

# TOWN OF AYNOR, SOUTH CAROLINA



## LAND DEVELOPMENT REGULATIONS

Adopted October 22, 2007

Prepared by:

**BENCHMARK**  
CMR, Inc.  
County & Municipal Resources  
118 South Main Street 1-800-650-3925  
PO Box 430 Fax 1-704-933-6160  
Kannapolis, NC  
28082-0430 [www.cmrplanning.com](http://www.cmrplanning.com)

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## **CHAPTER 1: PURPOSE & AUTHORITY**

### **Section 1.1 Title**

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This Ordinance shall be known as the Land Development Regulations of the Town of Aynor, South Carolina.

### **Section 1.2 Authority**

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This Ordinance is adopted under the authority and provisions of the Code of Laws of South Carolina Title 6, Chapter 29, Article 7, Local Planning-Land Development Regulation.

### **Section 1.3 Jurisdiction**

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These provisions apply to all land development activities within the town limits of the Town of Aynor as now or hereafter established.

### **Section 1.4 Purpose**

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The purpose of these regulations is to keep with the declaration of intent by the State of South Carolina to require harmonious, orderly, and progressive development of land in pursuit of public health, safety, economy, good order, appearance, convenience, morals, and the general welfare. In furtherance of this general intent, the regulation of land development by a municipality is authorized for the following purposes, among others:

1. To encourage economically sound and stable development;
2. To assure the timely provision of required streets, utilities, and other facilities and services to new land development;
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 to recreation, education, 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 municipalities.

### **Section 1.5 Compliance**

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- A. No plat for the subdivision of land within the Town of Aynor shall be filed or recorded in the Horry County Register of Deeds until such plat shall have first been submitted to and approved by the Town Planner or the Planning Commission according to procedures set forth in this Ordinance.



- B. No permits shall be issued to develop, construct, or otherwise change land characteristics in the Town of Aynor except in compliance with all applicable provisions of this Ordinance, Horry County Building Codes, and the Town of Aynor Zoning Ordinance.
- C. No street or other public way or land shall be accepted or maintained, nor shall any water lines, sewerage, street lighting, or similar improvements be extended or connected, nor shall any permit be issued for construction of any building or other improvement in any subdivision established hereafter which has not been approved by the Town Planner or the Planning Commission according to procedures set forth in this Ordinance.

#### **Section 1.6 Town Planner**

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- A. These regulations shall be administered by the Planning Commission of the Town of Aynor or their designee.
- B. The Town Planner shall administer and enforce the provisions of these regulations and have such other specific powers and duties as set forth in these regulations.
- C. The Town Planner may designate agents to act on his behalf.
- D. The Town Planner and other agents of the Town shall have the right to enter property at reasonable hours for the purpose of making inspections.

#### **Section 1.7 Coordination of Plans**

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All plans, plats and supporting documents to be submitted in connection with the procedures set forth in these regulations shall be submitted first to the Town Planner. Chapter 5 of this Ordinance provides standards to serve as a basis for the type, size, graphic media, number of copies, information to be shown and other such matters in regard to the maps and documents required to be submitted in the administration of these regulations. However, it is recognized that each development is unique, and therefore, the Town Planner may exercise flexible judgment in requiring less or more information and submittal according to the needs of the particular case.

#### **Section 1.8 Administrative Fees**

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The Town Council shall set a fee schedule for the administration of these regulations. The Town Clerk shall be responsible for the collection of said fees. All fees related to recording of documents shall be borne directly by the developer.

## **CHAPTER 2: LEGAL PROVISIONS**

### **Section 2.1 Interpretation, Purpose, Conflict**

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- A. In interpreting and applying the provisions of these regulations, they shall be held to the minimum requirements for the promotion of the public safety, health, convenience, prosperity and general welfare.
- B. It is not intended by these regulations to interfere with or abrogate or annul any easements, covenants, or other agreements between parties; provided, however, that where these regulations impose a greater restriction or imposes higher standards than those required by other ordinances, rules, restrictions, or by easements, covenants, or agreements the provisions of these regulations shall govern so that, in all cases, the most restrictive limitation or requirement, or the requirement causing the highest standard of improvement, shall govern.
- C. In any case where the Zoning Ordinance specifically permits a development type or standard not otherwise provided for in these regulations, or different from these regulations, the Zoning Ordinance shall prevail.

### **Section 2.2 Effect upon Outstanding Preliminary Plats**

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- A. Nothing herein contained shall require any change in any Preliminary Plat that has received approval by the Town of Aynor prior to the time of the adoption of these regulations provided that such preliminary plat has been prosecuted to completion and a Final Plat recorded in the Office of the Register of Deeds within one (1) year after the time of adoption of these regulations.
- B. If the Final Plat of all or part of the area shown on any previously approved Preliminary Plat is not recorded in the Office of the Register of Deeds within one (1) year after the time of the adoption of these regulations, such non-recorded area shall be subject to all the provisions of these regulations.
- C. After the effective date of this Ordinance, any Final Plat to be recorded based upon any outstanding Preliminary Plat shall follow the Final Plat approval procedures of this Ordinance including the guarantee of installation provisions.
- D. In addition, nothing herein contained shall require any change in any Final Plat which has received approval by the Town of Aynor prior to the time of the adoption of these regulations provided that such final plat is prosecuted to completion in accordance with the terms of approval.

### **Section 2.3 Effect upon New Territory Added to Jurisdiction**

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At any time new territory is added to the jurisdiction of these regulations, such new territory shall immediately become subject to the provisions of these regulations. Any proposed

development or any development in progress within such new territory shall proceed only in accordance with the following:

- A. Any development for which a Final Plat has been recorded in the Register of Deeds Office pursuant to the approval of another local government, but which is subject to an outstanding guarantee to such local government for the installation of development improvements, shall remain under the development control of such local government until such time as such developer shall have been prosecuted to completion.
- B. All other developments shall meet all of the requirements of these regulations and it shall be the responsibility of the developer of any proposed development or developments in progress to receive approval as provided for in these regulations before proceeding with any development. The developer shall arrange a conference with the Town Planner who shall determine the level and type of approval required and provide the developer with an approval track for the particular case.

### **Section 2.4 Vested Development Rights**

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Pursuant the provisions of the Vested Rights Act, Act 287, adopted in 2004 by the South Carolina Legislature, the following standards are established to specify the point at which a development is considered to have obtained a vested right.

- A. A vested right is attached to a development project once the developer or landowner has:
  - 1. **Single-Phased Developments.** Satisfied all conditions of Preliminary Plan approval placed upon the proposed project by the Town of Aynor Town Planner and the Planning Commission during the technical review of such development.
  - 2. **Multi-Phased Developments.** Satisfied all conditions of Preliminary Plan approval that are placed on the proposed phase of development by the Town of Aynor Town Planner and the Planning Commission during technical review of such development phase.

For the purpose of establishing a vested right, conditions of Preliminary Plan approval are deemed satisfied once all items within Chapter 5 of the Town of Aynor Land Development Regulations have been supplied to the Town of Aynor Town Planner.

- B. Such vested right shall extend for an initial period of two (2) years. Within 120 days of expiration of the initial two (2) year vesting period, the developer or landowner shall submit, in writing, to the Town of Aynor Town Planner a request for a one (1) year extension of the vesting period. Extensions of vested rights shall be given in one (1) year increments and shall not exceed five (5) extensions—for a total vesting period of seven (7) years.

All requests for extensions shall be presented to the Planning Commission for consideration. The Planning Commission shall approve the annual extension unless an amendment to the Land Development Regulations has been adopted that prohibits approval. Upon expiration

of a vested right, a building permit may be issued for development only in accordance with applicable land development regulations.

- C. A Preliminary Plan or Phased Development Plan for which a variance, regulation, or special exception is necessary does not confer a vested right until the variance, regulation, or special exception is obtained.
- D. If development exceptions are approved prior to the approval of a Preliminary Plan or Phased Development Plan, the development exception approval does not create vested rights until the Planning Commission approval of the development plan is obtained and all conditions for approval are satisfied.

### **Section 2.5 Development Exceptions**

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Whenever, in the opinion of the Planning Commission, the strict application of the requirements contained in this Ordinance would result in extreme practical difficulties or undue economic hardship, the Planning Commission may modify such requirements as are necessary to allow the development of property in a reasonable manner, providing that the public interests of the community and its citizens are protected and the general intent and spirit of these regulations are preserved. The Commission shall grant such exception or modification only upon determination of the following:

- 1. The exception will not be detrimental to the public health, safety, and general welfare of the community.
- 2. The exception will not adversely affect the reasonable development of adjacent property.
- 3. The exception is justified because of topographic or other special conditions unique to the property involved, in contra-distinction to mere inconvenience or financial disadvantage.
- 4. The exception is consistent with the objectives of this Ordinance and will not have the effect of nullifying the intent or purpose of this Ordinance or the Comprehensive Plan.
- 5. Such exception will not conflict with applicable requirements of the Zoning Ordinance.

### **Section 2.5 Amendments**

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- A. The Planning Commission may amend these regulations after holding a public hearing. The time and place of which shall be duly advertised in a newspaper of general circulation in the Town of Aynor at least 15 days before the hearing.
- B. No amendment shall become effective unless it has been submitted to the Planning Commission for review and recommendation. The Planning Commission shall have 45 days to submit its report. The Town Council may waive these requirements and grant an extension of time. If the Planning Commission fails to submit a report within 45 days, the amendment shall be deemed approved.

- C. The Town Council shall hold a public hearing to approve or deny the proposed amendments. This public hearing shall be duly advertised in a newspaper of general circulation in the Town of Aynor at least 15 days before the hearing.
- D. The Planning Commission will review these regulations semi-annually for the three (3) years following their adoption to determine if amendments are needed. After three (3) years, the regulation will be reviewed annually.

## **Section 2.6 Violations and Penalties**

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- A. After the effective date of these regulations, no subdivision plat or other land development plan within the jurisdiction of these regulations may be filed or recorded in the Office of the Register of Deeds, and no building permit may be issued until the plat bears the stamp of approval and is properly signed by the Town Planner. The submission for filing or recording of a subdivision plat or other land development plan without proper approval as required by these regulations is declared a misdemeanor and, upon conviction, is punishable as provided by law.
- B. The Register of Deeds shall not accept, file, or record a land development plan or subdivision plat involving a land area subject to these regulations unless the development plan or subdivision plat has been properly approved. If a public official violates the provisions of this section, he is, in each instance, subject to the penalty provided in this Section and the affected governing body, private individual, corporation has rights and remedies as to enforcement or collection as are provided, and may enjoin any violations of them.
- C. The owner or agent of the owner of any property being developed within the Town may not transfer title to any lots or parts of the development unless the land development plan or subdivision has been approved as provided for herein and an approved plan or plat is recorded in the Office of Register of Deeds. A transfer of title in violation of this provision is a misdemeanor and, upon conviction, must be punished in the discretion of the court. A description by metes and bounds in the instrument of transfer or other document used in the process of transfer does not exempt the transaction from these penalties. The Town may enjoin the transfer by appropriate action.
- D. It is unlawful for a person in laying out a new street or road within the Town to name the street or road on a plat, by a marking or in a deed or instrument without first getting the approval of the Planning Commission. Any person violation this provision is guilty of a misdemeanor and, upon conviction, must be punished in the discretion of the court.

## **Section 2.7 Appeals**

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In any case where the Town Planner is authorized to approve or disapprove a land development plan such action may be appealed to the Planning Commission within 30 days after the actual notice of the decision by any party in interest. The Planning Commission shall act on the appeal within 60 days and the action of the Planning Commission is final. An appeal from the decision

of the Planning Commission may be taken to the Circuit Court within 30 days after actual notice of the decision.

#### **Section 2.8 Severability and Validity**

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The provisions of these regulations are severable. If a section, sentence, clause, or phrase of these regulations is judged by a court of competent jurisdiction to be invalid, the decision shall not affect the remaining portions of these regulations.

#### **Section 2.9 Effective Date**

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This Ordinance shall become effective upon its adoption by the Town Council of the Town of Aynor, South Carolina.



## **CHAPTER 3: DEFINITIONS**

### **Section 3.1 General**

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Except as specifically defined herein, all words used in these regulations have their customary dictionary definitions. Words used in the present tense include the future tense. Words used in the singular include the plural, and words used in the plural include the singular. For the purposes of these regulations certain words or terms used herein are defined as follows:

- A. The word “shall” is always mandatory.
- B. The word “may” is permissive.
- C. The word “building” includes the word “structure.”
- D. The word “lot” includes the word “plot”, “parcel”, or “tract.”
- E. The word “use” includes the terms “arranged,” “designed,” and/or “intended” for use activity and/or purpose.
- F. The word “person” includes a firm, association, organization, partnership, trust company, or corporation as well as an individual.
- G. The term “Town Engineer” refers to the engineer for the Town of Aynor.
- H. The term “Town Planner” refers to the planner for the Town of Aynor.
- I. The term “Planning Commission” refers to the Town of Aynor Planning Commission.
- J. The term “Town Council” refers to the Town Council of the Town of Aynor.

### **Section 3.2 Land Development and Subdivision Defined**

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- A. For the purpose of these regulations, “land development” means the changing of land characteristics through redevelopment, construction, subdivision into parcels, condominium complexes, apartment complexes, commercial parks, shopping centers, industrial parks, mobile home parks, and similar developments for sale, lease, or any combination of owner and rental characteristics. Provided, however, the following land development activities shall be exempt from complying with the procedures of these regulations:
  - 1. The development or redevelopment of detached single-family dwellings on existing lots that conform to the standards to the Town;
  - 2. Such subsequent land development activities resulting from an approved land development plan as the Planning Commission may designate; and



3. Such other classes of land development activity that the Planning Commission may designate.
- B. For the purposes of these regulations “subdivision” means 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 divisions of land involving a new street or change in existing streets, and includes re-subdivision which would involve the future division or relocation of lot lines of any lot or lots within a subdivision previously made and approved or recorded according to law; or, the alteration of any streets or the establishment of any new streets within any subdivision previously made and approved or recorded according to law; and includes combinations of lots of record; however, the following exceptions are included within the definition only for the purpose of requiring that the local planning agency be informed and have a record of the 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 Town.
  2. The division of land into parcels of five (5) acres or more where no new street is involved and the plats of these exceptions must be received as information by the Town Planner which shall indicate that fact on the plats.
  3. The combination or recombination of entire lots of record where no new street or change in existing streets is involved.

Any plat or document to be recorded pursuant to the exceptions set forth in this Section shall bear the notation ‘Approved for Recording’ and the signature of the Town Planner or his designed agent prior to being presented for recording. Four (4) reproducible copies of the document/plat shall be provided to the Town Planner at the time of the signing.

### **Section 3.3 Types of Land Development**

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A. **Major Developments.** Major developments include the following:

1. The creation or extension of any new street;
2. The creation of more than five (5) lots (including the parent tract) regardless of whether adequate access already exists;
3. Group developments such as apartments, condominium, and townhouse complexes; and
4. Any commercial, industrial, or office land development, of regional significance, on a single tract or parcel of land that will produce an estimated 2,000 or more average daily trips according to trip generation rates established by the Institute of Transportation Engineers and established in the current issue of the ITE Trip Generation Manual.

B. **Minor Developments.** Minor developments include subdivisions or developments containing no more than five (5) lots (including parent tract) where adequate access already

exists and any commercial developments that do not meet the standards for a major development.

### **Section 3.4 Acronyms**

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AASHTO - American Association of State Highway and Transportation Officials

ADT - Average Daily Traffic

ADA - The Americans with Disabilities Act

HOA - Homeowners Association

SCDOT - The South Carolina Department of Transportation

### **Section 3.5 Definitions**

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Access - A way or means of approach to provide vehicular or pedestrian entrance or exit to a property.

Access Connection - Any driveway, street, turnout or other means of providing for the movement of vehicles to or from the public roadway system.

Access Management - The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.

Access Road - A street designed to provide vehicular access to abutting property and to discourage through traffic.

ADT - The average number of vehicles per day that pass over a given point.

Aisle - The distance measured between furthest points of parking spaces for ingress and egress.

Alley - A public street designed to serve as secondary access to the side or rear of those properties whose principal frontage/access is on another street.

Applicant - Any authorized agent, entity, or person(s) submitting an application for development.

Arterial Street - Streets which carry longer-distance major traffic flows between important activity nodes. They are designed to provide high speed, high level service for efficient movement of people and goods.

As-built - A map, plan, or layout showing the location and boundaries of land including existing utility lines and facilities.

Berm - A mound of soil, either natural or man-made, intended to buffer land uses or limit access.

Block - A parcel of land entirely surrounded by streets or highways, railroad rights-of-way, waterways, subdivision boundary, or by a combination thereof.

Board of Zoning Appeals - The Town of Aynor Board of Zoning Appeals established pursuant to the South Carolina Comprehensive Planning Enabling Act of 1994.

Buffer - An area within a property or site, generally adjacent to and parallel with the property line, either consisting of natural vegetation or created by the use of trees, shrubs, and/or berms, designed to continuously limit the view and sound from the site to adjacent sites or properties.

Building Line - That line which represents the distance that a building or structure must be setback from a lot boundary line or a street right-of-way line, according to the terms of these regulations or the Zoning Ordinance. In all cases, the building lines of a lot shall run parallel to and setback the appropriate distance as required by the zoning district in which the lot is located from street right-of-way lines, street center lines, or other boundary lines.

Cemeteries - Land that is set apart and used for the interment of the dead or in which bodies (human or other) have been buried. A cemetery may include a structure for the purpose of cremation of remains (human or other) and may include facilities for storing ashes of said remains that have been cremated or interment of the dead in sealed crypts or compartments.

Collector Street - Streets which link local streets with the arterial street system. They may also directly serve abutting land uses.

Common Area - See Open Space - Common.

Connection Spacing - The distance between connections, measured from the centerline of the first connection to the centerline of the second connection along the edge of the traveled way.

Corner Clearance - The distance from an intersection of a public or private road to the nearest access connection, measured from the centerline of the closest edge of the pavement of the intersecting road to the centerline of the closest edge of the pavement of the connection along the traveled way.

Cross Access Easement - A non-exclusive easement in which a service drive is located that provides vehicular access between two (2) or more contiguous sites so the driver need not enter the public street system.

Cul-de-sac - A local street with only one (1) access point and having the other end designed for the reversal of traffic movement.

Culvert - A structure designed to convey a watercourse, not incorporated in a closed drainage system, under a road, railway, or pedestrian walk.

Curb - A vertical or upward sloping edge of a roadway usually made of concrete or paving materials.

Dedication - An act of transmitting property or interest thereto.

Deed - A legal document conveying ownership of real property.

Density - The permitted number of dwelling units per acre of land to be developed.

Design Standards - Standards that set forth specific improvement requirements as well as layout criteria.

Detention Basin - A pond, pool, or basin used for the storage of water runoff and the controlled release of such runoff.

Developer - The legal or beneficial owner(s) of a lot of any land included in a proposed development. A developer includes the holder of an option or contract to purchase, or any other person having enforceable proprietary interest in such land.

Divided Street - Streets that have an island, median, or other street barrier separating moving lanes.

Driveway - A paved or unpaved area used for ingress or egress of vehicles, and allowing access from a street to a building or other structure or facility. Driveways are not inclusive of public or private roads constructed in accordance with the design standards found in these regulations.

Easement - A grant of one or more property rights by a property owner to or for use by any person, firm, corporation, the public, or another person or entity. Not inclusive of fee simple ownership.

Encroachment - Any obstruction in a delineated right-of-way or easement.

Engineer - A registered professional in good standing with the South Carolina Board of Registration for Professional Engineers and Land Surveyors.

Entranceway treatments - See Open Space - Common.

Financial Guarantee – Bonded Plats - A certified letter of credit or cash deposit where the agent posts 125% of the engineer's itemized construction cost estimates for remaining required improvements.

Financial Guarantee – Roadway Dedication - A certified letter of credit or cash deposit where the agent posts funds, in accordance with the Horry County Street Dedication Requirements, to cover the repair of defects or deficiencies to roadways dedicated to Horry County.

Floodplain - Areas subject to periodic flooding which are shown on maps prepared by the Federal Emergency Management Agency (FEMA).

Floodway - The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one (1) foot.

Frontage Road - A drive that generally parallels a public street between the right-of-way and the front building setback line. The frontage road provides access to adjacent properties while separating them from the arterial street.

Functional Classification - A system used to group public roadways into classes according to their purpose in moving vehicles and providing access.

Golf Course - See Open Space - Common.

Governing Authority - The official, Board or Council having jurisdiction in the area and matter involved.

Grade - The slope of a street, public way, or other land, specified in percentage terms.

Greenbelts - See Open Space - Recreational.

Greenways - See Open Space - Recreational.

Group Development - Group developments include commercial complexes, industrial parks, multi-family complexes (where lot subdivision does not take place) and office complexes with multiple units located in a single structure on commonly owned and maintained property.

Gutter - A shallow channel usually set along a curb or the pavement edge of a road for purposes of catching and carrying off runoff water.

HOA (Homeowner's Association) - A group of property owners, established by legal documents, charged with the management of a development, typically having the right to assess fees.

Intersection - A point where two (2) or more roads cross at a grade.

Island - In street design, a raised curbed area placed to guide traffic and separate lanes or used for landscaping, signage, or lighting.

Land Contract Sale Parcel - A parcel created through a contractual agreement in which no deed to transfer ownership occurs until the agreed upon purchase price has been paid in full. The purchaser may or may not be responsible for the property taxes of the parcel.

Land Development - A change in land characteristics through redevelopment, construction, subdivision into parcels, condominium complexes, apartment complexes, commercial parks, shopping centers, industrial parks, manufactured housing communities, or other developments for sale, lease or any combination of owner and rental characteristics.

Local Street - The lowest order of residential street, which provides frontage for access to lots, and carries traffic having destination or origin on the street itself. This street classification is designed to carry traffic at slow speeds.

Lot - A piece, parcel, tract, or plot of land intended as a unit for building development or other purpose, for sale, rent, or lease.

Lot, Corner - Any lot having at least two (2) contiguous sides abutting one (1) or more streets, provided that the interior angle at the intersection of such two sides is less than 135 degrees.

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

Lot, Flag - A large lot not meeting the minimum frontage requirements specified in the Town of Aynor Zoning Ordinance and where access to the public road is by a narrow flag or driveway.

Lot, Nonconforming - A lot that does not meet the dimensional requirements of the district in which it is located and that existed before the requirement of the zoning ordinance became effective.

Lot, Through (Double Frontage Lot) - A lot that fronts upon two (2) parallel streets or road rights-of-way; or, that fronts upon two (2) streets or road rights-of-way that do not intersect at the boundaries of the lot.

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

Lot of Record - A lot or parcel that exists as shown or described on a plat or deed in the records of the Register of Deeds Office.

Lot Size - The size of a lot measured within the lot lines and expressed in terms of acres or square feet. Lots created through the development of land shall meet the minimum size requirements as specified in the zoning ordinance.

Lot Width - The horizontal distance between side lot lines measured parallel to the front lot line at the minimum required front setback line as defined in the zoning ordinance.

Major Developments - See Section 3.3.

Median - A barrier placed between lanes of traffic flowing in opposite directions.

Median Island - An island in the center of a street that separates opposing traffic flows.

Minor Development - See Section 3.3.

Natural Water Bodies - See Open Space - Recreation.

Off-Street Parking Space - A parking space provided outside of street rights-of-way such as a parking lot, parking structure, or private driveway.

On-street Parking Space - A parking space that is located within a dedicated street right-of-way.

Official Map - A legal document adopted by the governing body of a community that pinpoints the location of future streets and sites for other anticipated public facilities.

Open Space – Common - Improved areas within a land development set-aside for use by all residents in the community. Common open spaces may include the following:

- **Entranceway Treatments** – Areas in the development facing an exterior street in which signs are placed next to an interior street to inform motorists of the name of the development.
- **Golf Courses** – An area of improved land, planted with grasses and including natural or artificial obstacles, in which the game of golf can be played.
- **Mail Centers** - Areas designed and intended to be used for the centralized location of mail boxes for incoming and outgoing mail or packages when individual mail boxes will not be located at individual lots or residences.
- **Wetlands**- Wetlands include swamps, marshes, bogs, and similar areas as determined by the appropriate regulatory agency.

Open Space – Recreational - Areas designed for active or passive uses that are planned, improved, accessible, and useable by persons living within a development. Recreational open spaces may include the following:

- **Amenities Areas** – Areas within a development in which impervious surfaces are added to provide recreational opportunities. Amenities areas may include but are not limited swimming pools, tennis courts, racquetball courts, and shuffleboard courts.
- **Greenways** - Open spaces designed to incorporate natural settings such as creeks and significant stands of trees within neighborhoods that are entirely within a development and do not abut the exterior boundary of the property. Greenways may be used for certain active uses such as walking, jogging, or bicycling. A greenways differs from a park or square in that their detailing is natural and/or informally planted except along rights-of-way, and may contain irregular topography.
- **Greenbelts** - Greenbelts are at least fifty (50) feet in width that may run along the perimeter of a neighborhood, and serve to buffer a neighborhood from surrounding non-compatible uses such as a highway corridor, industrial district, agricultural areas or adjacent towns. Greenbelts may also link a development to a connected series of planned greenways or greenbelts throughout a community.
- **Natural or Man-made Water Bodies** – Any bay, lake, pond or river greater than three acres in size and created by nature.
- **Playgrounds** – Playgrounds provide sunny and shaded areas for children as well as open shelter with benches for parents. Playgrounds may be built within parks or may stand alone within a residential block.

- **Playfields** – Playfields provide areas designed for a variety of sports/athletic activities in which specific field/ play area dimensions are required. Playfields usually include fields for softball, soccer, baseball/t-ball, football, and/or volleyball.
- **Plaza** – A plaza is an open area adjacent to, or part of, a civic building or facility. Plazas function as gathering places and may incorporate a variety of non-permanent activities such as vendors and display stands. Plazas may be left unplanted and may incorporate impervious surfaces.
- **Park** – Parks may be designed for passive and/or active recreational uses that create a central space that serves an entire neighborhood or group of neighborhoods. Parks may incorporate physical features that are an asset to the community such as lake or river frontage, high ground, or significant stands of trees.
- **Picnic Areas** – Areas designed for an outing or excursion in which those taking part share a meal in an area in which the land has been only minimally developed. Picnic areas include tables that may be covered and screened to provide shelter from inclement weather and insects and may include grilles for cooking.
- **Squares** - Squares are areas for passive recreational use. Squares are bounded completely by streets . A square allows for informal gatherings or child play. They must be improved open space but cannot be covered with impervious materials.
- **Village Green** – Open space which serves as the focal point for a development. Village greens are typically bounded by streets and contain planted areas. The village green may contain a monument or gazebo and have civic buildings (churches, community centers, and government buildings) located around the perimeter of the green.

Open Space, Improved - Cleared of underbrush and debris.

Out-parcel - Any lot created from an overall tract wherein the remaining tract is larger than any single lot created and wherein the conditions and locations of access to such lot from a public highway or street may be restricted and/or provided through easements granted by the larger tract holder.

Parcel Split - A lot created through the subdivision of property into two (2) or more parcels, lots, or tracts.

Parent Tract - The original lot, parcel, or tract of land as established in the Horry County Assessor's records, from which the proposed subdivided lot(s), will be split. For the purposes of determining minor or major development status, a parent tract is reviewed to determine the total number of parcel splits within a 10-year period.

Park - See Open Space - Recreational.

Parking Lane - A lane usually located on the sides of streets, designed to provide on-street parking for vehicular traffic.

Parking Space - An area provided for the parking of a motor vehicle.

Picnic Area - See Open Space - Recreational.



Plat - A map or drawing upon which a developer's plan of the subdivision of property is presented for approval.

Platting Action - Plats prepared for the purposes of displaying changes to property that are required to be recorded as legal documents with the Register of Deeds Office and require the review and approval of the Town Planner. Platting actions include the following:

- Parcel Splits
- Boundary Surveys/Re-surveys
- Estate Plats and Family Transfers
- Court Orders
- Lot Combinations
- Lot Reconfigurations
- Easements
- As-Built or Record Plans
- Conceptual Phasing Plats for Group Developments
- Closing Plats for Group Developments
- Cemetery Lots

Playfields - See Open Space - Recreational.

Playgrounds - See Open Space - Recreational.

Plaza - See Open Space - Recreational.

Private Road - Any road or thoroughfare for vehicular travel which is privately owned and maintained and which provides the principal means of access to abutting properties.

Public Road - A road under the jurisdiction of a public body.

Reserve Strip - A strip of fee simple property directly adjacent to an abutting property line. The property can not be classified as a building lot, utility easement, open space, recreation space or buffer yard.

Retention Basin - A pond, pool, or basin used for the permanent storage of water runoff.

Right-of-Way - Land reserved, used, or to be used for a highway, street, alley, walkway, drainage facility, or other public purpose. Except for existing county roads located on prescriptive easements, rights-of-way as defined herein are characterized by fee-simple ownership. For roads maintained by the county without fee simple ownership, the right-of-way shall be measured from the point of the ditch farthest from the centerline of the road.

Setback - The perpendicular distance between the property line and the primary structure and the right-of-way or easement line. Setbacks for structures shall be as defined in the Town of Aynor Zoning Ordinance

Shoulder - The graded part of the right-of-way that lies between the edge of the main pavement or curbline and the right-of-way line or ditch.

Sidewalk - A paved path provided for pedestrian use and usually located at the side of the road within the right-of-way.

Sight Triangle - A triangular shaped portion of property included within the right-of-way and established at street intersections in which nothing is erected, placed, planted, or allowed to grow in such a manner as to limit or obstruct the sight distance of motorists entering or leaving the intersection. Sight triangles shall adhere to the requirements established in the most current edition of the SCDOT Highway Design Manual.

Site Plan - An accurately scaled development plan that illustrates the existing conditions on a land parcel as well as depicting details of a proposed development.

Sketch Plan - A site plan of sufficient accuracy to illustrate a potential development activity.

Squares - See Open Space - Recreational.

Storm Water Detention - A provision for storage of storm water runoff and the controlled release of such runoff after a flood or storm.

Street Hierarchy - The conceptual arrangement of streets based on function. A hierarchical approach to street design classifies streets according to function, from high-traffic arterial roads down to streets whose function is residential access. Systematizing street design into a road hierarchy promotes safety, efficient land use, and environmental quality.

Stub-out (Stub-street) - A portion of a street or road used as an extension to an abutting property that may be developed in the future. May be permitted when a development is phased over a period of time, but only if the street in its entirety has been approved in the preliminary plan.

Subcollector Street - Streets which are in the middle order of residential streets. Provides frontage for access to lots and carries traffic of adjoining residential access streets. Traffic should have origin or destination in the immediate neighbor hood.

Subdivision. See Section 3.2.

Surveyor - A registered land surveyor in good standing with the South Carolina Board of Registration for Professional Engineers and Land Surveyors.

Trip - A single or one-way vehicle movement to or from a property or study area.

Village greens - See Open Space - Recreational.

Wetland - Wetlands include swamps, marshes, bogs, and similar areas as determined by applicable regulatory agencies.

Yard - A space on the same lot with a principal building, open, unoccupied, and unobstructed by buildings or structures from ground to sky except where encroachments and accessory building and structures are expressly permitted.

Yard, Front - A yard situated between the front building line and the front lot line extending the full width of the lot.

Zoning Ordinance - Refers to the Town of Aynor Zoning Ordinance.

## **CHAPTER 4: REVIEW PROCEDURES**

### **Section 4.1 General**

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This section provides review procedures for:

1. Platting actions;
2. Minor developments; and
3. Major and group developments.

### **Section 4.2 Approval Levels and Authority**

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A. The land development review procedure shall consist of the following levels of approval:

1. Sketch / Master Plan (Optional)
2. Preliminary Plan
3. Construction Plan
4. Final Plat

B. Prior to submission of the preliminary plan, the developer may submit to the Town Planner a sketch plan showing the concept of the proposed subdivision. At this time, the developer may schedule a conference with the Town Planner to discuss the proposed development and become familiar with the land development regulations. This level is optional and does not require a formal application. However, a master plan shall be submitted for any major residential development that will be constructed in multiple phases. Sketch plans are reviewed and recommendations are made by the Town Planner.

