historic

Preservation Fund Grant made to states under the National Historic Preservation Act must be distributed among CLGs. There are many projects that can be assisted by state grants to CLGs. Some examples are:

- Surveys and inventory of historic buildings and other historic features of a community such as parks, fences, roads, and bridges;
- Survey of local prehistoric and historic archaeological resources;
- Preparation of nomination of local properties to the National Register of Historic Places;
- Activities related to comprehensive community planning, such as providing staff support for a CLG's historic preservation commission, developing published design guidelines for use by historic preservation commissions in their review of new construction and alterations to properties within historic districts, and writing or amending preservation ordinances;
- Preparing preservation plans for the protection of local historic resources;
- Testing archaeological sites to determine their significance or programs for public education in historic preservation, such as preparing and producing exhibits and brochures concerning local historical resources and their protection, and the activities of the historic preservation commission preparing special events that educate the public about local history and the community's historic resources and preservation issues.

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

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

7.1.4 Tax Incentives

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

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

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

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

7.1.5 Dayton's National Register of Historic Places

The City of Dayton has one commercial historic district listed on the National Register of Historic Places. This district has been coined the Downtown Dayton National Historic District per City Ordinance 1899, adopted August 15th, 2016.

There are a number of individual residences listed on the National Register outside the districts.

7.1.6 Dayton's Local Register of Historic Places

The Dayton Downtown Historic District is also listed on the local Dayton Register of Historic Places along with several individual listings of houses on the local register.

In both the National and Dayton Historic Districts, buildings are designated as primary/contributing or non-contributing. Included among these is the oldest existing railroad station in Washington (1881) and the Columbia County Courthouse, the oldest Washington State Courthouse still in use. The areas in which these landmarks are located are shown on the zoning overlay map for the Dayton Historic Register of Historic Places, shown on Figure 3 below.

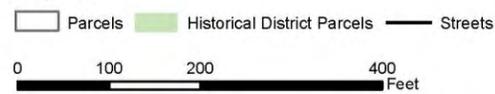
Any building, structure, site, object, or district may be designated for inclusion in the Dayton Register of Historic Places if it is significantly associated with the history, architecture, archaeology, engineering, or cultural heritage of the community; if it has integrity; and is at least 50 years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

Figure 3
Dayton Historical District



**Downtown Dayton
 Historical District**

Legend



7.2 Goals and Policies

7.2.1 Historic Preservation

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

Community Policies

A1: The City should encourage development that is compatible with the existing historic integrity of the community.

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

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

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

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

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

Guidelines as adopted by the City. COA review applies to both projects in historic districts and on registered properties.

- A2: Continue to review and amend if necessary, district design guidelines which are user friendly in implementing the Secretary of Interior Standards as applied to the Dayton Historic Districts.

Policy Discussion

Policy HP-1.2.1 The purpose of design guidance is to provide an easy to read policy resource for property owners, architects, designers, builders, developers, City staff, and the Historic Preservation Commission and City Council. Guidelines inform about design policies in the districts and provide direction on preserving the integrity of the community's historic resources through congruous new construction and alterations.

Policy HP-1.2.2 Design guidelines should assure the distinct rhythms, distinctive colors, spacing of details, and diversity of architectural textures which give the historic buildings their architectural styling are retained when possible. The design guidelines should be adopted as part of a subarea plan for each historic district in the City.

The Downtown Dayton Historic District and Design Guidelines were adopted as the Subarea Plan of the Comprehensive Plan for the Downtown Dayton Historic District, under Ordinance #1873 on February 9, 2015. Through ordinance #1899, two residential districts were dissolved, leaving only the Downtown District protected under local regulations. Currently, Residential Design Guidelines are in process to be amended to offer voluntary guidance to members of the public for residential improvements.



8 Transportation Element

8.1 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.

8.1.1 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.

8.1.2 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.

8.1.3 Transit Service

Columbia County Public Transportation (CCPT) is available to all residents of Columbia County, as well as residents of Waitsburg and Dixie, both located in Walla Walla County to the west. Transportation is available to all ages, but there are supervision restrictions for young riders.

Transportation is also provided to the residents of Booker Rest Home for appointments, meetings, and general outings into the community. With three days' notice, CCPT also provides Medicaid transportation through People for People – filling an important niche in our community.

Commuter traffic to Walla Walla and the Tri-Cities is substantial. Establishment of van pools to serve regional large employers as well as McNary and Little Goose Dams are currently in place. As Columbia Pulp moves forward with operations, there has been discussion to offer commuter services to those working at the plant. Additional discussion and planning should commence to detail those service routes, and support should be provided to assist in developing these plans Mobility Improvements

CCPT is a valuable and necessary asset for the community.

8.1.4 Air Service

The closest air terminal is located approximately 30 miles south in the city of Walla Walla. Service is provided by Alaska 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.

8.1.5 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 connect with other routes of greater or lesser importance. Listed below are the functional street classifications that apply to the City of Dayton.

8.1.6 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.

8.1.7 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.

8.1.8 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.

8.1.9 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.

8.1.10 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.

8.1.11 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.

8.1.12 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 decline 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.

8.2 Six-Year Street/Road Transportation Improvement Program

8.2.1 *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.

8.2.2 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 Palouse Regional Transportation Planning Organization. Regional traffic flow is predicted to increase due to the construction and on-going operation of Columbia Pulp (2019). Additionally, improvements to SR 12 and SR 261 are being considered in the WSDOT Transportation Improvement Program.

8.2.3 Downtown Dayton

Traffic issues through downtown Dayton continue to be of concern. Conversations with the Washington State Department of Transportation have indicated funding sources to allow for traffic improvements. Tentatively, these improvements include: developing one-lane traffic with a turn lane (three lanes total) with the addition of passing lanes on the outskirts of town. These improvements should be supported as they would address numerous ongoing concerns regarding traffic speed, traffic and pedestrian safety, and potentially increase foot traffic within the downtown corridor. Additional conversations have been had regarding the construction of an additional traffic light along Highway 12 and/or implementing improved crosswalks with flashing signs, flags, or other safety techniques.

8.2.4 Pedestrian/Bicycle Trails

The continuity in pedestrian and bicycle access within the city and county provides comfort and ease for residents and visitors. The City and County are striving to create an integrated system for this mode of transportation yet recognizes the need to prioritize locations where it expects heavy use, such as routes connecting residential areas to recreational facilities and schools. A multi-state, agency, and jurisdictional planning process commenced and led to the development of the Blue Mountain Region Trails Plan (adopted in 2018) and incorporated in this plan by reference. This plan identifies priorities for the community and offers guidance for the development of new and improved pedestrian and bicycle trails for the community.

8.2.5 Bicycle/Pedestrian Accommodations

As identified within the BMRT, one of the top priorities is to create a trail that connects Waitsburg to Dayton. Support should be offered as the different agencies or jurisdictions move forward with grant applications.

The Dayton-SR 12 Bridge is unsafe for pedestrians. The reduction to three lanes and one bike lane has made these conditions safer; however, a pedestrian bridge is still the preferred safety measure and is being considered as part of the Dayton to Waitsburg trail design, per the BMRT.

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

8.2.6 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.

8.2.7 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.

8.2.8 Public Transit

Columbia County Public Transportation (CCPT) is available to all residents of Columbia County, as well as residents of Waitsburg and Dixie, both located in Walla Walla County to the west. Transportation is available to all ages, but there are supervision restrictions for young riders.

Transportation is also provided to the residents of Booker Rest Home for appointments, meetings, and general outings into the community. With three days' notice, CCPT also provides Medicaid transportation through People for People – filling an important niche in our community.

Commuter traffic to Walla Walla and the Tri-Cities is substantial. Establishment of van pools to serve regional large employers as well as McNary and Little Goose Dams are currently in place. As Columbia Pulp moves forward with operations, there has been discussion to offer commuter services

to those working at the plant. Additional discussion and planning should commence to detail those service routes, and support should be provided to assist in developing these plans. Mobility Improvements CCPT is a valuable and necessary asset for the community.

8.2.9 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.

8.2.10 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.

8.3 Goals and Policies

Goal A: Provide for a convenient, safe, efficient and multi-modal transportation network

Community Policies

A1: 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 runoff 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.

A2: 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.

A3: 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.

A4: Implement adopted Level of Service standard for its principal arterials.

A5: 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.

Policy discussion: 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.

A6: Ensure that the transportation system is adequate to serve all existing and future land uses.

Policy discussion: 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.

- A7: 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.

Policy discussion: Create an integrated network of safe pedestrian ways and/or bicycle routes along arterial and other roadways.

Goal B: Provide an integrated network of trails and paths for non-motorized circulation connecting to urban trails and paths to promote active lifestyles.

Policy 1: Provide safe pedestrian ways and bicycle routes, separate from vehicle roadways where feasible.

Policy 2: Provide the road right-of-ways wide enough for off-road walking, jogging, bicycling, and horseback riding where feasible.

Policy 3: Include local resident needs for pedestrian, bicycle, and recreational travel when those needs are identified in the Comprehensive Plan.



9 Utilities Element

9.1 Inventory and Assessment

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

9.2 Public-Owned Facilities and Services

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

9.2.1 Sewer System

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

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

9.2.2 Water System Plan

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

The WSP documentation includes projected water demands for the next 20 years (2014-2034), identifies capital improvement projects that are needed over the next 20 years to meet the needs of Dayton, and policies to guide implementation of the plan. The plan covers physical facilities (wells, reservoirs, and waterlines), operational plans, source water protection, financial status of the water system, and projected costs of the improvements. The area covered under this plan is the City's existing, retail, future, and water rights place of use water service areas.

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

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

Table 8
City of Dayton Wells

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

Source: Anderson Perry 2015
gpm=gallons per minute

The WSP includes a number of specific policies which direct City decision making regarding future system improvements and service areas. Updates to these policies are under review with a WSP update. There are physical limitations to the system that must be noted. Of paramount importance is

working with the elevation parameters to ensure adequate water pressure. To create the pressure zone above 1,675 feet elevation, a City-owned booster pump station and isolation valves are required at a minimum. Installing a new reservoir tank may also be required. Below 1,605 feet MSL, the City is waiting for state conformation if individuals will be able to install and maintain a pressure reducing valve between their water meter and the connection to the house or a building. For the pressure zone below 1,560 feet MSL, pressure reducing valve(s) (PRV) installation is required within a new distribution system.

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

9.2.3 Solid Waste & Moderate Risk Waste Management

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

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

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

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

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

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

9.3.1 *Electrical*

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

9.3.2 *Natural Gas*

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

9.3.3 *Telecommunications*

Internet, TV, AM & FM radio, land phone, cellular, data, satellite, and cable services are all available in Dayton. Many of these communication services overlap or are bundled together.

CenturyLink provides the City with standard land line phone service and internet service CenturyLink also bundles services offering satellite TV services with multiple satellite providers.

Touchet Valley Television Inc. provides Dayton with television cable and Internet communications. TVTV uses a hybrid fiber coax system and states that it provides service to approximately 23% of the community. The company is fully built out and, as of 2018, is using approximately 25% of the dark fiber it has available for use. TVTV is in the process of installing its first 5G wireless service and expects to install a total of 8-10 boxes in the future, which is expected to be enough to cover the entire town. According to TVTV, the company has enough bandwidth, in cable, to cover a town several times the size of Dayton.

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

Telecommunications of the future will be primarily driven by technological advances and the needs of the consumer. The Port of Columbia is currently exploring the possibility of using Community Economic Revitalization Board (CERB) funds to build out dark fiber that could be leased to Internet Service Providers to retail to end users if existing local businesses are unable to do so. The Port estimates the cost to build a system that would cover Dayton, the North and South Touchet, the Tucannon, as well as homes west of Dayton at a minimum of \$1 million. An Operations and Maintenance plan would also need to be developed to provide for annual future costs.

9.4 Goals and Policies

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

A1: Incorporate the policies contained in the 2015 Solid Waste and Moderate Risk Waste Management Plan

Policy Discussion: Policies in the 2015 Comprehensive Solid Waste and Moderate Risk Waste Management Plan are policies of this Utilities Element.

A2: Where feasible, utility lines should be placed underground.

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

B1: Encourage the joint use of utility corridors, provided that such joint use is consistent with limitations as may be prescribed by applicable law and prudent utility practice.

B2: Determine the appropriate location(s) for cellular towers in the Dayton area considering benefits provided by the service and aesthetic impacts on the community.

B3: Where safe and practical, use regional and local power, natural gas, and telecommunications corridors for the development of recreational trails, open spaces, parking lots or other land use that may provide multiple benefits to the local community or neighborhood.

B4: Where practiced and desired by local property owners or developers, locate existing or proposed power distribution lines underground to reduce possible storm damage and aesthetic clutter.

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

C1: On an annual basis, provide all private utility companies' copies of the City of Dayton revised 6-Year Capital Facilities Plan, particularly the schedule of proposed road and public utility construction projects so that the companies may coordinate construction, maintenance, and other needs in an efficient manner.

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

D1: Promote energy conservation measures in building codes including the use of insulated roof and siding material, windowpanes and entryways, and other applications in accordance with Washington State guidelines. Promote energy conserving practices including the use of energy-efficient appliances, temperature maintenance levels, and other activities to reduce power demands.

D2: The City should promote the construction and renovation of structures utilizing "green building" practices.

D3: Energy development that utilizes wind, solar and biofuels is preferred and shall be encouraged. These technologies, if sensitively sited, designed, and mitigated can be sited without significant, adverse environmental impacts.

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

E1: Process permits and approvals for all utility-facilities in a fair and timely manner and in accordance with land development regulations that ensure predictability and project concurrency.

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

F1: The city shall coordinate the formulation and periodic update of the utility element and relevant implementing development regulations with adjacent jurisdictions.

F2: The city shall coordinate and seek to cooperate with other jurisdictions in the implementation of jurisdictional utility facility additions and improvements. Such coordination and cooperation should include efforts to coordinate the procedures for making specific land use decisions.

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



10 Economic Development Element

10.1 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 Port of Columbia 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.

10.2 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

10.2.1 Income Levels

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

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

10.2.2 Education

Tables 9 and 10 describe the education attainment, separated by age group. In general, Dayton and Columbia County are consistent with Washington State averages, where Dayton and Columbia County actually exceed all categories for both age groups, minus bachelor’s degree/higher.

