

Dayton Station Rehabilitation Study

Dayton, Oregon

August 31, 2018



PMFA
PAUL M. FALSETTO | ARCHITECT

1605 NE Buffalo Street, Portland, Oregon 97211 | 503.750-5750

PROJECT TEAM

OWNERSHIP TEAM

Janae Cisneros

GRANT RECIPIENT

City of Dayton
Judy Gerrard

DEVELOPMENT ASSOCIATION

Dayton Community Development Association
Kelly Haverkate

ARCHITECT

Paul M. Falsetto Architect LLC
Paul Falsetto

ENVIRONMENTAL CONSULTANT

PBS Engineering and Environmental, Inc.
Chris Sheridan

ACKNOWLEDGEMENTS

Funding Resources

This publication has been funded with the assistance of a matching grant-in-aid from the Oregon State Historic Preservation Office and the Historic Preservation Fund, National Park Service, Department of the Interior. Any opinion, findings, and conclusions or recommendations expressed in this material do not necessarily reflect the views of the Department of the Interior. Regulations of the U.S. Department of the Interior strictly prohibit unlawful discrimination on the basis of race, color, national origin, age or handicap. Any person who believes he or she has been discriminated against in any program, activity, or facility operated by a recipient of Federal assistance should write to:

Office of Equal Opportunity, National Park Service
1201 Eye Street, NW (2740)
Washington, DC 20005

CONTENTS

1. Executive Summary

- Report Findings 1.1

2. Project Description & Considerations

- Purpose of the Study 2.1
- Property Description 2.1
- Historic Considerations 2.9
- Regulation 2.9

3. Reuse & Design Concepts

- Rehabilitation Strategies 3.1
- Reuse Options Overview 3.1
- Design Concept 'A' 3.2
- Design Concept 'B' 3.4
- Design Concept 'C' 3.6

APPENDIX

- A – Existing and Concept Design Drawings
- B – Records Review and Data Gap Evaluation

LIMITATIONS AND USE

Statement of Limitations

The assessments and conclusions contained in this report have been developed based on information provided by the Owner and others, and through on site visual inspection of the property under study. Inspections were limited to features that are readily visible, accessible, and discernible to the assessor's eye, and no material testing or probing was conducted. Inspection of hidden or inaccessible areas is not included as part of the assessment, unless specifically noted. Conclusions were drawn from obtainable data, requiring assumptions that may not be verifiable without more involved inspection, additional expense, or the destruction of materials.

Use of Report

This report has been prepared for the sole use of the parties listed as members of the project team. Use of this report by any other party or parties constitutes use without permission, and the author accepts no responsibility for any work conducted based on the contents of this report.

1. EXECUTIVE SUMMARY

REPORT FINDINGS

The City of Dayton used a matching grant provided by the Oregon State Historic Preservation Office to fund a study on the former Foster Oil Company building. For purposes of this study, the building will be referred to as the “Dayton Station”.

The city commissioned Paul M. Falsetto Architect (PMFA) to work with a stakeholder team to outline the property’s condition, and develop a range of beneficial adaptive reuses. During the course of the study, PMFA met with the stakeholder team three times to tour the property, discuss code-related issues, and review early design concepts.

Dayton Station exemplifies the fundamental relationship a small town had with its early service station. It is located at one of the most visible sites in town and at the cross roads of two state routes, providing fuel and maintenance to townsfolk and passersby alike. Designed in a very progressive style for its time, Dayton Station became a landmark based both its necessary function and its unique aesthetics. Its designation as one of the younger contributing property within Dayton’s Multiple Resource Area confirms its historic significance.

The building has remained relatively unscathed from aggressive remodels, due mainly to its continued use as a service station up until about a decade ago. The most obvious changes include application of a metal roof system, and the removal of the original windows at the office portion of the complex. Both can fairly directly be returned to their original conditions, and would go a long ways towards restoring the modern aesthetic that today is found to be of interest.



Dayton Station, 2018

The main area of concern for any redevelopment of the site is the presence of ground-based pollutants. Considerable effort will need to be undertaken to determine the locations of the pollutants, develop a mitigation plan, and enact that plan. This work should be the initial phase of any future development on the site.

Three potential redevelopment concepts were created for this study, and all considered to be beneficial in the continued revitalization of Dayton’s downtown core. Each concepts works to restore the original form of the station as seen from Ferry Street, with any major changes located at the rear of the complex.

Concept ‘A’ adapts the building into a bakery, with a retail counter that also serves coffee and tea drinks. Concept ‘B’ takes advantage of Dayton Station’s existing spaces to provide a flexible venue for transitional vendors of food and goods. Concept ‘C’ transforms the building into a full service restaurant with patio dining.



An early, undated image of the Foster Oil Company Building

– page intentionally left blank –

2. PROJECT DESCRIPTION & CONSIDERATIONS

PURPOSE OF THE STUDY

The current owner of the property, represented by Janae Cisneros (Owner), has interest in learning about the physical needs of the Dayton Station building and site, as well as exploring a range of uses. The Dayton Community Development Association (DCDA) is also interested in the redevelopment of the property, which is sited on a highly-visible corner of the downtown district. Rehabilitating the building and site into a highest and best use, while retaining and restoring its historic fabric, is the intent of this study.

To help achieve this intent, Paul M. Falsetto Architect (PMFA) was hired to perform investigation and design services. PMFA generated measured drawings, which were coordinated with a current site survey provided by the Owner. PMFA investigated the condition of the Dayton Station, outlined land use and building code issues, and applied both towards the generation of three reuse design concepts.

In conjunction with the architectural work, a cursory records review was conducted by PBS Environmental, with focus on the hazardous materials commonly found on the site of a former service station, such as petrochemicals. It is understood by all parties that mitigation of the remnant hazardous materials will accompany any full-scaled rehabilitation work.



The Station, 2018

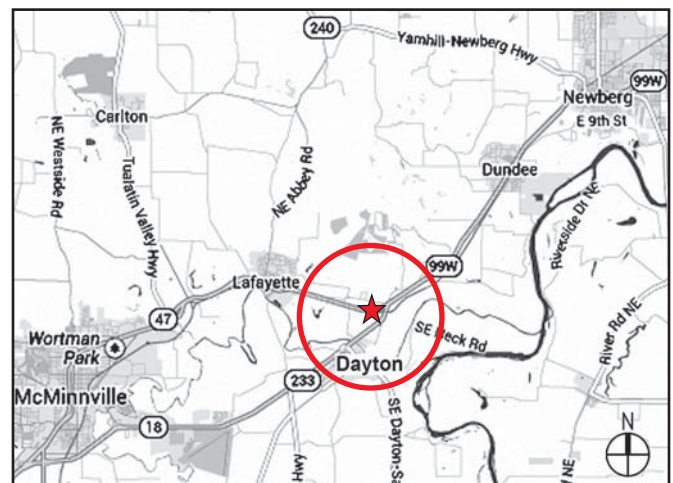
PROPERTY DESCRIPTION

General Information

<i>Orig. Property Name:</i>	Foster Oil Company Building
<i>Address:</i>	216 Ferry Street, Dayton
<i>Orig. Owners:</i>	Frank and Vernon Foster
<i>Date of Construction:</i>	1936, with a rear addition done previous to 1940
<i>Historic Status:</i>	contributing property in the Dayton Multiple Resource Area
<i>Historic Style:</i>	"Modernistic"
<i>Tax Lot Number:</i>	6000
<i>Lot Size:</i>	7,200 sq.ft. (120' x 60')
<i>Building Footprint:</i>	1,698 sq.ft.
<i>Interior Area:</i>	1,530 sq.ft.
<i>Construction:</i>	hollow clay tile walls, wood roof structure, metal roof
<i>Original Use:</i>	fuel station and vehicle maintenance
<i>Current Use:</i>	beauty salon & storage



Site aerial



Vicinity map



Bird's eye view of Dayton's downtown district, with Dayton Station circled

Property History

The Foster Oil Company Building was constructed in 1936 by the Foster family, specifically brothers Frank and Vernon as noted in the Dayton Historic Resource Inventory. Ownership eventually transitioned to Elizabeth Foster, Vernon's wife. It was operated for decades as a service station with vehicle maintenance services (lubrication, principally), with a variety of tenants leasing the building from the Fosters.

It appears that an addition was constructed within four years of the 1936 inception date, judging from a photograph inscribed with a 1940 date. This addition attaches to the rear of the garage, and is noticeable by its lesser grade of craftsmanship.

In 1998, four underground fuel storage tanks were removed, signaling the end of the site's use as a fuel station.

The property has received intermittent uses under the current ownership, including that of a coffee house. The most recent use is a beauty salon, located in the office portion of the complex, with leased storage provided in the garage. The site is used to occasionally store construction equipment used by the members of the ownership team.

Property Description

The Dayton Station is positioned near the center of a 60'x120' lot located at the corner of Ferry Street (Hwy 155) and 3rd Street (OR 221). Both streets are State of Oregon highways, proving to be an advantageous location for a service station. Kitty-corner from the site is Courthouse Square Park, considered the central hub of Dayton.



1940 image of the station, showing the rear addition



1940 image of the station office and service island



View looking down 3rd Street to buildings enfronting Ferry Street

The lot slopes gently downward north to south, dropping a foot-and-a-half from Ferry Street to the graveled alley. A majority of the lot's surface is asphalt, with only the back yard and the eastern edge surfaced with gravel and grass. Miscellaneous shrubs and bushes border the back yard along the west property edge.

There is a curb cut of approximately 75-feet along the 3rd Street property, allowing vehicle access to the garage, and onsite parking. The entire Ferry Street frontage lacks a formal sidewalk and curbs, again to allow vehicle access to the site, and parking.

The garage portion of the complex is a single story structure measuring 54'x24', sited at the center of the lot with its long wall parallel to the eastern property line, at a five foot distance. Connecting to the west

wall of the garage and offset northward is the office, a single story structure measuring 22'x19'. Two openings along the co-joined wall allows movement between the spaces. A service island is located across a drive aisle from the northern face of the office, and protected with a canopy supported at the island by two brick piers. The service island originally held three fuel pumps.

All the exterior walls of the complex are constructed out of hollow clay tile, in a running bond composition. The masonry units measure 12" wide, 6" high, and 8" deep, and contain six horizontal voids within. The masonry received a parge coating at the exterior.

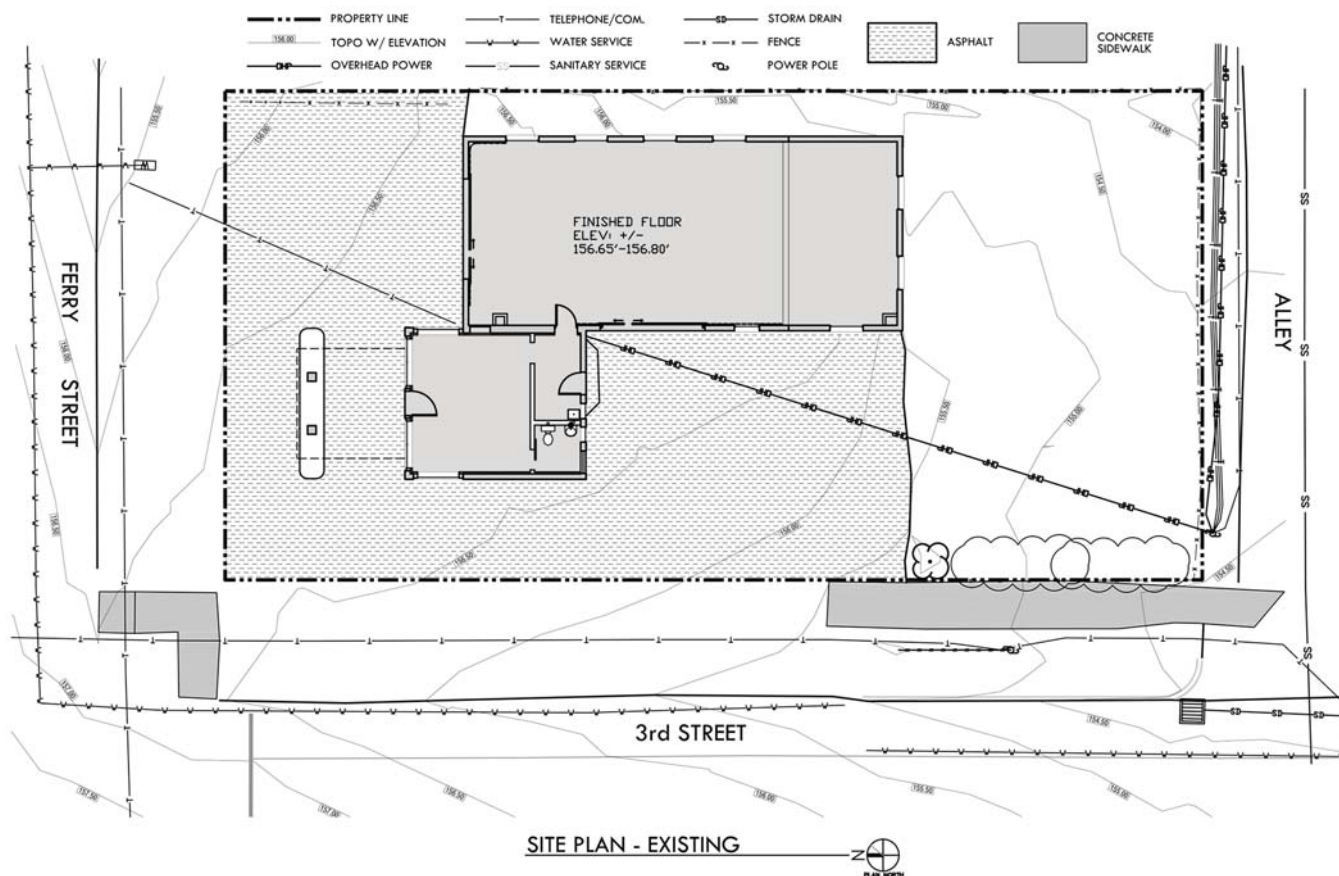
An addition was constructed at the southern end of the garage, adding 14-feet to the building's length. A 2-inch high curb that supported the original south wall remains to mark its location. Brick piers are used as a more



The north elevation with the garage at left, the office at right



The west elevation



formal finish material at the front face of the office, as well as for the structural support of the canopy at the service island. Other detailing on the buildings include a triple horizontal coursing of projecting brick, some of which has been removed or replaced with wood.

The garage measures just under 20 feet in height to top of roof at its northern face, though over two feet of that height is due to the metal roof and sidewall structure. The original parapet wall was level, and over

17 feet tall. The height of the office measured to top of the metal roof is just under 15 feet, and it contains the same metal roof and sidewall structure as the garage. The original top of its parapet wall was 12 feet tall, and level.

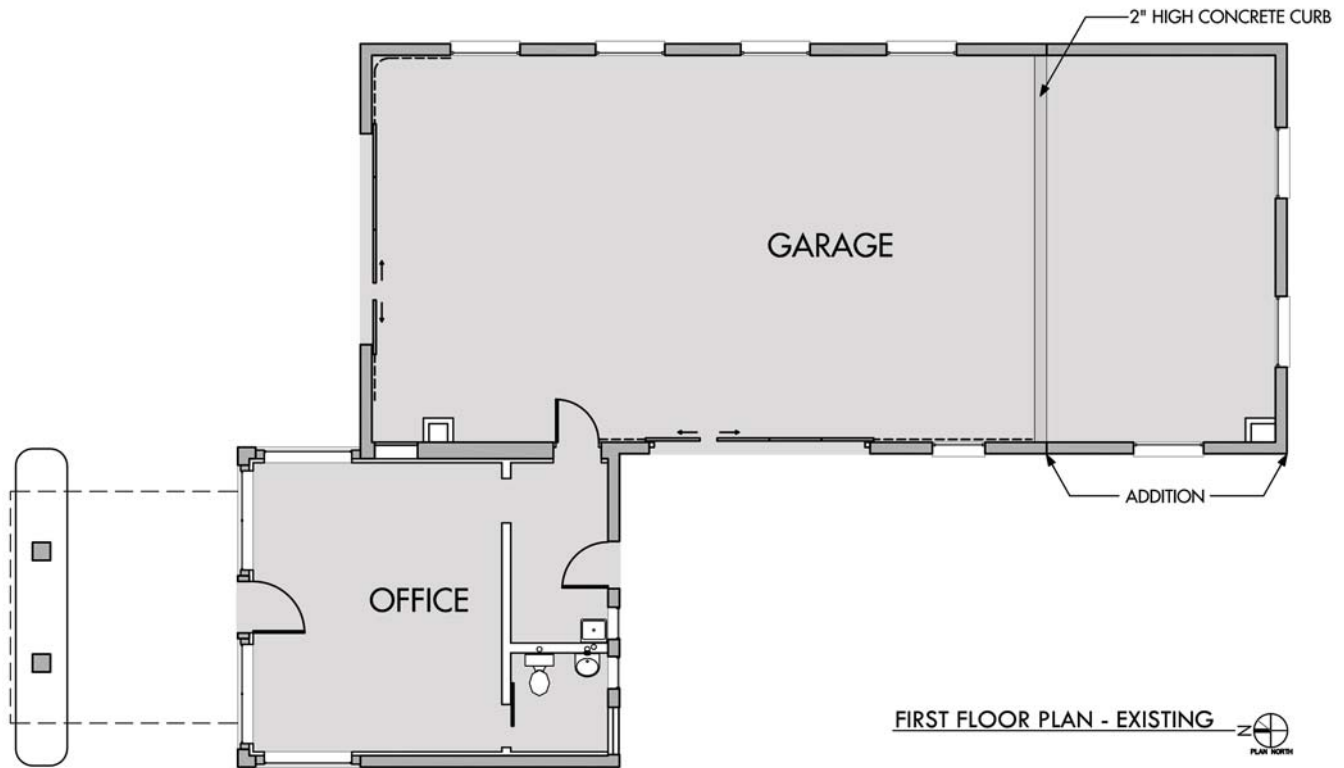
The profiled metal roof and metal-paneled side walls were added sometime after 1968, based on an aerial photo from that year which shows the original roofing system. True to the nature of the early modernist



The south elevation of the office, location of the historic bathroom



The south elevation of the garage, showing the pre-1940 addition



design, the top of the parapet walls were level, disguising a low sloped roof behind. It is assumed that the roofs sloped towards the back of each building, and drained by a through-wall scupper and downspout. The garage's original roof system was disrupted by its addition, which did not employ a back parapet wall, instead sheet draining the roof into a gutter extending the length of the back wall.

The assumption is that the roofing surface, likely built up with layers of asphalt sheets and tar, either failed or was deemed too expensive to maintain. A wood stud structural frame was created to support profiled metal panels, and the assembly sloped to the rear of each building similar to the original. The canopy's roof drains towards its leading edge, and into an external gutter.

