

City of Dayton

PRE-APPLICATION COMMENT MEMO

MEETING INFORMATION

Date: 2/16/21, 9:00

Attending:

Steve Sagmiller, Dayton Public Works Director

Isaac Sullens, Dayton Building Permit Specialist

Denny Muchmore, Westech Engineering

Kiel Jenkins, Associate City Planner, MWCOG

Arley Hughes, Sportech

Troy Hughes, Sportech

Mike Morris, Applicant's Real Estate Broker

Cyndi Park, Dayton Planning Coordinator

Rochelle Roaden, Dayton City Manager

PROJECT DESCRIPTION

Development of three commercial leasing spaces (one for Sportech, two open for lease) and a commercial shop area.

Subject Property

The subject property is located at approximately 189 3rd Street

<u>Map & Taxlot</u>	<u>Account#</u>	<u>Taxlot Size</u>	<u>Zone</u>
4.3.17AD 01800, 02500	114254	31 Acres	Industrial (I) Commercial (C)

DAYTON LAND USE AND DEVELOPMENT CODE (LUDC) – Applicable Criteria

Section 7.2.106 Commercial Zone (C)

Section 7.2.3 General Development Standards

REVIEW TYPES

A Site Development Review and a Conditional Use Permit are Type II procedures. Any concurrent applications as discussed in the comments below or at the pre-application meeting will be processed

at the same time. Please note that these comments are based on preliminary review. Additional comments may be provided at the time of application submittal.

- Note that all land use applications must meet all applicable provisions of the LUDC, including, but not limited to the comments below. Additional comments or issues may be raised during the land-use process.
- Comments from the City Engineer are provided at the end of this Memo and shall also be sent separately.

PLANNING

CODE SECTION

COMMENT

7.2.106.A	Applicant will be required to submit a Conditional Use Permit Application (CUP) concurrent with a site development review.
7.2.106.05.A	Maximum height of the building shall be 35 feet.
7.2.106.05.B	Setbacks: Front: None, Side/Rear: 15 feet (minimum rear setback of adjacent R-2 zone)
7.2.106.06.B	A minimum 10% of the property shall be landscaped- Show calculations on site plans.
7.2.201.06.C	Placement on Two or More Lots or Parcels: Where a structure is placed on two or more separate lots or parcels under single ownership so that the structure overlaps a common boundary or encroaches on required yards along the common boundary, the separate lots shall be considered a single lot for the purpose of this Code. Pending ODOT approval parking on the TL 1800 is permitted. Per discussions during the pre-application meeting, staff recommends submitting a petition to vacate the alley between TL 1800 and 2500 and a concurrent Property Line Adjustment (PLA) application to combine TL 1800 and 2500. Staff also recommends consolidating the three legal lots of record (187, 188, 189).
7.2.301.03.C	Public Facility Standards: Street improvements shall be made under the requirements listed in section 7.2.302.04. As discussed during the pre-application meeting, the applicant may submit a Major Variance application to defer street frontage improvements concurrent to the Site Design Review and Conditional Use Permit Applications. Criteria for a major variance may be found in LUDC Section 7.3.108.05.
7.2.303.04.A	Location and use provisions for parking: A. Non-residential Zone. In any non-residential zone, the parking area may be located off the site of the main building, structure or use if it is within 500 feet of such site. Evidence must be submitted to the City indicating a

	permanent recorded easement for the off-site parking. Should lots 1800 and 2500 be combined via PLA, this provision would not apply.
7.2.306.06.A-B	<p>Off-street vehicle parking requirements:</p> <p>A. Construction shop: $1/700 \rightarrow 6400/700 = 9$ required spaces</p> <p>B. Retail: $1/300 \rightarrow 2400 \times 3 = 7200/300 = 24$ required spaces</p> <p>Total 33 required spaces, 25 provided. 8 additional spaces needed.</p> <p>If intended uses are different than the assumed uses above, specify on site plans and provide calculations based on intended use.</p>
7.2.308.08.A	One 12x30x15 loading space required. Show on site plans.
7.2.303.09.C	<p>Parking and loading area development requirements:</p> <p>Must comply with driveway width requirements of this section.</p> <p>1.C- 22 feet access drive width required.</p>
7.2.303.09.D1	South side of the parking area shall be screened by a fence of 4-7 feet in height.
7.2.303.09.E	All lighting shall be directed away from residential area.
7.2.303.09.H1	Landscaping: No landscaping requirements, but staff recommends including landscaping for the perimeter of parking area.
7.2.303.11.A	<p>Bicycle Parking:</p> <p>Two spaces required. Shall be located within 100 feet of a building entrance, well lit, 2x6 feet, shall provide a rack or enclosure.</p>
7.2.306.04.A-C	<p>Screening and buffering</p> <p>A1. Required when abutting residential uses: Applies, and will be required for the portions of the property abutting residential uses (South and East sides of property).</p> <p>B. Screening shall reach 6 feet in height when at maturity.</p> <p>C. Buffering options as provided below:</p> <ol style="list-style-type: none"> 1. Planting Area: Width not less than 15 feet, planted with either one row of trees staggered and spaced not more than fifteen 15 feet apart; or, at least one row of shrubs forming a continuous hedge at least 5 feet in height within one year of planting. 2. Berm Plus Planting Area. Width not less than 10 feet, with the combined total height of the berm and hedge not less than 5 feet.

	<p>3. Wall Plus Planting Area. Width must not be less than 5 feet with a masonry wall or fence not less than 5 feet in height and lawn, shrubs or ground cover covering the remaining area.</p> <p>4. Other approved methods which produce an adequate buffer considering the nature of the impacts to be mitigated.</p>
7.2.30.05.A	Site Plan Requirements: Landscape plan required showing existing landscaping and vegetation, along with all proposed landscaping.

7.3.106 SITE DEVELOPMENT REVIEW

Site Development Review will be required for the proposed development and is a Type II review, with a unique application and fee, requiring a public hearing before the Planning Commission. The following must be submitted as part of a complete application, per Section 7.3.106.05:

- A. Proposed grading and topographical changes;*
- B. All existing and proposed structures, roadway access, adjacent roads, bikeways, pedestrian facilities, public or private, easements or right-of-ways to, or within 200 feet of the subject property and utilities including finished floor elevations and setbacks; (Amended by Ord 589)*
- C. Motor vehicle, bicycle and pedestrian circulation patterns, parking, loading and service areas; (Amended by Ord 589)*
- D. Proposed access to public roads and bikeways, pedestrian facilities, railroads or other transportation systems; (Amended by Ord 589)*
- E. Site drainage plan including methods of storm drainage, sanitary sewer system, water supply system and electrical services. Inverse elevations may be required for all underground transmission lines;*
- F. Proposed landscape plan, to include appropriate visual screening and noise buffering, where necessary, to ensure compatibility with surrounding properties and uses;*
- G. Proposed on-premise signs, fencing or other fabricated barriers, together with their heights and setbacks; and,*
- H. The expected development schedule.*
- I. The location of any flood boundary.*

The submitted Site Development plan will be reviewed in consideration of compliance with the underlying zone (C) and the General Development Standards in Section 7.2.3, which include:

- Off-Street Parking and Loading: 7.2.303
- Storm Drainage: 7.2.304
- Utilities and Facilities: 7.2.305
- Site and Landscaping: 7.2.306
- Yard and Lot Standards: 7.2.308

7.3.107 CONDITIONAL USE PERMIT

A Conditional Use Permit shall be required for this site and is a Type II review, with a unique application and fee, requiring a public hearing before the Planning Commission. Conditional Use Permits shall be approved if the applicant provides evidence substantiating that all the requirements of this Code relative to the proposed use are satisfied, and demonstrates that the proposed use also satisfies the following criteria:

1. The use is listed as a conditional use in the underlying district.
2. The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, and location of improvements and natural features.
3. The proposed development is timely, considering the adequacy of transportation systems, public facilities and services, existing or planned development for the area affected by the use.
4. The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs, or precludes the use of surrounding properties for the primary uses listed in the underlying district.

Engineering/Public Works

The items noted below are based on the layout provided to us prior to the pre-application meeting.

If the layout or proposed development approach changes, some of the items/issues below may be different.

1. Public Works Design Standards.
 - a. Copies of the Dayton PWDS are available for download by the development team from the City's website.
http://www.ci.dayton.or.us/page/public_works_design_standards
 - b. As the project proceeds through planning & design, we or Public Works can provide the developer's engineer with copies of any details updated since the last posted PWDS version (*if applicable*).
 - c. It should be noted that in cases where there are conflicts the PWDS and other standards (*including minimums listed in the Development Code*), the more stringent shall apply as determined by the Public Works Director (*ie. such as parking space size minimums*).
2. Map Direction Convention.
 - a. By City convention and to minimize confusion regarding directions, "plan" north (*for purposes of this review*) is considered to be parallel with 3rd Street and perpendicular to Oak & Ash Streets.
3. Title Report, Existing Easements, Restrictions, etc.

