HORRY COUNTY LAND DEVELOPMENT REGULATIONS

Date of Adoption: November 20, 2001
Revised: 02-13-08 **(Revisions as noted)**

ACKNOWLEGMENTS

The Horry County Planning Commission would like to acknowledge the members of the Land Development Regulations Committee. These members provided invaluable assistance, ideas, insights, and guidance throughout the process undertaken to develop the attached regulations.

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Thanks to the many Industry Representatives who participated in writing these regulations.

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TABLE OF CONTENTS

ARTICLE ONE - APPLICABILITY 7

SECTION 1: TITLE....8
SECTION 2: AUTHORITY 8
SECTION 3: JURISDICTION....8
SECTION 4: PURPOSE 8
SECTION 5: SUITABILITY OF THE LAND....9
SECTION 6:RESERVED 9
SECTION 7: RESERVED 9
SECTION 8: DESIGN MODIFICATIONS[1] 9
SECTION 9: AMENDMENTS....10
SECTION 10: VIOLATIONS AND PENALTIES 10
SECTION 11: APPEALS....10
SECTION 12: SEVERABILITYAND VALIDITY 11
SECTION 13: CONFLICT WITH OTHER LAWS, ORDINANCES, OR REGULATIONS....11
SECTION 14: DEFINITION OF LAND DEVELOPMENT....11
SECTION 15: TYPES OF LAND DEVELOPMENTS....11

ARTICLE TWO - PROCEDURES 13

SECTION 1: GENERAL 14
SECTION 2: REVIEW PROCEDURE FOR MAJOR DEVELOPMENTS....14
2-1. Master Plans....14
A. General. 14
B. Conference with staff....14
2-2. Preliminary plan. 14
A. Submission. 14
B. Staff Review Procedure 15
C. Planning Commission Action on Design Modifications and Appeals....15
D. Reserved....15
E. Preliminary Plan Approval. 15
E.1 Model Homes or Units....16
A. Model Home/Unit/Amenity Center with Sales Office 16
B. Temporary Modular/Mobile Sales Center....17
E.2. Vested Development Rights 17
F. Construction trailers placement and relocation. 18
2-3. Final Plat. 18
2-4. Major Development Revisions....21
2-5. Group Developments and Developments of Regional Significance 21
2-6 Manufactured Home Developments....21
SECTION 3: REVIEW PROCEDURE FOR MINOR DEVELOPMENTS 22
3-1. General. 22
3-1.1. Retrofitting Existing Public or Private Road Rights-of-Way. 22
3-1.2. Tract Remainder Roadway Frontage....22
3-2. Submissions. 22
3-3. Review Procedure. 23
3-4. Letters of Certification. 23
3-5. Minor Developments Lacking Adequate Public or Private Improvements. 25
3-6. Recording the Minor Development Plat....25
3-7 Revisions to Minor Developments. 25
3-8 Additions to a Minor Development....25
3-9 Minor Developments on adjacent parcels. 26

3-10 Streets within minor developments 27
SECTION 4: REVIEW PROCEDURE FOR PLATTING ACTIONS 28
4-1. General. 28
4-1.1. Retrofitting Existing Public or Private Road Rights-of-Way. 28
4-1.2. Substandard Parcels Created By Default 29
4-1.3. Proposed Improvements and General Purpose Easements 29
4-2. Reserved 29
4-3. Boundary Surveys (Original Surveys) (Re-surveys, Lots of Record). 29
4-4. Estate Plats and Family Transfers. 30
4-5 Court Orders 30
4-6. Combination of Lots. 30
4-7. Lot Reconfigurations 31
4-8. Mortgage Plats and Land Contract Sales Parcels. 31
4-9. Easements. 31
4-10. As-Built or Record Plans. 32
4-11. Conceptual Phasing Plats for Group Developments. 32
4-12. Closing /As-builts Plats for Group Developments. 32
4-13. Cemetery Lots. 33
4-14. Plats prior to 1984 33
4-15. Easements to existing landlocked parcels 33
SECTION 5: REVIEW PROCEDURE FOR LEASE PARCEL DEVELOPMENTS 34
5-1 General 34
5-2 Submission 34
A. Master/Sketch Plan 34
B. Development Plan Plat. 34
C. Department Review 35
D. Review Schedule 35
SECTION 6: PROCEDURE FOR E-PLAT ONLINE PLAN SUBMITTAL 35
6-1 General 35
6-2 Preliminary Submission 35
6-3 Final Submission 36
ARTICLE THREE – SUBMITTAL REQUIREMENTS 37
SECTION 1: MASTER/SKETCH PLAN 38
SECTION 2: PRELIMINARY PLAN 39
2-1. Plan Submissions and Distribution 39
SECTION 3: FINAL PLAT 40
SECTION 4: PLAT CONTENT (MINOR DEVELOPMENTS AND PLATTING ACTIONS) 42
4-1: LEASE PARCEL DEVELOPMENTS 43
SECTION 5: CERTIFICATIONS 44
SECTION 6: LETTERS OF AGENCY 44
SECTION 7: REGULATORY PERMITS AND AUTHORIZATIONS 45
7-1. General. 45
7-2. Preliminary Plans. 45
7-3. Additional Regulatory Permits and Authorizations. 46
SECTION 8: ENGINEERING PLANS 47
8-1. General. 47
8-2. Reserved 47
8-3. Engineering Plan Content. 47

ARTICLE FOUR – DESIGN STANDARDS

ARTICLE FOUR – DESIGN STANDARDS 49
SECTION 1: GENERAL 50
SECTION 2: STREETS 50
2-1. Public and/or Private Road Rights-of-Way. 50
2-1.1 Required Access to Land Developments 50
2-1.2 Access to Commercial Developments 57
2-2. Relation to Adjoining Street System 57
2-3. Retrofitting Existing Public or Private Road Rights-of-Way. 57
2-4. Street Hierarchy. 58
2-5. Trip Generation 58
2-6. Roadway Design Criteria. 59
A. Development intensity, paving width, and improvements 59
B. Roadway design speed and posted speed. 62
C. Roadway Geometric Design Criteria 63
D. Grades. 63
E. Crowns. 63
F. Cul-de-sacs. 64
G. Alternative cul-de-sacs. 64
H. Temporary cul-de-sacs. 64
I. Bubble cul-de-sacs. 65
J. Traffic control islands. 65
J.1. Entranceway medians in land developments 66
J.2. Roadway medians in land developments 66
J.2.2. Non-required roadway medians in land developments 67
J.3. Traffic Circles or roundabouts in land developments 67
K. Intersections. 67
L. Intersection offsets. 68
M. Pavement radius. 68
N. Reverse curves. 69
O. Roadside clearance 69
P. Driveway connections and design standards. 69
Q. Shared driveways. 71
R. Encroachment permits. 72
S. Reserve Strips. 72
2-7 Sidewalks. 72
2-8 Pedestrian Paths. 73
2-9 Connectivity to public schools and/or parks. 74
2-10 Bikeways. 74
2-11 Private street maintenance 75
SECTION 3: LOT LAYOUT 75
3-1 Blocks. 75
3-2 Lots. 75
A. General. 75
B. Frontage. 75
C. Size. 76
D. Flag Lots 76
E. Lot Area. 76
F. Setbacks. 76
G. Lot access 76
H. Access to nonresidential lots. 77
I. Utility company switching stations/installations. 77
J. Beachfront properties 77

SECTION 4: FLOOD PRONE AREAS 77
4-1. General. 77
4-2. Roadways within Flood Prone Areas. 78
4-3. Road Signage in floodplains and floodways. 80
SECTION 5: UTILITY LOCATION 80
5-1. Overhead or underground facilities 80
5-2. Option to total underground cable utility location. 81
5-3. Easements for Utilities. 81
SECTION 6: OPEN SPACE 82
6-1. General Provisions 82
A. Intent 82
B. Applicability 82
C. Density 82
D. Amount Required 83
E. Installation. 83
6-2. Elements of Required Open Space 84
6-6. Open Space recording issues 91
A. Restrictive Covenants. 91
B. Dedication to Horry County 91
C. Identification of open space on plats. 92
SECTION 7: STREET NAMING AND ADDRESSING. 92
7-1. Purpose 92
7-2. Applicability 92
7-3 Uniform Naming System 93
C. Guidelines For Street Naming are as follows: 93
7-4 Street Naming Procedure 94
7-5 Commercial, industrial and multiple family address numbers 95
7-6 Assignment of Addresses 96
7-7 Location of Numbers 96
7-8 Street Signs 96
SECTION 8: OFF SITE IMPROVEMENTS 97
8-1. Applicability 97
ARTICLE FIVE – IMPROVEMENT STANDARDS 99
SECTION 1: GENERAL PROVISIONS 100
1-1. Conformance. 100
1-2. Commencement. 100
1-3. Access. 100
1-4. Inspection. 100
1-5. Final Plat Approval. 100
1-6. Changes in the Approved Plans and Specifications. 100
SECTION 2: REQUIRED IMPROVEMENTS 101
2-1. Monuments. 101
2-2. Stormwater. 101
2-3. Lighting. 101
2-4. Roadway Improvements 101
A. General. 101
B. Pavement Standards 101
C. Curbs and Gutters. 102
D. Bridges. 103
1. Vehicular 103
2. Pedestrian and other types of bridges 103
E. Traffic Control. 103

2-5. Water Supply and Sewage Disposal Requirements. 103
2-6. Auxiliary Turn Lane Requirements....103
SECTION 3: FINANCIAL GUARANTEES....105
3-1 General....105
3-2 Submittal....105
3-3 Acceptance of financial guarantees....105
3-4 Extensions....107
3-5 Setup and Extension Fees 108
A. Setup Fees 108
B. Extension Fees 108
3-6 Reductions....108
3-7 Drawing of a financial guarantee 108
3-8 Release of a financial guarantee....109
ARTICLE SIX – SPECIAL DESIGN STANDARDS....110
SECTION 1: MANUFACTURED HOUSING COMMUNITIES....111
1-1 Purpose....111
1-2. General....111
1-3. Special design standards and development provisions....111
A. Platting requirements. 111
B. Expansion of existing “minor” manufactured home developments. 111
C. Shared private driveways. 112
D. Landscaping. 112
E. Design Standards. 112
SECTION 3: UTILITY INSTALLATIONS 113
3-1. General....113
3-2. Applicability 113
3-3. Lot Requirements....113
3-4. Access 113
A. Utility lots with direct access. 113
B. Utility lots without direct access....114
3-5. Paving Standards....114
3-6. Screening....114
3-7. Platting Requirements. 114
A. General. 114
B. Exclusive easements. 114
SECTION 4: CEMETERIES 115
4-1. General....115
4-2. Land Area and Height 115
4-3. Setbacks 115
4-4. Access, parking, maintenance, and buffers/landscaping. 115
A. External access. 115
B. Internal access. 115
C. Maintenance. 116
D. Buffers/landscaping....116
SECTION 5: BEACH DEVELOPMENT....116
5-1 Beach Development 116
SECTION 6: OFFICIAL MAP 116
6-1. Exemption of property from the restrictions of the Official Map. 117

ARTICLE SEVEN – ACCESS MANAGEMENT

ARTICLE SEVEN – ACCESS MANAGEMENT 118

SECTION 1: GENERAL PROVISIONS 119

1-1. Applicability 119
1-2. Design Considerations 119
1-3. Number Allowed per Frontage 119
1-4. Location, Spacing, and Offset 120
1-5. Sight Distance 120
1-6. Proximity to Intersections, Ramps, Crossovers, and Railroads 121
1-7. Property-Line Clearance 121
1-8. Traffic Control 121
1-9. Shared Driveways (see also Shared Private Driveway Article 4, Section 2-6(Q)) 122
1-10. Flag Lots 122
1-11. Auxiliary Lanes 122
1-12. Frontage Roads 123

SECTION 2: RESIDENTIAL DRIVEWAYS 123

2-1. Single Residences and Small Apartment Complexes 123
2-2. Large Apartment Complexes 123

SECTION 3: COMMERCIAL AND INDUSTRIAL DRIVEWAYS 123

3-1. High-Turnover and/or Drive-Through Businesses 123
3-2. Shopping Centers and Other Large Developments 123
A. Impact Studies 124
B. Out-parcels 124
3-3. Commercial/ Industrial Driveways 125

SECTION 4: STREET INTERSECTIONS 125

SECTION 5: MEDIAN CROSSOVERS 126

5-1. General 126
5-2. Requirements 126
5-3. Design 126

SECTION 6: OTHER DRIVEWAYS 127

6-1. Temporary Driveways 127
6-2. Construction Driveways 127

SECTION 7: GEOMETRIC DESIGN 127

7-1. Angle of Intersection 127
7.2. Width 127
7-3. Radii 128
7-4. Approach Grade and Side Slope 128
7-5. Islands 128
7-6. Driveway Medians 128
7-7. Auxiliary Lanes 129
A. Acceleration and Deceleration Lanes 129
B. Left-Turn Storage Lanes 129

ARTICLE EIGHT - DEFINITIONS 132

APPENDICIES 145

Minimum Driveway Location Standards 1 199
Typical Driveway- Single Residential and Small Apartment Complexes 2 199
Plan of Standard High-Volume Driveway or Intersecting Street 9 199

ARTICLE ONE - APPLICABILITY

Article 1 - Applicability

SECTION 1: TITLE

These regulations shall be known as the “Land Development Regulations of Horry County, South Carolina.”

SECTION 2: AUTHORITY

This Ordinance are adopted pursuant to the authority granted to Horry County under the Code of Laws of South Carolina, Title 6, Chapter 29, known as the Comprehensive Planning Enabling Act of 1994.

SECTION 3: JURISDICTION

These provisions apply to all land development activities within the unincorporated portions of Horry County.

SECTION 4: PURPOSE

The purpose of these regulations is to provide for the orderly development of Horry County and its environs through the regulation of the development of land.

These standards are intended to encourage the following:

1. Promote sound planning practices;
2. Promote the wise distribution of development in order to avoid congestion and overcrowding;
3. Protect the public health, safety, and general welfare;
4. Allow for cost saving efficiencies;
5. Assure the timely provision of required streets, utilities, and other facilities and services to new and existing land developments;
6. Coordinate street improvements with existing or planned streets;
7. Assure safe and convenient traffic access and circulation, both vehicular and pedestrian, in and through new and existing land developments;
8. Assure that population and traffic are distributed in order to avoid congestion and overcrowding;
9. Assure the adequate provision of needed public open spaces and building sites in new land developments through the dedication or reservation of land for recreation, educational, transportation, and other public purposes;
10. Assure that development is compatible with the adopted comprehensive plan, zoning ordinance, official map, and capital budget;
11. Assure compatible development in areas subject to flooding or other detrimental influences - natural or manmade;
12. Assure adequate rights-of-way for automobile or alternative modes of transportation, utility, and environmental purposes;
13. Encourage new and innovative design alternatives to promote creativity and flexibility in development; and,

14. Assist in the coordination between governmental and public service authorities to provide orderly development and ensure continuity of regulatory standards.

SECTION 5: SUITABILITY OF THE LAND

The Planning Commission shall not approve the development of land if land intended for building sites can not be used safely for building purposes without being in danger of flood or other inundation or other menaces of the health, safety or public welfare. Such decisions will be based on the Comprehensive Plan, related reports, and investigations conducted by other public or private entities.

SECTION 6:RESERVED

SECTION 7: RESERVED

SECTION 8: DESIGN MODIFICATIONS[1]

The Planning Commission may grant, upon written request, design modifications to the requirements found in Articles 2, 3, 4 (except amenity financial guarantees), 6, 7 and 8 of these regulations if the strict application of the requirements would create an unnecessary hardship in the development of land. Design modification requests shall be prepared by the property owner, developer, or their agent and address the criteria shown below.

Requests for design modifications may be submitted to the Planning Department 15 days prior to the Planning Commission meeting at which the request will be considered. In reviewing design modifications, the Planning Commission will consider the public interest and endeavor to preserve the general intent and spirit of these regulations.