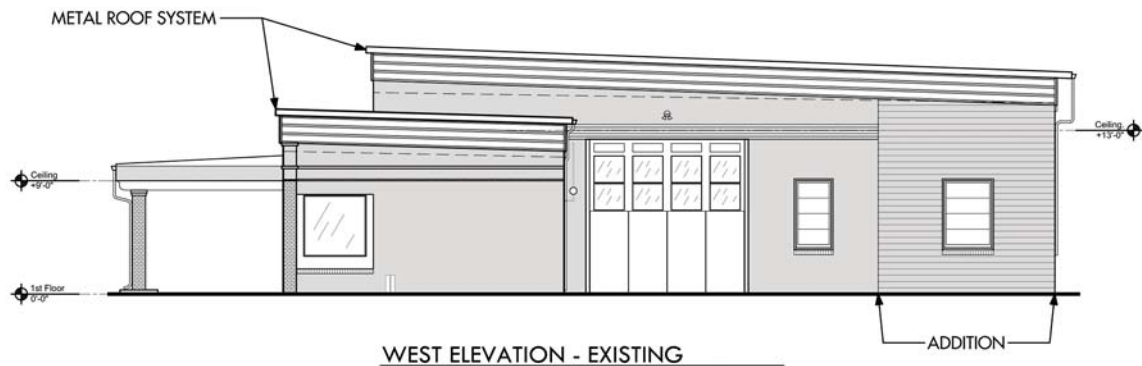
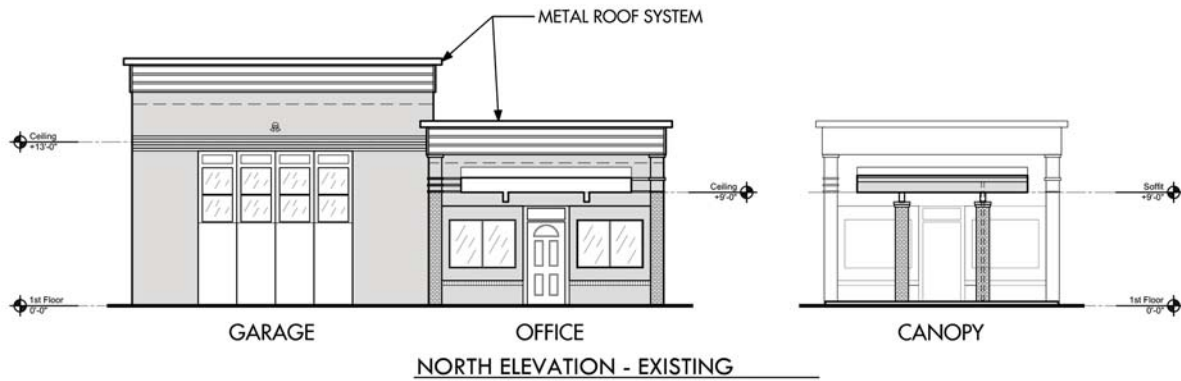
The garage roof structural system is of dimensional wood lumber, spanning the 22 foot short dimension of the building. Roof rafters and ceiling joists are installed 16 inches on center, and are stiffened by diagonal boards intersecting at the center of the span, where a vertical board is also positioned. 8-inch wide decking, assumed to be 2 inches thick, comprise the roofing surface. This wood system is attached to the masonry wall by use of ledger boards and a pony wall. It is presumed that the office roof structure employs a similar, yet more simplistic type of system.



Early image of the original canopy and its roof



The metal sidewalls and metal roof structure at the SE corner



The poor condition of the pre-1940 addition's exterior walls



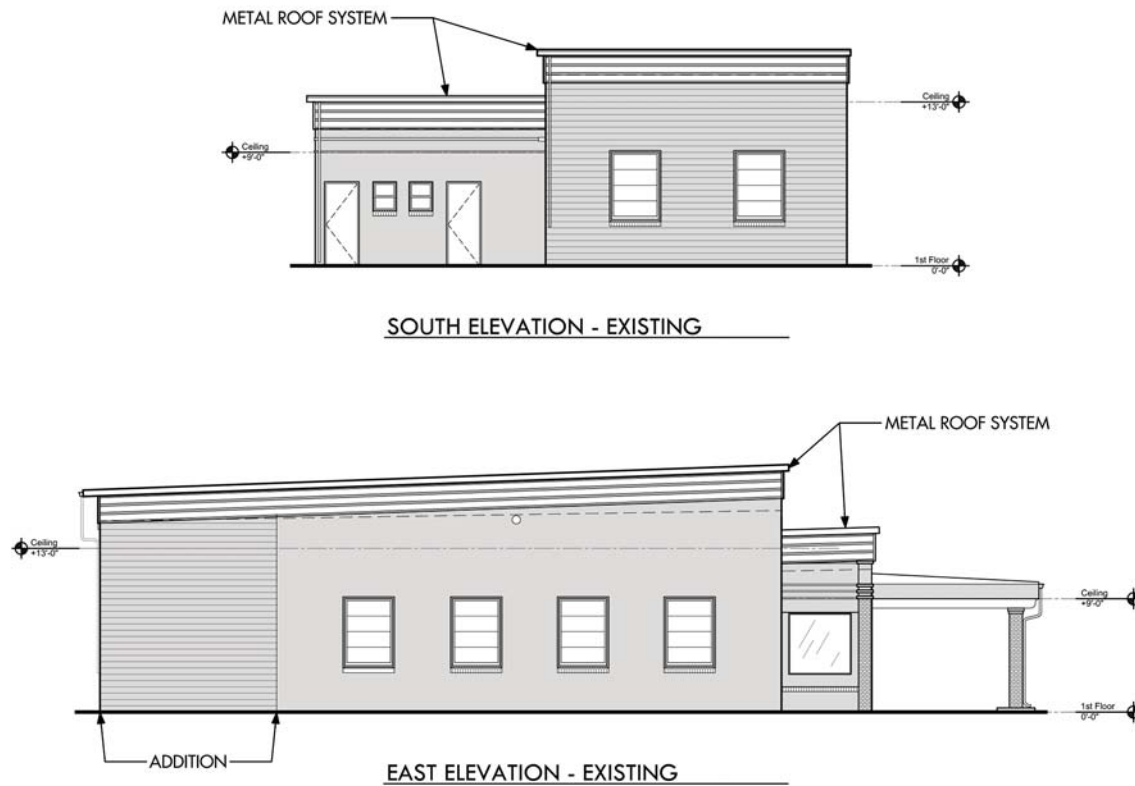
The joint between the addition and the garage, with its parge coating

The garage has two large openings approximately 12'x12' in dimension, and retains its original sliding door panel system. The doors are glazed, though a majority of the lights are covered with protective plywood. Three of the door panels are hinged together, and slide horizontally. A single panel slides in the opposite direction, providing easy access without engaging the entire door system. The office is entered via a contemporary 3-foot wide swing door.

The office's original window system has been replaced by aluminum-framed double glazed units, smaller than the rough opening and inset within the infilled framing. The original system filled the entire rough opening with a wood framed, six-light window, resting on a brick sill. The garage still mostly retains its four-light wood framed windows, set on a brick sill.

The interior garage finishes are minimal, mainly showing the back side of the exterior hollow clay tile, which was painted white at certain locations. No ceiling has been installed at the underside of the roof structure. A slab-on-grade concrete floor remains uncovered.

The office has been recently refinished with painted gypsum board, to accommodate the beauty salon tenants. The concrete floor has been painted black.



Building Condition

Overall, the Dayton Station could be considered to be in fair-to-good condition, with certain notable exceptions.

Starting from the top of the structure, the metal roof has done a serviceable job in keeping the elements out of the building, but appears to be approaching its usable lifespan. To address, another layer of metal roofing material could replace the existing, though the roof presents a great opportunity to perform some restorative work, discussed later in this report.

The hollow clay tile walls show occasional cracks evident of building movement, either as a condition of its age and normal settling, or as a result of the seismic events experienced over the years. The most conspicuous location of wear and tear is at all three walls of the rear addition to the garage. These walls never received a parge coating, and its direct exposure to the elements is partly the reason for its poor condition. A number of the masonry units display cracks, missing sections, and even face spalls. The mortar hasn't been repointed for decades, if ever. Water infiltration into the units, and in towards the interior, exacerbate the damage. The vertical joint between the new and original masonry units shows open gaps, and will need to be addressed in a more permanent manner.

A building constructed of hollow clay tile is especially susceptible to damage in a seismic event, even more so than those structures constructed out of brick.



One of the east windows of the garage



The roof framing of the garage



The newly finished office, now used as a beauty salon

Upgrades that improve the building's lateral resistance to earthquakes should be well considered,

The original wood windows show weather damage at the very least, and at the worst severe breakage with missing elements. Some window locations were boarded up, making unknown the window condition, or if they even exist. Certain windows could be repaired and refurbished. Other might need to be fully replaced, with matching configurations using in-kind materials.

The interior conditions are considered to be in good condition, and would be made better with improvements to the exterior envelope.



The pre-1940s addition (left) and the original garage wall (right)



The west garage door



The cut south wall of the garage, and the joint with the addition

HISTORIC CONSIDERATIONS

The Dayton Station is a contributing resource in the Dayton Multiple Resource Area (1987), which designates it as a listed property in the National Register of Historic Places. The Dayton Historic Resource Inventory describes it as “a fine example of the Modernistic style of architecture, one of only two examples in the City of Dayton”. It was determined to be significant under Criterion ‘C’, for its unique architectural character.

As a property with a formal historic status, rehabilitation projects will prompt certain regulations, coupled with potential incentives. Dayton’s Historic Preservation Committee will review work all conducted under permit. That work will need to address the *Design Guidelines for Historic Properties*, which is based on the *Secretary of the Interior’s Standards for Rehabilitation*.

An incentive program made available by the state of Oregon is its Special Assessment of Historic Properties, which offers a 10-year freeze of the property’s assessed value for approved rehabilitation projects. The U.S. government offers its Federal Historic Tax Credit program that provides an income tax credit to the property owner for up to 20% of approved rehabilitation costs.

REGULATION

Zoning and Land Use

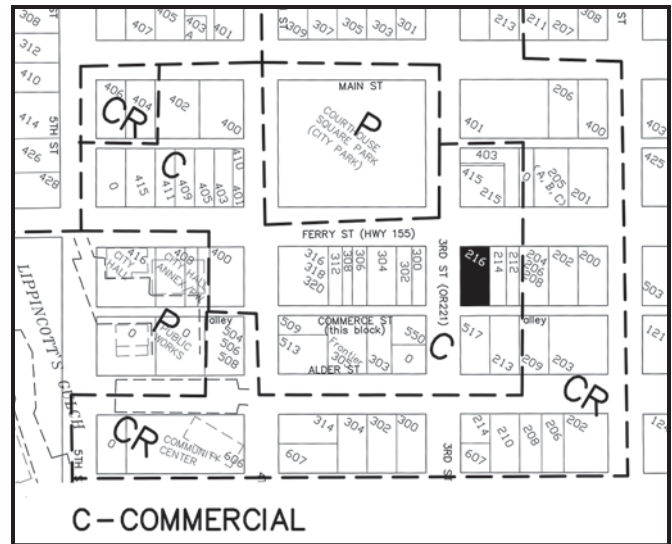
The Dayton Station’s lot is located within the ‘C’ Commercial Zone, which encompasses the downtown core adjacent to Courthouse Square Park. Two zoning overlays also affect the site: the ‘CBO’ Central Business Area Overlay and the ‘HPO’ Historical Property Overlay.

There are a number of permitted uses in the Commercial Zone, accommodating most all uses anticipated for Dayton Station. Interestingly enough, a vehicle service station use is not permitted outright, and would require a conditional approval. Off-street parking is allowed, though not required.

The Central Business Area Overlay focuses on elements deemed of interest to the city’s commercial core, and provides development standards. These standards include a limit on the height of new buildings, and require those buildings be finished with brick or wood. The CPO also prohibits drive-through windows, with certain exceptions.

The Historical Property Overlay lists guidelines for rehabilitation work, requesting repair over removal, and compatible additions.

Redevelopment of the site will trigger a number of mandated upgrades, including any half-street improvements needed at Ferry and 3rd Streets. The alley, if use to access on-site parking, will also need to be improved with asphalt paving.



City of Dayton zoning map

Other new improvements required by the city would include a trash and recycling structure, and a grease interceptor for food service uses.

Building Code

There is little permit history on the Dayton Station, aside from a 2007 fencing permit. Thus, the last formally-recognized use of the building was its initial use, as a service station with a maintenance garage. It is unlikely that the site will return back to a service station, and any other use would likely constitute a change in occupancy. This change could trigger various code compliance requirements such as improvements to egress, ADA related items, and seismic upgrades. Chapter 34 of the Oregon building code allows some compliance leniency for historic buildings based on actions that do not make the building less safe, as determined by the building code official. This tempering of code requirements should be explored in regards to a full seismic upgrade, which is usually rather involved and expensive work.

Hazardous Materials

Buildings of the vintage of Dayton Station should be investigated for any existing asbestos materials and lead paint. Former service stations that had been in operation for over sixty years present deeper concerns regarding petrochemicals and other hazardous materials throughout the site. Partially addressing this concern, four underground fuel storage tanks were removed in 1998. Petroleum contaminated soil was removed at this time, though an unknown quantity remained. In 2006, a study was conducted by Mark Yinger Associates that involved subsurface investigation. Five soil samples and three groundwater samples showed the presence of gasoline and related constituents. It appears the groundwater is moving the pollutants off the site in a northerly direction. This report also warned against the vapor intrusion of below grade pollutants into the building.

For this current study, PBS Engineering and Environmental, Inc. was commissioned to conduct a records review and data gap evaluation, to disclose available information and indicate where useful information is lacking. Data gaps include determining the exact locations of all former tanks and their pipe routing. The full scale of any residual contamination needs to be discovered and delineated. The presence of heavy oil, such as diesel and lubrication oil, should also be identified.

If any involved development occurs on the site, mitigation of the soil contamination is expected to be required. Finance institutions providing development loans will also require the contamination issue addressed. PBS Environmental recommends that the Owner enroll in the Voluntary Cleanup Program to engage the Oregon Department of Environmental Quality. An independent assessment could also be conducted to evaluate site conditions and used to frame a mitigation plan. The state agency Business Oregon has a Brownfields Program that provides loans to assist owners with site mitigation.

For more specifics, please refer to PBS Environmental's full report in the Appendix.

3. REUSE & DESIGN CONCEPTS

REHABILITATION STRATEGIES

The Dayton Station is a relatively simple building, as befits a service station and maintenance garage. Since it is considered to be in fair-to-good condition, rehabilitation work is somewhat retrained and straightforward.

It is strongly recommended to remove the metal roof and side walls, to return back the modernist profile of the office and garage. At this time, a new low-sloped roof surface is to be installed, with plywood sheathing attached in a manner that provides a structural diaphragm. Additional strengthening of the wood roof support members could be incorporated in a unobtrusive manner, as that framework will likely remain visible from below.

The masonry exterior walls are to be repaired as required, with missing details such as the projecting brick coursing and wall signs returned. Various treatments of the pre-1940 addition are shown in the three design concepts, ranging from retaining and patching, to demolition and reconstruction. Reconstruction should provide a wall surface similar to the main garage, and incorporate a parge coated finish.

Regarding the windows, all those that are in repairable condition should be repaired. New windows are to match the original in configuration and materials. Various treatments of the garage doors are shown in the three design concepts, from partial retention to full replacement. The current doors are somewhat difficult to operate, and are definitely not weather tight or a barrier to pests and vermin.

Interior work at the garage should consider retaining the current exposed finishes, knowing this would prove challenging while incorporating envelope insulation and any seismic improvements.

An undefined but potentially expansive scope of work and cost is the site mitigation of the below-grade petrochemicals. This work should be defined in conjunction with the reuse direction, and conducted as the initial phase of work.

To address vapor intrusion into the building, especially when food service is involved, an underslab exhaust system could be installed, much like what is used to mitigate radon.

It might be of visual interest to return the three fuel pumps, either by sourcing antiques or commissioning recreations.

REUSE OPTIONS OVERVIEW

Former service stations have become popular sites for adaptive reuse, borrowing upon their advantageous siting, recognizable shape and layout, and popular associations with early automobile travel. Dayton Station could take advantage of all three, becoming a new destination that would contribute to the current revitalization of the city's commercial core.

Towards that end, three design concepts were explored for this study, and developed at the conceptual level. Each concept assumes accomplishing the rehabilitation work mentioned in the previous section, specifically the exterior wall repair, window repair, and restoration of the original roof and parapet. Restoring the modernist aesthetic to the station will add to its character, further enhancing its visibility to locals and visitors alike.



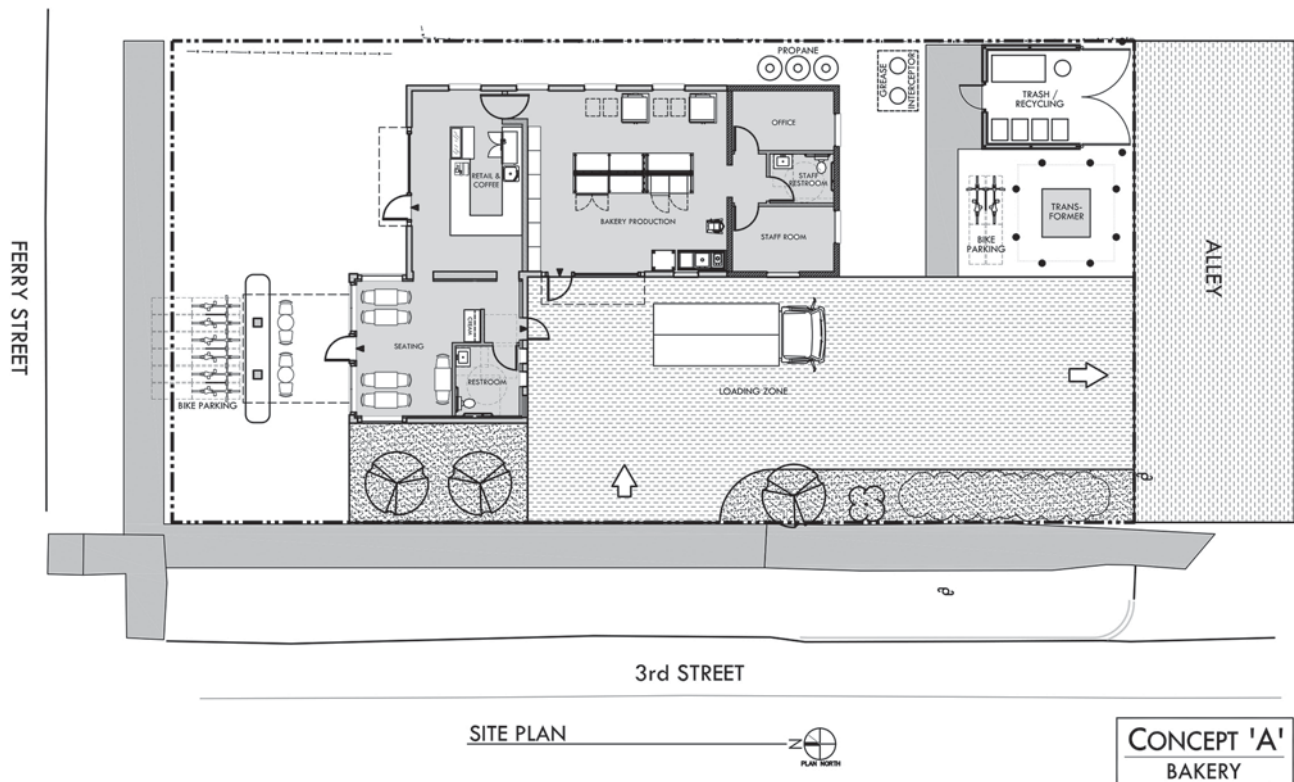
The adaptively reused Signal Station, in North Portland

All design concepts retain the original view to the front of the station. Vehicle parking will be restricted, though special cases such as the temporary display of antique vehicles or an occasional food truck would be allowed. A number of bike racks will be located adjacent to the service island, providing a welcomed amenity to a variety of patrons.