- a. A copy of a title report was submitted (*see access restriction discussions below per the 1956 condemnation suit listed for the Hwy 18 interchange*).
 - b. We are not aware of any additional recorded restrictions associated with this property which are not listed in the title report.
4. ODOT.
 - a. Casey Knecht with ODOT was not able to participate, but did provide information to the development team regarding access from 3rd Street (*copy attached to pre-app application packet for reference*).
 - b. As noted in an email from Casey Knecht, vehicular access from 3rd Street is prohibited to the northerly of the two properties (*TL 1800*), but vehicular access is allowed on the frontage of the southerly property (*TL 2500*).
5. Existing Plats, Surveys, etc.
 - a. This property appears to be part of two previous subdivision plats, as follows.
 - i. TL 4317AD-02500 (*Lots 187, 188 & 189 Original Town of Dayton 1865*).
 - ii. TL 4317-01800 (*part of Oaks Fruit Farm 1892*).
6. Property Consolidation, ROW Vacation, etc.
 - a. In order to develop on the property as proposed, we recommend that the undeveloped alley ROW (*between the two properties*) be vacated, and the existing legal lots be consolidated into one legal lot of record. Otherwise, reciprocal easements & agreements will be required to be recorded against all properties, and an encroachment permit would be required from the City (*since the proposed building extends out into the alley ROW, and the proposed buildings and parking extend across property lines or are on separate legal lots*).
 - b. Alley Vacation (*ie. between the two properties*).
 - i. Since there are no existing City utilities located along the alley ROW between the two properties, and the grades are too steep to allow a public alley or street to be constructed along this alignment between 3rd & 5th Street, there are no objections from a Public Works perspective to alley right-of-way being vacated and the properties on each side of the R/W consolidated into a single legal lot of record (*via a property line adjustment*) so that development could include both of these tax lots and span the alley without encroachment permits or reciprocal easements.
 - ii. The final decision for any such ROW vacation must be approved by the City Council. This process should be coordinated with the City Planner, but we assume it can proceed concurrently with the other land use actions.
 - c. Assuming the alley vacation is approved, the consolidation of the existing lots into a single legal lot of record can be accomplished with a property line adjustment approval and the recording of a PLA survey and associated deeds (*ie. a replat is not required to consolidate these lots*).
7. Property Zoning Status.

- a. All of the developable portion of the properties are located within the Dayton City Limits *(ie. a small portion of the northerly part of the larger parcel [consisting of a drainage ravine] is outside of City Limits, but within the UGB).*
 - b. The property is currently zoned commercial.
 - c. The Planning Commission recently issued a “similar use” decision allowing an SDR & CUP application to be submitted for the proposed use on this property.
 - d. This property is not included on the City historic property index map.
8. Existing buildings, setbacks, etc.
- a. There are no existing structures on the property.
 - b. We assume that the City Planner will provide information on setbacks, based on zoning and proposed uses, as applicable.
9. Development Phasing.
- a. Our understanding is that the proposed development will occur in a single phase.
 - b. All onsite and offsite improvements required to serve *(or to provide service or access to)* any structures or uses created development must be designed, constructed and completed prior to issuance of any occupancy permits.
10. Land Use & Permitting Procedures.
- a. The City Planner summarized the land use application and approval process *(see separate summary by City Planner).*
 - b. As noted in the meeting, all applications can proceed concurrently *(any approvals which are under separate processes would be conditioned on the concurrent approval of the other applications).*
 - c. Anticipated applications anticipated include the following.
 - i. Site Development Review (SDR).
 - ii. Conditional Use Permit (CUP).
 - iii. Major Variance *(to allow for a construction deferral/non-remonstrance agreement rather than street widening).*
 - iv. Vacation *(alley ROW through project).* If this vacation is approved by the City Council, we assume that the entire length from 3rd to 4th could be vacated .
 - v. It is anticipated that a major variance application will be submitted *(to allow for a non-remonstrance agreement to defer street widening improvements).*
 - d. We assume that future commercial uses of the lease spaces shown may require separate Conditional Use Permits *(this should be verified with the City Planner).*
11. Construction Drawing Review after Land Use Approval.
- a. After the land use approval, the review of the drawings for infrastructure improvements *(site grading, street improvements/repairs, sidewalk & pedestrian plans, street lights, waterlines, fire hydrants, sanitary sewer, storm drainage, access driveways/fire lanes and*

parking area layout/dimension plans, etc.) and drawings for the building permits can typically proceed concurrently.

- b. Construction on the infrastructure improvements and the buildings can also proceed concurrently (*although building permits will not be issued until after the infrastructure design is approved by the City and all applicable agencies, and Public Works permits are obtained*).

12. Vehicular Access & Driveways, Parking, etc.

- a. As noted above, vehicular access to the northerly lot from 3rd Street is prohibited by a prior court order in favor of ODOT. Vehicular access to any portion of this project will need to be from the southerly of the properties.
- b. Access Driveway & Fire Lane Improvements. Improvements conforming with PWDS requirements will be required for the new internal commercial/industrial driveway proposed within the development (*as well as meeting any requirements of the Oregon Fire Code-OFC*).
 - i. The width of the common commercial/industrial driveway shall typically be a minimum of 24 foot, although wider width may be required based on turning-radius wheel-path template evaluation which will be required in conjunction with the design of the development (*PWDS 1.10.h.2.m*), or where wider widths are required by the OFC.
 - ii. Truck turnaround areas shall be provided to conform with the PWDS and the OFC requirements.
 - iii. All driveways are required to be paved or otherwise hard surfaced (*PWDS 2.30.d*), unless durable non-paving material is approved by the City on a case-by-case basis (*plain gravel surfaces do not meet the criteria under this option*).
 - iv. Fire lanes.
 - Unless otherwise approved in writing by the Fire Chief, the final layout shall be such that all portions of each building is within 150 feet from a fire apparatus access route as measured by an approved route around the exterior of the building per OFC 503.1.1.
 - All fire apparatus access routes are to be designated as fire lanes and signed for no parking in a manner acceptable to the Fire Chief and City standards (*see sample fire lane easement in PWDS Appendix D*).
 - Fire lane widths & turnarounds shall conform with the OFC and be acceptable to the Fire Chief.
 - Any gates across fire lanes shall be provided with Knox Box or keyed per Fire District standards.
 - If Aerial Fire Apparatus Access Roads are required per OFC D105.1 for certain buildings, maximum clear separation from the fire lane to such buildings shall comply with OFC D105.3 as approved by the Fire Chief.

- c. Parking Lot & Pedestrian Access Improvements. Improvements conforming with PWDS requirements will be required for the proposed parking areas. The City Planner will review the application and determine the number of parking spaces (*including bicycle parking*) required or allowed based on the type of occupancy/use proposed.
- i. Per PWDS 2.28.A & PWDS 2.30.e, parking lots and similar vehicle maneuvering areas are required to be paved or otherwise hard surfaced, unless durable non-paving material is approved by the City on a case-by-case basis (*plain gravel surfaces do not meet the criteria under this option*).
 - ii. Marking, striping and signing of crosswalks, parking spaces and handicap spaces shall conform with City and ADA standards and be acceptable to the City Engineer and Public Works, including but not limited to width, alignment, turning radius, clear vision areas, etc.
 - iii. Dimensions of parking spaces and drive aisles will need to conform with PWDS details 235 to 238 as applicable.
 - iv. Dedicated loading spaces shall be provided if required by the Development Code, without blocking other access routes.
 - v. Sidewalks fronting head-in parking areas shall be 6 foot minimum width unless wheel-stops are provided for each parking space.
 - vi. Number and location of ADA parking spaces must conform with City & state standards.
 - vii. Parking spaces shall be configured such that no part of vehicles will overhang over property lines or right-of-way lines (*PWDS 2.28.f*).
 - viii. The style of required private site & parking area lighting shall conform with City standards and shall be directed downward onto the areas to be lighted, and shall not project outward or upward. All site lighting on private property shall be metered and the utility bills paid by the property owner.
 - ix. Application drawings should identify ADA compliant pedestrian access routes on the site, including (*but not limited to*) the following.
 - From ADA parking spaces to all building entrances, including pedestrian routes across drive aisles where applicable.
 - Along building frontages to provide ADA access to building entrances.
 - Pedestrian access from fronting street to building entrances.
 - Other pedestrian access routes that may be necessary based on specific development proposals.
- d. Storage Yard Improvements.
- i. If the application proposes open storage areas, PWDS 2.30.e requires that “*all driveways, parking areas and vehicle maneuvering areas shall be paved with asphalt, concrete or comparable surfacing, except where the use of durable non-paving material is approved by the City on a case-by-case basis, where required to reduce surface water runoff and protect water quality. 1) Durable non-paved surfaces shall be subject to review and approval by the Public Works Director, and will require a maintenance agreement acceptable to the City be recorded against the*

property. 2) The type of durable pervious surface proposed shall allow for the installation of permanent marking of parking spaces, driving lanes, fire lanes & turnarounds, etc. (ie. where permanent surface painting is not feasible, permanent bright colored surface delineators specifically designed for use with the durable non-paved surface proposed shall be provided and installed). ”

- ii. Any screening for the storage yard area should be coordinated with the City Planner in conjunction with the land use application.

13. Streets & Sidewalks, PUE, etc.

- a. The property has frontage on both 3rd Street (*Hwy 221*), and also includes frontage on two undeveloped alley right-of-ways.
 - i. The first alley ROW runs through the middle of the proposed development, and is the one referenced in the ROW vacation discussions above.
 - ii. The second alley ROW runs along the southerly boundary of the development property, and separates this property from the adjacent residential zone.
- b. As noted above, access to 3rd Street must be from the southerly property frontage (*ie. from outside of the Dayton interchange area*).
- c. Existing Public Streets.
 - i. 3rd Street is an ODOT right-of-way.
 - The frontage of the northerly parcel (*toward Hwy 18*) appears to be part of the Dayton interchange, where access is prohibited.
 - The frontage of the southerly parcel (*away from Hwy 18*) appears to be outside of the Dayton interchange, and vehicular access is allowed.
 - ii. 3rd Street is a turnpike road (*no curbs or sidewalks*) in good condition.
 - The frontage length of the southerly property on 3rd Street frontage appears to be about 140 feet (*ie. only the portion located outside of the Dayton interchange, including the undeveloped alley width*).
 - The frontage length of the northerly property on the Dayton interchange appears to be about 560 feet.
 - iii. Alleys. Both of the alley are City right-of-ways.
 - As noted above, the northerly alley is not anticipated for future improvement, and may be vacated in conjunction with this development.
 - The southerly alley has a sewer main along it, and needs to be reserved for future City maintenance access along the alley right-of-way. However, new improvements for public access along this alley are not anticipated (*since it connects to an existing ODOT right-of-way*).

d. Public Street Improvements Required.

