

CHAPTER VII
TRANSPORTATION, ACCESS AND PARKING

ARTICLE 7.1 GENERAL PROVISIONS

ARTICLE 7.1.100 PURPOSE:

The Coos County Transportation ordinances guide the management of existing transportation facilities and the design and implementation of future facilities. Coos County shall strive to provide and encourage a transportation system that promotes safety and convenience for citizens and travelers and that strengthens the local and regional economy by facilitating the flow of goods and services. The goal of this ordinance¹ is to plan and develop a roadway system that links communities, neighborhoods, and businesses and addresses the existing and future transportation needs of moving both people and goods safely in and throughout the region. The ordinances are set up to facilitate and implement the overall Transportation System Plan (TSP).

TSP constitutes the transportation element of the County's Comprehensive Plan and satisfies the requirements of the Oregon Transportation Planning Rule established by the Department of Land Conservation and Development. It identifies and prioritizes transportation projects for inclusion in the Oregon Department of Transportation's (ODOT) Statewide Transportation Improvement Program (STIP).

SECTION 7.1.125 RURAL AND URBAN STREET AND ROAD PROVISIONS:

Article 7.1 covers general provisions for public and private roads, as well as driveways serving a single family residence, and access standards. Detailed road standards are covered in Article 7.2.

SECTION 7.1.150 PUBLIC AND PRIVATE ROADS:

For the purpose of this ordinance, streets and road shall be divided into two major types:

1. Private roads (e.g. 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, review by the Oregon Department of Transportation if the action may affect a state transportation facility, and verification the new public road will be consistent with all applicable Coos County Zoning and Land Development Ordinance Standards and the TSP specifically, the Roadway System Plan portion of the TSP.

¹ This ordinance refers to the ordinance sections dealing with transportation.

SECTION 7.1.175 FUNCTIONAL CLASSIFICATION:

The functional classification system for the Coos County roadway network includes arterials, major collectors, minor collectors, and local streets. Coos County recently upgraded the functional classification of a number of roadways for consistency with current uses or with state classifications.

The state highway system described previously serves as the arterial network within Coos County. They provide a continuous road system that distributes traffic between cities and also serves as the primary arterial corridors within cities. Although the County has no direct control over the state highways within its boundaries, the highways heavily influence traffic patterns and development.

Arterials are the highest demand roadways that carry and distribute regional traffic between cities and counties. The emphasis is on serving through traffic with better control and less frequent property accesses. The state highway system will continue to serve as the arterial network within Coos County.

Collectors are described as streets connecting residential neighborhoods with smaller community centers and facilities, as well as providing access to the arterial system. Property access is generally a higher priority for collectors while through traffic movements are served as a lower priority. The county further breaks the collector category into major and minor collectors.

Major collectors generally serve higher traffic demands. They tie federal roads, minor collectors, and local roads to the arterial system. These roads also provide access to agricultural, forest, and recreational areas. Major Collectors are listed in Table 3-2 of the TSP.

Minor collectors generally serve lower traffic demands than major collectors. They generally branch off from highway, arterial or major collector roadways and provide access to agricultural, forest, recreational areas, and residential homes. Minor collectors are identified in Table 3-3 of the TSP.

Local roads primarily serve residential properties but can also serve commercial and industrial areas. Property access is the main priority; through traffic movement is not encouraged. They are designed to carry low traffic volumes.

SECTION 7.1.200 DEFINITIONS:

1. AASHTO - American Association of State Highway and Transportation Officials.
2. APWA - American Public Works Association.
3. Access - A way or means of approach to provide pedestrian, bicycle, or motor vehicular entrance or exit to a property.
4. 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.
5. Access Connection - Any driveway, road, turnout or other means of providing for the movement of vehicles to or from the public roadway system.
6. 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.
7. 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.
8. Aggregate - Rock of specified quality and gradation.
9. Base - A Course of specified material of specified thickness placed below the Pavement.
10. 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 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.
11. 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.
 12. Clear Zone - Roadside border area, starting at the edge of the traveled way that is available for safe use by errant vehicles. Establishing a minimum width Clear Zone implies that rigid objects and certain other hazards within the Clear Zone should be relocated outside the Clear Zone, or shielded, or remodeled to make them break away on impact or be safely traversable.
 13. Coarse Aggregate - Crushed Rock or crushed Gravel retained on a 1/4 inch sieve, with allowable undersize.
 14. 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.
 15. Commercial Grade Concrete - Concrete furnished according to contractor proportioning, placed in minor structures and finished as specified.
 16. Cross Access - A service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system.
 17. County Roadmaster or Road Official - The Roadmaster or designated officer by the county governing body as being responsible for administration of road activities of Coos County.
 18. 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.
 19. 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 (also known as Service Roads).
 20. Functional Area (Intersection) - That area beyond the physical intersection of two roads that comprises decision and maneuver distance, plus any required vehicle storage length.
 21. Functional Classification - A system used to group public roadways into classes according to their purpose in moving vehicles and providing access.

22. Joint Access (or Shared Access) - A driveway connecting two or more contiguous sites to the public street system.
23. 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.
24. 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.
25. Lot Frontage - That portion of a lot extending along a street right-of-way line.
26. 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 and employment areas.
27. 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.
28. Opened road - 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
29. Oregon Standard Specifications for Construction (OSSC) - A manual used by American Public Works Association including the Coos County Roadmaster for construction specifications.
30. Pavement - Asphalt concrete or portland cement concrete placed for the use of motor vehicles, bicycles, or pedestrians on roadways, shoulders, multi-use paths and parking areas.
31. Pedestrian Facilities - A general term denoting improvements and provisions made to accommodate or encourage walking, including sidewalks, accessways, crosswalks, ramps, paths, and trails.
32. Private Road - Any roadway for vehicular travel which is privately owned and maintained and which provides the principal means of access to abutting properties.
33. Public Road - A road under the jurisdiction of a public body that provides the principal means of access to an abutting property.
34. 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.

35. 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.
36. Right-of-Way - Land reserved, used, or to be used for a highway, street, alley, walkway, drainage facility, or other public purpose.
37. Rural - Outside of city limits and urban areas such as urban unincorporated and urban growth boundaries.
38. 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.
39. Subgrade - The top surface of completed earthwork on which subbase, base, surfacing, pavement, or a course of other material is to be placed.
40. Substantial Enlargements or Improvements - A 10 percent increase in existing square footage or 50 percent increase in assessed valuation of a structure.
41. Uniform Traffic Control Devices Manual - The Oregon Transportation Commission has adopted the Federal Manual on Uniformed Traffic Control Devices (MUTCD) with Oregon Supplements as the signing manual for the State of Oregon.
42. Utility - A line, facility, or system for producing, transmitting, or distributing communications, power, electricity, heat, gas, oil, water, steam, waste, storm water not connected with highway drainage, or any other similar commodity which directly or indirectly serves the public. The term may also mean the utility company, district, or cooperative owning and operating such facilities, including any wholly-owned or controlled subsidiary.
43. Walkway - A hard-surfaced (i.e. rock, concrete, etc.) area intended and suitable for pedestrians, including sidewalks and the surfaced portions of accessways.
44. Wetlands - Areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.
45. UGB - Urban Growth Boundary also referred to as Urban Growth Areas (UGA) are areas located adjacent to a city. They are established to provide land for urban development needs and to identify and separate urban and urbanizable land from rural land.
46. UUC - Urban Unincorporated Communities are areas contain at least 150 permanent residential dwellings, mix of three or more public, commercial or industrial uses, served by a community sewer and water system. Urban standards apply.

SECTION 7.1.225 AUTHORITY & RESPONSIBILITY FOR DETERMINING COMPLIANCE WITH THIS CHAPTER:

The Coos County Roadmaster has the authority to impose any conditions on any permit required by Chapter VII that is deemed necessary to meet the standards of the American Association of State Highway and Transportation Officials (AASHTO standards), or make the road safe for travel. The Coos County Roadmaster may modify the minimum standards if it is found that the lesser standard is compatible with the area.

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 and/or any other matter under review.

If discretion is used to determine a standard or modification of a standard, then a notice of administrative approval will be mailed and is appealable.

SECTION 7.1.250 MATERIALS REQUIRED FOR AN APPLICATION:

A traffic plan (item 1) will be required for all rezones, recreational vehicle parks, campgrounds, mobile home parks, land divisions, industrial developments, commercial developments and high intensity development plans. The Roadmaster in consultation with the Planning Director will have discretion to waive items 2 through 4 based on the findings that the increase in development is diminimus to the existing development.

1. Traffic Plan - A parking/traffic plan shall be submitted to address all of the following:
 - a. Property boundaries;
 - b. Location of all structures on the subject property;
 - c. Required parking spaces;
 - d. Current utilities and proposed utilities;
 - e. Roadmaster may require drawings and specs from the Oregon Standards Specification Manual (OSSC) (current edition);
 - f. The location and design of bicycle and pedestrian facilities shall be indicated on the site plan if applicable;
 - g. Pedestrian access and circulation will be required if applicable. 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;
 - h. All plans (industrial and commercial) shall clearly show how the internal pedestrian and bicycle facilities of the site connect with external existing or planned facilities or systems;
 - i. Location of existing and proposed access point(s) on both sides of the road where applicable;

- j. 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;
 - k. Number and direction of lanes to be constructed on the road plus striping plans;
 - l. All planned transportation features (such as sidewalks, bikeways, auxiliary lanes, signals, etc.); and
 - m. Parking and internal circulation plans including walkways and bikeways, in UGB's and UUC's.
2. Traffic Study completed by a registered traffic engineer.
 3. Access Analysis completed by a registered traffic engineer
 4. Sight Distance Certification from a registered traffic engineer.

SECTION 7.1.275 ACCESS MANAGEMENT:

Subsection 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 is also intended to ensure that there is adequate and safe access for police, fire and other public services. This ordinance balances the right of reasonable access to private property with the right of the citizens of Coos 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.

Subsection 2 Applicability: This ordinance shall apply to all arterials, collectors and local streets within Coos County and properties that abut these roadways and to all access connections.

Subsection 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.

Subsection 4 Joint and Cross Access:

1. Adjacent commercial or office properties classified as major traffic generators (e.g. 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 all of 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; and
 - 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 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 preexisting connections on the site will be closed and eliminated after construction of each side of the joint use driveway; and
 - d. 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.

Subsection 5 Requirements for Phased Development Plans: 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 a single property in relation to the access standards of this ordinance. The number of access points may be reduced for safety purposes. All necessary easements, agreements, and stipulations shall be met. This subsection shall also apply to phased development plans.

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.

Subsection 6 Non-conforming Access Features: Legal access connections that are already 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 following conditions:

- 1. When new access connection permits are requested;

2. A change in use or enlargements or improvements that will increase trip generation by 50% or more; or
3. When trips increase or the character of traffic changes on ODOT facilities.

Subsection 7 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.

Subsection 8 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 the state highway access should be closed and there should be conversion to that access.

Subsection 9 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.

Subsection 10 Subdivisions:

A subdivision shall conform to the following standards:

1. Each proposed lot must be buildable in conformance with the requirements of this ordinance and all other applicable regulations;
2. 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; and
3. 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 to Coos County up to one-half of the total right-of-way width required by this ordinance.

**SECTION 7.1.300 CIRCUMSTANCES REQUIRING ROAD IMPROVEMENTS;
EXTENT OF REQUIRED ROAD IMPROVEMENTS:**

Public and private road and street improvements may be required by this ordinance when new development is proposed. The road standards are found in Article 7.2. The County Roadmaster has the authority to require road improvements to meet the road standards and requirements of local fire and ambulance districts.

If and when public or private road improvements are required, then such improvements will be required to extend to the nearest intersection of an open road.

If the proposed action may affect a state transportation facility, notice shall be given to the Oregon Department of Transportation (ODOT). ODOT conditions of approval shall be incorporated into the permit conditions of approval, and ODOT shall be notified if the conditions of approval are changed.

Roads and Streets within an Urban Growth Boundary (UGB) or Urban Unincorporated Community (UUC) shall comply with the standards in Section 7.2, Table 7.2B at the minimum. When the development is proposed in a city's UGB that city shall be consulted with as they may have higher requirements.