The three concepts differ in how they treat the pre-1940 addition to the garage. Option 'A' calls for the removal of the addition, with new construction to match its footprint. Option 'B' retains the addition, though it is to be repaired and receive a parge coating. Option 'C' removes the addition and creates a much larger addition that is to be finished similar to the adjacent garage walls.

It should be noted that there could be some mix-and-match between the options. For instance, the outside marketplace shown at Option 'B' could be incorporated on the weekends for Option 'A', using the bakery's loading area for vendor tents.

Following are descriptions of each option, with representative plan and elevation drawings. The full set of drawings can be found in the Appendix.



DESIGN CONCEPT 'A' - BAKERY

Concept 'A' adapts the building into a working bakery, with a retail counter that also serves coffee and tea drinks. The business plan would include the production of baked goods for use by surrounding businesses, while also selling those goods directly to the public. Dayton lacks a dedicated coffee bar, which would be a nice compliment to the purchase of a donut or fresh Danish.

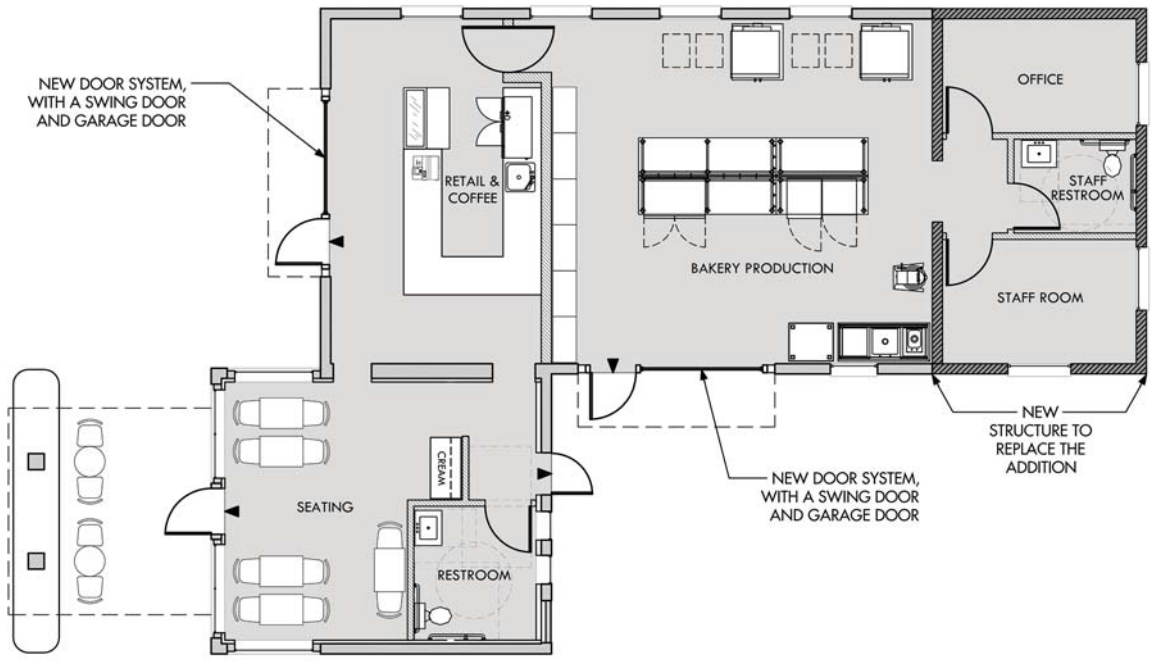
The existing garage doors would be replaced at both locations with a swing door and an overhead door. The

pre-1940 addition is proposed to be removed, and a similar space constructed in its place. Though the top of the parapet wall will align with the existing garage, this new addition will have a lower roof line behind, to help disguise rooftop mechanical units.

The power requirements of the baking equipment would likely require a new, on-site transformer. A loading drive adjacent to the west garage door allows for the easy moving of goods and supplies.



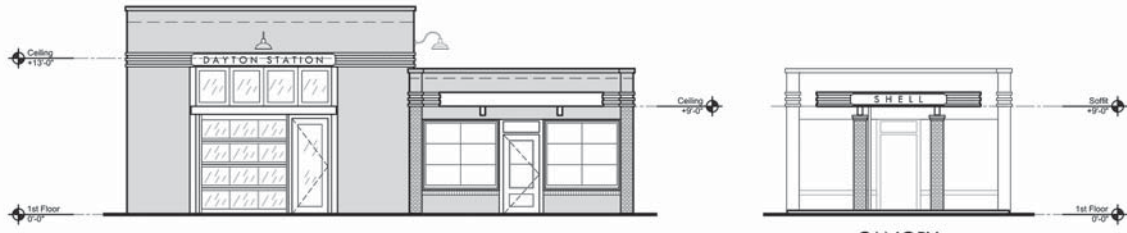
The Silverton Coffee Station, and Creekside Grill, beyond



FIRST FLOOR PLAN



CONCEPT 'A'
BAKERY



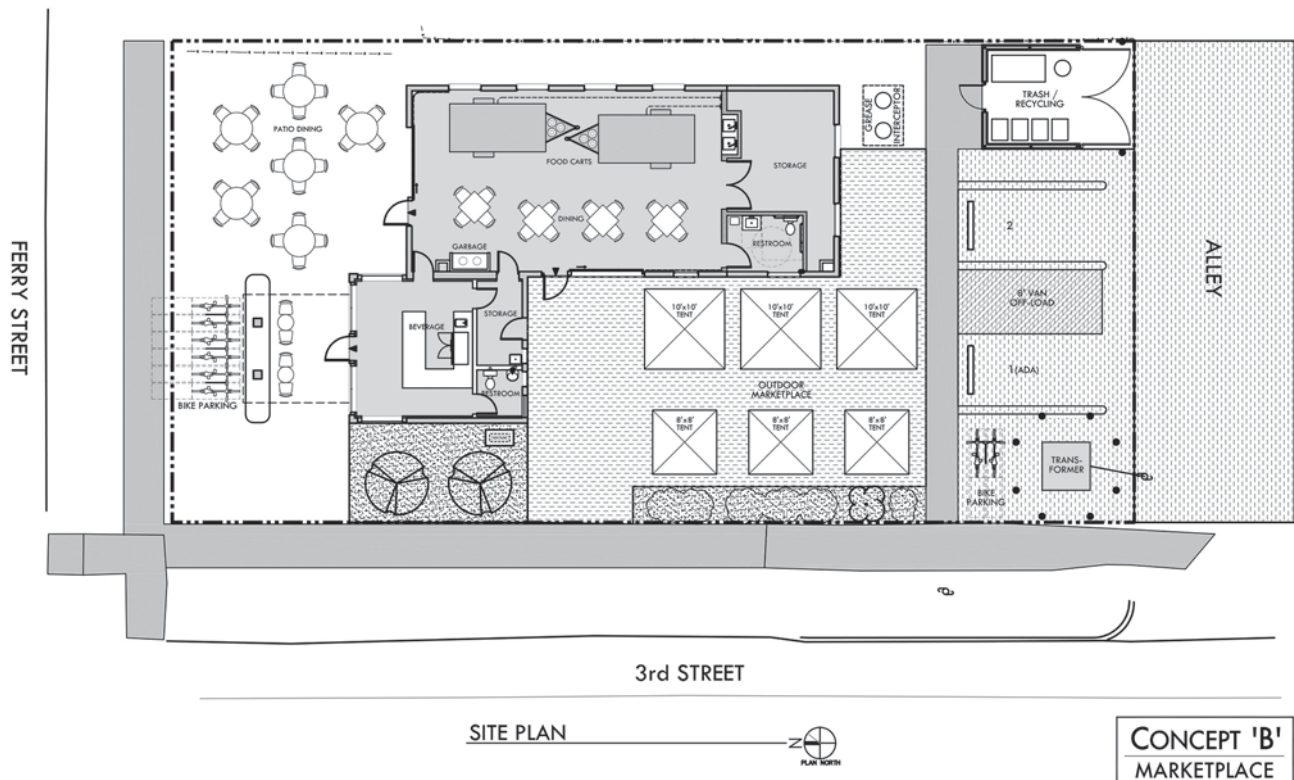
1 NORTH ELEVATION
SCALE: 3/32" = 1'-0"



2 WEST ELEVATION
SCALE: 3/32" = 1'-0"



CONCEPT 'A'
BAKERY



DESIGN CONCEPT 'B' - MARKETPLACE

Concept 'B' takes advantage of Dayton Station's existing spaces to provide a flexible venue for transitional vendors of food and goods. Food trailers will be located inside the garage, addressing city regulations regarding external food vehicles and carts. Beverages will be dispensed at the office, and could include coffee and soft drinks, along with beer and wine. A hardscape area between the building and 3rd Street would accommodate vendor tents, and the selling fruits and vegetables, flowers, and other products grown and refined in Yamhill County.

The single panel portion of the existing garage doors would be replaced with a swing door, for egress purposes. The pre-1940 addition would remain and be repaired.

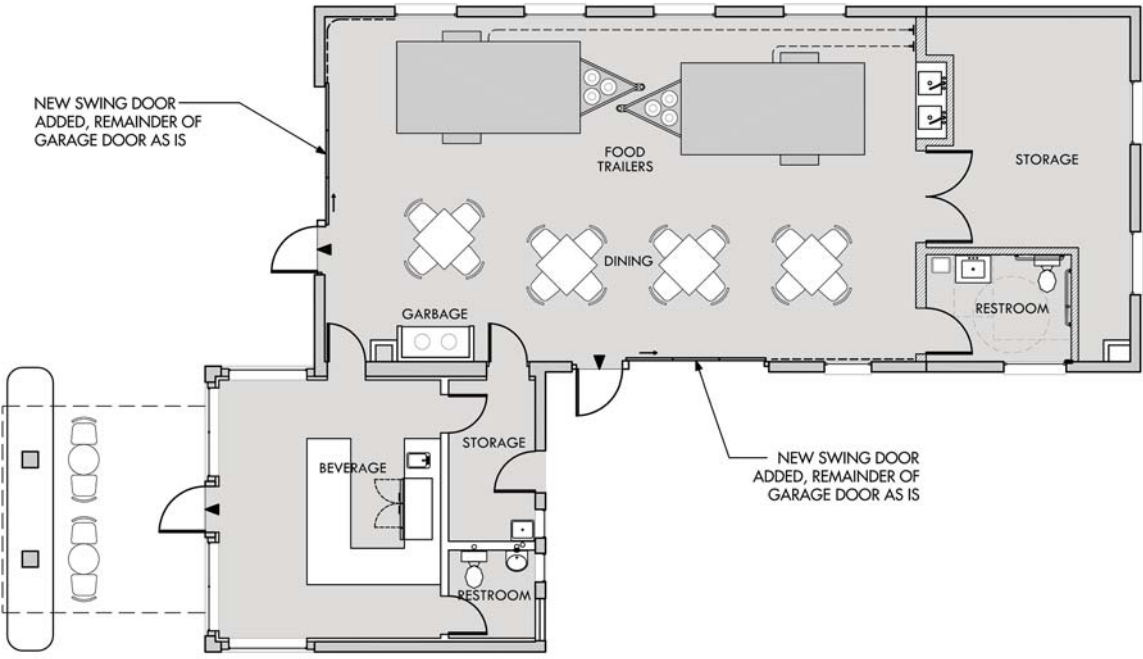
This design shows a new on-site transformer, though its need would have to be determined. Two parking spaces (one ADA) would be installed between the transformer and the trash and recycle structure.



An example of a food trailer



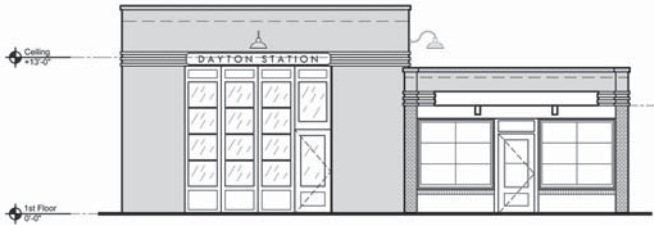
A vender tent at the Dayton Friday Night Lights event