- i. LUDC 7.2.301.02.A and 7.2.301.03 (table) state that street improvements (*ie. widening or reconstruction*) are required by default for new commercial or industrial developments. LUDC 7.2.302.02.B states in part that the provisions of the street standards section are applicable to “*The extension or widening of existing public . . . street improvements including those . . . which may be required by the City in association with other development approvals.*”
 - LUDC 7.2.302.01 states in part that the street standards apply in order to “*provide improvement standards for dedicated but unimproved or partially improved right-of-ways.*”
 - LUDC 7.2.302.02 states in part that “[*street*] improvements in [*existing developed areas*] shall be based on standards adopted by the Department of Public Works.”
 - PWDS 2.2.b reiterates that “*permanent street and associated improvements (including but not limited to paving, curbs, non-deferred sidewalks, street lights, storm drains to drain the street improvements, etc.) shall be provided for existing lots of record at the time development occurs.*”

ii. Frontage Street Improvements.

- Dayton standards require street improvements to 3rd Street across the development frontage.
- However, given that this is an ODOT right-of-way and the remainder of the street in this area is not improved with curbs, the developer can apply for a major variance to allow for a construction-deferral/non-remonstrance agreement to defer street widening improvements (*similar to the approach allowed under LUDC 7.2.307.05.B for partitions with less than 250 feet of frontage on a public street*).
 - From a Public Works & infrastructure perspective, we have no objection to such a variance being granted.
 - If this approach is taken, the developer should coordinate with the City Planner on the procedure for a major variance application to be submitted with the application, in order to allow for the construction-deferral/non-remonstrance approach (*to defer street widening*).

e. Sidewalk Improvements.

- i. Even if the construction deferral/non-remonstrance agreement approach is approved (*ie. if curb/street improvements are not required in conjunction with the development*), sidewalk improvements across the frontage are still required unless otherwise approved in conjunction with the land use approval (*based on alternate pedestrian access being available*).
- ii. Sidewalk improvements are typically limited to those frontages located outside of the Dayton interchange area (*ie. property frontage from the south boundary of the south alley ROW, and across the alley at the south end of the property*).
 - Sidewalk widths required along ODOT right-of-ways are 6-foot minimum.

- Frontage sidewalks should be property line sidewalks (*since curb improvements are not anticipated with this development*).
- If desired by the developer, frontage sidewalks can be located in an easement outside of the ODOT right-of-way (*similar to those provided with the Blockhouse Café development at 3rd & Main Street*).
- iii. In addition, offsite sidewalks (*or pedestrian walkways*) are typically be required (*if determined to be necessary by the Planning Commission to provide access to the retail portion of the commercial development*). If such offsite sidewalks or walkways are required, they would need to be installed by the developer (*the nearest sidewalks are those along the north side of Oak Street*).
- iv. Elimination of the frontage and offsite sidewalks noted above will require specific approval by the Planning Commission in conjunction with the land use approval (*based on alternate pedestrian access being available, such as along the 3rd Street shoulder if acceptable to ODOT*).

f. CBU Mailboxes.

- i. If mail delivery is proposed or anticipated, CBU style mailboxes will need to be provided for the new buildings within the development (*conforming to USPS standards, at a location acceptable to the postmaster*).
- ii. A pedestrian ramp is required adjacent to the CBU location to allow for access from the street or driveway to the mailboxes, meeting City & ADA standards.

g. PUEs.

- i. PUEs a minimum of 8 feet wide are required along all property lines fronting public street right-of-ways (*excluding alleys*) as required by PWDS 1.10.j, where they do not already exist.

14. New Easements, ROW Dedication, etc.

a. Easements other than PUE.

- i. City utility easements needed (*other than street frontage PUEs*) will be determined once a final layout is provided and approved by the Planning Commission.
 - Unless the alley is vacated and all of the parcels consolidated into a single legal lot of record, reciprocal access and utility easements between all of the properties will be required, as applicable.
 - Fire lane easements will be required as noted above.
- ii. Easement widths required for City utilities located outside of public ROWs are listed in per PWDS 5.15.d (*water*), PWDS 4.15.d (*sewer*), PWDS 3.12.d (*storm*) or PWDS 2.31.c (*common driveways/fire lanes*) based on the final approved design.

b. ROW Dedication.

- i. 3rd Street appears to have an existing 70 foot ROW width outside of the interchange area (*south of the alley*), and at least 95 foot ROW width within the interchange area (*north of the alley*).

- ii. Based on existing 3rd Street widths to the south (*ie. where 3rd Street is fully improved*), additional ROW dedication does not appear to be necessary, unless turn lanes or other similar improvements are proposed or required by ODOT.

15. Street Lights.

- a. There are no existing street lights shown in this area on the utility maps.
- b. Street lights will be required along all existing public streets per PWDS 2.32 spacing standards, across the 3rd Street frontage with the development property.
 - i. It appears that two new public street lights will be required, one at the north boundary of the property, and the other just to the south of the proposed driveway approach at the existing alley right-of-way.

16. Storm Drain.

- a. Existing Storm. Based on the utility maps, the existing storm drains in this area include the following.
 - i. Ditches & culverts along the west side of 3rd Street, & with drainage flowing to the channel across the northerly portion of the development property, which then flows under 3rd Street and east to the Yamhill River.
- b. Onsite storm drainage improvements will be required to serve all driveways, parking areas, buildings and other proposed onsite impervious uses.
- c. Offsite drainage improvements to City and County standards will be required as necessary to provide adequate capacity to convey all drainage to an approved point of disposal.
- d. Cleaning/reconstruction/regrading of ditches along the west side of 3rd Street is anticipated in conjunction with the onsite improvements.
- e. Detention Required. Detention will be required for this development to limit flows to predevelopment 5 year flows per PWDS requirements (*PWDS 3.18*).
- f. Detention Type & Location. Stormwater detention is required per PWDS requirements to limit flow from the project to predevelopment conditions as specified.
 - i. While there is flexibility on the type of detention system provided, the City does require all detention systems to be maintained by the property owner.
 - ii. Per PWDS 3.18.c, detention facilities are to be located on private property (*unless otherwise approved by the Public Works Director*). A sample copy of the City's standard detention maintenance agreement is included in PWDS Appendix D.
 - iii. Per PWDS 3.18.d.1.b, open detention basins (*or detention basins with open bottoms*) are to be designed as off-stream storage basins, sloped to drain completely between design storms.
 - iv. If an in-line detention system is proposed, it must be a piped system per PWDS 3.18.d.7.
 - v. Detention systems must include provisions for overflow based on a 50 year storm per PWDS 3.18.d.4.
- g. Stormwater Quality. Dayton does not currently have any specific additional water quality requirements for stormwater systems (*assuming such requirements are not triggered by wetland or other similar permits from other agencies*).

- i. If there are impacts to existing wetlands which require wetland permits, the applicant should contact Division of State Lands (DSL) for such permits.
- ii. If there are impacts or discharges to ODOT storm drain systems, ODOT should be contacted regarding ODOT storm drainage standards.

17. Water.

a. Existing Waterlines.

- i. There are no existing waterlines along 3rd Street south of Oak Street, or across the development frontage.

b. New Waterlines & Hydrant requirements.

- i. Where existing waterlines do not exist or do not meet current City standards, the developer is required to install new waterlines as required to provide service and fire flows to the development in accordance with City standards.
- ii. LUDC 7.2.305.02.B states in part that *“Development requiring water service shall install water facilities and grant necessary easements pursuant to the requirements of the City”*.
 - Per PWDS 1.6.e states in part that *“Where existing City utility lines do not adjoin the proposed development . . . or where the size does not match the applicable utility master plan documents or maps, the developer will be required to extend new utility lines to the development as necessary, and extend them through the property or to the end of the property frontage as required to provide for service to adjacent properties, at the developer’s expense.”* PWDS 5.2.b clarified in part that *“permanent water distribution facilities shall be provided for existing legal lots of record at the time development occurs”*.
 - The Dayton Water Master Plan calls for a new 10” PVC waterline along 3rd Street (south of Oak Street).
 - As noted under PWDS 1.6.h, *“The requirement by City standards that . . . oversized utility improvements must be completed “at the developer’s expense” does not preclude the developer from applying under any SDC credit, oversizing reimbursement or reimbursement district procedures which may be authorized by the City Council or provided for by City code.”*
- iii. New Waterlines. Based on the summary above, a new waterline from Oak Street & extended across the development frontage with 3rd Street will be required in conjunction with the development.
 - A new 10-inch waterline will be required along 3rd Street (extending from the 10” waterline at 3rd & Oak), to a hydrant set in front of this property (tentative location of the new hydrant will be determined once the site plan is submitted, and the layout is reviewed with the Fire Chief).
 - Since there is no additional developable property between this development and Hwy 18, we suggest that the City not require the new 10-inch waterline to

extend further into the interchange area than is required to provide fire hydrants and/or service to this or adjacent properties.

- We would anticipate that SDC credits may be available for the oversizing of the 10" waterline from the City minimum of 8" diameter (*unless the 10" waterline is required to provide the required fire flows for the development, such as if fire sprinklers are not provided*).

iv. Fire Hydrants.

- New fire hydrant(s) will be required on 3rd Street (*at or adjacent to the development driveway access*), at locations and spacing per PWDS requirements and the Oregon Fire Code.
- The Fire Chief will determine whether or not additional hydrants are required.

c. Fire Sprinkler Systems.

- i. If fire sprinkler systems are proposed, backflow devices and FDCs to City and Fire District standards will be required (*see PWDS details 554-556*).
- ii. FDCs will be required at locations acceptable to Public Works and the Fire Chief (*ie. FDC location in relation to the building(s) being served, and location in relation to a public fire hydrant*).

d. Fire Flows Required.

- i. Fire flows will need to be determined from the Oregon Fire Code, based on the size and type of building, whether or not fire sprinklers are being provided, etc.
 - It should be noted that even if fire sprinkler systems are proposed, the minimum fire flows required at the site for commercial/industrial buildings is 1500 gpm (*OFC B105.3.1*).

e. Water Services.

