



Comprehensive Plan

Updated 2017

Table of Contents

Section

Introduction	Page 3
History of Dayton	Page 4
Parcel and Land Use Map	Page 6
Natural Environment	Page 7
Flood Insurance Rate Map	Page 8
Population & Housing	Page 9
Employment & Commerce	Page 13
Transportation	Page 17
Public Services	Page 24
Water Facilities	Page 25
Sewer Facilities	Page 29
Parks & Recreation	Page 30
Activities	Page 31
Land Use	Page 33

Appendices

Planning District Commission “Community Strong” Survey

Introduction

A Comprehensive Plan by design is a living document that adjusts with time. The Town of Dayton's is no exception. It provides a path for both current and future generations alike, and needs to have a destination. While the Town will see some destinations reached, some paths may change and new destinations may emerge. This document will define why, and how, the Town is planning to move forward.

The Comprehensive Plan begins with a summary of the history of the Town of Dayton, and for each section, an overview of how the Town intends to address concerns, manage growth and be conscious of revering the things that have made Dayton an outstanding place to live. The items herein focus on the town makeup and administration, employment & commerce, transportation, public services, land use, and how those elements affect each other and the future of the Town.

In the next five years, the Town will work towards accomplishing the goals and objectives outlined in this plan. The plan is not necessarily set up in order of importance, but rather lists the most important items needing addressed in each section. The Town of Dayton Comprehensive Plan is the framework that drives the daily efforts and sets the path for the Town Staff, Council and its citizens. Moreover, if the focus should change in some, or all, of the sections the document allows enough flexibility to be relevant, even during times of transformation.

The History of Dayton

The Town of Dayton is one of the oldest settled communities in Rockingham County, and is the County's second oldest incorporated town. The Dayton area was first settled in the mid-1740's, when because of the fertile land and abundance of fresh spring water, settlers located along Cooks Creek.

Daniel Harrison (c. 1702-1770) came into the Shenandoah Valley from Delaware in 1737 with his entire family. After settling initially in what is now the northeastern part of Rockingham County, Daniel Harrison moved in 1745 to the area of Cooks Creek and around 1748 built a stone house on the rise above the creek.

The village grew as farming families who traced their roots to England, Scotland and Ireland arrived. By the 1780s, Brethren and Mennonite families began settling in this lush, fertile valley and added much to the cultural makeup of Dayton.

Another family living near Harrison was that of Daniel Rife. Rife had a log cabin in the area of the present college building and the original name given to the town was his: Rifetown or Rifeshire. A post office under the latter name was established July 24, 1832. However, the following year on March 6, 1833, the Virginia Legislature passed an act providing that a tract of land of not more than thirty-five acres, the property of Daniel Rife and others, be established as a town by the name of Dayton. Just why the town was renamed has never been determined. Jonathan Dayton, who ratified the Constitution in New Jersey in 1787, went west and bought or traded land with the Native Americans along the Ohio River. The city named after him in Ohio is, of course, large and well known. No direct connection is known between this small town in Virginia and Jonathan Dayton, or the city in Ohio.

Dayton with its twenty-six houses was incorporated May 20, 1852, soon after the completion of the Warm Spring-Harrisonburg Turnpike. It was incorporated again in March 1880 because of continued growth. The town government was enlarged from a Mayor and trustees to a Mayor and Council, and a Town Sergeant and Clerk were appointed.

Although the town prospered, it was seriously threatened during the Civil War. In 1864, one of Union General Sheridan's officers was killed by a Confederate scout between Dayton and Harrisonburg. Sheridan, as a reprisal, ordered all structures within five miles burned. Lt. Col. Thomas F. Wildes of the 116th Ohio had been ordered to guard the grist mills against smuggling to Confederate troops. When Wildes received the order to burn the town, he delayed execution and sent a messenger to General Sheridan, pleading with him and telling of the kindness of the people of Dayton. Meanwhile, the Dayton residents removed their possessions to the fields. Dense smoke rising from burning farmhouses and barns could be seen. Just before Dayton homes were to be torched, the countermanding order arrived saving the Town.

Dayton was a cultural center for many years. In 1878, the publishing firm, first established by Joseph Funk in Singers Glen, was moved to Dayton by his grandsons. The Ruebush-Kieffer Printing and Publishing Company was the largest publisher in Virginia at the turn of the century, specializing in music.

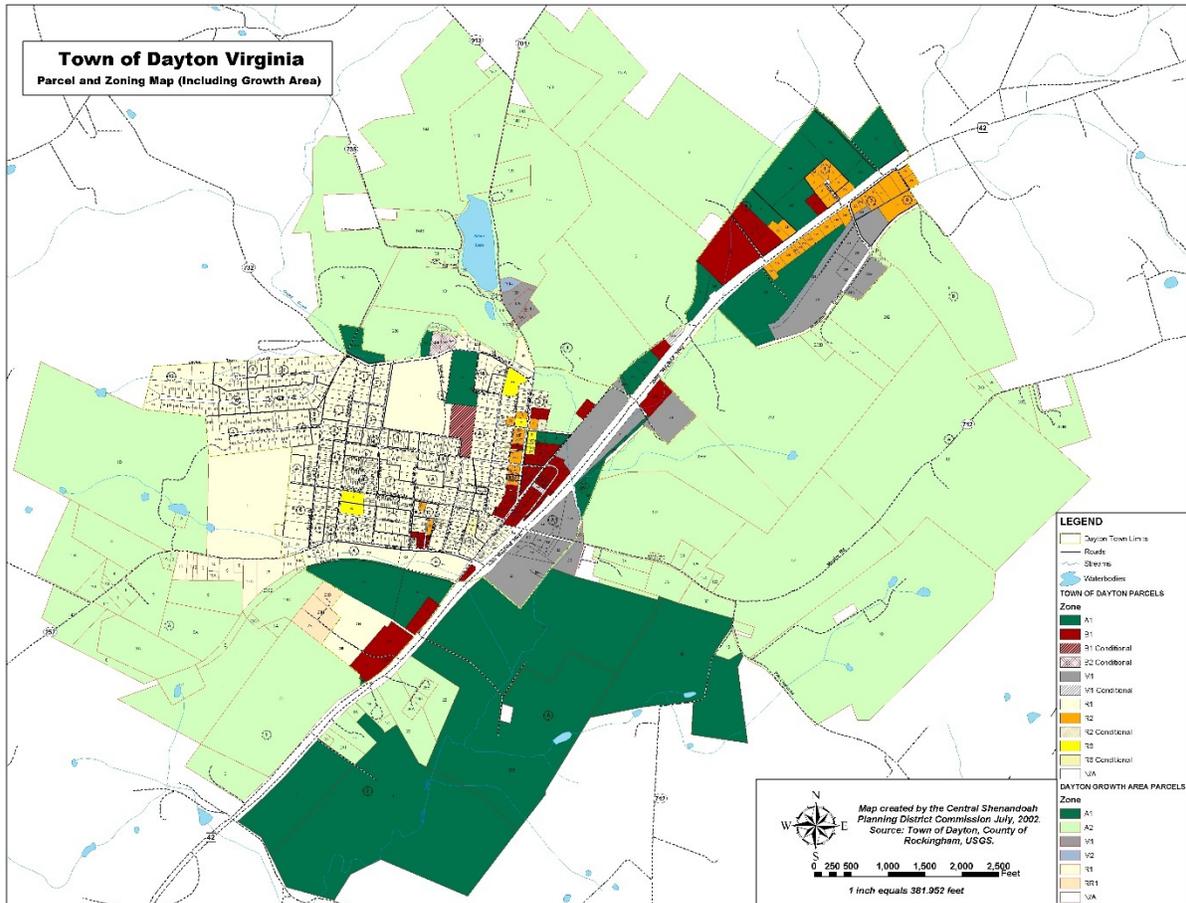
The Shenandoah College and Conservatory of Music (now Shenandoah University) was organized in 1875 under the leadership of Rev. A.P. Funkhouser. This institution was a major factor in the life of Dayton until 1960 when it moved to Winchester. College Street earned its name from the school and many of the buildings along this avenue served as part of the campus.



