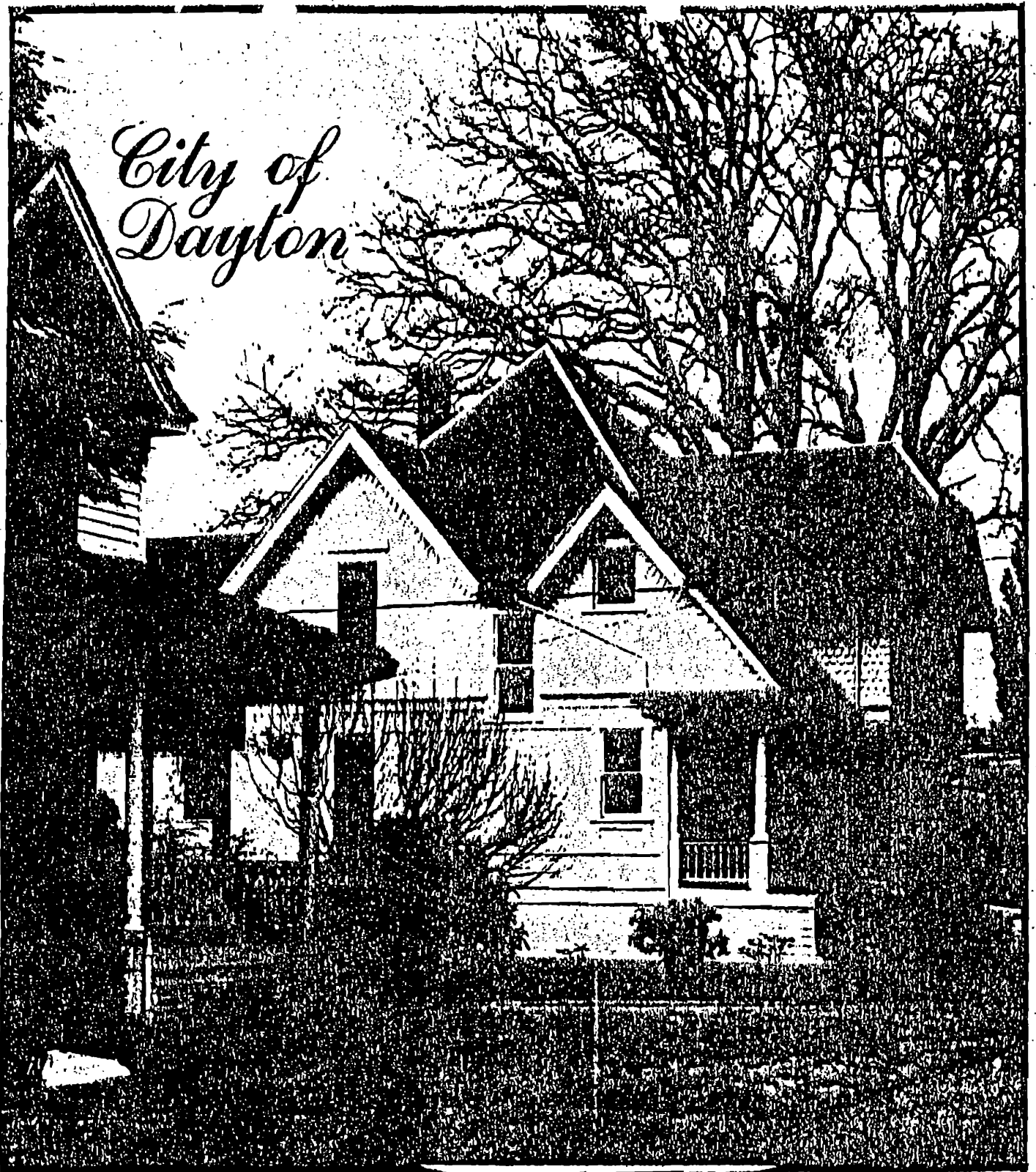


*City of  
Dayton*

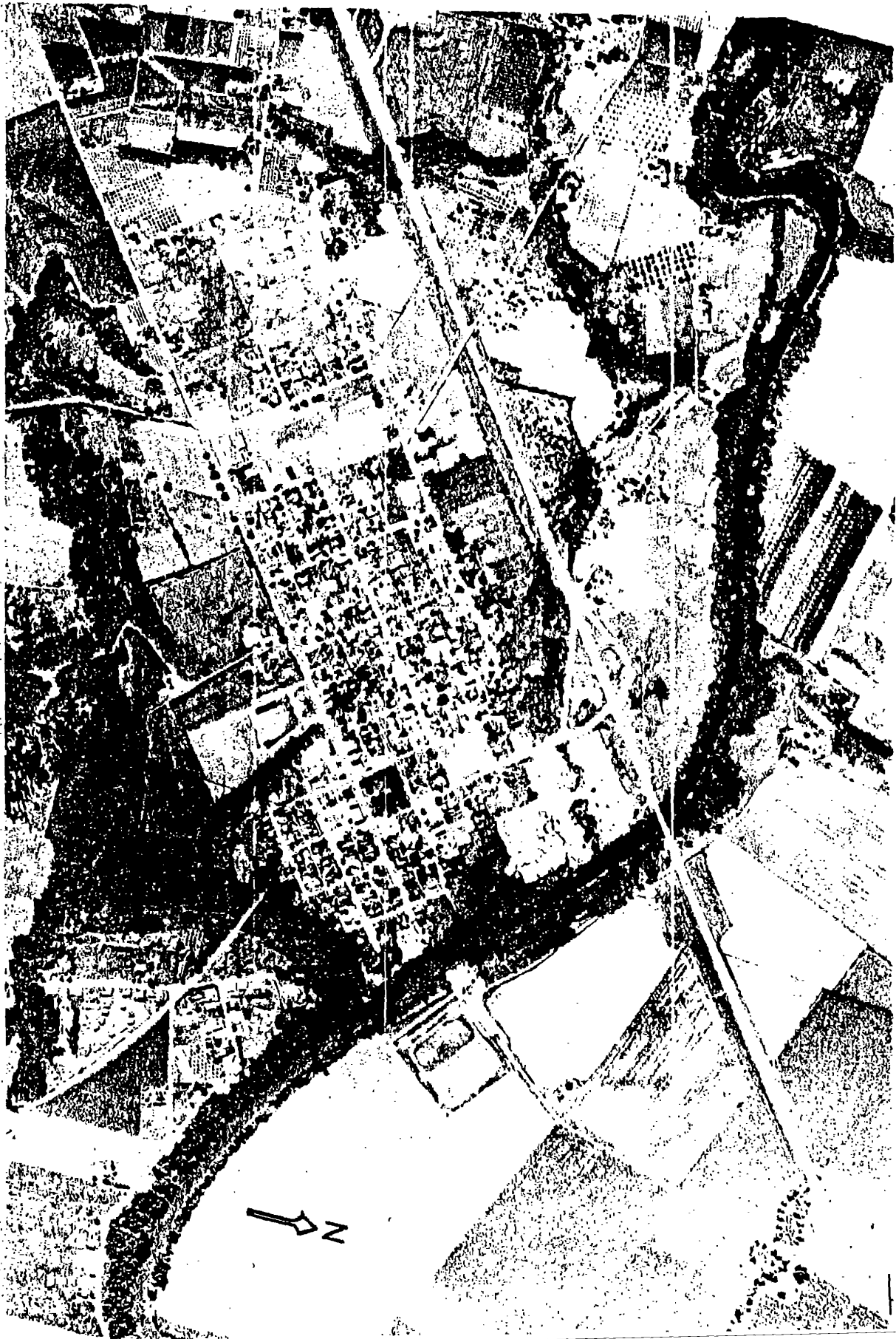


*Planning Atlas*







A BACKGROUND DOCUMENT FOR THE DAYTON  
COMPREHENSIVE LAND USE PLAN

MAY: 1979

PLANNING ATLAS UPDATED BY ORDINANCE #460 DECEMBER 1986

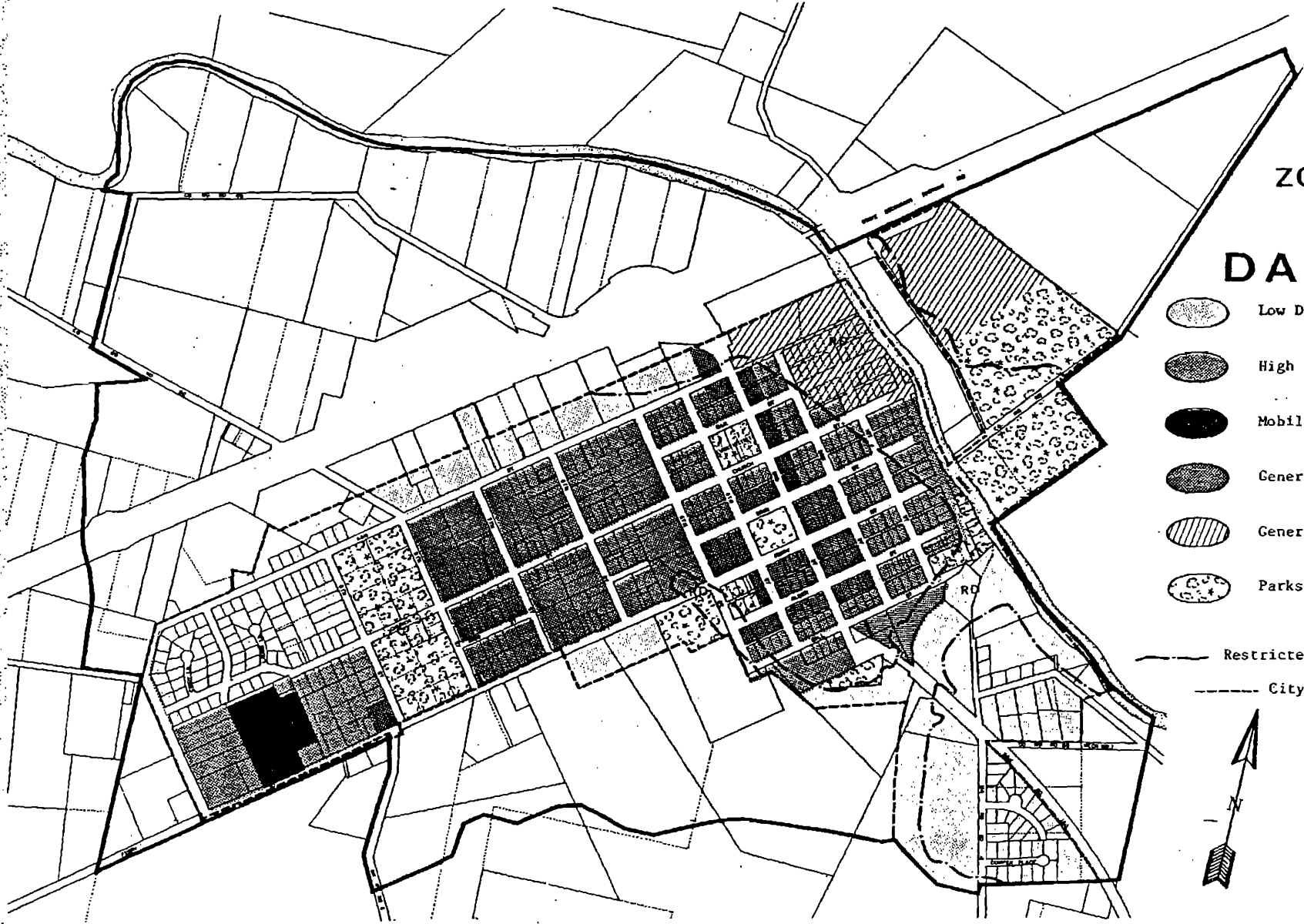
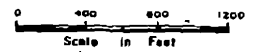
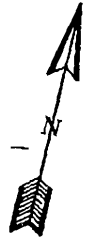


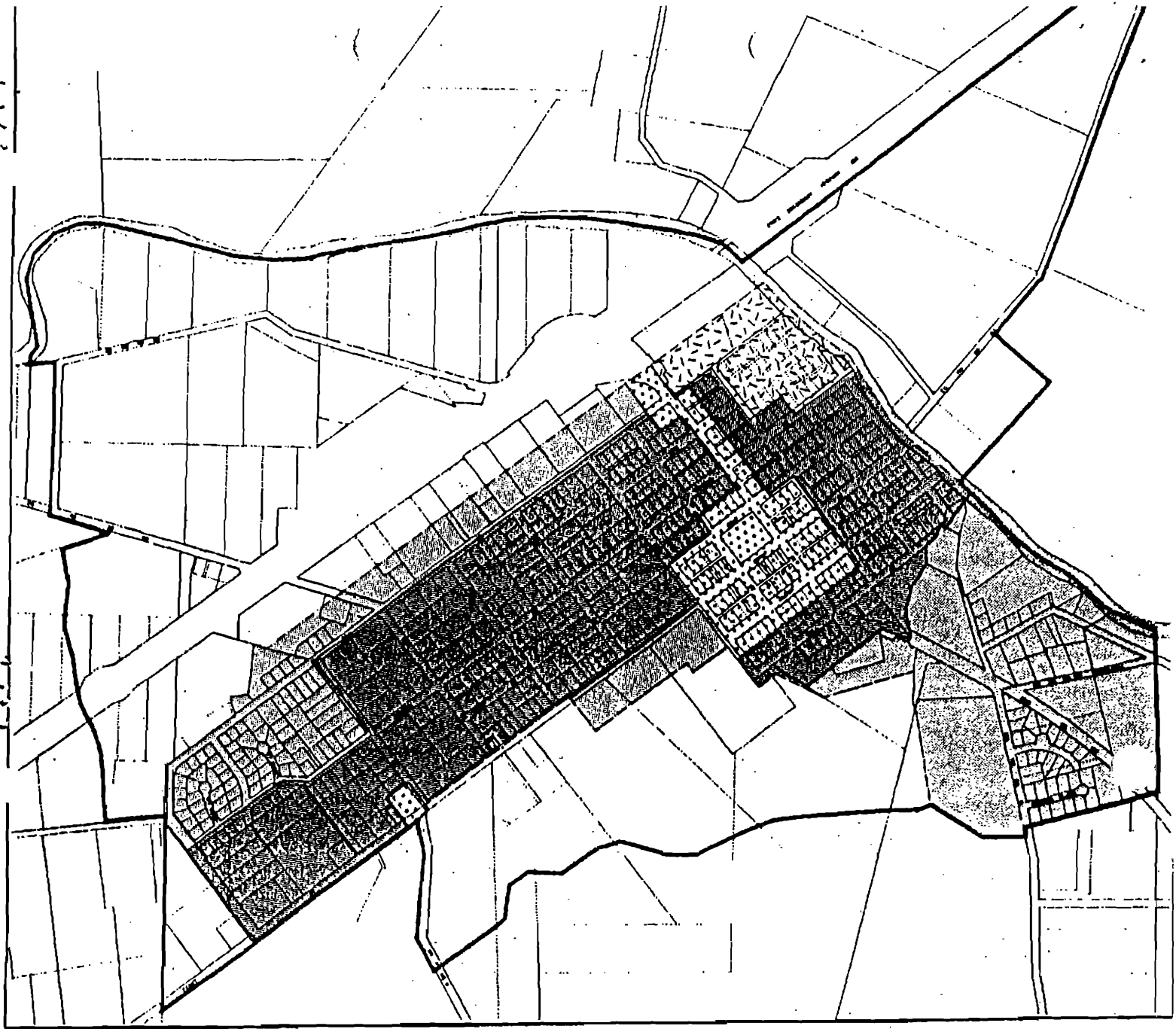
ZONING,  
June 1981  
**DAYTON**

-  Low Density Residential
-  High Density Residential
-  Mobile Homes
-  General Commercial
-  General Industrial
-  Parks and Public Facility





