

City of Gladstone Transportation System Plan Update

REGULATORY SOLUTIONS

Date: May 3, 2017 Project #: 19890.2

To: Project Management Team

Cc: Transportation System Plan Advisory Committees

From: Clinton "CJ" Doxsee & Darci Rudzinski – Angelo Planning Group (APG)
Matt Bell – Kittelson & Associates, Inc.

Project: City of Gladstone Transportation System Plan Update

Subject: Gladstone TSP Task 4.2, Tech Memo 7 Regulatory Solutions

This memorandum provides the City with draft legislative code language to address the recommendations in Technical Memorandum #1 - Policy Framework and Code Review. Recommendations were made after an audit of the Gladstone Municipal Code (GMC) Title 17 and relevant sections of the Development Code. The audit highlights regulatory provisions that may need to be updated to: (1) be consistent with and implement the updated TSP; and (2) comply with the Metro's Regional Transportation Functional Plan (RTFP) requirements (see <http://www.oregonmetro.gov/regional-transportation-functional-plan>). Table 1 identifies the specific recommendations from the earlier audit and the corresponding RTFP reference. Recommended language is shown in underlined and ~~strikeout~~ text in the last column. In some instances, recommended language includes text in [brackets]; bracketed text includes placeholders that need to be made consistent with the existing Development Code or new standards that will need to be considered within the local context. Text in brackets will be discussed with City Staff and modified to reflect a reasonable requirement for the City of Gladstone.



Table 1: Regional Transportation Functional Plan

Regional Transportation Functional Plan	Gladstone Municipal Code Title 17 Zoning and Development																																						
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<p>Allow complete street designs consistent with regional street design policies</p> <p>(Title 1, Street System Design Sec 3.08.110A(1))</p>	<p>In Metro’s Creating Livable Streets: Street Design Guidelines for 2040, regional streets are defined as major and minor arterial streets and some collectors of regional significance. Regional street design concepts are intended to serve all modes of travel in a manner that supports the needs of the 2040 design types.</p> <p>Chapter 17.50 Vehicular and Pedestrian Circulation, Section <u>17.50.040</u> Street and road standards. Subsection (1) provides a table with ROW and Roadway width standards according to street classification. Sidewalks are required on all public streets per subsection (15), however sidewalk design standards are not currently provided.</p> <p>Recommendation: Existing street design standards do not provide specific standards for sidewalk or bicycle facilities (i.e. cross-sections). Consider modifying 17.50.040 to include or refer to street design standards in the updated TSP.</p>	<p>17.50.040 Street and road standards</p> <p>The design and improvement of streets within a development and streets adjacent but only partially within the development shall comply with improvement specifications adopted pursuant to GMC Section 17.42.030 and with the following standards:</p> <p>(1) Right-of-way and Roadway Widths. Minimum right-of-way and roadway widths shall be as follows</p> <table border="1" data-bbox="1407 610 1982 1128"> <thead> <tr> <th>Type of Street</th> <th>R.O.W Width (in feet)</th> <th>Roadway Width (in feet)</th> </tr> </thead> <tbody> <tr> <td>Major arterial</td> <td>80’ to 120’</td> <td>72’ to 80’</td> </tr> <tr> <td>Minor arterial</td> <td>60’ to 80’</td> <td>Minimum 42’</td> </tr> <tr> <td>Collectors</td> <td>50’ to 60’</td> <td>Minimum 36’</td> </tr> <tr> <td>Local</td> <td>Minimum 40’</td> <td>Minimum 32’ w/5’-foot utility easement on each side</td> </tr> <tr> <td>Alley/Access way</td> <td>Minimum 20’</td> <td>Minimum 20’</td> </tr> </tbody> </table>	Type of Street	R.O.W Width (in feet)	Roadway Width (in feet)	Major arterial	80’ to 120’	72’ to 80’	Minor arterial	60’ to 80’	Minimum 42’	Collectors	50’ to 60’	Minimum 36’	Local	Minimum 40’	Minimum 32’ w/5’-foot utility easement on each side	Alley/Access way	Minimum 20’	Minimum 20’	<p>17.50.040 Street and road standards.</p> <p>The design and improvement of streets within a development and streets adjacent but only partially within the development shall comply with improvement specifications adopted pursuant to GMC Section 17.42.030 and with the following standards:</p> <p>(1) Right-of-Way and Roadway Widths.</p> <p>(a) <u>Outside of the Downtown Revitalization Plan area</u>, minimum right-of-way and roadway widths shall conform to the standards found in <u>[Table XX]</u> of the Gladstone Transportation System Plan. <u>be as follows:</u></p> <p>(b) <u>Within the Downtown Revitalization Plan area</u>, minimum right-of-way and roadway widths shall conform to the standards found in <u>[Table XX]</u> of the Gladstone Transportation Plan. Standards shall apply to Portland Avenue between Abernathy Lane and Clackamas Boulevard, as illustrated in <u>[Figure XX]</u> of the Transportation System Plan [or Downtown Revitalization Plan].</p> <p>(c) <u>The street cross sections found in the Gladstone Transportation System Plan may be modified to accommodate alternative stormwater management methods subject to the approval of the Public Works Supervisor. The Public Works Supervisor may require modification of the typical cross section to accommodate alternative stormwater management methods when associated with development proposals. Such modifications may be applied as conditions of development approval.</u></p> <table border="1" data-bbox="2225 1064 2800 1582"> <thead> <tr> <th>Type of Street</th> <th>R.O.W Width (in feet)</th> <th>Roadway Width (in feet)</th> </tr> </thead> <tbody> <tr> <td>Major arterial</td> <td>80’ to 120’</td> <td>72’ to 80’</td> </tr> <tr> <td>Minor arterial</td> <td>60’ to 80’</td> <td>Minimum 42’</td> </tr> <tr> <td>Collectors</td> <td>50’ to 60’</td> <td>Minimum 36’</td> </tr> <tr> <td>Local</td> <td>Minimum 40’</td> <td>Minimum 32’ w/5’-foot utility easement on each side</td> </tr> <tr> <td>Alley/Access way</td> <td>Minimum 20’</td> <td>Minimum 20’</td> </tr> </tbody> </table>	Type of Street	R.O.W Width (in feet)	Roadway Width (in feet)	Major arterial	80’ to 120’	72’ to 80’	Minor arterial	60’ to 80’	Minimum 42’	Collectors	50’ to 60’	Minimum 36’	Local	Minimum 40’	Minimum 32’ w/5’-foot utility easement on each side	Alley/Access way	Minimum 20’	Minimum 20’
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<p>Allow green street designs consistent with federal regulations for stream protection</p> <p>(Title 1, Street System Design Sec 3.08.110A(2))</p>	<p>A key component of green street design is the integration of stormwater management and treatment within the right of way. Characteristics of green street system design include maximizing tree canopy coverage and biofiltration (swales). With regards to stream crossings or other sensitive area, “green” streets are located and designed to ensure the least impact on its surroundings.</p> <p>Chapter 17.46 Landscaping, Section <u>17.46.020</u> Standards includes street tree and landscaping standards for parking and loading areas.</p> <p>Chapter 17.50 Vehicular and Pedestrian Circulation, Section <u>17.50.020</u> Vehicular and</p>	<p>See comments and recommendations to (Title 1, Street System Design Sec 3.08.110A(1)) above.</p> <p>17.56.020 Standards.</p> <p>Adequate provisions shall be made to ensure proper drainage of surface waters, to preserve natural flow of watercourses and springs and to prevent soil erosion and flooding of neighboring properties or streets. Such provisions shall include, but not be limited to the following:</p>	<p>17.50.040 Street and road standards.</p> <p>[See comments and recommendations to (Title 1, Street System Design Sec 3.08.110A(1)) above.]</p> <p>17.56.020 Standards.</p> <p>Adequate provisions shall be made to ensure proper drainage of surface waters, to preserve natural flow of watercourses and springs and to prevent soil erosion and flooding of neighboring properties or streets. Such provisions shall include, but not</p>																																				

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	<p>pedestrian circulation generally. Pedestrian circulation standards in subsection (6) require a form of separation between a path and auto travel lane. Landscaping features is one of the features mentioned that meets the requirement, but is not required.</p> <p>Section <u>17.50.040</u> Street and road standards. Subsection (1) provides a table with ROW and Roadway width standards according to street classification. "Green street" features are not addressed.</p> <p>Section <u>17.56</u> Drainage. This chapter includes development standards applicable to new development or redevelopment that meet specific impervious surface criteria. Standards ensure the proper drainage of surface water on-site. The chapter does not currently include provisions or standards allowing for stormwater management within the right-of-way.</p> <p>Recommendation: Existing standards do not address green street designs such as in-street stormwater facilities. Consider modifying 17.50.40 or 17.56 to include or refer to street design standards that include green street design standards.</p>	<p>...</p> <p>(5) Surface Drainage and the Storm Sewer System. Stormwater treatment and detention facilities shall be designed and installed in accordance with criteria outlined in the City of Gladstone Stormwater Treatment and Detention Standards.</p>	<p>be limited to the following:</p> <p>...</p> <p>(5) Surface Drainage and the Storm Sewer System.</p> <p><u>(a) Stormwater treatment and detention facilities shall be designed and installed in accordance with criteria outlined in the City of Gladstone Stormwater Treatment and Detention Standards, Gladstone Public Works Design Standards and the Gladstone Public Works Standard Construction Specifications.</u></p> <p><u>(b) The street cross sections found in the Gladstone Transportation System Plan may be modified to accommodate alternative stormwater management methods subject to the approval of the Public Works Supervisor. The Public Works Supervisor may require modification of the typical cross section to accommodate alternative stormwater management methods when associated with development proposals. Such modifications may be applied as conditions of development approval.</u></p>
<p>Allow transit-supportive street designs that facilitate existing and planned transit service pursuant 3.08.120B</p> <p>(Title 1, Street System Design Sec 3.08.110A(3))</p>	<p>Transit-supportive street design attributes include streets and buildings that encourage pedestrian movement, streets that can accommodate 40-foot buses, and safe, direct and convenient pedestrian and bicycle access within communities and to transit stops (see <u>2014 RTP</u> p. 2-44). The TSP update will be revising the City's transit system map to ensure consistency with the transit functional classifications in the Regional Transit Network (shown in RTP Figure 2.10). I-205 and OR 99E are part of the regional bus system (RTP Figure 2.10). I-205 is a Future High Capacity Transit Corridor and OR 99E is a regional bus line that has several major bus stops. "Regional bus" is described in the RTP as bus service that operates on arterial streets with typical frequencies of 15 minutes during most of the day, with stops generally spaced every 750 to 1000 feet.</p> <p>Chapter 17.50 Vehicular and Pedestrian Circulation, Section <u>17.50.020</u> Vehicular and pedestrian circulation generally. Subsection (6) includes general standards to accommodate pedestrians (i.e. traffic separation, curbs and sidewalks, on-site circulation); however, there are no specific requirements for connections to existing transit stops.</p> <p>Subsection (7) requires new industrial, institutional, retail, and office developments subject to design review and that generate more than 1,000 average daily traffic trips to provide a transit stop on-site or a connection to a transit stop when required by the transit operator.</p> <p>Section <u>17.50.040</u> Street and road standards. Bicycle/pedestrian routes are required in subsection (16) when necessary to provide access to a transit stop for specific uses such as schools, parks, churches, commercial centers, or similar facilities.</p> <p>Chapter 17.64 Design Standards for Land Divisions and Property Line Adjustments, Section <u>17.64.020</u> Blocks. Easements with associated standards for pedestrian and bicycle paths are required under specific circumstances for land divisions and property line adjustments. However, there are no specific standards for connections to existing transit stops.</p> <p>Recommendation: The TSP update will revisit City street design standards to ensure that they continue to facilitate existing and planned transit service. Existing development requirement related to connecting to transit-supportive streets are limited. Consider creating additional requirements for connectivity to transit, particularly around major bus stops. Recommendations for block lengths are found later in this table and address</p>	<p>17.50.020 Vehicular and pedestrian circulation generally.</p> <p>...</p> <p>(7) New industrial, institutional, retail and office developments requiring full site design review that, when completed, generate an average daily traffic of 1,000 trips or greater based on the most recent edition of Institute of Transportation Engineers Report on Generation shall provide either a transit stop on-site or connection to a transit stop along a transit route when the transit operator requires such an improvement.</p>	<p>17.50.020 Vehicular and pedestrian circulation generally.</p> <p>...</p> <p>(7) <u>Proposed New industrial, institutional, multi-family, retail and office developments requiring full site design review that are adjacent to or incorporate transit streets, when completed, generate an average daily traffic of 1,000 trips or greater based on the most recent edition of Institute of Transportation Engineers Report on Generation shall provide transit improvements at any existing or planned transit stop located along the site's frontage either a transit stop on-site or connection to a transit stop along a transit route when the consistent with the transit operator's requires such an improvement adopted long-range plan.</u></p> <p><u>(a) Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.</u></p> <p><u>(c) Development shall provide reasonably direct pedestrian connections between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.</u></p> <p><u>(c) Improvements at Major Bus Stops. A proposed development that is adjacent to or includes an existing or planned major bus stop will be required to plan for access to the transit stop and provide for transit improvements, in consultation with TriMet and consistent with an agency adopted or approved plan at the time of development.</u></p> <p><u>(A) Major Bus Stops are identified as part of the regional transit system and depicted in the Gladstone Transportation System Plan Transit Plan as "Major Bus Stops" in [Figure XX]</u></p> <p><u>(B) Requirements apply where the subject parcel(s) or portions thereof are within 200 feet of a transit stop. Development requirements and improvements may include the following:</u></p> <p><u>(i) Intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.</u></p> <p><u>(ii) Building placement within 20 feet of the transit stop, a transit street or an</u></p>

