

**RESOLUTION No. 21/22-29  
CITY OF DAYTON, OREGON**

***A Resolution Adopting Public Works Design Standards Update No. 12***

**WHEREAS**, on October 6, 2006, the Dayton City Council adopted Resolution #06/07-11, A Resolution Adopting City of Dayton Public Works Design Standards (hereafter called "Standards"), and amended on February 5, 2007, by Resolution #06/07-27, A Resolution Adopting Public Works Design Standards Update No. 1; and on January 7, 2008, by Resolution #07/08-17, A Resolution Adopting Public Works Design Standards Update #2; and Resolution 07/08-31, A Resolution Adopting Public Works Design Standards Update #3; and Resolution 09/10-31, A Resolution Adopting Public Works Design Standards Update #4; and Resolution 12/13-35, A Resolution Adopting Public Works Design Standards Update #5; and Resolution 13/14-5, A Resolution Adopting Public Works Design Standards Update #6; and Resolution No. 15/16-10 A Resolution Adopting Public Works Design Standards Update #7; and Resolution No. 17/18-9 A Resolution Adopting Public Work Design Standards Update #8; and Resolution No. 19/20-2 A Resolution Adopting Public Work Design Standards Update #9; and Resolution No. 19/20-19 A Resolution Adopting Public Work Design Standards Update #10; and Resolution No. 20/21-12; and

**WHEREAS**, the Standards are subject to change as both the City's needs change and the industry standards change, or if errors are discovered in the document; and

**WHEREAS**, certain information in the Standards needs to be updated or changed.

**The City of Dayton resolves as follows:**

- 1) **THAT** Update No. 12 to the City of Dayton Public Works Design Standards, (attached hereto as Exhibit A and by this reference incorporated herein) is hereby adopted; and
- 2) **THAT** this resolution shall become effective immediately upon adoption.

**ADOPTED** this 21<sup>st</sup> day of June 2022.

**In Favor:** Frank, Holbrook, Mackin, Maguire, Marquez, Sandoval-Perez, Wytoski

**Opposed:** None

**Absent:** None

**Abstained:** None

  
\_\_\_\_\_  
Elizabeth Wytoski, Mayor

  
\_\_\_\_\_  
Date of Signing

**ATTESTED BY:**  
  
\_\_\_\_\_  
Patty Ringnalda, City Recorder

  
\_\_\_\_\_  
Date of Enactment

**Attachment - Exhibit A**

Additional PWDS update  
Handout, 6/20/2022 CC mtg.

installation of permanent marking of parking spaces, driving lanes, fire lanes & turnarounds, etc. (ie. where permanent surface painting is not feasible, permanent colored surface delineators specifically designed for use with the durable non-paved surface proposed shall be provided and installed).

f.g. New alleys shall be paved.

g-h. Alleys (or unimproved street ROW) Used as Driveways. Existing alleys or unimproved street right-of-ways used as driveways for new structures (whether or not land use approval is required) shall be paved to City standards from the improved public street from which vehicular access is taken, along the entire portion of the alley or unimproved ROW used as a driveway (including turning/backing areas as applicable).

h-i. In cases where non-paved surfaces are allowed, driveways and alleys shall be provided with a minimum 10 foot paved or concrete extension of the approach beyond the back of sidewalk location in all cases (from back of future sidewalk location for turnpike streets). Per LUDC 7.2.303.09.A, new driveways shall be paved completely with asphalt or concrete (except for durable non-paved approved as noted above).

i-j. Multiple use, commercial or industrial type driveways (and any driveway exceeding 10% slope) shall be paved completely.

j-k. Single family residential driveways: Driveway shall be a minimum of 12 feet wide and a maximum of 24 feet wide at the property line (LUDC 7.2.303.09.C). See PWDS 2.30.d, g & m for residential driveway apron requirements on turnpike streets.

k-l. Common driveways serving multiple lots and flag lot driveways over 150 feet in length shall be provided with an emergency turnaround meeting the requirements of the Public Works Director, or as required by the Oregon Fire Code.

l-m. Maximum slope of driveways shall not exceed 15%.