FIRST FLOOR PLAN



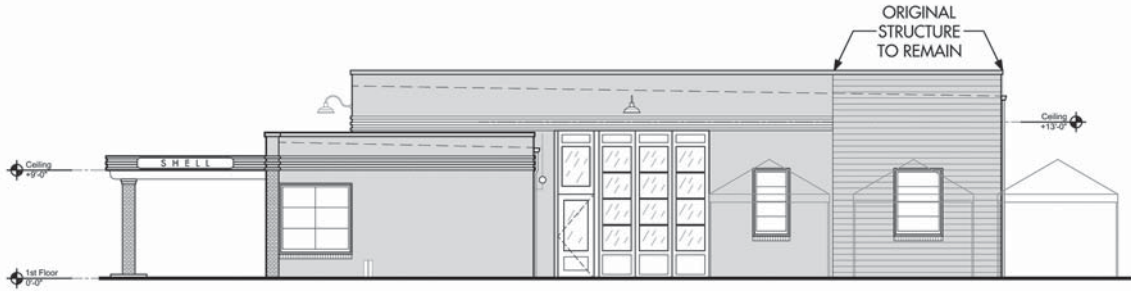
CONCEPT 'B'
MARKETPLACE



NORTH ELEVATION

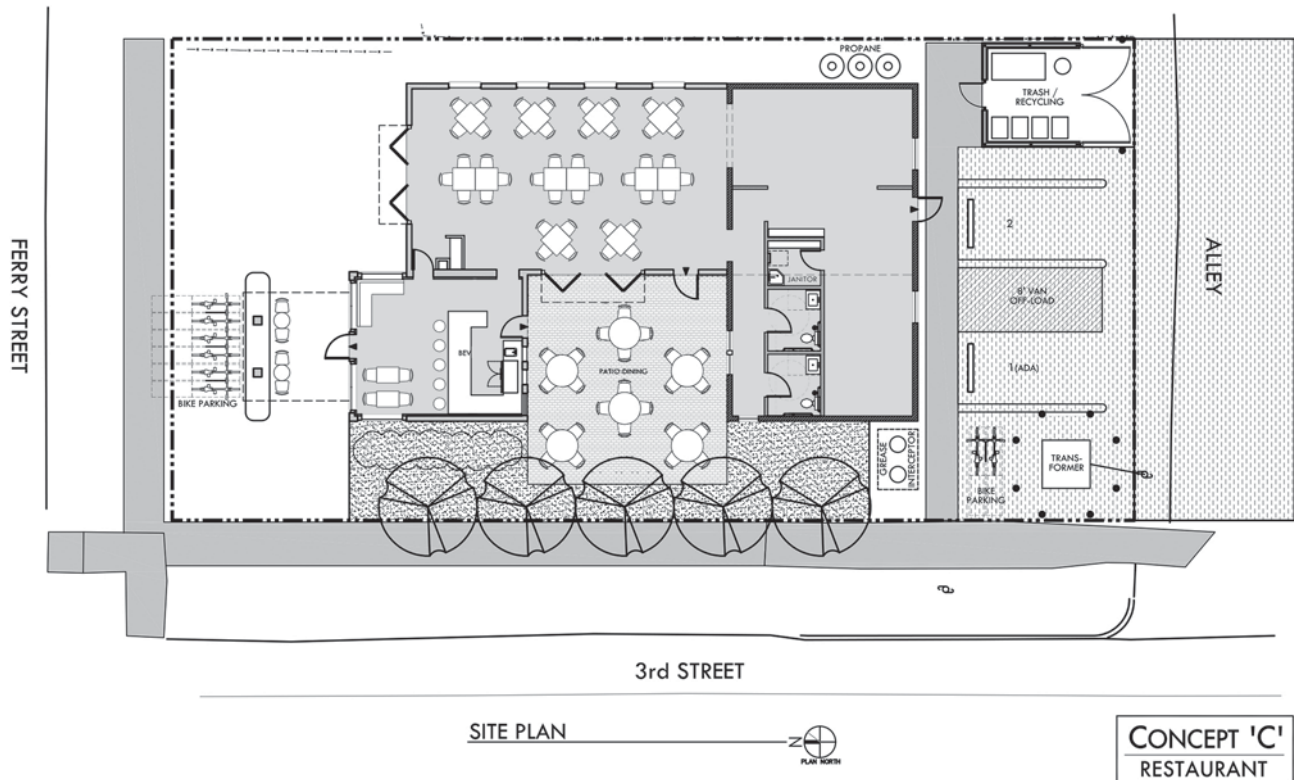


CANOPY



WEST ELEVATION

CONCEPT 'B'
MARKETPLACE



DESIGN CONCEPT 'C' - RESTAURANT

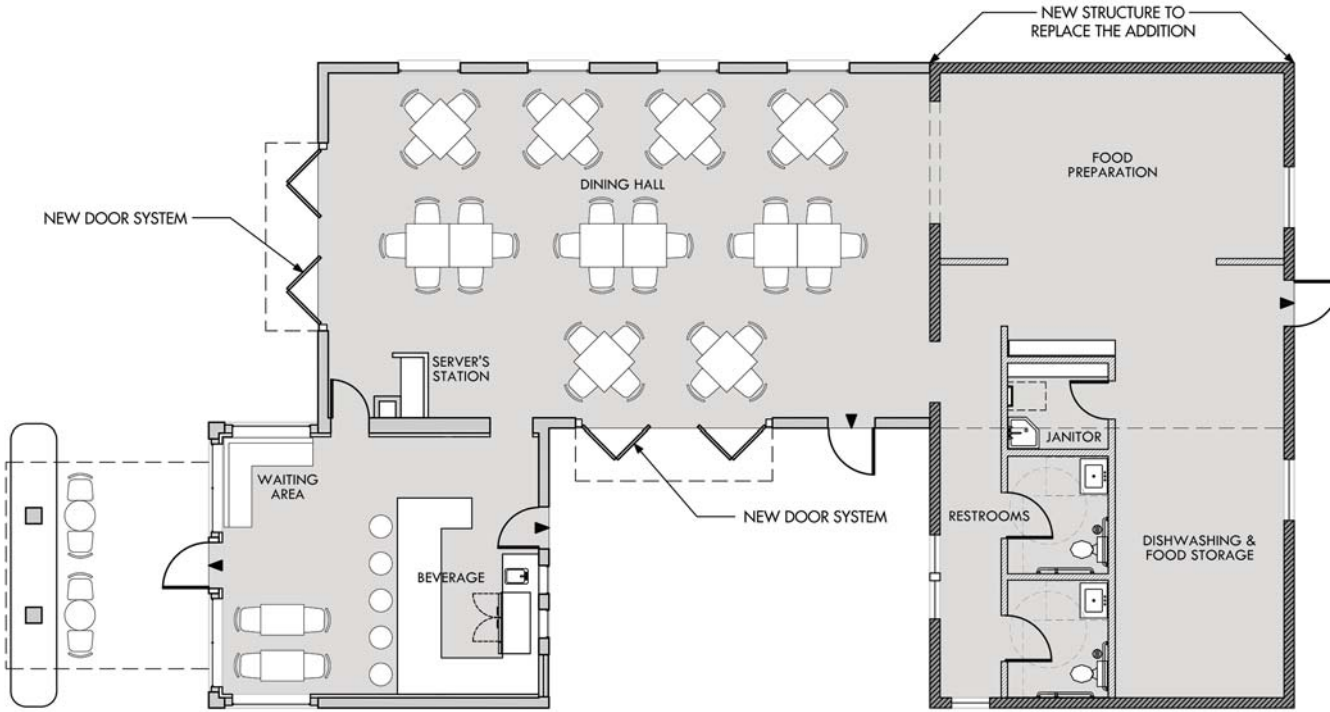
Concept 'C' transforms the building into a full service restaurant with patio dining. The original garage would be used as the dining hall, taking good advantage of its amenable proportions and tall ceiling height. A new addition would be required for the kitchen and restrooms. The north-south addition would match the height of the garage, and will have a lower roof that supports and

hides the mechanical units. The east-west addition matches the height and width of the office, creating an enclosed courtyard that contains the patio dining.

The power requirements of the restaurant equipment would likely require a new, on-site transformer. Two parking spaces (one ADA) would be installed between the transformer and the trash and recycle structure.



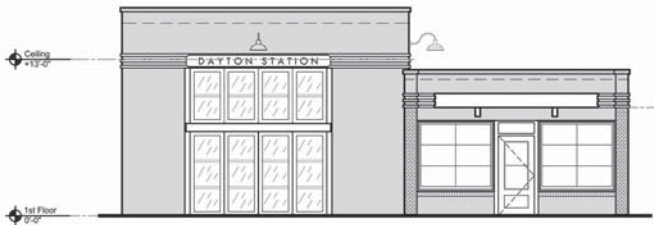
The Hawaiian Time Restaurant in Portland



FIRST FLOOR PLAN



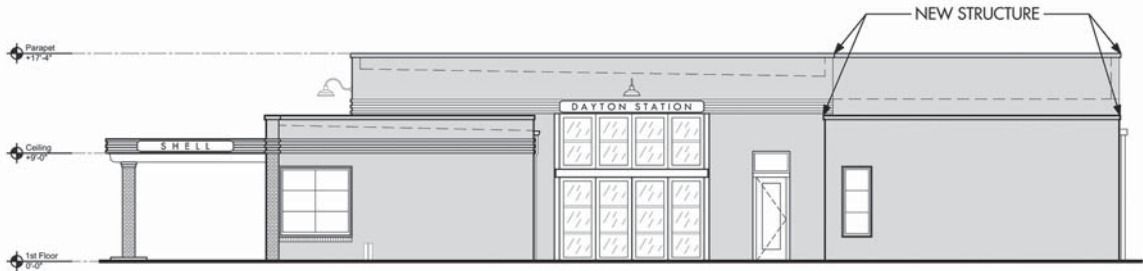
CONCEPT 'C'
RESTAURANT



NORTH ELEVATION



CANOPY



WEST ELEVATION

CONCEPT 'C'
RESTAURANT

– page intentionally left blank –

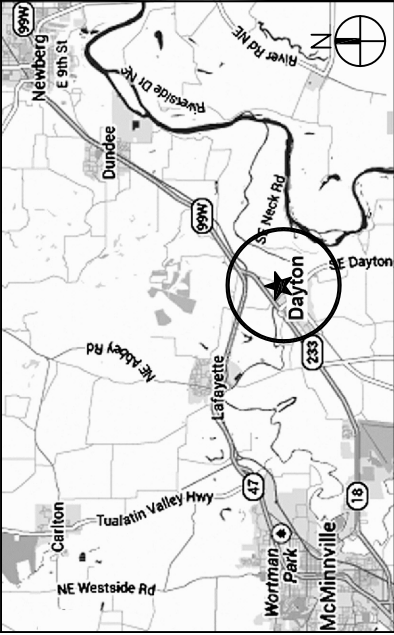
APPENDIX

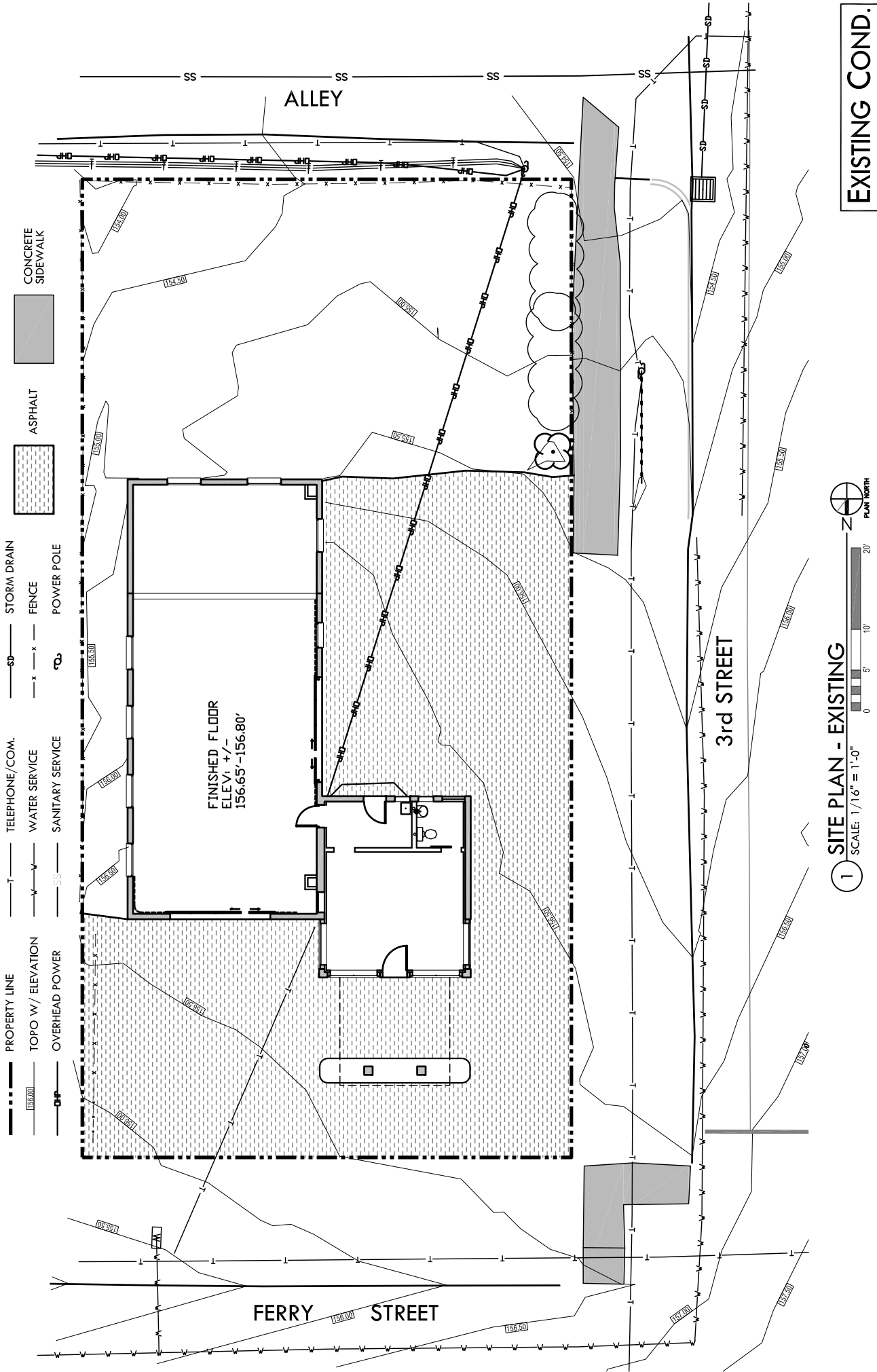
A — EXISTING AND CONCEPT DESIGN DRAWINGS

- Plans, sections and elevations of the existing building, and three concepts for possible redevelopment

– page intentionally left blank –

DAYTON STATION REHABILITATION STUDY

VICINITY MAP - DAYTON		PROJECT DESCRIPTION	
		This study provides three conceptual-level rehabilitation schemes for the former Foster Oil Company Building, a 1936 former gas station and mechanic's garage. The building is considered to be "Modernistic" in style, and is a contributing member within the Dayton Multiple Resources Area. This grants the building the status of being listed in the National Register of Historic Places.	
SHEET INDEX		DESIGN CONCEPTS	
GENERAL		Concept 'A' - Bakery	
0.0 Cover Sheet		A1.0 Site Plan	First Floor Plan
EXISTING CONDITIONS		A3.0 North & West Elevations	South & East Elevations
EX1.0 Site Plan		Concept 'B' - Marketplace	
EX2.0 First Floor Plan		B1.0 Site Plan	First Floor Plan
EX3.0 North & West Elevations		B2.0 First Floor Plan	North & West Elevations
EX3.1 South & East Elevations		B3.0 North & West Elevations	South & East Elevations
EX4.0 Sections		Concept 'C' - Restaurant	
		C1.0 Site Plan	First Floor Plan
		C2.0 First Floor Plan	North & West Elevations
<i>North and West elevations</i>		C3.0 North & West Elevations	South & East Elevations



EXISTING COND.



PAUL M. FALSETTO ARCHITECT • 1605 NE Buffalo Street, Portland, Oregon 97211
COPYRIGHT • PAUL M. FALSETTO ARCHITECT | DO NOT REPRODUCE WITHOUT PERMISSION

Dayton Station Rehabilitation Study

Foster Oil Company Building (1936)
216 Ferry Street | Dayton, Oregon

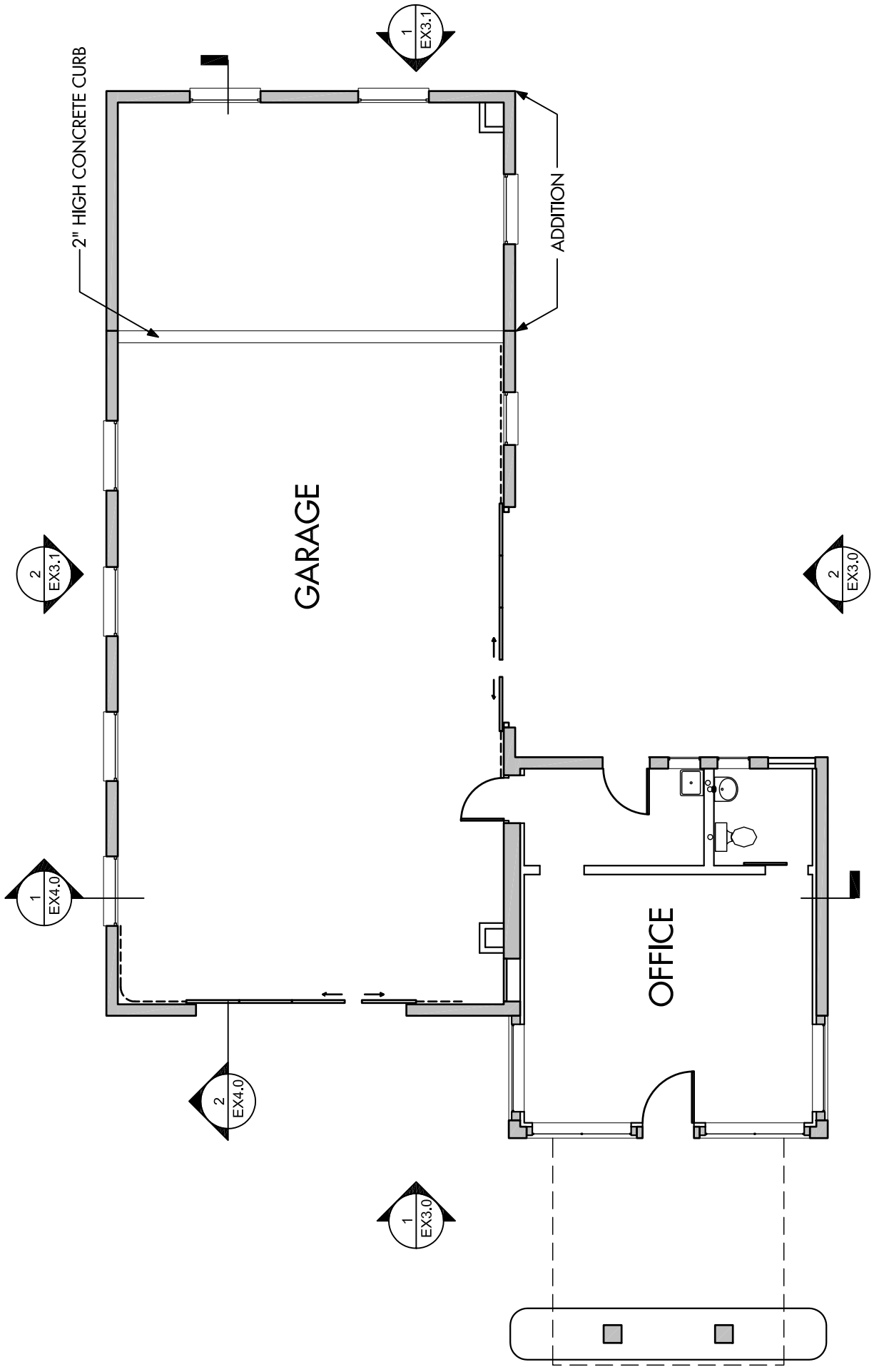
phase
Existing Cond.

date
8/30/18

job #
18001

EX1.0

SITE PLAN



1 FIRST FLOOR PLAN - EXISTING

SCALE: 1/8" = 1'-0"

0 1' 2' 3' 4' 5' 10'

PLAN NORTH

EXISTING COND.



PAUL M. FALSETTO ARCHITECT • 1605 NE Buffalo Street, Portland, Oregon 97211
COPYRIGHT • PAUL M. FALSETTO ARCHITECT | DO NOT REPRODUCE WITHOUT PERMISSION

**Dayton Station
Rehabilitation Study**

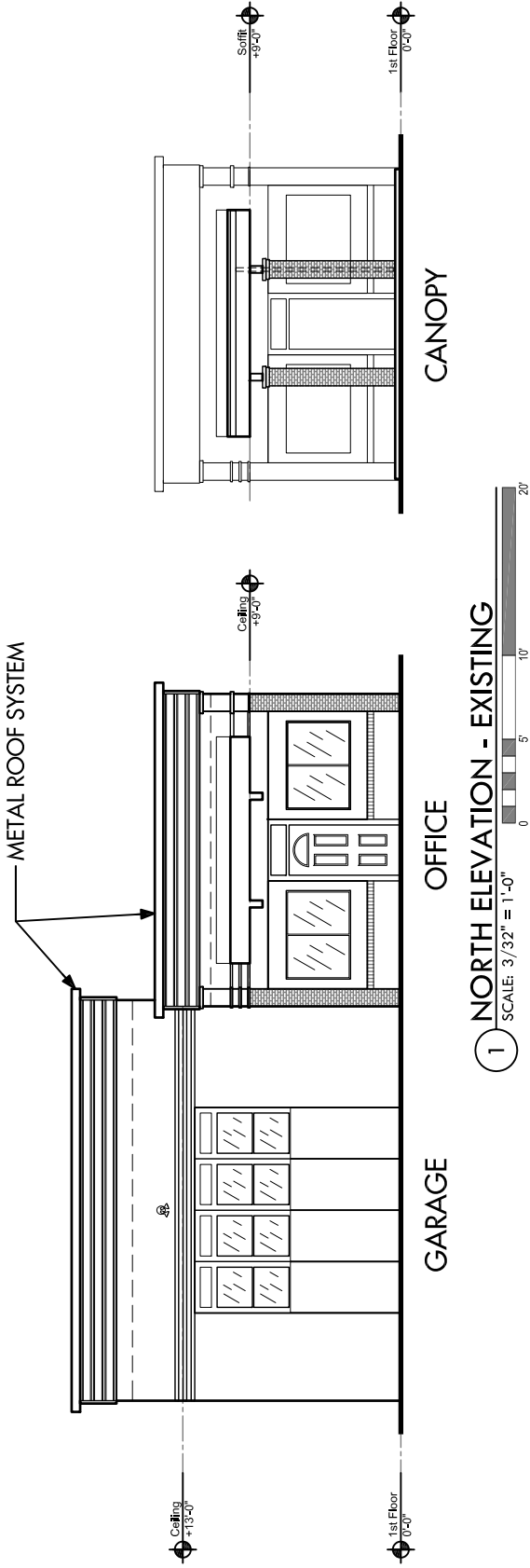
Foster Oil Company Building (1936)
216 Ferry Street | Dayton, Oregon

phase
Existing Cond.

