Pre-Design Civil Narrative
Gladstone Community Project – Gladstone Property
525 Portland Ave, Gladstone, OR 97027
Revised October 23, 2020

Site Description

The Gladstone property is currently home to Gladstone City Hall and is located at the corner of Portland Ave and Dartmouth St. The 0.21-acre lot is occupied by a two-story building. The building is tight to the lot line and is adjacent to the Gladstone Fire Department. There is a curb tight sidewalk that provides pedestrian access to the property. The site is zoned as C-2 (Community Commercial District).

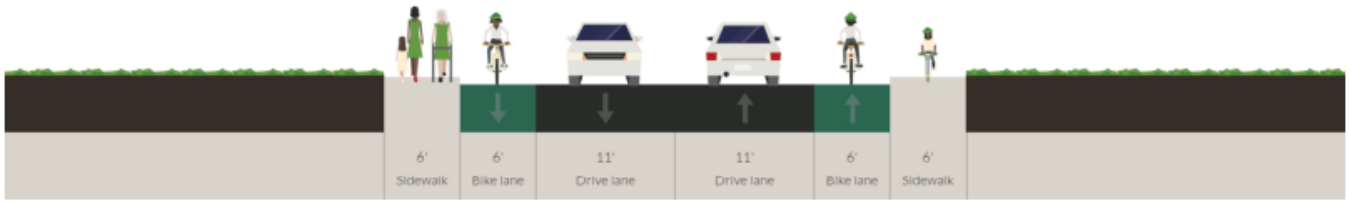
The proposed design includes complete demolition of the existing building and constructing the new Gladstone Community Library. The site will be designed in accordance with the City of Gladstone and Clackamas County requirements. On October 1, 2019, KPFF visited the site and made observations for required and recommended civil engineering site improvements as part of the renovations.

Required Improvements

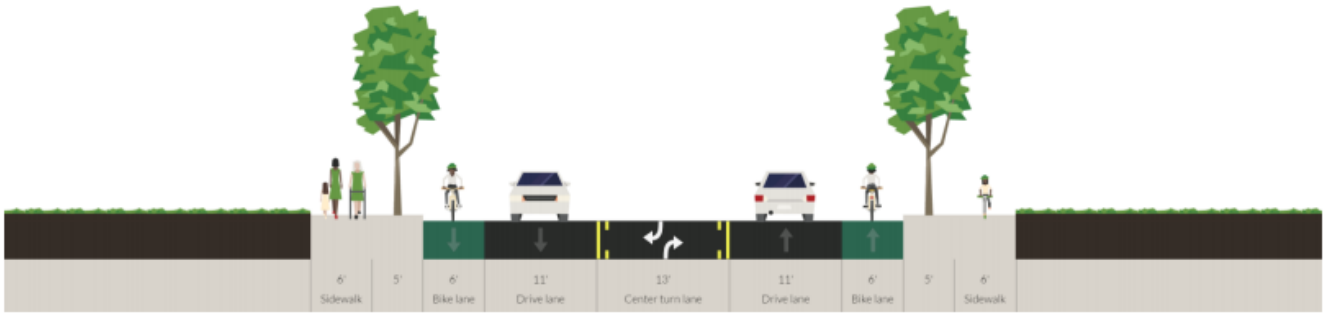
Off-site

Right-of-Way (ROW) improvements will be permitted through the City of Gladstone. Public frontage improvements will be required for both Portland Ave, a minor arterial, and Dartmouth St, a collector. These improvements will include reconstruction of the frontages to include separated sidewalks, street trees, street lighting and on-street parking. Also the corner ramp should be fully replaced to current ADA standards.

The City of Gladstone typical street cross sections are shown below.



Collector Constrained



Arterial with Median/Center Turn Lane

Additionally, there appears to be a TriMet bus stop located along the Dartmouth frontage. However, street parking prevents the bus from pulling up to the curb. Some street parking may be eliminated to allow bus drop off at the curb.