Table 9
Education Attainment Characteristics, 18 – 24 years old

| Attainment Level | Dayton | Columbia County | Washington |
|--------------------------------|--------|-----------------|------------|
| Less than High School | 9.8% | 11.9% | 14.6% |
| High School Graduate | 43.1% | 39.0% | 31.0% |
| Some College/Associates Degree | 47.1% | 45.2% | 43.5% |
| Bachelor’s Degree/Higher | 0.0% | 3.8% | 10.9% |

Source: U.S. Census Bureau, American Fact Finder, 2017

Table 10
Education Attainment Characteristics, 25 years old and over

| Attainment Level | Dayton | Columbia County | Washington |
|--------------------------------|--------|-----------------|------------|
| Less than High School | 12.2% | 9.4% | 9.1% |
| High School Graduate | 24.2% | 25.7% | 22.5% |
| Some College/Associates Degree | 36.7% | 38.4% | 33.9% |
| Bachelor’s Degree/Higher | 26.8% | 26.4% | 34.4% |

Source: U.S. Census Bureau, American Fact Finder, 2017

10.2.3 Employment Trends

Table 11 below shows the changes in the job market throughout the past three years. There is an overall increase in employed persons, from a total increase of 71 new listed employments from 2015-2017. As new industry continues to come to Columbia County, it is assumed that the employed persons will increase within the upcoming years and additional industry will be added.

Table 11
Need to add a title

| Occupation | 2015 | 2016 | 2017 |
|---|-------|-------|-------|
| Total employed persons, 16 years + | 1,557 | 1,609 | 1,628 |
| Agriculture, forestry, fishing, and hunting, and mining | 172 | 181 | 148 |
| Construction | 129 | 150 | 158 |
| Manufacturing | 81 | 70 | 72 |
| Wholesale trade | 54 | 45 | 51 |
| Retail trade | 89 | 166 | 165 |
| Transportation and warehousing, and utilities | 76 | 72 | 78 |
| Information | 9 | 6 | 17 |
| Finance and insurance, and real estate and rental and leasing | 54 | 73 | 92 |
| Professional, scientific, and management, and administrative and waste management | 93 | 46 | 38 |
| Educational services, and health care and social assistance | 434 | 440 | 459 |
| Arts, entertainment, and recreation, and accommodation and food services | 158 | 121 | 127 |
| Other services, except public admin. | 74 | 117 | 92 |
| Public administration | 134 | 122 | 131 |

10.3 Agricultural Employment

Columbia County continues to be benefited by rich soils and a prominent agricultural community. In 2017, goods-producing employment related to agriculture offered an additional 148 employed persons with payrolls totaling \$4.9 million. Agricultural employment generates approximately 50% of the goods-producing industry and continues to be an economically and socially important aspect of the community.

10.3.1 Other Contributing Economic Factors

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

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

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

10.4 Goals, and Policies

This section discusses the plan for future economic development in the City. While the County's tax base has risen over the past decade, the tax base for the City of Dayton has not. Continual efforts promoting and ensuring economic development is necessary to maintain and increase economic opportunity within 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.

10.4.1 Goals and Policies

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 existing and future 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.

D1: To encourage the local economy by providing a predictable development atmosphere, emphasizing diversity in the range of goods and services, and ensure that as the economy changes housing opportunities are increase to accommodate associated employment needs.

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

- E1: Encourage the redevelopment/revitalization of rundown and/or under-utilized commercial areas through a combination of regulatory techniques, incentives, and land-use planning.
- E2: Encourage development of a wide range of commercial uses to support local and regional needs, including those of the traveling public.
- E2: Continue to coordinate and seek economic development assistance from the Port of Columbia, the Dayton Chamber of Commerce, Department of Commerce, Washington Small Business Development Center, Trade Commissions, and other entities in the development arena.
- E3: Encourage the development of business and industry that utilize locally grown products from the agricultural or timberlands, e.g., grain milling, brewing and distilling, and small farms. Emphasis should be given to promoting the processing of locally produced goods and the value-added industries to increase our existing ag-related base.
- E4: Encourage the development of environmentally sensitive businesses and industries in the City.
- E5: 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.
- E6: The City will strive to attract out-of-town money by supporting tourism and recreational activity.

Goal F: Support Education and Training

- F1: The City should support the continued improvement to facilities owned by the local school districts to provide adequate services from preschool to high school.
- F2: The City should support the improvement of relationships between the community and high schools and colleges.
- F3: The City should support the provision of incumbent worker training and research and develop additional workforce training programs.
- F4: The City should support the development of STEM programs and technical training programs.
- F5: The City should support The Club and additional after school programs.

Goal G: Support Infrastructure Improvements

- G1: The City should continue supporting improvements to the short line railroad.
- G2: The City should support an inventory of vacant land and buildings to assist in economic development efforts.
- G3: The City should continue to improve the street infrastructure system.
- G4: The City should support the improvement of high-speed internet access in rural areas.
- G5: The City should seek to improve safety, access, and ADA accessibility for pedestrians on Hwy. 12 with a viaduct on East Main Street.
- G6: The City should seek to improve safety, access, and ADA accessibility for pedestrians on Hwy. 12 Bridge across Touchet River.
- G7: The City should continue to improve the water and sewer system infrastructure of the City of Dayton, including the siting and construction of a new wastewater treatment facility.
- G8: The City should support efforts to improve the downtown streets and corridors, including the addition of new parking by the Courthouse. Additionally, support should be given to WSDOT in altering the traffic flow from a four-lane to a three-lane corridor on Main Street.

Goal H: Support Business Development

- H1: The City should continue to encourage development of wind generation projects.
- H2: The City should support the creation of a targeted marketing strategy for business recruitment within the city.
- H3: The City should support steps to improve the stability of the local hospital district.

Goal I: Support Tourism

Community Policies

- I1: The City should support the publication of recreational and agricultural maps of Columbia County.
- I2: The City should support a regional network for travel planning for the Lewis & Clark Trail.
- I3: The City should encourage the establishment of cabin rentals.

- I4: 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.
- I5: The City should support efforts to expand an interpretive center on Indian, geologic, and settlement history of the county.
- I6: The City should support trail efforts related to the Blue Mountain Regional Trails Plan.
- I7: The City should support efforts to reconstruct or replace fairgrounds pavilion and other necessary fairgrounds improvements.
- I8: The City should encourage efforts to establish public art, i.e. sculptures, murals, etc.
- I19: The City should encourage the restoration of an old turn-of-the-century farmhouse and/or barn.
- I10: The City should encourage the establishment of a farm museum.
- I11: The City should support the continued maintenance and enhancements at the existing railroad depot museum.
- I12: The City should encourage the improvement of the east and west entrances to Dayton as well as west Main improvements

Goal J: Support Community Development

Community Policies

- J1: The City should encourage the development of a multi-age community center.
- J2: The City should encourage the continued improvement of the Sports Complex, specifically in regard to expanding facilities and improving upon the existing restrooms.
- J3: The City should encourage and support after school youth activities, including The Club.
- J4: The City should support the efforts made by *The Friends of the Dayton Pool*.

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

Policies

- K1: The City's presence in the region should be increased by identifying and promoting its own unique attractions.

- K2: Wayfinding signage should continue to be added to or improved.
- K3: 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.

Goal L: Support ongoing efforts to improve the vitality of the downtown corridor.

Policies

- L1: Improve the economic vitality of the downtown area.
 - L.1.1 Support existing businesses and promote new businesses to locate in the downtown area.
 - L.1.2 Create a list of desirable uses for downtown (such as restaurants, shops, café, wine cellars etc.) and ensure these uses are allowed in the zoning code.
 - L.1.3 Promote higher density and mixed-use housing near downtown.
 - L.1.4 Identify catalytic sites to invest and attract new businesses.
 - L.1.5 Improve the pedestrian access to downtown such as transit, bike and pedestrian amenities etc.
- L2: Enhance both the physical and visual assets of the downtown area.
 - L.12.1 Provide incentives for façade improvements, such as façade grants, as monies are available.
 - L.2.2 Establish wayfinding and gateway signs.
 - L.2.3 Promote streetscaping.
 - L.2.4 Enhance pedestrian friendly environment with sidewalks, transparent façade, benches etc.
- L3: Promote downtown activities that showcase the community’s unique characteristics.
 - L.3.1 Encourage events related to the local culture (such as agriculture - harvest festival, wine tasting, 4th of July celebration and other nationally recognized holidays).
 - L.3.2 Preserve, promote and highlight the historic district.
- L4: Organize teams to lead economic development activities in downtown.
 - L.4.1 Create a downtown/main street group to lead and coordinate with multiple stakeholders
 - L.4.2 Engage stakeholders and partners in downtown revitalization efforts.
 - L.4.3 Develop a downtown revitalization plan with planned improvements and implementation strategies.
- L5: Continue to support and offer involvement within the Downtown Development Task force.



11 Parks & Recreation Element

11.1 Introduction

Park and recreation facilities and open spaces are essential to a community's well-being. Parks and open spaces help mitigate urban development, provide important ecological functions as well as providing essential recreation opportunities for citizens and visitors.

11.1.1 Cooperative Park Master Plan

The Cooperative Park Master Plan (CPMP), a cooperative effort of Columbia County, Dayton, and the Port of Columbia, was initially approved under Resolution #1241 on February 24, 2013. On February 9, 2015 the CPMP was adopted as the Parks and Recreational Element of the Dayton Comprehensive Plan, Ord. #1873, and is incorporated by reference into this plan.

In 2018, the Cooperative Park Master Plan went through a complete update and was again adopted by resolution by Columbia County, Dayton and the Port of Columbia. The Town of Starbuck also participated officially in the 2018 update and adopted the plan by resolution.

The CPMP, adopted herein by reference, includes a complete inventory of City of Dayton recreational areas, a list of goals and priorities, a level of service map, and a capital improvement plan.

Appendix A

Definitions

Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Coordination: Consultation and cooperation among jurisdictions.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Infrastructure Capacity Statement: See Level of Service.

Land Development Regulations: Any controls placed on development or land-use activities by a county, including, but not limited to, zoning ordinances, subdivision ordinances, rezoning, building

construction, sign regulations, binding site plan ordinances, or any other regulations controlling the development of land.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Precautionary Action: Precautionary action, also referred to as the "no risk approach," means in such instances where an absence of valid scientific information or incomplete scientific information relating to the city's critical areas, leading to uncertainty about whether development and land uses

could lead to harm of critical areas or uncertainty about the risk to critical area function, such development and land use activities are strictly limited until the uncertainty is sufficiently resolved.

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

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

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

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

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

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

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

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

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

Shall: To guide the City of Dayton, the use of the terms "shall," "will," "should," and "may" in policies determine the level of discretion the city can exercise in making future and specific land use, budget, development regulation and other decisions. "Shall" and "will" in a policy mean that it is mandatory for the city to carry out the policy, even if a timeframe is not included. "Shall" and "will" are imperative and nondiscretionary—the city must make decisions based on what the policy says to do. "May" in a policy means that it is in the city's interest to carry out the policy, but the city has total

discretion in making decisions. "Must" in a policy means a mandate; the action is required. "Should" in a policy means: noncompulsory guidance, in which cost, availability of funding, and public benefit associated with the policy's purpose are considered as part of the implementation decision; establishes that the city has discretion in making decisions.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendix B

Map Folio

City of Dayton & UGA Land Use Designations

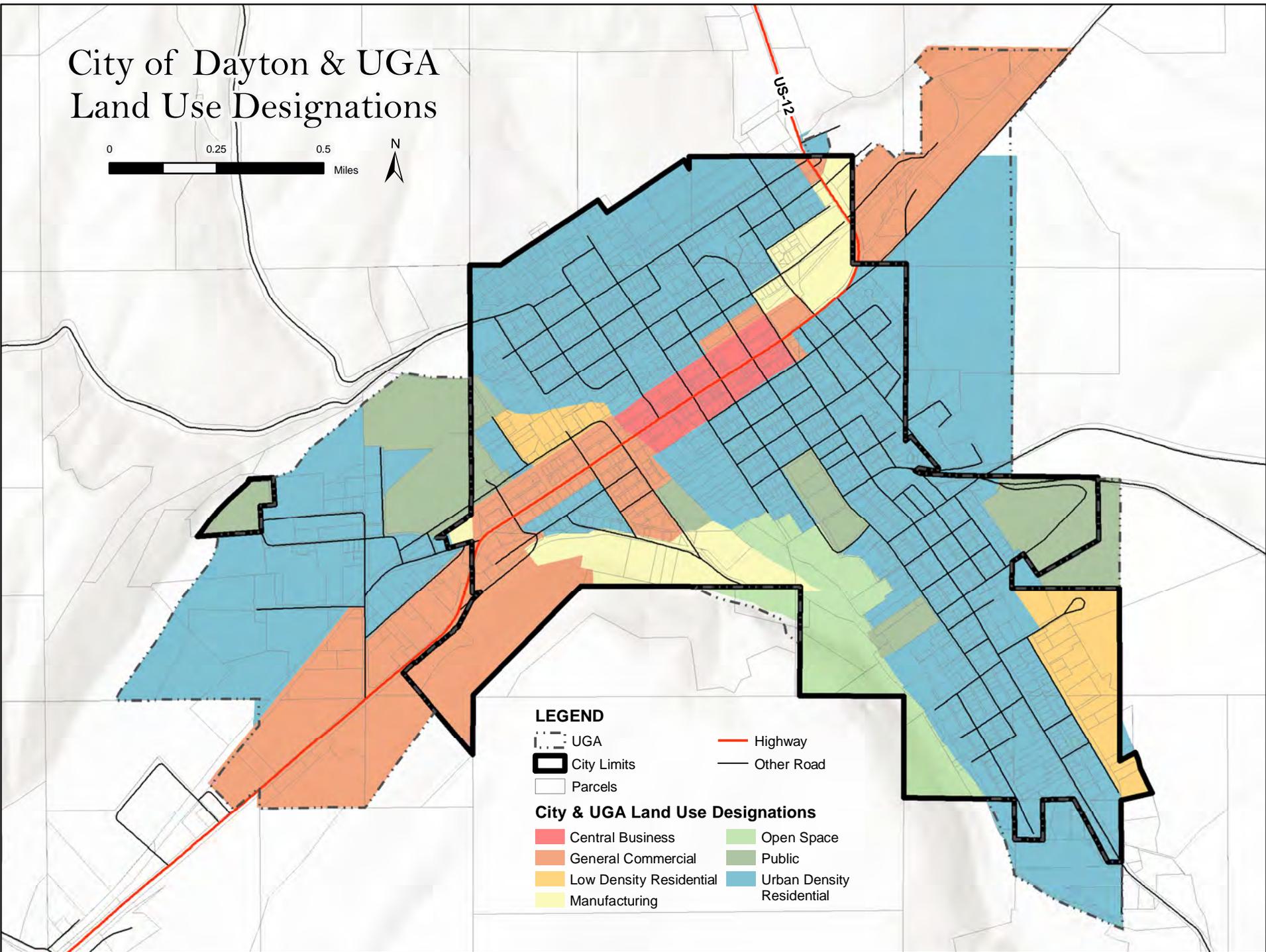


LEGEND

- UGA
- City Limits
- Parcels
- Highway
- Other Road

City & UGA Land Use Designations

- Central Business
- General Commercial
- Low Density Residential
- Manufacturing
- Open Space
- Public
- Urban Density Residential



