EXISTING ZONING ORDINANCE TEXT

The following are excerpts from the Zoning Ordinance and are existing street design requirements.

Sec. 54-120. Definitions.

Street. The word "street" shall mean the entire width between boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular traffic and shall be taken to include any public way, road, highway, street, avenue, boulevard, parkway, alley, lane, viaduct, bridge and approaches thereto within the city. The word "street" shall also mean a private street within a subdivision.

Street, Public. A dedicated public right-of-way which affords the principal means of access to abutting property and which has been accepted for maintenance by the city, county or the S.C. Department of Transportation. For the purposes of these regulations, the term street or streets shall also mean avenues, boulevards, roads, lanes and all other public rights-of-way.

Local Street. A public street used primarily for providing direct access to abutting property.

Collector Street. A public street designed primarily to connect private ways serving multi-family complexes or other local streets with arterial streets and may be expected to carry a significant volume of traffic having neither origin nor destination on the street.

Arterial Street. A federal or state highway designed primarily for the movement of large volumes of traffic from one area to another.

Sec. 54-821. Street design standards.

a. The layout of streets as to arrangement, character, width, grade, and location may be required to conform to the general plan of the entire tract where completed, to adjoining street systems of adjoining properties, to the major thoroughfare plans of the city, and to the topography, natural features, and drainage systems to be provided.

b. Local streets shall be designed as an interconnected street system while incorporating lower speed geometries.

c. Subdivisions which abut or have included within the proposed area to be

subdivided any limited access, major thoroughfare, or arterial streets shall provide:

1. A marginal access street, or

2. Reverse frontage with screen planting contained in a non-access reservation along the rear property line, or

3. Lots with rear service drives, or

4. Other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

The city engineer shall specify which of the above requirements apply to each individual case based upon adequate service to the public interest.

d. Reserve strips or parcels controlling access to streets shall be prohibited, except where justification is shown by the developer.

e. Street jogs, with centerline offsets of less than one hundred twenty-five (125) feet shall be avoided.

f. A tangent of at least one hundred (100) feet shall be introduced between reverse curves on major traffic streets.

g. When connecting street lines deflect from each other at any one point by more than ten degrees, they shall be connected by a curve with a radius of not less than one hundred (100) feet for minor and collector streets, and of such greater radii as the city engineer shall determine for special cases.

h. Streets shall be so laid out as to avoid acute angles as nearly as practicable between streets at their intersections, except in the case of merging streets.

i. Property lines at street intersections shall be rounded with a radius of not less than fifteen (15) feet. Larger radii may be required by the city engineer when, in his opinion, such design is advisable to permit the construction of curbs of large radius.

j. Streets shall be defined according to the following functional classifications and right-of-way widths, pavement widths and curb radii shall be as follows:

1. Definitions of Functional Classifications of Streets

(a) Access Street: Sometimes called a place or lane, the access street is designed to conduct traffic between dwelling units and higher-order streets. As the lowest-order street in the hierarchy, the access street carries some through traffic and includes short streets, cul-

de-sacs and courts.

(b) Subcollector Street: The subcollector provides passage to access streets and conveys traffic to collectors. Like the access street, the subcollector provides frontage and access to residential lots but also carries some through traffic to lower-order (access) streets. The subcollector is a relatively low-volume street.

(c) Collector Street: A street which collects internal traffic movements within an area of the city, such as among subdivisions, and connects this area with the arterial street system. It does not handle long through trips, but performs the same land service function as a local street.

(d) Arterial Street: A facility designed mainly for through traffic, but it also normally performs a secondary land service function. Parking and loading may be restricted or prohibited to improve the capacity for moving traffic. It accommodates major movements of traffic not served by expressways and brings traffic to and from expressways.

2. Minimum right-of-way widths and pavements widths (exclusive of curb and gutter). See Table 8.1.

3. Minimum radii. See Table 8.2.

k. Half streets along property lines shall be prohibited except where essential to the reasonable development of the subdivision in conformity with the other requirements of these regulations, and where the city engineer finds that it will be practicable to require the dedication of the other half when the adjoining property is subdivided. Whenever a half street exists adjacent to a tract to be subdivided, the other half of the street shall be platted within such tract.

l. Dead-end streets designed to be so permanently, shall not be longer than eight hundred (800) feet except where land cannot be subdivided otherwise practicably and shall be provided at the closed end with a turn-around having a street property line diameter of at least eighty (80) feet.

m. No street names shall be used which will duplicate or be confused with the names of existing streets. Street names proposed by the subdivider shall be subject to check by the city engineer and where duplication or confusion with names of existing streets occurs, the city engineer shall require the subdivider to substitute names free from duplication or confusion. The city engineer shall maintain an up-to-date file of all street names in use in the county available for the guidance of subdividers.