--- Restricted Development Boundary


- - - - - City Limits






# DAYTON ZONING MAP

RESIDENTIAL	COMMERCIAL	INDUSTRIAL
 R-1	 GC	 G-1
 R-2		



North

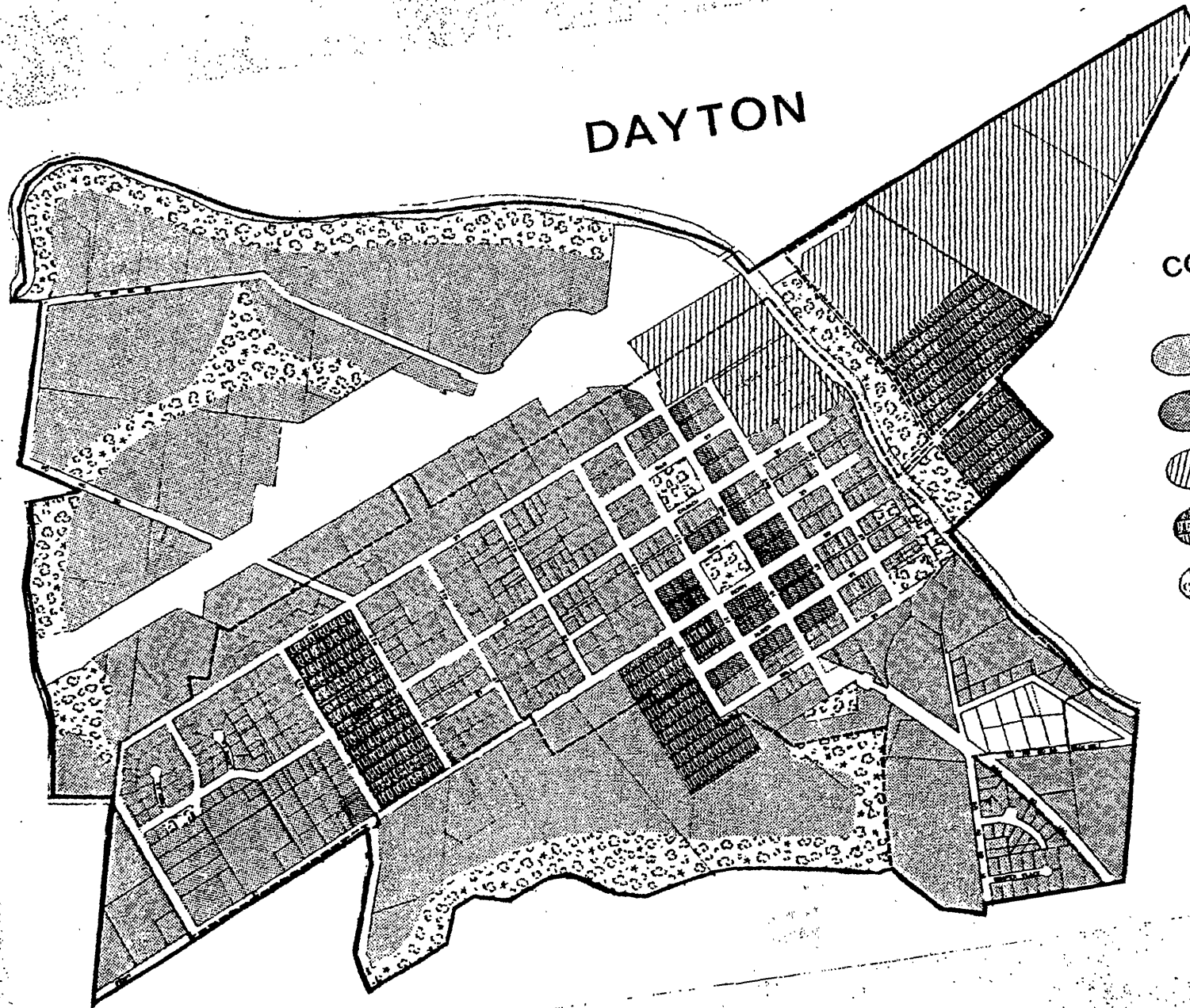
1.2" = 1/4 mi.



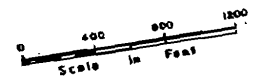
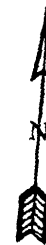
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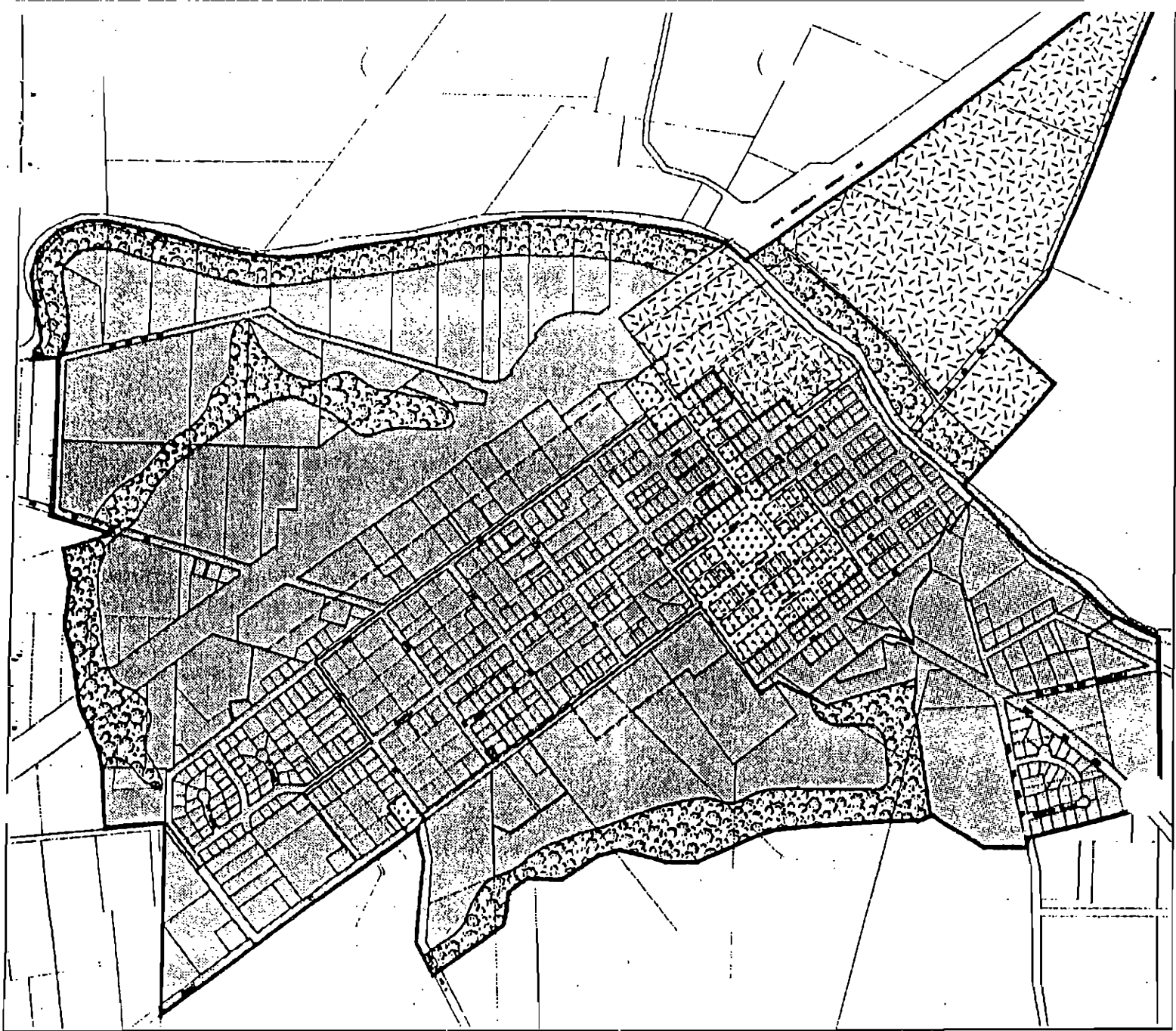
# DAYTON

## June 1981 COMPREHENSIVE PLAN








- Residential
- General Commercial
- General Industrial
- Public Facility
- Open Space






# DAYTON PLAN MAP

	RESIDENTIAL
	COMMERCIAL
	INDUSTRIAL
	OPEN SPACE



North

1.2"-1/4 mi.



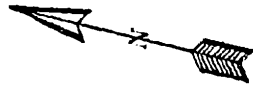
Scale: 1"=1085'

# DAYTON

## LEGEND

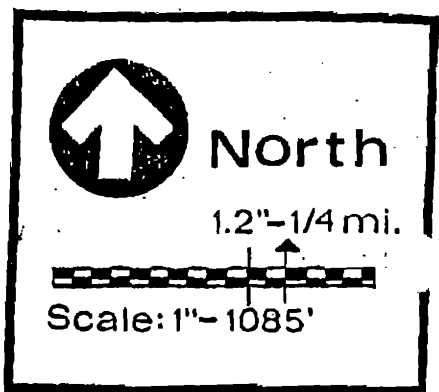
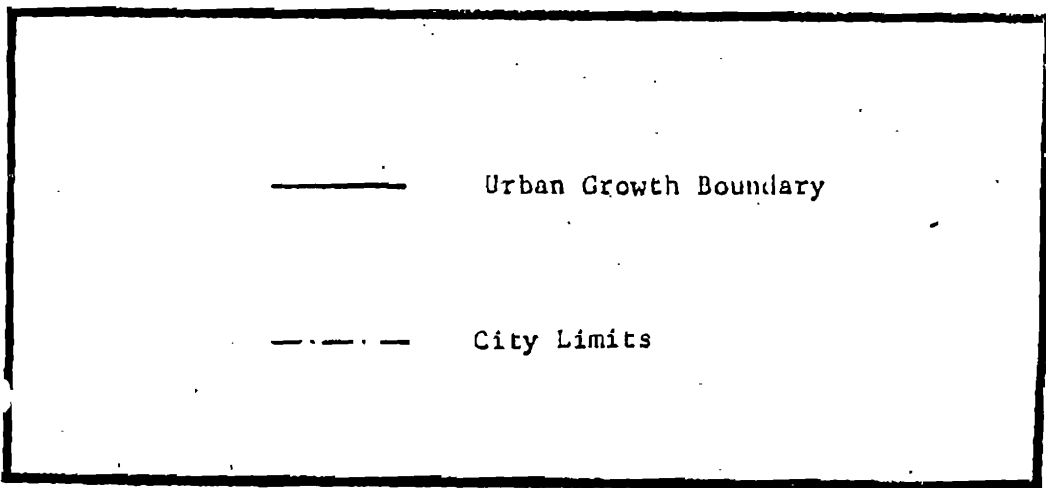
Urban Growth Boundary

City Limits





# DAYTON





COMPREHENSIVE LAND USE PLAN AMENDMENTS, 1986

AND

PLANNING ATLAS AMENDMENTS, 1986

CITY OF DAYTON

Amendments to: City of Dayton Comprehensive Land Use Plan

May, 1979, Ord. No. 360 and Jan., 1980, Ord. No. 366

Dayton Planning Atlas, May, 1979, Ord. No. 360

and Jan., 1980, Ord. No. 366

Amending Ordinance No. 360 and 366

Dayton City Council

December 8, 1986

## INTRODUCTION

The material in this Planning Atlas is a synthesis of the information gathered and discussed during the development of the Dayton Comprehensive Land Use Plan. The City's land use goals and policies, derived from this material, are found in the companion document, Comprehensive Land Use Plan: City of Dayton, 1979. . Amended by Ord. 430, December, 1986.

Arranged to show how the Statewide land use goals were considered during development of Dayton's Plan, this Atlas will serve as the information base from which to update the Plan.

Compilation of Atlas material was done by the Yamhill County Planning Staff, with the willing help of the Dayton Planning Commission, numerous state agency representatives, local utility representatives, the City Recorder, and knowledgeable persons. County staff who worked on this Atlas include: Ron Bunch, Rich Faith, Mike Brandt, Maggie Collins, Roberta Young, Blaise Edmonds, Sara Leslie, Gene Williamson, Tom Cunningham, Dee McKenzie, Gloria Banks, Sandra Lewis and Velma Schafner.

The preparation of this document was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development under the provisions of Section 701 of the Housing Act of 1954, as amended. April 1, 1979, Yamhill County Planning Department.

## AGRICULTURAL LANDS

Agricultural lands comprise the largest single land use in the Dayton planning area. Approximately 328 acres, or 40 percent of the planning area, are utilized for agricultural purposes. These agricultural lands are generally composed of S.C.S Agricultural Capability Class II and III soils. These numerical classifications indicate progressively greater limitations and narrower choices for farm use.

The principal crops grown in the area include berries, vegetables and grains. Grazing is also an important agricultural activity in the area.

### Soils

Through weathering and other processes that act on parent material, soil is formed, thereby providing man, animals and plants with life support requirements. The characteristics of the soil depend upon the parent material, climate, plants, animals and time. Because many variables effect soil formation, soil types are numerous. Different soil types are, of course, suited for different uses. One soil may be highly suited for agriculture but, because of certain properties, it may be totally unsuitable as a building site. A soil may be flood-prone or susceptible to landslides, conditions that can be very costly or even impossible to overcome for building purposes, while posing only slight problems for agricultural uses. By determining the various properties of each soil, it is possible to determine for which use(s) each soil is best suited. The Soil Conservation Service of the U.S. Department of Agriculture has soil resource data of the Dayton area. Each soil is rated according to its limitation for building and development sites, and also classified as to its agricultural capability.

### Definitions

**Agricultural Land Capability:** Class I soils have few limitations that restrict their use.

Class II soils have moderate limitations that restrict their use.

Class III soils have severe limitations that reduce the choice of plants, require careful management, or both.

Class IV soils have very severe limitations that reduce the choice of plants, require careful management, or both.

Class VI soils have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture or range, woodland or wildlife habitat.

**Building Site Limitations:** The ratings and limitations are for houses and other buildings that are no more than three stories high. The kind of sewage system is not considered in the evaluation of sites for residences.

Soils that have slight limitations for use as building sites for residences have slopes of less than 12 percent, are well drained or moderately well drained, and are not subject to flooding. Hard rock is at a depth of more than 40 inches.

Soils that have moderate limitations for use as residential building sites are somewhat poorly drained and are not subject to flooding. They have a seasonal high water table, fair stability, or moderate shrink-swell potential in the subsoil. They have slopes of 12 to 20 percent.

Soils that have severe limitations for this use are poorly drained or are subject to flooding. They have poor stability, high shrink-swell potential, low shear strength, or high slide hazard. They have slopes of more than 20 percent.

There are fourteen soil types in the Dayton Planning area. Their locations are shown on the accompanying map. The important properties and limitations of each soil type are listed in Table 1 to serve as a guide for determining building suitability on the basis of soil characteristics.

#### Summary

Nearly 88 percent of the Dayton planning area is in Class I through IV soils which are considered to be potentially suitable for agricultural use. However, this agriculturally suitable land is generally favorable for building sites and is either being used presently for urban purposes or has been determined to be necessary for the future urbanization of the City of Dayton to the year 2000. Until such times as these lands are needed, agriculture can serve as an interim land use within the Dayton Urban Growth Boundary.