C. The preliminary plan shall be a prerequisite to final plat approval for all major developments. The preliminary plan shall include the entire area to be considered for current and future development. Preliminary plans shall be approved by the Planning Commission with recommendation made by the Town Planner. Preliminary plan requirements can be found in Appendix A.

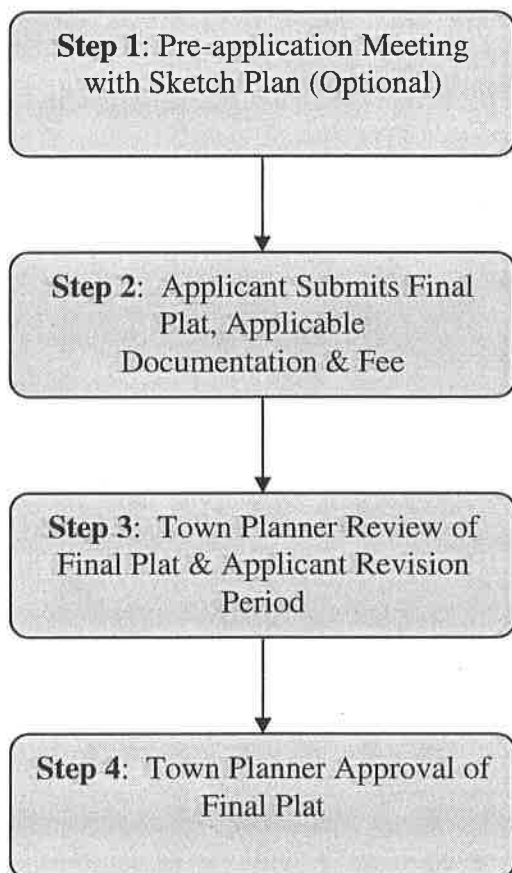
D. When required, Construction plans shall be submitted for Major and Minor development types. Major and minor developments require approval of the construction plans by the Town Engineer prior to any installation of improvements in a development.

E. The final plat shall only include that area proposed for current development. An approval of the final plat shall entitle the developer to record the final plat. After recordation, lots as shown on the plat may be sold or otherwise conveyed by reference to the plat and building permits may be issued. The final plat shall be approved by the Town Planner.

### **Section 4.3 Review Procedures for Platting Actions**

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The following platting actions involve the development, transaction, division, combination, or alteration of land that is not included in the definition of a major or minor development. The steps in the boxes below correspond with a detailed description of each step of the process on the following pages.



#### **Step 1. Pre-application Meeting with Sketch Plan (Optional)**

The applicant may schedule a pre-application meeting with the Town Planner. Sketch Plan submittal is encouraged as a means of addressing potential development issues prior to any project expenditures.

#### **Step 2. Applicant Submits Final Plat, Applicable Documentation & Fee**

The applicant shall submit a Final Plat that meets the requirements in Chapter 5.

#### **Step 3. Town Planner Review of Final Plat and Applicant Revision Period**

A. The Town Planner shall review the Final Plat within 15 working days after submittal. Platting actions shall adhere to the submittal requirements of Chapter 5 and the applicable design and improvement standards of Chapters 6 and 7. In addition, Plats shall conform to the “Minimum Standards Manual for the Practice of Land Surveying in South Carolina.”

- B. Whenever a U.S. Army Corps of Engineers jurisdictional wetland is delineated on a Plat, the Town Planner shall approve the Plat only after receipt of a U.S. Army Corp letter confirming the wetland delineation along with a copy of the referenced map.
- C. The applicant shall revise the Plat in accordance with the Town Planner's review. All necessary revisions shall be made prior to the approval by the Town Planner.

#### **Step 4. Town Planner Approval of Final Plat**

Following successful revision of the Final Plat by the applicant, the Town Planner shall approve the Final Plat. All Platting Actions shall be recorded within 120 days of approval. Plats not recorded within the 120 days shall be void and must be resubmitted for review prior to recording. Plats submitted for re-review shall pay all applicable review fees.

### **Section 4.4 Special Requirements for Platting Actions**

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#### **4.4.1 Estate Plats and Family Transfers**

Estate plats and family transfers shall be treated in the same manner as parcel splits, minor or major developments where applicable.

#### **4.4.2 Court Orders**

- A. Court ordered platting actions are exempt from the requirements of these regulations, except that such plat shall meet the platting requirements established in the "Minimum Standards Manual for the Practice of Land Surveying in South Carolina."
- B. Plats prepared per a court order shall include the following:
  - 1. The estate package, probate or will number shall be clearly indicated on the plat or plan;
  - 2. The court order used to settle the estate, probate or will (a copy is sufficient); and
  - 3. A note that states, "This plat has been prepared at the request of the court. Approval of such plat does not imply or guarantee that the lots shown hereon are developable as related to current standards in the Town of Aynor."

#### **4.4.3 Combination of Lots**

A combination or recombination of lots occurs when an owner wishes to have two or more lots combined into an equal or fewer number of parcels. Lot combinations shall meet the standards of a platting action as shown in Chapter 5, except that the survey shall show and provide the following information:

- 1. Common lot lines shall be dashed on the plat, and a note shall specify that the common lot lines are to be "deleted upon recording of the plat"; and
- 2. The owner(s) of the affected properties shall sign a certification of ownership and dedication on the plat agreeing to the combination of the lots (see Appendix A).

#### **4.4.4 Lot Reconfigurations**

A lot reconfiguration occurs when a lot line is changed from a previously recorded plat. Lot reconfigurations shall meet the standards of a platting action as shown in Chapter 5 provided the survey also shows or is accompanied by the following information:

1. Common lot lines to be deleted shall be dashed on the plat, and a note shall specify that the common lot lines are to be "deleted upon recording of the plat";
2. The owner(s) of the affect properties shall sign a certification of ownership and dedication on the plat agreeing to the lot reconfiguration (see Appendix A);
3. Authorization from the applicable utility provided that the reconfigured lots can be serviced with water / sewer; and
4. Portions of lots affected by the reconfiguration shall be clearly identified and indicate which tax map parcel it shall be combined with.

#### **4.4.5 Easements**

A. Easement plats are used to record easements across a property or properties. Easement plats shall meet the standards of a platting action as shown in Chapter 5, except that the plat shall also show or be accompanied by the following information.

1. Easements (existing or proposed) shall be clearly delineated with dashed lines marking the boundaries;
2. The statement, "This is not a subdivision. This \_\_\_ foot easement is being (created, relocated, altered) for the purpose of \_\_\_\_\_ and will be owned by \_\_\_\_\_."; or, "This is not a subdivision. This \_\_\_ foot easement is being (abandoned, conveyed) to \_\_\_\_\_.";
3. When multiple easements are being created / abandoned each easement may be numbered instead of providing the statements required in the statements above. If numbered, a table shall be created that references each number which includes the dimensions, purpose and ownership of the easement; and
4. All affected property owners must sign the plat.

B. Plats prepared by local utility providers for the purpose of installing or maintaining access to utility services on existing parcels shall not be considered a platting action and are exempt from the platting requirements herein.

#### **4.4.6 Cemetery Lots**

A. Development of new or additions/expansions to existing cemeteries or the creation of burial/cemetery lots shall require that a plat be prepared in accordance to the standards of a platting action as shown in Chapter 5.

B. Water / sewer authority approval is not required for cemetery plats that show only individual burial plots, mausoleums or similar areas for the deceased. However, if structures such as administrative offices, chapels, or similar facilities are shown such approval shall be required.

C. In addition to the platting requirements in Chapter 5, plats showing new or expansions/additions to existing cemeteries or burial/cemetery lots shall include the following:

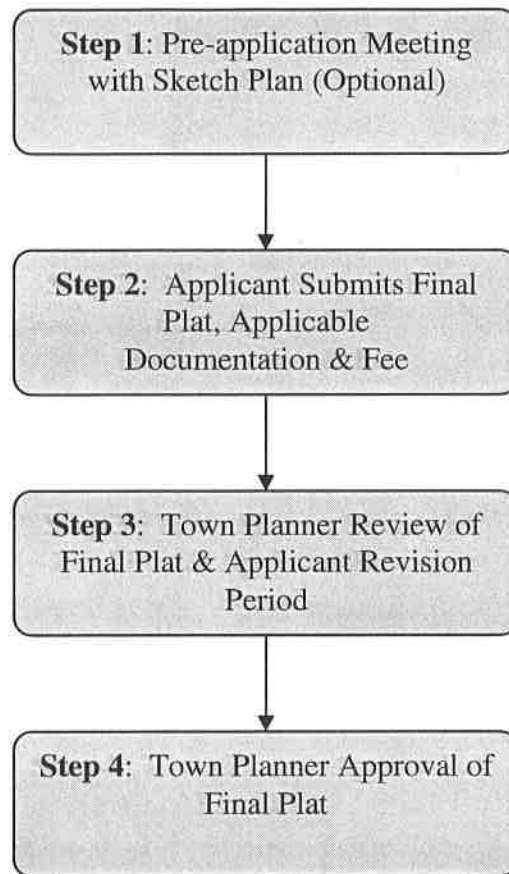
1. A title identifying the plat as a cemetery plat or for the addition of burial/cemetery lots to an existing parcel;
2. The following statement, "This plat is to document the (creation, expansion) of a cemetery or individual burial / cemetery lots and shall not be used for the sale of individual sites for building purposes except the construction of mausoleums, crematories, monuments or other facilities (not including residential units) serving to maintain or otherwise guarantee the perpetual care of individual burial plots shown hereon."; and
3. When internal access easements are utilized, the following statement shall be placed on the plat, "The access easements shown on this plat are non-exclusive and appurtenant. The easements will be privately maintained and are not the responsibility of the Town of Aynor. Maintenance and upkeep of those portions of the access drive encroaching within the (county, state, private) road right-of-way shall be the sole responsibility of those owning land within the cemetery or their designated agent."



## **Section 4.5 Review Procedures for Minor Developments**

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The steps in the boxes below correspond with a detailed description of each step of the process on the following pages.



### **Step 1. Pre-application Meeting with Master Plan**

The applicant may schedule a pre-application meeting with the Town Planner. Master / sketch plans are not required for minor residential developments. However, plan submittal is encouraged as a means of addressing potential development issues prior to any project expenditures.

### **Step 2. Applicant Submits Final Plat, Applicable Documentation & Fee**

The applicant shall submit a Final Plat that meets the requirements in Chapter 5. When required by the Town Planner, the applicant shall also submit at this time any construction plans for review by the Town Engineer.

### **Step 3. Town Planner Review of Final Plat and Applicant Revision Period**

- A. The Town Planner shall review the Final Plat within 15 working days after submittal. Platting actions shall adhere to the submittal requirements of Chapter 5 and the applicable

design and improvement standards of Chapters 6 and 7. In addition, Plats shall conform to the "Minimum Standards Manual for the Practice of Land Surveying in South Carolina."

- B. Whenever a U.S. Army Corps of Engineers jurisdictional wetland is delineated on a Plat, the Town Planner shall approve the Plat only after receipt of a U.S. Army Corp letter confirming the wetland delineation along with a copy of the referenced map.
- C. The applicant shall revise the Plat in accordance with the Town Planner's review. All necessary revisions shall be made prior to the approval by the Town Planner.

#### **Step 4. Town Planner Approval of Final Plat**

- A. The Town Planner shall review the Final Plat, verify that any required infrastructure improvements have been completed or guaranteed in accordance with Chapter 9, and ensure that the Final Plat meets the requirements of Chapter 5. The Town Planner shall take action on a Final Plat within 15 days of the date of its submission. The Town Planner shall notify the applicant, in writing, of the approval status; if the action is to deny the Final Plat then the reasons for such action shall be stated with specific reference made to the regulations with which the Final Plat does not comply.
- B. No Final Plat shall be authorized for recording until the Plat has been signed and/or sealed by the following:
  - 1. Property Owner(s) (Signature);
  - 2. Surveyor (Signature and Seal);
  - 3. Engineer (Signature and Seal), if no financial guarantees are posted;
  - 4. Water and Sewer Authority or DHEC, if no final guarantees are posted; and
  - 5. Town of Aynor Town Planner
- C. Upon obtaining such endorsements and signatures, the Plat shall be filed in the Register of Deeds Office, by the developer, within 120 days. If the developer fails to arrange for the recording of the Plat within such period, the authorization to record such Plat shall become void.
- D. An applicant may request a 30 day extension of such authorization for justifiable cause. The Planning Commission Chairman may grant, in writing, such extension. Extensions beyond 30 days will require review by the full Planning Commission. When Planning Commission action is required, the re-approval application fee shall be paid. In no event shall an extension exceed the bonding period of such Plat.
- E. If the development requires the posting of a financial guarantee, such guarantee shall be prepared in accordance with the requirements of Chapter 9. A Final Plat requiring the posting of a financial guarantee will not be released from the Town Planner for recording until the financial guarantee has been submitted.
- F. Recording the Final Plat shall constitute an irrevocable offer to dedicate all non-private streets and other public ways shown thereon to public use and to dedicate or reserve, as

specified by the Town Council, all park reservations, school sites and other such areas to public use.

## **Section 4.6 Special Requirements for Minor Developments**

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### **4.6.1 Revisions to Minor Developments**

Minor developments that are revised shall follow the submittal and review procedures shown above. Revisions that will result in any platted changes to an adjacent property, not previously recorded, shall require the written approval of the affected property owner(s).

### **4.6.2 Additions to a Minor Development**

- A. If, within a 10 year period, a minor development is expanded beyond six (6) lots to include three (3) or more additional lots, on the remainder of the parent tract, the following shall apply:
1. The roadway that provides access to the new lot(s) shall be upgraded to the standards of a major development if such road also provides access to the original minor development;
  2. A topographic and drainage plan shall be provided for the new lots and effected roadway; and,
  3. Provision of all applicable letters of certification (see Section 4.9).
- B. If, within a 10 year period, a minor development is expanded beyond six (6) lots by the subdivision of an existing parcel of record into two (2) lots the following shall apply:
1. A drainage plan shall be provided indicating how drainage will be managed on the newly created lot(s) and existing roadway; and
  2. Provision of all applicable letters of certification (see Section 4.9).
- C. If expansion of a minor development will result in the extension of an existing unimproved private roadway, beyond 1800 feet, the entire existing roadway shall be upgraded to major development standards. For the purposes of determining the length of the existing roadway, measurement will be taken from the centerline of the point where the existing roadway intersects the most traveled and recorded right-of-way. Responsibility for the improvement of the existing roadway (including extension) shall be that of the subdivider or developer of the additional lot(s).

### **4.6.3 Minor Developments on Adjacent Parcels**

Clustering of minor developments on individual adjacent parcels may collectively create the same types of impacts that a single major development has upon adjacent property. In efforts to ensure that adequate precautions are taken so that adjacent properties are not negatively impacted, the following standards shall be utilized.

- A. Determine if a pattern of minor development is occurring on adjacent parcels. Such pattern exists when:

1. Six (6) or more lots, containing less than five (5) acres, have been created through individual platting actions from each adjacent parcel within a 10 year period; and
2. Access to each of the adjacent minor developments is provided through a "common" unimproved 50-foot roadway or is received directly from an existing non-paved roadway or easement.

B. Action if such pattern is determined to exist:

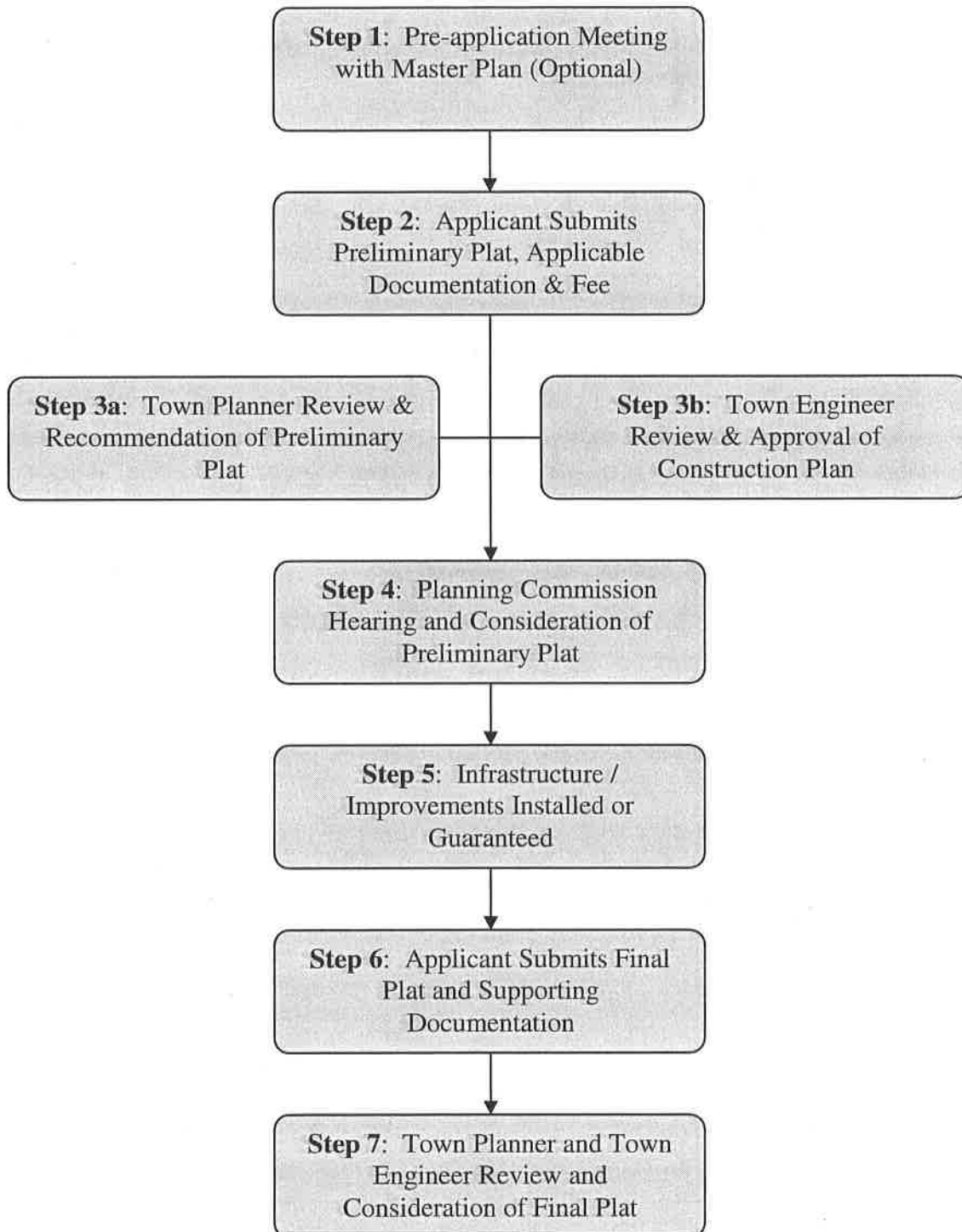
1. Require improvements of the unimproved "common" 50-foot roadway. The type of required improvements shall be based upon roadway ownership and the number of lots that access such roadway and are as follows:
  - a. **Up to six (6) lots on publicly owned and maintained roadway** shall have six (6) inches of coquina with drainage facilities to adequately handle roadway drainage.
  - b. **Up to six (6) lots on a publicly or privately owned and maintained roadway** shall be improved in accordance with the standards of Chapters 6 and 7, as well as Appendix B.
  - c. **More than six (6) lots on a publicly or privately owned and maintained roadway** shall be improved in accordance with the standards of Chapters 6 and 7, as well as Appendix B.

C. Improvement of the "common" roadway being where such roadway intersects the roadway providing access to the cluster of minor developments and extends to the last lot of the proposed development. Improvement of the "common" roadway shall be the responsibility of the developer proposing the creation of the additional lots.

## **Section 4.7 Review Procedure for Major Developments**

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The steps in the boxes below correspond with a detailed description of each step of the process on the following pages.



### **Step 1. Pre-application Meeting with Master Plan**

- A. The applicant may schedule a pre-application meeting with the Town Planner. Master/sketch plans are not required for major residential developments containing only one (1) phase of development. However, plan submittal is encouraged as a means of addressing potential development issues prior to any project expenditures.
- B. A master/sketch plan shall be submitted for any major development that will be constructed in multiple phases. Such plan shall contain the items shown in Chapter 5.

### **Step 2. Applicant Submits Preliminary Plan, Applicable Documentation & Fee**

A Preliminary Plan is required for all major developments. The applicant shall submit a Preliminary Plan in accordance with the requirements set forth in Chapter 5. The applicant shall also submit with the Plan an application, fee, and any other required documentation as set forth in Chapter 5. To ensure that the Plan will be placed on the next Planning Commission meeting agenda, the developer must submit the complete application and Plan at least 30 days prior to the next regularly scheduled meeting.

### **Step 3a. Town Planner Review & Recommendation of Preliminary Plan**

The Town Planner shall review the Plan in accordance with the requirements of the Town of Aynor Land Development Regulations, the Zoning Ordinance, and any other applicable ordinance. This review shall not take more than 10 working days. The Town Planner shall make a recommendation in writing to the Planning Commission to approve, approve with conditions, or deny the Preliminary Plan.

### **Step 3b. Town Engineer Review & Approval of Construction Plan**

At the time the applicant submits the Preliminary Plan they must also submit a Construction Plan to the Town Planner. The Construction Plan will be transferred to the Town Engineer for review and approval. No site improvements shall begin until the Town Engineer approves the Construction Plans.

### **Step 4. Planning Commission Hearing & Consideration of Preliminary Plan**

- A. The Planning Commission shall review the Plan in accordance with the requirements of the Town of Aynor Land Development Regulations, the Zoning Ordinance, and any other applicable ordinance. The Planning Commission shall act upon a Preliminary Plan within 45 days of the date of its submission. If no action is taken by the Planning Commission within this time the Plan will be deemed approved. The applicant may waive this requirements and consent to an extension of the 45-day period.
- B. The Planning Commission's decision regarding the submitted Plan shall be either:
  - 1. **Approve.** The applicant shall receive notification in writing along with a copy of the Plan stamped with the approval of the Chairman of the Planning Commission.
  - 2. **Approve with Conditions.** The conditions shall be stated in writing and signed by the Chairman of the Planning Commission and sent to the applicant. The Planning Commission may require the applicant to resubmit the Preliminary Plan with all recommended changes before the Plan is approved.

3. **Deny.** The Planning Commission will provide the reasons in writing and signed by the Chairman of the Planning Commission, specifically referencing those parts of the Town of Aynor Land Development Regulations, Zoning Ordinance, or any other applicable ordinance to which the Plan does not conform. The developer shall pay applicable review fees when resubmitting a disapproved Plan.
  4. **Deferral for Additional Information upon Agreement of the Applicant.** An applicant may request up to two deferrals of a Preliminary Plan before or during the regularly scheduled Planning Commission meeting. Deferred Plans will be placed on the next Planning Commission meeting agenda unless otherwise agreed upon between the applicant and the Commission.
- C. An approval of the Preliminary Plan authorizes the applicant to proceed with preparation of the Final Plat and the installation of site improvements. Approval does not authorize the sale or transfer of lots. Site improvements shall begin only upon the authorization of the applicable regulatory agencies. The Town Planner shall be provided all regulatory permits as they become available.
- D. Applicants have two (2) years, for each phase, from the date that the Planning Commission grants approval to record a Final Plat. If a Final Plat is not recorded for the approved phase within the two (2) year period, the Preliminary Plan becomes void. An applicant may request a 120 day extension of such approval for justifiable cause. The Planning Commission Chairman may grant, in writing, such extension. Extensions beyond 120 days will require review by the full Planning Commission. When Planning Commission action is required, the re-approval application fee shall be paid.

#### **Step 5. Infrastructure / Improvements Installed or Guaranteed**

Prior to approval of the final plat, the developer shall have installed the improvements specified in this Ordinance or guaranteed their installation as provided in Chapter 9.

#### **Step 6. Applicant Submits Final Plat**

The applicant shall submit a Final Plat that meets the requirements of Chapter 5.

#### **Step 7. Town Planner and Town Engineer Review and Consideration of Final Plat**

- A. The Town Planner and the Town Engineer shall review the Final Plat for compliance with the approved Preliminary Plat, verify that all required infrastructure improvements have been completed or guaranteed in accordance with Chapter 9, and ensure that the Final Plat meets the requirements of Chapter 5. The Town Planner shall take action on a Final Plat within 10 days of the date of its submission. The Town Planner shall notify the applicant, in writing, of the approval status; if the action is to deny the Final Plat then the reasons for such action shall be stated with specific reference made to the regulations with which the Final Plat does not comply.
- B. No Final Plat shall be authorized for recording until the plat has been signed and/or sealed by the following:
1. Property Owner(s) (Signature);

2. Surveyor (Signature and Seal);
  3. Engineer (Signature and Seal), if no financial guarantees are posted;
  4. Water and Sewer Authority or DHEC, if no final guarantees are posted; and
  5. Town of Aynor Town Planner
- C. Upon obtaining such endorsements and signatures, the Plat shall be filed in the Register of Deeds Office, by the developer, within 120 days. If the developer fails to arrange for the recording of the Plat within such period, the authorization to record such Plat shall become void.
- D. An applicant may request a 30 day extension of such authorization for justifiable cause. The Planning Commission Chairman may grant, in writing, such extension. Extensions beyond 30 days will require review by the full Planning Commission. When Planning Commission action is required, the re-approval application fee shall be paid. In no event shall an extension exceed the bonding period of such Plat.
- E. If the development requires the posting of a financial guarantee, such guarantee shall be prepared in accordance with the requirements of Chapter 9. A Final Plat requiring the posting of a financial guarantee will not be released from the Town Planner for recording until the financial guarantee has been submitted.
- F. Recording the Final Plat shall constitute an irrevocable offer to dedicate all non-private streets and other public ways shown thereon to public use and to dedicate or reserve, as specified by the Town Council, all park reservations, school sites and other such areas to public use.

## **Section 4.8 Special Requirements for Major Developments**

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### **4.8.1 Revisions to Major Developments**

- A. Any revision to the Final Plat of a Major Development shall be submitted to the Town Planner for review. The Town Planner may approve minor changes. Major changes require review by the Planning Commission.
- B. After approval of the proposed change, six (6) copies of the revised Plat will be provided to the Town Planner. All revisions will meet the Final Plat requirements in Chapter 5.
- C. Minor changes to a Major Development Plat may include the following:
1. Shift in lot lines or right-of-way where open or recreation space are not materially altered;
  2. The shift or widening of easements;
  3. Correction of the distances or bearings of property lines;
  4. A reduction of an approved land development's potential trip generation;
  5. Correction of general information; and
  6. No increase in project densities.



- D. Changes to Plats that result in any platted encroachments (i.e. drainage easements, utility easements, etc.) upon adjacent properties require the written approval of those affected property owners.

#### **4.8.2 Group Developments**

- A. Site plans for group developments or developments of regional significance, those generating more than 2,000 ADT's, require review and approval of the Planning Commission. Group developments or developments of regional significance on individually owned parcels of property shall still conform to all platting requirements (Preliminary and Final) and access management standards of these regulations.
- B. All information, as provided in Chapter 5 shall be provided or shown on the site plan, as appropriate, for the Planning Commission's review.
- C. Prior to the recording of any conceptual phasing or closing plats, or the issuing of any building permits, all Planning Commission conditions placed on the site plan shall be met. Planning Commission conditions may require the submittal of revised site plans to the Town Planner. Approved site plans showing the phases of development will serve as a phasing guide to which all future conceptual phasing and closing plats for the group development will adhere. Site plans for group developments that are revised to include additional phases are not previously approved shall be resubmitted to the Planning Commission.
- D. Applicants shall record an initial, if applicable, closing plat within two (2) years of the Planning Commission's approval of the site plan. If a closing plat is not recorded within two (2) years, the site plan becomes void unless extended by the Planning Commission as provided in Section 4.3, Step 7.

#### **4.8.3 Construction Trailers in Major Developments**

- A. Authorization to place a construction trailer onto a development site may be granted when the Preliminary Plans for the development or phase in which the trailer is proposed to be located have been submitted. If no Plans have been submitted, authorization may not be granted.
- B. Authorization to relocate construction trailers from one (1) phase of an approved development to a future phase of the development may be approved provided that:
  - 1. The phase in which the trailer is located has received approval for recording, and no further infrastructure improvements are on-going;
  - 2. The phase in which the trailer is proposed for placement is under the same ownership as that of the phase in which the trailer is currently located; and
  - 3. The phase in which the trailer is proposed for placement was shown on a Master Plan of the overall development.
- C. Authorization to relocate a construction trailer to a future phase of development does not grant the developer the right to begin site improvements within the future phase. Site

improvements of the future phase shall only commence upon satisfaction of all conditional Preliminary Plan approval conditions.



## **CHAPTER 5: DEVELOPMENT PLAN REQUIREMENTS**

### **Section 5.1 General**

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The documents to be submitted are intended to provide the Town Planner, the Town Engineer, and the Planning Commission with sufficient information and data to assure compliance with all applicable requirements, standards, and specifications contained in this Ordinance.

### **Section 5.2 Sketch Plans for Pre-Application Meetings**

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#### **5.2.1 Plan Labeling**

Sketch plans and pre-application meetings are generally optional, however, in cases where they are required the following information shall be provided. The plan shall be scaled not smaller than 200 feet to one (1) inch and show the approximate proposed layout of streets, lots, buildings, open spaces, and other features in relation to existing conditions. It shall also include the following information:

- Name of the proposed development
- Owner or property and/or developer
- Location Map
- North arrow
- Boundaries of the property and total acreage
- Tax map number(s) of the property
- Adjacent property owners, land uses, and tax map numbers
- Proposed rights-of-way and lot layout
- Existing street layout, curb cuts and right-of-way width
- Table summarizing project acreage, density, number of lots, minimum lot area in square feet, and minimum lot dimensions
- Zoning classification of the property to be developed and of adjacent properties (if applicable)
- Existing topographic conditions of the property
- Water courses, watersheds, floodplain and preserved areas
- Note regarding the intent to supply water (wells) and sewer (septic)

#### **5.2.2 Sketch Plan Submittal Requirements**

Two (2) copies of the Sketch Plan shall be submitted for the pre-application meeting.

### **Section 5.3 Preliminary Plans for Major Developments**

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The Preliminary Plan shall depict or contain the following information. Where “proposed/actual” is noted, the proposed information shall be shown on the Preliminary Plan and the actual information shall be shown on the Final Plat. Preliminary Plans shall be clearly and legibly drawn at a scale of not less than 200 feet to one (1) inch. If the Preliminary Plan requires

more than one sheet, a key diagram showing the location of each section shall be drawn on each sheet and match lines shall be shown on the Plan to reference where each section connects.

### **5.3.1 Preliminary Plan Labeling**

#### **A. General**

- Name and type of development
- Owner of record and address
- Developer and address
- Tax map number(s) of development
- Tax map numbers(s) and property owners of adjacent parcels
- Adjacent property lines
- Municipal boundaries
- Tract boundaries of the property(s) being surveyed with bearings and distances
- Number of lots/units in development
- Lot numbers
- Lot dimensions
- Lot sizes for each individual building lot
- Phases, if applicable
- Project density
- Total acreage
- Scale (graphic and written)
- North arrow
- Vicinity map

#### **B. Roads**

- Existing and platted roads on abutting properties and in the proposed subdivision with R/W, location and dimensions
- Road name(s) and designation of public or private
- Linear feet in roads
- R/W acreage

#### **C. Utilities**

- Existing easements
- Proposed easements and uses
- Proposed detention/retention basins, storm sewers, and other drainage facilities
- Transmission lines
- Location of natural gas, existing water, and sewer lines

#### **D. Environmental**

- Existing bodies of water and water courses
- Flood zone (floodplain and floodway)
- Wetland delineation and any fills if applicable

#### **E. Site Calculations**

- Acreage in total tract to be developed

- Total number of lots and/or units
- Gross Density
- Area of each lot in acres
- Acreage in open space and percentage of total development area
- Acreage in parks, lakes, or other public land usage
- Average lot size
- Proposed minimum building setback lines or note explaining setback lines

#### **F. Other Details**

- Proposed off-street parking areas
- Existing buildings
- Common space, if applicable
- Open space, if applicable
- Recreation space, if applicable
- Property (other than R/W and easements) dedicated for public dedication and use
- Revisions Block

#### **5.3.2 Regulatory Permits and Authorizations (Major Developments Only)**

The regulatory permits and authorizations are to be provided to the Town Planner in order to maintain an accurate record of completed major and major developments in progress. The following regulatory permits and authorizations are required in order to process major development applications. Copies or faxes may be submitted to fulfill the requirements.

