

Land Development Regulations
City of North Myrtle Beach, South Carolina

Complete Streets Ordinance

Within the pages listed below, you can find the North Myrtle Beach Complete Streets Ordinance as incorporated into North Myrtle Beach Land Development Regulations.

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DHEC believes that this ordinance can be of use to other local governments and municipalities to provide guidance in applying techniques that may assist in moving toward more sustainable development practices.

Chapter 20 LAND DEVELOPMENT REGULATIONS*

***Editor's note:** Ord. No. 05-31, § 2, adopted June 20, 2005, repealed former Ch. 20 of the Code in its entirety; § 1 of said ordinance added new provisions as Ch. 20 as herein set out. Former Ch. 20, §§ 20-1--20-4, 20-11--20-16, 20-21--20-23, 20-26, 20-27, 20-31--20-33, App. A, pertained to subdivision regulations and derived from Ord. No. 90-30, adopted Aug. 20, 1990; Ord. No. 91-35, § 1a.--c., adopted Sept. 3, 1991; Ord. No. 93-27, § 4, adopted Sept. 20, 1993; Ord. No. 93-32, §§ 1, 2, adopted Sept. 20, 1993; Ord. No. 93-37, § 1, adopted Oct. 4, 1993; Ord. No. 95-6, § 1, adopted Feb. 20, 1995; Ord. No. 95-11, §§ 1--8, adopted March 20, 1995; Ord. No. 96-38, § 1, adopted Sept. 16, 1996; Ord. No. 99-12, § 1, adopted May 17, 1999; and Ord. No. 02-01, § 1, adopted Jan. 7, 2002.

Cross references: Planning, Ch. 18; zoning, Ch. 23.

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Appendix A

ARTICLE I. IN GENERAL

Sec. 20-1. Purpose.

The public health, safety, economy, good order, appearance, convenience, morals, and general welfare require the harmonious, orderly, and progressive development of land within the City of North Myrtle Beach. In furtherance of this general intent, the regulation of land development in the City of North Myrtle Beach is authorized for the following purposes, among others:

- (1) To encourage the development of an economically sound and stable community; and
- (2) To assure the timely provision of required streets, utilities, and other facilities and services to new land developments; and
- (3) To assure the adequate provision of safe and convenient traffic access and circulation, both vehicular and pedestrian, in and through new land developments; and
- (4) To assure the provision of needed public open spaces and building sites in new land developments through the dedication or reservation of land for recreational, educational, transportation, and other public purposes; and

(5) To assure, in general the wise and timely development of new areas, and redevelopment of previously developed areas in harmony with the comprehensive plans of the City of North Myrtle Beach; and

(6) To assure safe, functional, and attractive developments in compliance with City Code.

(Ord. No. 05-31, § 1, 6-20-05)

Sec. 20-2. Intent.

It is the intent of the land development regulations to comply with Title 6, Chapter 29, Article 7 of the South Carolina Local Government Comprehensive Planning Enabling Act of 1994 and Article 11 "Vested Rights Act" of 2004.

(Ord. No. 05-31, § 1, 6-20-05)

Sec. 20-3. Separability.

Should any section or provision of this chapter be declared invalid or unconstitutional by any court of competent jurisdiction, such declaration shall not affect the validity of this chapter as a whole or any part thereof which is not specifically declared to be invalid or unconstitutional.

(Ord. No. 05-31, § 1, 6-20-05)

Sec. 20-4. Definitions.

[The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:]

Commercial center (commercial park): Two (2) or more retail stores, service establishments, professional offices or any other businesses serving a community or neighborhood, not necessarily owned by one (1) party nor by a single land ownership, which occupy a common and/or adjacent building(s) on premises and also utilize common parking area(s).

Industrial parks: A planned, coordinated development of a tract of land for industrial uses. Generally the park is subdivided into two (2) or more parcels of land for individual industrial buildings and uses. The park is coordinated in design of buildings, vehicular traffic, parking, and utilities.

Land development: The changing of land characteristics through redevelopment, construction, subdivision into parcels, multifamily (condominium and apartment) complexes, commercial parks, commercial centers, industrial parks, mobile home parks, and similar developments for sale, lease, or any combination of owner and rental characteristics.

Land development plan: A complete site-specific development plan or phased development plan and application providing all information required by this chapter.

Mobile home parks: A parcel of land under single ownership, with required improvements and utilities for the long-term parking and occupancy of

mobile/manufactured homes where mobile/manufactured home sites are available for rent or lease and which may include services and common facilities for the residents.

Phased development plan: A development plan submitted to the City of North Myrtle Beach Planning and Development Department that shows the types and density or intensity of uses for a specific property or properties at least ten (10) acres or more in size to be developed in phases, but as a whole do not satisfy the requirements for a site-specific development. The first phase of the plan shall contain at least five (5) acres or twenty-five (25) percent of the total land area and shall include all of the requirements of the site-specific development plan as prescribed in this chapter.

Preliminary subdivision plat: The preliminary drawing or drawings described in the subdivision regulations component of this chapter indicating the proposed manner or layout of the subdivision, to be submitted to the planning commission for approval.

Site-specific development plan: A development plan submitted to the City of North Myrtle Beach Planning and Development Department by a landowner for a specific property or properties that include those documents that comprise a complete application for approval of a site-specific development plan, including all required components of a site-specific development plan (section 20-7).

Vested right: The right to undertake and complete the development of property under the terms and conditions of a site-specific development plan or a phased development plan as provided in this chapter.

(Ord. No. 05-31, § 1, 6-20-05)

Sec. 20-5. Vested rights.

A vested right to develop property is established when a complete application for site-specific development plan review has been submitted, the site-specific development plans are approved for construction and all applicable fees are paid. A preliminary subdivision plat that has been approved for construction by the planning commission shall have the same vested right as site-specific development plan approval.

The vested right shall be observed for two (2) years from the date of approval (stamped on the plan or plat) of the site-specific plan or preliminary plat. After the two-year period, extensions are prohibited except for those qualifying projects defined in this section where the foundation work has been completed and passed inspection for at least one (1) principal building. For those projects, a one-year extension can be applied for through the city planner's office. No more than two (2) one-year extensions may be granted for qualifying projects. An application for extension of the vested right shall be submitted to the city planner's office no later than thirty (30) days prior to the vested right period expiring. Failure to submit an application for extension within the required time shall disqualify an extension from being considered or approved. Qualifying projects are defined as follows:

(1) Phased development projects of ten (10) acres or more when a phased development plan includes an overall master plan showing areas of footprints, parking, landscaping, use of structures, number of units by bedroom types for residential uses, square footage

of commercial buildings, construction schedule for the master plan including all phases, minimum engineering for storm water retention and utility connections has been approved. Phase I shall be at least five (5) acres or twenty-five (25) percent of the total acreage of the total project. Phase I shall include all of the requirements of the site-specific development plan as prescribed in this chapter.

(2) Projects (residential or commercial) with four (4) or more principal buildings on property greater than two (2) acres when land development review has occurred and been approved for the entire project.

Minor amendments during the vested period may be approved if all applicable city departments involved in the site-specific review and approval have reviewed the amendment and have found that the amendment meets city code. Minor amendments are considered those that do not increase the intensity (density, additional buildings, larger units, changes of use, additional parking areas, etc.) of the site. Minor amendments include but are not limited to such changes as redesign of parking areas, minor shifts in building footprint, changes to plant material in landscape areas, additional sidewalks, fences and changes to amenity areas.

(Ord. No. 05-31, § 1, 6-20-05)

ARTICLE II. SITE-SPECIFIC DEVELOPMENT PLAN REVIEW*

***Editor's note:** Ord. No. 09-28, § 1, adopted Sept. 21, 2009, amended Art. II in its entirety to read as herein set out. Former Art. II, §§ 20-6--20-8, pertained to similar subject matter. See the Code Comparative Table for complete derivation.

Sec. 20-6. Process.

(a) The application must be signed by the current owner(s) of all of the property petitioned for development. (Incomplete application and plans shall not be approved). On the application, an individual or contact is identified as the applicant. The applicant, on behalf of the owner, assumes the role of authorized agent during plan review. The planning staff shall provide the applicant with the latest departmental policy statement detailing submission requirements (formats, sizes, and quantities of materials required). Incomplete submissions shall not be processed or reviewed.

(b) Planning staff will coordinate the review of the land development plans with the various city departments charged with review of the site. Representatives of the departments involved may utilize a technical review committee (TRC) to facilitate this process.

(c) Planning staff will assemble all the review comments and give written notification to the applicant in the form of a letter detailing the departmental comments.

(d) The applicant shall revise the plans answering all of the departmental comments, and may need to contact individuals in various departments for clarification. However, the revised submittal must be provided to the planning department.

(e) When the application and plans are complete and revised as required, the planning department may place the item on the technical review committee (TRC) agenda. Planning staff shall provide the revised site-specific development plans to the reviewing city departments prior to the TRC meeting, where final sign off by all departments may take place. If all concerns have been addressed at that point, the plans shall be deemed approved.

(Ord. No. 09-28, § 1, 9-21-09)

Sec. 20-7. Site-specific development plan requirements.

To initiate the site-specific development plan review process, five (5) sets of the site plan packets along with a land development plan review application are submitted to the city's planning staff. Plans must meet requirements of all applicable codes regulating land development in the City of North Myrtle Beach. Plan elements and information may include but may not be limited to the following:

(1) A dimensioned site plan (Re: Subsection 20-6(a)) showing all proposed improvements to the site including:

- a. Structures.
- b. List land use(s) for the building or all buildings shown on the site plan.
- c. Parking spaces, handicap spaces and access ramps including an accessible route from a parking lot to a building, wheelstops and curbing.
- d. Total impervious surface area.
- e. Dumpster or compactor location(s) and screening.
- f. Proposed fences or walls.
- g. Roadway and driveway/aisle widths.
- h. Curb radius.
- i. Perimeter and interior landscaped areas.
- j. Lighting plan.
- k. Public access ways for all modes of transportation (motorized vehicle, bicycle, pedestrian, and transit) adjacent to and through the development site. [See subsection 20-7(8), access, connectivity, and congestion management].

l. Dune cross-overs, if applicable.

m. Notations indicating total land area, total heated space in the building(s), number of residential units and bedroom counts, restaurant seats, number of required parking spaces and the number of parking spaces provided, the number of handicap and compact parking spaces.

n. Flood zone information including the flood zone line if the property is not located in a single zone.

(2) A current survey of the property signed and sealed by a licensed surveyor. All wetland areas shall be designated on the survey. if the site contains more than one (1) lot, a recombination plat shall be recorded prior to site plan approval.

Note 1: If proposed new construction is within the CPO (Coastal Protection Overlay) zone, the survey and proposed site plan shall indicate the OCRM (Ocean and Coastal Resource Management) base line and building control line. These documents must be stamped approved by the OCRM or a letter stating approval prior to submittal to the City of North Myrtle Beach for site plan review.

(3) Landscape plan, when required, showing:

a. Perimeter landscape areas and plantings.

b. Interior landscape areas within parking lot, total square footage of landscape areas and percentage ratio of landscape area to pavement area.

c. Irrigation system (if proposed).

d. Proposed planting plan showing location and type of proposed trees and shrubs per landscape requirements.

e. Tree survey showing all trees existing on the property over eight (8) caliper inches and a replacement schedule for all trees measuring ten (10) caliper inches and larger to be removed.

f. For all existing trees to be saved the plan shall show the tree protection zone.

g. Existing landscaping clearance.

Note 2: On smaller projects when applicable, rather than preparing a separate document, the landscape plan information may be included on the site plan.

(4) Drainage plan including:

- a. Proposed new contours and/or ground elevations.
- b. Direction of surface flow.
- c. Subsurface piping and structures, including discharge locations.
- d. Stormwater runoff and retention calculations, meeting public works design standards.
Note 3: Commercial developments and residential developments with four (4) or more units must have a drainage plan and calculations signed and sealed by a state licensed engineer.

(5) Utilities (water and sewer) and fire plan including:

- a. Location of water and sewer connections for each structure including domestic supply lines, fire lines, and irrigation lines, if applicable.
- b. Proposed on-site utilities and/or possible extensions.
- c. Proposed water line layout.
- d. Proposed sewer line layout.
- e. Location of proposed and existing fire hydrants. Fire hydrants located within one thousand (1,000) feet of a site shall be listed along with their distances to an indicated reference point.
- f. Proposed location of building fire department connections, if applicable (reference the International Fire Code).
- g. Fire protection systems, underground valve pipes, supply piping, and the riser locations in the structure.
- h. Square footage of structures, including square footage of ground floors, each additional typical floor, and square footage of non typical floors (these can be on a separate plan).
- i. Building elevations and views, when required.
- j. Copies of all applicable permits required (DOT, DHEC, OCRM, etc.).
- k. Locations of grease traps, if applicable.
- l. Location of backflow prevention devices, if applicable.
- m. Existing water and sewer lines.

n. Available capacity of water and sewer system along with any needed improvements to the existing system.

o. Detail sheets and specs of materials to be used for water/sewer work.

p. All easements designed to serve the property, both on and off-site.

q. copies of signed easement agreements for those located off-site.

(6) A nuisance abatement plan detailing the following:

a. Staging plan for materials and concrete trucks.

b. Laydown and storage area for construction material.

c. Location of construction trailer(s).

d. Radius of the swing area for the construction crane.

e. Parking area for employees.

f. Security fencing.

g. Protective coverings for nearby pedestrian sidewalks and beach access.

h. Public areas that have been approved by city council for closure.

i. Litter control plan.

j. Contact person for plan enforcement (daytime and nighttime telephone numbers).

(7) Demolition plan (when necessary) [including:]

a. Existing conditions.

b. Buildings to be removed along with the use of the building(s), number of units and/or bedrooms should be identified.

c. Existing pools.

d. Existing irrigation systems present before redevelopment.

(8) Access, connectivity, and congestion management plan.