m-n. The angle between a driveway centerline and the parallel vehicle travel lane shall be between 75 degrees and 105 degrees.

n-o. For driveways connecting to a street that has not been improved to its ultimate width, the driveway profile (ie. vertical profile) shall be designed to allow for future street widening without reconstruction of the driveway. Driveways on turnpike or streets narrower than standard shall be constructed such that the surface of the driveway matches the future back of sidewalk elevation (ie. future back of sidewalk elevation to be based on design street width and cross slope per current City standards, assuming the future street will be centered in the future right-of-way unless otherwise directed by the City). This requirement applies both to new driveways and to existing driveways reconstructed in conjunction with street improvements. See also 2.30.e regarding driveway grades constructed so that it does not block drainage along the street.

p. Setback to Garage. Unless otherwise approved in writing by the City, garages shall be set back a minimum of 20 feet from property lines, or from the edge of an access

c) Drawings for fire services shall include cover sheet (with information per PWDS 1.10) & sheet index, vicinity map, scaled & dimensioned site plan showing adjoining street name, width, curb and property line, location of existing water line (referenced to the property line), existing hydrant locations and the distance to property pins where the service crosses the property line (offset as required to avoid conflict with survey monuments per ORS 92.044.7), location of proposed backflow assembly, and shall include all applicable details required for construction of the fire service and appurtenances.

d) Forward Flow Test Port & Drain (see also Detail 559) ←

(1) A "Forward Flow Test Port" shall be provided for all fire service lines (installed in the DCDA vault per City details for exterior DCDA assemblies, unless an alternate permanent "Forward Flow Test Port" location is approved in writing by Public Works and the Fire Code official, or if a private fire hydrant downstream of the DCDA is designated as the required "Forward Flow Test Port").

(2) The fire service design engineer is responsible for coordinating with the fire sprinkler system designer/installer to verify the flowrate required for the "Forward Flow Test" of the backflow device, and the fire sprinkler system installer shall coordinate to ensure that all connections, hose & flow measurement equipment (Hose Monster or equal) is provided as required to conduct the acceptance "Forward Flow Test" as required by NFPA 13.10.10.2.5.1.

(3) All components of the Forward Flow Test Port (including connections, valves, etc., but excluding the fire hoses & flow measurement equipment) shall remain in place to allow subsequent "Forward Flow Tests" to be conducted without any system modifications (ie. the annual flow tests as required per NFPA 25.13.6.2.1).

(4) If the Forward Flow Test Port is installed inside a building, drains adequate to handle the full test flows shall be provided, unless provisions are included to direct the test flows to the exterior of the building in a location which will not cause damage to public or private property.

d)e) Service taps on fire service lines are prohibited.

Fire code  
RE Amendments  
(From Detail 559)

d. Type A Public Works Permit.

