

# COMPREHENSIVE PLAN



## Davenport, Washington

Revised 6.17.16

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## **EXECUTIVE SUMMARY**

This Comprehensive Plan document was adopted by the City of Davenport Planning Commission and City Council. It represents the community's policy plan for growth over the next ten years.

### **Why is the City Planning**

Planning for what? This is the most important and challenging question faced by local officials, planning agencies and the general public. Community Planning can be viewed as the basis for a series of related actions and decisions, both public and private, that are organized around and move toward the accomplishment of generally agreed upon goals and objectives. The goals and objectives themselves are viewed as the cornerstone of the comprehensive planning process for, in effect; they form the framework for public and private decisions and actions. The policies then become the means by which the goals and objectives may be realized. As such, policy statements are not "hard and fast" rules, but rather a reflection of the community's intent regarding the future quality of the City of Davenport.

The determination of a goal begins with the recognition of a problem or an opportunity. Goals for Davenport, although generally five to ten years hence, must be realistic and attainable but they will also be challenges requiring considerable effort and careful thinking by citizens and officials alike. They should be reviewed periodically and revised to reflect the community's changing values and priorities of overall development - physically, economically and culturally.

Objectives, on the other hand, should be stated in measurable periods of time, money and quantities. Objectives should be considered as targets to achieve; as intermediate accomplishments leading to the realization of each goal.

Policies should reflect the means by which objectives, and thus goals, will be met. Policies are intended to transform concepts into reality.

All of these goals, objectives and policies should be stated for each major component of the planning program and considered interdependent upon one another.

### **To implement the intent of the Growth Management Act from the 'Bottom Up'**

The Growth Management Act invests local government with significant decision-making power. The City of Davenport has chosen to identify the concerns and goals of the community, to prioritize these goals, and to plan for how these goals will be achieved. The City of Davenport is working to create a Comprehensive Plan that establishes a clear intent and policy base which can be used to develop and interpret local regulations.

### **To Maintain Local Decision Making Power**

While the City of Davenport is experiencing minimal pressures from growth within its boundaries, the community has been affected by growth occurring from the more urbanized areas in the state and from other states. Also, an increasing number of policy decisions made at the federal, state, and regional level are influencing the quality of life in the City. The City believes that the most effective way to maintain local control is to become more actively involved in planning. By clearly articulating a plan for the future of the community, the community is informed about the implication of its policy decisions, and able to express community concerns to regional, state and federal entities. In addition, the Growth Management Act requires that state agencies must comply with local comprehensive plans and development regulations. Therefore, the Comprehensive Plan and the implementing regulations allow the community to assert local control over certain issues with the assurance that state agencies will respect their decisions in a manner which will reinforce the desired character, scale, and identity of the City.

### **To Promote Desired Changes**

Even though the City of Davenport is not growing quickly, change is occurring. The City has chosen to take a proactive role in attracting developments to meet the needs of the citizens, prioritizing alternative uses of land and public resources, and identifying in explicit terms the impact proposed developments will have on the community. Recognition of the type of changes that are occurring and readiness to make decisions in light of such changes will allow the City to take advantage of positive opportunities and to address the effects on the quality of life.

The Comprehensive Plan consists of evaluating the existing infrastructure capacity with current demand and project capacity with current demand and future needs in order to identify the outcome of future growth. The City can then establish appropriate policies define clear direction for future development to ensure that it meets the City's standards.

### **To Address Changes in Community Needs**

The City of Davenport is updating this Comprehensive Plan because there has been perceptible change since the previous plan was adopted. For these reasons the City has undertaken a public participation process to ensure the vision of the community expressed in the comprehensive plan reflects the needs and desires of the local population.

The community has identified through the visioning process the following goals which provided a basis for planning:

- Maintain quality of life;
- Maintain infrastructure;
- Build on and take full advantage of existing assets;
- Build on current stewardship of land;
- Reduce land use conflicts and haphazard development.

## **Vision Statement**

The over-arching theme of the Vision Statement is that the community would like to preserve its character and identity – the “Small Town Atmosphere”. This goal can be accomplished by evaluation that all policies and actions with this consideration: is this appropriate for our community? The five goals identified below are deemed to be essential in maintaining a satisfactory quality of life for the City of Davenport. These goals will endure as the Comprehensive Plan is implemented, specific measurable tasks are accomplished and changes occur. As the comprehensive plan is updated to account for changing conditions and completion of the policies or objectives identified in each element, the goals in the Vision Statement will provide direction for such revisions.

- The community should encourage development of the local economy by providing a predictable development atmosphere, emphasize diversity in the range of goods and services, and ensure that as the economy changes employment opportunities are balanced with a range of housing opportunities.
- The community should use local human resources whenever possible to encourage local involvement in community actions and to enhance community pride. This should included continued encouragement of public and private involvement in community traditions, as well as, encouragement of volunteerism and activism.
- The community should enhance the opportunities for recreational and cultural activities, providing a range of activities for all ages. The enjoyment and educational value of such activities are enhanced by diversity in the available choices.
- The community should encourage changes that promote livability, pedestrian orientation, protection of cultural resources and high quality design, and limit stress factors such as noise pollution and traffic congestion. In addition, the community should identify the responsibilities of public and private agents at the local and regional level for providing emergency and social services.
- The community should provide an effective stewardship of the environment to protect critical areas, and conserve land, air, water, and energy resources.

The City is committed to following the adopted Comprehensive Plan and will proceed with the specific provisions of the plan for an adequate period of time for policies and actions to take effect. The policies and financial plans demonstrate how the City intends to resolve problems, and thus can be used to inform residents and businesses.

## **PLAN IMPLEMENTATION AND MONITORING**

This section outlines the plan implementation and monitoring procedures developed to measure progress in implementing the goals, objectives and policies in the community's Comprehensive Plan. These procedures address:

- Citizen participation in the process;
- Updating appropriate base-line data and measurable objectives to be accomplished in the first six-year period of the plan, and for the long-term period;
- Accomplishments in the first ten-year period, describing the degree to which the goals, objectives and policies have been successively reached;
- Obstacles or problems which resulted in the under-achievement of goals, objectives and policies;
- New or modified goals, objectives and policies needed to address and correct discovered problems; and
- A means of ensuring a continuous monitoring and evaluation of the plan during the ten-year period.

Existing development regulations must be updated to be consistent with the plan within one year of plan adoption. In reviewing regulations for consistency, the community should ensure that the development patterns suggested in the plan, other regulations will be enacted as necessary to implement the land use plan.

Planning is an ongoing process, and improved data or changing circumstances will require amendment to the Comprehensive Plan. In particular, the plan will be reviewed once a year or as needed, not to exceed a five year period and updated as necessary to reflect revisions to the Office of Financial Management population estimate and revisions to the Capital Facilities Plan. The update will also address any specific concerns, clarify inconsistencies that were identified during the year, and review the adequacy of the adopted Level of Service standards.

The community's vision and quality of life goals provide long-range guidance for the City. To maintain consistency and allow sufficient time for decisions to take effect, these general guidelines should not be changed more than every five years. However, as specific objectives or policies are achieved, revision of the plan in each element may be required to continue progress toward the overall goals.

Amendments to the Comprehensive Plan can be requested by the City Council, Planning Commission, or by any affected citizen or property owner. However, the plan may not be amended more than once a year, and therefore, requests for amendment can be deferred to the time of the annual public hearing. The Planning Commission shall review the Comprehensive Plan and propose any needed amendment. A public hearing will then be held to solicit comment. After further review a formal recommendation will be made to the City Council. The Council will ~~hold a public hearing~~, make modifications if necessary, and adopt the proposed amendment to the Comprehensive Plan. By reviewing and updating the plan on a regular basis, the City can rely on this document in decision-making, and can maintain public interest and support of the planning process.

## **DEFINITIONS**

**Adequate Capital Facilities:** Facilities which have the capacity to serve development without decreasing level of service's below locally established minimums.

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

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

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

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

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

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

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

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

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

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

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

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

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

**Coordination:** consultation and cooperation among jurisdictions.

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

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

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

**Density:** a measure of the intensity of development, generally expressed in terms of dwelling units per acre. It can also be expressed in terms of population density (i.e., people per acre). It is useful for establishing a balance between potential local service use and service capacities.

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

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

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

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

**Goal:** the long-term end toward which programs or activities are ultimately directed.

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

**Household:** includes all the persons who occupy a group of rooms or a single room which constitutes a housing unit.

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

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

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

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

**Infrastructure Capacity Statement:** See Level of Service.

**Land Development Regulations:** any controls placed on development or land-use activities by a county, including, but not limited to, zoning ordinances, subdivision ordinances, rezoning, building construction, sign regulations, binding site plan ordinances, or any other regulations controlling the development of land.

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

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

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

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

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

**Minerals:** gravel, sand, valuable metallic substances, rock and rock quarries.

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

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

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

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

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

**Objective:** a specific, measurable, intermediate end that is achievable and marks progress toward a goal.

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

- a. Pastoral or recreational open space areas that serve active or passive recreation needs, e.g., federal, state, regional, and local parks, forests, historic sites, etc;
- b. Utilitarian open space areas which are not suitable for residential or other development due to the existence of hazardous and/or environmentally-sensitive conditions, e.g., critical areas, airport flight zones, well fields, etc. (sometimes referred to as "health and safety" open space), and
- c. Corridor or linear open space areas through which people travel, and which

may also serve an aesthetic or leisure purpose. For example, an interstate highway may connect point A to Point B, but may also offer an enjoyable pleasure drive for the family. This open space is also significant in its ability to connect one residential or leisure area with another.

**Overriding Public Interest:** public interest, concern or objective determined by a majority vote of the City council.

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

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

**Policy:** the way in which programs and activities are conducted to achieve an identified goal.

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

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

**Regional Transportation Plan:** the transportation plan for the regionally-designated transportation system which is produced by the Regional Transportation Planning Organization.

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

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

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

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

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

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

**Shall or will:** a directive or requirement.

**Should or would:** an expectation.

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

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

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

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

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

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

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

**Urban Growth Areas:** those areas designated by a county pursuant to RCW 36.70A.110 or by the City for planning purposes.

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

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

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

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

**Watershed:** the terrain which supports all moving water in Lincoln County.

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

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

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

## **CONSISTENCY WITH STATE GROWTH MANAGEMENT GOALS**

The data used to develop this Comprehensive Plan is to the greatest extent possible the best available data. The City's Comprehensive Plan has considered the Growth Management Act's thirteen goal areas and has incorporated them where applicable.

### **Growth Management Act Goals**

#### ***Urban Growth***

Encourage Development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

#### ***Reduce Sprawl***

Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

#### ***Transportation***

Encourage efficient multi-modal transportation systems that are based on regional priorities.

#### ***Housing***

Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing.

#### ***Economic Development***

Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth, all within the capacities of the state's natural resources, public services, and public facilities.

#### ***Property Rights***

Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

#### ***Permits***

Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

#### ***Natural Resource Industries***

Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries.

#### ***Open Space and Recreation***

Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

#### ***Environment***

Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

#### ***Citizen Participation and Coordination***

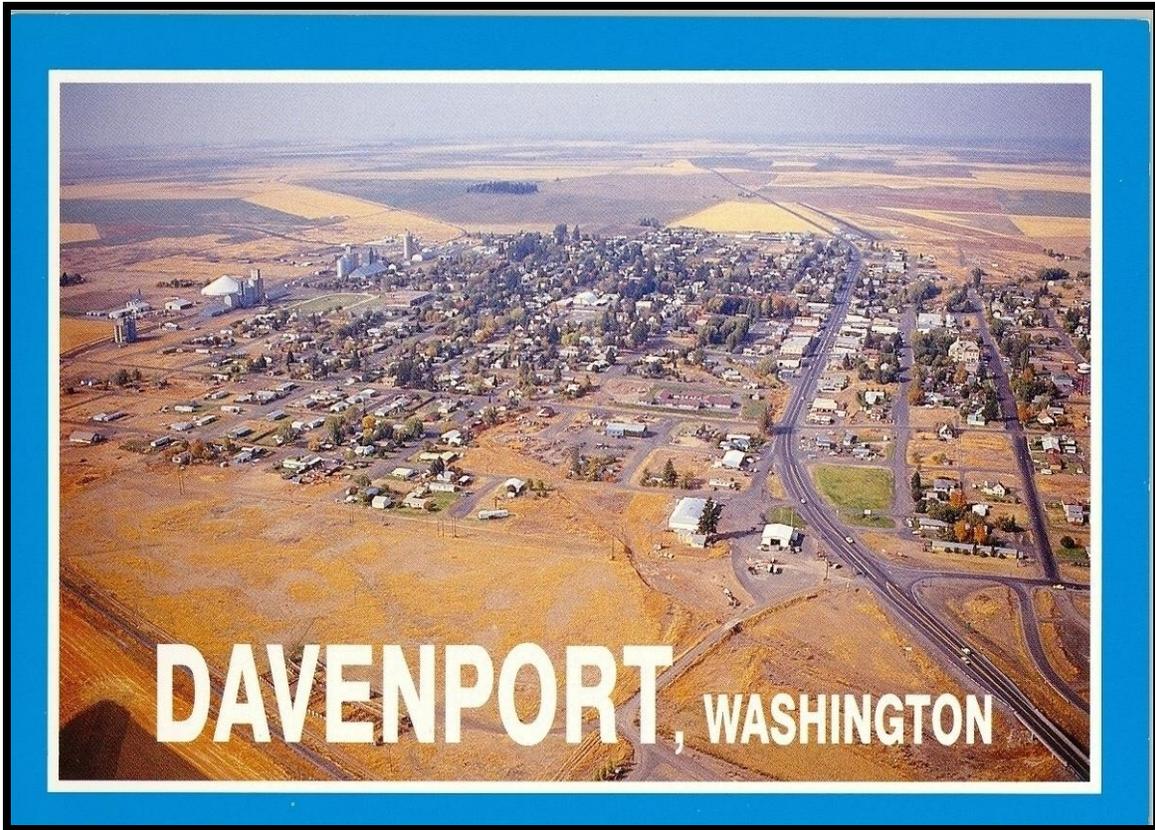
Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

***Public Facilities and Services***

Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

***Historic Preservation***

Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.



# Changes in the Population

# Population Changes

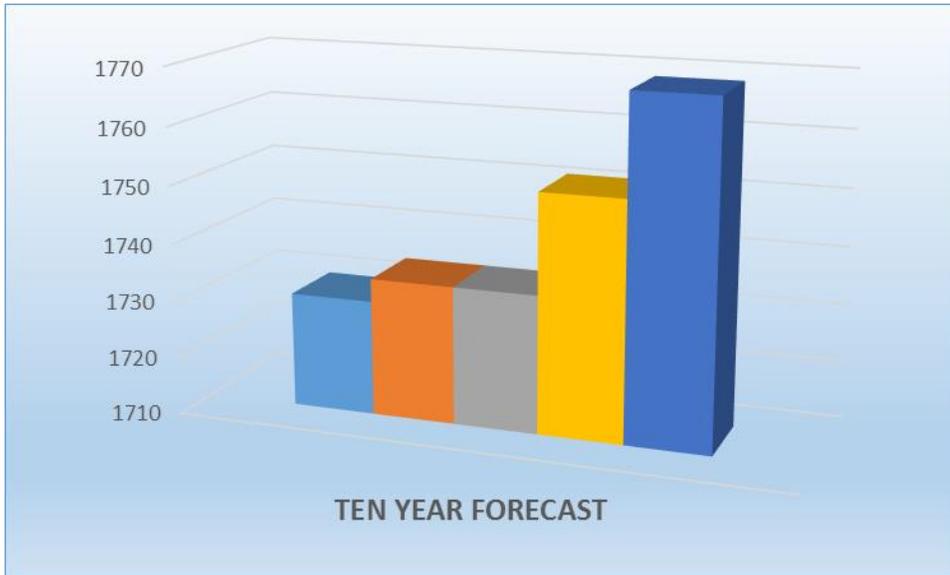
In this section you will find a summation of the major shifts in population which have occurred in Davenport in recent years. All information was derived from the 2000 and 2010 census performed by the federal government.

**Source of Population Changes:** The changes in population in Davenport are closely tied to the economy and Davenport's ability to remain unchanged with respect to growth both commercially and residentially. During the past decade (2000 to 2010), the population of Davenport increased by 4 persons from 1730 to 1734 for a .2% gain.

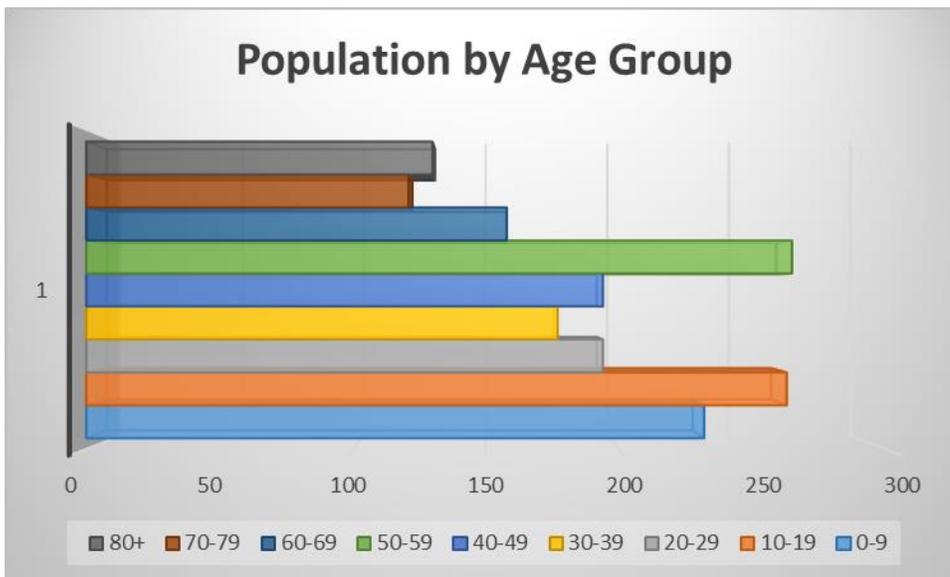
The chart below shows the decade-by-decade changes in Davenport's population.