At left, the 116th Infantry Band appears in formation in France. The band was organized at Shenandoah College under the direction of Prof. W. H. Ruebush and served from the Mexican border to Europe. In addition to playing their instruments, members provided first-aid and carried stretchers. Photo courtesy Harrisonburg Rockingham Historical Society.

The Dayton of today still bears many signs of its rich past and history. However the real beauty of the town is its people. Dayton is a blend of families who can trace their ancestors to a time when this community was just a stop on the Warm Spring Turnpike to those who in recent years have brought cultural richness of their own to the town. For those who call the Shenandoah Valley and Dayton home, as well as those who come to visit, there is much in the present and future to be proud of.

Dayton is a small town located in an agricultural community. In the year 2000, the County adopted an Agricultural Forrestral District for land located adjacent to town boundaries, and this was extended in 2010. These provide for certain protections of the agricultural lands and activities on the properties included in this district. These are shown on the following map.



Natural Environment

Background:

The mean annual precipitation rate for the Town of Dayton is 35 to 45 inches per year, and the mean annual air temperature for the town is 50 to 57 degrees F. The town experiences a period of 138 to 187 days per year frost-free.

Floodplain:

The majority of town land lies within the Cooks Creek drainage basin, which borders Dayton on the north and east sides. There are approximately ten acres that lie within the drainage basin that are classified in the 100-year floodplain. Areas that lie within the 100-year floodplain are not suitable for development. These areas are generally suited for recreational purposes, agriculture, or limited use as parking. The Flood Insurance Rate Map (FIRM) of Dayton on the next page is accessible at <https://msc.fema.gov/webapp>

Topography:

The majority of the town's 480 acres are characterized as gently rolling with slopes of less than 15%. Approximately two percent of the land within the town limits has slopes of 15-25%. Approximately 22% of the land has slopes in the 7-15% range with the remaining land with less than 7% slopes.

Soil Characteristics:

The United States Department of Agriculture has compiled information on soil characteristics for the Town of Dayton. The soils within the Town pose very few development constraints, being classified as primarily Class I or II. These soils are well-drained and are generally suitable for development and placement of structures.

1 Goal: Preserve an attractive balance between the built and natural environment.

Objective 1: Review and revise Dayton's "Landscape Standards" in the Code of Ordinances.

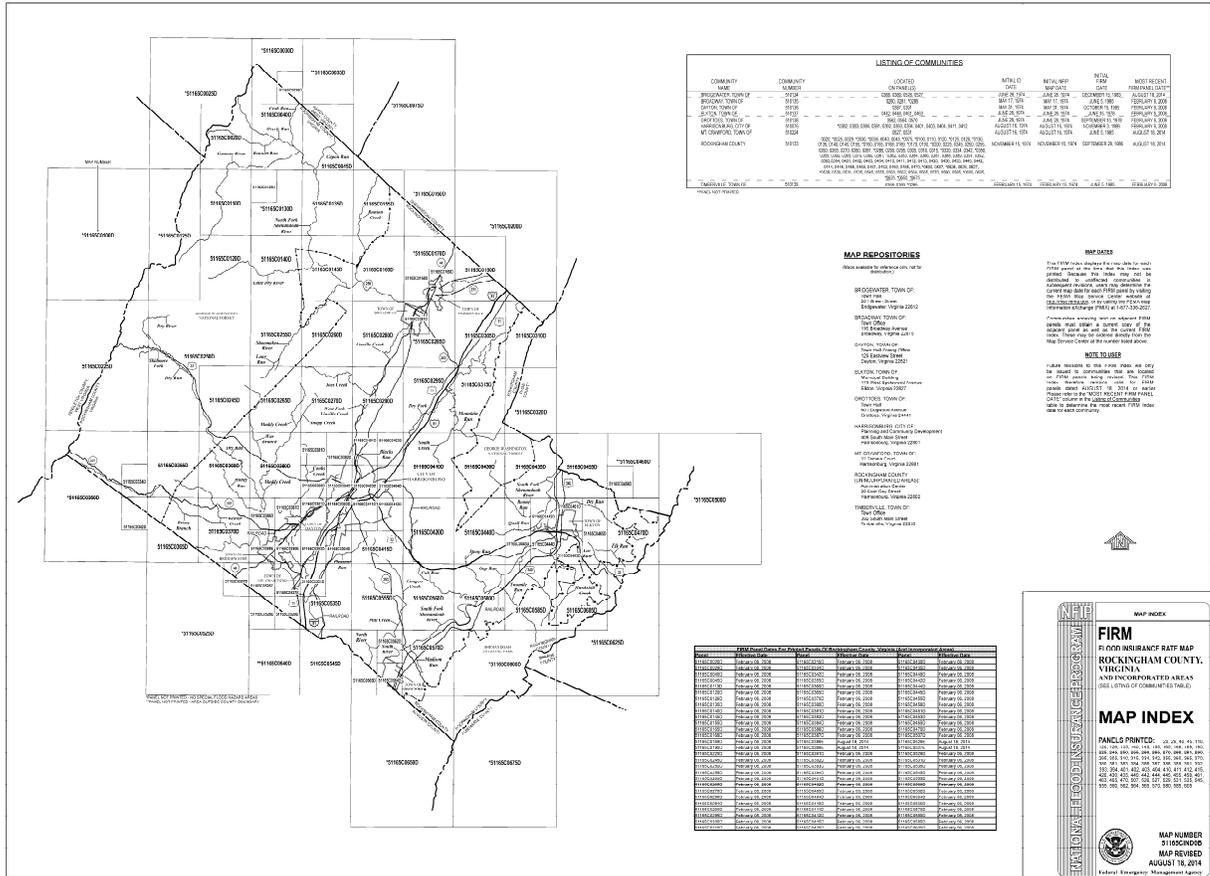
Recommendations:

- Enforce existing tree ordinances.
- Identify and close loop holes in the "Landscape Standards".
- Require deviations from the "Landscape Standards" to be approved by Planning Commission and Council.

Objective 2: In considering new paved areas, evaluate and encourage the installation of materials that allow water permeability.

Recommendations

- Utilize "permeable pavement" where practical and permissible.
- Review and evaluate existing standards on curb and gutters.
- Explore grant opportunities for new and replacement of paved areas.



Population and Housing

Background:

The Town of Dayton is one of the oldest settled communities in Rockingham County with traditional development including a mixed-use downtown, walkable interconnected streets and human-scale design. New growth should maintain a mixed-use pattern of development, as an extension of the pattern and scale of the existing parts of town, using Traditional Neighborhood Development (TND) design elements.

Population:

Based on U.S. Census Bureau the population of Dayton increased by 182 citizens between the years of 2000 and 2010. This represents a 13.5% increase. It is anticipated that the population will increase by 15% between 2010 and 2020 for a total population of 1760.

Population between 2000 and 2010:

<u>Year</u>	<u>Total</u>
2000	1,348
2010	1,530
2020	1,760

Housing:

Dayton currently has three subdivisions with lots available for construction: Willow West, South Breeze and Dayton West.

- Willow West has 81 total lots, 7 of which are still vacant.
- South Breeze has 65 total lots, 11 of which are still vacant (this number does NOT include the lots zoned Business fronting Mason Street).
- Dayton West, Dayton's newest subdivision, has 39 lots available, 30 of which are still vacant. Lots range in size from a quarter-acre to a half-acre.

Based on building permits issued in the town of Dayton between the years of 2009 and 2017, Dayton had increased by a total of 29 single family homes (2 pending), bringing the total to 613 homes. The largest growth period occurred between 2014 and 2017.