- i. City standards require separate water services and meters for each legal lot of record.
- ii. Unless otherwise approved by Public Works, separate water meters will be required for each proposed building. If a combined water service & meter are approved (*based on buildings served being operated by the same legal entity*), an agreement must be recorded against the property whereby additional water service(s) and meter(s) may be required in the future if the building uses are separated.
- iii. See PWDS 5.20.a.5 for water meter sizing criteria based on fixture unit counts or design flows as applicable.

18. Sewer.

a. Existing Sewer.

- i. There is an existing sewer mainline along the undeveloped alley along the north side of this property.

- ii. Based on City records, there was a sewer service which may have served a building that used to occupy the southerly of the two properties (*around 1965*).
 - This old sewer service tap is shown as being east of the manhole located in the ODOT 3rd Street right-of-way.
 - Reuse of any old sewer service lateral(s) to these lots is not allowed. Any service lateral to this property which is abandoned must be capped at the sewer mainline.
- iii. A new sewer lateral will need to be installed from public sewer as required to provide service to this development. Commercial sewer services must be a minimum of 6-inch diameter.
- iv. For reference, as outlined under PWDS 4.18.d, the City is under mandate from the Oregon Department of Environmental Quality (DEQ) to reduce infiltration and inflow (I/I) of storm runoff and groundwater into the City's sanitary sewer system. A significant portion of the (I/I) problems in the City's sewage collection system are attributable to leaking sewer service laterals or drains connected to service laterals. DEQ and City standards require that *"No person shall discharge or cause to be discharged any storm water, surface water, groundwater, roof runoff, subsurface drainage to any sanitary sewer."* The City requires applicants to demonstrate compliance with this ordinance by testing existing sanitary sewer service laterals (*at the expense of the applicant*) that are proposed for continuing use. This requirement is based on public health and sanitation regulations adopted by the City to meet Oregon DEQ and USEPA requirements under the City's NPDES permit (*see also Dayton Municipal Code 8.1.1.6 & 8.1.3.5 regarding repair and/or replacement of existing sewer laterals determined to be defective*).

b. Septic Systems Prohibited inside City Limits.

- i. Just for reference, septic systems are prohibited within Dayton City Limits (*per Dayton Municipal Code (DMC) 8.1.1*).

19. Franchise Utilities.

- a. The developer will need to coordinate with the franchise utility companies for installation of new services to the proposed development.
- b. Franchise utility services to any new structures are required to be installed underground (*ie. new overhead services are not permitted*).

FOSTER RD (CR 89)

OAKS FRUIT FARM (1892)

DAYTON BYPASS (OR18/OR233)

DAYTON INTERCHANGE (1955)

98-45

2018-06

OAKS FRUIT FARM (1892)



ASH ST

FIR ST



2003-14

98-23

CS11183 (1981 MP)

REEDER PL (Private)

92-50

99-50

2001-11

2001-10

2000-46

5TH ST

OAK ST

4TH ST

LEGION FIELD / (CITY PARK & BALL FIELD)

3RD ST (OR221)

DAYTON REPLAT 175-176

ORIGINAL TOWN OF DAYTON (1865)

plat index

CHURCH ST

2018-21
2018-20

3RD ST (OR221)

ORIGINAL TOWN C DAYTON (1865)

JTT'S ION (39)