- Water and sewer authority letter (for projects to be serviced with public water and/or sewer)
- DHEC Permits to construct water and wastewater (if financially guaranteed and serviced by public water and/or sewer)
- DHEC Operational permits for water and wastewater
- DHEC septic letter (for projects that are not to be serviced with public sewer), which shall state that all proposed lots or units are suitable for the use of septic systems
- US Army Corps of Engineers wetland delineation (if applicable) verification letter (form) containing the SAC file number and a copy of the plat referred in the letter
- US Army Corps of Engineers Wetland Fill Permit
- DHEC and/or County Storm Water Permits
- SCDOT or Horry County Encroachment Permit for roadways and drainage connections

#### **5.3.3 Preliminary Plan Submittal Requirements**

- Two (2) copies of the Preliminary Plan
- One (1) 8 ½" x 11" copy of the Preliminary Plan (hard copy and electronic)
- One preliminary subdivision application
- One (1) Letter of Agency (if applicant differs from the landowner of record)
- One (1) electronic file of the master site plan for the overall development, if applicable

## **Section 5.4 Construction Plans for Major and Minor Developments**

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The Town Planner shall be provided with four (4) copies of Construction Plans and one (1) copy of the Stormwater Management Plan and stormwater calculations for circulation. Comments from review of the above plans shall be returned to the Town Planner within five (5) working days from the date of Plan distribution. Upon receipt the Town Planner shall forward any comments to the applicant. Revised Construction Plans shall be submitted directly to the Town Planner for circulation. All comments shall be added to the project file upon receipt.

### **5.4.1 Construction Plan Content**

- Natural drainage features
- Existing water courses
- Existing drainage features
- Proposed piping
- Proposed drainage structures
- Proposed detention/retention features
- Drainage easements
- Location of all outfall ditches
- Size of all outfall ditches
- Proposed ditch cross sections
- Proposed lake/pond cross sections
- Outlet control structure details
- Normal and maximum water levels
- Water levels in pipes (HGL)
- Sewer system plans
- Water system plans
- Sanitary sewer profiles
- Road construction details
- Typical roadway cross sections
- Street profiles
- Construction entrance
- Erosion and sediment control structures
- Signature and seal of a registered engineer
- Centerline linear feet of roadway, acreage and ownership of new roads
- Any other items that the Planning Commission believes should be added to such plans to ensure public safety and welfare

### **5.4.2 Access Features to be shown on Construction Plans**

- Location of access point(s) on both sides of the road where applicable
- Distances to neighboring constructed access points, median openings, traffic signals, intersections, and other transportation features on both sides of the property, within 1250 feet
- Number and direction of lanes to be constructed on the driveway plus stripping plans, as required

- All planned transportation features (such as auxiliary lanes, signals, etc.)
- Trip generation data or appropriate traffic studies
- Parking and internal circulation plans
- Divided entrance median cross-section details
- A detailed description of any requested variance from the access management standards established in Chapter 8 and the reason the variance is requested

#### **5.4.3 Construction Plan Submittal Requirements**

- Four (4) copies of Construction Plan
- One (1) copy of the Stormwater Management Plan and all stormwater calculations

### **Section 5.5 Final Plats for all Developments**

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Final Plats of a proposed development shall be clearly and legibly drawn to a scale no smaller than one (1) inch to 200 feet. If the Final Plat requires more than one (1) sheet, a key diagram showing the location of each section shall be drawn on each sheet and match lines shall be shown on the Plat to reference where each section connects. Final Plats must be submitted for all developments prior to recording. Exceptions for Plat requirements between development types are noted.

#### **5.5.1 Final Plat Labeling**

##### **A. General**

- Name and type of development
- Owner of record and address
- Developer and address
- Surveyor and address
- Tax map number(s) of development
- Tax map numbers(s) and property owners of adjacent parcels
- Adjacent property lines
- Municipal boundaries
- Tract boundaries of the property(s) being surveyed with bearings and distances
- Number of lots/units in development
- Lot numbers
- Lot dimensions
- Lot sizes for each individual building lot
- Phases, if applicable
- Project density
- Total acreage
- Scale (graphic and written)
- North arrow
- Date of survey
- Vicinity map

##### **B. Roads**

- Existing and platted roads location and dimension



- Road name(s)

#### **C. Utilities**

- Existing easements
- Proposed easements and uses
- Proposed detention/retention basins, storm sewers, and other drainage facilities
- Transmission lines
- Approximate location of natural gas, existing water, and sewer lines

#### **D. Environmental**

- Existing bodies of water and water courses
- Flood zone (floodplain and floodway)
- Wetland delineation
- Wetland buffers

#### **E. Other Details**

- Proposed off-street parking areas
- Existing buildings
- Common space, if applicable
- Open space, if applicable
- Recreation space, if applicable
- Property (other than R/W and easements) dedicated for public dedication and use
- Square feet in lakes, ponds and detention areas
- Plat book and page or deed book and page references for last property transfer of the tract being surveyed
- Revision block

#### **5.5.2 Required Certifications**

All plats submitted for recording shall bear the applicable certifications as indicated below. The format for required certifications is shown in Appendix A. Plats not showing the required certifications shall not be authorized for recording.

- Surveyor Certification of Accuracy
- Certification of Ownership and Dedication
- Certification of Approval (water and sewer system), Major and Minor Developments only
- Certificate of Approval for Recording
- Certification of Completed Improvements / Financial Guarantees, if applicable
- Blank statement reserved for Book and Page notations referencing recorded easements and restrictive covenants, of HOA/POA documents
- Signature and seal of registered surveyor

#### **5.5.3 Regulatory Permits and Authorizations (Major Developments Only)**

The following regulatory permits and authorizations shall be provided to the Town Planner before authorization is given to record a final plat.

- All Preliminary Plan conditions shall be addressed as previously provided by the Planning Commission
- OCRM certification verifying the approval of a Stormwater Management Plan for the proposed project
- US Army Corps of Engineers fill permit accompanied by corresponding application and fill diagrams, if applicable
- FEMA No-Rise Certificate, if applicable
- Applicable permits to construct water / sewer systems
- Road, drainage, and utility encroachment permits (required with no financial guarantee is posted)
- SCDOT or Horry County encroachments permits
- Town Engineer approval of final road inspection and submission of the roadway dedication requirements if applicable
- Submission of acceptable financial guarantee and payment of financial guarantee fees

#### **5.5.4 Platting Actions Submittal Requirements**

- Four (4) copies of the Final Plat

#### **5.5.5 Major Development Submittal Requirements**

- Four (4) copies of the Final Plat
- One (1) 8 ½ x 11" copy of the Final Plat (hard copy and electronic)
- One (1) .dwg or .dwt electronic file tied to state plane coordinates



## **CHAPTER 6: DESIGN STANDARDS**

### **Section 6.1 General**

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This Chapter contains minimum design standards for the construction of roadways, recreational spaces, utilities, and other improvements in new land developments throughout the Town of Aynor. The use of higher standards is encouraged in all development designs; however, all new streets shall be designed to the identical standards unless otherwise noted.

### **Section 6.2 Site Design**

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#### **6.2.1 Site Analysis**

An analysis shall be made of characteristics of the development site, such as site context, geology and soil, topography, ecology, existing vegetation, structures, and road networks, visual features, and past and present use of the site.

#### **6.2.2 Appropriate to Physical Conditions**

- A. The general design of the development shall take advantage of and be adjusted to the contour of the land so as to produce usable building sites and streets of reasonable gradients.
- B. Development plans shall be drawn in consideration of the suitability of the land and its capability to support and maintain the proposed development.
- C. Due consideration shall be given to such factors as traffic patterns, topography, soil conditions, flood damage prevention, erosion control, wetland preservation storm water management, solar energy, tree preservation, noise and pollution control, habitat for endangered species, areas of historical, archaeological or architectural significance, and land use relationships in addition to other factors including those prescribed by these regulations.

### **Section 6.3 Lot Layout**

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#### **6.3.1 Blocks**

- A. Blocks shall not be less than 400 nor more than 1,200 feet in length, except as the Planning Commission considers necessary to secure efficient use of land or desired features of street pattern.
- B. Blocks shall be wide enough to allow two (2) tiers of lots of minimum depth, except where fronting on major streets or prevented by topographical conditions or size of the property, in which case the Planning Commission may approve a single tier of lots of minimum depth.
- C. In blocks over 800 feet in length the Planning Commission may require one (1) or more public walkways of not less than 10 feet in width to extend entirely across the block and at locations deemed necessary.

### **6.3.2 Lots**

- A. The size, shape and orientation of lots shall be appropriate for the location of the proposed development. It is the intent of these regulations that lot size, shape and orientation shall be controlled by the provisions of the Zoning Ordinance. Every lot shall have sufficient area, dimensions and shape to permit a principal building to be constructed thereon in conformance with the applicable provisions of the Zoning Ordinance.
- B. Public street access and frontage shall meet the requirements in the Town of Aynor Zoning Ordinance.
- C. Double frontage lots are discouraged. When such lots cannot be avoided, the required minimum front setback for the property shall apply to both road frontages. Access shall be restricted to the lower-order street abutting the lot. The frontage not providing access shall be treated with a landscaped berm or equivalent landscaped area.
- D. Side lot lines should be at near right angles or radial to street lines.
- E. Lots shall be so designed so as to provide positive drainage away from building sites and individual lots shall be coordinated with the general storm drainage plan for the development. Storm drains carrying water from street rights-of-way shall be placed along lot lines where practical.
- F. Lot boundaries shall be made to coincide with natural and pre-existing man-made drainage ways to extent practical to avoid the creation of lots that can be built upon only by altering such drainage ways.
- G. Lots shall be arranged with due consideration given to not disturbing wetlands or other such natural features.
- H. Flag lots may only be created under special circumstances and must be reviewed by the Town Engineer, and approved by the Planning Commission.
- I. Lots created within commercial or industrial zoning districts may be oriented in any manner so long as the access requirements established in Chapter 8 are adhered to.

## **Section 6.4 Streets**

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### **6.4.1 General**

All new streets shall be within a platted public or private right-of-way, which may be dedicated to the Town of Aynor, Horry County or the South Carolina Department of Transportation (SCDOT). The right-of-way shall be measured from lot line to lot line and shall contain the pavement, curbs, shoulders, sidewalks, graded areas, and utilities, when applicable.

#### 6.4.2 Connectivity and Appropriateness to Adjoining Property and Land Uses

Developments shall be designed in relationship to adjoining property and land uses. Except where the Planning Commission determines that a different scheme is more appropriate, the proposed street system shall extend existing and projected streets at no less than the required minimum width for the classification of the street and shall be in conformance with the following criteria:

- A. Street Classification. All streets within and adjoining the development shall be classified according to function by the Planning Commission. Each street segment shall be classified in accordance with Table 6-A below; the final determination on classification will be made by the Town Engineer. The classification of a street segment shall determine the cross section, street, and design standard to which that street segment shall be designed and constructed. Street design standards for each street classification are shown in Appendix B.

**Table 6-A:  
Street Classification**

Street Type	Function	Maximum ADT <sup>1</sup>	Design Speed	Posted Speed
Arterial	Principal traffic artery within residential or commercial areas that carry relatively high traffic volumes and conveys traffic from arterial streets to lower-order streets. Its function is to promote the free flow of traffic; as such, no parking or residences shall be permitted along or have direct access to such roads.	5,001+	60	45
Collector	A higher order street. Conducts and distributes traffic between lower-order (access/sub-collector) and higher-order (arterial) streets. Carries large traffic volume at high speed. Function is to promote free traffic flow; therefore, parking and direct access to homes from this level of street shall be prohibited. Collectors shall be designed so that they do not promote use as a shortcut by non-neighborhood traffic.	2,001 – 5,000	45	35
Sub-Collector	Middle order street. Provides frontage for access to lots, and carries traffic of adjoining access streets. Designed to carry somewhat higher traffic volumes with traffic limited to motorists having origin or destination within the immediate neighborhood.	501 – 2,000	30	25
Access Street	Lowest order of streets. Provides frontage for access to lots, and carries traffic having destination or origin on the street itself.	500	30	25
Alley	A service road that provides secondary means of access to lots. Used in cases of narrow lot frontages.	50	10	<10

<sup>1</sup>Average Daily Trip generation rates for major land uses are available in Appendix B.

- B. Connection to Adjoining Property. Where, in the opinion of the Planning Commission, street connection to adjoining property is appropriate, proposed streets shall be extended to the boundary of the development for connection to existing streets on the boundary of adjoining property or for future connection.

#### **6.4.3 Sidewalks**

- A. Sidewalks are required on both sides of all new street segments except cul-de-sacs where sidewalks are required on one (1) side.
- B. Sidewalks shall be a minimum width of four (4) feet. Where sidewalks abut the curb and cars overhang the sidewalk, widths shall be a minimum of five (5) feet or bumper blocks shall be provided three (3) feet off the edge of the sidewalk.
- C. Sidewalks shall be constructed according to the specifications set forth in Appendix B.
- D. All sidewalks shall meet ADA requirements.
- E. Maintenance of the sidewalks shall be required of the party who maintains the right-of-way unless an alternative maintenance agreement is established and recorded.

#### **6.4.4 Cul-de-sacs**

- A. Cul-de-sacs shall not be used to avoid connection with an existing street, to avoid the extension of a thoroughfare or collector street, or to avoid connection to adjoining property.
- B. In general, cul-de-sacs shall not be used to provide access to development on the boundary of the development except where in the opinion of the Planning Commission a cul-de-sac is necessitated by topography, property accessibility or appropriate for land use separation.
- C. Cul-de-sacs shall not exceed 800 feet in length unless necessitated by topography or property accessibility and approved by the Planning Commission. Measurement shall be from the point where the centerline of the dead-end street intersects with the centerline of a general circulation street to the center of the turnabout of the cul-de-sac.
- D. Where one (1) cul-de-sac extends from another cul-de-sac, the end of each cul-de-sac shall be no more than 800 feet from a general circulation street as measured by the centerline of the streets.
- E. Street design standards for cul-de-sacs are shown in Appendix B.

#### **6.4.5 Reserve Strips and Half-Streets**

Reserve strips and non-access easements adjoining street rights-of-way for the purpose of preventing access to or from adjacent property and half-streets shall not be permitted under any condition (except those required by the Planning Commission to prevent access to thoroughfares).

#### **6.4.6 Intersections**

- A. Streets shall be designed so as to intersect as nearly as possible at right angles, and no street shall intersect any other street at an angle of less than 75 degrees. Streets crossing natural areas or streams shall cross at or near to right angles as possible within limits of topographic conditions.
- B. Offset intersections shall be subject to the connection spacing requirements found in Chapter 8.
- C. Intersections along a horizontal curve shall be designed with a minimum tangent of 100 feet on the intersecting street. The tangent of the intersecting street shall be radial to the curve, or within 15 degrees of radial.

#### **6.4.7 Street Names**

Proposed streets which are obviously in alignment with others already existing and named, shall bear the names of existing streets. In no case shall the name for proposed streets duplicate or be phonetically similar to existing street names, irrespective of the use of suffix: street, avenue, boulevard, driveway, place or court. The Planning Commission shall have the authority to approve and name all streets.

#### **6.4.8 Roadside Clearance**

- A. A minimum clearance, as indicated below, shall be maintained from the edge of pavement or from the back of the curb for items such as street lights, entrance features, landscaping and similar items.

**Table 6-B  
Minimum Roadside Clearance Required**

	Clearance Required
Rolled Curb and Gutter	6.0'
Barrier type Curb	4.0'
Shoulders	10.0'

- B. Traffic control devices, street name signs, and mailboxes of an acceptable 'breakaway' design, as defined in the most current edition of the SCDOT Highway Manual, may be placed within the clearance zone.

#### **6.4.9 Encroachment Permits**

All curb cuts on existing Horry County maintained streets require the submittal and approval of a Horry County Encroachment Permit application before site development begins.

#### **6.4.10 Connectivity to Public Schools and/or Parks**

- A. To promote connection of developments to exiting public schools and/or parks, sidewalks along the exterior boundary of developments within one-and-a-half (1.5) miles of such facilities shall be constructed when authorized by the entity responsible for the roadway abutting the development.



- B. A waiver of this requirement may be granted by the Planning Commission during preliminary plan review when it can be shown that a hardship is created, the provision does not provide a public benefit, or the provision increases safety hazards to pedestrians and/or vehicles.
- C. Installation of sidewalks to provide connectivity shall be within the right-of-way of the abutting roadway and shall require the written consent of the entity responsible for maintaining the road.
- D. Authorization for the construction of the sidewalks shall be included as part of an approved encroachment permit.

#### **6.4.11 Street Signs**

- A. Design and placement of traffic control signs shall follow the requirements specified in the most current edition of the Manual on Uniform Traffic Control Devices published by the Federal Highway Administration.
- B. At least two (2) street name signs, at opposing intersections, shall be placed at each four (4) way street intersection, and one at each "T" intersection.
- C. Signs shall be installed free of visual obstruction.

### **Section 6.5 Driveways**

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#### **6.5.1 Single-Family Residential (Access and Sub-collector Streets Only)**

- A. Individual driveways for single-family residential units shall be of sufficient length to meet the standards found in the Town of Aynor Zoning Ordinance (Parking Standards).
- B. Single-family residential units on lots with more than one street frontage shall access off the lower-order street.

#### **6.5.2 Multi-Family Residential and Non-Residential**

The following design standards are for multi-family and non-residential driveways that access any type of roadway classification presented in this Ordinance. These standards are intended to promote the rapid movement of vehicles off main thoroughfares to reduce vehicle congestion and conflicts.

- A. Driveway aprons that do not involve a curb cut shall be designed to abut the back of curb or valley gutter for no greater than 25 feet, including the corner radius. For all construction, the builder, developer, or owner is responsible for the construction of the driveway apron.
- B. Portions of the driveways and driveway aprons that are located within a public road right-of-way shall be constructed with the same or similar materials as the type of street that the driveway is encroaching upon.

- C. Driveway connections to existing or new streets shall be in accordance with the connection spacing requirements specified in Chapter 8. Driveways connecting to access or sub-collector streets are not required to meet minimum connections spacing standards.
- D. Driveway width shall meet the following guidelines:
1. Where access is a one-way in and one-way out drive, the driveway shall be a minimum width of 12 feet and shall have appropriate directional signage designating the driveway as a one-way connection.
  2. For two-way access, each lane shall have a width of 12 feet. A maximum of four (4) lanes shall be allowed—two (2) inbound and two (2) outbound. Whenever more than two (2) lanes are proposed, entrance, and exit lanes shall be divided by a median. The median shall be a minimum width of 10 feet measured from the back of curb and gutter.
  3. Driveways that enter the major thoroughfare at traffic signals shall have at least two (2) outbound lanes (one for each turning direction) that are 12 feet wide and one (1) inbound lane that is 14 feet wide.
- E. Where curb and gutter is required, driveway grades shall be a maximum of five (5) percent. Where a shoulder exists, the driveway grade shall slope at the same rate as the shoulder for the full width of the shoulder.
- F. Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view of the intersecting roadway.
- G. The length of driveways, or “throat length,” shall be designed in accordance to the following standards. Throat length is measured from the edge of pavement of an existing public street.
1. The throat length for major non-residential developments shall be at least 64 feet in length.
  2. The throat length for multi-family residential developments shall be between 40 and 60 feet in length.
- H. Minimum throat length is based on the anticipated storage length for entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation. Lesser throat lengths may be permitted for secondary access drives serving large developments, provided the following provisions are met:
1. The secondary access point is from a lower order street.
  2. The reduction in throat length is limited to 25 percent of required throat length for the primary access or the required minimum setback whichever is greater.

## **Section 6.6 Utilities**

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### **6.6.1 Water and Sewer**

All developments shall be designed to provide public service authority water and sewer. Water and sewer systems shall be designed in accordance with the public service authority standards. The developer shall be responsible for obtaining all necessary permits and approvals.

### **6.6.2 Utility Easements and Locations**

- A. To provide for electric, telephone and gas service, community antenna television distribution systems, water and sewer lines and other such facilities within the development, appropriate utility easements not to exceed 30 feet shall be provided on the final plat. The locations of such easements shall be based upon the approved construction plans.
- B. All utilities shall be placed underground. If there are additional costs associated with underground utilities, the developer shall be responsible for these costs. Where conditions are such that underground wiring is not practical, the Planning Commission may make an exception, provided;
  - 1. The placement and alignment of poles shall be designed to lessen the visual impact of overhead lines;
  - 2. That clearing swaths through treed areas shall be avoided by selective cutting and staggered alignment;
  - 3. That trees shall be planted in open areas and at key locations to minimize the view of poles and alignments; and,
  - 4. Alignments shall follow rear lot lines and other alignments, as practical.
- C. The developer shall be responsible for incorporating the design of all utilities and services into the easement and construction design.

### **6.6.3 Fire Hydrants**

Fire hydrants shall be installed and placed throughout each subdivision to maintain a 500 foot radius between hydrants. The location and spacing of hydrants shall be approved by the Fire Chief.

### **6.6.4 Storm Water**

All land developments shall provide an adequate drainage system in accordance with the Horry County Storm Water Management and Sedimentation Control Ordinance.

## **Section 6.7 Open Space**

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### **6.7.1 Purpose and Applicability**

- A. The purpose of this Section is for the preservation of existing environmental resources and open space. These elements are of economic value to the Town and make it a desirable place to live and visit.

- B. The requirements of this Section shall apply to all residential developments classified as major developments (greater than five (5) lots) in which the construction of new roads is proposed.

#### **6.7.2 General Provisions for Open Space**

- A. Land designated as open space on the approved development plan shall be maintained as open space and may not be separately sold, subdivided, or developed.
- B. Access from a public street shall be provided to all designated open space with a minimum 20 foot wide access to the open space area.
- C. Open space should be centrally located within a development. The location of such spaces shall not be along the exterior boundary of a proposed development unless it is a continuation of an adjacent open space, golf course, water body, wetland or other natural feature.
- D. Open space shall be contiguous whenever possible and shall be accessible by all inhabitants of the development.
- E. Town, County, and regional plans, particularly park and open space plans, shall be considered when evaluating proposals for dedication.

#### **6.7.3 Minimum Open Space Dedication**

The following formulas shall be utilized to compute the total acreage requirement that must be set-aside for open space within qualifying developments.

- A. For developments that will consist of residential development, the following formula shall be utilized:

$$A_1 = (D) \times (A_d) \times (A_p)$$

or

$$A_1 = (D) \times (2.6) \times (0.008)$$

Where:

- $A_1$  = Required open space area;
- $D$  = Required open space area; *Total Acres of project*
- $A_d$  = Average household density taken from latest U.S. Census for the Town of Aynor (2000 = 2.6); and
- $A_p$  = Number of acres required per person  
(standard of eight (8) acres open space per 1,000 people)

- B. Developments that will be commercial, industrial or office shall set aside a minimum of five (5) percent of the project acreage as upland open space. Landscaping and buffers may account for 100 percent of the required open space in commercial and office developments and 50 percent in industrial and manufacturing developments.

#### **6.7.4 Elements of Required Open Space**

Open space within a qualifying development may include a combination of common and recreational (active or passive) elements. The combination of such elements shall be at the discretion of the developer; however, shall be limited as defined below.

- A. Common Elements. Common elements may account for up to 50% of the required open space within a development and include upland acreage or wet acreage. When no common elements are proposed in a development, the acreage that would be credited toward these elements shall be converted to recreational elements. Common elements may include:
1. Parking areas and lots associated with a proposed recreational element necessary to meet the parking requirements of the Town of Aynor Zoning Ordinance;
  2. Landscaped (planted with shrubs or similar elements) areas within or along roadway rights-of-way;
  3. Entrance way treatments provided they are no less than 50 feet in width and provide development identification and signage;
  4. Mail centers;
  5. Wetlands greater than 0.25 acres in size not intended to be used for recreational space;
  6. Golf courses that are entirely in the boundary of the proposed development may be used to satisfy all of the common open space requirement; and,
  7. One-half of the acreage occupied by lakes provided such lakes are capable of supporting aquatic life (generally a depth of 4.5 feet) which are fully or partially surrounded by development lots.
- B. Recreational Elements. Recreational elements shall account for the remaining open space requirement and can be in either passive or active features. All recreational elements shall consist of upland, except that wetlands and water bodies greater as described below.

A minimum of 25 percent of the recreational elements provided in a development shall consist of active features such as those identified in items one (1) through three (3), below. Recreational elements may include, but are not limited to, the following uses:

1. Tot-lots, basketball courts, parks, play grounds, picnic areas, tennis courts, swimming pools and similar uses;
2. Greenways, greenbelts, squares, and village greens;
3. Bicycle paths, bridle paths, footpaths, and sidewalks provided such paths are improved with a surface suitable for the intended use;
4. Natural areas of undisturbed vegetation and with maintenance limited to removal of litter, dead trees, plant material, and brush;
5. Wetlands greater than two (2) acres in size with associated recreation features such as walking and nature trails, benches, gazebos, and similar features providing opportunity for active or passive use as allowed by applicable regulatory permits; and,
6. Water bodies greater than three (3) acres in size capable of supporting aquatic life (generally a depth of 4.5 feet) which are fully or partially surrounded by development lots.

#### **6.7.5 Open Space Ownership & Maintenance**

- A. Open space within developments shall be maintained and owned by a property management company or homeowners association capable of collecting fees for the upkeep and insurance of such areas.
- B. The Town of Aynor Town Council shall have the authority to accept or reject land dedications made as a requirement of this Section.
- C. The owner of dedicated open space shall be responsible for the continuing upkeep and proper maintenance of the same.
- D. The developer shall place in a conspicuous manner upon the Final Plat of the development, prior to approval, a notation concerning control of open space.
- E. Homeowners associations or similar legal entities that are responsible for the maintenance and control of open space areas and common areas shall be established by the developer who shall record in the Register of Deeds a declaration of covenants and restrictions that will govern the association or similar legal entity. A copy of the recorded document shall be provided to the Town Planner prior to Final Plat approval.

#### **6.7.6 Payments In-Lieu**

At the option of the Planning Commission in approving a Preliminary Plan, the Board may require that the developer make a payment in-lieu of all or part of the required land dedication whereby the Town may acquire recreational land or areas to serve the development or developments in the immediate area. In any such case where funds are to be provided in-lieu of a dedication, funds to be provided by the developer shall be computed by multiplying the equivalent acreage times the appraised value as determined by the Horry County Tax Records of the acreage being developed as recorded in the then current tax records.



## **CHAPTER 7: REQUIRED IMPROVEMENTS**

### **Section 7.1 General**

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- A. All required improvements set forth in this Chapter shall be installed or constructed by the developer at no cost to the Town except as may otherwise be specifically provided. Required improvements under this Chapter shall not be installed or constructed until required Construction Plans have been approved by the Town Planner.
- B. The Town of Aynor may, in order to serve future development, require the developer to install certain oversized improvements and/or to increase such improvements to a size or extent beyond that necessary for the needs created by the developer. In such cases, the Town shall enter into an agreement to reimburse the developer for the over-sizing and/or extension based upon rates as agreed to by the Town.
- C. Development may be designated to be constructed and platted in phases. See Chapter 4 for review procedures for phased developments.
- D. No construction or installation of improvements shall begin in a proposed development until the preliminary plan has been approved by the appropriate authority, and unless applicable permits have been issued.
- E. If unexpected site constraints necessitate changes in approved preliminary plans, the applicant shall required approval of such changes. The applicant shall not proceed with construction involving any changes prior to obtaining approval of the requested changes.
- F. Applicable public agencies shall have the authority to access the premises and structures of land developments governed by these regulation during reasonable hours to make those inspections as deemed necessary by them to ensure compliance with the provisions of these regulations.

### **Section 7.2 Street Improvements**

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#### **7.2.1 General**

All road and street construction, grading, and curb and guttering shall be in done accordance with the approved Construction Plans.

#### **7.2.2 Pavement Standards**

A. Pavement widths for each street classification are shown in Appendix B.

B. All new streets shall be constructed with the minimum pavement thickness and sub-grade materials shown in Appendix B. Typical street profiles showing the relation of pavement, curbing, sidewalks and shoulders are shown in Appendix B.



### **7.2.3 Curbs and Gutters**

- A. Curbing is intended for the purpose of drainage, safety, and delineation and protection of pavement edge. Curb requirements shall vary according to street hierarchy and intensity of development in accordance with the requirements shown in Appendix B.
- B. Where required, curbing shall delineate on-street parking areas and may also be required under the following conditions:
  - 1. For stormwater management;
  - 2. To stabilize pavement edge;
  - 3. Along drainage inlets (10 feet on each side);
  - 4. At intersections;
  - 5. At corners; and,
  - 6. At tight radii.
- C. Rolled or barrier curbing will be permitted provided their design is in accordance with the standards in Appendix B.
- D. Alternative dimensional requirements for these curb types may be permitted upon review and authorization of the Town Engineer. The curb type used shall ensure that such curbing effectively accommodates the proposed drainage system.
- E. All curbing shall be designed to provide a ramp for bicycles and/or wheelchairs as required by OSHA, ADA, and AASHTO standards. Curbing shall be designed to provide a ramp for all driveway and sidewalk connections.
- F. Shoulders and drainage swales shall be used for streets where identified in Appendix B. Shoulders and drainage swales may be allowed instead of curb and gutter when one of the following circumstances applies:
  - 1. Shoulders are required by state law; or,
  - 2. Soil or topography makes use of shoulders and drainage swales preferable.
- G. Shoulders shall be a minimum of four (4) feet in width on each side for all streets and shall be located within the right-of-way as shown in Appendix B. The width of swales shall be determined by site specific conditions. Shoulders shall be stabilized with sod or grass.

### **7.2.4 Bridges**

- A. Vehicular. Structures that are intended to span canals, culverts, lakes, streams or other water bodies for vehicular traffic shall be designed for hydraulic type requirements in accordance with the drainage criteria contained herein. Such structures shall be designed for minimum live load of HS-20 as specified in the Standard Specifications for Highway Bridges of the American Association of State Highway Officials. Plans shall be submitted to the Town Engineer for review.

- B. Pedestrian and Other Bridges. Structures that are intended to span canals, culverts, lakes, roadways, streams, or other water bodies for pedestrian or other non-automobile traffic shall comply with the applicable design standards for their intended use. Plans and specifications shall be submitted to the Town Engineer for review and approval.

#### **7.2.5 Traffic Control**

Collector and arterial streets shall incorporate striping and raised prismatic markers, in accordance with the current approved edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, published by the SCDOT.

### **Section 7.3 Street Lights**

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- A. The developer shall install street lights at appropriate locations in accordance to Town standards and specifications.
- B. All wiring shall be underground.

### **Section 7.4 Traffic Control Signs, Signals and Markings**

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#### **7.4.1 General**

Traffic control signs, signals, and marking shall be installed in accordance with Horry County or the State of South Carolina standards and specifications, as the case may require.

#### **7.4.2 Street Name Signs**

- A. Standard street name signs shall be installed at all intersections.
- B. The developer may, however, with the approval of the Town Planner, install a different street name sign type at no cost to the Town. The Town Planner shall approve the design and material of such signs. In such case, the developer or his successors or assignees shall be responsible for replacing such signs in instance of loss, damage or deterioration; otherwise, the Town will replace such signs with its standard sign.
- C. Private roads should be identified with blue signs, while public roads shall be identified with green signs. All signs shall meet SCDOT standards for size.