date | job #
8/30/18 | 18001

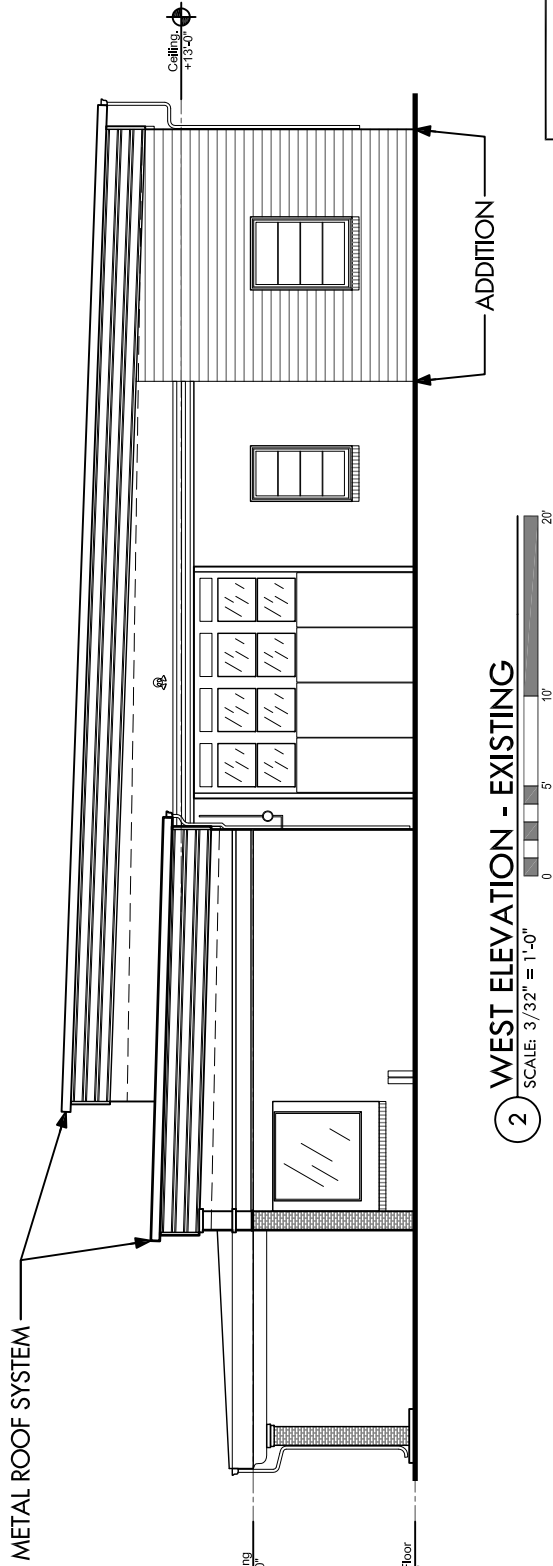
EX2.0

FIRST FLOOR
PLAN



1 NORTH ELEVATION - EXISTING

SCALE: 3/32" = 1'-0"



2 WEST ELEVATION - EXISTING

SCALE: 3/32" = 1'-0"

EXISTING COND.



PAUL M. FALSETTO ARCHITECT • 1605 NE Buffalo Street, Portland, Oregon 97211
COPYRIGHT • PAUL M. FALSETTO ARCHITECT | DO NOT REPRODUCE WITHOUT PERMISSION

Dayton Station Rehabilitation Study

Foster Oil Company Building (1936)
216 Ferry Street | Dayton, Oregon

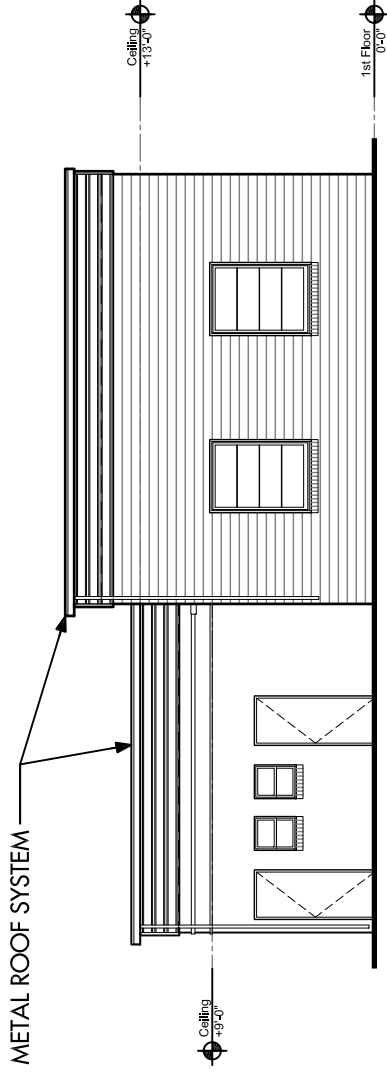
phase
Existing Cond.

date
8/30/18

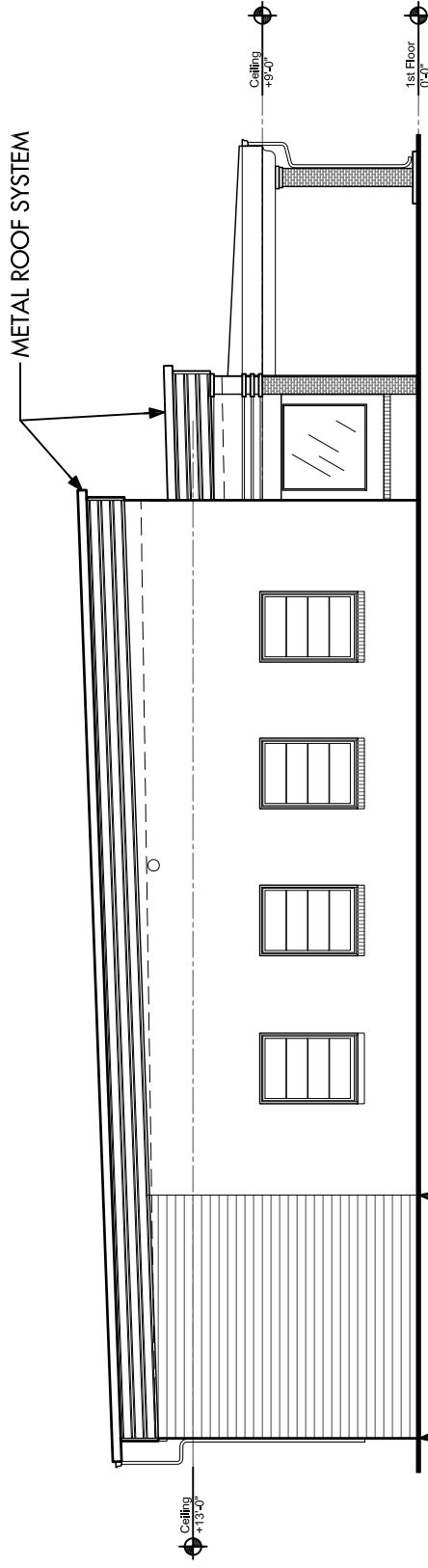
job #
18001

EX3.0

NORTH & WEST
ELEVATIONS



1 SOUTH ELEVATION - EXISTING
SCALE: 3/32" = 1'-0"



2 EAST ELEVATION - EXISTING
SCALE: 3/32" = 1'-0"

EXISTING COND.



PAUL M. FALSETTO ARCHITECT • 1605 NE Buffalo Street, Portland, Oregon 97211
COPYRIGHT • PAUL M. FALSETTO ARCHITECT | DO NOT REPRODUCE WITHOUT PERMISSION

Dayton Station
Rehabilitation Study

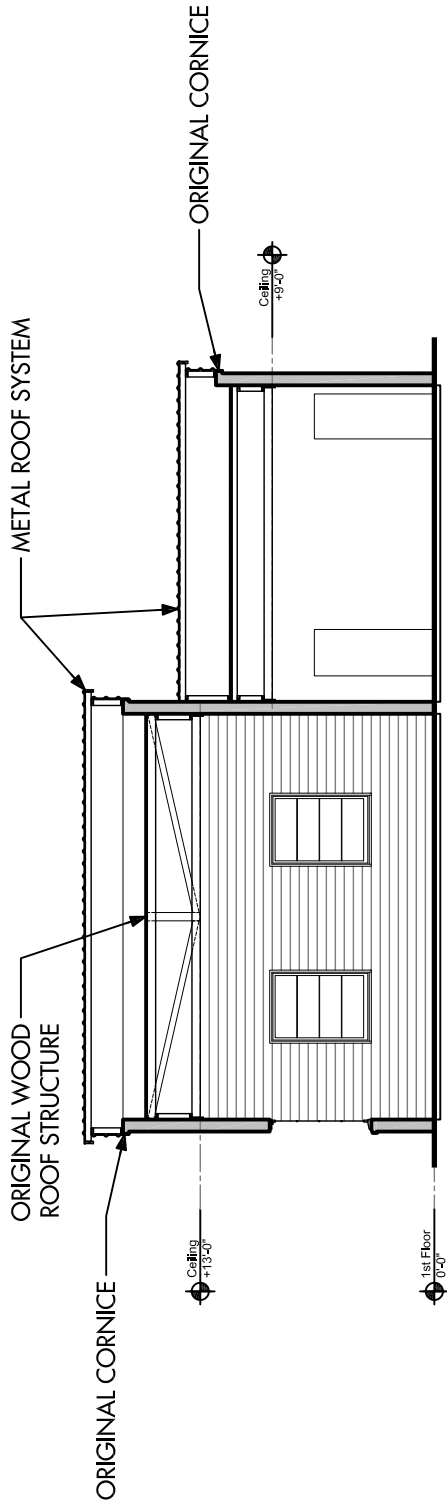
Foster Oil Company Building (1936)
216 Ferry Street | Dayton, Oregon

phase
Existing Cond.

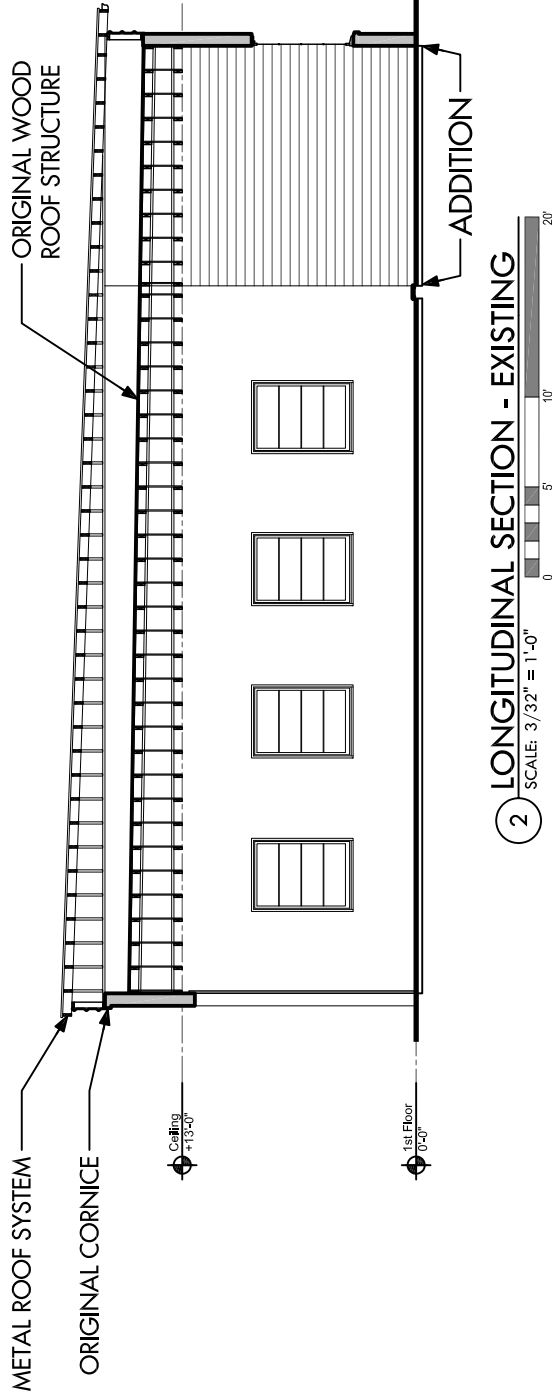
date | job #
8/30/18 | 18001

EX3.1

SOUTH & EAST
ELEVATIONS



1 CROSS SECTION - EXISTING
SCALE: 3/32" = 1'-0"



2 LONGITUDINAL SECTION - EXISTING
SCALE: 3/32" = 1'-0"

EXISTING COND.



PAUL M. FALSETTO ARCHITECT • 1605 NE Buffalo Street, Portland, Oregon 97211
COPYRIGHT • PAUL M. FALSETTO ARCHITECT | DO NOT REPRODUCE WITHOUT PERMISSION

Dayton Station Rehabilitation Study

Foster Oil Company Building (1936)
216 Ferry Street | Dayton, Oregon

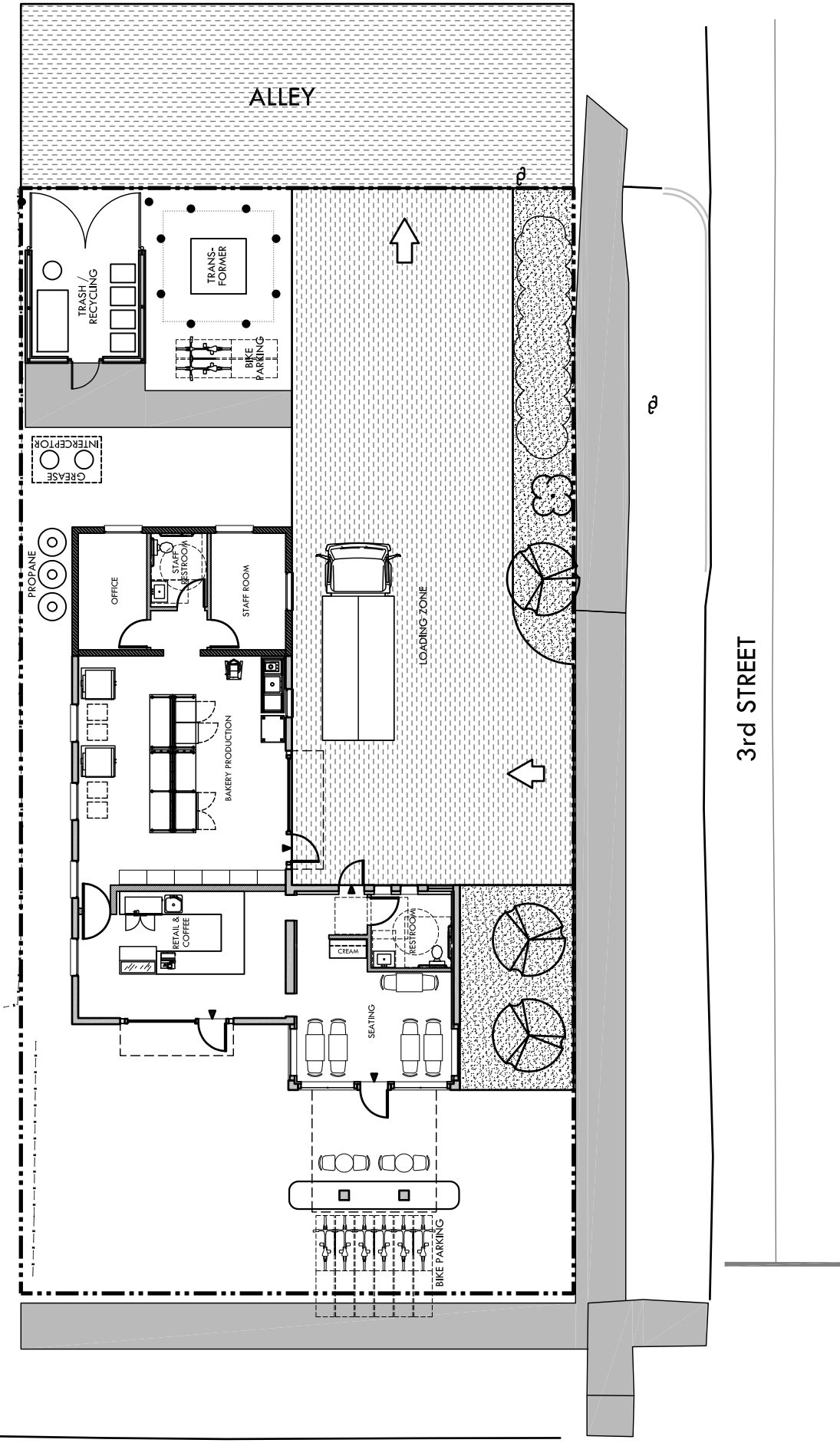
phase
Existing Cond.

