



# 2022 Comprehensive Plan

Adopted 2/13/2023



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# INTRODUCTION

Virginia State Code Section 15.2-2223 states that the Dayton Planning Commission shall prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction and that the Dayton Town Council shall adopt a comprehensive plan for the territory under its jurisdiction. The Comprehensive Plan guides the future of the Town and how it is developed. It contains goals related to land use, the environment, the economy, transportation, and many other elements that make Dayton our Small Town, Hometown, Downtown.

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

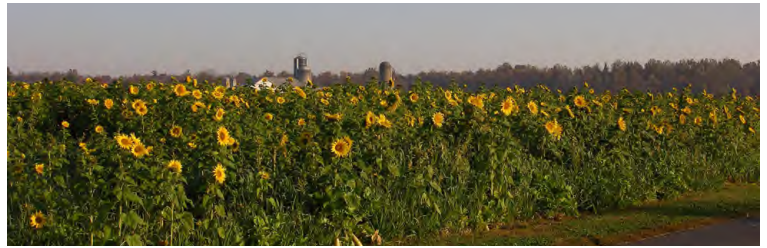
The Comprehensive Plan begins with a summary of the history of the Town of Dayton, and for each section, an overview of how the Town intends to address concerns, manage growth and be conscious of revering the things that have made Dayton an outstanding place to live. The items herein focus on the town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

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



**Vision Statement: Dayton is an exemplary small town with a sustainable economy that provides innovative public services while supporting a strong sense of community and quality of life and valuing our historic agricultural roots.**

## Small Town. Hometown. Downtown.





# HISTORY OF DAYTON

The Town of Dayton is one of the oldest settled communities in Rockingham County and is the County's second oldest incorporated town. The abundance of fresh spring water and fertile land attracted settlers to the Dayton area in the mid-1740s. Initial settlement began along Cooks Creek. The benefits of its location along a main travel route assisted the town's growth. Much of the traffic developed due to increased demand for iron and the growth of Miller's Iron Works at Mossy Creek to the south. The small-town charm for which Dayton is recognized today reflects over two hundred years of community values, enterprise, and prosperity.

## Early Settlement Growth

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



**Drawing of 1746 Fort Harrison, Dayton, VA**  
courtesy of Rocktown History.

Harrison's property also housed Rockingham's first church (Chapel of Ease). The 1747 Dayton Cemetery dates to that early church. As farming families with roots in England, Scotland, and Ireland arrived, the village grew. By the 1780s, Brethren and Mennonite families migrating from Western Maryland to northern Rockingham County and then on to southwestern Rockingham added much to the early cultural makeup of Dayton. Over the years, Dayton has also been home to Episcopal, Methodist,



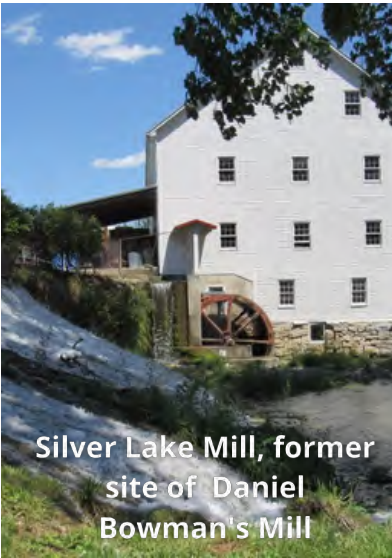
Presbyterian, Lutheran, Quaker, nondenominational, and Eritrean faith communities.

The family of Daniel Rife lived near Harrison. In 1828, Daniel Rife began selling lots along the then main road, now College Street. A road had been constructed through Harrison's property during the Revolutionary War, but traffic continued to grow. The Warm Springs Turnpike was constructed in the early 1830's and utilized part of Dayton's Main Street.

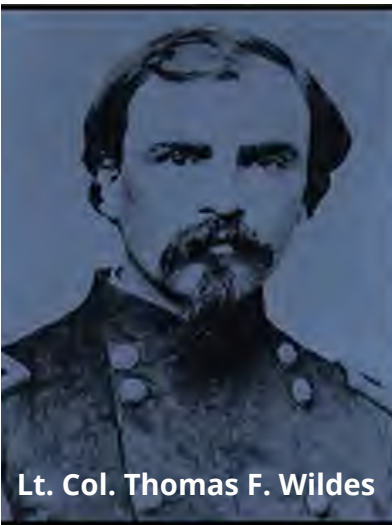
Dayton was originally referred to as Rifetown or Rifesville, and it was officially Rifesville for about 30 days in 1832 when a post office was established on June 22nd. Barely a month later, on July 24, 1832, the post office name was changed to Dayton. It wasn't until the following year on March 6, 1833, the Virginia Legislature passed an act providing that the tract of land of not more than thirty-five acres, the property of Daniel Rife and others, be established as a town by the name of Dayton. Why the town was renamed has never been determined.

In 1822, John J. Rife, brother of Daniel Rife, received ad quod damnum permission to build a dam to serve a mill. The ensuing creation of Silver Lake and Rife's gristmill and sawmill introduced 60 years of Brethren ownership of those properties and established a community around the lake.

Threatened Prosperity



Dayton with its twenty-six houses was incorporated on May 20, 1852. Continued growth caused another incorporation in March 1880. At that time, the town government was enlarged from a Mayor and Trustees to a Mayor and Council. A Town Sergeant and Clerk were appointed. Commercial enterprises and abundant agricultural resources caused the community to flourish, due to the turnpike and, in later years, the railroad. The Civil War seriously threatened Dayton's prosperity. In the fall of 1864, during the period known as "The Burning," Union forces spent two weeks destroying barns, mills, harvests, and livestock to end the Valley's support of the Confederate Army. Union troops took over Rife's mill, which then belonged to Daniel Bowman, a Brethren conscientious objector and Union supporter.



On October 3, 1864, a confrontation between Confederate scouts and Union General Sheridan's Chief Engineer John Rodgers Meigs resulted in the death of Meigs. In reprisal, Sheridan ordered all structures within five miles burned. Risking his own career, Lt. Col. Thomas F. Wildes (pictured left), whose 116th Ohio Regiment was deployed to Bowman's Mill, refused to obey the order. Wildes appealed to Sheridan on behalf of the community. Meanwhile, Dayton residents removed their possessions to the fields where they witnessed dense smoke rising from burning farmhouses and barns around Rockingham. Many homes and barns along the turnpike between Harrisonburg and the north edge of Dayton were already burned when General Sheridan rescinded his order. The homes within the Town were spared. Despite the pacifist sentiment in the Silver Lake community, the mill was not spared. Bowman's mill and one home were burned by Sheridan on October 5 or 6, 1864.

## Education

After Virginia established a state-wide public school system in 1870, Dayton was quick to respond; a school was up and running in 1871 (location unknown). By 1875, students were attending a graded school near the Dunkard (Brethren) Church that was located on the north corner of today's Main Street and Huffman Drive.

By 1886, increased attendance required a new school. A four-room two-story schoolhouse served the community until 1914. On January 1, 1914, near the site of the 1886 building, a new eight-room, brick building opened on Mill Street. The Dayton Elementary and High School was one of the earliest brick consolidated schools in Rockingham.

After expansion in 1926-27, the Dayton school housed both elementary and high school students until Turner Ashby High School was built nearby on Bowman Road in 1956. The old school was used for elementary education until its closing in 1989.

Next, the historic building became home to the Dayton Learning Center. In 2018, the property was sold to Blue Ridge Christian School to be used as an upper school, which is its present use.



**Built in 1914, and pictured here in 1919, this building was originally home to the Dayton Elementary and High School.**

## Cultural Center

Higher education and printing caused the first major growth period of the community and established Dayton as a cultural center.

Rev. A. P. Funkhouser, with the help of J. M. Fries, organized a primary school in 1875. From an initial enrollment of 20 students of various ages, the school became known as Shenandoah Institute in 1879 and then developed into the Shenandoah College and Conservatory of Music (now Shenandoah University). This institution was a major influence on the life and growth of Dayton until 1960 when it moved to Winchester. College Street earned its name from the school and many of the buildings along this avenue served as part of the campus.



**One of the most prominent buildings along College Street belonging to Shenandoah Institute and Conservatory of Music Administration Building, built in 1912.**

In 1878, the publishing firm first established by Joseph Funk in Singers Glen was moved to Dayton by his grandsons. The proximity to the musical community at Shenandoah Institute benefited the business. The Ruebush-Kieffer Printing and Publishing Company became one of the largest and most successful music printing houses in the South. The company specialized in sacred music and the promotion and teaching of shape-note musical instruction.

The 116th Infantry Band was organized by Prof. Will H. Ruebush and served from the Mexican border to Europe. During WWI, the musicians were shipped to Europe as a unit of the 116th Infantry of the 29th Division. After WWI, Dayton was recognized for being the smallest town in the United States to furnish a Regimental Band. The cannon at Mill and Main Streets was dedicated in 1928 as a monument to "all men and boys of Dayton and vicinity, who offered their lives for their country."

## Business Boom

The early 20th century saw a business boom to support the activity around the college (restaurants) and to take advantage of the introduction of the Chesapeake and Western railroad (1895). Industrial enterprises included Hedrick's Carriage Company, Miller's Furniture Factory, Dayton Harness Factory, Shrum Brother's Brickyard, and the Dayton Creamery.

With the boom, Dayton expanded its boundaries and began improvements. In 1896, the town added a fire department and waterworks. In 1906, Dayton became the third town in Rockingham County to have electricity. In 1916, Dayton began pumping water from Silver Lake to the newly installed water tank on Summit Street.

In the early 1930s, drought conditions created a water shortage in Harrisonburg. Harrisonburg purchased water from Silver Lake Mill owner J. B. Grove. The water was pumped to lines running from Riven Rock. In 1945, Grove sold the lake, mill, and second mill owner's house to Harrisonburg. Dayton retained rights to pump the spring water.

From the early 1900s to the 2020s, numerous businesses have served the community. Hotels, tourist homes, lunchrooms, cobblers, cabinetmakers, doctors, dentists, druggists, florists, plumbers, bakers, blacksmiths, garages, groceries, buggy shops, and others have all contributed to Dayton's community.



**An early photo of Main Street in Dayton, showing the Bank of Dayton building located at the intersection of College Street, built in 1910.**



## Architecture

Historic downtown homes and commercial buildings reflect the change in architectural trends over the years. On College Street, styles jump from a mid 19th-century log house to Italianate-Gothic and Queen Anne to Colonial Revival. The landscape of Shenandoah Collegiate Institute academic buildings continues to make an impact on the street.

On Main Street, notable buildings include the 1820 home which was originally part of the Coffman farm and later owned by Joseph Shrum who operated a brickyard on adjacent lots; the Victorian home (1870s) of George W. Hedrick, whose carriage factory was next door; the 1910 Triangle Building, which originally housed the Bank of Dayton; the 1888 commercial store building at 50 Main Street and its north-side neighbor, the mid-1950s Mid-Valley Hatchery Building.

Lots on High Street in the "Keiffer Addition" were sold and developed in the mid-1880s. Development of the Dayton Land and Improvement Company property added homes to the community primarily between 1910 and 1930. These homes stand west of the downtown area, primarily along Eastview and Thompson Streets.



HRHS Photo 0228

**Hedrick House on corner of Main St. and Thompson St., pictured here in 1988.**



HRHS Photo 2823

**Coffman House located on Main Street, pictured here in 1988.**



HRHS Photo 2389

**William Glick House located on High street, pictured here in 1988.**

## Agriculture

The natural resources of the Shenandoah Valley that attracted the early settlers have continued to allow generations of farmers and associated businesses to thrive in Rockingham County, one of Virginia's top agricultural counties. Farms around Dayton grew and developed as the agriculture industry changed.

**A view of the Koogler field located on what is now College and Eberly Streets. This field has served agricultural purposes for generations, and is also used for Town events due to it's proximity to downtown.**



HRHS Photo 2340

Before the Civil War, milling and textiles were significant industries in Dayton. Wool carding and silk, cotton, and wool dying contributed to Rockingham's leading textile production in the early 19th century. In addition to Bowman's merchant mill, a "lower mill" stood on Dingledine Lane.