Willow West Subdivision

Building permits issued in Dayton:

<u>Year</u>	<u>No. of Permits</u>
2009	4
2010	3
2011	1
2012	0
2013	0
2014	6
2015	7
2016	14
2017	9 (through 7/24/17)

Inventory and Analysis:

An analysis of existing land within town limits and available residential building lots reveals a limited potential for substantial new population growth, beyond that projected. Residents have expressed a desire to “build out” the current three available subdivision properties before seeking to annex large residential areas farther away from the town limits. Specifically, the three close-proximity development areas are: (1) South Breeze (extended), (2) Dayton West Subdivision, and (3) Route 257 South West (Blake Rhodes Property). Inexpensive access to town water and sewer services is reason enough to maximize the “build out” of these neighborhoods.



Dayton West Subdivision

Route 257 South West



South Breeze Subdivision

2 Goal: As residential areas are added, encourage orderly growth in adherence to town codes and zoning ordinances.

Objective 1: Encourage compatible building and site design for new development using design elements of Traditional Neighborhood Development (TND).

Objective 2: Encourage residential development that includes a variety of housing options.

Recommendations:

- Review, revise, and enforce existing ordinances to ensure they enable TND to occur by including elements such as maximum setbacks, location of parking behind buildings, etc.
- Town officials should maximize the attractiveness of potential residential development by requiring adequate green spaces and parks.
- Town officials should enforce all proffers, ordinances, signage, and require sidewalks, curb, gutter, etc. in new residential areas.
- Consider the residential development of a “55 & Over” community (possibly at Rt. 257 South West property).

3 Goal: Preserve, enhance, and promote Dayton’s historic, rural, small-town atmosphere while seeking limited planned residential growth.

Objective 1: Maintain the integrity of residential, commercial, historic, and industrial areas.

Objective 2: Encourage the transportation network to be compatible with Dayton’s desire to protect the small town character.

Recommendations:

- Town officials should actively promote the “build out” of current subdivisions and those in close proximity to the town.
- The long-range residential development area should include the investigation of areas adjacent to the Route 257 property as well as the area along the North Eastern Route 42 corridor (Lineweaver and Burkholder properties).
- As developers recommend subdivision areas not in close proximity to town limits, town officials should move cautiously and evaluate the benefits of annexation or property line adjustments against the stated goal(s).
- New development at the periphery of the current town limits should be similar in general form as the historic town proper.
- New development should follow the design principles of Traditional Neighborhood Development.

Employment and Commerce

Background:

Dayton is a very special, diverse community consisting of industrial, commercial, residential and attractive business properties/opportunities. These businesses within our community provide a stable tax base for our town, as well as an array of employment opportunities. Tax revenues from businesses assist in providing public services and amenities to town residents. Much of the employment, as well as the taxable properties, can be directly related to agribusiness, which flourishes in the county. Due to Dayton's diversity and agricultural base, our economy continues to be resilient, growing stronger and is generally less affected by national economic fluctuations. The Town of Dayton is excited about the future with new businesses, and looks forward to its continued growth.

Employment:

Inventory and Analysis:

Rockingham County is the leading agricultural county in the State of Virginia, playing a major role in the economy of both the Commonwealth and the United States. The Town of Dayton is fortunate to have poultry industry employment opportunities (Cargill) located within its town limits. The tax revenues received from Cargill exceed those from any other town business.

Agriculture and forestry were Virginia's first industries, and are still the cornerstone of our state's economy. Agriculture in Virginia provides hundreds of thousands of jobs. Virginia farms come in all sizes and produce a wide variety of food, fiber and fuel. The industries of agriculture and forestry together have a total economic impact of \$70 billion and provide nearly 415,000 jobs in the Commonwealth.

The figures below (Source: Virginia Farm Bureau Statistic Service) compare the farm receipts of the top ten agricultural counties in Virginia.

<u>Ranking:</u>	<u>County:</u>	<u>Farm Receipts:</u>
1	Rockingham	\$659M
2	Augusta	\$232M
3	Accomack	\$172M
4	Page	\$141M
5	Shenandoah	\$129M
6	Amelia	\$100M
7	Northampton	\$93M
8	Orange	\$91M
9	Pittsylvania	\$87M
10	Southampton	\$79M

Virginia has 44,700 farms covering 8.1 million acres, 32% of all Virginia. Approximately 90% of Virginia farms are owned by families or individuals, not corporations, with individual farmers (including those in Dayton) providing food for six times as many people as they did in the 1960s.

While Dayton is home to one of the top twelve Rockingham County and Harrisonburg employers, Cargill, many town residents are employed at one of the other employers listed below:

<u>Ranking:</u>	<u>Employer:</u>	<u>#of Employees:</u>
1	James Madison University	1,448+
2	Sentara/RMH	1,300+
3	Rockingham County Schools	1,200+
4	Cargill Turkey Products	1,100
5	Wal- Mart (Dayton & Harrisonburg)	1,000+
6	R.R. Donnelley	
7	Harrisonburg City Public Schools	
8	Massanutten/Great Eastern Resort	
9	Merck & Company, Inc.	
10	Aramark Campus, LLC (JMU Dining)	
11	Marshalls, Inc.	
12	Fairfield & Sons, LTD (Rosetta Stone)	

4 Goal: The town of Dayton shall retain and expand the strong employment base.

Objective: Retain and strengthen the present industrial relationship with Cargill.

Recommendation:

- Town officials should work with local industry representatives to ensure that adequate water (i.e. new well @ Silver Lake) and sewer capacity is available and abundant for future expansions.
- The transportation network in the Mosby Road industrial area should be evaluated to allow for easier access to and from existing and new local eating establishments and businesses.

Objective: Seek opportunities to expand and build upon the present employment base of Dayton.

Recommendation:

- Town Officials should promote the idea of the town of Dayton being a great place to locate and expand a business due in part to its strategic and proactive planning for growth opportunities.

Commerce:**Inventory and Analysis:**

With the close proximity to Harrisonburg and Bridgewater, most Dayton residents can now shop for needed items with relative ease, as well as eat at new, unique and highly recommended & reputable restaurants. The exception is for those residents who are homebound. Within the town of Dayton, there are approximately 80+ active businesses, including 20+ shops within the Dayton Market off Route 42, Silver Lake Mill Shops, Braithwaites Studio, Thomas House, The Dayton Tavern, and Michaels Pizza to name a few. Since 2011, over 200+ business licenses were purchased and resulted in more than \$50,000 in revenue. One recent example of Dayton's economic growth is the introduction of Dayton's focus on "Discover Historic Dayton: Small Town, Hometown, Downtown". This new concept/motto encourages the residents to embrace the heritage, love their town, and shop/eat local in Dayton. This unique approach to enhance the town with signage should prove to encourage tourism, and provide future downtown development & business opportunities. In 2011, Dayton entered into an agreement with James Madison University to develop an "Economic Development Plan". This extensive cooperative effort resulted in a document presented to Council in 2012. Recommendations and concepts from the Economic Development Plan are included in the Comprehensive Plan, and many have been implemented since the introduction of this document.

5 Goal: Town residents will increasingly be able to satisfy shopping/restaurant needs without leaving Dayton.

Objective 1: The Town of Dayton shall continue to encourage business growth that will provide a range of services to meet residents' needs.

Objective 2: Maintain the economic viability of the existing downtown while creating new opportunities for future business.

Recommendations:

- Town Officials shall continue to encourage business ventures pertaining to pharmaceutical, retail grocery, restaurants, etc.
- In the downtown area, Town Officials should actively pursue additional shopping & business opportunities in conjunction with the approval of a Neighborhood Downtown Business District, with designated areas for public parking.
- Town Officials should work closely with the merchants to encourage and attract new businesses, all while incorporating the new Dayton Greenway Trail Project.
- Town Officials should evaluate financial burden on existing and new businesses and be proactive in providing assistance.

6 Goal: Increase visibility in the community at large that Dayton is a desirable place to visit, eat, shop, and learn about history, arts, and culture.

Objective 1: Increase the number of visitors to the Town of Dayton.

Objective 2: Provide information for tourists, visitors, and residents to be able to take advantage of all that Dayton has to offer.