Some of these soils have certain limitations for residential development, as is noted above. Applicants for building permits, within areas rated as moderate or severe, should be directed to the Soil Conservation Service of Yamhill County for additional information regarding soil management and land use.

Sources: Soil Survey of Yamhill Area, Oregon; U.S. Department of Agriculture, Soil Conservation Service, January, 1974.  
Yamhill County Planning Department, 1978.

# DAYTON

## SOILS

### CLASS II

Ab  
Ck  
Cm  
Mw  
WuB  
WuC

### CLASS III

Cs  
Wc  
WuD

### CLASS IV

Cn  
Cv  
Da

### CLASS VI

Te





## CITY OF DAYTON

Table 1

## SOILS FACT SHEET

Name	Percent Slope	Agricultural Land Capability Class	Building Site Limitations	Specific Limiting Factors	Percent of Planning Area	Existing Land Use
Woodburn Silt Loam WuB	0-7	II	Slight		53%	Urban and Agriculture
Terrace Escarpments Te	20-40	VI	Severe	Excessive slope and high slide hazard	12%	Wooded, agriculture and residential
Aloha Silt Loam Ah	0-3	II	Moderate	Seasonal high water table and poor drainage	8%	Agriculture and Residential
Amity Silt Loam Am	0-2	II	Moderate	Seasonal high water table and poor drainage	7%	Agriculture and Residential
Woodburn Silt Loam WuE	7-12	II	Slight		5%	Agriculture and Residential
Cloquato Silt Loam Cm	0-3	II	Severe	Flood hazard	5%	Wooded, public and Industrial
Wapato Silty Clay Loam Wc	0-3	III	Severe	High water table and flood hazard	5%	Agriculture, Public and Industrial
Cove Silty Clay Loam Thick Surface Cs	0-2	III	Severe	High shrink-swell potential, low shear strength, poor drainage and flood hazard	3%	Wooded and Agriculture
Chelalis Silty Clay Loam, Overflow CK	0-3	II	Severe	Flood hazard	1%	Public
Willamette Silt Loam WLA	0-3	I	Slight		<1%	Agriculture
Cove Silty Clay Loam Cn	0-2	IV	Severe	High Shrink-swell potential, low shear strength and poor drainage	<1%	Wooded and Agriculture
Woodburn Silt Loam WuD	12-20	III	Moderate	Slow permeability and slope	<1%	Wooded
Dayton Silt Loam Da	0-2	IV	Severe	High seasonal water table and poor drainage	<1%	Agriculture
Newberg Silt Loam Nw	0-3	II	Severe	Flood hazard	<1%	Wooded

Sources: Soil Survey of Yamhill Area, Oregon; U.S. Department of Agriculture, Soil Conservation Service; January, 1974.  
Yamhill County Planning Department, 1978.

## FOREST LANDS

There are no forest lands in the City of Dayton or its immediate environs. Wooded areas exist primarily along the drainageways, particularly the Yamhill River and Palmer Creek. A small stand of Douglas fir trees exists in the downtown City park.



## OPEN SPACES, SCENIC AND HISTORIC AREAS AND NATURAL RESOURCES

### Open Space and Scenic Views

There are several areas within the planning area which are desirable to preserve as open spaces. Agricultural lands throughout the planning area and undeveloped and wooded lands near the major drainages are the most notable of these. As a rural community, Dayton is surrounded by scenic farm land and other open spaces which add to the City's pastoral environment.

Significant areas of floodway and flood fringe which offer open space potential are found within the Dayton planning area. These areas make possible a wide range of uses and functions for land that is normally considered impractical and unwise for urban development. For example, when left in a natural state such areas can be a visual asset to the City. They can serve as a wildlife refuge for fish, birds and small animals and they can serve as an open space buffer between areas of urban development. Recreational opportunities such as bicycle and pedestrian paths can also be provided in such areas. The natural vegetation often found in these flood prone areas further enhances their open space potential.

Other existing uses which provide open space in Dayton include park lands, vacant lots and schools. Scenic views are offered by the various historic structures in the community and by the Coast Range mountains to the west of the City.

### Mineral and Aggregate Resources

An inventory of mineral and aggregate resources for Yamhill County is scheduled to be completed in 1979 by the Department of Geology and Mineral Industries. Until this study is done there is little information as to potential sources and sites for the County.

At this time there is one rock crushing activity being conducted within the planning area. In the summer the rock is transported by truck from a quarry site two miles south of Dayton; and in the winter the rock is obtained from the Willamette River and transported by barge approximately four miles up the Yamhill River to the site.

Source: Oregon Department of Geology and Mineral Industries.

### Energy Resources

Very little data has been collected to establish the importance of local energy sources within the planning area. Solar energy is a feasible source in this area and is presently utilized in various parts of the County. Wind power is another source that has not been explored much. This source of energy is very site specific in this area and very little data on wind exists for the County. Woodburning for heating purposes

is used in the Dayton area and is the most common form of energy use derived from local sources. Although there is a fair amount of surface water in the planning area, hydro-power is not currently utilized, mainly due to the volume and fluctuation in water levels.

Source: Yamhill County Energy Office, 1979.

### Fish and Wildlife

Significant waterways in Dayton are the mainstream Yamhill River and Palmer Creek. The Yamhill River is a large, deep, slow moving stream with a mud bottom. Palmer Creek is a perennial stream with an augmented summer flow (Willamette River water is diverted into Palmer Creek near the Polk County line.)

The Yamhill River is a migration route for coho salmon, winter steelhead trout, and cutthroat trout. Fisheries for these species near Dayton are considered minimal. Recently juvenile shad were recovered in the Yamhill River at Dayton which would indicate that a small population is spawning in the lower river.

Warm-water game fish and non-game fish species predominate in the Yamhill River and Palmer Creek. Major warm-water species include: largemouth bass, black and white crappie, bluegill and brown bullhead catfish. Lesser abundant warmwater species include: warmouth bass, yellow perch, pumpkinseed, yellow bullhead catfish, and channel catfish. It should be noted that channel catfish do not spawn successfully in the Willamette Valley, and these populations are maintained by periodic planting by the Department of Fish and Wildlife.

The Yamhill River from Dayton to the Willamette River is an important angling area for warm-water game fish. Access to this section of the river is provided by the boat ramp at Dayton.

Cutthroat trout from the Yamhill River move into Palmer Creek during the fall and winter months. Palmer Creek maintains small populations of cutthroat trout throughout the summer months.

Nongame fish found in the Yamhill River and in lower Palmer Creek include: carp, goldfish, largescale sucker, chiselmouth, redbreast shiner, peamouth chub, northern squawfish, sculpin, dace and Pacific lamprey.

The Oregon chub (Hybopsis crameri) has been listed as endangered by Oregon State University. Although the range of this species includes the mainstream Yamhill River, there have been no recorder collections of this species from the Yamhill River. The Oregon chub is reported to prefer quiet water. Rapid changes in water level is listed as a significant factor impeding reproduction.

Small animals, including raccoon, opossum and rabbit, inhabit the riparian edges of waterways in the planning area. These species are also found in areas where sufficient vegetative cover exists.

Numerous small birds and several gamebirds, such as pheasant, quail, dove and partridge, are known to inhabit the area. These are most commonly found in open space areas which offer some protective vegetation.

A wildlife evaluation for the planning area is presently being conducted by the State Fish and Wildlife Department. A specific inventory of species will have to be developed with the aid of the residents within the area.

In Dayton, the most important areas to protect is the riparian zones along the Yamhill River and Palmer Creek, and various drainageways. These specific areas provide the food, cover and water for the riparian wildlife. Fur-bearing species such as mink, beaver, muskrat and otter inhabit these areas along with various waterfowl. As of this time there are no known endangered species in the area.

Source: Oregon Department of Fish and Wildlife.

#### Water Resources

The City of Dayton, in east-central Yamhill County, lies in an area rich in water resources; water resources being defined generally as ground and surface water.

Ground water can be found in abundance nearly everywhere around Dayton. This bounty can be attributed to the highly permeable underlying geologic formations of the area. Willamette silts, young alluvials, Columbia River basalts, and the Troutdale formations are the major formations. The City derives its municipal water supply from ground water, utilizing four wells and a series of springs. Estimated production of these sources is 440-500 gallons per minute.

Dayton is situated at the confluence of Palmer Creek and the South Yamhill River. These two bodies of water have been important to local citizens for both recreational and agricultural uses. Yamhill County maintains a boat ramp at the eastern edge of Dayton along the South Yamhill River. This facility affords swimming, fishing, boating and provides an important access to the Willamette River, about five miles away. Water pumped from the Willamette River provides irrigation water for area agriculture which benefits the citizens of Dayton through job opportunities and commercial exchange.

It is likely that Dayton will continue to use ground water as a source of municipal supply. The abundance of groundwater and its relatively minimum treatment requirements would render it as the most economical choice. The Yamhill River can continue to provide residents with scenic and recreational opportunities. Additionally, the river could provide an asset for industrial development.

Source: Gene Williamson, Yamhill County Water Master, 1978.  
Howard Williams, Dayton Water Superintendent, 1978.

## Historical and Cultural Resources

Early settlers established land claims in the Dayton area in the mid-1840's. One of the earliest settlers, Joel Palmer, platted a town site, which consisted of 450 acres, in the fall of 1850. The original land survey of the town site was completed in 1852. At this time in history, Lafayette, which is located just a few miles northwest of Dayton, was the most prosperous settlement in the County. However, Joel Palmer felt that Dayton would thrive due to year round navigation on the Yamhill River. Dayton was incorporated in 1880 and had a population of 375 people.

Due to the year round navigation on the Yamhill River, the community experienced substantial growth and prosperity in the early years. Dayton was the main shipping point for nearly all the grain that was exported from the Yamhill Valley. A water-powered flour mill, a steam-powered sawmill and a fruit dryer and packing company are examples of early industries that operated in the area.

High water and flooding was a continual problem on the Yamhill River. A severe flood in 1861 destroyed a large number of farms and businesses along the river. With perseverance and optimism, the community rebuilt and repaired bridges and structures after severe storms and floods.

In 1877-78 the Willamette Valley Railroad Company constructed and operated a narrow guage railroad from Dayton to Sheridan. For a short period of time, Dayton benefited from the availability of railway access; however, due to inconveniences created by water problems, the railroad extended the line to Fulquartz Landing on the Willamette River. This greatly limited the use of the port at Dayton.

In spite of the economic losses that Dayton suffered due to water damages, the town prospered in many ways. Dayton was noted throughout the County for the exceptional architectural style and fine construction of its buildings. In 1870, there weren't any merchants in Dayton that had been there in 1860. The flood of 1861 had taken a huge toll and many people went bankrupt. However, by 1871 the community showed remarkable signs of recovery. A McMinnville paper listed the following enterprises in Dayton on February 1871: 2 general merchandising stores, 1 saddle shop, 1 saloon, 1 blacksmith shop, 1 reaper manufactory, 1 iron foundry, 2 livery stables, 1 hotel, 1 church, 1 flour mill, 1 steam sawmill, 2 warehouses, and a school. In spite of a substantial threat of natural disaster to the community, there was an exceptional amount of community pride and persistence.

Historical sites and structures are still evident in the community today. The Oregon State Historic Preservation Office has the following historical sites and structures in Dayton listed in their statewide inventory:

Assembly of God Church  
Fifth and Oak Streets, 1890

Betram House  
FAS 105 ( 1/2 mile west of town square), 1900

Christian Church  
Fifth and Church Streets, 1886

Evangelical United Brethren  
Fourth and Church Streets, 1895 (residence)

First Baptist Church, 1882

Joel Palmer Landmark  
Town Square, 1971

Andrew Smith House  
409 Main Street, 1860

Other possible sites and buildings that have historical significance should be identified and preserved. Under certain conditions, sites and buildings on the Federal Register can be subject to federal assistance for preservation.

Sources: Old Yamhill: The Early History of its Towns and Cities;  
Yamhill County Historical Society, 1976.  
State Historic Preservation Office, Department of Transportation,  
Parks and Recreation Branch.

## AIR, WATER AND LAND RESOURCES QUALITY

### Climate

Dayton is located in northeastern Yamhill County just west of the Willamette River. It is six miles east of McMinnville and 24 miles north of Salem. Because of a shielding effect from the Coastal Range to the west, the characteristics are that of a modified Marine West Coast climate, with mild winters and generally dry summers. Precipitation averages about 42" per year with less than 2% in the form of snow or sleet. Approximately three-quarters of the precipitation falls from November through March. The monthly temperature mean is 52.1°F. Daily temperatures in January range from 31° to 44°F., and in July the range is from 48° to 83°F. Humidity values are not available locally, however for Portland January's average is 81% and July's is 66%. There is an average growing season of 170 days based on last occurrence in spring and first occurrence in fall of a temperature of 32°F.

Source: U.S. Department of Commerce, Weather Bureau.

### Geology

The Dayton area is predominately characterized by alluvial deposits of Willamette Silt. This surficial deposit ranges in thickness up to 75 feet in places, and overlies the older Troutdale Formation. The Willamette Silt has relatively high porosity and consists of mixed bedded silts and fine sands.

Deposits of more recent Young Alluvium are also present in the Dayton area. Alternating layers of sand and gravel, blanketed by floodplain silts comprise the Young Alluvium deposits.

### Topography

The majority of the Dayton area is located on relatively flat, gently sloping terrain. Elevations range from between 70 and 80 feet along Palmer Creek and the Yamhill River, to over 160 feet in the west central portion of the city. The predominate elevation is between 150 and 160 feet throughout the urban growth boundary area. Slopes range from 0 to 5 percent throughout most of the area, to over 20 percent near the major drainages. The major stream is the Yamhill River which borders the urban area on the north and east. The southern border is formed by Palmer Creek which flows from west to east into the Yamhill River. To the north of Highway 18, a small intermittent creek drains generally eastward into the Yamhill River. An extension of this intermittent drainage makes up a portion of the urban boundary on the west.

### Water Quality

Water quality within Dayton's waterways is generally good. The river and creek exhibit no major pollution problems; however, the quality of water is reduced by soil erosion, urban storm runoff, and seepage by chemical fertilizers and pesticides from nearby agricultural lands. Water quality is supervised by the Oregon Department of Environmental Quality.

## Air Quality

Air quality standards have been adopted by the Federal and State Government to protect the health and public welfare from known adverse effects of air pollution. There are two divisions within the standards, primary and secondary. The primary standards are to protect the public health and the secondary standards are to protect the public from effects such as visibility reduction, soiling, nuisance and other forms of damage. McMinnville has the nearest air monitoring station and its air quality is well within the Federal and State standards. It can be safely assumed that the air quality of Dayton is very similar to the quality that would occur naturally.

Due to topographic and meteorological conditions, this area, as well as the entire Willamette Valley experiences temperature inversions. Basically, inversions prevent the rising of air currents, thus trapping them near the ground; and by preventing airborne materials from escaping, cause air pollution. Without careful observation and monitoring of air pollutant sources in this area, there is a potential for serious pollutant problems to occur.

During certain periods of the year local agricultural activity particularly open field burning and tilling, generates suspended particulate matter, which, for a period of time can reduce visibility and be quite irritating. It also can be hazardous to people suffering from respiratory illnesses. Overall though the local agricultural pollutant contribution is rather insignificant.