An access plan addressing the relationship of the development site to adjacent properties and public rights-of-way, including the following:

a. *Cross access.* All nonresidential site development shall be designed to allow for vehicular cross access to adjacent nonresidential properties. These cross access points must be a minimum of one hundred (100) feet from "curb cut" access to public rights-of-way. (See figure 1, cross access) If adjacent nonresidential property is undeveloped, at least one (1) "stub out" ending at the property line shall be provided for future connectivity, per adjacent property. If any adjacent nonresidential property is developed, and the owner of the adjacent site chooses not to connect, a "stub out" shall still be required for the proposed development site for future redevelopment purposes, unless waived by the director of planning and development. Where there are existing stub outs on adjoining properties, the site under review shall complete the connection. The cross access must be designed to the same standards as internal circulation within the parking and circulation area.

a. If providing cross access to adjacent properties results in an unavoidable reduction in required parking, the zoning administrator may waive the parking required, up to three (3) stalls for each cross access approved. See [sub]section 23-43(4) "Off-street parking requirements" of the city zoning ordinance.

ii. If cross access is deemed impractical due to topography, natural features (including trees), or safety factors; the director of planning and development may waive the cross access requirement in whole or in part.

b. *Vehicular access to and from public right-of-way corridors/streets.* All development sites shall be designed to help mitigate potential negative impacts to traffic flow on adjacent streets by addressing the following:

i. Minimize proposed curb cuts/vehicular access points to/from public rights-of-way.

ii. In the case of two (2) or more adjacent parcels being developed at the same time, by the same applicant, sites must share an access point to the roadway at the property line dividing the sites. The city engineer may waive this requirement where practical difficulties and/or safety concerns would reasonably preclude such driveway location.

iii. On noncorner sites with more than one (1) frontage adjacent to public rights-of-way, access must be provided to all existing or planned streets, alleys, sidewalks and recreational trails, with the following two (2) possible exceptions:

- The city engineer determines that any such access will constitute a safety hazard.
- The development across any given adjoining street is predominantly residential in character, with homes fronting on said street. Negative traffic impacts to the safety, convenience, and quality of life of those residents shall be weighed before making the decision to require access on that street.

iv. Corner lots having less than one hundred fifty (150) feet of frontage on the more heavily traveled of the two (2) adjacent streets must provide all vehicular access for the site from the secondary or side street.

v. In cases where adjacent street rights-of-way are maintained by SCDOT, the applicant must provide evidence of SCDOT approval of any access points and/or right-of-way improvements of any kind. However, it should be noted that city site plan requirements regarding access may be more restrictive than SCDOT requirements.

c. *Walkway and pedestrian access.* All development proposals shall include walkable design for the development site and adjacent rights-of-way, by addressing the following:

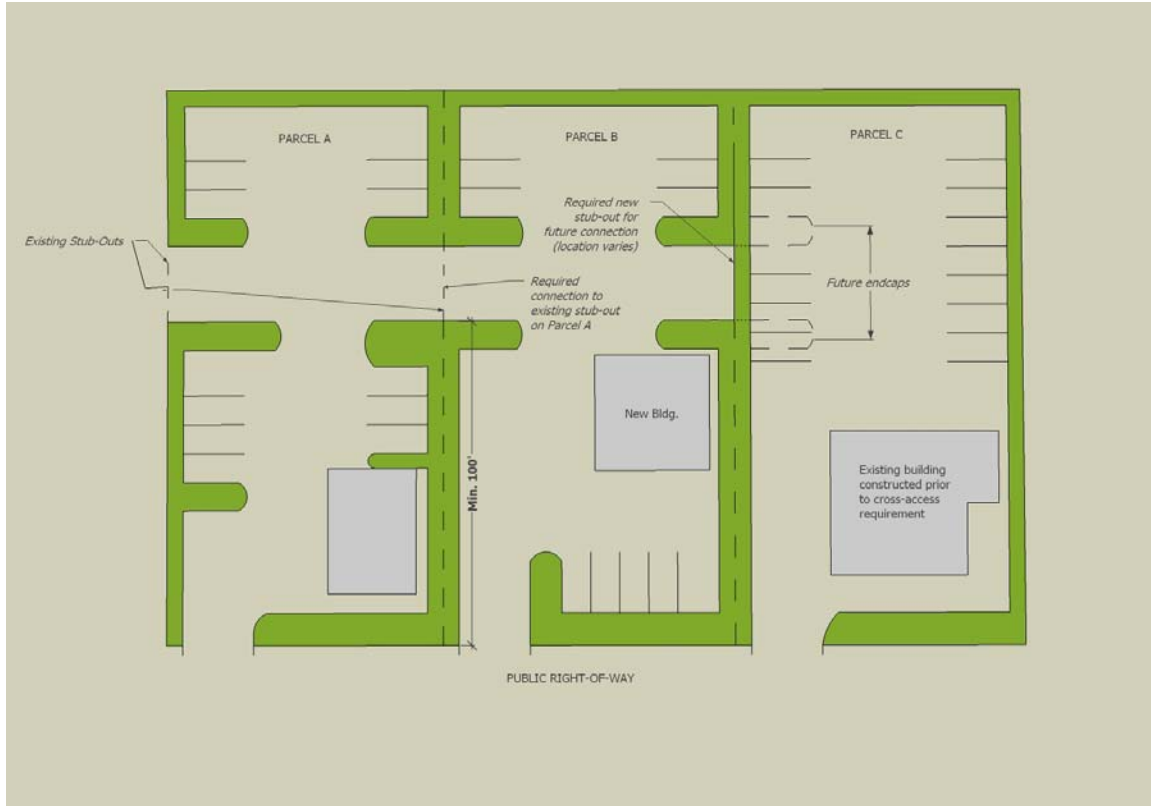
i. Pedestrian walkways shall form an on-site circulation system that minimizes conflict between pedestrians and vehicular traffic. On-site pedestrian walkways shall connect the public sidewalk to building entrances, and if applicable, between buildings.

ii. Where pedestrian walkways cross primary automobile circulation aisles, traffic calming techniques favoring pedestrian safety, such as speed tables and elevated crossings, shall generally be required.

iii. Pedestrian cross access to adjacent properties shall generally be required, even if vehicular cross access is not provided.

iv. Where public sidewalks exist along the street frontage of adjoining properties, such sidewalks shall be extended across the full length of the street rights-of-way abutting the proposed development site.

Figure 1, Cross Access



(Ord. No. 09-28, § 1, 9-21-09)

Sec. 20-8. Appeals.

The planning commission of the City of North Myrtle Beach shall act as an appeal board for disputes regarding land development plan review and approval not to override requirements of code or requirements of departments when specifically authorized by code.

(Ord. No. 09-28, § 1, 9-21-09)

Secs. 20-9, 20-10. Reserved.

ARTICLE III. SUBDIVISION REGULATIONS*

***Editor's note:** Ord. No. 09-28, § 2, adopted Sept. 21, 2009, amended Art. III in its entirety to read as herein set out. Former Art. III, §§ 20-11--20-44, pertained to similar subject matter. See the Code Comparative Table for complete derivation.

Cross references: Developer's responsibility to extend city water system, § 15-80; extending city sewer system, § 15-170; planning commission, § 18-1 et seq.; zoning, Ch. 23.

DIVISION 1. GENERALLY

Sec. 20-11. Authority and enactment.

Pursuant to the authority granted by S.C. Code of Laws 1976, ch. 29, tit. 6, as amended, and supplemented by all applicable laws, the city council of the City of North Myrtle Beach, South Carolina, does hereby ordain and enact into law the following regulations to be incorporated as the subdivision component of the land development regulations. (Ord. No. 09-28, § 2, 9-21-09)

Sec. 20-12. Purpose.

The public health, safety, economy, good order, appearance, convenience, morals, and general welfare require the harmonious, orderly and progressive development of land within the City of North Myrtle Beach, South Carolina. In furtherance of this general intent, the regulation of land subdivision is enacted for the following purposes, among others:

- (1) To encourage the development of an economically sound and stable city;
- (2) To assure the timely provision of required streets, utilities, and other facilities and services to new land developments;
- (3) To assure the adequate provision of safe and convenient traffic access and circulation, both vehicular and pedestrian, in and through new land developments;
- (4) To assure the provision of needed public open spaces and building sites in new land developments through the dedication or reservation of land for recreational, educational, transportation and other public purposes; and
- (5) To assure, in general, the wise and timely development of new areas, and redevelopment of previously developed areas in harmony with the comprehensive plan.

(Ord. No. 09-28, § 2, 9-21-09)

Sec. 20-13. Jurisdiction.

These regulations shall govern the subdivision of land within the City of North Myrtle Beach, South Carolina.

(Ord. No. 09-28, § 2, 9-21-09)

Sec. 20-14. Definitions.

Except as specially defined herein, all words used in this article have their customary dictionary definitions. Unless the context clearly indicates to the contrary, words used in the present tense include the future tense, and words in the plural number include number include the singular.

Administrative official: The officer designated to administer these regulations and to assist administratively other boards and commissions.

Alley: A public or private right-of-way primarily designed to serve as secondary access to the side or rear of those properties whose principal frontage is on some other street.

Applicant: The owner of land proposed to be subdivided or his representative.

Block: A tract of land bounded by streets, or by a combination of streets and public land, cemeteries, railroad rights-of-way, shorelines of waterways, or any other barrier to the continuity of development.

Bond: Any form of security including a cash deposit, surety bond, collateral, property, or instrument of credit in an amount and form satisfactory to the city.

Building: Any structure built for the support, shelter or enclosure of persons, animals, chattels or movable property of any kind and includes any structure.

City engineer: The designated engineer of the City of North Myrtle Beach.

Construction plan: The maps or drawings accompanying a subdivision plat or plan and showing specific location and design of improvements to be installed in the subdivision.

Double-frontage lot: A lot having frontage and access on two (2) or more streets. A corner lot shall not be considered having double frontage unless it has frontage and access on three (3) or more streets.

Driveway: All private drives used to provide vehicular access to no more than one (1) lot.

Easement: Authorization by a property owner for the use by another, and for a specified purpose, of any designated part of his property.

Final plat or plan: The map or plan of record of a subdivision and any accompanying material, as described in these regulations.

Frontage: That side of a lot abutting on a street or way and ordinarily regarded as the front of the lot, but it shall not be considered as the ordinary side of a corner lot.

Lot: A tract, plot or portion of a subdivision or other parcel of land intended as a unit for the purpose, whether immediate or future, or transfer of ownership or for building development.

Lot, corner: A lot situated at the intersection of two (2) streets (the interior angle of such intersection not exceeding one hundred thirty-five (135) degrees).

Lot width: The distance between the side lot lines, measured at the required front building setback line.

Major subdivision: All subdivisions not classified as minor subdivisions, and those requiring any new street improvement or extension of utilities.

Minor subdivision: Any subdivision not containing more than three (3) lots fronting on an existing street, not located in a flood zone and not involving any new street, the extension of public utilities, the need for zoning variances as a precondition for lot creation, and not adversely affecting the remainder of the parcel or adjoining property.

Owner: Any person, group of persons, firm or firms, corporation or corporations, or any other legal entity having legal title to or sufficient proprietary interest in the land sought to be subdivided under these regulations.

Preliminary plat or plan: The preliminary drawing or drawings described in these regulations indicating the proposed manner or layout of the subdivision, to be submitted to the planning commission for approval.

Registered engineer: An engineer properly licensed and registered in the state.

Registered land surveyor: A land surveyor properly licensed and registered in the state.

(1) Tier B Land Surveyor: Persons registered as land surveyors who have passed the written examination as prescribed by the South Carolina State Board of Professional Engineers and Land Surveyors. Additional duties allowed by state law.

Right-of-way: A strip of land occupied or intended to be occupied by a street, crosswalk, railroad, road, electric transmission line, oil or gas pipeline, water main, sanitary or stormsewer main, shade trees, or for another special use. The usage of the term "right-of-way" for land platting purposes shall mean that every right-of-way hereafter established and shown on a final plat is to be separate and distinct from the lots or parcels adjoining such right-of-way and not included within the dimensions or areas of such lots or parcels. Rights-of-way intended for streets, crosswalks, water mains, sanitary sewers, storm drains, shade trees, or any other use involving maintenance by a public agency shall be dedicated to public use by the maker of the plat on which such right-of-way is established.

Sale or lease: Any immediate or future transfer of ownership, or any possessory interest in land, including contract of sale, lease, devise, intestate succession or transfer, of an

interest in a subdivision or part thereof, whether by metes and bounds, deed, contract, plat, map, lease, devise, intestate succession or other written instrument.

Setback, building: The distance between a building and the street right-of-way nearest thereto, which is equal to the depth of the front yard required for the zoning district in which the lot is located.

Street: A vehicular way designed to provide principal means of access to abutting property or serving as a roadway for vehicular travel, or both, but excluding alleys and including the following functional classifications:

(1) *Local streets:* A street used primarily for providing direct access to abutting property.

(2) *Collector streets:* A street designed to carry medium volumes of vehicular traffic, provide access to the major street system and collect the traffic from the intersecting local streets. Typically collector streets will fall into the "avenue" design category according to the city's complete street design guidelines (See Appendix A).

(3) *Marginal access:* A minor (service) street which parallels, and is adjacent to, a major street providing access to abutting property and may vary in design from the "alley" design to "local street" according to the city's complete streets design guidelines (See Appendix A).

(4) *Arterial street:* A street designated primarily for the movement of large volumes of traffic from one (1) area to another. Such streets are usually numbered state or federal highways and will usually fall into the "boulevard" or "parkway" design cross-section according to the city's complete streets design guidelines (See Appendix A).

Street, private: A street shown on and indicated as a private street on a plat approved by the planning commission.

Street, public: A street bearing the legal status of a public street.

Subdivider: Any person who:

(1) Having an interest in land, causes it, directly or indirectly, to be divided into a subdivision; or

(2) Directly or indirectly sells, leases or develops, or offers to sell, lease or develop, or advertises for sale, lease or development any interest, lot, parcel site, unit or plat in a subdivision; or

(3) Engages directly or through an agent in the business of selling, leasing, developing, or offering for sale, lease or development a subdivision or any interest, lot, parcel site or plat in a subdivision; and

(4) Is directly or indirectly controlled by or under direct or indirect common control with any of the foregoing.

Subdivision: All divisions of a tract or parcel of land into two (2) or more lots, building sites or other divisions for the purpose, whether immediate or future, of sale, lease or building development, and includes all division of land involving a new street or a change in existing streets, and includes resubdivision which would involve the further division or relocation of lot lines of any lot or lots within or subdivision previously made and approved or recorded according to law, or, the alteration of any streets or the establishments of any new streets within any subdivision previously made and approved or recorded according to law, and includes combinations of lots or record, however, the following exceptions are included within this definition only for the purpose of requiring that the planning agency be informed and have record of such subdivision:

(1) The combination or recombination of portions of previously platted lots where the total number of lots is not increased and the resultant lots are equal to the standards of the governing authority;

(2) The division of land into parcels of five (5) acres or more where no new street is involved and plats of these exceptions must be received as information by the planning agency which shall indicate that fact on the plats; and

(3) The combination or recombination of entire lots of record where no new street or change in existing streets is involved.