**SECTION 7.1.325 PROVISIONS FOR NEW PRIVATE ROADS IN CONJUNCTION
WITH A LAND DIVISION:**

Access to proposed land divisions in urban or rural areas shall be required to conform to all of the following:

1. The proposed private road shall be clearly designated as a private road and must be mapped along with any reservations or restrictions relating to its use. The private road (serving three or more residences) shall be named and all lots/parcels shall be addressed by the developer as required by Coos County Code § 04.08;
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 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, access management and driveway requirements of the Coos County Zoning and Land Development Ordinance have been met prior to the issuance of a Zoning Compliance Letter."

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 shall say “Road privately maintained by property owners”.

The sign shall be placed on a 4x4 wood post or a perforated square steel tube up to 2 ½ inches. The sign shall be 36 inches wide and 30 inches tall with four inch lettering and one inch spaces. The bottom of the sign to the travel surface shall be seven feet. The edge of the sign should be six feet from the edge of the shoulder of the road. Should a lesser clearance be needed, a variance may be granted. Always call for an underground utility locate before you dig. The material should be white on green background and be High Intensity Prismatic retro reflective.



6. In UGB areas the Planning Department shall consult with the affected city; and
7. The Planning Director's decision to allow or not allow creation of a private road to access proposed development 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 an application. If the proposed action may affect a state transportation facility, notice shall be given to the Oregon Department of Transportation to provide conditions of approval, if necessary, to account for any impacts to the state transportation system. The decision maker shall incorporate ODOT conditions of approval into the permit conditions of approval, and notify ODOT if the conditions of approval are modified.

SECTION 7.1.350 PROVISIONS FOR NEW ROADS NOT IN CONJUNCTION WITH A LAND DIVISION:

If multiple lawfully created lots or parcels are found to exist but are undeveloped, a new road may be required for access purposes prior to development or when the development changes the road classification as defined by the number of trips per day.

New private roads may be created to provide access to unimproved property only when the Planning Director finds that the private road will be needed for proper development related to the proposal. 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 development 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 an application. If the proposed action may affect a state transportation facility, notice shall be given to the Oregon Department of Transportation to provide conditions of approval, if necessary, to account for any impacts to the state

transportation system. The decision maker shall incorporate ODOT's conditions of approval into the permit conditions of approval, and notify ODOT if the conditions of approval are modified.

When new private roads are created to provide access to unimproved property in urban or rural areas all of the following provisions apply:

1. The proposed private road shall be clearly designated as a private road and must be mapped along with any reservations or restrictions relating to its use. The private road (serving three or more residences) shall be named and all lots/parcels shall be addressed by the developer as required by Coos County Code § 04.08;
2. All proposed parcels/lots to be served by any new private road shall have a non-exclusive easement covering the entire private road to be created. This easement shall be made a part of the legal description for the parcels/lots served by the new private road;
3. Road maintenance agreements are required for new private roads;
4. The Roadmaster may require that the new private road be dedicated;
5. In urban areas the Planning Department shall consult with the affected city; and
6. The road will be required to be brought up the applicable standard as found in tables 7.2A and 7.2B.

SECTION 7.1.375 PROVISIONS FOR IMPROVEMENTS TO EXISTING TRANSPORTATION FACILITIES:

If there is an increase in development the County Roadmaster in consultation with the Planning Director, will review existing transportation data to determine whether the proposed development will have impacts on the transportation system. It is the responsibility of the applicant to provide enough detailed information for the County to make a determination. If the County cannot properly evaluate a proposed development's impacts without a more detailed study, a transportation impact study (TIS) will be required to evaluate the adequacy of the transportation system to serve the proposed development and determine proportionate mitigation of impacts. If a TIS is required, the County will provide the applicant with a checklist to be used when preparing the TIS.

1. If the County finds that the development proposal impacts the transportation facilities, then the County may deny, approve, or approve with appropriate conditions development proposals in order to minimize impacts and protect transportation facilities in the following circumstances:
 - a. Where the existing transportation system will be impacted by the proposed development, dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways may be required to ensure that the transportation system is adequate to handle the additional burden caused by the proposed use;

- b. Where the existing transportation system is shown to be burdened by the proposed use, improvements such as paving, curbing, installation or contribution to traffic signals, traffic channelization, construction of sidewalks, bikeways, accessways, paths, or streets that serve the proposed use may be required; or
 - c. The County may require the development to grant a cross-over access easement(s) to adjacent parcel(s) to address access spacing standards on arterials and collector roadways or site-specific safety concerns. Construction of shared access may be required at the time of development if feasible, given existing adjacent land use. The access easement must be established by deed.
2. Rough Proportionality Determination. Improvements to mitigate impacts identified in the TIS shall be provided in rough proportion to the transportation impacts of the proposed development.
- a. Net new trips - The estimated number of new trips that will be created by the proposed development within the study area.
 - b. Planning period trips - The estimated number of total trips within the study area within the planning period identified in the TSP.
 - c. Existing trips - The estimated number of existing trips within the study area at the time of TIS preparation.
 - d. Estimated construction cost - The estimated total cost of construction of identified improvements in the TSP.
 - e. The TIS shall include information regarding how the proportional share of improvements was calculated, using the ratio of development trips to growth trips and the anticipated cost of the full Coos County Transportation System Plan. The calculation is provided below:

$$\text{Proportionate Share Contribution} = [\text{Net New Trips}/(\text{Planning Period Trips}-\text{Existing Trips})] \times \text{Estimated Construction Cost}$$

SECTION 7.1.400 BRIDGE STANDARDS:

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; and
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 7.1.425 ACCESS CONNECTION AND DRIVEWAY DESIGN:

Requirements in this section shall apply to new driveway and access connections intersections with a County Road. When access is needed to a lot or parcel, if the legal status of a lot or parcel has not been determined, the spacing standards in this section shall apply to all contiguous land in an ownership. Any access connection and driveways that involves access to the State Transportation System shall be reviewed by the Oregon Department of Transportation for conformance with state access management standards and other applicable state standards, before the application is accepted by the County. All access measures ODOT deems necessary shall be made a condition of approval.

1. Shared access connections will be provided for adjacent properties whenever possible.
2. Driveway access will be established to minor collector or local roadways where possible rather than to arterials or major collectors.
3. Driveway approaches must be designed and located to provide an existing 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.
4. Driveway and access connections on County Roads shall be located where they do not create undue interference or hazard to the free movement of highway and pedestrian traffic. Locations on sharp curves, steep grades, areas of restricted sight distance or at points that interfere with the placement and proper functioning of signs, lighting, guardrail, or other traffic control devices shall not be permitted.
5. Tables 7.2A and 7.2B shall be used in determining spacing between approaches onto County Roads.
6. The application and use of traffic signals shall be guided by the principles, methods and warrants outlined in the Uniform Traffic Control Devices Manual.
7. Sight distance standards shall follow the standards set forth in the AASHTO Geometric Design for Streets and Highways.

All new development is required to have a driveway confirmation completed. Driveways for the purpose of serving a single family residence shall comply with figure 7.1.425. An application must be completed prior to obtaining a zoning compliance letter from the Coos County Planning Department.

In the event that a driveway cannot be constructed prior to applying for development permits, a bond may be issued using the requirements of Article 7.6.100(2).

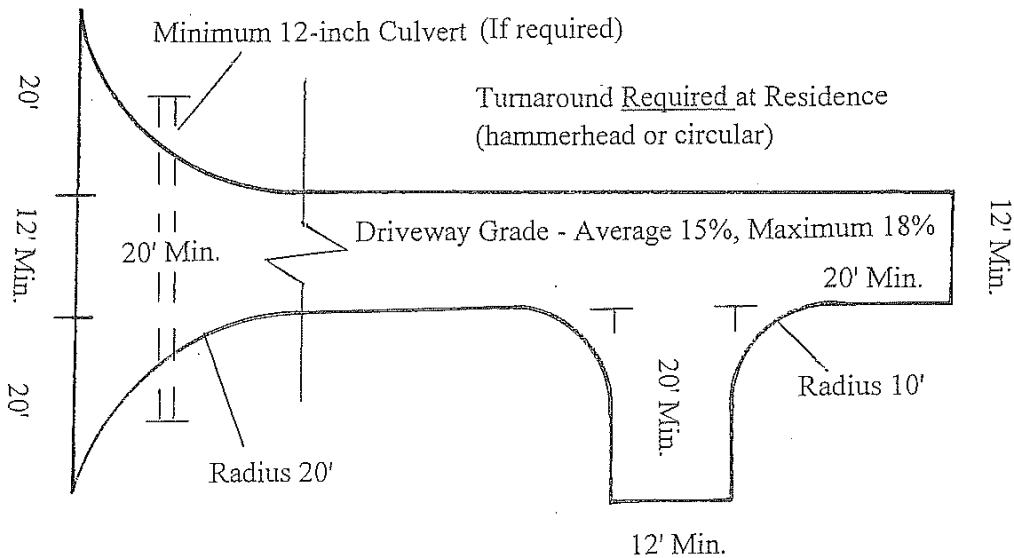
DRIVEWAY STANDARDS DRAWING – SINGLE RESIDENCE

Sight Distance Requirements (at the approach entrance)

- Speed less than 35 mph – 100' both directions
- Speed greater than 35mph – 150' both directions

All Weather Surface – minimum 4 – inches aggregate base or as required by Roadmaster.

Figure 7.1.425



Construct appropriate ditches to prevent water runoff from discharging from the land onto a public road under county jurisdiction. Pursuant to ORS 368.256 the creation of a road hazard prohibited.

If driveway is over 1,000 ft., a pullout is required every 600 ft.

If a driveway cannot meet the maximum 18% grade then a legal agreement may be signed and recorded at the County Clerk's office releasing the County from any liability from such driveway development. This document must be referenced on the property deed to allow future purchasers know that the driveway does meet standard. A sign shall be placed at the bottom of the driveway to warn any users of the driveway that it is not built to standard. Proof must be filed with the Planning and Road Department that the documents have been filed and a sign has been placed. The form located on the following page must be completed, signed and recorded prior to any land use authorizations.

REQUIRED FORM

RELEASE, INDEMNIFICATION, AND HOLD HARMLESS AGREEMENT AND PROPERTY COVENANT

_____ herein called grantor(s) are the owners of the real property
(Property Owner's Name)
described as follow: Microfilm Reel No. _____

Township _____ S, Range _____ W.W.M. Section _____ Tax Lot _____ (Subject Property)

1. Grantors, their heirs, successors and assigns hereby acknowledge that the above described property's driveway does not meet Coos County Driveway Standards. Grantors, their heirs, successors and assigns voluntarily, willingly, and knowingly ASSUME ANY AND ALL RISKS, known and unknown, in any way associated with the siting of the driveway that will serve as ingress and egress to the property described above.
2. Grantors, their heirs, successors and assigns hereby release, indemnify and hold harmless Coos County, it's officers, employees, and agents from and against any claims, demands, actions, liens, rights, subrogated or contribution interest, debts, liabilities, judgments, costs and attorney's fees, arising out of, claimed on account of, or in any manner predicated upon the usage of the driveway, including any loss or damage to property or the personal injury or death of any person which may occur as a result of use of this driveway, even where the loss, damage, personal injury, or death is caused or contributed to, in any manner, by Coos County, it's officers, employees, and agents allowing the construction of the driveway.
3. By signing this document and recording it at the Coos County Clerk's office Grantors, their heirs, successors and assigns acknowledge the following: This driveway will never be used to serve more than one residence, which may restrict future development of the Subject Property; and this driveway may not be adequate in case of an emergency, thereby restricting emergency vehicle access.
4. This document shall be disclosed to any future purchasers and a sign shall be posted at the entrance/intersection of driveway and road of the driveway in plain sight to warn any user of the driveway. A copy of this document shall be provided to the local fire district with the understanding that emergency equipment may not be able to access the Subject Property in the event of an emergency.

IN WITNESS WHEREOF, the Grantors have executed this covenant on _____,

(Titleholder's signature)

(Titleholder's signature)

STATE OF OREGON
COUNTY OF COOS)

Personally appeared the above named
_____ and
acknowledged the above covenant to be
their voluntary act and deed.