### Blosser Hatchery



Rockingham's prominence as a poultry producer has its roots in Dayton. As early as 1884, Samuel Blosser's ingenuity had created Virginia's first chicken incubator. Blosser's hatchery boasted the first large incubating machine in America. Down the road, Charles Wampler encountered similar success incubating wild turkey eggs. The growth in demand for poultry processing led to the 1948 opening of Mid-Valley Hatchery on Main Street. In 1955, after fifteen years in business, Welby Spencer sold the Spencer

Produce Company, a poultry processing plant, to Marval Poultry Company. This business next to the train tracks is now Cargill.

Today, farming for poultry, dairy, produce, and plants can be seen in the countryside around Dayton supported in large part by a thriving Old Order Mennonite community.

### Tourism & Leisure Activities

Like many small communities, Dayton enjoyed the music of a local band. Performing with talent from the Shenandoah Music Conservatory, Dayton's Concert Band entertained locally and at events around Rockingham County. A ladies cornet band formed in the early 1900s. Band reunions in Dayton offered days filled with music and fellowship, as well as excursions to local sites. The activity of local bands disappeared during WWI.

For over 40 years, the Annual Dayton Days Autumn Celebration has grown to host tens of thousands of visitors on the first Saturday in October. The newer Red-bud Festival, Muddler, and community concerts and other Town events add to the activities supported by the Town for visitors and residents. After opening in 1987, the Dayton Market has become a shopping and tourist destination. Fort Harrison, Rocktown History, and the Silver Lake Mill anchor the historical north end.



**Leisure activities at Silver Lake. Silver Lake Mill is pictured in the background.**



**Two men playing cards in Dayton, VA. April 17, 1902.**



**Jim's Drive-In during their last year in business.**



In 2011, the Town purchased what is now known as Dove Park. This was named after Jim Dove as he was the long-time owner and operator of Jim's Drive In, which was in operation at that location since the mid-seventies.

In 2019, The Silver Lake Historic District received their official designation from the Virginia Department of Historic Resources.

In 2020, the Town responded to the world-wide Covid-19 pandemic by adapting Town services to ensure public health and safety. One of the most notable changes was the live-streaming of Town meetings, which allowed for public participation while prioritizing community health.

## Then vs. Now



**Shenandoah College building circa 1922.**



**Shenandoah College building today**



**"The Bank Building" circa early 1900's**



**"The Bank Building" today**



**Silver Lake Mill circa 1923**



**Silver Lake Mill today**





Land use decisions are a balancing act: encouraging quality new development while diminishing impacts on existing areas. As Dayton progresses into the future it will be necessary to accommodate new growth and respond to change while maintaining aspects of the Town that are valued by its residents, businesses, and visitors. Decisions made regarding land use will guide the future organization of transportation and open space systems and work towards ensuring the economic health of the Town.

With the Land Use chapter, the Town endeavors to maintain the Town's character and ensure orderly growth by:

- Ensuring that growth does not outpace the availability of community facilities and services.
- Guiding well-planned, coordinated, and sustainable development. Quality of life is given high priority and outweighs the value of unnecessary growth.
- Ensuring that the housing needs of present and future residents of the Town are met through a variety of high-quality housing options that reflect the different ages, family types and income levels of our neighborhoods.
- Introducing zoning designations that allow for more comprehensive, flexible and creative uses as new development and redevelopment occurs, including a separate zoning classification for the downtown business district and refining planned unit development (PUD) to include mixed-use development.



## Annexation Agreement

In January , 1990, the Town of Dayton and Rockingham County entered into a voluntary agreement related to future annexation, approved by the Commission on Local Government.

The principal provisions:

- The Town renounced permanently its authority to become a city;
- The Town was authorized to annex by ordinance territory within a certain area of the County, identified as the Designated Area, any time after the adoption of the agreement;
- The Town is required to take measures to protect agricultural properties which might be annexed under the agreement;
- The Town is required to equalize water and sewer rates charged to customers located within the Designated Area with those rates charged to customers within the Town's boundaries; and
- The Town is committed not to seek to annex any other areas of the County until the entire Designated Area is annexed.
- The agreement can be modified by joint consent in the future, if such is deemed appropriate.
- The agreement does not remove property from the tax roles in the County, nor does it remove automobile license fees (county recently eliminated theirs), consumer utility taxes and local option sales taxes (ie: meals and lodging) from county to Town.
- The agreement recognizes that future development would also benefit the County.
- The agreement recognizes that the Town is the appropriate entity to provide urban services (water, sewer, trash, law enforcement, street lights, etc.) which we are capable of meeting.
- It does not require the Town to exercise annexation authority immediately, but rather intermittently and primarily at the request of the affected property owners. In the future, the Town may annex territory in the Designated Area without the consent of the affected property owners.
- Developers may be required to share in the cost of extending the utilities to vacant tracts of land in the Designated Area, reducing the Town's fiscal liability for utility expansions with accompanying boundary expansion.

The justification for the agreement includes limited future expansion and dependence on Cargill (then Rocco). The expansion, up to a total of 2.2 square miles, will allow diversification of tax base.

The comprehensive plan identifies the priorities that guide the distribution, general location, and extent of uses of land for housing, business, industry, open space, and other uses of land within the Town of Dayton. The Land Use chapter also ensures a compatible balance of land uses that will both meet the diverse needs of the community as it grows in the future and helps preserve Dayton's small town qualities. Equally important, it provides direction, along with the Future Land Use Map, that will coordinate future development, preservation, and revitalization efforts in the Town. Community sustainability requires well-managed land use planning practices that will ensure close-knit neighborhoods with a sense of community, support continued economic vitality, create, and maintain efficient infrastructure, and preserve the Town's natural resources. With this sustainable planning, the Town's projected population and economic growth can be accommodated while protecting and

enhancing its beloved character. This comprehensive plan will enable Dayton to preserve its Downtown and neighborhoods while encouraging new development of a similar scale and character. The Future Land Use Map is a graphic representation of the Land Use Chapter. This map is prepared by integrally tying land use designations to the Guiding Principles that carry through the various chapters of the Plan.

## Zoning Classifications

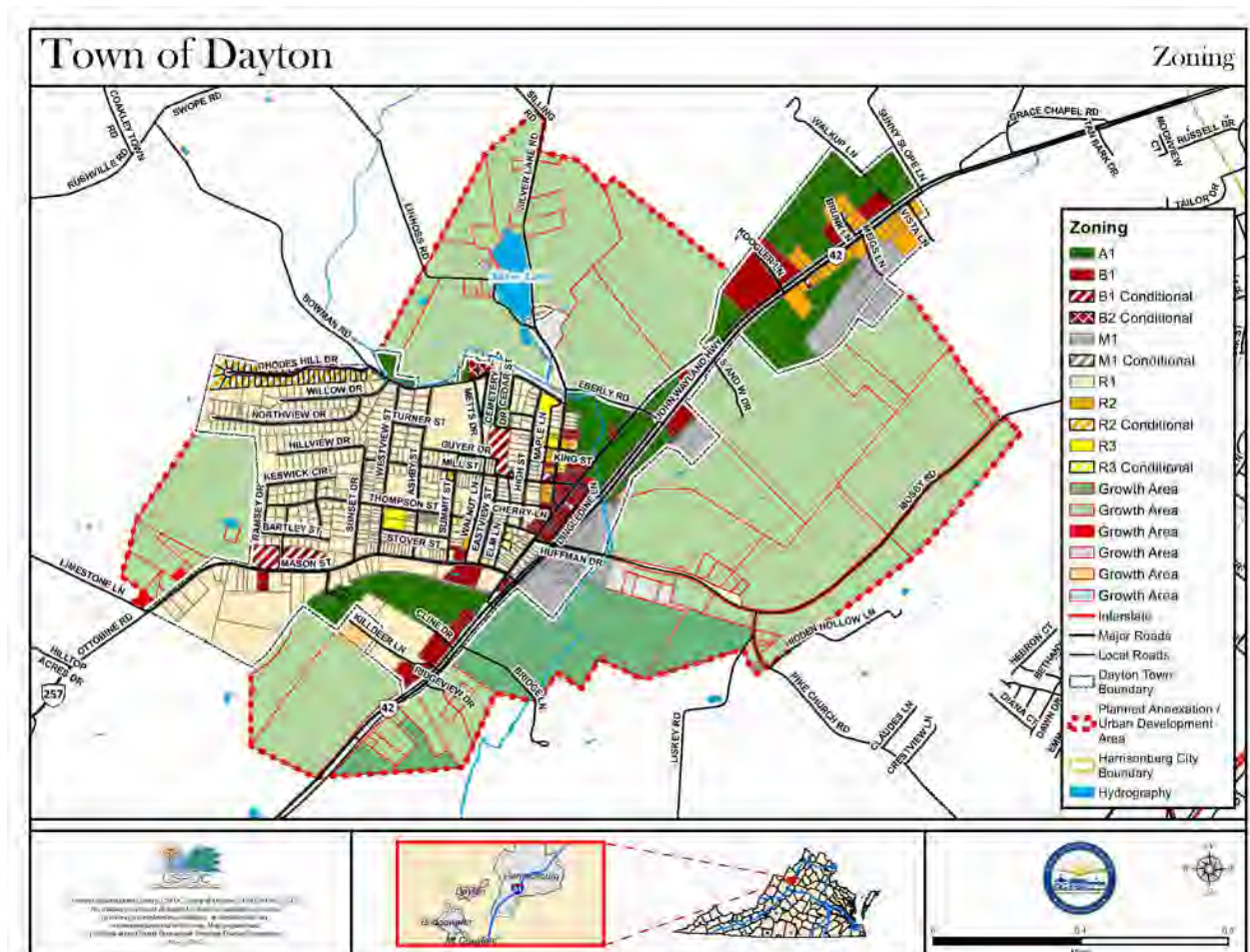
Residential land use is devised of R-1, primarily single family dwellings; R-2, consisting of higher density units within a development; R-2C, which is how South Breeze is zoned; and R-3, which consists of town homes and apartment complexes. It is primarily Dayton's vision to devote the vast majority of residential zoning to the R-1 classification.

Business land use is devised primarily of B-1, with these areas being primarily in the areas of Downtown, the Route 42 corridor and the Route 257 corridor.

Agricultural land uses designated as A-1 and A-2 are the farming areas in and around town primarily located along Route 42, Route 257 and Eberly Road.

Industrial District land uses designated as M-1 would be the area where Cargill is located and in the Meigs Lane area.

## Zoning Map





## Inventory & Analysis

An analysis of existing land within town limits and available residential building lots reveals a limited potential for substantial new population growth, beyond that projected. Residents have expressed a desire to “build out” the current three available subdivision properties before seeking to annex large residential areas farther away from the town limits. Specifically, the three close-proximity development areas are: (1) South Breeze (extended), (2) Dayton West Subdivision, and (3) Route 257 Southwest, which includes approximately 30 acres and is located at a gateway into town. Inexpensive access to town water and sewer services is reason enough to maximize the “build out” of these neighborhoods; however, in-fill development also reduces sprawl and the need to add expensive transportation improvements.

There also remain several vacant lots in town that are considered as non-conforming buildable lots of record and a number of large lots that would be allowed to sub-divide.

Downtown Dayton offers history, charm, arts, and small business ventures. The town’s investment in the provision of adequate parking and infrastructure in downtown will attract prospective businesses. With the growth of Harrisonburg and Bridgewater, Dayton finds itself in a prime location to selectively attract businesses along the Route 42 corridor. Dayton would welcome limited commercial development of land along Route 42, both within town limits and adjacent to town boundaries. However, Dayton residents have stated they value the small-town atmosphere and are reluctant to see full commercialization of the Route 42 corridor to Harrisonburg or Bridgewater.