City of Dayton Zoning

0 0.25 0.5
Miles



US-12

LEGEND

City Limits

Parcels

Highway

Other Road

City Zoning

UGA

Agricultural Residential

Commercial

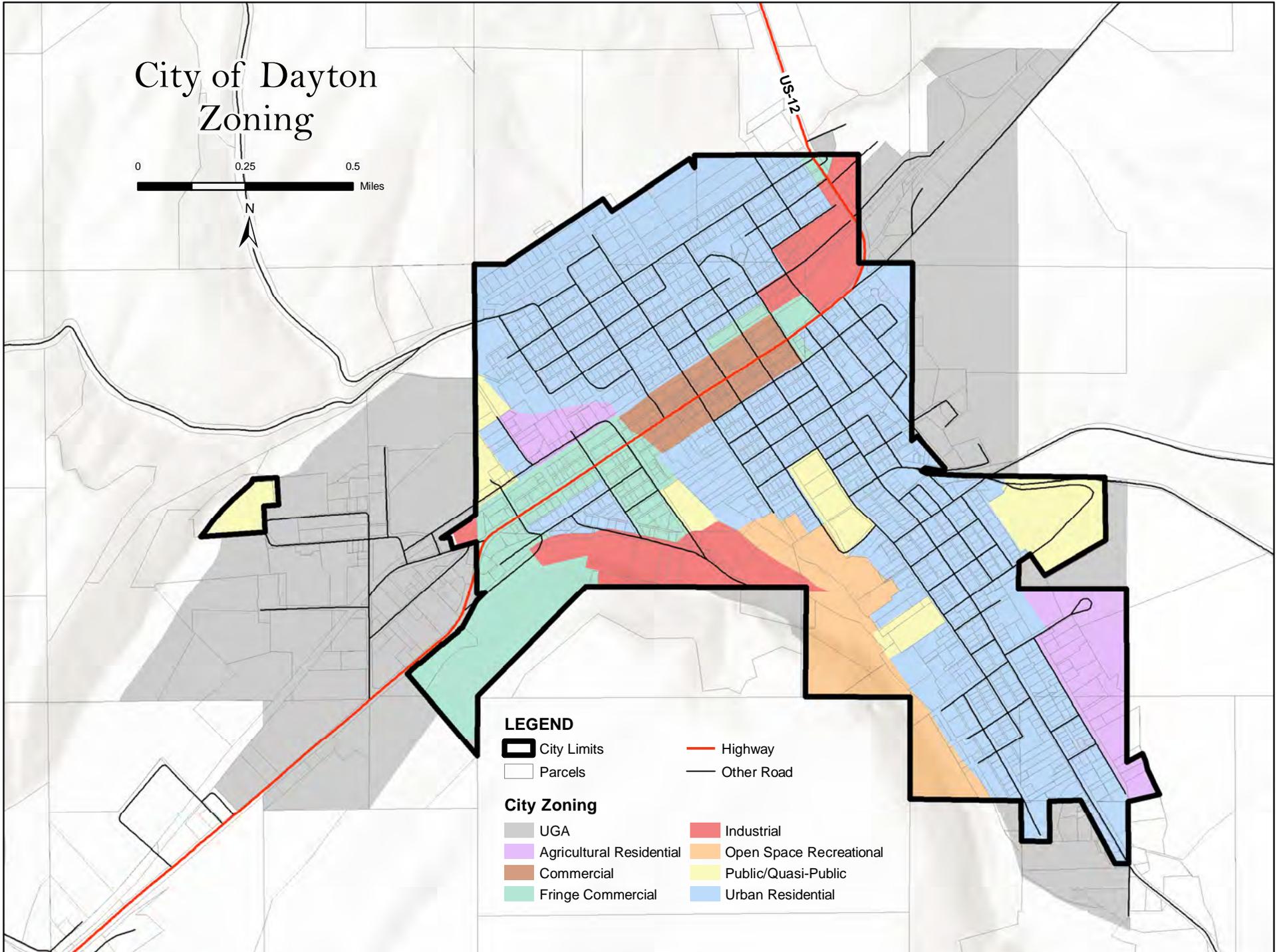
Fringe Commercial

Industrial

Open Space Recreational

Public/Quasi-Public

Urban Residential



Appendix C

Public Participation Plan

Public Participation Plan

INTRODUCTION & BACKGROUND

The City of Dayton Comprehensive Plan is a long-range planning document containing goals and policies, which are intended to be a guide concerning future land use, extensions of community services and facilities, parks and recreation, designation of environmentally sensitive areas and prime and unique farm lands, and economic development goals for the City. Periodic review and update of the City's comprehensive plan and development regulations is necessary to reflect current laws, local needs, new data, correct errors, and/or clarify intent. As the City of Dayton continues to grow and change, the City's comprehensive plan is intended to change and reflect the needs and vision of the community. Additionally, annually the City provides opportunity for amending the plan.

The City of Dayton recognizes that an effective participation process is a vital element in the updating and implementation of comprehensive plan. The City of Dayton Public Participation Plan (PPP) is a document that guides the city on how to reach out to the public and outlines methods and resources used to do so. The City of Dayton is committed to providing opportunities to engage the public in the planning, development and implementation phases of the comprehensive planning process.

The PPP aids the City of Dayton by providing a framework for information distribution, public notice and input on key comprehensive planning decisions. It is important to Dayton to ensure local governments and agencies, state and federal partners, and the public are aware of the city's planning activities. This plan provides an outline of those activities.

The Washington State Growth Management Act (GMA) Revised Code of Washington (RCW) 36.70A, sets forth several state planning goals. Included in the statewide goals is RCW 36.70A.020 (11), which states in part, "Citizen Participation and coordination. Encourage the involvement of citizens in the planning process...". Citizen participation is further addressed in RCW 36.70A.035 Public Participation – Notice Provisions and 36.70A.140 Comprehensive plans – Ensure Public Participation.

RCW 36.70A.140 of the GMA requires each city planning under the GMA to "establish and broadly disseminate to the public a public participation program." This section of the GMA further requires the city to provide for "early and continuous public participation in the development" of the City's comprehensive plan or any amendments.

The development of the public participation program is a responsibility of the City of Dayton as long as the program meets the requirements noted above. The Washington Administrative Code (WAC) 365-196- 600(3) provides recommendations for meeting the public participation requirements of the GMA.

INTENDED OUTCOMES

- The public participation effort is intended to achieve specific desired outcomes, which include:
- A public involvement process that provides clear information to the public on the purpose of the comprehensive plan update and how the update process works;
- Public meetings and events designed to provide opportunities for all interested parties to be heard, and for people to listen and learn from one another;
- Broad participation of all interested groups and individuals; and,
- A transparent process which clearly documents all public input and makes it available for any and all to review

EARLY AND CONTINUOUS PUBLIC INVOLVEMENT

The City of Dayton is committed to encouraging early and continuous public involvement in the update of the comprehensive plan. Methods to encourage public involvement include: a dedicated webpage on the county's website, consistent and regular notification to interested parties throughout the process, Dayton Planning Commission (Planning Commission) meetings which are open to the public, open houses (hosted by the Planning Commission) to solicit public comments, and public hearings before the Planning Commission.

The Columbia County website has a Dayton Comprehensive Plan page designed to provide information on the comprehensive plan update, publicize the proposed amendments as they are presented to the Planning Commission, and invite and encourage public comments. The website also provides an opportunity for people to sign up to receive email notifications when proposed amendments are added to the website and are available for review, as well as notification of upcoming Planning Commission and City Council meetings where the proposed amendments will be discussed.

The Planning Commission will serve as the primary working group and advisory body for the plan update and will review and provide input on the proposed amendments in a series of work sessions before holding a public hearing. The Planning Commission meetings are typically held on the third Tuesdays of the month. These meetings are open to the public and provide an opportunity for public comment. Written and email comments regarding proposed comprehensive plan amendments will also be provided to the Planning Commission for consideration.

An introductory open house will be held prior to any Planning Commission work sessions to provide an overview of the planning process and to introduce proposed amendment topics. A second open house will be conducted following the Planning Commission work sessions and prior to the issuance of a State Environmental Policy Act (SEPA) Threshold Determination for the proposed amendments. The invitation to the open houses will be distributed through all public notification avenues available to the City including postings at the Planning and Building Department, the , Dayton City Hall,

Columbia County Courthouse, the Dayton Memorial Library, the county's website, email/USPS notifications to established mailing lists, and legal notices in the Dayton Chronicle.

A public hearing will be conducted by the Planning Commission to solicit public comments on proposed amendments prior to forwarding a recommendation to the Dayton City Council.

PARTICIPATION TECHNIQUES:

Several recommendations for meeting the GMA public participation requirements are included in WAC 365-196-600(3.a), which emphasizes the importance of involving the broadest cross-section of the community into the planning process. Moreover, the WAC encourages jurisdictions to involve groups not previously involved in planning to become involved in the comprehensive plan process. The following are the events proposed for the City of Dayton citizen participation process.

- **Communications Programs & Informational Services** – As staff and budgetary resources allow, include the following citizen participation techniques in the city's citizen participation strategy:
 1. **Interest Groups** – Contact local interest groups (i.e. Chamber of Commerce, "Friends" groups, service clubs, etc.) regarding proposed comprehensive plan amendments and public hearings/meetings.
 2. **Open Houses** – Conduct open houses, hosted by the Planning Commission, to encourage city-wide participation in the development of comprehensive plan amendments.
 3. **Legal Notices in the Dayton Chronicle** – Send legal notices to promote significant events related to the comprehensive plan.
 4. **Public Meetings** - Conduct a series of public meetings hosted by the Planning Commission on the preliminary draft comprehensive plan amendments. This ensures that the city will meet the requirement for "early and continuous" public participation in the comprehensive planning process.
 5. **Public Hearing** - Hold public hearings and provide public notice that meets the requirements of RCW 36.70A.020, .035, and .140 and WAC 365-196-200.
 6. **Written Comment** - Provide continuous opportunity for citizens to provide written comment. Written comments may be in the form of letters and other correspondence to the Planning Department or can be submitted via email to Planning Staff at Meagan_bailey@co.columbia.wa.us.
 7. **Tracking Events and Actions** - Maintain a log of all public participation meetings, events and actions that the city engages in to provide documentation on the city's effort to meet the requirements of the GMA.

BROAD AND EFFECTIVE NOTICING

The public participation requirements of the Revised Code of Washington (RCW) and the Washington Administrative Code (WAC) include notice procedures that are reasonably calculated to provide notice to property owners and other affected and interested individuals of proposed amendments to the comprehensive plan and development regulation. Examples of notice provisions include:

- Posting notice at the Dayton City Hall, the Planning and Building Department and the Dayton Memorial Library;
 1. Publishing a notice in the Dayton Chronicle, the City's designated newspaper of general circulation;
 2. Notifying public or private groups with known interest in a certain proposal or in the type of proposal being considered;
 3. Sending notice to relevant mailing lists, including general lists or lists for specific proposals or subject areas.

In addition to the noticing techniques listed above, the City will maintain a dedicated page on the County's website regarding the comprehensive plan update, which may include meeting agendas, minutes, staff reports, etc.

ANTICIPATED SCHEDULE

The following is the predicted schedule of public participation events for the 2020 City of Dayton Comprehensive Plan update and is subject to change as needs dictate, following appropriate notice.

- Initial Open House: Introduction to the Comprehensive Planning Process to be held by the City Planning Commission, with support by the Consultant Project Manager and Planning Staff. To be held November 29, 2018.
 1. Works Sessions: The Planning Commission, supported by Planning Staff, will hold a series of work sessions to discuss and evaluate individual docket items and to write draft comprehensive plan amendments. Work sessions will be open to the public and held during the Planning Commission regular meetings. To be held December 2018 through February 2019.
 2. Follow-Up Open House: A discussion and review of the proposed amendment/plan update items to be held by the Planning Commission, with support by the Consultant Project Manager and Planning Staff. To be held in February 2019.
 3. Public Hearing: The Planning Commission, supported by Planning Staff, will hold a public hearing on the proposed comprehensive plan draft amendments prior to recommending the amendments to the Dayton City Council. To be held in March 2019.

INTER-JURISDICTIONAL COORDINATION

While Columbia County, the City of Dayton and the Town of Starbuck will individually review and update their respective comprehensive plans, the jurisdictions will work together to develop plans that are consistent and cohesive.

Planning Department staff will attend Planning Commission, City Council and County Commissioner board meetings and apprise each jurisdiction, and the attending public, of updates and progress made by the other jurisdictions.

Appendix D

Visioning Workshops Summary

Visioning Workshop Summary

I. Call to order

Consultant Ben Floyd opened the City of Dayton Comprehensive Plan Open House meeting, as hosted by the Dayton Planning Commission, at 7:30pm on Nov. 29th, 2018 at the Columbia County Youth Building, 102 Fairgrounds Lane, Dayton, Washington 99328.

II. Attendance

Sign in sheets were utilized—see attached.

III. Presentation

- a) Floyd provided general overview of Comprehensive Plan process, Growth Management Act, and overview of plan proceedings.
- b) Visioning exercise: how can we strengthen our economy while protecting our rural character?
 - (i) Perceived discouragement from lack of support from local members of the public; belief that locals aren't spending money here—increase local support in small business
 - (ii) Kids need pool, more involvement at the parks; more community events
 - (iii) Social issues locally need to be addressed
 - (iv) Join in with Port of Columbia's Choose Columbia County mission
 - (v) General infrastructure maintenance
 - (vi) Increase in community events, support for schools, utilize parks more
 - (vii) Main Street traffic issues—need traffic to slow down
 - (viii) Crosswalk safety issues need to be addresses
 - (ix) Need for varietal housing, especially senior and multifamily
 - (x) Lower animal restrictions

IV. Adjournment

Consultant Ben Floyd adjourned the meeting at 8:11pm.

Appendix E

Countywide Planning Policies



Columbia County, WA Planning Staff Report Updates to Countywide Planning Policies

Countywide Planning Policies – 2020 Comprehensive Plan Update

To: Dayton City Council

For: Review, Support with Resolution

From: Columbia County Planning
Director

Date: February 13th, 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:

The attached Staff Report dated January 15th, 2019 and addressed to the City of Dayton Planning Commission is hereby referenced for the record.

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 with RCW 36.70A.210.
3. The City of Dayton attorney has reviewed the draft polices and offered his approval for them.
4. The process as outlined here is supported by the Department of Commerce.
5. Both the Town of Starbuck and Columbia County are in the process of reviewing and formally offering support for the draft policies.
6. 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.
7. A hearing was scheduled for January 15th, 2019 at 6:35 pm.
8. 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.
9. The Dayton Planning Commission held the duly advertised public hearing as advertised, and received no public comment.
10. The Dayton Planning Commission motioned that the Dayton City Council adopt a Resolution formally supporting the Countywide Planning Policies.