(Ord. No. 09-28, § 2, 9-21-09)

Secs. 20-15--20-19. Reserved.

DIVISION 2. ADMINISTRATION

Sec. 20-20. Application of regulations.

From and after the adoption of these regulations and notification of the office and Horry County official responsible for recording plats and deeds in the county:

(1) No subdivision plat shall be filed with or recorded by any Horry County official responsible for accepting and recording plats and deeds until such plat has been given final plat approval according to the procedures set forth in these regulations and until such final plat has been stamped and certified approved for recording by the planning commission's administrative official.

(2) No building permit or certificate of occupancy shall be issued for any lot, parcel, plat of land or building site which was created by subdivision after the effective date of, and not in conformance with, the provisions of these regulations.

(3) No street right-of-way shall be accepted as a public street and no public or private street right-of-way shall be opened or maintained in any subdivision established hereafter which does not meet the requirements of these regulations.

(4) No building permit and no occupancy permit shall be issued for, and no building or structure shall be erected on any lot unless (a) the street giving access to the lot shall have been accepted as or otherwise received the status of a public street; or unless (b) such street corresponds in its location and lines with a street shown on a recorded final plat approved by the planning commission. Permanent erosion control structures such as bulkheads are exempt from this subsection.

(Ord. No. 09-28, § 2, 9-21-09)

Sec. 20-21. Violation and penalty.

(a) The owner or agent of the owner of any land to be subdivided within the city who transfers or sells or agrees to sell or negotiates to sell such land by reference to or exhibition of or by other use of a plat of subdivision of such land, before such plat has been approved by the planning commission and recorded at the Horry County Register of Deeds, shall be guilty of a misdemeanor. The description of metes and bounds in the instrument of transfer or other document used in the process of selling or transfer shall not exempt the transaction from these penalties. The city may enjoin such transfer or sale or agreement by appropriate action.

(b) The Horry County Register of Deeds is prohibited by the Code of Laws of South Carolina from accepting, filing or recording any subdivision plat of land situated within an area covered by subdivision regulations without prior approval of the plat by the planning commission.

(Ord. No. 09-28, § 2, 9-21-09)

Sec. 20-22. Conflict with other laws.

Whenever the provisions of these regulations impose more restrictive standards than are required in or under any other ordinance, the regulations herein contained shall prevail. Whenever the provisions of any other ordinance require more restrictive standards than are required herein, the requirements of such regulations shall prevail.

(Ord. No. 09-28, § 2, 9-21-09)

Sec. 20-23. Separability clause.

If any section, clause or portion of these regulations shall be held by a court of competent jurisdiction to be invalid or unconstitutional, such findings shall not affect any other section, clause or portion of these regulations.

(Ord. No. 09-28, § 2, 9-21-09)

Sec. 20-24. Effective date.

These regulations shall take effect and be enforced from and after their adoption, the public welfare demanding it; provided, however, these regulations shall not apply to any subdivision or part thereof which has been approved for construction by the planning commission prior to the adoption of these regulations, except that the final plat shall be approved by the planning commission and shall be in substantial conformance with the approved preliminary plat.

(Ord. No. 09-28, § 2, 9-21-09)

Sec. 20-25. Amendments.

These regulations may be amended by the city council after public hearing and recommendation from the planning commission. At least thirty (30) day's notice of the time and place of the public hearing shall be published in a newspaper of general circulation in the city.

(Ord. No. 09-28, § 2, 9-21-09)

Secs. 20-26--20-29. Reserved.

DIVISION 3. PROCEDURES FOR PLAT APPROVAL

Sec. 20-30. General procedures.

Whenever any subdivision of land is proposed, before any contract is made for the sale of any part thereof and before any permit for the erection of a structure in such proposed subdivision shall be granted, the subdivider or his authorized agent shall apply for and secure approval of such proposed subdivision in accordance with the following procedures:

(1) *Preapplication conference (when required):* Prior to the application for subdivision review and approval, the applicant should discuss with the administrative official of the planning commission the procedure for approval of a subdivision plat and the requirements as to general layout of streets and for reservations of land, street improvements, drainage, utilities and similar matters. The administrative official shall also advise the applicant to discuss the proposed subdivision with those officials who must eventually approve aspects of the subdivision plat.

(2) *Major subdivision:* The procedure for review and approval of a major subdivision plat consist of two (2) separate steps. The initial step is the preparation and submission to the planning commission of a preliminary plat of the proposed subdivision. The second step is the preparation and submission to the planning commission of a final plat, together with certifications. The final plat becomes the instrument to be recorded at the Horry County Register of Deeds, when duly signed and certified approved for recording by the administrative official of the planning commission.

Minor subdivision: The procedure for review and approval of a minor subdivision consists of a one-step approval process involving the preparation and submission of a final plat, together with certifications, to the planning staff. If the submittal meets the definition of a "minor subdivision", as stated in section 20-14 of this article, planning staff shall provide the subdivision plans to the reviewing city departments prior to the

technical review committee meeting. After all concerns have been addressed and all departments involved have approved, the minor subdivision shall be deemed approved. The final plat of a minor subdivision becomes the instrument to be recorded at the Horry County Register of Deeds, when duly signed and certified approved for recording by the administrative official of the planning staff.

(Ord. No. 09-28, § 2, 9-21-09)

Sec. 20-31. Plat submission for major subdivision preliminary review.

(a) *Procedure.*

(1) Applications requiring planning commission approval, together with all requirements specified in this section, shall be submitted to, stamped received, dated and initialed by the administrative official. All required information shall be submitted to the administrative official at least fifteen (15) working days prior to a regularly scheduled meeting of the planning commission. Resubmission of plat and other information made pursuant to staff review of a plat shall be received at least ten (10) working days prior to a regularly scheduled planning commission meeting.

(2) Upon receipt of a complete application for any subdivision, the administrative official shall submit copies of the plans to the various city departments tasked with review, including the zoning administrator and the city engineer for review and approval. The zoning administrator and the city engineer shall submit written reports to the planning commission indicating code compliance or required changes. The administrative official shall include requirements of the zoning administrator and the city engineer, together with other requirements and/or recommended changes, in a report to the planning commission within thirty (30) days of receipt of the completed application.

(3) Upon receipt of the report from the administrative official for major subdivision requests, the planning commission shall give approval, approval with certain modifications, or disapproval of the preliminary plat, but in each case their action shall be taken within thirty (30) days after submission of the preliminary plat; otherwise, such plat shall be deemed approved and authorization to proceed based on the plat presented; however, that the applicant for the planning commission's approval may waive this requirement and consent in writing to an extension of such period. The grounds for approval or disapproval, and any conditions attached, of any preliminary plat shall be stated in the records of the planning commission. In addition, the applicant must be notified in writing of the actions taken by the planning commission. No plat shall be acted upon by the planning commission without affording the subdivider a hearing, notice of time and place of which shall be sent by registered or certified mail to the applicant not less than five (5) days before the scheduled date. It is expressly understood that the planning commission shall not act to override the authorized requirements of other agencies or city departments. It may, however, seek to bring agreement in case of conflicts between the various reviewing agencies, or a reviewing agency and the subdivider.

(4) The planning commission approval of the preliminary plat constitutes authority to the subdivider to construct site improvements in accordance with the approved

preliminary plat. Preliminary plat approval shall be valid only for two (2) years. In the event site improvements are not completed within two (2) years after preliminary plat approval, the plat must be resubmitted as a new application subject to the subdivision regulations as amended to that date.

Requirements. The subdivider or their representative shall submit information in the format, quantities and sizes as described in the latest departmental policy statement on plan submissions, with said information to include all of the following:

(1) *Name.*

- a. Name of subdivision if property is within an existing subdivision.
- b. Proposed subdivision name if not within a previously platted subdivision. The proposed name shall not duplicate the name of any plat previously recorded.

(2) *Ownership.*

- a. Name and address, including telephone number, of legal owner or agent of the property involved in the subdivision.
- b. Name and address, including telephone number, of the professional person(s) responsible for this subdivision's design, or for the design of any public improvements, and for the surveys.

(3) *Location.* A vicinity map at scale of not less than one (1) inch equals one (1) mile, showing the relationship of the proposed subdivision to surrounding existing development and the existing street system.

(4) *Existing conditions.*

- a. Graphic scale, north point and date. The north point shall be identified as magnetic, true or grid north.
- b. Exact boundaries of the total tract of land being subdivided, shown with bearings and distances indicated and with a degree of accuracy such that the error of closure shall comply with the standards set forth by the South Carolina Board of Engineering Examiners.
- c. Property lines within and adjoining the subdivision.
- d. Names of adjoining subdivisions.
- e. Deed record names of adjoining property owners.
- f. The location of existing streets, buildings, railroads, transmission lines, sewers, culverts, drainpipes, water mains, public utility easements and other recorded easements and rights-of-way, both on and adjacent to the tract being subdivided.

- g. The location of marshes, wetlands, streams, lakes, swamps, and land subject to flood, based on a 100-year frequency flood.
- h. All land elevations expressed in mean sea level datum.
- i. The boundaries of all protected wetlands as verified by the U.S. Army Corps of Engineers.
- j. The critical line, base line and oceanfront setback line, as verified by the South Carolina Coastal Council.
- k. The location of any established spoilage easements.
- l. The location of city limit lines, if applicable.
- m. Upon request, a topographic map at a vertical interval of not more than five (5) feet.

(5) *Proposed conditions.*

- a. The location, width, classification and name of all public streets, alleys and other public ways, including the width of the paved surface and the right-of-way.
- b. The location, width and name of all private streets, including the width of paved surface and the right-of-way.
- c. The location and width of all utility and other types of easements.
- d. The location of all lot and property lines with bearings and distances, lot and block numbers consecutively numbered, and building setback lines.
- e. The location of site setbacks, if applicable.
- f. The location of property lines with bearings and distances of all property to be dedicated to the public and conditions of such dedication.
- g. The location of property lines with bearings and distances of all property to be owned in common and conditions of such ownership and use.
- h. The location of property lines with bearings and distances of all property reserved as common open space with type of open space, the conditions of use, and the square footage of each parcel identified.
- i. The location of all property monuments.
- j. Identification of the use of all lots.

k. Site data:

1. Acreage in total tract;
 2. Square footage of smallest lot;
 3. Total number of lots;
 4. Linear feet of streets;
 5. Square footage of common open space, excluding land area to be occupied by structures;
 6. Square footage of common open space located within site setback area;
 7. Square footage or acreage of total land area proposed to be sold or transferred as private lots;
 8. Square footage or acreage of total land area proposed to be owned in common (open space, streets, etc.);
 9. Square footage or acreage of total land area to be dedicated to the public;
 10. Excluding 7., 8. and 9. above, square footage or acreage of total land area to be reserved, owned, sold or otherwise used by the subdivider;
 11. Tax map reference and existing zoning designation.
1. For resubdivision of previously platted property, a certified copy of the existing plat of record with the proposed resubdivision superimposed thereon.

(6) *Construction plans.*

a. General. Construction plans shall be prepared for all required improvements at a convenient scale of not less than one (1) inch equals one hundred (100) feet. Plans must be sealed by a South Carolina registered engineer. Tier B land surveyors may prepare and seal construction drawings for residential construction as allowed by state law.

b. The construction plans shall include the following if such an improvement is proposed in the subdivision.

1. Profiles showing existing and proposed elevations along the center lines of all new roads. The elevation along the center line of existing roads shall be shown within one hundred (100) feet of their intersection with new roads. The approximate radii of all curves, lengths, of tangents and central angles on all streets shall also be indicated.

2. Where steep slopes exist, the city engineer may require that cross-sections of all proposed streets at one hundred-foot stations shall be shown at five (5) points as follows:

On a line at right angles to the center line of the street, and said evaluation points shall be at the center of the street, each property line, and points twenty-five (25) feet inside each property line.

3. Plans and profiles showing the locations and typical cross-sections of street pavements including curbs and gutters, sidewalks, drainage easements, rights-of-way, manholes and catch basins; the locations of street trees, street lighting standards and street signs; the location, size and invert elevations of existing and proposed sanitary sewers, stormwater drains and fire hydrants, showing connection to any existing or proposed utility systems; and exact location and size of all water, gas or other underground utilities or structures.

4. Location, size, elevation and other appropriate description of any existing facilities or utilities including, but not limited to, existing streets, sewers drains, water mains, easements, water bodies, streams and other pertinent features such as swamps, railroads, and buildings, at the point of connection to proposed facilities and utilities within the subdivision. The water elevations of adjoining lakes or streams at the date of the survey, and the approximate 100-year flood elevations of such lakes or streams. All elevations shall be referred to the mean sea level datum. Reference datum shall be the current standard in use by the public works department. Assumed elevation shall not be used.

5. A stormwater management plan in compliance with the city's stormwater management ordinance, including acreage of each drainage area affecting the proposed subdivision.

6. Topography at a contour interval of two (2) feet, referred to sea level datum when public water and/or public sewers are to be installed or portion(s) of the subdivision would be inundated by a 100-year frequency flood.

7. All specifications and references required by the construction standards and specifications of the City of North Myrtle Beach.

8. A site grading plan showing proposed finished contours when any major contour changes or filling for flood protection are proposed in the subdivision.

9. Title, name address, telephone, signature and seal of South Carolina registered engineer and surveyor responsible for the plans and date, including revision dates.
(Ord. No. 09-28, § 2, 9-21-09)

Sec. 20-32. Plat submission for major subdivision final review.

(a) *Procedure.*

(1) After completion of the physical development of all or any approved phase of area shown on an approved preliminary plat or after having guaranteed to the satisfaction of the city the installation of such improvements, the subdivider shall submit a completed application of the final plat to the director of planning and development, or their

authorized representative. If the subdivider chooses to request final plat approval before all physical infrastructure improvements and development (as shown on the approved preliminary plans) is completed to the satisfaction of the city, agreement guaranteeing the improvements and a bond in the amount of one hundred and twenty-five (125) percent of the estimated cost of the improvements remaining to be completed shall be submitted to the city. Upon determination that the final plat is in substantial compliance with the approved preliminary plat, or a bond of guarantee has been provided to assure compliance, the director of planning and development, or their authorized representatives shall distribute copies of the final plat for review by the zoning administrator and the city engineer. The director of planning and development, or their authorized representatives shall include reviews by the reviewing city departments, together with other requirements and/or recommended changes, in a report to the planning commission within thirty (30) days of receipt of the completed application.