Before granting a design modification the Commission shall state, for the record, that all of the following conditions are satisfied. In reaching such conclusion, the Commission may utilize the written request prepared by the applicant and other applicable information.

1. The design modification is justified because of topographical or other special conditions unique to the property.
2. The design modification will not compromise the intent or purpose of the regulations. If the design modification is granted, the proposed development must show mitigation improvements to ensure the intent of the regulations is maintained.

Footnote 1: There is a terminology and responsibility difference between design modifications to the land development regulation and variances to the zoning ordinance. Design modifications to the land development regulations are the responsibility of the Planning Commission. Variances to the provisions of the zoning ordinance are the responsibility of the Board of Zoning Appeals.

(Ord. 155-02, § 8, 12-17-02)

Article 1 - Applicability

SECTION 9: AMENDMENTS

The Horry County Council may amend these regulations after a public hearing and three readings of County Council. The time and place of the public hearing will be duly advertised in a newspaper of general circulation in the County at least 30 days before the hearing.

No amendment shall become effective unless it shall have been submitted to the Planning Commission for review and recommendation. The Planning Commission shall have 45 days to submit its report. The County 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.

The Planning Commission will review these regulations annually.

SECTION 10: VIOLATIONS AND PENALTIES

No subdivision plat or other land development plan within Horry County may be filed in the Register of Deeds Office nor shall a building permit be issued until the plat or plan bears the stamp of the Planning Commission or signature of designated authority as stated within these regulations.

The owner or agent of the owner of any property being developed within Horry County may not transfer title to any lot(s) or part(s) of a land development unless a land development plan or subdivision has been approved by the Planning Commission or designated authority and such approved plan or plat is recorded in the Register of Deeds Office. A description by metes and bounds in the deed or other document used in the process of transfer does not exempt the transaction from the penalties cited herein.

Any person, firm, corporation, owner, or agent of the owner of any land to be developed who violates any of the provisions of these regulations or submits an unapproved plat for recording shall be guilty of a misdemeanor. Nothing herein prevents Horry County from taking other lawful action as is necessary to prevent or remedy any violation.

SECTION 11: APPEALS

Questions arising from the enforcement of these regulations by the Planning Department may be appealed to the Planning Commission for consideration. The Planning Commission will render a decision on the appeal within 60 days and the applicant will be notified, in writing, of such decision within seven business days. Any party aggrieved by a decision of the Planning Commission regarding the standards enumerated in these regulations or a ruling on a requested variance may appeal the decision to the Circuit Court of Horry County. The aggrieved party shall file a petition with the clerk of court within 30 days after a Planning Commission decision is rendered.

Article 1 - Applicability

SECTION 12: SEVERABILITYAND VALIDITY

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 13: CONFLICT WITH OTHER LAWS, ORDINANCES, OR REGULATIONS

The standards and provisions of these regulations will be interpreted as being the minimum requirements necessary to uphold the purpose of these regulations. When the conditions imposed by any provision of these regulations are either more restrictive or less restrictive than the provisions of other county ordinances, applicable laws, resolutions, rules or regulations of any kind, the regulations that are more restrictive and impose higher standards or requirements shall govern.

SECTION 14: DEFINITION OF LAND DEVELOPMENT

Land Development. A change in land characteristics through redevelopment, construction, subdivision into parcels, condominium complexes, apartment complexes, commercial parks, shopping centers, industrial parks, mobile home parks, or other developments for sale, lease or any combination of owner and rental characteristics. Renovations, expansions, or up-fittings of existing structures shall not be considered a land development

Unless otherwise stated herein, all land developments are subject to the same design standards for each category of development.

SECTION 15: TYPES OF LAND DEVELOPMENTS

Major Development. Major developments include the following:

1. The creation or extension of any new public street;
2. The creation of a private street greater than 1800 feet is utilized to obtain access;
3. The creation of more than 10 lots/units (including the parent tract[2,3]) regardless of whether adequate access already exists;
4. Group developments such as apartment, condominium, and townhouse complexes;
5. Any commercial, industrial, or office land development, of regional significance, on a single tract or parcel of land that will produce an estimated 5,000 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;
6. Any portion of a Planned Development District.

Minor Developments. Minor developments include:

1. Subdivisions or developments containing no more than 10 lots/units (including the parent tract[2,3]) where access to a public or private street exists or where a new private street of less than 1800 feet is constructed to obtain access;

2. Any commercial, industrial, or office development on a single tract or parcel of land that will produce between 1,000 and 5,000 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.

Platting Actions. Platting actions include:

Those plats or plans that require the review and approval of the Planning Commission or designee as provided for in Title 6, Chapter 29, of the South Carolina Code of Laws and further defined in Article 2 of these regulations.

Lease Parcel Developments. Lease parcel developments include:

1. Commercial, industrial, and office parks where lots, building sites or other land divisions are created for lease or rental only;
2. Mobile home parks where lots or building sites are created for lease or rental only;
3. Transient accommodations and destination parks where lots or building sites are created for lease or rental only.

(Ord. 79-01, § 15, 5-21-01)

Footnote 2: A parent tract is defined as 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 from. 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.

If a parent tract has undergone more than 10 parcel splits, meeting the definition of a subdivision, any additional splits from the tract are considered major development and subject to major development review. Subdivisions of a parent tract not meeting the above requirement are minor developments and are subject to minor development review.

Footnote 3: Any parcel separated by a prescriptive easement or platted right-of-way (public or private) shall be considered two individual tracts of land for the purpose of determining major or minor development status.

ARTICLE TWO - PROCEDURES

Article 2 - Procedures

SECTION 1: GENERAL

This section provides review procedures for:

1. Major and group developments
2. Minor developments
3. Platting actions
4. Lease parcel developments

(Ord. 79-01, § 1, 5-21-02)

SECTION 2: REVIEW PROCEDURE FOR MAJOR DEVELOPMENTS

2-1. Master Plans

A. General.

Master/sketch plans are not required for major residential developments containing only one phase of development. However, plan submittal is encouraged as a means of addressing potential development issues prior to any project expenditures.

A master/sketch plan **shall** be submitted for any major residential development that will be constructed in multiple phases. Such plan shall contain the items shown in Article 3.

B. Conference with staff.

Upon completion of master/sketch plan review, a conference between staff and the applicant is recommended. The conference should be scheduled with the Planning Department in advance. A revised master/sketch plan may be required depending on the suggested changes resulting from the master plan review and conference.

(Ord. 155-02, § 2-1, 12-17-02; Ord. 08-04, § 2-1, 02-17-03)

2-2. Preliminary plan.

A. Submission.

A preliminary plan is required for major developments. Preliminary plans shall substantially adhere to the approved sketch plan. Minor shifting of road alignments and lot configuration due to site constraints will be allowed. In such instances when site constraints require that the sketch plan be modified, the Planning Department shall be supplied with a revised sketch plan. A preliminary plan may be a phase of the approved sketch plan. Phases shall not extend beyond the exterior boundaries of the approved sketch plan.

B. Staff Review Procedure

The Planning Department Plans Expediters will circulate all major project submittals to the appropriate reviewing department. All Horry County staff reviews shall be completed within 15 business days. The Planning Department Plans Expediter shall compile the comments and provide them to the applicant

(Ord. 08-04, § 2-2(B), 02-17-04)

C. Planning Commission Action on Design Modifications and Appeals

The Planning Commission will act upon any requests for a design modification or appeal of staff decision within 45 days of the date of its submission. If no action is taken by the Planning Commission within this time, the modification or appeal will be deemed approved. The applicant may waive this requirement and consent to an extension of the 45-day period. All applications for Design Modifications must be submitted the second Wednesday of each month in order to be presented to the next Planning Commission meeting.

The Planning Commission's decision regarding the design modification or appeal shall be either:

1. Approval;
2. Conditional approval;
3. Disapproval; or
4. Deferral for additional information upon agreement of the applicant.

The applicant will be notified in writing within seven business days of the actions taken by the Planning Commission. In cases of conditional approval, the Planning Commission may require the applicant to submit a revised preliminary plan prior to the submittal of a final plat.

Withdrawn or disapproved plans shall pay applicable review fees when resubmitted.

D. Reserved

E. Preliminary Plan Approval.

Preliminary plan approval authorizes the applicant to proceed with preparation of the final plan 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 Applicant will have to satisfy all Horry County Development Review Staff comments and shall provide all regulatory permits in order to receive Preliminary Plan Approval. Upon Preliminary Plan Approval staff shall issue a letter to the project engineer and developer that the project has received Preliminary Plan Approval.

Applicants have two years, for each phase; from the date that Planning Department grants preliminary plan approval to record a final plat. If a final plat is not recorded for the approved phase within this two-year period, the preliminary plan approval becomes void. Any extension

beyond the original two-years is subject to Article 2 Section 2-2.E.2 Vested Development Rights, below.

E.1 Model Homes or Units
Upon Preliminary Plan Approval, a development is eligible to receive up to four (4) model homes building permits.

The Planning Department shall issue a letter authorizing the issuance of the building permits for such homes. Issuance of such letter shall require that the developer submit a Model Home Application. Each model home lot shall have access to a water supply meeting the requirements of the adopted International Fire Code (IFC).

Models homes shall not be inhabited and shall be under the same ownership as the property on which they are situated. Ownership of the model(s) or individual building lots shall not be transferred to an individual homeowner until a final plat is recorded. Model home means a single family; two family or duplex building used solely for demonstration purposes not occupied as a dwelling unit and is open to the public for inspection. The model home may not have an office (see model home with sales center), but may display information about the home or the subdivision inside the home. Model homes must have their driveways installed prior to final inspection for power to the home is approved.

A. Model Home/Unit/Amenity Center with Sales Office
A model home/unit/amenity center with sales office is a model home or approved multifamily unit or amenity center, which contains an office including garage sales office for the sales of homes, lots or units within the development. A model unit with sales office may be located within a townhouse or multifamily structure. An amenity center (i.e. clubhouse) constructed for the use of the residents of the development may be used as a temporary sales office. Temporary Modular/Mobile sales center must be removed from the site prior to a model home/unit with office being issued a certificate of occupancy. The use of the sales office is solely for the development and the use, as a sales center may not extend past the initial sale period for that development.

The sales office must provide parking with the number of spaces being dependent on the size of the sales office, but there must be a minimum of four spaces. The temporary parking lot can be located on the lot with the model home sales office, adjacent to the lot or directly across the street from the model with office. Access to the temporary parking spaces may be provided directly from the adjacent right of way if the adjacent R/W is 50ft or less and has not been dedicated to the county. If the R/W is greater than 50ft the parking lot access must either be relocated or the lot must provide off street maneuvering room.

A model home with sales center must apply for a change of use permit prior to converting the home or unit into a residence. Once initial sales have been completed for the development all temporary improvements (i.e. temporary parking, garage sales offices, lighting, signage, etc…) need to be removed or converted prior to the issuance of a change of use permit to convert the model home with office to a residence.

B. Temporary Modular/Mobile Sales Center

Upon receiving preliminary plan approval a development may request permit approval for the placement of a modular/ mobile sales office. Such office shall serve as a "temporary" sales center until such time that a site-built model home is constructed and issued a Certificate of Occupancy (CO). Once the CO is issued, the temporary office shall be removed from the site and all sales activities shall be moved into the model home.

The Planning Department shall issue a letter authorizing the issuance of the building permit. Issuance of such letter shall require that the developer submit a site plan for the sales center and provide proof to the Building Department that the site has access to a water supply meeting the requirements of the adopted International Fire Code (IFC) and all other applicable building code requirements have been met.

(Ord. 155-02, § 2-2(E), 12-17-02, Ord. 28-05 § 2-2(E), 04-05-05)

E.2. Vested Development Rights

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.

1. A vested right is attached to a development project once the developer or landowner has:

    a. Single-phased developments: Satisfied all conditions of preliminary plan approval placed upon the proposed project by Horry County staff and the Planning Commission during the technical review of such development.
    b. Multi-phased developments: Satisfied all conditions of preliminary plan approval that are placed on the proposed phase of development by Horry County staff and the Planning Commission during the technical review of such development phase.

2. Such vested right shall extend for an initial period of 2 years. Within 120 days of expiration of the initial 2-year vesting period, the developer or landowner may request, in writing, to the Horry County Planning Department a 1-year extension of the vesting period. Extensions of vested rights shall be given in 1-year increments and shall not exceed five extensions – for a total vesting period of 7-years.

    Requests for extensions shall be presented to the Planning Commission for consideration. The Planning Commission must 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.

3. 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.

4. Variances or special exceptions approved by the Board of Zoning Appeals prior to Planning Commission approval of a preliminary plan or phased development plan do not create vested rights until the Planning Commission or Planning Department approval of the development plan is obtained and all conditions for approval satisfied.

(Ord. 52-05, § 2-2(E), 05-17-05)

F. Construction trailers placement and relocation.

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 preliminary plans have been submitted, authorization may not be granted. Multiple construction trailers are allowed when needed; however no sales may occur from the construction trailers.

Authorization to relocate construction trailers from one 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;
3. The phase in which the trailer is proposed for placement was shown on a master plan of the overall development.

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 commence only upon satisfaction of all conditional preliminary plan approval conditions.

(Ord. 155-02, § 2-2(F), 12-17-02, Ord. 28-05, § 2-2(F), 04-05-05)

2-3. Final Plat.

A. Submission

A final plat may be submitted at any time after the preliminary plan conditions have been met and final construction plans have been approved by Horry County. Constructions plans shall be approved prior to submission of final plats. All final plats shall be submitted to the Planning Department Plans Expediter for circulation.

A final plat may be submitted in phases, each covering a portion of the approved preliminary plan, but not extending beyond the exterior boundaries of the approved preliminary plan.

B. Review

Upon submission, the Planning Department Plans Expediter shall circulate the final plat for review. The departments responsible for development approval shall have 15 business days to review the final plat to ensure that:

1. The plat substantially conforms to the approved preliminary plan.
2. The plat has addressed all preliminary plan review comments identified on the "Development Activity Review" or "Revision" comment forms previously prepared for the development.
3. The plat includes all information required for "final plats" as listed in Article 3, Table 3-A

In order to obtain final plat approval, the applicant shall provide all required operational permits, authorizations and all associated infrastructure needs to be installed and approved by Horry County Engineering (See Article 3, Section 5). In lieu of such permits and authorizations, the applicant may post a financial guarantee (See Article 5).

C. Circulation

The Planning Department Plans Expediter shall circulate the final plat for review in one of the following ways:

1. General circulation.

Such circulation shall occur when the property owner and applicable regulatory agencies **HAVE NOT** signed the final plat. In such instance, the Planning Department Plans Expediter shall prepare a "Final Plat" review sheet and distribute a copy of the final plat to the following departments for review:

a. Code Enforcement/Flood Control/Fire
b. Engineering/Stormwater
c. Planning/Addressing

Such departments shall review the plat and submit comments, if any, to the Planning Department Plans Expediter. The Planning Department Plans Expediter shall compile the comments and provide them to the applicant.

2. Walk-through circulation

Such circulation shall occur when the property owner and applicable regulatory agencies **HAVE** signed the final plat.

In such instance, the Planning Department Plans Expediter shall prepare a "Final Plat" review sheet and "deliver" all the submitted plats to each department listed in item "1", above beginning with the Planning Department. Should corrections be identified by the Planning Department, the plats shall be circulated for review to the remaining departments as if they were presented without signatures.

If no outstanding comments are identified by the Planning Department, the Plans Expediter shall "deliver" all of the plats to the remaining departments for review. Each department shall review the plats and sign them provided no corrections are identified. If corrections are necessary, they shall be identified on the "Final Plat" review sheet and provided to the Plans Expediter.

THE PLANNING DEPARTMENT SHALL BE THE LAST DEPARTMENT TO SIGN THE FINAL PLAT.