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	<p>Title 1, Street System Design Sec 3.08.110F.</p>		<p><u>intersection street, or a pedestrian plaza at the stop or at street intersections.</u></p> <p><u>(iii) Transit passenger landing pads accessible to disabled persons to transit agency standards.</u></p> <p><u>(iv) An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by TriMet.</u></p> <p><u>(v) Lighting to TriMet standards.</u></p> <p><u>(d) Any land divisions where further divisions are possible and multiple-family developments, community services uses, and commercial or industrial uses located on an existing or future planned frequent bus route shall meet the TriMet transit facility requirements. Applicants shall consult with TriMet to determine necessary transit facility improvements in conjunction with the proposed development. Proposals shall be consistent with the road crossing improvements that are identified in the transportation system plan on streets with existing or planned transit service.</u></p>
<p>Allow implementation of:</p> <ul style="list-style-type: none"> narrow streets (<28 ft curb to curb); wide sidewalks (at least five feet of through zone); landscaped pedestrian buffer strips or paved furnishing zones of at least five feet, that include street trees; traffic calming to discourage traffic infiltration and excessive speeds; short and direct right-of-way routes and shared-use paths to connect residences with commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers; and, opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended. <p>(Title 1, Street System Design Sec 3.08.110B)</p>	<p><u>Narrow Streets</u></p> <p>Chapter 17.50 Vehicular and Pedestrian Circulation, Section <u>17.50.040</u> Street and road standards. Subsection (1) provides a table with ROW and Roadway width standards according to street classification. Minimum roadway width for Local streets is 32' with 5' utility easement on each side. Subsection (6) requires existing streets with inadequate widths to provide additional ROW at time of development. Chapter 17.50 does not have a local street standard that allows pavement width to be narrower than 28 feet under typical circumstances (e.g., no topographical site challenges), which is inconsistent with the RTPF as well as the "safe harbor" State recommendations for compliance with the Transportation Planning Rule (see Recommendations section and the Transportation and Growth Management program's Neighborhood Street Design Guideline https://www.oregon.gov/LCD/docs/publications/neighstreet.pdf).</p> <p>Chapter 17.73 Adjustments, Section <u>17.73.020</u> Circumstances for granting (Adjustments). Allows for up to a 20% modification of a quantifiable provisions (i.e. street standards) when specific criteria are met.</p> <p><u>Sidewalks</u></p> <p>Section <u>17.50.020</u> Vehicular and pedestrian circulation generally. Subsection (3) requires curbs and sidewalks within ROW or easements, but does not specify minimum width.</p> <p>Section <u>17.50.040</u> Street and road standards. Subsection (15) requires sidewalks to be installed on public streets with specific exceptions allowed with Planning Commission approval. It does not specify minimum sidewalk width standards.</p> <p><u>Landscape Treatments/Buffer Strips</u></p> <p>Section <u>17.50.020</u> Vehicular and pedestrian circulation generally. Subsection (6)(e) requires a raised curb, bollards, landscaping, or other physical barrier when the pedestrian network is adjacent to an auto travel lane. It does not require more than one feature.</p> <p>Section <u>17.50.040</u> Street and road standards. Subsection (1) provides a table with ROW and Roadway width standards according to street classification. It does not include standards for buffer strips.</p>	<p><u>17.50.020 Vehicular and pedestrian circulation generally.</u></p> <p>...</p> <p>(3) <u>Curbs and Sidewalks.</u> Provide curbs, associated drainage, and sidewalks within the right-of-way or easement for public roads and streets.</p> <p>...</p> <p>(6) <u>Pedestrian Circulation Standards.</u> An on-site pedestrian circulation system shall be provided for new nonresidential and multi-family developments and for new buildings added to existing nonresidential and multi-family developments. The system shall comply with the following standards:</p> <p>(a) The system shall connect all adjacent streets to the main entrances of nonresidential buildings and to unit and/or building entrances of multi-family developments;</p> <p>(b) The system shall connect all buildings and other areas of the site, such as parking areas, bicycle parking, recreational areas, common outdoor areas and any pedestrian amenities.</p> <p>(c) The system shall be hard-surfaced. For nonresidential development, the system shall be a minimum of six feet (6') wide. For multi-family residential development, the system shall be a minimum of five feet (5') wide.</p> <p>(d) The system and off-street parking and loading areas shall be designed to avoid, to the maximum extent possible, the system's crossing off-street parking and loading areas. Where the system crosses driveways or off-street parking and loading areas, the system shall be clearly identifiable through the use of elevation changes, speed bumps, a different paving material or other similar method. Striping shall not fulfill this requirement;</p> <p>(e) Where the system is parallel and adjacent to an auto travel lane, the system shall be a raised path or be separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised path is used, the ends of the raised portions shall be equipped with curb ramps;</p>	<p><u>17.50.020 Vehicular and pedestrian circulation generally.</u></p> <p>...</p> <p>(3) Curbs and Sidewalks. Provide curbs, associated drainage, and sidewalks within the right-of-way or easement for public roads and streets.</p> <p>...</p> <p>(6) Pedestrian Circulation Standards. An on-site pedestrian circulation system shall be provided for new nonresidential and multi-family developments and for new buildings added to existing nonresidential and multi-family developments. <u>The system may include sidewalks, as part of the public rights-of-way, walkways, and multi-use paths. (Walkways only provide for pedestrian circulation; multi-use pathways accommodate pedestrians and bicycles.)</u>The system shall comply with the following standards:</p> <p>(a) The system shall connect all adjacent streets to the main entrances of nonresidential buildings and to unit and/or building entrances of multi-family developments;</p> <p>(b) The system shall connect all buildings and other areas of the site, such as parking areas, bicycle parking, recreational areas, common outdoor areas and any pedestrian amenities.</p> <p>(c) The system shall be hard-surfaced. For nonresidential development, the system <u>walkways</u> shall be a minimum of six feet (6') wide. For multi-family residential development, the system <u>walkways</u> shall be a minimum of five feet (5') wide.</p> <p>(d) The system and off-street parking and loading areas shall be designed to avoid, to the maximum extent possible, the system's crossing off-street parking and loading areas. Where the system crosses driveways or off-street parking and loading areas, the system shall be clearly identifiable through the use of elevation changes, speed bumps, a different paving material or other similar method. Striping shall not fulfill this requirement;</p> <p>(e) Where the system is parallel and adjacent to an auto travel lane, the system shall be a raised path or be separated from the auto travel lane by a raised curb, bollards,</p>