### **Section 7.5 Public Water and Sewer**

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- A. Public water and sewer systems shall be extended throughout the development and to each lot located therein.
- B. Public water and sewer systems shall meet the requirements of the applicable water and sewer provider.

## **Section 7.6 Other Utilities and Services**

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- A. Electric power, telephone, cable television, natural gas lines and other utilities which are proposed to be installed in the development and which are required to be shown on Construction Plans are not "Required Improvements" within the context of this Chapter.
- B. Since the installation of such improvements are by agreement between the development and the appropriate utility company, the execution of such agreements between the developer and the utility companies are deemed to satisfy the construction and installation requirements of these regulations as long as they are installed in the public right-of-way or easement in accordance with Town standards for such installations, including underground installation.
- C. Utilities shall stay within a 10 foot nonexclusive utility easement outside of the right of way.

## **Section 7.7 Monuments and Markers**

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All corners and points shall be marked with monuments in accordance with the most current edition of the "*Minimum Standards Manual for the Practice of Land Surveying in South Carolina*."

## **Section 7.8 Storm Water**

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All storm water improvements shall be in accordance with the Horry County Storm Water Management and Sedimentation Control Ordinance.

## CHAPTER 8: ACCESS MANAGEMENT

### Section 8.1 General

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#### 8.1.1 Applicability

- A. The standards contained herein shall apply to all new roadway or commercial driveway construction when such roadways or commercial driveways intersect existing county, federal, or state rights-of-way.
- B. The size of the development may dictate limiting access and driveway spacing.
- C. The Horry County Engineering Department shall review and authorize all access requests to County maintained roadways. SCDOT shall review and authorize the any access onto State maintained roadways.

#### 8.1.2 Design Considerations

Appropriate engineering and safety factors should be considered in conjunction with these standards so that conditions unique to individual access points are properly taken into account. Consultation with the Town Engineer is recommended to ensure that any access to a development parcel complies with these standards.

#### 8.1.3 Number Allowed per Frontage

- A. Generally, one (1) point of access to a given property will be allowed, situated in a safe location and in accordance with other provisions of this Chapter.
- B. Additional access points may be allowed as shown in Table 8-A, provided the continuous roadway frontage of the property exceeds 200 feet.

**Table 8-A**  
**Maximum Number of Driveways per Frontage**

Length of Frontage (ft.)	Maximum Number of Driveways
≤ 200	1 <sup>1</sup>
200 – 600	2
601 – 1,000	3
1,001 – 1,500	4
≥ 1,501	4 <sup>2</sup>

<sup>1</sup>On frontages of 200 feet or less, a pair of one-way driveways may be substituted only if the internal circulation on the site is compatible with the one-way driveways and wrong-way movements on the driveways are rendered impossible or extremely difficult for motorists.

<sup>2</sup>Driveways can increase by one (1) per each additional full increment of 500 feet of frontage over 1,501.

- C. Driveways will be limited to the number needed to provide adequate and reasonable access to a property. Factors such as type of roadway, volume of traffic, alignment with opposing

driveways and minimum spacing requirements will have a bearing on the number of driveways proposed.

- D. A property with more than one (1) frontage may have the frontages considered separately.

#### **8.1.4 Location, Spacing, and Offset**

- A. Points of access should be located to avoid undue interference with or hazard to traffic on the roadway. They should be located where there are no sharp curves or steep grades and where the provisions outlined in the following subsections are met. Access points should not be located on auxiliary lanes or their tapers.
- B. In the interest of public safety and convenience, the Town Engineer may restrict a point of access to a particular location along the frontage. On properties where points of access would not otherwise be clearly defined, a physical barrier such as curbing may be required along the frontage to define specific access points.
- C. Table 8-B, below, is the recommended spacing chart for adjacent driveways on the same frontage.

**Table 8-B**  
**Spacing of Driveways**

<b>Operating Speed of Access Road (mph)</b>	<b>Recommended Minimum Spacing from Center to Center (ft)</b>
≤ 30	100
35	150
40	200
45	250
50	300
≥ 55	350

- D. High volume driveways should align with driveways on the opposite side of the street or should be offset in the same manner as streets shown in Appendix D.
- E. Minimum spacing will be increased if right-turn deceleration lanes are required and shall equal the length of the turning lane and taper plus 50 feet, unless a continuous right-turn lane is approved. Nowhere shall a distance of less than 40 feet between edges of one-way driveways be permitted.

#### **8.1.5 Sight Distances**

- A. To the extent feasible, an access shall be located at a point which provides optimum sight distance along the roadway. The recommended intersection sight distance required at a driveway is shown in Appendix D.
- B. Sight distances for streets and higher-volume driveways shall comply with the standards contained herein.

- C. Proper sight distance shall be provided for all turning movements into and out of driveways. When proposed roadways intersect existing county, federal or state roads in a manner that the grade of intersection is greater than five (5) percent, the required site distances shall be determined and approved by the Town Engineer.

#### **8.1.6 Proximity to Intersections**

- A. Points of access should be located as far from roadway intersections or railroads as practical.
- B. No access point shall be located within the radius of intersecting roadways. The beginning of the radius of driveways close to intersections shall be at least 10 feet from the point of tangency of the intersecting roadway's radius and not closer than 75 feet to the edge of the intersecting roadway when property frontage allows. See Appendix D for a graphical display of the minimum driveway location standards.
- C. These requirements may limit or exclude access points on some corner lot frontages.
- D. At intersections where corner right-of-way or sight-distance areas have been obtained, no driveways shall be permitted to cross or enter the area, except where elongation of areas may warrant special consideration.

#### **8.1.7 Property Line Clearance**

- A. With the exception of residential driveways, points of access shall be located no less than 20 feet from the adjacent property line and have a minimum radius off-set, from the adjacent property line, of five (5) feet. Such measurements shall be measured parallel to the roadway, from the intersection of the right-of-way and property lines.
- B. No point of access shall be located so that its radius encroaches on the adjacent property frontage unless the adjacent property owner agrees in writing.

#### **8.1.8 Traffic Control**

- A. Traffic control at access points shall comply with the South Carolina Manual on Uniform Traffic Control Devices and shall be designed to accommodate the needs of traffic generated by development while minimizing interference with other traffic.
- B. Traffic control devices shall be installed on all streets and on driveways that have geometric and operational characteristics resembling those of a street.
- C. Design, equipment, installation, and maintenance of traffic control devices (except maintenance of traffic signals) shall be the responsibility of the entity controlling the right-of-way and shall require approval by the Town Engineer.

### **Section 8.2 Required Access to Land Developments**

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The purpose of the following provisions is to ensure that adequate vehicular access is provided to all land developments. Provision of appropriately sized and placed accesses within a land development assists in ensuring that property owners will not experience delays in public safety

responses to emergency situations as well as increases the opportunities for improved traffic circulation and distribution within and into or out of the development. To ensure that developments provide appropriately sized and placed accesses, the following standards prescribe the type and number of accesses that a land development shall have. Access to land developments shall be considered from two perspectives – external access and internal access.

#### **8.2.1 Defining External and Internal Access**

- A. External access is defined as the access that a land development receives from an existing roadway that abuts the property.
- B. Internal access is defined as the access that lots/units within a land development receive from a proposed public right-of-way that is within the land development.

#### **8.2.2 External Land Development Access Requirements**

- A. Developments with less than 50 lots/units shall be accessed by a minimum of one (1) paved point of ingress/egress. Right-of-way width for such access shall conform to the requirements of Appendix B.
- B. Developments containing between 51 and 100 lots/units shall be access by a minimum of one (1) paved point of ingress/egress and shall be subject to the following standards:
  - 1. The access shall be a minimum of 66 feet in width.
  - 2. The access shall be carried no less than 125 feet into the development or to the first intersection. Measurement of the 125 feet shall be from the centerline of the intersecting street and the proposed entrance roadway.
  - 3. The access shall have no fewer than three (3) lanes of traffic. Demarcation of the lanes may occur in any of the following ways:
    - a. Striping or land delineators;
    - b. Raised medians constructed according to SCDOT standards; or
    - c. A raised median, no less than five (5) feet in width, constructed to the median standards of these regulations.
- C. Developments containing more than 100 lots/units shall be accessed by no fewer than two (2) paved points of ingress and egress.

#### **8.2.3 Internal Land Development Access Requirements**

- A. Major developments containing less than 50 lots/units shall supply a minimum of one (1) paved point of access to every lot/unit within the development. Such access shall be from a platted public right-of-way. Right-of-way width of such access shall conform to the requirements of Appendix B of these regulations.
- B. Major developments containing 51 to 100 lots/units shall provide a minimum of one (1) paved point of access to each lot/unit within the development. Such access shall be from a public roadway and be subject to the following standards:
  - 1. No more than 50 lots/units shall be located on a single, dead-end roadway.

2. Roadways (dead-end or otherwise) upon which more than 50 lots/units are proposed shall be designed as follows:

- a. The roadway shall be no less than 66 feet in length.
  - b. The enlarged roadway shall be extended into the proposed development area no less than 125 feet or to the first intersection within the development area. Measurement of the 125 feet shall be from the centerline of the intersecting roadway and the roadway providing access to the proposed development area.
  - c. Within the enlarged right-of-way, no fewer than three (3) traffic lanes shall be constructed. Demarcation of the traffic lanes may occur by installation of any following devices:
    - i. Striping or lane delineations;
    - ii. Raised concrete medians constructed in accordance with SCDOT standards; or
    - iii. A raised median, no less than five (5) feet in width, constructed to median standards of these regulations.
  - d. Increased right-of-way width may be waived if the roadway serving the proposed development area is connected back to the main development entrance roadway.
- C. Major developments containing more than 100 lots/units shall provide a minimum of two (2) paved points of access to every lot/unit within the development from a platted public roadway. Where a lot or unit receives access from a cul-de-sac, the requirement of two (2) points of access shall not apply provided the total number of lots/units on the cul-de-sac does not exceed 50.
- D. Major developments containing more than 50 lots shall have all lots access internal roadways.

## **Section 8.3 Geometric Design**

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### **8.3.1 Angle of Intersection**

- A. The angle between a two (2) way driveway and the roadway it intersects preferably should be 90 degrees but no less than 75 degrees.
- B. The angle of a one (1) way driveway entering a property may be decreased to 60 degrees, but the angle of a one (1) way driveway exiting to a property preferably should be 90 degrees but no less than 75 degrees.

### **8.3.2 Width**

- A. The width of driveways, exclusive of any shoulder, should be based on various conditions including the type of highway facility, the driveway volumes, the driveway alignment angle, and the turning radii.
- B. Table 8-C indicates the minimum and maximum driveway widths for various types of driveways.



**Table 8-C  
Driveway Widths**

<b>Driveway Type</b>	<b>Width (ft)</b>
Residential & Minimum Use	12
Urban Commercial (One-Way)	14-24
Urban Commercial (Two-Way)	24-40

### **8.3.3 Radii**

Driveway radii should be designed to provide safety and ease of vehicle movement for the largest vehicle that will regularly use the driveway. Design drawings for driveways with drop curb and for driveways with curb returns are given in Appendix D.

### **8.3.4 Approach Grade and Side Slope**

- A. On streets or higher-volume driveways or when curb and gutter are utilized, the approach should be in accordance with Appendix D.
- B. Where a shoulder exists, the profile grade of the approach from the edge of the pavement shall slope at the same rate as the highway shoulder or the full width of the shoulder.
- C. A grade not to exceed 8 percent shall be maintained from the edge of the shoulder for a minimum distance of 40 feet. Low volume driveway can have an additional grade change at this point not to exceed 14 percent total grade change from the shoulder grade.
- D. Driveways shall have a maximum side slope ratio of 4:1.

### **8.3.5 Islands**

Traffic islands are used to guide motorists into proper lanes. They shall be used when the driveway characteristics or complexity is of such nature that their use is needed to eliminate conflicts. They should be constructed with a mountable curb and should be offset from the traffic lanes. The minimum size of a raised concrete island is 100 square feet.

### **8.3.6 Driveway Medians**

- A. When a median is used to separate opposing traffic on a driveway, the part of the median within the right-of-way shall have a minimum width of four (4) feet and a maximum width of 12 feet.
- B. The nose of the median shall be setback six (6) to 12 feet from the edge of the roadway.
- C. Landscape plants on the median and within 25 feet of the roadways should be limited to low growing plants not exceeding 2.5 feet in height.
- D. When a median width is larger than four (4) feet, the nose shall be defined with a two (2) foot radius and the control turning radius. See Appendix D for a diagram.

### 8.3.7 Auxiliary Lanes

- A. When adding auxiliary lanes, the entire roadway at the site shall be resurfaced to prevent differential settlement, to eliminate undesirable pavement contrast, and to provide proper pavement markings.
- B. When the through travel-way shifts alignment to a new location, the entire roadway within the limits of the shift shall be resurfaced. However, when a right turn lane only is added resurfacing of the entire area may not be required.
- C. Acceleration and deceleration lanes should be 12 feet wide and constructed in accordance with Table 8-D below. Greater corner radii or channelization should be used to encourage and facilitate higher-speed turns at locations where right turns are made into acceleration lanes. An acceleration lane shall not be permitted on a two (2) or three (3) lane roadway.

**Table 8-D**  
**Acceleration and Deceleration Lane and Taper Lengths**

Roadway Design Speed (mph)	Minimum Length of Taper (ft)	Minimum Length <sup>1</sup> of Full Width Lane (ft)
40	150	150
45-50	180	200
55+	200	250

<sup>1</sup>Lengths given are for flat grades. For downgrades on deceleration lanes and upgrades on acceleration lanes, increase length 10 percent for every one (1) percent grade.

- D. If a left-turn lane is required, it should be 12 feet wide and constructed in accordance with Table 8-E below. When widening is necessary to accommodate a left-turn lane, the methods presented in Appendix D should be used.

**Table 8-E**  
**Left-Turn Storage Lane and Taper Length**

Roadway Design Speed (mph)	Minimum Length of Taper (ft)	Minimum Length <sup>1</sup> of Storage Lane (ft)
40	150	150
45-50	180	200
55+	200	250

<sup>1</sup>Lengths given are for flat grades. For downgrades on deceleration lanes and upgrades on acceleration lanes, increase length 10 percent for every one (1) percent grade.

## Section 8.4 Residential Driveways

### 8.4.1 Single Residences and Small Apartment Complexes

Generally, only one (1) driveway will be allowed on a residential lot with a single-family residence, duplex, or a small apartment complex consisting of 10 or fewer units. Any exception

to this must be justified on the basis of safety or special circumstances. See Appendix D for applicable standards.

#### **8.4.2 Large Apartment Complexes**

- A. Generally, one (1) driveway per frontage will be allowed for complexes consisting of more than 11 units. Additional driveways may be justified provided the required property frontage and spacing requirements of Section 8.1.3 and 8.1.4 are met.
- B. In addition, since these types of development typically generate higher volumes of traffic consideration should be given to providing additional queuing areas and turning lanes.
- C. Widths and radii for these drives are provided in Appendix D.

### **Section 8.5 Commercial and Industrial Driveways**

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#### **8.5.1 High-Turnover and/or Drive-Through Businesses**

- A. High-turnover businesses include, but are not limited to, fast-food restaurants, financial institutions with drive-through windows, convenience stores and car washes.
- B. High-turnover driveways should have a suitable connection to the arterial street comparable to that for a well-designed street intersection serving a similar volume of traffic.
- C. Applications for high-turnover businesses and those which depend heavily on drive-through traffic must have accompanying site plans for a design which will prevent negative impacts on the road system. The site plan shall show internal areas for drive-through lanes that will prevent traffic from queuing on the right-of-way.
- D. Internal circulation must be on private property and the parking design must not allow backing of vehicles onto the right-of-way.
- E. Developments with one-way traffic flow systems shall have internal circulation plans that are compatible with the one-way flow plan and discourage wrong-way use of the one-way driveways. Appendix D provides a typical sketch of this layout.

#### **8.5.2 Shopping Centers and Other Large Developments**

- A. Early contact with the Town of Aynor Town Planner and the Town Engineer is recommended.
- B. A traffic impact study may be required for large developments such as major shopping centers, industrial complexes and other projects as determined by the Town Planner or the Town Engineer.
- C. The traffic impact study, if required, shall meet the criteria of the Institute of Transportation Engineers and shall be conducted by a qualified engineer. The study shall justify the proposed access plan and demonstrate the effects of the development on public roadways.

- D. The developer of a site will be responsible for making roadway improvements and installing traffic control devices which may be necessary to reduce the impacts of the new development.
- E. The Town Engineer may require road improvements by the developer without a traffic impact study.
- F. Access for out-parcels should be provided only internally; however, shared or individual access points may be permitted provided that twice the normal pacing requirements of Section 8.1.4 are met. When direct access is approved, it may be limited to right turns only by the Town Engineer. For sample drawings of out-parcel access, see Appendix D.
- G. Notations of access for out-parcels shall be made on the plans for the development.

#### **8.5.3 Commercial Industrial Driveways**

- A. Access points for commercial and industrial sites shall be located and designed to accommodate the traffic that the facilities will generate. Consideration in the design should be given to the types of vehicles that will use the driveways, especially when they are likely to be large trucks.
- B. The higher volumes of traffic entering and leaving commercial and industrial sites at shift changes must be considered in the design and queuing areas and turning lanes.
- C. The number and spacing of points of access for commercial and industrial sites are established in Sections 8.1.3 and 8.1.4.
- D. The minimum corner radii recommended when trucks are used as design vehicles are given in Appendix D.

#### **Section 8.6 Street Intersections**

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- A. Street intersections whether commercial or residential, public or private, shall be designed and constructed in conformance with the following:
  - 1. SCDOT Highway Design Manual
  - 2. American Association of State Highway and Transportation Officials, A Policy on Geometric Design of Highways and Streets (current edition); and
  - 3. SCDOT Standard Specifications for Highway Construction (current edition).
- B. Right-of-way for new streets should provide triangular areas sufficient to accommodate the intersection turn radii and provide for adequate intersection sight distance.
- C. The minimum radius for street intersections is 30 feet.
- D. Recommended travel-way widths at intersections for streets with no provisions for parking and/or islands are presented in Table 8-F, below. The values for street and high-volume

driveway widths in Table 8-F shall be adjusted for parking and islands to provide minimum travel width.

**Table 8-F**  
**Street and High-Volume Driveway Widths**

<b>Number of Lanes</b>	<b>Recommended Travel-way Width Without Parking and/or Islands (ft)</b>
2	24-36
3	36-44
4	48-54
5	60-66

- E. Streets should align opposite other streets or major driveways or shall have sufficient offset so that operational problems cannot develop.

## **Section 8.7 Median Crossovers**

---

### **8.7.1 General**

The initial placement of median crossovers along divided highways was determined by engineering design. Additional crossovers create more conflicts and can lead to higher accident experience and loss of the advantages of the divided highway. As such, the Town Engineer reserves the right to limit access to right turns only. When additional median crossovers are warranted they should follow a typical pattern for each roadway and shall be designed under the criteria set forth in this Section.

### **8.7.2 Requirements**

- A. A median crossover may be permitted when an engineering review by the Town Engineer indicates that all of the conditions listed below are met:
1. The spacing to the nearest crossover is at least 500 feet.
  2. If the Town Engineer determines the need, a suitable left turn land and taper shall be included.
  3. Sight distance criteria are met (see Section 8.1.5).
  4. Significant traffic volumes will be generated.
  5. The operation of the highway, other access, or crossovers will not be adversely affected.
  6. The maximum grade on the crossover shall not exceed eight (8) percent and should not exceed five (5) percent.
- B. The Town Engineer may approve the relocation of a median crossover if the new location meets the above criteria and all directly affected property owners concur.
- C. A median crossover and any associated turn lanes are considered components of the driveway and are to be constructed by the permittee where approved.

### **8.7.3 Design**

- A. The length of a median crossover shall be based on the control radii in accordance with Appendix D.
- B. For median crossovers provided for points of access, median ends should be of the bullet nose design with a minimum radius at the nose of one-fifth ( $1/5$ ) the median width and a control radius of between 40 feet and 75 feet. See Appendix D for design dimensions.
- C. The length of median crossovers for U-turns should be determined by the turning radius of the type of vehicle expected to use the crossover. A U-turn crossover should have a minimum length of 24 feet and should have semicircular median ends.
- D. Pavement design shall equal or exceed that of the existing roadway.



## **CHAPTER 9: FINANCIAL GUARANTEES**

### **Section 9.1 General**

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- A. Financial guarantees may be posted in lieu of completing improvements required by these regulations to allow for the recording of a final plat or to obtain building permits for properties for which ownership will be transferred. A financial guarantee is not required to be posted prior to obtaining model home permits once a preliminary plan has received conditional approval.
- B. Acceptance of financial guarantees is discretionary and the Town of Aynor reserves the right to refuse a financial guarantee for any remaining improvements and require that such improvements be completed before the recording of a final plat or issuance of building permits. Acceptance of a financial guarantee by Town of Aynor shall not to be construed as an obligation to any other agency, utility or property owner within affected developments.

### **Section 9.2 Submittal**

---

- A. Financial guarantees shall be submitted to the Town Engineer and follow the procedures enumerated below. Failure to follow these procedures may delay the approval of such guarantee and recording of a final plat or issuance of building permits.
- B. An itemized cost estimate shall be submitted for the improvements that the financial guarantee will cover. Such estimate shall bear the original signature and seal of a licensed professional engineer, be on company letterhead, and be in a form acceptable to the Town of Aynor. Cost estimates may include, but are not be limited to the following:
  - 1. Water and sewer systems;
  - 2. Storm drainage systems and erosion control measures;
  - 3. Street improvements including curbs, gutters, temporary cul-de-sacs and required grassing or landscaping within rights-of-ways or easements;
  - 4. State road right-of-way improvements upon agreement between Horry County and South Carolina Department of Transportation;
  - 5. Street monuments; and,
  - 6. Street intersection lighting.
- C. The Town Engineer will determine if the proposed cost estimate is consistent with the prevailing costs for construction materials. Upon such determination, the Town Engineer will inform the Town Planner that the cost estimate is acceptable and a financial guarantee for the proposed amount may be submitted.



### **Section 9.3 Acceptance of Financial Guarantees**

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- A. The Town Planner may accept letters of credit or cash deposits as financial guarantees to ensure the completion of public improvements in accordance with the requirement enumerated below.
- B. Approved guarantees shall be independent of the development project's construction loan. The Town Planner will not accept any guarantee that requires draw downs for monthly expenditures. Payment of monthly expenditures is the sole responsibility of the developer and does not affect the amount of money held by the Town Planner.
- C. Approved letters of credit shall adhere to the following standards:
  - 1. Be equal to 125 percent of the approved cost estimate;
  - 2. Be issued for an initial coverage period not less than 12 months from the date that the final plat is submitted for recording;
  - 3. Be irrevocable, unconditional and subject to presentation for drawing within the State of South Carolina. Upon consent of the issuing institution and the Town of Aynor, facsimile drawing may be permitted. In no instance shall a letter of credit only include a facsimile number for the purpose of potential drawing;
  - 4. Be payable to the Town of Aynor;
  - 5. Be for no less than \$10,000 of construction; and,
  - 6. Substantially conform to the format shown in Appendix C.
- D. Approved cash deposits shall adhere to the following standards:
  - 1. Be equal to 125 percent of the approved cost estimate;
  - 2. Be for no less than \$1,000 of construction; and,
  - 3. Made payable by cashier's check to Town of Aynor.
- E. Cash deposits are deposited upon receipt with the Town of Aynor Clerks Office. Improvements guaranteed by such deposits shall be completed within 12 months. A cash deposit may be extended as provided for in Section 9.4, below.

### **Section 9.4 Duration of Improvement Guarantees**

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The duration of an improvement guarantee shall be of a reasonable period to allow for completion and acceptance of improvements. In no case shall the duration of the financial guarantee for improvements exceed 18 months nor less than one (1) year.

### **Section 9.5 Extensions**

---

- A. A developer may extend a letter of credit or cash deposit before the expiration date of its initial coverage period. To qualify for an extension a revised construction cost estimate shall be supplied to the Town Engineer showing the improvements that the extended letter of

credit or cash deposit will guarantee. The revised construction cost estimate shall meet the standards enumerated in Section 9.3, above.

- B. Upon approval of the revised construction cost estimate, the extended letter of credit or cash deposit shall be provided to the Town Planner no fewer than 10 days prior to the expiration date of the letter of credit or cash bond. The extension may be in the form of an amendment or new letter of credit (for letter of credit) or a new cash deposit (for cash deposits). Extensions shall be no longer than one (1) year and may occur in two (2) six (6) month extensions. No individual extension shall be for a period less than six (6) months.
- C. If the improvements for which the letter of credit or cash deposit were posted have not been completed within two (2) years, the Town Planner may allow one (1) additional six (6) month extension. Such extension is subject to approval of a revised construction cost estimate showing that at least 50 percent of the project improvements are complete. Additional extensions may be considered on a case by case basis.

### **Section 9.6 Setup and Extension Fees**

---

The fees listed below will apply to letters of credit or cash deposits established with Town of Aynor or extended before their expiration. All fees shall be paid at the time of guarantee submittal or prior to the guarantee's expiration. Payment shall not be a portion of the guarantee amount and will be in the form of a cashier's check made payable to Town of Aynor.

#### **A. Setup Fees**

**Table 9-A: Setup Fees Applicable to Letters of Credit or Cash Deposits**

<b>Amount of LOC or Cash</b>	<b>Fee</b>	<b>Rate per \$1,000 or Fraction Thereof*</b>
Up to \$50,000	\$250	N/A
Over \$50,001		\$0.75 + \$500

\*Only applies to amounts over \$50,000.

#### **B. Extension Fees**

**Table 9-B: Extension Fees Applicable to Letters of Credit or Cash Deposits**

Extended 30 days prior to Expiration	\$100 + .0025 times the guaranteed amount
Extended 29-16 days prior to Expiration	\$250 + .0025 times the guaranteed amount
Extended <15 days prior to Expiration	\$500 + .0025 times the guaranteed amount

- C. Requests for extensions made nine (9) or fewer days before the expiration of the letter of credit or cash deposit may not be accepted.

### **Section 9.7 Reductions**

---

- A. A developer may reduce a financial guarantee during the initial coverage period. A request to reduce the financial guarantee shall be submitted to the Town Engineer and include a revised construction cost estimate.
- B. Reductions of financial guarantees will not be allowed within six (6) months of any previous reduction request and shall be no less than 125 percent of the revised construction cost estimate.
- C. A fee of \$100.00 shall be charged for any letter of credit that is authorized for reduction before its expiration. Requests involving both the reduction and extension of a letter of credit shall be subject to the extension fees listed in Section 9.6(B), above.

### **Section 9.8 Drawing of a Financial Guarantee**

---

The Town Planner may draw a letter of credit when it has been determined that the improvements for which the financial guarantee were posted will not be completed in accordance with these regulations. Any unexpended funds, once construction is complete, shall be released to the financial institution or responsible entity that posted the guarantee.

### **Section 9.9 Release of a Financial Guarantee**

---

- A. The Town Engineer shall authorize the Town Planner to release guarantees to the financial institution or responsible entity. Authorization will occur once all improvements have been installed, received final inspection and a warranty financial guarantee (when applicable) has been submitted and approved by the Town Engineer.
- B. In addition, the developer's engineer shall furnish the Town Engineer a letter certifying that all non-Town owned or maintained improvements have been completed and accepted by the applicable entities who will own or maintain such improvements. Such letter shall be on company letterhead with an original signature and professional seal.

## APPENDIX A: MAPPING STANDARDS

### Section A.1 General

The following are the Standards of Maps to be submitted as part of the development process. These standards are intended to be general and the developer may be required to file fewer or more maps or provide less or more information depending upon the circumstances of the particular case.

### Section A.2 Number and Type of Map to be Submitted

Map	Initial Review	Planning Board Review	Town Files (as approved)
<b>Sketch/Master Plan</b>	2 hard copy prints	--	2 hard copy prints
<b>Preliminary Plat</b>			
Minor	4 hard copy prints	--	2 hard copy prints
Major	4 hard copy prints 1 reproducible print (8.5x11") 1 electronic version (.pdf)	1 reproducible hard copy print (8.5x11")	2 hard copy prints 1 electronic version (.pdf)
<b>Construction Plans</b>	4 hard copy prints	--	2 hard copy prints
<b>Final Plat</b>			
Platting Actions	4 hard copy prints	--	4 hard copy prints
Minor and Major	4 hard copy prints 1 reproducible print (8.5x11") 1 electronic version (.dwg tied to state plane)	--	4 hard copy prints

### Section A.3 Map Information

All maps that are required to be submitted with applications for land development shall be drawn clearly and legibly at a scale of not less than 200 feet to one (1) inch. Maps are to be submitted to the Town Planner with sufficient information to ensure compliance with all applicable requirements, standards, and specifications contained in this Ordinance.

Information	Master/Sketch Plan	Preliminary Plan	Final Plat
<b>General</b>			
Name and Type of Development	X	X	X
Owner of Record and Address	X	X	X
Developer and Address		X	X
Tax Map Number(s) of Development	X	X	X
Tax Map Number(s) of Adjacent Property Owners	X	X	X
Adjacent Property Lines	X	X	X
Municipal Boundaries		X	X
Tract Boundaries w/ Bearings and Distances	X	X	X
Number of Lots/Units in Development	X	X	X
Lot Numbers	X	X	X
Lot Dimensions	X	X	X
Lot Sizes for each Individual Building Lot	X	X	X
Phases, if applicable		X	X
Project Density	X	X	X
Total Acreage	X	X	X
Scale (Written and Graphic)	X	X	X
North Arrow	X	X	X
Vicinity Map	X	X	X
<b>Roads</b>			
Proposed Roads within the Development	X		
Existing and Platted Roads within Development	X	X	X
Existing Roads on Abutting Properties		X	X
Right-of-Way Widths	X	X	X
Right-of-Way Location	X	X	X
Road Names		X	X
Designation as Public or Private		X	X
Linear Feet in Roads		X	X
<b>Utilities</b>			
Existing Easements		X	X
Proposed Easements and Uses		X	X
Proposed Detention/Retention Basins		X	X
Proposed Storm Sewers		X	X
Transmission Lines		X	X
Approximate Location of Existing Natural Gas		X	X
Approximate Location of Existing Water / Sewer		X	X
<b>Environmental</b>			
Existing Bodies of Water and Water Courses	X	X	X
Area of Property within Flood Zone	X	X	X
Wetland Delineations	X	X	X
Wetland Buffers			X
Existing Topographic Conditions	X	X	
Preserved Areas	X	X	X
<b>Site Calculations</b>			
Acreage in Total Tract to be Developed	X	X	X
Total Number of Lots / Units	X	X	X
Area of Each Lot in Acres (<1 acre, shown in SqFt)	X	X	X

Information	Master/Sketch Plan	Preliminary Plan	Final Plat
Acreage in Parks, Lakes, or Public Land Usage		X	X
Average Lot Size		X	
Proposed Minimum Building Setback Lines		X	
<b>Other Information, if Applicable</b>			
Zoning Classification of Property/Adjacent Property	X	X	
Proposed Off-Street Parking Areas		X	X
Existing Buildings		X	X
Common Space		X	X
Open Space		X	X
Recreation Space		X	X
Property Dedicated for Public Use		X	X
Revisions		X	X
Plat Book and Page for Last Property Transfer			X
Note RE: Intent to Supply Water/Sewer	X		

#### **Section A.4 Construction Plan Information**

The following information must be provided to the Town Planner for review by the Town Engineer.

