Change Sheet
In order to understand the changes you will need to look at the proposed language and compare it the current language. Staff has put all of the existing language in this document to show what it being replaced. The proposed language will replace current Chapters VII and X.

Proposed Article 7.1 replaces current Article 7.1 and § 3.3.500. The current language is listed below.

Current language that will be replaced, removed or reformatted.

**ARTICLE 7.1  GENERAL PROVISIONS**

**SECTION 7.1.100. Rural and Urban Street and Road Provisions.** Road and street development standards shall be divided into two categories:

1. Rural standards (See Article 7.2).
2. Urban road standards (See Article 7.3).

Policy matters regarding required road improvements are set forth and summarized in Table 7.1.

**SECTION 7.1.200. Required Dedication of Streets or Roads.** When a land division is reviewed by the County, the Board of Commissioners, Hearings Body or TRC may require design and public dedication of streets or roads to ensure the development and continuance of a convenient roadway network.

**SECTION 7.1.300. Public and Private Roads.** For the purpose of this ordinance, streets and road shall be divided into two major types:

1. Private roads (i.e., private access easements);
2. Public roads (created by public dedication or easement, or by fee title transfer to the public);

**NOTE:** New public roads created pursuant to this ordinance will not become part of the Coos County road maintenance system without specific action by the Board of Commissioners adopting such new roads into the maintenance system.

**SECTION 7.1.400. New Private Roads in Conjunction with Land Divisions.** New private roads may be created to provide access to proposed land divisions in urban or rural areas only when the Planning Director finds that the private road will not be needed for proper development of the surrounding sub-area. The Planning Director's decision shall be made only after receiving and reviewing a written recommendation from the Roadmaster.

The Planning Director's decision to allow or not allow creation of a private road to access proposed new lots or parcels is a land use action that shall be supported by written findings and subject to the notice provisions of Article 5.7. Notice of the decision shall be provided at the same time that notice is given for approval or denial of
the tentative partition plat for the proposed land division related to the proposed private road.

SECTION 7.1.500. **Special Provisions for New Private Roads.** When new private roads may be created to provide access to proposed land divisions in urban or rural areas:

1. The proposed private road shall be clearly designated as a private road on any required map or plat as shall any reservations or restrictions relating to its use and, if named, the private road shall end with the designation "Lane" or "Way";
2. All new lots and parcels proposed to be served by any new private road shall have a non-exclusive easement covering the entire private road to be created, and this easement shall be made a part of the legal description for the new lots or parcels at the time of title transfer;
3. If an existing private road is to be used as access to the proposed land division, then the property to be divided must also enjoy a non-exclusive easement covering the entire existing private road being used to access the property being divided;
4. Road maintenance agreements are required for new private roads;
5. The following notice shall appear in legible print on the face of any proposed final plat containing a lot or parcel to be served by a private road: "Coos County hereby gives notice to all developers, purchasers, potential purchasers and all third parties whatsoever that the County disclaims any liability whatsoever for any damage which may occur as a result of the failure of the developer to construct, improve or maintain roads in this proposed land division." In addition, and for all partitions approved after January 1, 1996, the following shall also appear on the face of any proposed final plat containing a lot or parcel to be served by a private road: "Confirmation is required from the County Roadmaster that all road and driveway requirements of the Coos County Zoning and Land Development Ordinance have been met prior to the issuance of a Zoning Compliance Letter." Finally, the developer is required to post and provide for the maintenance of signs on the road stating that the County does not maintain the facility. Such signs might say “This road is privately maintained by surrounding property owners. All costs for roadway maintenance and upkeep are assessed to each individual property owner”.

SECTION 7.1.550 **Access Management.**

Section 1. **Intent and Purpose.** The intent of this ordinance is to manage access to land development while preserving the flow of traffic in terms of safety, capacity, functional classification, and level of service. Major roadways, including arterials, and collectors, serve as the primary network for moving people and goods. These transportation corridors also provide access to businesses and homes and have served as the focus for commercial and residential development. If access points are not properly designed, these roadways will be unable to accommodate the needs of development and retain their primary transportation function. This ordinance balances the right of reasonable access to private property with the right of the citizens of the county and the State of Oregon to safe and efficient travel.
These regulations also further the orderly layout and use of land, protect community character, and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned subdivision of land.

Section 2. Applicability
This ordinance shall apply to all arterials and collectors within the county and to all properties that abut these roadways.

Section 3. Conformance with Plans, Regulations, and Statutes
This ordinance is adopted to implement the access management policies of the county as set forth in the Transportation System Plan.

Section 4. Definitions
1. Access. A way or means of approach to provide pedestrian, bicycle, or motor vehicular entrance or exit to a property.
2. Access Classification. A ranking system for roadways used to determine the appropriate degree of access management. Factors considered include functional classification, the appropriate local government's adopted plan for the roadway, subdivision of abutting properties, and existing level of access control.
3. Access Connection. Any driveway, street, turnout or other means of providing for the movement of vehicles to or from the public roadway system.
4. Access Management. The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.
5. Accessway. A walkway that provides pedestrian and bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping, trees, and lighting. Where accessways cross driveways, they are generally raised, paved, or marked in a manner that provides convenient access for pedestrians.
6. Corner Clearance. The distance from an intersection of a public or private road to the nearest access connection, measured from the closest edge of the pavement of the intersecting road to the closest edge of the pavement of the connection along the traveled way.
7. Cross Access. A service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system.
8. Easement. A grant of one or more property rights by a property owner to, or for use by, the public or another person or entity.
9. Frontage Road. A public or private drive which generally parallels a public street between the right-of-way and the front building setback line. The frontage road provides access to private properties while separating them from the arterial street. (see also Service Roads)
10. Functional Area (Intersection). That area beyond the physical intersection of two roads that comprises decision and maneuver distance, plus any required vehicle storage length.
11. Functional Classification. A system used to group public roadways into classes according to their purpose in moving vehicles and providing access.