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	<p><u>Traffic Calming</u></p> <p>No provisions found in the Code that allow traffic calming (e.g. medians, speed humps).</p> <p><u>Street/Route Connections</u></p> <p>Section <u>17.50.040</u> Street and road standards. Subsection (7) limits cul-de-sacs. Subsection (16) requires bicycle and pedestrian routes when consistent the Comprehensive Plan or when necessary to provide connections to transit stops for specific uses.</p> <p><u>Street Extensions</u></p> <p>Section <u>17.50.040</u> Street and road standards. Subsection (3) allows for dead-end streets to be approved with temporary turn-arounds to allow for future street extensions. Subsection (4) allows for reserve strips (street plugs) when necessary to preserve street extensions. No posting informing of street extension is required.</p> <p>Recommendations: Update Section <u>17.50.040</u> to include or reference the updated TSP and provisions/standards for narrow streets, wide sidewalks, and landscape treatments/buffer strips. Consider adopting more rigorous requirements for pedestrian connectivity for all developments (with the exception of single family residential) that address; pathway systems (pedestrian and/or multi-use) within the site; connections to future phases of development, adjacent trails, public parks and open space areas, and other developed areas; and safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets.</p> <p>To provide for a narrow street option, revisit adopted local street standards, considering the State-recommended "safe harbor" dimensions:</p> <table border="1" data-bbox="537 1098 1392 1249"> <thead> <tr> <th></th> <th>Pavement</th> <th>Right of-Way</th> </tr> </thead> <tbody> <tr> <td>No On-Street Parking</td> <td>20'</td> <td>42-48'</td> </tr> <tr> <td>Parking on One Side</td> <td>24'</td> <td>47-52'</td> </tr> <tr> <td>Parking on Two Sides</td> <td>28'</td> <td>52-56'</td> </tr> </tbody> </table> <p>Specifically, explore allowing a narrower pavement width where parking is restricted on one or both sides of the street.</p> <p>If necessary, modify 17.50.040(1) Right-of-Way and Roadway Widths to be consistent with the recommendations of the draft TSP. [See proposed modifications addressing Title 1, Street System Design Sec 3.08.110A(1)].</p> <p>Amend Section <u>17.50.040</u> to specify that posted notification regarding street extensions is required.</p>		Pavement	Right of-Way	No On-Street Parking	20'	42-48'	Parking on One Side	24'	47-52'	Parking on Two Sides	28'	52-56'	<p>(f) The system shall comply with the Americans with Disabilities Act (ADA).</p> <p>...</p> <p><u>17.50.040 Street and road standards.</u></p> <p>The design and improvement of streets within a development and streets adjacent but only partially within the development shall comply with improvement specifications adopted pursuant to GMC Section 17.42.030 and with the following standards:</p> <p>(1) <u>Right-of-Way and Roadway Widths.</u> Minimum right-of-way and roadway widths shall be as follows:</p> <table border="1" data-bbox="1392 645 1982 1159"> <thead> <tr> <th>Type of Street</th> <th>R.O.W Width (in feet)</th> <th>Roadway Width (in feet)</th> </tr> </thead> <tbody> <tr> <td>Major arterial</td> <td>80' to 120'</td> <td>72' to 80'</td> </tr> <tr> <td>Minor arterial</td> <td>60' to 80'</td> <td>Minimum 42'</td> </tr> <tr> <td>Collectors</td> <td>50' to 60'</td> <td>Minimum 36'</td> </tr> <tr> <td>Local</td> <td>Minimum 40'</td> <td>Minimum 32' w/5'-foot utility easement on each side</td> </tr> <tr> <td>Alley/Access way</td> <td>Minimum 20'</td> <td>Minimum 20'</td> </tr> </tbody> </table> <p>...</p> <p>(3) <u>Future Extension of Streets.</u> Where necessary to give access to or permit a satisfactory future subdivision of adjoining land, streets shall be extended to the boundary of the subdivision and the resulting dead-end streets may be approved with temporary turnarounds. Such temporary turnarounds shall be formed as an easement and will not affect building setback lines. The removal of a temporary turnaround shall occur when the street is extended and shall be paid for by the person extending the street. Reserve strips (street plugs) may be required to preserve the objectives of street extensions.</p>	Type of Street	R.O.W Width (in feet)	Roadway Width (in feet)	Major arterial	80' to 120'	72' to 80'	Minor arterial	60' to 80'	Minimum 42'	Collectors	50' to 60'	Minimum 36'	Local	Minimum 40'	Minimum 32' w/5'-foot utility easement on each side	Alley/Access way	Minimum 20'	Minimum 20'	<p>landscaping or other physical barrier. If a raised path is used, the ends of the raised portions shall be equipped with curb ramps;</p> <p>(f) The system shall comply with the Americans with Disabilities Act (ADA).</p> <p><u>(g) Walkways or multi-use paths shall be provided at or near midblock where the block length exceeds the length required by GMC 17.64.020. Multi-use paths shall also be provided where cul-de-sacs or dead-end streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments, as applicable. Multi-use paths used to comply with these standards shall conform to all of the following criteria:</u></p> <p><u>(A) Multi-use paths are required to be no less than 10 feet wide and located within a 20-foot-wide right-of-way or easement that allows access for emergency vehicles.</u></p> <p><u>(B) The city may require landscaping within the pathway easement/right-of-way for screening and the privacy of adjoining properties.</u></p> <p><u>(C) The [hearings body or City Administrator] may determine, based upon facts in the record, that a walkway or multi-use pathway is impracticable due to: physical or topographic conditions (e.g., freeways, railroads, extremely steep slopes, sensitive lands, and similar physical constraints); buildings or other existing development on adjacent properties that physically prevent a connection now or in the future, considering the potential for redevelopment; and sites where the provisions of recorded leases, easements, covenants, restrictions, or other agreements recorded as of the effective date of this code prohibit the pathway connection.</u></p> <p>...[Recommended changes to subsequent standards found in response to (Title 1, Street System Design Sec 3.08.110A(3)) above.</p> <p>...</p> <p><u>17.50.040 Street and road standards.</u> [See proposed modifications addressing Title 1, Street System Design Sec 3.08.110A(1)]....</p> <p>(3) Future Extension of Streets. Where necessary to give access to or permit a satisfactory future subdivision of adjoining land, streets shall be extended to the boundary of the subdivision. The point where the streets temporarily end shall conform to the standards below: Such temporary turnarounds shall be formed as an easement and will not affect building setback lines. The removal of a temporary turnaround shall occur when the street is extended and shall be paid for by the person extending the street. Reserve strips (street plugs) may be required to preserve the objectives of street extensions.</p> <p><u>(a) Extended streets or street stubs to adjoining properties are not considered to be cul-de-sacs since they are intended to continue as through streets when the adjoining property is developed.</u></p> <p><u>(b) A barricade (e.g., fence, bollards, boulders, or similar vehicle barrier) shall be constructed at the end of the street by the subdivider and shall not be removed until authorized by the city or other applicable agency with jurisdiction over the street.</u></p> <p><u>(c) Temporary turnarounds (e.g., hammerhead or bulb-shaped configuration) shall be constructed for stub streets over 150 feet in length.</u></p>
	Pavement	Right of-Way																															
No On-Street Parking	20'	42-48'																															
Parking on One Side	24'	47-52'																															
Parking on Two Sides	28'	52-56'																															
Type of Street	R.O.W Width (in feet)	Roadway Width (in feet)																															
Major arterial	80' to 120'	72' to 80'																															
Minor arterial	60' to 80'	Minimum 42'																															
Collectors	50' to 60'	Minimum 36'																															
Local	Minimum 40'	Minimum 32' w/5'-foot utility easement on each side																															
Alley/Access way	Minimum 20'	Minimum 20'																															

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			<p><u>(d) Temporary turnarounds shall be formed as an easement and will not affect building setback lines. The removal of a temporary turnaround shall occur when the street is extended and shall be paid for by the person extending the street. Reserve strips (street plugs) may be required to preserve the objectives of street extensions.</u></p> <p><u>(e) In the case of dead-end stub streets that will connect to streets on adjacent sites in the future, notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future.</u></p>
<p>Require new residential or mixed-use development (of five or more acres) that proposes or is required to construct or extend street(s) to provide a site plan (consistent with the conceptual new streets map required by Title 1, Sec 3.08.110D) that:</p> <ul style="list-style-type: none"> provides full street connections with spacing of no more than 530 feet between connections except where prevented by barriers; Provides a crossing every 800 to 1,200 feet if streets must cross water features protected pursuant to Title 3 of the Urban Growth Management Functional Plan (UGMFP) (unless habitat quality or the length of the crossing prevents a full street connection) provides bike and pedestrian accessways in lieu of streets with spacing of no more than 330 feet except where prevented by barriers limits use of cul-de-sacs and other closed-end street systems to situations where barriers prevent full street connections includes no closed-end street longer than 220 feet or having no more than 25 dwelling units <p>(Title 1, Street System Design Sec 3.08.110E)</p>	<p>Section <u>17.80.061</u> Submittal Requirements (Design Review). Subsection (1)(b) lists information required to be included in a site plan when submitting an application subject to design review. Required information includes the location and dimensions of existing and proposed ROWs curbs, sidewalks, parking, and pedestrian/bicycle circulation.</p> <p>Section <u>17.50.030</u> Streets and roads generally. Subsection (2) requires new residential and mixed-use development on vacant land of five or more acres in specific districts to provide full street connections and accessways in lieu of streets.</p> <p>Section <u>17.50.040</u> Street and road standards. Subsection (7) limits the use of cul-de-sacs and hammerhead street design unless barriers are present which prevent connections. When used, cul-de-sacs are limited to 200' in length and serve no more than 25 single-family dwellings.</p> <p>Recommendation: Update Section <u>17.50.030</u> Streets and roads generally to reflect Title 3 UGMFP allowances. <i>[Note that this recommendation has been modified from the original recommendation in Tech Memo 1.]</i></p>	<p>17.50.030 Streets and roads generally.</p> <p>...</p> <p>(2) For new residential and mixed-use development on vacant land of five acres or more in the R-5, R-7.2, MR and C-2 zoning districts, street connections and access ways shall be provided as follows:</p> <p>(a) Full street connections, of at least local street classification, shall be provided at intervals of no more than five hundred thirty feet (530'), except where prevented by topography, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers;</p> <p>(b) Access ways for pedestrians, bicycles or emergency vehicles shall be provided on public easements or right-of-way where full street connections are not possible, with spacing between full streets or access way connections of not more than three hundred thirty feet (330'), except where prevented by topography, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers;</p>	<p>17.50.030 Streets and roads generally.</p> <p>...</p> <p>(2) For new residential and mixed-use development on vacant land of five acres or more in the R-5, R-7.2, MR and C-2 zoning districts, street connections and access ways shall be provided as follows:</p> <p>(a) Full street connections, of at least local street classification, shall be provided at intervals <u>that are consistent with the adopted Transportation System Plan for the identified street classification of no more than five hundred thirty feet (530')</u>, except where prevented by topography, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers;</p> <p>(b) Access ways for pedestrians, bicycles or emergency vehicles shall be provided on public easements or right-of-way where full street connections are not possible, with spacing between full streets or access way connections of not more than three hundred thirty feet (330'), except where prevented by topography, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers;</p> <p><u>(c) A variance to street spacing standards may be granted pursuant to GMC 17.72 if resources are present that are mapped on the Natural Resources Map, where street spacing can be achieved at a minimum of 800 feet and no greater than 1,200 feet. Where habitat quality or the length of the crossing required prevents a full street connection, an exception to the street spacing standards may be granted, pursuant to GMC 17.72.</u></p>
<p>Establish city/county standards for local street connectivity, consistent with Title 1, Sec 3.08.110E, that applies to new residential or mixed-use development (of less than five acres) that proposes or is required to construct or extend street(s).</p> <p>(Title 1, Street System Design Sec 3.08.110F)</p>	<p>This RTPF subsection applies to redevelopment of contiguous lots and parcels less than five acres in size that require construction of new streets. The City's development standards (Division IV), including street and road standards, apply to all new development and require street connectivity. The City's block length requirements dictates local street spacing (Section <u>16.64.020</u>, Chapter 17.64 Design Standards for Land Divisions and Property Line Adjustments). The code states that blocks shall not exceed one thousand feet (1,000') in length between street lines, except for blocks adjacent to arterial streets.</p> <p>Recommendation: Amend Section 16.64.020 to be consistent with updated TSP spacing</p>	<p>17.64.020 Blocks.</p> <p>...</p> <p>(2) Sizes. Except as modified by GMC Subsection 17.50.030(2), blocks shall not exceed one thousand feet (1,000') in length between street lines, except for blocks adjacent to arterial streets or unless topography, barriers such as railroads or freeways, environmental constraints such as major streams and rivers, pre-existing development or the layout of adjacent streets require a modification. The recommended minimum distance between intersections on arterial streets is one</p>	<p>17.64.020 Blocks.</p> <p>...</p> <p>(2) Sizes. <u>Full street connections shall be provided at intervals consistent with the adopted Transportation System Plan for the identified street classification, except as modified by GMC Subsection 17.50.030(2), or where prevented by topography, existing development, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers. Except as modified by GMC Subsection 17.50.030(2), blocks shall not exceed one thousand feet (1,000') in length between street lines, except for blocks adjacent to arterial streets or unless topography,</u></p>

