

## INTRODUCTION

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The purpose of the background chapter is to understand the characteristics of Dayton to provide a foundation for developing the Comprehensive Plan. This chapter will provide background information on the community to better understand the context of this comprehensive planning process. This chapter will also provide key community and regional information to inform subsequent chapters of the comprehensive plan.

## REGIONAL SETTING

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The City of Dayton is located in the northwestern section of Hennepin County (Figure 1.1). A small section of Dayton is also located in Wright County, outside of the Twin Cities Metropolitan Area. Dayton is comprised of approximately 30 square miles and is approximately 30 miles northwest of the Minneapolis Central Business District (CBD) and 40 miles northwest of the St. Paul Central Business District (CBD). Dayton is bordered to the north by Ramsey, to the east by Anoka and Champlin, to the south by Maple Grove, and to the west by Hassan Township, Rogers, and Otsego.

### ***The Metropolitan Council has established policies and guidelines for developing communities...***

The City of Dayton is classified by the Metropolitan Council as a “developing” community (Figure 1.2). Developing communities are the cities in which a substantial amount of the region’s growth will occur – about 60% of new households and 40% of new jobs. The Metropolitan Council has established policies and guidelines for developing communities which are outlined in Dayton’s system statement. According to the system statement, residential development in developing communities should occur at an average minimum density of three to five plus units per acre, with higher densities near transportation corridors. Additionally, communities are required to plan for 20 years of growth and identify post-2030 growth areas within the 2030 Comprehensive Plan.

Dayton also needs to plan for a community-wide transportation system and identify connections between transportation, transit, pedestrian and bicycle facilities, and land uses.

The Metropolitan Council requires that developing communities conserve, protect, and enhance natural resources by doing the following:

- Conduct natural resource inventories.
- Adopt natural resource conservation techniques.
- Prepare local stormwater management plans.
- Include natural resources in the local park system.
- Implement Best Management Practices.