(2) Upon receipt of the report from the administrative official, the planning commission shall give approval, approval with certain modifications, or disapproval of the final plat, but in each case their action shall be taken within thirty (30) days after submission of the final plat; otherwise, such plat shall be deemed approved and the applicant must be issued a letter of approval and authorization to proceed based on the plat presented; however, that the applicant for the planning commission's approval, may waive this requirement and consent in writing to an extension of such period. The grounds for approval or disapproval, and any conditions attached, of any final plat shall be stated in the records of the planning commission. In addition, the applicant must be notified in writing of the actions taken by the planning commission. No plat shall be acted upon by the planning commission without affording the subdivider a hearing thereon, notice of time and place of which shall be sent by registered or certified mail to the applicant not less than five (5) days before the date fixed therefore.

It is expressly understood that the planning commission shall not act to override the authorized requirements of other agencies or city departments. It may, however, seek to bring agreement in case of conflicts between the various reviewing agencies, or a reviewing agency and the subdivider.

(3) The planning commission approval of the final plat constitutes authority to the subdivider to record the plat with the Horry County Register of Deeds when duly signed and certified approved for recording by the administrative official of the planning commission. Approval is contingent upon the plat being recorded within sixty (60) days after the planning commission approval date.

(b) *Requirements.* The final plat shall be prepared by a registered surveyor or civil engineer and shall conform substantially to the preliminary plat as approved. The final plat shall be drawn at the same scale as the preliminary plat and shall include the following information:

- (1) Name of owner of record.
- (2) Name of subdivision, date, north point and graphic scale.
- (3) Name and seal of registered surveyor or civil engineer.

- (4) Name of municipality in which subdivision is located, and city limit lines if applicable.
- (5) Exact boundaries of the tract of land being subdivided shown with bearings and distances.
- (6) Lot lines with bearings and distances, and lot and block numbers.
- (7) Exact boundaries with bearings and distances of all property to be owned in common, identified as common area.
- (8) Streets, alleys, rights-of-way, street names, parks, school sites and other lands to be dedicated to the public.
- (9) Private street rights-of-way, clearly shown on the plat as privately maintained streets and common area, and street names.
- (10) Accurate description of the location of all monuments and markers.
- (11) Existing railroads and watercourses.
- (12) Utility easements and width for:
 - a. Water;
 - b. Gas;
 - c. Sanitary sewer;
 - d. Storm drainage;
 - e. Electrical lines.
- (13) Final finished contours and the resultant areas subject to inundation by a 100-year flood.
- (14) If applicable, the following information shall be referenced by title on the final plat with a statement that the referenced information has been recorded at the Horry County Register of Deeds as a component of the final plat. Approval of a final plat by the planning commission is conditioned upon the recordation of the following information, when required:
 - a. Declaration establishing restrictions for the preservation of common areas.
 - b. Declaration establishing an association of owners with responsibility for ownership and maintenance of common areas.
 - c. A disclosure statement signed by the owner/subdivider outlining the maintenance responsibilities for private streets and other common areas. Such statements shall include language obligating the owners and their agents to furnish each initial lot purchaser with a copy of the recorded disclosure statement prior to purchase.

d. For private streets, a maintenance agreement signed by the owner/subdivider and approved by the planning commission.

(15) *Final certifications.* The following certificates shall be lettered or stamped on the final plat in such a manner as to ensure that said certificates will be legible on any prints made therefrom:

a. Certificate of ownership and dedication:

I (We) hereby certify that I am (we are) the owner(s) of the property shown and described hereon and that I (we) hereby adopt this plan of subdivision with my (our) free consent, establish minimum building lines and dedicate all streets, alleys, walks, parks and other sites to public or private uses as noted.

Owner

Date

Owner

b. Certificate of accuracy:

It is hereby certified that this plat is true and correct to the accuracy required in division 4, section 20-35(c), "degree of accuracy."

Registered Civil Engineer

or Registered Surveyor

Date

c. Certificate of approval of public water supply and sewage disposal system:

I hereby certify that a public water supply and a sewage disposal system, meeting the full requirements of the city's subdivision regulations, has been installed or that a guarantee of the installation of the required improvements in an amount or manner acceptable to the city of North Myrtle Beach has been received.

City Engineer or Designee

d. Certificate of approval of streets and storm drainage system:

I hereby certify that streets and storm drainage system, meeting the full requirements of the city's subdivision regulations, have been installed or that a guarantee of the installation of the required improvements in an amount or manner acceptable to the City of North Myrtle Beach has been received.

City Engineer or Designee

Date

e. Final plat of record stamp: Upon approval of the final plat, the following shall be placed on the final plat.

Final plat of record, certified approved for recording by
Administrative Official

Date

(Ord. No. 09-28, § 2, 9-21-09)

Secs. 20-33, 20-34. Reserved.

DIVISION 4. REQUIRED IMPROVEMENTS

Sec. 20-35. Permanent reference points.

(a) *Monuments.* Within each block of a subdivision, at least two (2) monuments designed and designated as control corners shall be installed. The surveyor shall employ additional monuments if and when required. All monuments shall be constructed of concrete and shall be at least four (4) inches in diameter or square and not less than three (3) feet in length. Each monument shall have embedded in its top or attached by a suitable means a metal plate of noncorrosive materials and marked plainly with the surveyor's registration number, the month and year it was installed and the words "monument" or "control corner." A monument shall be set at least thirty (30) inches in the ground with at least six (6) inches exposed above finished grade unless this requirement is impractical.

(b) *Property markers.* A steel or wrought iron pipe or the equivalent, not less than three-fourths (3/4) inch in diameter and at least thirty (30) inches in length, shall be set at all property corners, except those located by monuments.

(c) *Degree of accuracy.* Monuments and property markers shall be measured and installed to an accuracy in accordance with accepted professional standards.

(d) All monuments and markers shall be referenced to the current horizontal and vertical datum in the public works department.

(Ord. No. 09-28, § 2, 9-21-09)

Sec. 20-36. Required improvements.

Approval of the final plat shall be subject to the subdivider's having installed the improvements hereinafter designated or having guaranteed, to the satisfaction of the city, the installation of such improvements. See section 20-32, plat submission for major subdivision final review for details.

(1) *Installation of required improvements.* The following improvements shall be satisfactorily installed in accordance with city standard specifications or guaranteed prior to final plat approval:

a. *Street improvements.* Land designated for streets and roads shall be constructed in accordance with these regulations and the specifications set forth in the state highway department's "Standard Specifications for Highway Construction" and shall be approved by the city engineer. Street name signs and regulatory signs required by the "Manual or Uniform Traffic Control Devices" shall be installed on public or private streets. All street design and installation shall conform to the "Complete Streets" design standards in section 20-40 and Appendix A of this article.

b. *Streetscape improvements.* Pedestrian (sidewalk) and bicycle facilities, street trees and transit facilities shall conform to section 20-40 and Appendix A of this article, and be included as required physical improvements.

c. *Drainage.* Storm sewers, including open ditches and rights-of-way, shall be provided for the proper drainage of all surface water and shall be approved by the city engineer.

d. *Public water and sewer systems.* All extensions of public water and sanitary sewer systems shall have the approval of the appropriate city departments involved and shall be constructed according to standards under the supervision of the city engineer.

e. *Other required improvements.* Any other physical improvements included as a condition for preliminary subdivision plat approval by the planning commission, (and noted on that approved plan or in meeting minutes), shall be considered a "required improvement" for final subdivision plat approval.

(2) *Financial guarantee for completion of required improvements.* In lieu of completion of required improvements prior to approval and recording of a final plat, the subdivider shall provide the city with a financial guarantee that is adequate to insure the actual construction and installation of the required improvements pursuant to subsection 20-36(1). The financial guarantees may be in the form of a cash bond, letter of credit or performance bond and shall be subject to the following requirements:

a. The guarantee shall be in a form acceptable to the city engineer and the city attorney. The surety must be in an amount equal to at least one hundred twenty-five (125) percent of the cost of the improvement. This surety must be in favor of the city to ensure that, in the event of default by the developer, funds will be used to install the required improvements at the expense of the applicant.

- b. Cash bonds shall be either certified checks or cash. Performance bonds shall be issued by a surety company licensed to do business in the State of South Carolina. Letters of credit shall be issued by a state or federally licensed financial institution.
- c. Any guarantee submitted must include a statement indicating the date when all required improvements must be completed.
- d. All guarantees shall be made payable to the City of North Myrtle Beach. Extensions or revisions of the guarantee may be made for good cause, upon the mutual agreement of the developer and the city.

During the process of construction, the city may reduce the dollar amount of any cash bond or letter of credit to reflect the current cost to complete the remaining work. The amount of reduction shall be approved by the city engineer. If the amount of the letter of credit is reduced, then a new letter of credit reflecting the new amount must be issued to the city. No guarantee can be reduced more than twice during construction.

The guarantee will be returned to the developer upon completion of the required improvements. If the improvements are not made by the stated completion date, the city reserves the right to forfeit the guarantee and install the required improvements.

(Ord. No. 09-28, § 2, 9-21-09)

Secs. 20-37--20-39. Reserved.

DIVISION 5. MINIMUM DESIGN STANDARDS

Sec. 20-40. Complete streets.

(a) *Conformity to existing maps, plans or policies.* The location and width of all proposed streets shall be in conformity with official plans and maps of the city and with existing or amended plans of the planning commission. All streets shall be designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a "complete street."

(b) *Continuation of adjoining street system.* The proposed street layout shall be coordinated with the street system of the surrounding area. Where feasible, all existing principal streets shall be extended so as to prevent increased traffic congestion on the overall street network. The planning commission, during the subdivision approval process, will determine feasibility as well as judge, and possibly require mitigation of, negative impacts if a proposed neighborhood design does not adequately connect to the adjoining street system.

(c) *Access to adjacent properties.* To provide for street access to adjoining property, proposed streets shall be extended by dedication of right-of-way to the boundary of such property and a temporary turnaround shall be provided until connection is achieved.

(d) *Public and private streets.* Except as otherwise provided in this section, all lots created after the effective date of this section shall abut a public street.

(1) Planned unit developments, newly approved subdivisions in the R-1 (single-family residential) district and single-family in-common projects, as defined in the zoning ordinance, may be developed with private streets that meet the design standards for public streets in subsection 20-40(m), but are not intended for dedication to the public, provided:

- a. The proposed development will have direct access onto a public street;
- b. No street intended to be private is planned or expected to be extended to serve property outside the development;
- c. Continuation of the adjoining street system will not be obstructed;
- d. Street access to adjoining properties will not be obstructed;
- e. The subdivider's maintenance plan, as required by subsection 20-32(b)(14), demonstrates that the private streets will be properly maintained.

(2) Attached single-family developments (townhouses), and zero lot line single-family detached developments (patio homes), single-family in common projects, and multifamily group developments, may be developed with private streets that meet the design standards in subsection 20-40(m), subject to the provisions of the zoning ordinance, provided:

- a. Proposed developments which front a public street will have direct access onto a public street;
- b. No street intended to be private is planned or expected to be extended to serve property outside the development;
- c. Continuation of the adjoining street system will not be obstructed;
- d. Street access to adjoining properties will not be obstructed;
- e. The subdivider's maintenance plan, as required by subsection 20-32(b)(14), demonstrates that the private streets will be properly maintained.

A plan showing the location of private streets within a multifamily group development shall be required by the planning commission before private streets are authorized within such developments.

(e) *Street names.* For 911 emergency services provision, proposed streets which are obviously in alignment with other existing and named streets shall bear the assigned name of the existing streets. In no case shall the names of proposed streets duplicate or be

phonetically similar to existing street names, irrespective of the use of suffix "street," "avenue," "boulevard," "drive," "place," "court," etc.

(f) *Local streets.* Local streets shall be so laid out that their excessive use by through traffic will be discouraged. However, to decrease the number of local trips and congestion on major roadways, provision for cross access (as described in (b) and (c) of this section) must not be totally eliminated in the process. While extensions of principal streets need to serve through traffic, the connections of local streets may be designed to be primarily useful to local residents of that area.

(g) *Residential buffers for arterial or collector streets.* Where a subdivision abuts or contains an existing or proposed arterial or collector street, the planning commission may require marginal-access streets, double frontage with screen planting contained in a nonaccess reservation along the rear property line, deep lots with rear service drives, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

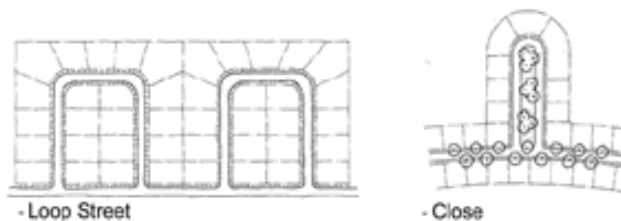
(h) *Reserved strips prohibited.* Reserved strips at the terminus of a new street shall be prohibited.

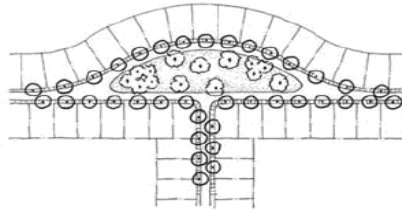
(i) *Street jogs.* Street jogs with center line of less than two hundred (200) feet shall be avoided.

(j) *Right angle intersections.* Street intersections shall be as nearly at right angles as practicable.