- ☐ Natural drainage features
- ☐ Existing water courses
- ☐ Existing drainage features
- ☐ Proposed piping
- ☐ Proposed drainage structures
- ☐ Proposed detention/retention features
- ☐ Drainage easements
- ☐ Location of all outfall ditches
- ☐ Size of all outfall ditches
- ☐ Proposed ditch cross sections
- ☐ Proposed lake/pond cross sections
- ☐ Outlet control structure details
- ☐ Normal and maximum water levels
- ☐ Water levels in pipes (HGL)
- ☐ Sewer system plans
- ☐ Water system plans
- ☐ Sanitary sewer profiles
- ☐ Road construction details
- ☐ Typical roadway cross sections
- ☐ Street profiles
- ☐ Construction entrance
- ☐ Erosion and sediment control structures
- ☐ Signature and seal of a registered engineer
- ☐ Centerline linear feet of roadway, acreage and ownership of new roads

- ☐ Any other items that the Planning Commission believes should be added to such plans to ensure public safety and welfare
- ☐ Location of access point(s) on both sides of the road where applicable
- ☐ Distances to neighboring constructed access points, median openings, traffic signals, intersections, and other transportation features on both sides of the property, within 1250 feet
- ☐ Number and direction of lanes to be constructed on the driveway plus stripping plans, as required
- ☐ All planned transportation features (such as auxiliary lanes, signals, etc.)
- ☐ Trip generation data or appropriate traffic studies
- ☐ Parking and internal circulation plans
- ☐ Divided entrance median cross-section details
- ☐ A detailed description of any requested variance from the access management standards established in Chapter 8 and the reason the variance is requested

### **Section A.5 Certifications, Notes, and Approval Blocks**

The seal of the signing surveyor shall accompany the following certifications:

#### **Certificate of Accuracy**

I hereby state that to the best of my knowledge, information and belief, the survey shown hereon was made in accordance with the requirements of the "Minimum Standards Manual for the Practice of Land Surveying in South Carolina", and meets or exceeds the requirements for a Class (A,B, or C) \_\_\_\_\_ survey.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Registered Land Surveyor

\_\_\_\_\_  
SC Registration Number

#### **Certificate of Ownership and Dedication**

The undersigned hereby acknowledge that I am (we are) the owner(s) of the property shown and described hereon and that I (we) hereby adopt this (plan of development/plat) with my (our) free consent and that I (we) hereby dedicated all items as specifically shown or indicated on said plat.

Name_____	Signed_____	Date_____
Name_____	Signed_____	Date_____
Name_____	Signed_____	Date_____

#### **Certificate of Approval for Public Water and Sewer Systems**

We (appropriate authority) \_\_\_\_\_, certify that the water supply and sewer disposal system(s) installed or proposed for installation fully meet our requirements.

Name\_\_\_\_\_ Of\_\_\_\_\_ Signature\_\_\_\_\_ Date\_\_\_\_\_

**Certification of Completed Improvements**

I hereby certify that to the best of my knowledge and belief all required improvements have been installed in the acceptable manner and according to the specifications established in the Town of Aynor Land Development Regulations.

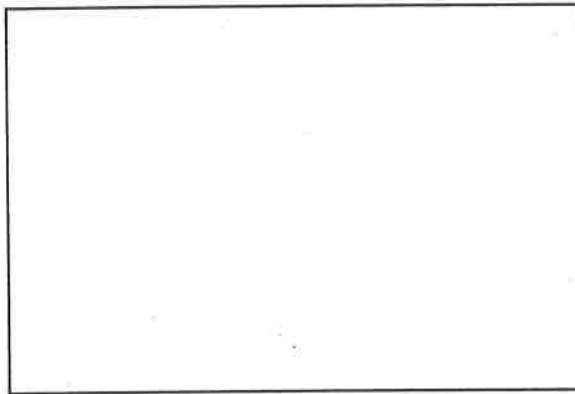
\_\_\_\_\_  
Date

\_\_\_\_\_  
Engineer's Signature

\_\_\_\_\_  
SC Registration Number

**Approval Block**

A blank approval block that is two (2) inches by three (3) inches shall be placed on each plat for the stamp of approval by the Town Planner.







## APPENDIX B: STREET AND SIDEWALK STANDARDS

### Section B.1 Trip Generation Rates by Major Land Use Categories<sup>1</sup>

- A. South Carolina Department of Transportation traffic counts may be utilized to compliment the ADT's listed above, but not in lieu of the ADT's listed above.
- B. If a proposed land use is not adequately defined above, supporting documentation (i.e. traffic studies, trip rates from comparable uses, etc) may be used to support a proposed ADT upon Planning Board approval.

Land Use Type	Average Weekday Trip Generation Rates
	Trips per Indicated Measure:
<b>Residential</b>	<b>Dwelling Unit</b>
Single Family Detached	10
Condominium/Townhouse <sup>2</sup>	6
Low-rise Apartment	7
High-rise Apartment	4
Mobile Home Park	5
Retirement Community	3
Recreational Home (owner)	3
<b>Office Building</b>	<b>1,000 Gross Sq. Ft. of Building Area</b>
General Office: 10,000 gross sq. ft.	24
50,000 gross sq. ft.	16
100,000 gross sq. ft.	14
200,000 gross sq. ft.	12
500,000 gross sq. ft.	9
800,000 gross sq. ft. and over	8
Medical Office Building	34
Office Park	11
Research Center	6
<b>Retail</b>	<b>1,000 Gross Sq. Ft. of Building Area</b>
Specialty Retail	41
Discount Store	71
Shopping Center: 10,000 gross leasable area	166
50,000 gross leasable area	95
100,000 gross leasable area	74
200,000 gross leasable area	59
500,000 gross leasable area	40
1,000,000 gross leasable area	33
1,600,000 gross leasable area	31
Fast-Food Restaurant with Drive-Thru	722
High-Turnover (Sit Down) Restaurant	130
	<b>Vehicle Fueling Positions</b>
Gasoline / Service Station	168

Gasoline / Service Station with Convenience Store		162
<b>Industrial</b>	<b>Employee</b>	<b>1,000 Gross Sq. Ft. of Building Area</b>
Light Industrial	3	7
Heavy Industrial	2	2
Industrial Park	3	7
Manufacturing	2	4
Warehousing	4	5
Mini-Warehouse	56	3
<b>Lodging</b>	<b>Employee</b>	<b>Room</b>
Hotel	14	9
Motel	13	10
<b>Institutional</b>	<b>Employee</b>	<b>Student</b>
Elementary School	13	1
High School	17	1
Junior/Community College	10	2
Library	50	46
<b>Recreation</b>	<b>Acre</b>	
Golf Course	5	
Marina	25	
Sports Facility	33	

<sup>1</sup> All land uses not cited within this table shall refer to the Institute of Transportation Engineer's Trip Generation Manual, most current edition.

<sup>2</sup> High-rise condominium (>2 stories) = 4

## **Section B.2 Right-of-Way Requirements and Dimensions in Regard to Residential Intensity**

<b>Minimum Lot Width at Front Building Line</b>	<b>Development Intensity<sup>1</sup></b>
>100'	Low
60-100'	Medium
<60'	High <sup>2</sup>

<sup>1</sup> For residential lots only. Where one (1) or more lots on a proposed street is aligned so that it is classified as a lot of a higher development intensity, then the street shall be designed to the higher development intensity standard.

<sup>2</sup> All multi-family, condominium, townhouses with densities greater than 8 du/ac shall be considered high density.

## **Section B.3 Right-of-Way Requirements and Dimensions**

### **B.3.1 General Requirements**

The required paving width and improvement standards for rights-of-way in land developments will be based on the development's intensity as determined from the lot width at building setback line of the lots within the land development (as seen in Section B.2 above). The following table indicates the paving widths and improvement standards for the type of right-of-way at the various intensity levels. Roadway centerlines and right-of-way centerlines are to be coincident

unless the road has received prior approval to be offset to factor in additional lanes of traffic, turn lanes, etc.

- A. New roadways shall be designed to ensure that the roadway will function as intended in Table 6-A, and will provide safe and efficient traffic movement to the public. Geometric features such as sign distances for stopping on horizontal and vertical curves, corner sight distances, and horizontal and vertical curves shall be sized and designed in accordance with the standards published by the SCDOT Highway Standards Manual or the AASHATO Manual for the roadway type that will constructed.
- B. The minimum horizontal centerline radius for alleys and access streets shall be 100 feet. This standard may be modified by the County Engineer if the roadway layout and configuration promotes lower speeds by utilizing short road segments, limited approach lengths, and low traffic volumes.
- C. A minimum grade of 0.5 percent is to be maintained on all streets with curb and gutter, paved valley swales, or alleys with inverted crowns or center gutters to insure proper drainage. A minimum grade of 0.3 percent is to be maintained on all streets without curb and gutter. The maximum permissible grade on residential streets is 10 percent. Modifications may be approved by the Horry County Engineering Department.
- D. Streets are to have a minimum cross slope of  $\frac{1}{4}$  inch per foot. Inverted crowns or center gutters are not permissible.
- E. Tangents separating reverse curves shall not be required on access streets. On sub-collector streets, tangents shall be 50 feet. On collector streets, tangents shall be 100 feet. Tangents on arterial streets shall adhere to AASHTO standards.

### B.3.2 Right-of-Way Requirements and Dimensions Table

Street Category <sup>1</sup>	Pavement Width <sup>2</sup>	Curb or Shoulder	Sidewalk or Graded Area	Total Right-of-Way Width <sup>3</sup>
<b>ACCESS</b>				
Low Intensity	22'	Shoulder	Sidewalk	50'
Medium Intensity	22'	Shoulder	Sidewalk	50'
High Intensity	22'	Curb	Sidewalk	50'
On-Street Parking <sup>4</sup>	28'	Curb	Sidewalk	50'
Off-Street Parking	24'	Curb	Sidewalk	50'
High Intensity (MF)	24'	Curb	Sidewalk	50'
<b>SUBCOLLECTOR</b>				
Low Intensity	22'	Shoulder	Sidewalk	50'
Medium Intensity	22'	Shoulder	Sidewalk	50'
High Intensity	22'	Curb	Sidewalk	50'
One-Side Parking	30'	Curb	Sidewalk	50'
Two-Side Parking	38'	Curb	Sidewalk	60'
Off-Street Parking	24'	Curb	Sidewalk	50'
High Intensity (MF)	24'	Curb	Sidewalk	50'
<b>COLLECTOR</b>	24'	Curb	Sidewalk	66'
<b>ARTERIAL<sup>5</sup></b>	28'	Curb	Sidewalk	80'
<b>SPECIAL PURPOSE</b>				
Alley (One-way)	12'	N/A	Sidewalk	20'
Alley (Two-way)	18'	N/A	Sidewalk	25'

<sup>1</sup> See Table 6-A for definition of street hierarchy and Section B.2 for definition of low, medium, and high intensity developments.

<sup>2</sup> Pavement width is measured from edge to edge of pavement.

<sup>3</sup> Twelve feet shall be added to the total right-of-way width where a planted or grassed median is utilized.

<sup>4</sup> Parking lanes shall be a minimum of eight (8) feet in width parallel to the right-of-way except when off-street parking is utilized.

<sup>5</sup> Dimensions shown are minimums and shall be determined on a case by case basis. Curb, gutters, and sidewalks shall be required on all right-of-way over 80' in length.

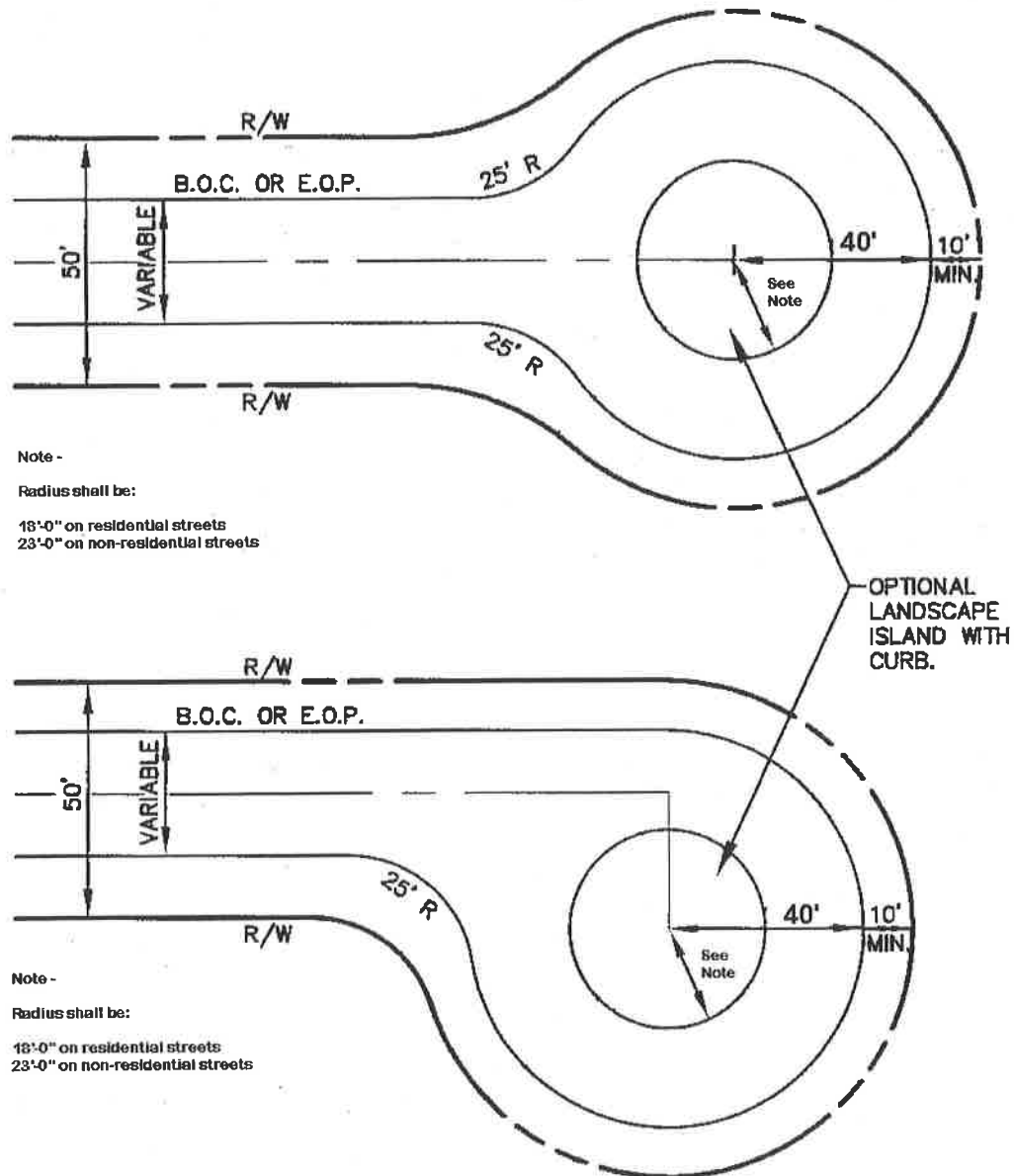
### Section B.4 Cul-de-Sac Requirements

#### B.3.2 Cul-de-sac Requirements

- A. Cul-de-sac length shall not exceed 800 feet unless topographical or other land constraints require greater length and such increase is approved by the Planning Board.
- B. Pavement and right-of-way widths of cul-de-sacs shall conform to standards of a residential access street.
- C. All permanent dead-end streets shall terminate in a paved turnaround with a minimum radius of 40 feet. The right-of-way shall have a minimum radius of 50 feet. The center radius of the cul-de-sac pavement and centerline of right-of-way shall be coincidental and the entrance to the curve to the cul-de-sac shall have a 25 foot radius.

D. When an internal circle or traffic control island is utilized in a cul-de-sac, the pavement shall have an inside radius of 18 feet for residential streets or a radius of 23 feet for non residential streets. Cul-de-sacs may be designed as a circular turnaround or as an off-center turnaround. Cul-de-sacs constructed for transit access, shall meet the geometric design criteria for non-residential streets.

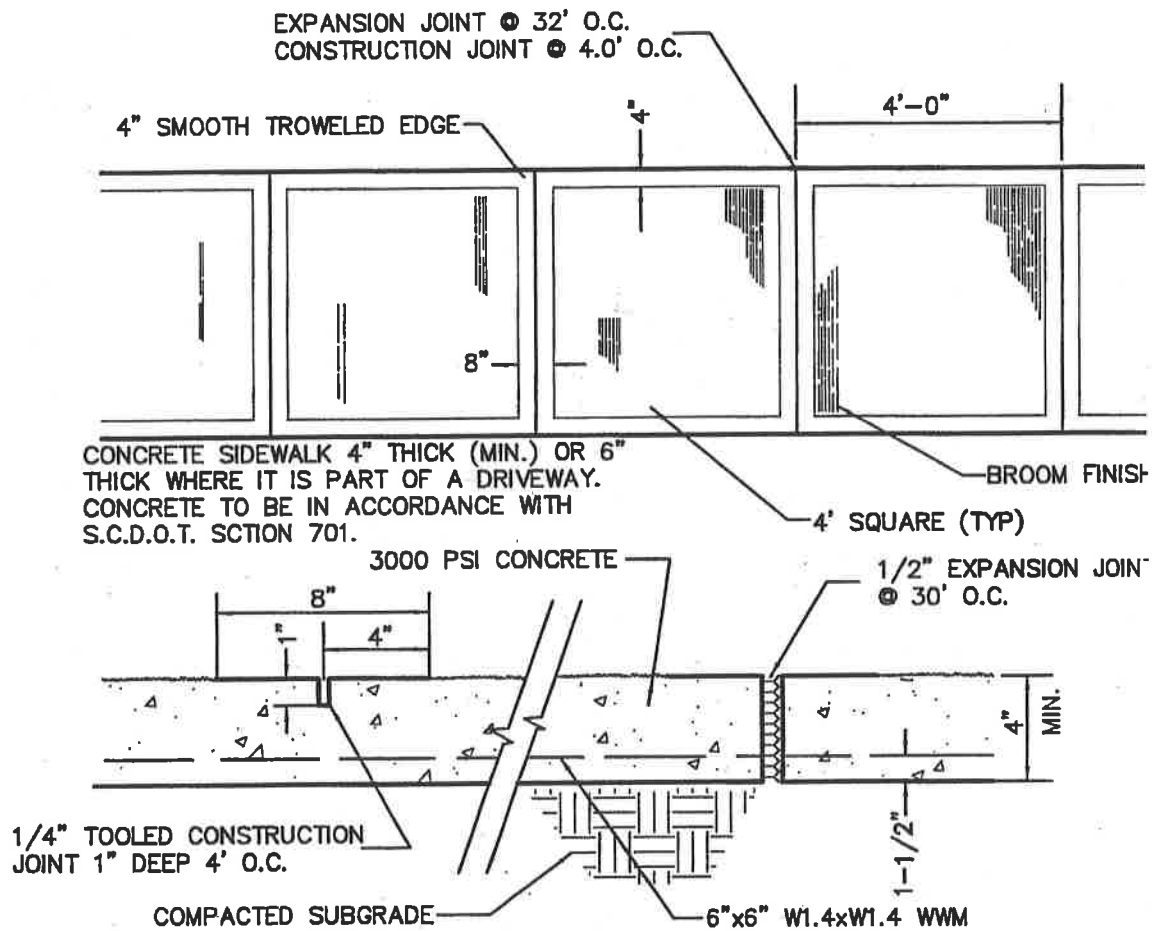
E. Cul-de-sacs shall not be used on alleys.



### MINIMUM CUL-DE-SAC DESIGN STANDARDS

N.T.S.

## Section B.5 Sidewalk Standards

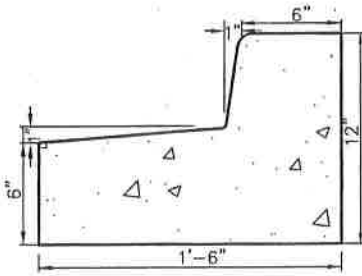


WIDTH BETWEEN BACK OF CURB AND SIDEWALK VARIES. WHERE NO CURBING IS REQUIRED, MINIMUM SIDEWALK SEPARATION WILL BE MEASURED FROM THE EDGE OF PAVEMENT.

### SIDEWALK DETAIL

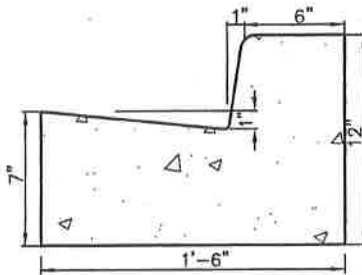
NTS

## Section B.6 Curb and Gutter Standards



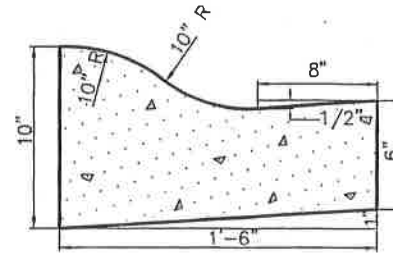
CONCRETE CURB EXPANSION JOINT IN 10' (FEET) INTERVAL.

TYPE (II)  
**REJECT CURB DETAIL**  
N.T.S.



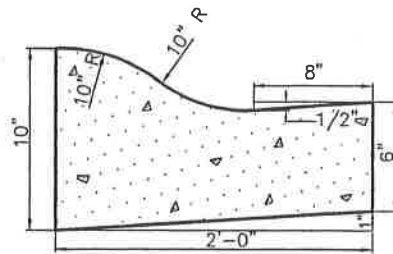
CONCRETE CURB EXPANSION JOINT IN 10' (FEET) INTERVAL.

**CONCRETE BARRIER CURB SECTION**  
N.T.S.



CONCRETE CURB EXPANSION JOINT IN 10' (FEET) INTERVAL.

TYPE (I)  
**ROLL CURB DETAIL**  
N.T.S.



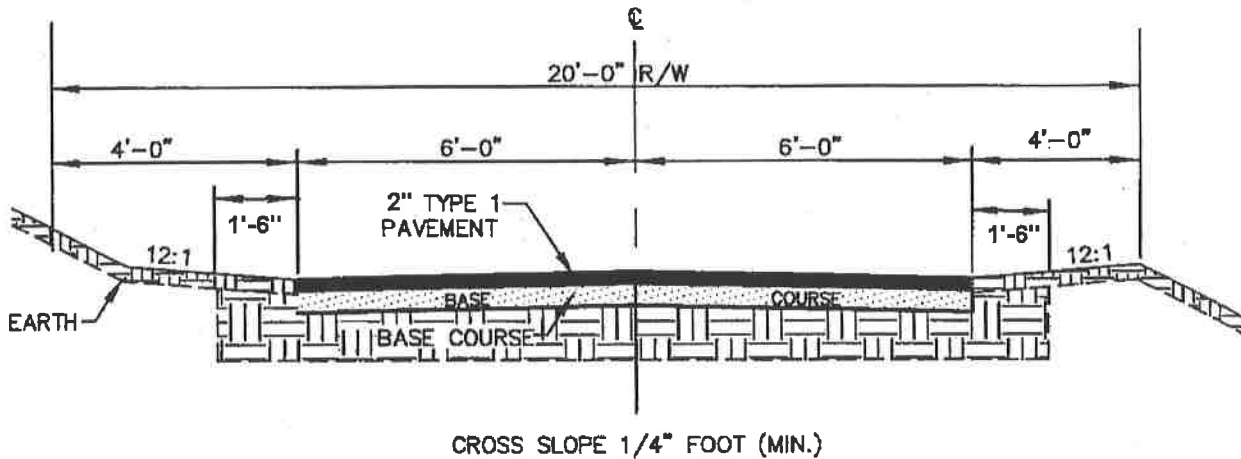
CONCRETE CURB EXPANSION JOINT IN 10' (FEET) INTERVAL.

TYPE (I)  
**ROLL CURB DETAIL**  
N.T.S.



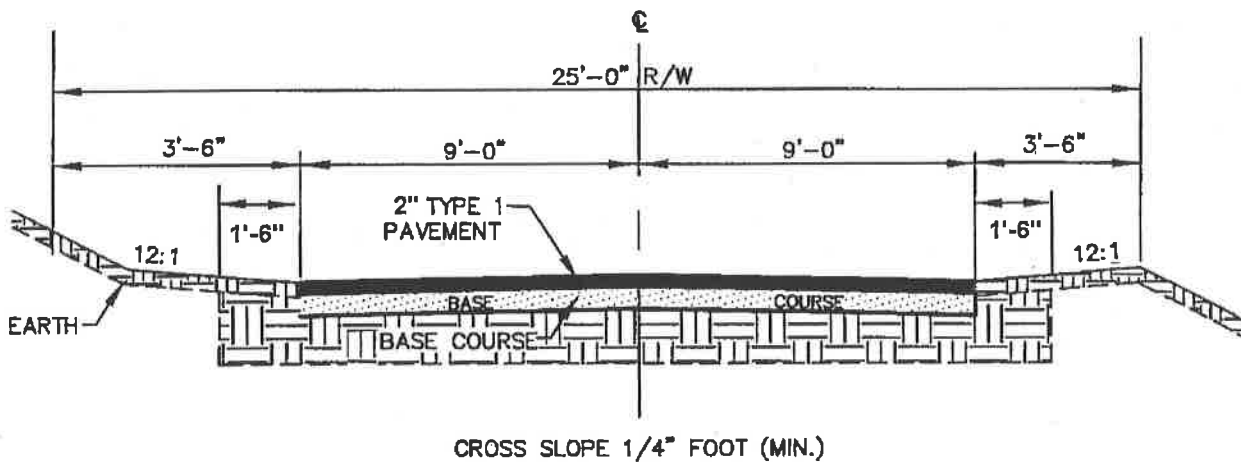
## Section B.7 Pavement Widths and Street Profiles

The following are street profiles for the different street classifications as described in these regulations. Base course and subgrade thickness are subject to the provisions of Appendix C.



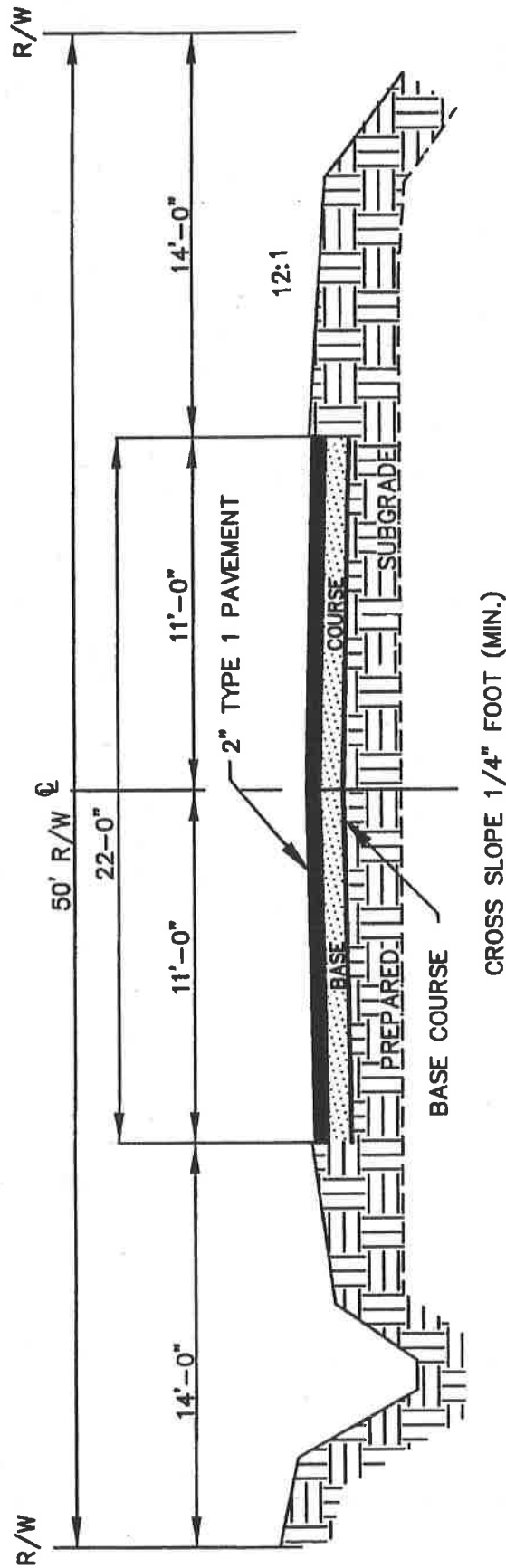
### ALLEY (ONE WAY)

N.T.S.



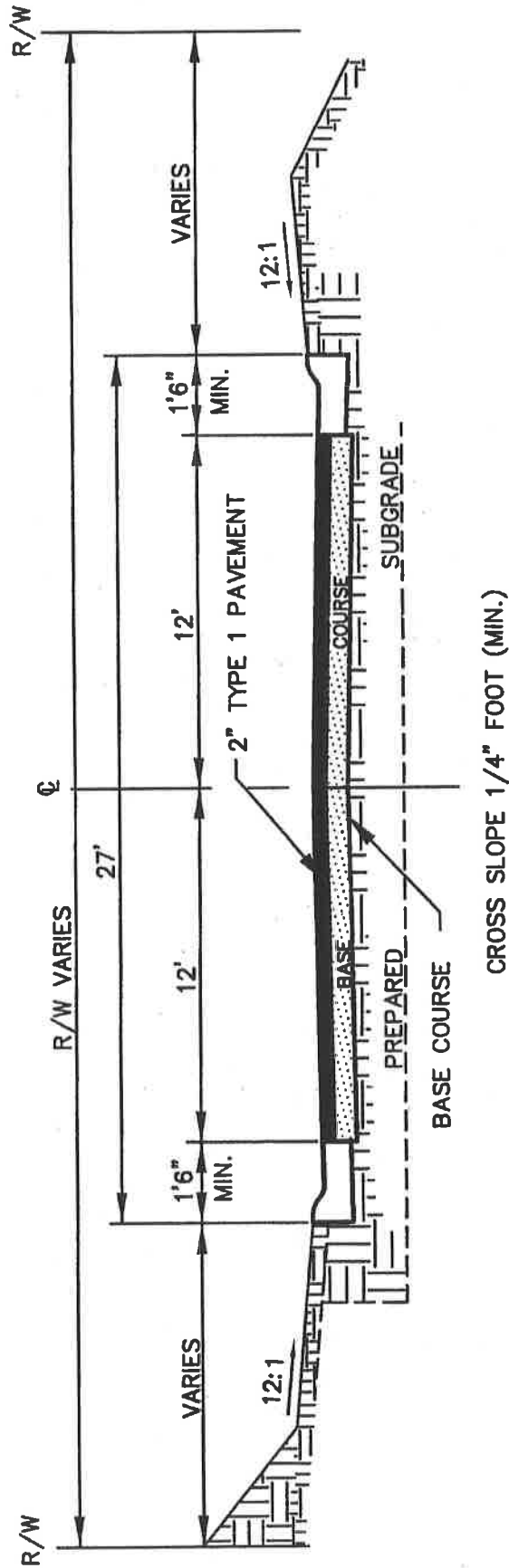
### ALLEY (TWO WAY)

N.T.S.