Notary Seal

Notary Public for Oregon Commission Expires : _____

This covenant is hereby accepted this _____
day of _____, 20____.

By the Coos County Commissioners

Chair

Vice Chair

Commissioner

RESERVED FOR RECORDER

SECTION 7.1.450 FORESTRY, MINING OR AGRICULTURAL ACCESS:

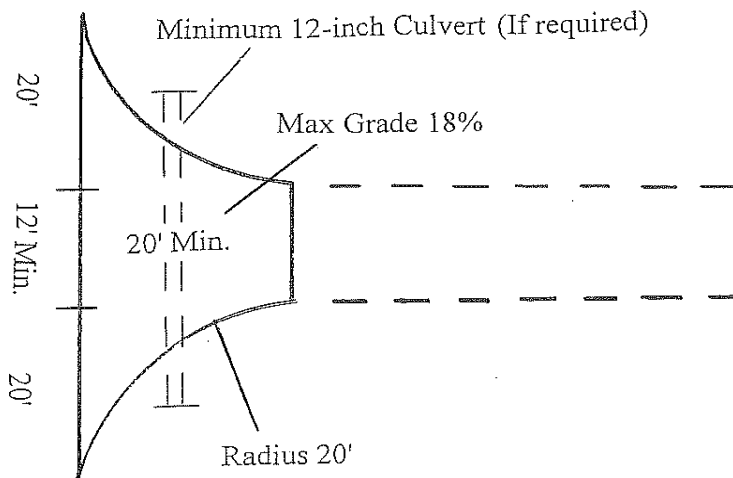
A private road which is created to provide ingress or egress in conjunction with the use of land for forestry, mining or agricultural purposes shall not be required to meet minimum road, bridge or driveway standards set forth in this ordinance, nor are such resource-related roads, bridges or driveways reviewable by the County. However, all new and re-opened forestry, mining or agricultural roads shall meet the access standards listed in this section.

Forestry, Mining or Agricultural Access Standard drawing
Sight Distance Requirements (at the approach entrance)

- Speed less than 35 mph – 100’ both directions
- Speed greater than 35 mph – 150’ both directions

All Weather Surfaces – minimum aggregate base as required by the Roadmaster
The access will be developed from the edge of the developed road.

Figure 7.1.450



Construct appropriate ditches to prevent water runoff from discharging from the land onto a road under county jurisdiction. Pursuant to ORS 368.256 creation of a road hazard is prohibited.

SECTION 7.1.475 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.

SECTION 7.1.500 PLAN AMENDMENTS AFFECTING THE TRANSPORTATION SYSTEM:

A plan or land use regulation amendment significantly affects a transportation facility if it:

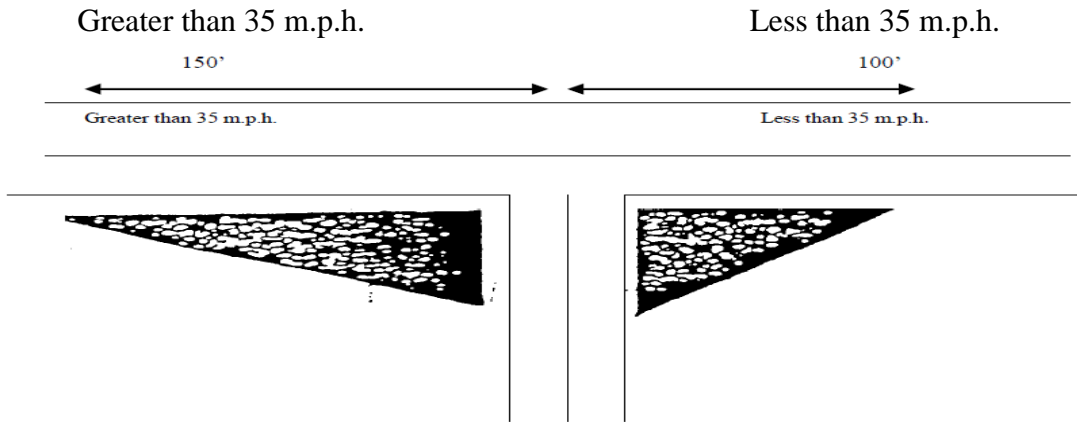
1. Changes the functional classification of an existing or planned transportation facility;
2. Changes standards implementing a functional classification system;
3. As measured at the end of the planning period identified in the adopted TSP:
 - a. Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
 - b. Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standards identified in the TSP or comprehensive plan; or
 - c. Deteriorate the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive 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 measures identified in OAR 660.12.60 (2-3).

SECTION 7.1.525 VISION CLEARANCE TRIANGLE:

The following regulations shall apply to all intersections of streets and roads within all districts in order to provide adequate visibility for vehicular traffic. There shall be no visual obstructions over thirty-six (36) inches in height within the clear vision area established herein. In addition to street or road intersections, the provisions of this section shall also apply to mobile home park, recreational vehicle park, and campground accesses (entrances or exists).

The clear vision area shall extend along the right-of-way of the street for a minimum of 100 feet where the speed limit is less than 35 M.P.H.; and not less than 150 feet where the speed limit is greater than 35 m.p.h. The clear vision area shall be effective from a point in the center of the access not less than 25 feet back from the street right-of-way line.



SECTION 7.1.550 MAINTENANCE OF MINIMUM REQUIREMENTS:

1. Within Urban Area: No lot area, yard, off-street 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 drain fields.
2. Outside Urban Area: No lot area, yard, off-street 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 drain fields; but does include all public road and street right-of-ways.

ARTICLE 7.2 ROAD STANDARDS

SECTION 7.2.100 STREET HIERARCHY:

Driveway: A private vehicular travel surface accessing a single residence.

Cul-de-sac: Dead end, closed, no through road or court is a street with only one inlet/outlet limited to residential use, 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.

Private Streets/Roads: Primarily roads or driveways on privately-owned property, limited to the use of the owner or a group of owners who share the use and who maintain the road or driveway according to applicable standards. These types of streets/roads serve a maximum of three residences.

Local Residential Streets/Roads: 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. These types of streets/roads serve four or more residences.

Minor Collectors: Generally serve lower traffic demands than major collectors. They generally branch off from highway, arterial or major collector roadways and provide access to agricultural, forest, recreational areas, and residential homes. Property access is generally a higher priority for minor collectors while through traffic movements are served as a lower priority.

Major Collectors: Connect residential neighborhoods with smaller community centers and facilities, as well as providing access to the arterial system. They generally serve higher traffic demands and serve both through traffic as well as providing property access. They tie federal roads, minor collectors, and local roads to the arterial system and also serve as relief routes should an event result in the closure of one of the arterial routes. These roads also provide access to agricultural, forest, and recreational areas.

Local Commercial/Industrial: Streets that primarily provide access to commercial or industrial zones.

Arterials: The highest demand roadways that carry and distribute regional traffic between cities and counties. The emphasis is on serving through traffic will controlled and less frequent property access. The state highway system will continue to serve as the arterial network within Coos County.

SECTION 7.2.200 REQUIREMENTS FOR ALL NEW ROADS:

The following standards shall apply to any proposed new public roads or modifications of existing public roads:

1. Table 7.2A is for rural standards and 7.2B is for urban standards. The requirements in § 7.2.200 apply to all.
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 be not less than the standards prescribed in the following table:

TYPE OF PUBLIC STREET	CENTERLINE MAXIMUM DEGREE CURVATURE (ARC DEFINITION)	CENTERLINE MINIMUM RADIUS IN FEET
Arterials and Major Collectors	24 degrees	238.73
Minor Collectors	40 degrees	143.24
Local and Private Streets	56 degrees	102.31

However, in special circumstances a lesser standard may be acceptable with a written report from the Coos County Roadmaster and Coos County Surveyor. If there are special circumstances such as topographical issues then the applicant should contact the Roadmaster and Surveyor to review these circumstances. The Roadmaster and Surveyor may conduct an onsite visit.

- b. Conversion formulas for arc definition of curvature are:

$$\text{Degree of curvature} = \frac{5729.58}{\text{radius}}$$

$$\text{Radius} = \frac{5729.58}{\text{degree of curvature}}$$

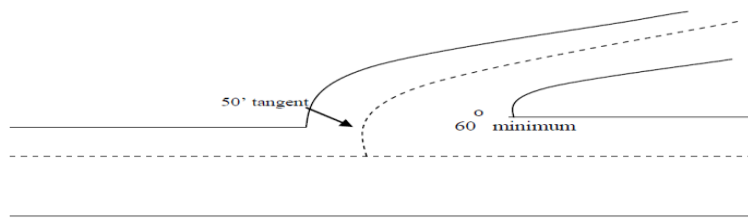
- c. Each curve shall have a minimum length of 75 feet.
 - d. Whenever the centerline of a road or street changes direction, the tangents of such centerline shall be connected with curves meeting the specifications of this section.
4. Vertical curves:
 - a. All tangent grades shall be connected by means 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 with other arterial or collector roads or streets shall have a least 50 feet of tangent adjacent to the intersection of centerlines unless topography requires a lesser distance.

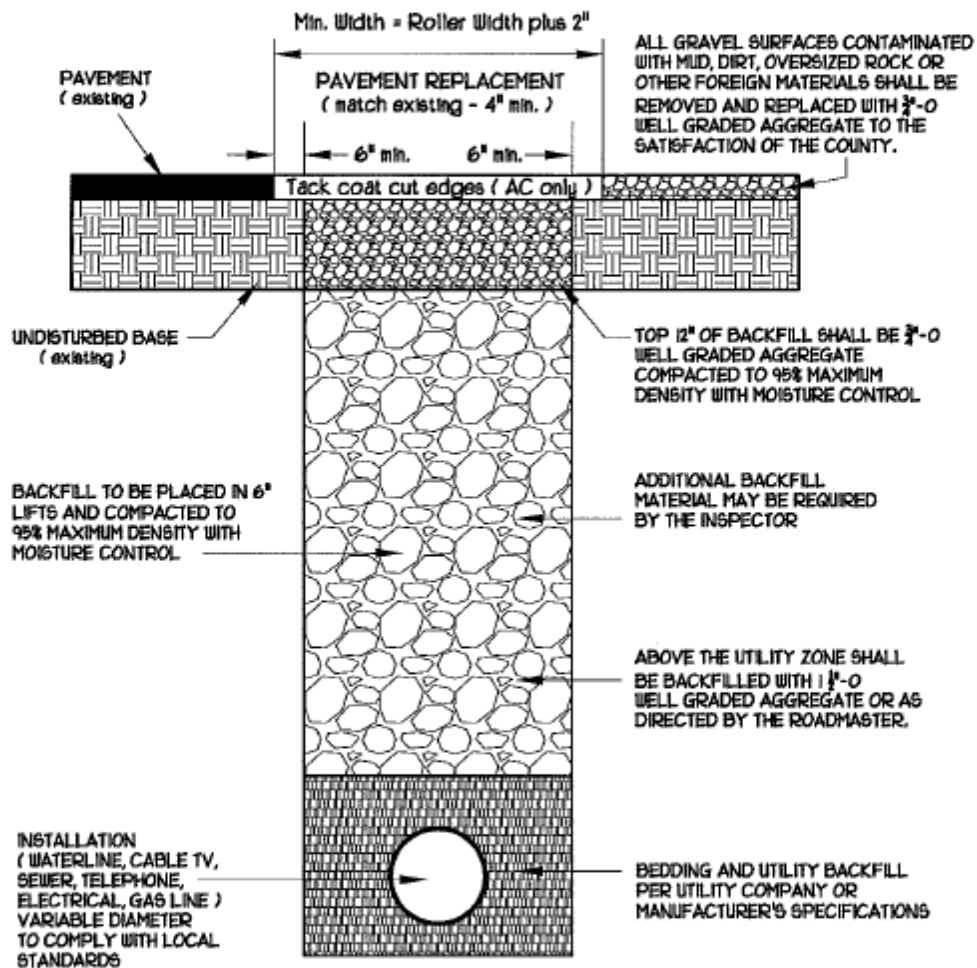
Intersections which are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines at the acute angle. Right-of-way at intersections with arterial roads or streets shall have a corner radius of not less than 20 feet.