If revisions were required, the applicant shall submit revised final plats to the Planning Department Plans Expediter for circulation to the departments listed in item "1" for re-review. If no revisions were required, the plats would be authorized for recording as indicated in item "D", below.

D. Authorization to record

No final plat shall be authorized for recording until all outstanding preliminary plan comments have been addressed and 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/sewer authority or DHEC, if no financial guarantees are posted
5. All Horry County departments responsible for development approval as listed in subsection "C", above.

Upon obtaining such endorsement and signatures, the plat shall be filed in the Register of Deeds Office, by the subdivider, within one hundred twenty (120) days. If the subdivider fails to arrange for the recording of the plat within such period, the authorization to record such plat shall become void.

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 a plat.

If the development requires the posting of a financial guarantee (letter of credit), such guarantee shall be prepared in accordance with the requirements of Article 5 of these regulations. A final plat requiring the posting of a financial guarantee will not be released from the Planning Department for recording until the financial guarantee has been submitted.

Recording the final plat shall constitute an irrevocable offer to dedicate all non-private streets and other public ways shown thereon to the public use and to dedicate or reserve, school sites and other such areas to the public use.

Article 2 - Procedures

(Ord. 28-05, § 2-3, 04-05-05)

2-4. Major Development Revisions.

Any revision to the final plat of a major development shall be submitted to the Planning Department for review.

After approval of the proposed change, four copies of the revised plat will be provided to the Planning Department. All revisions must meet the platting requirements of Article 3.

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.

Changes that result in moving of any easements or encroachments may also require approval of Horry County Engineering.

2-5. Group Developments and Developments of Regional Significance

Site plans for group developments or developments of regional significance, those generating more than 5,000 ADT's , may be required to provide a traffic study (see Table 7-6). Group developments or developments of regional significance on individually owned parcels of property shall conform to all platting requirements (preliminary and final) and access management standards of these regulations.

The information located in Table 3-A shall be provided or shown on the site plan, as appropriate, for the Planning Department's review:

Prior to the recording of any conceptual phasing or closing plats, or the issuance of building permits, all Planning Department conditions placed on the site plan shall be met. Planning Department conditions may require the submittal of revised site plans. 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 (see Article 2, Section 12). Site plans for group developments that are revised to include additional phases not previously approved shall be resubmitted to the Planning Department for review and approval.

(Ord. 08-04, § 2-5, 02-17-04, Ord. 28-05, § 2-5, 04-05-05)

2-6 Manufactured Home Developments

For the purposes of these regulations, a manufactured home development will be defined as one in which the lots are to be leased, rented, or sold. Manufactured home developments shall conform to the procedures established in Article 2, Section 5 and Article 6 of these regulations.

(Ord. 79-02, § 2-6,5-21-02)

Article 2 - Procedures

SECTION 3: REVIEW PROCEDURE FOR MINOR DEVELOPMENTS

3-1. General.

The purpose of this section is to establish requirements for minor developments as defined in Article 1. No site work may commence nor may a building permit be issued for construction in a minor development until the Planning Department reviews and approves the minor development plat.

The Planning Department shall not authorize the recording of development plats that show parcels that were created by deed after January 1, 2002. Authorization to record such plats shall be given only upon installation or provision of all required subdivision improvements or upgrades as specified within these regulations.

(Ord. 28-05, § 3-1, 04-05-05)

3-1.1. Retrofitting Existing Public or Private Road Rights-of-Way.

Minor developments located adjacent to existing public or private rights-of-way, prescriptive easements, or access easements not meeting the right-of-way standards specified in Table 4-D of these regulations shall be upgraded in accordance to the provisions of Article 4, Section 2-3 of these regulations.

(Ord. 67-02, § 3.-1.1, 5-21-02)

3-1.2. Tract Remainder Roadway Frontage

Subdivision of a parent tract of land shall not result in the tract remainder having less than 50 feet of roadway frontage. Minor development plats shall provide a surveyed distance between the corner(s) of the proposed lot and the tract remainder to ensure such distance is maintained. Depending on the size of the tract remainder and its ability to access other roadways, the width of roadway frontage may be required to be greater than 50 feet in order to accommodate future traffic generation.

(Ord. 28-05, § 3-1.2, 04-05-05)

3-2. Submissions.

A minimum of four minor development plats will be submitted to the Planning Department for review. The submitted plats shall provide the required information of Article 3. The Planning Department approval provides authorization for recording.

The four required copies go to the following: one copy for the Planning Department, one copy for the Mapping Department, one copies to the Register of Deed’s Office and one copy for the owner to retain.

Article 2 - Procedures

(Ord. 155-02, § 3-2, 12-17-02)

3-3. Review Procedure.

The Planning Department will review all minor development plats to ensure compliance with these regulations and other county, state, or federal regulations. The Planning Department has 15 business days to review minor development plats.

The applicant will correct any deficiencies found in the reviewed plans and obtain the letters of certification listed in Section 3-4 within six months and return the plat to the Planning Department for final approval. Failure to return the plat to the Planning Department within six months will require that the applicant re-apply for minor development review. The Planning Department may require that minor development plats be revised per letters of certification.

3-4. Letters of Certification.

Minor development plats or platting actions, as defined in Article 1, shall be accompanied by documentation via letter or signed certification (where allowed) addressing the following issues:

A. Water/Sewer availability

Development proposals shall be accompanied by either of the following if parcels being created are less than five acres or when a parent tract is reduced in size as a result of a platting actions, creating a remainder less than five acres:

1. Written approval that the proposed development may be serviced with public water/sewer or on-site waste disposal systems from the applicable public service authority or DHEC. Written approval may indicate that services are currently available, may be extended upon payment of applicable developer impact fees, or will be provided through use of on-site waste disposal systems.

2. A signed “Certificate of Non-Evaluation” as shown in Appendix B. The property owner(s) of record shall sign such certification before authorization to record the proposed development is given.

B. Encroachment permits for vehicle access

1. Public Right of Way or Easement
An encroachment permit from either Horry County or the South Carolina Department of Transportation shall be submitted indicating that access to the proposed development may be obtained before authorization to record the proposed development is given. Such permit shall not be required when either of the following conditions exists:

a. The proposed subdivision or platting action creates residential lots greater than 50 feet in frontage on an existing right-of-way or easement, or

b. The proposed subdivision or platting action creates commercial lots greater than 64 feet in frontage on an existing right-of-way or easement.

c. The proposed subdivision or platting action creates a residential lot greater than 25 feet in frontage on an existing right-of-way or easement cul de sac.

2. Private Right of Way or Easement
Any time a development proposes encroachment access onto a private right-of-way or easement the applicant must provide the Planning Department with certification that such development has access rights to said right-of-way or easement.

C. US Army Corp of Engineering wetlands verification/acceptance

If wetlands are shown on a plat, the US Army Corps of Engineers letter verifying their location and the plat that shows such wetlands shall be provided before authorization to record the proposed development is given.

(Ord. 155-02, § 3-4, 12-17-02, Ord. 08-04, § 3-4, 2-17-04)

3-5. Minor Developments Lacking Adequate Public or Private Improvements.

If construction of public or private roadways is required within a minor development as a condition of approval, a financial guarantee may be posted with the Planning Department prior to their installation. Requests to post financial guarantees shall follow the procedures established in Article 5 of these regulations.

(Ord. 155-02, § 3-5, 12-17-02)

3-6. Recording the Minor Development Plat.

No minor development plat shall be recorded unless the Planning Department has approved it. Approved plats shall be filed in the Register of Deeds Office within 120 days of the date of final approval. If the applicant fails to record the plat within such period, the Planning Department approval shall be void and the plat will be subject to review in accordance with these regulations. Review fees will be recollected at the time of submittal.

3-7 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).

3-8 Additions to a Minor Development.

A. If, within a ten-year period, a minor development is expanded beyond 10 lots to include three 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 Article 2, Section 3-4).

B. If, within a ten-year period, a minor development is expanded beyond 10 lots by the subdivision of an existing parcel of record into two 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 Article 2, Section 3-4).

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 existing roadway (including extension) shall be that of the subdivider or developer of the additional lot(s).

3-9 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.

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

    a. Four or more lots, containing less than 5 acres, have been created through individual platting actions from each adjacent parcel within a 10-year period; and
    b. 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.

2. Action if such pattern is determined to exist:

    a. Require improvement 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:

        i. **Up to 10 lots on privately owned and maintained roadway** - 9 inches of coquina or 6 inches of GABC with drainage facilities to adequately handle roadway drainage.

        ii. **Up to 10 lots on publicly owned and maintained roadway –** Improved in accordance with the standards of Article 4, 5, and Appendix G.

        iii. **More than 10 lots on a publicly or privately owned and maintained roadway -** Improved in accordance with the standards of Article 4, 5, and Appendix G.

        Improvement of the "common" roadway shall 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.

    b. Require Horry County Stormwater approval of potential drainage impacts upon adjacent drainage systems. A licensed professional engineer shall evaluate the potential impacts and provide such report and recommended action to the Planning Department for forwarding to the Horry County Stormwater Department. Based upon such evaluation on-site retention facilities or other drainage improvements or upgrades may be required.

Article 2 - Procedures

(Ord. 08-04, § 4-2, 2-17-04)

3-10 Streets within minor developments

All public or private streets in minor developments shall conform to the standards found in Article 4 and Article 7 of these regulations. Private streets in minor developments, containing four to ten lots, which are to remain private, are not required to be paved. However, such streets shall be improved in accordance with the standards of Appendix E and G. The Horry County Engineering Department shall inspect and certify that all improvements meet the required specifications.

No roadway inspection is required for streets in minor residential developments of three or fewer lots unless the roadway is intended to be dedicated to the county. Instead, the developer may utilize a shared private driveway/utility easement to access said parcels. Lots having frontage on an existing County or State roadway that can obtain an encroachment permit from Horry County or SCDOT shall not be counted as part of the maximum 3 lots that access the shared private driveway/utility easement. If an encroachment permit cannot be obtained such lot shall be counted toward the maximum 3 lots permitted to access the shared private driveway/utility easement.

The traveled portion of the shared private driveway/utility easement shall be no less than 20 feet in width to ensure that adequate fire access is maintained. The traveled way shall be improved with an all-weather driving surface capable of supporting emergency vehicles. Utility location within the traveled portion of the easement shall be at the discretion of the applicable utility provided.

The shared private driveway/utility easement shall be shown on the plat presented for recording in one of the following ways depending on the type of waste disposal system that will serve the parcels.

1. If the parcels will be served by on-site septic systems, the easement shall be shown as a 30-foot wide non-exclusive and appurtenant easement certified by a registered land surveyor.
2. If the parcels will be served by public water/sewer services, the easement shall be shown as a 50-foot wide non-exclusive and appurtenant easement certified by a registered land surveyor.

The notation below shall be shown on the plat presented for recording:

“Access is provided to lots (lot numbers) through the use of a **(enter easement size)** foot non-exclusive and appurtenant access/utility easement. The access/utility easement and driveway shall be owned and maintained collectively by the property owner(s) of the adjacent lots. Horry County shall not be responsible in any way for the access/utility easement.”

Except as provided for in Article 7, Section 1-9, a shared private driveways shall serve a maximum of three residential lots. Subdivision of the parcels fronting along the shared private driveway beyond three lots shall require that the driveway be upgraded to the standards of a

public or private right-of-way. Shared private driveways are not eligible for dedication to the County unless improved to the standards of Article 4 and 5 of these regulations. Additional requirements for roadway dedication are given in Appendix L.

Only one shared private driveway/utility easement per roadway frontage may be installed to provide access to proposed lots. A shared private driveway shall not originate from another shared private driveway. A shared private driveway may receive access from a fifty-(50)-foot improved access easement. If a parcel has multiple road frontages, one shared private driveway/utility easement may be installed from each roadway. Each shared private driveway/utility easement can serve a maximum of three lots.

Shared private driveways originating from different roadways may be connected to form a continuous road. If such a connection is proposed, the entire roadway shall be improved to the roadway improvement standards of Article 4 of these regulations. The costs of improving the roadway shall be that of the developer proposing connection.

(Ord. 155-02, §3-10, 12-17-02, Ord. 28-05, § 3-10, 04-05-05)

SECTION 4: REVIEW PROCEDURE FOR PLATTING ACTIONS

4-1. General.

The following platting actions involve the development, transaction, division, combination, or alteration of land that are not included in the definition of a major or minor development. These actions, however, require the review and approval of the Horry County Planning Department prior to recordation of a plat.

Plats will be reviewed within 15 working days after submittal to the Planning Department. Platting actions shall adhere to the submittal requirements of Article 3 and the applicable design and improvement standards of Articles 4 and 5 of these regulations. In addition, all plats shall conform to the “Minimum Standards Manual for the Practice of Land Surveying in South Carolina”.

All platting actions must be recorded within 120 days of Planning Department 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.

Whenever a U.S. Army Corps of Engineers jurisdictional wetland is delineated on a plat, the Planning Department shall approve the plat only after receipt of an U.S. Army Corp letter confirming the wetland delineation. The USACE permit/letter number shall be noted on the plat.

4-1.1. Retrofitting Existing Public or Private Road Rights-of-Way.

Platting actions involving the subdivision of land that are adjacent to existing public or private rights-of-way, prescriptive easements, or access easements not meeting the right-of-way

standards specified in Table 4-D of these regulations shall be upgraded in accordance to the provisions of Article 4, Section 2-3 of these regulations.

(Ord. 67-02, § 4-1.1, 5-21-02)

4-1.2. Substandard Parcels Created By Default

The Planning Department shall not authorize the recording of plats proposing the creation of substandard parcels that are the result of platting and upgrading substandard rights-of-way. Such parcel shall be combined with the road right-of-way or the adjacent property. This prohibition shall not apply to the platting of public roads or governmental agencies engaged in the upgrading of road rights-of-way or other public projects.

(Ord. 155-02, § 4-1.2, 12-17-02)

4-1.3. Proposed Improvements and General Purpose Easements

Proposed improvements including structures, fences, pump houses and similar improvements as well as general purpose easements may be shown on surveys presented for recording provided that such improvements or easements are **clearly** identified. In no instance, shall a right-of-way or access easement be shown on a survey as being simply "proposed". All such rights-of-way or access easements shall be platted and improved in accordance with the requirements of these regulations.

(Ord. 155-02, § 4-1.3, 12-17-02)

4-2. Reserved

(Ord. 08-04, § 4-2, 2-17-04)

4-3. Boundary Surveys (Original Surveys) (Re-surveys, Lots of Record).

A boundary survey is a survey, the primary purpose of which may include, but is not limited to determining the perimeter of a parcel or tract of land by establishing or reestablishing corners, monuments, and boundary lines for the purpose of describing or platting a parcel.

A boundary survey shall meet the standards of a platting action as shown in Article 3. In addition to the requirements of Article 3, a boundary survey shall include the following:

1. Specific reference in either the surveyor's certification or in the title of the survey indicating what type of survey has been prepared (i.e. resurvey or boundary/original survey); and
2. For resurveys, state the plat book and page number(s) or the deed book and page number(s) of the last plat or deed recorded for the parcel being surveyed.

Boundary survey plats are **not** required to provide a DHEC approval or a water and sewer authority letter when no new parcels are being created. If new parcels are being created, a DHEC or water and sewer authority letter or "Certificate of non-evaluation", as shown in Appendix B,

shall be provided for any parcel that is not improved with a structure or measures less than 5 acres in size.

Resurveys are not required to provide the ownership certification and signature upon the survey. However, if any changes to the existing boundaries are proposed, the ownership certification and signature shall be provided on the survey.

(Ord. 155-02, § 4-3, 12-17-02)

4-4. 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.

4-5 Court Orders

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.

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 Horry County regulations."