**Vacant lots in Rhodes Hill, Dayton's newest subdivision. There are 9 total vacant lots.**

**Newly built homes in Rhodes Hill.**



## Future Land Use

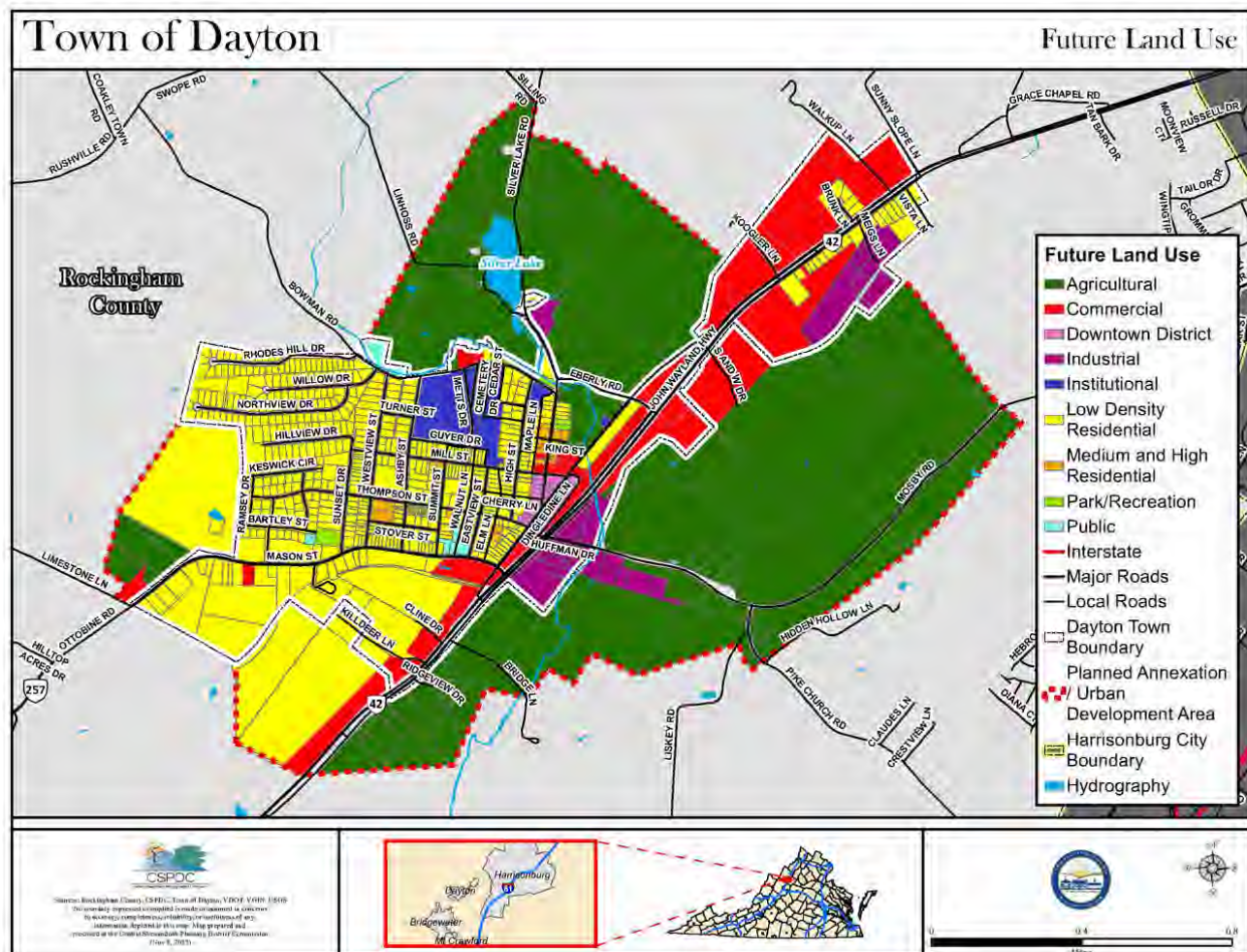
Rockingham County has designated towns to be the most appropriate growth areas within the county. The Town's growth area designation was established to define the land adjacent to Town which may be annexed into the Town at some point in the future. Under the Town's Zoning Ordinance, land annexed into Town shall continue to be subject to the county zoning classifications and regulations as such territory was subject at the time of annexation until otherwise changed by rezoning.

The Town's Future Land Use Map shows what districts could be created from yet-to-be-annexed land outside of the Town limits. These designations are proposed and may change as the Town's population and economy change in the coming years.

### The Land Use Plan is intended to direct and guide decision-making by:

- Designating areas of Town to be appropriate for Residential, Commercial, Industrial and Institutional land uses including open space, government and educational uses.
- Encouraging development in patterns that reflect the goals of the Town, especially the life of Dayton as a genuine small town.
- Designating areas of Town where current policies, such as zoning or subdivision ordinances may hinder reinvestment or diminish character and suggesting strategies to promote new developments and reinvestments in ways that reflect our values.

## Future Land Use Map





**Goal: Encourage efficient and orderly land development patterns which integrate residential, commercial, industrial, institutional and public use in Town.**

- Promote Comprehensive Plan through the Zoning Code.
- Promote Traditional Neighborhood Developments (TND) in existing and future developments. TND is a planning concept that calls for residential neighborhoods to be designed in the format of small, early 20th century villages and neighborhoods.
- Encourage Land Development patterns which are consistent with the Transportation plan, community facilities, and planned infrastructure improvements.
- Promote a diversity of uses which balance the tax base with the need for services.
- Reduce conflicts between incompatible adjacent uses.
- Encourage infill development where appropriate.



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

**Objective: Encourage the expansion of commercial enterprises within current Town boundaries.**

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

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

- The Town should strive to adopt ordinances, regulations, fees, etc. that are business friendly.
- Town officials should actively solicit businesses to build and/or occupy the designated commercial property located in front of the South Breeze subdivision on Route 257.
- Town officials should promote the commercial development of the south side of Route 257 at the specific areas to the immediate East and West of the Braithwaite Studio/Coffee Shop business.

- Town officials should work closely with County officials to broker an arrangement for possible future annexation of business-zoned property along Route 42 North of Dayton.
- Accommodate a moderate amount of commercial development at a reasonable rate in the designated areas adjacent to the current corporate limits to maintain and increase the economic and social vitality of Dayton while preserving its essential small-town character.
- Town Officials should explore the zoning classification of the land on Route 257 that fronts the South Breeze Subdivision.
- Town Officials should explore the possibility of creating a separate zoning classification for the Downtown Business District.
- Town Officials should determine the appropriateness of the HB-1 zoning classification.
- Town Officials should determine the appropriateness of a mixed-use or planned unit development zoning classification to include business and residential uses.

### **Goal: Maintain and enhance visual appeal and existing Town character.**

- Encourage compatible building and site design for new development.
- Encourage creative urban design through flexible design standards and incentives.
- Improve key areas of Town-maintained space such as major entrances to Town, central business district, and other high-traffic areas.
- Encourage updating/reviewing the Town's Landscaping Ordinance.
- Encourage the importance of maintaining the appearance of Town gateways.
- Encourage Town gateways that support the Small Town, Hometown, Downtown character.

### **Goal: Preserve and enhance historic and cultural resources.**

- Identify important historic locations and features.
- Maintain archives of historic documents and photos.
- Promote restoration of historic structures through incentives.
- Organize and encourage events and activities which highlight Town history.
- Cooperate with and support Rocktown History, Fort Harrison, Silver Lake Mill and similar organizations.
- Re-evaluate and update the Downtown Historic District.

### **Goal: Coordinate land use decisions in the annexation area with County officials.**

- Identify adjacent County land areas within the annexation perimeter which are suitable for residential or commercial growth and seek to coordinate planning with County officials.
- Seek compatibility regarding infrastructure planning in nearby areas adjacent to Town.
- Ensure that new development is beneficial to the existing Town and its citizens.
- Work with Rockingham County and encourage County officials to be considerate of the Town's desires as to land use in the growth area.
- Review and consider revising annexation agreement with the County.





**Cargill Turkey Processors, located on Route 42**

## **Urban Development Area**

The Town of Dayton is designating the entire area within the municipal boundary as an Urban Development Area (UDA) per Section 15.2-2223.1 of the Code of Virginia to further articulate a vision for the preferred design of future growth, promote efficient land use and transportation development patterns to reduce the impact of growth, and strengthen the Town's eligibility for transportation grant funding.

State Code allows localities to voluntarily designate an area as a UDA to address projected residential and commercial growth over a 10- 20-year period. UDAs incorporate Traditional Neighborhood Development (TND) principles such as walkable neighborhood centers, multi-modal travel options, interconnected streets, and mixed land use.

The UDA designation further formalizes the Town's expressed intent to promote TND – as noted in the Population and Housing Chapter – and maximize the Town's opportunities for making public investments in facilities such as roadways, sidewalks, and trails.

The Town of Dayton's UDA principles can be found at the link below:

[https://www.rockinghamcountyva.gov/DocumentCenter/View/16739/STONE-SPRING-UDA-PLAN\\_01--Ten-Neighborhood-Principles](https://www.rockinghamcountyva.gov/DocumentCenter/View/16739/STONE-SPRING-UDA-PLAN_01--Ten-Neighborhood-Principles)



# NATURAL ENVIRONMENT

## Background

The average annual precipitation rate for the Town of Dayton is 42 inches per year, and the average annual air temperature for the town is 54 degrees F. The Town experiences a period of 171 days per year frost-free, which is referred to as the growing season.

## Topography

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

## Soil Characteristics

The United States Department of Agriculture has compiled information on soil characteristics for the Town of Dayton. The soils within the Town pose very few development constraints, being classified as primarily Class 1 (soils that have few limitations that restrict their use) or Class 2 (soils that have moderate limitations that reduce the choice of plants or that require moderate conservation practices. These soils are well-drained and are generally suitable for development and placement of structures. In general, if the soil is good for farming, it is also good soil for building.

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480

total acres in Town

54°

average annual air  
temperature in Fahrenheit

42"

average annual  
precipitation rate



## Floodplain

The majority of Town land lies within the Cooks Creek drainage basin, which borders Dayton on the north and east sides. There are approximately ten acres that lie within the drainage basin that are classified in the 100-year floodplain. Areas that lie within the 100-year floodplain are not suitable for development. These areas are generally suited for recreational purposes, agriculture, or limited use such as parking. More information on flood insurance zones and rates can be found at <https://msc.fema.gov>.



**Goal: Preserve an attractive balance between the man-made and natural environment.**

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

**Objective: Evaluate and encourage the installation of materials that allow water permeability in considering new paved areas.**

- Ensure adequate tree cover to off-set heat islands.
- Utilize "permeable pavement" where practical and permissible.
- Review and evaluate existing standards on curb and gutters.
- Explore grant opportunities for new and replacement of paved areas.





## Goal: Enhance environment stewardship

**Objective: Educate public regarding watershed and environmental stewardship.**

**Objective: Encourage sustainable and environmentally appropriate farming practices.**

**Objective: Encourage Town to become part of Tree City USA, National organization**

- Plan activities along the creek (children's story time, greenway walks).
- Plan and coordinate clean up days along the creek bed.
- Educate and assist local farmers with fencing programs and buffers.
- Explore compliance with Chesapeake Bay Watershed.
- Support county and state efforts regarding fencing programs.
- Study effect of manure spraying on water quality and explore possible buffering options.
- Plan activities in coordination with Red Bud Festival for Earth Day and Arbor Day
- Explore and create a tree ordinance.