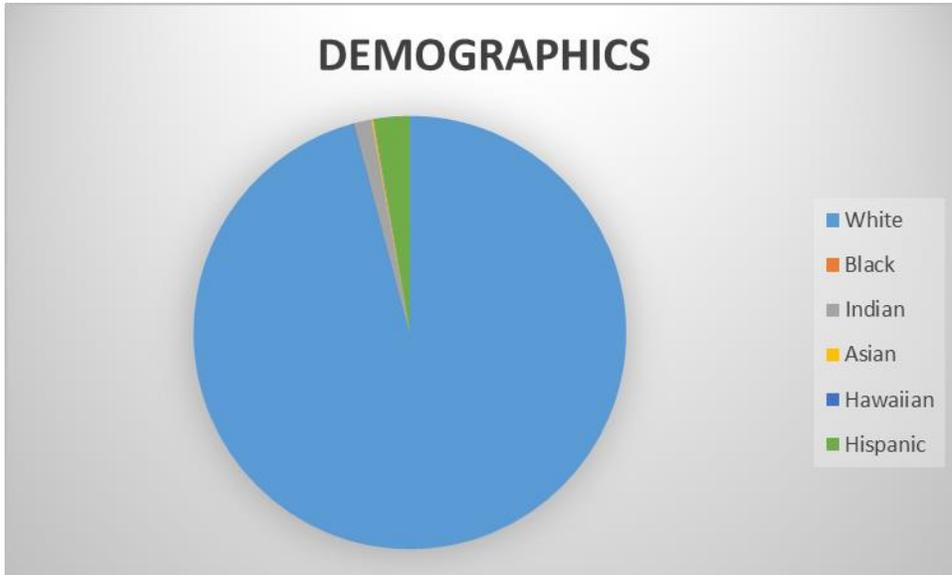
**Projected Population Changes:** The growth in the population over the next ten years has been estimated using three different scenarios. See the chart on the next page. The first is a flat projection showing no increase, the second with a 5.1% increase, and the third with a 10.2% increase. While actual numbers may fall below those projections, it is important for planning purposes to use the larger numbers to assure that there will be sufficient land area within the Urban Growth Area to accommodate potential growth in the next ~~two~~ decades.



**Age Distribution of Population:** The population of elderly in Davenport (23.6% over the age of ~~65~~ 60) ~~is nearly twice the average of 11.2% for the State of Washington.~~ The elderly require special consideration in planning housing, transportation, health, and social services. A large retired population will contribute income dollars, but will not be looking for employment opportunities.



The vast majority of Davenport’s population ~~97.2~~ 95.3% or ~~1,696~~ 1653 **consider themselves as is** white. In the state of Washington, the average is ~~81.8~~ 79.2%.



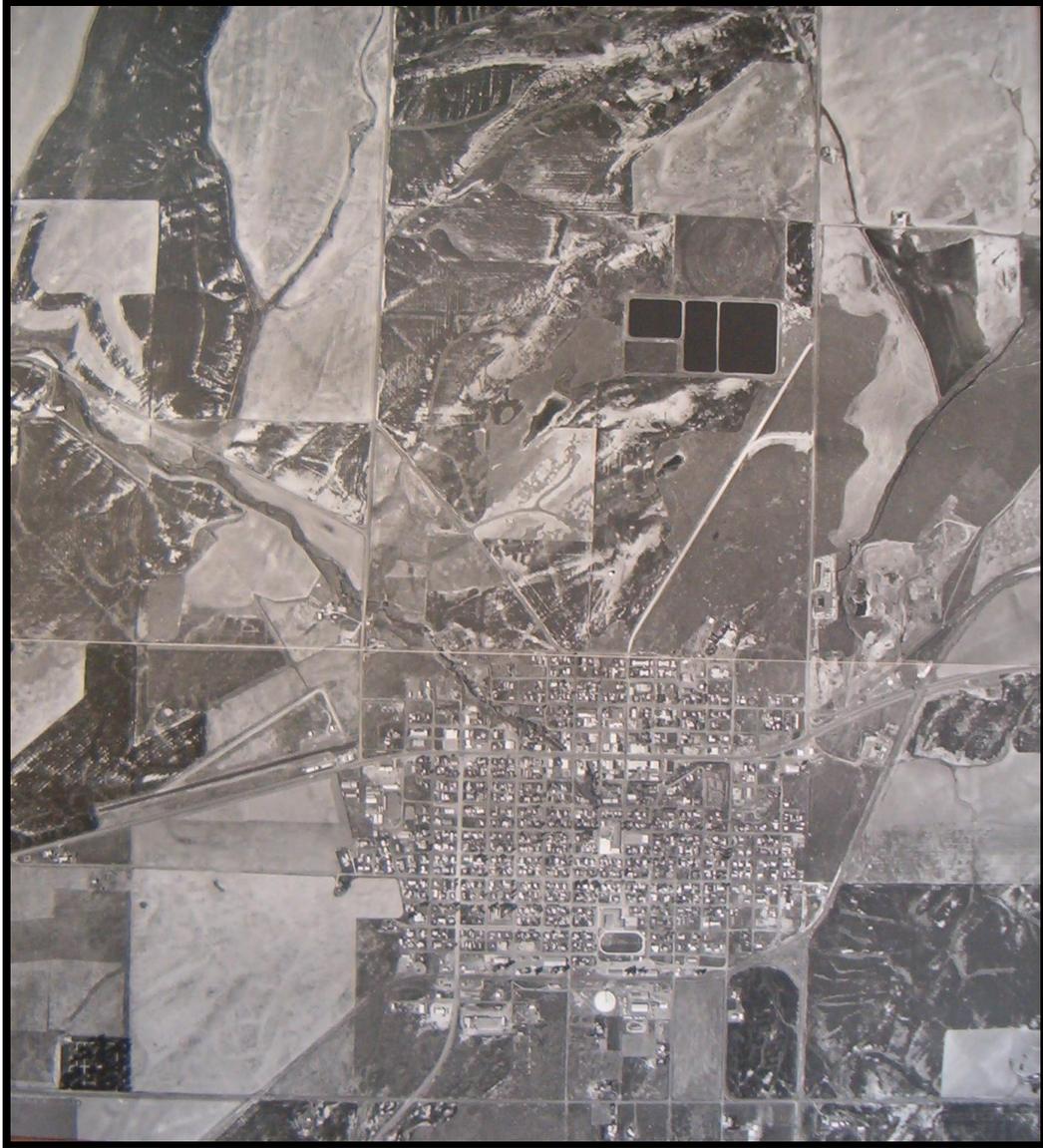
**Household Size:** The table below shows the types of households in the City. The implications are analyzed in the Housing Element.

<u>HOUSEHOLD TYPE</u>	2000		2010	
	Count	Percentage	Count	Percentage
Married Couple Family	366	51%	325	47%
Single Female-Parent Family	68	9%	94	14%
Single Male-Parent Family	11	1%	26	4%
Single Person Household	45	6%	219	32%
Non-Family Household	316	44%	249	36%
Total Households:	716		694	
Average Household Size	2.43 persons		2.4 persons	

**Housing Values:** The ~~chart to the left illustrates the~~ range of housing values in Davenport. In ~~2000~~ 2010, the median house value was ~~\$88,900~~ 82,000 which is below the statewide value, but represents a substantial increase over values in ~~2000~~ of just a few years ago as the housing market recovers.

**Education:** The proportion of the City population (of those 15 and older) with a high school diploma is over 80% ~~79%~~. This is a good indication that the public school facilities are adequate. The percentage of the population over the age of 25 with a college degree is estimated at ~~28%~~.

**Major Employers:** The larger sources of employment within Davenport are Lincoln County, Lincoln County Hospital ~~and Long Term Care Center~~, Inland Power and Light, Avista Utilities, Davenport School District, Washington State Department of Transportation, and the federal ASCS office.



# Land Use Element

# **I. INTRODUCTION**

## **Purpose of the Land Use Element**

This Land Use Element has been developed to address land uses in the City of Davenport. It represents the community's policy plan for growth over the next ten years. The Land Use Element describes how the goals in the other plan elements will be implemented through land use policies and regulations, and thus, it is a key in implementing the Comprehensive Plan.

The Land Use Element has been integrated with all other planning elements to ensure consistency throughout the Comprehensive Plan. The Land Use Elements specifically consider; the general distribution and location of land uses, the appropriate intensity and density of land uses given distribution and location of and uses, the appropriate intensity and density of land uses given current development trends, the protection of the quality and quantity of water supply, the provision of public services, storm water runoff, and measuring the costs and benefits of growth.

The Land Use Element includes:

- Introduction
- Inventory and Analysis
- Future Land Use Needs and Alternatives
- Goals, Objectives and Policies

## **Major Land Use Considerations and Goals**

Land that may be developed is available in the area surrounding Davenport and the City is not currently experiencing development pressures. Yet, the City does recognize the importance of efficient planning and explicit land use decisions in order to take advantage of future development opportunities. The City is currently not constrained by the availability of land, however, it is constrained with financial resources and is concerned about the quality of development that is being attracted. Therefore, unlike many cities, the allocation of available land among competing uses will not be the sole factor in the City's decision-making process. Coordination between the Land Use Element and the Capital Facilities Element will be essential in producing a plan with accurate projection for economic development.

The Land Use Plan in this element will guide decision making to achieve the community as articulated in the Vision Statement: (See Page 5).

## II. INVENTORY AND ANALYSIS

The inventory presented in this element provides information useful to the planning process. The inventory summarizes general implications for development of physical descriptions or types of land use, and summarizes specific information. The inventory includes a description of the physical characteristics of the types of land use within the City of Davenport.

### Historical Summary

The City of Davenport grew up around the abundant clear waters of Cottonwood springs. The largest of these springs can be found today east of Harker Street, between Spring Street and Morgan Street (U.S. Highway 2). The stately cottonwood trees around the springs and along the creek could be seen from miles away in any direction.

The east-west trail that ran through this area was one of the most well traveled paths in the entire region. The Native Americans frequently camped at the springs, which provided a restful oasis in the middle of the large, dry but fertile prairie of gently rolling hills. Later these encampments were imitated by many pioneers, miners, railroad workers, army personnel, traders and suppliers.

The first European to settle in the area was Aloysius Harker. In 1880 he established the Cottonwood Post Office at a site where Bill Nicholls lives today, about a mile east of the springs and the seasonal headwaters of the creek.

In 1881 John H. Nicholls, great, great grandfather of Bill Nicholls, married Emma A. Edes of Deep Creek and built the first permanent residence at Cottonwood Springs. Mr. Nicholls was born and reared in Canada, but as a young man moved with his parents to Chicago, where he received a business education. This later served him well when he became Davenport's first businessman. Along with his partner James Courtwright, Mr. Nicholls purchased Colonel Isaacs N. Peyton's interest in a store in Deep Creek and moved its stock to Cottonwood Springs.

In The History of Big Bend Country, Mr. Nicholls was said to be a "sagacious, energetic businessman, of fine social qualities and strong character." During this period Davenport was known as Cottonwood Creek. "But with equal propriety the town might have been aptly named "Nichollsville", for were not Mr. Nicholls and his wife were the life, inspiration and the good genii of the place."

John and Emma Nicholls established a store, post office, hotel and home (all in one structure) on the south side of Spring Street. A bustling community quickly began to grow which was called either, Cottonwood Springs, Cottonwood Crick or Cottonwood. We know the first official post office was just Cottonwood. However, it was not moved to town until 1882, when Mr. Nicholls took over duties as postmaster.

In 1882, John C. Davenport took an option on a parcel of railroad land and platted a new town which he named after himself. On Main Street, Mr. Davenport built five

structures: a store, warehouse, saloon, blacksmith shop, and a home. In the next year the two largest buildings were destroyed by a fire started by an arsonist. This effectively ended the short rivalry between the two communities. Only Richard Tranl, the owner and proprietor of the saloon, moved down the hill to Cottonwood Springs and successfully restarted his business. By some accounts the name "Davenport" followed the tavern keeper.

Certain legal technicalities must be recognized. Since Davenport had been platted officially, the near-by community was simply annexed. The entire metropolis, such as it was, assumed the name Davenport. The Post Office was renamed August 28, 1884.

Davenport expanded rapidly during this time of railroad building, mass immigration, mining in the north, and agricultural development. Davenport became a vital trade center for Eastern Washington with many businesses locating in the town. In 1889 Davenport was first incorporated under Territorial law and again on June 9, 1890 under Washington state rules. At that time the petitioners for incorporation claimed to represent a community of nearly 500 people, manifesting a population boom of enormous proportions.

Late in 1883 Spokane and Lincoln counties were split into two counties respectively and Davenport was selected as the temporary county seat of the newly formed Lincoln County. This provided a contest for the county seat with the community of Sprague, located in the extreme southeast corner of the new County. After stealing the City records back and forth for two months, an election was held with Sprague winning the prize. However, the election was marred by accusations of bribery and illegal voting procedures. The citizens of Davenport finally recovered the county Seat with another election in 1897.

Since these early beginnings, Davenport has continued to grow and prosper with a large number of thriving businesses available to meet any need. As an officially incorporated town, Davenport will be 125 years old in 2015. Over the years its citizens have experienced fires, floods, building and population booms, as well as depression. The good times have outnumbered the bad. The sturdy folk remained and made this area their home. Davenport is a multi-generation community with many third, fourth, fifth and sixth generation residents. Davenport is the largest community in Lincoln County with a current estimated population of 1734.

## **Topography and Geology**

The City of Davenport lies along Cottonwood Creek, which runs in a generally east-west direction. Most development has occurred in the near-flat plains surrounding the creek. The gently rolling topography of the area reflects the wind-deposited soils and underlying basalt flows typical of the Columbia Plateau.

## **Surface Water**

The City of Davenport has developed along Cottonwood Creek. The water quality is considered good because the source of Cottonwood Creek is an underground spring which surfaces to create the headwaters of the creek. Future development, both within

the City and upstream, should consider point and non-point discharges and soils erosion as well as development which can harm the stream-side habitat.

### Ground Water

Ground water is derived from precipitation and surface water filtering through the ground to aquifers. The ground where this filtering process takes place is called an aquifer recharge area. The quality of recharge areas and surface waters need to be protected to ensure the quality of the ground water used in the immediate area, as well as the quality of water for users down gradient from the recharge zone. Groundwater pollution is very difficult and often impossible to clean.

The City uses several wells as its sources of drinking water. The City operates two wells, together capable of producing at least 2,140 gpm at a sustained rate.

### Frequently Flooded Areas

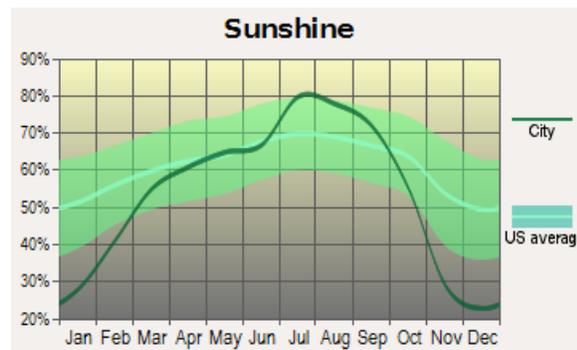
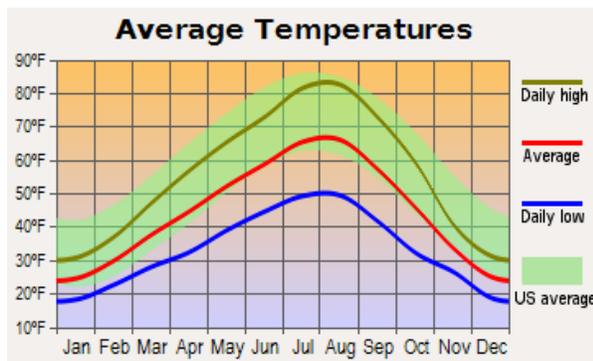
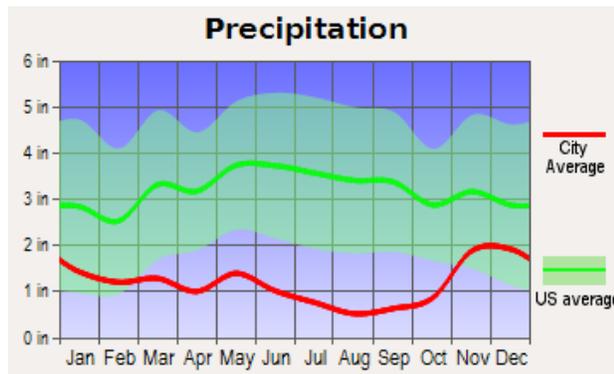
The flood plain of Cottonwood Creek flanks the creek as it flows through Davenport.

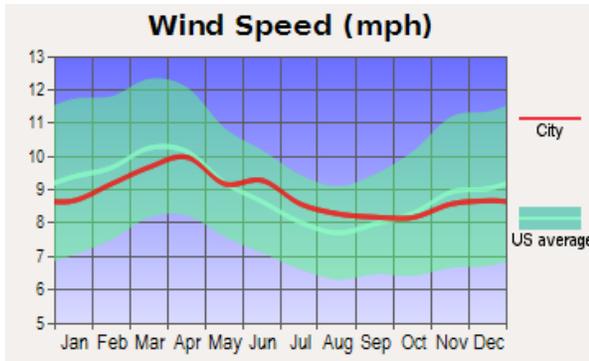
### Wetlands

The rare naturally-occurring wetlands in the City are found associated with the Cottonwood Creek. These wetlands, therefore, usually appear as narrow, linear bands along stretches of the waterway. They are characterized by having hydraulic soils and vegetation which is dependent upon saturated conditions for a good portion of the year.

### Climate

The climate of Davenport is typical of eastern Washington. The summers are warm and dry with temperatures in the 90's and winters are cold with temperatures reaching below freezing. The annual average precipitation is about 14 inches. Most of the snow falls in December and January.