4-6. 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 Article 3, 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";
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 Article 3, Section 5); and

(Ord. 155-02, § 4-6, 12-17-02)

4-7. 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 Article 3 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 affected properties shall sign a certification of ownership and dedication on the plat agreeing to the lot alteration (See Article 3, Section 5);
3. Authorization from the applicable utility provided or DHEC that the reconfigured lots can be serviced with water/sewer or septic or the "Certificate of Non-Evaluation" is signed by the property owner (See Article 3, Section 5); and
4. Portions of lots affected by the reconfiguration shall be clearly identified and indicate which tax map parcel it shall be combined with.

(Ord. 08-04, § 4-7, 2-17-04)

4-8. Mortgage Plats and Land Contract Sales Parcels.

All plats of parcels or portions of parcels prepared for mortgage or land contract sales shall meet the standards of a re-survey, parcel split, or a minor or major development whichever is applicable.

(Ord. 79-02, § 4-8,5-21-02)

4-9. Easements.

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 Article 3, except that the plat shall also show or be accompanied by the following information. Plats prepared by local utility providers for the purpose of installing or maintaining access to utility services on existing parcels shall be not be considered a platting action and are exempt from the platting requirements of Article 3.

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 item 2, 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.
5. Easements shall be labeled appropriately as to indicate the type of easement, easement width, and whether the easement is public or private.

Article 2 - Procedures

4-10. As-Built or Record Plans.

As-built/record plans for new utilities shall show utility as-built information as required by the appropriate utility company and are subject to their platting requirements.

Such plans shall be provided to the applicable utility company for recording in accordance with their developer regulations. The utility company shall be responsible for the recording of the as-built/record plans with the Horry County Register of Deed. Before the utility company records such plans, the Planning Department shall sign and seal the copies to be record.

(Ord. 28-05, § 4-10, 04-05-05)

4-11. Conceptual Phasing Plats for Group Developments.

Phasing plats shall generally conform to the approved phasing plan including the corresponding phase number, metes, bounds, and dimensions of each phase. Phasing plats shall meet the standards of a platting action as shown in Article 3 and be accompanied by the following information:

1. The plat shall be clearly identified as a phasing plat of (approved project name). Phasing plats shall state the date of approval of the corresponding phasing plan;
2. The statement, "The creation of this parcel(s) is to facilitate building development. The phase lines shown on this plat are in accordance with an approved phasing plan"; and
3. The initial phasing plat submitted for a land development shall include easements accessing all remaining phases.

4-12. Closing /As-builts Plats for Group Developments.

Closing plats shall conform to the approved phasing plat and any previously recorded phasing plats submitted prior to the adoption of these regulations. Minor shifting of phase lines shall be permitted when necessary to meet other county requirements. Closing plats shall meet the standards of a platting action as shown in Article 3 and be accompanied by the following information:

1. The plat shall be clearly identified as a closing or as-built plat of (phasing plan). Closing plats shall state the date of Preliminary Plan approval of the corresponding phasing plan;
2. The plat book and page number reference to the previously recorded phasing plat;
3. Common lot lines to be deleted, due to previously recorded phasing plats, 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";
4. Statement verifying ownership and maintenance of the property (HPR, HOA, POA, property management company, etc.); and
5. Show all existing buildings.
6. Certificate of Occupancy for all units must be provided prior to the final approval of the plat.

4-13. Cemetery Lots.

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 Article 3. In addition, the plat shall conform to the design requirements for cemeteries as specified in Article 6.

DHEC or 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.

In addition to the platting requirements of Article 3 and the design standards of Article 6, plats showing new or expansions/additions to exiting 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 or 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 Horry County. Maintenance and upkeep of those portions of the access drive encroaching within the (county, state, or private) road right-of-way shall be the sole responsibility of those owning land within the cemetery or their designated agent.”

(Ord. 08-04, § 4-13, 2-17-04)

4-14. Plats prior to 1984

Plat prepared prior to 1984; however, never recorded may be authorized for recording without meeting the standards of these regulations provided that:

1. The plat does not involve the subdivision of land;
2. The plat is not a compilation plat of other plats (recorded or not); or
3. The plat shows property that has not undergone modifications since its preparation due to roadway improvements, easements crossings, etc.

4-15. Easements to existing landlocked parcels

Right-of-ingress/egress easements may be created, upon Planning Department approval, to allow for legal access to existing landlocked or topographically constrained parcels of record provided that:

1. The easement shall provide access to only one property with a single land use. Upon subdivision of the property or establishment of more than one land use the easement shall be upgraded to the applicable public or private roadway or shared private driveway as show in Article 4, Section 2-6(Q);
2. The plat showing such easement shall met the platting standards of this Article 3 and include the following statement:

"The easement show hereon is for the purposes of providing access to an existing (landlocked or topographically constrained) parcel as authorized by the Planning Commission. The owner of said easement acknowledges that if future subdivision or improvement of the property occurs the easement shall be upgraded to minimum standards required by the Horry County Land Development Regulations".

Footnote: A twenty (20) foot wide access easement may be required to construct a residence on the parcel.
(Ord. 08-84, § 4-15, 2-17-04)

SECTION 5: REVIEW PROCEDURE FOR LEASE PARCEL DEVELOPMENTS

5-1 General

The following standards shall apply to land developments where lots, building sites, or other land divisions are created for the purpose of lease or rental only. All other land developments shall meet the platting requirements of a minor or major development or a platting action as required by these regulations.

5-2 Submission

A. Master/Sketch Plan

A sketch plan of the proposed land development shall be provided to the Planning Department in accordance with the requirements of Article 2, Section 2 of these regulations.

(Ord 08-04, § 5-2, 2-17-04)

B. Development Plan Plat.

A development plan plat depicting the location of proposed lots, building sites, or other land divisions shall be reviewed by the Planning Department prior to the issuance of building permits. Development plans shall substantially adhere to the approved sketch plan. Minor shifting of road alignments and lot configuration due to site constraints may be allowed. In such instances when site constraints require that the sketch plan be modified, the Planning Department shall be supplied with a revised sketch plan. A development plan may be a phase of the approved sketch plan. Phases shall not extend beyond the exterior boundaries of the approved sketch plan.

C. Department Review

All development plan plats shall be reviewed by the Planning Department.

D. Review Schedule

Development plan plats shall follow the submittal and review procedures established for developments as enumerated in Article 2 of these regulations.

(Ord. 79-02, § 5, 5-21-02)

SECTION 6: PROCEDURE FOR E-PLAT ONLINE PLAN SUBMITTAL

6-1 General

For the latest procedures for setting up an account for online submittal of e-plats please check the following website: http://www.horrycounty.org/e-plats/index.aspx

6-2 Preliminary Submission

A. An application is not needed. This is accomplished when you fill out the appropriate forms on the e-plats website.
B. Payment for first time submittal can be dropped of at the planning & zoning office or sent in by mail. (Payment will have to be made before comments are received)
C. All submittals should be 24x36 sheet size
D. All plat sheets should be saved in grayscale
E. The files should be saved as adobe .pdf documents
F. All preliminary plan submittals should be composed of (In the order listed below and within the same .pdf document.)
    1. Preliminary Plat
    2. Preliminary Construction Plans
    3. Miscellaneous Documentation
G. Revised preliminary plans submittals
    1. If this plan is a revision to a prior paper submittal you should attach a response sheet to prior comments. These should be attached to the end of the .pdf submittal along with any miscellaneous documents.
    2. If the plan is a revision to a plat that was previously reviewed electronically, you should make the revisions to plans. Once revisions are complete save the document as a .pdf (The .pdf sheets should be in exactly the same sheet order and sheet orientation as the commented document that was received from the county. Any new sheets should be added to the end of the document.) Once you have created the document import the comments from the commented version uploaded by the county into the revised document and reply to each comment.

Article 2 - Procedures

6-3 Final Submission

A. First time Finals
   1. An application is not needed. This is accomplished when you fill out the appropriate forms on the e-plats website.
   2. Payment for first time submittal can be dropped of at the planning & zoning office or sent in by mail. (Payment will have to be made before comments are received)
   3. The preliminary construction plans will need to be approved prior to review of the final plats being reviewed. This includes submittal of the paper final constructions plans for approval by Horry County Engineering as stated in Article 2 Section 2-3 of these regulations.

B. All final plan submittals should be composed of (In the order listed below and within the same .pdf document.)
   1. Final Plat
   2. Miscellaneous Documentation
   3. Permits

C. Final revisions should follow the same resubmittal process as preliminary plans.

D. When comments have been completely addressed you must submit the signed paper plats, which will follow the process addressed in Article 2 Section 2-3 of these regulations

ARTICLE THREE – SUBMITTAL REQUIREMENTS

Article 3 – Submittal Requirements

SECTION 1: MASTER/SKETCH PLAN

A master/sketch plan application shall accompany all master plan submittals.

The purpose of a master/sketch plan is to provide a general idea of how the tract of land will be developed. A master/sketch plan allows staff to assist the developer in preparing a preliminary plan that complies with all relevant platting and design requirements contained within these requirements prior to significant project expenditures.

Master/sketch plans are not required for major residential developments containing only one phase of development. A master/sketch plan shall be required for all major residential development projects constructed in multiple phases and may be required for projects developed as part of a planned development district (PDD).

Master/sketch plan approval does not exempt a project development from current regulations, requirements, or ordinances that may not have been addressed in the sketch plan review or future amendments or addendums to the Land Development Regulations or the Zoning Ordinance.

The master/sketch plan of a proposed major development shall contain the following data:

1. A site plan on a sheet size not to exceed 30” x 42”;
2. The plan shall be drawn to a scale not smaller than 1” = 200’;
3. Proposed project name;
4. Owner of property and/or developer;
5. Adjacent property owners and land uses;
6. Proposed rights-of-way and lot layout compliant with the requirements of Article 3, 4, & 7 of these regulations;
7. Adjacent driveway, roadway, or curb-cut locations;
8. Table summarizing project acreage, density, number of lots, minimum lot area in square feet, and minimum lot dimensions;
9. North arrow, written and graphic scales, and a location map showing the relationship between the proposed land development and the surrounding area;
10. Tract boundaries and total land area[1];
11. Existing and proposed land uses throughout the development;
12. Existing road rights-of-way and easements;
13. Note regarding the intent to supply water (wells) and sewer (septic);
14. Zoning classification, and
15. County Tax Map Number of the proposed development.

Footnote 1: A master plan shall show the development and proposed use(s) of an entire tract of land. When a tract of land will be developed in phases, the master plan shall show the development and proposed use(s) of that portion which will be immediately developed. For the portion of the tract that will not be immediately developed, the master plan shall show the general roadway system and the acreage and density of each development area.

The requirement of showing future development areas in detail may be waived when the area not intended for immediate development is owned by an individual other than the master plan applicant.

(Ord., 155-02, § 1, 12-17-02, Ord. 08-04, § 1, 2-17-04)

Article 3 – Submittal Requirements

SECTION 2: PRELIMINARY PLAN

Preliminary plans of a proposed development shall be clearly and legibly drawn to a scale no smaller than one inch equal to one hundred feet. The preliminary plan shall be on a sheet size of 24 x 36 inches. 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 plat to reference where each section connects. Contents of the preliminary plan shall be consistent with those shown in Table 3-A.

In addition to meeting the plan content requirements of Table 3-A, a preliminary plan submitted for review shall be accompanied by the following information. Failure to submit the following information may result in the plan submission being considered incomplete and not accepted for review and circulation.

1. Four copies of the preliminary plan;
2. Four copies of engineering plans;
3. 1 copy of stormwater plan and stormwater calculations and Notice of Intent;
4. One 81/2”x11” copy of the preliminary plan (hard copy and electronic {.dwg or. pdf} file);
5. One 81/2”x11” copy of a location map (State Highway Map or equivalent);
6. One preliminary subdivision application[2]; and
7. One letter of agency[2,3] (If the applicant differs from the landowner of record. See Article 3, Section 7).
8. One electronic (.dwg or .pdf) file of the master site plan for the overall development.
9. Upon Preliminary Plan Approval Notification from the County, the engineer shall submit Four full size copies of the preliminary plan/plat, four full copies of the engineering plans, and One half size set (11x17).

Footnote 2: A letter of agency is a document, signed by the property owner of record, authorizing an individual, firm, or organization to represent their property before the Planning Department or Commission for the purposes of development.

Footnote 3: Copies or faxes will be accepted at time of submittal; however, originals shall be provided to Planning Department prior to submission of final plat.

(Ord. 155-02, §2 (footnote #2), 12-17-04, Ord. 08-04, § 2, 2-17-04, Ord. 28-05, § 2, 04-05-05)

2-1. Plan Submissions and Distribution

Engineering and utility plans shall be submitted to the Planning Department for circulation to county departments for review and comment. Comments from other county departments shall be returned to the Planning Department Plans Expediter within fifteen (15) business days from the date of development plan distribution. Upon receipt of other department comments, the Planning Department Plans Expediter shall forward such comments to the applicant.

Revised engineering plans shall be submitted directly to the Planning Department Plans Expediter. A minimum of four copies of the revisions shall be provided. Upon receipt, the Plans Expediter will submit the revised plans to the appropriate county department for review and comment. Comments obtained from the appropriate county departments shall be added to the project file upon receipt.

It is the responsibility of the developer to supply additional engineering plans to other regulatory agencies and applicable utilities.

(Ord. 08-04, § 2-1, 2-17-04, Ord. 28-05, § 2-1.1, 04-05-05)

SECTION 3: FINAL PLAT

Final plats will not be accepted until a development has received construction plan approvals. Final plats of a proposed development shall be clearly and legibly drawn to a scale no smaller than one inch equal to one hundred feet and shall be on a sheet size of 24 x 36 inches. If the final plat 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 plat to reference where each section connects. Contents of the final plat shall be consistent with those required in Table 3-A.

Prior to the approval of a final plat, all conditions of preliminary approval must be satisfied. Applicable regulatory permits and authorizations must be submitted to the Planning Department as shown in Article 3, Section 7. For final plats that will be bonded, a financial guarantee must be posted in accordance with the requirements shown in Article 5.

Final plats shall be circulated for review and recording as indicated in Article 2, Section 2-3. Such submission shall include a minimum of six copies of the final plat. Before authorization is granted to record the plat, the developer shall supply a computer readable file (.dwg or .dgn file format) of the final plat as approved for recording, excluding certifications.

(Ord. 08-04, § 3, 2-17-04, Ord. 28-05, § 3, 04-05-05)

Table 3-A[5]

Required Preliminary Plan and Final Plat Content

Number	Item	Preliminary	Final	Group Development or Development of Regional Significance
1	Scale not less than 1”= 100’	X	X	X
2	Sheet size, 24” x 36”	X	X	X
3	Approval Block Area 2 1/2’” x 4 1/2"	X	X	X
	Title Block			
4	Name and type of development	X	X	X
5	Owner of record and address	X	X	X
6	Developer and address	X	X	X
7	Surveyor and address and contact information		X	
8	Number of lots/units in the development	X	X	X
9	Project density	X	X	X
10	Total acreage	X	X	X
11	Centerline linear feet of R/W, acreage and ownership of new roads (Note form only)	X	X	X (if applicable)

Article 3 – Submittal Requirements

Table 3-A[5]				
Required Preliminary Plan and Final Plat Content				
Number	**Item**	**Preliminary**	**Final**	**Group Development or Development of Regional Significance**
12	Scale (graphic and written)	X	X	X
13	Date of survey		X	
14	Vicinity map	X	X	X
15	Surveyor Certification of Accuracy		X	
16	Certification of Ownership and Dedication		X	
17	Certification of Approval (water and/or sewer system)		X	
General Content				
18	North arrow	X	X	X
19	Tax map number(s) of the development	X	X	X
20	Tax map number(s) of all adjacent parcels	X	X	X
21	Adjacent property lines	X	X	X
22	Municipal boundaries	X	X	X
23	Tract boundaries of the property(s) being surveyed that show the bearings and distances of the boundaries tied to the state plane, if applicable, or to a photo-identifiable point with distances and bearings, or to the nearest intersection	X	X	X
24	Existing public/private road rights of way	X	X	X
25	Existing easements	X	X	X
26	Existing buildings	X	X	X
27	Existing water bodies and water courses	X	X	X
28	Flood zone (floodplain and floodway)	X	X	X
29	Sight Triangles	X	X	X
30	Wetland delineation	X	X	X
31	Wetland buffers		X	X
32	Proposed location of all structures with square footage			X
33	Proposed off-street parking areas	X	X	X
34	Proposed easements and uses	X	X	X
35	Proposed detention/retention basins (square feet in lakes, pond, & detention areas)	X	X	X
36	Pervious/Impervious percentage			X
37	Common space; if applicable	X	X	X
38	Open space; if applicable	X	X	X
39	Recreational space; if applicable	X	X	X
40	Property (other than rights-of-way and easements) intended for public dedication and use intended for public dedication and use	X	X	X
41	Street names	X	X	X
42	Lot numbers	X	X	X
43	Lot lines	X	X	X
44	Lot dimensions	X	X	X
45	Lot sizes for each individual building lot	X	X	X
46	Phases	X	X	X
47	Plat notations regarding roadway ownership & maintenance, stormwater, and drainage easements	X	X	X
48	Revisions	X	X	X
49	Plat book and page or deed book and page references for last property transfer of the tract being surveyed	X	X	X
50	Blank statement reserved for Book and Page notations referencing recorded easements and restrictive covenants, or HOA/ POA documents	X	X	X
51	Signature and seal of a registered surveyor	X	X	X
52	Landscaping Plan (on separate sheet)	X	X	X

Footnote 5: Definitions for the terms listed above are provided in Appendix A.