- 6. Dead End Roads or Streets: 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 street 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. Control strip: A "control strip" may be required or authorized, pursuant to Section 6.2.450; and

10. 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 § 04.08.
11. 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.
12. Grading:
 - 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.
13. Trenching Requirements – All trenching and back fills must comply with the following detail drawing. All underground installations shall be buried a minimum of thirty (30) inches below the nearest vertical roadway surface (i.e.) from the bottom of the ditch line. Plans must show the distance from the nearest vertical roadway surface to the top of the proposed buried cable, pipeline or facility.

ATTACHMENT TRENCHING DETAIL



ALL UNDERGROUND INSTALLATIONS SHALL BE BURIED A MINIMUM OF THIRTY (30) INCHES BELOW THE NEAREST VERTICAL ROADWAY SURFACE, (I.E. FROM THE BOTTOM OF THE DITCH LINE). PLANS MUST SHOW THE DISTANCE FROM THE NEAREST VERTICAL ROADWAY SURFACE TO THE TOP OF THE PROPOSED BURIED CABLE, PIPE LINE OR FACILITY.

MINIMUM STANDARDS FOR NEW ROADS AND DRIVEWAYS IN RURAL TABLE 7.2 A

Classification of Roadway	Figure # Typical Cross-section	Average Daily Traffic	Right-of-Way Width	Sub grade Width	All-Weather Travel Surface	Construction		Maximum Grade	Centerline Maximum Degree of Curvature	Vertical Unobstructed Clearance	Minimum Access spacing
						Compacted Rock Depth	Asphalt Concert Depth				
Driveways	1	-	-	14'	12' (20' apron if intersects major collector or Arterial)	-	2" Optional	18%	-	50'/200'	-
Roadways serving a maximum of 3 dwelling units	2	0-150	40'	16'	12'	8" Min	2" Optional	18%	56 deg	13.5'	50'/200'
Local Residential serving four or more dwelling	3	0-600	60'	24'	20'	10"	2" Optional	12%	56 deg	13.5'	500'
Minor Collectors	4	500-2,500	60'	37'	32' paved,	12"	3"	12%	56 deg	13.5'	500'
Local Commercial/Industrial	5	0-600	60'	38'	32' paved,	12"	4" Two Lifts	12%	56 deg	13.5'	500'
Major Collectors	5	>2,500	60'	38'	32' paved,	12"	4" Two Lifts	12%	56 deg	13.5'	500' State Standards
Turnarounds											
Cul-de-sac	-	-	60' Radius	53' Radius	45' radius	Same as type of Road Served		12%	-	13.5'	-
Hammerhead	-	-	70' x 50'	66'x44'	60'x40'			12%	-	13.5'	-
At plat lines	-	-	50' x 40'	46'x36'	42'x32'			12%	-	13.5'	-

Optional - at the Roadmaster discretion

MINIMUM STANDARDS FOR NEW ROADS AND DRIVEWAYS IN URBAN TABLE 7.2B

Classification of Roadway	Figure # Typical Cross-section	Minimum Right-of-Way Width	Minimum Sub grade Width	All-Weather Travel Surface	Intersections			Maximum Grade	Sidewalks Min Width	Curb Width	Min Access Spacing	Construction	
					Min Acute Angle	Min Tangent Adjacent	Min Centerline Offset					Base Aggregate	Paving Asphalt Concrete Depth
Driveways (Figure shown in rural standards)	1	-	14'	12' (20' apron if intersects major collector or arterial)	-	-	-	18% Max	-	-	-	4"	2" Optional
Roadways serving 2 to 3 dwellings	6	40'	16'	12'	60 Deg	50'	150'	18% Max	-	-	500'	4"	2" Optional
Local Residential serving four or more dwelling	7	40'	32'	28'	60 Deg	50'	150'	18% Max	6' both sides Optional	6" Optional	500'	10"	2"
Cul-de-Sac (Not to exceed 400' in length)	-	40' with 50' radius turn-around	32'	28'	60 Deg	50'	150'	18% Max	6' both sides	6"	-	10"	2"
Minor Collectors	8	60'	32'	37' including two, 6' bike lanes	60 Deg	50'	150'	12%	6' both sides	6"	500'	12"	3"
Major Collector/Arterial (2 one-way lanes)	9	60'	40'	36' including two, 6' bike lanes	60 Deg	50'	150'	12%	6' both sides	6"	500' State Standard	12"	4" (two lifts)
Local Commercial/Industrial	10	60'	40'	36'	60 Deg	50'	150'	12%	6' both sides	6"	500'	12"	3"
Major Collector/Arterial (four-lane)	11	80'	66'	62' including two, 6' bike lanes	60 deg	50'	150'	12%	6' both sides	6"	500' State Standard	12"	4" (two lifts)

Optional - at the discretion of the Roadmaster or to follow the current access/driveway/traffic/sidewalk patterns. If sidewalks are not built on connecting streets or roads the requirement may be waived by the Roadmaster.

The Roadmaster uses the Oregon Standards Specifications for Construction Manual for specifications. A link to the current edition of this manual will be located on the Planning Department's webpage.

OSSC Section 00640 is the section that shall be used by the Roadmaster for Aggregate Base and Shoulders and OSSC Section 00740 for paving specifications. Oregon Department of Transportation standards will be applied to curbs and sidewalks.

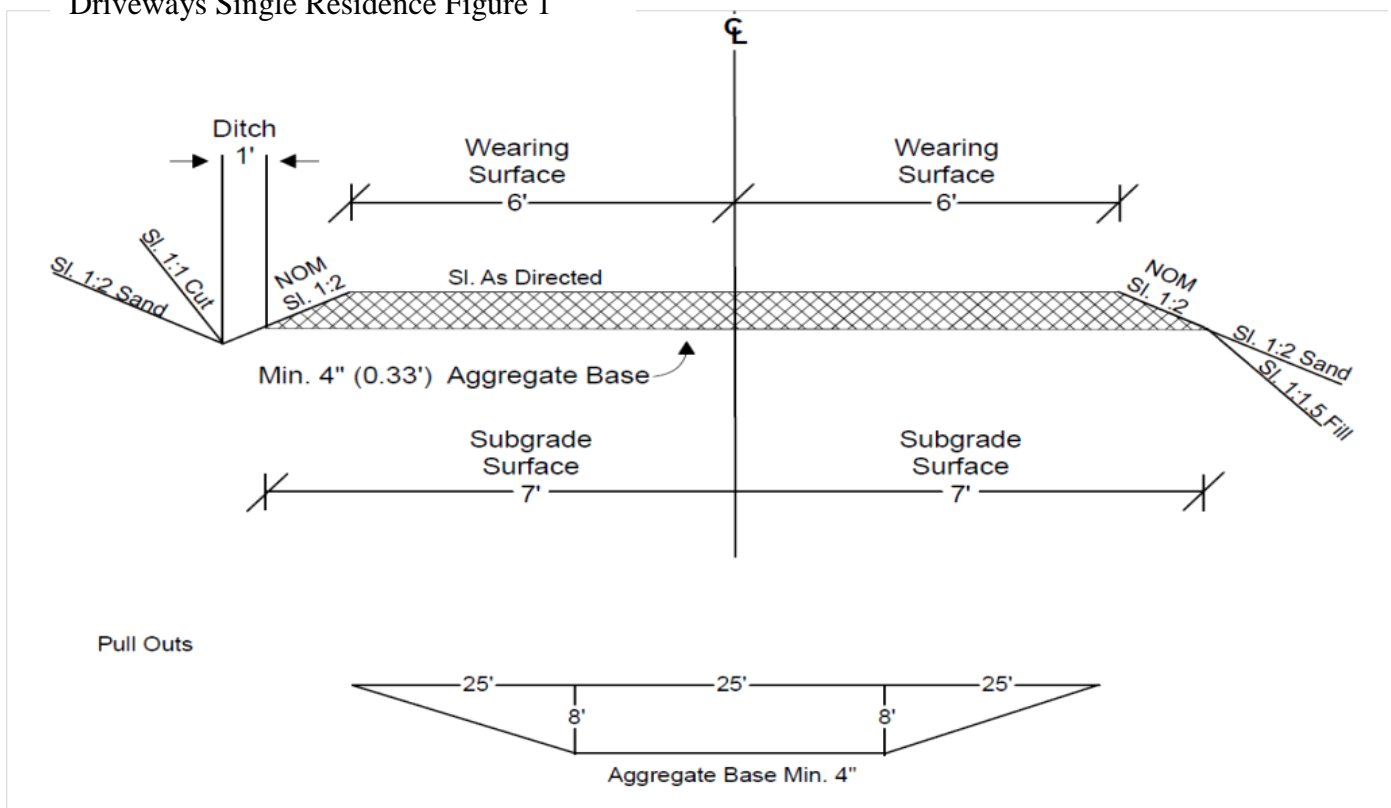
Abbreviations

- HMAC - Hot Mixed Asphalt Concrete
- NOM – Nominal which refers to type of measurement
- MHMAC- Minor Hot Mixed Asphalt Concrete
- SL – Slope which calculated as a ratio of “rise” to “run” (rise over run)
- CL- Center Lane