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	standards and the requirements of the RTFP, which requires that full street connections be provided no more than 530 feet between connections.	thousand three hundred twenty feet (1,320').	barriers such as railroads or freeways, environmental constraints such as major streams and rivers, pre-existing development or the layout of adjacent streets require a modification. The recommended minimum distance between intersections on arterial streets is one thousand three hundred twenty feet (1,320').
<p><u>Applicable to both Development Code and TSP</u></p> <p>To the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals, consistent with Oregon Highway Plan Access Management Standards, and accommodate local circulation on the local system. Public street connections, consistent with regional street design and spacing standards, shall be encouraged and shall supersede this access restriction. Multimodal street design features including pedestrian crossings and on-street parking shall be allowed where appropriate.</p> <p>(Title 1, Street System Design Sec 3.08.110G)</p>	<p>This section of Title 1 addresses how local jurisdictions can help protect the capacity, function and safe operation of existing and planned state highway interchanges or planned improvements to interchanges.</p> <p>The Street Plan Element of the adopted TSP (1995) provides an inventory and description of access management within the City. The TSP describes access management being reviewed by Planning Commission for specific developments or by the Traffic Safety Commission when requested as part of the design review process (Chapter 17.80).</p> <p>Ordinance No. 1245 (1997) in the Comprehensive Plan amended the TSP to include direction on access management affecting state highways. The Ordinance recognizes ODOT's authority to manage state highways, and defers to the state adopted access management guidelines for state highways as detailed in the Oregon Highway Plan.</p> <p>Recommendation: The updated TSP will address access management requirements for state highways and in the vicinity of interchanges.</p>	Updates will be incorporated into TSP.	
<p>Include Site design standards for new retail, office, multi-family and institutional buildings located near or at major transit stops shown in Figure 2.15 in the RTP:</p> <ul style="list-style-type: none"> • Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops; • Provide safe, direct and logical pedestrian crossings at all transit stops where practicable <p>At major transit stops, require the following:</p> <ul style="list-style-type: none"> • Locate buildings within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersections; • Transit passenger landing pads accessible to disabled persons to transit agency standards; • An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by the public transit provider; • Lighting to transit agency standards at 	<p>Figure 2, Existing Transit Services, in Draft Tech Memo 5 shows the major bus stops in Gladstone, consistent with Figure 2.10 – Regional Transit Network in the <u>2014 RTP</u>. TriMet's current <u>service map</u> shows one frequent bus line (Line 33) travels through the City along OR 99E (McCloughlin Boulevard).</p> <p>Section <u>17.50.020</u> Vehicular and pedestrian circulation generally. Subsection (6) includes general standards to accommodate pedestrians (i.e. traffic separation, curbs and sidewalks, on-site circulation), however there are no specific standards for connections to existing transit stops.</p> <p>Subsection (7) requires new industrial, institutional, retail, and office developments subject to design review and that generate more than 1,000 average daily traffic trips are required to provide a transit stop on-site or a connection to a transit stop when required by the transit operator.</p> <p>Section <u>17.50.040</u> Street and road standards. Bicycle/pedestrian routes are required in subsection (16) when necessary to provide access to a transit stop for specific uses such as schools, parks, churches, commercial centers, or similar facilities.</p> <p>Section <u>17.64.020</u> Blocks. Easements with associated standards for pedestrian and bicycle paths are required under specific circumstances for land divisions and property line adjustments. However, there are no specific standards for connections to existing transit stops.</p> <p>Section <u>17.80.061</u> Submittal Requirements (Design Review). Subsection (1)(b) lists information required to be included in a site plan when submitting an application subject to design review. Required information includes the relation of the subject property to nearby transit stops. It does not include language or refer to language elsewhere in the Code to provide connections.</p> <p>Recommendation: Existing standards for transit-supportive street improvements are limited. Consider creating additional standards, particularly around major bus stops, that will facilitate transit service.</p>	See comments and recommendations to (Title 1, Street System Design Sec 3.08.110A(3)) above.	

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<p>the major transit stop;</p> <ul style="list-style-type: none"> Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops. <p>(Title 1, Transit System Design Sec 3.08.120B(2))</p>			
<p><u>(Could be in Comprehensive plan or TSP as well)</u> As an alternative to implementing site design standards at major transit stops (section 3.08.120B(2), a city or county may establish pedestrian districts with the following elements:</p> <ul style="list-style-type: none"> A connected street and pedestrian network for the district; An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes; Interconnection of pedestrian, transit and bicycle systems; Parking management strategies; Access management strategies; Sidewalk and accessway location and width; Landscaped or paved pedestrian buffer strip location and width; Street tree location and spacing; Pedestrian street crossing and intersection design; Street lighting and furniture for pedestrians; A mix of types and densities of land uses that will support a high level of pedestrian activity. <p>(Title 1, Pedestrian System Design Sec 3.08.130B)</p>	<p>The Portland Avenue Streetscape Design (2008) illustrates a vision for a more pedestrian-oriented Portland Avenue in the downtown area. Several features of the design apply to the entire corridor and include pedestrian-scale lighting, bike lanes, improved intersection crossings, and formalized bus stops along Portland Avenue. The recommendation of this earlier planning process will be revisited as part of the Downtown Revitalization Plan, scheduled to be complete Spring 2017.</p> <p>Recommendation: Incorporate features of the Portland Avenue Streetscape Design document into the code as they apply to Portland Avenue.</p>	<p>See comments and recommendations to (Title 1, Street System Design Sec 3.08.110A(1)) above.</p>	
<p>Require new development to provide on-site streets and accessways that offer reasonably direct routes for pedestrian travel.</p> <p>(Title 1, Pedestrian System Design Sec</p>	<p>Section <u>17.50.020</u> Vehicular and pedestrian circulation generally. Subsection (6) includes standards for providing on-site pedestrian circulation for new non-residential and multi-family developments and for new buildings added to existing non-residential and multi-family developments. Standards specify specific connections between features and design elements.</p>	<p>n/a</p>	

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<p>3.08.130C)</p>	<p>Recommendation: No change recommended. This standard is met. <i>[Note that changes were recommended to strengthen existing on-set non-motorized connectivity in response to Title 1, Street System Design Sec 3.08.110B .]</i></p>		
<p>Establish parking ratios, consistent with the following:</p> <ul style="list-style-type: none"> No minimum ratios higher than those shown on Table 3.08-3. No maximum ratios higher than those shown on Table 3.08-3 and illustrated in the Parking Maximum Map. If 20-minute peak hour transit service has become available to an area within a one-quarter mile walking distance from bus transit one-half mile walking distance from a high capacity transit station, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within one-third mile walk) from adjacent residential areas. <p>Establish a process for variances from minimum and maximum parking ratios that include criteria for a variance.</p> <p>Require that free surface parking be consistent with the regional parking maximums for Zones A and B in Table 3.08-3. Following an adopted exemption process and criteria, cities and counties may exempt parking structures; fleet parking; vehicle parking for sale, lease, or rent; employee car pool parking; dedicated valet parking; user-paid parking; market rate parking; and other high-efficiency parking management alternatives from maximum parking standards. Reductions associated with redevelopment may be done in phases. Where mixed-use development is proposed, cities and counties shall provide for blended parking rates. Cities and counties may count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.</p> <p>Use categories or standards other than those in Table 3.08-3 upon demonstration that the effect will be substantially the same as the application of the ratios in the table.</p> <p>Provide for the designation of residential</p>	<p><u>Parking Ratios</u></p> <p>Chapter 17.48 Off-street parking and loading, Section <u>17.48.030</u> Standards for developments subject to design review. Minimum and maximum parking requirements for Gladstone are found in Table 17.48.030 Table 1. With the exception of multi-family, minimum parking requirements do not exceed those in the RTFP. The RTFP defines multi-family uses based on the number of bedrooms present (1-, 2-, 3-bedroom). Gladstone’s Code categorizes the use as “Two-family or multi-family” and is consistent with the RTFP requirement for 2-bedroom multi-family uses. The calculation of parking requirements (17.48.030(1), allows for shared parking and on-street parking counting towards minimum off-street requirements.</p> <p>Maximum parking ratios for all uses are categorized according to Zone A or Zone B, which are defined according to proximity to frequent transit service. All uses for each zone in the Code do not exceed those shown in Table 3.08-3 of the RTFP.</p> <p>Section <u>17.48.060</u> Car pool and van pool parking. New industrial, institutional, and office developments subject to design review and with more than 50 parking spaces are required to designate at least 10% to car pool or van pool parking.</p> <p><u>Variances and Exemptions</u></p> <p>Section <u>17.48.030</u> Standards for developments subject to design review. Subsection (2)(c) exempts specific types of parking spaces such as parking structures, fleet parking, or carpool parking, from the maximum parking requirement. Provisions for blended parking or shared parking standards are not currently found in the Code.</p> <p>Section <u>17.80.090</u> Minor Exceptions (Design Review). Exceptions up to 25% of minimum and maximum parking ratios can be granted by the Planning Commission pursuant to specific factors listed in paragraph (2)(c). Exceptions greater than 25% are subject to variance procedures.</p> <p>Chapter <u>17.72</u> Variances. The variance procedure, referred to in 17.80.090 for exceptions greater than 25%, allows variances in situations of undue or unnecessary hardship. Variances are subject to administrative procedures in the Code.</p> <p>Chapter <u>17.73</u> Adjustments. Although not referred to in 17.80.090, the adjustments procedure allows adjustments of up to 20% of a quantifiable provision when specific criteria are demonstrated.</p> <p><u>Parking Lots</u></p> <p>Chapter 17.46 Landscaping, Section <u>17.46.020</u> Standards includes street tree and landscaping standards for parking and loading areas, specifically for those with ten (10) or more parking spaces.</p> <p><u>Loading</u></p> <p>Section <u>10.04.250</u> Use of loading zone. This section restricts the use of loading zones to hours applicable to the respective zone, however it does not specify areas for which the standard applies.</p> <p>Section <u>17.48.040</u> Design requirements for permanent off-street parking and loading. All</p>	<p>17.18.070 Off-street parking standards.</p> <p>(1) Where one commercial use allowed outright is substituted for another in an existing building and the building is not expanded by more than ten percent (10%) of the floor area used for commercial purposes on January 1, 1980, no more off-street parking shall be required than was possessed by the previous commercial use. Where successive expansions of a building are proposed, the total area of all expansions shall not exceed the ten-percent (10%) standard.</p> <p>(2) When an existing residence in the C-2 zoning district along Portland Avenue is converted to commercial or mixed use development, additional off-street parking shall not be required, subject to the following standards:</p> <p>(a) The new commercial use shall not exceed a “B” occupancy rating as described in the Oregon Structural Specialty Code or its successor and shall be identified in GMC Section <u>17.18.020</u> (2), (5) or (8);</p> <p>(b) Signs shall be on-building and indirectly illuminated;</p> <p>(c) The use shall generate low traffic volumes and require minimal off-street parking; and</p> <p>(d) Structures and landscaping shall retain a residential appearance.</p> <p>...</p> <p>17.46.020 Standards.</p> <p>...</p> <p>(2) Parking and Loading Areas. The following landscape requirements shall apply to off-street parking and loading areas:</p> <p>(a) An off-street parking and loading area providing ten (10) or more parking spaces shall be improved with defined landscaped areas totaling no less than ten square feet per parking space;</p> <p>(b) A parking or loading area shall be separated from any lot line adjacent to a street by a landscaped strip at least ten feet (10’) in width, and any other lot line by a landscaped strip at least five feet (5’) in width;</p> <p>(c) A landscaped strip separating a parking or loading area from a street shall contain:</p> <p>(A) Street trees spaced as appropriate to the species, not to exceed twenty-five feet (25’) apart, on the average,</p> <p>(B) Low shrubs not to reach a height greater than three feet (3’) spaced no more than five feet (5’) apart, on the average, and</p> <p>(C) Vegetative ground cover.</p> <p>(e) In parking areas three acres and larger intended for use by the general public, pedestrian walkways shall be raised or separated from parking, parking aisles, and travel lanes by a raised curb, concrete bumpers, bollards, landscaping, or other physical barrier. If a raised pathway is used, curb ramps shall be provided in accordance with the Americans with Disabilities Act Accessibility Guidelines.</p> <p>...</p> <p>17.48.030 Standards for developments subject to design review.</p> <p>At the time of construction, enlargement, or change of use of any structure or development subject to GMC Chapter <u>17.80</u> (design review), except as provided in the C-2 district, off-street parking spaces shall be provided as follows unless greater requirements are otherwise established under this title:</p> <p>(1) Calculation of parking requirements.</p> <p>(a) Square Footage as Basis for Requirement. Where square feet of the structure or</p>	<p>17.18.070 Off-street parking standards.</p> <p><i>[The Draft Downtown Gladstone Revitalization Plan will recommend parking reductions for both the C-2 zoning district, as well as a Downtown Commercial Core overlay district. Existing standards in 17.18.070 will be review and potentially revised to be consistent with the Revitalization Plan.]</i></p> <p>17.46.020 Standards.</p> <p>...</p> <p>(2) Parking and Loading Areas. The following landscape requirements shall apply to off-street parking and loading areas:</p> <p>(a) An off-street parking and loading area providing ten (10) or more parking spaces shall be improved with defined landscaped areas totaling no less than ten square feet per parking space; <i>[The Draft Downtown Gladstone Revitalization Plan will recommend exempting development in the C-2 zone from this standard.]</i></p> <p>(b) A parking or loading area shall be separated from any lot line adjacent to a street by a landscaped strip at least ten feet (10’) in width, and any other lot line by a landscaped strip at least five feet (5’) in width; <i>[The Draft Downtown Gladstone Revitalization Plan will recommend reducing the landscape strip to 5’ in the C-2 zoning district.]</i></p> <p>(c) A landscaped strip separating a parking or loading area from a street shall contain:</p> <p>(A) Street trees spaced as appropriate to the species, not to exceed twenty-five feet (25’) apart, on the average,</p> <p>(B) Low shrubs not to reach a height greater than three feet (3’) spaced no more than five feet (5’) apart, on the average, and</p> <p>(C) Vegetative ground cover.</p> <p><i>(e) In parking areas three acres and larger intended for use by the general public, pedestrian walkways shall be raised or separated from parking, parking aisles, and travel lanes by a raised curb, concrete bumpers, bollards, landscaping, or other physical barrier. If a raised pathway is used, curb ramps shall be provided in accordance with the Americans with Disabilities Act Accessibility Guidelines.</i></p> <p>...</p> <p>17.48.030 Standards for developments subject to design review.</p> <p>At the time of construction, enlargement, or change of use of any structure or development subject to GMC Chapter <u>17.80</u> (design review), except as provided in the C-2 district, off-street parking spaces shall be provided as follows unless greater requirements are otherwise established under this title:</p> <p>(1) Calculation of parking requirements.</p> <p>(a) Square Footage as Basis for Requirement. Where square feet of the structure or</p>