TABLE 8.1: MINIMUM STREET WIDTHS[a]

	UNDIVIDED STREET			DIVIDED STREET			
	Paved Section w/o curb/gutter			Paved Section w/o curb/gutter			
	Curb Type:			Curb Type (1-way width):			
Functional Classification	Mountable	Vertical	Right- of-way	Mountable	Vertical	Total Paved Width with Median	Right- of-way
Local Single-Family Residential:							
Access	22[b, e]	22[b, e]	50[e]	16[c]	18[c]	50[d]	70
Subcollector	26	28	55	18	20	60	80
Subdivision Entrance and Local Multi-Family	28	30	60	18	20	60	80
Collector, and Local Commercial and Industrial	40	44	70	20	22	85	105
Arterial:	Divided arterial streets must be designed to State requirements						
Minor	--	48	75				
Principal	--	60	90				
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a. Exclusive of outside curb and gutter
b. Maximum of 30 feet.
c. Maximum of 20 feet.
d. Maximum of 60 feet.
e. The paved section and right-of-way for local single-family residential access streets may be reduced to 20 feet and 42 feet, respectively, with the approval of the Zoning Administrator, the Director of the Department of Public Service, and the Director of the Department of Traffic and Transportation, and in consideration of the utility providers and their needs for installing utility services within the rights-of-way which are proposed to be reduced.

TABLE 8.2: MINIMUM CURB RADII

Functional Street Classification	Access and Subcollector	Subdivision Entrance and Local Multi-Family	Collector and Local Commercial and Industrial	Minor and Principal Arterials
Access and Subcollector	15	25	25	30
Subdivision Entrance and Local Multi-Family	25	25	25	30
Collector and Local Commercial and Industrial	25	25	30	30
Minor and Principal Arterials	30	30	30	30

n. Streets and intersection approaches shall not be excessive in grade nor be less than three-tenths of one percent (0.3%) in the gutter profile. Variation from these grades may, however, be permitted by the city engineer where advisable, to adjust to topographical conditions.

o. Alleys shall be permitted where required to provide for service access,

such as off-street parking, loading, and unloading, consistent with and adequate for the uses proposed. Such alleys shall have a minimum right-of-way of twenty (20) feet with a minimum pavement width of twelve (12) feet.

p. All streets shall be paved in accordance with minimum requirements on file in the office of the city engineer. Final approval, however, may be granted prior to paving, provided adequate bond or escrow of funds conditioned on said paving being completed within one year of the final approval is filed with the city treasurer.

q. Roads of an existing subdivision shall not be used as the sole means of ingress and egress in developing a new subdivision or extending an existing one, when other access can be made available and when in the opinion of the city engineer such use would create a safety hazard or otherwise be detrimental to the residents of the existing subdivision due to increased traffic and noise.

r. No street shall be located within a critical area or freshwater or saltwater wetland unless the applicant shall supply to the City the written approval of OCRM or the U.S. Army Corps of Engineers, or both, as appropriate.

s. Street connectivity requirements: An interconnected street system is necessary in order to provide for access between developments without returning to major roadways, in order to provide access for emergency and service vehicles, in order to enhance and encourage non-vehicular travel, in order to plan for future development and transportation needs and in order to create neighborhoods.

The following street connectivity requirements shall apply:

1. All subdivisions and developments shall include improved street connections to other streets within the development and to adjoining streets, neighborhoods, existing developments, developed tracts and undeveloped tracts. However, subdivisions and developments which are physically isolated by water, marsh, or wetlands from other streets, subdivisions, neighborhoods, existing developments or undeveloped tracts, shall not be required to include street connections.

2. Street connections to adjoining undeveloped tracts shall include a temporary turnaround, in the form of easements or right-of-way, until such time that the adjoining tract is developed and the temporary turnaround area can be abandoned.

3. The appropriateness, location and application of such required street connections are subject to the review and approval of the Zoning Administrator. Street connections shall be made according to appropriate land planning practices for the type of development proposed and the characteristics of adjoining properties.

t. Within the Neighborhood District, subsections b, c, e, f, g, j, k, l, and s of this section shall not apply. Streets in the Neighborhood Districts shall connect to other streets within the neighborhood and to adjoining streets, neighborhoods, existing developments and undeveloped tracts. Cul-de-sacs, T-turnarounds, and gated or dead-end streets are not permitted, unless unavoidable due to physical constraints of the site or an adjoining site.