Discussion:

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

1. Offer formal support of the proposed Countywide Planning Policies by adopting the resolution as presented; or,
2. Refer the Countywide Planning Policies back the Department of Planning and Building for additional revisions.



Columbia County, WA Planning Staff Report Updates to Countywide Planning Policies

Countywide Planning Policies – 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 created the Planning Department following state mandate – thus establishing the requirement to implement and continuously update items such as zoning, shoreline management, and soon to follow, the County Comprehensive plan and associated Countywide Planning Policies. 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:

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 coordination 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 abandoned 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 analysis of 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, at a minimum, 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 with RCW 36.70A.210.
3. The City of Dayton attorney has reviewed the draft polices and offered his approval for them.
4. Both the Town of Starbuck and Columbia County are in the process of reviewing and formally offering support for 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. 1371

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 recreational 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 coordination 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.

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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.

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Policy 17:

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Policy 18:

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Section 7: Policies for joint planning within urban growth areas

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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, at a minimum, 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.

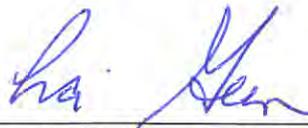
Section 8: Policies for county-wide transportation facilities and strategies

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



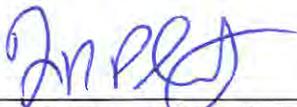
By: Craig George, Mayor

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.

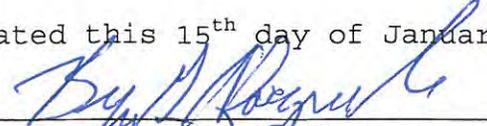
NOW: The City of Dayton Planning Commission recommends to the City Council its approval of the County Wide Planning Policies as supported by the following findings:

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.

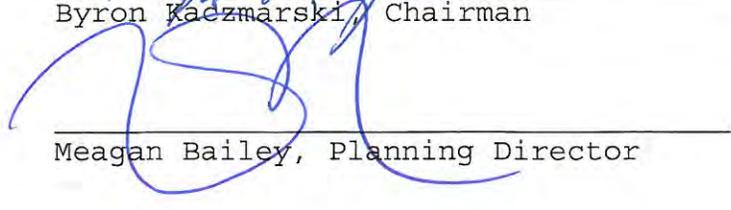
CONCLUSIONS

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 of Dayton, Washington.

Dated this 15th day of January, 2019



Byron Kaczmariski, Chairman



Meagan Bailey, Planning Director

Appendix F
Transportation Improvement Program,
2019 – 2024

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|--|-----------------------------------|----------|----------|-----------|----------------|------------------|----------------|--------------|--------------------|-------------|
| 09 | | Annual Lignon Oil Application Program Various Various to Various Apply lignon oil to existing street bed surfaces | WA-08989 | 06/13/18 | 06/13/18 | | 1342 | 05 | C O P S T W | 1.500 | | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|-------------|--------------|--------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| S | ALL | 2019 | | 0 | | 0 | 4,500 | 4,500 |
| Totals | | | | 0 | | 0 | 4,500 | 4,500 |

| Expenditure Schedule | | | | | |
|----------------------|--------------|----------|----------|----------|-----------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| ALL | 4,500 | 0 | 0 | 0 | 0 |
| Totals | 4,500 | 0 | 0 | 0 | 0 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|---|-----------------------------------|----------|----------|-----------|----------------|------------------|----------------|--------------|--------------------|-------------|
| 08 | | Cameron Street Reconstruction Project Cameron Street W. Main St (Hwy 12) to N. Pine Street Restructure intersection exchange, reconstruct roadway, install curbs, gutters, storm drainage system and non-motorized friendly facilities. Replace and install sidewalks with ADA ramping system. | WA-04529 | 06/13/18 | 06/13/18 | | 1342 | 06 | C G O P T W | 0.250 | CE | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|----------------|------------------|----------------|----------------|------------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | PE | 2021 | STP(S) | 53,100 | WSDOT | 8,300 | 9,300 | 70,700 |
| P | PE | 2021 | SRTS | 2,100 | Ped/Bike Program | 13,400 | 0 | 15,500 |
| P | PE | 2021 | | 0 | TIB | 6,200 | 700 | 6,900 |
| P | CN | 2022 | STP(S) | 536,600 | WSDOT | 83,800 | 94,000 | 714,400 |
| P | CN | 2022 | SRTS | 21,000 | WSDOT | 128,400 | 0 | 149,400 |
| P | CN | 2022 | | 0 | TIB | 69,500 | 6,700 | 76,200 |
| Totals | | | | 612,800 | | 309,600 | 110,700 | 1,033,100 |

| Expenditure Schedule | | | | | |
|----------------------|----------|----------|---------------|----------------|-----------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 0 | 0 | 93,100 | 0 | 0 |
| CN | 0 | 0 | 0 | 940,000 | 0 |
| Totals | 0 | 0 | 93,100 | 940,000 | 0 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|--|-----------------------------------|----------|----------|-----------|----------------|------------------|----------------|--------------|--------------------|-------------|
| 08 | | Cameron Street Reconstruction Project - Phase II W. Cameron Street S. Pine Street to S. Cottonwood Street Resurface existing roadway curb to curb, install sidewalks with ADA Accessibility, replace storm drainage, and install non-motorized friendly facilities. | WA-04531 | 06/13/18 | 06/13/18 | | 1342 | 05 | C G O P T W | 0.400 | CE | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|----------------|---------------|----------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | PE | 2019 | | 0 | SRTS | 71,300 | 3,800 | 75,100 |
| P | CN | 2020 | | 0 | SRTS | 644,100 | 33,900 | 678,000 |
| Totals | | | | 0 | | 715,400 | 37,700 | 753,100 |

| Expenditure Schedule | | | | | |
|----------------------|---------------|----------------|----------|----------|-----------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 75,100 | 0 | 0 | 0 | 0 |
| CN | 0 | 678,000 | 0 | 0 | 0 |
| Totals | 75,100 | 678,000 | 0 | 0 | 0 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|--|-----------------------------------|----------|----------|-----------|----------------|------------------|----------------|--------------|--------------------|-------------|
| 09 | | City-Wide Pavement Preservation Program Various Various to Perform Chip Sealing or overlay treatments | WA-08987 | 06/13/18 | 06/13/18 | | 1342 | 06 | C O P S T W | 25.000 | | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|------------------|------------------|------------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | PE | 2022 | | 0 | TIB | 673,300 | 75,100 | 748,400 |
| P | CN | 2023 | | 0 | TIB | 2,928,600 | 2,100,000 | 5,028,600 |
| Totals | | | | 0 | | 3,601,900 | 2,175,100 | 5,777,000 |

| Expenditure Schedule | | | | | |
|----------------------|----------|----------|----------|----------------|------------------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 0 | 0 | 0 | 748,400 | 0 |
| CN | 0 | 0 | 0 | 0 | 5,028,600 |
| Totals | 0 | 0 | 0 | 748,400 | 5,028,600 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|---|-----------------------------------|----------|----------|-----------|----------------|------------------|----------------|--------------|--------------------|-------------|
| 09 | | City-Wide Reconstruction Program Various Various to Reconstruct existing street system to include curbs, gutters, sidewalk, and storm drainage | WA-08988 | 06/13/18 | 06/13/18 | | 1342 | 04 | C O P S T W | 6.000 | | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|------------------|------------------|------------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | PE | 2023 | | 0 | OTHER | 589,700 | 65,500 | 655,200 |
| P | CN | 2024 | | 0 | TIB | 1,384,800 | 3,000,000 | 4,384,800 |
| Totals | | | | 0 | | 1,974,500 | 3,065,500 | 5,040,000 |

| Expenditure Schedule | | | | | |
|----------------------|----------|----------|----------|----------|------------------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 0 | 0 | 0 | 0 | 655,200 |
| CN | 0 | 0 | 0 | 0 | 4,384,800 |
| Totals | 0 | 0 | 0 | 0 | 5,040,000 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|---|-----------------------------------|----------|----------|-----------|----------------|------------------|---------------|--------------|--------------------|-------------|
| 09 | | Commercial Street Reconstruction Project Commercial Street N 4th Street to West City Limits Reconstruct with new curbs and gutters, install ADA Accessible sidewalk/pedestrian/bicycle facilities. | WA-04528 | 06/13/18 | 06/13/18 | | 1342 | 04 | CGOPSTW | 0.600 | CE | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|------------------|---------------|------------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | PE | 2022 | | 0 | TIB | 181,700 | 20,200 | 201,900 |
| P | CN | 2023 | | 0 | OTHER | 2,019,000 | 0 | 2,019,000 |
| Totals | | | | 0 | | 2,200,700 | 20,200 | 2,220,900 |

| Expenditure Schedule | | | | | |
|----------------------|----------|----------|----------|----------------|------------------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 0 | 0 | 0 | 201,900 | 0 |
| CN | 0 | 0 | 0 | 0 | 2,019,000 |
| Totals | 0 | 0 | 0 | 201,900 | 2,019,000 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|---|-----------------------------------|----------|----------|-----------|----------------|------------------|---------------|--------------|--------------------|-------------|
| 07 | | E. Main Street (HWY 12) Curb Extension Project 1st Street to 3rd Street Construct curb extension at three separate intersections to meet ADA accessibility needs. | WA-10024 | 06/13/18 | 06/13/18 | | 1342 | 01 | | | | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|------------------|----------------|---------------|----------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | PE | 2020 | | 0 | Ped/Bike Program | 93,750 | 0 | 93,750 |
| P | CN | 2021 | | 0 | WSDOT | 337,500 | 37,500 | 375,000 |
| Totals | | | | 0 | | 431,250 | 37,500 | 468,750 |

| Expenditure Schedule | | | | | |
|----------------------|----------|---------------|----------------|----------|-----------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 0 | 93,750 | 0 | 0 | 0 |
| CN | 0 | 0 | 375,000 | 0 | 0 |
| Totals | 0 | 93,750 | 375,000 | 0 | 0 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|--|-----------------------------------|----------|----------|-----------|----------------|------------------|---------------|--------------|--------------------|-------------|
| 07 | | E. Main Street/1st Street Traffic Signal Construction Main Street/Highway 12 N. 1st Street to S. 1st Street Installation of a traffic light system with ADA and non-motorized crossing lights | WA-08994 | 06/13/18 | 06/13/18 | | 1342 | 21 | COPST W | | | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|----------------|-------------|----------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | ALL | 2021 | | 0 | WSDOT | 350,000 | 0 | 350,000 |
| Totals | | | | 0 | | 350,000 | 0 | 350,000 |

| Expenditure Schedule | | | | | |
|----------------------|----------|----------|----------------|----------|-----------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| ALL | 0 | 0 | 350,000 | 0 | 0 |
| Totals | 0 | 0 | 350,000 | 0 | 0 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|--|-----------------------------------|----------|----------|-----------|----------------|------------------|-----------------|--------------|--------------------|-------------|
| 09 | | E. Washington Avenue Street Overlay E. Washington Avenue N. Cottonwood Avenue to N. 3rd St. Resurface curb to curb. | WA-04537 | 06/13/18 | 06/13/18 | | 1342 | 05 | CG O P S T W | 1.250 | CE | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|----------------|---------------|----------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | PE | 2020 | | 0 | TIB | 38,192 | 4,244 | 42,436 |
| P | CN | 2021 | | 0 | TIB | 338,188 | 37,576 | 375,764 |
| Totals | | | | 0 | | 376,380 | 41,820 | 418,200 |

| Expenditure Schedule | | | | | |
|----------------------|----------|---------------|----------------|----------|-----------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 0 | 42,436 | 0 | 0 | 0 |
| CN | 0 | 0 | 375,764 | 0 | 0 |
| Totals | 0 | 42,436 | 375,764 | 0 | 0 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|---|-----------------------------------|----------|----------|-----------|----------------|------------------|----------------|--------------|--------------------|-------------|
| 02 | | Main Street Safety Enhancement Project - Phase 3 W. Main Street Pine Street to West City Limits Construct enhancements such as pedestrian and bicycle facilities, beautification improvements and traffic control provisions on the west end entry to Dayton along Highway 12. | WA-04541 | 06/13/18 | 06/13/18 | | 1342 | 31 | C G O P T W | 0.150 | CE | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|----------------|-----------------|-------------|-------------|----------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | PE | 2019 | STP(E) | 45,200 | | 0 | 0 | 45,200 |
| P | CN | 2020 | STP(E) | 271,780 | | 0 | 0 | 271,780 |
| Totals | | | | 316,980 | | 0 | 0 | 316,980 |

| Expenditure Schedule | | | | | |
|----------------------|---------------|----------------|----------|----------|-----------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 45,200 | 0 | 0 | 0 | 0 |
| CN | 0 | 271,780 | 0 | 0 | 0 |
| Totals | 45,200 | 271,780 | 0 | 0 | 0 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|--|-----------------------------------|----------|----------|-----------|----------------|------------------|---------------|--------------|--------------------|-------------|
| 00 | | Maintenance and Operation of the City Street System Varies to Varies Operate and maintain the City street system including, but not limited to bridges, roadway, curbs, gutters, storm drainage and non-motorized pedestrian facilities such as sidewalks, trails, and bike paths. | WA-10025 | 06/13/18 | 06/13/18 | | 1342 | 21 | | 26.000 | | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|-------------|----------------|----------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | ALL | 2019 | | 0 | | 0 | 337,500 | 337,500 |
| Totals | | | | 0 | | 0 | 337,500 | 337,500 |

| Expenditure Schedule | | | | | |
|----------------------|----------------|----------|----------|----------|-----------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| ALL | 337,500 | 0 | 0 | 0 | 0 |
| Totals | 337,500 | 0 | 0 | 0 | 0 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|--|-----------------------------------|----------|----------|-----------|----------------|------------------|----------------|--------------|--------------------|-------------|
| 08 | | N Front Street Bridge Improvement/Replacement Project N. Front Street to Bridge Improvement/Replacement Project | WA-04526 | 06/13/18 | 06/13/18 | | 1342 | 08 | C G O P T W | | EA | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|------------------|-----------------|----------------|-------------|------------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | PE | 2022 | BR | 167,700 | WSDOT | 27,300 | 0 | 195,000 |
| P | CN | 2023 | BR | 1,264,810 | WSDOT | 182,700 | 0 | 1,447,510 |
| Totals | | | | 1,432,510 | | 210,000 | 0 | 1,642,510 |