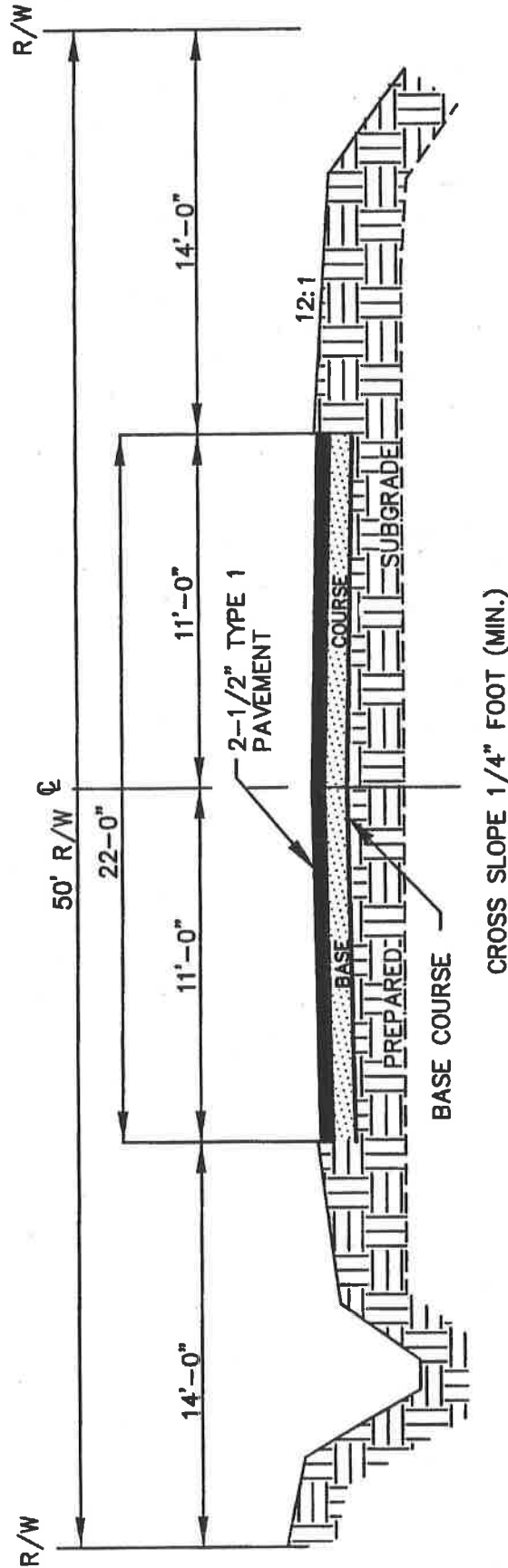
## ACCESS STREET (LOW INTENSITY)

N.T.S.



# ACCESS STREET (MEDIUM / HIGH INTENSITY)

N.T.S.

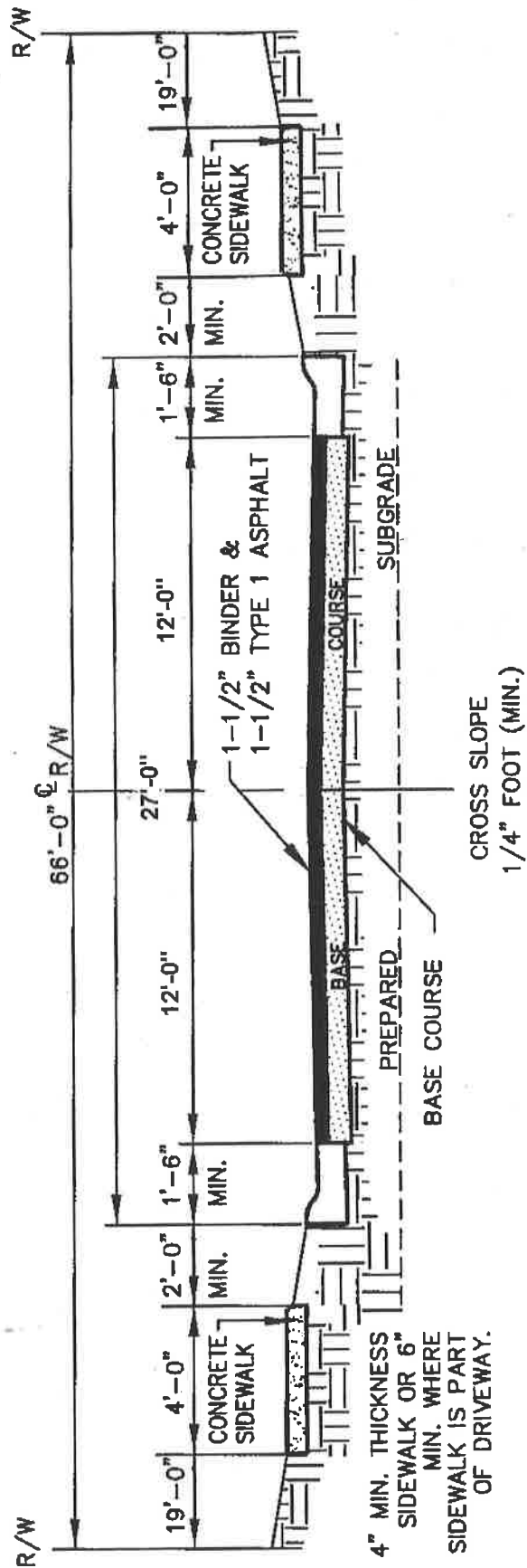


# SUBCOLLECTOR STREET (LOW & MEDIUM INTENSITY)

N.T.S.

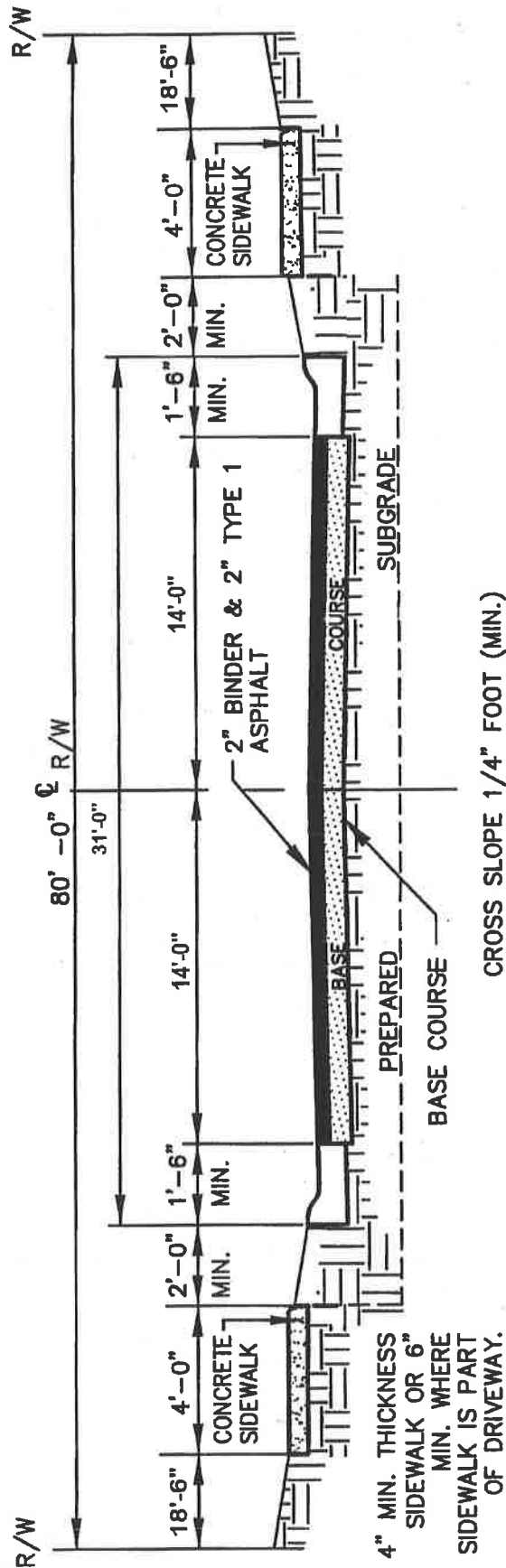


**N.T.S.**



## COLLECTOR STREET

N.T.S.



## ARTERIAL STREET

N.T.S.

## **APPENDIX C: STREET AND ROAD CONSTRUCTION STANDARDS**

### **Section C.1 Basic Design Criteria**

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- A. Road right-of-way shall be a minimum of 50 feet wide for residential access and subcollector roads, greater width may be required for other road classifications in accordance with subdivision or land development regulations. Additional right-of-way width may be required in areas of excessive cut and fill or to encompass wider drainage ditches, additional lanes, medians, etc.
- B. Roadside drainage system and culverts shall be adequate to convey 25 year storm runoff. Culverts under arterial roads shall be designed to convey the 50 year storm.
- C. Roadside ditches shall be a minimum of 12 inches below finished crown elevation unless a curb and gutter system is utilized. Roadside shoulders shall be a minimum of 4 feet wide. Side slopes of roadside ditches shall be a maximum of 3:1 to allow easy maintenance, and additional right-of-way width shall be required to accommodate any ditches greater than two (2) feet deep.
- D. Roadway alignment and grade should be designed to allow for adequate drainage and safety to the public. The alignment shall be approved by the Town Engineer before construction begins.
- E. Road shall be crowned with a slope of  $\frac{1}{4}$  inch per foot. Longitudinal slope shall be a minimum of 0.3 percent except when curbing is used in which case the minimum slope shall be 0.5 percent.
- F. Stormwater shall not be designed to flow across streets or through intersections. Catchbasins or culverts shall be provided to convey stormwater from one side of the road or intersection to the other.
- G. All drainage piping shall be RCP Class III as a minimum beneath traffic bearing areas such as roadways and driveways. Double-walled, smooth interior, corrugated plastic pipe is acceptable in other areas if sufficient cover is provided. All pipe shall be backfilled with suitable material and compacted in lifts as specified by the manufacturer. All joints shall be wrapped in filter fabric prior to backfilling.
- H. Unsuitable subgrade material will require undercutting as determined by the developer's engineer with the approval of the Town Engineer and replaced with suitable granular material. Alternate subgrade improvements such as soil-cement, lime stabilization, calcium chloride, or stabilization fabric or geo-grid may be substituted if recommended by a geotechnical engineer and approved by the Town Engineer. Upon completion of the work the geotechnical engineer shall be required to certify that the approved recommendations were properly followed.



- I. Underdrains shall be required beneath all curb and gutters unless a geotechnical investigation shows that the soils are highly permeable and the water table is more than two (2) feet below the bottom of the road base. The design engineer or geotechnical engineer shall certify that the above conditions exist.
- J. Prime coat shall be applied to all base material and allowed to properly cure prior to paving. Prime will not be required when more than two (2) inches of compacted asphalt is to be used.
- K. Shoulder and ditch grassing will be required. A good stand of permanent grass shall be present 90 days after the final inspection or the area shall be re-seeded or sodded. If a good stand of permanent grass has not become established within 180 days, sodding may be required by the Town Engineer.
- L. Traffic control signs and pavement markings shall comply with the Manual of Uniform traffic Control Devices and SCDOT specifications for highway signs and pavement markings. Posts shall meet AASHTO's "Structural Specifications for Highway Signs, Luminaries, and Traffic Signals"
- M. Entrances, features, signs, street lighting, sidewalks, trees, landscaping and irrigation systems may be permitted within right-of-ways subject to review, approval, and issuance of an encroachment permit from the Town Engineer. The developer or a HOA will be responsible for maintenance of said items.
- N. Any other roadway construction, drainage construction, or safety items not specifically listed above shall meet the current SCDOT standards as a minimum.
- O. All of the above requirements shall be subject to review, inspection and approval by the Town Engineer.

## **Section C.2 Construction Standards**

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### **C.2.1 General**

In addition to all standards previously listed, the following construction standards are also required:

- A. Clearing and Grubbing. All work will be required to conform to requirements and standards as set forth by the SCDOT Specifications, most recent edition.
- B. Subgrade. As specified in Section 208, SCDOT Specifications, sound or undisturbed natural subsoils shall be compacted to 95 percent modified proctor. Subgrade shall be proof-rolled with a 20 ton load on a tandem axle truck and independent compaction tests will be required.
- C. Street name signs shall be the standard Town material, size and color and shall be mounted on treated wood or steel posts with appropriate brackets.

- D. Pavement striping of collector roads and arterials will be required, this shall include centerlines, edge lines (unless curb and gutter is used), lane dividers, turn arrows, stop bars, and pedestrian and golf-cart crossings. All lane striping shall be latex based. All stop-bars, turn arrows and pedestrian or golf cart crossings shall be thermoplastic.

#### **C.2.2 Base Courses**

Base courses are to be one of the following types and shall be proof-rolled with a 20 ton load on a tandem axle truck and independent compaction tests will be required. The minimum acceptable compaction shall be 100 percent modified proctor for all base materials.

- A. Coquina Shell Base Course as specified in Section 304, SCDOT Specifications.
- B. Graded Aggregate Base Course as specified in Section 305, SCDOT Specifications.
- C. Cement Stabilized Aggregate as specified in Section 308, SCDOT Specifications.
- D. Hot Mix Asphalt Base as specified in Section 310, SCDOT Specifications.

#### **C.2.3 Surface Course**

The surface course shall be hot laid asphalt concrete surface course, Type I and III as specified in Section 403, SCDOT Specifications.

#### **C.2.4 Paving Tolerances**

The average of the core samples shall be at least the minimum required paving depth. No individual core depth shall be less than 90 percent of the minimum required depth. Where areas of inadequate depth are found, additional cores shall be taken to define the deficient area. The deficient area shall be removed and replaced in a curb and gutter situation, or overlaid if no curbing is present. Overlay shall be a one (1) inch minimum depth. Paving "birdbaths" shall be no larger than 20 square feet and no greater than 3/16" deep with measured with an eight (8) foot straightedge.

#### **C.2.5 Traffic Control Signs**

Traffic control signs shall be in accordance with the Manual of Uniform Traffic Control Devices as required by State law. Speed limit signs shall be posted at the entrances to developments and at appropriate intervals within the development. The reflective sign surface shall be in accordance with SCDOT standards. Signs in residential subdivisions may be mounted on treated wood 4x4 posts or steel u-channels of an appropriate breakaway design. Signs in other areas shall be mounted on steel u-channels.

### **C.3 Table of Materials and Minimum Thickness**

The values shown in the table below are the minimum required for good soil conditions. The Town Engineer may require that a geotechnical report and pavement design be provided if the native soil conditions are considered unsatisfactory or of questionable suitability. Facility subgrade shall be prepared to the depth indicated above and shall be scarified and compacted to 95 percent modified proctor.

Type of Facility	Subgrade	Base	Binder	Surface
Access or Alley	12"	9" Coquina or 6" GABC	None Required	2" Type I
Subcollector	12"	9" Coquina or 6" GABC	None Required	2.5" Type I
Collector	12"	12" Coquina or 8" GABC	1.5"	1/5' Type I or 3" Type III if Binder is not used
Arterial	12"	15" Coquina or 10" GABC	2"	2" Type I

#### **C.4 Town of Aynor Inspections**

- A. A minimum of two (2) working days notice must be given for any requested inspection. If subsequent work is done prior to inspection, it is done so at the contractor's and developer's risk and may, upon decision of the Town Engineer, be required to be removed and reinstalled or have the quality substantiated by tests as determined by the Town Engineer. All approved inspections are valid for a maximum of 30 days. In the event that weather or construction activities result in changes to approved conditions, re-inspection shall be required before proceeding to the next stage of construction.
- B. Inspections will be required after the following stages of construction and shall meet the minimum requirements of the SCDOT Standard Specifications for Highway Construction:
1. Clearing and Grubbing
  2. Drainage Installation
  3. Subgrade. Proof-rolling and independent compaction tests are required. If curbing is to be installed, subgrade proof-rolling beneath curbing will be required. A 95 percent modified proctor compaction is required. Proof-rolling shall be performed with a tandem axle dump truck with a 20 ton load. Any rutting, "pumping" movement, or substantial depression observed shall constitute a failure of the test.
  4. Base Installation. Proof-rolling and independent compaction tests are required. A 100 percent modified proctor compaction is required. Proof-rolling shall be performed with a tandem axle dump truck with a 20 ton load or a pneumatic tire roller with a gross weight between 48 and 50 tons. Areas of base beneath curbing may be proof-rolled using a steel-wheeled roller within a minimum weight of eight (8) tons. Any rutting, "pumping" or substantial depression observed shall constitute a failure of the test. Base inspections shall be made only after the finished grade has been achieved and is ready for paving. Base inspections shall only be valid for 10 days if prime coat is not used.
  5. Prime Coat Applications
  6. Pavement Installation. Independent depth core, gradation and compaction tests are required. Additional asphalt tests may be required to substantiate quality if pavement shows signs of failure to meet minimum standards. Core locations shall be marked by the Town Engineer and generally will be spaced approximately 500 feet apart.
  7. Grass and Seeding of Shoulders and Ditches
  8. Sign Installation. This shall include street name signs and traffic control signs.

9. Pavement Markings, if required
10. Final Inspection of all Completed Infrastructure

### **Section C.5 Town of Aynor As-Built Plan Requirements**

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- A. The developer shall provide the Town Engineer with "as-built" plans documenting the roadway and drainage system post-construction conditions.
- B. The plans shall be based on actual field surveys for location and elevation information, and shall bear the stamp and seal of the land surveyor who prepared the plan.
- C. The plans shall show the following items as a minimum, while additional information may be required by the Town Engineer to accurately depict unusual situations.
  1. Subdivision name and phase designation
  2. Lot lines, lot numbers, and phase limits
  3. Street names, right-of-way widths, and public or private designation
  4. Easements, label widths, and whether private, Town or County
  5. Edge of pavement and curbing, road centerline stationing and curve data
  6. Road centerline elevations at 100' intervals
  7. Drainage structures with sizes, elevations of tops, grates, inlets, and all pipe inverts
  8. Drainage pipes with size, material, length, slope and invert elevations
  9. Drainage lakes or pond edges, water surface and average bottom elevations and details of any control structures with elevations. Label storage volume provided.
  10. Drainage ditches and swales with slopes and elevations at 100 foot intervals on the tops and inverts of the ditch, and at the ends.
  11. Any encroachments within drainage easements including structures, utility boxes, fences and landscaping.
- E. The "as-built" plan shall contain the certification and signature of the surveyor or engineer that the plan accurately depicts the road and drainage system shown on the plan.
- F. All of the above information shall be provided on a mylar original and two (2) paper copies for review.
- G. A single copy of any water and sewer as-built plan shall also be provided to the Town Engineer.



## **APPENDIX D:**

### **ROAD AND STREET DEDICATION AND FINANCIAL GUARANTEE REQUIREMENTS**

#### **Section D.1 General Requirements**

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- A. **Eligibility for Acceptance.** A road or street will be eligible for acceptance into the Town maintenance system only after meeting all the requirements listed herein.
- B. **Public Benefit and Access.** The road being dedicated must serve a public benefit by serving as access to two or more parcels of land or as a connection between existing roads and must connect to an exiting public road.
- C. **Plan Submittal and Review.** Construction plans must be submitted to the Town Planner who will pass them along to the Town Engineer for review and approved prior to the start of any construction. Plans must be prepared by a licensed civil engineer in the State of South Carolina. No inspections will be performed without approval of the plans. In addition to the construction plans, a plat showing the road to be dedicated shall be prepared by a licensed land surveyor in the State of South Carolina. After receiving approval of the Town of Aynor Planning Board and the Town Engineer the plat shall be recorded at the Horry County Register of Deeds.
- D. **Warranty Agreement.** The Warranty Agreement form shall be executed by the developer(s). This agreement contains the terms and forms the basis for the warranty.
- E. **Warranty Surety.** Warranty surety in the form of an irrevocable standby letter of credit issued by a bank doing business in South Carolina or cashiers check or cash shall be provided prior to presentation of the dedication to Town Council. The time period of the letter of credit must be sufficient so as to be in effect for a one (1) year period from the time of the Town Council acceptance. Typically, a 14 month period will be sufficient to allow time for the Town Planner, Town Engineer, and the Town Council to finalize the acceptance process. This surety may be used by the Town to make necessary repairs to the roads or drainage systems in the event that the developer fails to respond to the Town's requests to make said repairs in a timely manner. The letter of credit shall contain the following items: (a) the beneficiary shall be the Town of Aynor, and (b) drafts may be drawn by written notification on official letterhead, signed by an authorized representative of the Town of Aynor stating the failure to meet the obligation and the amount required to fulfill the obligation, the letter of credit cannot require sight drafts only. In lieu of a letter of credit, a cashiers check or cash can be posted in the appropriate amount. No other surety forms shall be acceptable.
- F. **Warranty Surety Amount.** The amount of surety shall be equal to 10 dollars per lineal foot of two (2) lane roadway. Roads with additional lanes shall have additional surety equal to five (5) dollars per lineal foot for each lane of roadway.
- G. **Warranty Period.** All roadways dedicated to the Town which meet all the standards of this Ordinance shall be conditionally accepted, subject to a minimum one (1) year warranty for workmanship and materials. During this period the Town shall only perform the minimum

maintenance necessary to correct unsafe situations; repair of all other defects or deficiencies shall be the responsibility of the developer. Damage caused by construction activities of the developer's contractors, or by contractors working for purchasers of lots from the developer, shall be the responsibility of the developer.

- H. **Utility Easements.** The Town will not accept title to roadways or drainage easements which are encumbered by previous easements granted to other parties. If easements are granted to utility companies or other parties in areas that are intended to be dedicated to the Town of Aynor then the Utility Joinder and Consent Form must be signed by the easement grantee.
- I. **General Joinder and Consent to Dedicate.** This form must be signed by any and all parties who hold a mortgage or lien on the property. If no mortgage or lien exists the owner shall provide a signed statement to this effect.

#### **Section D.2 Road Dedication Process**

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- A. **Submit Plans.** Construction plans are submitted to the Town of Aynor Town Planner who will then pass them onto the Town Engineer for review and approval as part of the land development review process.
- B. **Submit Initial Dedication Documents.** The initial dedication documents include the Roadway Deed, Drainage Easements, Warranty Agreement, and Joinder and Consent to Dedicate and should be submitted prior to the start of construction. The final plat or bonded final plat shall not be approved by the Town Engineer until these documents are received. The Certification of Non-Litigation, the Warranty Surety and the "As-Built" Plans shall not be submitted at this time.
- C. **Start Construction.** Upon plan approval and receipt of all the above items and all other regulatory permits, construction may commence.
- D. **Inspection of Road and Drainage Construction.** Periodic inspections by the Town Engineer are required as listed under the Inspection section.
- E. **Submittal of "As-Built" Plans and Certification of Non-Litigation.** Upon completion of construction and a final inspection approval, the "As-Built" Plans and Certificate of Non-Litigation shall be submitted to the Town Planner who will pass them onto the Town Engineer.
- F. **Submit Warrant Surety.** The developer shall be notified of the upcoming dedication presentation to the Town Council and the developer shall provide the necessary warranty surety to the Town of Aynor Town Planner prior to said meeting.
- G. **Town Council.** Once all necessary documentation has been received and approved by the Town Engineer the road dedication resolution shall be presented by the Town Engineer to the Town Council for acceptance.

H. **Warranty Period.** The warranty period shall run for a minimum of one (1) year from the date of acceptance by the Town Council. Ten months after acceptance, or at any time that deficiencies are discovered, a warranty inspection shall be performed by the Town Engineer, the developer shall then be notified in writing of the results. Deficient items must be repaired or replaced within 30 days of said written notice or the Town may require payment from the surety to provide funds to make the necessary repairs. All repairs are expected to be of good quality workmanship and shall be subject to an additional one (1) year warranty with a suitable financial guarantee being posted for 125% of the cost of the repairs work for any substantial repair as determined by the Town Engineer.



**Section D.3 Town of Aynor Warranty Agreement**

KNOWN ALL MEN BY THESE PRESENTS, THAT \_\_\_\_\_,  
\_\_\_\_\_, of \_\_\_\_\_,  
\_\_\_\_\_, hereinafter referred to as "Developer", as  
principal is held and firmly bound unto the Town of Aynor, a Body Politic, existing under the  
laws of the State of South Carolina, as oblige in full and just sum of \_\_\_\_\_, lawful  
money of the United States of America, to the payment of which sum, well and truly made, the  
Developer binds themselves, their heirs, executors, administrators, successors and assigns,  
jointly and severally, firmly by these presents.

WHEREAS, the Developer has lawfully developed and constructed a development in the  
Town of Aynor, South Carolina, known and identified as \_\_\_\_\_  
and in connection therewith has constructed certain roadways, drainageways, and other  
appurtenant road and drainage structures, and has dedicated those facilities to the Town of Aynor  
for public use and maintenance.

NOW, THEREFORE, the condition of this obligation is such that the Developer shall  
give to the Town of Aynor fee simple title to said improvements, and warrants that said  
improvements are in first-class condition, and shall remain in said condition, less normal wear,  
for a period of one (1) year from the date of action by Aynor Town Council to accept said  
facilities. Should said facilities, or any portion thereof require repair or replacement for failure  
of workmanship, materials, or damages resulting from any construction related activities,  
including utility construction or building construction performed by other parties who purchased  
land from said developer, within one (1) year from date of said acceptance, the Developer shall  
make the necessary repairs or shall be liable to the Town in the amount of the full and just sum  
herein stated above for costs to repair and replace said facilities to a first-class condition. All  
repairs made shall be of good quality and shall be subject to an additional one year warranty with  
a suitable financial guarantee being posted for 125% of the estimated cost of the repair work for  
any substantial repairs which were made as determined by the Town Engineer.

SIGNED, SEALED, AND DATED this \_\_\_\_\_ day of \_\_\_\_\_.

WITNESS:

DEVELOPER:

\_\_\_\_\_  
Witness Print Name

\_\_\_\_\_  
Developer Print Name

\_\_\_\_\_  
Witness Signature

\_\_\_\_\_  
Developer Signature

STATE OF SOUTH CAROLINA    )  
COUNTY OF HORRY            )

The foregoing was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_  
by \_\_\_\_\_.

\_\_\_\_\_  
Notary Public

My commission expires: \_\_\_\_\_

#### Section D.4 Town of Aynor Certification of Non-Litigation

I (we), \_\_\_\_\_, hereby certify that there are no pending or threatened actions at law that will affect the fee simple dedication of the below named project. I (we), further certify that all contractors, subcontractors, material suppliers, engineers, surveyors, attorneys, or other persons, firms, or corporations retained for the purpose of designing, planning, and constructing the project have been paid in full.

Project and Road Name(s): \_\_\_\_\_

\_\_\_\_\_  
Witness Print Name

\_\_\_\_\_  
Developer Print Name

\_\_\_\_\_  
Witness Signature

\_\_\_\_\_  
Developer Signature

\_\_\_\_\_  
Witness Print Name

\_\_\_\_\_  
General Contractor Print Name

\_\_\_\_\_  
Witness Signature

\_\_\_\_\_  
General Contractor Signature

\_\_\_\_\_  
Witness Print Name

\_\_\_\_\_  
Engineer Print Name

\_\_\_\_\_  
Witness Signature

\_\_\_\_\_  
Engineer Signature

STATE OF SOUTH CAROLINA    )  
COUNTY OF HORRY            )

The foregoing was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_  
\_\_\_\_\_ by \_\_\_\_\_.

\_\_\_\_\_  
Notary Public

My commission expires: \_\_\_\_\_

**Section D.5 Town of Aynor General Joinder and Consent to Dedication**

The undersigned hereby certifies that it is the holder of a mortgage, lien, easement, right-of-way, or other encumbrance on certain lands properly known as \_\_\_\_\_

and that the undersigned hereby joins in the consent to the dedication of the roadways, drainageways, easements, and other appurtenances located on or in said described property by the owner thereof, and agrees that its mortgage, lien, easement, right-of-way or other encumbrance which is recorded in Official Records Book \_\_\_\_\_ at Page \_\_\_\_\_, of the Public Records of Horry County, South Carolina, shall be subordinate to the above dedication.

\_\_\_\_\_  
Witness Print Name

\_\_\_\_\_  
Signatory Print Name

\_\_\_\_\_  
Witness Signature

\_\_\_\_\_  
Signature

STATE OF SOUTH CAROLINA    )  
COUNTY OF HORRY            )

The foregoing was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_  
\_\_\_\_\_ by \_\_\_\_\_.

\_\_\_\_\_  
Notary Public

My commission expires: \_\_\_\_\_

**Section D.6 Town of Aynor Utility Joinder and Consent to Dedication**

The undersigned hereby certifies that it is the holder of an easement, or right-of-way, on certain lands properly known as \_\_\_\_\_  
And that the undersigned hereby joins in the consent to the dedication of the roadways, drainageways, easements, and other appurtenances located on or in said described property by the owner hereof, and agrees that its easement, right-of-way or other encumbrance which is recorded in Official Records Book \_\_\_\_\_ at Page \_\_\_\_\_, of the Public Records of Horry County, South Carolina shall be subordinated to the above dedication on the condition that the undersigned \_\_\_\_\_ will have perpetual, complete and full access to any of its utility lines which run along, cross overhead or extend underneath the roadways to replace, repair, maintain and upgrade said lines and facilities. \_\_\_\_\_ agrees to repair any and all damages to the roadways and drainage facilities caused by its activities within the subject right-of-ways and easements. Said repairs shall be promptly performed and meet Town standards of construction.

\_\_\_\_\_  
Witness Print Name

\_\_\_\_\_  
Signatory Print Name

\_\_\_\_\_  
Witness Signature

\_\_\_\_\_  
Signature

STATE OF SOUTH CAROLINA    )  
COUNTY OF HORRY            )

The foregoing was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_  
\_\_\_\_\_, \_\_\_\_\_ by \_\_\_\_\_.

\_\_\_\_\_  
Notary Public

My commission expires: \_\_\_\_\_

**Section D.7 Town of Aynor Right-of-Way Easement**

STATE OF SOUTH CAROLINA   )  
COUNTY OF HORRY            )

KNOWN ALL MEAN BY THESE PRESENTS, THAT I (WE) \_\_\_\_\_  
\_\_\_\_\_ in consideration of the sum of One (1)  
Dollar , receipt of which is hereby acknowledged, have granted, bargained, sold and released,  
and by these presents do grant, bargain, sell and release, unto the Aynor Town Council, and its  
successors and assigns, a right-of-way easement for the following road(s) named \_\_\_\_\_  
\_\_\_\_\_ as shown on a plat prepared by \_\_\_\_\_  
\_\_\_\_\_ titled \_\_\_\_\_  
and dated \_\_\_\_\_ said plat being recorded in the Horry County  
Register of Deeds at \_\_\_\_\_.

Said road right-of-way having been offered for dedication and said dedication being  
accepted by action of the Aynor Town Council at its meeting on  
\_\_\_\_\_, \_\_\_\_\_.

TO HAVE AN TO HOLD, all and singular, the said right-of-way and the rights  
hereinabove granted, unto the said the Aynor Town Council, its successors and assigns forever.

IN WITNESS WHEREOF, I (we) have hereunto set my (our) hand(s) and seal(s) this  
\_\_\_\_\_ day of \_\_\_\_\_ in the year of our Lord \_\_\_\_\_.

Signed, sealed and delivered in the presence of:

\_\_\_\_\_  
Witness Print Name

\_\_\_\_\_  
Signatory Print Name

\_\_\_\_\_  
Witness Signature

\_\_\_\_\_  
Signature

STATE OF SOUTH CAROLINA   )  
COUNTY OF HORRY            )

Personally appeared before me \_\_\_\_\_ and made oath that he/she was  
present and saw the within named owner(s) \_\_\_\_\_  
sign, seal and as their act and deed deliver the within easement for right-of-way; and that  
\_\_\_\_\_ with \_\_\_\_\_  
witnessed the execution thereof.

Sworn to before me this \_\_\_\_\_ day of \_\_\_\_\_.

\_\_\_\_\_  
Witness Signature

\_\_\_\_\_  
Notary Public of South Carolina  
My commission expires: \_\_\_\_\_

**Section D.7 Town of Aynor Drainage Easement**

STATE OF SOUTH CAROLINA   )  
COUNTY OF HORRY               )

KNOWN ALL MEAN BY THESE PRESENTS, THAT I (WE) \_\_\_\_\_  
\_\_\_\_\_ in consideration of the sum of One (1)  
Dollar , receipt of which is hereby acknowledged, have granted, bargained, sold and released,  
and by these presents do grant, bargain, sell and release, unto the Aynor Town Council, and its  
successors and assigns, a drainage easement described as follows \_\_\_\_\_  
\_\_\_\_\_ as shown on a plat prepared by \_\_\_\_\_  
\_\_\_\_\_ titled \_\_\_\_\_  
and dated \_\_\_\_\_ said plat being recorded in the Horry County  
Register of Deeds at \_\_\_\_\_.

Said drainage easement having been offered for dedication and said dedication being  
accepted by action of the Aynor Town Council at its meeting on  
\_\_\_\_\_, \_\_\_\_\_.

TO HAVE AN TO HOLD, all and singular, the said the easement and the rights  
hereinabove granted, unto the said Horry County Council, its successors and assigns forever.