Recommendations:

- Town Officials should continue to advance the promotion and exposure of the town of Dayton through the updated Town Guide placed at strategic locations (Massanutten Resort, all local retirement communities, Businesses, Chamber of Commerce, I-81 rest areas and visitor centers, etc.)
- Evaluate and improve the current Town of Dayton Website and Facebook Page, and explore additional social media outlets.
- Work collaboratively with the Harrisonburg Rockingham Historical Society at the High Street location in promoting events and exhibits.
- Place additional attractive wayfinding signage on Route 42 and throughout town alerting motorists to what Dayton has to offer and where it can be found.
- Update promotional video that plays on Massanutten Resort's video loop.

7 Goal: As downtown properties are developed into commercial or public spaces, seek to maintain Dayton's historic, small-town atmosphere.

Objective 1: Encourage compatible building and site design for renovation and new development in the downtown area.

Objective 2: Maximize the utilization of town-owned property in the downtown area.

Objective 3: Improve the appearance of downtown area.

Recommendations:

- Continue the positive development of the downtown area and Route 42 corridor.
- Create the Dayton Greenway Trail Project with a bridge and walking path from Cooks Creek Park to Silver Lake Mill.
- Create attractive outdoor events, concerts & entertainment at the new College Street Pavilion (i.e. Dayton Redbud Festival, The Dayton Muddler, Dayton Days, Movie Nights, and Concerts in the Park).
- Continue to grow and encourage business downtown.
- Create and maintain ample parking downtown to encourage business/office expansion.
- Town Officials should encourage current (non-residential) property owners to maintain and/or improve the utilization of buildings in the downtown area, as approved through the newly adopted Nuisance Ordinance.
- The Town should improve appearance of downtown by adopting uniform standards that would involve lighting, improved sidewalks, signage (wrought iron), etc.
- Encourage/facilitate the improvement of the appearance of several areas close to downtown. These include, but are not limited to: The Cargill building brown wall on the East side of Route 42, the area east of the bank drive-through, and the fenced area on the west side of Route 42 between Mason Street and Huffman Drive.
- The town should fully investigate the possibility of removing overhead cables on Main Street, through available grant opportunities.

Transportation#

Background:

As a small town, Dayton accommodates a moderate amount of traffic consisting of very diverse selection of modes of transportation. Dayton is a hub for the Old Order Mennonite community, so it is common to observe horse drawn buggies, wagons, tractors, and bicycles. In addition, the large middle school generates school bus and passenger car traffic at selected times. With the intersection of two state routes (42 and 257), and the large poultry processing facility, truck traffic is constant. Pedestrians utilize the available sidewalks and are frequently seen walking their pets or strolling through the neighborhoods and downtown.

Inventory:

Within the 1.25 square miles of Dayton there are approximately 50 named streets most of which primarily serve the residents of Dayton and consist of narrow local streets. The road system also includes a number of corridors of regional importance, such as State Routes 42 and 257. **Table 1** provides general information on the federal-aid roadways located within Dayton and is followed by a descriptive inventory of the more significant features of the transportation system.

Figure 1 displays the existing transportation system in Dayton.

Table 1: Federal-Aid Roadways in Dayton

ROUTE # ID	FACILITY # NAME #	LENGTH #	HIGHWAY # SYSTEM #	FUNCTION AL # CLASS #	THRU # LANES #	SPEED # LIMIT #	SIGNALS #	STRUCTUR ES #
SR 42	JOHN WAYLAND HWY	0.87	Primary	Urban Principal Arterial	4	45	2	2
SR 42 BUSINESS #	MAIN ST	0.82	Primary	Urban Collector #	2	25	1	1
SR 257	MASON ST	0.42	Primary	Urban Minor Arterial	2	35	0	0
SR 290	HUFFMAN DR	0.21	Primary	Urban Collector #	2	25	2	1
SR 290	COLLEGE ST	0.33	Primary	Urban Collector	2	25	0	0
SR 732	BOWMAN RD	0.56	Secondary	Urban Collector #	2	25/55	0	0

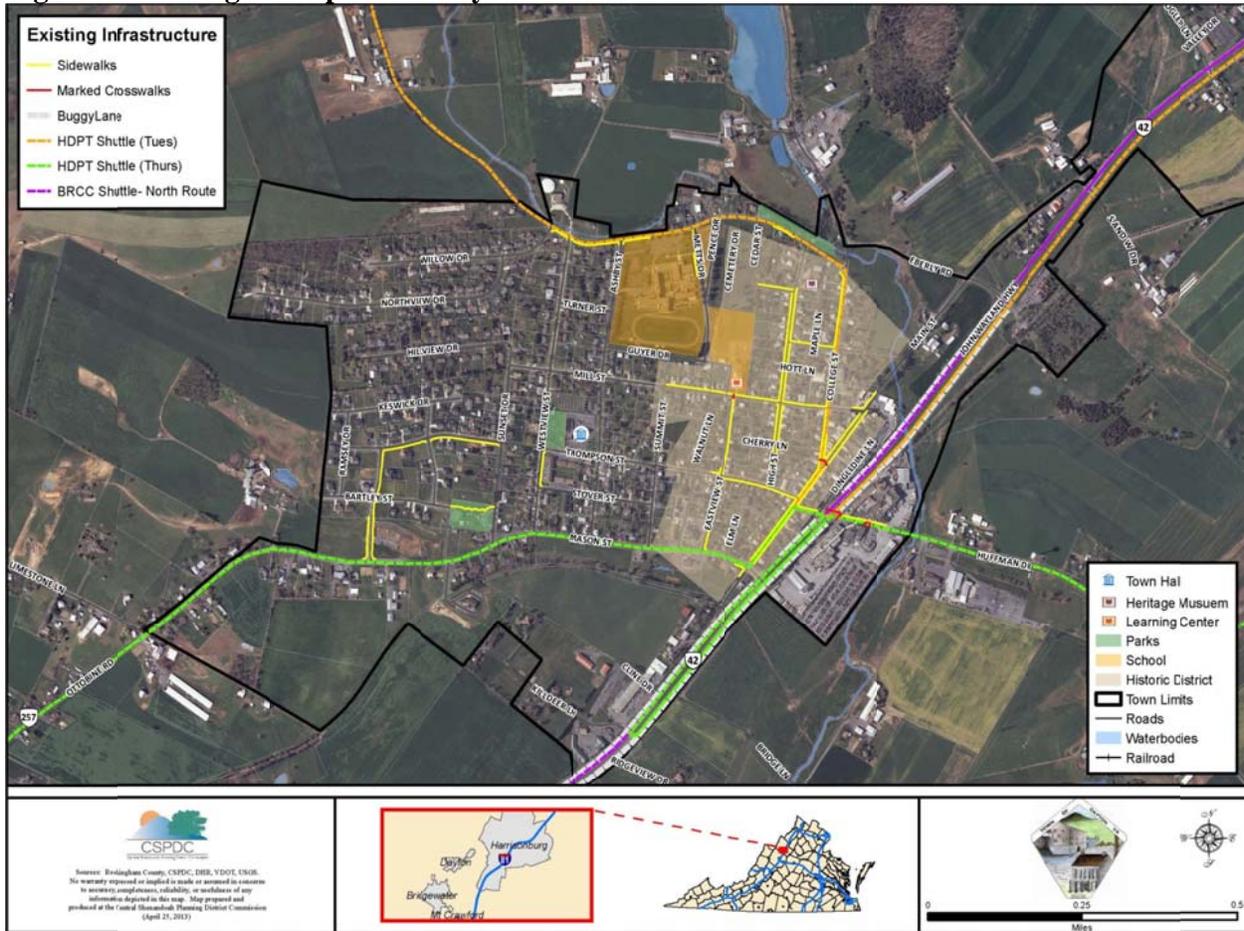
State Route 42

State Route 42 (SR 42) is a heavily traveled, four-lane divided highway, with an average of 12,400-16,300 vehicles trips per day. This road is a regional connection between Bridgewater, to the south of Dayton, and Harrisonburg, located to the north of Dayton. SR 42 also contains a bike/buggy lane from Bridgewater through the town.