(Ord. 155-02, Table 3-A, 12-17-02, Ord. 08-04, Table 3-A, 2-17-04)

Article 3 – Submittal Requirements

SECTION 4: PLAT CONTENT (MINOR DEVELOPMENTS AND PLATTING ACTIONS)

Plats prepared for minor developments or platting actions shall be clearly and legibly drawn to a scale no smaller than one inch equals two hundred feet and may be on a sheet size of **NO LESS THAN 11 x 17 inches**. If the plat 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 plat to reference where each section connects. Contents of minor development plats and platting actions shall be consistent with those required in Table 3-B.

Table 3-B[6]
Required Minor Development & Platting Action Content

Number	Item	Minor Developments	Platting Action
1	Scale not less than 1”= 200’	X	X
2	Sheet size minimum 11” x17”	X	X
3	Approval Block Area 1 1/2’” x 2 1/2"	X	X
	4Title Block		
4	Type of platting action	X	X
5	Name of development/survey	X	X
6	Owner of record	X	X
7	Developer	X	X
8	Surveyor address and contact information	X	X
9	Number of lots/units in the development	X	X
10	Total acreage	X	X
11	Scale (graphic and written)	X	X
12	Date of survey	X	X
13	Deed/plat references of last property transfer	X	X
14	Legible location map	X	X
15	Surveyor Certification of Accuracy	X	X
16	Certification of Ownership and Dedication (not required on resurveys)	X	X
	General Content		
17	North arrow	X	X
18	Tax map number(s) of the property	X	X
19	Tax map number(s) and ownership of adjacent parcels	X	X
20	Adjacent property lines	X	X
21	Municipal boundaries	X	X
22	Tract boundaries of the subject property(s) being surveyed that show bearings and distances tied to state plane, if applicable, or to a photo-identifiable point with distances and bearings, or to the nearest intersection	X	X
23	Existing public/private rights-of-way	X	X
24	Existing/proposed easements and uses	X	X
25	Existing buildings	X	X
26	Existing water bodies and water courses	X	X
27	Flood zone (showing floodplain and floodway)	X	X
28	Proposed detention/retention basins	X	
29	Property (other than rights-of-way and easements) intended for public dedication and use	X	X
30	Lot numbers	X	X
31	Lot lines	X	X
32	Lot dimensions	X	X
33	Lot sizes for each individual building lot	X	X
34	Phases	X	X
35	Plat notations regarding roadway ownership & maintenance, stormwater, and drainage easements	X	X
36	Revisions	X	X
37	Plat book and page or deed book and page references for last property transfer of the tract being surveyed	X	X
38	Blank statement reserved for Book and Page notations referencing recorded easements and restrictive covenants, or HOA/ POA documents	X	X
39	Signature and seal of a registered surveyor	X	X
40	Acreage of the remainder of the parent tract	X	X

(Ord. 155-02, Table 3-B, 12-17-02, 08-04, Table 3-B, 2-17-04)

Article 3 – Submittal Requirements

4-1: LEASE PARCEL DEVELOPMENTS

Lease parcel development plan plats shall be clearly and legibly drawn to a scale no smaller than one inch equal to one hundred feet and shall be on a sheet size of 24 x 36 inches. If the development 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 plat to reference where each section connects.

Contents of the development plan plat shall be consistent with those required in Table 3-A or Table 3-B, depending on the classification of the proposed development, and the platting requirements indicated below.

Prior to the approval of the plat, all conditions placed upon it by the Planning Commission or Planning Department shall be satisfied. Applicable regulatory permits and authorizations shall be submitted to the Planning Department as shown in Article 3, Section 7. For developments in which public improvements are required, but not yet installed, a financial guarantee shall be posted in accordance with the requirements shown in Article 5 prior to the recording of such plans.

4-1.1 Platting Requirements

Development plan plats depicting proposed lots, building sites or other land divisions shall be prepared as follows:

1. A boundary survey of the parcel or development tract where the leased lots, building sites or other land divisions shall be prepared. The survey shall be prepared in accordance with the standards for boundary surveys provided in these regulations.

2. Boundary surveys of, proposed leased lots, building sites or other land divisions, where permanent structures[1] will be located excluding manufactured home or destination park lots in approved MHP or DP zoning districts, shall be shown with each corner monumented in accordance with the Minimum Standards Manual for the Practice of Land Surveying In South Carolina.

3. Boundary surveys of leased lots, building sites or other land divisions, where no permanent structures[1] will be located including manufactured home or destination park lots in approved MHP or DP zoning districts, shall not be shown on the boundary survey. Such lots shall be shown as indicated in subsection 4-1.2.

4. Rights-of-way or accesses to the proposed lots, building sites or other land divisions shall be shown with solid lines having distances and bearings. When a shared private driveway is permitted, it may be shown as an easement in accordance with the standards specified in these regulations.

Improvement of such rights-of-way or accesses shall conform to the requirements of Article 4 of these regulations. The entity that will control such rights-of-way or access shall be clearly identified on the development plan plat.

5 The survey plat shall include all certifications necessary for the recording of the proposed improvements.

Notes:

1. A permanent structure shall be defined as: A structure placed on a lot, parcel, property, or site for a period greater than 180 days and shall include manufactured homes or seasonal living accommodations located on leased property that are not part of an MHP or DP zoning district regardless of the length of the rental agreement.

(Ord.155-02, § 4-1.1, 12-17-02)

4-1.2 Site Plan Requirements

Lease parcel developments in which no permanent structures will be located shall provide a site plan showing the proposed lease lots, building sites, or other land divisions. Proposed lease lots, building sites, or other land divisions shall be shown with dimensioned dashed lines that have been tied to one corner of the development boundary.

This site plan shall not be recorded; therefore, it is not required to meet the Minimum Standards for the Practice of Land Surveying in the State of South Carolina. County staff will use this plan to determine if proposed structures or improvements have been properly located within the proposed leased parcel development.

(Ord. 155-02, § 4-1.2, 12-17-02)

SECTION 5: CERTIFICATIONS

All plats submitted for recording shall bear the applicable certifications as indicated in the Tables 3-A and 3-B.The format for required certifications is shown in Appendix B. Plats not showing the required certifications shall not be authorized for recording.

(Ord. 155-02, § 5, 12-17-02)

SECTION 6: LETTERS OF AGENCY

The applicant of a major development plan shall submit a letter of agency to the Planning Department during preliminary plan submittal whenever the applicant differs from the landowner of record for any parcel or portion of a parcel within the proposed project area. The landowner of record shall be the person(s), partnership, or corporation shown as the legal owner according to the records of the Horry County Tax Assessor's office at the time of plan submittal. Presentation of a recorded and notarized sale agreement may be supplied to show new ownership if a transfer has not been reflected in county records.

Article 3 – Submittal Requirements

All letters of agency shall be in accordance with that shown in Appendix C. Letters of agency may be submitted as faxes or copies at the preliminary plan stage; however, an original shall be supplied prior to final plat approval.

SECTION 7: REGULATORY PERMITS AND AUTHORIZATIONS

7-1. General.

The regulatory permits and authorizations identified in this section are to be provided to the Planning Department in order to maintain an accurate record of completed major developments 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 of this Section.

7-2. Preliminary Plans.

The following regulatory permits and authorizations or application for such permits shall be provided to the Planning Department before construction permitting.

1. Water and sewer authority letter (for projects to be serviced with public water and/or sewer). The letter(s) shall confirm the applicable authority's available capacity to service the proposed project. (See notes 1 and 2 of Article 2, Section 3-4 for acceptable letter format)
2. DHEC septic letter (for projects that are not to be serviced with public sewer). The letter(s) shall state that all proposed lots or units are suitable for the use of septic systems. (See notes 1 and 2 of Article 2, Section 3-4 for acceptable letter format)
3. US Army Corps of Engineers wetland delineation (if wetlands exist on the site) verification letter (form) containing the SAC file number and a copy of the plat referred in the letter, or;
4. US Army Corps of Engineers spoilage certification (if applicable).
5. Horry County Stormwater
6. SCDOT Encroachment Permit for roadways and drainage connections

(Ord. 155-02, § 7-3, 12-17-02; Ord.. 08-04, § 7-2, 2-17-04)

Article 3 – Submittal Requirements

7-3. Additional Regulatory Permits and Authorizations.

A. Sales models and temporary sales trailers/facilities

The following regulatory permits and authorizations shall be provided to the Planning Department prior to the issuance of building permits for sales model and temporary sales trailers/facilities.

1. US Army Corps of Engineers fill permit (if applicable). The permit shall be accompanied by the corresponding application along with fill diagrams.
2. DHEC permit**s** to construct water/sewer systems.
3. Road, drainage, and utility encroachment permits- The letter(s) shall clearly state the type and location of encroachments to take place.
4. FEMA No-rise certificate (if applicable)- Will only be required where construction activity occurs within a floodway.
5. Horry County Stormwater Management permit.

B. Final plat approval with and without financial guarantees.

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

1. All preliminary plan conditions shall be addressed as previously stated on the "Development Activity Review or Revision" forms for the proposed development.
2. Horry County Stormwater Management permit.
3. US Army Corps of Engineers fill permit (if applicable). The permit shall be accompanied by the corresponding application along with fill diagrams.
4. FEMA No-rise certificate (if applicable)- Will only be required where construction activity occurs within a floodway.
5. DHEC permits to construct water/sewer systems. (Required when a financial guarantee is posted for infrastructure)
6. DHEC operational permits for public water and/or sewer systems. (Required when NO financial guarantee is posted for infrastructure)
7. DHEC authorization letter indicating which proposed lot(s) within the development have been approved for on-site waste disposal systems. (Required when NO financial guarantee is posted for infrastructure)
8. Road, drainage, and utility encroachment permits (Required when NO financial guarantee is posted)
9. A letter from SCDOT or Horry County indicating that proposed encroachments within public rights-of-way are being evaluated and that permits are forthcoming (Required with financial guarantee is posted or permits have not been obtained at time of plat recording)
10. Horry County Engineering Department approval of final road inspection and submission of the roadway dedication requirements (for public roads only) as specified in Appendix L. (Required when no financial guarantee is to be posted)
11. Submission of acceptable financial guarantee and payment of financial guarantee fees. (Required when project's infrastructure has not been installed or accepted by applicable regulatory agencies)

(Ord. 28-5, § 7-3, 04-05-05)

Article 3 – Submittal Requirements

SECTION 8: ENGINEERING PLANS

8-1. General.

The Planning Department shall be provided with six copies of engineering plans and one copy of the stormwater management plan and stormwater calculations per the preliminary plan submittal requirements for circulation to other county departments.

(Ord. 08-04, § 8-1, 2-17-04)

8-2. Reserved.

(Ord. 08-04, § 8-2, 2-17-04)

8-3. Engineering Plan Content.

The following items must be contained within engineering plans. Questions regarding the content of engineering plans shall be directed to the Horry County Engineering Department.

1. Standard Information Block (to be approved with the Horry County Standard Details)
2. Existing and proposed contours (Existing contours shall extend a minimum of 25' onto all adjacent parcels)
3. All proposed roads shall be labeled with: proposed name, R/W width, road classification (access, sub-collector, etc…), and projected ADTs.
4. Berm Plan – must be included with all submittals. Berm Plan shall be on a separate sheet and show all drainage features in addition to berms shown with contours and typical cross-section details.
5. Cross-sections (every 100 linear feet of ditch) and Profiles for all ditches/canals (Existing and Proposed) passing through, into, or out of a development.
6. Full Roadway cross sections (every 50 lf) for all roadways utilizing roadside ditches.
7. Natural drainage features;
8. Existing water courses;
9. Existing drainage features;
10. Proposed piping with profiles;
11. Proposed drainage structures;
12. Proposed detention/retention features (Ponds shall be labeled in Plan View with the following elevations: Bottom, NWL, 25yr, 100yr and Minimum TOB);
13. Drainage easements;
14. Location of all outfall ditches;
15. Tailwater Elevation (with justification) for all outfalls (Labeled in Plan View)
16. Size of all outfall ditches;
17. Proposed ditch cross sections;
18. Proposed lake/pond cross sections;
19. Outlet control structure details;
20. Normal and maximum water levels;

21. 25yr water levels in pipes and all drainage swales conveying runoff from a road R/W (25yr HGL);
22. Sewer system plans;
23. Water system plans;
24. Sanitary sewer profiles;
25. Road construction details;
26. Typical roadway cross sections; street profiles;
27. Construction entrance;
28. Erosion and sediment control structures;
29. Signature and seal of a registered engineer;
30. Centerline linear radius and feet of roadway, acreage and ownership of new roads; and
31. Any other items that the Planning Commission believes should be added to such plans to ensure public safety and welfare.

* The following access features shall be shown on the engineering plans:

1. Location of access point(s) on both sides of the road where applicable;
2. Distances to neighboring constructed access points, median openings, traffic signals, intersections, and other transportation features on both sides of the property, within 1250 feet;
3. Number and direction of lanes to be constructed on the driveway plus striping plans (as required);
4. All planned transportation features (such as auxiliary lanes, signals, etc.);
5. Trip generation data or appropriate traffic studies;
6. Parking and internal circulation plans;
7. Divided entrance median cross-section details; and
8. A detailed description of any requested variance from the access management standards established in Article 7 and the reason the variance is requested.

(Ord. 28-05, § 8-3, 04-05-05)

ARTICLE FOUR – DESIGN STANDARDS

Article 4 – Design Standards

SECTION 1: GENERAL

This article contains minimum design standards for the construction of roadways, recreational spaces, utilities, and other improvements in new land developments throughout Horry County. Use of higher standards is encouraged in all development designs. All new public and private streets shall be designed to the identical standards unless otherwise stated.

SECTION 2: STREETS

2-1. Public and/or Private Road Rights-of-Way.

All new streets in major developments (11 lots or more) shall be within a platted public right-of-way dedicated to Horry County or the South Carolina Department of Transportation (SCDOT) or within a platted private right-of-way deeded fee simple to a specific HOA, POA, or HPR or other entity. New streets in minor developments (10 lots or less) or group developments may be within a platted right-of-way easement or platted public road right-of-way that is dedicated to Horry County or the South Carolina Department of Transportation (SCDOT) or within a platted private right-of-way easement or platted private road right-of-way that is dedicated to a specific HOA, POA, or HPR or other entity.

