ORDINANCE NO. 1213


WHEREAS, the Gladstone Planning Commission, following the proper publication and mailing of notices, did conduct a public hearing on June 20, 1995 regarding adoption of the Transportation System Plan, and recommended approval of the Transportation System Plan, and

WHEREAS, the Gladstone City Council, following proper publication and mailing of notices, conducted a public hearing on July 11, 1995,

NOW, THEREFORE, the Common Council of the City of Gladstone does ordain as follows:

Section 1. Title 17 of the Gladstone Municipal Code and Map V (Streets) of the Gladstone Comprehensive Plan are amended to reflect changes in the Plan Bicycle Network as more particularly described in Exhibit A attached hereto and incorporated herein by this reference.

Section 2. Section 17.50.040 (15) of the Gladstone Municipal Code is amended as more particularly described in Exhibit B attached hereto and incorporated herein by this reference.

Section 3. All remaining provisions of Title 17 of the Gladstone Municipal Code and the Gladstone Comprehensive Plan are reaffirmed in their entirety.

This ordinance adopted by the Common Council and approved by the Mayor this 11th day of July, 1995.

Attest:

Wade Byers, Mayor

Helen Parent, City Recorder
RECOMMENDATION: Recommend the City Council amend Gladstone Comprehensive Plan Map 5, as noted on attached Map 5, to reflect changes in the planned bicycle network as earlier envisioned on adoption in 1979. A description of the recommended changes (additions/deletions) follows.

A. East/West Interconnection Needs

1. Clackamas Blvd., from Dahl Beach Road to 82nd Drive. [As already noted on Map 5.] Proposed route connects existing bicycle routes in Meldrum Bar Park along Dahl Beach Road and Meldrum Bar Park Road with 82nd Drive regional bike route, and creates system loops. Proposed route also provides connection to Portland Avenue corridor, Cross Park and High Rocks Park, the High Rocks commercial district, and Park Place Bridge over the Clackamas River. The proposed route would be designed as a separated bike path from Dahl Beach Road, under the 99-E bridge, to an, as yet, undetermined point on Clackamas Blvd. where it would continue as a shared roadway to the 82nd Drive bike lanes. Add to Gladstone Capital Improvement Plan.

$12,500 has been received by the city for construction of the separated bike path portion of the proposed route by a private developer as a condition of developing the Rivergreens Apartments Phase II project. Completion of this section of the bike path, from Dahl Beach Road to a point under the 99-E bridge should follow the dedication of easements, as conditions of development, of the future development of the Jack Parker and/or bowling alley (Tri-City Development) properties.

2. Bicycle Routes in Meldrum Bar Park. [Amend Map 5 to reflect proposed additions and deletions.] Delete extensions noted on Map 5 from River Road to Dahl Beach, due to access loss following construction of Rivergreens Apartments. Add existing shoulder bikeway along Meldrum Bar Park Road, from River Road to end. Add section of shared roadway bicycle route along Dahl Beach Road from point where separated park bikepaths cross roadway, to start of proposed Dahl Beach Road/Clackamas Blvd. bicycle route.

3. Gloucester/Hereford Streets, from River Road to Oatfield Road. [Amends existing route noted on Map 5 by eliminating Risley Avenue/Dierickx Field/Hereford Street connection, due to ball field development, but retaining the Risley Avenue to Abernethy Court connection; extends route east of Harvard Street to Oatfield Road]. Proposed shared roadway route connects existing River Road and Oatfield Road regional bicycle routes. Proposed route also provides connection to activity centers clustered along the Portland Avenue central corridor, and creates system loops.

The proposed route is split between Gloucester and Hereford Streets in order to take advantage of the only traffic signal permitting safe crossing of McLoughlin Blvd. (Gloucester Street) between Glen Echo Avenue and Arlington Street, as well as providing the most direct connection to River Road and Meldrum Bar Park. From Beatrice Avenue east to Oatfield Road this bicycle route is proposed to travel along Hereford Street because of this street’s more uniform pavement width, complete curbs, and lower traffic volumes. If E. Gloucester Street is reconstructed in the future (pavement widened to 36’, uniform curbs and sidewalks) and bicycle activity is sufficient, designated bike lanes could be included, and routing along Hereford Street discontinued.
4. **Beverly Lane/Collins Crest, from Harvard Avenue to Oatfield Road.** [Largely as noted on Map 5, except connection from existing bicycle routes on Beverly Lane and Collins Crest to be via accessway between cul-de-sacs on these two streets, instead of via connection to High Street bicycle route (to be deleted as High St. not constructed.).]