12. Joint Access (or Shared Access). A driveway connecting two or more contiguous sites to the public street system.

13. Lot. A parcel, tract, or area of land whose boundaries have been established by some legal instrument, and which is recognized as a separate legal entity for purposes of transfer of title, has frontage upon a public or private street, and complies with the dimensional requirements of this code.

14. Lot, Corner. Any lot having at least two (2) contiguous sides abutting upon one or more streets, provided that the interior angle at the intersection of such two sides is less than one hundred thirty-five (135) degrees.

15. Lot Depth. The average distance measured from the front lot line to the rear lot line.

16. Lot, Flag. A lot not meeting minimum frontage requirements and where access to the public road is by a narrow, private right-of-way line.

17. Lot, Through. (also called a double frontage lot). A lot that fronts upon two parallel streets or that fronts upon two streets that do not intersect at the boundaries of the lots.

18. Lot Frontage. That portion of a lot extending along a street right-of-way line.

19. Non-conforming Access Features. Features of the property access that existed prior to the date of ordinance adoption and do not conform with the requirements of this ordinance.

20. Parcel. A division of land comprised of one or more lots in contiguous ownership.


22. Private Road. Any roadway for vehicular travel which is privately owned and maintained and which provides the principal means of access to abutting properties.

23. Public Road. A road under the jurisdiction of a public body that provides the principal means of access to an abutting property.

24. Reasonable Access. The minimum number of access connections, direct or indirect, necessary to provide safe access to and from the roadway, as consistent with the purpose and intent of this ordinance and any applicable plans and policies of the county.

25. Right-of-Way. Land reserved, used, or to be used for a highway, street, alley, walkway, drainage facility, or other public purpose.

26. Stub-out (Stub-street). A portion of a street or cross access drive used as an extension to an abutting property that may be developed in the future.

27. Substantial Enlargements or Improvements. A 10 percent increase in existing square footage or 50 percent increase in assessed valuation of the structure.

**Section 5. Joint and Cross Access**

1. Adjacent commercial or office properties classified as major traffic generators (i.e. shopping plazas, office parks) shall provide a cross access drive and pedestrian access to allow circulation between sites.

2. A system of joint use driveways and cross access easements shall be established wherever feasible and shall incorporate the following:
a. A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards;
b. A design speed of 10 mph and a maximum width of 20 feet to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;
c. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive;
d. A unified access and circulation system plan for coordinated or shared parking areas is encouraged.

3. A reduction in required parking spaces in shared parking areas shall be permitted if peak demands do not occur at the same time periods.

4. For County road facilities, Coos County may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:
   a. Joint access driveways and cross access easements are provided in accordance with this section;
   b. The parking/traffic plan incorporates a unified access and circulation system in accordance with this section;
   c. The property owner enters into a written agreement with Coos County, recorded with the deed, that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway.

7. The County Road Department may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make a development of a unified or shared access and circulation system impractical.

Section 6. Access Connection and Driveway Design
Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view. Construction of driveways along acceleration or deceleration lanes and tapers shall be avoided due to the potential for vehicular weaving conflicts.

Section 7. Requirements for Phased Development Plans
1. In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one building site shall be reviewed as single properties in relation to the access standards of this ordinance. The number of access points permitted provides reasonable access to these properties, not simply the maximum available for that frontage. All necessary easements, agreements, and stipulations shall be met. This shall also apply to phased development plans.
2. All access must be internalized using the shared circulation system of the principal development or retail center. Driveways shall be designed to avoid queuing across surrounding parking and driving aisles.
Section 8. Non-conforming Access Features
Legal access connections in place as of the date of adoption of this ordinance that do not conform with the standards herein are considered non-conforming features and shall be brought into compliance with applicable standards under the following conditions:
   a. When new access connection permits are requested;
   b. Change in use or enlargements or improvements that will increase trip generation by 50% or more; or
   c. When trips increase or the character of traffic changes on ODOT facilities.

Section 9. Reverse Frontage
1. Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with the lower average daily traffic. Where safety concerns exist, the County Roadmaster, and/or ODOT will have final authority to permit appropriate access.
2. When a residential subdivision is proposed that would abut an arterial, it shall be designed to provide through lots along the arterial with access from a frontage road or interior local road, unless otherwise constrained by topography. Access rights of these lots to the arterial shall be dedicated to the County and recorded with the deed.

Section 10. Shared Access
Subdivisions with frontage on the state highway system shall be designed into shared access points to and from the highway. A maximum of two accesses shall be allowed regardless of the number of lots or businesses served. If access off of a secondary street is possible, then access should not be allowed onto the state highway. If access off of a secondary street becomes available, then conversion to that access is encouraged, along with closing the state highway access.

Section 11. Connectivity
1. The street system of proposed subdivisions shall be designed to connect with existing, proposed, and planned streets outside of the subdivision as provided in this Section.
2. Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to access abutting properties or to logically extend the street system into the surrounding area.
3. Minor collector and local residential access streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods or facilitate emergency access and evacuation. Connections shall be designed to avoid or minimize through traffic on local streets.

Section 12. Subdivisions
A subdivision shall conform to the following standards:
   a. Each proposed lot must be buildable in conformance with the requirements of this ordinance and all other applicable regulations;
   b. Each lot shall abut a local public or private street for the required minimum lot frontage for the zoning district where the lots are located;
c. If any lot abuts a street right-of-way that does not conform to the design specifications of this ordinance, the owner may be required to dedicate up to one-half of the total right-of-way width required by this ordinance.

Section 13.  Review Procedures for Access Management
1. Applicants shall submit a preliminary parking/traffic plan for review by the planning department. At a minimum, the site plan shall show:
   a. Location of existing and proposed access point(s) on both sides of the road where applicable;
   b. Distances to neighboring constructed access points, median openings (where applicable), traffic signals (where applicable), intersections, and other transportation features on both sides of the property;
   c. Number and direction of lanes to be constructed on the driveway plus striping plans;
   d. All planned transportation features (such as sidewalks, bikeways, auxiliary lanes, signals, etc.);
   e. Parking and internal circulation plans including walkways and bikeways, in UGBs and unincorporated communities;
   f. A detailed description of any requested variance and the reason the variance is requested.