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. Right-of-way requirements are shown in Table 4-D. The Engineering Department will determine the specific cross-section design required when construction of any a roadway identified in Table 4-D occurs. Appendix E shows the typical roadway cross-sections associated with the types of roads identified in Table 4-D.

The right-of-way width of a new street that is a continuation of an existing street shall be continued at a width no less than that of the existing street unless projected traffic volume of the extension otherwise allows. The right-of-way shall reflect future development as indicated by the sketch plan.

(Ord. 67-02, § 2-1,5-21-02)

2-1.1 Required Access to Land Developments

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/ 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.

Article 4 – Design Standards

External access is defined as: The access that a land development receives from an existing roadway that abuts the property.

Internal access is defined as: The access that lots/units within a land development receive from a proposed public or private right-of-way that is within the land development.

A. External Land Development Access Requirements

The following external access standards are established for land developments.

1. Developments 50 lots/units or less shall be accessed by a minimum of one (1) paved point of ingress/egress. **(See Figure 1 for a graphic description)**. Right-of-way width for such access shall conform to the requirements of Article 4, Table 4-D of these regulations.

2. Developments containing between 51 to 100 lots/units shall be accessed by a minimum of one (1) paved point of ingress/egress **(see Figure 2 for a graphic description)** subject to the following standards:

    a. The access right-of-way shall be a minimum of 66 feet in width carried 125 feet into the development or the first intersection whichever comes first. Measurement of the 125 feet shall be from the edge of right of way.
    b. The access shall have no fewer than three (3) lanes of traffic~~,~~ extending a minimum of 125'. Demarcation of the lanes may occur in any of the following ways:
        i. Striping or lane delineators;
        ii. Raised concrete medians construction according to SCDOT standards; or
        iii. A raised median, no less than 5 feet width, constructed to the median standards of these regulations.

    c. No lots shall have direct access to this section of the road.
    d. See Article V Section 2-6 for turn lane requirements

3. Developments containing more than 100 lots/units shall accessed by no fewer than two (2) paved points of ingress and egress. **(See Figure 3 for a graphic description)**
    a. See Article V Section 2-6 for turn lane requirements

4. If topographical constraints exist on the property, the Planning Commission may authorize the developer to utilize one of the following options to ensure that adequate access is provided:

    a. The main access to the land development is upgraded and improved with a larger right-of-way than what is required based on the projected average daily trips generated by the proposed development. The additional right-of-way shall be extended into the development as a median divided roadway that provides at a minimum four travel lanes of traffic. The enlarged right-of-way may be reduced in size as it extends into the development based upon the number of lots that are accessing the single entrance from each adjacent development phase. (See Figure 5 for a graphic description)

    b. A second access is provided via an Horry County maintained dirt road with no less than 22-feet of travel surface or a paved private roadway/access with no less than 22-feet of travel surface subject to receipt of a recorded perpetual easement agreement from the applicable entity or individual owning the roadway/access.

<u>B. Internal Land Development Access Requirements</u>
The following **internal access** standards are established for land developments.

1. 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.**(See Figure 1 for a graphic description).** Such access shall be from a platted public/private right-of-way or a common driveway system. Right-of-way width of such access shall conform to the requirement of Article 4,Table 4-D of these regulations.

2. 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. **(See Figure 2 for a graphic description).** Such access shall be from a public/private roadway or common driveway system subject to the following:

    a. No more than 50 lots/units shall be located on a single dead-end roadway.

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

        1. The roadway shall be no less than 66 feet in width.

2. 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.
3. Within the enlarged right-of-way, no fewer than three traffic lanes shall be constructed. Demarcation of the traffic lanes may occur by installation of any following devices:
   i. Striping or lane delineators; or
   ii. Raised concrete medians constructed in accordance with SCDOT standards; or
   iii. A raised median, no less than 5-feet in width, constructed to the median standards of these regulations.

4. Increased right-of-way width may be waived if the roadway serving the proposed development area is connected (looped) back to the main development entrance roadway.

5. If connection (looping) to main development roadway is not possible due to topographical constraints, the Planning Commission may permit installation of an emergency access to the proposed development area. Installation and improvement standards for such emergency access are specified in item "3a", below.

3. 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/private right-of-way. Where a lot or unit receives access from a cul-de-sac**,** the requirement of two points of access shall not apply provided the total number of lots/units on the cul-de-sac does not exceed 50. **(See Figure 4 for a graphic description).**

   If topographical constraints exist on the property, the Planning Commission may authorize the developer to utilize one of the following options to ensure that adequate access to each lot/unit is provided.

   A Installation of temporary emergency access easement.

   A temporary emergency access easement may used to provide secondary access points to development phases that are over 100 lots when the following conditions exist.

   1. The development in which the easement is to be utilized is multi-phased and the location of the easement will provide connection to another paved roadway through undeveloped property that is part of the overall development.

   2. The easement is shown as part of the development plans for the phase in which the two access points to every lot is required.

   3. The easement is platted as part of the final plat for the development phase across the remaining undeveloped property within the overall development. A financial guarantee shall be posted for any uninstalled portion of the easement.

4. The easement shall be improved with a minimum of 6 inches of SABC or other Engineering Department approved base material capable of supporting emergency vehicles.

5. The easement shall be inspected as part of the development phase's infrastructure installation.

6. No additional phases of development will be approved for recording until such easement is installed and functional unless the additional phase proposes to upgrade the easement from a non-paved roadway to a paved roadway.

B. Enlargement of the roadway providing access to the portion of the development where more than 100 lots/units are located. The enlarged access shall be designed to the same standards as those specified in item "2b", above. **(See Figure 5 for a graphic description).**

Article 4 – Design Standards

Figure 1 – Development Access

Subdivision with less than 50 Lots

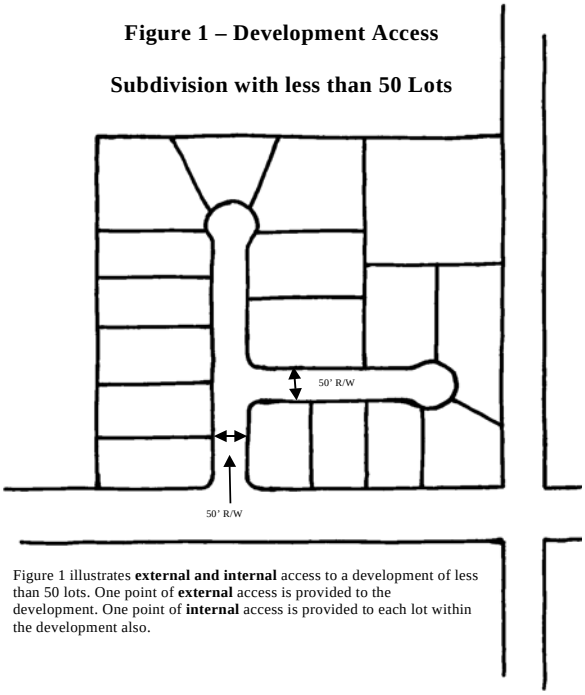


Figure 1 illustrates **external and internal** access to a development of less than 50 lots. One point of **external** access is provided to the development. One point of **internal** access is provided to each lot within the development also.

Figure 2 – Development Access

Subdivision with 51 to 100 Lots

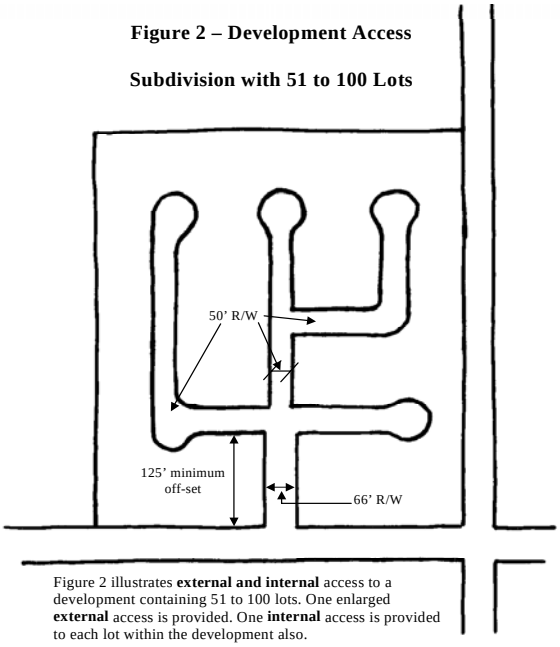


Figure 2 illustrates **external and internal** access to a development containing 51 to 100 lots. One enlarged **external** access is provided. One **internal** access is provided to each lot within the development also.

Figure 3 – Development Access

Subdivision with more than 100 Lots

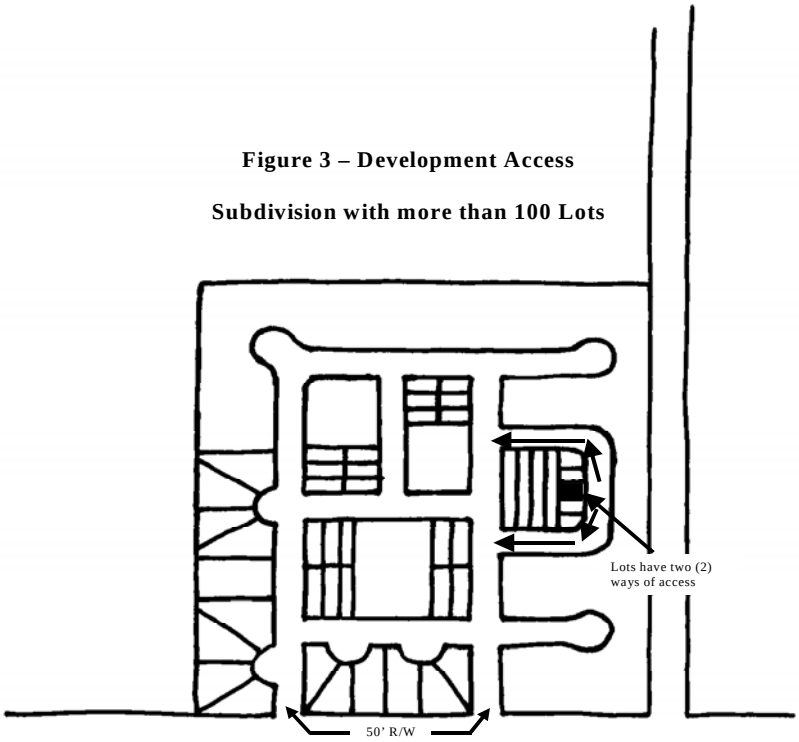


Figure 3 illustrates **external and internal** access in a development of more than 100 lots. Two points of **external** access are provided to the development. Two points of **internal** access are provided to each lot within the development also.

Figure 4- Development Access
Multi-Phase Subdivision Over 100 Lots
(Access To Each Phase As Indicated)

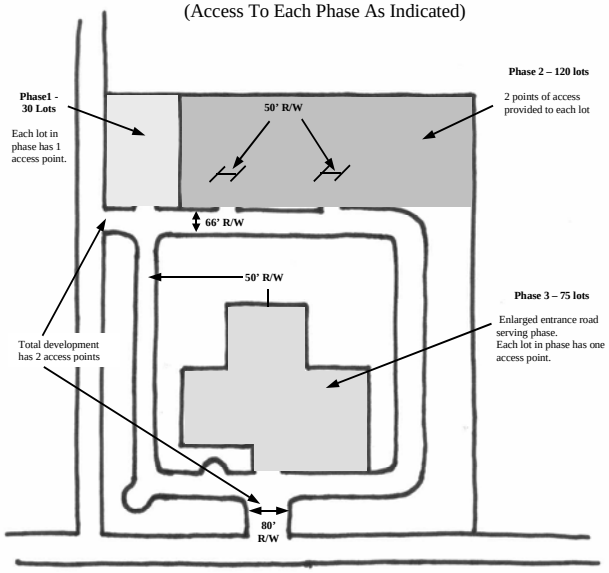


Figure 4 illustrates how a development of over 100 lots that has multiple phases would need to provide access.
1) The total development would be required to have two paved accesses.
2) Each phase within the development would need to provide access as described in Article 4, Section 2-1.1(B).

Figure 5 – Development Access
Multi-Phase Subdivision Over 100 Lots
With One Access

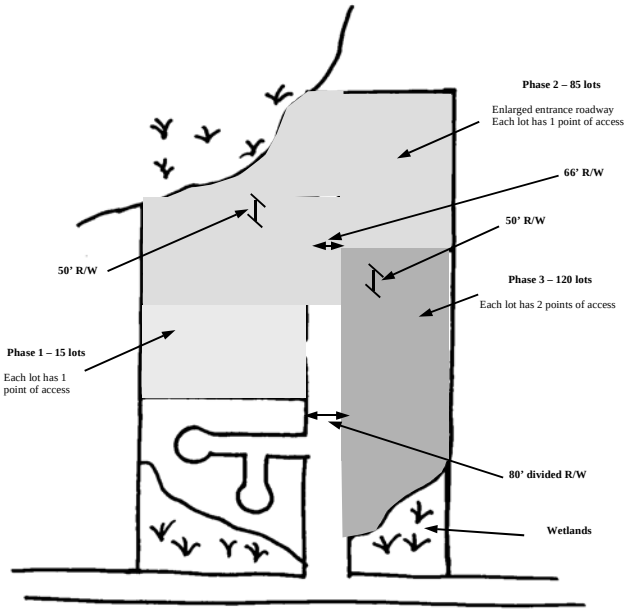


Figure 5 illustrates how access would be provided to a parcel that has limited access to the main road due to wetland impacts. To achieve access a main boulevard entrance roadway would be created and the phases of the development would feed into that boulevard. Each phase would provide access as required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

(Ord. 155-02, § 2-1.1, 12-17-02, Ord 08-04, § 2-1.1, 2-17-04, Ord. 28-05,§ 2-1.1, 04-05-05)

2-1.2 Access to Commercial Developments

An access easement may be permitted as the means of ingress and egress to interior or exterior lots within commercial developments provided that:

1. The proposed number of lots within the development does not exceed 10.
2. The proposed width of the access easement is sized to accommodate future average daily trips (ADT's) of the interior lots based on either the undeveloped commercial acreage or the stated commercial use of each lot. In no instances shall an access easement be less than 50 feet in width.
3. The access easement is platted in accordance with the requirements of Article 2 and 3 of the Land Development Regulation.
4. The access easement is improved in accordance with the improvements standards of Article 4 of the Land Development Regulations.
5. Placement of the access easement meets all access management requirements of Article 7 of the Land Development Regulations.
6. No site improvements (buildings, parking lots, etc.) shall encroach into the access easement unless such encroachment is determined to not impact the operational efficiency of the easement by the County Engineer. Curbing necessary to tie the travel way to proposed parking lots and landscaping on parking lot berms may be permitted within the easement provided curb design is approved and intersection sight clearance is maintained.
7. A county stormwater permit has been submitted, reviewed, and approved detailing the proposed accesses drainage-related improvements.

These standards shall apply to minor commercial developments (those with less than 10 lots/units) as well as office parks, group commercial developments in which strip shopping centers and out-parcels are developed, and developments of regional significance where a strip center and out-parcels are developed.

The following note is added to the plat:

"The access easement shown hereon is for the purpose of provided common ingress and egress to the parcel shown. Ownership and maintenance of such easement shall be the collective responsibility of the lot owners and not Horry County."

(Ord. 155-02, § 2-1.2, 12-17-02, Ord. 08-04, §2-1.2, 2-17-04, Ord. 28-05, § 2-1.2, 04-05-05)

2-2. Relation to Adjoining Street System

The proposed street system shall extend existing streets where the Planning Commission determines that extension of the proposed streets provides a public benefit. The proposed street system shall be extended at the same width as the street to which it is connecting or at a greater width depending on the anticipated ADT's that the extended street system will carry.