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<p>parking districts in local comprehensive plans or implementing ordinances.</p> <p>Require that parking lots more than three acres in size provide street-like features along major driveways, including curbs, sidewalks and street trees or planting strips. Major driveways in new residential and mixed-use areas shall meet the connectivity standards for full street connections in section 3.08.110, and should line up with surrounding streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants that existed prior to May 1, 1995, or the requirements of Titles 3 and 13 of the UGMFP.</p> <p>Require on-street freight loading and unloading areas at appropriate locations in centers.</p> <p>Establish short-term and long-term bicycle parking minimums for:</p> <ul style="list-style-type: none"> • New multi-family residential developments of four units or more; • New retail, office and institutional developments; • Transit centers, high capacity transit stations, inter-city bus and rail passenger terminals; and • Bicycle facilities at transit stops and park-and-ride lots. <p>(Title 4, Parking Management Sec 3.08.410)</p>	<p>structures and developments subject to design review are subject to this section. This section provides standards for off-street loading areas such as screening/buffering, compatibility with off-street parking, and location of loading areas. No provisions for on-street loading were found in the Code.</p> <p><u>Bicycle Parking</u></p> <p>Section <u>17.48.050</u> Bicycle parking standards. Bicycle parking standards apply to new multi-family dwellings of four units or more and new commercial/industrial developments. Bicycle parking standards applicable to transit centers, transit stops, or park-and-ride lots are not currently in the Code.</p> <p>The minimum bicycle parking required for all development subject to the section is two (2) spaces or 5% of the minimum required automobile parking spaces. Bicycle parking spaces are not distinguished as short-term or long-term in the code, however standards require bicycle parking be sheltered when more than 7 spaces are provided or in all multi-family developments.</p> <p>Recommendation:</p> <p>Consider amendments to Chapter 17.46 Landscaping, Section <u>17.46.020</u> Standards, to improved pedestrian safety and circulation in large parking lots (3 acres) and pedestrian circulation and safety.</p> <p>Revise off-street parking and loading requirements to allow exemptions from off-street loading requirements within the Town Center. Criteria for the exemption(s) and whether these will be site specific within the Town Center will need to be determined.</p> <p>Revise Section 17.48.050 to require bike parking at transit stops. Consider adding a description of “long-term” bicycle parking and refining the requirements for its design and placement.</p>	<p>17.48.030 Standards for developments subject to design review.</p> <p>At the time of construction, enlargement, or change of use of any structure or development subject to GMC Chapter <u>17.80</u> (design review), except as provided in the C-2 district, off-street parking spaces shall be provided as follows unless greater requirements are otherwise established under this title:</p> <p>(1) Calculation of parking requirements.</p> <p>(a) Square Footage as Basis for Requirement. Where square feet of the structure or use is specified as the basis for the parking requirement, the calculation shall be based on the gross leasable area (GLA).</p> <p>(b) Number of Employees as Basis of Requirement. When the number of employees is specified as the basis for the parking space requirement, the calculation shall be based on the number of employees working on the premises during the largest shift at peak season.</p> <p>(c) If more than one use occupies a single structure or lot, the total minimum and maximum parking requirements for the structure or lot shall be the sum of the requirements for each use computed separately.</p> <p>(d) When calculation of a minimum or maximum parking requirement results in a fractional space requirement, such fraction shall be rounded down to the nearest whole number.</p> <p>(e) Owners of two or more uses, structures or lots may agree to utilize jointly the same parking and loading spaces when the peak hours of operation do not substantially overlap. Satisfactory legal evidence shall be presented to establish the joint use. Shared parking spaces shall be included in the calculation of the minimum parking requirement for each of the joint users. For the purpose of calculating the maximum permitted parking for each of the joint users, shared spaces shall be apportioned between the joint users.</p> <p>(f) On-street parking may count towards fulfilling up to one-quarter of the off-street parking requirements where on-street parking is allowed and the applicant can demonstrate that on-street parking is available.</p> <p>(g) Parking spaces fulfilling the minimum off-street parking space requirement shall not be used for display or storage and shall not be rented, leased or assigned to any other person or organization, except as authorized under Subsection <u>17.48.030(l)(e)</u>.</p> <p>17.48.040 Design requirements for permanent off-street parking and loading.</p> <p>All structures and developments subject to design review shall provide permanent off-street parking and loading as follows:</p> <p>...</p> <p>(3) Loading:</p> <p>...</p> <p>17.48.050 Bicycle parking standards.</p> <p>(1) Standards for bicycle parking apply to full-site design review of new construction for multi-family residential (four units and larger) and new commercial/industrial developments. The Planning Commission may grant exemptions to bicycle parking</p>	<p>use is specified as the basis for the parking requirement, the calculation shall be based on the gross leasable area (GLA).</p> <p>(b) Number of Employees as Basis of Requirement. When the number of employees is specified as the basis for the parking space requirement, the calculation shall be based on the number of employees working on the premises during the largest shift at peak season.</p> <p>(c) If more than one use occupies a single structure or lot, the total minimum and maximum parking requirements for the structure or lot shall be the sum of the requirements for each use computed separately <u>all uses, unless it can be shown that the peak parking demands are actually less (i.e., the uses operate on different days or at different times of the day). In that case, the total requirements may be reduced accordingly.</u></p> <p>(d) When calculation of a minimum or maximum parking requirement results in a fractional space requirement, such fraction shall be rounded down to the nearest whole number.</p> <p>(e) Owners of two or more uses, structures or lots may agree to utilize jointly the same parking and loading spaces when the peak hours of operation do not substantially overlap. Satisfactory legal evidence shall be presented to establish the joint use. Shared parking spaces shall be included in the calculation of the minimum parking requirement for each of the joint users. For the purpose of calculating the maximum permitted parking for each of the joint users, shared spaces shall be apportioned between the joint users.</p> <p>(f) On-street parking may count towards fulfilling up to one-quarter of the off-street parking requirements where on-street parking is allowed and the applicant can demonstrate that on-street parking is available. <u>On-street parking must be available on the subject site’s frontage in order to be credited towards the off-street parking requirement. On-street parking credited for a specific use may not be used exclusively by that use, but shall be available to for general public use at all times. No signs or actions limiting general public use of on-street spaces is permitted.</u></p> <p>(g) Parking spaces fulfilling the minimum off-street parking space requirement shall not be used for display or storage and shall not be rented, leased or assigned to any other person or organization, except as authorized under Subsection <u>17.48.030(l)(e)</u>.</p> <p><u>(h) Off-Site Parking. Except for single-family dwellings, the vehicle parking spaces required by this chapter may be located on another parcel of land, provided the parcel is within 500 feet walking distance of the use it serves. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written instrument.</u></p> <p>17.48.040 Design requirements for permanent off-street parking and loading.</p> <p>All structures and developments subject to design review shall provide permanent off-street parking and loading as follows:</p> <p>...</p> <p>(3) Loading:</p>

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		<p>requirements in connection with temporary uses or uses that are not likely to generate the need for bicycle parking.</p> <p>(2) Required bicycle parking must be lighted and be located within fifty feet (50') of an entrance to the building:</p> <p>(a) Location. Bicycle parking may be provided within a building if the location is easily accessible for bicycles;</p> <p>(b) Covered Spaces. Cover for bicycle parking can be accommodated by buildings or roof overhangs, awnings, bicycle lockers, bicycle storage within buildings or free-standing shelters;</p> <p>(c) Signs. If the bicycle parking is not visible from the street or main building entrance, then a sign conforming to the city's standards for on-site traffic control, Section 17.52.060(1), shall be posted indicating the location of the parking facilities;</p> <p>(d) Rack Type and Dimensions:</p> <p>(A) Bicycle racks must hold bicycles securely by the frame and be securely anchored;</p> <p>(B) Bicycle racks must accommodate:</p> <p>(i) Locking the frame and one wheel to the rack with a high-security U-shaped shackle lock, or approved substitute; or</p> <p>(ii) Locking the frame and both wheels to the rack with a chain or cable not longer than six feet (6');</p> <p>(C) The Planning Commission may approve alternate bicycle racks provided they are convenient and secure;</p> <p>(e) Bicycle parking spaces must be at least six feet (6') long and two feet (2') wide, and in covered situations the overhead clearance must be at least seven feet (7'). An aisle five feet (5') wide for bicycle maneuvering must be provided;</p> <p>(f) Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only;</p> <p>(g) Required parking in all developments required to comply with this section shall provide a minimum five percent (5%) bicycle parking spaces based on the city's required minimum number of automobile parking spaces:</p> <p>(A) All development shall have a minimum two (2) bicycle parking spaces;</p> <p>(B) If more than seven (7) bicycle parking spaces are required, fifty percent (50%) of the spaces shall be covered. One hundred percent (100%) of all bicycle parking spaces for multi-family development of four (4) units and more shall be covered.</p>	<p>...</p> <p><u>(e) Exceptions and Adjustments. Loading areas within a street right-of-way in areas zoned mixed-use commercial in the [C-2 zoning district] may be approved when all of the following conditions are met:</u></p> <p><u>(A) Loading areas must be signed to limit the duration of the activity, which may not exceed one hour for each loading operation.</u></p> <p><u>(B) Proposed loading areas must support a use that requires infrequent loading activity. Infrequent loading activity is defined as less than three (3) operations that occur daily between 5:00 a.m. and 12:00 a.m., or all operations that occur between 12:00 a.m. and 5:00 a.m. at a location that is not adjacent to a residential zone.</u></p> <p><u>(C) The proposed loading area:</u></p> <p><u>(i) Does not unreasonably obstruct traffic;</u></p> <p><u>(ii) Does not obstruct a primary emergency response route; and</u></p> <p><u>(iii) Is acceptable to the applicable roadway authority.</u></p> <p>...</p> <p>17.48.050 Bicycle parking standards</p> <p>(1) <u>General Provisions</u></p> <p><u>(a) Applicability. Standards for bicycle parking apply to full-site design review of new construction for multi-family residential (four units and larger) and new commercial/industrial developments. The Planning Commission may grant exemptions to bicycle parking requirements in connection with temporary uses or uses that are not likely to generate the need for bicycle parking.</u></p> <p><u>(b) Types of spaces. Bicycle parking facilities shall be provided in terms of short-term bicycle parking and long-term bicycle parking. Short-term bicycle parking is intended to encourage customers and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Long-term bicycle parking provides a weather-protected place to park bicycles for employees, students, residents, commuters, and others who generally stay at a site for at least several hours.</u></p> <p><u>(c) Minimum Number of Spaces. All developments required to comply with this section shall provide a minimum five percent (5%) bicycle parking spaces based on the city's required minimum number of automobile parking spaces. In addition, the following applies:</u></p> <p><u>(A) All development shall have a minimum two (2) bicycle parking spaces;</u></p> <p><u>(B) If more than seven (7) bicycle parking spaces are required, at least fifty percent (50%) of the spaces shall be provided as long-term bicycle parking.</u></p> <p><u>(C) One hundred percent (100%) of all bicycle parking spaces for multi-family development of four (4) units and more shall be provided as long-term bicycle parking.</u></p> <p><u>(2) Location and Design. Required bicycle parking must be lighted and be located within fifty feet (50') of an entrance to the building:</u></p> <p><u>(a) Short-term bicycle parking. Location. Bicycle parking may be provided within a</u></p>