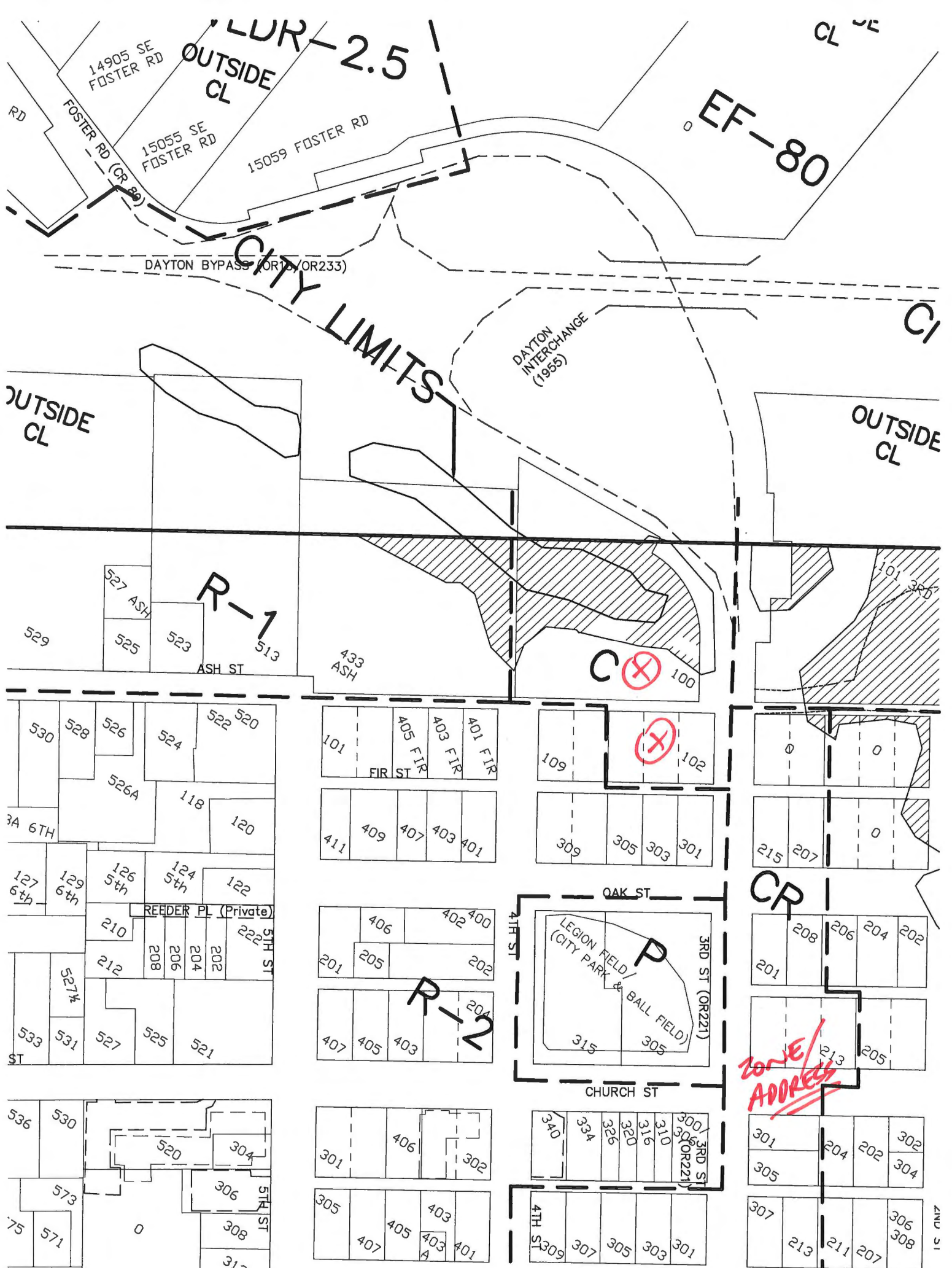
15-39

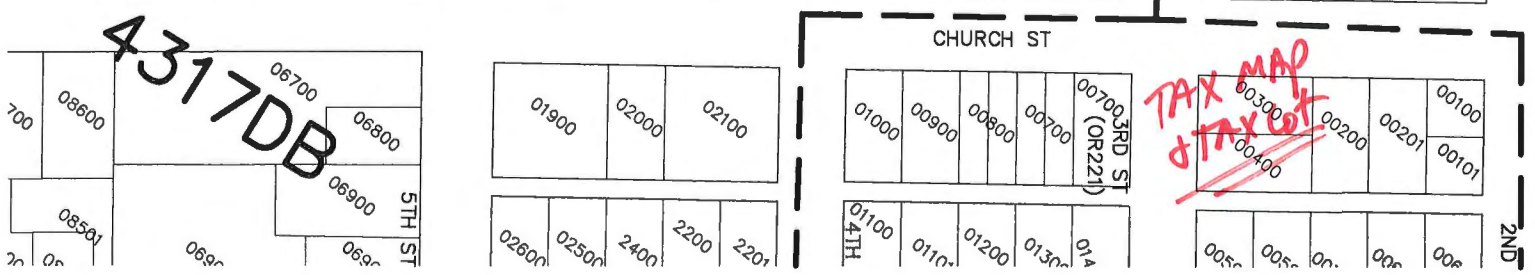
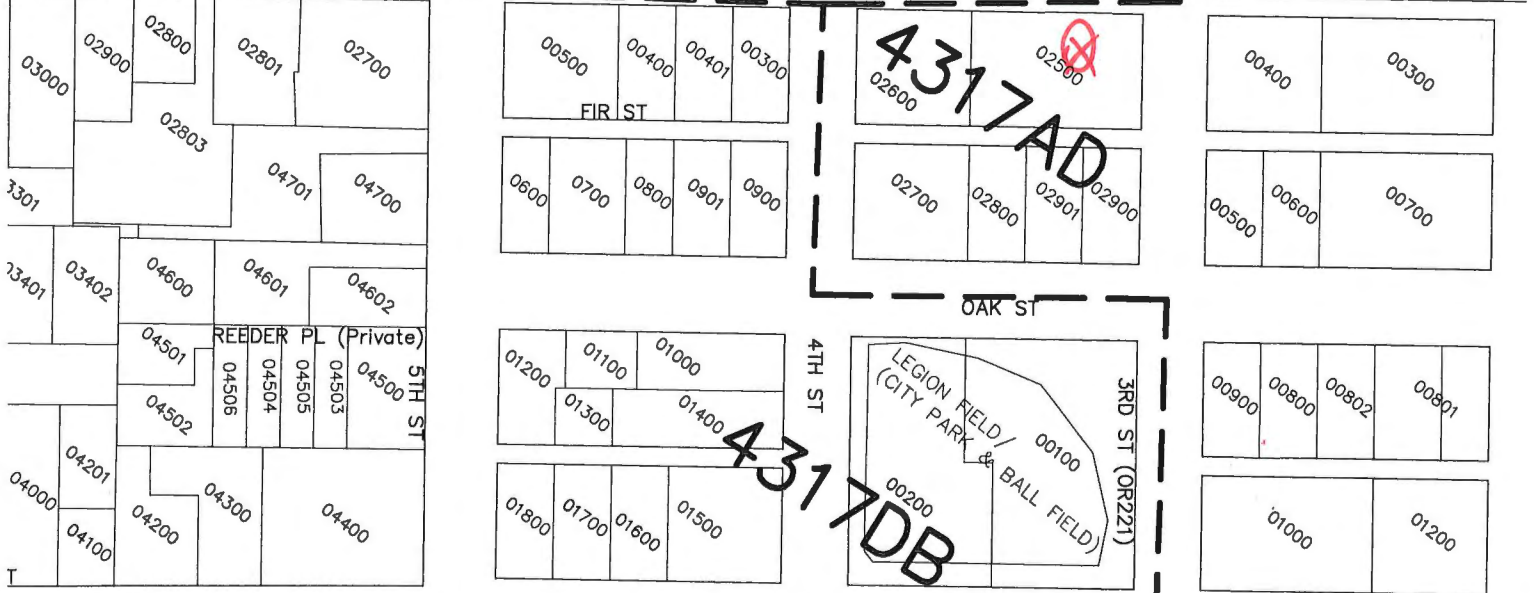
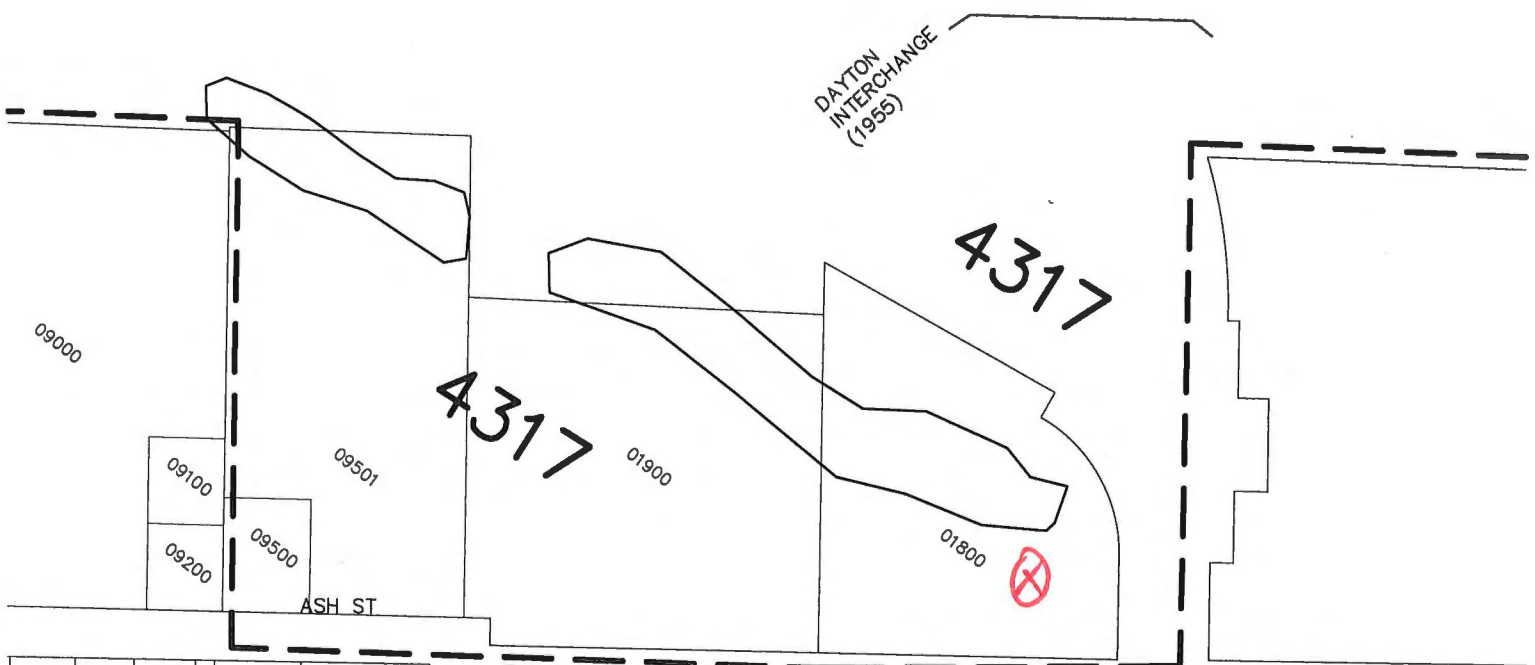
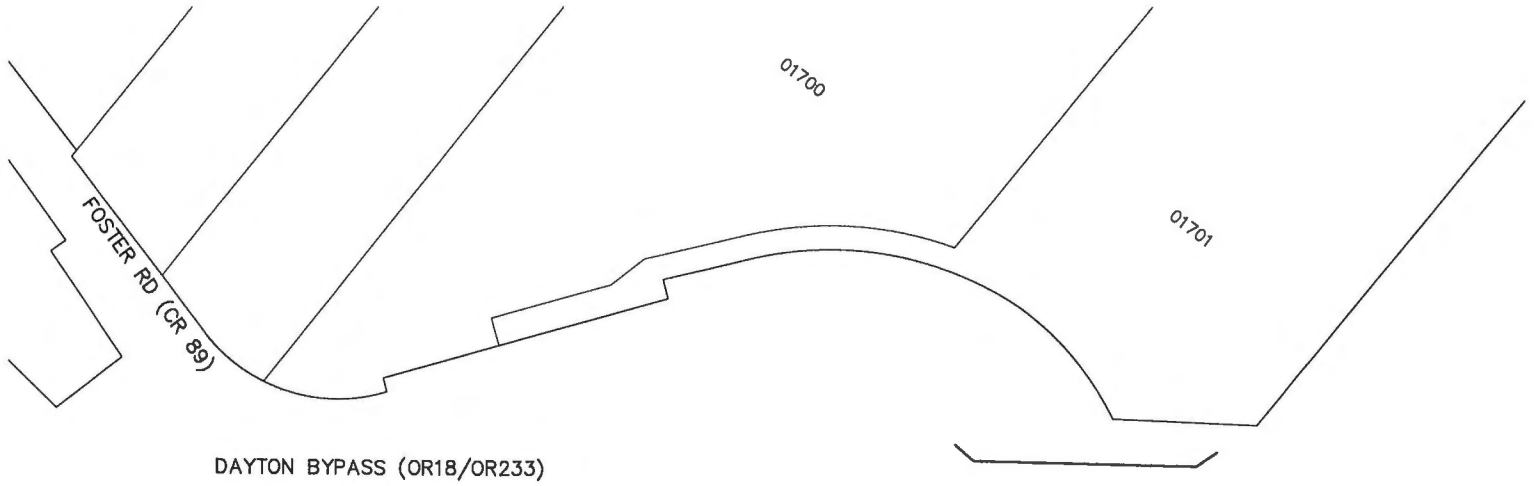
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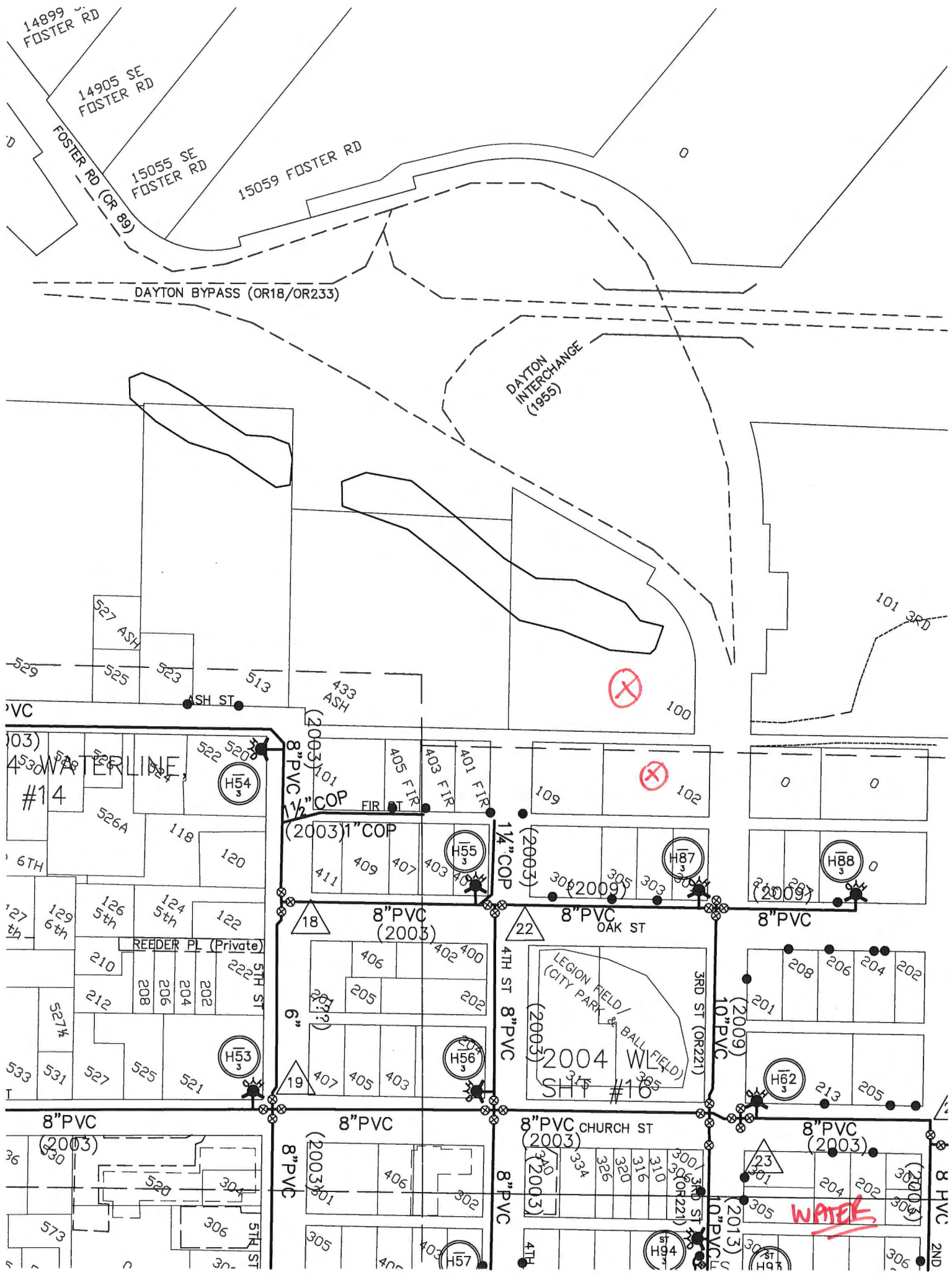
5TH ST