2-3. Retrofitting Existing Public or Private Road Rights-of-Way.

When a proposed land development adjoins a public or private right-of-way, prescriptive easement or easement that fails to meet the minimum right-of-way requirements shown in Table 4-D, such substandard right-of-way shall be upgraded as follows:

1. The entire right-of-way shall be upgraded to meet the requirements of Table 4-D if:

    a. The existing substandard roadway is within the boundaries of the property being subdivided, or;
    b. There are lots being created on both sides of the roadway.

    If the substandard roadway is within a major development (11 lots or more), the upgrade shall be dedicated to Horry County or the appropriate entity controlling the roadway.

    If the substandard roadway is within a minor development (10 lots or less), the upgrade may be shown as an easement or a platted right-of-way dedicated to Horry County or appropriate private entity.

2. One half (1/2) of the right-of-way width as shown in Table 4-D shall be provided when:

    a. An existing property line abuts or splits the substandard roadway and development is occurring only on one side of the roadway.

    When such situations arise, the surveyor shall identify the centerline of the substandard roadway and provide one-half of the required right-of-way as either an “upgrade or county road easement” or a platted public or private right-of-way dedicated to Horry County or appropriate private entity.

(Ord. 67-02, § 2-3, 5-21-02, Ord. 28-05, § 2-3, 04-05-05)

2-4. Street Hierarchy.

Streets within Horry County shall be classified into the street hierarchy system shown in Table 4-A. Table 4-A indicates the purpose of the street and the maximum average daily trips (ADT) that such street is to support. Improvement, right-of-way, and paving standards for such streets are shown in Table 4-D.

2-5. Trip Generation

A land development may include a mixture of roadway types indicated in Table 4-A. The types of roadway required will depend on the type of development proposed (commercial, office, residential, etc.) and the average daily trips (ADT) that will be generated. To determine the type of roadway required for the proposed development, the trip generation rates shown in Table 4-B shall be used.

If disagreement arises with the rates shown in Table 4-B, the regression formula for the specific land use, as published by the Institute of Transportation Engineers in the most recent version of the ITE Trip Generation Manual, may be substituted for the rates given. A licensed engineer shall certify the accuracy of the trip generation rate derived from the use of the regression formula.

2-6. Roadway Design Criteria.

A. Development intensity, paving width, and improvements

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 the building setback line of the lots within the land development. Table 4-C provides the minimum lot widths at the building line and the corresponding development intensity. Table 4-D 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.

Article 4 – Design Standards

Table 4-A
Street Hierarchy: Definition

Street Type	Function	Guideline Maximum ADT
1) Access Street	Lowest order of streets. Provides frontage for access to lots, and carries traffic having destination or origin on the street itself. Access streets shall be designed so no section conveys an ADT no greater than 500.	500
2) 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. Sub-collectors shall be designed so that no section conveys an ADT greater than 2000.	501-2,000
3) 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
4) Minor Arterial	Principle 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 -9000
5) Major Arterial	Artery conveying more than 9000 ADT.	9001+
6) Special Purpose Streets		
a) Alley	A service road that provides secondary means of access to lots. On same level as an access street, but different standards apply. Used in cases of narrow lot frontages. No parking shall be permitted; should be designed to discourage through traffic, but shall not be limited to one (1) access point. ADT level corresponds to that of the two adjoining access streets. Number of units served from an alley shall not exceed 50.	
b) Shared Private	A 30-foot non-exclusive and appurtenant easement. The primary function is Driveway is to provide access to three or fewer lots. Shared private driveway easements are intended to accommodate traffic volume of less than ~~50~~ 30ADT's and traffic speeds less than ten mile per hour.	~~50~~30

(Ord. 08-04, Table 4-A, 2-17-04)

Table 4-B
Trip Generation Rates by Major Land Use Categories*

Land Use Type		Average Weekday Trip Generation Rates
		Trips Per Indicated Measure:
Residential		**Dwelling Unit**
Single Family Detached		10
Condominium/Townhouse**		6
Low-rise Apartment		7
High-rise Apartment		4
Mobile Home Park		5
Retirement Community		3
Recreational Home (owner)		3
Office Building		**1,000 gross sq. ft. of building area**
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
Retail		**1,000 gross sq. ft. of building area**
Specialty Retail		41
Discount Store		71
Shopping Center, 10,000 sq. ft. gross leasable area		166
50,000 sq. ft. gross leasable area		95
100,000 sq. ft. gross leasable area		74
200,000 sq. ft. gross leasable area		59
500,000 sq. ft. gross leasable area		40
1,000,000 sq. ft. gross leasable area		33
1,600,000 sq. ft. gross leasable area		31
Fast-Food Restaurant with drive-thru & inside seating		722
High-Turnover (sit down) Restaurant		130
		Vehicle Fueling Positions
Gasoline/Service Station		168
Gasoline/Service Station with Convenience Market		162
Industrial	**Employee**	**1,000 gross sq. ft. of building area**
Light Industrial	3	7
Heavy Industrial	2	2
Industrial Park	3	7
Manufacturing	2	4
Warehousing	4	5
Mini-Warehouse	56	3
Lodging	**Employee**	**Room**
Hotel	14	9
Motel	13	10
Institutional	**Employee**	**Student**
Elementary School	13	1
High School	17	1
Junior/Community College	10	2
Library	50	46
Recreation		**Acre**
Golf Course		5
Marina		25
Sports Facility		33

Notes:
* All land uses not cited within this table shall refer to the Institute of Transportation Engineer's Trip Generation Manual, most current edition.

** High-rise Condominium (>2 stories) = 4

*** - SCDOT traffic counts may be utilized to compliment the ADT's listed above, but not in lieu of the ADT's given above.

**** - 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 Commission approval.

(Ord. 08-04, Table 4-B, 2-17-04, Ord. 28-05, Table 4-B, 04-05-05)

Table 4-C

Right-of-way Requirements and Dimensions in Regard to Residential Development Intensity

Minimum Lot Width at Front Building Setback Line	Development Intensity[a]
>100’	Low
60’-100’	Medium
<60’	High[b]

Discussion on altering the lot widths for development intensity.
a. 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.
b. All multi-family, condominium, townhouse, and developments zoned GR or GR_n with densities greater than 8 du/ac shall be considered high intensity.

Table 4-D
Right-of-way Requirements and Dimensions

Street Category[a]	Pavement Width[b]	Curb or Shoulder	Sidewalk or Graded Area	Total Right-of-Way Width[c]
SHARED PRIVATE DRIVEWAY	20’	Shoulder	Graded Area (1 each side)	30’ or 50’
ACCESS				
Low intensity	20’	Min 6’ Shoulder	Graded Area (1 each side)	50’
Medium intensity	22’	Shoulder	Graded Area (1 each side)	50’
High intensity (SF)	22’	Curb	Graded Area (1 each side)	50’
On-street parking[d]	28’	Curb	Graded Area (1 each side)	50’
Off-street parking	24’	Curb	Graded Area (1 each side)	50’
High intensity (MF)	24’	Curb	Graded Area (1 each side)	50’
SUBCOLLECTOR				
Low intensity	22’	Shoulder	Graded Area (1 each side)	50’
Medium intensity	22’	Shoulder	Graded Area (1 each side)	50’
High intensity (SF)	22’	Curb	Graded Area (1 each side)	50’
One-side parking	30’	Curb	Graded Area (1 each side)	50’
Two-side parking	38’	Curb	Graded Area (1 each side)	60’
Off-street parking	24’	Curb	Graded Area (1 each side)	50’
High intensity (MF)	24’	Curb	Graded Area (1 each side)	50’
COLLECTOR	24’	Curb	Sidewalk (1 each side)	66’
ARTERIAL[f]	28’	Curb	Sidewalk (1 each side)	80’
SPECIAL PURPOSE				
Alley (two-way)	18’	Not Required	Graded Area (1 each side)	25’
(one-way)	12’	Not required	Graded Area (1 side each)	20’
Cul-de-sac [g]				
Stub Street [h]				

Notes:

a. See Table 4-A for definition of street hierarchy and Table 4-C for definition of low, medium, and high intensity developments.
b. Pavement width is measured from edge to edge of pavement
c. Twelve (12) feet shall be added to the total right-of-way width where a planted or grassed median is utilized (Article 4, Section 2-6 (J)).
d. Parking lanes shall be a minimum of eight feet in width parallel to the right-of-way except when off-street parking is utilized.
e. Cul-de-sac length shall not exceed 1800 feet unless topographical or other land constraints require greater length and such increase is approved by the Planning Commission
f. 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 width.
g. Pavement and right-of-way widths of cul-de-sac stems shall conform to standards of a residential access street. Cul-de-sac turnarounds shall conform to Article 4, Section 2-6 (I).
h. Pavement and right-of-way widths of stubs shall conform to the standards of street classification as dictated by anticipated daily traffic.
i. A cul-de-sac shall be provided at the end of any access easement, right-of-way, or shared private drive that is longer than 150ft.

(Ord. 155-02, Table 4-D, 12-17-02, Ord. 08-04, Table 4-D, 2-17-04)

B. Roadway design speed and posted speed.

Article 4 – Design Standards

Design speed and posted speed limits for new public or private roadways shall be consistent with those shown in Table 4-E. Variation from such speeds may be approved if roadway designs justify such variation and the variation has been approved by the Horry County Engineering Department.

Table 4-E
Roadway Design and Posted Speeds

Street Classification	Design Speed	Posted Speed	Centerline Radius
Access	~~30~~20	~~25~~15	
Subcollector	30	25	
Collector	45	35	
Minor Arterial	60	45	
Major Arterial	65	TBD	
Shared Private Driveway	10		

C. Roadway Geometric Design Criteria

New public or private roadways shall be designed to ensure that the roadway will function as intended in Table 4-A and will provide safe and efficient traffic movement to the public. Geometric features such as sight 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 the South Carolina Department of Transportation Highway Standards Manual or the AASH~~A~~TO Manual for the roadway type that will be constructed.

The minimum horizontal centerline radius for access easements, shared private drives, 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.

(Ord. 08-04, § 2-6 (C), 2-17-04)

D. Grades.

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.

(Ord. 08-04, § 2-6 (D), 2-17-04)
E. Crowns.

Streets are to have a minimum cross slope of ¼ inch per foot. Inverted crowns or center gutters are not permissible except on alleys where they can be shown to meet all applicable county

stormwater drainage standards. See Appendix G for criteria regarding the required installation of underdrains.

(Ord. 08-04, § 26-(E), 2-17-04)

F. Cul-de-sacs.

All permanent public or private dead-end streets longer than 150ft 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. (See Figure 4-A, Appendix F)

Shared private driveway easements that have a permanent dead-end shall terminate at a cul-de-sac. The cul-de-sac easement shall have a minimum radius of 30 feet and improved turn-a-round radius of 20 feet. If the shared private driveway easement is increased to 50 feet in width, to accommodate a future public or private roadway, the cul-de-sac improvement and overall radii shall be the same as those for permanent public or private roads.

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 as shown in Figure 4-A, Appendix F. Cul-de-sacs constructed for transit access~~,~~ shall meet the geometric design criteria for nonresidential streets. Cul-de-sacs shall not be used on alleys.

(Ord. 155-02, § 2-6(F), 12-17-02, Ord. 08-04, § 2-6(F), 2-17-04)

G. Alternative cul-de-sacs.

In approved cluster or Planned Development District (PDD) developments, the Horry County Engineering Department may permit the use of T and Y cul-de-sacs upon streets that will have a permanent dead-end. When allowed, T and Y cul-de-sacs may service 15 or fewer lots or units.

T and Y cul-de-sacs shall be designed to have a minimum pavement edge turnaround of 60’ by 20’ as shown in Figure 4-B, Appendix F. The radius of the entrance curve shall be 25 feet. In all instances, the right-of-way shall extend 10’ from the edge of street pavement and be coincidental. T and Y cul-de-sacs cannot be used as temporary cul-de-sacs.

H. Temporary cul-de-sacs.

When a stub-out or temporary dead end street is created~~,~~ as a result of development phasing, a temporary cul-de-sac shall be required when the stub-out or temporary dead end street:

1. Provides one or more lots with sole access; and,
2. Exceeds a length of 150 feet.

Temporary cul-de-sacs shall be designed to the dimensional requirements of a residential cul-de-sac as indicated in subsection 2-6(f) and may utilize a circular or off-center turnaround as shown in Figure 4-A, Appendix F. Where curb and gutter are used, they shall terminate~~d~~ at the entrance to the cul-de-sac. The cul-de-sac shall be improved with the stone base materials identified in Appendix G.

Temporary cul-de-sacs shall be located within the boundaries of the phase of the development that they serve and be shown as an easement. The following statement shall be upon the plat:

"All temporary cul-de-sacs shown on the plat are nonexclusive easements that shall be owned and maintained by (applicant)_____ until such time that (street names) _____ is/are extended and dedicated as a (public/private) street right-of-way at which time, the easement hereon shall be relinquished."

(Ord. 155-02, § 2-6(H), 12-17-02)

I. Bubble cul-de-sacs.

Bubble cul-de-sacs are cul-de-sacs that do not have a "stem" section of roadway leading to the circular turnaround, instead the bulb or bubble turnaround directly abuts the adjacent roadway. A bubble cul-de-sac may be utilized in residential land developments provided such cul-de-sac is located on a residential access or sub-collector street only and adheres to the standards specified below. Bubble cul-de-sacs may be located off straight or curved sections of roads. Bubble cul-de-sacs may not be used to create "right angle" intersections where they are not otherwise allowed. Bubble cul-de-sacs shall meet the minimum right-of-way and pavement radii as conventional cul-de-sacs and shall not exceed these minimums by more than 50%.

Bubble cul-de-sacs shall also meet the following requirements:

1. The right-of-way radius at the entrance into the cul-de-sac shall be a minimum of 20 feet. Edge of pavement radius shall conform that shown in Appendix F, Figure 4-C or 4-D.
2. A planted or raised median shall be required to separate the cul-de-sac from a sub-collector roadway traffic. The minimum pavement width shall be such that emergency apparatus can ingress and egress the cul-de-sac without encroaching into the median. Median design specifications are given in subsection 2.6(j).
3. Cul-de-sacs shall be spaced a minimum of 250 feet apart, center to center, along a roadway.

(Ord. 08-04, § 2-6(I), 2-17-04)

J. Traffic control islands.

Natural or planted islands may be used in the center of cul-de-sacs on streets if the island meets the dimensional requirements of subsection 2-6 (f). Landscaping of such islands shall not interfere with the sight distance requirements of subsection 2-6 (c).

Maintenance of landscaped medians and traffic control islands within new public and private road rights-of-way shall be the responsibility of the developer or a property owner's association. Horry County is not responsible for upkeep and maintenance of landscaped medians**.**

(Ord. 08-04, § 2-6(J), 2-17-04)

J.1. Entranceway medians in land developments

When medians are used to divide opposing lanes of traffic at development entrances, the minimum travelway lane width on both sides of the development entrance shall be sixteen (16) feet with a four (4) feet wide unobstructed shoulder. When this minimum width is used, the median shall be surrounded by vertical curb and the outside edge of the travelway lane shall use curbing of a mountable design. The minimum width can include the width of the mountable curbing. If vertical barrier type curbing is used on both the inside and outside edge of the travelway lane, the minimum lane width on both sides of the development entrance shall be twenty (20) feet.

The nose of a development entrance median shall be setback no less than 6 feet from the edge of the pavement of the intersecting roadway (see Appendix N, Figure 7-7). The maximum length of medians at entrances shall be two hundred (200) feet, at which point a paved median crossover shall be provided. Median crossovers shall have a minimum opening of thirty (30) feet.