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			<p>building if the location is easily accessible for bicycles;</p> <p><u>Short-term bicycle parking facilities are lockers or racks that meet the standards of this section and that are located inside a building, or located outside within thirty (30) feet of the main entrance to the building or at least as close as the nearest vehicle parking space, whichever is closer.</u></p> <p><u>(b) Long-term bicycle parking. Covered Spaces. Cover for bicycle parking can be accommodated by buildings or roof overhangs, awnings, bicycle lockers, bicycle storage within buildings or free-standing shelters; Long term bicycle parking includes:</u></p> <p><u>(A) Racks, storage rooms, or lockers in areas that are secure or monitored (e.g. visible to employees or customers or monitored by security).</u></p> <p><u>(B) Covered outside bicycle parking spaces that meet the requirements of 17.48.050.2(g) and are located within one hundred (100) feet of an entrance to the building.</u></p> <p><u>(c) Signs. If the bicycle parking is not visible from the street or main building entrance, then a sign conforming to the city's standards for on-site traffic control, Section 17.52.060(1), shall be posted indicating the location of the parking facilities;.</u></p> <p><u>(d) Rack Type and Dimensions:</u></p> <p><u>(A) Bicycle racks must hold bicycles securely by the frame and be securely anchored;</u></p> <p><u>(B) Bicycle racks must accommodate:</u></p> <p><u>(i) Locking the frame and one wheel to the rack with a high-security U-shaped shackle lock, or approved substitute; or</u></p> <p><u>(ii) Locking the frame and both wheels to the rack with a chain or cable not longer than six feet (6');</u></p> <p><u>(C) The Planning Commission may approve alternate bicycle racks provided they are convenient and secure;.</u></p> <p><u>(e) Bicycle parking spaces must be at least six feet (6') long and two feet (2') wide, and in covered situations the overhead clearance must be at least seven feet (7'). An aisle five feet (5') wide for bicycle maneuvering must be provided;.</u></p> <p><u>(f) Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only;</u></p> <p><u>(g) Covered Parking (Weather Protection):</u></p> <p><u>(A) When required, covered bicycle parking shall be provided in one (1) of the following ways: inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures.</u></p> <p><u>(B) Where required covered bicycle parking is not proposed to be located within a building or locker, the cover must be permanent and designed to protect the bicycle from rainfall and provide seven-foot minimum overhead clearance.</u></p> <p><u>(C) Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.</u></p> <p><u>Required parking in all developments required to comply with this section shall</u></p>

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			<p>provide a minimum five percent (5%) bicycle parking spaces based on the city's required minimum number of automobile parking spaces:</p> <p>(A) All development shall have a minimum two (2) bicycle parking spaces;</p> <p>(B) If more than seven (7) bicycle parking spaces are required, fifty percent (50%) of the spaces shall be covered. One hundred percent (100%) of all bicycle parking spaces for multi-family development of four (4) units and more shall be covered.</p>
<p>When proposing an amendment to the comprehensive plan or to a zoning designation, consider the strategies in subsection 3.08.220A as part of the analysis required by OAR 660-012-0060.</p> <p>If a city or county adopts the actions set forth in 3.08.230E (parking ratios, designs for street, transit, bicycle, pedestrian, freight systems, TSMO projects and strategies, and land use actions) and section 3.07.630.B of Title 6 of the UGMFP, it shall be eligible for an automatic reduction of 30 percent below the vehicular trip generation rates recommended by the Institute of Transportation Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Main Street, Corridor or Station Community.</p> <p>(Title 5, Amendments of City and County Comprehensive and Transportation System Plans Sec 3.08.510A,B)</p>	<p><u>Amendments</u></p> <p>Chapter <u>17.68</u> Amendments and zone changes. This chapter includes provisions and procedures allowing for amendments to the Comprehensive Plan, Zoning Map, Comprehensive Plan Map, or Title 17 of the Code. Amendments are reviewed through administrative procedures (Section 16.68.020). Conditions may be applied by the City Council (Section 17.68.040) when they can further the objectives of the comprehensive plan or zoning ordinance.</p> <p>Section <u>17.68.050</u> Evidence supplied by applicant. Applicants for amendments must provide evidence meeting five criteria. Criteria include consistency with the Comprehensive Plan and Metro's UGMFP as well as adequate public facilities such as transportation systems are present or concurrent with development.</p> <p>Policy 5 under "Plan Evaluation and Update" of the Comprehensive Plan provides procedures for making amendments to the Comprehensive Plan.</p> <p><u>UGMFP Title 6</u></p> <p>The City currently has a designated Town Center boundary as shown in the Urban Growth Management Functional Plan (UGMFP). Progress towards implementing Town Center design is supported by the Portland Avenue Streetscape Design (2008) and is a focus of the Downtown Revitalization Plan project.</p> <p>Recommendation: Consider modifying Section 17.68.050 to include compliance with the Transportation Planning Rule, reviewed consistent with OAR 660-012-0060, when a comprehensive plan amendment or land use district change is proposed.</p>	<p>17.68.050 Evidence supplied by applicant.</p> <p>The applicant seeking a zoning map change pursuant to the provisions of Section 17.68.010 must show by a preponderance of the evidence all of the following, unless otherwise provided for in this title:</p> <p>(1) Granting the request fulfills a public need, the greater departure from present development policies or land use patterns, the greater the burden of the applicant.</p> <p>(2) The public need is best carried out by granting the petition for the proposed action, and that need is best served by granting the petition at this time.</p> <p>(3) The proposed action is consistent with the Comprehensive Plan and Metro's Functional Plan (Metro Code 3.07).</p> <p>(4) Proof of significant change in a neighborhood or community or a mistake in the planning or zoning for the property under consideration, when relevant.</p> <p>(5) The property and affected area is presently provided with, or concurrent with development can be provided with, adequate public facilities, including, but not limited to, transportation systems.</p>	<p>17.68.050 Evidence supplied by applicant.</p> <p>The applicant seeking a zoning map change pursuant to the provisions of Section 17.68.010 must show by a preponderance of the evidence all of the following, unless otherwise provided for in this title:</p> <p>(1) Granting the request fulfills a public need, the greater departure from present development policies or land use patterns, the greater the burden of the applicant.</p> <p>(2) The public need is best carried out by granting the petition for the proposed action, and that need is best served by granting the petition at this time.</p> <p>(3) The proposed action is consistent with the Comprehensive Plan and Metro's Functional Plan (Metro Code 3.07).</p> <p>(4) Proof of significant change in a neighborhood or community or a mistake in the planning or zoning for the property under consideration, when relevant.</p> <p>(5) The property and affected area is presently provided with, or concurrent with development can be provided with, adequate public facilities, including, but not limited to, transportation systems.</p> <p><u>(6) The transportation system is capable of safely supporting the uses allowed by the proposed designation in addition to the existing and planned uses in the area, consistent with the Transportation Planning Rule (OAR 660-012-0060). Requirements of the State Transportation Planning Rule shall apply to those land use actions that significantly affect the transportation system, as defined by OAR 660-012-0060.</u></p>
<p>(Could be located in TSP or other adopted policy document)</p> <p>Adopt parking policies, management plans and regulations for Centers and Station Communities. Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers. Plans shall include an inventory of parking supply and usage, an evaluation of bicycle parking needs with consideration of TriMet Bicycle Parking Guidelines. Policies shall be adopted in the TSP. Policies, plans and regulations must consider and may include the following range of strategies:</p> <ul style="list-style-type: none"> By-right exemptions from minimum parking requirements; 	<p>As documented earlier, the City's parking regulations are mostly consistent with the RTFP. The City does not currently have an adopted parking management plan. However, progress towards regulating parking demand is supported by the Downtown Parking Plan (2006), which provides future implementation recommendations.</p> <p>Policy 4 of the Comprehensive Plan Transportation Element states "Address the parking needs of commercial district". The implementation of which includes a parking district feasibility study and establishing parking limits within the downtown business district.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> Incorporate the implementation recommendations, to the extent available, in Chapter 17.48 or 17.50. Update Policy 4 of the Comprehensive Plan Transportation Element to reflect the implementation recommendations of the Downtown Parking Plan. 	<p>See comments and recommendations to (Title 4, Parking Management Sec 3.08.410), (Title 1, Street System Design Sec 3.08.110B), and (Title 1, Street System Design Sec 3.08.110A(3)) above for recommendations to Chapter 17.48 and 17.50.</p> <p>Existing transportation policies in the Comprehensive Plan are proposed to be replaced with new transportation policies based on TSP project goals and objectives. The new transportation policies are proposed to be incorporated into the updated TSP, which will act as the transportation element of the City's Comprehensive Plan.</p>	

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<ul style="list-style-type: none"> • Parking districts; • Shared parking; • Structured parking; • Bicycle parking; • Timed parking; • Differentiation between employee parking and parking for customers, visitors and patients; • Real-time parking information; • Priced parking; • Parking enforcement. <p>(Title 4, Parking Management Sec 3.08.410I)</p>			