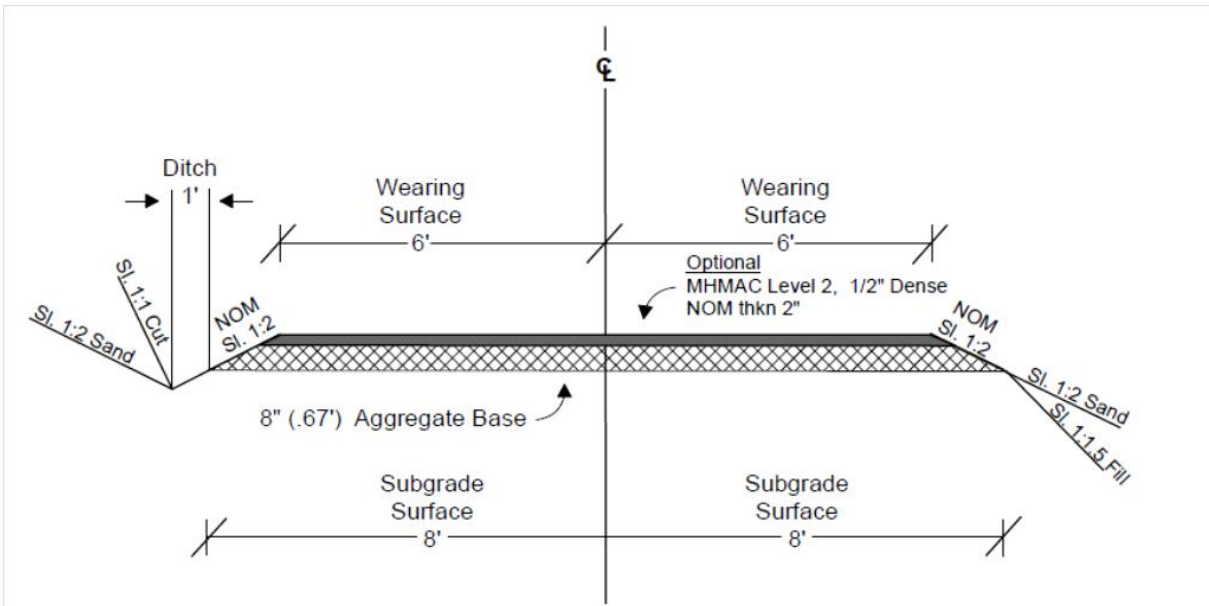
FIGURES

RURAL FIGURES

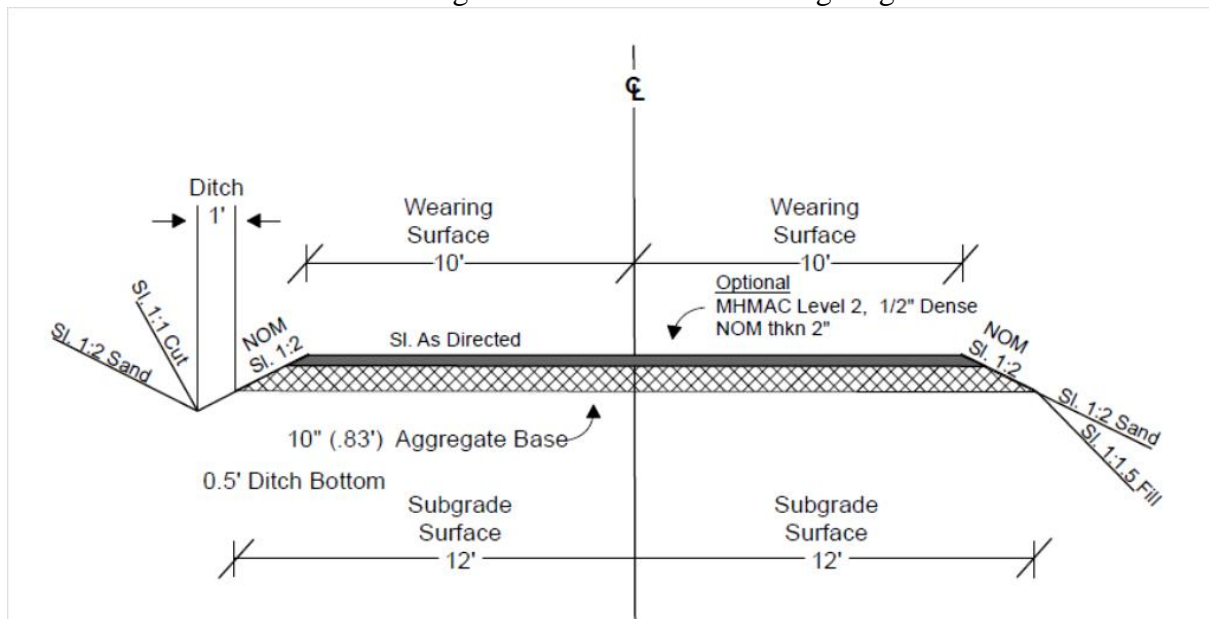
Driveways Single Residence Figure 1



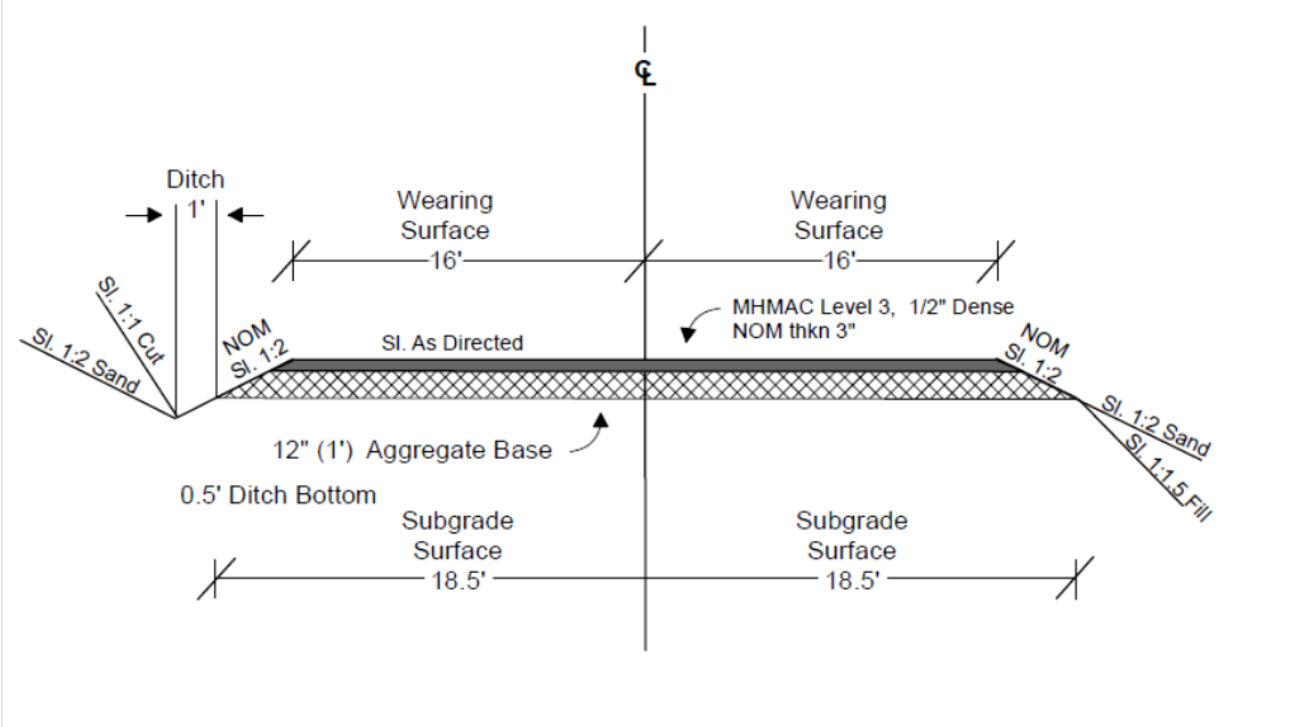
Rural Roadways serving a maximum of three dwellings (2 to 3) Figure 2



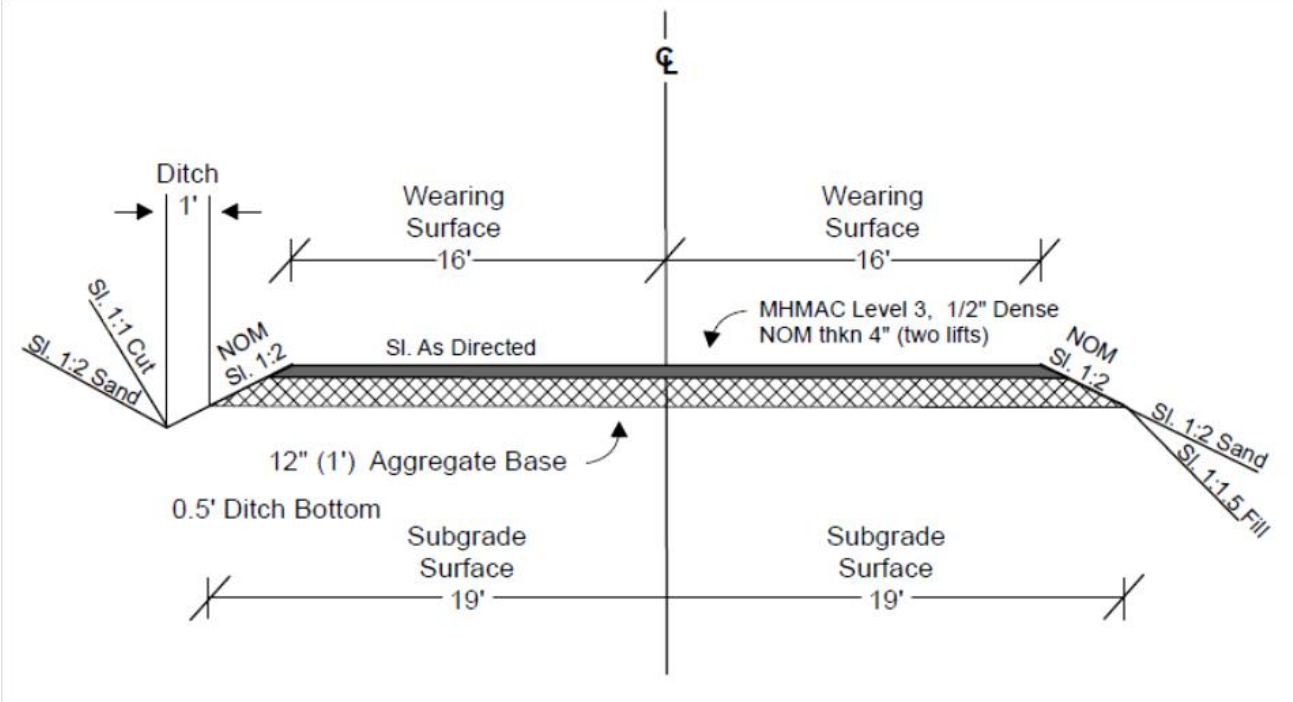
Rural Local Residential serving more four or more dwellings Figure 3