The prevailing winds are generally from the southwest. During spring and fall seasons, rapidly moving weather systems result in considerable blowing dust. Wind speeds may reach 50 mph once in two years. In severe winters with light snow cover, frost may penetrate the soil at depths between 20 and 30 inches.

### **Vegetation and Wildlife**

The native vegetation of the Davenport area used to include bunchgrass, sagebrush, rabbit-brush and associated low-growing plants. Black cottonwood, willows and alders were found in close proximity to the creek drainage. The majority of these plants have been reduced through development, agricultural practices and natural causes. Where disturbance has occurred, these native plants have been replaced by ornamental and evergreen trees and shrubs.

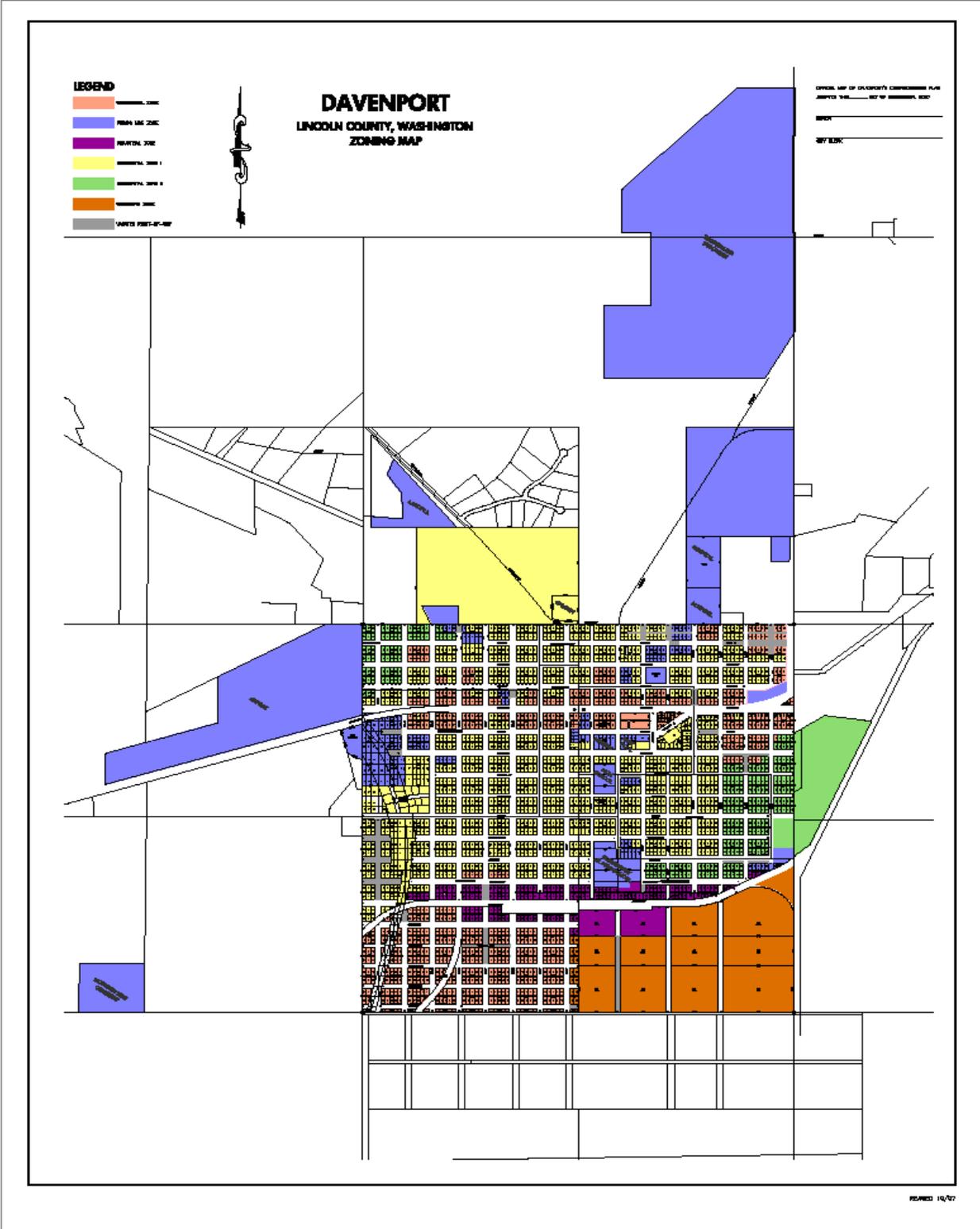
Native wildlife of the area includes deer, elk, coyotes, assorted smaller mammals and a number of bird types including the red-tailed hawk, upland game birds, and various songbirds. Many of these species have been displaced or significantly reduced due to disturbance of their preferred habitat. Some creatures, such as skunks and squirrels, have benefited from the presence of man’s development.

### **Land Use Classifications**

This inventory includes general land use within the City of Davenport. The existing types of land uses can be used to gauge the proportion of total land area that the City will need to devote to each land use in the future. In Section III the existing land uses will be adjusted for expected shifts in needs or desires, and projections of future land uses will be derived.

### **Zoning Maps**

The map of existing land use is on the following page which shows the City limits and the zoning for each parcel including an aerial photo of surrounding incorporated areas. Exhibit 1 indicates the City’s zoning for the main neighborhoods located in the City of Davenport proper.



## Residential Land Use

This category includes single family and multi-family structures, including manufactured housing developments, foster care facilities, group quarters and cooperative housing. Other land uses found within areas classified as residential areas include roadways, buffering, and undeveloped platted lands. This category does not include transient housing such as campgrounds, hotels, motels, shelters, time-sharing facilities, or second homes. This category also excludes farm residences on operating farms. The units that are excluded from residential land use are shown in other land use categories such as commercial, agriculture, or recreation. The densities for residential land uses are defined as follows.

- **High Density Residential:** Residential development density greater than 12 units per acre. Includes apartments and other multi-family dwellings, as well as some manufactured housing developments.
- **Single Family Housing:** Residential development density of less than 12 units per acre. Includes conventional single-family residence, apartments, multi-family dwellings, manufactured housing developments, and large-lot or estate homes.

Using these density definitions provides the flexibility to describe desired densities without detailing the zoning requirements for specific housing types. These density definitions also provide information about the extent of land usage without relying on familiarity with City zoning ordinances.

**Total Residential Land Use:** The City of Davenport has 405 acres of the total land area (63%) in residential uses.

**Number of Dwelling Units by Type:** The City has 767 housing units in Davenport, an increase over the 710 units of 1990. Of these units, 551 are single-family detached houses, 22 are duplexes, 74 are mobile homes, and 96 units are in multi-family structures.

**Build out Potential:** The City has considerable potential for building within the existing incorporated land area. This inventory includes subdivisions which were platted in the past, but have not been built. The actual calculation of the City's capacity once completely developed is presented in the analysis in Section III.

## Commercial Land Use

This category includes land used for retail and wholesale trade, offices, hotels, motels, restaurants, service outlets, automobile service stations, and repair facilities.

**Total Commercial Use:** The City of Davenport has 131 acres (20%) of its total land area in commercial uses. The historic central business district contains retail sales establishments, City Hall, the Courthouse, and banks.

**Economic Trends:** The retail sector represents 20% of the employment picture in the City, down from 23% in 1990. The two largest segments (by number of persons

employed) are health and education services with 29% and wholesale/retail trade with 20%.

**Market Area:** The City draws some retail business from the surrounding region, however, a noticeable amount of expected trade is being drawn away to larger metropolitan areas. The populations in the City and the surrounding areas provide a market of approximately 2,700 people for the commercial businesses in Davenport.

### **Industrial Land Use**

This category includes land used for light manufacturing, processing, warehousing, and storage. Industrial land within Davenport constitutes 51 acres (8% of the total). Industrial land use has been defined as intensive land uses. Industrial land use often has a significant influence on environmental quality and economic strength of the community.

**Economic Trends:** There is relatively little construction and industrial activity within the City. The percentage of people employed in this sector has, however, remained relatively steady over the past two decades.

**Market Area:** The market for industrial products is regional or even national, and thus is not dependent upon the local population. For this reason access to input materials, transportation, and suitable labor are the most important determinants of industrial location. Davenport is located along a major trucking route, and the skills of the labor force are well suited to entry-level industrial work. In addition, the cost of labor and land are relatively low.

### **Public Use Lands**

This category represents those properties owned and maintained by a typical public agency or organization. These areas include the Davenport Municipal Airport, Lincoln County Fairgrounds, Davenport's Lions' Park, its City Park as well as Jahn Field and the north-side sports complex which house ball fields, a disc golf course and general play areas. Sport facilities found at the local schools include 4 tennis courts, a track, and football field respectively. A swimming pool has been built by the Lincoln County Parks and Recreation District #3 and is found in this category. Facilities that are part of an educational institution are included in this category. These facilities are owned both publicly and privately. Recreational lands serve as buffers between residential areas and employment or commercial areas. The City owns roughly 45 acres of undeveloped land set aside for park and recreational use purposes.

### **Critical Areas**

Critical areas were included in the section above on Physical Description. The entire City was inventoried to determine the location and extent of the critical areas: frequently flooded areas, geologically hazardous areas, wetlands, aquifer recharge areas, and fish and wildlife habitat conservation areas. Lands within each of these critical areas were then classified as to their level of vulnerability to environmental damage (The maps are on file at City Hall). The location of these areas is an important consideration in planning. For example, within the City of Davenport, a fair amount of land is within the

floodway of Cottonwood Creek and is therefore vulnerable to potential damage. It was the decision of the City of Davenport to opt out of the National Flood Protection Plan.

## **Public Facilities and Services**

This category includes public buildings, public services, and transportation facilities. These services require land throughout the City. The accumulation of this land usage is not insignificant, and must be part of Land Use planning. Public services have important environmental, health, safety, and aesthetic considerations associated with their location and provision. The information in this inventory will be used to assess the capacity and condition of each of these facilities.

**Public Facilities and Services:** The City of Davenport has a total of 50 acres devoted to public facilities, public services, and public or private utilities. This land includes: local government buildings (City Hall), a storage and maintenance facility, two public schools, nine churches, a City/County run fire station, a full service hospital, a library, water and sewer facilities, an electric utility, and gas utility, and telecommunication facilities (radio and television towers, and microwave transponder stations). The location of electric, gas, and telecommunication utilities are detailed in the Utilities Element.

**Water System:** The water system in the City of Davenport currently provides domestic, commercial, and industrial service to approximately 785 users in and around the City. The system includes two active wells, three reservoirs at 500,000, 150,000, 50,000 gallons respectively. The quality of the water is good and service meets present needs, with the City of Davenport using approximately 550 gallons of water per capita per day. Total capacity of the system is estimated at 2,140 gpm with a pressure range of 35-50 psi.

**Wastewater Disposal Facilities:** The City is served by a sewage treatment plant and collection system located on the northeast edge of the City of Davenport.

**Solid Waste Disposal:** Solid waste collection is provided by a private company and is transported out of the City. Lincoln County operates a transfer station to the west of the City.

**Medical and Emergency Facilities:** The City contains one hospital with 22 beds, and limited emergency services. The community is served by two dentists, six general practitioners, and a number of registered nurses. There is a volunteer ambulance service with Emergency Medical Technicians. The hospital has been newly remodeled, is well equipped, and has adequate capacity to serve the City.

**Police and Fire Protection:** The law enforcement is provided through a contract with the Sheriff's office with seven full-time (including the sheriff) and four reserve officers providing 24 hour response to the City. The Fire Department is staffed by volunteer servicemen and headed by a part-time paid Fire Chief. Department equipment includes two pumper-trucks.

**Public Education Facilities:** The City has an elementary school housing 301 kids in pre-kindergarten through sixth grade. The Junior High consists of 90 children and the high school serves grades nine through twelve and has 169 students.

**Library:** The Davenport Public Library is a very important part of the community. It houses 17,034 books and audio materials, and 6 serial subscriptions. The library is run by a part-time paid librarian.

### Vacant/Undeveloped Lands

This category includes areas of vacant lots and/or developable land. Most of the land in this category is in separate infill lots. There are tracts of land held by private ownership that has not been platted for development. The City has approved a 20 acre annexation and is considering requests for subdivisions as they are presented. Some 30 acres are in the plat formation stage but not ready for construction.

The following summary of the Acreage in Type of Land Use includes all of the uses described above, as well as the critical areas that were discussed in the Physical Description Section. This acreage corresponds to the Existing Land Use Map.

**TABLE I  
City of Davenport  
ACREAGE IN TYPE OF LAND USE**

TYPE OF LAND USE	ACTUAL ACREAGE		PROJECTED ACREAGE	
	In 2006	%	In 2023	%
<b>Residential</b>	<b>405.0</b>	<b>63%</b>	<b>420.0</b>	<b>61%</b>
Higher Density	(55.4)		(60.0)	
Medium Density	(266.0)		(270.0)	
Suburban Density	(83.6)		(90.0)	
<b>Commercial</b>	<b>131.0</b>	<b>20%</b>	<b>150.0</b>	<b>22%</b>
<b>Industrial</b>	<b>5.0</b>	<b>1%</b>	<b>6.0</b>	<b>1%</b>
<b>Public/Recreational Lands</b>	60.4	9%	100.0	14%
<b>Vacant (Developable)</b>				
Vacant City Lots	<b>44.0</b>	<b>7%</b>	<b>10.0</b>	<b>2%</b>
<b>TOTAL:</b>	<b>645.4</b>	<b>100.0</b>	<b>686.0</b>	<b>100%</b>
<b>Critical Lands*</b>	*	*		
Geological Hazards	0	0.0	0	
Aquifer Recharge	0	0.0	0	
Flood Plains	121.6	18.7%	121.6	
Wetlands	0	0.0	0	
Habitat Conservation	133.1	20.5%	135.0	

\* The quantities of Critical Lands are estimates based upon the Critical Areas overlay maps.

The projected area needs illustrated in this table are sufficient to accommodate the high-end population of 2500 in the 2023. This table assumes that the population increase would occur evenly within the current City limits and the remainder of the Urban Growth Area.

## **FUTURE LAND USE ELEMENT**

This section discusses the plan for future land uses in the City of Davenport. It is not anticipated that the overall land use patterns outside of the City will be altered within the next two decades. The timing of development and provision of services are key components of this planning process. In addition to the discussion below, a Future Land Use Map has been developed to illustrate the various land uses and growth management strategies. An analysis of existing conditions and projected needs in the previous section highlighted the areas of concern and opportunities for Davenport. The Vision Statement, along with the inventory and analysis contained in this element, was used to create a plan. The plan contains a strategy for achievement of the City's goals in light of the existing conditions in the City. The goals, objectives and policies within the plan provide guidelines and positive actions. The plan and policies for land use issues in the City of Davenport are organized as follows:

- Vision Statement Goals. These goals are essential to the quality of life in the community and will remain unchanged for long-term planning.
- Land Use Goals. These goals describe concepts to be used in decision- making. These goals are based on the existing conditions and projected changes in the community, and will be revised as the community changes.
- Plan Concept. A discussion relating the findings of the inventory and analysis to the goals and vision of the community. This should outline the strategies that will guide future growth and development in the community.
- Policies. The policies specify what should be accomplished to reach the goals. These policies either provide clear guidance for decision making when a situation arises, or provide clear responsibilities that will be implemented. The accomplishments under these policies can be used to measure progress toward the goals.

**GOAL 1:** The City will ensure that the character and location of land uses optimizes the combined potentials for economic benefit and the enjoyment and protection of natural and cultural resources while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses and environmental degradation through the following:

1. **Growth Management:** Manage growth so that the delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment in the City;

2. Economic Development: Attain the highest level of economic well-being possible for all citizens through the achievement of a stable and diversified economy offering a wide variety of employment opportunities;
3. Neighborhood Conservation: Achieve a well balanced and well organized combination of open space, commercial, industrial, recreation and public uses served by a convenient and efficient transportation network while protecting the fabric and character of residential neighborhoods; and
4. Environmental Preservation and Conservation: Ensure the natural and built environments through preservation, conservation and enhancement.

**Objective A:** The City will encourage the distribution and general location of land use density and intensity through the following mechanisms:

- Developed land should include stable neighborhoods with sound housing stock, retail business, manufacturing, and office areas that are economically viable.
- Land currently available for development should include areas where approvals could be granted within ten years. Utilities and services should be available or currently programmed within these areas. They should be zoned for the appropriate uses and the zoning should reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- New development should be encouraged in the urban area where adequate public facilities and services exist or can be provided in an efficient manner. Funding for infrastructure, etc. shall be borne by the private developer, there shall be no public funding.
- Land not to be developed should include critical areas, which should be protected through critical area ordinances, performance zoning to protect scenic areas and, where appropriate, acquisition of sites needing the highest level of protection.

**Policy 1:** ~~Within one year of plan adoption, t~~The City will update the zoning ordinance to allocate enough land for a variety of necessary sites and uses including varying densities for commercial, industrial, residential and mixed use development.

**Policy 2:** Eliminate incompatible land uses or blighting influences from potentially stable, viable residential neighborhoods through active code enforcement or available regulatory measures.

**Policy 3:** The City should pursue a program to provide financial assistance to landowners for the restoration/preservation of historic building facades.

**Policy 4:** The City of Davenport encourages change which promotes the livability, pedestrian orientation, and high quality design, and limit stress factors such as noise pollution and traffic congestion.

**Policy 5:** Preserve the historic elements of the community, i.e. cemeteries, buildings, and trees.

**Policy 6:** Encourage the redevelopment of older and vacant buildings.

**Policy 7:** Encourage carefully planned growth, preserving the small town character. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

**Policy 8:** Protect the City from businesses that create unwanted environmental impacts.

**Policy 10:** Attract out-of-town money by focusing on tourism and recreational activity.

**Objective B:** The City will encourage the local economy by providing a predictable development atmosphere, emphasize diversity in the range of goods and services, and ensure that as the economy changes employment opportunities are balanced with a range of housing opportunities.