| Expenditure Schedule | | | | | |
|----------------------|----------|----------|----------|----------------|------------------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 0 | 0 | 0 | 195,000 | 0 |
| CN | 0 | 0 | 0 | 0 | 1,447,510 |
| Totals | 0 | 0 | 0 | 195,000 | 1,447,510 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|---|-----------------------------------|----------|----------|-----------|----------------|------------------|---------------|--------------|--------------------|-------------|
| 00 | | N. 4th Street Pedestrian Crossing E. Washington Avenue to E. Richmond Avenue Reconstruct a free-spand pedestrian footbridge across the Patit Creek. | WA-04540 | 06/13/18 | 06/13/18 | | 1342 | 40 | CGOPT W | | EA | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|------------------|----------------|---------------|----------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | PE | 2021 | | 0 | Ped/Bike Program | 28,034 | 3,115 | 31,149 |
| P | CN | 2021 | | 0 | Ped/Bike Program | 123,987 | 13,776 | 137,763 |
| Totals | | | | 0 | | 152,021 | 16,891 | 168,912 |

| Expenditure Schedule | | | | | |
|----------------------|----------|----------|----------------|----------|-----------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 0 | 0 | 31,149 | 0 | 0 |
| CN | 0 | 0 | 137,763 | 0 | 0 |
| Totals | 0 | 0 | 168,912 | 0 | 0 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|---|-----------------------------------|----------|----------|-----------|----------------|------------------|----------------|--------------|--------------------|-------------|
| 06 | | N. 5th Street Overlay Project N. 5th Street E. Main Street to Railroad Resurface street and install ADA Accessibility sidewalk system and non-motorized compatible facilities. | WA-04536 | 06/13/18 | 06/13/18 | | 1342 | 05 | C G O P T W | 0.400 | CE | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|----------------|---------------|----------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | PE | 2024 | | 0 | TIB | 28,700 | 3,100 | 31,800 |
| P | CN | 2024 | | 0 | TIB | 214,700 | 21,400 | 236,100 |
| Totals | | | | 0 | | 243,400 | 24,500 | 267,900 |

| Expenditure Schedule | | | | | |
|----------------------|----------|----------|----------|----------|----------------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 0 | 0 | 0 | 0 | 31,800 |
| CN | 0 | 0 | 0 | 0 | 236,100 |
| Totals | 0 | 0 | 0 | 0 | 267,900 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|--|-----------------------------------|----------|----------|-----------|----------------|------------------|----------------|--------------|--------------------|-------------|
| 07 | | N. Front Street Pedestrian/Bicycle Crossing Light Main Street/Highway 12 N. Front Street to Flour Mill Park Install a pedestrian/bicycle crossing light | WA-08991 | 06/13/18 | 06/13/18 | | 1342 | 21 | C O P S T W | 0.050 | | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|---------------|-------------|---------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | ALL | 2024 | | 0 | WSDOT | 78,129 | 0 | 78,129 |
| Totals | | | | 0 | | 78,129 | 0 | 78,129 |

| Expenditure Schedule | | | | | |
|----------------------|----------|----------|----------|----------|---------------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| ALL | 0 | 0 | 0 | 0 | 78,129 |
| Totals | 0 | 0 | 0 | 0 | 78,129 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|--|-----------------------------------|----------|----------|-----------|----------------|------------------|----------------|--------------|--------------------|-------------|
| 09 | | N. Willow Street Reconstruction Project N. Willow Street W. Dayton Avenue to City Limits Reconstruct roadway. | WA-04533 | 06/13/18 | 06/13/18 | | 1342 | 04 | C G O P T W | 0.400 | CE | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|----------------|---------------|----------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | PE | 2022 | | 0 | TIB | 47,520 | 5,280 | 52,800 |
| P | CN | 2023 | | 0 | TIB | 427,680 | 47,520 | 475,200 |
| Totals | | | | 0 | | 475,200 | 52,800 | 528,000 |

| Expenditure Schedule | | | | | |
|----------------------|----------|----------|----------|---------------|----------------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 0 | 0 | 0 | 52,800 | 0 |
| CN | 0 | 0 | 0 | 0 | 475,200 |
| Totals | 0 | 0 | 0 | 52,800 | 475,200 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|--|-----------------------------------|----------|----------|-----------|----------------|------------------|----------------|--------------|--------------------|-------------|
| 09 | | Residential Zone Alley Improvements Varies Varies to Varies Reconstruct alleyways. | WA-04535 | 06/13/18 | 06/13/18 | | 1342 | 04 | C G O P T W | 9.000 | CE | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|-------------|----------------|----------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | ALL | 2021 | | 0 | | 0 | 627,662 | 627,662 |
| Totals | | | | 0 | | 0 | 627,662 | 627,662 |

| Expenditure Schedule | | | | | |
|----------------------|----------|----------|----------------|----------|-----------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| ALL | 0 | 0 | 627,662 | 0 | 0 |
| Totals | 0 | 0 | 627,662 | 0 | 0 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|---|-----------------------------------|----------|----------|-----------|----------------|------------------|----------------|--------------|--------------------|-------------|
| 08 | | S. 3rd Street Overlay Project S. 3rd Street E. Main Street to School Bus Street Resurface street, construct sidewalk with ADA compliant ramping system | WA-04538 | 06/13/18 | 06/13/18 | | 1342 | 05 | C G O P T W | 1.250 | CE | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|----------------|---------------|----------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | PE | 2019 | | 0 | TIB | 40,000 | 4,400 | 44,400 |
| P | CN | 2020 | | 0 | TIB | 423,000 | 47,000 | 470,000 |
| Totals | | | | 0 | | 463,000 | 51,400 | 514,400 |

| Expenditure Schedule | | | | | |
|----------------------|---------------|----------------|----------|----------|-----------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 44,400 | 0 | 0 | 0 | 0 |
| CN | 0 | 470,000 | 0 | 0 | 0 |
| Totals | 44,400 | 470,000 | 0 | 0 | 0 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|---|-----------------------------------|----------|----------|-----------|----------------|------------------|---------------|--------------|--------------------|-------------|
| 06 | | S. 4th Street Bicycle Lane Improvements S 4th Street Main Street to City Limits Create a non-motorized lane of travel in conjunction with motorized travel lanes | WA-08990 | 06/13/18 | 06/13/18 | | 1342 | 28 | | 4.500 | | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|------------------|---------------|-------------|---------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | ALL | 2021 | | 0 | Ped/Bike Program | 18,000 | 0 | 18,000 |
| Totals | | | | 0 | | 18,000 | 0 | 18,000 |

| Expenditure Schedule | | | | | |
|----------------------|----------|----------|---------------|----------|-----------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| ALL | 0 | 0 | 18,000 | 0 | 0 |
| Totals | 0 | 0 | 18,000 | 0 | 0 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|---|-----------------------------------|----------|----------|-----------|----------------|------------------|----------------|--------------|--------------------|-------------|
| 06 | | S. 4th Street Reconstruction Project S. 4th Street E. Main Street to South City Limits Install sidewalks with ADA compliant ramping system and reconstruction street | WA-04532 | 06/13/18 | 06/13/18 | | 1342 | 05 | C G O P T W | 1.500 | CE | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|----------------|-----------------|-------------|-------------|----------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | PE | 2020 | TIGER | 80,000 | | 0 | 0 | 80,000 |
| P | CN | 2021 | TIGER | 797,000 | | 0 | 0 | 797,000 |
| Totals | | | | 877,000 | | 0 | 0 | 877,000 |

| Expenditure Schedule | | | | | |
|----------------------|----------|---------------|----------------|----------|-----------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 0 | 80,000 | 0 | 0 | 0 |
| CN | 0 | 0 | 797,000 | 0 | 0 |
| Totals | 0 | 80,000 | 797,000 | 0 | 0 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|--|-----------------------------------|----------|----------|-----------|----------------|------------------|---------------|--------------|--------------------|-------------|
| 00 | | Street/Safety Sign Replacement Program Various Various to Various Replace all street signs including street name and safety signs | WA-08995 | 06/13/18 | 06/13/18 | | 1342 | 21 | O | | | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|-------------|---------------|---------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | ALL | 2019 | | 0 | | 0 | 25,000 | 25,000 |
| Totals | | | | 0 | | 0 | 25,000 | 25,000 |

| Expenditure Schedule | | | | | |
|----------------------|---------------|----------|----------|----------|-----------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| ALL | 25,000 | 0 | 0 | 0 | 0 |
| Totals | 25,000 | 0 | 0 | 0 | 0 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|---|-----------------------------------|----------|----------|-----------|----------------|------------------|---------------|--------------|--------------------|-------------|
| 09 | | Syndicate Hill Improvement Program E. Main Street/Hwy 12 to City Limits Reconstruct various streets, construct new curbs, gutters, storm drainage system, install sidewalks with ADA accessibility systems. | WA-04543 | 06/13/18 | 06/13/18 | | 1342 | 03 | CGOPSTW | 2.000 | CE | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|------------------|-------------|------------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | PE | 2021 | | 0 | PWTF | 273,400 | 0 | 273,400 |
| P | CN | 2022 | | 0 | PWTF | 1,138,200 | 0 | 1,138,200 |
| Totals | | | | 0 | | 1,411,600 | 0 | 1,411,600 |

| Expenditure Schedule | | | | | |
|----------------------|----------|----------|----------------|------------------|-----------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 0 | 0 | 273,400 | 0 | 0 |
| CN | 0 | 0 | 0 | 1,138,200 | 0 |
| Totals | 0 | 0 | 273,400 | 1,138,200 | 0 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|---|-----------------------------------|----------|----------|-----------|----------------|------------------|---------------|--------------|--------------------|-------------|
| 00 | | Touchet River Dike Mustard Ditch Bridge to Reconstruct a pedestrian bridge with ADA and multi-use functions | WA-08993 | 06/13/18 | 06/13/18 | | 1342 | 40 | | 0.010 | | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|----------------|-------------|----------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | PE | 2023 | | 0 | OTHER | 20,000 | 0 | 20,000 |
| P | CN | 2024 | | 0 | OTHER | 205,000 | 0 | 205,000 |
| Totals | | | | 0 | | 225,000 | 0 | 225,000 |

| Expenditure Schedule | | | | | |
|----------------------|----------|----------|----------|----------|----------------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 0 | 0 | 0 | 0 | 20,000 |
| CN | 0 | 0 | 0 | 0 | 205,000 |
| Totals | 0 | 0 | 0 | 0 | 225,000 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|--|-----------------------------------|----------|----------|-----------|----------------|------------------|---------------|--------------|--------------------|-------------|
| 00 | | Touchet River Levee Improvements Touchet River Dike Main Street to City Limits Implement levee improvements as required by Corps of Engineers | WA-08992 | 06/13/18 | 06/13/18 | | 1342 | 21 | | 2.250 | | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|-------------|----------------|----------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| S | PE | 2020 | | 0 | | 0 | 38,000 | 38,000 |
| P | CN | 2021 | | 0 | | 0 | 462,000 | 462,000 |
| Totals | | | | 0 | | 0 | 500,000 | 500,000 |

| Expenditure Schedule | | | | | |
|----------------------|----------|---------------|----------------|----------|-----------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 0 | 38,000 | 0 | 0 | 0 |
| CN | 0 | 0 | 462,000 | 0 | 0 |
| Totals | 0 | 38,000 | 462,000 | 0 | 0 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|---|-----------------------------------|----------|----------|-----------|----------------|------------------|---------------|--------------|--------------------|-------------|
| 00 | | Transportation Equipment Replacement to Equipment replacement to effectively maintain and operate the City's transportation systems including, but not limited to roadway prism, storm drainage, curbs, gutters and non-motorized facilities such as sidewalks, trails, and bike paths. | WA-10023 | 06/13/18 | 06/13/18 | | 1342 | 16 | | | CE | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|-------------|------------------|------------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | ALL | 2019 | | 0 | | 0 | 2,500,000 | 2,500,000 |
| Totals | | | | 0 | | 0 | 2,500,000 | 2,500,000 |

| Expenditure Schedule | | | | | |
|----------------------|------------------|----------|----------|----------|-----------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| ALL | 2,500,000 | 0 | 0 | 0 | 0 |
| Totals | 2,500,000 | 0 | 0 | 0 | 0 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|--|-----------------------------------|----------|----------|-----------|----------------|------------------|-----------------|--------------|--------------------|-------------|
| 09 | 9 | Commercial Zone Alley Improvements Varies to Reconstruct alleyways. | WA-04534 | 06/13/18 | 06/13/18 | | 1342 | 04 | CG O P S T W | 3.000 | CE | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|-----------------|----------------|-------------|----------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | PE | 2023 | | 0 | PWTF | 20,250 | 0 | 20,250 |
| P | CN | 2024 | | 0 | PWTF | 204,750 | 0 | 204,750 |
| Totals | | | | 0 | | 225,000 | 0 | 225,000 |

| Expenditure Schedule | | | | | |
|----------------------|----------|----------|----------|----------|----------------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 0 | 0 | 0 | 0 | 20,250 |
| CN | 0 | 0 | 0 | 0 | 204,750 |
| Totals | 0 | 0 | 0 | 0 | 225,000 |

Six Year Transportation Improvement Program From 2019 to 2024

Agency: Dayton

County: Columbia

MPO/RTPO: Palouse RTPO

N Inside

Y Outside

| Functional Class | Priority Number | A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description | B. STIP ID G. Structure ID | Hearing | Adopted | Amendment | Resolution No. | Improvement Type | Utility Codes | Total Length | Environmental Type | RW Required |
|------------------|-----------------|--|-----------------------------------|----------|----------|-----------|----------------|------------------|----------------|--------------|--------------------|-------------|
| 00 | 14 | N. 3rd Street Overlay Project N. 3rd Street E. Main Street to E. Dayton Avenue Install sidewalks with ADA Accessibility and resurface street from curb to curb. | WA-04539 | 06/13/18 | 06/13/18 | | 1342 | 05 | C G O P T W | 0.400 | CE | No |

| Funding | | | | | | | | |
|---------------|-------|-------------------------|-------------------|---------------|------------------|----------------|---------------|----------------|
| Status | Phase | Phase Start Year (YYYY) | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total Funds |
| P | PE | 2019 | | 0 | Ped/Bike Program | 40,000 | 0 | 40,000 |
| P | CN | 2020 | | 0 | TIB | 423,000 | 47,000 | 470,000 |
| Totals | | | | 0 | | 463,000 | 47,000 | 510,000 |

| Expenditure Schedule | | | | | |
|----------------------|---------------|----------------|----------|----------|-----------|
| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE | 40,000 | 0 | 0 | 0 | 0 |
| CN | 0 | 470,000 | 0 | 0 | 0 |
| Totals | 40,000 | 470,000 | 0 | 0 | 0 |

| | Federal Funds | State Funds | Local Funds | Total Funds |
|--------------------------------|------------------|-------------------|------------------|-------------------|
| Grand Totals for Dayton | 3,239,290 | 13,924,080 | 9,675,773 | 26,839,143 |

Appendix G

Urban Growth Area Expansion Application



Columbia County, WA Planning Staff Report Updates to the Dayton Urban Growth Area

Proposed Amendments to the Dayton Urban Growth Area

RE: An application to Columbia County to
amend the UGA for Dayton, Washington

Date: March 13th, 2019

To: City of Dayton City Council

From: Meagan Bailey, Planning Director

Request:

Being a request to amend the Urban Growth Area boundary for the City of Dayton, Washington.