Figure 1.1 – Location Map

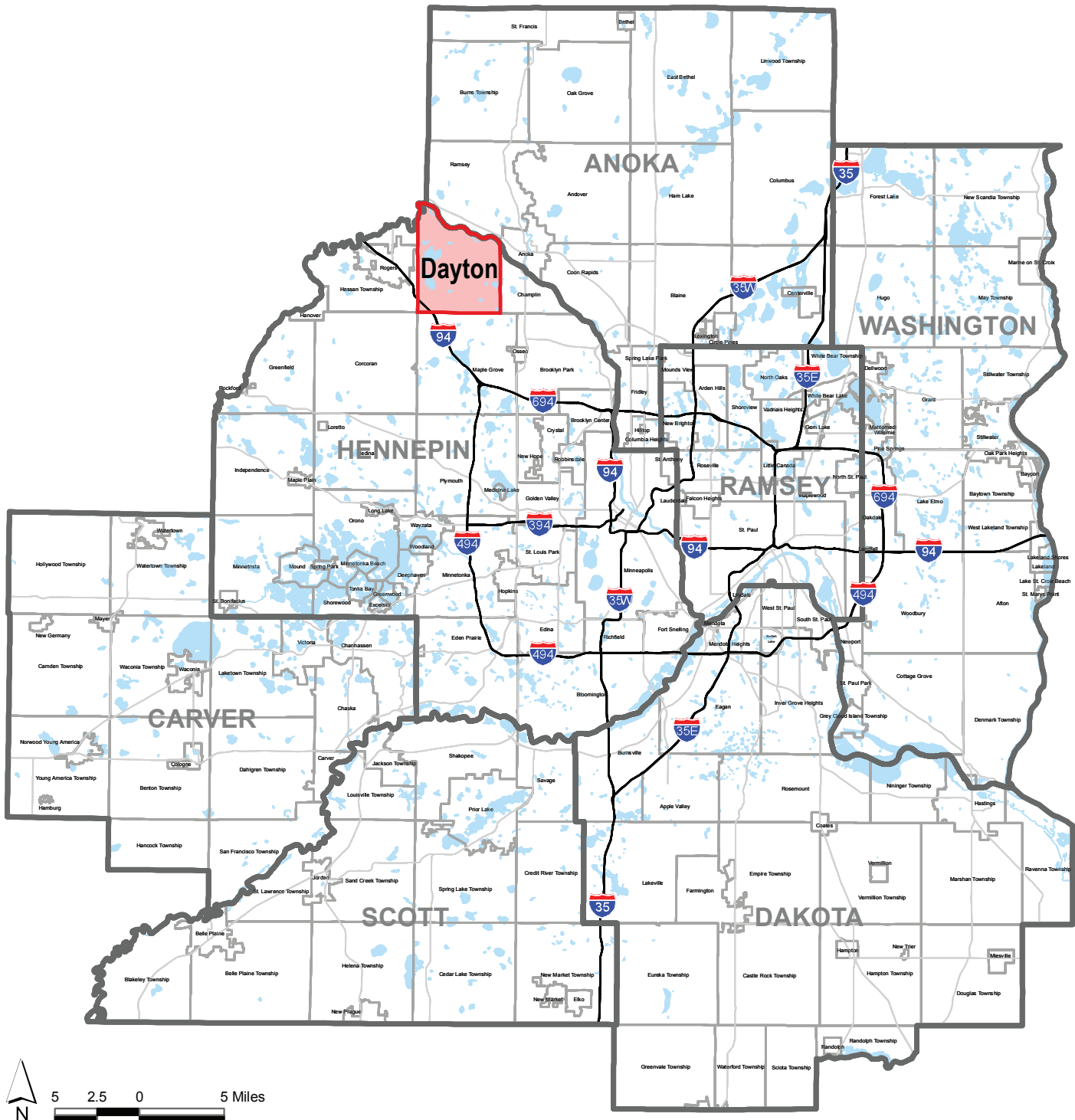
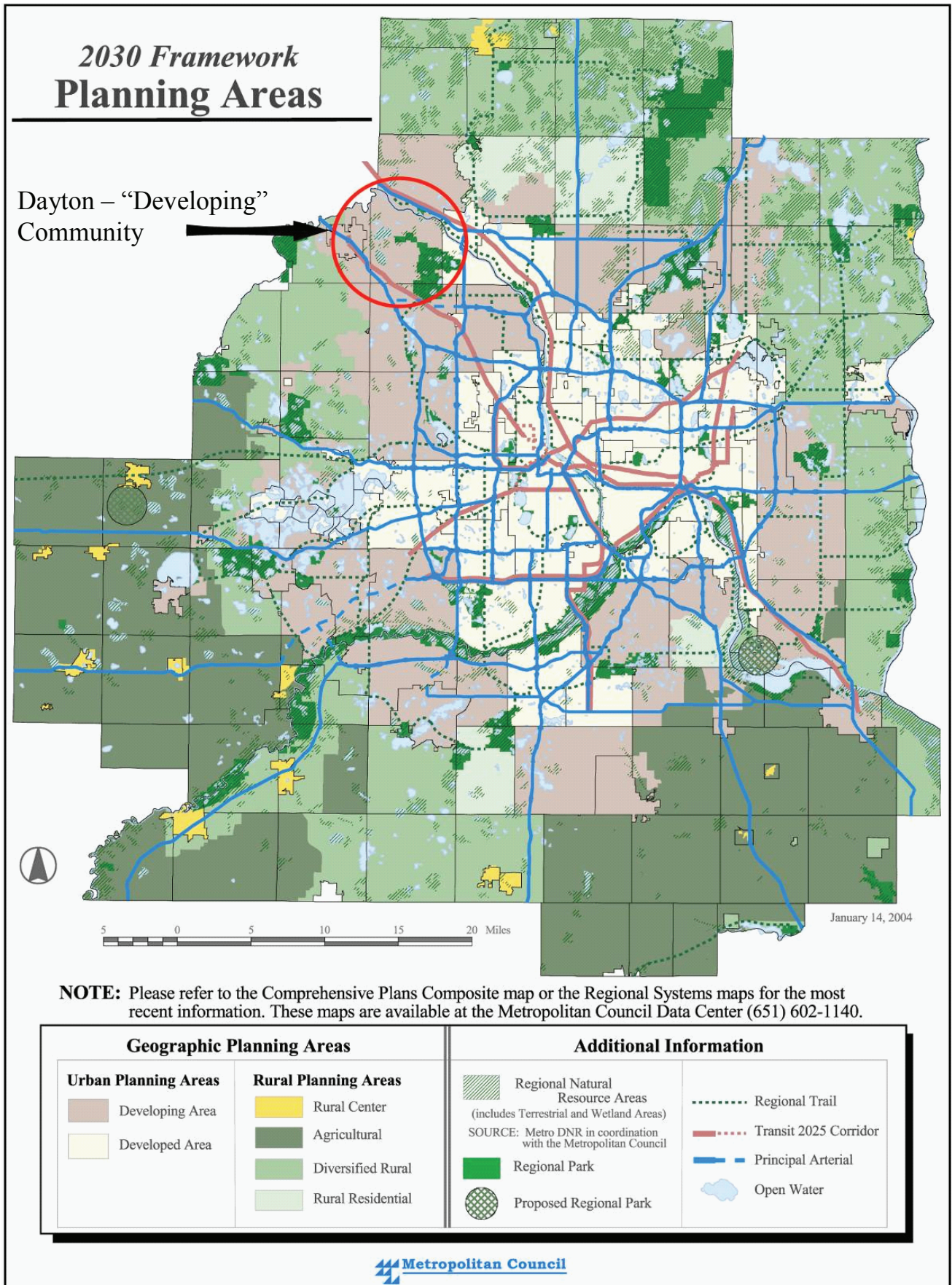