Table 2: Transportation Planning Rule

Transportation Planning Rule (TPR)	Gladstone Municipal Code Title 17 Zoning and Development		
Requirement	Notes and Recommendation	Original Text	Recommended Modifications
<p>Each local government shall amend its land use regulations to implement the TSP.</p> <p>The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:</p> <ul style="list-style-type: none"> • Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals; • Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards; • Changes in the frequency of transit, rail and airport 	<p>Transportation facilities described in OAR - 0045(1) are not included in Title 17, and therefore the capacity to permit them outright is unclear.</p> <p>Recommendation: Revise Title 17 to allow outright specific transportation facilities, services, and improvements in individual zones, or for specific transportation improvements, where consistent with the adopted TSP, to be exempt from land use permitting approval processes.</p>	<p>17.50.010 Applicability</p> <p>Vehicular and pedestrian circulation standards shall apply to all land divisions and to all development that is subject to design review.</p>	<p>17.50.010 Applicability</p> <p><u>(1) Vehicular and pedestrian circulation standards shall apply to all land divisions and to all development that is subject to design review.</u></p> <p><u>(2) Transportation Improvements Permitted Outright. Except where otherwise specifically regulated by this ordinance, the following improvements are permitted outright:</u></p> <p><u>(a) Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.</u></p> <p><u>(b) Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way.</u></p> <p><u>(c) Projects that are consistent with projects identified and planned for in the Transportation System Plan.</u></p> <p><u>(d) Landscaping as part of a transportation facility.</u></p> <p><u>(e) Emergency measure necessary for the safety and protection of property.</u></p> <p><u>(f) Acquisition of right-of-way for public roads, highways, and other transportation improvements designated in the Transportation System Plan.</u></p> <p><u>(g) Construction of a street or road as part of an approved subdivision or land partition consistent with the applicable design standards for land divisions and property line adjustments.</u></p>

Transportation Planning Rule (TPR)	Gladstone Municipal Code Title 17 Zoning and Development		
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<p>services.</p> <p>To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.</p> <p>(TPR Subsection -0045(1)(a)-(b))</p>			
<p>Where a transportation facility, service or improvement is determined to have a significant impact on land use or requires interpretation or the exercise of factual, policy or legal judgment regarding the application of a comprehensive plan or land use regulation, the local government shall provide a review and approval process that is consistent with 660-012-0050 (Transportation Project Development). Local governments shall amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.</p> <p>(TPR Subsection -0045(1)(c))</p>	<p>Section 17.94.020 Notice. Written notice of quasi-judicial hearings and hearings for legislative zone changes are required to be sent to affected agencies a minimum of 20 days in advance of the scheduled hearing. Affected agencies are not defined, but can be interpreted to include state and regional transportation agencies. In addition, all legislative actions, according to subsection (4), are required to provide notice to by publication in a newspaper.</p> <p>Consolidated applications are not specifically allowed or prohibited in the code, except consolidated permits are allowed within the Habitat Conservation Area District (Section 17.25).</p> <p>Recommendation: Consider creating adding “consolidated procedure” language to Chapter 17.66 General Provisions (Use Permits and Amendments).</p>	<p>17.66.010 Purpose</p> <p>The purpose of the chapters on use permits and amendments is to set forth the process and standards for reviewing land use permits and for amending this title and the comprehensive plan.</p>	<p>17.66.010 Purpose</p> <p>The purpose of the chapters on use permits and amendments is to set forth the process and standards for reviewing land use permits and for amending this title and the comprehensive plan.</p> <p><u>17.66.015 Coordination of Applications and Procedures.</u></p> <p><u>(1) Staff Coordination. The [City Administrator] shall be responsible for coordinating applications and the decision-making procedures required by this Ordinance.</u></p> <p><u>(2) Consolidation. The applicant shall be provided with the opportunity to apply for all permits necessary for a development project at one time, in accordance with ORS 227.175(2). The consolidated application shall be processed under the most stringent procedure required for any part of the development proposal.</u></p> <p><u>(3) Permits. No permit for a proposed use shall be issued until a final decision has been made approving or conditionally approving a completed application. The issuance of a permit shall conform with the regulations of this Ordinance and any conditions of approval.</u></p>
<p>Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities for their identified functions.</p> <p>Standards to protect the future operations of roadways and transit corridors</p> <p>(TPR Subsection -0045(2)(b))</p>	<p>Section 17.50.020 Vehicular and pedestrian circulation generally. Subsection (4), Traffic Volume Expansion, requires provisions to be made to accommodate any increased volume of traffic resulting from development. Provisions include street widening, dedication of property for future widening, or other street improvements. Thresholds, impact studies, and street capacity standards are not included in the Code.</p> <p>Recommendation: Consider adding provisions requiring transportation impact analysis or studies when development is expected to increase traffic volume over a specified threshold in Division IV. Development Standards.</p>	<p>17.50.020 Vehicular and pedestrian circulation generally.</p> <p>(4) Traffic Volume Expansion. Provision shall be made to accommodate any increased volume of traffic resulting from the development. If streets adjacent to or serving the site are inadequate, widening, dedication of property for future widening, or other street improvements may be required. The development shall be designed to minimize traffic volume increases on minor streets and underdeveloped streets.</p>	<p>17.50.020 Vehicular and pedestrian circulation generally.</p> <p>(4) Traffic Volume Expansion. Provision shall be made to accommodate any increased volume of traffic resulting from the development <u>consistent with 17.50.050</u>. If streets adjacent to or serving the site are inadequate, widening, dedication of property for future widening, or other street improvements may be required. The development shall be designed to minimize traffic volume increases on minor streets and underdeveloped streets.</p> <p>17.50.050 Traffic Impact Analysis (TIA)</p> <p><u>(1) Purpose. The purpose of this section is to implement Sections 660-012-0045(2)(b) and -0045(2)(e) of the State Transportation Planning Rule (TPR), which require the City to adopt performance standards and a process to apply conditions to land use proposals in order to minimize impacts on and protect transportation facilities. This section establishes requirements for when a traffic impact analysis (TIA) must be prepared and submitted; the analysis methods and content involved in a TIA; criteria used to review the TIA; and authority to attach conditions of approval to minimize the impacts of the proposal on transportation facilities.</u></p> <p><u>This section refers to the TSP for performance standards for transportation facilities as well as for projects that may need to be constructed as mitigation measures for a proposal's projected impacts. This section also relies on the Gladstone Public Works Design Standards and Gladstone Public Works Standard Construction Specifications</u></p>

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			<p><u>to provide street design standards and construction specifications for improvements and projects that may be constructed as part of the proposal and mitigation measures approved for the proposal.</u></p> <p><u>(2) Applicability. A traffic impact analysis (TIA) shall be required to be submitted to the City with a land use application at the request of the City Public Works Supervisor or if the proposal is expected to involve one or more of the following:</u></p> <p><u>(a) An amendment to the Gladstone Comprehensive Plan or zoning map.</u></p> <p><u>(b) ODOT requires a TIA in conjunction with a requested approach road permit, as specified in OAR 734-051-3030(4).</u></p> <p><u>(c) The proposal generates twenty-five (25) PM peak-hour trips or more on the local transportation system.</u></p> <p><u>(d) The location of an existing or proposed access driveway does not meet minimum spacing or sight distance requirements.</u></p> <p><u>(e) A change in internal traffic patterns that may cause safety problems, such as back up onto the highway or traffic crashes in the approach area.</u></p> <p><u>(3) Requirements. The following are typical requirements that may be modified in coordination with Public Works Staff based on the specific application.</u></p> <p><u>(a) Pre-application Conference. The applicant shall meet with the Public Works Supervisor prior to submitting an application that requires a TIA. This meeting will be coordinated with Clackamas County and ODOT when an approach road to a County road or Highway 99E serves the property, so that the TIA will meet the requirements of all relevant agencies.</u></p> <p><u>(b) Preparation. The TIA shall be prepared by an Oregon Registered Professional Engineer qualified to perform traffic Engineering analysis and will be paid for by the applicant.</u></p> <p><u>(c) Typical Average Daily Trips and Peak Hour Trips. The latest edition of the Trip Generation Manual, published by the Institute of Transportation Engineers (ITE), shall be used to gauge PM peak hour vehicle trips, unless a specific trip generation study that is approved by the City Public Works Supervisor indicates an alternative trip generation rate is appropriate.</u></p> <p><u>(d) Intersection-level Analysis. Intersection-level analysis shall be determined based on the methodologies identified in the Highway Capacity Manual (HCM)..</u></p> <p><u>(e) Transportation Planning Rule Compliance. The requirements of OAR 660-012-0060 shall apply to those land use actions that significantly affect the transportation system, as defined by the Transportation Planning Rule.</u></p> <p><u>(4) Study Area. The following facilities shall be included in the study area for all TIAs:</u></p> <p><u>(a) All site-access points and intersections (signalized and unsignalized) adjacent to the proposed development site. If the site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.</u></p> <p><u>(b) Roads and streets through and adjacent to the site.</u></p> <p><u>(c) All intersections where the analysis shows that 10% or more of an approach volume can be expected to result from the development.</u></p>

Transportation Planning Rule (TPR)	Gladstone Municipal Code Title 17 Zoning and Development		
Requirement	Notes and Recommendation	Original Text	Recommended Modifications
			<p><u>(d) In addition to these requirements, the City Public Works Supervisor may require analysis of any additional intersections or roadway links that are deemed necessary to address safety or operational concerns in proximity to the site.</u></p> <p><u>(5) Analysis Periods. To adequately assess the impacts of a proposed land use action, the following study periods, or horizon years, should be addressed in the transportation impact analysis where applicable:</u></p> <p><u>(a) Existing Year.</u></p> <p><u>(b) Background Conditions in Project Completion Year. The conditions in the year in which the proposed land use action will be completed and occupied, but without the expected traffic from the proposed land use action. This analysis should account for all City-approved developments that are expected to be fully built out in the proposed land use action horizon year, as well as all planned transportation system improvements.</u></p> <p><u>(c) Full Buildout Conditions in Project Completion Year. The background condition plus traffic from the proposed land use action assuming full build-out and occupancy.</u></p> <p><u>(d) Phased Years of Completion. If the project involves construction or occupancy in phases, the applicant shall assess the expected roadway and intersection conditions resulting from major development phases. Phased years of analysis will be determined in coordination with City staff.</u></p> <p><u>(e) Twenty-Year or TSP Horizon Year. For comprehensive plan amendments or zoning map amendments, the applicant shall assess the expected future roadway, intersection, and land use conditions as compared to approved comprehensive planning documents.</u></p> <p><u>(6) Approval Criteria. When a TIA is required, a proposal is subject to the following criteria, in addition to all criteria otherwise applicable to the underlying land use proposal:</u></p> <p><u>(a) The analysis complies with the requirements of 17.50.020(3);</u></p> <p><u>(b) The analysis demonstrates that adequate transportation facilities exist to serve the proposed development or identifies mitigation measures in a manner that is satisfactory to the City Public Works Supervisor and, when County or State highway facilities are affected, to Clackamas County and ODOT;</u></p> <p><u>(c) For affected non-highway facilities, the TIA demonstrates that applicable performance standards established in the adopted Transportation System Plan have been met;</u></p> <p><u>(d) Proposed public improvements are designed and will be constructed to the street standards specified in Transportation System Plan and the Gladstone Public Works Design Standards and Gladstone Public Works Standard Construction Specifications; and</u></p> <p><u>(7) Conditions of Approval. The City may deny, approve, or approve a development proposal with conditions needed to ensure transportation safety and operations standards and provide the necessary right-of-way and improvements to ensure consistency with the future planned transportation system. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on transportation facilities. Findings in the development approval shall indicate how the required improvements are directly related to and are roughly proportional to</u></p>