Rural Minor Collectors Figure 4

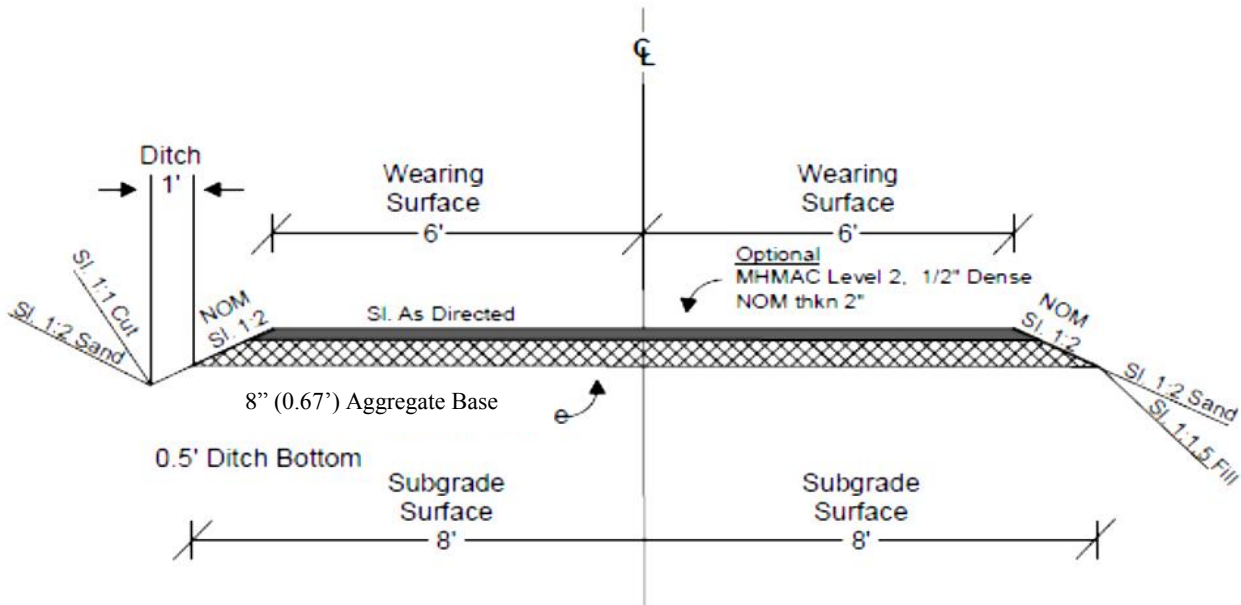


Rural Local Commercial/Industrial and Major Collectors Figure 5

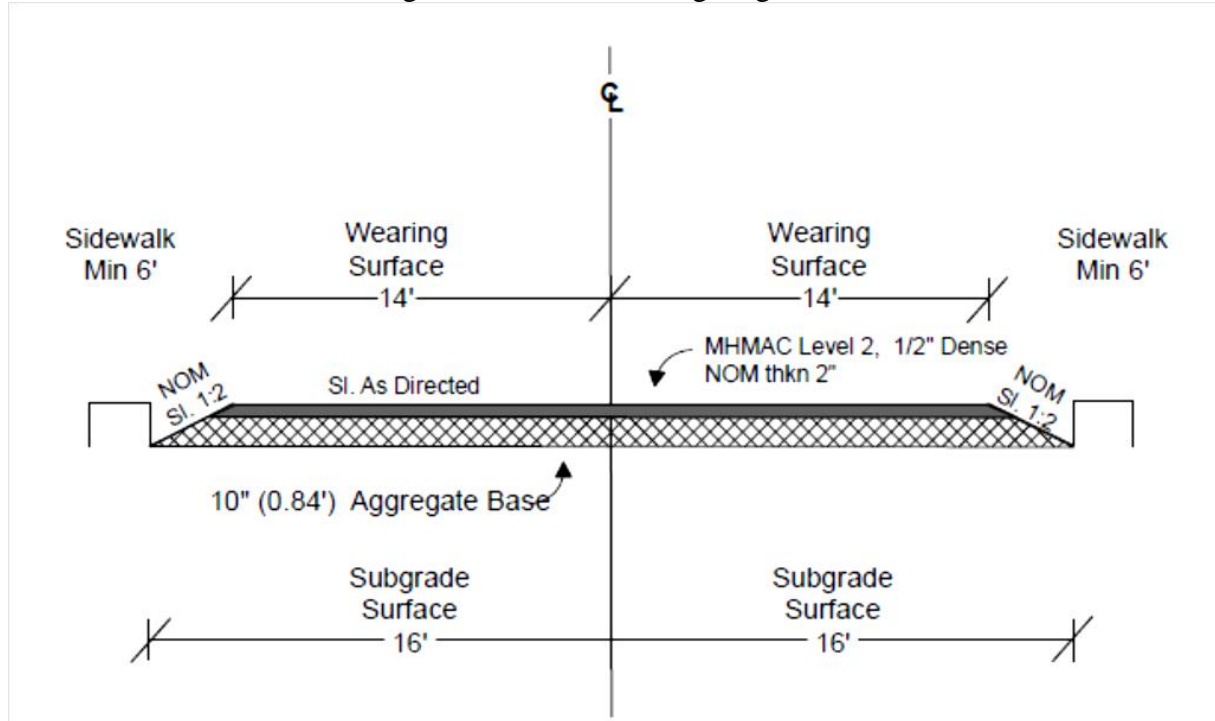


URBAN FIGURES

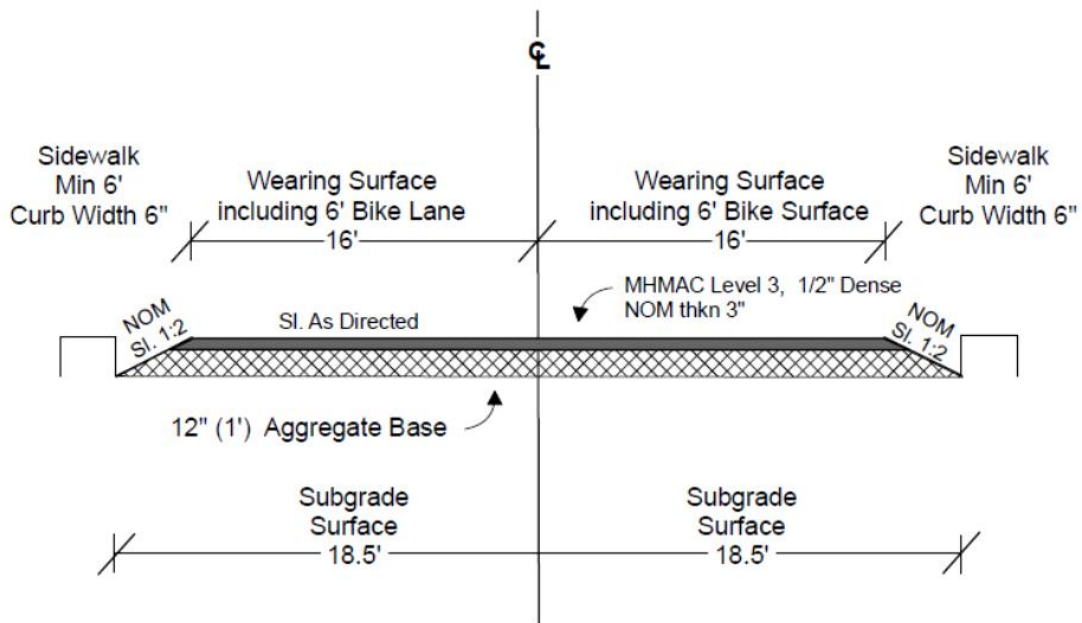
Urban Roadways serving 2 to 3 dwellings Figure 6



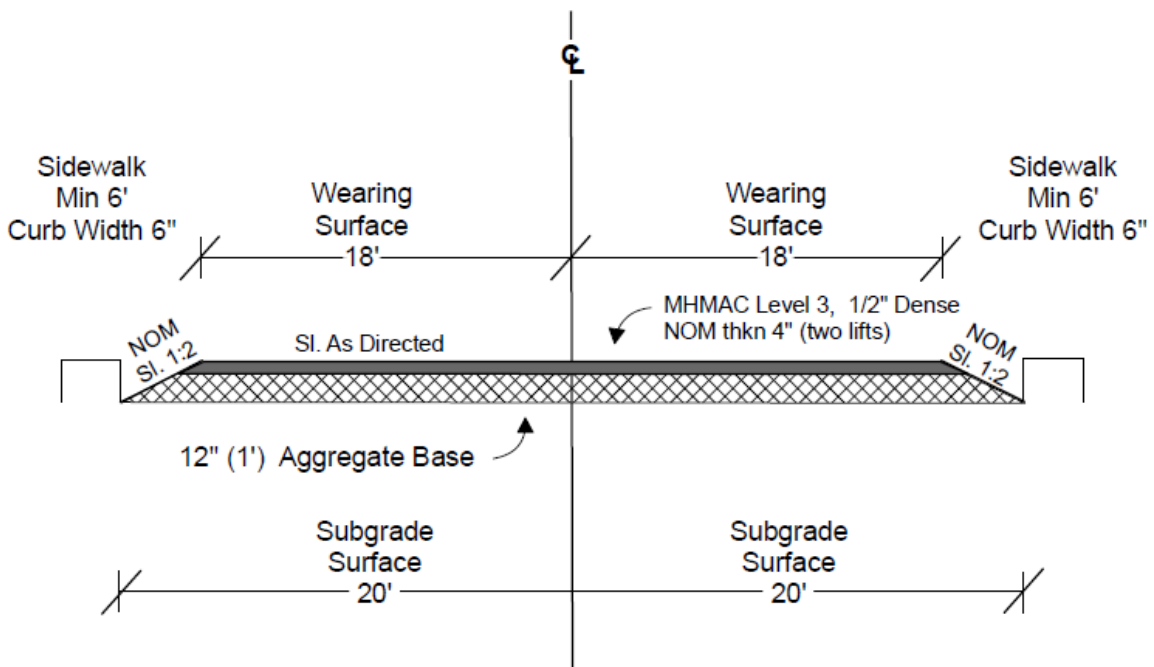
Urban Local Residential serving four or more dwellings Figure 7



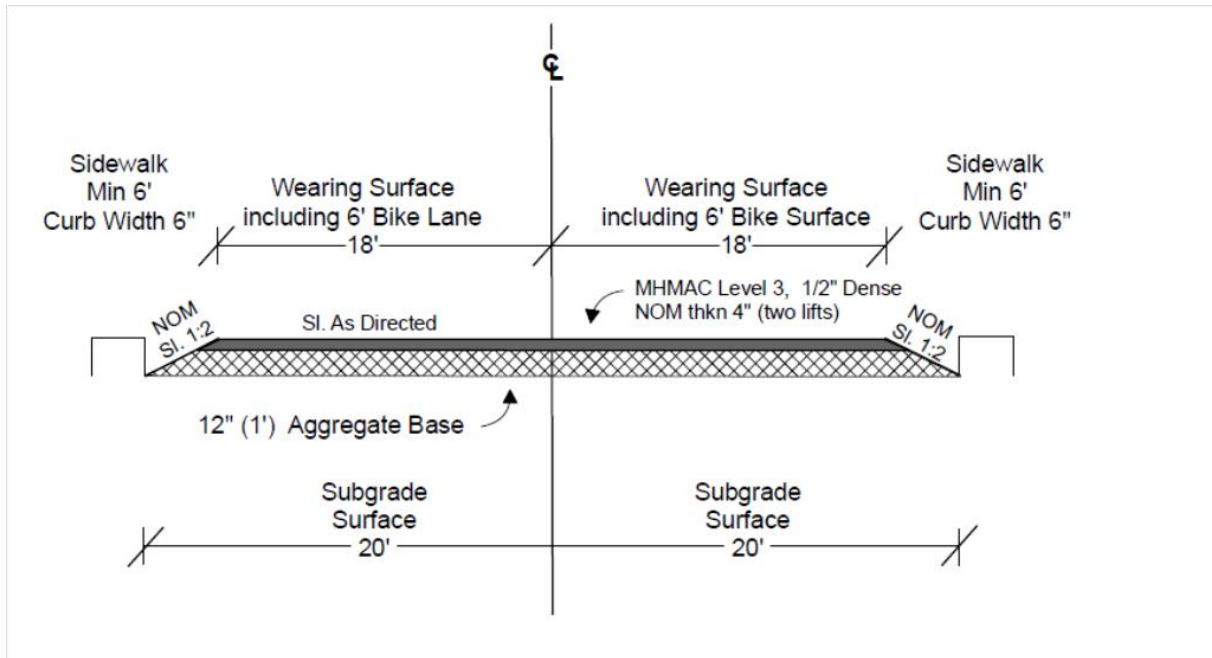
Urban Minor Collectors Figure 8



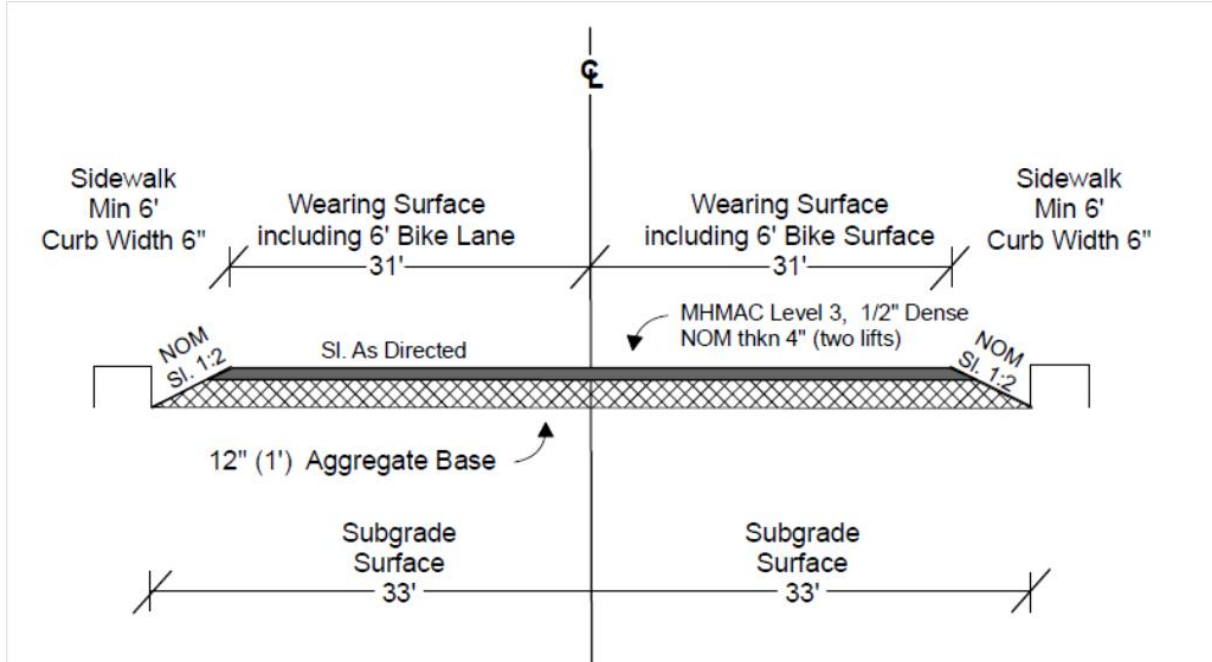
Urban Major Collector/Arterial (2 one - way lanes) Figure 9



Urban Local Commercial/Industrial Figure 10



Urban Major Collector/Arterial (four - lane) Figure 11



ARTICLE 7.3 VARIANCE TO ROAD AND ACCESS STANDARDS

SECTION 7.3.100 VARIANCE PROCEDURE AND CRITERIA:

In lieu of the findings required by Article 5.3 this section shall apply to any variance to road, access, or parking standards. An application for a variance from road standards must provide proof of unique or special conditions that make strict application of the provisions impractical. Variances to the road and access standards shall be reviewed as an administrative decision; however, the Planning Director may at his/her discretion forward the application onto the Planning Commission. The Planning Director in consultation with the Roadmaster shall review any road or parking variance request. If the varied standard request is in an urban area then the applicable city shall be consulted.