*A farmer's field in Dayton.*



*Sunflowers planted by a farmer in Dayton.*



*A snowstorm on Main Street in Dayton.*



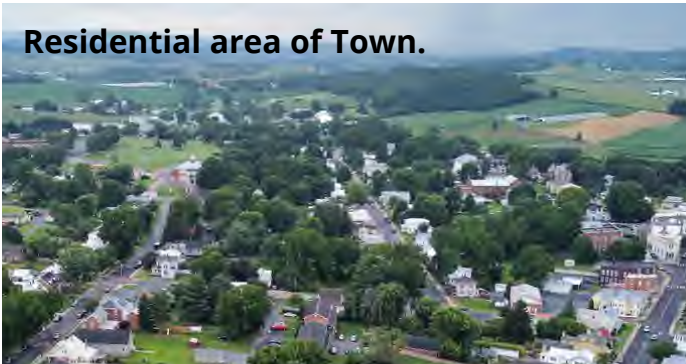


# POPULATION & HOUSING

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

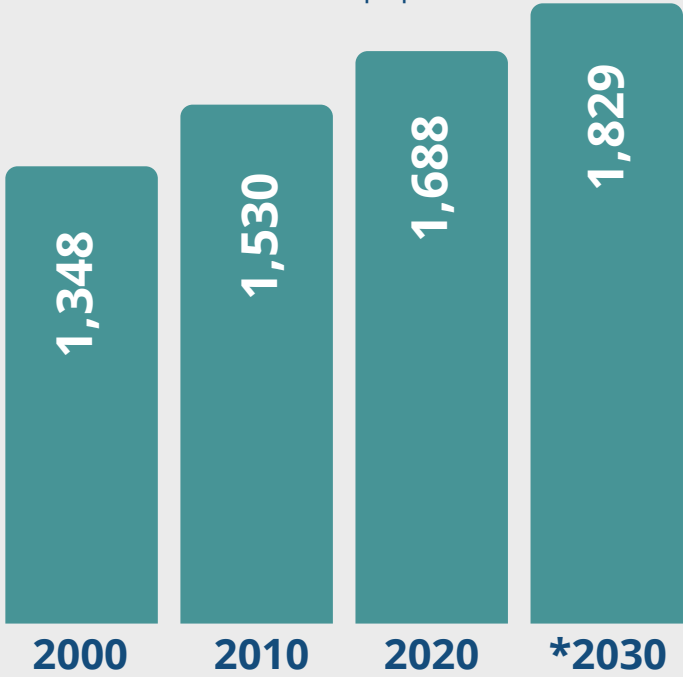
## Population

Based on U.S. Census Bureau the population of Dayton increased by 158 citizens between the years of 2010 and 2020. This represents a 10.3% increase. ESRI estimates that the population will increase by 8.4% between 2020 and 2030 for a total population of 1829.



### Population between 2000 and 2030

\*2030 indicates an estimated population



# Housing

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

- **Willow West** has 81 total lots, 5 of which are still vacant.
- **South Breeze** has 65 total lots, 6 of which are still vacant (this number does NOT include the lots zoned Business fronting Mason Street).
- **Dayton West (Rhodes Hill)**, Dayton's newest subdivision, has 39 lots available, 9 of which are still vacant. Lots range in size from a quarter-acre to a half-acre.

## Zoning Permits Issued in Dayton



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

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

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

**Objective:** Review 1990 Annexation Agreement and prioritize growth in growth areas.

- Review, revise, and enforce existing ordinances to ensure they enable TND to occur by including elements such as setbacks, location of parking behind buildings, etc.
- Town officials should maximize the attractiveness of potential residential development by requiring adequate green spaces or parks that are centrally located and open and accessible to the whole Dayton community.

\*A TND is also known as a village-style development, which includes a variety of housing types, a mixture of land uses, an active center, a walkable design and often a transit option within a compact neighborhood scale area. TNDs can be developed either as infill in an existing developed area or as a new large scale project. More information on a Traditional Neighborhood Development may be found on the National League of Cities website ([www.nlc.org](http://www.nlc.org))



- Town officials should enforce all proffers, ordinances, signage, and require sidewalks, curb, gutter, etc. in new residential areas.
- Consider the residential development of a “55 & Over” community.
- Encourage new developments to follow the existing street grid.

**Goal: Ensure residential growth can appropriately be supported by transportation and public services while maintaining Dayton's quality of life.**

**Objective: Encourage the transportation network to be compatible with Dayton’s desire to protect the rural small town character and horse and buggy community.**

- Town officials should actively promote the “build out” of current subdivisions and those in close proximity to the town.
- Explore the zoning options for the property located on Route 257 which fronts the South Breeze Subdivision.
- As developers recommend subdivision areas not in close proximity to town limits, town officials should move cautiously and evaluate the benefits of annexation or property line adjustments against the stated goal(s).
- New development at the periphery of the current town limits should be similar in general form as the historic town proper.
- New development should follow the design principles of Traditional Neighborhood Development.
- Explore allowing residential accessory uses to possibly allow for in-law quarters, short-term rental use, tiny houses
- Update the Historic District and explore adding Residential Historic District properties into the criteria for the Façade Enhancement Grant.

**Former Shenandoah College  
Administration Building that was  
converted into apartments.**



**South Breeze Subdivision**





# EMPLOYMENT & COMMERCE

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

## Employment

### Inventory and Analysis

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

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



The figures below, according to the 2017 Census of Agriculture conducted by Virginia Farm Bureau, compare the farm receipts of the top ten agricultural counties in Virginia in 2017.

<u>Ranking</u>	<u>County</u>	<u>Farm Receipt</u>
1	Rockingham	\$796M
2	Augusta	\$293M
3	Accomack	\$163M
4	Page	\$150M
5	Shenandoah	\$143M
6	Orange	\$113M
7	Northampton	\$96M
8	Amelia	\$87M
9	Southampton	\$75M
10	Pittsylvania	\$73M

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

<u>Employer</u>	<u># of Employees</u>
James Madison University	2500-5000
Sentara/RMH	2500-5000
Rockingham County Schools	2000
Cargill Turkey Products	1400
Pilgrims Pride Corporation	1500-2500
Merck	1000-1500
Wal-Mart	1000-1500
Massanutten/Great Eastern Resort	1000
Marshall's	600-1000
LSC Communications	500-1000
Harrisonburg City Public Schools	1250
Rockingham County	670



Virginia has 43,225 farms covering 7.8 million acres, 32% of all Virginia. Approximately 90% of Virginia farms are owned by families or individuals, not corporations, with individual farmers (including those in Dayton) providing food for six times as many people as they did in the 1960s.

**Goal: The Town of Dayton will strive to build a strong and diverse economic base.**

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

**Objective: Seek opportunities to expand and build upon the present employment base of Dayton, ensuring inclusion in the Capital Improvement Program (CIP).**

- Town officials should proactively work with industry representatives to ensure all infrastructure meets the current and future needs of the business. This includes adequate water and sewer capacity, and transportation & safety needs pertaining to the road through the plant, and the industrial area in and around Huffman Dr. and Dingleline Lane, to allow for easier access to other local businesses.
- Study possible locations for a new well location and/or mini water plant.
- Town Officials should specifically identify what makes Dayton a great place to locate a business, and promote that.
- Town Officials should identify industries that will be a good fit for Dayton, and diversify employment opportunities.
- Town Officials should update and complete the Economic Development Plan and begin implementation.

## Commerce

### Inventory and Analysis

With the close proximity to Harrisonburg and Bridgewater, most Dayton residents can now shop for needed items with relative ease, as well as eat at new, unique and highly recommended & reputable restaurants. The exception is for those residents who are homebound. Within the Town of Dayton, there are approximately 80+ active businesses, including 20+ shops within the Dayton Market, Braithwaite Studios, Hopeful Things, Thomas House, and The Dayton Tavern to name a few. In 2020, 137 business licenses were purchased resulting in \$60,480.47 in revenue. In 2021, 141 business licenses were purchased resulting in \$56,274.89 in revenue. One recent example of Dayton's economic growth is the introduction of Dayton's focus on "Discover Historic Dayton: Small Town, Hometown, Downtown". This new concept/motto encourages the residents to embrace the heritage, love their town, and shop/eat local in Dayton. This unique approach to enhance the town with signage should prove to encourage tourism, and provide future downtown development & business opportunities. In 2011, Dayton entered into an agreement with James Madison University to develop an "Economic Development Plan". This extensive cooperative effort resulted in a document presented to Council in 2012. Recommendations and concepts from the Economic Development Plan are included in the Comprehensive Plan, and many have been implemented since the introduction of this document.

# 80+ ACTIVE BUSINESSES



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

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

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

- Town Officials shall continue to encourage and attract business ventures pertaining to a variety of businesses.
- In the downtown area, Town Officials should actively pursue additional shopping & business opportunities in conjunction with the approval of a Downtown Business District, with designated areas for public parking.
- Town Officials shall plan for Downtown Revitalization efforts to support businesses.
- Town Officials should encourage and promote existing and new businesses and be proactive in providing assistance.
- Town Officials should identify specific sites where future businesses can locate.
- Town will actively seek to recruit gas station/convenience store on the 42 corridor.

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

**Objective: Increase the number of visitors, diners and shoppers to the Town of Dayton.**

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

- Town Officials should continue to advance the promotion and exposure of the Town of Dayton through Town Rack Cards and tourist literature placed at strategic locations including I-81 rest areas and visitor centers, etc. and continue marketing efforts.
- Continue to maintain and update the Town of Dayton Website and Facebook Pages, and explore additional social media outlets.
- Work collaboratively with all community organizations including Rocktown History, Fort Harrison, and Silver Lake Mill in promoting events and exhibits.



**Rocktown History is also home to the official Dayton Welcome Center, and serves as an information center for tourists.**



**The Thomas House Restaurant is housed in a historic landmark building downtown.**

**Goal: Seek to maintain Dayton's historic, small-town atmosphere as downtown properties are developed into commercial or public spaces.**

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

**Objective: Improve the appearance of the downtown area, plan and implement Downtown Revitalization Efforts.**

- Complete a streetscape, utility relocation project for the downtown area, incorporating gateways and other nodes in planning in coordination of the design and engineering phase of the Downtown Revitalization Grant.
- Create and maintain attractive outdoor events, concerts & entertainment at Dove Park (i.e. Dayton Redbud Festival, The Dayton Muddler, Dayton Days, and Concerts in the Park).
- Continue to grow and encourage business downtown.
- Create and maintain ample parking downtown to encourage business/office expansion. Explore public/private shared/cooperative parking lots.
- Town Officials should encourage current (non-residential) property owners to maintain and/or improve the utilization of buildings in the downtown area by encouraging businesses to utilize the Façade Enhancement Grant funds available through the EDA to improve the appearance of facades. The Town should also support renovation and improvements to downtown buildings.
- The Town should improve appearance of downtown by adopting uniform standards that would involve lighting, improved sidewalks, signage (wrought iron), etc.
- Encourage and facilitate the improvement of the appearance of gateways into downtown.
- Consider and explore creating a new zoning district for the Downtown Business area to include lighting and sidewalk standards.



**Pictured to the left are the current streetscape conditions downtown.**

**Pictured to the right is a bench on the sidewalk in the downtown area.**







# TRANSPORTATION

This chapter evaluates the Town's transportation network and transportation needs over a 25-year period. The chapter is consistent with the Virginia Code §15.2-2223 requirements, and includes needs from the VTrans 2045 statewide long-range transportation plan. The Chapter also references the 2017 Dayton Greenway Conceptual Master Plan, which is a companion document to the Comprehensive Plan, and should be reference when considering future multi-modal improvements.

The chapter contains the following sections:

- Existing Facilities
- Growth Assumptions
- Needs Assessment
- Recommended Projects and Studies
- Goals and Objectives

## Existing Transportation Facilities

### Overview

Dayton is a small town with complex transportation needs. The town is surrounded by rural farmland between Bridgewater and Harrisonburg. The Town's historic gridded road network, alleyways, and Main Street (Route 42 Business) accommodate pedestrians and bicyclists, and John Wayland Highway (Route 42) is a significant north-south corridor for vehicular traffic in Rockingham County. Mason Street (Route 257) is a busy east-west connection for both vehicular traffic and farm equipment west of the Town.

A large poultry processing plant at the intersection of Route 42 and Huffman Drive (Route 290) generates significant freight traffic and pedestrian activity from plant employees. The Town is home to Wilbur S. Pence Middle School, and is a community hub for Old Order Mennonites, both which present additional transportation needs. As a result, vehicular traffic, pedestrians, and bicyclists share the road network with school buses, semi-truck traffic, large farm equipment, and horse-drawn buggies.

The Town is included in the Harrisonburg-Rockingham metropolitan area and is a member of the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO), which is a regional transportation planning organization. Map 1 displays the existing transportation network.