Transportation Planning Rule (TPR)	Gladstone Municipal Code Title 17 Zoning and Development		
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			the impact of development.
<p>Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of: land use applications that require public hearings, subdivision and partition applications, applications which affect private access to roads, applications within airport noise corridor and imaginary surfaces which affect airport operations.</p> <p>(TPR Subsection -0045(2)(f))</p>	<p>See response to -0045(1)(c)</p>		
<p>Regulations assuring amendments to land use designations, densities, design standards are consistent with the function, capacities, and levels of service of facilities designated in the TSP.</p> <p>(TPR Subsection -0045(2)(g))</p>	<p><u>Amendments</u></p> <p>Chapter 17.68 Amendments and zone changes. This chapter includes provisions and procedures allowing for amendments to the Comprehensive Plan, Zoning Map, Comprehensive Plan Map, or Title 17 of the Code. Amendments are reviewed through administrative procedures (Section 16.68.020). Conditions may be applied by the City Council (17.68.040) when they can further the objectives of the comprehensive plan or zoning ordinance.</p> <p>Section 17.68.050 Evidence supplied by applicant. Applicants for amendments must provide evidence meeting five criteria. Criteria include consistency with the Comprehensive Plan and Metro’s UGMFP as well as adequate public facilities such as transportation systems are present or concurrent with development.</p> <p>Policy 5 under “Plan Evaluation and Update” of the Comprehensive Plan provides procedures for making amendments to the Comprehensive Plan.</p> <p>Recommendation: Consider modifying 17.68.050 to include compliance with the Transportation Planning Rule, reviewed consistent with OAR 660-012-0060, when a comprehensive plan amendment or land use district change is proposed.</p>	<p>17.68.050 Evidence supplied by applicant.</p> <p>The applicant seeking a zoning map change pursuant to the provisions of Section 17.68.010 must show by a preponderance of the evidence all of the following, unless otherwise provided for in this title:</p> <p>(1) Granting the request fulfills a public need, the greater departure from present development policies or land use patterns, the greater the burden of the applicant.</p> <p>(2) The public need is best carried out by granting the petition for the proposed action, and that need is best served by granting the petition at this time.</p> <p>(3) The proposed action is consistent with the Comprehensive Plan and Metro’s Functional Plan (Metro Code 3.07).</p> <p>(4) Proof of significant change in a neighborhood or community or a mistake in the planning or zoning for the property under consideration, when relevant.</p> <p>(5) The property and affected area is presently provided with, or concurrent with development can be provided with, adequate public facilities, including, but not limited to, transportation systems.</p>	<p>17.68.050 Evidence supplied by applicant.</p> <p>The applicant seeking a zoning map change pursuant to the provisions of Section 17.68.010 must show by a preponderance of the evidence all of the following, unless otherwise provided for in this title:</p> <p>(1) Granting the request fulfills a public need, the greater departure from present development policies or land use patterns, the greater the burden of the applicant.</p> <p>(2) The public need is best carried out by granting the petition for the proposed action, and that need is best served by granting the petition at this time.</p> <p>(3) The proposed action is consistent with the Comprehensive Plan, and Metro’s Functional Plan (Metro Code 3.07), <u>and the Transportation Planning Rule (OAR 660-012-0060).</u></p> <p>(4) Proof of significant change in a neighborhood or community or a mistake in the planning or zoning for the property under consideration, when relevant.</p> <p>(5) The property and affected area is presently provided with, or concurrent with development can be provided with, adequate public facilities, including, but not limited to, <u>the planned function, capacity, and performance standards of the transportation systems as adopted in the Transportation System Plan.</u></p>
<p>Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth in 660-012-0040(3)(a-d):</p> <p>Provide “safe and convenient” (per subsection 660-012-0045.3(d)) pedestrian and bicycle connections from new subdivisions/multifamily development to neighborhood activity centers; bikeways are required along arterials and major collectors; sidewalks are required along arterials, collectors, and most local streets in urban areas except controlled access roadways</p> <p>(TPR Subsection -0045(3)(b))</p>	<p>Section 17.50.020 Vehicular and pedestrian circulation generally. Subsection (6) includes standards for providing on-site pedestrian circulation for new non-residential and multi-family developments and for new buildings added to existing non-residential and multi-family developments. Standards specify specific connections between features and design elements.</p> <p>Section 17.50.040 Street and road standards. Subsection (15) requires sidewalks on both sides of a public street, unless modified by the Planning Commission under specific conditions. Bicycle/pedestrian routes are required in subsection (16) when consistent with Map 5 of the Comprehensive Plan or when necessary to provide access to a transit stop for specific uses such as schools, parks, churches, commercial centers, or similar facilities. The requirements for sidewalks or bicycle/pedestrian routes are not correlated with street classification standards.</p> <p>Recommendation: No change. This criterion is met.</p>		
<p>Where off-site road improvements are required as a condition of development</p>	<p>Section 17.68.040 Conditions. This section allows the City Council to apply types of conditions designed to limit access, provide additional right-of-way, limit the use or</p>	<p>17.70.010 Authorization to grant or deny.</p>	<p>17.70.010 Authorization to grant or deny.</p>

Transportation Planning Rule (TPR)		Gladstone Municipal Code Title 17 Zoning and Development	
Requirement	Notes and Recommendation	Original Text	Recommended Modifications
<p>approval, they must accommodate bicycle and pedestrian travel, including facilities on arterials and major collectors</p> <p>(TPR Subsection -0045(3)(c))</p>	<p>density, among other listed types. It does not specifically include off-street improvements beyond just the dedication of right-of-way.</p> <p>Section 17.70.010 Authorization to grant or deny. Conditions of approval for conditional uses include requiring additional right-of-way to be dedicated for street improvements. It does not specifically include off-street approval conditions, however the conditions of approval is not limited to the listed conditions.</p> <p>Section 17.94.040 Hearing procedure and Section 17.94.080 Action of applications. These sections authorize the Planning Commission or City Council approve an application/recommendation with conditions as part of a hearing procedure. It does not specify types of conditions, similar to what's listed in Section 17.70.010.</p> <p>Recommendation: Consider adding types of conditions that specifically or generally include off-street improvements such as bicycle or pedestrian facilities to Section 17.68.040 and 17.70.010, or to 17.94.040.</p>	<p>...</p> <p>(2) Conditions of Approval. In addition to the specific requirements of this title, including those set forth in GMC Chapter 17.62 (special uses), and the comprehensive plan, approval of a conditional use may be granted subject to additional conditions that are found necessary to protect the best interests of the surrounding area or the city as a whole. These conditions may include, but are not limited to, the following:</p> <p>(a) Limiting the hours, days, place and manner of operation;</p> <p>(b) Requiring design features that minimize environmental impacts such as noise, vibration, smoke, dust, fumes and glare;</p> <p>(c) Requiring increased setbacks, lot area, lot depth and lot width;</p> <p>(d) Limiting building height, size, lot coverage and location on the site;</p> <p>(e) Designating the size, number, location and design of vehicle access points;</p> <p>(f) Requiring street right-of-way to be dedicated and streets to be improved;</p> <p>(g) Requiring landscaping, screening, drainage and surfacing of parking and loading areas;</p> <p>(h) Limiting the number, size, location, height and lighting of signs;</p> <p>(i) Regulating the location and intensity of outdoor lighting; and</p> <p>(j) Requiring a sight-obscuring fence or hedge to screen the conditional use from adjacent to or nearby property.</p> <p>...</p> <p>17.68.040 Conditions.</p> <p>...</p> <p>(3) Type of conditions. Conditions may include special measures designed to limit use or density, screen or separate buildings or portions of the site from adjoining property; limit access from important thoroughfares or through residential areas; provide additional right-of-way for an abutting street, preserve or provide public access to greenspace, floodplains, or river frontage.</p>	<p>...</p> <p>(2) Conditions of Approval. In addition to the specific requirements of this title, including those set forth in GMC Chapter 17.62 (special uses), and the comprehensive plan, approval of a conditional use may be granted subject to additional conditions that are found necessary to protect the best interests of the surrounding area or the city as a whole. These conditions may include, but are not limited to, the following:</p> <p>(a) Limiting the hours, days, place and manner of operation;</p> <p>(b) Requiring design features that minimize environmental impacts such as noise, vibration, smoke, dust, fumes and glare;</p> <p>(c) Requiring increased setbacks, lot area, lot depth and lot width;</p> <p>(d) Limiting building height, size, lot coverage and location on the site;</p> <p>(e) Designating the size, number, location and design of vehicle access points;</p> <p>(f) Requiring street right-of-way to be dedicated and streets to be improved;</p> <p>(g) Requiring landscaping, screening, drainage and surfacing of parking and loading areas;</p> <p>(h) Limiting the number, size, location, height and lighting of signs;</p> <p>(i) Regulating the location and intensity of outdoor lighting; and</p> <p>(j) Requiring a sight-obscuring fence or hedge to screen the conditional use from adjacent to or nearby property.</p> <p><u>(k) Construction of off-site transportation improvements to mitigate impacts resulting from development that relate to capacity deficiencies and public safety.</u></p> <p><u>(l) Upgrade or construct public facilities to city standards.</u></p> <p>...</p> <p>17.68.040 Conditions.</p> <p>...</p> <p>(3) Type of conditions. Conditions may include special measures designed to limit use or density, screen or separate buildings or portions of the site from adjoining property; limit access from important thoroughfares or through residential areas; provide additional right-of-way for an abutting street, preserve or provide public access to greenspace, floodplains, or river frontage; <u>improve bicycle or pedestrian safety and connectivity; or improve transit capacity and efficiency.</u></p>
<p>To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in the subsections below:</p> <p>Designated employee parking areas in new developments shall provide preferential</p>	<p>While Gladstone's population does not meet the threshold in the following TPR requirements, it is currently served by transit and should have adopted land use and subdivision requirements that are transit-supportive. Section 17.48.060 Car pool and van pool parking. New industrial, institutional, and office developments with more than 50 employee parking spaces are required to designate spaces for car pool and van pool parking.</p> <p>Recommendation: No change. This criterion is met.</p>		

Transportation Planning Rule (TPR)	Gladstone Municipal Code Title 17 Zoning and Development		
Requirement	Notes and Recommendation	Original Text	Recommended Modifications
parking for carpools and vanpools. (TPR Subsection -0045(4)(d))			
Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate. (TPR Subsection -0045(4)(e))	No provisions were found that meet this criteria. Recommendation: Add provisions that allow existing or new developments to offset the use parking requirements in Section 17.48.030.	See comments and recommendations to (Title 4, Parking Management Sec 3.08.410) above for recommendations to Chapter 17.48	
Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility. (TPR Section -0060)	<p><u>Amendments</u></p> <p>Chapter 17.68 Amendments and zone changes. This chapter includes provisions and procedures allowing for amendments to the Comprehensive Plan, Zoning Map, Comprehensive Plan Map, or Title 17 of the Code. Amendments are reviewed through administrative procedures (Section 16.68.020). Conditions may be applied by the City Council (17.68.040) when they can further the objectives of the comprehensive plan or zoning ordinance.</p> <p>Section 17.68.050 Evidence supplied by applicant. Applicants for amendments must provide evidence meeting five criteria. Criteria include consistency with the Comprehensive Plan and Metro’s UGMFP as well as adequate public facilities such as transportation systems are present or concurrent with development.</p> <p>Policy 5 under “Plan Evaluation and Update” of the Comprehensive Plan provides procedures for making amendments to the Comprehensive Plan.</p> <p>Recommendation: Consider modifying Section 17.68.050 to include compliance with the Transportation Planning Rule, reviewed consistent with OAR 660-012-0060, when a comprehensive plan amendment or land use district change is proposed.</p>	See comments and recommendations to (TPR Subsection -0045(2)(g)) above for recommendations to Chapter 17.68.	