Introduction:

The Washington State Growth Management Act requires that cities and towns prepare and utilize documents to guide future development and growth. Among the tools offered to local jurisdictions is the Urban Growth Area (UGA). The UGA is designed to identify those areas which have the potential to be developed at urban densities in the future, considering a 20 year timeframe. Within these UGA's, cities can annex lands which are subject to immediate development, and to which they are obligated to provide services. The application herein is to revise the existing UGA for the City of Dayton to not only provide more appropriate rationale for the UGA, but also accommodate the desires of several property owners.

Project Description:

The proposal and application herein encompasses several pieces of property along the perimeter of the current UGA. The attached map provides a visual to the proposed change. The request is to remove two areas from the existing UGA, and add two areas to the UGA. The intent is to have a near balance of acreage being removed and being added. Due to Washington State law, the City of Dayton cannot add acreage to the UGA due to limited growth rates; however, the option to redefine the UGA boundary and "swap" acreage is made possible to the local jurisdictions. Thus, the proposal is to move the boundary to offer a better opportunity for more appropriate and desirable growth. The specific reasons for the addition/removal of sections are outlined as follows:

Removal (the NW area):

This land is almost entirely within the floodway, which cannot be developed in any fashion. The acreage within this area is entirely unusable, and offers zero growth potential for the City of Dayton.

Addition (the SW area):

This land is owned by the Port of Columbia, and is slated to be developed as part of the Port's food processing center over the next 18 years or so. It is appropriate to be within the UGA.

Removal (the NE area): This land is owned by Columbia County, and houses the County's Public Works Department and a rock quarry. This land does not offer growth potential to the City of Dayton.

Addition (the E area): This property is privately owned and under common ownership with the land to the south, which is currently within the UGA. In order to permit any future development requests in a coherent and orderly fashion it is appropriate this be incorporated within the UGA.

City Application Specifics:

Name of the City: Dayton, Washington
Address: 111 South 1st Street, Dayton, WA 99328
Contact Person: Trina Cole, City Administrator
Meagan Bailey, Planning Director
Phone: 509-382-2361
509-382-4676
Email: tcole@daytonwa.com
Meagan_bailey@co.columbia.wa.us

Description of the proposed amendment: This proposal encompasses several pieces of property on the perimeter of the current UGA. The attached map should clarify the locations. The proposal is requesting that two areas be removed from the UGA, and two areas be added to the UGA. The intent is to have a near balance of acreage being removed and being added. The reason for this is the requirements of state law. Typically, cities have a growth rate of some sort, and require city limit enlargement from time to time. In the case of Dayton and Columbia County, the growth rate has been very static for several decades. State regulations require that enlarging a UGA boundary must be a result of recent growth making the existing area inadequate to absorb the projected population

growth over the next twenty years. With a growth rate of zero, or even slightly negative some years, Dayton can't justify a larger UGA. However, we believe that a "swap" would be permissible, given that some areas of the current UGA are in unusable areas, such as a floodway, or the owner doesn't want the land to be in the UGA.

Thus, the proposal is to move the boundary to areas that are more usable, and remove the unusable/undesired components. The attached map (Exhibit 1) shows where these two different types of land are located. The specific reasons for including each of these areas are as follows:

The northwest area-This land is in a floodway, which cannot be developed in any fashion. The acreage within this section is unusable.

The southwest area-This land is owned by the Port of Columbia, and is slated to be developed as part of the Port's food processing center over the next eighteen years or so. It is appropriate that it be in the UGA.

The northeast area-This land has an existing rock quarry on it, and is owned by Columbia County. The Public Works director would like it removed from the UGA as it will never be developed with an urban use, and would allow for more appropriate use of their existing facilities, if it were not within the UGA.

The east area-This property is under common ownership with the land to the south, which is currently in the UGA. In order to permit a coherent development, It is appropriate that all of this land be within the UGA. This will provide better access to any development that occurs farther south.

Area of amendment:

Areas to be removed: Sec. 25, T 10 N, R 38 E, and Sec.19 & 20, T. 10 N, R 39 E.

Areas to be added: Sec. 36, T 10 N, R 38 E, and Sec.20, T. 10 N, R 39 E.

Acreage:

Overall, this proposal is a near "swap" in

regards to acreage. The proposal indicates removing 39.58 acres from the existing UGA, and adding 39 acres.

Number of parcels:

There are five parcels affected by removal, and five parcels affected by addition. A total of 10 parcels are proposed to be affected by this change

Site map:

Current County zoning and land use designations:

The NW area (removal): currently zoned as AR-1, land use designation cropland.

The NE area (removal): currently zoned as LI-1, land use designation cropland.

The SW area (addition): currently zoned as AR-1, land use designation cropland.

The E area (addition): currently zoned as AR-1, land use designation cropland.

Desired City land use designations:

The SW area (addition): General Commercial.

The E area (addition): Urban Density Residential.

Land use of the surrounding area:

The SW area (addition): commercial east along highway 12, cropland (County designation) all other directions.

The E area (addition): residential south and west of the site location, commercial north, cropland (County designation) east of the proposed.

Has any environmental documentation been prepared as required by SEPA:

The amendments herein are in part of the 2020 Comprehensive Plan update. As such, the SEPA analysis and review will consider the potential environmental impacts of this amendment, as well as all other amendments within the Comprehensive Plan.

Capital Facilities:

Capital facilities plan funding strategies:

The following capital facilities plan, as required by RCW 36.70A.070 and .030 identify estimated costs associated with the identified improvements. The costs are capable of being covered by the following methods:

1. Grant funding through economic development grants, rural community grants, and/or the city or potential developer may be qualified for.
2. Contractor exactions and dedications to require developers to provide parks, streets, and even school space as a condition of development approval.
3. Impact fees to ensure the costs of required improvements are covered for the new development.
4. The creation of development specific Local Improvement District's (LID's)
5. Current expense fund, if available on a case-by-case basis.

Capital facilities plan as required by RCW 36.70A.070 and .030:

Transportation:

SW 7 acres (Port): The streets in the developed area are owned and maintained by the Port. It is assumed that new streets will be handled the same way. They are not constructed to city standards, as they are narrower and don't have curbs and sidewalks. To develop the 7 acres and the other undeveloped ground, will require approximately 2000' of street that will connect to Wagon Road and HWY 12. Estimated cost is \$400,000.

NE 32 acres (residential): The majority of this site appears to have slopes in the range of 10% to 20%. The slope will impact the street and lot layout, as well as the number of lots that can be created. Assuming that approximately 90 lots will be created., the final layout will have approximately 70' of new street for each lot. Using this and the 90 lots previously mentioned we can expect

approximately 6300' of internal streets. Primary access will likely be off Patit Road with secondary access to existing City Street near the City's reservoir. Estimated cost for onsite improvements is \$1,700,000.

Water Systems

SW 7 acres (Port): There is an 8" water main loop in the developed area that is connected to an 8" main in Wagon Road with a pressure reducing valve (prv) assembly. A second prv will be needed. The pressure reduction is needed due to the high pressures in the area. Estimate cost including the PRV is \$375,000.

NE 32 acres (residential): There is over 200' of elevation change across the property. An estimated 70% to 80% of the site is above an elevation that allows it to be served by the city water system as it currently exists. A new high level pressure zone is needed to serve the rest of the property. There are two other tracts south of the 32 acre tract that are currently in the Urban Growth Area that also need the new pressure zone to be served by the water system. In addition, there are 40 to 60 residential services currently connected to the water system that are located near the 32 acre tract that have pressures below the Department of Health guidelines. The current water system plan suggests that the pressure issues be addressed before any new services in the area are connected. Pressures to the existing services can be increased for approximately \$600,000 by installing a booster pump station near the existing reservoir. This solution will not work for the 32 acre tract or the other two adjacent tracts, and a new standalone reservoir will need to be installed to serve these lots. The total cost of the reservoir is approximately \$1,200,000, however approximately half of this cost should be attributed to fixing deficiencies in the existing system. Internal water lines are estimated to cost an additional \$1,000,000. There is also an old 6" steel water main in Patit Road (northwest border of the 32 acre

tract) that the new on site water system can connect to create a looped system. The 6” pipe is likely near the end of its life and should be replaced as well at a cost of \$300,000.

Sanitary Sewer System

SW 7 acres (Port): There is a gravity sewer on site that feeds into a sewer lift station. A 3” pressure sewer line carries the sewage approximately 1800’ to a connection point to the city gravity sewer. Approximately 1500’ of gravity sewer, a second lift station and pressure pipe to connect to the existing lift station will be required. Estimated cost is \$350,000.

NE 32 acres (residential): The most logical and cost effective connection point to the sanitary sewer system for the 32 acre tract is at the end of the sewer at the east end of Washington Avenue. This would involve approximately 1,800’ of new sanitary sewer pipe with manholes extended in the old labor camp road and then turning southeast and crossing Patit Road to the property. The total cost of the sewer extension is estimated at approximately \$300,000. Onsite sanitary sewer lines are expected to cost approximately \$1,000,000.

Stormwater facilities

SW 7 acres (Port): Storm water would likely be collected on site in ditches and conveyed to onsite swales. The Port maintains the existing storm drain system and is anticipated to maintain the new system. Estimate cost is \$100,000.

NE 32 acres (residential): Onsite stormwater facilities consisting of catch basins and drywells are expected to cost approximately \$400,000.

Reclaimed water facilities:

SW 7 acres (Port): Reclaimed water facilities are not anticipated.

NE 32 acres (residential): Reclaimed water

facilities are not anticipated.

Schools

Dayton approved school district Capital Improvement levies in 2016 and 2018 to fund major repairs. Those projects are slated for completion with the final levy collections in 2020.

No specific projects are planned; however, the two school buildings are aging and in need of ongoing maintenance, especially in regard to electrical, plumbing, roofing and HVAC. The district has experienced an average 3% enrollment decline over the last six years. However, an increase in student population could result in a lack of classroom space because of tightened state requirements regarding student-teacher ratio and classroom sizes.

Parks and recreational facilities:

The City of Dayton provides 27 acres of park space between Peitrzycki City Park and the nearby Sports Complex. Flour Mill Park, located on Main Street, is also a trailhead to the Touchet River Dike Path which connects to Pietrzycki City Park. The City is home to several other small parks and recreation areas, such as Caboose Park, the Dayton Dog Park, and the Dayton Historic Train Depot. Most facilities are in good repair and will meet anticipated growth needs except for the Dayton City Pool, located in the Pietrzycki City Park Complex, which is in need of complete replacement. Research regarding replacement options and funding possibilities is currently underway. Other desired improvements include trails development, parks maintenance, and recreation program services. A complete recreational spaces inventory and a capital improvement plan can be found in the 2018 Cooperative Park Master Plan.

Police and fire protection facilities (WAC 365-196-415):

The City of Dayton contracts on an annual basis with Columbia County to provide public safety services. The Columbia County Sheriff's Department and the County Jail are currently housed in the Columbia County

Courthouse.

Current jail and Sheriff's Office facilities are highly inadequate and the county is exploring options for a new Law and Justice building. Issues include inability to separate inmates, lack of temporary holding space, interview space, office and storage space. Outdated technology and safety concerns.

The City of Dayton is located in Fire District #3. The department is made up of approximately 30 volunteers and six career staff. The District moved to new facilities, which were constructed to meet current needs with room for expansion, in 2015. The District currently has no improvements planned for the next six years.

Highway 12 – WSDOT:

A phone conference was scheduled and held on January 15th, 2019. The following were present:

Meagan Bailey (Planning Director), Adam Schmidtgall (Anderson & Perry), Charles Eaton (County Engineer), Eian Ray (County GIS), Ferdouse Oneza (Consultant), Ben Floyd (Consultant), Will Simpson (COMM.), Debra Freudenthal (WSDOT), John Gruber (WSDOT), Paul Gonseth (WSDOT), Bill Preston (WSDOT)

During the meeting, impacts regarding the proposed changes were discussed, and the following conclusions were made:

An analysis/memo discussing UGA build out will need to be prepared to understand potential impact on Highway 12. Additional language improvements for Highway 12 were discussed and will be implemented within the Comprehensive Plan update. The analysis required is attached herein as Appendix 4.

Existing Improvements:

The NW area and E area do not have any existing improvements on them. The SW area is developed with an existing residence and outbuildings, and the NE area is developed with the Public Works Department offices, shops, and rock quarry.

Environmental:

A SEPA Checklist will be required as part of this amendment. As this will be incorporated within

the adoption of the amended Comprehensive Plans for the City of Dayton and Columbia County, the SEPA Checklist for that adoption will encompass this proposal as well and will address any potential environmental impacts due to this change.

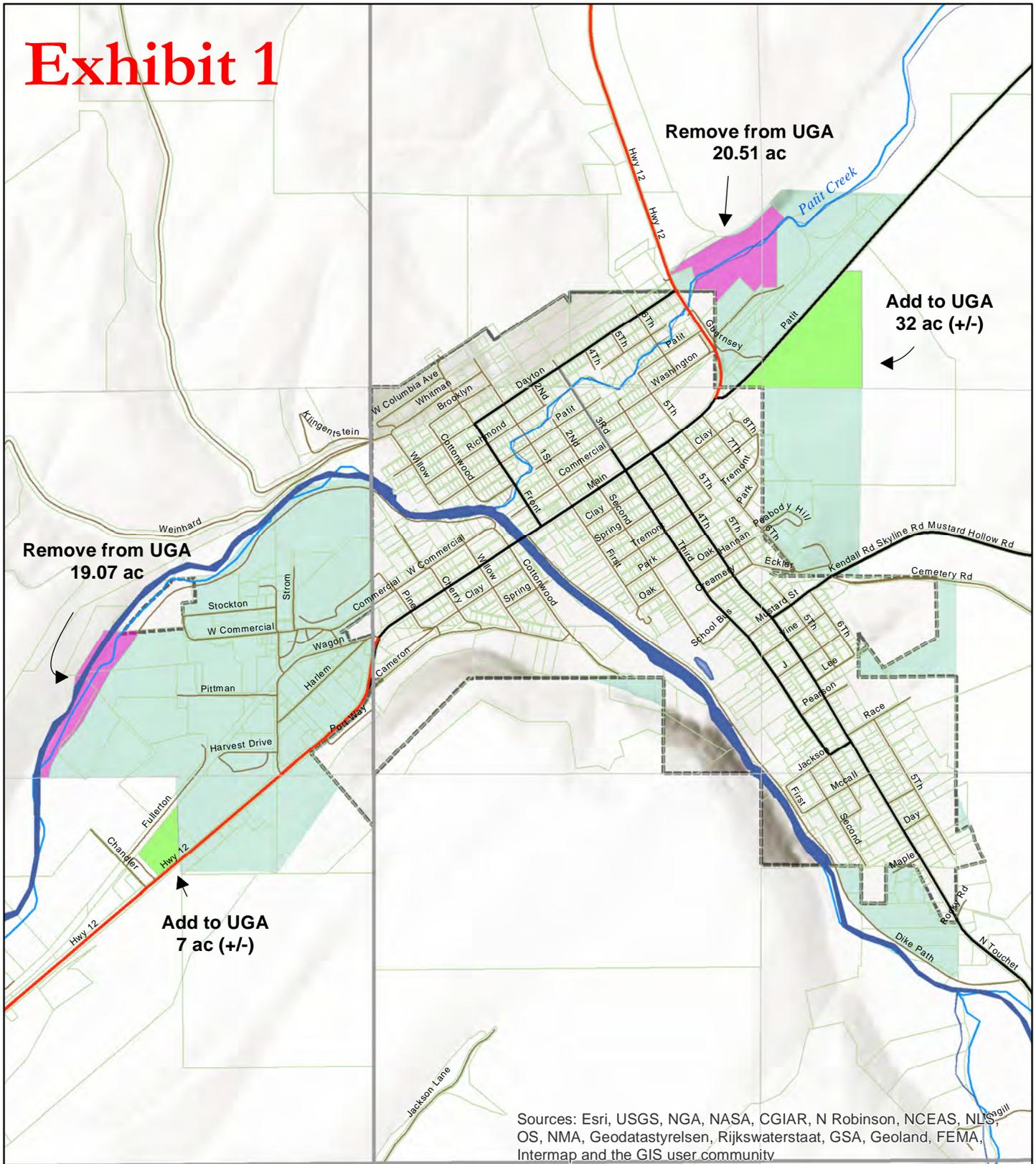
Application for Amendments:

Washington State requires the City of Dayton submit a formal application to Columbia County to consider the proposed amendment. As such, the following are attached herein and are thus titled “Dayton Application for UGA Amendments, 2020 Comprehensive Plan Update”.