1. 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.
2. No variance shall be granted where such hardship is self-created.
3. An applicant requesting an access exception must submit an access management plan. The access management plan shall explain the need for the modification and demonstrate that the modification maintains the classified function and integrity of the facility. An access management plan shall be prepared and certified by a traffic or civil engineer registered in the State of Oregon. Access connections to a state highway, are required to be coordinated through ODOT and follow state standards. An access management plan shall at minimum contain all of the following:
 - a. The minimum study area shall include the length of the site's frontage plus the distance of the applicable access spacing standard, measured from each property line or access point(s), whichever is greater;
 - b. The potential safety and operational problems associated with the proposed access point. The access management plan shall review both existing and future access for all properties within the study area as defined above;
 - c. A comparison of all alternatives examined. At a minimum, the access management plan shall evaluate the proposed modification to the access spacing standard and the impacts of a plan utilizing the County standard for access spacing. Specifically, the access management plan shall identify any impacts on the operations and/or safety of the various alternatives;
 - d. A list of improvements and recommendations necessary to implement the proposed access modification, specifically addressing all safety and operational concerns identified; and
 - e. All references to standards or publications used to prepare the access management plan.

ARTICLE 7.4 MAINTENANCE AND RIGHT OF WAY ENHANCEMENT

SECTION 7.4.100 ROUTINE ROAD MAINTENANCE:

1. Notwithstanding any other Ordinance provision, and except as otherwise provided in this Article, 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 Road 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 Article, “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 Article, “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 Article:
 - 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;

- 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; and
- 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 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.
5. Nothing in this Article 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.
 6. 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 Article prior to or concurrent with its submittal of the fill/removal permit for consistency sign-off. (Ordinance 02-12-012PL 2/27/03)

SECTION 7.4.200 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. Public right-of-way enhancements.

- a. Within EFU zones, the following types of public right-of-way enhancements shall be administrative conditional uses:
- b. Construction of additional passing and travel lanes requiring the acquisition of a right-of-way but not resulting in the creation of new land parcels;
- c. 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; or
- d. 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.
- e. These types of enhancements are subject to the following criteria:
 - i. The proposed use must be found compatible with farm uses described in Subsection (2) of ORS 215.203 and is consistent with the intent and purposes set forth in ORS 215.243;
 - ii. The enhancement does not interfere seriously with accepted farming practices, as defined in paragraph (c) of Subsection (2) of ORS 215.203, on adjacent land devoted to farm use;
 - iii. The enhancement does not materially alter the stability of the overall land use pattern of the area; and
 - iv. The enhancement is situated upon generally unsuitable land for the production of farm products considering the terrain, adverse soil or land conditions, drainage, flooding, vegetation, location and size of the tract.

ARTICLE 7.5 PARKING STANDARDS:

SECTION 7.5.100 GENERAL PROVISIONS:

Off-street 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.

SECTION 7.5.125 COMMON FACILITIES FOR MIXED USES:

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 7.5.150 PARKING AREA DESIGN:

1. Ingress and Egress: In any zoning district, driveways or access ways providing ingress and egress for private/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.
6. **Sign standards:** All signs must comply with the current manual on uniform traffic control devices.

SECTION 7.5.175 REQUIRED NUMBER OF PARKING SPACES FOR TYPE OF USE:

USE	STANDARD
Retail store and general commercial except as provided in subsection b. of this section.	1 space per 200 square feet of floor area, plus 1 space per employee. 1 Bicycle space
Retail store handling bulky merchandise (furniture, appliances, automobiles, machinery, etc.)	1 space per 600 square feet of floor area, plus 1 space per employee. 1 Bicycle space
Bank, general office, (except medical and dental).	1 space per 600 square feet of floor area, plus 1 space per employee. 1 Bicycle space
Medical or dental clinic or office.	1 ½ space per examination room plus 1 space per employee. 1 Bicycle space
Eating or drinking establishment.	1 space per 200 square feet of floor area, plus 1 space for every 4 seats. 1 Bicycle space

Bowling Alley	5 spaces per alley plus 1 space per 2 employees. 1 Bicycle space
Dance hall, skating rink, lodge hall.	1 space per 100 square feet of floor area plus 1 space per 2 employees. 1 Bicycle space
Stadium, arena, theater, race track	1 space per 4 seats or every 8 feet of bench length or equivalent capacity if no seating is provided. 1 Bicycle space
Storage warehouse, manufacturing establishment, or trucking freight terminal	1 space per employee. 1 Bicycle space
Wholesale establishment.	1 space per employee plus 1 space per 700 square feet of patron serving area. 1 Bicycle space
Welfare or correctional institution	1 space per 5 beds for patients or inmates, plus 1 space per employee. 1 Bicycle space
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
Church, mortuary, sports arena, theater.	1 space for 4 seats or every 8 feet of bench length in the main auditorium. 1 Bicycle space
Library, reading room.	1 space per 400 square feet of floor area plus 1 space per employee. 1 Bicycle space
Preschool nursery, kindergarten.	2 spaces per teacher; plus off-street loading and unloading facility. 1 Bicycle space per 20 students
Elementary or junior high school.	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

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
Other auditorium, meeting room.	1 space per 4 seats or every 8 feet of bench length. 1 Bicycle space
Single-family dwelling.	2 spaces per dwelling unit.
Two-family or multi- family dwellings.	1 ½ spaces per dwelling unit. 1 bicycle space per unit for buildings with 4 or more units.
Motel, hotel, rooming or boarding house.	1 space per guest accommodation plus 1 space per employee.
Mobile home or RV park.	1 ½ spaces per mobile home or RV site.

Parking lot standards – Use the table above along with the area available to calculate the number of spaces required and determine the type of parking lot that needs to be created. The table below explains the spacing and dimensions to be used.

Minimum Horizontal Parking Widths for Standard Automobiles					
	One-way Parallel	30 deg	45 deg	60 deg	90 deg
Figures	A	B	C	D	E
Single row of Parking					
Parking Aisle	9'	20'	22'	23'	20'
Driving Aisle	12'	16'	17'	20'	24'
Minimum width of module (row and aisle)	21'	36'	39'	43'	44'
Figures #'s	F	G	H	I	J
Two Rows of Parking					
Parking Aisle	18'	40'	44'	46'	40'
Driving Aisle	12'	16'	17'	20'	24'
Minimum width of module (row and aisle)	30'	56'	61'	66'	64'