Map 1: Existing Transportation Network



Roadway Network

There are approximately 50 named roadways within Dayton’s 1.25 square miles boundary, and most roads are narrow streets serving residents. The road system also includes corridors of regional importance, such as Route 42 and Mason Street. Table 1 provides general information on the federal-aid roadways located in the Town.

While some of the Town’s roadway network functional classification designations have changed since the 2017 Comprehensive Plan, average daily traffic (ADT), generally, remained the same based on 2018 VDOT data.\* Route 42 and Route 257 have the highest ADT in town.

\*Due to the COVID-19 pandemic, impact on travel, traffic count data for 2020 and 2021 is inconsistent with historical trends. As a result, 2018 data is the most recent and reliable data set.



**Table 1: Dayton Federal-Aid Roadways**

Route Id	Facility Name	Length	Highway System	Functional Class	Thru Lanes	Speed Limit	Signals	Bridges
Route 42	John Wayland Highway	0.87	Primary	Other Principal Arterial	4	45	2	2
Route 42 Business	Main Street	0.82	Primary	Major Collector	2	25	1	1
Route 257	Mason Street	0.42	Primary	Major Collector	2	35	0	0
Route 290	Huffman Drive	0.21	Primary	Major Collector	2	25	2	1
Route 290	College Street	0.33	Primary	Urban Collector	2	25	0	0
Route 732	Bowman Road	0.56	Secondary	Minor Collector	2	25/5 5	0	0

### Route 42

Route 42 is a heavily traveled, four-lane divided highway, with 12,000 ADT on the southern edge of Dayton past Mason Street, and 16,000 ADT north of Mason Street. This road provides regional connection between Dayton and Bridgewater to the south, and between Dayton and Harrisonburg to the north. In addition to the vehicular lanes, Route 42 also contains a section of bike/buggy lane from Bridgewater through Dayton.

### Main Street

Main Street parallels Route 42. The street provides local access through the Dayton Historic District and to many of the Town's smaller businesses. The ADT is between 490 on the southern end of Dayton, and 3,200 in the middle of town between Huffman Drive and College Street.

### Mason Street

Route 257 connects residents and agriculture communities west of Town. Route 257 has the second highest traffic counts, with ADT of 4,200. The road is an active corridor for buggy, bicycle, and farm vehicle traffic.

### College Street

Route 290 provides an east-west connection between downtown Dayton and Route 42, as well as access to US Route 11 (US 11) and US Interstate 81 (I-81). ADT is between 1,800 between Main Street and Route 42, and 8,100 from Route 42 to the eastern town limits.

### Additional Roads

Bowman Road (Route 732) and Silver Lake Road (Route 701) connect rural communities located north and west of town. The ADT of Bowman Road ranges from 490 and 2,000. The highest ADT segment along Bowman Road is between College Street and High Street, followed by 1,900 ADT between King Street and Ashby Street near Wilbur S. Pence Middle School, and 490 ADT from Westview Street westbound out of Town. Silver Lake Road ADT is 1,600 northbound of Linhoss Road and 1,900 entering Town.

In addition to local roadways, Dayton is 2.7 miles from US Interstate 81 (I-81) and 1.9 miles from US 11, both of which are within five minutes from town.

Roadway Maintenance and Pavement Conditions

VDOT maintains all Town roadways except alleyways, including new roadways for the Willow West and South Breeze subdivisions, and it is anticipated the agency will assume maintenance of new Rhodes Hill subdivision roads in 2022-2023. Dayton maintains nine alleyways in the downtown area. Five alleys provide east-west connections in the town and the remaining four provide north-south connectivity through residential neighborhoods.

VDOT rates pavement conditions of VDOT-maintained roads from “very poor” to “excellent” based on pavement age and condition. Based on 2019 data, the most recent year of paving records, 15 of the 28 roadway segments reviewed are rated poor or very poor (see Table 2). The remaining segments were rated good to excellent.

Map 2: Existing Pavement Conditions



Table 2: Dayton Roadway Pavement Conditions - Poor and Very Poor, 2022

Poor
Metts Drive (Route 9370) southbound
Pence Drive (Route 9370) northbound
Very Poor
Hillview Drive (Route 1202) northbound
Turner Street (Route 1201) eastbound
Thompson St (Route 1209) from Ramsey Street to Westview Street, and Mill Street to High Street
East View Street (Route 1206) northbound
Mill Street (Route 1208) from Ashby Street to High Street
High Street (Route 1207) northbound

Bridges and Culverts

VDOT rates bridge and culvert conditions based on structural safety inspections to identify facilities that need maintenance or to be repaired, rehabilitated, or replaced. Bridges and culverts are assigned a condition rating from 0 - “failed condition” to 9 - “excellent condition” based on the condition of the facility deck, substructure, and superstructure. Dayton has four bridges and two culverts in Town limits, all of which intersect with Cooks Creek and are maintained by VDOT.

Town bridge conditions are mostly fair. The oldest bridge, located on Main Street and built in 1941, is the only bridge rated in poor condition (see Table 3). The culverts are located on Main Street and College Street, and each are rated in “good” condition.



**Table 3: Town of Dayton Bridge and Culvert Conditions**

Location Name	Condition	Features Intersected	Inspect Date	Year Built
<b>Bridges</b>				
Huffman Drive	Fair	Cooks Creek	May 2021	1959
Route 42 North	Fair	Cooks Creek	March 2022	1972
Route 42 South	Fair	Cooks Creek	March 2022	1972
Main Street	Poor	Cooks Creek	October 2022	1941
<b>Culverts</b>				
College Street	Good	Cooks Creek	August 2021	2019
Main Street	Good	Cooks Creek	December 2021	2010

## Multi-modal Infrastructure

Dayton's Historic District is served by a well-developed network of sidewalks; however, the sidewalk network is fragmented west of the Historic District. Sidewalks exist in varying conditions throughout town. New sidewalks exist along Mill Street from High Street to Main Street, and on College Street from Mill Street to King Street. Sidewalks on the northern end of High Street near the Rocktown History building and on Bowman Road near Wilbur S. Pence Middle School are newer sidewalks. Older sidewalks on College Street from Main Street to Mill Street are scheduled to be replaced in 2022. Further sidewalk replacements along Main Street in Downtown are planned in conjunction with a Downtown Revitalization Grant.

In addition to sidewalks, there is a multi-use bicycle/buggy lane along both sides of Route 42 between Bridgewater and the northern portion of Dayton, and the Dayton Greenway which leads from Dayton to Rockingham Mill just north of Town.

## Public Transportation, Commuter Services, and Passenger Rail

Harrisonburg Department of Public Transportation (HDPT) and the BRITE bus system based in Fishersville provide local public transportation options. HDPT provides a Dayton/Bridgewater shuttle on Tuesdays and Thursdays from 8:30 a.m. until 12:00 p.m., with additional times and on-demand runs made with an appointment. BRITE serves an on-demand bus stop in Dayton Monday through Friday with the Blue Ridge Community College Shuttle route.

RideShare is a regional carpool coordination service provided by the Central Shenandoah Planning District Commission (CSPDC). The service connects two or more people seeking to share a vehicle in the Shenandoah Valley and Charlottesville regions, which includes Rockingham County and the Town of Dayton.

The nearest Amtrak service is 25.6 miles away in Staunton, which provides service on Wednesdays, Fridays, and Sundays. Daily Amtrak service is available in Charlottesville and connects to Washington D.C., Richmond, and Lynchburg.

## Freight

Dayton's freight rail needs are served by Norfolk Southern (NS) at Rockingham Mill one mile north of Dayton's historic downtown. Dayton serves as the terminus of the NS line and connects to the NS station in Harrisonburg, 4.1 miles north of the Town.

Cargill and nearby agricultural businesses generate larger vehicle truck traffic, which is defined as larger vehicles having more than two axels or semi-trailer trucks. Truck traffic constitutes about 3 – 4% of all vehicle traffic on most major Town roads. Route 42 has the highest number of trucks on any Town road, and averages 480 trucks daily (180 semi-trailer trucks), which comprises 4% of overall traffic volume on most segments of the corridor.

Bowman Road between High Street and College Street averages 100 (60 semi-trailer trucks) trucks daily, which comprises 5% of overall traffic volume on that road and is the highest truck traffic by percentage for any road in Town. Other notable roads, including Main Street and Mason Street, average around 127 trucks daily (around 40 semi-trailer trucks), which constitutes 3-4% truck traffic on those roads.

## Air

There are no airports in Dayton. The closest commercial air service is the Shenandoah Valley Regional Airport (SHD), which is located 14.3 miles south in Weyers Cave. SHD offers scheduled air service through Contour Airlines, which provides access to Charlotte. The Charlottesville Albemarle Airport (CHO) is 49.5 miles east of Town and offers daily non-stop flights to major destinations. The closest private airport is the Bridgewater Air Park located on Airport Road approximately one mile west of Mount Crawford at Dynamic Aviation and owned by Rockingham Aviation Corporation.

# Transportation Growth Assumptions

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This section highlights planning assumptions about future population and employment growth and land use changes that may impact the transportation network.

## Population and Employment Growth

According to 2022 U.S. Census data, Dayton's population increased by 10.3% between 2010 and 2020. Based on ESRI population data, and recently approved, planned, and proposed residential development, the town anticipates that the population will increase from 1,688 in 2020, to approximately 2,100 in 2030, which is a 24.4% increase.

Table 4 summarizes growth data informing the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) 2045 Long Range Transportation Plan (LRTP) Travel Demand Model. The Model evaluates future congestion by generating a volume to capacity ratio, which measures the operating capacity of a roadway by dividing the number of vehicles on a road by the number of vehicles that could theoretically travel on a road. Based on the analysis, no roads in or adjacent to the Town of Dayton are anticipated to be over capacity in 2045.



**Table 4: 2045 HRMPO Travel Demand Model Data Used for Assessing Future Regional Traffic Congestion**

	Population		Employment	
	2020	2045	2018	2045
HRMPO	83,561	106,687	53,136	62,974
Dayton	1,688	2,318	2,002	2,474

**Community Characteristics**

Dayton has a diverse labor force and it is part of a dynamic regional economy. Agriculture is a significant industry in the local economy, and the Town wants to ensure that the transportation system accommodates agricultural traffic while maintaining commuter routes and improving access to Town businesses.

According to 2020 Census data, the average resident commuting time was 16.3 minutes, which is below the State average of 26.4 minutes. Census data also states that 81% of commuters travel by car alone, while 8.5% carpool, and 4.6% walk. According to 2019 U.S. Census OnTheMap estimates, which generally characterizes where individuals travel for work, over 95% of residents commute for work outside of Town, with 31.8% working in Harrisonburg. This data emphasizes the importance of vehicular travel and the Route 42 corridor for employment as it is the most common route to and from Dayton for commuters.

**Land Use**

As discussed in the Population and Housing chapter, the Town plans to build-out three subdivision neighborhoods –Willow West, South Breeze, and Rhodes Hill – prior to annexing residential land outside of the existing Town boundary. These neighborhoods have a combined 20 available vacant lots zoned for single-family residential, and will contribute to an increase in population between 3% and 5% over the next ten years. No additional large-scale residential, commercial, or employment development is anticipated in the foreseeable future.

The Future Land Use map indicates that any significant new commercial growth is anticipated to occur along Route 42 between Mosby Road and Main Street. Additionally, the Town is designating the current Town boundary and planned annexation areas as an Urban Development Area (UDA) to coordinate land use and transportation planning efforts and promote Traditional Neighborhood Design principles.

**The entrance into South Breeze subdivision off of Mason Street**



# Transportation Needs Assessment

Currently, the existing roadways within the town have relatively low traffic counts and maintain available capacity. There are few significant issues with level of service. Given the moderate population growth within town limits, there will be minor increases in traffic over the next 25 years. Route 42 has the highest traffic volumes in Town and will likely experience the highest congestion for the next decade. Mason Street, Bowman Road, and College Street are also expected to see relatively high increases in traffic. There are also several critical intersections that the town needs to continue to monitor to ensure adequate levels of service and safety, including the intersections of Eberly Rd and Route 42, Mason St. and Main St., and Huffman and Route 42, given their proximity to Route 42.