1. Exhibit 1: Proposed UGA Map
2. Exhibit 2: New Land Use Designation Map
3. Exhibit 3: New City Zoning Map
4. Exhibit 4: Patit Road Traffic Study

ENCLOSURE

Exhibit 1



Proposed UGA changes - Dayton, WA



Legend

- Incorporated City Limits
- Remove from UGA
- Urban Growth Area
- Proposed Add to UGA

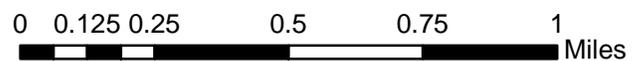
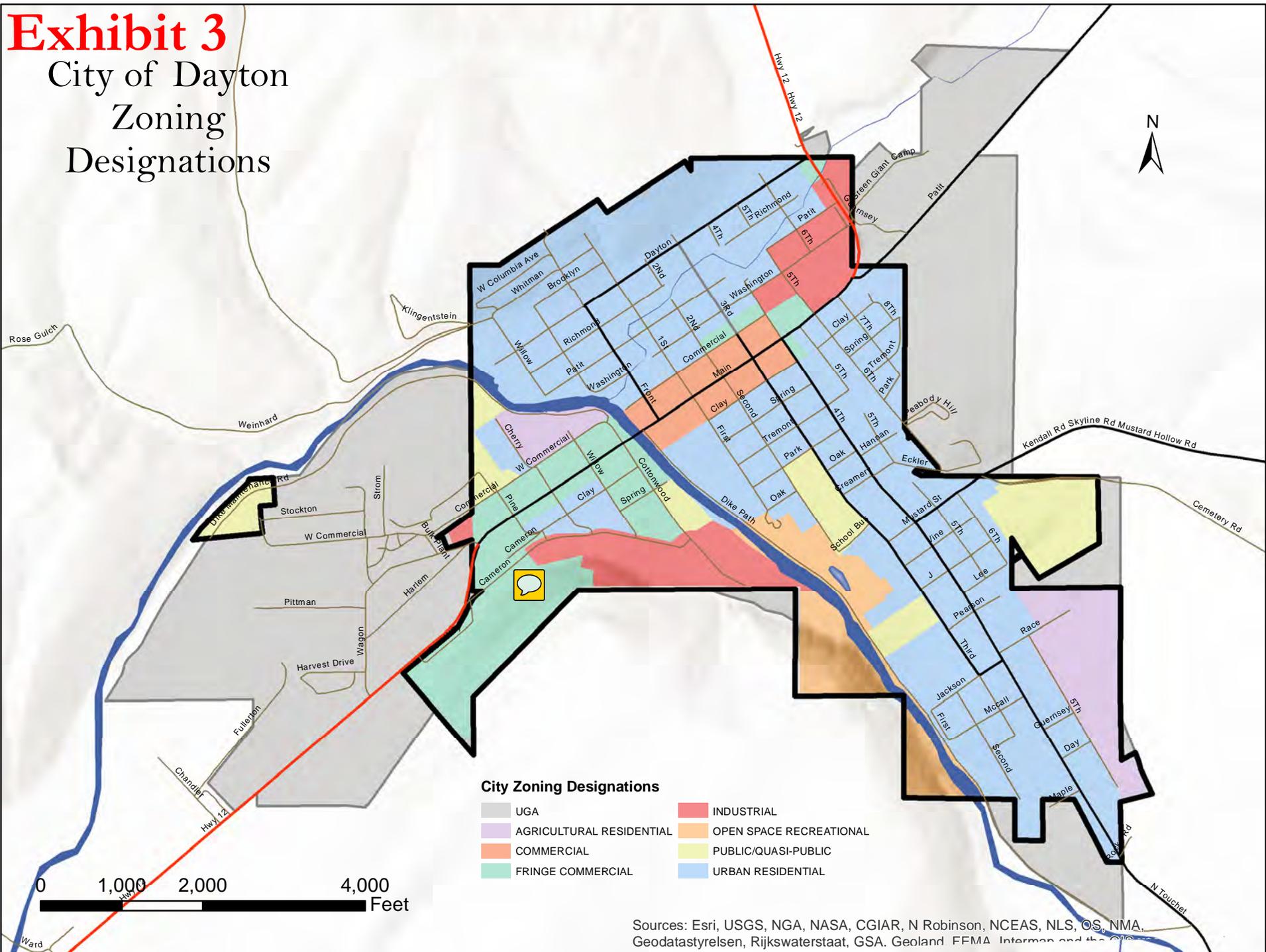


Exhibit 3

City of Dayton Zoning Designations



City Zoning Designations

- UGA
- AGRICULTURAL RESIDENTIAL
- COMMERCIAL
- FRINGE COMMERCIAL
- INDUSTRIAL
- OPEN SPACE RECREATIONAL
- PUBLIC/QUASI-PUBLIC
- URBAN RESIDENTIAL



Sources: Esri, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the CIA

Exhibit 4



DRAFT MEMORANDUM

DATE: February 12, 2019

TO: Adam Schmidt Gall, P.E. | Anderson Perry & Associates, Inc.

FROM: Lacy Brown, Ph.D., P.E. | DKS Associates
Clive Lara | DKS Associates

SUBJECT: Dayton UGA Traffic Study

117 Commercial St
#310
Salem, OR 97301
503.391.8773
dksassociates.com

This memorandum provides the transportation engineering evaluation for the access needs and potential impacts for the urban growth area expansion located near Patit Road/Highway 12 (Main Street) in Dayton, Washington. The purpose of the transportation engineering evaluation is to identify access needs and any associated impacts to the surrounding transportation system.

This memorandum will present the existing conditions based on data collected through traffic counts proposed developments will have on the surrounding transportation system.

EXISTING CONDITIONS

The City of Dayton is in the process of updating their comprehensive plan, which includes adding new land to the Urban Growth Area (UGA). Washington Department of Transportation (WSDOT) is requesting that a traffic analysis be performed to determine the potential impacts at the Patit Road/Highway 12 intersection. Patit Road/Highway 12 is currently a three legged intersection stop-controlled on Patit Road: all the three legs have one approach lane each. Figure 1 shows the 32 acre being added to the urban growth area as well as the existing 40 acres of land already existing in the UGA.



Figure 1: Study Area

Roadway Classification

The characteristics of the roadways within the study are shown in Table 1. The table includes the Washington State Department of Transportation (WSDOT) functional classification, the number of travel lanes, posted speed, and the bicycle/pedestrian facilities. The area near the site is rural.

Table 1: Roadway Classifications and Characteristics

| Roadway | Functional Classification <i>WSDOT</i> | Number of Lanes | Posted Speed | Sidewalk | Bike Lanes |
|--------------------------|---|-----------------|---------------------|-----------------|------------|
| Highway 12 (Main Street) | Principal Arterial | 2 | 35 mph | No ¹ | No |
| Patit Road | Major Collector | 2 | 30 mph ² | No | No |

¹Sidewalk path exists on the east side of Highway 12, north of Patit Road

²Assumption; no posted speed near study intersection

Existing Traffic Volumes

Various traffic counts were compiled to estimate 2019 turning movement volumes at the Patit Road/Highway 12 intersection. 24-hour midblock tube counts were collected on Patit Road east of Highway 12 from 7/31-8/7/2018. The traffic counts collected from Tuesday-Thursday (7/31-8/2) were averaged. 24-hour midblock counts were collected on Highway 12 just north of Patit Road from 4/30-5/4/2012. The traffic counts collected from Tuesday-Thursday (5/1-5/3) were averaged.

Average Annual Growth Rate

An annual growth rate for the study area was calculated using the Annual Traffic Report (ATR) provided by WSDOT. A permanent traffic recorder station located on Highway 12 north of Patit Road was analyzed over the last four years of available data to determine an estimated background growth rate of 3 percent. Table 5 shows the traffic data used to calculate the background growth rate.

Table 2: Annual Traffic Report Data

| Location on Highway 12 | 2013 AADT | 2014 AADT | 2015 AADT | 2016 AADT | Average Growth Rate |
|---------------------------------|-----------|-----------|-----------|-----------|---------------------|
| Mile 367.63 north of Patit Road | 2500 | 2600 | 2700 | 2800 | 3% |

The 3 percent average annual growth rate was applied to the 2012 traffic counts on Highway 12 to obtain 2019 peak hour volumes. The estimated peak hour traffic volumes are shown in Figure 2. The detailed 24-hour traffic counts are included in the appendix. Before the analysis results of the study intersections are presented, discussion is provided for two important analysis issues: intersection performance measures (definitions of typical measures) and required operating standards (as specified by the agency with roadway jurisdiction).

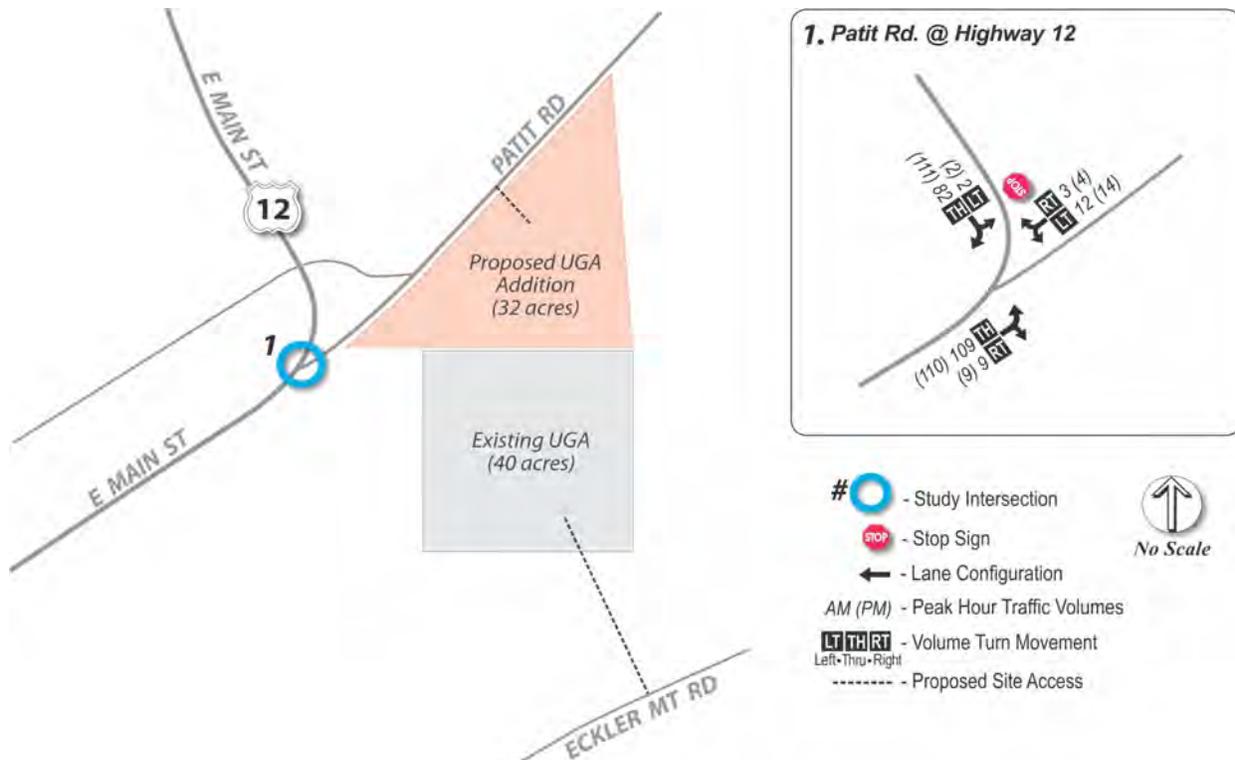


Figure 2: 2019 Existing Traffic Volumes

Intersection Performance Measures

Level of service (LOS) ratings and volume-to-capacity (v/c) ratios are two commonly used performance measures that provide a good picture of intersection operations. In addition, they are often incorporated into agency mobility standards.

- Level of service (LOS): A “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity. This condition is typically evident in long queues and delays.
- Volume-to-capacity (v/c) ratio: A decimal representation (typically between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 0.95, congestion increases and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

Required Operating Standards

The study intersection is inside of the city limits of Dayton, WA. Highway 12 is a WSDOT facility and is subject to the LOS standard of C set forth by WSDOT in the *Level of Service Standards for Washington State Highways* document¹.

Existing Operating Conditions

The existing traffic operations at the study intersections were determined for the a.m. and afternoon peak hours using the *Highway Capacity Manual, 6th Edition* methodology.² The level of service (LOS) and volume to capacity (v/c) ratio of the study intersection is listed in Table 2. As shown, the intersection meets its respective operating standard.

Table 3: Existing Study Intersection Operations (AM and PM Peak Hours)

| Intersection | Operating Standard | AM Peak | | PM Peak | |
|-----------------------|--------------------|---------|---------|---------|---------|
| | | LOS | v/c | LOS | v/c |
| Patit Road/Highway 12 | LOS C | A/A | 0.03 WB | A/B | 0.03 WB |

Two-Way Stop Controlled intersections:

LOS = Level of Service of Major Street/Minor Street

v/c = Volume-to-Capacity Ratio of Worst Movement

¹ Revised Code of Washington, Section 47.06.140(2), 2010

² Highway Capacity Manual, 6th Edition, Transportation Research Board, 2016.