4TH

2ND

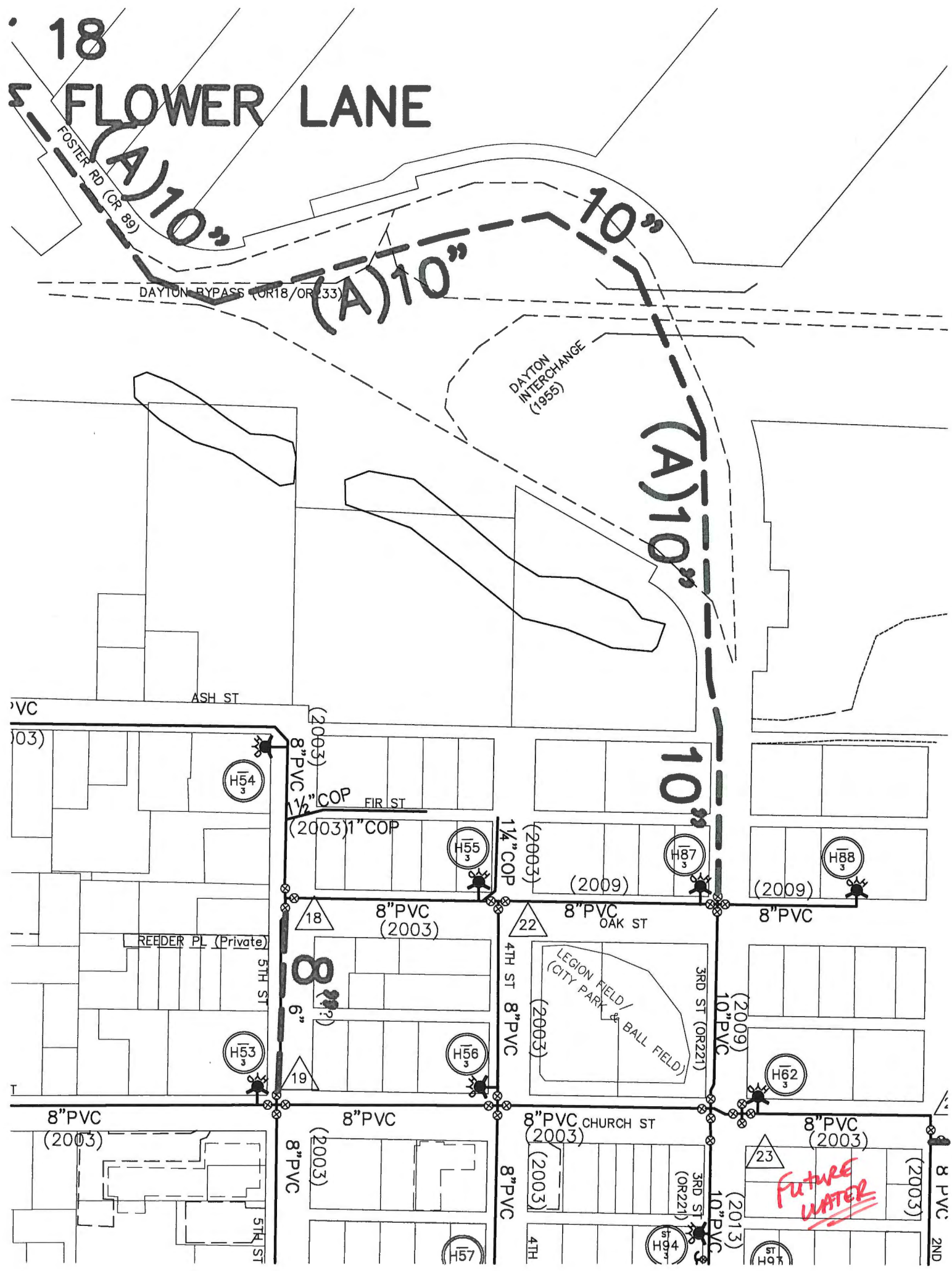


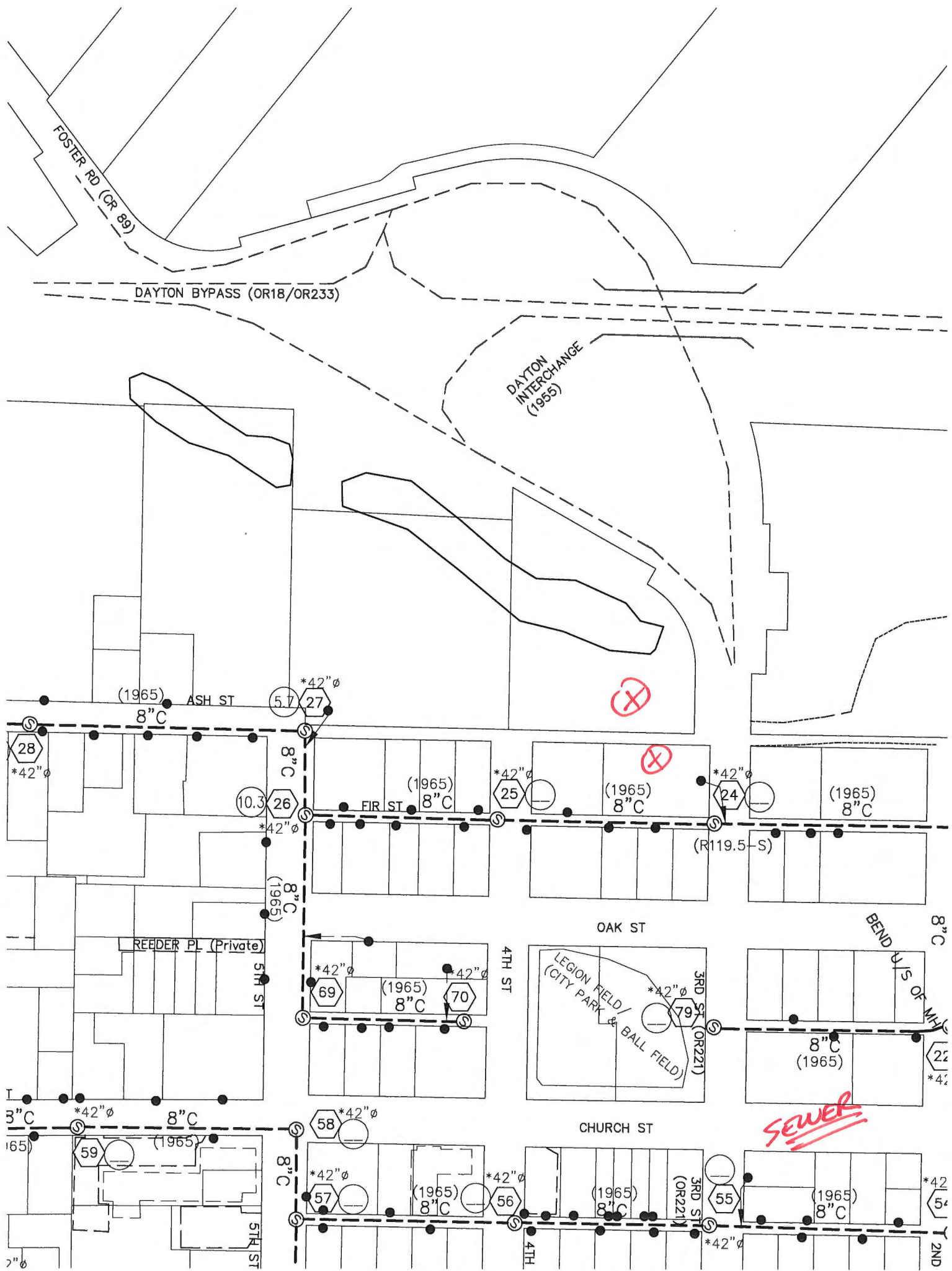


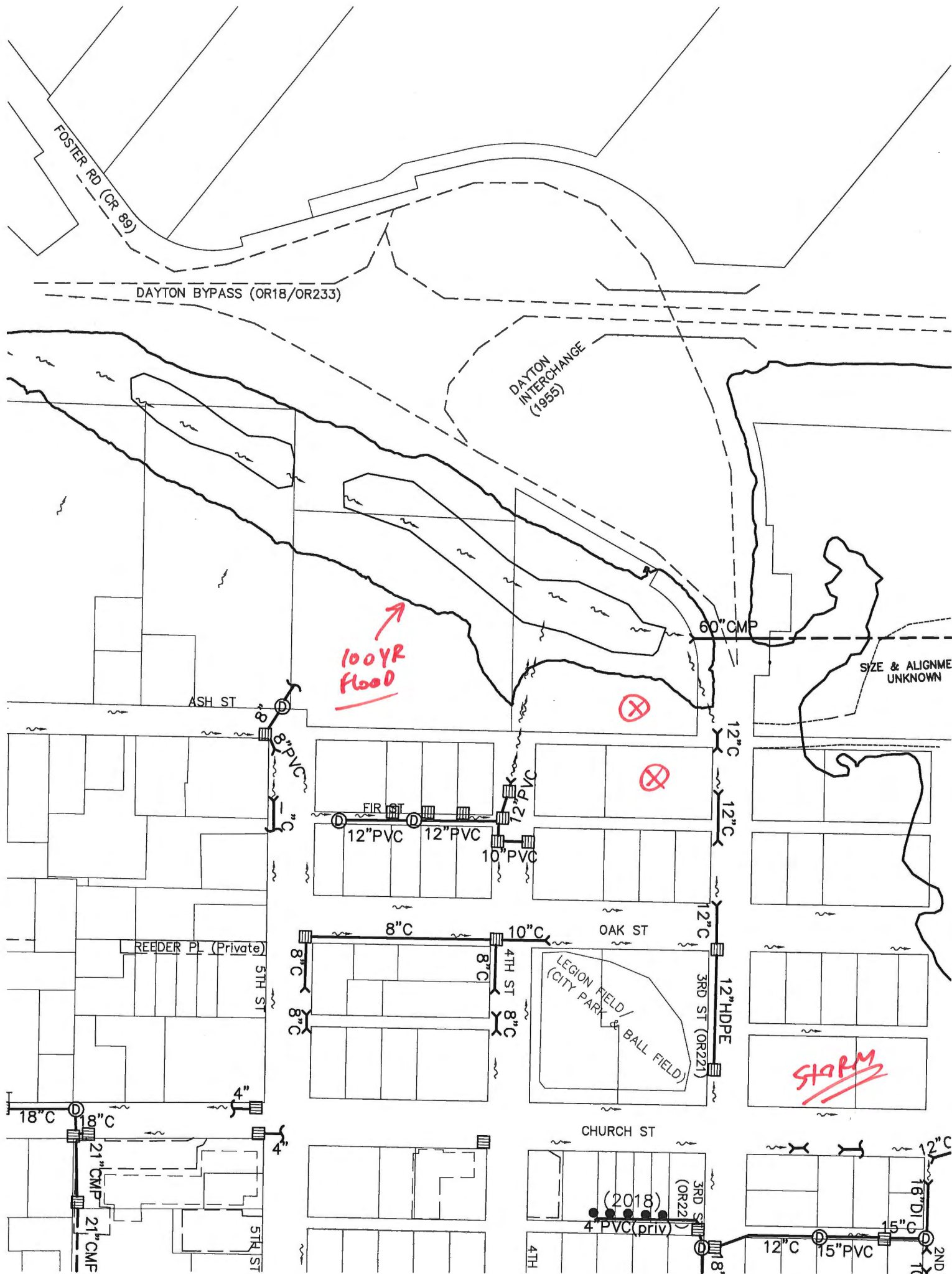