(k) *Cul-de-sac.* The total length of permanent dead-end streets (including cul-de-sac streets) shall not exceed fifteen (15) percent of the overall length of streets proposed in a development. Individual dead-end and cul-de-sac streets shall not exceed six hundred (600) feet in length (*shortened from 1200 feet*). Although through access for motorized vehicle ends, through bicycle and pedestrian access must be maintained. The planning commission shall require culs-de-sac to include pedestrian connections to abutting streets wherever practicable. (*Turnaround and right-of-way minimum diameters were removed.*)

Temporary dead-end streets shall be provided with a turnaround having a "T" type design of sufficient dimensions (*minimum diameter removed*) to allow for adequate turning maneuvers. Alternatives to cul-de-sac that have less impact on traffic congestion include loop streets, closes, and eyebrows as shown below:





Eyebrow

Source: Metropolitan Government of Nashville & Davidson County, Tennessee, Walkable Subdivisions

(1) *Street design types.* Although this division describes and refers to street types by function (i.e. collector, arterial) that terminology is tied to the functional classification assigned by engineering professionals for movement of motor vehicles. These terms alone do not address the city's community design vision and commitment to "complete street" design that safely serves all modes (pedestrian, bicycle, transit) of transportation. Additional street type terminology that provides better imagery regarding community design and adjacent land use criteria are described in detailed cross section designs shown in the street design guidelines section of Appendix A.

(m) *Design standards for streets.* The following street design standards shall be considered minimum requirements. All streets shall be designed using the city's design standards as contained in Appendix A at the end of this chapter, as well as the engineering standards of the city public works department. In case of conflicts in the various sources for safety, design, and functionality standards; the city engineer will consult with the director of planning and development and both will determine the appropriate standard to be required.

(1) *Vertical design.* Vertical design shall be in accordance with the current edition of the AASHTO Manual. The minimum grade shall be 0.5 percent.

(2) *Right-of-way and pavement width.* Minimum public right-of-way width shall be at least forty (40) feet or as otherwise approved by the planning commission, except for alleys as illustrated in Appendix A. Private streets may consist of a combination of private roadway and utility easements(s), the combination of which achieves a minimum forty (40) feet of right-of-way, except for alleys as illustrated in Appendix A.

For all streets, pavement widths shall not be less than twenty (20) feet. All streets shall be designed and constructed with reference to the city's street design guidelines (Appendix A).

(3) *Noncurb street design permitted.* When it is found to be in the public interest, a noncurb street design cross section in accordance with public works department's subdivision construction specifications may be permitted in low-density residential areas.

(4) *Horizontal design.* Subdivision streets shall not be superelevated. (See street types and design in Appendix A).

(5) *Turnarounds.* The type and design of turnaround required shall be determined by the planning commission, with advice from the public works department.

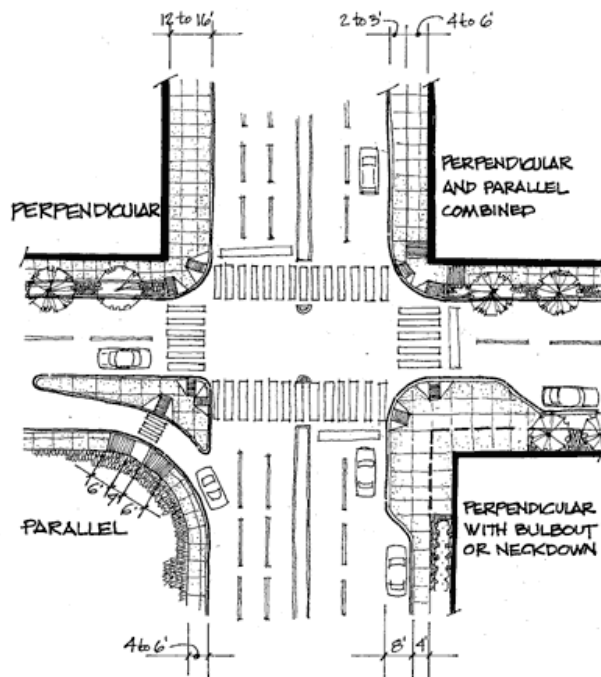
a. Turnarounds shall be designed to accommodate emergency and service vehicles as well as passenger cars. All circular turnarounds of fifty (50) feet or greater radius on permanent dead-end streets shall be hollow-core turnarounds, with center landscaped islands.

(6) *Transit stops.* At the request of the planning commission or coast RTA, (Horry County's transit provider) if the development abuts a right-of-way with a planned or inadequate existing stop facility, a transit stop shall be incorporated into the proposed street design.

(7) *Intersection design standards:*

a. Intersecting streets should meet at a 90-degree angle wherever possible.

b. Pedestrian bulbs and median refuges are techniques to ensure safety for all users of streets. The installation of pedestrian bulbs to decrease intersection crossing distance for pedestrians should be used wherever feasible, and may be required by the planning commission. A median refuge is used to accommodate pedestrians crossing the roadway in stages, and is required on any four-lane (or wider) roadway. An example of pedestrian bulbs and median refuges is shown below:



Source: United States Access Board

c. *Intersection offset.* The centerline-to-centerline distance between offset T-type intersections shall be at least two hundred (200) feet along local streets and three hundred (300) feet when such T-type intersections occur along a collector street.

d. *Curb radius.* In general, when designing curb radii for street intersections, pedestrian safety, as well as safe turning movements for motorized vehicles, must be considered. The city engineer, in consultation with the director of planning and development, will determine the safest design for all modes.

e. *Number of intersecting streets.* Not more than two (2) streets shall intersect in any one (1) location unless otherwise specifically approved by the planning commission.

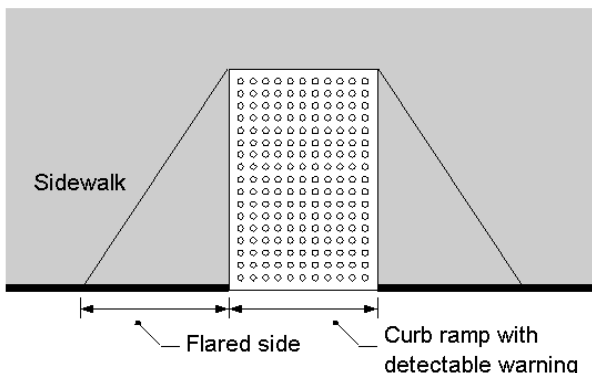
(8) *Construction of sidewalks.* Cement concrete standard sidewalks are required. Sidewalk width shall vary depending on the street type. Sidewalks shall not be located adjacent to the curb. The sidewalk will be separated from the curb by a planting strip. The planting strip width will depend on the street type.

(9) *Bicycle accommodation.* Any vaults, covers, castings, and drainage grates must be designed to accommodate bicycle travel. Bicycle lanes or separated path/trail may be required, with construction standards and width determined by street type.

(10) *Standard construction of crosswalks.* For higher volume residential streets, and all commercial streets, crosswalks may be required at intersections. Such determination shall be made by the city engineer, in consultation with the director of planning and development. The construction shall be ladder-style crosswalks that are at least ten (10)

feet wide. However, midblock crosswalk designs may be used with design approval by the city engineer. Marked crosswalks should correspond as much as possible with the natural path of travel. Also, crosswalks must have a reflective surface that is visible in hours of darkness or during poor weather conditions. Textured and/or colored concrete crosswalk applications are encouraged. The following design criteria apply:

- *Area of crosswalk:* At least ten (10) feet wide.
- *Curb ramps:* Two (2) are required at either end of the crosswalk. The following graphic provides an example (refer to the South Carolina Department of Transportation, Standard Drawings, Division 700 for specific details).



Source: *United States Access Board*

Smooth surface: To reduce vibrations experienced by wheelchair users on bumpy surfaces, six (6) feet of the crosswalk area must have a fully vibration-free texture and a limit of one-fourth (1/4) inch or less rise, not more than every thirty (30) inches.

- *Visibility:* A thermoplastic parallel line on either side of a colored or textured crossing maintains visibility. No obstructions to pedestrian or driver visibility should be present within thirty (30) feet of the legal crosswalk. These include parking, trees, and bus zones.

(11) *Easements.*

a. For the purpose of maintaining a distance of five (5) feet between the actual placement of utilities and structures, utility easements adjacent to private street rights-of-way shall have a width of between seven and one-half (7 1/2) and twelve (12) feet, as required by the city engineer.

(12) *Design criteria.* For design criteria not specifically mentioned in this section, standards from the current SCDOT and AASHTO standards as stated in "A Policy on Geometric Design of Highway & Streets" as well as the Institute for Transportation Engineers street design manual entitled "Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities" shall be used as references. The city engineer will determine the best criteria and apply that design criteria during development review.

(13) *Existing adjacent streetscapes.* Existing streets adjacent to the proposed development must be upgraded to these design standards for sidewalks and street trees on the side of the street adjoining the proposed development. To assure continuity of the streetscape design and connectivity to a network of existing and future pedestrian facilities, the sidewalk component for this existing street requirement may be waived on a case-by-case basis. The conditions taken into consideration include whether future public plans call for sidewalk for the existing street, location of existing public sidewalks on the opposite side of the street, or if the location is determined by the city engineer to be physically unfeasible due to utility conflicts, right-of-way limitations or other technical reasons that would be impossible or highly impractical to overcome. Where such determination is made, the property owner shall choose from the following two (2) options: provide for a street tree and sidewalk easement not less than ten (10) feet in width, adjoining and running parallel to the existing street right-of-way, within which a sidewalk and street tree plantings comparable to those required herein are to be provided by and at the expense of the developer; or provide the city with a monetary proffer in an amount equivalent to the cost of installing sidewalks and/or street trees in accordance with this ordinance to be paid into a mitigation bank whose purpose is to retrofit existing public streets with sidewalks and street trees. The amount of said proffer shall be

provided according to an estimate prepared by a licensed civil engineer and accepted by the city engineer.

(Ord. No. 09-28, § 2, 9-21-09)

Sec. 20-41. Easements.

Easements having a minimum width of eight (8) feet and located along the side or rear lot lines shall be provided as required for utility lines and underground mains and cables.

(Ord. No. 09-28, § 2, 9-21-09)

Sec. 20-42. Blocks.

(a) *Length.* Block lengths shall not exceed six hundred (600) feet.

(1) *Length for walkable traditional neighborhood developments.* Block lengths shall be between three hundred (300) and four hundred (400) feet; however, the maximum length may be allowed to increase to six hundred (600) feet if significant natural/recreational feature(s), (i.e. wetlands and/or parkland), were present or provided within the new block.

(b) *Widths.* Blocks shall have sufficient width to allow two (2) tiers of lots of minimum depth. Blocks may be one (1) lot in depth where single-tier lots are required to separate residential development from through vehicular traffic or nonresidential areas.

(c) *Perimeters.* Block perimeters shall not exceed two thousand (2,000) feet.

(Ord. No. 09-28, § 2, 9-21-09)

Sec. 20-43. Lots.

Residential lots shall meet the lot width, depth and area requirements of the zoning ordinance (Chapter 23 of this Code).

(1) *Orientation of lot lines.* Side lot lines shall be substantially at right angles or radial to street lines.

(2) *Lots abutting streets.* Except as provided in subsection 20-40(d), all lots shall abut a public street.

(3) *Building setback lines.* A building line meeting the front yard setback requirements of the zoning ordinance shall be established on all lots.

(Ord. No. 09-28, § 2, 9-21-09)

Sec. 20-44. General suitability.

(a) The planning commission shall not approve a subdivision where the soil conditions have been determined not suitable for development purposes of the kind proposed.

(b) Land subject to flooding shall not be platted for residential occupancy, nor for such uses as may increase danger to health, life or property, or aggravate erosion or flood hazard.

(Ord. No. 09-28, § 2, 9-21-09) Secs. 20-45--20-49. Reserved.

APPENDIX A*

***Editor's note:** Ord. No. 09-07, § 2, adopted Feb. 2, 2009, amended App. A in its entirety to read as herein set out. Former App. A, pertained to diagrams and illustrations. See the Code Comparative Table for complete derivation.

Complete Street Design Guidelines:

Street design types: Although this ordinance describes and refers to street types by function (i.e. collector, arterial) that terminology is tied to the functional classification assigned by engineering professionals for movement of motor vehicles. These terms alone do not address the city's community design vision and commitment to better "complete street" design that safely serves all modes (pedestrian, bicycle, transit) of transportation. Additional street type terminology that provides better imagery regarding community design and adjacent land use criteria are described below, and detailed cross section designs are shown in this appendix.

Alleys are low volume lanes intended to provide access to the rear or side of lots or buildings and not intended for the purpose of through vehicular traffic.

Local streets provide access to residential, industrial, or commercial districts, as well as to mixed-use areas. They represent the majority of the lane miles of the city street network. Speeds and motor vehicle traffic volumes are low, providing a safe and comfortable environment for pedestrians and bicyclists. The general intent is to keep the pavement on these streets as narrow as possible.

Avenues can serve a diverse set of functions in a wide variety of land use contexts. Therefore, they are the most common (nonlocal) street type in the city. They provide access from neighborhoods to commercial areas, between major intercity destinations and, in some cases, through neighborhoods. Avenues serve an important function in providing transportation choices, because they are designed to provide a balance of service for all modes of transport. They provide for high quality pedestrian access, high levels of transit accessibility, bicycle accommodations such as bike lanes, yet they may also carry significant automobile traffic. Most thoroughfares in our street network would be classified as avenues. The collector/connector function can also be served by some avenue cross sections.

Main streets or "*destination streets*" provide access to and function as centers of civic, social, and commercial activity. Main streets are to be designed to provide the highest level of comfort, security and access for pedestrians. Development along main streets is dense and focused toward the pedestrian realm, while accommodating motorized vehicles. Land uses on main streets are typically mixed and are generators and attractors of pedestrian activity.

Boulevards are designed to move larger numbers of vehicles (as through traffic) from one (1) part of the city to another and to other streets in the network. Therefore,

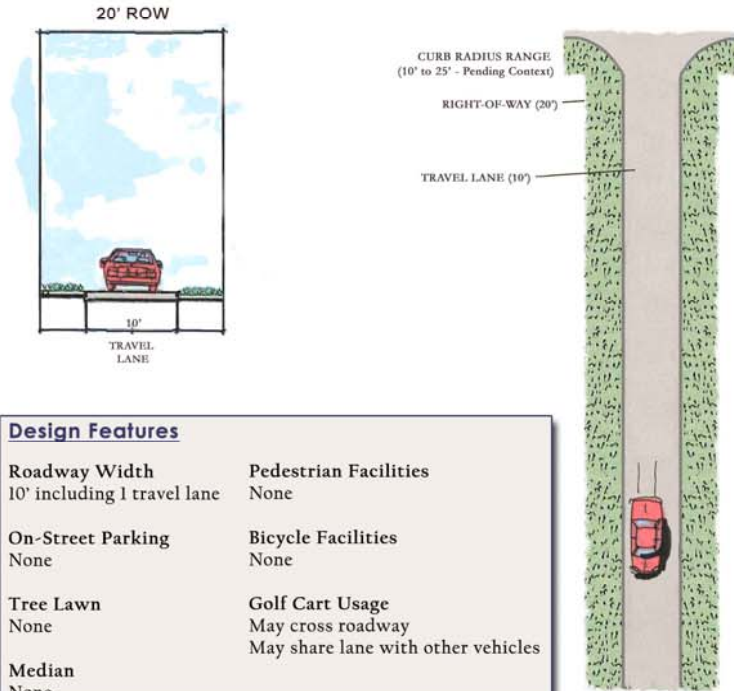
maintaining vehicular movement is a higher priority than for avenues, but pedestrians and cyclists are still considered in the design. In fact, the higher speeds and traffic volumes increase the need for safe pedestrian and bicycle treatments.