As previously mentioned, the HRMPO 2045 Travel Demand Model does not project any roads in or adjacent to the Town to be to be over capacity in the next 25 years.

## Congestion and Safety

VDOT projects ADT and level of service (LOS) changes to 2050. The LOS measures roadway congestion based whether travel demand exceeds roadway capacity on a scale from A (best) to F (worst). Roads with an A LOS have free-flowing traffic with no peak-period travel delays, while roads with an F consistently experience major traffic congestion and extended travel delays (see Table 5).

Route 42, Mason Street, and Huffman Drive are expected to experience the biggest ADT increase by 2050. Only the Huffman Drive segment between Route 42 and Main Street, and Bowman Road between Ashby Street and High Street are anticipated to have declining LOS by 2050. The intersection of Huffman Drive and Route 42 has peak morning and evening congestion and safety issues, and the Town will monitor these roads specifically as development occurs.

**Table 5: Roadway Average Daily Traffic and Level of Service**

Facility name	Segment from	Segment to	Segment length	2019 ADT	2050 ADT	2019 LOS	2050 LOS
Route 42	Southern Town Limit	Main Street	0.42	12,000	14,618	A	A
Route 42	Route 290	Northern Town Limit	0.31	16,000	25,114	A	A
Main Street (Route 42 Business)	Route 42 south	Route 257	0.03	8,100	11,507	B	B
Main Street (Route 42 Business)	Route 257	Route 1208	0.3	3,247	3,750	B	B
Main Street (Route 42 Business)	Route 1208	Route 42 north	0.33	1,251	1,445	B	B
Mason Street (Route 257)	Western Town Limit	Main Street	0.42	4,200	4,705	C	C
Huffman Drive (Route 290)	Eastern Town Limit	Route 42	0.15	8,100	12,804	B	B
Huffman Drive (Route 290)	Route 42	Main Street South	0.06	1,800	2,636	A	B
College Street (Route 290)	Main Street south	Northern Town Limit	0.33	2,000	2,574	B	B
Bowman Road (Route 732)	Route 1204	Route 1207	0.26	1,900	3,650	B	C
Bowman Road (Route 732)	Route 1207	Route 290	0.05	2,000	2,554	B	B
Bowman Road (Route 732)	Route 701	Route 42	0.24	2,200	2,503	C	C



## Crashes

According to 2022 VDOT crash data, there were 63 total vehicular crashes and two motorcycle crashes in Town between January 1, 2015 and December 31, 2021. From 2015 to 2017, the Town averaged 16 crashes annually. However, from 2018 to 2021, the Town only averaged only four crashes annually. It is unclear why crashes have declined since 2018, because crashes began declining two years before the COVID-19 pandemic in 2020. There were no pedestrian or bicycle crashes between 2015 and 2021. Based on Town staff input from police reports, in the first half of 2022 there were two crashes involving pedestrians. In February 2022, a Cargill employee was struck crossing Huffman Drive and was seriously injured. In April 2022, three Wilber S. Pence Middle School students were struck by a vehicle and injured while crossing Bowman Street.

Most vehicular crashes occur along Route 42, with 33 of the 63 crashes over the seven-year period (52%) of crashes occurring along the corridor. Six of those crashes occurred near the Route 42 and Huffman Drive intersection, and six other crashes occurred near the Route 42 and Eberly Drive intersection. Main Street had the second most crashes in Town with six. There were no fatal crashes, and two severe injury crashes. Most crashes were characterized as “property-damage only.”

While the Mill Street and College Street intersection had only three crashes, one was classified as a visible injury, and two were classified as non-visible injuries, which could indicate that this intersection is prone to more serious crashes.

**The intersection of Route 42 and Eberly drive has been the site of 6 vehicular crashes between 2015 and 2021.**



## Maintenance

Based on the pavement conditions data, the Town will need to coordinate with VDOT to address poor and very poor pavement in Town.

## Multi-modal Needs

The Town lacks bicycle and pedestrian facilities connecting to points of interest on Main Street, College Street, Wilbur S. Pence Middle School and Blue Ridge Christian School, and in general, horse and buggy safety is a concern throughout the entire Town. Pedestrian, bicyclist, and buggy safety are main concerns on Mason Street and Bowman Road, which are the two most dangerous streets for pedestrian crossings, according to the 2016 Greenway Study. East-west continuous pedestrian connectivity between Main Street and the residential development located west of Town is also needed.

Residential development in the existing and new subdivisions will increase the need for additional pedestrian infrastructure within each development, and inter-parcel connections to existing pedestrian facilities and points of interest.

VTrans 2045 Needs

VTrans 2045 is Virginia’s statewide long-term transportation plan designed to guide VDOT’s major transportation priorities and investments across the state over the next 25 years. To ensure VDOT’s planning efforts and transportation investments match the characteristics and needs of each part of the state, VTrans divides the state into three types of travel markets: Corridors of Statewide Significance, Regional Networks, and Urban Development Areas (UDA).

Dayton is located within a five-mile buffer of the Crescent Corridor of Statewide Significance that follows I-81, and is also within the Harrisonburg Regional Network. Based on these designations, VTrans 2021 Midterm Needs and Priorities identified a lack of transit and bicycle access on the following roads: Route 42, Ashby Street, Bowman Road, College Street, Eberly Road, Mason Street, and Mill Street.

The adoption of this Comprehensive Plan will designate a town-wide Urban Development Area (see Land Use Chapter). The UDA designation identifies additional VTrans needs on every Town road, to include pedestrian needs, which are a top Town priority.

Recommended Transportation Projects, Studies, and Analysis

The projects and studies were identified based on Town transportation needs, previous plans, and input from the public, Planning Commission, and Town Staff.

Table 6: Recommended Projects

Priority	Project	Improvement Type	Description	Cost
1	School Intersection Safety Improvements	Bicycle and Pedestrian	Install enhanced pavement markings and pedestrian warning lights for the crosswalks at the unsignalized intersections of Wilbur S. Pence Middle School. Install crosswalks at Blue Ridge Christian School on Mill Street.	\$114,000
2	Route 42 and Huffman Drive Pedestrian Improvement	Bicycle and Pedestrian	Partner with Cargill to construct crosswalk and improve sidewalk from Main St across Dingleline on Huffman to connect with existing crosswalk on Rt 42. Construct sidewalk from the end of the Rt 42 crosswalk beyond Cargill. Signalize the pedestrian crossing attaching the Cargill buildings on Huffman and enhance pavement markings to slow traffic coming into town.	\$1,016,000
3	Dayton Market Connector	Bicycle and Pedestrian	Construct a multi-use trail connecting Historic Downtown Dayton to the Dayton Market	\$1,640,000
4	King Street Extension	Bicycle and Pedestrian	Complete a multi-use gravel trail and bridge connecting from King Street across Cooks Creek to Main Street. Extend existing sidewalks on Main St to connect with the trail and to Ft. Harrison	\$2,658,000
5	Town-wide Buggy Safety Improvements	Buggy Accommodation	Install safety signage Town-wide to enhance awareness of buggy traffic and install buggy hitching posts near Main Street points of interest.	\$78,000
6	Town-wide Alleyway Safety Improvements	Traffic Safety	Install stop signs and appropriate safety signage at alleyway intersections.	\$30,000



Table 7: Recommended Studies and Analysis

Future Study/Analysis	Type	STUDY DESCRIPTION
Dayton Market Connector Study	Safety and Pedestrian Connectivity	Evaluate safety improvements and roadway configuration and design alternatives along a 0.18- mile segment of the south end of Main Street. The Study would use the 2016 Greenway Study as a baseline to consider multi-modal options to establish a continuous bicycle, pedestrian and possible buggy connection from the center of Town to the Dayton Market, and also the feasibility of a trailhead.
Route 42 and Huffman Road Intersection Improvements Study	Safety and Congestion	Evaluate safety and congestion improvements at the intersection of Route 42 and Huffman Road near Dingleline Lane and Cargill to address vehicular and pedestrian safety, unclear traffic alignment, and compliment downtown revitalization and placemaking.
Buggy Pull-off Study	Safety and Congestion	Coordinate with VDOT to assess the feasibility of installing pull-off locations for buggies along Route 42 and Mason Street.
Mid-Town Sidewalk Connectivity Gaps Study	Safety	Evaluate the most favorable routes to establish a continuous east-west bicycle and pedestrian connectivity between the residential areas of Main Street and the western Town boundary.
Downtown Parking Study	Economic Development	Conduct a parking study for the Downtown Business District to compliment downtown revitalization and economic development.
Eberly Road Extension Study	Congestion	Evaluate the feasibility of constructing a new two-lane rural minor arterial extending from Eberly Road to the east side of Route 42 the intersection of W. Mosby Road, Pike Church Road, and Liskey Road. The roadway would address safety and congestion issues, and provide an alternative route, for traffic at Route 42 and Huffman Drive.

Map 3: Proposed Transportation Projects



**Goal: Develop/maintain a safe, efficient transportation system within the Town of Dayton, ensuring inclusion in the Capital Improvement Program (CIP).**

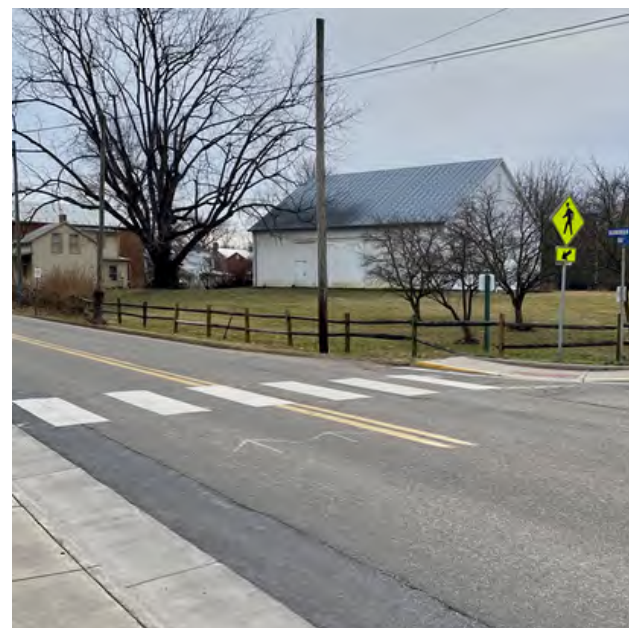
**Objective: Town should seek to maintain a safe coexistence between motorized and non-motorized vehicles.**

**Objective: Town should strive to provide safe access to historical and cultural sites, parks, and business enterprises that are friendly to pedestrian, bike and buggy traffic.**

- Town police remain vigilant at enforcing posted speed limits.
- Install sidewalks on as many streets as financially possible, and continue exploration of sidewalk grant funding.
- Maintain current pedestrian crosswalks and explore needs for future crosswalks and caution signs.
- Research the possibility of placing stop signs on some Town-owned alleys.
- Improve pedestrian crosswalks at Cargill.
- Develop walking/bike path from Dayton to the Dayton Farmer's Market.
- Consider extending the walking/bike path around Silver Lake to continue the extension.
- Highlight/promote the town's historical walking tour.
- Provide adequate sidewalks to all Town parks.
- Town officials should strive to require future developers to include walking paths and/or sidewalks for any future residential development.
- Develop & begin implementation of a Bike/Pedestrian Plan. Explore possible signage about increased buggy traffic during certain high-traffic times.
- Encourage awareness & support for bike/buggy/pedestrian traffic.
- Ensure VDOT applied road surfaces are compatible with use



**Directional signs advise travelers as they approach Route 42 via Mason street**



**Crosswalk at the intersection of High Street and Bowman Road, leading to Cook's Creek Park**



**Goal: Work closely with the Harrisonburg Rockingham Metropolitan Planning Organization (HRMPO) 2040 Long Range Transportation Plan (LRTP) and with VDOT officials to improve Dayton road systems.**

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

- Seek VDOT funding to construct improvements on Eberly Road between Silver Lake Road and SR 42 (HRMPO LRTP Project 77B).
- Seek VDOT approval to place 4-way stop at the intersection of College and Mill Streets.
- Encourage VDOT to use Context Sensitive Design (CSD) in the evaluation of the Eberly Road/Silver Lake Road intersection. Town officials recognize the need to evaluate this intersection and divert truck traffic.
- There is recognition of the value of Silver Lake Road as a gateway to Dayton as well as its value for movement of farm equipment and horse and buggy traffic.
- Town residents do not want to see Eberly Road become a four-lane road.
- Seek VDOT assistance on limiting truck traffic on College and Main Streets.
- Explore the possibility of widening SR 257 for bike/buggy lane.
- Explore and pursue possible grant funding to improve transportation system.
- Plan for interconnected streets in any new development areas.
- Explore the possibility of conducting a study to improve safety at Cargill by re-routing traffic around the facility.