**Policy 1:** Encourage the redevelopment/revitalization of rundown and /or underutilized commercial area through a combination of regulatory techniques, incentives and land use planning.

**Policy 2:** The City will encourage development of a wide range of commercial uses to support local and regional needs, including those of the traveling public.

**Policy 3:** Encourage the development of business and industry which utilize locally-grown products from the agricultural or timber lands, e.g. Ethanol-production, grain-milling or straw-pelleting. Emphasis should be given to promoting the processing of locally produced goods, and the value added industries to our existing ag-related base.

**Policy 4:** Encourage the development of environmentally sensitive businesses and industries in Davenport.

**Policy 5:** Encourage diverse industries to provide a broad economic base, e.g. small cottage industries, light manufacturing. Stabilize the work force by seeking industries that provide employment on a year-round basis and operate on multiple shifts.

**Policy 6:** Enhance and retain the central business district as the retail core in Davenport.

**Policy 7:** Downtown should have a harmonious appearance that sets a character conducive to attracting retail merchants and shoppers. Encourage local businesses to exhibit pride in their stores, shops, and spaces.

**Policy 8:** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

**Objective C:** To conserve prime agricultural lands and other significant farm lands through the passage of a Critical Areas Ordinance and its related policies.

**Policy 1:** The planning for and development of the City of Davenport shall proceed on the basis of sound environmental planning accomplished in anticipation of, not in response to growth.

**Policy 2:** Urban sprawl and "leap-frog" development shall be avoided by the development of vacant lands within the City as a first priority.

**Policy 3:** Land development on the City fringe and annexations in these areas shall be permitted only when there is adequate provision of public services.

**Policy 4:** All property line disputes will be settled based on the most current survey.

**Policy 5:** A registered survey and readily identifiable corners shall be established before any development takes place.

**Policy 6:** Planned Unit Developments and new residential subdivisions shall include the following minimum improvements:

1. Paved streets, curbs and sidewalks as determined necessary;
2. Street lighting;
3. Underground utilities;
4. Publicly approved and owned water supply;
5. Sanitary sewers, publicly owned and operated;
6. Landscaping.

**Policy 7:** Commercial and Industrial developers shall be expected to pay their "fair share" for the provision of public facilities, including, but not limited to, the following:

1. Streets, curbs and sidewalks;
2. Traffic safety devices;
3. Utilities, service lines;
4. Landscaping.

**Policy 8:** Commercial development shall be encouraged and limited to an assigned district, as defined by the Planning Commission through the Zoning Ordinance and other protective ordinances.

**Policy 9:** Retail stores dealing in goods and services, which range from convenience goods to general merchandise as well as professional offices and specialty shops, shall be encouraged to locate in the Business District.

**Policy 10:** Strip commercial development beyond the commercial district will be controlled.

**Policy 11:** Industry shall be located in the industrial area.

**Policy 12:** The City shall encourage dedications of lands for open space and public facilities, as part of the development process.

**Policy 13:** Site development which emphasizes energy conservation.

**Objective D:** To create and maintain a healthy, high quality environment that maximizes the opportunities for all citizens in sharing the social, economic, spiritual and physical benefits of the City of Davenport. To grow and develop in a manner which contributes to the most desirable living environment for all of the citizens of Davenport.

**Policy 1:** The planning for the future of Davenport shall be enhanced by the Planning and Zoning Commission's working committee, providing the widest possible range of community values and seeking consensus in terms of goals, objectives and policies.

**Policy 2:** The planning and development process is shaped by planning and legislative bodies in response to lenders, appraisers, realtors, developers and citizens so that both providers and consumers can perceive the maintenance and enhancement of quality as the key to profitability. Divergence between quality and profitability shall be minimized.

**Objective E:** To achieve a harmonious balance in land use between the need for future growth and the need for a high quality of life.

**Policy 1:** To establish an ecologically-based planning system through the adoption of this plan and the Critical Areas Ordinance.

**Policy 2:** To establish high standards and reasonable procedures for development, land use, construction, redevelopment and public services by the passage of this and other plans and updated ordinances.

## **Provision of Public Facilities**

**Objective F:** Coordinate the orderly provision of public facilities with public and private development activities in a manner that is compatible with the fiscal resources of the City.

**Policy 1:** Development orders shall be conditioned upon facilities being in place as the impacts of the development occur. The City of Davenport determines that the following actions constitute development: a building permit, subdivision approval, rezoning, certification, special exception, variance, or any other official action of local government which effects changes of the land. The City shall take into account the variation in these different development orders and flexibility. Provisions for the review of applications for development order and the timing of

the actual impacts caused by the different types of development orders will be adopted in the City of Davenport land development regulations.

**Policy 2:** ~~Upon adoption of this plan, g~~Growth areas should include those portions of our communities already characterized by potential growth to have existing public facilities and service capacities to serve such developments as well as those areas projected to accommodate future growth. Any proposed areas of growth should include an adequate amount of undeveloped area to adequately accommodate forecasted growth and development for the next 20 years.

**Policy 3:** The City will not preclude the siting of essential public facilities, however, it shall enforce its Comprehensive Plan and development regulations to ensure reasonable compatibility with other land uses.

**Policy 4:** The City will review and revise (if necessary) its annexation policy to address immediate and long-term plans to growth which creates logical boundaries and reasonable service areas on land which can physically accommodate development.

**Policy 5:** Public facilities and utilities shall be located to: a) maximize the efficiency of services provided; b) minimize their costs; and c) minimize their impacts upon the natural environment, particularly to critical areas.

**Policy 6:** The City of Davenport shall not issue any development permits which result in a reduction of the Level of Service [LOS] standard for the public facilities identified in the Capital Facilities Element.

**Policy 7:** The location and construction of public facilities may be considered in any land use plan category.

## **Resource Protection**

**Objective G:** The City shall provide for an effective stewardship of the environment, protect critical areas, **and** conserve land, air, water, cultural and energy resources. Safeguard community-wide environmental conditions and resources because these are systems which depend on each other.

**Policy 1:** The City shall continue to amend and adopt land development regulations which ensure the protection of the attributes, functions and amenities of cultural resources and the natural environment under all projected growth scenarios.

**Policy 2:** The City shall assess development methods and begin to monitor and mitigate the impacts of future small-scale development which do not require storm water runoff permits upon storm water drainage basins in the City.

**Policy 3:** The City will ensure compatibility of land use with topography, geology, soil suitability, surface water, ground water, frequently flooded areas, wetlands, climate, scenic and cultural resources, and vegetation and wildlife.

**Policy 4:** In conjunction with the annual plan amendment, the City will review and determine the need to add conservation of habitat and wildlife, and cultural resources to critical areas ordinances.

**Policy 5:** Maintain and enhance natural resource-based industries, including agricultural.

## **Recreation and Cultural Development**

**Objective H:** Maintain and support existing and future recreational and cultural activities through the dedication of properties for such uses.

**Policy 1:** The City shall encourage enhancing opportunities for recreational and cultural activities by providing a range of activities for all ages.

**Policy 2:** The City shall continue to work with the local School Board, ~~and~~ Park District **and local non-profit clubs** to establish joint use agreements to increase available park land and facilities.

**Policy 3:** Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

## **Historical Resources**

**Objective I:** The City will encourage the protection and preservation of significant historic, archaeological, architectural, aesthetic and cultural resources through the establishment of a local historic preservation program.

**Policy 1:** The City will pursue designation of the Downtown for inclusion on the Register of State and National Historic Districts.

**Policy 2:** The City will encourage the restoration and rehabilitation of historic sites through grants, loans, technical assistance, adaptive reuse and others.

## **Intergovernmental Coordination**

**Objective J:** Coordinate growth and development between the City and County to promote and protect inter-jurisdictional **interests**.

**Policy 1:** The City will coordinate inter-jurisdictional review of land use activities in the adopted urban growth area as applicable.

**Policy 2:** The City will coordinate the review and approval of development proposal with applicable Federal, State, and local environmental agencies within the adopted urban growth area as applicable.

**Policy 3:** The City planning commission shall conduct an annual forum on planning to discuss the direction of planning in the City with all planning entities, including those in adjacent jurisdictions, to exchange information, to review issues, to establish an ad hoc working committee to work on the resolution of those issues, and to serve as an education tool to the public.

## **Siting Public Facilities & Services**

**Objective K:** The City shall ensure that public facilities are located so as to protect environmental quality, optimize access and usefulness to all jurisdictions and equitably distribute economic benefits/burdens throughout the City.

Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities, and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes. (RCW 36.70A.200 (1))

**Policy 1:** The City and County, along with public participation, shall develop a cooperative regional process to site essential public facilities of regional and statewide importance.

**Policy 2:** No City, town, or City Comprehensive Plan or development regulation may preclude the siting of essential public utilities but standards may be generated to insure that reasonable compatibility with other land uses can be achieved.

**Policy 3: Development of Essential Public Facilities:** When essential public facilities are proposed the City shall:

1. Appoint an Advisory Project Analysis and Site Evaluation Committee composed of citizen members and government representatives selected to represent a broad range of interest groups. The Committee shall develop specific siting criteria for the proposed project and to identify, analyze, and rank potential project sites. In addition, the Committee shall establish a reasonable time frame for completion of the task.
2. Insure public involvement through the use of timely press releases, newspaper notices, public information meetings, and public hearings.

3. Notify adjacent cities and towns and other governmental entities of the proposed project and solicit review and comment on the recommendations made by the Advisory Project Analysis and Site Evaluation Committee.

**Policy 4: Siting Considerations:** In siting of essential public facilities the Advisory Project Analysis and Site Evaluation Committee shall consider at least the following:

1. Essential public facilities shall be developed in a timely, orderly, and efficient arrangement and be so located as to not adversely affect the safety, health, or welfare of the citizens residing around or near the facility.
2. Essential public facilities sited near existing public water and sewer services shall be required to utilize such services.
3. Essential public facilities sited where public water and sewer services are not immediately available shall be required to be constructed so as to be able to be serviced by public water and sewer services when they are available and, further, the essential public services shall be required to connect to such water and sewer services when they are available.
4. Land adjacent to existing and proposed essential public facilities which may be developed in the future shall be compatible with such uses.
5. Proposed essential public facilities shall be compatible with existing land uses.
6. Adequate fire protection water supplies shall be required in all developed areas where essential public facilities may be sited.
7. Un-designed landfills, dredging, waste discharges, and other activities with potential deleterious environmental impacts shall be controlled with appropriate rules and regulations adopted and enforced by the jurisdiction with authority.
8. Essential public facilities shall not locate in Resource Lands or Critical Areas if incompatible.

## **Tourism Services**

**Objective L:** The objective of the City is to assist providing visitors to the City access and awareness to events, points of interest, cultural heritage sites, museums, historical sites and other regional events of interest.

**Policy 1:** The City should work with groups, individuals, organizations, regional, state and the federal government in the development of tourist related activities.

**Policy 2:** It is the policy of the City to encourage the private sector to develop businesses, lodging facilities, events, museums, points of interest that are attractive to tourists and to support public and private efforts that enhance and protect the heritage of the region and its historical activities and locations as well as identify areas, events and sites that promote tourism and support those efforts.



# Capital Facilities Element

# I. INTRODUCTION

## Purpose of the Capital Facilities Element

This Capital Facilities Element has been developed in accordance with Section 36.70A.070 of the Growth Management Act to address the financing of capital facilities in the City of Davenport and the adjacent Urban Growth Area. It represents the community's policy plan for the financing of the public facilities for the next 20 years, and includes a six-year financing plan for capital facilities from 2007 to 2113. The policies and objectives in this plan will be used to guide public decision on the use of capital funds. They will also indirectly guide private development decisions by providing a strategy of planned public capital expenditures.

The element has been integrated with all other planning elements to ensure consistency throughout the Comprehensive Plan. The element specifically evaluates the City's fiscal capability to provide the public facilities necessary to support the other Comprehensive Plan elements. The Capital Facilities Element includes:

- \* Introduction
- \* Inventory and Analysis
- \* Future Needs and Alternatives
- \* Six-Year Capital Improvement Plan
- \* Goals, Objectives and Policies
- \* Plan Implementation and Monitoring

## Level of Service standards

Although the City of Davenport has not formally established LOS standards for public facilities prior to the adoption of the Comprehensive Plan, the City has determined it will adopt and maintain LOS standards for public facilities within their jurisdiction. A detailed listing of those standards is provided in Section V.

## Major capital facilities considerations and goals

The Capital Facilities Element is the mechanism the City uses to coordinate its physical and fiscal planning. This planning effort required ongoing communication and cooperation between various disciplines, including the engineer, the budget analyst, and the planner. The Comprehensive Plan is realistic and achievable as a result of integrating the concerns of various local administrators and coordinating all of the Comprehensive Plan elements.

The Capital Facilities Element promotes efficiency by requiring the local government to prioritize capital improvements for a longer period of time than the single budget year. Long range financial planning presents the opportunity to schedule projects so that the various steps in development logically follow one another, with regard to relative urgency, economic desirability, and community benefit. In addition, the identification of adequate funding sources results in the prioritization of needs, and allows the trade-offs

between projects to be evaluated explicitly. The Capital Facilities Plan in the element will guide decision making to achieve the community goals as articulated in the Vision Statement.

## **II. INVENTORY AND ANALYSIS**

The inventory presented in this element provides information useful to the planning process as well as summarizing new capital improvement projects for the existing population, new capital improvement projects necessary for the growth projected through 2013, and major repair, renovation, or replacement of existing facilities. The analysis of this information is in Section IV. The inventory includes:

- \* Capital Facilities Program
- \* Definition of Capital Improvement
- \* Projection of Capital Facility Needs
- \* Prioritization of Projected Needs

### **Capital Facilities Program**

The Capital Facilities Program within this element is a six-year financing plan for capital expenditures to be incurred each year. It sets forth each capital project which the jurisdiction plans to undertake and presents estimates of the resources needed to finance the project. The Capital Facilities Program will reflect the goals, policies, and implementation strategy of the Capital Facilities Element. The first year of the Capital Facilities Program will be converted to the annual capital budget, while the remaining five-year program will provide long term planning. Only the expenditures and appropriations in the annual budget are binding financial commitments. The projections for the remaining five years are not binding, and the capital projects recommended for future development may be altered or not developed due to cost or changing circumstances. The Capital Facilities Program is a six-year rolling plan that will be revised and extended annually to reflect changing circumstances.

### **Definition of Capital Improvement**

This Capital Facilities Element is concerned with needed improvements which are of relatively large scale, are generally non-recurring high cost, and may require multi-year financing. The list of improvements has been limited to major components in order to analyze development trends and impacts at a level of detail which is both manageable and reasonably accurate. Smaller scale improvements of less than \$10,000 in cost will be addressed in the annual capital budget as they occur over time.

For the purposes of capital facility planning, capital improvements are major projects, activities, or maintenance, costing over \$10,000, requiring the expenditure of public funds over and above annual operating expenses. They have a life expectancy of more than ten **(10)** years and result in an addition to the community's fixed assets and/or extend the life of the existing capital infrastructure.

It does not include capital outlay items such as equipment or rolling stock, nor does it include the capital expenditures of private or non-public organizations. Minor projects, activities, or maintenance costing less than \$10,000 are considered minor maintenance and are not a part of capital improvements.

A Capital Improvement project may include design, engineering efforts, permitting, environmental analysis, land acquisition, construction, major maintenance, site improvements, energy conservation projects, landscaping, initial furnishings, and equipment.

### **Projection of Capital Facility Needs**

#### **Needs identified in local government survey**

The Mayor and City Council as well as community groups were asked to list proposed projects and suggested revenue sources. Where these projects further the goals of the Comprehensive Plan, they have been incorporated into the other Comprehensive Plan elements.

#### **Needs identified in other comprehensive plan elements**

All public facility needs for existing and future development have been identified in the other Comprehensive Plan elements. Through the process of developing this Capital Facilities Element the other elements have been modified to ensure their financial feasibility. The capital improvements needed to satisfy future development and maintain adopted level of service standards are identified and listed in Table I. This is a summary table of the analysis conducted in other elements refer to the appropriate element for further explanation of how these facilities advance the goals of this Comprehensive Plan.

The tables below provide a brief description of each of the capital improvement projects for their respective funds. Some indicate whether the project is needed to correct existing deficiencies or address projected needs and they provide an estimate of the total project costs. These estimates are taken from the department's respective multi-year plan and are updated as the department needs dictate. The year indicates when the projects must be completed in order to maintain the adopted level of service standards for the respective facilities. Capital improvement projects have been identified for transportation, general capital improvements/parks and recreation, potable water, and wastewater facility improvements.

An Airport Layout Plan and the accompanying Capital Improvement Plan for the Davenport Municipal Airport has been completed and adopted by the City in 2007. The current Airport Layout Plan and any subsequent revisions are hereby adopted by reference in its entirety.