date
8/30/18

job #
18001

EX4.0

SECTIONS



CONCEPT 'A'
BAKERY

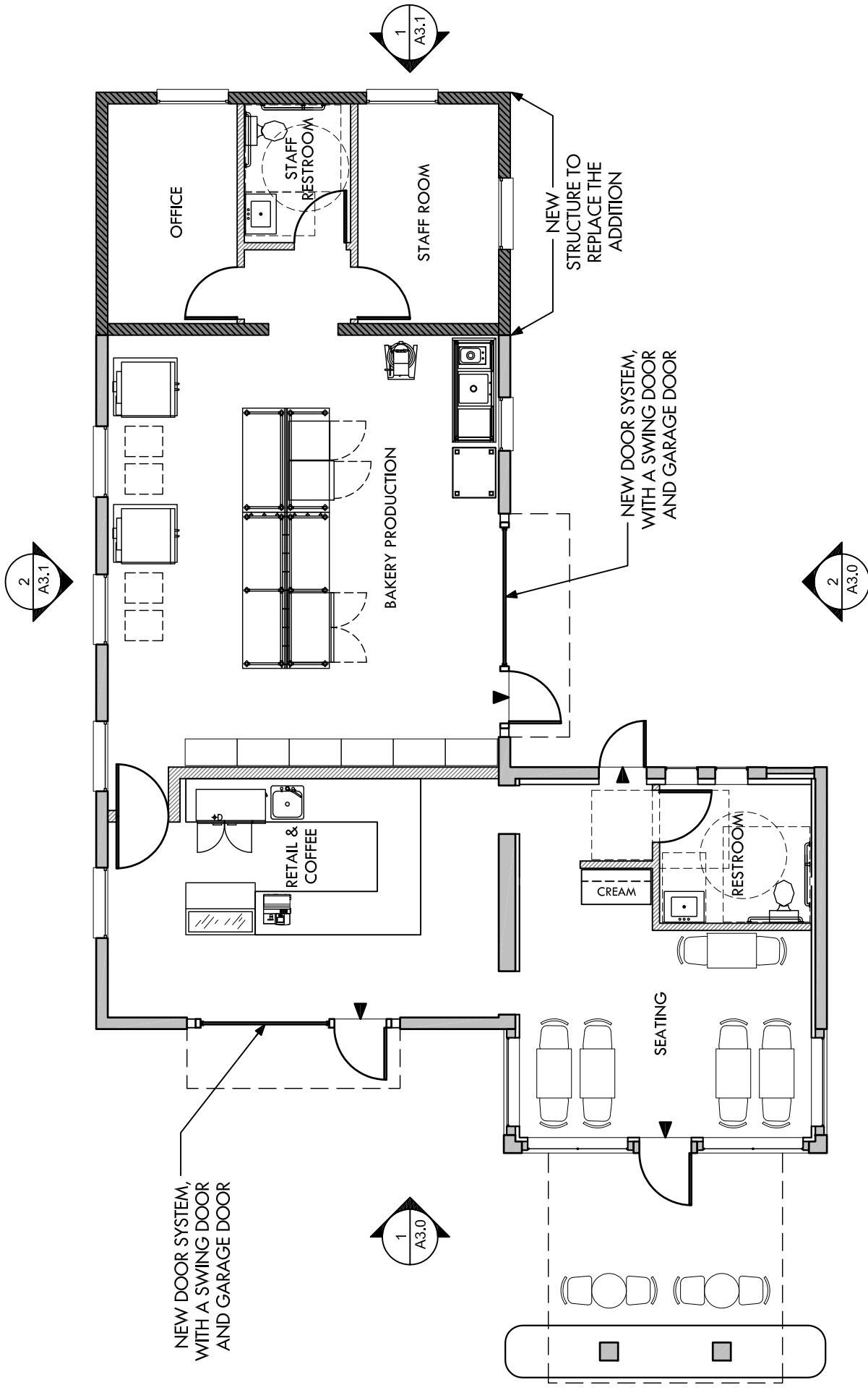
A1.0
SITE PLAN

1 SITE PLAN
SCALE: 1/16" = 1'-0"
PLAN NORTH

phase
Concept 'A'
date 8/30/18 job # 18001

Dayton Station
Rehabilitation Study
Foster Oil Company Building (1936)
216 Ferry Street | Dayton, Oregon

PMFA
PAUL M. FALSETTO ARCHITECT • 1605 NE Buffalo Street, Portland, Oregon 97211
COPYRIGHT • PAUL M. FALSETTO ARCHITECT | DO NOT REPRODUCE WITHOUT PERMISSION



CONCEPT 'A'
BAKERY

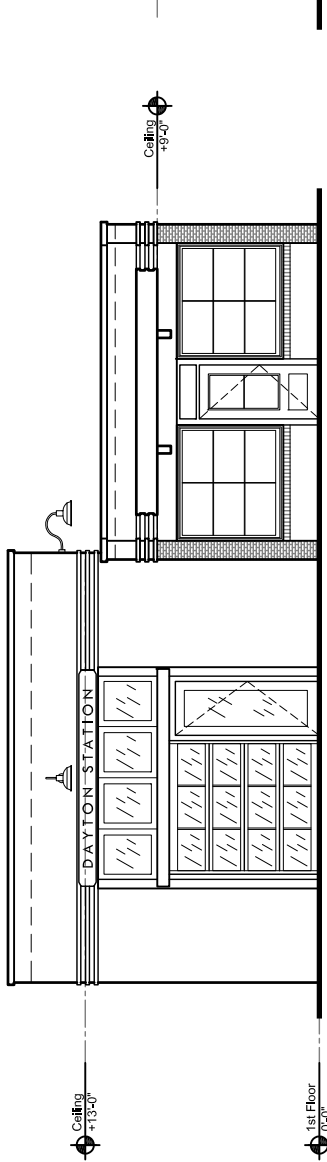
A2.0
FIRST FLOOR
PLAN

phase
Concept 'A'
date 8/30/18 job # 18001

1 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"
0 1' 2' 3' 4' 5' 10'
PLAN NORTH

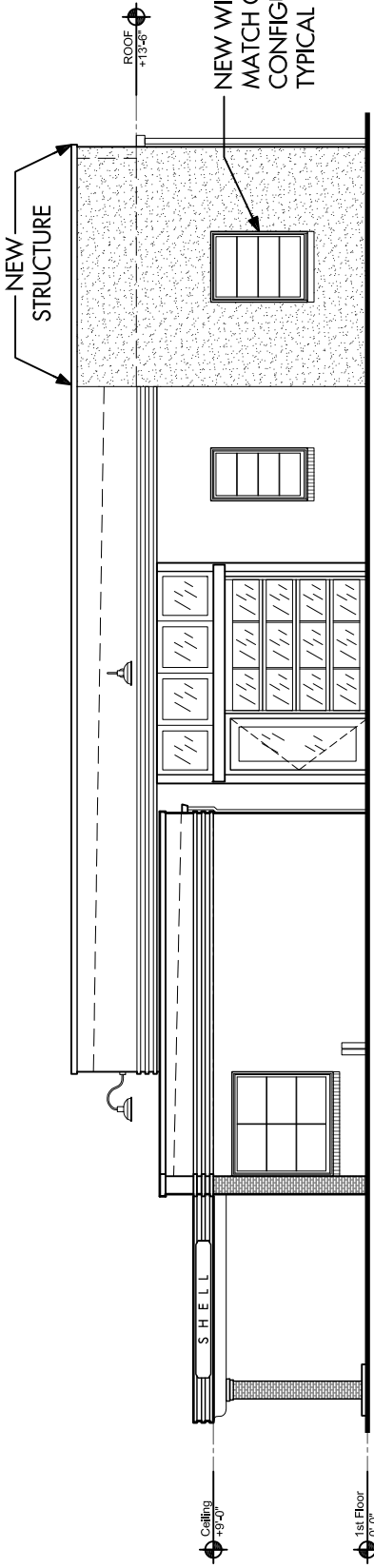
Dayton Station
Rehabilitation Study
Foster Oil Company Building (1936)
216 Ferry Street | Dayton, Oregon

PMFA
PAUL M. FALSETTO ARCHITECT • 1605 NE Buffalo Street, Portland, Oregon 97211
COPYRIGHT • PAUL M. FALSETTO ARCHITECT | DO NOT REPRODUCE WITHOUT PERMISSION



1 NORTH ELEVATION

SCALE: 3/32" = 1'-0"



2 WEST ELEVATION

SCALE: 3/32" = 1'-0"

CONCEPT 'A'
BAKERY



PAUL M. FALSETTO ARCHITECT • 1605 NE Buffalo Street, Portland, Oregon 97211
COPYRIGHT • PAUL M. FALSETTO ARCHITECT | DO NOT REPRODUCE WITHOUT PERMISSION

Dayton Station Rehabilitation Study

Foster Oil Company Building (1936)
216 Ferry Street | Dayton, Oregon

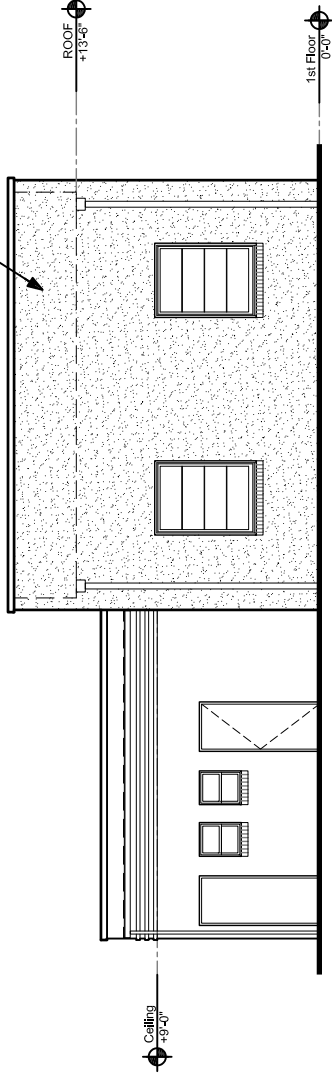
phase Concept 'A'

date 8/30/18
job # 18001

A3.0

NORTH & WEST
ELEVATIONS

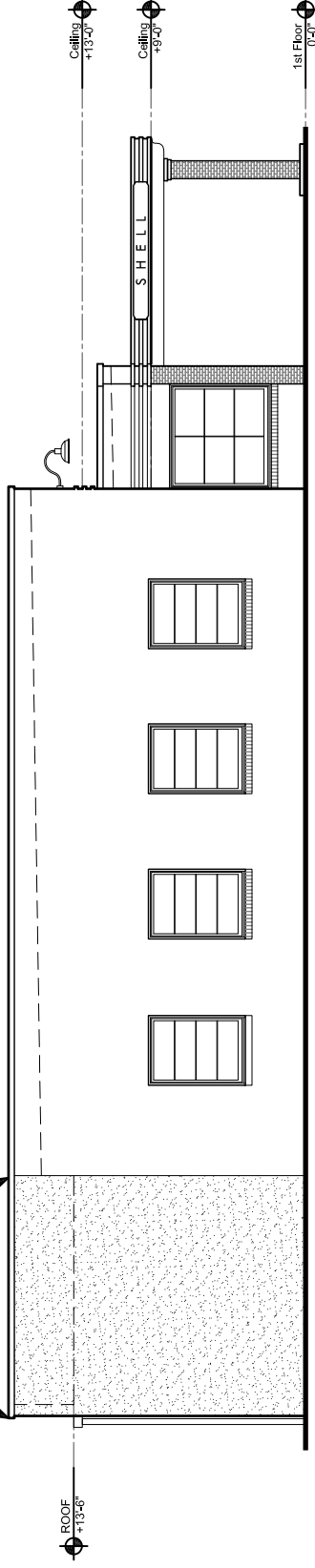
ROOF OF NEW STRUCTURE TO
VENTING AND HVAC EQUIPMENT



1 SOUTH ELEVATION

SCALE: 3/32" = 1'-0"

NEW
STRUCTURE



2 EAST ELEVATION

SCALE: 3/32" = 1'-0"

CONCEPT 'A'
BAKERY



PAUL M. FALSETTO ARCHITECT • 1605 NE Buffalo Street, Portland, Oregon 97211
COPYRIGHT • PAUL M. FALSETTO ARCHITECT | DO NOT REPRODUCE WITHOUT PERMISSION

Dayton Station
Rehabilitation Study

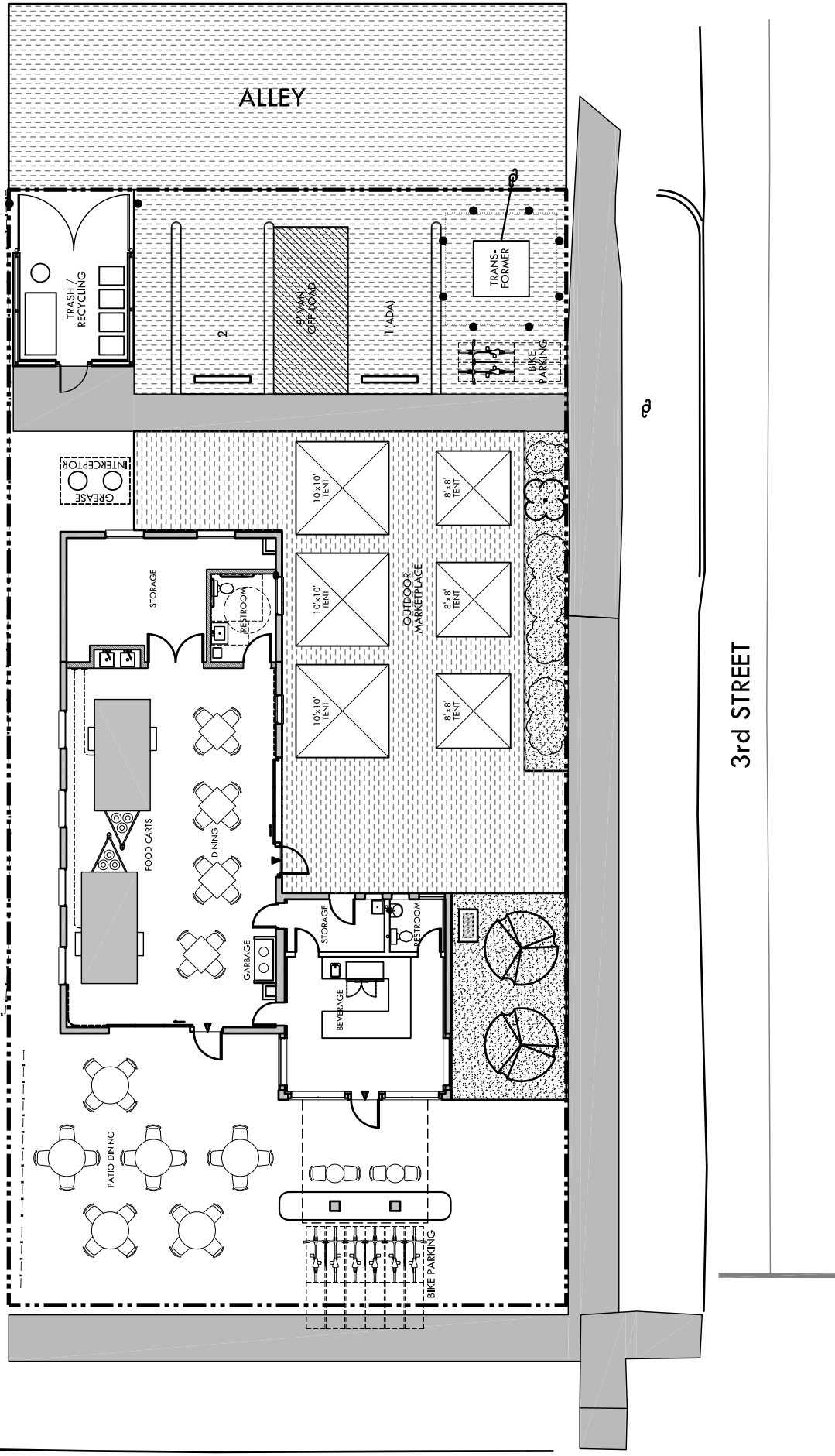
Foster Oil Company Building (1936)
216 Ferry Street | Dayton, Oregon

phase
Concept 'A'

date 8/30/18
job # 18001

A3.1

SOUTH & EAST
ELEVATIONS



CONCEPT 'B'
MARKETPLACE

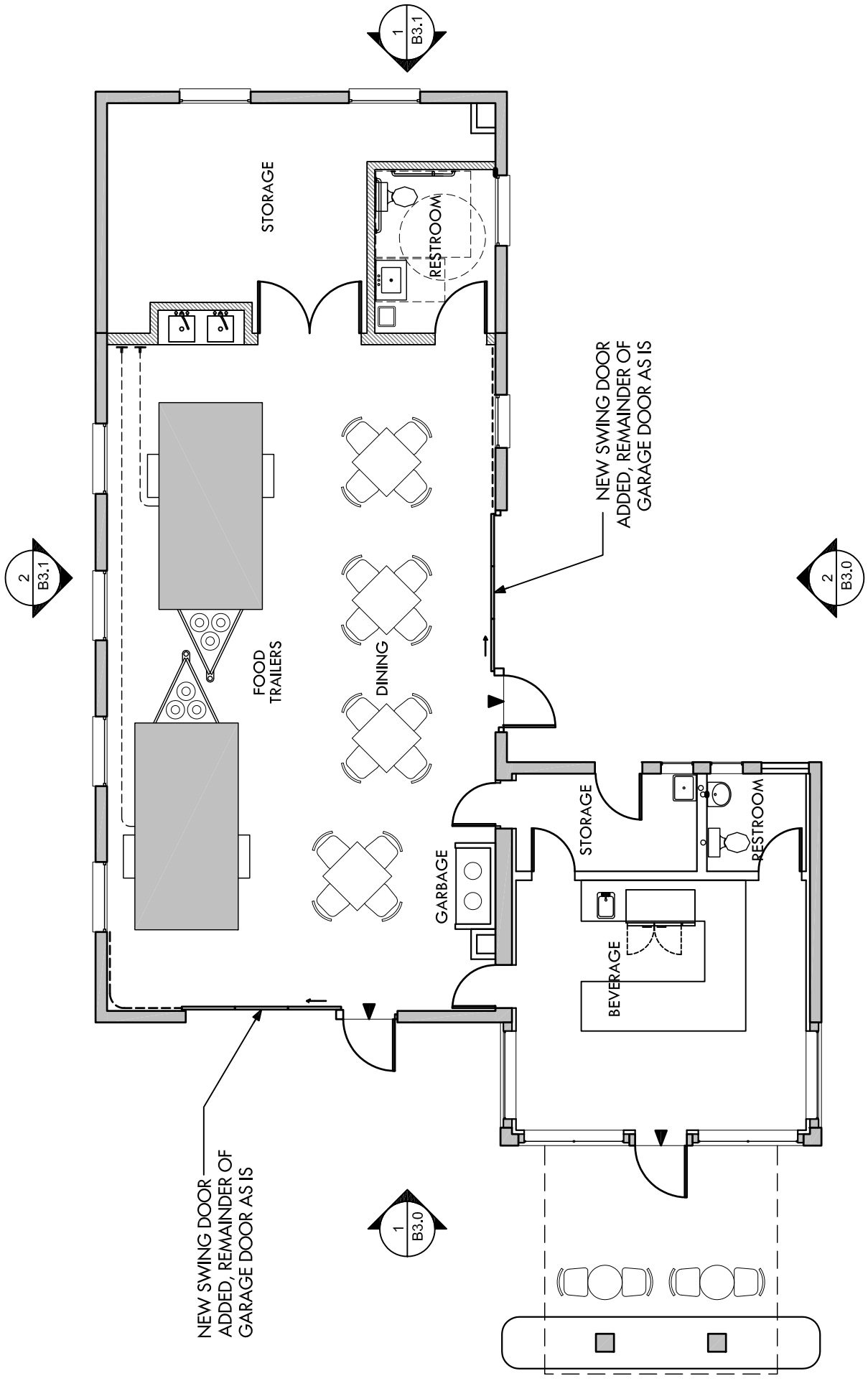
1 SITE PLAN
SCALE: 1/16" = 1'-0"
0 5 10 20'
PLAN NORTH

B1.0
SITE PLAN

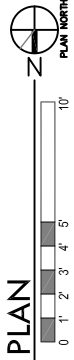
phase
Concept 'B'
date 8/30/18 job # 18001

Dayton Station
Rehabilitation Study
Foster Oil Company Building (1936)
216 Ferry Street | Dayton, Oregon