Figure 1.2 – 2030 Framework Planning Areas





## COMMUNITY LIFE

Dayton remains a relatively small community with a 2005 population of 5,013. Dayton is still largely a rural area, as a majority of the residential areas are comprised of larger lots and a large portion of the City is still under agricultural cultivation.

As the metropolitan area has grown, Dayton has begun to serve as a suburban bedroom community for an increasing number of residents. Many of Dayton's residents find employment outside of the community in Minneapolis, St. Paul, or nearby Maple Grove which has experienced significant employment growth in recent years. A large portion of Dayton's residents are young families with children.

### ***The Mississippi and Crow Rivers provide additional recreational opportunities...***

Dayton's residents appreciate the rural atmosphere of the community, as well as the convenience of its proximity to the more urbanized areas of the metropolitan area. Dayton also provides a wide variety of recreational opportunities for residents. The Elm Creek Park Reserve makes up a large portion of Dayton. The Mississippi and Crow Rivers provide additional recreational opportunities and are significant natural features of the community. These features provide important ecological and recreational benefits for the community and the region. Residents also take advantage of Dayton's vast open spaces for snowmobiling and other recreational activities.

A key challenge of this Comprehensive Plan was to achieve a balance between the suburban growth pressure that Dayton is experiencing with the existing rural atmosphere many residents appreciate. The Plan will establish a growth management plan to manage growth and to preserve natural resource areas and other valuable open space.

## PLANNING CONTEXT

Currently, Dayton is largely a rural community with a relatively small population and large agricultural areas. Dayton has a Historic Village area where many of the first developments in Dayton occurred. The Historic Village is located in the northwest corner of the City, near the confluence of the Crow and Mississippi Rivers. The original platting of the village dates back to the 1800's with the area still maintaining much of the "village" character of smaller scale structures, small lot sizes, and a traditional grid network of streets. The City completed a master plan in 2004 to update policies and ordinances for the old village, establish an environment for redevelopment, and address new issues related to expanded sewer and water services in the area.

### ***...City seeks to create a pedestrian-friendly area...***

Dayton has a unique pattern of development with intervening forces creating growth in three corners of the City. In the northwest, moderate density development is guided adjacent to the Historic Village. The City is addressing problems created by the failure of private sanitary sewer systems in the area by extending municipal water and sanitary sewer service and through a joint use agreement with Otsego for sanitary sewer services. The City seeks to create a pedestrian-friendly area with a mix of uses.

In the Northeast, development is taking place in a more traditional rural/suburban style. This development is largely contiguous with the residential areas in west Champlin and shows a similar, if lower density character. This area is accessible via Dayton River Road which connects to Highway 169, meaning growth pressure will likely continue in the near future. The City's 2001 Comprehensive Plan calls for the continued requirement of 90,000 square feet (2 acre) lots in this area, unless development is done through clustering. The clustering described in the Comprehensive Plan allows for 15,000 square foot (or 1/3 of an acre) minimum lot sizes, but reserves the remaining 75,000 square feet for common ownership to prevent further subdivision until utility services are available. The Comprehensive Plan also

calls for “ghost platting” to ensure that new 90,000 square foot lots can be further subdivided when municipal services are available.