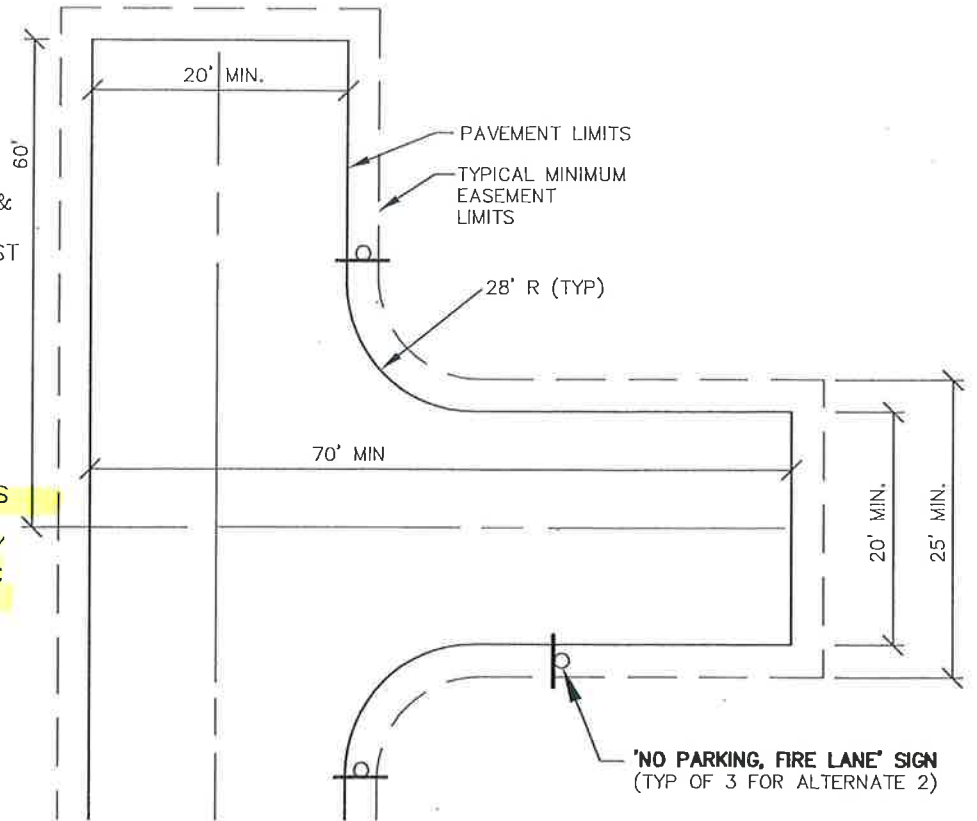
- 1) Work for which a Type A Street/Utility Construction Permit is required shall include the following.
  - a) Any sidewalk, driveway approach or utility service improvements to serve a single residence, duplex or business for which public street or mainline utility improvements are not required, and that do not include construction or reconstruction of parking lots, private streets, fire lanes or common use driveways other than for duplexes.
  - b) Utility work by franchise utility companies that does ~~NOT~~ require pavement cuts or boring longitudinally along a street-public right-of-way or City utility easement shall require a Type A permit (*including installation by boring along or across a public right-of-way or City utility easement, unless the Public Works Director determines that the scope of the proposed installation requires review by the City Engineer, in which case a Type B permit will be required*). Such work shall be exempt from permit fees to the extent provided by Section G.9(e) herein.
- 2) An improvements agreement and performance security shall be executed as specified in Section G.10 herein.

e. Type B Public Works Permit.