PMFA
PAUL M. FALSETTO ARCHITECT • 1605 NE Buffalo Street, Portland, Oregon 97211
COPYRIGHT • PAUL M. FALSETTO ARCHITECT | DO NOT REPRODUCE WITHOUT PERMISSION



1 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"



CONCEPT 'B'
MARKETPLACE



PAUL M. FALSETTO ARCHITECT • 1605 NE Buffalo Street, Portland, Oregon 97211
COPYRIGHT • PAUL M. FALSETTO ARCHITECT | DO NOT REPRODUCE WITHOUT PERMISSION

Dayton Station Rehabilitation Study

Foster Oil Company Building (1936)
216 Ferry Street | Dayton, Oregon

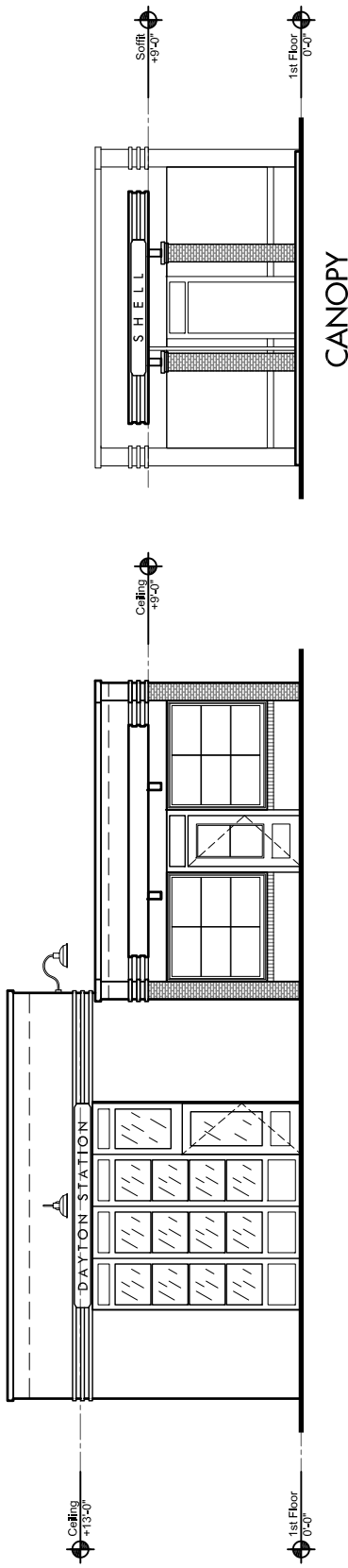
phase
Concept 'B'

date
8/30/18

job #
18001

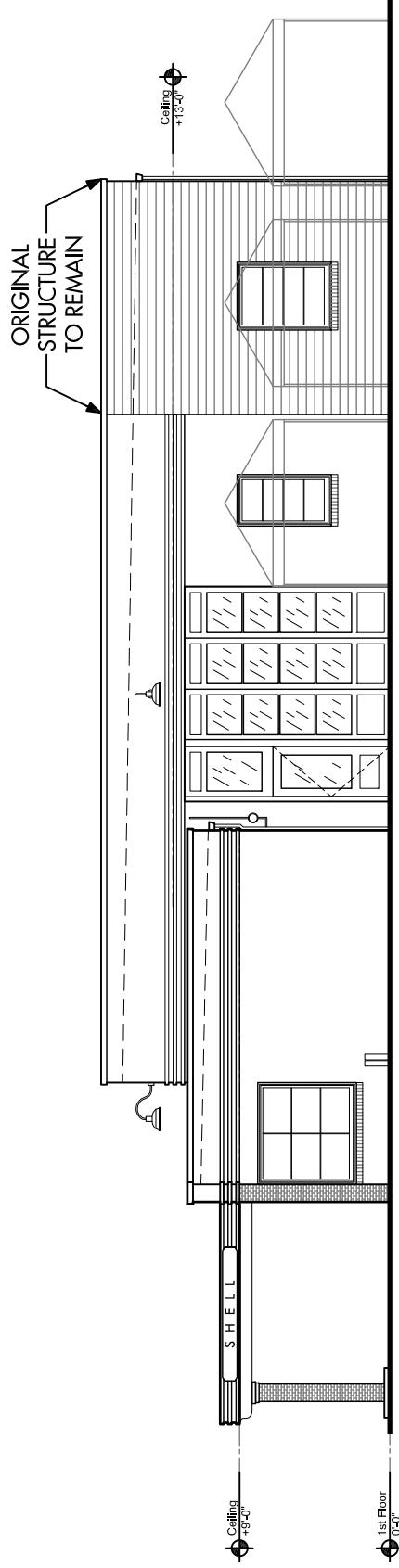
B2.0

FIRST FLOOR
PLAN



1 NORTH ELEVATION

SCALE: 3/32" = 1'-0"



2 WEST ELEVATION

SCALE: 3/32" = 1'-0"

CONCEPT 'B'
MARKETPLACE



PAUL M. FALSETTO ARCHITECT • 1605 NE Buffalo Street, Portland, Oregon 97211
COPYRIGHT • PAUL M. FALSETTO ARCHITECT | DO NOT REPRODUCE WITHOUT PERMISSION

Dayton Station Rehabilitation Study

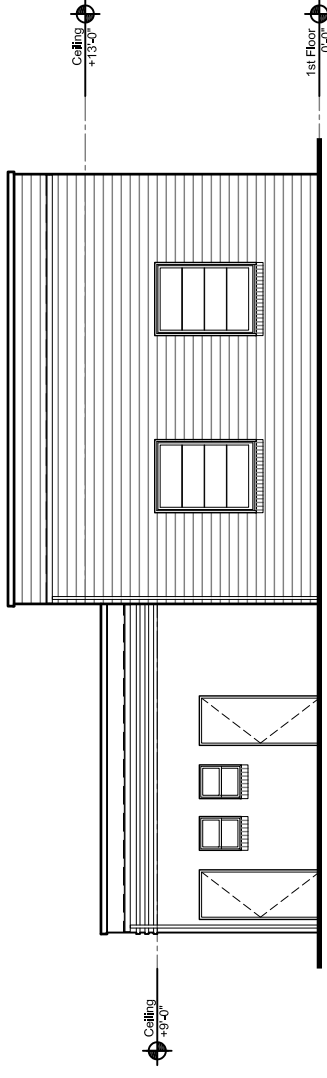
Foster Oil Company Building (1936)
216 Ferry Street | Dayton, Oregon

phase Concept 'B'

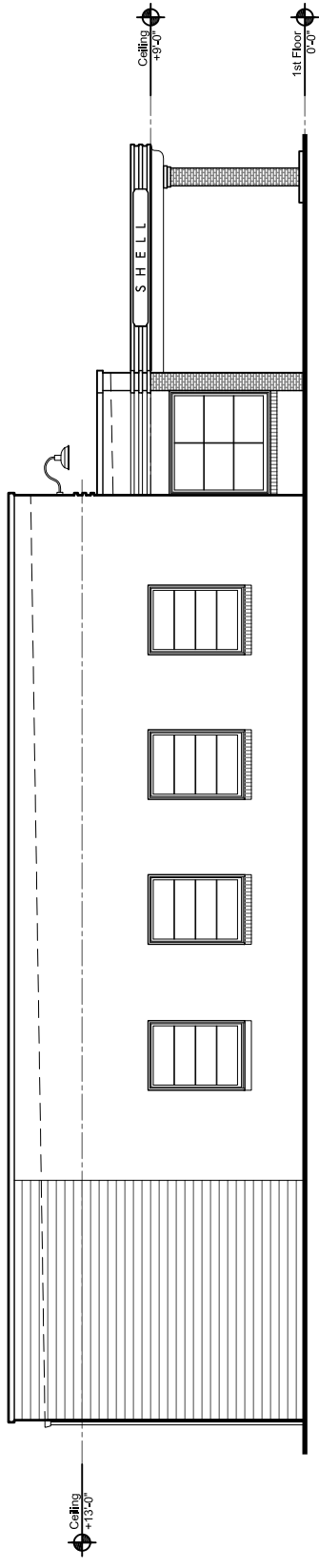
date 8/30/18
job # 18001

B3.0

NORTH & WEST
ELEVATIONS



1 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



2 EAST ELEVATION
SCALE: 3/32" = 1'-0"



CONCEPT 'B'
MARKETPLACE



PAUL M. FALSETTO ARCHITECT • 1605 NE Buffalo Street, Portland, Oregon 97211
COPYRIGHT • PAUL M. FALSETTO ARCHITECT | DO NOT REPRODUCE WITHOUT PERMISSION

Dayton Station
Rehabilitation Study

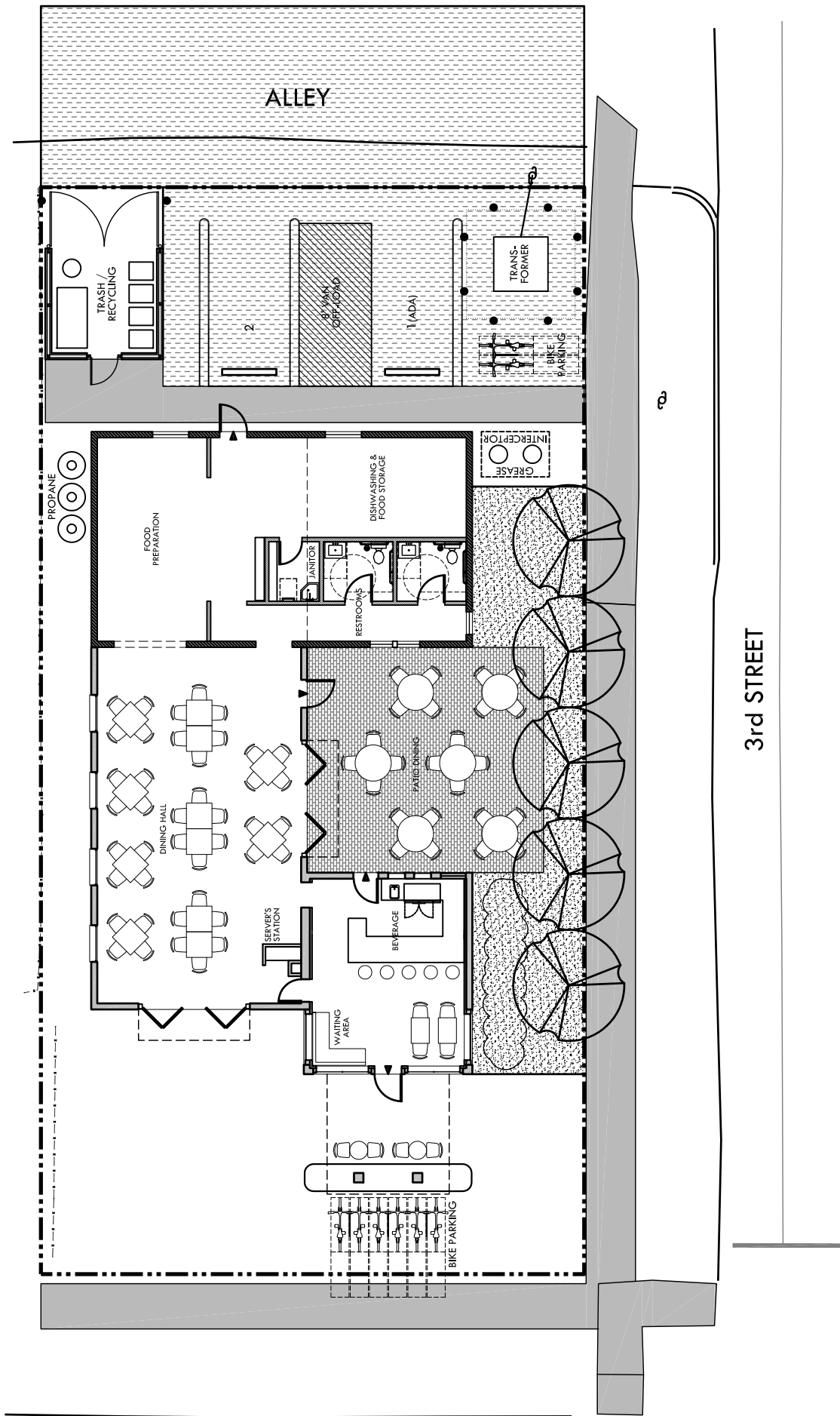
Foster Oil Company Building (1936)
216 Ferry Street | Dayton, Oregon

phase
Concept 'B'

date
8/30/18

job #
18001

B3.1
SOUTH & EAST
ELEVATIONS



CONCEPT 'C'
RESTAURANT

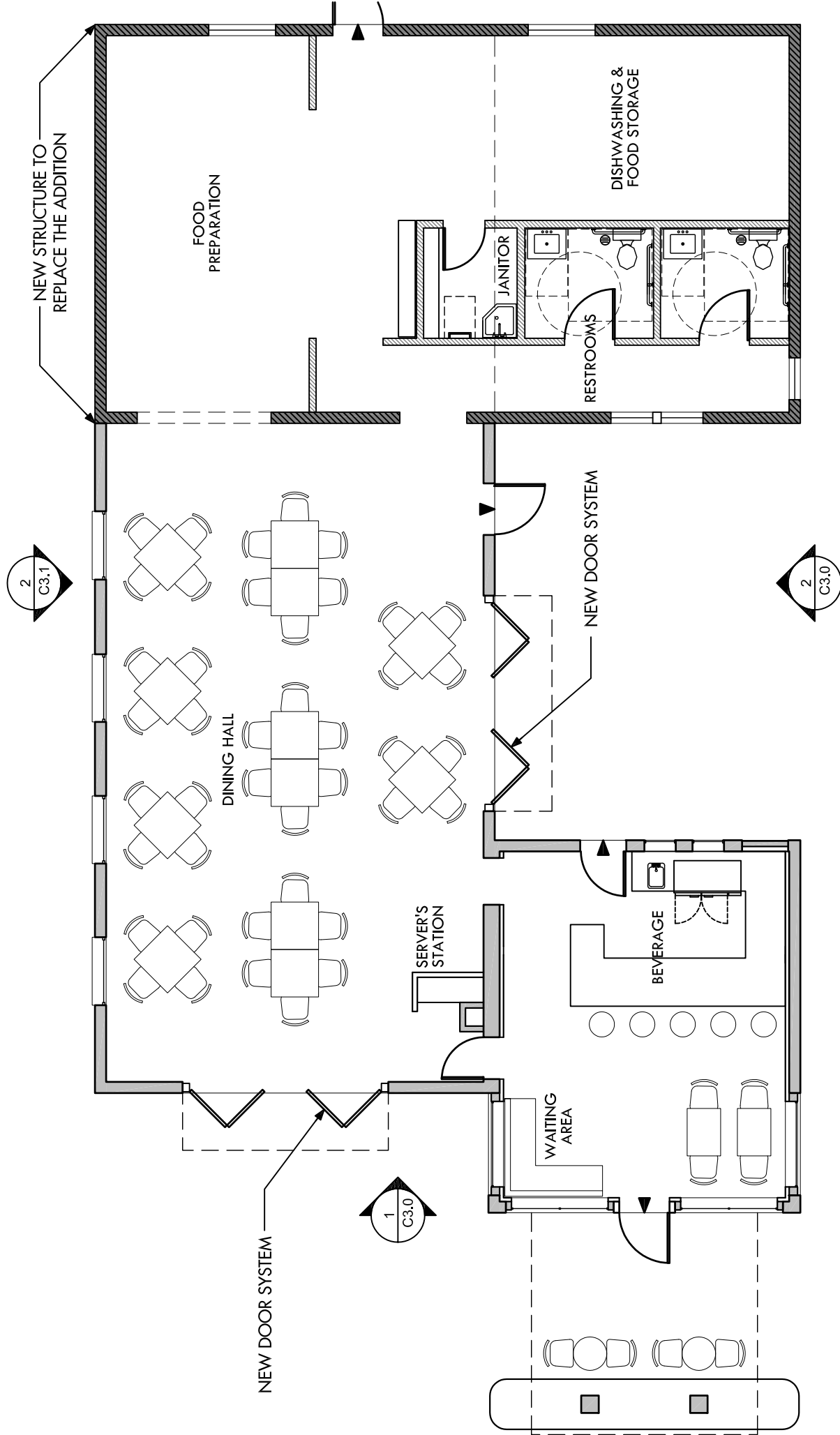
C1.0
SITE PLAN

phase
Concept 'C'
date 8/30/18 job # 18001

1 SITE PLAN
SCALE: 1/16" = 1'-0"
PLAN NORTH

Dayton Station
Rehabilitation Study
Foster Oil Company Building (1936)
216 Ferry Street | Dayton, Oregon

PMFA
PAUL M. FALSETTO ARCHITECT • 1605 NE Buffalo Street, Portland, Oregon 97211
COPYRIGHT • PAUL M. FALSETTO ARCHITECT | DO NOT REPRODUCE WITHOUT PERMISSION



CONCEPT 'C' RESTAURANT

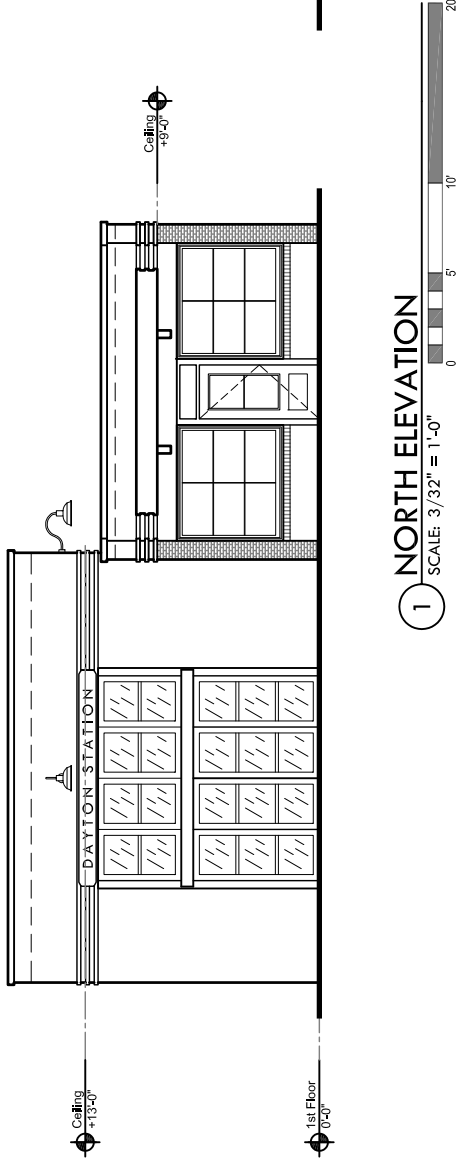
1 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