Main Street

Main Street travels parallel to SR 42, and is located just to the west of it. The street provides local access through the Dayton Historic District and to many of the towns smaller businesses. The roadway carries an average of between 1,200 -3,200 vehicles per day.

Figure 1: Existing Transportation System



State Route 257

State Route 257 (SR 257), or Mason Street, is a primary state road that runs through town. It has the second highest traffic counts, with an average of 3,900 trips per day. This road functions as a minor arterial intersecting with SR 42 and providing access to the town and beyond for residents and agriculture communities southwest of town.

State Route 290

Also known as Mosby Road or Huffman Drive, State Route 290 (SR 290) provides a connection from downtown Dayton and SR 42 eastward to access United States Route 11 (US 11) and Interstate 81 (I-81). Approximately 2,300 and 8,100 vehicles per day utilize this connection

Other Roads

Bowman Road (Route 732) and Silver Lake Road (Route 701) serve to connect Dayton to the rural communities to the north and west. Access to I-81 and US 11 are within five miles of Dayton and the George Washington National Forest is approximately 12 miles west of Dayton.

Public and Non-motorized Transportation

The Harrisonburg public transit system has a Dayton/Bridgewater shuttle on Tuesday's and Thursday's by demand only. Blue Ridge Community College has a bus that comes through Dayton every hour and makes pre-arranged stops upon request. There is also a regional carpool program that serves this area. As mentioned there is a Bike/Buggy lane located along SR 42 between the Town of Bridgewater and the northern portion of Dayton. A well-developed sidewalk network serves the Dayton Historic District with sporadic locations of sidewalks through the remainder of the town.

Assumptions:

The Town of Dayton acknowledges the link between transportation and land use as well as how this link affects future development. In many cases residential, commercial and industrial development influences the demand for transportation while at other times transportation infrastructure can work to direct and manage future development. Therefore, it is critical to examine planning assumptions related to population and employment to understand the need for improved transportation infrastructure as well as to help direct the growth of the town in a manner consistent with the town's vision.

Based on the U.S. Census Bureau, Dayton's population increased by 13.5%, between the years of 2000 and 2010. In the next decade, the town anticipates that the population will increase by another 15%, for a total population of 1,760. With this relatively modest growth, the town does not anticipate a significant increase in road traffic.

Year	2000	2010	2020
Total Population	1,348	1,530	1,760

Dayton has a diverse labor force and it is part of the unique employment climate of the region. Agriculture is a significant industry in the local economy. Many others in town commute to their jobs at James Madison University, Cargill Turkey Products and other neighboring employment centers. The town wants to ensure that the transportation system accommodates agricultural traffic and maintains the commuter routes of its citizens. The town also believes that the

transportation network should allow for easier access to and from local eating establishments and businesses.

As discussed in the Population and Housing chapter, the town plans to build-out the three currently available sub-divided neighborhoods prior to looking at annexing additional residential lands outside the existing city limits. These developments include Willow West, South Breeze, and Rhodes Hill for a total of 68 available lots among the three all located in the western portions of the town. No additional large scale commercial or employment centers are expected within the town for the foreseeable future.

Needs Assessment:

Currently, the existing roadways within the town have relatively low traffic counts and available capacity. There are few significant issues with level of service. Given the modest population growth within town limits, there will be minor increases in traffic for the foreseeable future. SR 42 has the highest traffic volumes in the town and will likely experience the highest congestion for the next decade. SR 257 (Mason Street), Bowman Road, and College Street are also expected to see relatively high increases in traffic. There are also several critical intersections that the town needs to continue to monitor to ensure adequate levels of service and safety.

Traffic Counts

The Virginia Department of Transportation (VDOT) maintains information on the town's federal-aid roadways (those categorized above the local level) including data on road width and condition while also monitoring the traffic volume and levels of service with projections for 2035 included. This information is provided in **Table 2**.

Mason Street (SR 257) is expected to see an increase in traffic over the next 20 years. This highway also receives heavy use from the Old Order Mennonite community with high levels of horse drawn buggy and bike traffic. Improvements in safety to accommodate these changes are necessary.

The potential for additional residential development within the existing subdivisions will likely increase the need for additional pedestrian infrastructure. Dayton is an extremely walkable town and supporting pedestrian traffic with the necessary infrastructure will reduce the need for vehicular use for many local trips. Therefore, sidewalks and off-street pathways are recommended in a number of key areas that would provide improved connectivity within and to local businesses and parks.

Additionally, pedestrian safety would be increased at a number of key intersections with the addition of stop signs. The future increase of traffic predicted on College Street predicates a need for a stop sign at its intersection with Mill Street, the busiest cross street, to improve both vehicular and pedestrian safety at this intersection. A second stop sign is recommended on Thompson Street at its intersection with Eastview Street. Thompson Street is the busiest east-west local street in the town and is also the location of a school bus stop and frequent pedestrian traffic. Both of these intersections also suffer from issues of poor sight distance increasing the safety problems.

Table 2: VDOT Traffic Counts, LOS, Crashes

ROUTE ID	FACILITY NAME	SEGMENT FROM	SEGMENT TO	SEGMENT LENGTH	2009 AADT	2035 AADT	2009 LOS	2035 LOS	TOTAL CRASHES 2005-2009
SR 42	JOHN WAYLAND HWY	SCL DAYTON	RTE 290	0.56	12499	37400	A	C	8
SR 42	JOHN WAYLAND HWY	RTE 290	NCL DAYTON	0.31	16278	42177	A	C	10
SR 42 BUSINESS	MASON ST	RTE 42 SOUTH	RTE 257	0.03	6521	14616	A	B	
SR 42 BUSINESS	MAIN ST	RTE 257	RTE T-1208	0.3	3143	6500	B	B	9
SR 42 BUSINESS	MAIN ST	RTE T-1208	RTE 42 NORTH	0.52	1230	1600	B	B	6
SR 257	MASON ST	WCL DAYTON	RTE 42 BUS	0.42	3861	4600	C	C	4
SR 290	HUFFMAN DR	ECL DAYTON	RTE 42	0.15	8077	12800	A	A	1
SR 290	HUFFMAN DR	RTE 42	RTE 42 SOUTH BUS	0.06	2396	4100	A	A	3
SR 290	COLLEGE ST	RTE 42 SOUTH BUS	NCL DAYTON	0.33	2417	3400	B	C	8
732	BOWMAN RD	RTE 1204	RTE 1207	0.26	2060	2600	A	C	1
732	BOWMAN RD	RTE 1207	RTE 290	0.06	2234	5000	B	C	
732	BOWMAN RD	RTE 701	RTE 42	0.24	2302	3900	B	C	6

Dayton is located within the Harrisonburg urbanized area and as such is a member of the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO). The most recent HRMPO Long Range Transportation Plan made a number of recommendations for infrastructure improvements located within the town limits and addressing identified needs within the town. Increased vehicular traffic on the segment of Eberly Road between Silver Lake Road and SR 42 necessitates improvements on this arterial that serves high numbers of non-local traffic including heavy trucks.

The following goals related to transportation within the Town of Dayton are followed by the recommendations intended to help the town meet those goals and are based on the planning assumptions and assessment of needs discussed above. The recommendations for infrastructure improvements are summarized in **Table 3** and displayed in **Figure 2**.

8 Goal: Develop/maintain a safe, efficient transportation system within the Town of Dayton.

Objective 1: Town should seek to maintain a safe coexistence between motorized and non-motorized vehicles.

Recommendations:

- Town police remain vigilant at enforcing posted speed limits.
- Install sidewalks on as many streets as financially possible, and continue exploration of sidewalk grant funding.
- Maintain current pedestrian crosswalks and explore needs for future crosswalks and caution signs.

Objective 2: Town should strive to provide pedestrian friendly safe access to historical and cultural sites, parks, and business enterprises.