## NATURAL HAZARDS

The identifiable natural hazards found in the Dayton area are due to flooding, soil hazards, and steep slopes. Approximately 28 percent of the planning area is subject to one or more of these natural hazards. Although some of these areas are presently developed, agriculture and open space are the primary land uses. All of this land area has severe building limitations and should be extensively evaluated to adequately plan for future growth.

### Flood Plains

Flood Plains are those areas which are dry during some seasons of the year but may be covered with water when heavy rain, melting snow, or other conditions cause adjacent rivers, streams, or lakes to overflow their banks. The determination of the extent of this overflow is the first consideration in planning for the use and control of such areas. A flood hazard area of Dayton has been mapped for the National Flood Insurance Administration.

By 1980 this map should be refined to include precise elevations and flood insurance rates. Until that time the "Special Flood Hazard Area Map" should serve as the official flood hazard map for the Dayton area.

The flood hazard area within Dayton's Urban Growth Boundary occupies approximately 20 percent of the Dayton area. Most of this land is in agriculture or open space use at the present time. Any use of flood hazard areas should be carefully evaluated before future development is allowed to occur.

### Soil Hazards

Of the 14 soil types present within the Dayton Urban Growth Boundary, 3 soils, occupying approximately 59 percent of the land, are in the category of "slight building site limitations". These soils present little or no problems for residential development. Of the remaining 11 soil types, 3 soils, occupying about 15% of the land, are in the "moderate" category and 8 soils occupying 26% of the land are in the severe category. Approximately 18% of these lands with severe building limitations are in flood hazard areas, leaving about 8% of the area limited by other soil characteristics.

Soil characteristics which impose severe building limitations on approximately 8 percent of the Dayton land area include seasonal high water table, high shrink-swell potential, low shear strength, slow permeability, excessive slope and slide problems.

### Steep Slopes


The steepest slopes are found near the Yamhill River, Palmer Creek and the intermittent drainage lying north of Highway 18. Slopes in excess of 20 percent can be found in all of these areas. Steep slopes, while not necessarily a hazard themselves, are a factor to be considered when combined with other hazards. Soils which have been identified as being





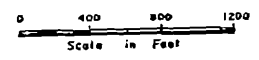
# DAYTON

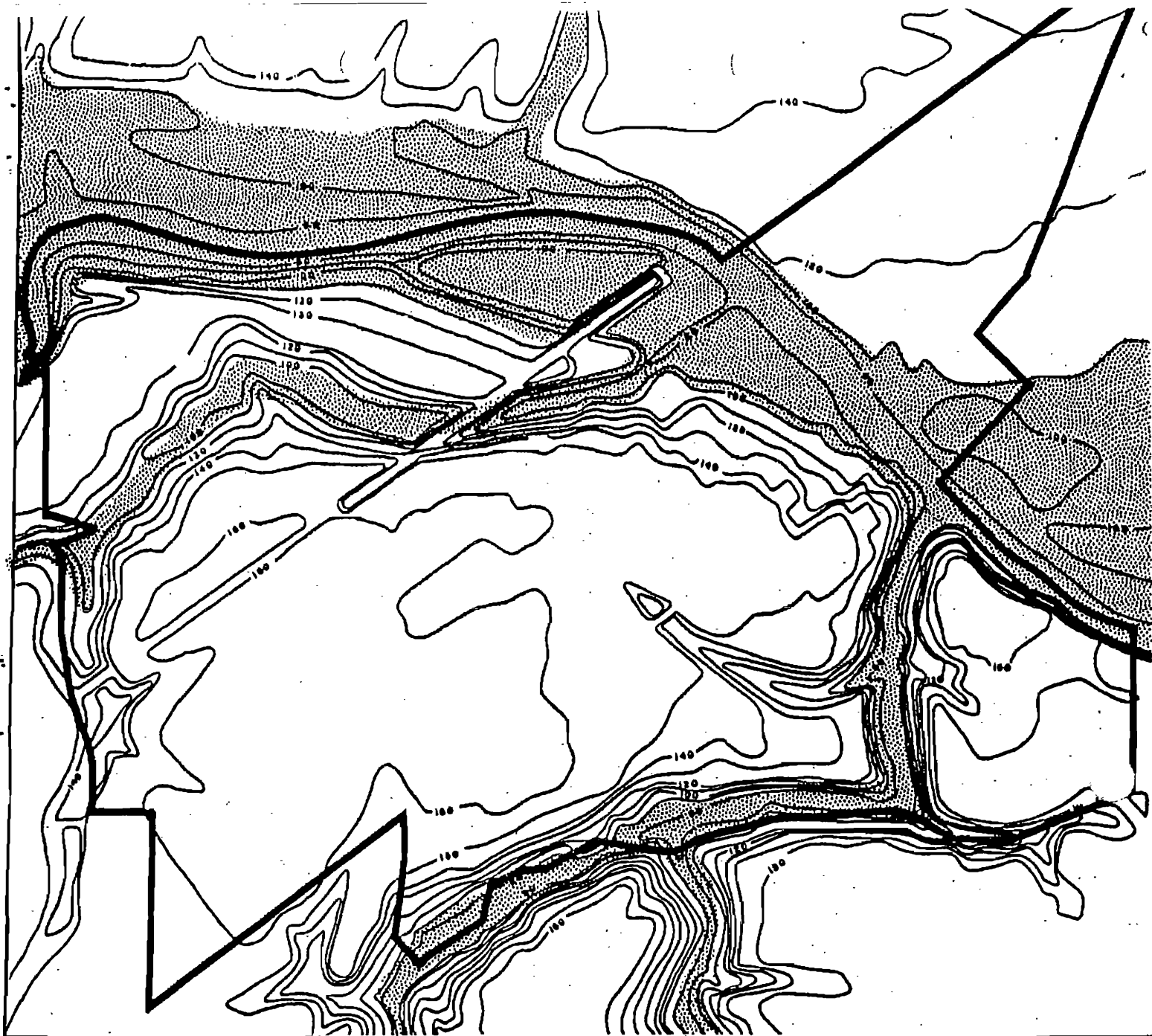
## TOPOGRAPHY

 100-Year Flood Plain

U.S. Army Engineer District, Portland,  
Hydrology Section, September 1980

Contour lines are measured in feet  
above sea level.





DAYTON

TOPOGRAPHY



FLOOD HAZARD AREA (100 yr. flood plain line)

Contour lines measured in feet above sea level



North




1.2" = 1/4 mi.

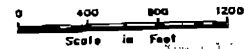
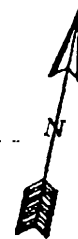


Scale: 1" = 1085'

# DAYTON

## BUILDING LIMITATIONS

-  SLIGHT LIMITATIONS
-  MODERATE LIMITATIONS  
5 to 20% slopes  
Moderate soils
-  SEVERE LIMITATIONS  
Flood hazard  
Slopes above 20%  
Soils with qualities:  
high water table;  
severe shrink/swell;  
poor drainage;  
flood or slide hazard  
(or any combination)





# DAYTON BUILDING LIMITATIONS



## SEVERE LIMITATIONS

Flood hazard  
 Slopes above 20%  
 Soils with qualities: high water table; severe shrink/  
 swell; poor drainage; floor or slide hazard  
 (or a combination of the above)



## MODERATE LIMITATIONS

10 to 20% slopes  
 Moderate soils



## SLIGHT LIMITATIONS



North

1.2" = 1/4 mi.



Scale: 1" = 1085'

slide prone present a higher risk of sliding as the degree or percentage of slope increases.

Building on steep slopes has implications not only in terms of public safety but of economics as well. As the percentage of slope increases, there is an increase in the cost of the home. This is especially significant in today's housing market in which an increasing number of people can no longer afford to purchase a single-family home. Design and construction costs must be taken into account when building on steep slopes.

Source: Yamhill County Planning Department, 1978.

### Recreation

Within the Dayton planning area there are currently 5 recreational areas. The Dayton Court Square Park, located between Ferry and Main, and Third and Fourth Streets, is one City block. It contains picnic facilities, restrooms, playground equipment, and the historic blockhouse. Another recreation area is located between Oak and Church, and Third and Fourth Streets. Softball facilities are provided in this 1.8 acre area. The Dayton boat ramp and park area, located at the east end of Ferry Street, adjacent to the Yamhill River, is approximately 2 acres. Across the river from the boat ramp is another area which is designated for park use. This recreational area is adjacent to the City's sewer facilities and is approximately 3.5 acres. The smallest park in the planning area is located on West Church Street. It is undeveloped at the present time and consists of about 0.5 acres. Athletic fields around the high school, and playground areas near the elementary school are also available for use by the public.

The County maintains Lafayette Locks Park which is located about 1 mile northwest of Dayton along the Yamhill River. The park, which is also a historical site, contains picnic facilities and playground equipment. Other nearby recreational opportunities include Riverwood Golf Course, located about 4 miles to the northeast of Dayton.

According to standards released by the Parks and Recreation Branch of the Oregon Department of Transportation, a city-wide park should be 2.5 acres per 1,000 persons. With an estimated 1977 population of 1,420, 9.58 acres of park land satisfies this standard. In addition, there is sufficient park land to meet the needs of the City's projected population to the year 2000.

Should the City desire to acquire and develop additional park and recreational facilities, there are primarily three funding alternatives available to it. The City can either: 1) seek outside agency funding; 2) seek local methods of funding through levies, taxes, or other resources; or 3) require additional park lands in future subdivisions.

#### 1. Outside Agency Funding

Yamhill County annually receives Heritage Conservation and Recreation Services (H.C.R.S.) funds to be used for park and recreation projects.

These funds are available to local municipalities on a competitive basis. The City of Dayton also has available to it a portion of the County's share of state gas tax monies to be used for the construction and maintenance of bicycle paths. This could also serve as a worthwhile recreational project for the City.

2. Local Measures

Given that the City has sufficient park lands to meet the needs of its present and future population, special tax levies for the acquisition of additional park lands would not seem to be a likely funding source.

3. Subdivision Requirements

The City may find its best opportunity for setting aside additional park space through a subdivision ordinance.

Source: Yamhill County Planning Department, 1978.

## ECONOMY OF THE CITY

Although it has some manufacturing and wholesale businesses, Dayton serves primarily as a retail and service center for those living in the immediate area. The City enjoys a moderately diversified economy with a variety of employment opportunities.

A recent inventory of business establishments in the City revealed that nearly 80 percent are in the retail and service sector. Other industrial sectors (according to Standard Industrial Classification Codes) represented by business establishments are transportation-communication, finance-insurance-real estate, mining, manufacturing, and public administration. There are no wholesale trade businesses in the City.

The service sector employs the largest number of persons working in Dayton. Over half of the City's work force is employed within this industrial category. This situation is attributable to the two schools which are the largest employers in Dayton. The school district employs about 162 persons. Figure 1 presents a comparative profile of the City's economic structure by classification of business establishments.

Figure 1

## Comparative Profile

Percentage of Total Work Force Within

Various Industrial Categories

	Amity	Carlton	Dayton	Lafayette	Sheridan	Willamina	Yamhill
Agriculture, Forestry, and Fishing	-	3	-	-	-	-	-
Mining	-	-	4	-	-	-	-
Construction	1	-	-	5	-	4	-
Manufacturing	23	35	1	18	26	3	-
Transportation and Public Utilities	2	1	3	21	13	4	3
Wholesale Trade	9	16	-	-	2	4	-
Retail Trade	17	19	21	40	25	23	22
Finance, Insurance, and Real Estate	4	4	5	4	5	5	5
Services	40	23	59	4	25	49	68
Public Administration	5	5	8	8	4	8	3
Totals	100%						

Note: Columns may not add up to 100% due to rounding of decimal figures.

Source: Economic Profiles of Yamhill County's Small Cities; Yamhill County Planning Department, 1978.



Occupation characteristics of household principal wage earners in Dayton were derived from a 1977 Community Attitude Survey. The results of the survey are as follows:

Retired	24%
Other Blue Collar	22
Construction	12
Unemployed	7
Education	6
Professional/Managerial	6
Lumber Industry	5
Agriculture	5
Other White Collar	3
Clerical/Retail Trade	3

Construction and other blue collar jobs are the predominant occupational categories in Dayton. At the time of the survey, the unemployment rate of 7 percent for the City surpassed the County rate of 5 percent. While there are a variety of occupations in the City, the same survey revealed that only about one out of every five head of household wage earners worked in the City. Of those working outside the City, 16 percent were employed in McMinnville, and 43 percent were employed in other areas.

Median family income for households in Dayton can be derived from a housing survey conducted by the Mid-Willamette Valley Council of Governments in 1976. The information revealed that the City's median family income was \$9,438. This figure ranked well below both the County and State median family incomes, which were \$12,872 and \$13,750 respectively.

The main business area in Dayton follows Ferry Street from Second Street to Fifth Street. There are some scatterings of businesses in the downtown area and several vacant structures; however, very few vacant parcels exist. To meet the projected commercial land use needs for the year 2000, 2.94 acres of additional land is required. A recent survey of the condition of the business area revealed that 10 of the businesses are in good condition, 11 in fair condition and 5 are in poor condition.

The need for improvements in the commercial sector was emphasized in the Community Attitude Survey recently conducted. In rating the visual quality of Dayton's commercial area, 56 percent of the respondents rated it poor. Approximately three times more people shop in McMinnville rather than in Dayton.

In analyzing the economy of a community, all economic activities are separated into basic and nonbasic sectors. The difference between these two sectors is that the demand in the basic sector originates from

outside the locality and the nonbasic sector demand comes from within the community or the immediate environs. In Dayton over 95 percent of the economic activity is of a nonbasic sector. Presently there is only one business in the planning area that is considered a basic industry; this is a sand and gravel company which distributes its product regionally. The absence of manufacturing industries is more than likely responsible for the City's poor economic base.

It is quite evident that there needs to be substantial improvement in the downtown area and a substantial amount of diversification in the local economy. The Community Survey conducted in 1977 revealed the following figures:

- 91 percent of respondents feel that Dayton needs to plan for its future growth and development;
- 78 percent of respondents would like to see more employers locate in the City;
- 26 percent of the respondents favor promoting population growth, opposed to 72 percent favoring a naturally occurring growth;
- 56 percent of respondents rate the visual quality of the commercial area as poor;
- 48 percent of respondents rate the overall attractiveness of Dayton as average, and 46 percent rate it as poor;
- 90 percent of respondents felt that the City should actively be seeking new industry.

In order to attract new businesses and industries into the community, emphasis should be placed on improving existing development. Upgrading the existing commercial area and allowing land for future needs should be done in a consistent, orderly manner which will ensure improvement and guide expansion in a most economic manner possible.

Source: Yamhill County Planning Department, 1978.

POPULATION AND HOUSING

Population

Dayton's population fluctuated markedly during the decades of 1950 to 1970. As shown in Table 2, the City experienced a 2.6 percent population decrease between 1950 and 1960. However, in the following decade this trend was dramatically reversed and the City's population increased by approximately 35.6 percent. Since 1970, the rate of population growth has fluctuated markedly, yet has continue to steadily increase.

Table 2. Selected Population Figures

City of Dayton

<u>Year</u>	<u>Population</u>	<u>Percent Change</u>
1940	506	--
1950	719	+ 42.1%
1960	700	- 2.6
1970	949	+ 35.6
1977	1,420	+ 49.6

Source: Decennial Census Data and Center for Population Research and Census Population Estimates.