2. Subdivision and site plan review shall address the following access criteria:
   a. All proposed roads shall follow the natural topography and preserve natural features of the site as much as possible. Alignments shall be planned to minimize grading;
   b. Access shall be properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access;
   c. The road system shall provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection;
   d. Within UGBs and unincorporated communities an internal pedestrian system of sidewalks or paths shall provide connections to parking areas, entrances to the development, and open space, recreational, and other community facilities associated with the development;
   e. For purposes of State-controlled facilities, driveway and roadway spacing standards shall be consistent with ODOT access management standards as contained in the Oregon Highway Plan.

3. Any application that involves access to the State Highway System shall be reviewed by the Oregon Department of Transportation for conformance with state access management standards, before the application is accepted by the County. All access measures ODOT deems necessary shall be made a condition of approval.

Section 14.  Variance Standards on County Facilities
1. The granting of the variation shall be in harmony with the purpose and intent of these regulations and shall not be considered until every feasible option for meeting access standards is explored, as determined by the County.
2. Applicants for a variance from these standards must provide proof of unique or special conditions that make strict application of the provisions impractical. Applicants shall include proof that:
   a. Indirect access cannot be obtained;
   b. No financially reasonable engineering or construction solutions can be applied to mitigate the condition; and
   c. No alternative access is available from a street with a lower functional classification than the primary roadway.
3. No variance shall be granted where such hardship is self-created.

SECTION 7.1.555  Plan Amendments Affecting the Transportation System. A plan or land use regulation amendment significantly affects a transportation facility if it:

   a. Changes the functional classification of an existing or planned transportation facility;
   b. Changes standards implementing a functional classification system;
   c. Allows types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility; or
   d. Would reduce the performance of the facility below the minimum acceptable standards identified in the Transportation System Plan. Amendments to the comprehensive plan and land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and performance standard of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:

      a. Limiting allowed land uses to be consistent with the planned function of the transportation facility; or
      **b. Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or
      c. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes; or
      d. Amending the TSP to modify the planned function, capacity and performance standards, as needed, to accept greater motor vehicle congestion to promote mixed use, pedestrian friendly development where multimodal travel choices are provided.

**Note: The Coos County Planning Commission opposes this requirement as stated in the Transportation Planning Rule.

SECTION 7.1.560  Bicycle and Pedestrian Circulation. The Transportation Planning Rule specifies that, at a minimum, sidewalks and bikeways be provided along arterials and collectors within urban growth boundaries and unincorporated communities with pedestrian facilities being appropriate in most residential areas as well.

Definitions:
1. **Accessway.** A walkway that provides pedestrian and bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop.

2. **Bikeway.** Any road, path, or way that is in some manner specifically open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are shared with other transportation modes. The five types of bikeways are:
   a. **Multi-use Path.** A paved way that is physically separated from motorized vehicular traffic; typically shared with pedestrians, skaters, and other non-motorized users.
   b. **Bike Lane.** A 4 to 6-foot wide portion of the roadway that has been designated by permanent striping and pavement markings for the exclusive use of bicycles.
   c. **Shoulder Bikeway.** The paved shoulder of a roadway that is 4 feet or wider; typically shared with pedestrians in rural areas.
   d. **Shared Roadway.** A travel lane that is shared by bicyclists and motor vehicles.
   e. **Multi-use Trail.** An unpaved path that accommodates all-terrain bicycles; typically shared with pedestrians.

3. **Pedestrian Facilities.** A general term denoting improvements and provisions made to accommodate or encourage walking, including sidewalks, accessways, crosswalks, ramps, paths, and trails.

4. **Neighborhood Activity Center.** An attractor or destination for residents of surrounding residential areas. Includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops, employment areas.

5. **Reasonably direct.** A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

6. **Safe and convenient.** Bicycle and pedestrian routes that are:
   a. Reasonably free from hazards, and
   b. Provide a reasonably direct route of travel between destinations, considering that the optimum travel distance is one-half mile for pedestrians and three miles for bicyclists.

7. **Walkway.** A hard-surfaced (i.e. rock, concrete, etc.) area intended and suitable for pedestrians, including sidewalks and the surfaced portions of accessways.

**Parking/Traffic Plan Elements:**
1. The location and design of bicycle and pedestrian facilities shall be indicated on the parking/traffic plan.
2. Pedestrian Access and Circulation. Internal pedestrian circulation shall be provided in new commercial, office, and multi-family residential developments through the clustering of buildings, construction of walkways, landscaping, accessways, or similar techniques.

3. All site parking/traffic plans shall clearly show how the internal pedestrian and bicycle facilities of the site connect with external existing or planned facilities or systems.
SECTION 7.1.600. Forestry, Mining or Agricultural Access. A private way which is created to provide ingress or egress in conjunction with the use of land for forestry, mining or agricultural purposes shall not be required to meet minimum road, bridge or driveway standards set forth in this ordinance, nor are such resource-related roads, bridges or driveways reviewable by the County. The categorical exemption provided by this section does not apply to ingress and egress to land for forestry, mining or agricultural purposes when that ingress and egress also provides access to one or more dwellings.

SECTION 7.1.700. Bridge Standards for Roads. Bridges in conjunction with required road improvements shall conform to the following design standards and requirements:
1. The travel surface width of the bridge deck shall not be less than the required travel surface width of the roadway.
2. The bridge and its support components shall be designed to meet or exceed H-20 AASHTO loading requirements.
3. A registered professional engineer shall certify that the bridge is safe and that it meets or exceeds H-20 AASHTO loading requirements. The engineer’s stamp shall be placed on all designs. Design specifications for prefabricated bridges shall be presented with an engineer's stamp attached.
4. Notwithstanding the above, other bridge designs, including railroad flatcars, may be approved by the Coos County Roadmaster when such alternative designs are found to be safe and adequate to accomplish their purpose.