The third major area of development is the southwest corner, near Interstate 94. The Comprehensive Plan promotes an interchange at I-94 in the southwest corner to provide better access to the City. The plan also guides the area surrounding the interstate and a large portion of the southwest corner as commercial and industrial to take advantage of access to I-94.

***This major natural feature provides passive and active recreation for Dayton...***

Dayton is also shaped by the presence of Elm Creek Park Reserve and the Mississippi River. The Elm Creek Park Reserve is a regional park that occupies 20% of the land area of the City, mostly in the southeast corner. This major natural feature provides passive and active recreation for Dayton and the region’s residents, as well as significant habitat for wildlife. The Mississippi River provides the northern border of Dayton and is a significant natural resource. Several large parks are located along the river including Goodin and Cloquet Islands. The river provides significant habitat for birds, fish, and other wildlife as well as being an amenity for Dayton residents and visitors.

Dayton is served by several key transportation routes. Interstate I-94 runs through the southwest corner of Dayton. As mentioned above, an interchange in Dayton is being planned at Brockton Lane and I-94. The construction of a potential interchange on I-94 will drastically improve access to the City of Dayton and it is anticipated that development pressure will increase significantly around the interchange area. County Road 81 also runs through the southwest corner of Dayton, parallel to I-94. Several improvements are also underway for this corridor to increase capacity and accommodate improved transit service. US Highway 10 runs north of Dayton parallel to the river (via 101, through Anoka) and can be accessed by Dayton River Road and Highway 169 in Champlin. Highway 101 is a north-south route that is located just west of Dayton. Of particular importance to the residents of Dayton and surrounding communities is

the possible addition of a river crossing that would connect US Highway 10/169 on the north side of Dayton with I-94 on the south side. Dayton faces potential effects both positive and negative from the addition of this crossing and understanding these effects will be an important part of the comprehensive planning process and the continuing development of the City.

## **PLANNING HISTORY**

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The City of Dayton has a history of actively planning for the future. The City’s first Comprehensive Plan was adopted in 1979. Its last plan was adopted in 2001. Below are summaries of each of the City’s previous three comprehensive plans.

### **1979 PLAN**

The Comprehensive Plan for the City of Dayton was prepared during 1978 and 1979. The Plan was prepared in accordance with the 1976 Metropolitan Land Planning Act and was duly reviewed by the Metropolitan Council and adopted by the City.

### **1988 PLAN**

A Comprehensive Plan Update was prepared during 1987 and 1988 and involved numerous joint sessions held between the Planning Commission and the City Council for purposes of preparation of the update. The update concentrated primarily on three areas, namely: land use planning, parks and open space and thoroughfare planning. The Metropolitan Council reviewed the Plan. A booklet dated February 1988 was adopted as the official Comprehensive Plan Update.

### **2001 PLAN**

The 1993 Dayton City Council appointed a Comprehensive Plan Task Force to prepare an update of the City’s Comprehensive Plan. The Task Force held numerous meetings with City Council members, the Park Commission, City Staff, and the general public to discuss a wide range of land use plan issues. This effort resulted in the preparation of a September 1996 draft Comprehensive Plan Update with public hearings held in January and September 1996. That draft was submitted for Metropolitan Council and

surrounding communities review in January 1997. The 1999 Plan was revised in 2000 and 2001 based on agency comments and further City Council and Planning Commission input, and was adopted in 2001.

#### **2004 HISTORIC VILLAGE REVITALIZATION MASTER PLAN**

Sanitary sewer and municipal water services were provided to the Dayton Historic Village area before 2004. The lot sizes in the Village area were typically significantly smaller than what was required by the existing zoning ordinance. To promote redevelopment and infill that maintained the historic character of the Village, City Council directed City Staff to undertake a land use planning process for the area. The completed Master Plan made recommendations to revise the RO (Old Village Residential) zoning code to provide more flexibility in development through:

- Reduced lot size and setbacks.
- Allowing a wider range of housing types.
- Shared parking strategy.
- Expanded business and commercial uses (especially on Robinson Street).
- Enhanced streetscape and park and trail infrastructure.
- Traffic calming and traffic safety measures.