## TABLE I: The City of Davenport

### STREET PLAN

**2016-2021**

#	TYPE	STREET	PLAN	STATUS	YEAR	COST
1	Grant	3 <sup>rd</sup> Ave: Morgan St. to Lincoln St.	Reconstruction	P	2016	\$ 901,000
2	Grant	Maxwell St: 7 <sup>th</sup> Ave to 12 <sup>th</sup> Ave.	Overlay	P	2016	\$ 399,600
3	City	7 <sup>th</sup> St: Retaining Wall & Sidewalk	Reconstruction	P	2016	\$ 75,000
4	City	Gravel Road Improvements	Chip Seal	P	2016	\$ 30,000
5	Grant	Community Trail and Path System	Construction	P	2017	\$ 432,000
6	Grant	Marshall St: 7 <sup>th</sup> Ave. to 12 <sup>th</sup> Ave.	Overlay	P	2017	\$ 394,500
7	Grant	Park St: Sidewalk Connections	Construction	P	2018	\$ 85,000
8	City	Marshall St: 1 <sup>st</sup> Ave. to C/L	Reconstruction	P	2018	\$ 109,600
9	Grant	Logan St: 6 <sup>th</sup> Ave. to 8 <sup>th</sup> Ave.	Reconstruction	P	2018	\$ 680,700
10	Grant	Morgan St: 2 <sup>nd</sup> Ave. to C/L	Reconstruction	P	2018	\$ 435,700
11	City	Merriam St: 1 <sup>st</sup> Ave. to C/L	Reconstruction	P	2019	\$ 109,700
12	City	Wheatland Rd: Lincoln St to C/L	Reconstruction	P	2019	\$ 410,900
13	Grant	1 <sup>st</sup> Ave: SR2 to Park St.	Reconstruction	P	2020	\$ 174,000
14	Grant	1 <sup>st</sup> Ave: Park St. to Marshall St.	Reconstruction	P	2020	\$ 218,100
15	City	Adams St: 7 <sup>th</sup> Ave to 12 <sup>th</sup> Ave	Grind/Replace	P	2020	\$ 496,700
16	City	10 <sup>th</sup> Ave: Morgan St. to Maxwell St.	Overlay	P	2021	\$ 299,200
17	City	10 <sup>th</sup> Ave: Maxwell St. to Jefferson St	Overlay	P	2021	\$ 292,300
18	City	Gravel Road Improvements	Chip Seal	P	2021	\$ 126,600
		<b>TOTAL</b>				<b>\$ 5,670,600</b>

**TABLE II: The City of Davenport**  
**GENERAL CAPITAL/PARK IMPROVEMENT PLAN**  
**2016-2021**

ITEM NO.	ITEM DESCRIPTION	YEAR PLANNED	COST	FINANCE METHOD
1	Multi-Use Field - Sports Complex Phase II	2016	\$ 10,000	City
<del>2</del>	<del>Sports Complex Restroom/Concession facility</del>	<del>2015</del>	<del>\$ 10,000</del>	<del>City</del>
<del>3</del>	<del>Playground Equipment - City Park</del>	<del>2015</del>	<del>\$ 55,000</del>	<del>City/Grant</del>
4	Sprinkler Work - Multi-Use Field Phase II	2016	\$ 5,000	City
5	Work with Gun Club on range grants	2016	\$ 5,000	Grant
5	Rental Hangar	2017	\$ 35,000	City
6	Sand Volleyball Courts - Sports Complex Phase II	2017	\$ 10,000	City
7	Logan Park Development	2017	\$ 10,000	City
8	Trail System Construction	2018	\$ 225,000	City
9	Gun Range Development	2018	\$ 10,000	City/Grant
<del>10</del>	<del>Walking Paths - City Park</del>	<del>2016</del>	<del>\$ 15,000</del>	<del>City/Grant</del>
<del>11</del>	<del>Walking Paths - Sports Complex</del>	<del>2016</del>	<del>\$ 30,000</del>	<del>City</del>
12	Trees - Sports Complex-Phase II	2019	\$ 75,000	City
13	Picnic Shelter - Logan Park	2020	\$ 25,000	City
14	Purchase of Southside Park <del>DOT RoW</del>	2021	\$ 25,000	City
<b>TOTAL</b>			<b>\$ 435,000</b>	

**TABLE III: The City of Davenport  
Water System Improvement Plan  
2016-2021**

<b>ITEM NO.</b>	<b>ITEM DESCRIPTION</b>	<b>YEAR PLANNED</b>	<b>COST</b>	<b>FINANCE METHOD</b>
1	Water Source Planning	2016	\$ 25,000	Grant
2	Maxwell St: 7 <sup>th</sup> to 12 <sup>th</sup> , 4" to 8" replacement	2016	\$ 55,000	City
3	Morgan/1st/Maxwell loop, Upgrade main from 4" to 8".	2016	\$ 75,000	City
4	14th St. Construct new 8" main line.	2016	\$ 95,000	City
5	Merriam: At 7 <sup>th</sup> St, Fix dead ends and retaining wall	2017	\$ 105,000	Grant/City
6	7th St: Maxwell & Washington, new 8" main line.	2017	\$ 76,000	City
7	13th St: Between Merriam & Washington, from 6" to 8"	2017	\$ 45,000	City
8	Leak Detection Service	2018	\$ 18,000	City
9	7th St: Between Merriam and Marshall, new 8" main.	2018	\$ 100,000	City
10	8 <sup>th</sup> St: Between Monroe and Jefferson, new 10"	2018	\$ 100,000	City
11	Remote Read Meters Purchased/Installed	2019	\$ 5,000	City
12	3 <sup>rd</sup> St: Between Washington and Adams, new 8".	2019	\$ 96,000	City
13	New Well and Storage Facility	2020	\$ 1,500,000	Grant/Loan
14	11 <sup>th</sup> St: Between Ross and Sinclair, new 6".	2020	\$ 50,000	City
15	11 <sup>th</sup> St: Between Morgan and Jefferson, new 8".	2021	\$ 63,000	City
16	5 <sup>th</sup> St: Between Ross and Sinclair, new 8".	2021	\$ 42,000	City
<b>TOTALS</b>			<b>\$ 2,450,000</b>	

**COMMENTS:**

The City has six water rights with priority dates ranging from 1913 to 1973. The City currently operates only wells #6 & #7 under water right #G3-21733C. The remaining wells are used for emergency use only or are currently inoperable.

**TABLE IV: The City of Davenport**  
**Sewer System Improvement Plan**  
**2016-2021**

<b>ITEM NO.</b>	<b>ITEM DESCRIPTION</b>	<b>YEAR PLANNED</b>	<b>COST</b>	<b>FINANCE METHOD</b>
1	<del>Extend Sewer to Airport hangars</del>	<del>2015</del>	<del>\$ 65,000</del>	<del>City/EDC</del>
2	Replacement of sewer mains	2016	\$ 62,000	City
3	Replacement of sewer mains	2016	\$ 55,000	City
4	Replacement of sewer mains	2017	\$ 75,000	City/Grants
5	Replacement of sewer mains	2017	\$ 46,000	City
6	Upgrade Sewer Treatment	2018	\$ 58,000	Grants
7	Replacement of sewer mains	2018	\$ 63,000	City
8	Replacement of sewer mains	2019	\$ 68,000	City
9	Upgrade Sewer line in Park	2020	\$ 94,000	City
10	System Improvements	2021	\$ 75,000	City
<b>TOTALS</b>			<b>\$ 596,000</b>	

### III. GOALS, OBJECTIVES AND POLICIES

This section discusses the plan for future financing of public facilities and services in the City of Davenport. The timing of development and provision of services are key components of this planning process.

The analysis of existing conditions and projected needs in the previous section highlighted the areas of concern and opportunities for the community. The plan contains a strategy for achievement of the community's goals in light of the existing conditions in the City. The goals and policies within the plan provide guidelines and positive actions.

The plan and policies for capital facility financing issues in the City of Davenport are organized as follows:

- Vision Statement Goals: These goals are essential to the quality of life in the community and will remain unchanged for long term planning.
- Capital Facility Goals: These goals describe concepts to be used in decision making. These goals are based on the existing conditions and projected changes in the community, and will be revised as the community changes.
- Plan Concept: A discussion relating the findings of the inventory and analysis to the goals and vision of the community. This should outline the strategies that will guide future growth and development in the community.
- Policies: The policies specify what should be accomplished to reach the goals. These policies either provide clear guidance for decision making when a situation arises, or provide clear responsibilities that will be implemented. The accomplishments under these policies can be used to measure progress toward the goals.

**GOAL I:** The City of Davenport shall endeavor to adequately provide needed public facilities to all residents within its jurisdiction in a manner which protects investments in existing facilities, maximizes the use of development and restricted funds, and promotes orderly compact urban growth.

**Objective A:** Capital improvements shall be provided to correct existing deficiencies, to replace worn out or obsolete facilities and to accommodate desired future growth, as indicated in the Six-Year Schedule of Improvements of this element.

**Policy 1:** Capital improvement projects identified for implementation in the other elements of this plan and determined to be of relatively large scale and high cost [\$10,000] shall be included in the Six-Year Schedule of Improvement of this element. Capital improvements with cost or less than \$10,000 should be

reviewed for inclusion in the six-year Capital Improvement Program and the annual capital budget.

**Policy 2:** Proposed capital improvement projects shall be evaluated and prioritized using all the following criteria:

1. Whether the project is needed to correct existing deficiencies, replace needed facilities, or to provide facilities needed for future growth;
2. Elimination of public hazards;
3. Elimination of capacity deficits;
4. Financial feasibility;
5. Site needs based on projected growth patterns;
6. New development and redevelopment;
7. Plans of state agencies
8. Local budget impact; and
9. Location and effect upon natural and cultural resources.

**Objective B:** Future development shall bear a fair share of facility improvement cost necessitated by the development in order to achieve and maintain adopted Level of Service standards and measurable objectives standards.

**Policy 1:** City sewer and water connection fee revenues shall be allocated primarily for capital improvements related to expansion.

**Policy 2:** Impact fees and other appropriate funding mechanisms for development's contribution of a fair share of other public facility improvements [such as parks, recreation, and street facilities] will be collected and used per City ordinance and policy.

**Objective C:** The City shall manage its fiscal resources to support the provision of needed capital improvements for previously issued development orders and for future development and redevelopment.

**Policy 1:** Prior to the issuance of certificates of occupancy, the City and/or developers shall provide for public facilities at the Level of Service standards needed to serve development for which development order were previously issued.

**Policy 2:** The City shall continue to adopt an annual capital budget and a six-year capital improvement program as part of its budgeting process.

**Policy 3:** Efforts shall be made to secure grants or private funds whenever available to finance the provision of capital improvements.

**Policy 4:** Fiscal policies to direct expenditures for capital improvements will be consistent with other Comprehensive Plan Elements.

**Objective D:** The City shall coordinate land use decisions and financial resources with a schedule of capital improvements to meet adopted Level of Service (LOS) standards, measurable objectives, and provide existing and future facility needs.

**Policy 1:** The City and/or developers shall provide for the availability of public facilities and services needed to support development concurrent with the impacts of such development subsequent to the adoption of the Comprehensive Plan. These facilities shall meet adopted LOS standards and be consistent with the Concurrency Management process which is an integral part of the Comprehensive Plan.

**Policy 2:** As a mechanism for determining facility capacity and existing Level of Service, the City will annually update its Concurrency Management process through the capital facilities portion of the Plan.

**Policy 3:** The City will support and encourage the joint development and use of cultural and community facilities with other governmental or community organizations in areas of mutual concern and benefit.

**Policy 4:** The City will emphasize capital improvement projects which promote the conservation, preservation or revitalization of commercial, industrial, and residential areas in the City of Davenport.

**Policy 5:** The City shall use the following LOS standards in reviewing the impacts of new development and redevelopment upon public facility provision:

**a. Parks, Recreation and Open Space**

Community Parks – 4 acres per 100 persons

**b. Drainage**

1. Drainage Swales - 25 -year, 24-hour storm event
2. Storm water Management Systems - Retain on-site the runoff from 25-year, 24-hour storm at peak discharge rates. Development will be regulated to ensure that its post-development run-off to City systems does not exceed the pre-developed discharge volume and/or rate to ensure the level of service of the existing storm water system is not compromised.

**c. Traffic Circulation**

Roadway link specific for all roadways in the City's jurisdiction.

1. Major Arterial Level of Service (LOS) C at peak hour traffic
2. State Highway and City Road LOS C over 24 hour period
3. Collectors and Local Roads - Design Standards

**d. Sanitary Sewer**

Wastewater treatment facility with 1,000,000 gpd capacity

**e. Potable Water**

The City has a yearly average usage of 550 gallons per capita per day (gpcd). Total capacity of the system is estimated at 2,140 gpm with a pressure range of 35-50 psi.

**f. Solid Waste**

Served by a private contractor and taken out of Lincoln County.

**Policy 6:** Proposed plan amendments and request for new development or redevelopment shall be evaluated according to the following guidelines as to whether the proposed action would:

1. Contribute to a condition of public hazards;
2. Exacerbate any existing condition of public facility capacity deficits;
3. Generate public facility demands that exceed capacity increase planning in the Six-Year Schedule of Improvements;
4. Accommodate public facility demands based upon adopted LOS standards and attempt to meet specified measurable objectives, when public facilities are developer-provided;
5. Demonstrate financial feasibility, subject to this element, when public facilities are provided, in part or whole, by the City and county;
6. Affect state agencies' facilities plans and siting of essential public facilities;
7. Affect significant cultural and scenic resources and critical natural areas.

**Objective E:** Coordinate City Capital improvements with the Land Use Element.

**Policy 1:** When planning for the location and capacity of future capital improvements, the land use designations and densities shown in this comprehensive plan should be utilized in order to assure consistency.

**Objective F:** Use dedicated and restricted funds as prescribed by the funding authority and the RCW for capital improvements throughout the City.

**Policy 1:** A Hotel/Motel tax fund is set up to receive tax proceeds on the lodging revenues of local hotel and motel businesses. These funds are then received in fund 110 Tourism. These funds are used exclusively for the purpose of paying all or any part of the cost of tourism promotion, acquisition of tourism related facilities, or operation of tourism related facilities as described under RCW 67.28.1815.

**Policy 2:** Real Estate Excise Tax funds collected on the sale of real property are placed in a separate line item under fund 109 General Capital Improvement and are used for the purposes outlined under RCW 82.46.010.



# Transportation Element

# I. INTRODUCTION

## **Purpose of the Transportation Element**

This Transportation Element has been developed in accordance with Section 36.70A.070 of the Growth Management Act to address the motorized and non-motorized transportation needs of the City of Davenport. It represents the community's policy plan for the next 20 years.

~~A~~ ~~s~~ **Street** and highway **airport systems** ~~is~~ **are** the key to expeditious movement of persons and goods. It is to the economic and social benefit of any community that these movements occur with minimum delay, congestion, and hazard. Within The City of Davenport, much of the ~~traffie~~ **transportation** volume is a result of agricultural trucking, **aerial applications** and recreation. Traffic developing from this varied patterns of activities must be served by an adequate, well-coordinated, and economic system, maintained to keep pace with the demands of future growth.

The Transportation Element has been developed in accordance with the City-Wide Planning Policies, and has been integrated with all other planning elements to ensure consistency throughout the Comprehensive Plan. The Transportation Element specifically considers the location and condition of the existing traffic circulation system; the cause, scope, and nature of transportation problems; the projected transportation needs; and plans for addressing all transportation needs while maintaining established level of service standards.

- I. Introduction
- II. Inventory and analysis of existing transportation system conditions
- III. Future needs and alternatives of future transportation needs
- IV. Goals, objectives, and policies for future transportation

## **Concurrency**

This element contains the City of Davenport's plan to provide specified levels of transportation service in a timely manner. The level of service standards that are adopted in this plan will be maintained through upkeep of the existing circulation system and expansion of transportation services where needed. These standards provide measurable criteria to judge the adequacy of roadway service provision.

The process of establishing level of service standards requires the City to make quality of service decisions explicit. As specified in the Growth Management Act new developments will be prohibited unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. Such improvements and strategies will be in place or financially planned for within six years of development use.

## II. INVENTORY AND ANALYSIS

The inventory presented in this element provides information useful to the planning process. This Transportation Element addresses all roads located within the City, including those which are the responsibility of the Washington State Department of Transportation (state highway system) or the City itself (all roads not privately owned or included in the above). Information on existing roadway functional classifications, the most recently available traffic volume counts, and accident frequency data was collected from the Washington State Department of Transportation and the City. The analysis of this information is found at the City engineer's office.

- \* Location and integration of existing transportation
- \* Method for assessing capacity of the transportation system
- \* Capacity of the existing transportation system

### **Location and integration of existing transportation**

State Route 2 runs east-west through Davenport, connecting it with Spokane to the east and Seattle to the west and other points in between. U.S. **highways** and state highways are for high-speed, heavy-volume use. The City roadways serve as main thoroughfares for the City of Davenport. They are constructed of hard-surface materials. Primary City roads serve as collectors for local traffic. They are hard-surface roads, which provide safe, uncongested travel to populated areas. The community has its own unique need for the movement of freight and people for economic reasons, medical, recreational, and other social needs.

The City's municipal airport has potential to be a source of great economic viability and freight mobility. At some point even passenger service may be offered. As a general aviation airport the private use of this facility will be an added component to the Transportation Element. The City of Davenport's Airport Layout Plan, adopted by the City in 2007 is hereby adopted by reference in its entirety.

## III. FUTURE NEEDS AND ALTERNATIVES

This section of the Transportation Element explains expected increases in traffic volumes and identifies potential traffic problems. The transportation plan for improvements and expansion will be based on the following analyses **to include the airport**:

- \* Analysis of roadway capacity improvements
- \* Analysis of roadway safety improvements
- \* Analysis of projected transportation needs

### **Analysis of needed capacity improvements**

After completing the inventory of existing capacity, the City of Davenport has decided that level of service D at peak hour is a reasonable and achievable standard for the major arterial roadways. Many of the roadways currently provide this level of service or better.

### **Future Roadway Needs**

The top ten items on the approved six year street plan are listed under the Capital Facilities Element. These projections were used to determine the needed improvements and new roadway facilities for the near future.

### **Future Airport Needs**

**Safety and design concerns are at the top of the list for improvements to the airport runway. The City includes the State Capital Improvement Plan in conjunction with the Federal Aviation Administration's Capital Plan to coordinate future improvements.**

## **IV. GOALS, OBJECTIVES AND POLICIES**

This section discusses the plan for future transportation in the City. The timing of development and provision of services are key components of this planning process. In addition to the discussion below, a future land-use map has been developed to illustrate the various land uses and growth management strategies.

The analysis of existing conditions and projected needs in the previous section highlighted the areas of concern and opportunities for the City of Davenport. The plan contains a strategy for achievement of the City's goals in light of the existing conditions in the City. The goals and policies within the plan provide guidelines and positive actions.