Recommendations:

- Develop walking/bike path from Dayton to the Dayton Farmer's Market (possibly covered).
- Develop walking/bike path from Dayton's Cooks Creek Park to Silver Lake (separate from road access).
- Highlight/promote the town's historical walking tour.
- Provide adequate sidewalks to the Artisan Courtyard and future park on College Street.
- Town officials should strive to require future developers to include walking paths and/or sidewalks for any future residential development.

9 Goal: Work closely with the Harrisonburg Rockingham Metropolitan Planning Organization (HRMPO) 2035 Long Range Transportation Plan (LRTP) and with VDOT officials to improve Dayton road systems.

Objective 1: Town officials should remain active in the process of evaluation transportation needs and seek improvements.

Recommendations:

- Seek VDOT funding to construct improvements on Eberly Road between Silver Lake Road and SR 42 (HRMPO LRTP Project 77B).

- Seek VDOT approval to place 4-way stop at the intersection of College and Mill Streets.
- Seek VDOT approval to place 4-way stop at the intersection of Thompson and Eastview Streets.
- Encourage VDOT to use Context Sensitive Design (CSD) in the evaluation of the Eberly Road/Silver Lake Road intersection.
 - o Town officials recognize the need to evaluate this intersection and divert truck traffic.
 - o There is recognition of the value of Silver Lake Road as a gateway to Dayton as well as its value for movement of farm equipment and horse and buggy traffic.
 - o Town residents do not want to see Eberly Road become a four-lane road.

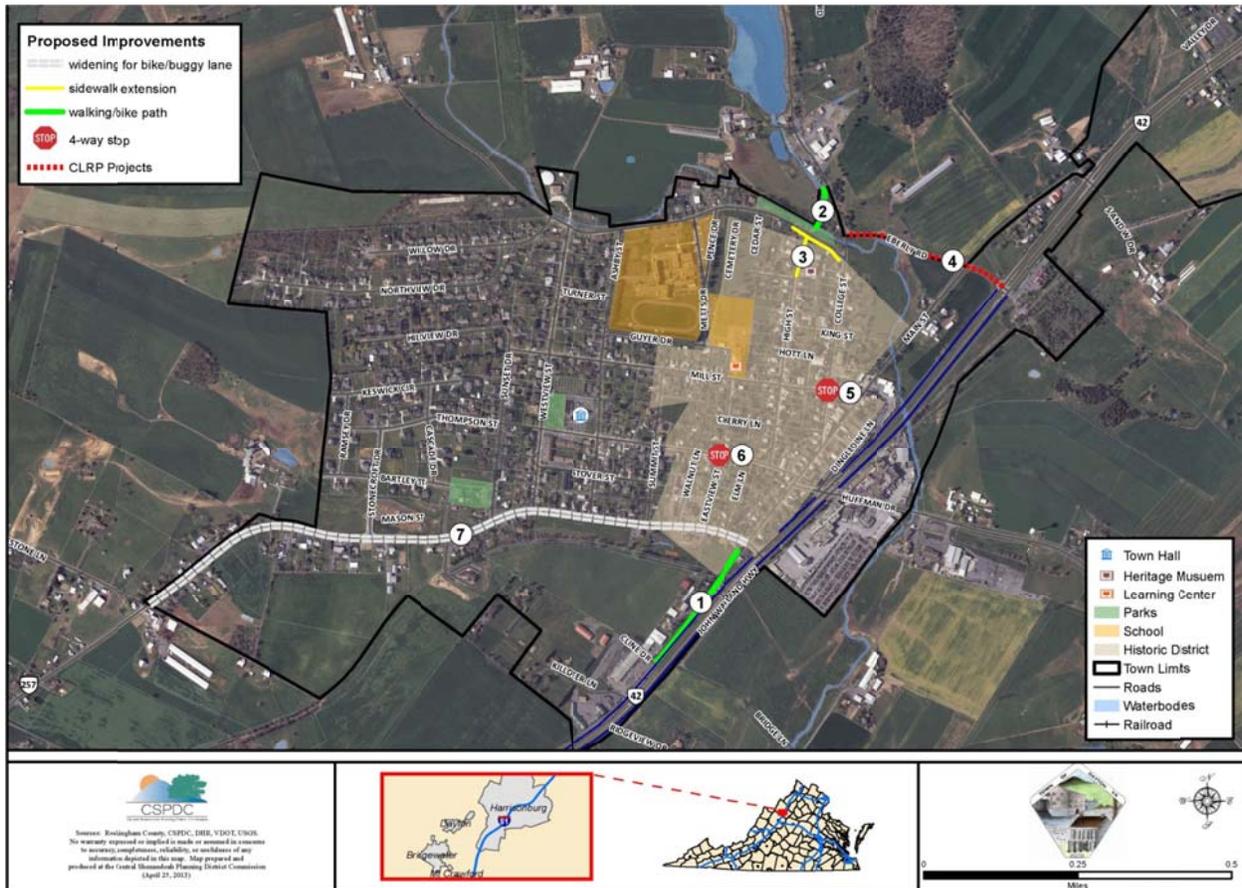
Town of Dayton 2017 Comprehensive Plan

- Seek VDOT assistance on limiting truck traffic on College and Main Streets.
- Explore the possibility of widening SR 257 for bike/buggy lane.
- Explore and pursue possible grant funding to improve transportation system.
- Encourage town officials to be proactive in traffic light management.
- Plan for interconnected streets in any new development areas.

Table 3: Transportation Infrastructure Improvement Recommendations

PROJECT DESCRIPTION		COST
1.	Walking/bike path from Dayton to the Dayton Farmer's Market	\$260,000
2.	Walking/bike path from Dayton's Cooks Creek Park to Silver Lake	\$210,000
3.	Sidewalks to the Artisan Courtyard and park on College Street	\$300,000
4.	Construct improvements on Eberly Road between Silver Lake Road and SR 42	\$2,176,740
5.	4-way stop at the intersection of College and Mill Streets	\$3,000
6.	4-way stop at the intersection of Thompson and Eastview Streets	\$3,000
7.	Widening SR 257 for bike/buggy lane	\$825,000

Figure 2: Transportation Recommendations



Public Services

Electricity:

- Dominion Energy, Inc. provides electric service to most town residents and businesses. A few receive service from Shenandoah Valley Electric Cooperative.

Natural Gas:

- Columbia Gas provides natural gas service to a limited area of town.

Cable:

- Comcast provides cable television services to all town residents.

Solid Waste and Recycling:

- Waste Management provides trash pickup to town residents on Friday. Large green containers are provided to residents for easy storage and pickup. Town employees collect yard debris every Monday and provide leaf pickup in the fall.

- Recycling services are provided by Green Earth and pickup is every Wednesday.
- The town also provides heavy trash removal the first Tuesday of each month.
- Explore possibility of Single Stream Recycling that would allow residents to put trash and recyclables in one container without separating.

Police and Emergency Services:

- Dayton has seven full-time police officers that provide 24/7 coverage for the town. In addition, Dayton has a mutual aid policy with the Bridgewater police department to ensure backup and coverage if needed.
- Fire and Rescue services are primarily provided by the Bridgewater Fire Department and Rescue Squad.

Health Facilities:

Rockingham Memorial Hospital is the nearest medical facility though; dental services as well as medical doctors are located within the town. Bridgewater Retirement Village provides all aspects of care from independent and assisted living to a full nursing facility. They also provide outpatient physical therapy through affiliation with Rockingham Memorial Hospital.

Educational Facilities:

Rockingham County Public Schools operates Wilbur Pence Middle School in Dayton. The Dayton Learning Center (formerly Dayton Elementary School) is where the Alternative Education Program for the County is located. Bridgewater College, Eastern Mennonite University, James Madison University, and Blue Ridge Community College are all within 20 minutes of Dayton.

Water Facilities Plan

Background:

The Water Facilities Plan (WFP) is one of the most critical elements of a Comprehensive Plan and should be analyzed and implemented to provide the most efficient and effective water service conceivable. This Plan includes not only a discussion of the existing water system, but also includes an analysis of the proposed improvements and requirements that should occur to assure that Dayton maintains a high quality safe efficient supply of potable water.