Comparatively, the City's rate of population growth has greatly exceeded that of the County as a whole. For example, from 1967 to 1977, Dayton's growth rate was 36.5 percent compared to the County's rate of 17.4 percent.

That population increases that have occurred since 1960 can mainly be attributed to net migration rather than natural increase. Although these statistics are not available for the City, County trends serve as a good indication of Dayton's components of population change. These are shown in Table 3. It is believed that in-migration will continue as the major contributor to future population growth in the County, and the City of Dayton.

Table 3. Population Components of Change

Yamhill County 1950-1977

	Net Population Change	Natural Increase		Migration	
		Net Increase	Percent Change	Net Migration	Percent Change
1950-1960	-1,115	3,745	+11.2	-4,860	-14.5
1960-1977	+7,844	1,677	+ 5.2	6,167	+19.0
1970-1977	+6,987	1,877	+ 4.7	5,110	+12.7

Source: Derived from Vital Statistics Data, Oregon State Health Division.

Dayton projected to experience continued population increases to the year 2000. Population projection figures, prepared to Portland State University for the City, estimate there will be an additional 433 persons living in Dayton by the year 2000. This represents a 31.0 percent increase over estimated existing population of 1390. Table 4 shows population projections for the City of Dayton.

<u>Projected Population</u> <u>City of Dayton</u>		
<u>Year</u>	<u>Population</u>	<u>Population Increase</u>
1985	1390	--
1990	1543	153
1995	1682	139
2000	1833	151

Source: Yamhill County Planning Department, 1978.

Age distribution is an important factor to consider when planning the future of a community. The needs of a community can be more easily determined if the age composition is known. For example, a large proportion of school age children might direct emphasis on education or recreation; a high proportion of young adults could point to the need for increasing job opportunities; or a substantial number of elderly people would mean that emphasis should be placed on meeting the needs of senior citizens.

Data for age distribution in Dayton is derived from the 1978 Community Attitude Survey and is shown in Table 5.

Table 5. Age Distribution City of Dayton 1978		
Age Group	Number of Persons	Percentage of Total
0-10	74	26%
10-17	38	13
18-22	13	4
23-35	62	22
36-50	33	11
51-64	37	13
65+	29	10

Educational levels of a city's population are reflected in the composition of the work force as well as per capita income. Table 6 shows education levels for Dayton residents.

Table 6.

## Educational Levels

City of Dayton

1978

Level of Education	Percent of Population
Elementary (Grades 1-8)	7
High School (Grades 9-12)	54
College (Not completed)	6
College (Completed)	17
Vocational	4

Source: Derived from 1978 Community Attitude Survey.

Housing

From a housing survey conducted by the Yamhill County Planning Department in October, 1978, Dayton has 485 total housing units in the planning area. Of this total, 431 (89%) are single-family units, 40 (8%) are mobile homes and 14 (3%) are multiple-family units. In comparing housing types by percentage with 1970 figures, the proportions have changed significantly. The percentage of single-family units is presently about 5 percent lower than it was in 1970, and the percentage of multiple-family units is slightly lower. The percentage of mobile homes have increased four-fold since 1970.

In comparing the existing housing mix with that in 1970, there has been an improvement in the housing choice; however, according to the community survey over half of the respondents feel that a combination of single-family dwellings, mobile homes, and apartments is still needed in the City. Nearly three-fourths of the survey respondents feel that there is not an adequate supply of affordable housing in the community.

Housing Age

The age of the housing stock in Dayton is characteristic of most other cities in the County. A significant amount of the housing units in the Dayton area were built prior to 1940. According to 1970 U.S. Census Data, the Dayton census division has the second oldest housing stock in the County. According to the housing survey conducted in October of 1978, 52 percent of the housing stock was not defective. (Table 7) This can mainly be attributed to the high percentage, 59 percent, of housing units that were constructed after 1970.

Table 7.

## Dayton Housing Conditions

1978

Rating	Units	Percentage
Not defective	250	52
Slightly defective	112	23
Intermediately defective	99	21
Critically defective	17	4

## Housing Projection

Dayton is expected to experience a 32 percent increase in its population by the year 2000. In order to accommodate a projected population of 1,833, approximately 153 additional dwelling units will be needed in the City by the year 2000. This estimate is based on the Community's existing average household size of 2.9 persons. This is an estimate based on population projections and it should be noted that other factors, such as changes in the local and regional economy, and availability of home financing, also will determine the future housing needs.

The prime concern of the City should be to provide safe and sanitary housing, adequate choice in the housing market, and to address the special housing needs of the elderly, low income and the handicapped. Housing costs are continually rising, as a result, proper maintenance and utilization of the existing housing stock as well as efficient planning for new housing is extremely important in providing a high degree of quality housing for the residents of Dayton.

## Appendix A

### BUREAU OF CENSUS HOUSING CRITERIA

#### Rating and Exterior Condition

- A. Not Defective
  - 1. New or excellent
  
- B. Slightly Defective
  - 1. Slight damage to porch or steps
  - 2. Small cracks in walls, plaster or chimney
  - 3. Broken gutters or downspouts
  - 4. Lack of paint
  
- C. Intermediately Defective: one or more intermediate defects; five or more defects
  - 1. Holes in walls
  - 2. Open cracks
  - 3. Missing material over small area of wall or roof
  - 4. Rotten window sills or frames
  - 5. Deep wear on stairs
  - 6. Poor or no foundation
  
- D. Critically Defective: one or more critical defects; five or more intermediate defects
  - 1. Sagging walls or roof
  - 2. Holes, open cracks, missing material over large area
  - 3. Damage by storm or fire unrepaired

## PUBLIC FACILITIES AND SERVICES

### Education

Educational services are one of the most important assets a community has. The educational system is often a primary determining factor that many families use in choosing a home. Social and academic activities sponsored by schools also help create community identity and promotes citizen interaction.

Schools can provide space and facilities for civic and organizational functions that otherwise might not be possible due to limited resources. Maximum utilization of school buildings is also cost efficient and energy conserving which is a very important consideration since 70% of the property tax dollars go toward education.

Educational services are provided by School District 8 for the community of Dayton. The area which is served by the school district encompasses about 55 square miles.

There is presently 1 elementary school and 1 high school in Dayton. The elementary school was constructed in 1951 with expansions occurring in the early 1960's. The high school was constructed in 1936 and has had numerous alterations and maintenance done since that time. In 1968 facilities were added to accommodate the junior high grades. The most recent addition was an industrial-mechanic building in the early 1970's.

Both schools are operating under capacity. The approximate capacity for the elementary and high school is 500 students each. At the present time the school district is in the process of studying needs for upgrading the curriculum and existing facilities. The school district has sites available to accommodate new facilities which will meet the community's educational needs.

#### Dayton School Enrollment

	September, 1978	Enrolled
Kindergarten		50
1-6 Grades*		400
7-8 Grades		123
9-12 Grades		277
Total		<hr/> 850

\*Includes the County Special Education Class



Solid Waste

Solid waste management is a regional as well as local responsibility. Yamhill County is part of the Chemeketa solid waste region. In 1978, a region plan was adopted by the Chemeketa Solid Waste Region but has not been adopted by any of the County's local governments. The plan addresses alternatives for regional disposal and recycling systems but has no implementation provisions.

City Sanitary Service for McMinnville provides the solid waste disposal service for Dayton and the immediate area. The service is provided through a ten year renewable contract which was renewed in 1983. Service rates are submitted to the City Council for approval. The current residential rate is \$6.50 per month and commercial and industrial rates depend upon the type of disposal container and the volume.

Refuse is picked up by truck and transported to a landfill site 3 miles west of McMinnville. The landfill is County-owned but operated by a private franchise. The landfill site was put in operation in 1983 and should provide landfill will beyond the year 2000. Approximately 7 tons of refuse, generated from urban uses in the planning area, are transported to the landfill site each week.

Recycling solid waste materials reduces the volume of material to be disposed of and conserves energy and material resources. Materials generally recycled are glass, ferrous and non-ferrous materials, plastics and paper. Paper products constitute the largest percentage of solid waste materials. At this time there is one recycling effort of solid waste materials in the County. City Sanitary Service is doing recycling at the landfill site. Cardboard, ferrous materials are sorted from the incoming refuse. Equipment used in the recycling operation consists of a shredder and baler, a compactor unit, and a tractor.

Sources: City Sanitary Service of McMinnville-  
Chemeketa Region Solid Waste Study.

## PUBLIC WATER SYSTEM

The City of Dayton owns approximately 27 acres of watershed area in the Red Hills area two miles northeast of the planning area. Four wells in various locations, one of which produces a steady supply, and a series of springs provide Dayton with its water supply. These sources produce a total supply of 500 gallons per minute or 720,000 gallons per day. This excludes the Ferry Street well which produces a certain amount of sulphur and sand, and is presently used only in emergency situations. The water quality of the springs and additional wells is considered good.

The City's storage capacity is approximately 985,000 gallons at the present time. This supply provides water to approximately 500 metered hookups. An eight-inch steel main conveys stored water the two miles to the distribution system. The business district is served primarily by six-inch and eight-inch steel and cast-iron distribution mains, whereas six-inch and smaller lines form the distribution system in residential areas. The City's distribution system appears to be generally adequate for supplying domestic needs and possesses no serious problems at the present time.\*

The present water supply of 720,000 gallons per day should be ample for quite a few years. In terms of storage, the City needs an estimated 1,840,000 gallons to meet Oregon Health Department recommendations. The need for this additional storage depends upon several variables: population growth, consumption trends, and industrial development. A rapid rise in any one or all of these factors will require additional storage facilities.

\*Note: All references to water requirements refer to domestic demands and do not reflect fire flow requirements.

Source: Gene Williamson, Yamhill County Watermaster, 1978.

## PUBLIC SEWER SYSTEM

The City of Dayton is designated as a Sewerage Works Implementation Agency under the Section 208 Areawide Waste Treatment Management Plan, a program designed to carry out the Clean Water Act. The City has a responsibility for planning, operation, maintenance and financing sewerage works.

Mid-Willamette Valley Council of Governments (MWCOG) is the Areawide Waste Treatment Management Agency under the hierarchy of Section 208 of the Clean Water Act. MWCOG had developed a Water Quality Management Plan which includes a Water Sewerage Plan for all jurisdictions within Marion, Polk, and Yamhill Counties. The MWVCOG Water Quality Management Plan is adopted as part of the State of Oregon's Water Quality Management Plan.

The Oregon Department of Environmental Quality (DEQ) is the designated regulatory agency for design criteria, operation and maintenance of sewage treatment works. DEQ must approve sewage treatment plant and sewer system expansion plans before construction begins. Environmental Protection Agency (EPA) sewage works grant funds are dispersed according to a DEQ priority list adopted annually. The City must obtain DEQ certification that a grant proposal conforms to the MWVCOG Master Sewerage Plan before applying to EPA for a sewerage works construction grant.

Dayton's sewerage treatment facility is a lagoon system, consisting of four oxidation ponds. The system was originally constructed in 1965 and was updated in 1982. Currently the system treats 60,000 to 70,000 gallons of effluent per day. The system of 2,295 people with raw sewage design average of 0.206 MGD and a design peak of 0.906 MGD.

During the recent expansion of the facilities, critical areas of infiltration and inflow in the system were repaired while the system still has excessive infiltration/inflow it is considered less expensive to treat the extraneous flows than to attempt to remove them.

The sewerage facility is sited on a 33 acre site in the northeast section of the City and is situated next to industrial zoned property. The design capacity of 2,295 people is more than ample to supply service to the projected population of 1833 people in the year 2000.

#### STORM DRAINAGE

There is no City-wide storm drain system in Dayton. Storm drains are provided in the central business district and intermittently along Ash Street. The remainder of the City, for the most part, relies on surface drainage.

#### FIRE PROTECTION

Fire protection for the community is provided jointly by the City and the Dayton Rural Fire District. The district covers approximately 75 square miles. The all-volunteer fire force consists of 60 members. Together the City and district have 12 pieces of equipment, which includes 3 tankers, 8 pump trucks and 1 rescue van.

#### POLICE PROTECTION

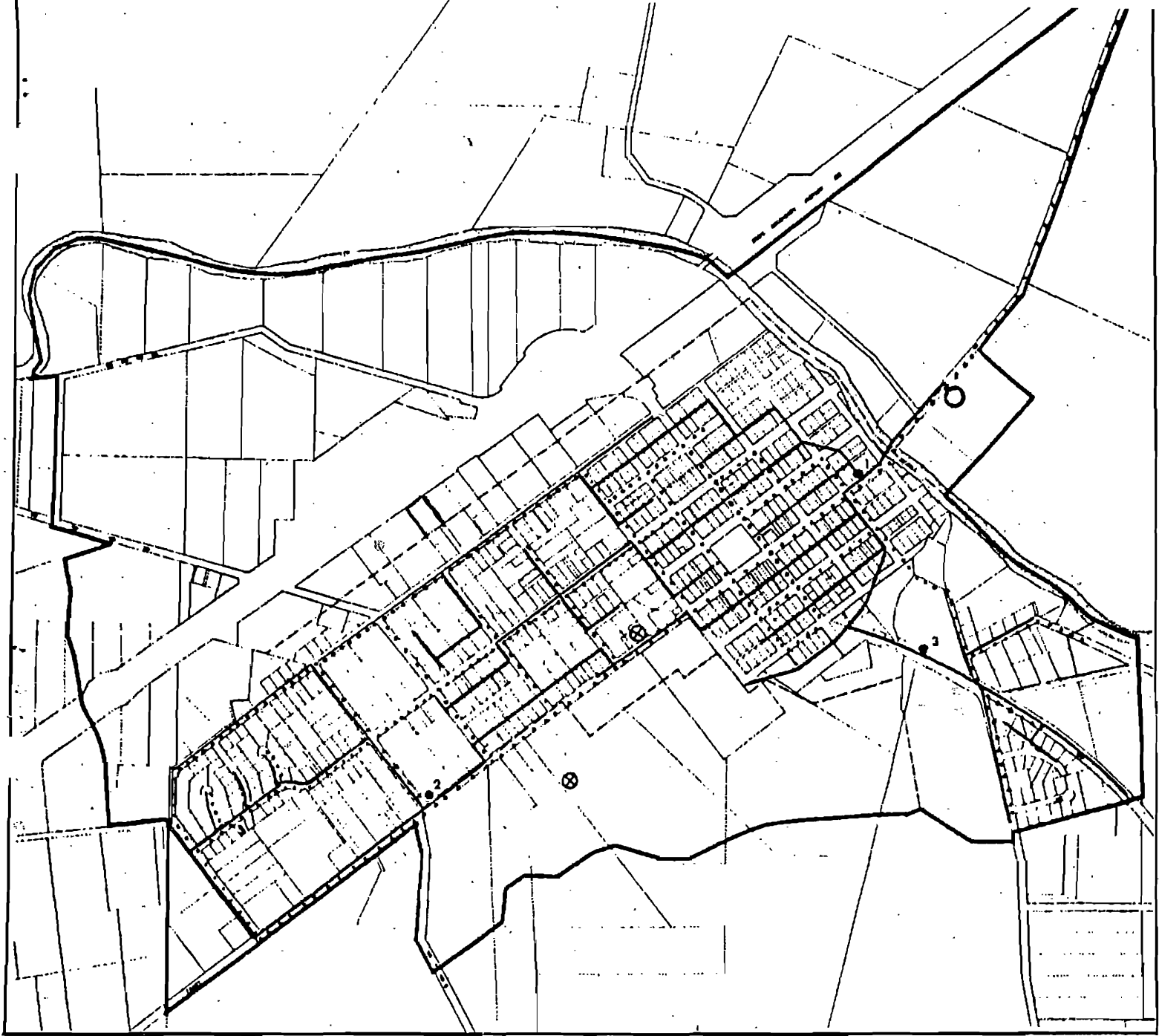
The City of Dayton currently has police protection by Yamhill county on a contract basis. This contract furnishes the City with 1 full time officer and while not on duty, coverage by officers in the area.