SECTION 7.1.800. Standards for Driveways and Driveway Bridges. When driveway improvements, including driveway bridges, are required by this ordinance, such improvements shall conform to the following design standards:
1. The provisions of Table 7.2 concerning rural driveways shall apply to both rural and urban driveways; and
2. When driveway bridges are necessary, then:
   a. The provisions of Section 7.1.700 shall apply when the subject driveway exceeds 450 feet in length; or
   b. When the subject driveway does not exceed 450 feet in length, designs shall be approved when certified by the Roadmaster to safely carry a 10-ton load.

SECTION 7.1.900. Circumstances Requiring Road Improvements; Extent of Required Road Improvements. Public and private road and street improvements are required by this ordinance when the circumstances set forth in Table 7.1 exist.

If and when public or private road improvements are required, then such improvements shall be back to the intersection with an opened public road. This may include road improvements to a series of public roads or streets and private access easements.
When road improvements are required within city urban growth boundaries, including the Coos Bay Area Urban Growth Boundary, road construction shall be required to the extreme point of physical access (i.e., driveway), and not to the furthermost property line.

"Opened road," as used in this ordinance, means a rocked or paved road which has an all-weather year-round maintained travel surface. The determination of whether a road is "opened" shall be made by the Roadmaster.

SECTION 7.1.1000. Responsibility for Determining Compliance with this Chapter. The Coos County Roadmaster shall be responsible for determining compliance with the provisions of this chapter. When road and driveway improvements are required by this ordinance, the Roadmaster shall provide the Planning Director with written notice when the provisions of this chapter have been satisfied with respect to an application or other matter under review.
### TABLE 7.1 ROAD STANDARD POLICY MATRIX

<table>
<thead>
<tr>
<th></th>
<th>When a new road is created or an</th>
<th>When a legally created road</th>
<th>Rural</th>
<th>City – UGBs</th>
<th>CBA - UGB</th>
<th>Rural</th>
<th>City – UGBs</th>
<th>CBA - UGB</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Must a road be improved in conjunction with a partition?</strong></td>
<td></td>
<td></td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>A. Before a dwelling may be authorized in a partition created after 1/1/96, to what extent shall roads be improved?</td>
<td>Section 7.1.900</td>
<td>Section 7.1.900</td>
<td>none</td>
<td>Section 7.1.900</td>
<td></td>
<td>none</td>
<td>Section 7.1.900</td>
<td></td>
</tr>
<tr>
<td>B. Before a dwelling may be authorized in a partition created after 1/1/96, what road standards are required?</td>
<td>Table 7.2</td>
<td>Table 7.3</td>
<td></td>
<td>Table 7.3</td>
<td></td>
<td></td>
<td>Table 7.3</td>
<td></td>
</tr>
<tr>
<td><strong>2. Must a road be improved in conjunction with a subdivision at the time of final plat?</strong></td>
<td></td>
<td></td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>A. To what extent shall roads be improved?</td>
<td>Section 7.1.900</td>
<td>Section 7.1.900</td>
<td></td>
<td>Section 7.1.900</td>
<td>Section 7.1.900</td>
<td></td>
<td>Section 7.1.900</td>
<td>Section 7.1.900</td>
</tr>
<tr>
<td>B. What road improvement standards are required?</td>
<td>Table 7.2</td>
<td>Table 7.3</td>
<td></td>
<td>Table 7.2</td>
<td>Table 7.3</td>
<td></td>
<td>Table 7.2</td>
<td>Table 7.3</td>
</tr>
<tr>
<td><strong>3. Must unopened roads in existing platted subdivisions be improved before a dwelling may be authorized?</strong></td>
<td></td>
<td></td>
<td>yes</td>
<td>yes</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>A. To what extent shall roads be improved?</td>
<td>Section 7.1.900</td>
<td>Section 7.1.900</td>
<td></td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>B. What road improvement standards are required?</td>
<td>Table 7.2</td>
<td>Table 7.3</td>
<td></td>
<td>N/A</td>
<td>N/A</td>
<td></td>
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</tr>
</tbody>
</table>
SECTION 3.3.500. Maintenance of Minimum Requirements.

1. **Within Urban Growth Boundary:** No lot area, yard, offstreet parking and loading area or other open space which is required by this Ordinance for one use shall be used as the required lot area, yard or other open space for another use, such as utility easements, access easements, road and street right-of-ways or septic drainfields.

2. **Outside Urban Growth Boundary:** No lot area, yard, offstreet parking and loading area or other open space which is required by this ordinance for one use shall be used as the required lot area, yard or other open space for another use. This does not include utility easements, private road access easements or septic drainfields; but does include all public road and street right-of-ways.

The proposed language in Article 7.2 replaces language found in § 7.3.200 and 7.3.100. Current language listed below.

Current language that will be replaced, removed or reformatted. SECTION 7.3.100 **Requirements for New Roads to be Created in Conjunction with a Partition, Subdivision or Planned Unit Development.** The following standards shall apply to any proposed road that is to be created in conjunction with a land division within a City-UGB:

1. The provisions of Table 7.3 are applicable within the City-UGB or Urban Unincorporated Communities. The minimum road standards of Table 7.3 may be modified in the discretion of the County Roadmaster.
<table>
<thead>
<tr>
<th>Public or Private Road Type</th>
<th>Minimum Right-of-Way Width(^{1})</th>
<th>Minimum Travel Surface Width</th>
<th>Minimum Sub-Grade Width</th>
<th>Intersections</th>
<th>Maximum Grade</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial (Four-lane)</td>
<td>80’</td>
<td>62’</td>
<td>66’</td>
<td>60 degrees</td>
<td>7%</td>
</tr>
<tr>
<td>Arterial (2 one-way lanes)</td>
<td>60’</td>
<td>36’</td>
<td>40’</td>
<td>60 degrees</td>
<td>7%</td>
</tr>
<tr>
<td>Collector</td>
<td>60’</td>
<td>36’</td>
<td>40’</td>
<td>60 degrees</td>
<td>10%</td>
</tr>
<tr>
<td>Residential</td>
<td>50’</td>
<td>28’</td>
<td>32’</td>
<td>60 degrees</td>
<td>16%</td>
</tr>
<tr>
<td>Cul-de-Sac (Not to exceed 400’ in length)</td>
<td>40’ with 50’ radius turn-around</td>
<td>28’</td>
<td>32’</td>
<td>60 degrees</td>
<td>16%</td>
</tr>
<tr>
<td>Commercial/ Industrial</td>
<td>60’</td>
<td>36’</td>
<td>40’</td>
<td>60 degrees</td>
<td>12%</td>
</tr>
</tbody>
</table>

\(^{1}\) In addition to right-of-way, slope easements may be required.
### TABLE 7.3 (CONTINUED)

<table>
<thead>
<tr>
<th>Public or Private Road Type</th>
<th>Sidewalks Minimum Width¹</th>
<th>Curb Width¹</th>
<th>Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Base Rock</td>
<td>Finish Rock</td>
</tr>
<tr>
<td>Arterial (Four-lane)</td>
<td>5’ both sides</td>
<td>6”</td>
<td>6”</td>
</tr>
<tr>
<td>Arterial (2 one-way lanes)</td>
<td>5’ both sides</td>
<td>6”</td>
<td>6”</td>
</tr>
<tr>
<td>Collector</td>
<td>5’ both sides</td>
<td>not required</td>
<td>6”</td>
</tr>
<tr>
<td>Residential</td>
<td>5’ both sides</td>
<td>not required</td>
<td>6”</td>
</tr>
<tr>
<td>Cul-de-Sac (Not to exceed 400 ft. in length)</td>
<td>5’ both sides</td>
<td>not required</td>
<td>6”</td>
</tr>
<tr>
<td>Commercial/ Industrial</td>
<td>not required</td>
<td>not required</td>
<td>6”</td>
</tr>
</tbody>
</table>

¹ Required only if paving is required.
2. Compaction. All base and finish rock shall be compacted to 95% as per "Method A", AASHTO regulations, or APWA specifications. If requested by the Roadmaster, the developer shall submit compaction test results.

3. Horizontal Curves.
   a. Centerline radii of curves, as constructed, shall not be less than the standards prescribed in the following table:

<table>
<thead>
<tr>
<th>TYPE OF PUBLIC STREET</th>
<th>CENTERLINE MAXIMUM DEGREE CURVATURE(Arc Definition)</th>
<th>CENTERLINE MINIMUM RADIUS IN FEET</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARTERIALS</td>
<td>24 degrees</td>
<td>238.73</td>
</tr>
<tr>
<td>COLLECTOR STREETS, AND ALL BUSINESS STREETS OTHER THAN ARTERIALS</td>
<td>40 degrees</td>
<td>143.24</td>
</tr>
<tr>
<td>MINOR STREETS AND CUL-DE-SACS</td>
<td>56 degrees</td>
<td>102.31</td>
</tr>
</tbody>
</table>

   b. Conversion formulas for arc definition of curvature are:
      \[
      \text{Degree of curvature} = \frac{5729.58}{\text{radius}}
      \]
      \[
      \text{Radius} = \frac{5729.58}{\text{degree of curvature}}
      \]
   c. Each curve shall have a minimum length of 75 feet.
   d. Whenever the centerline of a road or street changes direction, the tangents of such centerline shall be connected with curves meeting the specifications of this section.

4. Vertical Curves.
   a. All tangent grades shall be connected by means of vertical curves.
   b. Vertical curves shall be at least 100 feet long except as provided in this section.
   c. Vertical curves at intersections shall be at least 25 feet long and may have unequal tangents; the shortest tangent shall be at least 10 feet long.
   d. Except under special conditions, vertical curves shall begin at or outside the extended right-of-way lines of intersections.
5. Intersection Angles.

New roads and streets shall be designed to intersect with existing roads and streets at angles as near to right angles (90 degrees) as practicable. Lesser angles shall be permitted where topography limitations do not allow a right angle intersection but in no case may an intersection angle less than 60 degrees be approved without a variance.

The intersection of arterial or collector roads or streets shall have at least 50 feet of tangent adjacent to the intersection of centerlines unless topography requires a lesser distance.

Intersections which are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines at the acute angle. Right-of-way at intersections with arterial roads or streets shall have a corner radius of not less than 20 feet.

6. Dead end Roads or Street. Dead end roads or streets, other than cul-de-sacs, shall not be approved except when such dead end roads or streets are necessary for the effective development of the area. Any approved dead end road or street shall be provided with a turnaround conforming to the provisions of this ordinance.

7. Alignment. Whenever practicable, all new roads and streets shall be in alignment with existing roads and streets by continuation of the centerlines thereof. Staggered road or street alignments resulting in "T" intersections shall leave a minimum distance of 150 feet between the centerlines of roads or streets oriented in approximately the same direction.

8. Future Extension of Street or Road. Roads and streets shall be extended across property being divided when necessary to facilitate development or provide future access to adjoining property. When extensions are deemed necessary, roads and streets shall be extended to the boundary of the property being divided. The resulting dead end road or street may be approved without a turnaround, notwithstanding subsection "6", above.
9. Road and Street Names. Except for extensions of existing roads or streets, no new road or street name shall be used which will duplicate or be confused with the name of existing roads or streets in the County. Road or street names, or numbers, shall conform to established patterns in the surrounding area (whether the area is incorporated or not) and must comply with road naming requirements set forth in the Coos County Code.