Inventory and Analysis:

The water supply system of the Town of Dayton consists of a spring, located on the Northwest side of Silver Lake, and two wells on the West side of town with cast iron, ductile iron, and cement pipe distribution system. When all pumps and filtration systems are operating properly, each system provides approximately 1/3rd of total supply. The Silver Lake spring water is leased from the city of Harrisonburg. The spring has a safe yield of 2.5 million gallons per day (MGD), but does require additional “back wash” procedures on the filters. The pump’s capability is approximately 2.16 MGD. The Town invested in a new well (Well 4) near Silver Lake. The yield should be enough to allow the Town to be less dependent on water from the

aforementioned Silver Lake Spring. All sources are chlorinated and fluoridated to meet stringent State and Federal (EPA) standards. Dayton pumps on average, 1.94 MGD six days a week and treats 1.8 MGD on these days. One industrial user consumes 92% of this total. There are 653 active water units and 12 inactive water units in the system. This includes 511 active “radio” reads and 154 active “manual” reads. Approximately 90% are residential connections, 7% commercial, 1% industrial, and 2% public. It is estimated that approximately 4% of Dayton’s water is lost through leakage.

Dayton has two primary treated water storage tanks, one 200,000 gallon metal tank located on Mosby Road (golf ball tank) and the other (2.5 million gallon) tank located at the water treatment facility on Bowman Road. At the water treatment facility, a small 50,000 gallon untreated water tank serves as the reservoir for incoming water to be treated. The Town has a water storage capacity of approximately 2,750,000 gallons.

In 1979, the Town of Dayton and Rockingham County entered into a water storage agreement. In 1982, a 1.2 million gallon water storage tank was put into operation on Mosby Road (Kaylor Hill tank) serving the Town of Dayton and the southern Rockingham County area. In 1984, the Town of Dayton, Bridgewater, and Rockingham County entered into an agreement to provide water in emergencies to any of the three jurisdictions, thereby providing an alternate source for each. The Mosby Road pumps produce a maximum of 880 Gallons Per Minute (GPM). As long as the current tank is utilized, Dayton can benefit from this emergency arrangement.

Water mains in Dayton range in age, diameter, and composition. The older downtown areas contain some 4” lines, while the newer areas contain 8” lines. Water mains should be sized to provide adequate fire protection. The accepted minimum size pipe for sufficient fire flow is 6”. Most of the distribution system in Dayton provides adequate pressure for fire protection. During replacement and new construction, an attempt has been made to eliminate dead end lines in order to provide water pressure from at least two directions. System pressures are better equalized by a looped system to provide more even flow to customers.

10 Goal: Maintain and upgrade current water treatment systems to assure safe, high quality drinking water for Dayton customers.

Objective 1: Adhere to design, safety, and construction standards regarding water treatment and distribution.

Objective 2: Capitalize on Dayton’s water resources as much as possible for current and future growth.

Objective 3: Limit Dayton’s financial burden for the water system by utilizing state assistance or grant funding whenever possible.

Recommendations:

- Allocate all resources necessary to remain in compliance with water safety regulations.
- Assure compliance with all cross contamination testing for existing and new locations.
- Develop/maintain a current map of the town water system that includes a GPS mapping system of all hydrants, valves, meters, etc.
- Only approve new water lines with minimum 8” diameter.
- Pursue reasonable extension of Silver Lake lease from City of Harrisonburg.

- The town should actively pursue state assistance to construct new storage tank and extension of water lines into future annexation area.
- Replace dead-end water lines with loop lines wherever practical. Examples include Hillview to Northview/Willow to Rhodes Hill Subdivision.
- Finish the replacement of water lines in the downtown area (containing fire hydrants) that are less than 6" in diameter (Main Street and College Street).
- Repair/replace pumps, tubing, solenoids, filter membrane modules, etc. as necessary to assure safe, constant water supply.
- Install new generator for backup power at Silver Lake site.
- Install liner for storm water catch basin around Well #2.
- If Kaylor Hill tank utilization continues, update booster station to make more attractive and energy efficient.

11 Goal: The town should employ and maintain a professionally trained staff to assure safe, efficient, high quality water supply.

Objective 1: Town manager responsible for all aspects of planning, organizing, and maintaining efficient water system.

Objective 2: Town should have adequate number of cross-trained personnel to handle water treatment duties.

Recommendations:

- Adequately train, and Cross-train, sufficient personnel for all aspects of water treatment.
- Conduct Inflow and Infiltration (I & I) study for the collection system.
- Provide adequate cameras and security at the water treatment plant.
- Continue upgrading manual read meters to radio read meters until 100% complete.



Water Treatment Plant

Sewer Facilities Plan

Background:

The Sewer Facilities Plan (SFP) should supplement the Water Facilities Plan, as both aspects of these public utilities are critical to the safety and welfare of town residents. An integral component of the SFP is Dayton's involvement in the Harrisonburg-Rockingham Regional Sewer Authority (HRRSA).

Inventory and Analysis:

In 1979 the HRRSA was developed with the primary treatment site being located at Mt. Crawford, Virginia along the banks of the North River. Dayton joined this regional approach to wastewater treatment, along with the City of Harrisonburg, the County of Rockingham, and the towns of Bridgewater and Mt. Crawford. A 2010 major upgrade to the sewer treatment facility has raised the capacity to approximately 22 Million Gallons per Day (MGD). The HRRSA has indicated that Dayton's treatment cap is approximated to be 3.0 MGD.

The present sewer distribution system of the Town of Dayton consists of approximately 15.5 miles of sewer line. The lines are clay pipe, cement, PVC, and cast iron ranging from 4 inches to 30 inches in size. There are 680 sewer units in the system. Approximately 90% are residential connections, 7% commercial, 1% industrial, and 2% public. Of this total, one industrial user averages approximately 92% of total Dayton sewer discharge. The present system is adequate to handle our present flow, but any new development will require careful mapping and planning.

12 Goal: The present and future infrastructure of the sewer distribution of the Town of Dayton should efficiently remove discharge to the HRRSA.

Objective 1: Adequately estimate future sewer needs based on planned growth and expansion.

Objective 2: The Town should be proactive in replacing antiquated or under-sized sewer lines.

Recommendations:

- Develop/maintain a current map of the town sewer system that includes a GPS mapping system (manholes, clean-outs, etc.). The Central Virginia Planning District Commission will begin mapping efforts in July of 2017.
- Cross-train sufficient personnel regarding all aspects of sewer distribution.
- Assure that all new sewer lines meet upgraded standards for size, fall, and composition.
- Develop/follow plan for replacement of antiquated sewer lines.

Parks and Recreation

Cooks Creek Park:

Cooks Creek Park is located on Bowman Road adjacent to Cooks Creek. Although it is the town's smallest park, it is a truly unique place to visit. There is a shelter, fitness & playground equipment and a basketball court. There are large ADA accessible restrooms and a water fountain. Visitors are often seen fishing in the creek or enjoying the many ducks and geese that frequent the park. A Sculpture Garden displaying local artists' work is located at Cooks Creek Park.

Sunset Park:

Sunset Park is Dayton's largest park. It is located on the western side of town on Sunset Drive and Westview St. It has a large shelter with oversized picnic tables that can accommodate large groups. It is a beautiful well-landscaped park with a large children's play structure, a smaller ADA accessible play structure, many swings, full basketball court, and a gazebo for families to enjoy. Large ADA accessible restrooms and a new water fountain provide families with a great place to visit.

College Street Pavilion:

The College Street Pavilion is located at 360 College Street. The pavilion, stage, and open grass area provide a setting for residents and visitors to enjoy summer concerts, movies, as well as other events throughout the year. Other amenities include a parking area, picnic tables, and restrooms.

13 Goal: Develop and maintain high quality, safe recreational areas for town residents.

Objective: Fully utilize town parks and green spaces.