At this time the police protection service in Dayton is adequate. As the City population increases, additional officers and protection will be needed to accommodate the City growth.

#### MEDICAL SERVICES

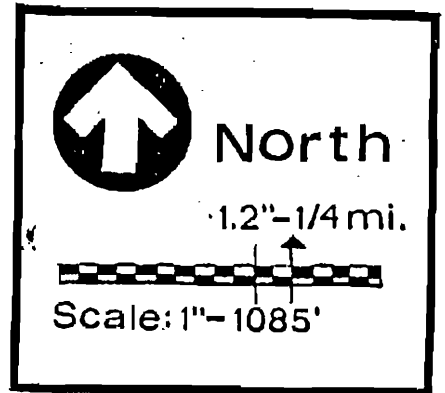
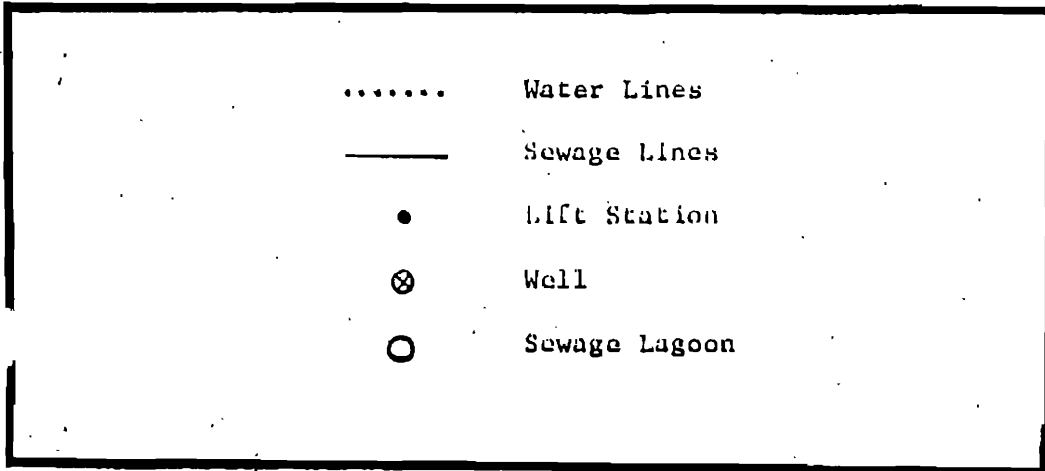
There are presently no medical services or facilities in the community. Newberg Community Hospital and McMinnville Community Hospital are the nearest medical facilities and there are numerous physicians in both cities. There also is a County Health Department which offers a number of health services to County residents.

McMinnville Community Hospital is a proprietorship hospital with a staff of 38 physicians and 230 employees. The Hospital has 87 beds at the present time and expects to need additional beds by 1982 - 1983. The City of McMinnville furnishes ambulance service. With the exception of the need for additional beds in 4 or 5 years, the facility is operating well within its capacity and has no immediate plans for expansion.



# DAYTON

# SEWER and WATER



Newberg Community Hospital is a non-profit facility with a City governing body. There are 19 active staff physicians, 36 courtesy physicians and a total of 141 employees. The hospital provides general medical care, a 24 hour emergency room and 2 ambulances. Presently, the hospital is upgrading some of its facilities and will probably expand some departments that are now operating at over-capacity.

The Yamhill County Health Department provides a variety of health services to County residents. Home nursing, clinics, counseling, and a mental health program are just a few of the services provided by the Health Department.

Sources: Albert Greeley, Asst. Administrator, McMinnville Community Hospital.  
Justine Pfeiffer, Asst. Administrator, Newberg Community Hospital.  
Yamhill County, 1976, League of Women Voters of McMinnville, Oregon.

#### City Government

Dayton has a mayor-council form of government. A 7 member planning commission is appointed by the City Council. The responsibilities of the Commission include the approval of land use applications consistent with the existing charter and ordinances of the City, and acts as an advisory body to the Council.

At the present time, municipal services are provided through the following positions: one city recorder, one assistant city recorder, three public work employees, one part-time librarian, one public works superintendent, one police chief and one police officer.

#### Social and Cultural Services

The citizens of Dayton have available to them a wide range of social and cultural activities. On the local level there are the following social services and organizations.

Chamber of Commerce  
Dayton Rainbow Assembly #72  
Senior Citizens  
Josephine Junior Matrons  
Jaycees - Jayceette's  
Rebekahs  
Home Extension  
City Library

Reading Club  
Electra Chapter, V.E.S. #29  
Narcissus Junior Matrons  
Masonic Lodge  
Odd Fellows  
Eastern Star  
Parents - Teachers Association

Because of Dayton's close proximity to McMinnville, Salem, and Portland, social and cultural opportunities in those areas are also quite important.

Seven different denominations have churches in the Dayton area: Catholic, Assembly of God, Christian Church, Temple Maranatha, First Baptist, Pioneer E.N.A., and Latter Day Saints.

#### Communications

The community of Dayton has a wide range of communication facilities available to it. This is primarily due to Dayton's proximity to larger urban centers. There are presently 2 radio broadcasting companies in McMinnville, KMCM and KSLC-FM, plus a variety of stations in Portland and Salem that can be received locally in Dayton. Television transmission comes from the Portland area. Six stations are available to local viewers.

Dayton has had postal service since 1853. Incoming mail is delivered twice a day and outgoing mail leaves once a day. Approximately half of the mail in the Dayton area is home delivered and the other half is received through post office boxes.

The Dayton Tribune is published weekly in Dayton. The newspaper has been operating since 1911. At this time 600 newspapers are printed weekly. The News-Register, published in McMinnville, the Oregonian, published in Portland, and the Statesman, published in Salem, are also distributed in the area.

Telephone service is provided by Continental Telephone Company. There is no breakdown of City statistics because of the large size of the exchange area. Presently there is a 6 percent yearly increase in hook-ups for the exchange area, indicating a 100 percent increase projected by 1995.

Sources: Continental Telephone Company.  
Old Yamhill, Yamhill County Historical Society, 1976.

# CITY OF DAYTON TRANSPORTATION INVENTORY

## Automobile

Travel in Dayton is primarily by automobile; consequently the greatest community demand, in regard to transportation, is for continued improvement and maintenance of the City's street network. The Dayton area street network is comprised of 31 streets. There are 17 north-south streets and 14 east-west streets in the planning area. All of these street have been classified according to the primary function each street serves.

### Street Classifications

#### 1. Minor Streets

The basic function of minor streets is to provide access to the fronting property owners. These streets, which are at the bottom of the street hierarchy, generally carry traffic to collector or arterial streets. All the streets in Dayton which are not classified as collectors or arterials are either urban or rural minor streets.

#### Urban Minor Streets

Water	Fifth	Laurie Lane	Maple
First	Sixth	Cindy Lane	Mill
Second	Seventh	Palmer Lane	Alder
Fourth	Eleventh	Conifer Place	Main
Oak			

#### Rural Minor Streets

Foster Loop Road	Webfoot Road
Neck Road	County Road #87

The maintenance of all urban minor streets is the responsibility of the City of Dayton. Yamhill County is responsible for maintaining the rural minor streets.

#### 2. Collector Streets

The function of collector streets is to collect traffic from minor streets and to distribute it to the arterial street system. The collector streets designated in Dayton are considered to be the City's most heavily traveled streets next to the arterial streets.

#### Major Collector Streets

Ferry (West)

Minor Collector Streets

Church  
Ash  
Eighth

Flower Lane  
Ninth

Rural Collector Streets

Ash Street Road

County Road #90

The maintenance of Ferry Street (West) is the responsibility of the Oregon Department of Transportation. The maintenance of minor collector streets is the responsibility of the City of Dayton. Yamhill County is responsible for maintaining the rural collector streets.

3. Arterial Streets.

The function of arterial streets is to facilitate traffic movement between communities. Two highways in the planning area serve this purpose.

Principal Arterial

Highway #18

Minor Arterial

Salem/Dayton Highway (Third Street)

The maintenance of the arterial streets is the responsibility of the Oregon Department of Transportation.

Traffic Load

Traffic flow figures in the Dayton planning area are only available for the State and Federal aid highways. For comparative purposes 1980 and 1984 traffic counts, for specific locations along major roads are as follows in Table :



TABLE  
SELECTED TRAFFIC VOLUMES

1980 AND 1984

<u>Location</u>	<u>1980 Average Daily Traffic All Vehicles</u>	<u>1984 Average Daily Traffic All Vehicles</u>
AMITY-DAYTON HIGHWAY (FERRY STREET)		
0.01 Mile East of Flower Lane	600	640
0.01 Mile West of Eighth Street	1,000	1,100
Southwest City Limits	1,500	1,600
0.01 Mile West of Fourth Street	1,550	1,650
0.01 Mile West of Third Street	1,650	1,700
STATE HIGHWAY #18		
0.20 Mile West of Third Street	5,300	5,900
SALEM-DAYTON HIGHWAY (THIRD STREET)		
0.20 Mile Southeast of Highway #18	1,750	1,850
0.01 Mile Northwest of Main Street	2,000	1,700
0.01 Mile Northwest of Ferry Street	2,100	1,750
0.01 Mile Southeast of Alder Street	2,200	1,950
South City Limits	1,600	1,200

## Street Conditions

Because of population increases, traffic volumes should continue to rise on most of the streets in the Dayton planning area. Although Dayton's streets are in adequate condition to accommodate existing traffic capacities, some improvements will be necessary to accommodate substantial additional traffic capacities. Of the 11.1 miles of streets existing in the planning area, approximately 0.5 miles (5%) of the streets are not paved. Approximately 95% of the streets are paved but most of them lack curbs and sidewalks.

It is the responsibility of the City of Dayton to maintain approximately 51 percent of the streets existing in the planning area. The Oregon Department of Transportation is responsible for the maintenance of about 28 percent of the streets in the area, and Yamhill County is responsible for maintaining the remaining 21 percent of the planning area streets. The City has recently addressed handicap access to the downtown commercial area by placing handicap ramps at all major intersections.

## Traffic Hazards

There are two intersections in the planning area which present potential traffic problems. The intersection of Third and Ferry Streets poses the most serious traffic hazard in Dayton. City police report that a significant number of accidents occur at this intersection annually. The relatively large volume of traffic at the intersection, and failure to stop at any of the four stop signs are the primary reasons for accidents. The other potentially hazardous intersection is at Third and Mill Streets. Poor visibility, when turning from East Mill Street onto Third Street, has caused City officials to place a sign, restricting traffic on East Mill Street from turning onto Third Street. However, this area of Third Street will remain a traffic and pedestrian hazard until gradient and alignment problems are resolved. City police felt that all other street in the planning area posed little or no traffic hazards.

## Railroad

Currently there are no railroad facilities existing in the Dayton planning area. Southern Pacific Railroad tracks run in an east-west direction along the south side of Highway 99W, as near as 0.25 miles north of the planning area. The

railroad provides freight service to the Dayton station, but there is no passenger service available in the Yamhill County area. The train tracks are in adequate condition for the existing level of service.

### Airport

Currently there are no airport facilities existing in the Dayton planning area. The nearest available air service is in McMinnville, approximately 4 miles to the west. There are no regularly scheduled flights provided at the McMinnville Municipal Airport, but local charter service is available. However, the runways have been recently expanded to accept larger transport.

For regularly scheduled commercial flights, Dayton's population generally travels to the Portland International Airport, approximately 42 miles away. This airport is served by eight airlines that provide passenger and freight service.

### Mass Transit

At the present time there is no public transportation for the general public. However, a levy for the continue support of a Senior Citizen and Handicapped Service was recently passed by the voters of Yamhill County.

### Pedestrian and Bicycle Ways

While walking and bicycling are most often thought of as recreational activities, their potential to serve as alternative City transportation modes is high. The need to conserve energy and relatively short distances between Dayton's commercial core and residential areas make both walking and bicycling attractive transportation choices.

The lack of adequate facilities is a likely deterrent to bicycling and walking at the present time. Sidewalks exist on only a few streets in the City but a lack of heavy traffic on side streets make walking a relatively safe, accessible form of transportation. Streets with relatively low volumes of traffic are also the only facilities for bicycling available within the planning area. With the provision of safe and convenient walking and bicycling facilities within the planning area, and as a part of a county-wide system, more people might engage in these forms of transportation.

The Salmon River Highway, Highway 18, is included as a bicycle route in the Oregon State Bikeway System.

## ENERGY USE

Electricity, propane, heating oil, wood and fuel oil are the fuel types that supply the energy needs for the City. The community is presently not served by natural gas. With the exception of wood, the major fuels are imported into the County. Electricity is primarily generated from hydroelectric and thermal plants elsewhere in Oregon; and fuel oil comes from other parts of the United States and from foreign imports. With the exception of wood, which is a local resource, the purchase of other energy sources means local money flowing out of the local economy.

### Electricity

Portland General Electric provides electricity to the community. As of July 1978, there were 340 residential customers and 44 commercial customers.

#### Electrical Consumption From July 1977 to July 1978

Total Residential Consumption	4.819 10 <sup>6</sup> kwh
Average Residential Consumption	14,174 kwh/customer
Total Commercial Consumption	.687 10 <sup>6</sup> kwh
Average Commercial Consumption	15,614 kwh/customer

Residential customers at Portland General Electric pay a \$3.00 per month basic charge plus per kwh rates as follows:

Winter	(November - April)	2.477¢/kwh
Summer	(May - October)	2.277¢/kwh

Commercial Demand Level #1\* customers pay a basic charge of \$5.00 per month for single-phase power or \$8.50 per month for three-phase power. In per kwh rates are as follows:

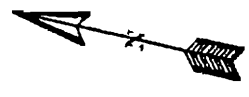
Winter:	2.643¢/kwh	First 5000 kwh
	1.793¢/kwh	Above 5000 kwh
Summer:	2.443¢/kwh	First 5000 kwh
	1.593¢/kwh	Above 5000 kwh

\* Commercial Demand Level #1 rates apply when demand does not exceed 30 kw more than twice during the previous 13 months, or when 7 months or less of service demand did not exceed 30 kw more than once. Commercial Demand Level #2 rates apply when demand exceeds this limit.