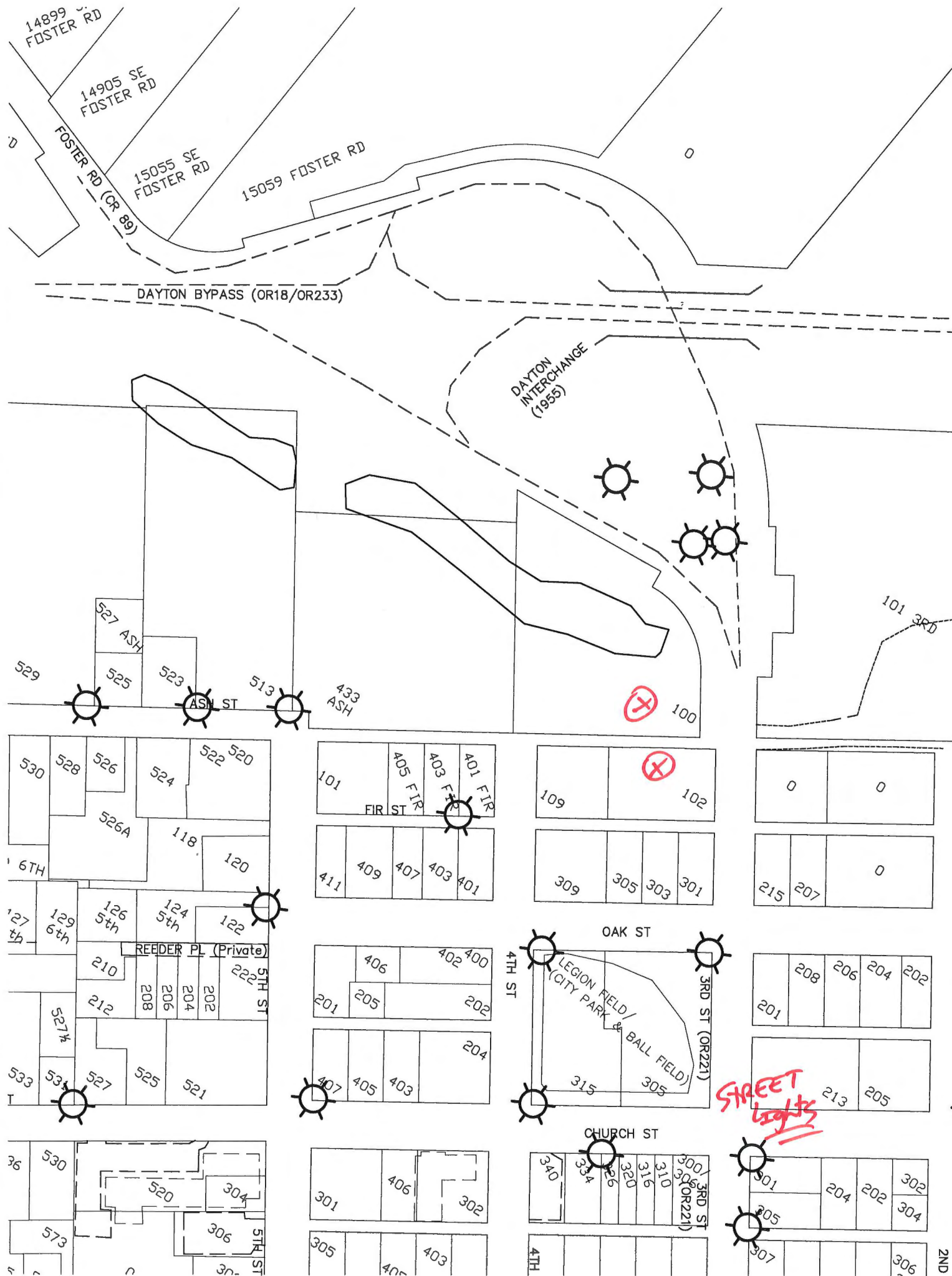
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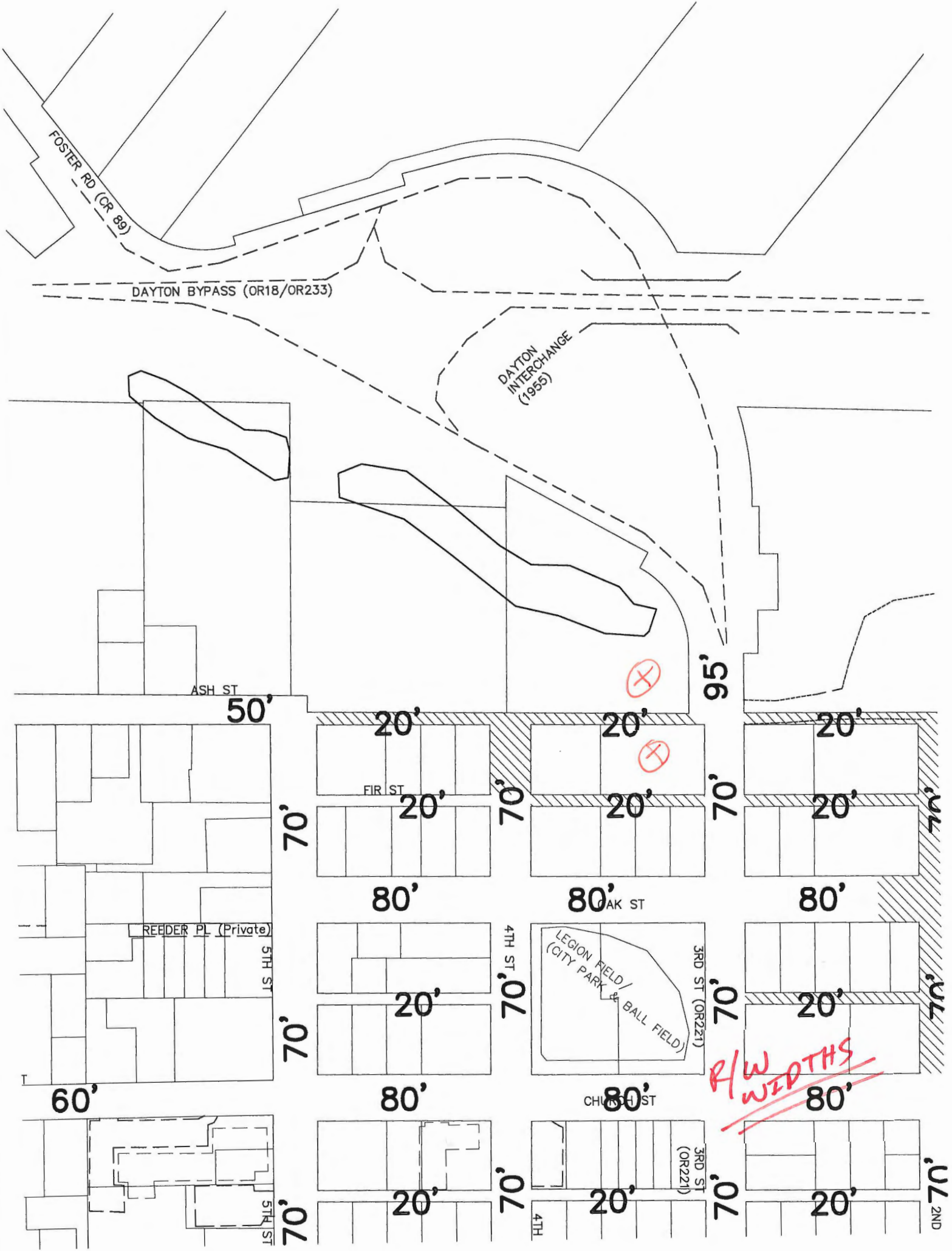
FLOWER LANE