Figure A

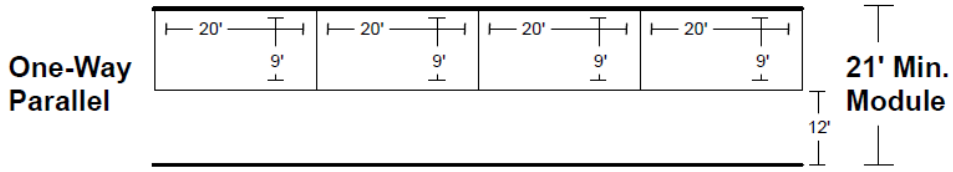


Figure B

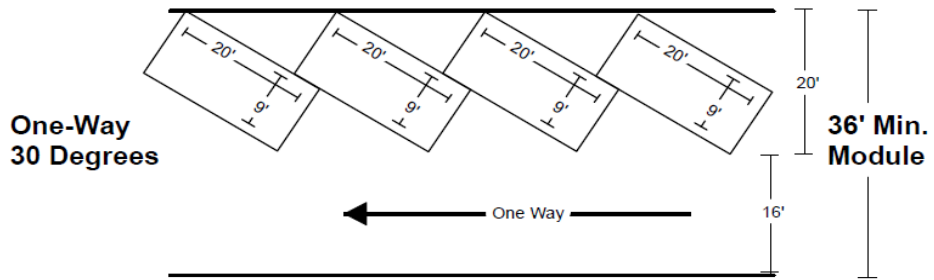


Figure C

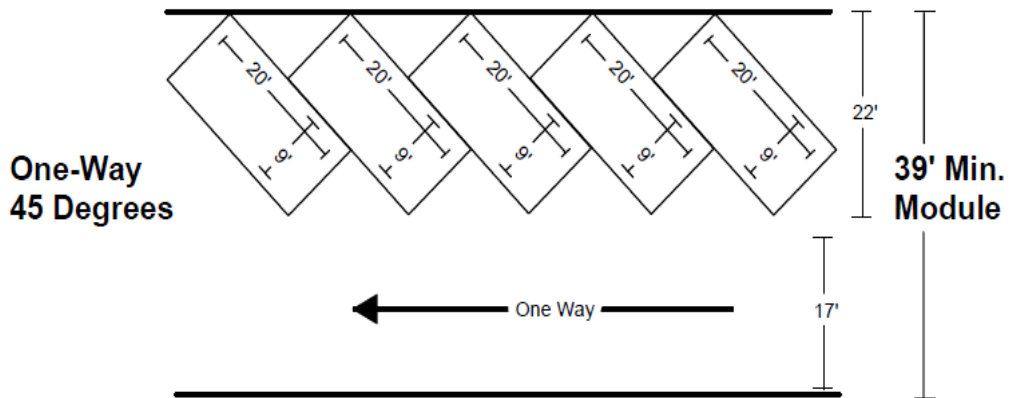


Figure D

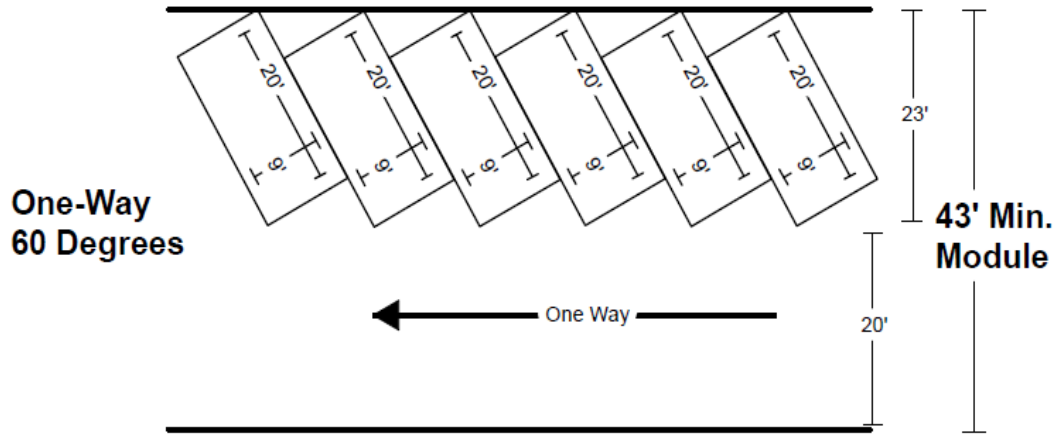


Figure E

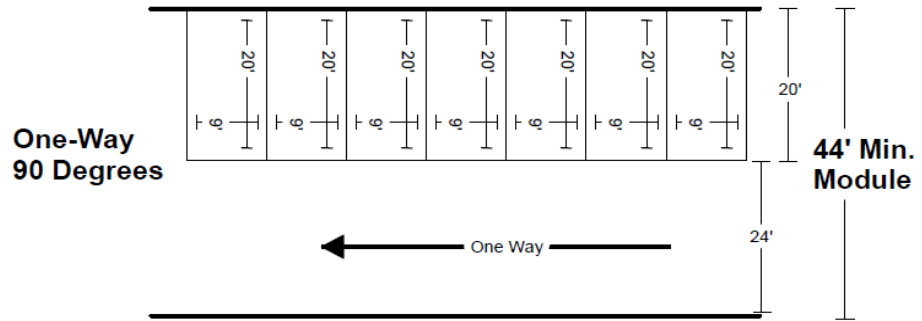


Figure F

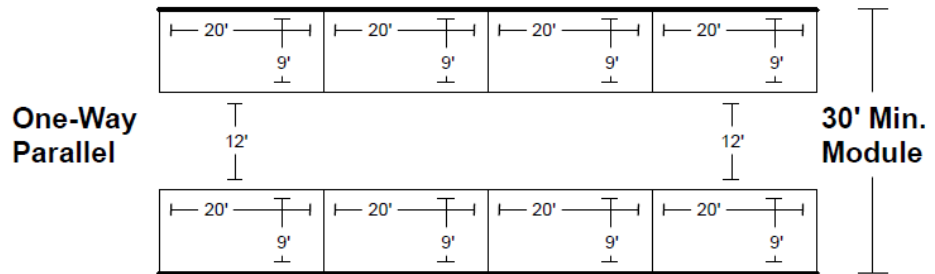


Figure G

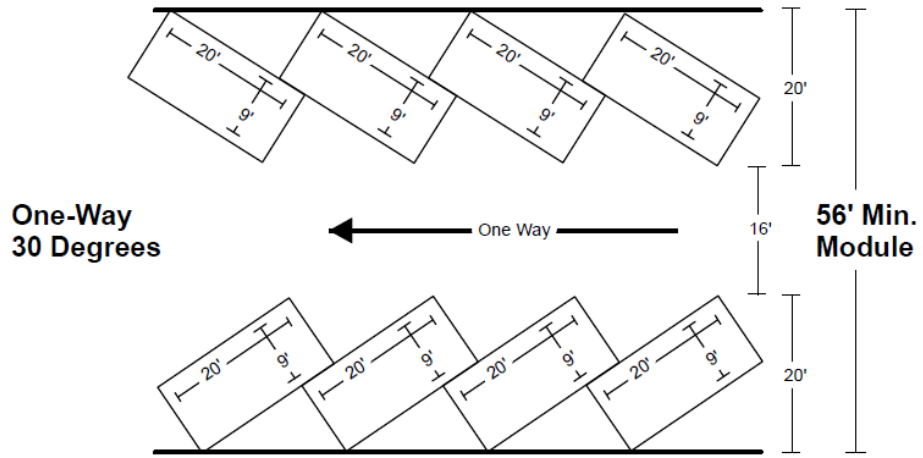


Figure H

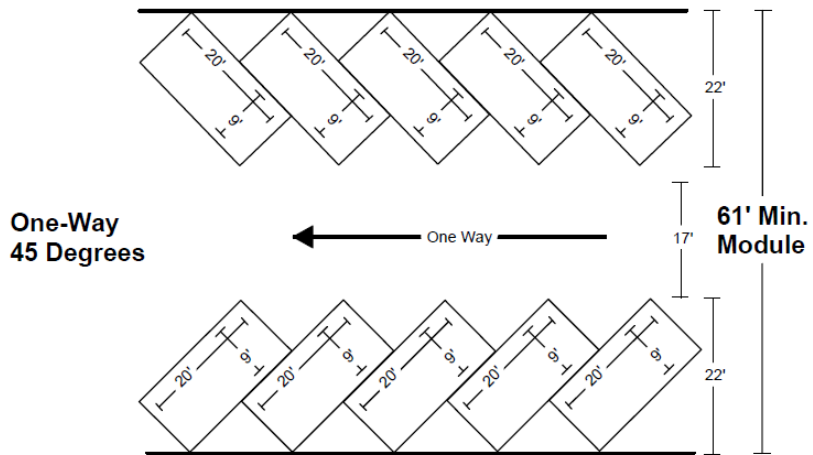


Figure I

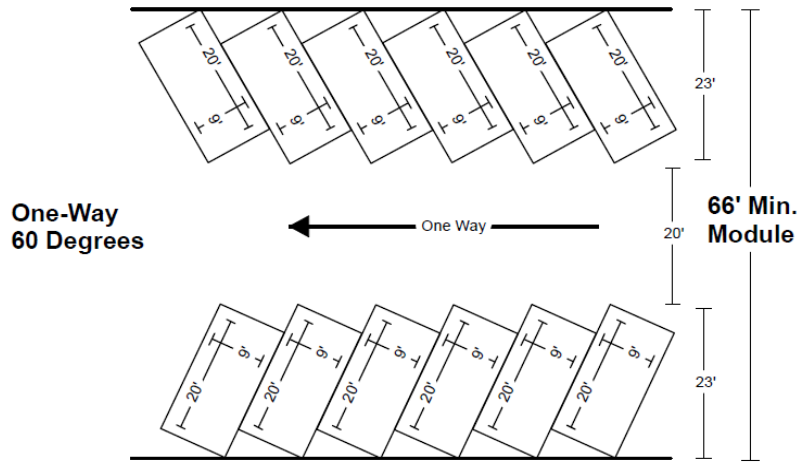
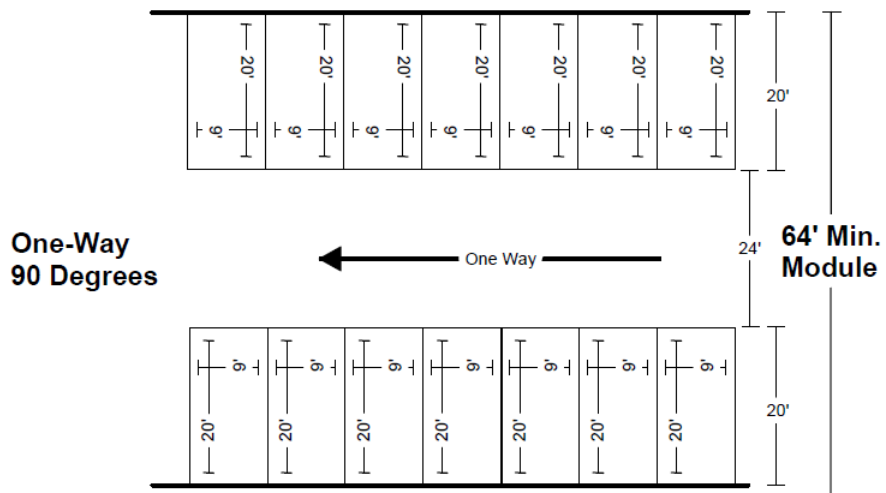


Figure J



ARTICLE 7.6 BONDING FOR DRIVEWAY, ACCESS, ROAD AND PARKING IMPROVEMENTS:

SECTION 7.6.100 REQUESTING BONDING:

If the road, utility, or other improvements for a partition, subdivision, or development are to be completed on or before a specified date after recording of the plat or obtaining land use approval for a dwelling, the estimated cost (See figures 7.6.a and 7.6.b) of performing the work shall be prepared and approved by the County Roadmaster.

1. Bond, Surety, Cash or Other Security Deposit Requirements for land divisions. The bond, surety, cash or other security deposit agreement for a land division shall:
 - a. Specify the time within which the required improvements or repairs shall be completed;
 - b. Be filed in the amount of 120% of the approved estimated cost, as per the sample Bond Request, Figure 7.6.a for partitions and subdivisions. 100% for driveways;
 - c. Be conditioned upon the final approval and acceptance of the development;
 - d. Be forfeited to the County if the applicant does not complete the requirements within the agreed-upon time limit, or if the applicant has created a hazard causing imminent danger to the public health and safety within or adjacent to the development which the developer is financially unable to correct;
 - e. A bond shall only be good for one year with the option to renew the bond for an additional year for a fee. If a bond expires the money will not be returned. If the amount of the bond or cash deposit exceeds the cost and expense incurred by the County, the County shall release the remainder to the rightful claimant. If the amount of the bond or cash deposit is less than the cost and expense incurred by the County, the applicant shall be liable to the County for the difference; and
 - f. Cover any costs, attorney fees, and liquidation damages resulting from delay or failure to meet the deadline.
 - g. If an applicant decides to abandon the project and a zoning compliance letter was issued by the Planning Department there will be a processing fee to revoke the compliance letter.
 - h. The Roadmaster may accept written estimates from a contractor in place of the bond form 7.6.a Sample Bond Request. However, the acceptance of estimates does not relieve the property owner from any other requirements of this section. A letter from the property owner shall be attached to the accepted estimate acknowledging legal and financial responsibility for compliance with this section of the ordinance.

2. Bond, Surety, Cash or Other Security Deposit Requirements driveway or parking. The bond, surety, cash or other security deposit agreement for a driveway or parking shall:
 - a. Specify the time within which the required improvements or repairs shall be completed;

- b. The applicant shall obtain an estimate from a contractor to use as the basis for the bond;
- c. Be filed in the amount of 100% of the approved estimated cost, as per the sample Bond Request, Figure 7.6.b for driveway or parking;
- d. Be conditioned upon the final approval and acceptance of the development;
- e. Be forfeited to the County if the applicant does not complete the requirements within the agreed-upon time limit, or if the applicant has created a hazard causing imminent danger to the public health and safety within or adjacent to the development which the developer is financially unable to correct;
- f. A bond shall only be good for one year with the option to renew the bond for an additional year for a fee. If a bond expires the money will not be returned. If the amount of the bond or cash deposit exceeds the cost and expense incurred by the County, the County shall release the remainder to the rightful claimant. If the amount of the bond or cash deposit is less than the cost and expense incurred by the County, the applicant shall be liable to the County for the difference; and
- g. Cover any costs, attorney fees, and liquidation damages resulting from delay or failure to meet the deadline.
- h. If an applicant decides to abandon the project and a zoning compliance letter was issued by the Planning Department there will be a processing fee to revoke the compliance letter.

FIGURE 7.6.a SAMPLE BOND REQUEST FOR LAND DIVISIONS

Estimate of Cost for the Construction of Streets, Structures and other Improvements

DATE: _____

Coos County Board of Commissioners
 Coos County Courthouse
 Coquille, OR 97423

RE: (Exact Land Developments Name)

Township _____ Range _____ Section _____ Tax Lot(s) _____

Dear _____:

Herewith is an estimate of cost for the improvements within the development for the purpose of obtaining a performance bond, said improvements to be constructed in accordance with the approved plans and specifications for said development on file with the Coos County Planning Department.

<u>Item</u>	<u>Item Description</u>	<u>Unit</u>	<u>Quantity</u> (In Place)	<u>Unit Price</u>	<u>Total Cost</u>
1	Excavation	CY	_____	\$_____	\$_____
2	Culvert _____" Diameter	LF	_____	\$_____	\$_____
3	Culvert _____" Diameter	LF	_____	\$_____	\$_____
4	Curb & Gutter	LF	_____	\$_____	\$_____
5	Catch Basins	EA	_____	\$_____	\$_____
6	Manholes	EA	_____	\$_____	\$_____
7	Aggregate Subbase	TN	_____	\$_____	\$_____
8	Aggregate Base	TN	_____	\$_____	\$_____
9	Hot Mix Asphalt Concrete	TN	_____	\$_____	\$_____
	Sub Total				\$_____
	20% Contingencies and Engineering				\$_____
	TOTAL				\$_____

Yours Truly,

 (Signature of Developer)

 Authorized by Roadmaster

FIGURE 7.6.b SAMPLE BOND REQUEST FOR DRIVEWAY AND PARKING

**PERMIT PERFORMANCE BOND
ISSUED TO COOS COUNTY ROAD DEPARTMENT**

KNOW ALL MEN BY THESE PRESENTS, that _____, whose address is _____, hereinafter called “Principal”, is held and firmly bound unto Coos County in the sum of _____ for which payment we bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS AS FOLLOWS: The Principal is under permit number ____ from Coos County Road Department to perform the following work:

_____ and _____ in connection therewith must furnish a bond to Coos County. Principal shall build the driveway required under the permit within _____ days after the home anticipated by said permit is sited.

NOW, THEREFORE, if the Principal shall build the driveway to a condition required by the Coos County Zoning and Land Development Ordinance, then this obligation and bond shall be discharged. Alternatively, if the Principal shall fail to perform the obligations required under the permit in a timely manner, Coos County shall have the right to complete such work as may be required, or have such work completed, and may submit a claim for damages or reimbursement against the bond, which claim will be promptly paid. This bond shall remain in full force and effect for a period of three years from the date of acceptance. If the bond in this matter involves a cash security deposit with Coos County in lieu of a Surety, Coos County may draw upon said cash security as needed to enforce the provisions of the permit without further notice to the Principal.

In the event the applicant does not complete this project, the County may withhold any costs incurred from the amount of the bond to be refunded. Refunds will be made only if all original permits, confirmations and compliance letters are returned to this office.

PRINCIPAL HEREBY GRANTS PERMISSION to Coos County, their agents and assigns, to enter upon the private premises of Principal for any purpose associated with inspection or enforcement of the requirements of the permit for which this bond is issued. Principal further agrees to hold Coos County, their agents and assigns, harmless for any damage or injury that may occur as a result of the County’s entry upon the property for inspection or enforcement purposes.

Signature

Date