10. Slope Easements. In addition to the minimum right-of-way standards set forth in this ordinance, slope easements may be required for cuts or fills that must necessarily extend beyond right-of-way lines.

   a. Cut slopes shall be not steeper than one (1) foot vertical rise to one (1) foot horizontal run, except that if the material is blow sand, the cut slope shall be not steeper than one (1) foot vertical rise to two (2) feet horizontal run.
   b. Fill slopes shall be not steeper than one (1) foot vertical rise to one and one-half (1.5) feet horizontal run, except that if the material is blow sand, the fill slope shall be not steeper than one (1) foot vertical rise to two (2) feet horizontal run.

SECTION 7.3.200 Street Hierarchy

**Arterial:** These roads are intended to provide for high speed travel between or within communities or to and from collectors. Arterials may be four (4) or more lanes in width or two (2) one-way lanes.

**Collector:** Collector roads connect residential streets to the highway systems major and high speed arterial roads or provide access to non-residential uses and arterial streets. Collector roads are designed for higher speeds and traffic volumes than are residential streets. Because uncongested traffic flow is necessary for their effective functioning, residential uses are discouraged access to collector roads. Collector roads accommodate traffic from two (2) or more residential streets.

**Residential Streets:** Residential streets primarily function to provide access to residential uses. All residential streets are intended to accommodate relatively low traffic volumes at slow speeds in order to minimize the basic incompatibility of vehicles and the pedestrians and children who characterize residential neighborhoods.

**Cul-de-sac:** Cul-de-sacs are limited to residential use, and as local streets have only one outlet, without possibility of extension, and a maximum length of 400 feet measured from the center of the turnaround to the right-of-way line of the street or road being intersected.

**Commercial/Industrial:** Commercial/industrial streets primarily function to provide access to commercial or industrial zones.
SECTION 7.1.500. Special Provisions for New Private Roads. When new private roads may be created to provide access to proposed land divisions in urban or rural areas:

1. The proposed private road shall be clearly designated as a private road on any required map or plat as shall any reservations or restrictions relating to its use and, if named, the private road shall end with the designation "Lane" or "Way";

2. All new lots and parcels proposed to be served by any new private road shall have a non-exclusive easement covering the entire private road to be created, and this easement shall be made a part of the legal description for the new lots or parcels at the time of title transfer;

3. If an existing private road is to be used as access to the proposed land division, then the property to be divided must also enjoy a non-exclusive easement covering the entire existing private road being used to access the property being divided;

4. Road maintenance agreements are required for new private roads;

5. The following notice shall appear in legible print on the face of any proposed final plat containing a lot or parcel to be served by a private road: "Cools County hereby gives notice to all developers, purchasers, potential purchasers and all third parties whatsoever that the County disclaims any liability whatsoever for any damage which may occur as a result of the failure of the developer to construct, improve or maintain roads in this proposed land division." In addition, and for all partitions approved after January 1, 1996, the following shall also appear on the face of any proposed final plat containing a lot or parcel to be served by a private road: "Confirmation is required from the County Roadmaster that all road and driveway requirements of the Coos County Zoning and Land Development Ordinance have been met prior to the issuance of a Zoning Compliance Letter." Finally, the developer is required to post and provide for the maintenance of signs on the road stating that the County does not maintain the facility. Such signs might say “This road is privately maintained by surrounding property owners. All costs for roadway maintenance and upkeep are assessed to each individual property owner”.

SECTION 3.2.500. Right of Way Enhancement.

1. Notwithstanding any other Ordinance provision, the following types of public right-of-way enhancements shall be permitted except as otherwise reviewable pursuant to
Statewide Planning Goals 5, 7, 16, 17, or 18 provisions of the Comprehensive Plan or this Ordinance:

a. Climbing and passing lanes within the right-of-way existing as of July 1, 1987;
b. Reconstruction or modification of public roads and highways, not including the addition of travel lanes, where no removal or displacement of buildings would occur, or no new land parcels result;
c. Temporary public road and highway detours that will be abandoned and restored to original condition or use at such time as no longer needed;
d. Minor betterment of existing public roads and highway related facilities, such as maintenance yards, weigh stations and rest areas, within right-of-ways existing as of July 1, 1987, and contiguous public owned property utilized to support the operation and maintenance of public roads and highways.

2. Within EFU zones, the following types of public right-of-way enhancements shall be administrative conditional uses subject to Review Standard 15; within all non-EFU zones the following types of public right-of-way enhancements shall be administrative conditional uses subject to Review Standard 7; in addition to the above Review Standards, the following uses may be reviewable pursuant to Goals 5, 7, 16, 17 or 18 provisions of the Comprehensive Plan, or this Ordinance:

a. Construction of additional passing and travel lanes requiring the acquisition of right-of-way but not resulting in the creation of new land parcels;
b. Reconstruction or modification of public roads and highways involving the removal or displacement of buildings but not resulting in the creation of new land parcels;
c. Improvement of public roads and highways and related facilities such as maintenance yards, weigh stations, and rest areas, where additional property or right-of-way is required but not resulting in the creation of new land parcels.

SECTION 3.2.550. Routine Road Maintenance
1. Notwithstanding any other Ordinance provision, and except as otherwise provided in this Section, the routine operation, maintenance, and repair of existing transportation facilities shall be permitted outright in all zones when performed by:

a. A public agency, such as the Coos County Highway Department, the Oregon Department of Transportation, the U.S. Department of the Interior, or the U.S Forest Service,
b. Any person in conjunction with a forest operation allowed under an Oregon Forest Practices Act permit, or
c. Any person when allowed under an Oregon Department of State Lands or a U.S. Army Corps of Engineers fill/removal program permit.

2. As used in this Section, “transportation facilities” means any public physical facility that moves or assists in the movement of people or goods including facilities identified in OAR 660-12-020 but excluding electricity, sewage and water systems.

3. As used in this Section, “routine operation, maintenance, and repair” means:

a. Project types identified in Section VII of the Coos County Transportation System Plan, for example surface treatments like grading, overlays and chip seal, mowing
the shoulders, patching pot holes, cleaning culverts, street sweeping, and including in-kind culvert replacements or culvert upgrading.

b. Dedications of right-of-way, authorizations of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards.

c. Projects necessary to protect the structural integrity of a transportation facility, such as streambank stabilization and fill.