FOSTER RD (CR 89)

DAYTON BYPASS (OR18/OR233)

DAYTON INTERCHANGE (1955)

ASH ST

50'

20'

20'

20'

FIR ST

20'

20'

20'

80'

80'

80'

OAK ST

REEDER PL (Private)

5TH ST

70'

70'

70'

70'

70'

4TH ST

70'

70'

60'

80'

80'

80'

CHURCH ST

70'

70'

70'

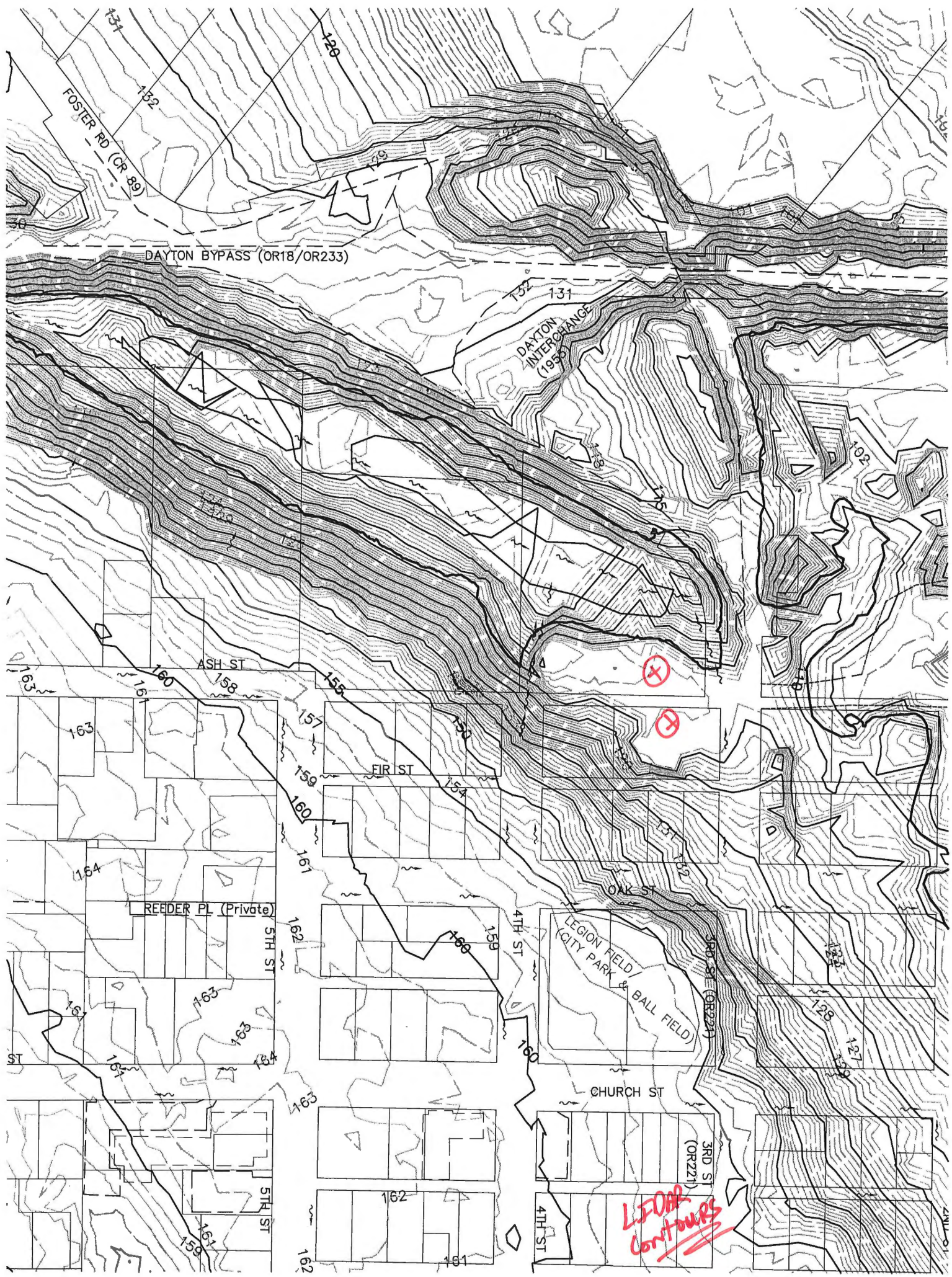
70'

3RD ST (OR221)

3RD ST (OR221)

LEGION FIELD / (CITY PARK & BALL FIELD)

R/W WIDTHS



LJOP
Contours





ASSESSMENT & TAX
CARTOGRAPHY

S.E. 1/4 N.E. 1/4 SEC. 17 T.4S. R.3W. W.M.
YAMHILL COUNTY OREGON
1" = 100'



CANCELLED TAXLOTS:
1100
901
803

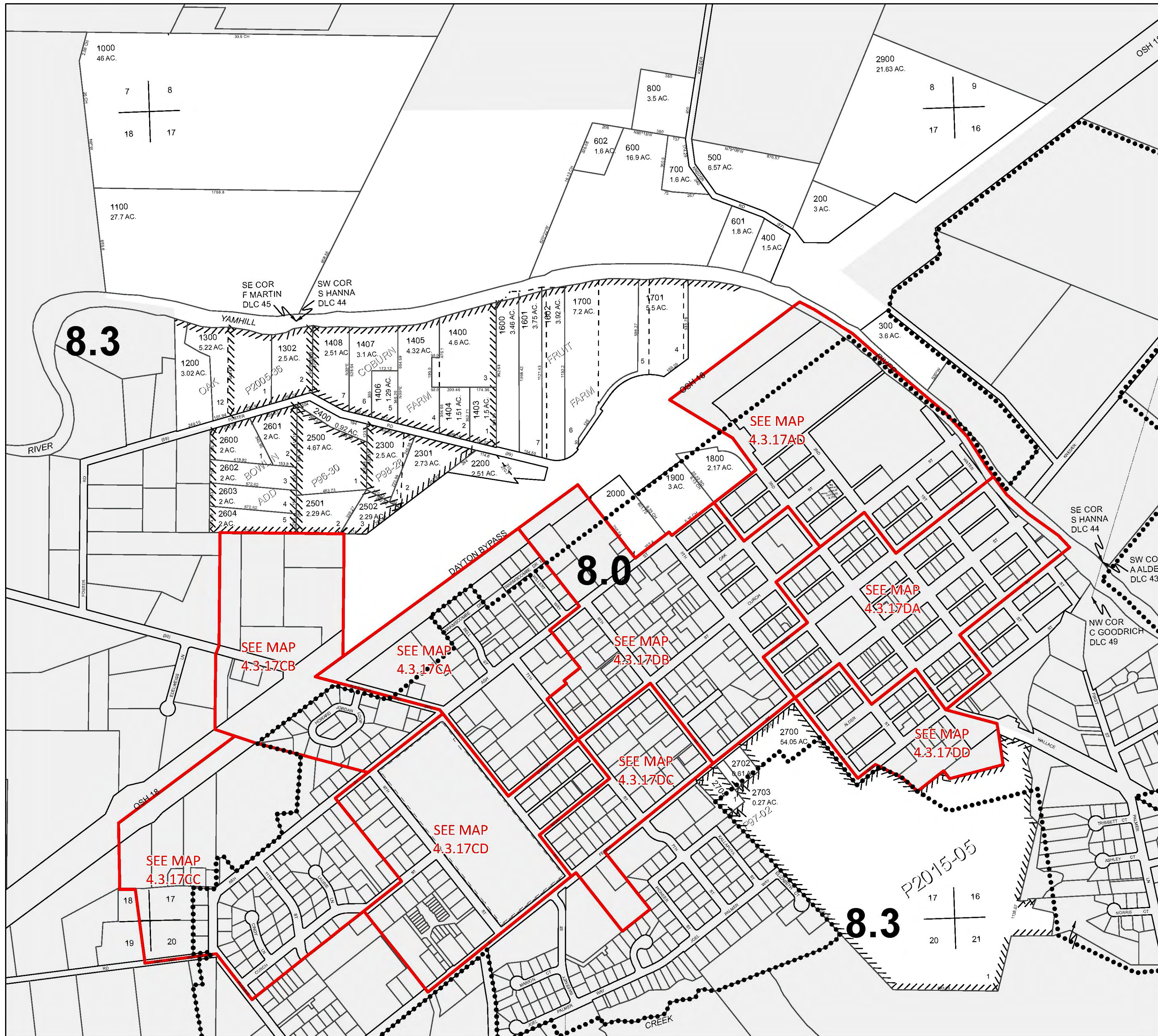
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ASSESSMENT & TAX
CARTOGRAPHY

SECTION 17 T.4S. R.3W. W.M.
YAMHILL COUNTY OREGON
1" = 400'



CANCELLED TAXLOTS:
2800
2701
2100
1500
1402
1401
900
100

DATE PRINTED: 11/8/2016

This product is for Assessment and Taxation (A&T) purposes only and has not been prepared or is suitable for legal, engineering, surveying or any purposes other than assessment and taxation.