## **KEY DEFINITIONS**

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A number of planning concepts are introduced and discussed in the following Plan chapters. A glossary of key terms discussed in the Comprehensive Plan is presented below for clarification purposes.

**Comprehensive Plan**—A long-range plan intended to guide growth and development of a community with recommendations for the community's future economic development, housing, parks and open space, preservation of natural resources, community facilities, and land use.

**Future Land Use Plan** — A plan within the Comprehensive Plan that guides the future use of property. In residential areas, the plan also guides the intensity of development by establishing densities (units per acre) for each residential land use category.

**Zoning Ordinance** — The regulatory authority of the City to direct the use, placement, spacing, and size of land and buildings.

**Staging Plan** — A plan that identifies area boundaries around properties and identifies the time period for development within each staging boundary to provide for an orderly and logical growth pattern based on development patterns and availability of infrastructure.

**Urban Reserve**—An area of land designated on the Land Use Plan for future growth. For this planning period, the Urban Reserve is identified as a growth area for post 2030 development. The Urban Reserve is not a permanent designation and will be reviewed every ten years. An Urban Reserve helps to promote cost-efficient planning by preventing premature expansion of urban services, and ensuring orderly and well planned expansion of future urban services (utilities and roads).

**Greenway Corridor** — An overlay that maps high quality natural resources. The overlay is a tool that will protect natural features within the corridor while providing for an appropriate level of development and opportunities for public use such as a natural trail corridors.

**Clustering** – A development design technique that concentrates buildings on a part of the site to allow the remaining land to be used for common open space and preservation of natural resources.

**Life-cycle Housing** – Refers to housing of a variety of types, styles, price ranges, and services to accommodate a resident’s life span.

**Senior Housing** – Refers to housing that is age restricted, most commonly for persons 55 years and older. This category can include owner or rental-occupied housing and can range in price from market rate to affordable, and can include independent living or some level of assistance/services.

**Affordable Housing** – Refers to housing that is either rental or owner-occupied. Housing units are considered affordable if priced at or below 30% of the gross income of a household earning 60% of the Twin Cities median family income.

## GENERAL GOALS AND POLICIES —

The Comprehensive Plan Task Force developed a set of goals and policies to guide the comprehensive plan. The goals and policies were organized around 11 categories including:

- Community Image
- Growth Management
- Land Use – Agriculture and Rural Residential
- Land Use – Residential
- Land Use – Industrial
- Land Use – Commercial
- Historic Village
- Transportation
- Economic Development
- Natural Resources
- Parks/Trails
- Community Facilities

A majority of goals and policies are discussed in the specific Comprehensive Plan chapter addressed. For example, land use goals and policies are included in the Land Use Chapter, transportation goals and policies are included in the Transportation Chapter, etc. Those goals and policies that are more general and pertain to the community as a whole including the Community Image and Growth Management goals and policies are included below.

### COMMUNITY IMAGE

**Goal 1:** Ensure that Dayton’s image to residents, visitors, and businesses is enhanced by the high-quality infrastructure and visual attractiveness of properties.

**Policy 1:** Establish a community image theme with participation of residents, business owners, and property owners.

**Policy 2:** Create, strengthen, and maintain the appearance of the City's gateways and key transportation corridors through streetscapes, design standards, trails, lighting, signage, and other tools.

**Policy 3:** Encourage business owners to use landscaping and other design aesthetics to beautify their buildings, entrances, and parking lots.

**Policy 4:** Develop a plan for signage, decorative amenities, and landscaping at City entrances.

**Policy 5:** Prepare long-range transportation and infrastructure plans that will direct and support future growth and allow the City to financially plan for such growth.

**Policy 6:** Expand the level of community services to keep pace with orderly development.

**Policy 7:** Encourage educational opportunities in Dayton.

### **GROWTH MANAGEMENT**

**Goal 1:** Create a unified vision and future for Dayton by promoting a well-planned community, preventing fragmented development (while addressing the impacts of expanding services and development/redevelopment on natural features and view corridors), and providing a balance of land uses with connectivity to all areas of the community.