4. If a project identified in paragraph 3(c) of this section:
   a. Will be located within the 100-year floodway, and
      i. is designed to enhance fisheries, fish habitat, or aquatic passage, then the applicant shall either submit the project to the Planning Department for floodplain review and approval by application or comply with the following streamlined approval process:
         1. Hire a qualified professional to perform a feasibility analysis and certify that the project is designed to keep any rise in the 100-year flood level as close to zero as practically possible and that no buildings would be repetitively impacted by the potential rise;
         2. Develop a long-term maintenance program that would sustain the project over time; and,
         3. Submit a written report to the County Planning Department no less than 30 days prior to commencement of the project, which describes the project and includes the feasibility analysis, certifications, and maintenance plan.
     4. As used in this section, a ‘qualified professional’ means a hydraulic or hydrology professional, a professional engineer, or a similarly qualified staff member of the County or any State or Federal fisheries, natural resource, water resource, or land management agency.
    ii. is not designed to enhance fisheries, fish habitat, or aquatic passage, the applicant shall submit the project to the Planning Department for floodplain review and approval.

b. Will involve riprap or other structural solutions for shoreline stabilization, the applicant shall:
   i. Make written findings that non-structural solutions would not adequately protect public safety and/or public facilities;
   ii. Make written findings that the proposed structural solution has been designed to minimize adverse impacts on water flows, erosion and accretion patterns; and
   iii. Submit a written report to the County Planning Department no less than 30 days prior to commencement of the project, which describes the project and sets forth these findings.

iv. Nothing in this Section shall prohibit a public agency from taking action necessary to protect the public health, safety, and welfare in response to an emergency, without providing prior notice to the County Planning Department. In the event of an emergency, the written report described in paragraph 4(b)(iii) shall be provided to the County Planning Department no later than 5 days after commencement of the project along with a written explanation of why the 30-day notice requirement was not followed.
c. For a project requiring State and/or Federal fill/removal permit review, the applicant shall submit to the Planning Department all written reports required by this section prior to or concurrent with its submittal of the fill/removal permit for consistency sign-off.

Proposed Article 7.5

§ 7.5.100 Existing language no changes moved from 10.1.100
§ 7.5.125 Existing language no changes moved from 10.1.200
§ 7.5.150- Existing language with the addition of #6 moved from §10.1.300

§ 7.5.175 – Updates to tables. The first table is mostly formatting changes this replaces the table found in 10.1.400 the second table has been updated to current standards and graphics have been included. The second table can be found in 10.1.500.

Current language that will be replaced, removed or reformatted.

SECTION 10.1.100. General Provisions. Offstreet parking and loading facilities as defined shall be subject to the general regulations and requirements of this Ordinance as well as the following provisions:
1. Increase. An increase in parking spaces may be required to correspond to any enlargement or addition to any building or use.
2. Change in Use. When a building or open land use changes in use, the parking requirements shall be changed to reflect the requirements of the new building or use if a greater number of spaces are required.
3. Use. Parking facilities shall be used for automotive and bicycle parking only. No sales, dead storage, repair work, dismantling, or servicing of any kind shall be permitted.
4. Fractional Requirements. Fractional requirements shall require one additional space.
5. Staff Determination. Parking space requirements for a use not specifically mentioned shall be the same as for a use which has similar traffic-generating characteristics as determined by the Planning Director.

1. Mixed Uses. In the case of mixed uses, the total requirements for off-street parking shall be the total of the individual uses except as provided in "2" below.
2. Joint Use. The Planning Director may, upon application, authorize the joint use of parking facilities required by said uses and any other parking facility, provided that:
   A. the applicant shows that there is no substantial conflict in the principal operating hours of the building or use for which the joint use of parking facilities is proposed, or for uses with similar hours of operation that the uses are
complementary and supportive leading to lower rates of vehicle usage, and/or increasing the parking turnover rate;

B. the parking facility for which joint use is proposed is not further than 600 feet from the building or use required to have provided parking; and
C. the parties concerned in the joint use of off street parking facilities show evidence of an agreement for such joint use by a legal instrument.

SECTION 10.1.300. Parking Area Design.
1. Ingress and Egress. In any zoning district, driveways or access ways providing ingress and egress for private parking areas or garages, public parking areas or garages and parking spaces shall be permitted, together with any appropriate traffic control devices in any required yard or setback area.

2. Minimum Standards for Parking. All public or private parking areas and parking spaces shall be designed and laid out to conform to the minimum standards as specified in the Parking Table and Diagram. All parking lot designs shall be reviewed and approved by the County Roadmaster.

3. Service Drive. Groups of three or more parking spaces, except those in conjunction with single-family or two-family dwelling structures on a single lot, shall be served by a service drive so that no backward movement, or other maneuvering of a vehicle within a public right-of-way, other than an alley, will be required. Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety for ingress and egress and maximum safety of pedestrians.

4. Lighting. Any lights provided to illuminate any public or private parking area shall be so arranged as to reflect the light away from any abutting or adjacent residential district or use.

5. Landscaping. For every 10 required parking spaces, 16 square feet of landscaping will be required. Each 16 square foot area should include, one tree and three one-gallon shrubs or living ground cover.

SECTION 10.1.400. Required Number of Parking Spaces for Type of Use.