**Pictured right: The intersection of College and Mill Street, which currently has a two way stop sign on Mill Street. The Town has identified the need for a 4-way stop at this intersection.**

**Pictured bottom: A horse and buggy hitch can be seen outside of Grammie's Ice Cream, reflecting the diverse mode of transportation found in Dayton.**





# PUBLIC SERVICES, FACILITIES, AND SAFETY

## Public Services & Facilities

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Well maintained public services and facilities promote health, safety and an enhanced quality of life for all members of the Dayton Community. Community facilities, such as schools, are integral parts of the physical and social structure of our community. In addition to adding to the quality of life, these facilities provide strong marketing tools for the Town by adding to the convenience and safety of all residents and help to make the community a desirable place to live and work.

### Electricity

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

### Natural Gas

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

### Cable

Comcast provides cable television services to all Town residents.

### Broadband

Xfinity provides services to most Town residents. Shen-Tel (Glofiber) began installing fiber optic lines to offer services to Town residents in 2022.



## Solid Waste & Recycling

Waste Management provides trash pickup to Town residents on Friday. Large totes are provided to residents for easy storage and pickup. Town employees collect yard debris every Monday and provide leaf pickup in the fall. The Town also provides heavy trash removal the first Tuesday of each month.

The Town purchased a street sweeper in July of 2022 and began regular street sweeping on the 2nd Tuesday of each month. Street sweeping provides many benefits including preventing debris, litter and chemicals from entering the storm drains and ultimately discharging into local streams, wetlands and rivers; beautifying the community; keeping storm drains clear to allow for proper stormwater drainage; and reducing the need for road maintenance.

**Goal: Ensure that all residents and businesses continue to receive high quality and cost-effective waste collection and disposal services.**

**Objective: Incorporate Single Stream Recycling that would allow residents to put trash and recyclables in one container without separating when it becomes available in this area.**

**Objective: Explore recycling opportunities for town residents and businesses. Explore the placement of a centrally located cardboard recycle box (i.e. Fuzzy Duck Lot).**

## Health Facilities

Sentara RMH (Rockingham Memorial Hospital) is the nearest medical facility, located 6 miles outside of Dayton. However, dental services as well as medical doctors are located within the Town. Bridgewater Retirement Village, located 3 miles outside of Dayton, provides all aspects of care from independent and assisted living to a full nursing facility. They also provide outpatient physical therapy through affiliation with Sentara RMH. Nearby Harrisonburg City also offers additional independent and assisted living facilities within 8 miles of Dayton.



## Educational Facilities

Rockingham County Public Schools serve Dayton residents. Wilbur S. Pence Middle School is located in Dayton. John Wayland Elementary School and Turner Ashby High School are within 2 miles of Dayton. Blue Ridge Christian School is a private school that offers grades 7 through 12 at their location in Dayton, and offers grades pre-kindergarten through 6 at their location in Bridgewater. Bridgewater College, Eastern Mennonite University, James Madison University, and Blue Ridge Community College are all within 20 minutes of Dayton.



## Public Buildings

The Dayton Town Hall, located at 125 Eastview Street on the corner of Mason Street, houses offices for the Police Department, Town Manager, Town Treasurer, Public Works Department, and Community and Economic Development Department. Town Meetings are held in the Council Chambers of the Town Hall. The building houses an Assembly Room, which can be used as space for community and private events. This property also houses garages for Public Works and the Police Department. A secure key card system was installed in 2022.

**Goal: Ensure that public buildings provide adequate space to support Town departments, services, and staffing needs.**

**Objective: Ensure that all public facilities are attractive, well designed, and properly maintained.**

**Objective: Maintain and update the long-range Capital Improvements Program (CIP) for funding, construction, and maintenance of community facilities to keep pace with anticipated growth.**

- The Town should continue to provide a high level of maintenance of all its facilities. Well maintained buildings, attractive site design, and landscaping contribute to create a positive image within the community and set a standard for other property owners to follow.
- Town officials should update and adopt a CIP that identifies future capital expenditures required to meet community goals and objectives. The CIP identifies and prioritizes capital needs and proposed funding mechanisms along with a schedule for initiation and completion.



# Public Safety



The Town of Dayton ensures community safety through the provision of efficient and effective emergency services. The Dayton Police Department has six full-time police officers that provide 24/7 coverage for the Town. In addition, Dayton has a mutual aid policy with the Bridgewater Police Department, the Harrisonburg Police Department and Rockingham County Sheriff's Office to ensure backup and coverage if needed.

Fire and Rescue services are provided by Rockingham County Fire-Rescue as well as Bridgewater Volunteer Fire Department and Bridgewater Volunteer Rescue Squad, and Clover Hill Volunteer Fire Company. Rockingham County is exploring the possible addition of a Fire & Rescue Station to be located along the Route 42 corridor between the Wal-Mart shopping center and Bridgewater.

**Goal: Provide the best public safety and protection for the Town residents and businesses.**

- Ensure adequate police department staffing to provide coverage 24/7 and meet the needs of community policing and safety.
- Complete and maintain police department accreditation.
- Assist the County with a possible expansion of the Fire & Rescue Department through a staffed station near Dayton.
- Ensure adequate appropriate equipment for police officers.





# WATER & SEWER FACILITIES AND SERVICES

Well maintained water and sewer facilities promote health, safety and an enhanced quality of life for all members of this community. Water and sewer facilities and services ensure safe drinking water and appropriate and safe wastewater management.

## Water

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

### Inventory and Analysis

The water supply system of the Town of Dayton consists of a spring, located on the Northwest side of Silver Lake, and two wells on the West side of town with a cast iron, ductile iron, and cement pipe distribution system. When all pumps and filtration systems are operating properly, each system provides approximately 1/3 of total supply. The Silver Lake spring water is leased from the City of Harrisonburg. The spring has a safe yield of 2.5 million gallons per day (MGD), but does require additional “back wash” procedures on the filters. The pump’s capability is approximately 2.16 MGD. The Town invested in a new well (Well 4) near Silver Lake. The yield should be enough to allow the Town to be less dependent on water from the aforementioned Silver Lake spring. All sources are chlorinated and fluoridated to meet stringent State and Federal (EPA) standards. Dayton pumps on verage, 1.94 MGD six days a week and treats 1.8 MGD on these days. One industrial user consumes 92% of this total. There are 653 active water units and 12 inactive water units in the system. This includes 511 active “radio” reads and 154 active “manual” reads. Approximately 90% are residential



connections, 7% commercial, 1% industrial, and 2% public. It is estimated that approximately 4% of Dayton's water is lost through leakage.

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

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

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

In May 2022, the Town officially broke ground on a new water Treatment Plant Upgrade. The new plant will provide a more efficient and effective means for providing safe drinking water to more than 650 residential, commercial and industrial customers. It will be able to treat 3 million gallons per day, with opportunities to expand capacity in the future. Construction is expected to be completed by April, 2023.

**Goal: Maintain and upgrade current water treatment systems to assure safe, high quality drinking water for Dayton customers, ensuring inclusion in the Capital Improvement Program (CIP).**

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

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

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

- Allocate all resources necessary to remain in compliance with water safety regulations.
- Assure compliance with all cross contamination testing for existing and new locations.
- Continue mapping of the town water system that includes a GPS system of all hydrants, valves, and meters within the Town.

- Only approve new water lines with minimum 8" diameter.
- Evaluate extension of Silver Lake lease from City of Harrisonburg.
- The Town should actively pursue state assistance to construct new storage tank and extension of water lines into future annexation area.
- Replace dead-end water lines with loop lines where it is practical to do so.
- Finish the replacement of water lines in the downtown area (containing fire hydrants) that are less than 6" in diameter (Main Street and College Street).
- Repair/replace pumps, tubing, solenoids, filter membrane modules, etc. as necessary to assure safe, constant water supply.
- Update booster station at Kaylor Hill tank to make more effective to provide water to Rockingham County.
- Continue to install and maintain generators for the water and sewer facilities.
- Complete and implement asset management plan.
- Ensure adequate equipment & supplies are available for Town Staff.

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

**Objective: Town Manager, working with the Town's licensed water plant operator, is to be responsible for all aspects of planning, organizing, and maintaining efficient water system.**

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

- Conduct Inflow and Infiltration (I & I) study for the collection system.
- Provide adequate cameras and security at the water treatment plant.
- Continue upgrading manual read meters to radio read meters until 100% complete.



**A spring on the northwest side Silver Lake is one of three water sources used by the Town. The Silver Lake spring water is leased from the City of Harrisonburg. The spring has a safe yield of 2.5 million gallons per day (MGD), but does require additional "back wash" procedures on the filters.**



# Sewer

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

## Inventory and Analysis

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

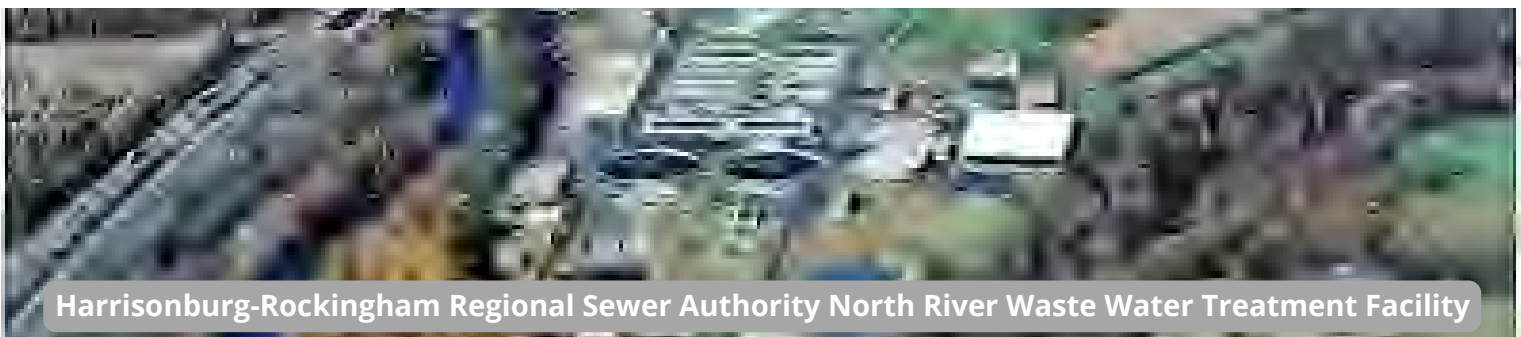
The present sewer distribution system of the Town of Dayton consists of approximately 15.5 miles of sewer line. The lines are clay pipe, cement, PVC, and cast iron ranging from 4 inches to 30 inches in size. There are 680 sewer units in the system. Approximately 90% are residential connections, 7% commercial,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

**Goal: The present and future infrastructure of the sewer distribution of the Town of Dayton should efficiently remove discharge to the HRRSA, ensuring inclusion in the Capital Improvement Program (CIP).**

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

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

- Develop/maintain a current map of the town sewer system that includes a GPS mapping system (manholes, clean-outs, etc.). The Central Shenandoah Planning District Commission began mapping efforts in July of 2017.
- Cross-train sufficient personnel regarding all aspects of sewer distribution.
- Assure that all new sewer lines meet upgraded standards for size, fall, and composition.
- Develop/follow plan for replacement of antiquated sewer lines.
- Inspect manholes annually.
- Ensure adequate equipment and supplies for staff.
- Continue mapping of the town water system that includes a GPS system of all hydrants, valves, and meters within the Town.