IN WITNESS WHEREOF, I (we) have hereunto set my (our) hand(s) and seal(s) this  
\_\_\_\_\_ day of \_\_\_\_\_ in the year of our Lord \_\_\_\_\_.

Signed, sealed and delivered in the presence of:

\_\_\_\_\_  
Witness Print Name

\_\_\_\_\_  
Signatory Print Name

\_\_\_\_\_  
Witness Signature

\_\_\_\_\_  
Signature

STATE OF SOUTH CAROLINA   )  
COUNTY OF HORRY               )

Personally appeared before me \_\_\_\_\_ and made oath that he/she was  
present and saw the within named owner(s) \_\_\_\_\_  
sign, seal and as their act and deed deliver the within easement for right-of-way; and that  
\_\_\_\_\_ with \_\_\_\_\_  
witnessed the execution thereof.

Sworn to before me this \_\_\_\_\_ day of \_\_\_\_\_.

\_\_\_\_\_  
Witness Signature

\_\_\_\_\_  
Notary Public of South Carolina  
My commission expires: \_\_\_\_\_

## Section D.8 Financial Guarantee Letter of Credit

### HORRY FEDERAL SAVINGS BANK IRREVOCABLE LETTER OF CREDIT FOR PERFORMANCE

**Date:** Month/Date/Year

**LOC No.:**

**Lender:**

Name of Financial Institution  
C/O (Contact Person)  
Address  
City/State/Zip

**Applicant:**

Name of Individual or Corporation  
C/O (Contact Person)  
Address  
City/State/Zip

**Beneficiary:**

Town of Aynor  
C/O Aynor Town Planner  
600 S. Main Street  
Aynor, SC 29511

**Project Name:**

Give Project Name with Phase #

**Amount:**

Amount of LOC

**Expiration Date:**

Date of Expiration

We (Bank ) hereby issue our irrevocable letter of credit No. (LOC#) in your favor for the account of (Applicant), up to the aggregate amount of exactly USD (LOC Amount).

Requested drafts presented in compliance with the terms of this letter of credit shall be accompanied by a statement indicating:

“ (Applicant), as principal, has failed to complete all improvements for (Project Name) in accordance with the requirements of the Town of Aynor Land Development Regulations.”

No partial drafts shall be allowed under the terms of this letter of credit by the applicant or the beneficiary.

Except as otherwise stated herein, this letter of credit is subject to the uniform customs and practices for documentary credits (Edition), established by the International Chamber of Commerce Publication (Number).

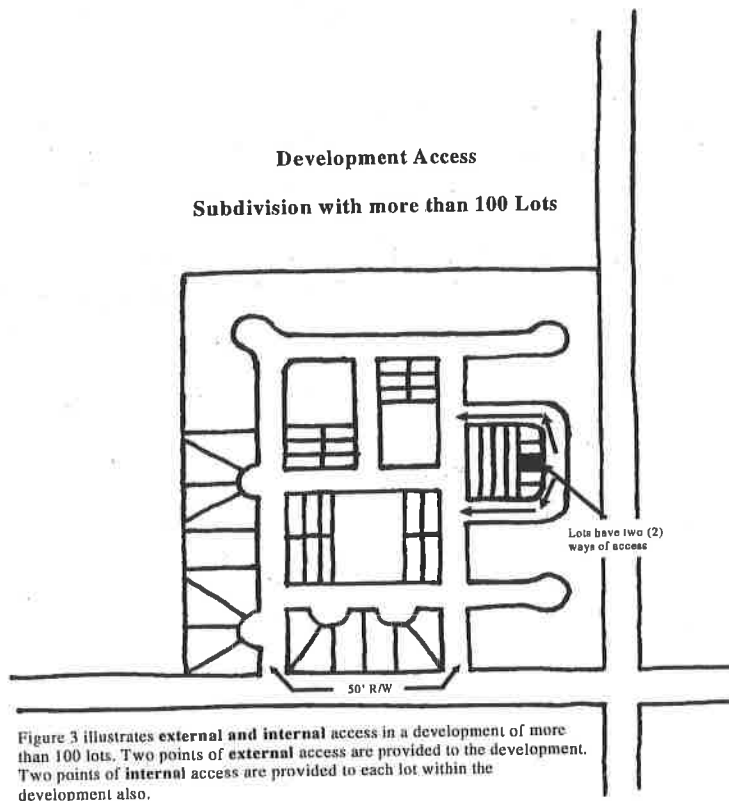
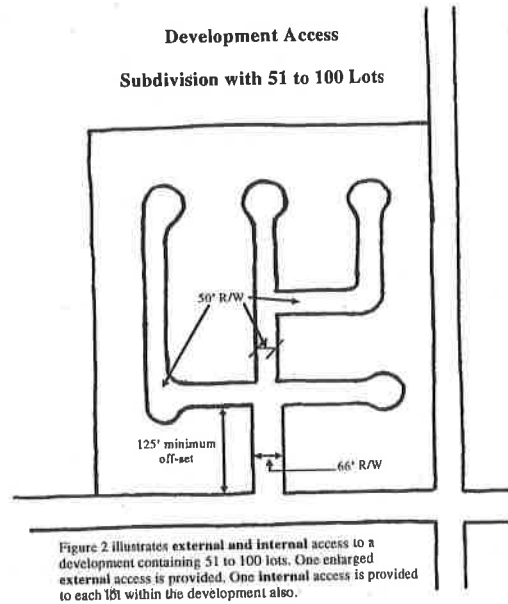
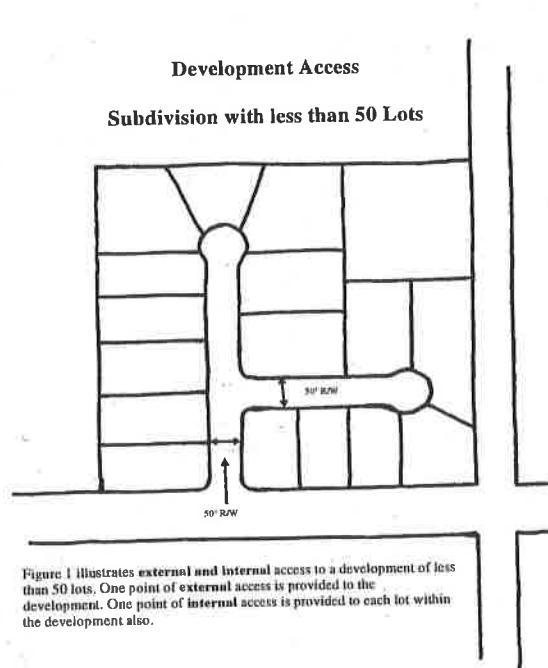
(Bank), as surety hereby agrees that drafts drawn under and in compliance with the terms of this letter of credit will be duly honored on presentation at our counters at the address shows on the lettered and/or address of the South Carolina branch, if the address on the letterhead is not in South Carolina and/or upon facsimile to (Bank Facsimile #) on or prior to (Date), at which time this agreement shall expire.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Typed Name & Title

## APPENDIX E: ACCESS MANAGEMENT REQUIREMENTS

### Section E.1 External and Internal Development Access Diagrams





### Development Access Multi-Phase Subdivision Over 100 Lots (Access to Each Phase As Indicated)

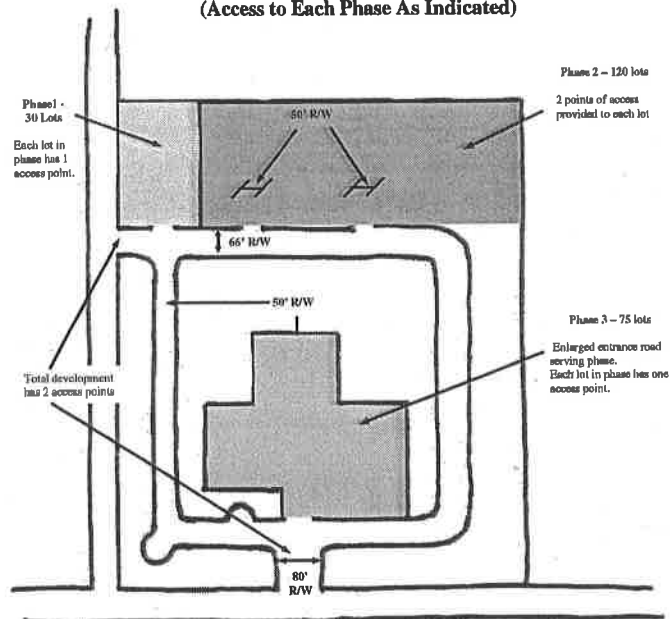


Figure 4 illustrates how a development of over 100 lots that has multiple phases would need to provide access.

- 1) The total development would be required to have two paved accesses.
- 2) Each phase within the development would need to provide access as described in Article 4, Section 2-1.1(B).

### Development Access Multi-Phase Subdivision Over 100 Lots With One Access

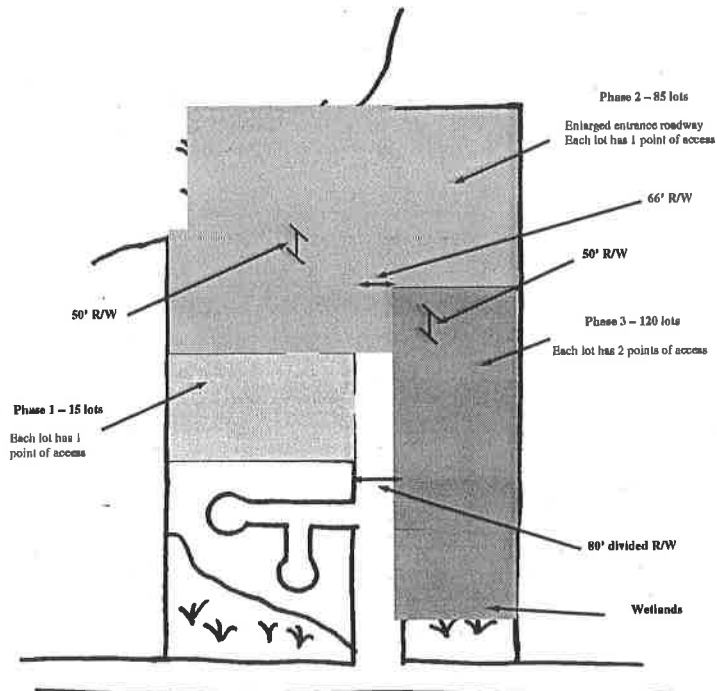
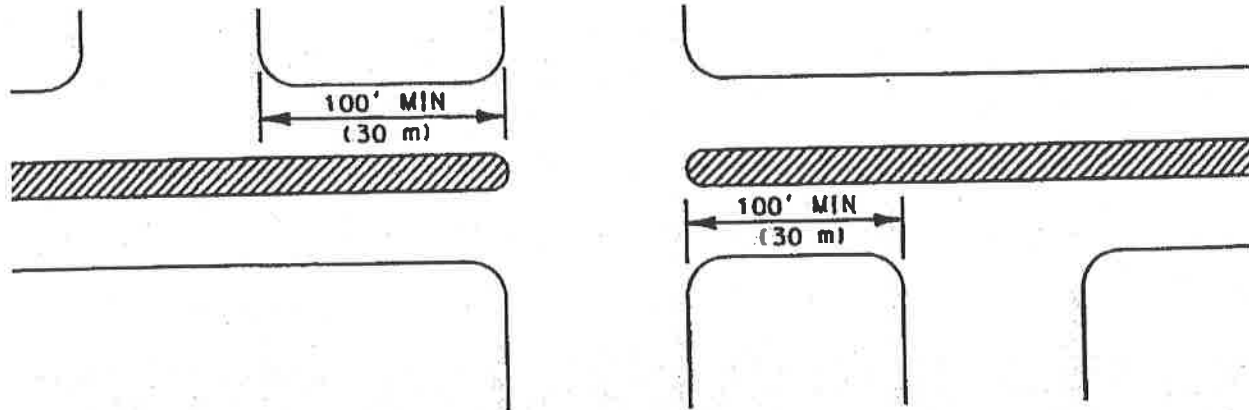


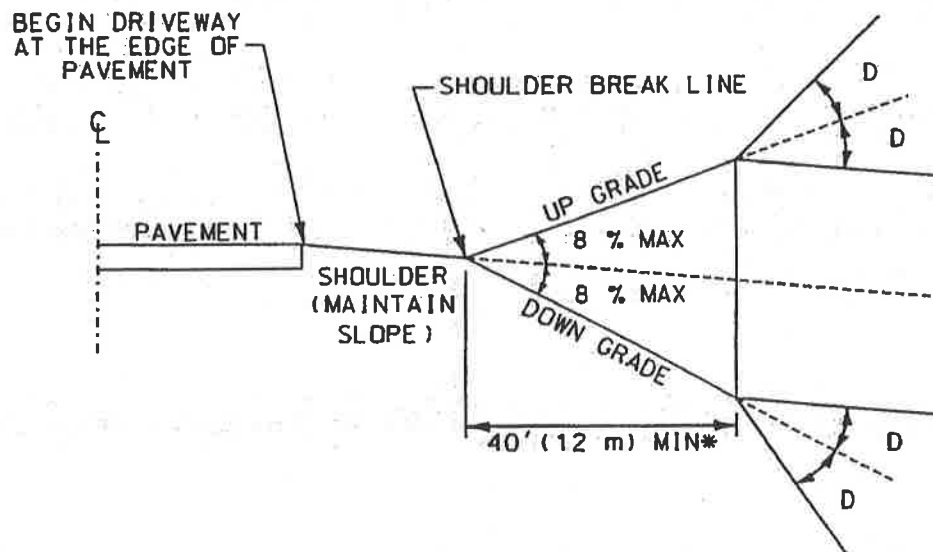
Figure 5 illustrates how access would be provided to a parcel that has limited access to the main road due to wetland impacts. To achieve access a main boulevard entrance roadway would be created and the phases of the development would feed into that boulevard. Each phase would provide access as required by Article 4, Section 2-1.1(B).

## E.2 Access Management Tables and Figures

### E.2.1 Points of Access with Median Crossover



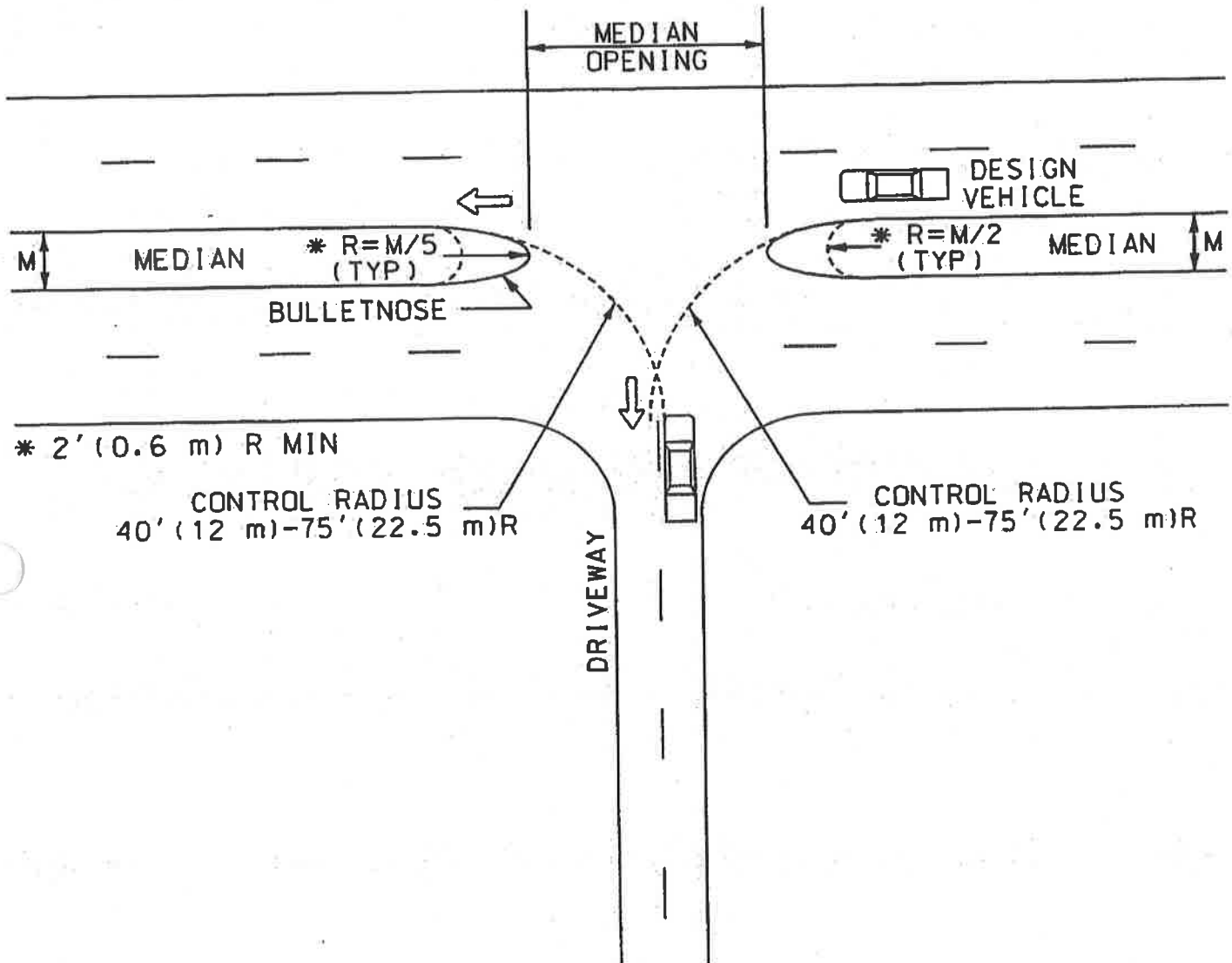
### E.2.2 Driveway Approach Guide



\* May be reduced to 10 feet (3 m) for minimum use residential driveways.

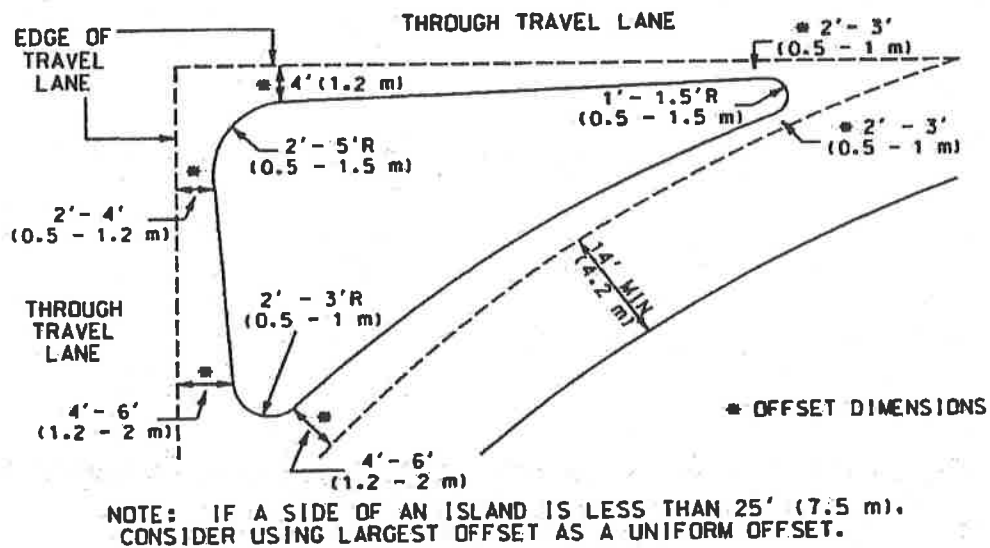
D = Maximum 6 percent grade change for low volume driveways. D for all other driveways should be 0 percent.

### E.2.3 Minimum Median Opening

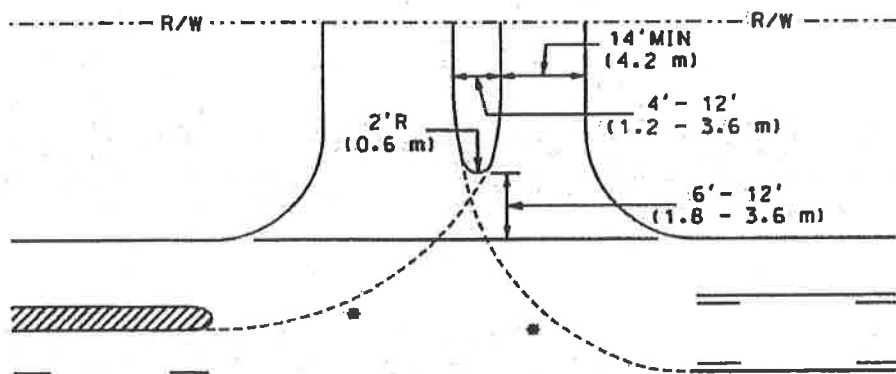


(DRAWING NOT TO SCALE)

## E.2.4 Channelizing Island Design



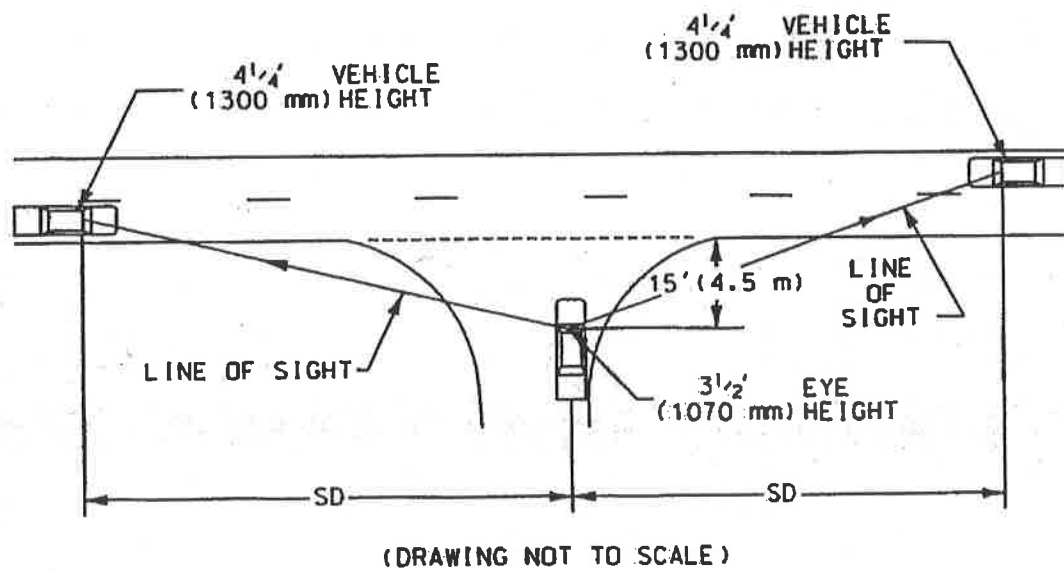
## E.2.5 Driveway Median Design



\* THE ADEQUACY OF LEFT TURN DESIGN IS INFLUENCED BY THE CONTROL TURNING RADIUS AND THE AVAILABLE DEPARTURE WIDTH.

(DRAWING NOT TO SCALE)

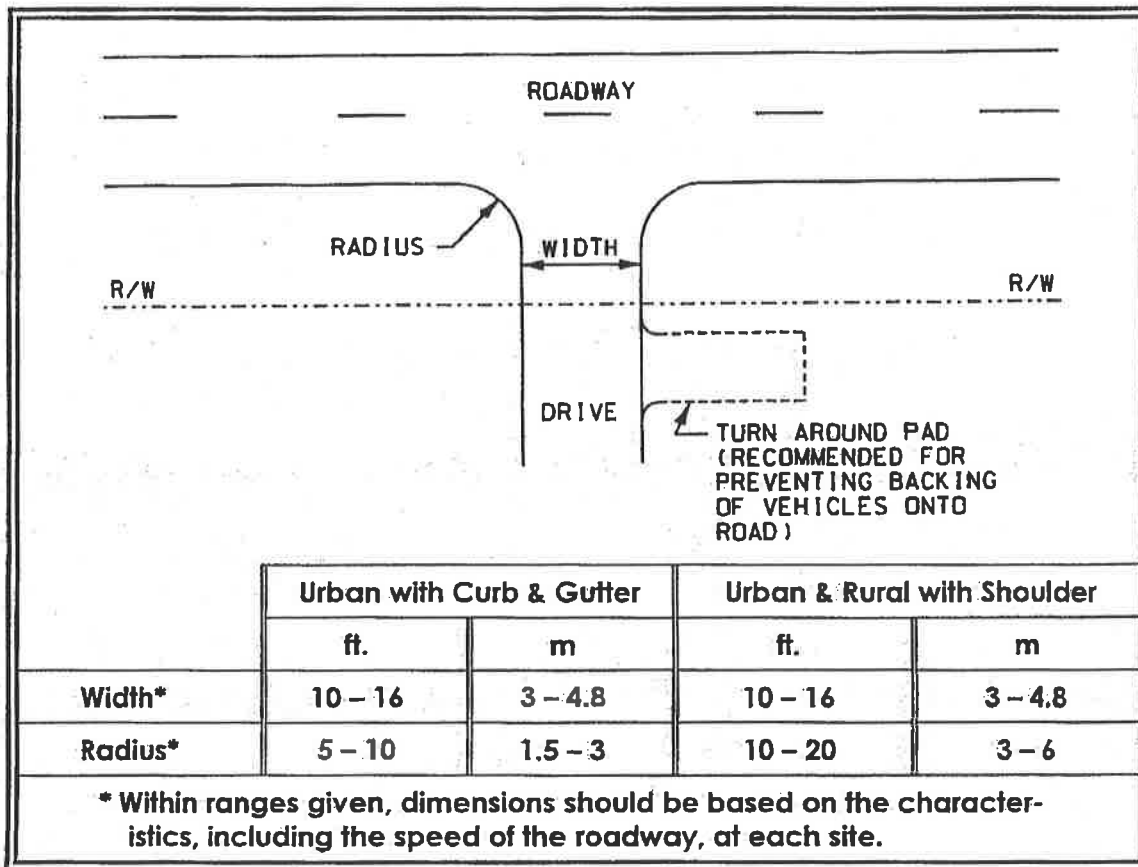
## E.2.6 Recommended Site Distances for Driveways



Design vehicle entering arterial	Sight distance (SD)* per 10 mph (16 km/h) of arterial speed for arterial width of:					
	2 lanes		4 lanes		6 lanes	
	ft.	m	ft.	m	ft.	m
Passenger Car (P)	100	31	120	37	130	40
Single Unit Truck (SU)	130	40	150	46	170	52
Tractor Traller (WB-50 ft. {15 m})	170	52	200	61	210	64

\* Distances given are for flat grades.

### E.2.7 Single Residence and Small Apartment Complex Driveway Width and Radii

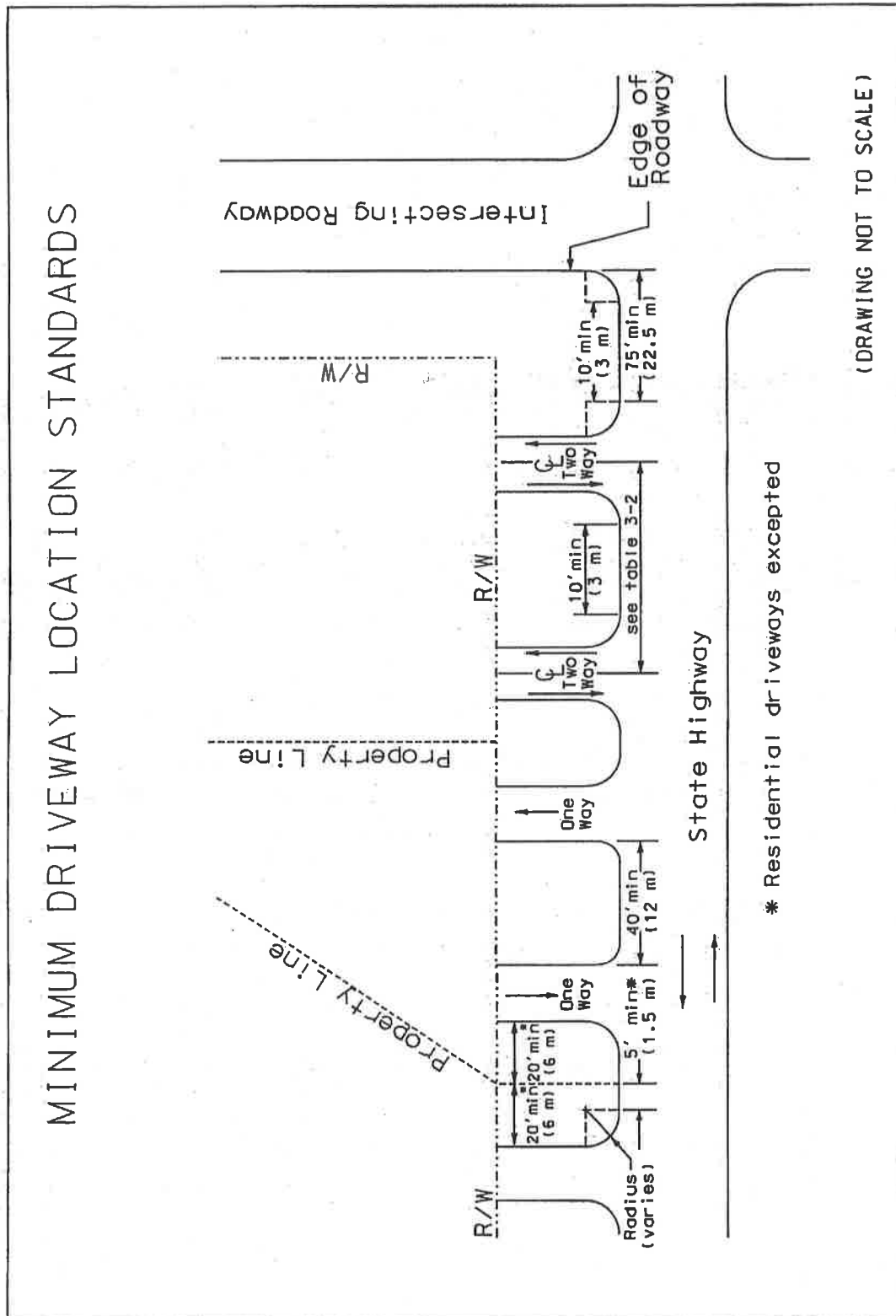


### E.2.8 Large Apartment Complex Driveway Widths and Radii

	ft.	m
Width*	24 – 40	7.2 – 12
Radius*	20 – 40	6 – 12

\* Within ranges given, dimensions should be based on the characteristics, including the speed of the roadway, at each site.