Parkways are the most auto-oriented of the street types. A parkway's primary function is to move motor vehicle traffic efficiently from one (1) part of the metropolitan area to another and to provide access to major destinations.

See Cross-Sections pages 40-50

Residential Alley: 1-Lane

(1-Lane)



Design Features

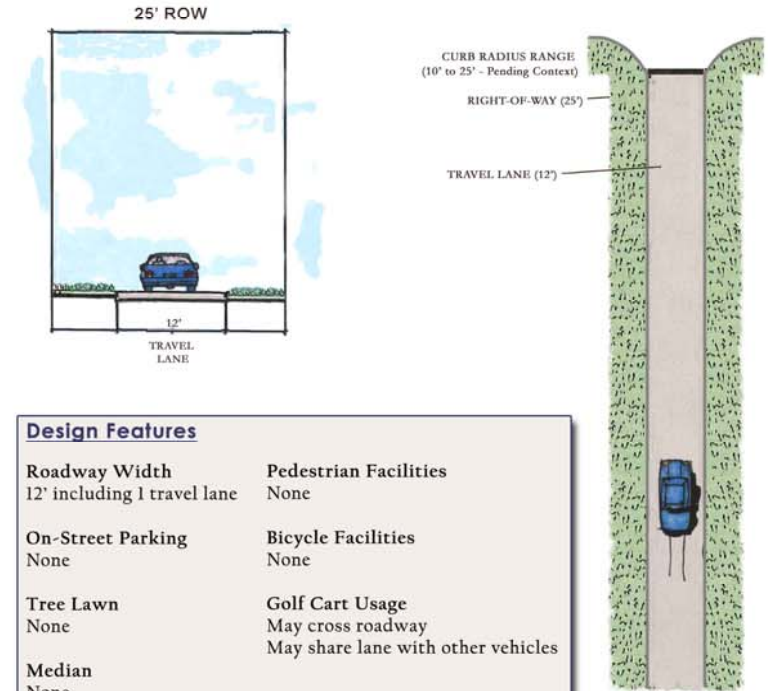
Roadway Width 10' including 1 travel lane	Pedestrian Facilities None
On-Street Parking None	Bicycle Facilities None
Tree Lawn None	Golf Cart Usage May cross roadway May share lane with other vehicles
Median None	

Roadway Capacity

3,500 to 5,500 vehicles per day

Commercial Alley: 1-Lane

(1-Lane)



Design Features

Roadway Width 12' including 1 travel lane	Pedestrian Facilities None
On-Street Parking None	Bicycle Facilities None
Tree Lawn None	Golf Cart Usage May cross roadway May share lane with other vehicles
Median None	

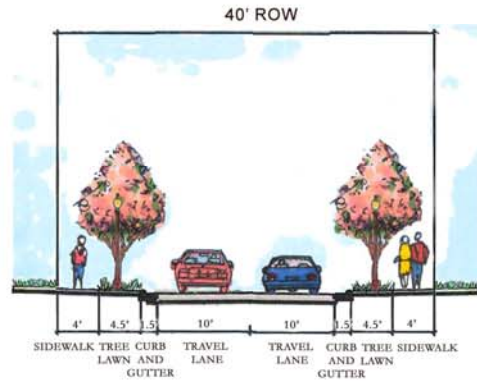
Roadway Capacity

3,500 to 5,500 vehicles per day

Plan
NOT TO SCALE

Local Street: 2-Lane

(2-Lane, Sidewalks, Landscaping)



Design Features

Roadway Width 23' including 2 travel lanes and curb and gutter	Pedestrian Facilities 4' sidewalks, both sides
On-Street Parking None	Bicycle Facilities None
Tree Lawn 4.5'	Golf Cart Usage May cross roadway May share lane with other vehicles
Median None	

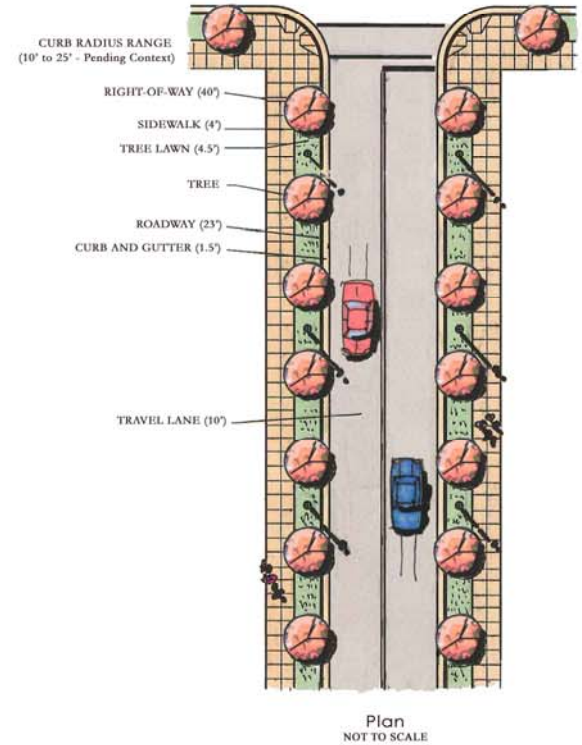
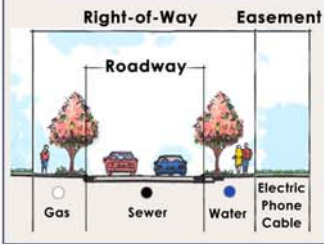
Roadway Capacity

7,000 to 9,000 vehicles per day

Notes

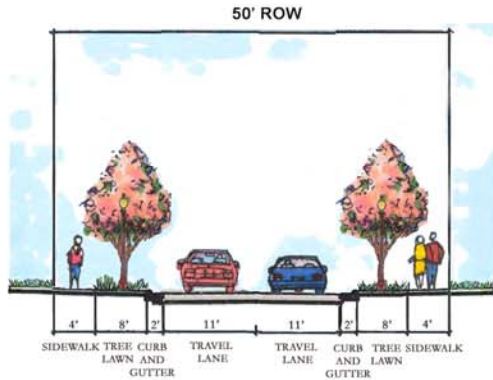
> An alternative cross section could include two 14' travel lanes with a 5' sidewalk on one side.

Typical Utility Layout



Local Collector Street: 2-Lane

(2-Lane, Sidewalks, Landscaping)



Design Features

Roadway Width 26' including 2 travel lanes and curb and gutter	Pedestrian Facilities 4' sidewalks, both sides
On-Street Parking None	Bicycle Facilities None
Tree Lawn 8'	Golf Cart Usage May cross roadway May share lane with other vehicles
Median None	

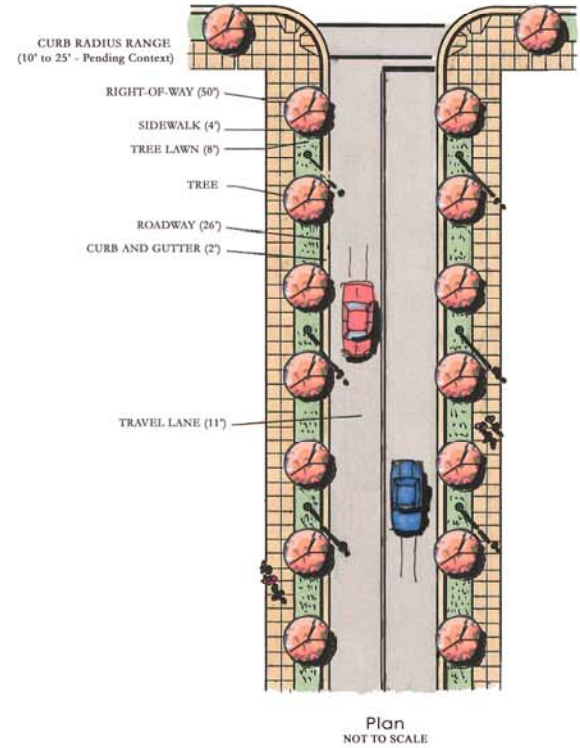
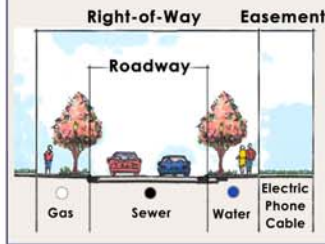
Roadway Capacity

9,000 to 14,000 vehicles per day

Notes

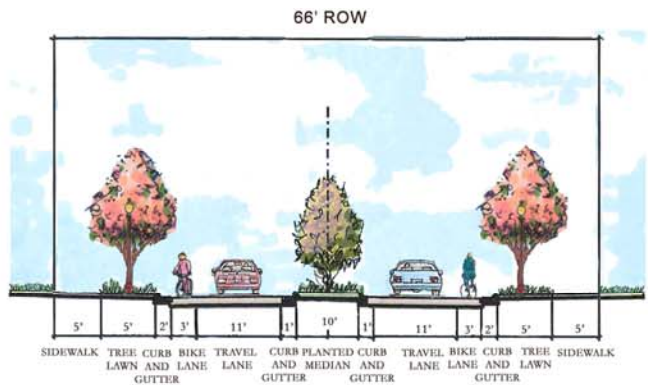
- > An alternative to this cross section could include two 14' travel lanes with a 5' sidewalk on one side.
- > The use of curb and gutter versus swale ditch will depend upon the street's proximity to development and the natural environment.
- > The type (i.e. residential, commercial, rural, etc.) will depend on the adjacent land use served.

Typical Utility Layout



Local Collector Street: 2-Lane Divided

(2-Lane Divided with Raised Median, Bike Lanes, Sidewalks, Landscaping)



Notes

- > The use of curb and gutter versus swale ditch will depend upon the street's proximity to development and the natural environment.
- > The type (i.e. residential, commercial, rural, etc.) will depend on the adjacent land use served.

Design Features

Roadway Width
44' including 2 travel lanes, bike lanes, planted median, and curb and gutter

On-Street Parking
None

Tree Lawn
5'

Median
10' planted with 1' curb and gutter

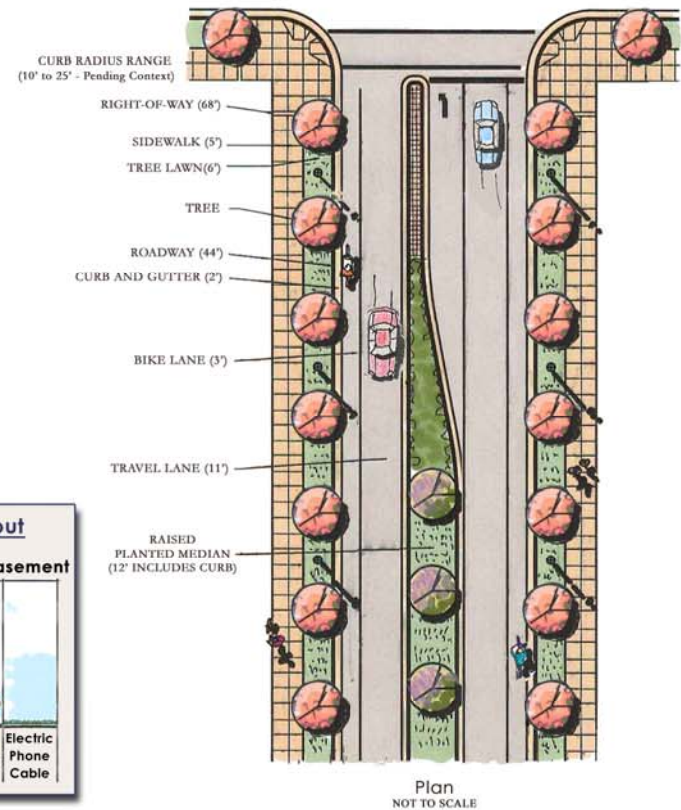
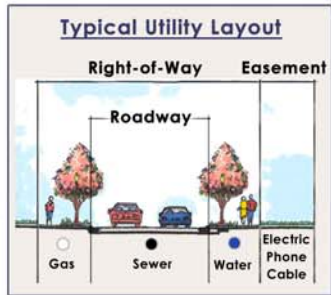
Pedestrian Facilities
5' sidewalks, both sides

Bicycle Facilities
3' bike lanes, both sides

Golf Cart Usage
May cross roadway
May share lane with other vehicles

Roadway Capacity

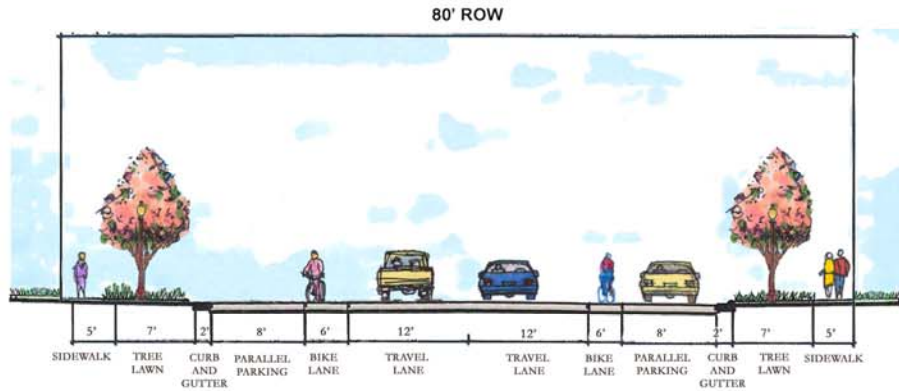
8,000 to 12,000 vehicles per day



Plan
NOT TO SCALE

Avenue: 2-Lane Undivided with Parking

(2-Lane, Bike Lanes, Parallel Parking, Sidewalks, Landscaping)