PROPOSED DEVELOPMENT

The City of Dayton is planning to add a 32-acre parcel of land east of the Patit Road/Highway 12 intersection that is to the UGA that would allow for development of approximately 100 single family houses. There is also an additional 40-acre parcel of land that already exists in the UGA allowing for the development of approximately 120 single family houses. For this study, the 40-acre parcel of land is expected to have access to both Patit Road and Eckler Mountain Road, while the 32-acre parcel of land is expected to only have access to Patit Road

Trip Generation

Trip generation is the method used to estimate the number of vehicles that are added to the site driveways and roadway network by the proposed project during a specified period (i.e., such as a peak hour or an entire day.) National trip generation rates are provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. Table 5 shows the estimated trip generation for the site.

Table 4: Trip Generation

| Land Use (ITE Code) | Quantity | Daily Trips | AM Trips | | | PM Trips | | |
|---------------------------------------|---------------|--------------|-----------|------------|------------|------------|-----------|------------|
| | | | In | Out | Total | In | Out | Total |
| 32-acre Parcel Added to UGA | | | | | | | | |
| Single-Family Detached Housing (210) | 100 DU | 944 | 18 | 56 | 74 | 62 | 37 | 99 |
| 40-acre Parcel in Existing UGA | | | | | | | | |
| Single-Family Detached Housing (210) | 120 DU | 1,133 | 22 | 67 | 89 | 75 | 44 | 119 |
| Total Trips | 220 DU | 2,077 | 40 | 123 | 163 | 137 | 81 | 218 |

Trip Distribution

Trip distribution provides an estimate of where project-related trips would be coming from and going to. The trip distribution was estimated based on existing land uses nearby. All traffic generated by the 32-acre parcel of land is expected to travel through the Patit Road/Highway 12 intersection. All traffic generated by the 40-acre parcel of land heading to and from the north on Highway 12 (20%) is expected to travel through the Highway 12/Patit Road intersection; the rest of the generated traffic is expected to use the site access on Eckler Mountain Road. The trip distribution for the site is shown in Figure 3.

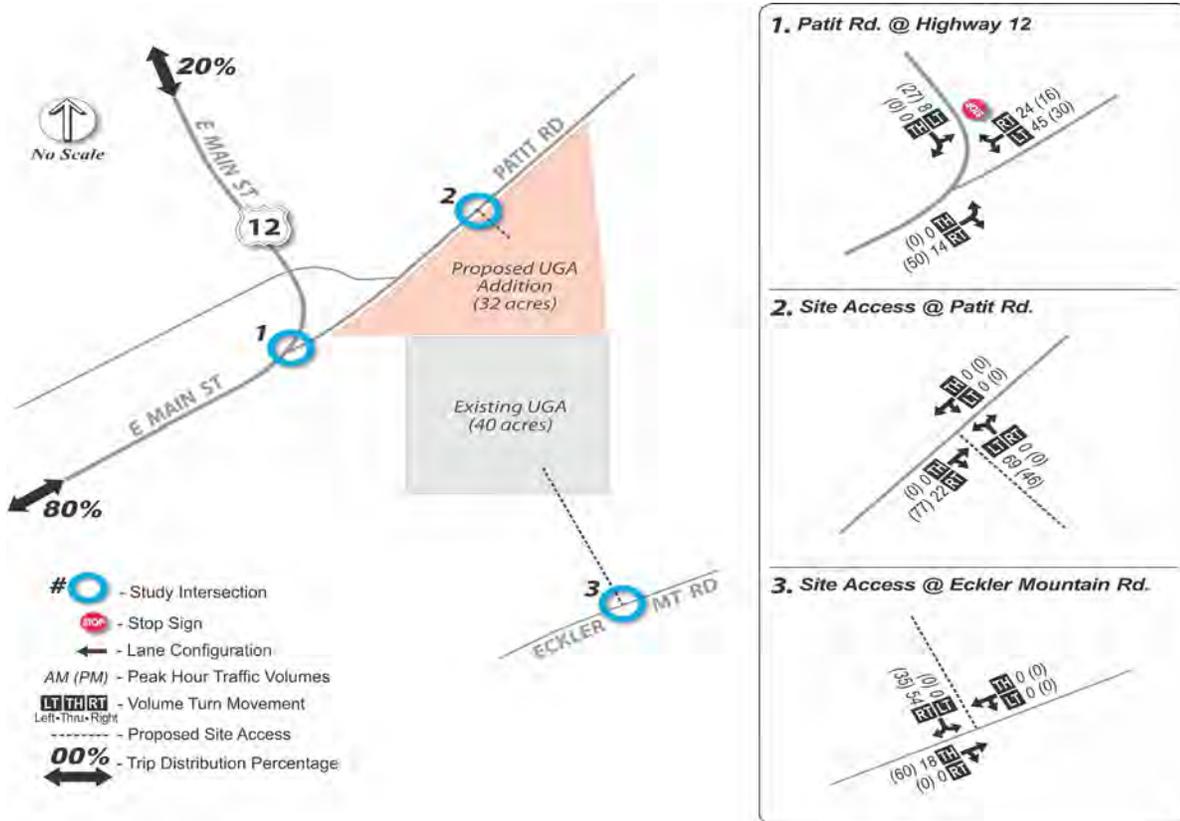


Figure 3: Site Trip Distribution

FUTURE TRAFFIC CONDITIONS

Future traffic operating conditions were analyzed at the study intersection to determine if the transportation network can support the future residential development. When WSDOT standards are not met, mitigation may need to be considered to improve network performance.

Future Traffic Volumes

The 2039 Background traffic volumes were developed by adding 20 years of background growth (3%) to the 2019 Highway 12 traffic volumes. There were no approved developments in the project vicinity that were considered in this evaluation. The AM and PM peak hour traffic volumes are shown in Figure 4. The full build-out 2039 AM and PM peak hour traffic volumes including the residential development generated trips are shown in Figure 5.

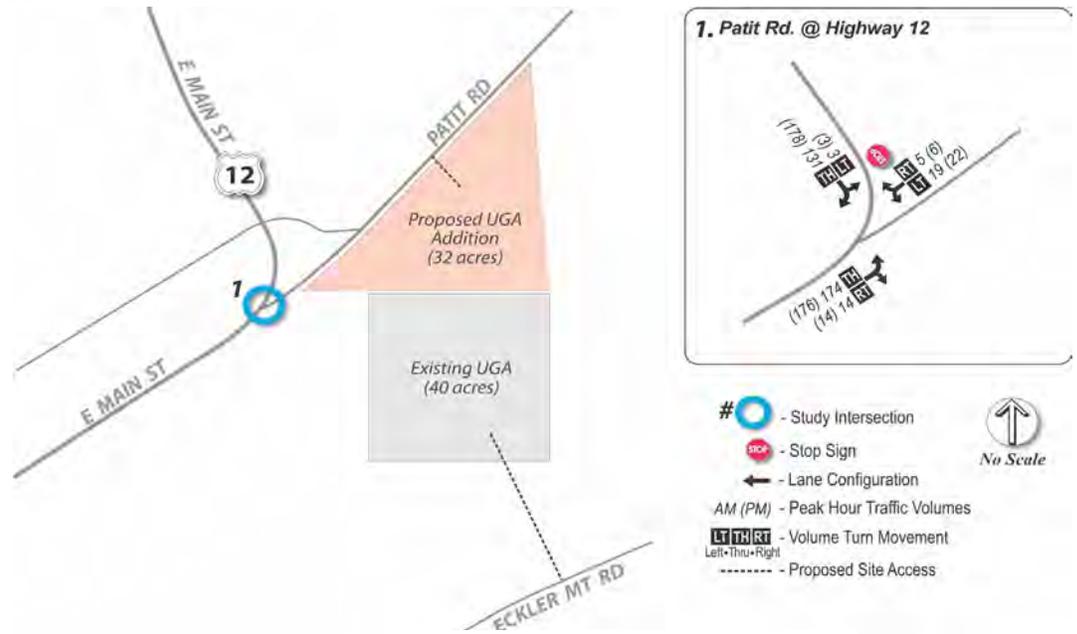


Figure 4: 2039 Background Trips

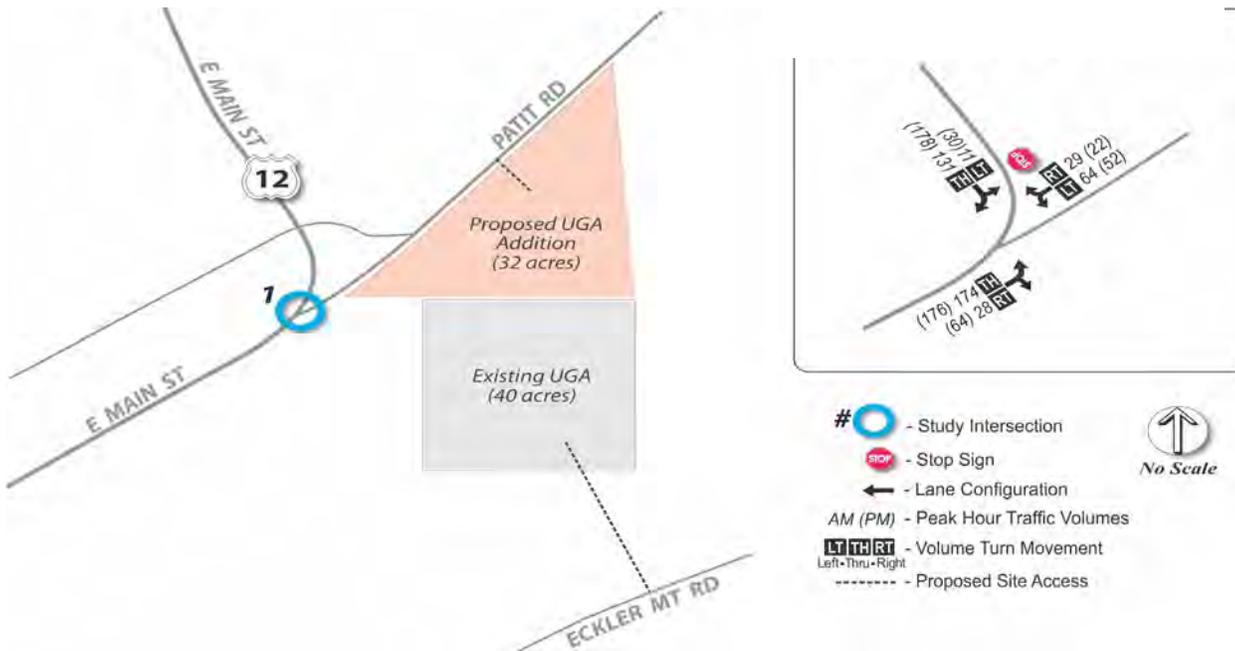


Figure 5: 2039 Background + Development Trips

Future Operating Conditions

The following section presents the results of the future traffic operations evaluation at the study intersection for a 20 year horizon. Table 6 lists the No Build and Build intersection operations for year 2039. As shown, the Patit Road/Highway 12 intersection meets operating standards with the addition of future growth and project trips.

Table 5: Future No Build and Build Intersection Operations

| Intersection | Operating Standard | AM Peak | | PM Peak | |
|-----------------------|--------------------|---------|---------|---------|---------|
| | | LOS | v/c | LOS | v/c |
| <i>2039 No Build</i> | | | | | |
| Patit Road/Highway 12 | LOS C | A/B | 0.05 WB | A/B | 0.06 WB |
| <i>2039 Build</i> | | | | | |
| Patit Road/Highway 12 | LOS C | A/B | 0.19 WB | A/B | 0.18 WB |

Two-Way Stop Controlled intersections:

LOS = Level of Service of Major Street/Minor Street

v/c = Volume-to-Capacity Ratio of Worst Movement

Queing Analysis

A 95th percentile queuing analysis was conducted at the Patit Road/Highway 12 intersection to evaluate for potential spillback blockage at nearby driveways for the 2039 Full Build-out scenario. Table 8 summarizes the queuing analysis results. As shown, the longest observed queue length was approximately 75 feet on the westbound approach during the AM peak hour. This queue length is not expected to cause any issues.

Table 6: 2039 Full Build-out Queueing Analysis (AM and PM Peak)

| | AM Peak Hour | | PM Peak Hour | |
|--------------------|--------------|--------|--------------|--------|
| | WB L/R | SB L/T | WB L/R | SB L/T |
| 95th Queue (ft) | 75 | 20 | 50 | 40 |
| Average Queue (ft) | 45 | 5 | 35 | 10 |

Intersection Control

Various potential intersection improvement solutions were evaluated for the proposed Patit Road realignment on Highway 12. The following common intersection control types were considered and are discussed in greater detail in Chapter 1300 of WSDOT’s design manual.³

³ Chapter 1300.03: Common Types of Intersection Control, WSDOT Design Manual, July 2018.

Two-Way Stop Control – Two-way stop control requires the traffic on the minor roadway to stop and yield to the mainline traffic before entering the major roadway and is a lower cost control.

Multi-way Stop Control – Multi-way stop control usually requires all approaches to stop before entering the intersection and is mainly used for lower speed roadways with similar volumes on all legs.

Roundabouts – Roundabouts (or traffic circles) are an intersection control where traffic on the approaches yield to traffic within the circulating roadway. Roundabouts enhance safety while also reducing traffic delays, however cost significantly more than stop controls.

Traffic Signals – Signalized intersections allow for more capacity than stop controlled intersections and can be used to improve progression within a coordinated system. MUTCD traffic signal warrants should be met when deciding to install a traffic signal.

Based on the traffic operations analysis performed at the study intersection, a two-way stop control would continue to provide sufficient capacity to the intersection in the future year 2039 full build-out scenario. A two-way stop control is the best option due to the low minor street traffic volumes. Additional development and future minor street traffic growth could eventually warrant a different control type such as a traffic signal or roundabout.

SUMMARY

The following list summarizes the key transportation findings associated with the proposed development.

- The City of Dayton is planning for the future development of 72 total acres of land in the urban growth area that is located in the vicinity of the Patit Road/Highway 12 intersection in Dayton, Washington.
- The existing Patit Road/Highway 12 intersection currently meets WSDOT operating standards for all scenarios.
- There are some preliminary plans that would allow for development of approximately 220 total single family houses.
- With the addition of the future residential development project trips, the Patit Road/Highway 12 intersection would continue to meet WSDOT operating standards.
- Based on the traffic operations analysis performed at the proposed realigned intersection, a two-way stop control would continue to provide sufficient capacity to the intersection in the future year 2039 full build-out scenario.