On-site

Typically, the on-site improvements involve, but are not limited to, perimeter and interior parking lot landscaping, and where feasible, the new landscaping should also serve as vegetated stormwater facilities to treat runoff from impervious areas. Other required improvements include upgrades to ensure compliance with current ADA accessibility rules.

Landscaping

The Gladstone Municipal Code requires that a minimum of 15 percent of the lot area be landscaped. Current parking code requires 10 square feet (SF) of interior parking lot landscaping per parking stall for parking lots with more than 10 stalls, beyond the required 5-foot perimeter landscaping that is required. Additionally, parking areas shall be separated from any lot line adjacent to a street by a landscaped strip at least 10-feet in width, and any other lot line by a landscaped strip at least 5 feet in width.

Parking

Per September 25, 2020 City of Gladstone Staff report, no off-street parking is required since the previous facility did not have any off-street parking.

COG requires all developments to provide a minimum of five percent bicycle parking spaces based on the required amount of car parking spaces. Since no off-street parking is required, the number of bike parking required is not known. Assumed there will be some required.

Sanitary

The existing building is served by a 6" sanitary lateral that connects to an 18" Sanitary main in Dartmouth. It is assumed that the new building will be able to reuse this after it is verified that it is in good condition.

Storm

The new impervious areas will trigger stormwater management requirements. Stormwater facilities will be designed according to the requirements set by the City of Gladstone and Water Environment Services (WES).

WES requires all redevelopment projects that result in the creation or disturbance of 5,000 SF or more of impervious area, provide water quality, flow control and infiltration stormwater facilities.

For water quality, WES requires that facilities be designed to capture and treat runoff for all events up to 2/3 of a 2-year, 24-hour post-development storm. Onsite storm quantity facilities shall be designed to limit runoff of the 2-year, 24-hour post-development to not exceed half of the 2-year, 24-hour pre-developed discharge rate. Additionally, the allowable post-development discharge rate for the 10- and 25-year, 24-hour events shall be that of the pre-development discharge rate.

Infiltration systems are required for redevelopments, unless the provided geotechnical report states that the site is not suitable for infiltration due to adverse structural or environmental impacts, or soil/groundwater constraints. KPFF recommends infiltration testing be performed onsite by a geotechnical consultant. Testing should occur in locations identified for stormwater facilities. However, in general infiltration facilities should be located more than 10’ from the building. The only place that is more than 10’ from the proposed building foundation and is currently landscape is under the entry plaza. Based on the preliminary geotech report stating that the water table maybe within 5 to 10’ deep, if found to be that shallow infiltration may not be allowed.

The more likely stormwater management strategy would be providing one or more storm planters (lined if near building), that would filter and slowly release of stormwater out to the public storm main in Portland or Dartmouth right-of-ways.

Following the completion of construction, all stormwater facilities are required to be inspected and documented by the developer’s engineer. Documentation will be submitted to WES. Upon completion of the engineer’s inspection and certification, WES shall inspect and approve the construction of the stormwater management facilities. In addition, the developer’s engineer will prepare and submit a recorded Operations and Maintenance agreement for onsite facilities, subject to approval by WES. Maintenance is required for all onsite facilities, and proof of maintenance shall be submitted annually to WES.

All developments within Clackamas County require erosion control permitting. Erosion control permit types are based on the disturbed area. This site is less than an acre and will only require a WES EPSC Permit.

Water/Fire

Water service is provided by Water Environment Services. GIS Information regarding the existing onsite water and fire services was available online. The site is served by an 8” water main running

along Portland Ave and a 6” main running along Dartmouth St. During the site visit, a fire hydrant was observed at the corner of Portland Ave and Dartmouth St.
It may be possible to reuse existing water and fire services if the new building demands are similar. It is more likely that the existing services will be “killed” and new services provided.

Questions

Does street parking on Dartmouth St need to be reduced to allow TriMet buses to drop off at the curb? Or can the existing condition remain?

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