The plan and policies for transportation issues in the City of Davenport are organized as follows:

- Vision Statement Goals. These goals are essential to the quality of life in The City of Davenport and will remain unchanged for long-term planning.
- Transportation Goals. These goals describe concepts to be used in decision- making. These goals are based on the existing conditions and projected changes in the community, and will be revised as the community changes.
- Plan Concept. A discussion relating the findings of the inventory and analysis to the goals and vision of the community this should outline the strategies that will guide future growth and development in the community.

- **Policies.** The policies specify what should be accomplished to reach the goals. These policies either provide clear guidance for decision-making when a situation arises, or provide clear responsibilities that will be implemented. The accomplishments under these policies can be used to measure progress toward the goals.

**GOAL I:** To provide an effective roadway network with adequate capacity to meet, at the adopted level of service standard, the demand for travel in the City.

**Objective A:** The City will attempt to make available safe, convenient, and efficient transportation for all residents and visitors to the community. This will include improvements to existing facilities as well as extensions of transportation to new developments.

**Policy 1:** Transportation improvements which are identified in the transportation plan shall be implemented concurrent with new development. "Concurrent with development" means that improvements or strategies are in place at the time of development, or that a financial commitment by the developer is in place to complete the improvements or strategies within six years in accordance to the transportation impact fee ordinance.

**Objective B:** To provide for the safe and efficient movement of people and goods within the community as well as to and from other communities. The circulation system should support development in accordance with the land use plan. The circulation system should function so that the percentage of trips is greatest on the arterial streets and least on the local streets. Access between different activities and functions of the community must be designed for optimum convenience of the user. Assure access for emergency services and vehicles.

**Policy 1:** Arterials should be located so as to minimize disruption to residential areas.

**Policy 2:** Traffic should be separated by type and function: commercial traffic should be confined to highways and arterials except when making direct delivery of merchandise to local residential users.

**Policy 3:** The location of arterials should take into account the minimizing of right-of-way and construction costs and maximizing of benefits to the community.

**Policy 4:** Encourage additions to traffic safety measures to assure easy, safe and convenient pedestrian and bicycle access to all areas of the City.

**Policy 5:** To develop a safe method for pedestrian traffic to cross U.S. Highway 2 (Morgan Street).

**Objective C:** An efficient multi-modal transportation system that is based upon inter and intra-jurisdictional priorities shall be encouraged.

**Policy 1:** The City will continue to incorporate regular and routine consideration of bicycles in accordance with the Washington Department of Transportation and the American Association of State Highway and Transportation Officials [ASSHTO] standards in all transportation improvements.

**Policy 2:** Where appropriate, the City will install new sidewalks in pedestrian corridors considered by the City to be high-priority [i.e., parks and areas used by elderly or handicapped persons] within two years of identification.

**Objective D:** By 2045~~20~~**20**, the City should seek to reduce the accident rate at representative locations on the roadway system within the City by at least 5%.

**Policy 1:** The City shall identify specific high-accident intersections on both the collector and arterial system within two years of plan adoption.

**Policy 2:** The City shall utilize emergency response times as established in the Department of Public Works service level analysis.

**Policy 3:** By 2045~~20~~**20**, the City will perform required and requested maintenance activities related to traffic control devices and roadway material within guidelines established by the Department of Public Works.

**Policy 4:** The City will collect from WSDOT and Lincoln County needed traffic data such as traffic counts and accident data to support studies, planning and operational activities for the Department of Public Works.

**Objective E:** The City will ensure that the transportation system is adequate to serve all existing and future land uses. This will require coordination with the Land-Use Plan and with the transportation plans of adjacent jurisdictions. In addition, to ensure that a consistent level of service is provided, the City will develop a Concurrency Management System, will explore alternatives for demand management, and will **seek to** secure adequate financing for transportation.

**Policy 1:** The City shall encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with the City Comprehensive Plan.

**Policy 2:** The City will review all development proposals, rezoning and vacating petitions, variance requests, subdivision plats, and commercial construction site plans to ensure coordination with the Transportation Element.

**Objective F:** The Transportation Plan shall protect the environment, as best possible, as follows: a) provide for protection of critical areas such as wetlands and natural resource land which have long-term use and commercial significance, b) reduce air pollution when applicable, c) reduce transportation-related sources of water contaminants, d) provide for noise abatement design and practices, and e) support growth within areas that can absorb the growth adequately.

**Policy 1:** New roads shall be routed so as to avoid transversing publicly-owned natural preserves, parks and recreation areas, significant cultural resources, and areas identified as critical wildlife habitat, except in cases of overriding public interest.

**Policy 2:** All road construction projects shall meet or exceed the minimum requirements for storm water runoff.

**Policy 3:** Within three years of plan adoption, the City shall adopt an official right-of-way map identifying future right-of-way needs based on the Transportation Element. The City will coordinate with the Washington Department of Transportation in the selection of the criteria used to establish future right-of-way across sections of the state highway system.

**Policy 4:** By the year 2044~~20~~**20**, the City shall review all future proposed roadway corridors with respect to critical areas so as to minimize adverse impacts thereupon.

**Objective G:** By the year 2045~~20~~**20**, the City shall provide a cost affordable level of service for the roadway network for The City of Davenport.

**Policy 1:** The City shall maintain an annually-updated listing of analyzed and prioritized road improvement needs based on the Transportation Element.

**Policy 2:** By 2045~~20~~**20**, the City shall utilize development phasing in the urban growth area to ensure consistency with the associated level of service standard by year or with the capacity of the existing and programmed roadway network as adopted by the City.

**Policy 3:** The City shall adopt and enforce ordinances which prohibit development approval if the development causes the Level of Service on transportation facilities to decline below the standards adopted in this element.

**Objective H: The City will work closely with the Federal Aviation Administration and Washington State Department of Transportation Aviation Division to address safety and design deficiencies at the airport.**

**Policy 1: The City shall continue to apply for grants from the FAA to accomplish safety concerns regarding length and width of existing runway.**

**Policy 2: The City shall continue to apply of grants from WSDOT aviation to provide matching funds necessary to fund portions of the safety improvements.**

**Policy 3: The City will continue to budget appropriately enough matching grant funds to allow for the safety concerns to be implemented.**



# Housing Element

# I. INTRODUCTION

## Purpose of the Housing Element

This Housing Element has been developed in accordance with Section 36.70A.070 of the Growth Management Act to address the housing needs of the City of Davenport. It represents the community's policy plan for the next 20 years.

The Housing Element has been developed in accordance with the City-Wide Planning Policies, and has been integrated with all other planning elements to ensure consistency throughout the Comprehensive Plan. The Housing Element specifically considers the condition of the existing housing stock, the cause, scope, and nature of any housing problems, and the provision of a variety of housing types to match the lifestyle and economic needs of the community. This element examines special housing needs, such as low and moderate-income family housing, foster care facilities, group homes, manufactured homes, government-supported housing, and historically-significant housing. The Housing Element includes:

- \* Introduction
- \* Inventory and analysis
- \* Future needs and alternatives
- \* Goals and policies

### Major housing considerations and goals

The City's development regulations (zoning, building codes, etc.) notify the private sector about how the development and construction of housing will take place. However, unlike the other elements of the Comprehensive Plan, the City does not provide this service directly. The Housing Element will set the conditions under which the private housing industry will operate, and establishes both long-term and short-term policies to meet the community's housing needs and to achieve the community goals. The Housing Plan in this element will guide decision-making to achieve the community goals.

# II. INVENTORY AND ANALYSIS

This section puts forth all the inventory data or information for housing in the City.

**Development Patterns:** Over the last few decades, most Lincoln County residential or commercial development has occurred within the City limits of Davenport. That development pattern is expected to continue and is reflected in the boundaries of the Urban Growth Area. One new residential plat has been proposed and the land annexed in the City but no development has taken place that would impact our patterns to-date. The area known as the Davenport Business Park sold to a local investor and business owner and development has started on that portion north of town along SR25 may be the next downtown growth corridor.

## **A. EXISTING HOUSING**

**Housing Units:** There are 750 housing units in Davenport according to the 2010 census and 694 of them are occupied; 477 or 68.7% of these are owner-occupied housing units. The median year in which these houses were built is 1958 and the median value is \$94,400. Renter-occupied units constitute 31.3% of 217 units. The median year in which the rental units were built is 1954 and median rent paid is \$545 per month.

## **B. AFFORDABILITY**

Affordability is not the critical issue in the City of Davenport that it is in surrounding areas; however, it is likely to become critical in the near future.

Housing is considered to be "affordable" if the total of all housing costs, including taxes, insurance, and utilities (including heat) does not exceed 30% of a household's gross income.

Since renters are typically younger households, any lack of affordability is more likely the result of lower-paying jobs than high-priced housing. However, in both owned and rented properties, housing is becoming less affordable.

## **C. SUMMARY**

Existing housing in the City of Davenport is in good condition for the most part, and is currently affordable. However, its availability is diminishing.

The condition of housing has remained good. However, there is valid reason to be concerned about housing conditions. First, over half of all housing is over 50 years old, which indicates the upcoming need for renovation or updating. In addition, landlords of older units don't have money readily available (or the desire) to repair units after they have been vacated; so some units sit vacant and in need of repair. In general, though, most housing appears to be in fine condition.

The cost to purchase and rent housing has increased slightly in the past three years. Home values have increased an average of 7% since 1990. Only a very small portion of people would have difficulty affording the median rent or medium-priced homes, and the homes valued below median are plentiful enough to accommodate the majority of these households.

If rent assistance were available in the City of Davenport, it would likely be needed most by seniors, who make up a large portion of lower-income households. The building of a senior complex would create a situation in which lower-income seniors, who currently own their own homes free and clear but can no longer maintain them, would move from their homes and begin paying rent.

### III. FUTURE NEEDS AND ALTERNATIVES

This section of the Housing Element explains expected development trends and identifies potential development problems and opportunities. The plan for rehabilitation and development will be based on the following analyses:

- \* Projected housing needs by type and cost
- \* Needed public facilities and services
- \* Land availability
- \* Private sector housing supply and affordability

***New Household Formations:*** It is unlikely that there will be a great demand for new housing in the near to mid-term future due to the flat population projections.

#### **Analysis of Land Availability**

This analysis examines all of the land that is available for residential land uses under the current zoning and development ordinances. This provides an initial estimate of the community's ability to meet its housing needs. It also clarifies the ability under the current regulations to develop a pattern with a sense of community, safety, and access to commercial and employment centers. The policies developed in the Land-Use Element and this Housing Element will transform the location and density of housing. Adjustment of this analysis to reflect new policies and revisions to the zoning ordinance clarified the implications of various policy decisions.

***Available Residential Land:*** Land for the City's anticipated households is easily found within the outlining areas of the current City limits.

***Build-Out Potential of Residential Land:*** In planning residential areas, certain development standards are observed to provide a maximum level of safety, convenience, and amenities. The physical arrangement of residential dwellings in relation to other community facilities, for example, should be developed in a manner that, within the limits of natural terrain, environment, and economic feasibility, would contribute to the general welfare of the community. The natural terrain in residential areas should be reasonable for living. Areas which are subject to natural hazards should be considered not suitable for residential development.

Road and street systems should be designed to provide maximum safe circulation and provide the best access to the areas in question. The residential road or street system should acknowledge the topography and provide safe and easy access to the major-thoroughfares system. Where possible, all utilities should be placed within the street right-of-way but outside of the paved portions.

Residential areas should be buffered from noise, smoke, and heavy traffic, and encroachment of dwelling density should be consistent with the urban area comprehensive plan and zones.

These areas should be contiguous to the incorporated areas of The City of Davenport. Residential development should be confined to locations which feasibly can be supplied with the incorporated area utility services and facilities.

### **Summary**

The capacity for new housing in the City of Davenport appears to be adequate for the near future. Lots are available at reasonable cost. New construction is limited to some degree by the tentative job (and therefore housing) market and the relatively low property values. However, contractors currently building are positive about the custom construction market and are supported by local lenders and the building department.

All types of financing are available locally. One of the largest obstacles to financing new construction and remodeling is that property values in the area are too low to support much debt. New construction is made difficult because the gap between construction cost and sales price is small (which results in smaller profit for contractors) or even negative (which makes building unreasonable). All types of rental unit financing (construction, purchase, remodeling) are often not possible because rents will not support the debt.

Since the market history has frequently fluctuated in the area, it would be wise to develop the area slowly. Any new annexations or subdivisions should be built in phases to allow marketability and supportive infrastructure improvements to be made. This would not only test the market, but would also check the capacity of existing systems to support more people.

## **IV. GOALS, OBJECTIVES, AND POLICIES**

This section discusses the plan for future housing in the City of Davenport. The timing of development and provision of services are key components of this planning process. In addition to the discussion below, a future land-use map has been developed to illustrate the various land uses and growth management strategies.

The analysis of existing conditions and projected needs in the previous section highlighted the areas of concern and opportunities for the community. The vision statement, along with the inventory and analysis contained in this element, was used to create a plan. The plan contains a strategy for achievement of the community's goals in light of the existing conditions in the community. The goals and policies within the plan provide guidelines and positive actions. The plan and policies for housing issues in the community are organized as follows:

- Vision Statement Goals. These goals are essential to the quality of life in The City of Davenport, and will remain unchanged for long-term planning.
- Housing Goals. These goals describe concepts to be used in decision-making. These goals are based on the existing conditions and projected changes in the City, and will be revised as the City changes.

- Plan Concept. A discussion should be held, relating the findings of the inventory and analysis to the goals and vision of the community. This should outline the strategies that will guide future growth and development in the community.
- Policies. The policies specify what should be accomplished to reach the goals. These policies either provide clear guidance for decision-making when a situation arises, or provide clear responsibilities that will be implemented. The accomplishments under these policies can be used to measure progress toward the goals.

**GOAL I:** The City recognizes the need for a variety of housing types and densities and the need for a range of affordable housing. It shall strive to set the conditions to encourage such development, to provide public facilities that will encourage such development, and to explore public mechanisms to address the shortfalls of the market.

**Objective A:** New residential development in the form of single family homes, condominiums, and townhouses should continue to occur in the areas identified as having the potential for that specific growth.

**Policy 1:** The City will revise its zoning ordinance to ensure that these various types and densities of housing are permitted.

**Objective B:** The City will undertake actions to promote residential development at a density that will allow pedestrian access to commercial areas, employment, schools, and park or recreational areas.

**Policy 1:** The City shall revise its zoning ordinance to ensure that high-density residential areas are allowed and are well-located.

**Policy 2:** The City shall develop an ordinance to allow home occupations in residential areas. The intent is to permit home occupations or professions which are incidental to or carried on in dwelling places, and do not change the residential character. This type of occupation is usually carried on by a member of the family residing within the dwelling place. This type of occupation is currently allowed under a Conditional Use permitting process.

**Policy 3:** Residential development should be restricted whenever possible to non-arable land in order to retain the economic, rural, and environmental character of the planning area.

**Objective C:** The City will encourage the new development of multi-family housing and small single-family units, and will take steps to ensure that these new developments are incorporated with the existing commercial and community structures within the City.

**Policy 1:** The City shall revise its zoning ordinance to ensure that these various types and densities of housing are permitted. This may be accomplished by adding additional zones to allow for certain developments.

**Policy 2:** The City shall provide zones for areas for auxiliary apartments in residential zones for low- to moderate-income, small-family, single-person, or seasonal occupant, as long as the unit maintains the appropriate residential character and quality living environment.

**Policy 3:** Planned Unit Developments should be designed to protect the aesthetic value of the land and allow for higher-density development.

**Objective D:** The City shall support and encourage opportunities for all residents to purchase or rent affordable, safe, and sanitary housing. The City will carefully examine the needs of the current residents in order to direct new housing development, rehabilitated housing, and assisted housing to where it is most needed.

**Policy 1:** The City shall review state and federal housing programs, and make recommendations regarding future grant applications.

**Policy 2:** The City shall encourage and support coordination with neighborhood-based groups or other volunteer organizations to promote rehabilitation and community revitalization efforts.

**Objective E:** The City shall support opportunities for residents with special housing needs. While the community cannot meet these needs immediately, clarifying the responsibilities of various public and private agents is an important step toward meeting these needs. The City will also carefully examine the needs of the current residents in order to direct new housing development, rehabilitated housing, and assisted housing to where it is most needed.

**Policy 1:** The City shall review, and amend as necessary, the zoning code so that different classes of group homes are permitted in appropriate residential neighborhoods, and that no residential neighborhoods are closed to such facilities.

**Objective F:** To address the needs of the elderly an increasing proportion of the residential land use shall be zoned for high densities. The City shall encourage the provision of smaller units (with one or two bedrooms) and more compact housing types (cluster, townhouse, apartment, or condominium). In siting development for the elderly the City shall also review the proximity to shopping, hospitals, public transportation routes, retail and service centers, and parks.

**Policy 1:** The City shall ensure that all residential areas are supplied with public facilities and services. The City should continue to evaluate public facilities and services in rehabilitated and redeveloped areas.

**Objective G:** The City should try to increase homeownership opportunities.

**Policy 1:** The City should follow the steps listed above as they apply to new housing.

**Policy 2:** The City shall encourage efforts which free up under-utilized housing stock. For example: it would encourage a senior condo project which would allow elderly single- homeowners who wished to live in smaller, more maintenance-free homes to move into smaller units and thereby make their large homes available to younger and/or larger families.

**Policy 3:** The City should encourage lenders, contractors, realtors, and building officials to work together toward the goal of creating moderately-priced subdivisions. Some examples could include: zoning measures that decrease the cost of building, lowered/subsidized lot costs, guaranteed loans through local lenders, creation of a down payment assistance loan program, or inclusion of local volunteer labor for building (for example, Habitat for Humanity or the FHMA self-help program).

**Policy 4:** The City should encourage spec home building in all price ranges to offer choices to first-time homebuyers and to families wishing to move up (who will in turn make their starter homes available to someone else). This could be accomplished through a collaboration of local government (planning, building, zoning, and public works) as well as lenders, builders, realtors, and employers.

**GOAL II:** The City shall strive to provide housing with pedestrian orientation and that maintains a development pattern, in order to promote a sense of community and safety. The City will also strive to provide housing in good condition, with high-quality designs, and adequate buffers from noise, odors, and other environmental stresses.