Harrisonburg-Rockingham Regional Sewer Authority North River Waste Water Treatment Facility



# PARKS, RECREATION, BEAUTIFICATION, CULTURAL & HISTORIC RESOURCES

## Parks & Recreation

The Town of Dayton has a variety of parks and recreation opportunities and organizes and promotes events throughout the year that are summarized here. These parks and events are intended to improve the quality of life of Town residents by providing entertainment options, physical fitness benefits, supporting mental health and providing social opportunities in a safe and wholesome environment. They also benefit the local economy by drawing visitors into town to shop and dine.

### Cooks Creek Park

Cooks Creek Park (pictured to the right) is located on Bowman Road adjacent to Cooks Creek. Although it is the town’s smallest park, it is a truly unique place to visit. There is a shelter, fitness & playground equipment, including an ADA accessible swing and a small basketball court. There are restrooms and a water fountain. Visitors are often seen fishing in the creek or enjoying the many ducks and geese that frequent the park.







**Dayton Greenway**

The first phase of the Dayton Greenway, which broke ground in 2018, (pictured to the left) connects Cooks Creek Park to the Silver Lake Mill Historic Area with access points at either end of the greenway. The landscaped greenway includes an asphalt trail appropriate for biking or walking, provides access to the creek for fishing, and provides park benches for relaxation.

Two of the park benches are located in front of Cooks Creek (pictured to the right), providing a scenic spot for nature watchers.



**Sunset Park**

Sunset Park (pictured in both photos below) is Dayton’s largest park. It is located on the western side of town at 145 Sunset Drive. It has a large shelter with oversized picnic tables that can accommodate large groups. It is a beautiful well-landscaped park with a large children’s play structure, many swings, basketball court, and a gazebo for families to enjoy.



**Dove Park**

Dove Park is located at 360 College Street. (Pictured to the right.) The park includes a large pavilion, stage, and open grass area providing a setting for residents and visitors to enjoy summer concerts as well as other events throughout the year. Other amenities include a parking area, picnic tables, and restrooms. This park serves as the final destination of the holiday parade and tree lighting and is decorated throughout the holiday season.





## Silver Lake

Silver Lake (pictured below), owned and maintained by the City of Harrisonburg, sits just outside of the Town limits; however, it provides recreational opportunities such as walking, kayaking, bird watching, canoeing and fishing, for Dayton residents. It offers a natural surface trail around the lake incorporating interpretive signs providing information on the history of the area. The Town holds easements with private property owners around the lake to allow for public access in those areas.



## Events

The Town of Dayton is known for its many events that evoke "small town charm". Between the festivals, concerts, and celebrations, over 45,000 people visit Dayton annually just for Town events. Not only do these events draw a considerable amount of tourists, but they improve the quality of life for residents by providing entertainment options close to home.

### Easter Egg Hunt

The Town of Dayton hosts an annual Easter Egg Hunt at Sunset Park on the Saturday before Easter. This event typically includes an appearance from the Easter Bunny. The egg hunt is broken up into age groups to allow for fun and fair competition. Families enjoy the playground and picnic space afterwards.

### The Redbud Arts & Crafts Festival

The Redbud Arts & Crafts Festival (pictured to the right) is traditionally held on the Saturday following Easter and features over 100 arts, crafts and food vendors. There are also many entertainment options such as live music, a beer garden, kid's activities, ducky races, pony rides, train rides, horse drawn carriage rides, antique cars, and more! The entertainment options vary year to year, but a staple of the event has always been the giving away of free redbud saplings, hence the name "Redbud Festival."





**Summer Concert Series**

The Town of Dayton hosts an annual Summer Concert Series at the Dove Park Pavilion featuring local musicians. These are “picnic style” concerts, and guests are permitted to bring their own alcohol. Admission for the concerts is free.

**National Night Out**

National Night Out (NNO) (pictured below) is an annual community-building campaign that promotes police-community partnerships and neighborhood camaraderie to make our neighborhoods safer, more caring places to live. NNO enhances the relationship between neighbors and law enforcement while bringing back a true sense of community. Furthermore, it provides a great opportunity to bring police and neighbors together under positive circumstances. NNO is traditionally held on the first Tuesday in August.



**The Muddler**

The Muddler (pictured below) is traditionally held the first Saturday in August. The Muddler is a 4 mile muddy adventure race throughout downtown Dayton. This is primarily a “police themed” event, with it originating from Dayton PD in 2012. As the event grew, the Town decided to partner with Harrisonburg Police Foundation (HPF). HPF has been able to provide additional support and volunteers. Proceeds are split between the DPD, HPF, and a third beneficiary to be determined each year.







### **Dayton Days Autumn Celebration**

The first Saturday in October marks the annual celebration known regionally as “Dayton Days” (pictured above). It offers 250+ handmade arts, crafts and food vendors, and entertainment options. Entertainment options include kid’s activities, live music and a beer garden, in addition to the nearby historical attractions. What began in 1979 with twelve vendors has grown to hundreds of vendors and a crowd exceeding 30,000.

### **Christmas Parade and Tree Lighting**

The annual Christmas parade is held the first Saturday of December. This event begins with a line up starting at the Town Hall and ends at the Dove Park Pavilion with the official Tree Lighting ceremony to include hot chocolate, Santa and caroling by candlelight.

**Goal: Develop and maintain high quality, safe recreational areas for Town residents.**

**Objective: Fully utilize Town parks and green spaces.**

**Objective: Explore options for future park land acquisition and additional park amenities.**

- Subsequent phases of the Greenway Project would emphasize pathways that connect Dayton’s downtown area to its periphery, both to the Greenway on the northern end and the Dayton Market on the south end of town.
- Hold community events at the parks to promote use and showcase the beautiful parks.
- Encourage future developments to incorporate open green space for future parks and activities for use by all Town residents.



- Maintain and improve existing equipment as needed, ensuring inclusion in the Capital Improvement Program (CIP).
- Maintain and improve the highest safety standards at all town parks.
- Seek out funding resources available to the recreation program through grants and other opportunities.
- Explore possible options for enhanced and expanded facilities and activities to serve residents of all age groups and physical abilities.
- Continue to set aside funds for future park acquisition and development
- Utilize grants and other funding sources where available.

### **Goal: Prioritize and complete segments/phases of Greenway Project.**

**Objective: Utilize the greenway to increase connectivity within the town for businesses, parks, schools, etc.**

- Incorporated greenway segments into the town's bicycle and pedestrian plan.
- Conduct feasibility study to connect The Dayton Market to downtown utilizing a greenway.
- Explore opportunities to connect Main and College Streets through the King Street extended right-of-way.

### **Goal: Preserve and enhance the appearance of the town to residents and visitors.**

- Continue to enhance Town beautification through such efforts as landscaping, street trees, gateway signage, flower beds, and additional murals.
- Continue to maintain and improve the gateways into town specifically Rt. 42 and Rt. 257 corridors.
- Plan and implement downtown revitalization efforts to improve the economic and physical conditions utilizing available grant resources.

## **Cultural & Historical Resources**

Dayton has many attractions including Silver Lake Mill & Lake, Rocktown History and Welcome Center, Fort Harrison & Civil War Trails. Silver Lake is a 12-acre treasure just north of Dayton which offers a unique blend of history and nature for residents and visitors. Rocktown History provides an "unexpected gem" in charming Dayton with large galleries, changing exhibitions, and extensive genealogy library. Rocktown History is also home to the Dayton Welcome Center. Fort Harrison was home to Daniel Harrison. There are 3 sites on the official Civil War Trail in Dayton: Daniel Bowman Mill, Death of Lt. Meigs, and Historic Dayton.

There are several historical markers throughout the Town. In April of 2022, a marker was unveiled near the Dayton Market to recognize the birthplace and history of Shenandoah University. In June of 2022, a marker was unveiled at the Silver Lake Mill recognizing the Silver Lake Historical District as part of the Mill's 200th year celebration.

**Goal: Promote the historic and cultural assets of Dayton while encouraging residents to take pride in “our town”.**

**Objective: Continue to support existing events and explore ideas for future activities that appeal to all town residents and visitors.**

- Promote activities related to historic and cultural assets in Dayton, partnering with Rocktown History, Dayton Welcome Center, Silver Lake Mill and others.
- Seek input from residents to get new ideas for future events and activities



**As part of the Annual Redbud Arts & Crafts Festival, the Town coordinates an antique car cruise-in on the day of the event at Rocktown History to draw attention to Dayton's historical assets.**



**Attendees at Dayton's Summer Concert Series have a direct view of Fort Harrison, as it is located just beyond the pavilion. This serves as a pleasant historical background for a popular community event series.**



**The Silver Lake Mill hosted an "Old Fashioned Milling Day" as part of their bicentennial celebrations, which was promoted by the Town through social media and the quarterly resident newsletter.**





# CAPITAL IMPROVEMENTS

This list of capital projects helps guide the Town Council towards the goal of meeting community needs. Based on surveys of citizens, business owners, Council Members, Planning Commission Members, and staff, the following projects have been identified for the Plan:

## **Water & Sewer**

- WTP Upgrade
- Repair/Replacement of Water/Sewer lines
- Hydrants
- Water/Sewer Line Extension
- Mini Plant & New Water Source
- Generators
- Equipment Replacement
- Mower

## **Parks & Public Facilities**

- Land acquisition & amenities

## **Public Works**

- Vehicle Replacement
- Equipment Replacement
- Mower

## **Streets**

- Mason Street Bike/Buggy Lane
- Town Street/Alleys Resurfacing
- Cargill Safety Improvements

## **Bike/Pedestrian Facilities**

- Greenway
- Dayton Market to Downtown
- Sidewalk Replacement & Installation

## **Economic & Community Development**

- Wayfinding Signage
- Downtown Revitalization

## **Police & Public Safety**

- Vehicle Replacement
- PD in car camera



## COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
811 COMMERCE ROAD  
STAUNTON, VIRGINIA 24401-9029  
[www.VirginiaDOT.org](http://www.VirginiaDOT.org)

Stephen C. Brich, P.E.  
Commissioner

1/17/2023

Christa C. Hall  
Town of Dayton, Community Development Coordinator  
125-B, Eastview Street,  
Dayton, VA 22821

Dear Ms. Hall:

In accordance with the Virginia Traffic Impact Analysis Regulations, 24VAC30-155, the Town of Dayton proposed Comprehensive Plan transportation chapter update was submitted to the Virginia Department of Transportation (VDOT) for review on December 12, 2022. VDOT Staunton District Planning has evaluated the updates to the transportation chapter of the plan for conformity with Chapter 729 regulations of state code 15.2-2223. Chapter 729 requires that locality Comprehensive Plans include four principle elements; an inventory of the existing transportation network, planning assumptions that will influence the transportation network, an existing and future needs assessment, and recommendations addressing those needs. In addition, the Comprehensive Plan must be consistent with VTrans, the Six-Year Improvement Program (SYIP), and the selected location of state highways set by the Commonwealth Transportation Board. In this case, consistency is defined as inclusion in the Comprehensive Plan of significant new, improved, or relocated highway projects on roadways with a functional classification of major collector or higher. The submittal was found to be in conformance with Chapter 729 requirements.

However, VDOT would like to note the following additional comment/recommendation for the town's consideration:

- As a suggestion, add a map that shows the location and color-codes of bridge and culvert conditions

Finally, I ask that you arrange to have VDOT's official comments from this letter included in the locality's official public records (meeting minutes, staff report) and to have this document placed in the official file for the Comprehensive Plan. Once the transportation chapter update is officially adopted by the city, VDOT requests that you forward a digital copy to us for our records.



Sincerely,

A handwritten signature in blue ink that reads "Shane McCabe". The signature is written in a cursive, flowing style.

Shane McCabe  
Assistant District Planner  
Staunton District Planning

cc:

Adam Campbell, VDOT

Brad Reed, VDOT

Bob Holton, Dayton Interim Town Manager