Recommendations:

- Begin Construction on Phase One of the Dayton Greenway. Phase One covers approximately half a mile and will connect Silver Lake to Cooks Creek Park by a multi-use pathway that parallels the Mill-Race Stream that begins at Silver Lake Mill and empties into Cooks Creek at the park. Two bridges will serve pedestrians, joggers, cyclists, birdwatchers, dog walkers, and others to cross these two streams to access the half-mile greenway path. Amenities such as benches, landscaping, educational signage, and fencing will be added as necessary or desirable. Quality of life benefits such as recreation, transportation, and enjoyment of our natural and agricultural surroundings are goals of Phase One and the greenway/pathway/connector project in general. Subsequent phases of the project would emphasize pathways that connect Dayton's downtown area to its periphery, both to the Greenway on the northern end and the Dayton Market on the south end of town.
- Hold community events at the parks to promote use and showcase the beautiful parks.

- Encourage future developments to incorporate open green space for future parks and activities.
- Maintain and improve existing equipment as needed.

Activities

The town of Dayton sponsors and promotes activities throughout the year that are summarized here.

April

Farm Toy Show The first Saturday in April the Woodmen Life hold their Farm Toy Show and Sale.

Celebrate Dayton Celebrate Dayton is the week leading up to Redbud. The week focuses on celebrating the three elements of our Town Motto: “Discover Historic Dayton: Small Town, Hometown, Downtown” through activities such as encouraging residents to perform random acts of kindness, explore their heritage, and shop local.

The Dayton Redbud Festival The Dayton Redbud Festival features activities such as arts and crafts vendors, live music, food, shopping at Dayton merchants, free Redbud saplings, a beer and wine garden, a Civil War Era dance group, an inflatable obstacle course, live auctions, tours of local landmarks, appraisals, ducky races, kids activities, pony and train rides, horse drawn carriage rides, and much more!

May

Victorian Tea Fort Harrison hosts a Victorian Tea. Guests are served tea in fine china tea cups and light refreshments are served.

Town Yard Sale The town of Dayton encourages residents to conduct a yard sale on the second Saturday in May.

Summer Event Series On Saturday nights from May until August, the College Street Pavilion hosts local music artists and movies. Entry into the music events is \$5/person (12 and under free), or FREE entry if the attendee presents a receipt from a Dayton merchant dated the day of the music event. The movies are free of charge for all.

June

Historic Tours One Saturday during each of the summer months is designated as “History Day” and features tours of historic sites; typically including the Cromer-Trumbo House, Fort Harrison, and Silver Lake Mill.

The Dayton Flea The Dayton Flea is organized by downtown Dayton merchants with setup help from town staff. The Flea features “flea market” type vendors, food trucks, and promotes shopping downtown. The Dayton Flea profits go to a selected charity.

Summer Event Series On Saturday nights from May until August, the College Street Pavilion hosts local music artists and movies. Entry into the music events is \$5/person (12 and under free), or FREE entry if the attendee presents a receipt from a Dayton merchant dated the day of the music event. The movies are free of charge for all.

July

Silver Lake Races Silver Lake Races are Cardboard Boat Races on Silver Lake. Boats must carry two crew members at all times and race to a designated point on the lake and back, with the winner completing the course in the shortest amount of time. The rules are subject to change, but essentially: Boats must be constructed prior to the event and made entirely of cardboard (any type), duct tape, glue, water-soluble caulk and/or silicone sealant (caulk and sealant for fastening purposes only), and decorative paint. No other materials are allowed, and use will lead to disqualification from awards. There are no restrictions placed on decorative materials used as long as they do not reinforce the structure of the boat. The boat sides must be at least 12 inches tall. Boats must be manually propelled using paddles. Paddles can be any material and should be provided by the team. Team entry is \$25.

Summer Event Series On Saturday nights from May until August, the College Street Pavilion hosts local music artists and movies. Entry into the music events is \$5/person (12 and under free), or FREE entry if the attendee presents a receipt from a Dayton merchant dated the day of the music event. The movies are free of charge for all.

August

Dayton Muddler - Course With a Cause On the first Saturday in August, the annual Dayton Muddler obstacle course is held. The “Alpha Course” is a unique 3.2+ mile adventure course through the historic Town of Dayton. The race supports our Nation’s military personnel who suffer injuries of the mind, body, or soul. “Muddlers” will encounter a variety of obstacles along the way, such as the Cooks Creek Water Run, Redi-Rock Climb Wall, Mud pits, Monkey Bars, Hay Bale Climb, Hurdles, Two 150 + Foot Water Slides, Feed Sack Carry, Sand Pit Crawl, Block and Bucket carry, Water Sprays and more. Participants can also elect to take on the “Omega Course,” which consists of a 13+ road bike sprint, making this a biathlon like no other.

Summer Event Series On Saturday nights from May until August, the College Street Pavilion hosts local music artists and movies. Entry into the music events is \$5/person (12 and under free), or FREE entry if the attendee presents a receipt from a Dayton merchant dated the day of the music event. The movies are free of charge for all.

October

“Dayton Days” Autumn Celebration The first Saturday in October marks the annual celebration known regionally as “Dayton Days”. It offers great food, live music, and hundreds of crafters. What began in 1979 with twelve vendors has grown to three hundred vendors and a crowd exceeding 15,000.

December

Christmas Parade The annual Town sponsored Christmas parade is held the first Saturday of December.

12 Days of Dayton The 12 Days of Dayton are 12 different events celebrating the community spirit of the holiday season. The events each year vary, but often include merchant open houses, a home decorating contest, a Christmas Parade and Tree lighting, a Christmas Party, a Town ornament, a Giving Tree, and more.

Christmas Party The town hosts an annual Christmas party for residents, historically held at the Dayton United Methodist Church. The party includes door prizes, Christmas carols, craft activities, and refreshments.

14 Goal: Promote the historic and unique qualities of Dayton while encouraging residents to take pride in “our town”.

Objective: Support existing events and explore new ideas for future activities that appeal to town residents and visitors.

Recommendations:

- Seek input from residents to get new ideas for future events and activities
- Plan community events that appeal to residents of all ages and ethnicities.

Land Use

Background:

Successful long-term planning for the appropriate use of the area in and around Dayton will provide the framework for the desired preservation of town history, character, and charm while still attracting new residents and business.

Inventory and Analysis:

A) Residential – See section on “Population and Housing”.

B) Business – Downtown Dayton offers history, charm, arts, and small business ventures. The town’s investment in the provision of adequate parking and infrastructure in downtown will attract prospective businesses. With the growth of Harrisonburg and Bridgewater, Dayton finds

itself in a prime location to selectively attract businesses along the Route 42 corridor. Dayton would welcome limited commercial development of land along Route 42, both within town limits and adjacent to town boundaries. However, Dayton residents have stated they value the small-town atmosphere and are reluctant to see full commercialization of the Route 42 corridor to Harrisonburg or Bridgewater.

15 Goal: Experience business expansion, both within existing town boundaries and extension to possible annexation areas.

Objective 1: Encourage the expansion of commercial enterprises within current town boundaries.

Objective 2: Encourage selected business expansion of areas along the Route 42 corridor adjacent to existing town boundaries.

Objective 3: Ensure that larger scale commercial uses are integrated into the surrounding neighborhoods while still having a suitable and effective relationship to a major roadway.

Recommendations:

- The town should strive to adopt ordinances, regulations, fees, etc. that are business friendly.
- Town officials should actively solicit businesses to build and/or occupy the designated commercial property located in front of the South Breeze subdivision on Route 257.
- Town officials should promote the commercial development of the South side of Route 257 at the specific areas to the immediate East and West of the Braithwaite Studio/Coffee Shop business.
- Town officials should work closely with County officials to broker an arrangement for possible future annexation of business-zoned property along Route 42 North of Dayton.
- Accommodate a moderate amount of commercial development at a reasonable rate in the designated areas adjacent to the current corporate limits to maintain and increase the economic and social vitality of Dayton while preserving its essential small-town character.

Planning District Commission “Community Strong” Survey