**Goal 2:** Ensure that zoning and subdivision ordinances are consistent with the intent and specific direction of the land use plan.

**Policy 1:** Create a land use plan that provides types and locations of housing development required to meet the community's projected needs.

**Policy 2:** Create a staging plan that supports infrastructure expansion and land use growth plans.

**Policy 3:** Work with neighboring communities to ensure an integrated plan that is consistent with Metropolitan Council's requirements and compatible with adjacent jurisdictions.

**Policy 4:** Protect natural features, slopes, and sensitive areas that make Dayton unique such as rivers, streams, wetlands, lakes, farmland, natural open space, Elm Creek Regional Park, and local parks as development proceeds.

**Policy 1:** Ensure that developers are aware of and perform according to the land use plan and all official controls and ordinances.

**Policy 2:** Encourage creative approaches to land development to support preservation of open space and natural resources

**Policy 3:** Coordinate plans for housing with plans for light industrial, office/industrial, and commercial areas to balance land uses, serve the quality of life needs of the residential areas, and foster a positive business and job growth climate and expansion of the community's tax base.

**Policy 4:** Ensure compatibility of adjacent land uses.

**Policy 5:** Update zoning map to conform to the land use map.



## DEMOGRAPHICS

One of the first steps in the planning process was updating the City's demographic information. This step was an important part in the planning process, as the demographic information was used to inform planning decisions and strategies throughout the planning process. The demographic information was collected by utilizing information from the 1995 Comprehensive Plan, Metropolitan Council forecasts, and 2000 Census data. The 2000 Census data is used unless updated information from the state or Metropolitan Council is available. Information is gathered and displayed in a number of tables.

Table 1.1 Shows historical census population of the City of Dayton.

Dayton grew by just more than 300 people during the 1990s. The Metropolitan Council has forecasted that the population of Dayton will continue to increase significantly.

Household trends often have more significant impacts for communities than population trends, as household numbers more directly relate to housing and land use needs and development. Each new household added to a City requires an additional housing unit and results in increasing residential land uses. Table 1.2 outlines the historical household growth of the community and the county.

Dayton presently has a faster growth rate than the County, increasing by approximately 17 households per year between 1990 and 2005, resulting in an increase of 18% during this 15 year time period. Comparatively, Hennepin County increased at a rate of 14.6% of the same time period.

Dayton's historical growth rate is not a good indication of its future growth because as land begins to become more scarce in adjacent, high growth communities such as Maple Grove, the forces driving their growth will begin to focus increasingly on adjacent communities, such as Dayton. It is assumed that Dayton will experience substantial growth to 2030, given the construction of a potential interchange on I-94 at Brockton Lane in Dayton and with substantial growth to the south in Maple Grove. The Metropolitan Council's current forecasts, as presented in the City's system statement, are presented in Table 1.3. The City does not feel that these forecasts are an accurate reflection of future growth in the area due to growth pressure and the availability of developable land in Dayton. Therefore, the City has requested that the Metropolitan Council's 2030 forecasts be increased to accommodate additional growth. An increase in these forecasts will provide the City with flexibility to accommodate a wider variety of housing options for residents through higher density and mixed use housing developments. This is discussed further in Chapter 4 - Land Use.

Table 1.4 shows the age breakdown of the City's and Hennepin County's population. The age distribution of a City's population is important, as it affects transportation and housing needs of the community.

**Table 1.1- Population History**

	ACTUAL				ESTIMATE
	1970	1980	1990	2000	2005
Dayton	2,631	4,000	4,392	4,699	5,059
Increase	X	52.03%	9.80%	6.99%	7.66%
Hennepin County	960,080	941,411	1,032,431	1,116,206	1,150,912
Increase	X	-1.94%	9.67%	8.11%	3.11%
<i>Source: 2000 U.S. Census, * Metropolitan Council forecast estimates, April 1, 2005</i>					

**Table 1.2- Households, 2000**

	ACTUAL				ESTIMATE
	1970	1980	1990	2000	2005
Dayton	691	1,161	1,359	1,546	1,608
Increase	X	68.02%	17.05%	13.76%	4.01%
Hennepin County	0	0	419,060	456,131	476,941
Increase	X	X	X	8.85%	4.56%
<i>Source: 2000 U.S. Census, * Metropolitan Council forecasts estimates, April 1, 2005</i>					