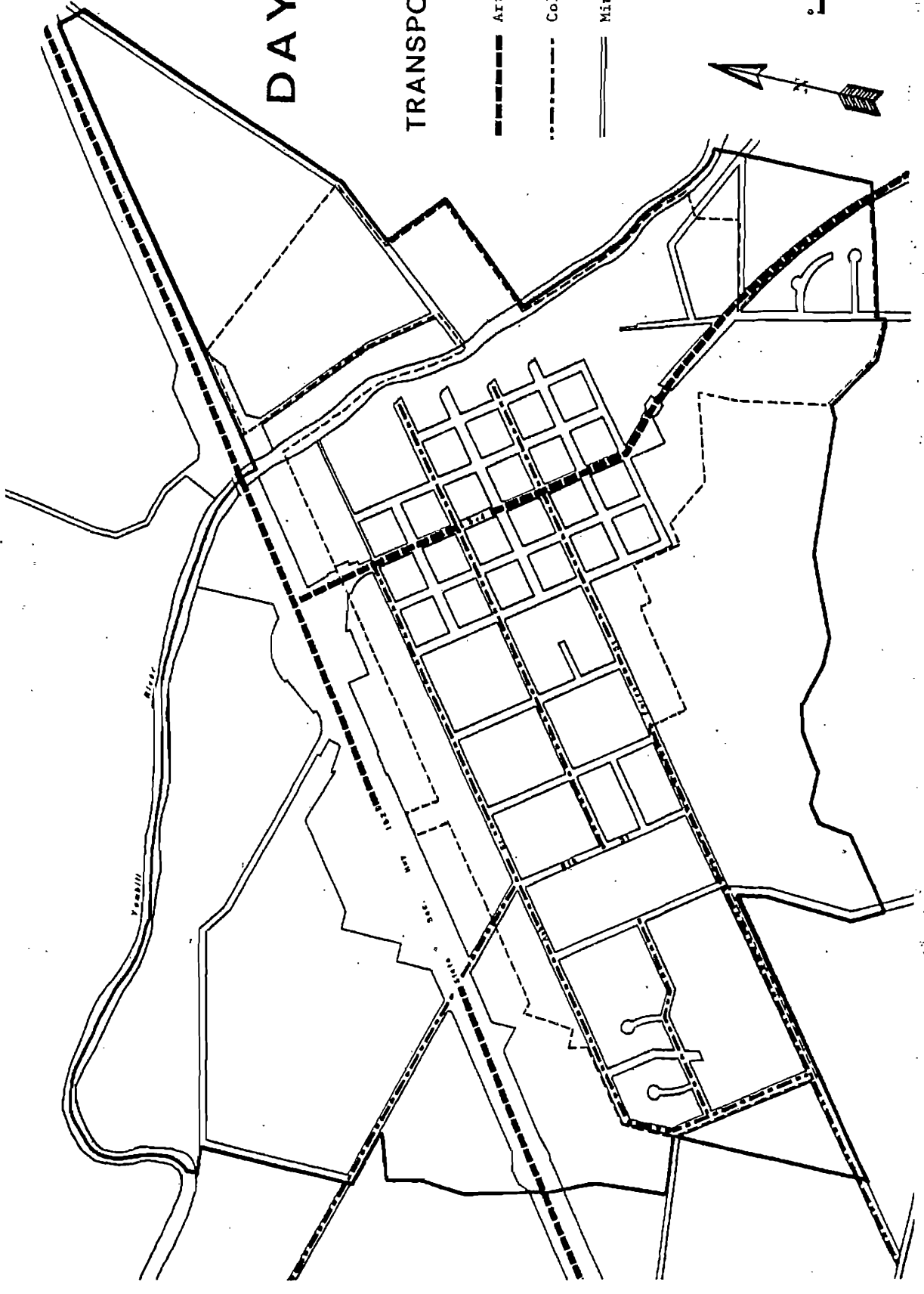
# DAYTON

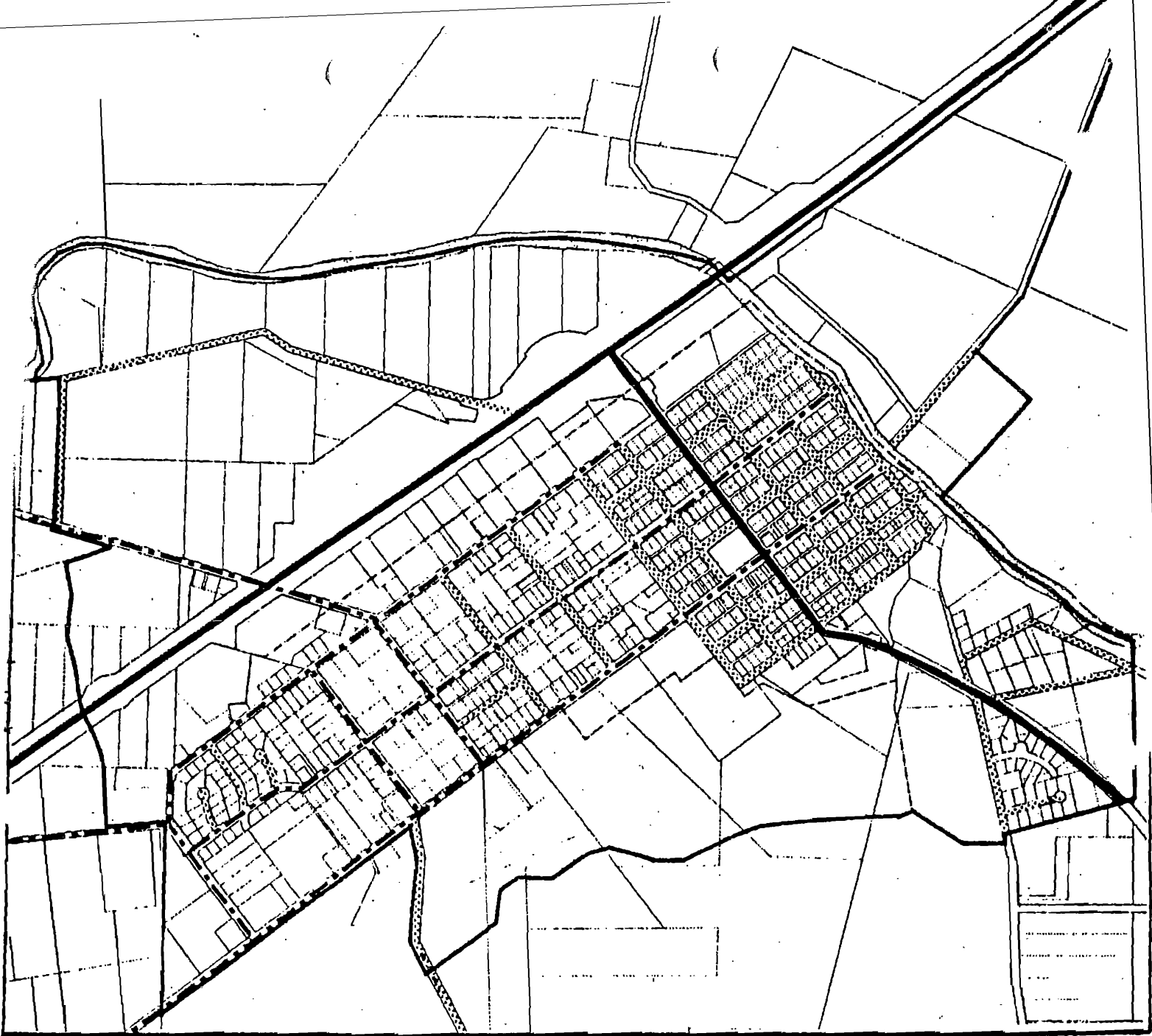
## TRANSPORTATION

- Arterial Streets
- Collector Streets
- Minor Streets

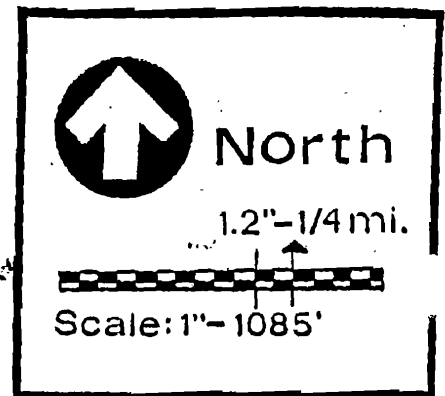
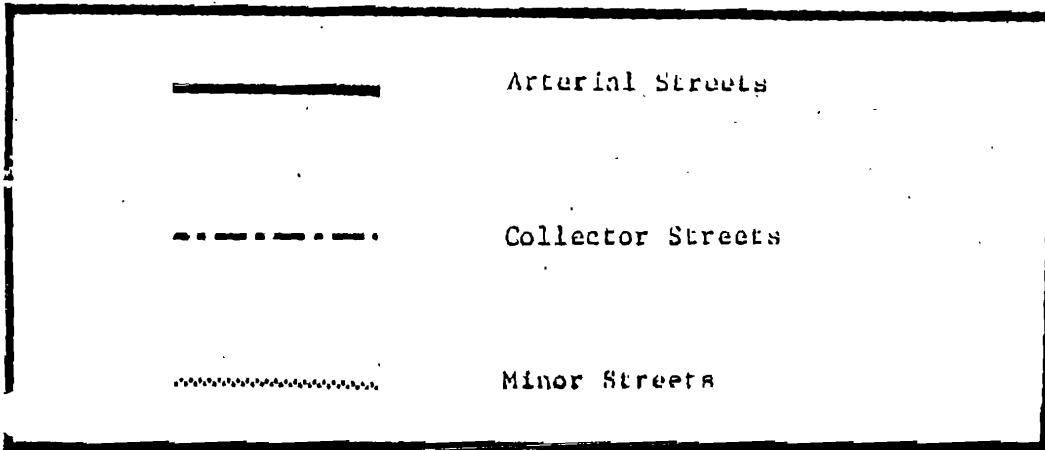


0 400 800  
Scale in Feet





# DAYTON TRANSPORTATION



Commercial Demand Level #2 customers pay a basic charge of \$10.00 per month for single-phase or \$15.00 per month for three-phase plus 1.189¢/kwh plus the following:

Winter: \$2.93/kw of demand in excess of 30 kw

Summer: \$2.10/kw of demand in excess of 30 kw

As a general rule, there are two or three customers in demand level #2 in each community. Sewer and water plants, schools, grain elevators, and large manufacturing plants generally fall into this category.

#### Propane, Heating Oil, Wood

Propane prices vary according to the distributor and also to the volume purchased. Following are approximate prices averaged from information given by several County propane dealers.

1 - 19 gallons	60¢/gallon
over 20 gallons	53¢/gallon

Heating oil prices also vary according to distributor, and quantity purchased. An average price estimated from information given by several County distributors is about 47¢/gallon.

Propane prices also vary according to distribution and quantity purchased. An average price estimated from information given by several county distributors is about 47¢/gallon.

Wood prices vary so widely - according to distribution, quantity and type of wood - that it is impossible to arrive at an average cost. In addition, many people cut their own wood or burn scrap and pay only the price of a permit and their own labor.

At this time, there is no information regarding the proportion of each energy type usage in the planning area. Local distributors do not keep records broken out by city for propane and heating oil use. It is assumed that propane, heating oil and wood contributes a significant portion of the needs in the community. Propane is commonly used as a cooking fuel, particularly in mobile homes. Heating oils are used in many older homes, and many older and newer homes are turning to the use of wood as a supplementary fuel.

#### Solar and Wind Energy

There are several solar heated homes in the County at this time. The use of solar energy is growing rapidly, and within a year there should be solar assisted buildings in all Yamhill County communities.

Wind, like solar, is a potential energy source in the County. However, there are no known wind installations in any of the small communities at the present time.

The U.S. Weather Bureau estimates that the sun shines 25% to 35% of the time during the winter months in McMinnville. The following chart is average daily solar radiation on a horizontal surface in Langleys/day.\* The information was interpolated from data presented in Transition (Oregon Office of Energy Research and Planning, 1973).

January	90
February	170
March	270
April	390
May	450
June	480
July	560
August	465
September	365
October	210
November	130
December	90

\* 1 Langley = 3.69 BTU/sq. ft.

#### Household Energy Use

Approximately 78% of the household energy budget goes toward space and water heating. Based on recent fuel price forecasts developed by the Oregon Department of Energy, the costs for heating will continue to soar in the years ahead. For example:

	<u>If you paid</u> <u>in 1976</u>	<u>Without conserving energy</u> <u>you can expect to pay in 1996</u>
Electricity	\$300	\$1,372
Natural Gas	\$300	\$1,768
Heating Oil	\$300	\$1,235

In addition to heating, households require energy for a variety of other uses. Information from the Oregon Department of Energy presents a breakdown of residential energy use for the typical Oregon household. It is assumed that these figures apply to residences in the City of Dayton as well.

#### Oregon Residential Direct Energy Use for 1977

Space Heating	62.4%
Water Heating	16.0
Refrigeration	4.4
Cooking	3.9
Lighting	2.5
Clothes Drying	2.2
Television	1.9
Freezing	1.8
Other	5.1

42 million BTU's per capita

Source: Oregon Department of Energy



By observing the rapid projected cost increases for heating a home and the large percentage of the household budget that goes toward space and water heating, it can be easily seen that an ever-increasing portion of the household income will be going toward the basic need of heating the home. While this trend may not affect householders of financial means, they will no doubt cut into the buying power of the elderly people living on fixed or low incomes, and growing families.

Personal energy consumption was 45% of total direct energy used in Oregon in 1977.

Oregon Personal Direct Energy Use for 1977

Private Auto	56.4%
Space Heating	27.2
Water Heating	7.0
Refrigeration	1.9
Cooking	1.7
Lighting	1.1
Clothes Drying	1.0
Other	3.8

100 million BTU's per capita

Source: Oregon Department of Energy

Oregon's direct energy use by sector for 1977 is broken down the following way:

Energy Use by Sector

Transportation	39.1%*
Residential	19.7
Industrial	29.5
Commercial	9.6

214 million BTU's per capita

\*Of 39.1%, 25.4 is private and 13.7 other

Source: Oregon Department of Energy

The soaring cost of energy, coupled with the fact that the larger part of our energy comes from unrenewable sources, necessitates conservation efforts and the investigation of alternative sources of energy. In every facet of urban living, measures should be taken to utilize energy in a most efficient and conserving manner.

Source: Yamhill County Energy Office, 1978.

3. Class II soils are predominant in the area, and there are lesser amounts of Class III and VI soils present.
4. The area is characterized by a gently sloping topography which would be serviceable by City water and sewers.
5. The area consists of 10 parcels or portions of parcels which range in size from less than 1 acre to about 45 acres.

#### Rationale for Inclusion

- a. The area is currently designated for low density residential use on the County Comprehensive Plan Map. Inclusion within the Urban Growth Boundary is appropriate in that it will provide the City with needed residential lands.
- b. Palmer Creek and Webfoot Road form physical boundaries which separate these properties from surrounding County lands. These lands are considered appropriate for future residential expansion.
- c. The largest parcels in the area are partially within the existing city limits and ideally suited for future expansion of the City.

#### Southeast Area

1. The area consists of 20.6 acres.
2. Approximately 14.5 acres are undeveloped. Of this acreage, 1.2 acres are limited for development by flooding, leaving 13.3 acres of undeveloped lands with less than severe building limitations.
3. The area is made up entirely of Class II soils.
4. Except for the river bank, the area is characterized by relatively flat terrain and would be serviceable by City water and sewers.
5. Three parcels make up the entire area and the existing land use is primarily agriculture.

#### Rationale for Inclusion

- a. To more efficiently use public facilities which have been extended in lands adjacent to this area, and to "round off" the irregular city limits, this area was included in the Urban Growth Boundary.
- b. The flat topography in the area and its proximity to existing residential development makes this area ideally situated for future expansion of the City.

of land designated for various residential densities, affect the actual amount of residential land needed to accommodate a city's future growth. Estimates on the amount of land available for residential development, indicate that there is an adequate amount of developable land within the planning area. There is developable land available through in-filling of vacant and oversized parcels within the existing residential area. Unfortunately, many of these parcels lack access, making it nearly impossible for any development to occur on them. In-filling should be encouraged wherever possible though, to encourage more efficient use of existing public facilities.