<table>
<thead>
<tr>
<th>USE</th>
<th>STANDARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Commercial</td>
<td></td>
</tr>
<tr>
<td>a. Retail store and general commercial except as provided in subsection b. of this section.</td>
<td>1 space per 200 square feet of floor area, plus 1 space per employee. 1 Bicycle space</td>
</tr>
<tr>
<td>b. Retail store handling bulky merchandise(furniture, appliances, automobiles, machinery, etc.)</td>
<td>1 space per 600 square feet of floor area, plus 1 space per employee. 1 Bicycle space</td>
</tr>
<tr>
<td>Use</td>
<td>Standard</td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Bank, general office, (except medical and dental).</strong></td>
<td>1 space per 600 square feet of floor area, plus 1 space per employee. 1 Bicycle space</td>
</tr>
<tr>
<td><strong>Medical or dental clinic or office.</strong></td>
<td>1 ½ space per examination room plus 1 space per employee. 1 Bicycle space</td>
</tr>
<tr>
<td><strong>Eating or drinking establishment.</strong></td>
<td>1 space per 200 square feet of floor area, plus 1 space for every 4 seats. 1 Bicycle space</td>
</tr>
<tr>
<td><strong>Commercial Amusement</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Bowling Alley</strong></td>
<td>5 spaces per alley plus 1 space per 2 employees. 1 Bicycle space</td>
</tr>
<tr>
<td><strong>Dance hall, skating rink, lodge hall.</strong></td>
<td>1 space per 100 square feet of floor area plus 1 space per 2 employees. 1 Bicycle space</td>
</tr>
<tr>
<td><strong>Stadium, arena, theater, race track</strong></td>
<td>1 space per 4 seats or every 8 feet of bench length or equivalent capacity if no seating is provided. 1 Bicycle space</td>
</tr>
<tr>
<td><strong>Industrial</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Storage warehouse, Manufacturing establishment, or trucking freight terminal</strong></td>
<td>1 space per employee. 1 Bicycle space</td>
</tr>
<tr>
<td><strong>Wholesale establishment.</strong></td>
<td>1 space per employee plus 1 space per 700 square feet of patron serving area. 1 Bicycle space</td>
</tr>
<tr>
<td><strong>Institutional</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Welfare or correctional institution</strong></td>
<td>1 space per 5 beds for patients or inmates, plus 1 space per employee. 1 Bicycle space</td>
</tr>
<tr>
<td>Use</td>
<td>Standard</td>
</tr>
<tr>
<td>-----</td>
<td>----------</td>
</tr>
</tbody>
</table>
| **b.** Convalescent hospital, nursing home, sanitarium, rest home, home for the aged. | 1 space per 5 beds for patients or residents, plus 1 space per employee.  
1 Bicycle space |
| **5.** Place of Public Assembly | 1 space for 4 seats or every 8 feet of bench length in the main auditorium.  
1 Bicycle space |
| a. Church, mortuary, sports arena, theater. | 1 space per 400 square feet of floor area plus 1 space per employee.  
1 Bicycle space |
| b. Library, reading room. | 2 spaces per teacher; plus off-street loading and unloading facility.  
1 Bicycle space per 20 students |
| c. Preschool nursery, kindergarten. | 1 space per classroom plus  
1 space per administrative employee or  
1 space per 4 seats or every 8 feet of bench length in the auditorium or assembly room, whichever is greater.  
1 Bicycle space per 10 students |
| d. Elementary or junior high school. | 1 space for each 6 students or 1 space per 4 seats or 8 feet of bench length in the main Auditorium, whichever is greater.  
1 Bicycle space per 20 students |
| e. High school | 1 space per classroom plus  
1 space per administrative employee plus  
1 space for each 6 students or 1 space per 4 seats or 8 feet of bench length in the main Auditorium, whichever is greater.  
1 Bicycle space per 20 students |
| f. Other auditorium, meeting room. | 1 space per 4 seats or every 8 feet of bench length.  
1 Bicycle space |
| **6.** Residential | 2 spaces per dwelling unit. |
| a. single-family dwelling. | 1 ½ spaces per dwelling unit.  
1 bicycle space per unit for buildings with 4 or more units. |
| b. two-family or multi-family dwellings | 1 space per guest accommodation plus  
1 space per employee. |
| c. motel, hotel, rooming or boarding house. | 1 ½ spaces per mobile home or RV site. |
TABLE 10.1
PARKING AREA DESIGN STANDARDS

Parking areas shall be designed in accordance with the following chart so that good utilization of the available space can be achieved.

<table>
<thead>
<tr>
<th>Parking Angle</th>
<th>Stall Width</th>
<th>Curb Length Per Car</th>
<th>Stall Depth</th>
<th>Driveway Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>0°</td>
<td>9'-0”</td>
<td>23'-0”</td>
<td>9’-0”</td>
<td>12'-0”</td>
</tr>
<tr>
<td>20°</td>
<td>9’-0”</td>
<td>21’-8”</td>
<td>15’-3”</td>
<td>11’-0”</td>
</tr>
<tr>
<td>30°</td>
<td>9’-0”</td>
<td>18’-0”</td>
<td>17’-8”</td>
<td>11’-0”</td>
</tr>
<tr>
<td>40°</td>
<td>9’-0”</td>
<td>14’-0”</td>
<td>19’-6”</td>
<td>12’-0”</td>
</tr>
<tr>
<td>45°</td>
<td>9’-0”</td>
<td>12’-9”</td>
<td>20’-5”</td>
<td>13’-0”</td>
</tr>
<tr>
<td>50°</td>
<td>9’-0”</td>
<td>11’-9”</td>
<td>21’-0”</td>
<td>14’-0”</td>
</tr>
<tr>
<td>60°</td>
<td>9’-0”</td>
<td>10’-5”</td>
<td>21’-10”</td>
<td>16’-0”</td>
</tr>
<tr>
<td>70°</td>
<td>9’-0”</td>
<td>9’-8”</td>
<td>21’-10”</td>
<td>18’-0”</td>
</tr>
<tr>
<td>80°</td>
<td>9’-0”</td>
<td>9’-2”</td>
<td>21’-4”</td>
<td>20’-0”</td>
</tr>
<tr>
<td>90°</td>
<td>9’-0”</td>
<td>9’-0”</td>
<td>20’-0”</td>
<td>22’-0”</td>
</tr>
</tbody>
</table>

Article 7.6
This is new language to address bonding of driveway, access, road and parking improvements. This is new language.