**Table 1.3- Metropolitan Council System Statement Forecasts for Dayton, 2005**

	1990	2000	REVISED DEVELOPMENT FRAMEWORK		
			2010	2020	2030
Population	4,392	4,693	5,600	20,100	28,700
Households	1,359	1,546	2,000	7,800	11,000
Employment	498	1,057	3,900	5,800	6,900

As of the 2000 Census, about 62% of Dayton's population is between the ages of 18 and 64. Persons between 0 and 18 years of age are the second largest group making up about 30% of the total population. Dayton's senior population makes up about 5% of the population. The age distribution between the City and county reveals that Dayton has a slightly higher percentage of children while the county has a higher percentage of seniors. The

City of Dayton has an even percentage of people as Hennepin County in the family formation stage of life, ages 25 to 44. However, it is likely that the demographics of the community will change substantially in upcoming decades as baby-boomers begin to age. This may translate to the need for additional housing and transportation options to accommodate older residents.

**Table 1.4- Age of Population**

	0 - 4	5 to 9	10 - 14	15 - 17	18 - 24	25 - 34	35 - 44	45 - 54	55 - 59	60 - 64	65 - 74	75 - 84	85 +	Total
Dayton	356	393	437	385	229	587	974	738	235	143	159	48	15	4,699
	7.58%	8.36%	9.30%	8.19%	4.87%	12.49%	20.73%	15.71%	5.00%	3.04%	3.38%	1.02%	0.32%	100%
Hennepin County	73,261	75,780	75,109	72,755	79,364	183,860	191,872	156,068	49,386	36,387	59,737	44,942	17,679	1,116,200
	6.56%	6.79%	6.73%	6.52%	7.11%	16.47%	17.19%	13.98%	4.42%	3.26%	5.35%	4.03%	1.58%	100%
<i>Source: 2000 U.S. Census</i>														

## ECONOMIC OVERVIEW

The economic health of a community plays a critical role to encourage and maintain a high standard of living and a desirable place to live for existing residents but even more importantly for attracting new residents. The City has experienced continued growth that is forecasted to continue. The following information and tables identifies current employment trends and other applicable factors.

### EMPLOYEE AND EMPLOYERS

Table 1.3 on the previous page illustrates historical and forecasted employment figures for Dayton provided by the Metropolitan Council. The City can expect its employment numbers to grow through 2030. Dayton's employment numbers are low relative to its population, which indicates that a significant portion of Dayton's residents work outside of the City of Dayton. There is an imbalance of employment to household. It forces Dayton residents to commute

to jobs in other communities which burdens the regional transportation system. Providing more local employment could reduce those trips as well as provide more opportunities for live-work, pedestrian alternative forms of transportation, etc. As commercial and industrial development occurs in the City of Dayton, it is likely that the number of jobs in the City will increase substantially.

As with population and households, the City is planning for additional employment beyond what the Metropolitan Council has projected due to growth pressures and land capacity. Revised employment forecasts, as presented to the Metropolitan Council, are included in the Chapter 4 – Land Use.

There are several major employers within the community as shown in Table 1.5.

**Table 1.5- Major Community Employers**

BUSINESS	PRODUCTS/SERVICES	TOTAL EMPLOYEES
ABC Auto Auction	Wholesale vehicle sales	150
King Solutions	Mass Mailings/Store Setups	85
Sundance Golf and Bowl	Golf Courses and Country Club	85
ICA	Machining	76
School District 11	Elementary and Secondary Schools	70
Heating and Cooling Two	Heating and cooling systems, sales, installation and service	65
Atlas Foundation	Manufacturing	40
K-MFG	Manufacturing	33
Unity Tool	Machining	24
JMS Trucking	Trucking	23
P and F Machining	Machining	21
City of Dayton	Executive, Legislative and other General Government Support	21
WMW Products	Machining	20
Filtration Products Corporation	Water Products	20
Daytona Golf Club	Golf Courses and Country Club	18
Five Star Welding	Welding	17
Eastman Nature Center	Park District	9
Pro Kart Indoors	Go Kart Racing	8
Mega Homes	Home Developer	7
Dehn's Country Manor	Restaurant	6
Gelderts	Boat Furniture	6
Huttner Enterprises	Machining	4
Cemstone	Cement Production	3

*Source: MnPro Community Profile-2005 and City of Dayton*

The 2000 population over 16 in Dayton was 3,393, and of that population 2,675 were in the civilian labor force. Of the 2,675 people in the civilian labor force over the age of 16, 2,103 were employed. Approximately 79% of the civilian labor force population was employed and approximately 62% of the population over 16 years of age was employed in 2000.