C2.0
FIRST FLOOR
PLAN

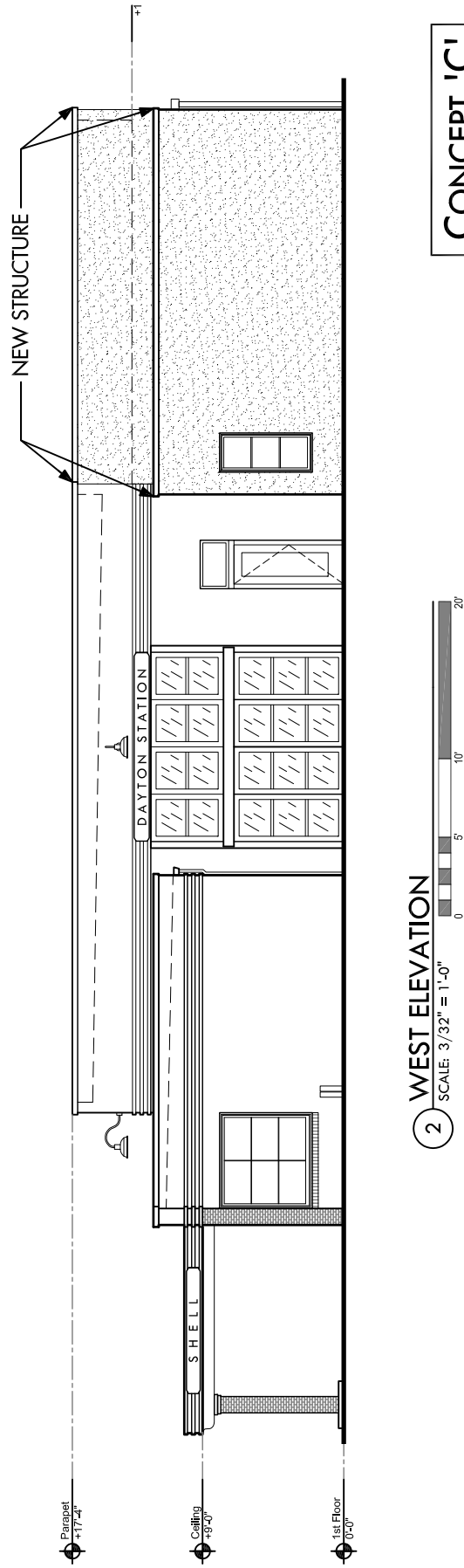
phase
Concept 'C'
date 8/30/18 job # 18001

**Dayton Station
Rehabilitation Study**
Foster Oil Company Building (1936)
216 Ferry Street | Dayton, Oregon

PMFA
PAUL M. FALSETTO ARCHITECT • 1605 NE Buffalo Street, Portland, Oregon 97211
COPYRIGHT • PAUL M. FALSETTO ARCHITECT | DO NOT REPRODUCE WITHOUT PERMISSION



1 NORTH ELEVATION
SCALE: 3/32" = 1'-0"



2 WEST ELEVATION
SCALE: 3/32" = 1'-0"

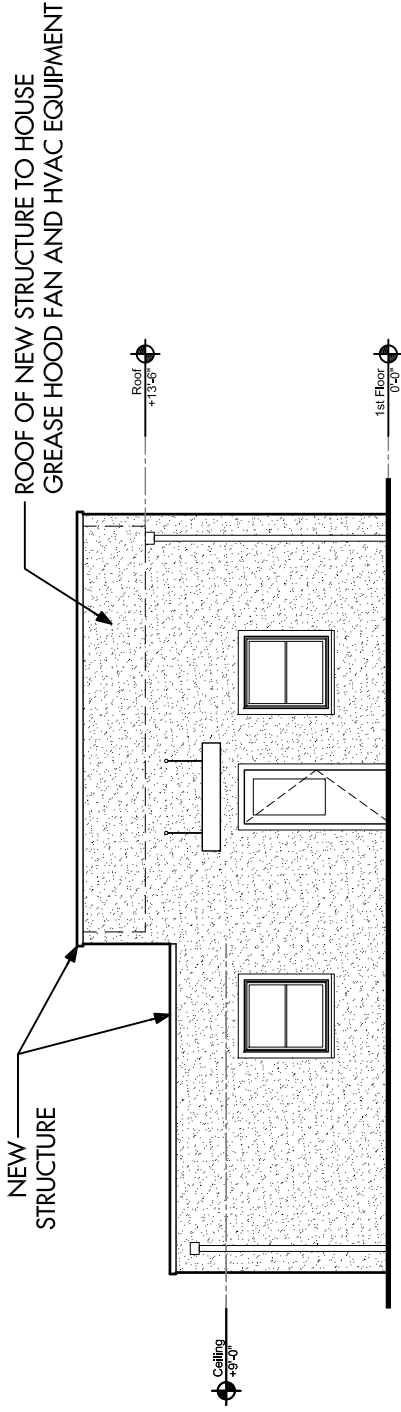
CONCEPT 'C'
RESTAURANT

C3.0
NORTH & WEST
ELEVATIONS

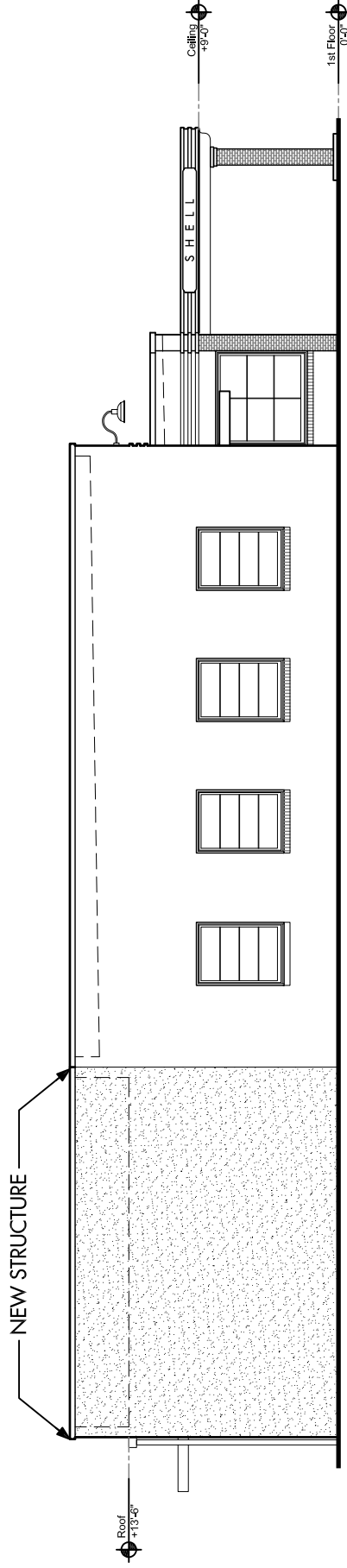
phase
Concept 'C'
date 8/30/18 job # 18001

Dayton Station
Rehabilitation Study
Foster Oil Company Building (1936)
216 Ferry Street | Dayton, Oregon

PMFA
PAUL M. FALSETTO ARCHITECT • 1605 NE Buffalo Street, Portland, Oregon 97211
COPYRIGHT • PAUL M. FALSETTO ARCHITECT | DO NOT REPRODUCE WITHOUT PERMISSION



1 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



2 EAST ELEVATION
SCALE: 3/32" = 1'-0"

CONCEPT 'C'
RESTAURANT



PAUL M. FALSETTO ARCHITECT • 1605 NE Buffalo Street, Portland, Oregon 97211
COPYRIGHT • PAUL M. FALSETTO ARCHITECT | DO NOT REPRODUCE WITHOUT PERMISSION

Dayton Station Rehabilitation Study

Foster Oil Company Building (1936)
216 Ferry Street | Dayton, Oregon

phase
Concept 'C'

date
8/30/18

job #
18001

C3.1

SOUTH & EAST
ELEVATIONS

APPENDIX

B — RECORDS REVIEW AND DATA GAP EVALUATION

- PBS Engineering and Environmental report

– page intentionally left blank –



August 23, 2018

Mr. Paul Falsetto
1605 NE Buffalo Street
Portland, OR 97211

Via email: paul@pmf-arch.com

Regarding: Records Review and Data Gap Evaluation
216 Ferry Street
Dayton, Oregon 97202
PBS Project: 22882.000

Dear Mr. Falsetto:

PBS Engineering and Environmental Inc. (PBS) is pleased to provide this letter to you (the Client) to summarize our review of available records and data gaps that have been identified for the former fueling station at 216 Ferry Street in Dayton, Oregon ("Site"). The Site is currently owned by Ismael Aguirre ("Owner") and is used as a commercial beauty salon and storage facility. Attached Figure 1 supplied by the Client shows the current site plan.

The Site building (a.k.a., the Foster Oil Company building) is listed on the National Register of Historical Places. The building was constructed in 1936 and had been leased to several commercial fueling operators until approximately 1990 when commercial fueling operations ceased. The Site is associated with Oregon Department of Environmental Quality (DEQ) leaking underground storage tank (LUST) file 36-98-4090, which lists the release as being associated with one of the former commercial operators (Gonzales Service Station).

The Site is currently under study by Paul M. Falsetto Architect for a number of possible reuses, ranging from retail to food service.

RECORDS REVIEW

PBS reviewed available records and information associated with the Site to understand the Site history and identify potential data gaps. Information sources that were reviewed include:

- Client-provided historical information;
 - o Mark Yinger Associates, 2006. *Subsurface Site Investigation*. October 31, 2006.
 - o Preliminary title report ,dated June 15, 2018.
 - o Dayton Historic Resource Inventory report.
 - o Paul M. Falsetto, *Foster Oil Company Building Study* – 18001. August 6, 2018.
 - o Site Plan (Figure 1).
- DEQ's Facility Profiler Lite online database:
<http://deq14.deq.state.or.us/Html5viewer261/?viewer=FacilityProfilerLite>;
- City of Dayton online information (assessor and zoning information) ; and
- Readily available historical aerial photographs (1994, 2000, 2003, 2005, 2006, and 2010 through 2017).

The LUST listing for the site indicated a release of gasoline from product piping that was discovered during removal of four underground storage tanks (USTs) in 1998. The listing indicates that the release affected soil and groundwater, and that the file remains open. Approximately 20 tons of petroleum contaminated soil (PCS) were reportedly removed during the decommissioning activities and the tank pit backfilled with clean fill, though an unknown quantity of PCS was left in-place. Groundwater was reportedly encountered at depths ranging from 10 to 12 feet below ground surface (bgs) and subsurface lithology generally consists of clay and silt.¹ Based on topography and the nearest surface water body (South Yamhill River located approximately 1,000 feet to the north-northeast), the inferred groundwater flow direction is expected to be towards the north.

In 2006, a subsurface investigation was conducted by Mark Yinger Associates (MYA). The investigation was conducted to assess the condition of soil near the former tank pit and former dispenser island. Five soil borings were advanced to depths of approximately 17 feet bgs. Soil was logged and field screened for the presence of volatile organic compounds (VOCs). Field screening suggested the presence of petroleum hydrocarbons.

Five soil (Bh-1 through Bh-5) and three groundwater (Bh-1 through Bh-3) samples were collected for chemical analysis. The soil and groundwater samples were analyzed for the presence of total petroleum hydrocarbons (TPH), gasoline-range petroleum hydrocarbons, VOCs, and total and dissolved lead.

Gasoline was detected in the five soil samples at concentrations ranging from 416 milligrams per kilogram (mg/kg) in Bh-2 to 5,030 mg/kg in Bh-5. Additionally, several gasoline-related constituents were detected in multiple soil samples.

Gasoline was detected in the three groundwater samples at concentrations ranging from 1,530 micrograms per liter (µg/L) in Bh-3 to 77,200 µg/L in Bh-1. Multiple gasoline-related constituents were also detected. In general, the highest concentrations were encountered in soil and groundwater samples collected to the north of the former tank pit and near the former pump island. This is generally consistent with the inferred northerly groundwater flow direction.

Both soil and groundwater concentrations exceeded several of DEQ's risk-based concentrations (RBCs) for residential and/or occupational receptors, including leaching to groundwater, ingestion of tap water, and vapor intrusion. The study concluded that the highest concentrations of petroleum concentrations are in the northern portion of the site and near the former dispenser island, however the full extent of soil and groundwater impacts was not delineated. The study indicated that the primary concern is related to potential vapor intrusion and groundwater ingestion.

DATA GAPS

Based on our review of available information, the following data gaps are identified:

- **Former UST locations.** Automotive service and fueling activities have been conducted at the Site from the mid-1930s to the 1990s. In 1998, four USTs were removed during after fueling operations ceased. A gasoline release was discovered during removal of product piping. The exact locations of the former tanks, product piping, and dispenser island is not fully understood. Additionally, it is possible that additional tanks (e.g. waste oil tank) may be present.

¹ MYA, 2006. *Subsurface Investigation at 216 Ferry Road, Dayton, Oregon*. October 31, 2006.

- **Residual contamination.** The full magnitude and extent of residual contamination has not been delineated. Prior soil and groundwater sampling was limited to one soil sample per boring and three groundwater samples. Additionally, no off-site investigation was completed.
- **Diesel/Heavy oil range concentrations.** While a prior investigation analyzed one soil sample for hydrocarbon identification, no other analysis of diesel- or heavy oil-range hydrocarbons has been conducted. It is possible that prior fueling operations included diesel fuel. Additionally, automotive services are often associated with oil releases (including waste oil) to the subsurface.

RECOMMENDATIONS

Based on our review of available records, it is evident that significant concentrations of residual contamination exist on-site and are potentially migrating off-site towards the north. Depending on the needs of the client, two general approaches are recommended:

1. **Regulatory program enrollment.** Engage DEQ by either enrolling into the Voluntary Cleanup Program (VCP) or by applying for a Prospective Purchaser Agreement (PPA). It should be noted that entering a DEQ program such as the VCP will provide greater regulatory guidance if the Client seeks to obtain site closure. DEQ will likely require substantial investigation, mitigation measures, and/or institutional controls to reach a no further action (NFA) status. Similarly, if the Site is determined to be eligible for a PPA, obtaining the PPA would likely require substantial actions. If the PPA is attained, it would however provide additional environmental liability protection.
2. **Independent assessment.** This approach would include conducting an independent site investigation to evaluate current site conditions and potential risks. The information obtained could help inform future decisions on the feasibility or limits on redevelopment alternatives. Investigation activities might include completion of a geophysical survey to confirm the locations of the former USTs, and identify any undocumented USTs (e.g., waste oil tank), collection of soil, groundwater, and/or subsurface vapor samples, and/or a beneficial water use survey. Many of these activities would likely be required by DEQ under a VCP or similar program.

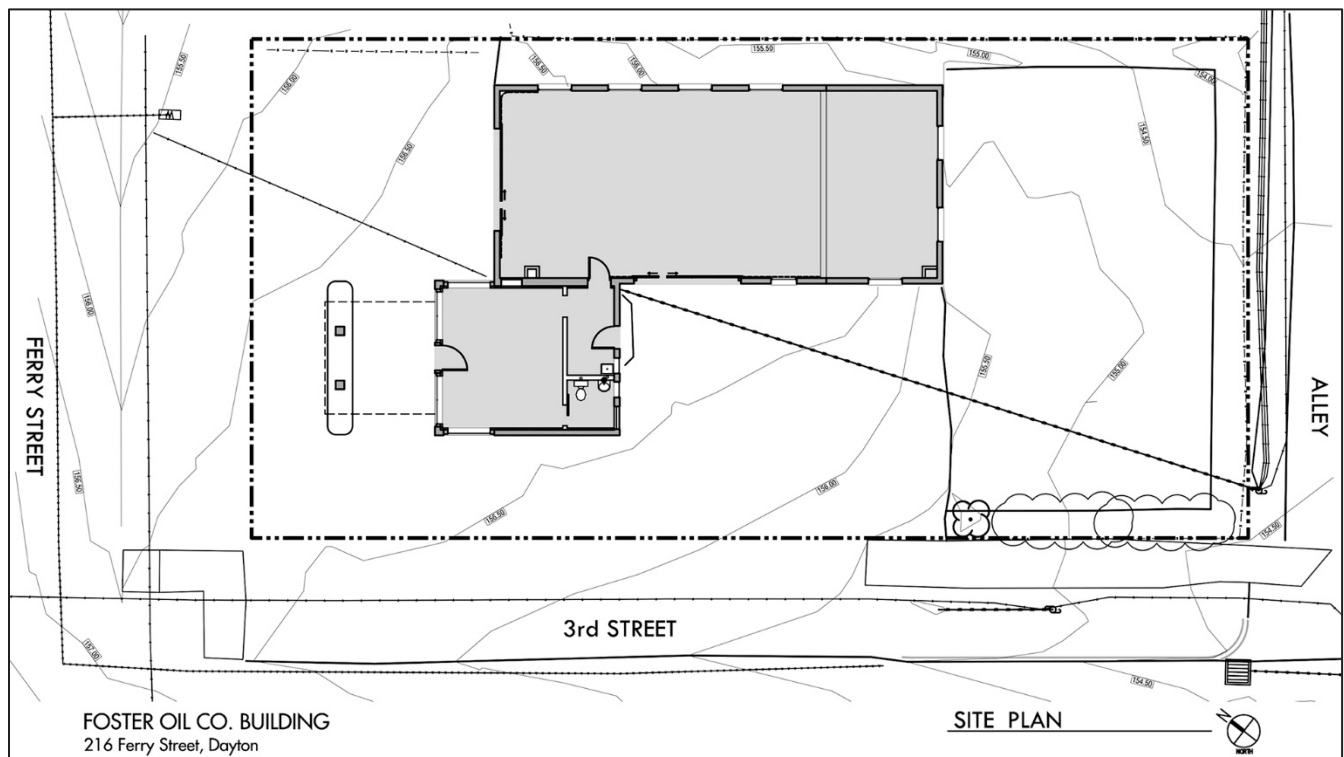
It should be emphasized that it is likely that residual concentrations are migrating off-site to the north-northeast. A prospective purchaser of the property would assume substantial liability in owning the property unless specific protections (such as a PPA) are entered. Similarly, an owner of the site would likely require a substantial level of investigation and/or mitigation to attain financing and would retain liability for the on- and any off-site issues during and after site redevelopment.

PBS appreciates the opportunity to submit this proposal. If you concur with the recommendations, we can provide a cost estimate for conducting a geophysical survey and preparing a work plan. If you would like to discuss our recommendations or have questions, please contact me at 503.417.7616 or chris.sheridan@pbsusa.com.

Sincerely,

Christopher Sheridan, R.G.
Senior Geologist
PBS Engineering and Environmental Inc.

Figure 1 – Site Plan (provided by Paul M. Falsetto Architect)



Scale: 1 inch = 25 feet