The City of Gladstone does ordain as follows:

Section 1. Title 17 of the Gladstone Municipal Code is amended in the following respects:

Chapter 17.50 VEHICULAR AND PEDESTRIAN CIRCULATION

17.50.010 Applicability.

Vehicular and pedestrian circulation standards shall apply to all land divisions and to all development that is subject to design review.

17.50.020 Vehicular and pedestrian circulation generally.

No changes to subsections (1) through (5).

(6) Pedestrian Circulation Standards. An on-site pedestrian circulation system shall be provided for new non-residential and multi-family developments and for new buildings added to existing non-residential and multi-family developments. The system shall comply with the following standards:

(a) The system shall connect all adjacent streets to the main entrances of non-residential buildings and to unit and/or building entrances of multi-family developments.

(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.

(c) The system shall be hard-surfaced. For non-residential development, the system shall be a minimum of six feet wide. For multi-family residential development, the system shall be a minimum of five feet wide.

(d) The system and off-street parking and loading areas shall be designed to avoid, to the maximum extent practicable, 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.

(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.

(f) The system shall comply with the Americans with Disabilities Act.

No changes to subsection (7).

17.50.030 Streets and roads generally.

(1) The location, width and grade of streets shall be considered in their relation to existing and planned streets, to the topographical conditions, to public convenience and safety, and to the proposed use of land to be served by the streets. The street system shall
assure an adequate traffic or circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. Where location is now shown in a development plan, the arrangement of streets shall either:

(a) Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or

(b) Conform to a plan for the neighborhood approved or adopted by the planning commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.

(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 accessways shall be provided as follows:

(a) Full street connections, of at least local street classification, shall be provided at intervals of no more than 530 feet, except where prevented by topography, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers.

(b) Accessways for pedestrians, bicycles or emergency vehicles shall be provided on public easements or rights-of-way where full street connections are not possible, with spacing between full street or accessway connections of no more than 330 feet, except where prevented by topography, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers.

17.50.040 Street and road standards.

The design and improvement of streets within a development and streets adjacent to but only partially within a development shall comply with improvement specifications adopted pursuant to Section 17.42.030 and with the following standards:

(1) Right-of-Way and Roadway Widths. Minimum right-of-way and roadway widths shall be as follows:

<table>
<thead>
<tr>
<th>Type of Street</th>
<th>ROW 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 - 80</td>
</tr>
<tr>
<td>Minor arterial</td>
<td>60 to 80</td>
<td>Minimum 42</td>
</tr>
<tr>
<td>Collector</td>
<td>50 to 60</td>
<td>Minimum 36</td>
</tr>
</tbody>
</table>

| Local             | Minimum 40 w/ 5 foot utility easement on each side |
|                   | Minimum 32         |
| Alley/Accessway   | Minimum 20         | Minimum 20              |

No changes to subsections (2) through (6).

(7) Cul-de-sacs and Hammerheads. The use of cul-de-sac designs and closed-end street systems shall be limited to situations where topography, existing development, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers prevent full street extensions. If cul-de-sacs are used, they shall be as short as possible and shall have maximum lengths of two hundred feet except where topography, existing development, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers prevent full street extensions. Closed-end street systems shall serve no more than twenty-five single-family dwellings and terminate with adequate vehicle turnaround.

No changes to subsections (8) through (11).

(12) Private Streets. Private streets may serve development where a finding can
17.64.030 Building sites.

No changes to subsection (I).

(2) Frontage. A lot shall have minimum frontage of 20 feet on a street other than an alley.

No changes to subsections (3) through (4).

17.64.070 Access.

Section 17.64.070 is deleted in its entirety.

Section 2. All remaining provisions of Title 17 of the Gladstone Municipal Code are reaffirmed in their entirety.


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Mayor

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City Recorder