Design Features

Roadway Width

50' including 2 travel lanes, bike lanes, parallel parking, and curb and gutter

On-Street Parking

8' parallel, both sides

Tree Lawn

7'

Median

None

Pedestrian Facilities

5' sidewalks, both sides

Bicycle Facilities

6' bike lanes, both sides

Golf Cart Usage

May cross roadway

Roadway Capacity

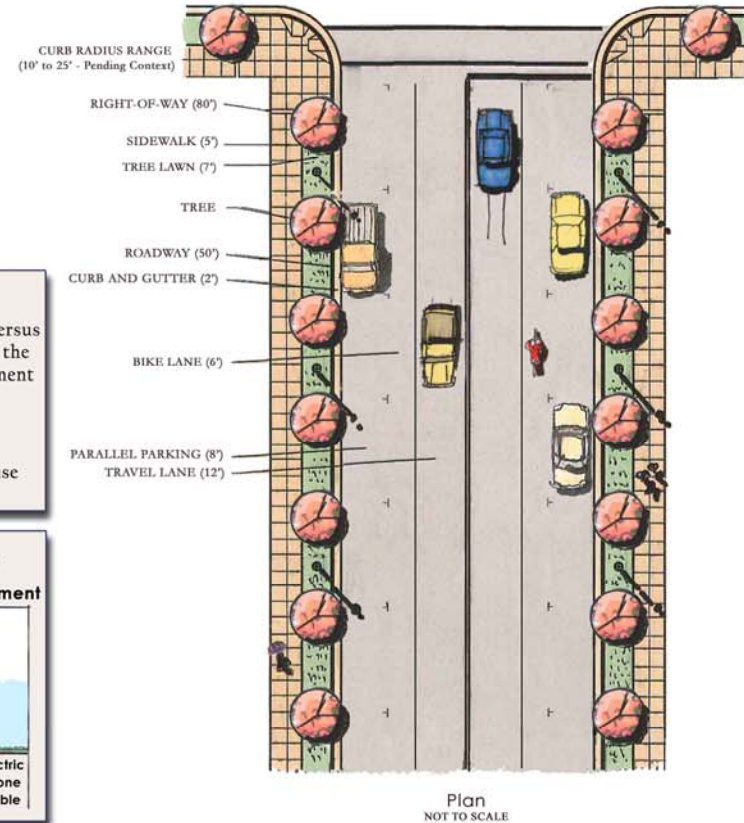
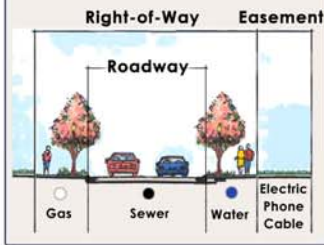
6,000 to 14,000 vehicles per day

Notes

> The use of curb and gutter versus swale ditch will depend upon the street's proximity to development and the natural environment.

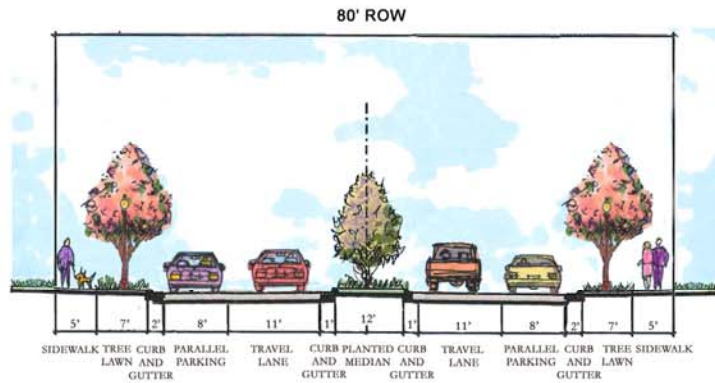
> The type (i.e. residential, commercial, rural, etc.) will depend on the adjacent land use served.

Typical Utility Layout



Avenue: 2-Lane Divided with Parking

(2-Lane Divided with Raised Median, Parallel Parking, Sidewalks, Landscaping)



Notes

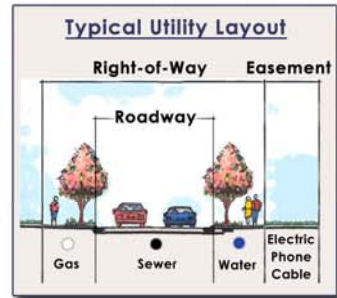
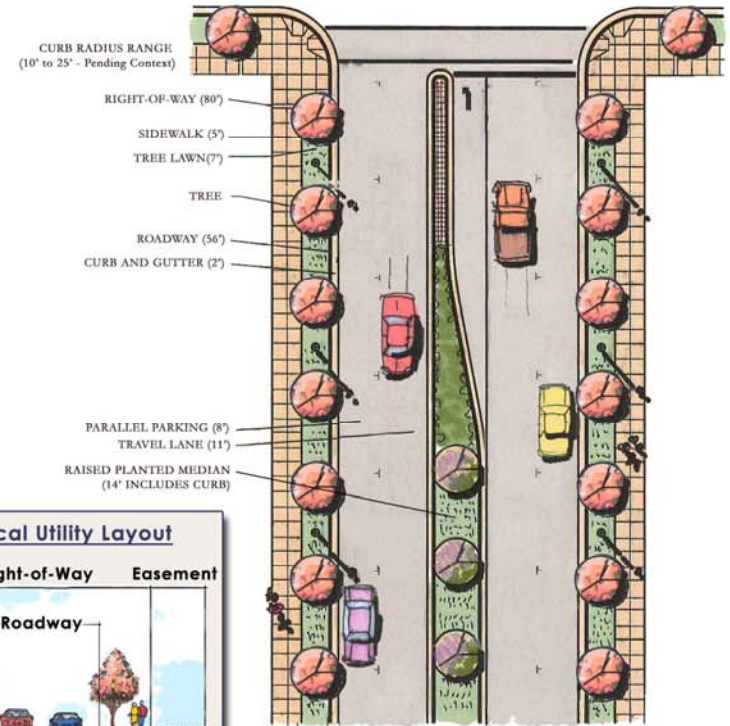
- > The use of curb and gutter versus swale ditch will depend upon the street's proximity to development and the natural environment.
- > The type (i.e. residential, commercial, rural, etc.) will depend on the adjacent land use served.

Design Features

<p>Roadway Width 56' including 2 travel lanes, parallel parking, planted median, and curb and gutter</p> <p>On-Street Parking 8' parallel, both sides</p> <p>Tree Lawn 7'</p> <p>Median 12' planted with 1' curb and gutter</p>	<p>Pedestrian Facilities 5' sidewalks, both sides</p> <p>Bicycle Facilities None</p> <p>Golf Cart Usage May cross roadway May share lane with other vehicles</p>
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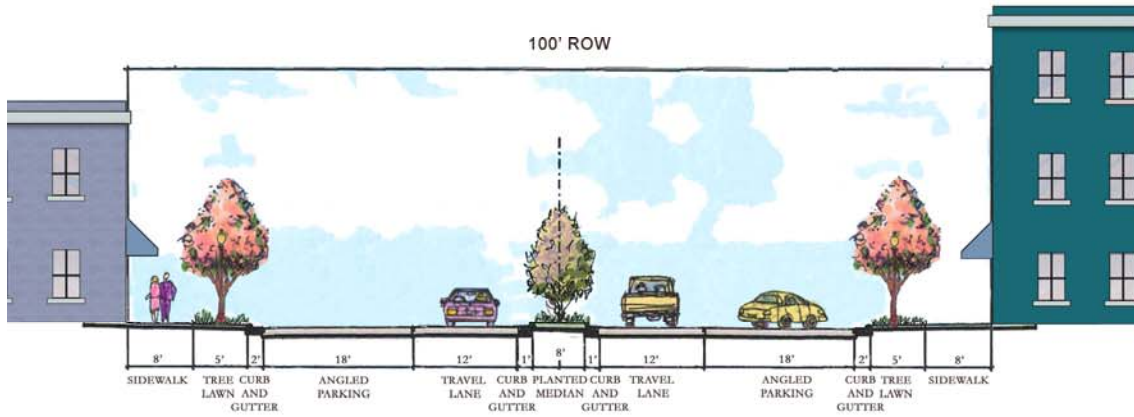
Roadway Capacity

12,000 to 20,000 vehicles per day



Main Street: 2-Lane Divided with Angled Parking

(2-Lane Divided with Raised Median, Angled Parking, Sidewalks, Landscaping)



Design Features

Roadway Width

74' including 2 travel lanes, angled parking, planted median, and curb and gutter

On-Street Parking

18' angled; both sides

Tree Lawn

5'

Median

8' planted with 1' curb and gutter

Pedestrian Facilities

8' sidewalks, both sides

Bicycle Facilities

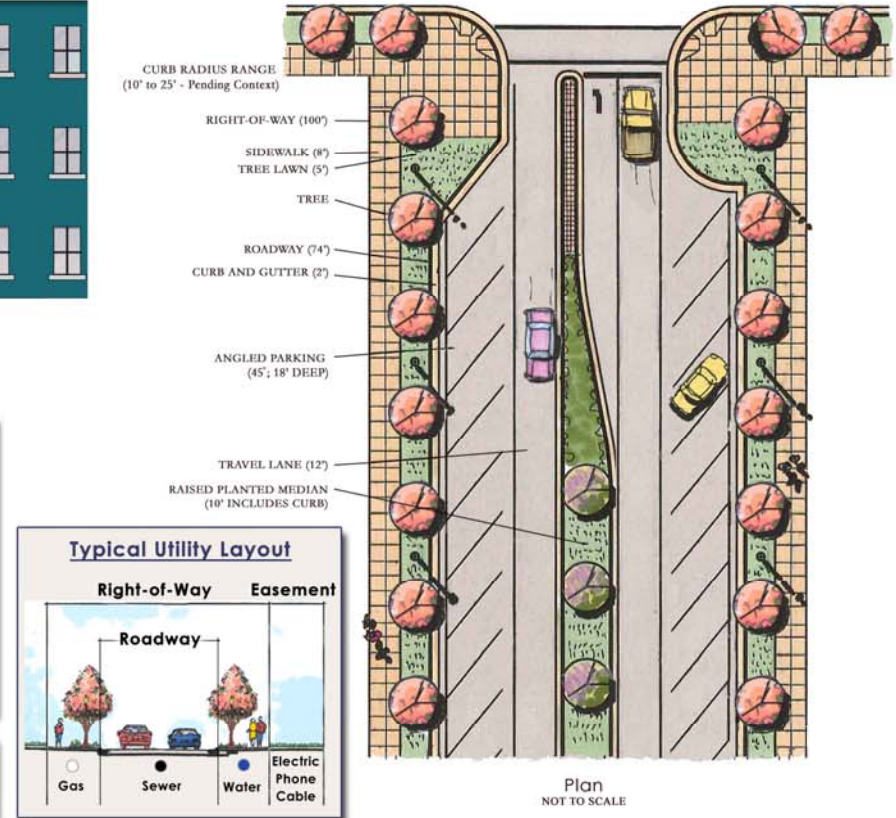
None

Golf Cart Usage

May cross roadway
May share lane with other vehicles

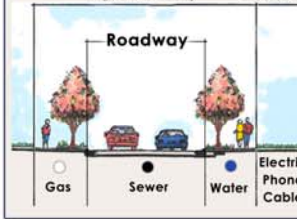
Roadway Capacity

9,500 to 19,000 vehicles per day



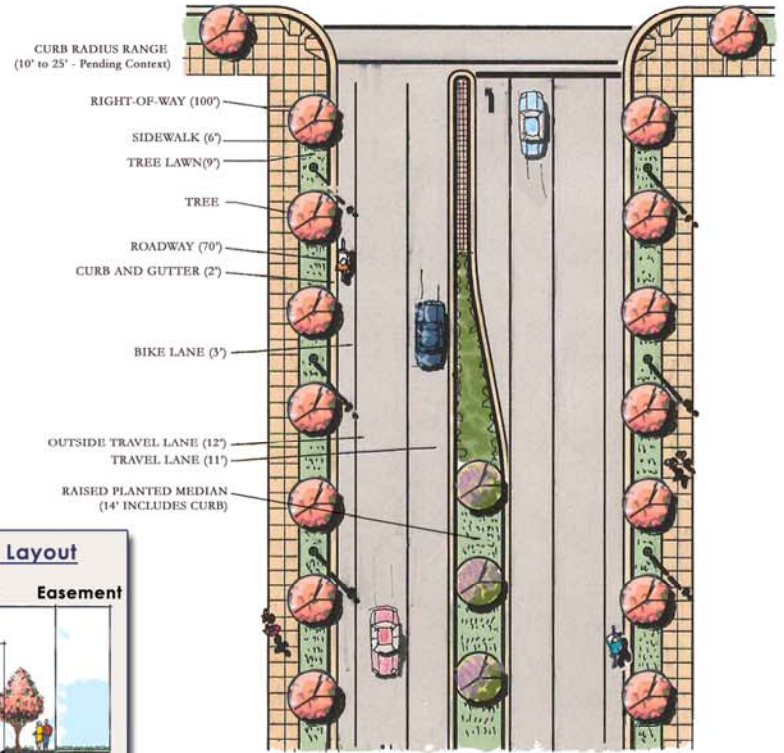
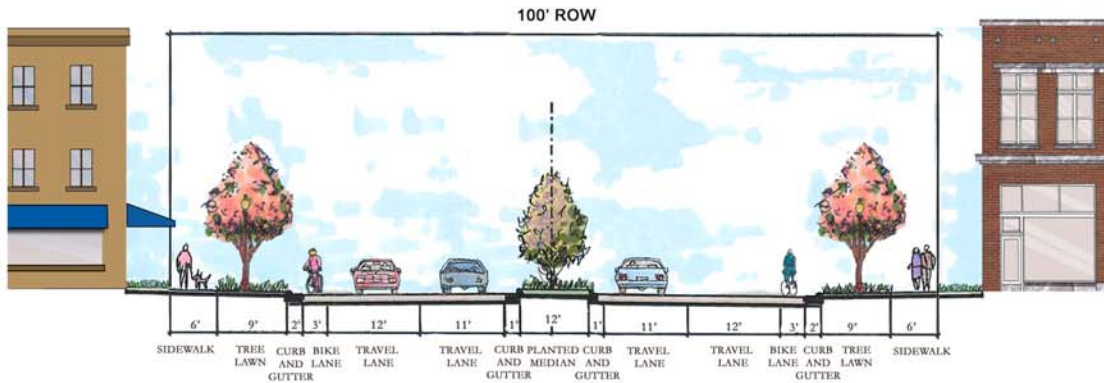
Typical Utility Layout