**Objective A:** The City shall maintain and implement the building code improvements and design standards ordinances to ensure a conscientious vision for the community both to promote the vision and to prevent unwanted development.

**Policy 1:** The City shall continue its primary role in the conservation of housing through public investment in the infrastructure servicing the area (storm drainage, street paving, and recreation) and through zoning to prevent incompatible land uses and depreciation of property values.

**Policy 2:** By 2016, the zoning ordinance shall be reviewed to establish zoning classifications for manufactured home parks and mobile home subdivisions as

part of the overall program to bring the land development regulations into consistency with the Comprehensive Plan.

**Policy 3:** Encroachment by other uses should be discouraged in areas designated for residential development. Buffer zones and green belts should be established between residential areas and industrial parks or other incompatible land uses.

**Objective B:** The City shall provide for an urban residential area housing activities focus on the preservation and conservation of existing standard housing, the rehabilitation of substandard housing, and the redevelopment of deteriorated housing.

**Policy 1:** The City shall determine that conservation of the existing housing stock in standard condition will be achieved through private investment in maintenance and repair and through enforcement of the City's housing code.

**Policy 2:** The City shall research and work with agencies, lenders, and housing organizations to find models for successful rehabilitation programs that can be adapted for local use, and form collaborations with local lenders, realtors, contractors, building officials, utility companies, and housing agencies to create new ideas for rehabilitation programs.

**Policy 3:** By 2013, the City should support prioritization for demolition and rehabilitation of the housing stock where determined to be economically infeasible. These sites could then be utilized under the existing zoning classification or redeveloped at a higher intensity through the site-specific zoning process.

**Policy 4:** The City shall continue to implement its code enforcement program, and should encourage owners to repair and improve maintenance of their structures.

**GOAL III:** The City shall develop and allow for zoning in the areas surrounding the Davenport Municipal Airport.

**Objective C:** These zones will need to take into consideration the conditions of siting within the Airport Overlay Zone and address any restrictions that the FAA may recommend for these zones.



# Utilities Element

# I. INTRODUCTION

## **Purpose of the Utilities Element**

This Utilities Element has been developed in accordance with Section 36.70A.070 of the Growth Management Act to address utility services in The City of Davenport. It represents the community's policy plan for growth over the next 20 years. The Utilities Element describes how the goals in the other plan elements will be implemented through utility policies and regulations, and is an important element in implementing the Comprehensive Plan.

The Utilities Element has also been developed in accordance with the City-Wide Planning Policies, and has been integrated with all other planning elements to ensure consistency throughout the comprehensive plan. The Utilities Element specifically considers the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines and telecommunication lines. This element also identifies general utility corridors.

The Utilities Element includes:

- I. Introduction
- II. Inventory and analysis
- III. Future needs and alternatives
- IV. Goals, objectives, and policies

### **Urban Growth Area**

The Urban Growth Area boundary was selected in order to ensure that urban services will be available to all development. This includes the provision of utility facilities. The City recognizes that planning for utilities is the primary responsibility of the utility providers. However, the City will incorporate these plans prepared by the providers into its comprehensive planning efforts in order to identify ways of improving the quality and delivery of services provided in the City, county, towns, and their designated Urban Growth Area boundaries. All development requiring urban services will be located in the Urban Growth Area, and will have these services extended to them in a timely and financially feasible manner by the developer. The Utility Plan in this element will guide decision making to achieve the City and community goals.

# II. INVENTORY AND ANALYSIS

The inventory presented in this element provides information useful to the planning process. It does not include all of the data or information that was gathered, but has presented the relevant information in an organized and useful format. The inventory summarizes general information pertaining to the existing utility service system throughout the City of Davenport. Many public and private agencies are involved in regulation,

coordination, production, delivery, and supply of utility services. This section of the element identifies those providers as well as the legislation regulating the utility. The analysis of this information is located in Section III. The inventory includes:

- \* Natural gas
- \* Electrical services
- \* Telecommunications
- \* Water
- \* Sewer
- \* Solid waste

### **Natural Gas**

The City of Davenport is currently served by natural gas supplied by Avista Utilities.

### **Electrical Utilities**

The City of Davenport is served by Avista Utilities. While a section of the unincorporated area outside of the City is served by Inland Power and Light. According to the electrical utility, there seems to be ample supply and capacity to meet existing demand for the incorporated City limits, and the urban growth area, as well as the rural residents throughout the City of Davenport.

### **Telecommunication/Cable Television Utilities**

The City of Davenport is served by CenturyLink/CenturyTel Communications for land line telephone service. Community Cable is the provider for cable television services.

### **Water Utilities**

The majority of the unincorporated area of the City is not served by any public water utility, but rather is dependent upon private wells. There is a small portion of the City directly adjacent to the City of Davenport, which has water service provided by Davenport.

It is important to note that although the capacity seems good for current residential use, the location of a new residential development or commercial industry in the area could produce a strain on the system. In light of this, it is particularly important to have exact capacity figures available for businesses considering locating in the area. If new housing or industry development were to materialize, the water system's capacity will need to be increased both in volume and pressure. An unbiased evaluation which determines capacity for further usage should be performed in the near future. In addition, plans for expansion and upgrading should be firm. A current water plan developed by an engineering firm is available for reference as to capacity.

<b><u>CURRENT WATER SYSTEM STATUS *</u></b>	<b><u>AMOUNT</u></b>
Existing Residential Services	654
Existing Residential Services Annual Usage	15,933,134 cu ft
Avg. Annual Usage per Residential Service	24,363 cu ft
Avg. Annual Usage all Non-Residential Service	7,784,708 cu ft
Existing Total System Annual Usage	23,717,842 cu ft
Total Number of Projected Residential Services (Approved connections per WFIs)	1000

\* Taken from 2006 Small Water System Mgt Plan-CenturyWest Engineering

### **Sewer Utilities**

The only sewer utility service in The City of Davenport serves only the City proper; the unincorporated areas are dependent upon on-site sewage disposal systems. There is a small unincorporated area directly outside of Davenport which is served by the municipal sewage system. As Washington State Department of Health regulations continue to evolve, the use of on-site systems is likely to become less feasible, which will affect development patterns in the City.

The sewage treatment plant and part of the collection system were upgraded in 1986. The actual plant capacity was reduced, so that, if new housing or industry development were to materialize, the treatment plant's capacity might need to be expanded. At this time, most of the homes within the City limits are connected to these systems, with plans in progress to connect all residences.

<b><u>CURRENT SYSTEM STATUS *</u></b>	<b><u>AMOUNT</u></b>
Current design Population	1,740 people
Design Population - 2020	2,300 people

\* Taken from 2000 General Sewer Plan with Facilities Planning Supplement.  
Prepared by CH2MHill

### **Solid Waste**

In dealing with solid waste, the City of Davenport has garbage collection service. Davenport's solid waste is collected by a private contractor. Most of the City of Davenport residents now have a garbage collection service available to them; The City of Davenport does not currently own or operates a solid waste transfer station. Lincoln County has a transfer station available but the City does not participate as part of normal collection service. Solid waste generated in Davenport and the collected rural garbage are transported directly out of the City by the waste hauling contractor.

The City should continue to evaluate the efficiencies of contracting out solid waste to ensure the citizens receive value for their services.

### **III. FUTURE NEEDS AND ALTERNATIVES**

#### **Natural Gas**

Natural gas service exists in The City of Davenport and is supplied by Avista Utilities.

#### **Electrical service**

The delivery of electricity to The City of Davenport in order to meet future demands will take a coordinated process between the City and the utility provider. According to Avista, it is anticipated that there will be enough capacity to meet the projected growth for the community based on the projections from the Office of Financial Management.

#### **Telecommunications**

The provision of telecommunication services is driven by the needs of its customers. As the City grows, telecommunication facilities will be upgraded to ensure adequate service levels. It is also feasible that facilities will be upgraded as technology advances. Landline service is provided by CenturyTel Communications. Cellular phone service is provided by a number of carriers and their signal antenna placement will have to be monitored and placed within the City with FAA approval and at the discretion of the governing body.

#### **Water, Sewer and Solid Waste**

The future needs of the community are addressed in the goals section of this element. The actual improvement plan for water and wastewater improvements are listed in the Capital Facilities Element of this Plan.

### **IV. GOALS, OBJECTIVES, AND POLICIES**

This section discusses the plan for future utility service in the City. The timing of development and provision of services are key components of this planning process.

The analysis of existing conditions and projected needs in the previous section highlighted the areas of concern and opportunities for the community. The plan contains a strategy for achievement of the community's goals in light of the existing conditions in the community. The goals and policies within the plan provide guidelines and positive actions.

The plan and policies for utility issues in The City of Davenport are organized as follows:

- Vision Statement Goals. These goals are essential to the quality of life in the Community and will remain unchanged for long-term planning.

- Utility Goals. These goals describe concepts to be used in decision making. These goals are based on existing conditions and projected changes in the City, and will be revised as the City changes.
- Plan Concept. A discussion relating the findings of the inventory and analysis to the goals and vision of the community should outline the strategies that will guide future growth and development in the community.
- Policies. The policies specify what should be accomplished to reach the goals. These policies either provide clear guidance for decision-making when a situation arises, or provide clear responsibilities that will be implemented. The accomplishments under these policies can be used to measure progress toward the goals.

## **Goal I:**

- A. To facilitate the development of all utilities at the appropriate levels of service to accommodate growth that is anticipated to occur in the City.
- B. To facilitate the provision of utilities that are environmentally-sensitive, safe and reliable, aesthetically-compatible with the surrounding land uses, and available at a reasonable economic cost.
- C. To process permits and approvals for utility facilities in a fair and timely manner and in accord with the development regulations which encourage predictability and continuity with other approvals.

### **Objective A: Implement Timely Processes**

**Policy 1:** The City shall promote, when reasonably feasible, co-location of new public and private utility distribution facilities in shared trenches and on existing facilities. Careful coordination of construction timing is to be used to minimize construction-related disruptions and reduce the cost of utility delivery.

**Policy 2:** The City shall provide timely effective notice to utilities to encourage coordination of public and private utility trenching activities for new construction and maintenance and repair of existing roads.

**Policy 3:** The City shall encourage provision of an efficient, cost-effective and reliable utility service by ensuring that land and facilities will be made available for the location of utility lines and antenna, including location within transportation corridors.

**Policy 4:** The City shall ensure that all maintenance, repair, installation, and replacement activities by utilities are consistent with the City's critical areas ordinances.

**Policy 5:** The City shall encourage system design practices intended to minimize the number and duration of interruptions to customer service.

## **Objective B:** Energy Conservation and Conversion

**Policy 1:** The City shall facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and to achieve improved air quality.

**Policy 2:** The City shall facilitate the conversion to cost-effective and environmentally-sensitive alternative technologies and energy sources.

**Policy 3:** The City should support development of a widespread gaseous fuel infrastructure to provide more options to reduce vehicular pollution, convert City fleet to cleaner fuels or a mixture of currently technology.

**Policy 4:** Sewage disposal systems within the City should meet state regulations.

**Policy 5:** Environmental restrictions and capabilities should be carefully considered when planning community facilities.

## **Objective C:** Coordination with the Land-Use Element

**Policy 1:** City land-use planning shall be coordinated with the utility providers' planning, and the City shall adopt procedures that encourage providers to utilize the Land-Use Element and Capital Facilities portion of this Plan in planning future facilities.

**Policy 2:** The City shall utilize maps of the existing and proposed utility facility corridors to determine consistency of such designations with the elements of the Comprehensive Plan.

**Policy 3:** The City shall ensure that the Comprehensive Plan designates areas available for the location of utility facilities.

**Policy 4:** The City recognizes that the utilities have an obligation to serve and provide the same level of service to all of its customers.

## **Objective D:** Water and Sewer Systems

**Policy 1:** The City shall coordinate land-use planning with the adequacy of a safe water supply. Development other than low-density residential should be

concentrated within future growth areas where public water service facilities are available or can be expanded.

**Policy 2:** The City shall coordinate land-use planning with safe provisions for sewer treatment, especially in accordance with Department of Health regulations. New development other than low-density residential should be concentrated within the areas where public sewer service facilities are available or can be expanded.

**Policy 3:** The City of Davenport will continue to follow State guidelines and adopt further sewage disposal standards and/or guidelines which include, among other items: (1) construction and design standards, and (2) types of systems and locations where they could be utilized.



# Parks & Recreation Element

# I. INTRODUCTION

## Purpose of the Parks and Recreation Element

This Parks & Recreation Element has been developed to describe the goals of the community towards this important ingredient of our quality of life. This element is not required under the Growth Management Act, but it became apparent during early phases of the planning process that many citizens placed a high value upon this element, therefore it has been incorporated.

# II. INVENTORY & ANALYSIS

The following list describes the existing facilities available in the Davenport area.

## RECREATION FACILITIES

Basketball Courts	Inside courts – 1 each at grade and Jr. High schools, 1 at the Davenport High School. Outside courts at Sports Complex and grade school.
Tennis Courts	Four (4) courts at <b>Davenport</b> High School.
Baseball/softball Fields	Regulation baseball, little league and softball fields are available at the Sports Complex Park, Jahn Field for high school softball. <b>Etc.</b>
Horse-riding	<b>Lincoln County</b> Fairgrounds arena
Swimming	Davenport Water Park
Picnicking	City Park, Sports Complex
Playground Equipment	City Park, Grade School
Track	<del>School track, open for joggers</del> <b>Grade School</b>
Football Field	<b>Grade</b> School field
Gun Club ( <b>Private non-profit</b> )	Trap and Skeet Shooting, Hunter education.
<b>Bowling</b>	Privately Owned ( <b>Closed</b> )
Skating (Board, Inline, etc)	City Skate Park

The City of Davenport has a variety of sites (Map 3) available for park and recreation facilities, as described below. Presently, the City has **a number of** ~~two~~ developed park sites with facilities to provide for the recreational activities of residents of the community.

- **Davenport City-Cottonwood Springs Park** located in the center of Davenport, features a creek that offers fishing for children only. It serves as a community park and neighborhood playground with a variety of playground equipment, outdoor pool, horseshoe pit, picnic table and grills, pavilion and bathrooms and is located near a private historical museum and Bell Tower.
- Jahn's **Field Park**, **located** at the intersection of 1<sup>st</sup> and Adams streets has a softball field, and picnic area **and restroom facility**, available **In the adjacent park a larger fenced-in grass area is used for soccer and flag football**. The City maintains this park with assistance from the Davenport School District.
- Pioneer Plaza: **located at the corner of 6<sup>th</sup> and Morgan Street** has public restrooms, gazebo, drinking fountain and benches that are surrounded by trees and shrubbery.
- **Skate Park: located at the intersection of Park and 7<sup>th</sup> Streets is equipped with a few ramps and other skate park amenities.**
- **Sports Complex: located at the north end of McInnis Road and SR2 is the newly developed Davenport Sports Complex that houses a regulation baseball field, a softball field, and a regulation little league field. This park is complete with a paved parking lot, restroom and concession facility. Also in this park is a Disc Golf Course complete with 9 holes (baskets).**
- **City Trail System:** There is ~~no~~ **limited** public transportation in Davenport. The City has developed a walking/jogging and bicycle **trail plan** path that **takes into consideration the entire City and connection points to all major employers and facilities** ~~begins at Third Street and moves south to Fitness Lane.~~
- **School District:** **Despite the recent remodeling of t**~~The~~ school facilities ~~availability for~~ **of** playground and community recreation activities are very limited and heavily used. The school recreational facilities include limited playgrounds, ball fields, gym and track, which are intensely used in school programs and have limited access for general community recreation.
- **Lions' Park:** The Lions' Park, located just off Highway 2 and 1<sup>st</sup> Street, is **a Department of Transportation right of way and is therefore limited in its use. Currently it has been** used for ~~soccer~~ and the annual Car Show. **That practice has been halted due to the construction of the sports complex and a safer place to play.**

**Community Garden: For a modest fee citizens can rent a raised bed for gardening recreational purposes. This garden is located at the corner of Harker and Spring Streets.**

### III. FUTURE NEEDS

Through the use of surveys, the City has determined a list of future parks and recreational needs. As the interests of the citizens change more surveys will be presented in order to determine the wants and needs of the users of the area's parks and recreation opportunities. The priority listing below is based on the most recent survey presented to the public and is as follows with related items added. Many of these items are included in the six year plan for general capital improvements as part of the Capital Facilities Element of this plan.

1. Swimming pool and water park features **(Completed)**
2. Additional ball fields (baseball, softball and Disc Golf) **(Completed)**
3. Skateboard **(Completed)** and Ice Skating Park
4. Bike/Hike Path along Cottonwood Creek & undeveloped properties
5. More Youth activities (Skyhawk Youth Camps are Offered)
6. More activities for seniors
7. Irrigation Systems (where needed)
8. Playground Equipment
9. **Shooting Range**
10. **Sand/Grass Volleyball Courts**
11. **New park development**

Other additional recreation items have emerged lately as possibilities and the City will work with its park and recreation partners to make all priorities a reality.

### IV. GOALS AND OBJECTIVES

**GOAL:** To Preserve and Enhance the Quality of Life.

The City of Davenport will implement a recreation, open space and design plan that preserves open space, provides diverse park and recreation facilities, promotes the proper management of recreation resources, and encourages diverse recreational opportunities. This section will address:

- **Community Character.** The City will maintain and, where appropriate, improve the general appearance and aesthetic quality of the community.
- **Recreation Areas.** The City will seek to preserve, acquire and enhance open space areas to provide a variety of recreational opportunities.

- **Geological Features.** The City will preserve geological features and vistas that are dominant in the landscape and aesthetically pleasing. Open space areas will also be designated to protect critical areas and resource lands.
- **Incompatible Land Uses.** The City will use open space and buffer areas to separate incompatible land uses.
- **Open Space Links.** The City will develop links between open space areas that provide a variety of functional recreational areas and other uses such as schools and commercial areas in order to encourage pedestrian-oriented transportation.
- **Recreational Opportunities.** The City will encourage individual public and private endeavors as well as partnerships that provide a full range of easily accessible recreational opportunities to all persons including the physically disabled, elderly, youth and economically disadvantaged.
- **Community Beautification.** The City will work closely with community groups and support efforts to help in projects that bring cleanliness and environmental friendliness to the City.