## E.3 Access Management Typical Drawings

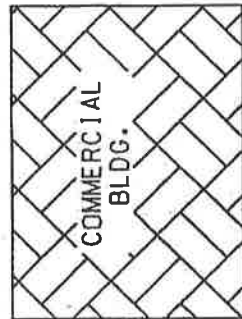


## TYPICAL DRIVEWAY

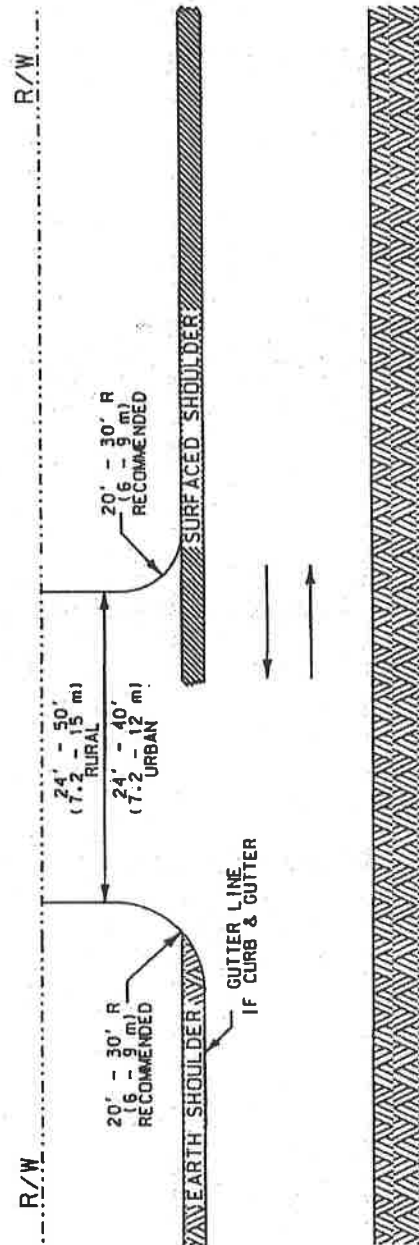




# TYPICAL COMMERCIAL TWO-WAY DRIVEWAY

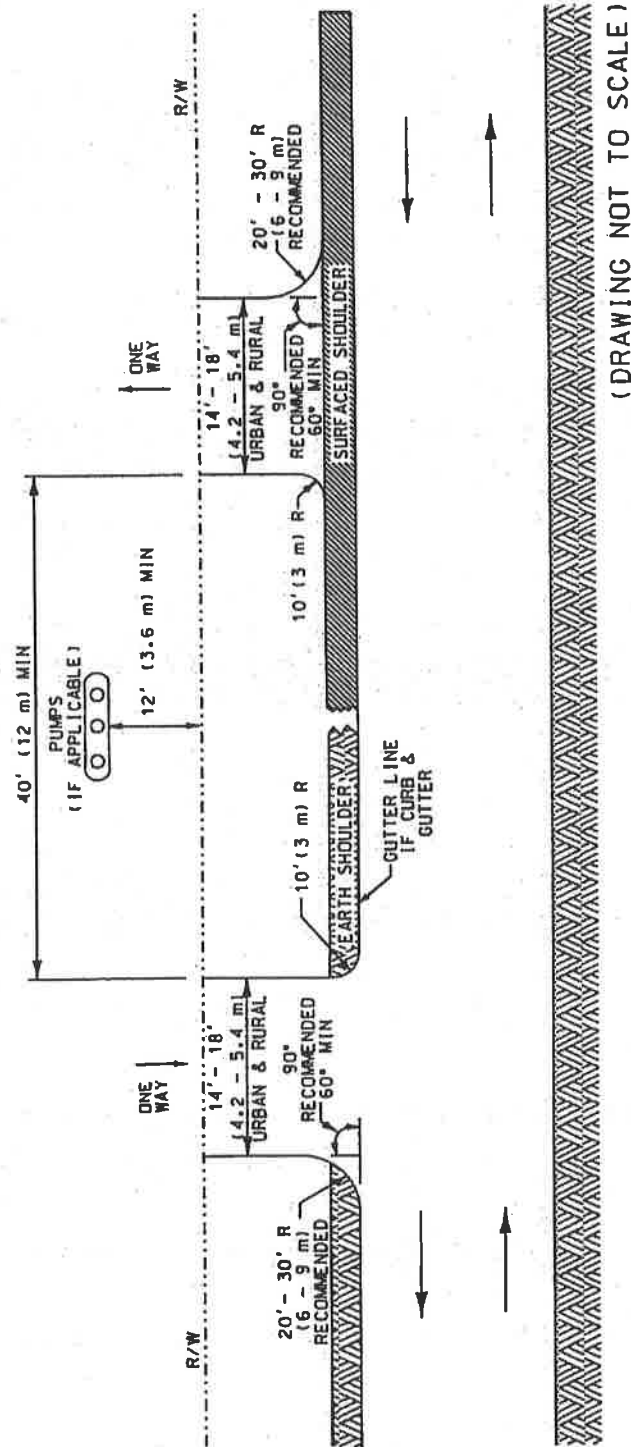


PARKING LOT



(DRAWING NOT TO SCALE)

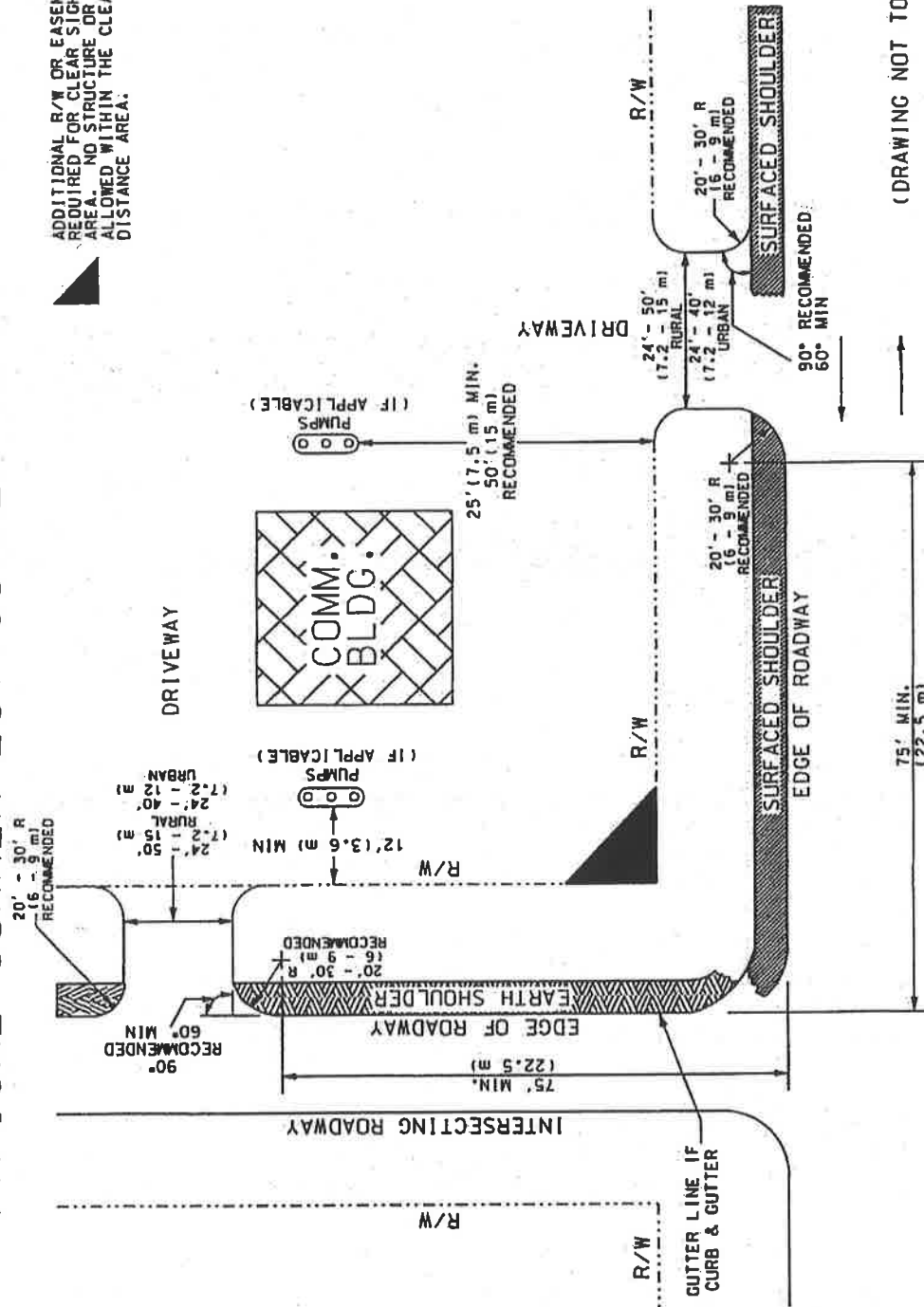
COMM. BLDG.



(DRAWING NOT TO SCALE)

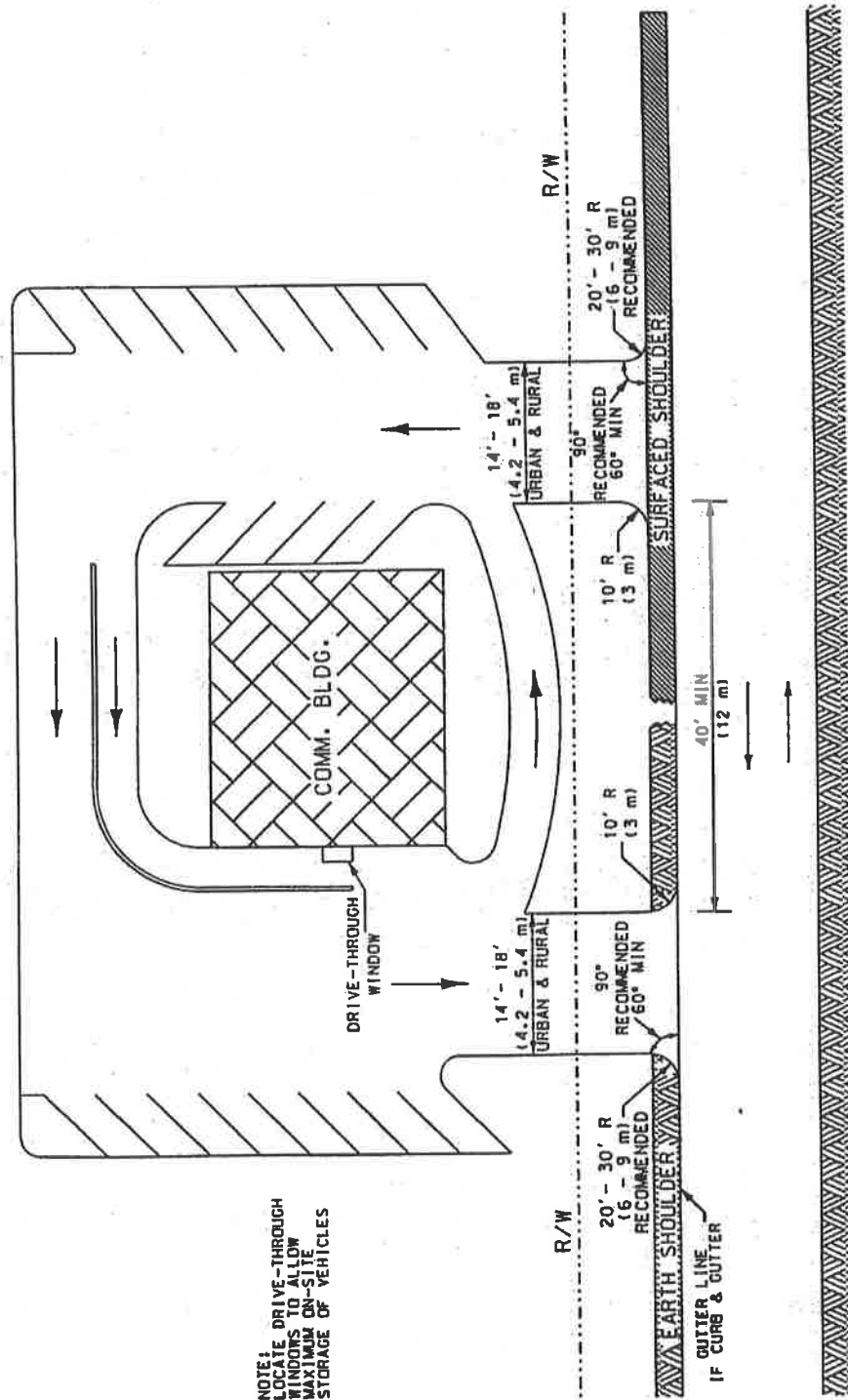
# TYPICAL CORNER LOT COMMERCIAL DRIVEWAYS

▲  
ADDITIONAL R/W OR EASEMENT MAY BE REQUIRED FOR CLEAR SIGHT DISTANCE AREA. NO STRUCTURE OR DRIVEWAY ALLOWED WITHIN THE CLEAR SIGHT DISTANCE AREA.



(DRAWING NOT TO SCALE)

# HIGH-TURNOVER OR DRIVE-THROUGH COMMERCIAL ONE-WAY DRIVEWAYS



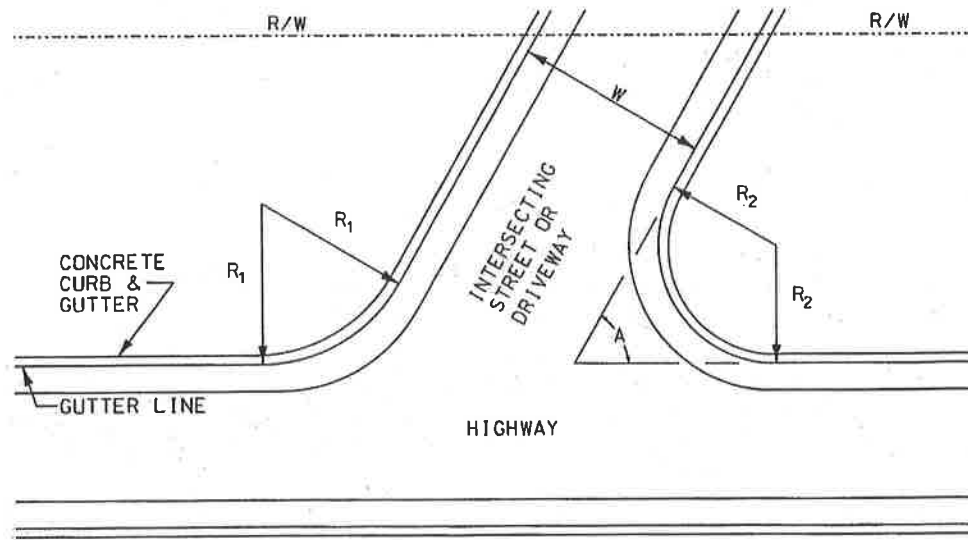
NOTE:  
LOCATE DRIVE-THROUGH  
WINDOWS TO ALLOW  
MINIMUM ON-SITE  
STORAGE OF VEHICLES

(DRAWING NOT TO SCALE)





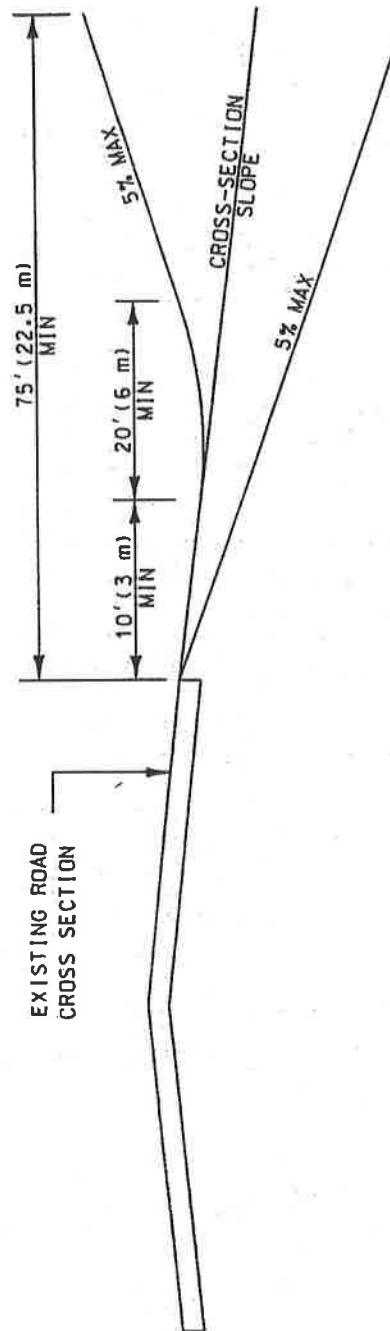
# PLAN OF STANDARD HIGH-VOLUME DRIVEWAY OR INTERSECTING STREET



W = WIDTH (MEASURED FROM CURB FACE\* TO CURB FACE\* AT 90° TO APPROACH)  
R = RADIUS (MEASURED TO CURB FACE\*)  
A = ANGLE OF INTERSECTION (MIN 75°)

\* IF NO CURB AND GUTTER, USE EDGE OF ROADWAY

# PROFILE OF STANDARD HIGH-VOLUME DRIVEWAY OR INTERSECTING STREET



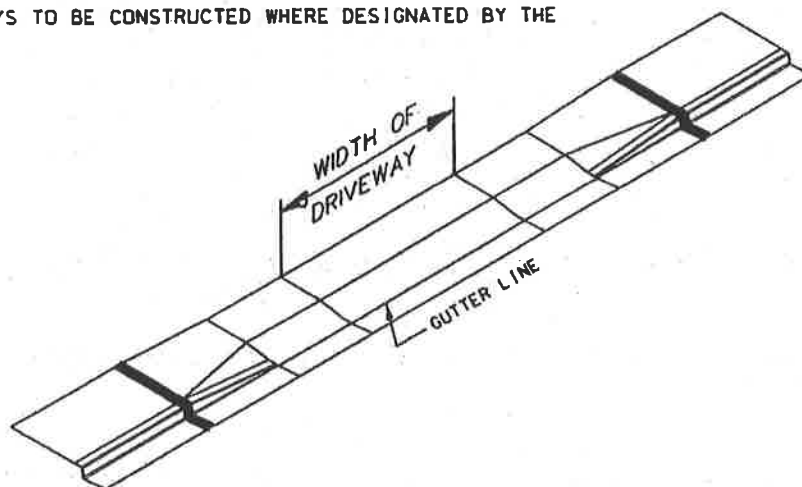
(DRAWING NOT TO SCALE)



[illegible]

**NOTE:**

2. DRIVEWAYS TO BE CONSTRUCTED WHERE DESIGNATED BY THE ENGINEER.



**DRIVEWAY PLAN**

12'-4 3/4" (3.78 m) MIN

7'-4 3/4" (2.25 m) MIN

EXPANSION JOINT

50

SIDWALK

GRASS

VAR

CONCRETE CURB & GUTTER

EXPANSION JOINT

CONTRACTION JOINT

6" (150 mm) CONCRETE FOR DRIVEWAY (IF SIDEWALK IS PRESENT)

4" (100 mm) CONCRETE FOR DRIVEWAY (IF SIDEWALK IS PRESENT)

EXPANSION JOINT

50

6" (150 mm) CONCRETE DRIVEWAY

GRASS

VAR

GUTTER LINE

CONTRACTION JOINT

EXPANSION JOINT

6" (150 mm)

5' (1.53 m)

6' (1.83 m)

**SECTION A-A**

GRASS

WIDTH OF DRIVEWAY

BACK OF 4" (100 mm) CONCRETE SIDEWALK

SIDEWALK

TOP OF CURB

GUTTER LINE

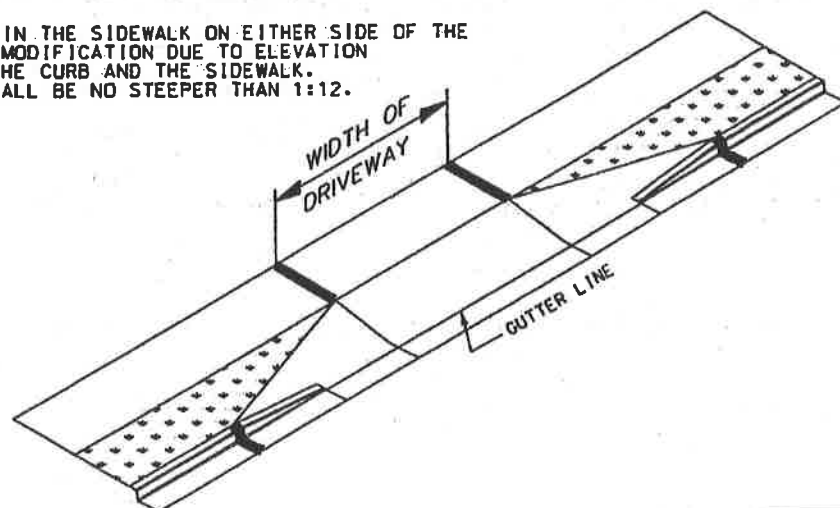
6' (1.83 m)

5' (1.53 m)

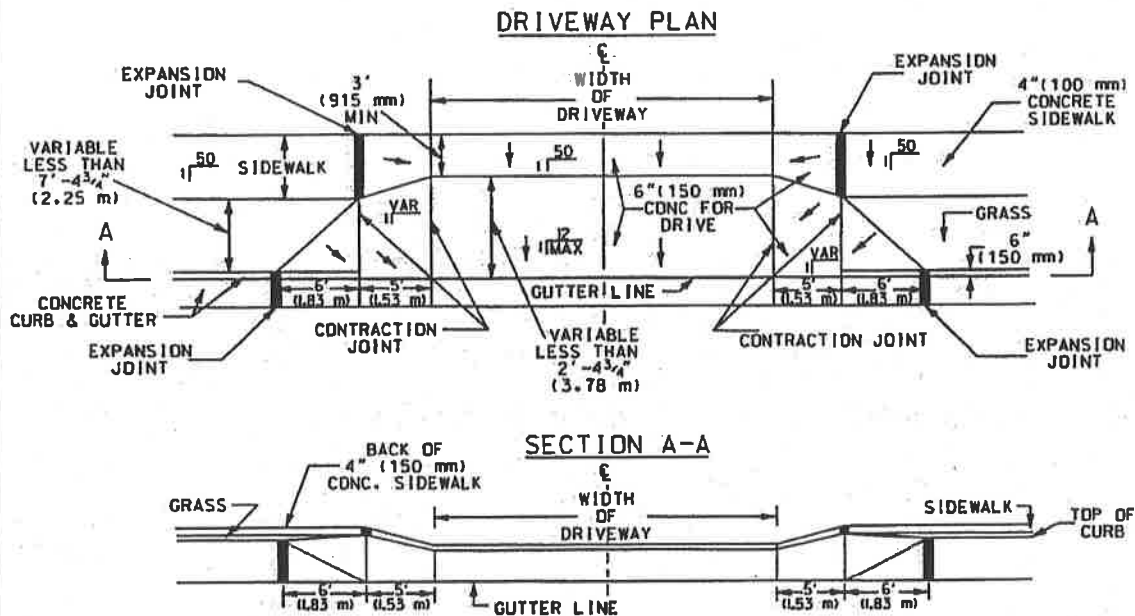
6' (1.83 m)

NOTE: 1. WHERE THE WIDTH OF A DRIVEWAY IS 15 FT. (4.5 m) OR GREATER, A CONTRACTION JOINT SHALL BE PLACED IN THE CENTER OF THE DRIVE. IF THE WIDTH EXCEEDS 30 FT. (9 m), TWO JOINTS SHALL BE USED.

3. THE FLARED SLOPE IN THE SIDEWALK ON EITHER SIDE OF THE DRIVEWAY MAY REQUIRE MODIFICATION DUE TO ELEVATION DIFFERENCES BETWEEN THE CURB AND THE SIDEWALK. HOWEVER, THE SLOPE SHALL BE NO STEEPER THAN 1:12.

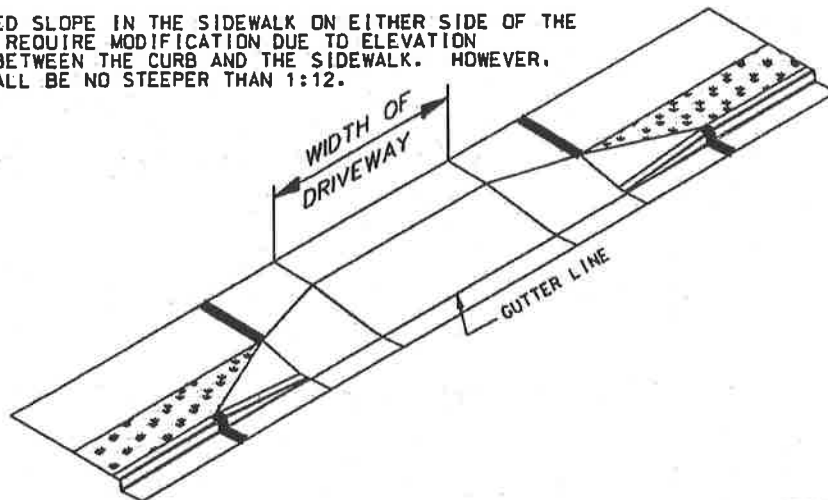


# DETAIL OF DROP-CURB DRIVEWAY WHERE A GRASS PLOT OF LESS THAN $7' - 4\frac{3}{4}"$ (2.25 m) EXISTS

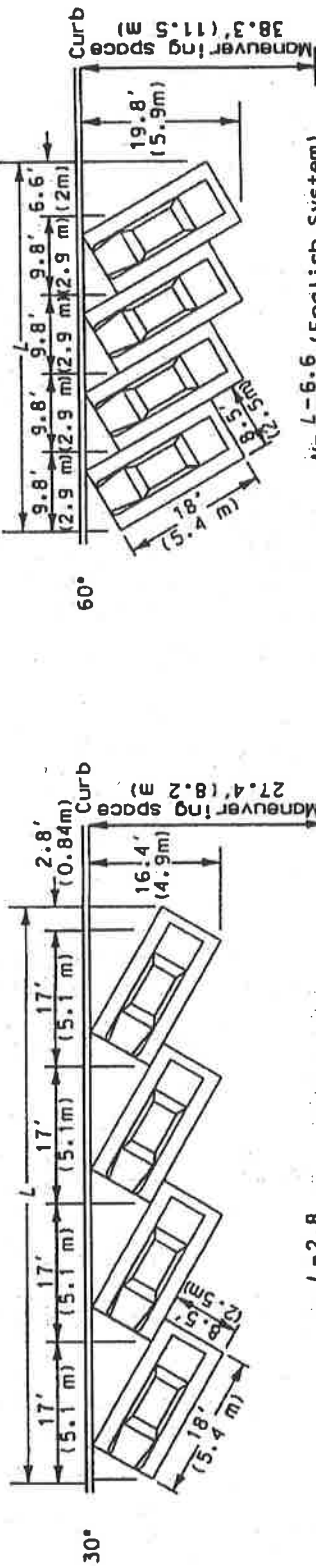


**NOTE:**

1. WHERE THE WIDTH OF A DRIVEWAY IS 15 FT. (4.5 m) OR GREATER, A CONTRACTION JOINT SHALL BE PLACED IN THE CENTER OF THE DRIVE. IF THE WIDTH EXCEEDS 30 FT. (9 m), TWO JOINTS SHALL BE USED.
2. DRIVEWAYS TO BE CONSTRUCTED WHERE DESIGNATED BY THE ENGINEER.
3. THE FLARED SLOPE IN THE SIDEWALK ON EITHER SIDE OF THE DRIVEWAY MAY REQUIRE MODIFICATION DUE TO ELEVATION DIFFERENCES BETWEEN THE CURB AND THE SIDEWALK. HOWEVER, THE SLOPE SHALL BE NO STEEPER THAN 1:12.



# ANGLE PARKING GEOMETRY

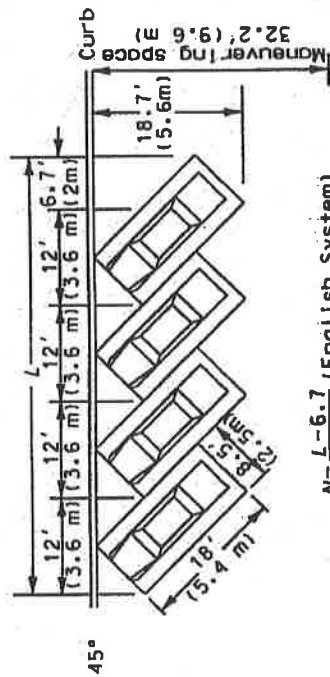


$$N = \frac{L - 2.8}{17} \quad (\text{English System})$$

$$N = \frac{L - 0.84}{5.1} \quad (\text{Metric System})$$

$$N = \frac{L - 6.6}{9.8} \quad (\text{English System})$$

$$N = \frac{L - 2}{2.9} \quad (\text{Metric System})$$



$$N = \frac{L - 6.7}{12} \quad (\text{English System})$$

$$N = \frac{L - 2}{3.6} \quad (\text{Metric System})$$

N = Number of spaces  
L = Curb length

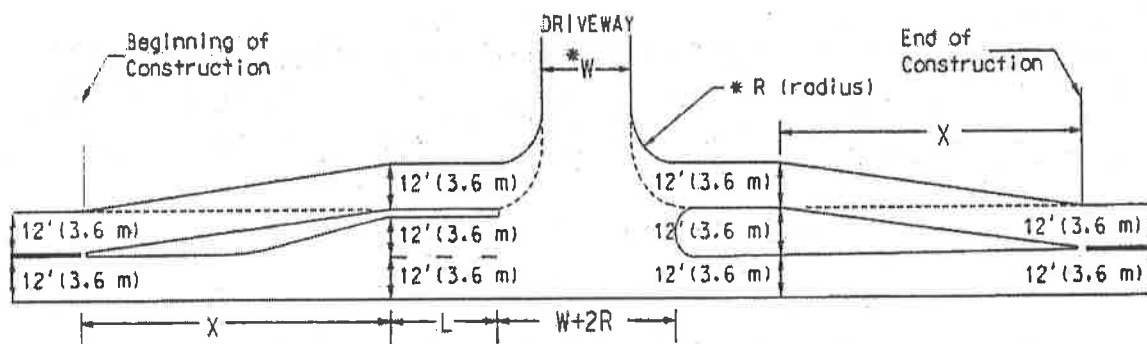
## Section E.4 Commercial and Industrial Driveway Radii

The minimum corner radii recommended when trucks are used as design vehicles are given in the Table below.

Design Vehicle		Minimum Radius
Ft.		Ft.
Single Unit Truck	SU	40
Tractor Trailer	WB-40	40
Tractor Trailer	WB-50	50
Tractor Trailer	WB-62	50

## Section E.5 Methods for Widening Roadways to Accommodate a Left-Turn Lane

### E.5.1 Method for Widening on One Side of the Road to Accommodate a Left-Turn Lane



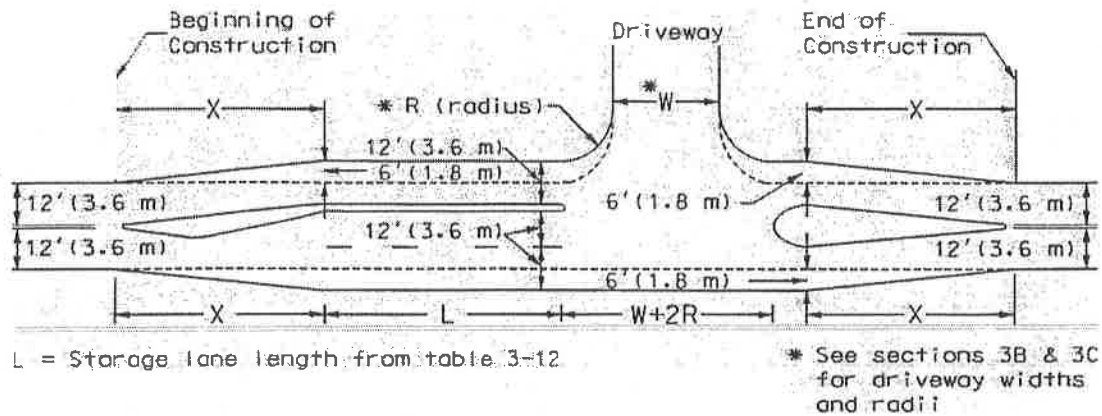
L = Storage lane length

Resurfacing of the entire area within the limits of construction is required. In addition, an extension of resurfacing beyond the construction limits may be required in order to obtain a smooth riding surface.

(DRAWING NOT TO SCALE)

Speed		Minimum Length of Taper "X"	
Mph	km/h	ft.	m
40 and less	60 and less	480	144
45 and 50	70 and 80	600	180
55 and above	90 and above	660	198

## E.5.2 Method for Widening on Both Sides of the Road to Accommodate a Left-Hand Turn



Resurfacing of the entire area within the limits of construction is required. In addition, an extension of resurfacing beyond the construction limits may be required in order to obtain a smooth riding surface.

(DRAWING NOT TO SCALE)

Speed		Minimum Length of Taper "X"	
Mph	km/h	ft.	m
40 and less	60 and less	240	72
45 and 50	70 and 80	300	90
55 and above	90 and above	330	99