5. **Penny Court/Clayton Way, from Ridgegate Drive to Webster Road.** [New addition to Map 5.] Proposed shared roadway route connects existing bicycle route on Webster Road to proposed bicycle route on Ridgegate Drive, and creates system loops. Accessway between Penny Court and Clayton Way provides direct connection along this route.

6. **Strawberry Lane, from Webster Road to Cason Road (Clackamas County).** [As already noted on Map 5.] Planned bike lane route connects existing regional bicycle route on Webster Road to proposed bicycle route along Cason Road (shared roadway initially, but intended for bike lanes, as Cason Road is widened to full collector street standards). Clackamas County funding has been committed for construction in 1997. Proposed bicycle route along Cason Road would create system loop.

7. **Duniway Avenue Accessway, connecting two dead-ends of Duniway.** This proposed route will provide connection between the separated bikepath/pedestrian way on Abernethy Lane with the proposed route on Portland Avenue and Gladstone High School, and create system loops. There are currently no sidewalks along Duniway Avenue. This section is designed to connect the two dead-ends of Duniway Avenue with a 12' wide serviceway that would also be suitable for fire and police emergency vehicle use.

**B. North/South Interconnection Needs**

8. **Cornell Avenue, from Clackamas Blvd. to Collins Crest Street.** [Amend Map 5 to delete bicycle routes on Yale and High Avenues, and replace with Cornell Avenue route.] Proposed shared roadway bicycle route connects Cross Park on the Clackamas River, bicycle routes on Clackamas Blvd. and Hereford Street. This connection is made possible by an existing accessway between Cornell Avenue (dead-end) and Cornell Avenue (cul-de-sac) in the Salty Acres subdivision. System loops are created via Collins Crest/Oatfield Road regional bikeway, and proposed Collins Crest/Beverly Lane accessway/Harvard Avenue.

9. **Abernethy Lane, from Beatrice Avenue to Portland Avenue.** (New addition to Map 5.) Designation of this section of the existing separated bike path along Abernethy Lane, from Glen Echo Avenue to Portland Avenue, merely recognizes its existing usage by bicyclists.

10. **Harvard Street/Nelson Lane, from Beverly Lane to Portland Avenue.** (Amend Map 5 to extend existing bicycle route along Harvard Street.) Proposed shared roadway bicycle route would extend existing route around the Gladstone High School to complete a system loop, and connect to Portland Avenue route.
PEDESTRIAN NETWORK/SIDEWALK INSTALLATION GUIDELINES

RECOMMENDATION: Recommend the City Council amend Section 17.50.040 (15) of the Gladstone Municipal Code as follows (new text language in bold):

(15) Sidewalks shall be installed on both sides of a public street and at any special pedestrian way within a development, except that the Planning Commission may approve a development without sidewalks on a local street or on a private street if special site conditions exist, or if alternative pedestrian routes are available, or if the proposed sidewalk would likely not become in the foreseeable future part of a completed pedestrian route.

Explanation: The purpose of this text amendment is to assist the Planning Commission in determining whether or not sidewalks should be required on local streets as a condition of land use approval. In staff’s opinion, the text amendment is needed because:

❖ The city is largely fully developed with an established street and pedestrian network; there are very limited opportunities for extension of the existing sidewalk network as a condition of future land use approval.

❖ The city’s discretion for requiring sidewalks has already been somewhat eroded by the state Transportation Planning Rule, which requires sidewalks on collector and arterial streets for all new developments. The Transportation Planning Rule is silent on requirements for sidewalks on local streets.

❖ The proposed language addresses the potential that property owners may be required to build sidewalks that go nowhere. Currently, 17.50.040 (15) requires sidewalks as a condition of development approval on local streets except when the Planning Commission can determine either that site conditions prevent sidewalk installation or that alternate pedestrian facilities exist. Whereas the Planning Commission typically has applied a common sense approach to the requirement for sidewalks, including the test that public improvements should be commensurate with the value of private development, a continuing problem arises when a property owner is faced with installing sidewalks along his frontage on a local street when it’s questionable that the sidewalks will ever connect with other pedestrian facilities.

❖ The proposed language will not remove the Planning Commission’s authority to require sidewalks on local streets as a condition of subdivision development or as a condition of approval for design review or conditional use, such as for multi-family developments, churches, day care centers and businesses.

❖ Maps included in the Transportation System Plan show the city’s current sidewalk and pedestrian network (Maps # 7, 7B, 7C, 7D), connections to activity centers (Maps #7A, 7B1, 7C1, 7D1), and connections to transit stops (Map #8), which may assist consideration of potential requirements for sidewalk installation.

In staff’s judgement the proposed city standards comply with the intent of the Transportation Planning Rule to encourage the provision of safe, direct and convenient connections between residential areas, transit stops, and neighborhood activity centers, such as schools, parks and shopping.