In the event of unavoidable physical constraints, a modified cul-de-sac may be used if it does not exceed six hundred (600) feet in length and meets one of the following criteria:

1. It incorporates a design feature at the center of the turn-around such as a natural area with existing trees, a landscaped space, or a outdoor space with amenities that is a size at least equal to the square footage of the pavement within the turn-around area.

2. It provides a pedestrian access area to the marsh front, waterfront, or other physical feature that necessitates the cul-de-sac that is of a size at least equal to the square footage of the turn-around.

Gated streets are not permitted.

u. Within the Neighborhood District, each building must front a street or outdoor space as defined in Section 54-295, excluding conservation areas. Streets shall be classified according to the following hierarchy and follow the design and tree planting requirements of Table 8-2.1 and Table 8-2.2:

Type 1	This is a street with high vehicular and pedestrian traffic volumes. Pedestrian-oriented amenities, as sidewalks or walking paths, are required on these streets to accommodate safety, convenience and enjoyable walking.
Type 2	This is a street with a significant volume of both vehicular and pedestrian traffic. Pedestrian-oriented amenities, as sidewalks or walking paths, are required on these streets to accommodate safety, convenience and enjoyable walking .
Type 3	This is a street that only carries vehicle traffic one-way. Pedestrian-oriented amenities, as sidewalks or walking paths, are required on these streets to accommodate safety, convenience and enjoyable walking.
Type 4	This is a street that does not include curb/gutter. Sidewalks are not required as this street is intended for use where off-street paths exist or the streets themselves are used for pedestrian travel. Type 4 streets must incorporate swales to accommodate stormwater drainage. Type 4 streets will only be allowed in areas of greater environmental or rural sensitivity and may not constitute more than forty (40) percent of the total linear feet of roadways in the neighborhood.
Type 5	These streets provide rear access to building lots for service access and parking access. These streets are alleys and carry vehicular traffic one-way.
Type 6	These streets are designed to accommodate primarily vehicular traffic.

TABLE 8-2.1: STREET DESIGN REQUIREMENTS

Street Type	R-O-W[f]	Pavement Width[a]	On-street Parking[b]	Curb	Curb/ Intersection Radii	Sidewalks[e]	Bikepath
1	60' min.	24' min.	8' (2 sides)[e]	Vert.	25'	8' min. (2 sides)	n/a(2 sides)
2	55' min.	20' min.	8' (1 side)[d]	Vert.	15'[g]	5' min. (2 sides)	n/a
3	40' min. one/way	12' min. one/way	8' (1 side)[d]	Vert.	15'	5' min. (2 sides)	n/a
4	40' min	24'min.[c]	n/a	n/a	15'[g]	n/a	n/a
5	20' min. One/way	12' max. One/way	n/a	n/a	10'	n/a	n/a
6	45'min.	24' min.	n/a	n/a	35'	n/a	5' min. (2 sides)

a. Exclusive of outside curb and gutter.
b. Inclusive of the gutter and up to the face of the curb.
c. The carriageway width may be reduced to 20' minimum when providing an off-street pedestrian path.
d. On-street parking may exist on both sides of Type 2 and 3 streets. On-street parking shall not be required on street sections less than 150 linear feet.
e. On-street parking may be provided only on one side of a Type 1 street where the street is serving as single-loaded residential street. On-street parking shall be provided on the same side of the street as the abutting single-family detached, single-family attached, duplex, triplex, quadroplex, or multifamily residential lots. Likewise, a sidewalk may be provided only on one side of a single-loaded residential Type 1, 2 or 3 street.
f. Right-of-way narrowing devices including, but not limited to, curb extensions, bulbouts, neckdowns and corner bulges shall not be permitted unless approved by the Technical Review Committee.
g. Curb radii at alley to alley intersections shall be a minimum of 30 feet and alley to Street Type 2 intersections shall be a minimum of 25 feet.

TABLE 8-2.2: STREET TREE REQUIREMENTS

Street Type	Planting	Installation	Max.Spacing
1	2 sides	Tree Well or Planting Strip (24 sq. ft. min. or 4 ft. min. width)	20--40'
2	2 sides	Tree Well or Planting Strip (24 sq. ft. min. or 3 ft. min. width)	30--50'
3	2 sides	Tree Well or Planting Strip (24 sq. ft. min. or 3 ft. min. width)	30--50'
4	n/a		
5	n/a		
6	2 sides	Planting Strip	50'

(Ord. No. 1999-164, § 1, 11-23-99; Ord. No. 2002-18, § 1, 2-12-02; Ord. No. 2003-69, § 17, 8-19-03; Ord. No. 2004-77, §§ 2, 3, 8-17-04; Ord. No. 2006-397, §§ 9--12, 9-12-06; Ord. No. 2007-100, §§ 1, 2, 5-1-07)