Many of Dayton's residents find their employment outside of the City, resulting in considerable commuting time. Table 1.6 identifies the modes of transportation that employees use to access their jobs.

**Table 1.6- Means of Transportation**

MEANS OF TRANSPORTATION	NUMBER OF WORKERS	PERCENT
Car, truck, or van – drove alone	2,208	86.0%
Car, truck, or van – carpoolled	160	6.2%
Public Transportation	79	3.1%
Worked at home	74	2.9%
Walked	32	1.2%
Other means	15	0.6%
Workers 16 and over in 2000	2,568	100%
<i>Source: 2000 Census</i>		

The majority of residents travel to work alone and access employment by car, truck, or van. However, about 6% of residents carpool to work, 3.1% took public transportation and 2.9% work from home.

The average worker spends nearly 30 minutes commuting to their place of employment. However 74% drive more than 20 minutes and 50% drive more than 30 minutes. It is likely that commute times have increased significantly since the 2000 Census was completed, given increased growth and development in the north metro in the past decade and related increases in congestion.

Of the 2,568 employees in Dayton, 2,494 did not work at home. Table 1.7 demonstrates the travel time to work for each of those workers.

**Table 1.7- Commute Time**

TRAVEL TIME TO WORK	NUMBER OF WORKERS	PERCENT
Workers who did not work at home	2,494	100.0%
Less than 10 minutes	166	6.7%
10 to 14 minutes	212	8.5%
15 to 19 minutes	280	11.2%
20 to 24 minutes	368	14.8%
25 to 29 minutes	228	9.1%
30 to 34 minutes	504	20.2%
35 to 44 minutes	206	8.3%
45 to 59 minutes	395	15.8%
60 to 89 minutes	98	3.9%
90 or more minutes	37	1.5%
Mean travel time to work (minutes)	29.5	X
<i>Source: 2000 Census</i>		



## HOUSEHOLD INCOME

The following tables describe the income levels of current households in Dayton. As shown in Table 1.8, 12% of households in Dayton make less than \$25,000 a year, 46% make between \$25,000 and \$75,000, and 42% make more than \$75,000 a year. The City's median income can have an impact on the local economy and housing and transportation needs for residents.

**Table 1.8- Household Income**

INCOME	HOUSEHOLDS	PERCENTAGE
Less than \$10,000	13	0.8%
\$10,000 to \$14,999	50	3.2%
\$15,000 to \$24,999	123	8.0%
\$25,000 to \$34,999	143	9.3%
\$35,000 to \$49,999	198	12.8%
\$50,000 to \$74,999	370	23.9%
\$75,000 to \$99,999	262	17.0%
\$100,000 to \$149,999	269	17.4%
\$150,000 to \$199,999	35	2.3%
\$200,000 or more	82	5.3%
Total	1,545	100.0%
<i>Source: 2000 Census</i>		

As demonstrated in Table 1.9, the median household income in Dayton is \$66,875 which is 129.3% of the Hennepin County median, 123.2% of the Twin Cities Metropolitan Area median, and 142% of the state median.

**Table 1.9- City and State Median Household Income**

INCOME	DAYTON	HENNEPIN COUNTY	% OF COUNTY	TWIN CITIES	% OF TWIN CITIES	STATE OF MINNESOTA	% OF STATE
Median income	\$66,875	\$51,711	129.3%	\$54,304	123.12%	\$47,111	142%
<i>Source: 2000 Census</i>							

## CONCLUSION

The information presented in this chapter sets the stage for the remaining chapters of the comprehensive plan. The plan chapters will be developed within the context of Dayton's history and planning context, community characteristics, and demographic and economic trends to ensure that the community's planning needs and issues, including growth management, natural resource protection, changing demographics, and preservation of its rural atmosphere, are addressed.