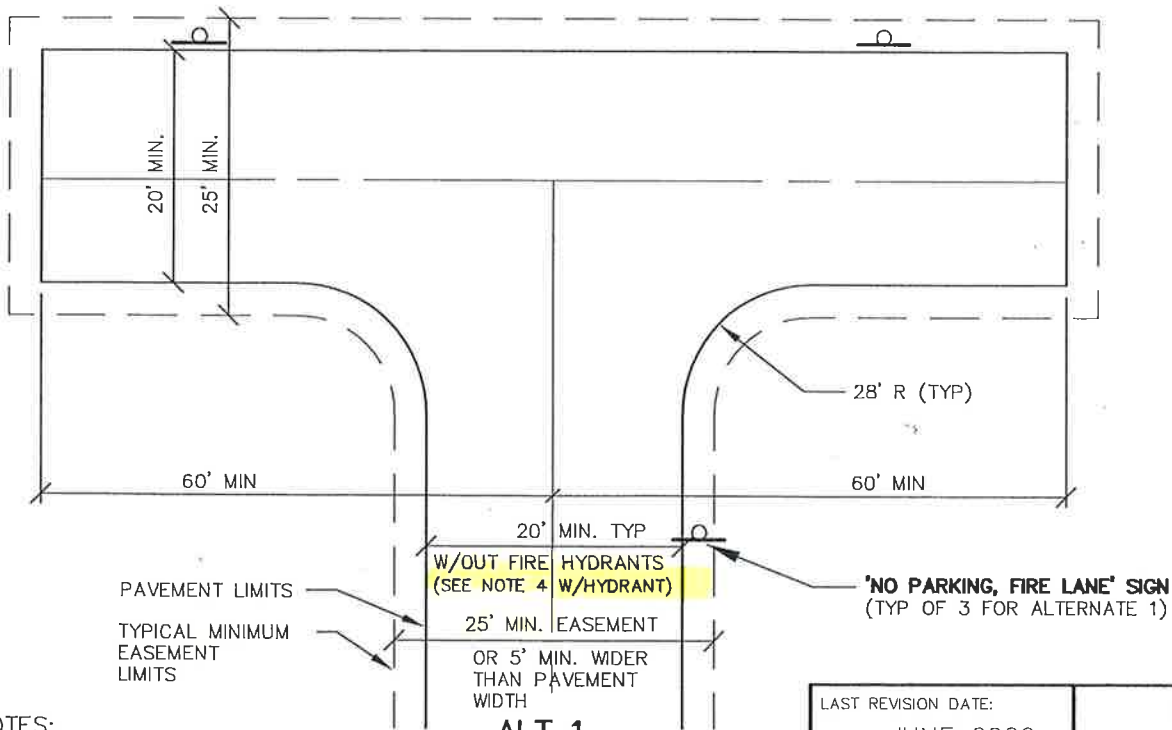
- 1) Work for which a Type B Site/Street/Utility Construction Permit is required shall include the following.
  - a) Any street, sidewalk or utility improvement to serve more than a single residence, duplex or business, or for which public street or mainline utility improvements are required (*including fire hydrants or dedicated fire service lines serving fire sprinkler systems services and/or private fire hydrants, per PWDS 5.19.d.2*), or that include parking lots, private streets, fire lanes or common use driveways other than for duplexes, or which includes storm drainage improvements involving drywells or stormwater infiltration systems which require approval or permitting by DEQ, or which serve more than a single residence, or which serve commercial / industrial / public developments.
  - b) Installation of service laterals for multiple properties within a common trench, or installation of service lateral(s) across property other than that being served.
  - c) Site Grading & Fills.
    - (1) Projects that require site grading, filling or fill stockpiling operations associated with development of the property other

**FIRE CODE NOTES:**

- A) FIRE LANES, TURNAROUNDS & ASSOCIATED IMPROVEMENTS SHALL COMPLY WITH THE MOST CURRENT VERSION OF THE OREGON FIRE CODE (OFC).
- B) GRADES ALONG FIRE LANES OR ALONG TURNAROUND AREAS SHALL NOT EXCEED 10% WITHOUT PRIOR WRITTEN APPROVAL FROM THE FIRE CODE OFFICIAL (OFC D103.2).
- C) **NARROWER FIRE LANE WIDTHS MUST BE APPROVED IN WRITING AS AN EXCEPTION BY THE FIRE CODE OFFICIAL (OFC 503.2.2)**



**ALT 2**



**ALT 1**

**NOTES:**

- 1. 'NO PARKING/FIRE LANE' SIGNS REQUIRED WITHIN LIMITS OF TURN-AROUND AS SHOWN, & AT TYPICAL 50 FOOT MAXIMUM INTERVALS ALONG LENGTH OF FIRE LANE OR PER OFC REQUIREMENTS.
- 2. THESE ARE TYPICAL MINIMUM DESIGNS AS REQUIRED BY THE 2019 OFC D103.4 & FIGURE D103.1. ALTERNATE DESIGNS SHALL MEET THE APPROVAL OF THE LOCAL FIRE CODE OFFICIAL.
- 3. **FIRE LANES & TURNAROUNDS MUST BE PAVED OR HARD SURFACED.** PAVEMENT DIMENSIONS SHOWN REFERS TO TOTAL DRIVABLE WIDTH BETWEEN CURBS (IF CURBS ARE PRESENT).
- 4. MIN. 26' PAVEMENT WIDTH REQ'D AT FIRE HYDRANTS (OFC D103.1).

LAST REVISION DATE: JUNE 2022	COPYRIGHT 1996 WESTECH ENGINEERING, INC.
<b>FIRE CODE/FIRE LANE HAMMERHEAD TURNAROUND (PRIVATE DRIVES ONLY)</b> (NTS)	
DAYTON, OR	DETAIL NO. 220