Right-of-Way Easement



Urban Boulevard: 4-Lane Divided

(4-Lane Divided with Raised Median, Bike Lanes, Sidewalks, Landscaping)



Plan
NOT TO SCALE

Design Features

Roadway Width

70' including 4 travel lanes, bike lanes, planted median, and curb and gutter

On-Street Parking

None

Tree Lawn

9'

Median

12' planted with 1' curb and gutter

Pedestrian Facilities

6' sidewalks, both sides

Bicycle Facilities

3' bike lanes, both sides

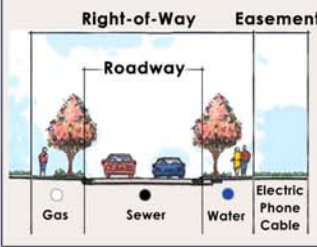
Golf Cart Usage

May cross roadway

Roadway Capacity

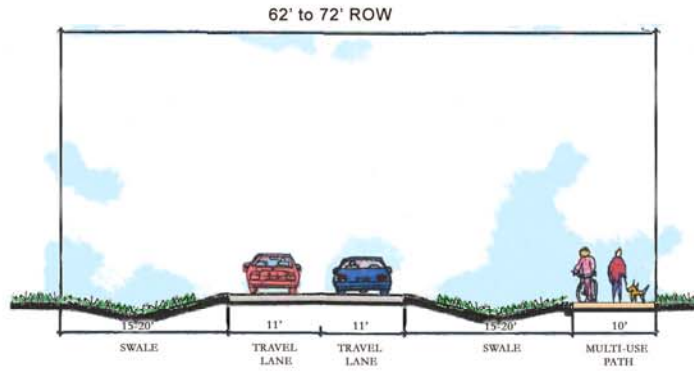
24,000 to 33,000 vehicles per day

Typical Utility Layout



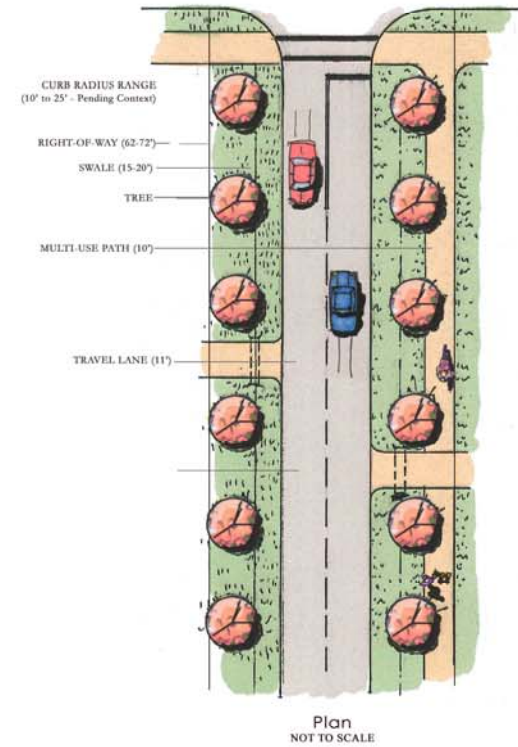
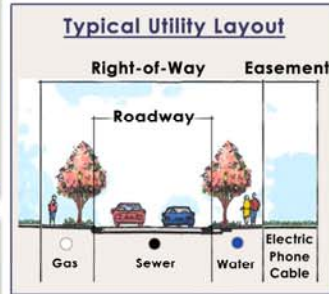
Rural Local Street: 2-Lane with Multi-Use Paths

(2-Lane, Multi-Use Paths, Swale)



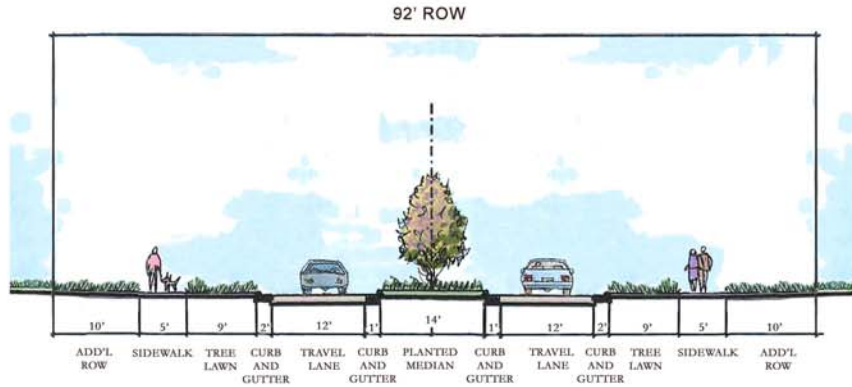
<u>Design Features</u>	
Roadway Width 22' including 2 travel lanes	Median None
On-Street Parking None	Pedestrian Facilities 10' multi-use path, one side
Tree Lawn None	Bicycle Facilities 10' multi-use path, one side

<u>Roadway Capacity</u>
9,000 to 14,000 vehicles per day



Local Transitional Street: 2-Lane Divided on 4-Lane Divided Right-of-Way

(2-Lane Divided with Raised Median, Sidewalks, Landscaping)

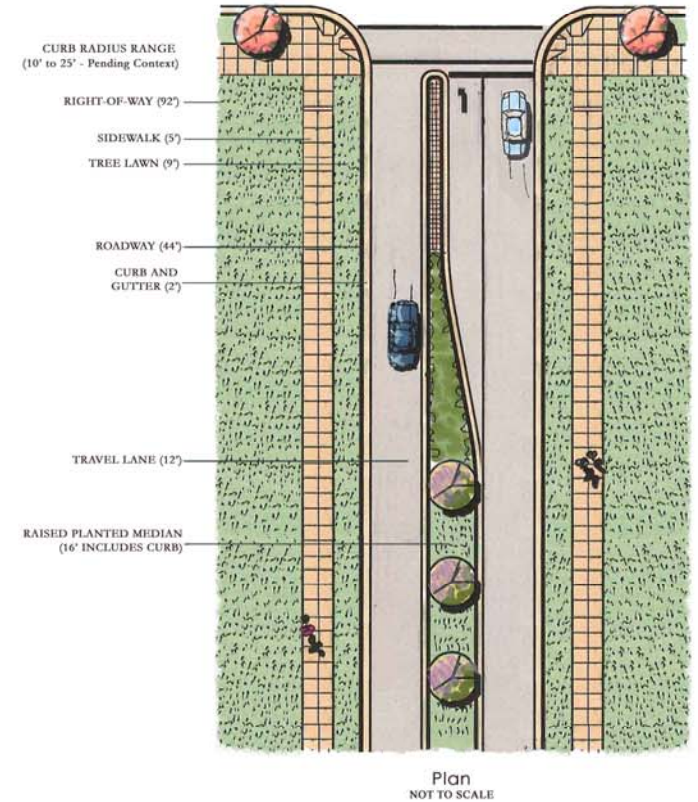
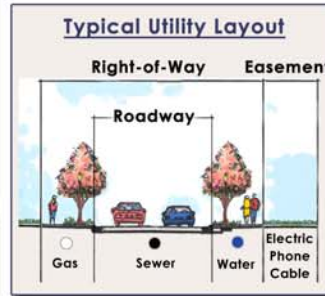


Design Features

Roadway Width 44' including 2 travel lanes, planted median, and curb and gutter	Pedestrian Facilities 5' sidewalks, both sides
On-Street Parking None	Bicycle Facilities None
Tree Lawn 9'	Golf Cart Usage May cross roadway
Median 14' planted with 1' curb and gutter	

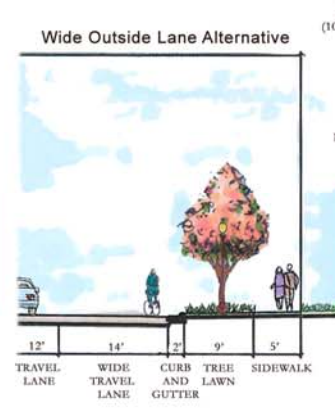
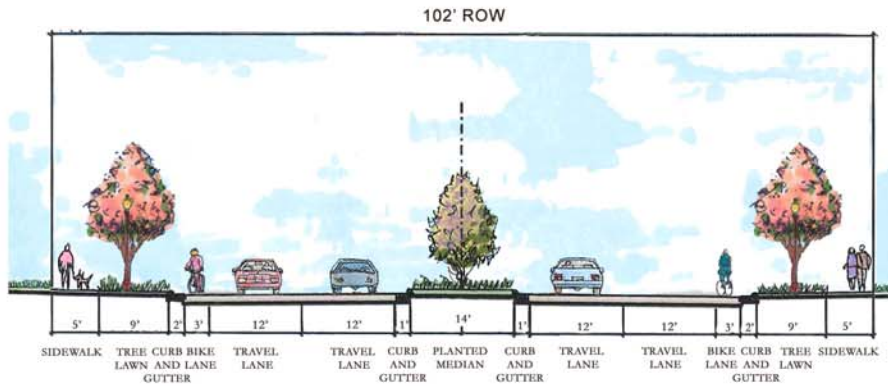
Roadway Capacity

12,000 to 20,000 vehicles per day

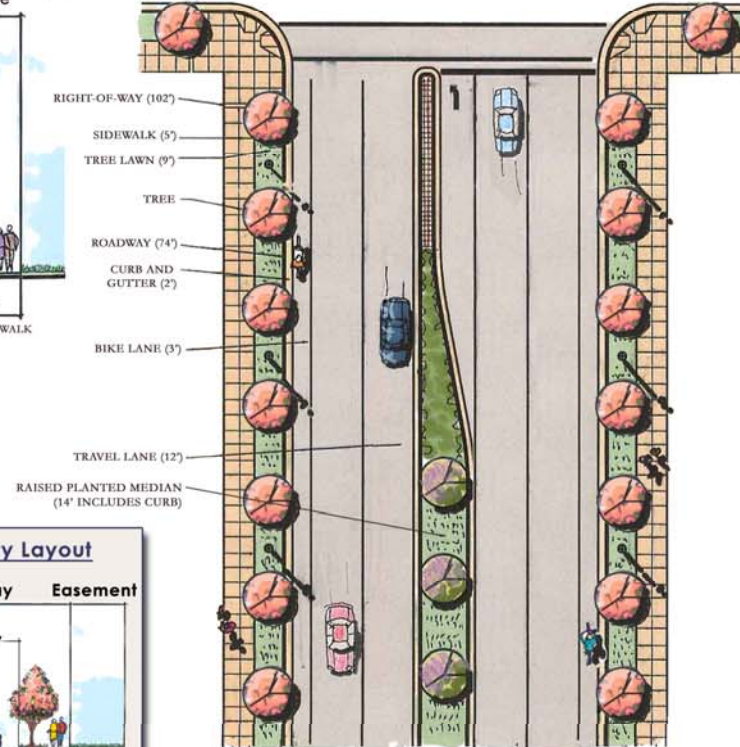


Parkway: 4-Lane Divided with 16' Median

(4-Lane Divided with Raised Median, Bike Lanes, Sidewalks, Landscaping)



CURB RADIUS RANGE
(10' to 25' - Pending Context)

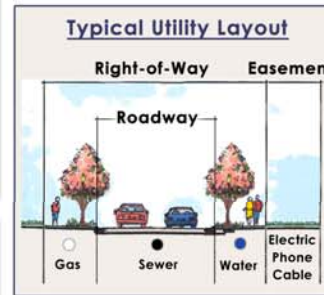


Design Features

Roadway Width 74' including 4 travel lanes, bike lanes, planted median, and curb and gutter	Pedestrian Facilities 5' sidewalks, both sides
On-Street Parking None	Bicycle Facilities 3' bike lanes, both sides
Tree Lawn 9'	Golf Cart Usage None
Median 14' planted with 1' curb and gutter	

Roadway Capacity

28,000 to 40,000 vehicles per day



Plan
NOT TO SCALE

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Roundabouts

Modern roundabouts are proving to be safer (for vehicles, bicycles and pedestrians) and less costly intersection designs, especially when a roundabout solution can reduce the need for widening approaches. They will be encouraged in development design.

Roundabouts have several significant differences with traffic circles, so it is important to use the latest tested designs for roundabouts.

Roundabouts vs. traffic circles and rotaries. There are three (3) principles that explain the superiority of modern roundabouts over the old traffic circles: yield rules, deflection, and flare.

<p>Roundabouts traffic circles yield-at-entry rule:</p> <ul style="list-style-type: none">• Entering traffic yields to circulating traffic, which always keeps moving.• Very efficient with heavy traffic.• No weaving distance is needed, so roundabouts are small and fit in compact spaces.	<p>Entering traffic may interfere with circulating traffic:</p> <ul style="list-style-type: none">• Circulating traffic can not clear when entering traffic fills circle.• Heavy traffic causes gridlock.• Circles must be large to provide long weaving distances.
<p>Entering traffic is deflected slowly around the central island:</p> <ul style="list-style-type: none">• Deflection controls speed without enforcement, thereby reducing accidents.• Deflection forms gaps in traffic so other vehicles can enter.• Entry flare adds lanes.	<p>Inconsistent entry design may allow traffic to enter at high speed:</p> <ul style="list-style-type: none">• Serious accidents can result on high speed streets.• Fast entries impede gap acceptance and defeat the yielding process.
<p>Flare increases capacity at the intersection, where capacity is needed most:</p> <ul style="list-style-type: none">• Flare promotes narrow streets between roundabouts, saving cost and neighborhood impacts.	<p>Poor entry conditions may not benefit from flare:</p> <ul style="list-style-type: none">• Poor intersection capacity even with large traffic circles.• Higher capacity requires wide streets between circles, wasting money and land.

Since the best designs are evolving as more communities try them, and using this guidance stated above, the city engineer will work with proposed developments to determine design requirements for roundabouts on a case-by-case basis.

(Ord. No. 09-07, § 2, 2-2-09)

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