By using Dayton's existing average acreage per residential unit of 13,097 square feet (.30 acres per dwelling), the amount of land required to accommodate the projected 338 housing units would be approximately 102 acres. This figure does not take into account the additional acreage which would be needed to accommodate public facilities such as roads.

In order to better understand the existing land use characteristics within the Dayton planning area, the City limits and Urban Growth Boundary area have been examined separately to determine the land use categories within both areas.

Land Within U.G.B. Outside of City

<u>Existing Land Use</u>	<u>Acreage</u>	<u>Percent of Area</u>
Agriculture	290.53	60%
Public	98.19	20
Wooded	67.17	14
Residential	17.16	3.5
Water	11.47	2
Vacant	0.70	less than 1
Total	485.22	

Land Within City Limits

Residential	143.72	43%
Public	92.42	27
Agriculture	37.81	11
Industrial	23.21	7
Vacant	13.43	4
Wooded	13.18	4
Water	4.67	1
Churches	3.79	1
Commercial	2.22	1
Miscellaneous	1.76	1
Total	336.21	

Source: Yamhill County Planning Department, 1979.

Land limited by Private Development	191.86
Land limited by Public Facilities	190.61
Land limited by Planned Sewer Expansion	22.00
Land with Severe Building Limitations	150.66
Water	<u>16.14</u>
Undeveloped Land with Less than Severe Building Limitations	250.16

Land use projections for various uses have been estimated, based upon the City's projected population of 2,400 for the year 2000. The projections are also based upon land use averages developed using total land use data for the cities of Amity, Carlton, Dayton, Lafayette, Sheridan, Willamina and Yamhill. The averages have been calculated to be 0.018 acres/capita for industrial use; and 0.003 acres/capita for commercial use. According to these calculations, the following table shows estimated commercial and industrial land use projections:

	1978 (Existing Use)	2000 (Projected Use)	Land Needed
Industrial Use	23.21	40.85	17.64
Commercial Use	2.22	5.16	2.94

The existing commercial core area does not contain the amount of undeveloped lands necessary to accommodate the City's projected commercial land requirements. The undeveloped land, which does exist in the City's commercial area, exists on only 5 vacant lots. Vacant buildings also exist in the commercial area but they do not supply the City with the space necessary to accommodate its projected commercial needs.

The City has expressed an interest in setting aside a specific industrial area, and it has been the consensus of City residents that Dayton should actively pursue attracting additional industrial activity to the community. At the present time, there are no single large undeveloped land areas within the City limits to provide for this desired industrial growth, and industrial activities are scattered throughout the City. The only large concentration of industrial activity presently existing within the planning area is a sand and gravel company located in the north-eastern corner of the City.

Industrial and commercial land use figures are very difficult to project. Factors, including the type of commercial and industrial activities desired by the City, determine the actual amount of land which will be required for each of these uses. However, land use projections do provide the city with adequate guidelines for use in the planning process.

Like commercial and industrial land use projections, residential land use figures are very difficult to project. Factors, including the amount

LAND USE AND URBANIZATION

Existing Land Use

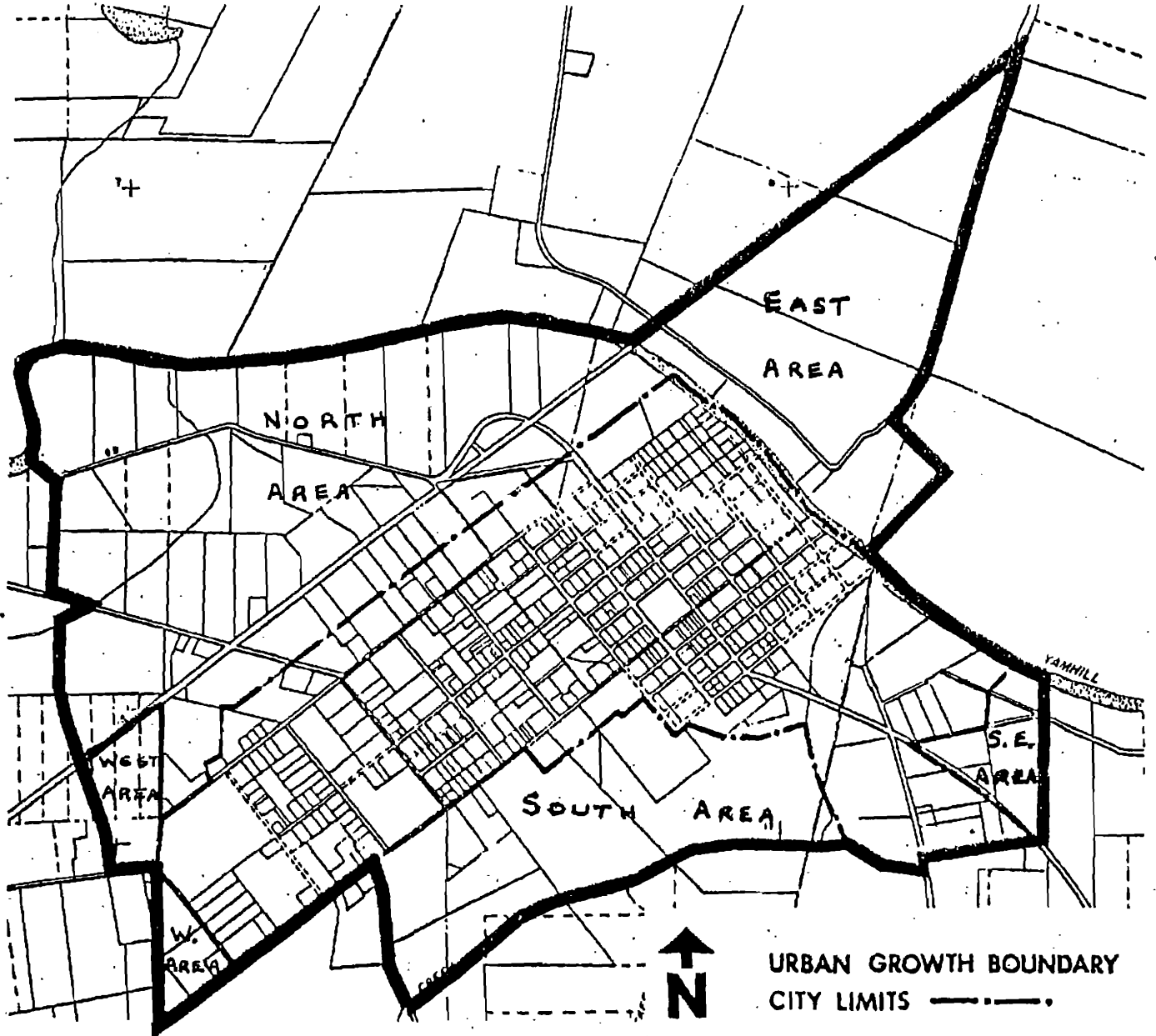
The distribution and character of existing land uses provide a basis for understanding present conditions within the planning area, and for making projections for future land use requirements. To more accurately determine a city's future land use needs, an inventory of existing land uses should be prepared. The location as well as the amount of land occupied by various land uses are generally included in the land use inventory. An existing land use inventory for the Dayton planning area has been prepared by the Yamhill County Department of Planning and Development. The results of the survey, which was completed in the fall of 1978, are summarized in the following table:

Land Use Statistics		
<u>Dayton Planning Area - 1978</u>		
<u>Existing Land Use</u>	<u>Acreage</u>	<u>Percent of Planning Area</u>
Agriculture	328.34	39.97%
Public (existing and unopen streets, schools, parks, sewer, public buildings)	190.61	23.20
Residential	160.88	19.59
Wooded	80.35	9.78
Industrial	23.21	2.83
Water	16.14	1.96
Vacant	14.13	1.72
Miscellaneous (churches, cemetery, meeting halls, parking)	5.55	0.68
Commercial	2.22	0.27
<b>Total</b>	<b>821.43</b>	

Source: Land use survey by Yamhill County Planning Department, November, 1978.

Of the 821.43 acres within the planning area, approximately 150.66 acres of undeveloped lands are limited for building by soils, slopes, and flood hazard. The amount of land potentially available for future development is 250.16 acres, based upon the following findings:

# CITY OF DAYTON

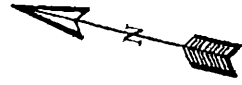


# DAYTON

## LEGEND

Urban Growth Boundary

City Limits



## Noise Inventory

Within the Dayton Planning Area significant noise pollutants do not exist.

The State Highway system provides the highest potential for vehicle noise levels. However, Highway No. 18 provides a large buffer area between travel lanes and highway right-of-way lines in addition the highway elevation is generally developable residential lands; thus providing an excellent noise containment area. The Amity-Dayton Highway and the Salem-Dayton Highway both traverse through residential areas. These highways have not proved to have noise problems and no significant change is anticipated within the planning period.

The air traffic which flies into McMinnville Airport is a major contributing factor to noise pollution. Although the air traffic is small at this time, further expansion of the existing runways could accommodate larger jet liners. The larger aircraft could contribute significantly to the noise levels since the flight path of these planes would be directly over the major residential part of the City.

Dayton Sand and Gravel is the only existing industrial use which provides potential noise problems. This existing use is well-buffered and has not been a significant problem for the City. The City's industrial lands are well removed from residential uses, and the Yamhill River provides an excellent buffer for future developments.



### East Area

1. This area consists of 110.8 acres including the river.
2. Approximately 25.5 acres of the area are residentially or publicly developed and another 22 acres are reserved for future expansion of the sewer lagoons. Of the 63.3 undeveloped and uncommitted lands, 7.8 acres show severe building limitations due to flooding, leaving 55.5 acres of undeveloped lands with less than severe building limitations.
3. The area is predominantly characterized by Class II soils, although slight amounts of Class I and III soils are also present.
4. Except for lands adjacent to the river, the topography of the area is very flat. Sewer facilities are contained in the area and a water main follows along one border of the area.
5. Seven parcels ranging in size from 1 acre to over 30 acres comprise the area.

### Rationale for Inclusion

- a. The residents of Dayton have generally concluded that additional industrial growth is needed, and that the City should actively pursue attracting industrial development to the community in order to improve the economic base. This land provides residents with an area which they feel will be adequate for future industrial growth.
- b. The flat terrain, and the proximity to such facilities as water, sewer, and a state highway make this an attractive area for development of a small industrial park. In addition, rail facilities are as near as 0.25 mile from the area. There are no other areas adjacent to the City which are as attractive for the development of an industrial park of this size.
- c. The area is buffered from the existing City by the river. Industrial development within the City is currently directly across the river from this area. State Highway 18 and County Road #87 serve as physical boundaries between the area and other County lands.

### Northern Area

1. The area consists of 238.5 acres including the river.
2. Approximately 16.6 acres of the area are residentially or publicly developed. An additional 52 acres are reserved for expansion of Highway 18. Of the remaining 169.9 acres, 84.9 acres show severe building limitations due to flooding, soils, and slope, leaving 85 acres of undeveloped lands with less than severe building limitations.

3. The soils are predominantly Class II. Lesser amounts of Class III, IV, and VI soils are also present in the area,
4. The topography of the area is gently rolling, particularly near the drainages. The terrain places a limit on the sites that can be serviced by City water and sewers, as a result the density of development in the area should be low.
5. There are 24 parcels in the area north of Highway 18 ranging in size from less than 0.5 acre to about 19 acres. Nearly every parcel has at least one single-family dwelling located on it.

Rationale for Inclusion

- a. This area provides additional residential acreage which is needed to meet the City's projected growth to the year 2000.
- b. The parcelization and development pattern in the area indicate that agricultural production is not a primary activity in most of the area and that residential development is a significant land use in the area.
- c. The County Comprehensive Plan map designates this area for residential use. The plan map designation is VLDR and the zoning is predominantly VLDR-2.5.
- d. The Yamhill River forms a physical boundary to the north which separates this area from surrounding County lands.

VACANT AND BUILDABLE LANDS

During the Plan development process, the land uses within the Urban Growth Boundary were inventoried. The results are as follows:

EXISTING LAND USE

Dayton Urban Growth Boundary

<u>LAND USE</u>	<u>ACREAGE IN CITY LIMITS</u>	<u>ACREAGE OUTSIDE CITY LIMITS</u>	<u>TOTAL ACREAGE</u>	<u>PERCENT OF PLANNING AREA</u>
Agriculture	37.81	290.53	328.34	39.97
Public Facilities/ streets, schools, parks, sewer lagoons, right-of-ways, public buildings.	92.42	98.19	190.61	23.20
Residential	143.72	17.16	160.88	19.59
Wooded	13.18	67.17	80.35	9.78
Industrial	23.21	0	23.21	2.83
Miscellaneous (water, parking, institutional, utility)	10.22	11.47	21.69	2.64
Vacant	13.43	0.70	14.13	1.72
Commercial	2.22	0	2.22	.27
<b>TOTAL</b>	<b>336.21</b>	<b>485.22</b>	<b>821.43</b>	

On the 821 acres within the Urban Growth Boundary, approximately 151 acres of undeveloped lands show severe building limitations due to soil characteristics, steep slopes or flood hazards. The amount of land potentially available for future development is 250 acres, based upon the following findings:

	<u>ACREAGE IN CITY LIMITS</u>	<u>ACREAGE OUTSIDE CITY LIMITS</u>	<u>TOTAL ACREAGE</u>
Land Utilized by Private Development	175	17	192
Land Utilized by Public Facilities	92	98	190
Land Reserved for Expansion of Sewer Lagoons	0	22	22
Water	5	11	16
Land with Severe Building Limitations	25	126	151
Undeveloped Lands with less than Severe Building Limitations	<u>39</u>	<u>211</u>	<u>250</u>
TOTAL	336	485	821

The 250 acres of developable lands within Dayton's Urban Growth Boundary will accommodate the city's projected population to the year 2000 based on the following findings:

Projected Residential Acreage Needed	102
Projected Street Network Acreage Needed	26
Projected Commercial Acreage Needed	3
Acreage of Proposed City Industrial Park	56 ✓
Vacancy Factor (34%)	<u>63</u>
TOTAL ACREAGE	250

#### CONCLUSIONS

The areas identified as "North", "South", "West", "East", and "Southeast" are appropriate inclusions to the Dayton Urban Growth Boundary for the following reasons:

1. There is a demonstrated need to accommodate a long-range urban population of 2,400 persons by the year 2000.
2. There is a need to provide for housing and employment opportunities by inclusion of enough land to allow the marketplace to function efficiently and by consideration of enough land to provide for expansion of commercial and industrial activities.

3. Orderly and economic provision of public services can be accomplished in that existing sewer and water lines can easily be extended to the "West", "South", "Southeast", and "East" areas. The topography of the "North" area places limits on the sites which can be provided with these services, but generally a lower density residential development could be serviced in the future with City water and sewers.
4. Environmental, energy, economic and social impacts are minimized by retaining a compact urban development pattern, by providing housing and commercial activities close to employment opportunities, and by provision of public facilities and services in the most cost- and energy-efficient manner.
5. Agriculturally productive land surrounds the City of Dayton. Through maintenance of a compact urban development pattern, the loss of productive farmlands in the area will be minimized.
6. Compatibility with nearby agricultural activities is achieved in that the Urban Growth Boundary follows the natural boundaries of Palmer Creek, the Yamhill River and drainage swale. Man-made physical boundaries include several County roads and a portion of State Highway 18. These natural and man-made physical boundaries provide buffers between future urban development and surrounding agricultural activities.