**OBJECTIVE A:** Improve Community Character. The City will seek to improve the existing character of the community with projects that enhance an open and uncrowded ambiance in a safe environment.

**Policy 1:** The City will work to develop a system of pedestrian corridors and bicycle paths to encourage pedestrian orientation and discourage noise, pollution and traffic congestion.

**Policy 2:** The City will develop buffer areas and sidewalks along the pedestrian corridors to provide for pedestrian safety.

**OBJECTIVE B:** Enhance and Preserve Recreational Areas. The City will seek mechanisms to fund the enhancement and expansion of existing parks and recreation facilities.

**Policy 1:** The City will undertake 3, 10 and 20-year park reviews.

**Policy 2:** The City will support the development of a trail and pursue the means to provide facilities for a “trailhead” in Davenport.

**Policy 3:** The City will prepare a plan for the development of an additional jogging/exercise path.

**Policy 4:** The City will pursue the development of additional bike routes.

**Policy 5:** The City will plan and enhance the park in conjunction with the Museum.

**Policy 6:** The City will require impact fees to be applied to open space park areas in newly developing residential zones sufficient to serve the new population.

**OBJECTIVE C:** Separate Incompatible Land Uses. The City will ensure the separation of incompatible land uses through the development of buffer areas and standards.

**Policy 1:** The City will identify existing land areas, which will benefit from the development of vegetated or natural buffer areas.

**Policy 2:** The City will develop buffer standards for new development.

**OBJECTIVE D:** Provide Open Space Links. The City will develop an integrated open space system that offers residents many opportunities for physically active and/or passive recreation in the surroundings of the natural environment.

**Policy 1:** Connect existing City parks and recreation facilities by means of walking and bicycle routes.

**Policy 2:** Require new development to participate in a linked system and provide land area where appropriate.

**OBJECTIVE E:** Provide Recreational Opportunities. Determine what role the City's parks should play in the future revitalization/economic development plans developed for the City; then provide a sufficient budget over a long-term timeframe to accomplish capital improvements.

**Policy 1:** Adopt a regular maintenance/improvement schedule for the parks and equipment that prioritizes needed improvements and provides a timeline for implementing and completing them.

**Policy 2:** Make the parks a showcase for promoting tourism and recreational activities that contribute to economic growth.

**Policy 3:** Regularly update the Parks and Recreation Element and make it a readily used management tool for future improvements.

**Policy 4:** Encourage programs that promote varied recreational activities, skill development, and participation opportunities.

**Policy 5:** Cooperate with local public agencies **and non-profits**, i.e. Davenport School District, and the Lincoln County Park and Recreation District #3 **and Davenport Gun and Game Club** to maximize the use of community recreation and open space resources.

**Policy 6:** Work closely with the local youth athletic organizations (Wheatland Little League, AAU, American Legion, etc.) to provide the community with facilities and programs that promote activities to a broad range of participants.

**OBJECTIVE F:** Community Beautification. The City will support efforts to improve the appearance of the City and revitalize the downtown area.

**Policy 1:** Support service group efforts to improve the community by landscaping, tree planting and other activities to improve the appearance of the City.

**Policy 2:** Participate in efforts to develop a “Downtown Revitalization” Plan that maintains open space and provides pedestrian and bicycle facilities. An environmentally enhanced “River Walk” should be a part of this Policy/Plan.

**Policy 3:** Develop appearance goals for the City.

**Policy 4:** Improve the entrances to the City by placing enhanced landscaping, signage or other environmentally friendly features.

**Policy 5:** Seek assistance through the Department of Natural Resources Urban Forestry Program.

## V. DEMAND AND NEED

Recent trends impart a new urgency to planning for open spaces, if residents are to continue to enjoy their benefits in the future. Lands that have historically functioned as informal open space—the vacant lots next door—are being rapidly developed. At the same time, changing lifestyles and the desire for increased activities, together with a growing retirement-age population, have placed increased demands on existing parks, open spaces, and recreational lands. The President’s Commission on the American Outdoors reported that more Americans are taking shorter trips, close to home. As a result, local parks are increasingly crowded while local funds to meet the new demands are struggling to keep pace.

To maximize the benefit of open space lands, the City should seek a meaningful system of open space areas. The system should consist of a complementary set of parks and open spaces which, when considered together, meet the needs of a full range of community interests. This Element of the Comprehensive Plan emphasizes the importance of establishing an open space system and places a high priority on

protecting lands that can physically and functionally link other open spaces, for example, greenbelt areas, trails and links between neighborhood parks. Open spaces should be well related to the residential areas that are served. Resource land and critical areas should be incorporated into the open space systems as they are identified.

The City of Davenport recognizes the need for open spaces and a balance between the requirements for areas designated as necessary for economic wellbeing and areas devoted to residential purposes. There is an equal need for open spaces that provide City beautification, recreational activities, historic preservation and environmental protection. The City also recognizes that all people should have access to recreational activities and facilities regardless of interest, age, income, cultural background, housing environment or disability. To reach that goal the City is committed to making available to the public and other organizations any City owned property that can be practically used for recreational purposes. Davenport is a small rural community with scattered low-density residential development. The development of a Parks and Recreation Plan must be based on several realities:

1. The community has financial limitations and must accomplish the most from its limited resources by partnering with school districts, local sporting groups and community organizations to apply for grants and explore other financial opportunities.
2. Neighborhood parks accommodate only a small portion of the City population at a given time and an insignificant portion of leisure time. Most parks are under used or unused by a majority of the population they are intended to serve.
3. Decreasing levels of disposable income and increasing unemployment or underemployment will decrease the demand for high cost activities such as boating and skiing. The demand for lower cost activities such as walking, bicycling, bird watching, sun bathing, swimming and organized youth sporting activities will increase.
4. The lack of public transportation will cause a significant number of Davenport's population who cannot, or do not, own cars to rely on local parks for leisure and recreational opportunities.
5. Parks and recreation opportunities increase the value of surrounding homes and the general desirability of the community.

This Parks and Recreation Element is an expression of the City of Davenport's community objectives, needs and priorities for providing leisure space, service, recreational opportunities and park facilities. This plan will provide a guide for public and private decisions related to the scope, quality, and location of leisure opportunities to meet the needs of residents and visitors.

To meet the needs of the community the City makes every effort to allow public participation at every practical level of planning and development. The public is given every opportunity to have their needs and opinions heard at the Planning Commission

level and/or in front of the City Council prior to adoption of any policies of a planning and implementation nature. Participation may mean any or all of the following; the use of surveys, personal observation as to activity patterns, informal conversations, workshops, the use of the public hearing process or any other acceptable method to gain meaningful information.

## **COMMUNITY FORESTRY**

Recognizing the benefit gained from a community that has landscaping, the parks are enhanced with trees, bushes, shrubs, flowers, grass, and flora. The plan objectives are as follows:

1. Utilize the Parks & Recreation Committee to assist the City with establishing needs and financial requirements.
2. Solicit input from the public and participation from any interested group.
3. Undertake a cooperative planning program to draft a 3, 10, and 20-year Comprehensive Strategic Plan for landscaping, tree planting, and care on public and private property in the City.
4. Develop a community-wide education program to involve residents of all ages in proper planning and caring for trees in the City.
5. Implement a tree planting project from the Comprehensive Strategic Plan. The City will try to instill a renewed sense of pride as the 400+ trees that now adorn the City give it a fresh, clean look. The City will review the potential for growing poplars at its sewage treatment facility and for establishing a City nursery or community gardens.

## **VI. FINANCIAL**

### **ANNUAL EXPENDITURES**

Annual expenditures can vary because of several factors, including, grant cycles, weather variations, economic upturns and downturns, and population changes. The figures shown on this Capital Improvement Plan indicates future expenditures for Davenport parks, recreation and open space facilities.

The City is making every effort to make a variety of recreational opportunities available to the citizens of Davenport and surrounding areas. To make that happen the Capital Improvement Plan (CIP) as shown in the Capital Facilities Element of this Plan is used as a guide to the City Council, Planning Commission and other partnering agencies and groups to keep the goals and objectives clear in order to meet the needs of the

community. This CIP is a financial tool to aid the City when putting together the annual budget, setting aside funds to meet goals, planning the application for grants (RCFB, Tony Hawk, ARC, etc.) and developing inter-local agreements between partnering organizations.

## VII. Action Plan

The vision for the future of Davenport places a strong emphasis on providing parks throughout the community and making provisions for new park dedications that are incorporated into subdivision regulations. Open spaces are an integral part of the park system. Such parks can be utilized to encourage and develop the arts, such as Art on the Green events, concerts, craft festivals, farm markets, and public gathering places.

Pedestrian and bike paths can be developed to interlink the parks system. These pathways can run parallel to the creek, highways, historic sites and the business district of Davenport and will protect users from high traffic areas adding a multi-modal transportation element to the City. Natural features will be maintained and maximum enjoyment will be afforded for the users. To enhance the expanded parks system, parking availability will be expanded and include handicap access and will be designed to protect the local wildlife and other natural habitats.

The City's Parks & Recreation Committee, after numerous meetings and public hearings, determined that creating a 3, 10, and 20-year plan is the most appropriate methodology for developing an implementable planning strategy to maximize recreational opportunities. These plans and timelines to accomplish them are presented below.

### 3-Year Plan

- ~~Rehabilitate the downtown park, add pool amenities, relocate and add additional children's playground equipment, establish safe fall zones, add trees and shrubs.~~
- ~~**Finish the** Design a restroom facility for the Sports Complex and seek financing to build.~~
- Improve the Disc Golf Course and begin work on the multi-purpose field.
- Work closely with Wheatland Little League, Davenport School District and community groups to share costs to maintain the ball fields they use on City owned property.
- **Work with the Davenport Gun Club toward an agreement to apply for funding for additional gun/archery ranges on City property.**
- Review all facilities for compliance to the 1990 Americans with Disabilities Act.

## **10-Year Plan**

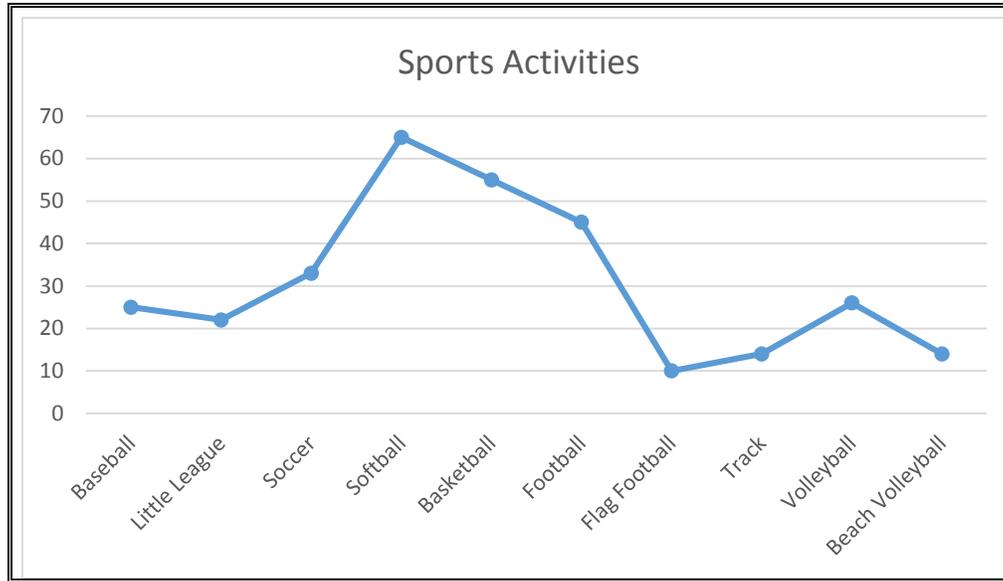
- Project future population and identify areas of growth in the City.
- Begin a process for financing the acquisition of lands strategically located for parks, open spaces, trails, bike paths, ball fields, natural and historical sites, and recreational opportunities.
- Identify historical, archeological, and other points of interest in the City.

## **20-Year Plan**

- Project future population growth and identify areas of growth in the City.
- Continue a process of financing the acquisition of lands.
- Establish a funding mechanism for replacement of facilities in the parks.

Coordinate planning and studies with the Davenport Public School District, Lincoln County Park and Recreation District #3 and other youth activity groups to maximize the utilization of public facilities and unify efforts for the greatest benefit to all.

## APPENDIX A



# Survey Results

## CITY OF DAVENPORT SURVEY RESULTS

The City of Davenport is in the process of updating its Comprehensive Land Use Plan. Our planning efforts will be much more productive if we understand the needs, desires, and ideas of the people within the City of Davenport and its outlying needs.

We would appreciate your taking a short amount of time to fill out this survey and return it to City Hall provided within 5 days. Additional copies are available at City Hall. If you have any questions, please call City Hall at 725-4352.

### QUALITY OF LIFE

1. How do you rate Davenport as a place to live?

39 Excellent      52 Good      17 Average      1 Poor

**Why?** \_\_\_\_\_  
 \_\_\_\_\_

2. Do you live...

102 - Inside the City Limits      7 - Outside the City Limits

3. How many years have you lived here?

20 0 - 5 years      13 5 - 10 years      76 more than 10 years

4. The City's population has grown from 1,450 people in 1990 to 1,735 people in 2007. Do you think that amount of growth is...

5 Too much      82 About right      22 Too little

5. How would you rank the importance of the following quality of life issues?

	Very Important	Important	Not Important	No Opinion
Maintain Park Land for Recreation	34	60	7	3
Provide Housing for all Income	16	47	25	9
Increase Employment Opportunities	47	41	7	7
Provide Public Services	31	57	4	7
Provide Recreational Opportunities	23	52	15	7
Preserve History and Heritage	33	54	11	2
Preserve Rural Character	28	55	10	4
Operate its own Police Department	3	19	36	17

## 6. PUBLIC FACILITIES AND SERVICES

How would you rate the following services within the community of Davenport?

	Excellent	Good	Average	Poor	No Opinion
Utilities (electricity, gas)	28	45	17	3	0
Telephone	16	30	20	11	10
Cable Television	0	13	26	18	21
Street Lighting	5	28	37	11	1
Trash Collection	18	37	23	13	4
Recycling	3	20	19	34	12
Sewage Disposal	11	40	22	7	9
Animal Control	6	24	34	15	15
Litter Enforcement	2	22	34	23	12
Junk Car Removal	2	17	29	33	11
Street & Road Maint.	6	23	36	16	7
Drainage, Curbs & Gutter	7	27	35	17	7
Sidewalks & Pedestrian	5	28	32	20	4
Water Quality	10	29	32	14	4
Air Quality	21	37	25	4	2
Public Library	12	32	32	6	11
Police Protection	13	41	32	8	4
Fire Protection	19	43	26	4	3
Disabled Access	5	35	23	9	17

7. If you were in a position to change the quality of life in your community, what are the three most important things you would change?

*(Numbers indicate the quantity of identical responses.)*

58 – Restaurants (more choices)	22 – Walk/bike trail
37 – Job opportunities	18 - Transit to Spokane
36 – Clean up junk cars	18 – More youth activities
32 – Promote business	18 – Better street lights
32 – Recycling	17 – Assisted senior living
30 – Reduce drug abuse	17 - Walmart or Costco
26 - More retail	16 - Improve library
26 – Decrease crime	13 – More paved streets
25 – Improve sidewalks	13 – Improve parks
24 - Cleaner neighborhoods	13 – Improve crosswalks
24 - Activities for elderly	9 - Relocate beavers
24 – Control of dogs and cats	8 - Music and dances
24 - Activities for elderly	8 – Improve gutters

8. Identify the two most important things you would like to preserve in your community.  
(Numbers indicate the quantity of identical responses.)

42 – Local hospital and nursing home	14 – Safety
37 – Police and fire protection	14 - Local agricultural businesses
36 – Quality schools	11 – Vital Main Street
25 – Local businesses	8 – Memorial Hall
24 – Rural atmosphere	7 – Airport Operations
22 – Small town attitude	7 – Cottonwood creek
22 – Water quality	6 – History
19 – Clean small town	6 - Parks
16 – Swimming pool	3 – Museum

Additional Comments on: **Why is Davenport a Good Place to Live?**

- Recreational Activities, Great Schools, Country Living.
- Strong Roots, Educational and Family Values.
- My lifetime home of 79 years, no interest in living anywhere else.
- Small, Quiet, Convenient to Spokane.
- Davenport is a Very Boring Town.
- Peaceful, Schools Good, Crime Rate Low, Enjoy the Area.
- As compared to Seattle where we lived for 50 years.
- Friends, Close to Spokane, Hospital and other Services.
- City Govt. makes little attempts to improve life for residents.
- Trailer park is gross, Neighborhoods around schools are full of junk, trash service is terrible.
- Garbage service is a joke, Cans benefit Sunshine, Litter has greatly increased. Houses and cars near the grade school are terrible. It's Embarrassing.
- Hate Garbage Totes, Look Ugly on Street, Small and Awkward to Use, Fall Over.
- Lived here for 65 years and always felt safe.
- Local business owners have negative attitudes.
- Close to Spokane, County Seat, Clinic, Hospital and other services.
- Close to Hospital, Good Schools, Close to Spokane, Good Police Fire & People.
- Close to School and River.
- I can walk to town for services, graveyard only one mile out and someone else can drive.
- Access to the Columbia River and Spokane for services.
- Friendly, No Traffic Jams, Quiet.
- Town used to be safer. Main Street needs sidewalks and road update.
- Require all employees to be residents. Return to Strong Mayor (we are) and eliminate City Manager (Administrator actually, big difference).
- Please stop using my vacant lot for storm water runoff.
- Nice to have more activities, movie nights.