(Ord. 155-02, § 2-6(J.1), 12-17-02, Ord. 08-04, § 2-6(J.1), 2-17-04)

J.2. Roadway medians in land developments

Roadway medians shall be required on all major arterial roadways. When constructed, an additional 12 feet shall be added to the total right-of-way required and the minimum width of such median shall be 12 feet to the back edge of curb and gutter. Such median shall be surrounded by vertical curb and shall have its nose setback no less than 6 feet from the edge of the pavement of the intersecting roadway (see Appendix N, Figure 7-7).

Travelway lane width on either side of the median shall be sixteen (16) feet with a four (4) feet wide unobstructed shoulder. When this minimum width is used, the median shall be surrounded by vertical curb and the outside edge of the travelway lane shall use curbing of a mountable design. The minimum width can include the width of the mountable curbing. If vertical barrier type curbing is used on both the inside and outside edge of the travelway lane, the minimum lane width on both sides of the median shall be twenty (20) feet.

The maximum length of medians along roadways shall be one thousand (1000) feet, at which point a paved median crossover shall be provided. Median crossovers shall have a minimum opening of thirty (30) feet. The number of median openings required to serve abutting property shall be allowed in accordance with Article 7.

(Ord. 155-02, § 2-6(J.2), 12-17-02, Ord 08-04, § 2-6 (J.2), 2-17-04)

J.2.2. Non-required roadway medians in land developments

Roadway medians may be constructed on roadways not classified as an arterial provided lots fronting onto such roadways have another means of ingress/egress. No lots shall be created where the only means of ingress/egress is provided via the divided roadway.

When such medians are constructed, the width of the median shall be added to the required road right-of-way for the road that will be constructed. In no instance shall a roadway median be less than 5 feet in width. Such median shall be surrounded by vertical curbing and shall have its nose setback no less than 6 feet from the edge of the pavement of the intersecting roadway.

Travelway lane width on either side of the median shall be sixteen (16) feet with a four (4) feet wide unobstructed shoulder. When this minimum width is used, the median shall be surrounded by vertical curb and the outside edge of the travelway lane shall use curbing of a mountable design. The minimum width can include the width of the mountable curbing. If vertical barrier type curbing is used on both the inside and outside edge of the travelway lane, the minimum lane width on both sides of the median shall be twenty (20) feet.

The maximum length of medians along roadways shall be one thousand (1000) feet, at which point a paved median crossover shall be provided. Median crossovers shall have a minimum opening of thirty (30) feet.

(Ord. 08-04, § 2-6(J.2.2), 2-17-04)

J.3. Traffic Circles or roundabouts in land developments

Traffic circles or roundabouts may be permitted in land development provided such improvements are constructed in accordance to the standards specified by the Federal Highway Administration's 2000 publication entitled: "Roundabouts- An informational Guide".

(Ord. 155-02, §2-6(J.3), 12-17-02)

K. Intersections.

Street intersections shall be perpendicular (90 degrees) unless topographic constraints prevent such intersections. Where topographic constraints exist, no intersection shall be at an angle of less than 75 degrees. 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.
Within a proposed land development, no more than four legs shall intersect at any one point. The use of four-way intersections within a proposed development may be allowed only under the following circumstances:

1. If one of the proposed legs of the street system terminates in a cul-de-sac; or
2. The land development is utilizing squares, village greens or traffic circles; or
3. Topographic constraints exist on the site that requires the use of a four-way intersection.

4. The proposed intersection will be located on an arterial roadway. Such intersection shall be designed to meet the most current roadway construction standards published by SCDOT and be approved by the County Engineer.

Otherwise, only three-way "T" intersections will be allowed within proposed developments.

(Ord 08-04, § 2-6(K), 2-17-04)

L. Intersection offsets.

Streets intersecting at a common street on the same side shall be subject to the connection spacing requirements found in Article 7, Section 1.4. The offset distance between two streets intersecting at opposite sides of a common street is shown in Figure 4-D, Appendix F.

On divided highways, median openings shall be considered as an intersecting street and shall be subject to the standards contained in this subsection as well as the minimum connection spacing requirements specified in Article 7. The more restrictive spacing requirement shall prevail.

M. Pavement radius.

The minimum pavement edge-radius of streets at intersections shall be as shown in Table 4-F. All public or private street rights-of-way shall be parallel to and coincide with the edge of pavement or outside edge of curbing where required.

This requirement shall not apply to the back lot corner of a proposed lot located at the intersection of a development entrance and an existing right-of-way provided the development entrance right-of-way extends more than 20 feet past the proposed lot line. If the extension is less than 20 feet, the back lot corner of the proposed lot shall include the appropriate radius as shown in Table 4-F and may require the platting of a "no encroachment" easement to ensure that adequate sight distances are maintained.

Table 4-F
Pavement radius*

Originating street	Intersecting Street	Curb radius
Access	Access	20 feet
Access	Sub-collector, collector or arterial (major and minor)	25 feet
Sub-collector or collector	Collector	30 feet
Sub-collector or collector	Arterial	45 feet
Any type listed above which are non-residential streets	Any type listed above which are non-residential streets	45 feet or as otherwise required by Horry County Engineering

* - Alleys shall maintain a minimum 20' radius when intersecting an access, sub-collector, or collector roadway. Alleys shall not connect to any roadway classified as an arterial.

(Ord 08-04, § 2-6(M), 2-17-04, Ord. 28-05, § 2-6(M), 04-05-05)

N. Reverse curves.

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.

O. Roadside clearance

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

Minimum roadside clearance required when the following is utilized:

1. Rolled curb and gutter = 6.0'
2. Barrier type curb = 4.0'
3. Shoulders = 10.0'

P. Driveway connections and design standards.

1) Single-family residential (access and sub-collector streets only).

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

2) Entrance drives for multi-family and non-residential developments.

The following design standards are for multi-family and non-residential driveways that access any type of roadway classified in Table 4-A. These standards are intended to promote the rapid movement of vehicles off main thoroughfares to reduce vehicle congestion and conflicts.

a) Driveway aprons.

Driveway aprons that do not involve a curb cut shall be designed to abut the back of curb or valley gutter for no greater then 25 feet, including the corner radius. For all construction, the builder, developer, or owner is responsible for construction of the driveway apron.

Portions of driveways and driveway aprons that are located within a public or private road right-of-way shall be constructed with the same or similar materials as the type of street that the driveway is encroaching upon. Driveway connections to existing or new streets shall be in accordance with the connection spacing requirements specified in Article 7. Driveways

connecting to access or sub-collector streets are not required to meet minimum connection spacing standards.

b) Driveway width.

Driveway width shall meet the following guidelines:

1. Where access is a one-way in or 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 lanes shall be allowed – two inbound and two outbound. Whenever more than two 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 outbound lanes (one for each turning direction) that are 12 feet wide and one inbound lane that is 14 feet wide.

3) Driveway grades.

Where curb and gutter is required, driveway grades shall be a maximum of five percent. Where a shoulder exists, the driveway grade shall slope at the same rate as the shoulder for the full width of the shoulder.

Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view of the intersecting roadway. Construction of driveways along acceleration or deceleration lanes and tapers shall be reviewed on a case-by-case basis due to the potential for vehicular weaving conflicts unless such connection is not permitted by the standards contained in Article 7.

4) Throat length.

The length of driveways or “throat length” (See Figure 4-E) shall be designed in accordance with Table 4-G. 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% of required throat length for the primary access or the required minimum setback whichever is greater.

Table 4-G
Driveway Throat Lengths[a]

Type of Development	Throat Length (In Feet)[a]
Major Development (non-residential)	64’
Residential Developments[b]	40’-60’

a. Throat length measured from the edge of pavement of an existing public or private road.
b. Except for single-family residential driveways located on an access or sub-collector street.

Q. Shared driveways.

Single-family developments containing three or fewer residential lots may utilize a shared private driveway as access to the lots. Shared private driveways shall be designed as shown in Figure 4-F, Appendix F. Lots having frontage on an existing County or State roadway and can obtain an encroachment permit from Horry County or SCDOT shall not be counted as part of the maximum 3 lots that access the shared private driveway. If an encroachment permit cannot be obtained such lot(s) shall be counted toward the maximum 3 lots permitted to access the shared driveway.

Residential developments containing four or more lots as well as non-residential developments shall not be permitted to utilize a shared private driveway for access. Such development’s shall access their sites by public rights-of-way, private rights-of-way/easements**,** or utilize joint/cross-access easements.

A shared private driveway is not required to be improved with asphalt or concrete paving rather the developer may utilize a base course of their choosing for the traveled way. Such base course shall consist of an all-weather surface capable of supporting emergency apparatus.

The traveled portion of a shared private driveway shall be no less than 20 feet in width and shall have no obstructions within 5 feet of the edge of such traveled way. The shared private driveway shall be shown on the plat presented for recording and shall be located within a non-exclusive and appurtenant easement that is either 30 feet wide (when on-site septic will service the lots) or 50 feet wide (when the lots will be served by public water/sewer). Larger easements may be provided to accommodate future development needs.

The notation below shall be shown on the plat presented for recording:

“Access is provided to lots (lot numbers) through the use of a (insert easement size)-foot non-exclusive and appurtenant easement. The access easement and driveway shall be owned and maintained collectively by the property owner(s) of the adjacent lots. Horry County shall not be responsible for the maintenance of or the improvement to the easement.”

Shared private driveways 150ft or greater in length are required to show a cul-de-sac on at the terminus of the easement. No shared private driveway may be longer than 1800ft in length without receiving a design modification from the Planning Commission. No shared private driveway shall originate from another shared private driveway. They may access off an existing

or proposed improved access easement. A shared private driveway may not be used as access for a commercial lot.

Except as provided for in Article 7, Section 1-9, a shared private driveways shall serve a maximum of three lots. Further subdivision of the parcels fronting along the shared private driveway, beyond three lots, shall require that driveway be upgraded to the right-of-way requirements shown in Table 4-D. Shared private driveways are not eligible for dedication to Horry County.

(Ord. 155-02, § 2-6(Q), 12-17-02, Ord. 28-05, § 2-6(Q), 04-05-05)

R. Encroachment permits.

All curb cuts on existing County maintained streets require the submittal and approval of an Horry County Encroachment Permit application before site development begins. A copy of such permit shall not be required prior to approval of a development plat provided that:

1. The proposed subdivision or platting action creates residential lots greater than 50 feet in width
2. The proposed subdivision or platting action creates commercial lots greater than 64 feet in width.

If a proposed subdivision or platting action creates lots with widths less than those indicated above, staff shall obtain written confirmation that an access to the proposed subdivision or platting action may be obtained from Horry County Engineering upon detailed review of development plans for the proposed parcel.

All construction is the responsibility of the applicant.

(Ord. 155-02, § 2-6(R), 12-17-02)

S. Reserve Strips.

Reserve strips controlling access to streets may be approved by the Planning Commission when an adjacent property use is incompatible with a proposed development. Where an adjacent property is undeveloped, a reserve strip shall only be allowed where the adjacent zoning district is incompatible with a residential development.

2-7 Sidewalks.

Sidewalks shall be required along streets as shown in Table 4-D. Alignment of the sidewalk shall be determined on a case-by-case basis. Sidewalks shall continue to the point where the proposed street pavement terminates at an intersecting street's pavement edge and shall continue to where a street stub terminates or temporary cul-de-sac begins. If sidewalks are provided, ADA compliant sidewalk ramps shall be provided at all roadway intersections with adjacent sidewalks. Where sidewalks are not required, graded areas shall be provided along the roadway shoulder.

All sidewalks shown on approved construction plans will have to be constructed.

All sidewalks located on access and sub-collector roadways shall be installed within one year of the final inspection approval by the Engineering Department. Repair of any subsequent damage to sidewalk after this time shall be the responsibility of the adjacent lot owner. For sidewalks located in Public rights-of-way the cost for the installation of any uninstalled sidewalk shall be included in the warranty letter of credit. For sidewalks located in private rights-of-way the financial guarantee may be reduced after final inspection approval to the amount certified by the project engineer to be the cost of the installation for any uninstalled sidewalk. The Engineering Department will inspect the sidewalks one year after final inspection approval. When the sidewalk inspection is approved the Engineering Department will notify the Planning Department. The Planning Department may release the financial guarantee at that time.

All sidewalks located on collector or arterial roadways shall be installed prior to final inspection by the Engineering Department.

When requested and approved as part of a design modification by the Planning Commission, sidewalks may be replaced by a pedestrian path system so long as the alternative system provides safe pedestrian circulation and direct access to all parcels throughout the development.

Depending on utility placement and natural features or obstructions, sidewalks may meander in limited areas within the right-of-way but shall not be a justification for locating long sections of the sidewalk near the edge of curb. Where sidewalks meander within the right-of-way, such variations shall be noted on the preliminary plan and a note shall explain the reason for the variation.

Sidewalks shall be a minimum width of four feet. Where sidewalks abut the curb and cars overhang the sidewalk, widths shall be a minimum of five feet or bumper blocks shall be provided three feet off the edge of sidewalk. Sidewalks shall be constructed according to the specifications set forth in Appendix J “Typical Sidewalk Location”. All sidewalks shall meet ADA requirements.

A note stating “All non-required sidewalks (as set forth in Table 4D) shall be maintained by the HOA/POA and shall not be the responsibility of Horry County” shall be included on the Final Plat when appropriate. Otherwise, maintenance of sidewalks shall be required of the party who maintains ownership of the right-of-way unless an alternative maintenance agreement is established and recorded.

2-8 Pedestrian Paths.

Planned Development Districts may substitute a pedestrian path system in place of required sidewalks except on collector and arterial roads as defined in Table 4-D. For such system to qualify as a substitute, it shall provide safe pedestrian circulation and direct access to all parcels throughout the development. A pedestrian path system shall be placed in areas of common ownership and/or pedestrian path easements that are a minimum 15 feet wide. Such easement shall be owned and maintained by a homeowner’s association or property management company.

Pedestrian path systems shall be required within the proposed development in the following instances unless existing topographic or other natural features prohibit them:

1. To access existing or proposed schools; open, recreation or common areas; playgrounds; shopping; parks; or other community facilities that are within or adjacent to the project boundaries;
2. Through the center of blocks more than 600 feet long; and
3. To connect adjacent cul-de-sacs within the development where both access streets intersect directly to the same collector street.

Potential obstructions (i.e. proposed stormwater detention/ retention ponds, amenities areas, etc.) to additional pedestrian accesses that would occur due to a proposed plan of development are not grounds for prohibiting the access.

Pedestrian path systems shall not be placed within the road right-of-way except in areas where the system crosses or accesses the right-of-way. Where a pedestrian path system encroaches within a road right-of-way, such section shall be maintained by the entity that maintains the right-of-way. Pedestrian path systems shall not be placed within the slope of a proposed or existing detention/retention pond.

Pedestrian path systems shall be constructed to the same standards as those required for sidewalks as established in subsection 2-7 (above) and as shown in Appendix J. Portions of pedestrian path systems not located within a public or private road right-of-way shall be able to utilize alternative durable materials (concrete, asphalt, pavers, gravel, etc.) in their construction. Where alternative surface materials are used, the Planning Commission, during the preliminary plan review shall approve the type of material.

2-9 Connectivity to public schools and/or parks.

To promote the connection of developments to existing public schools and/or parks, sidewalks along the exterior boundary of developments within 1.5 miles of such facilities shall be constructed when authorized by the entity responsible for the roadway abutting the development. A wavier of this requirement may be granted by the Planning Commission during preliminary plan review when it can be shown that a hardship is created or provision does not provide a public benefit or provision increases safety hazards to pedestrians and/or vehicles.

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. Authorization for the construction of the sidewalks shall be included as part of an approved encroachment permit.

2-10 Bikeways.

To provide opportunities for transportation alternatives other than the automobile, bikeways may be constructed in proposed developments. Bicycle lanes, shall be placed in the outside lane of the

roadway, adjacent to the curb or shoulder. Bicycle lanes shall be between the parking lane and the outer lane of moving vehicles when on-street parking is used. Lanes shall be delineated by striping. Raised reflectors or curbs shall not be used.

Bikeways shall be constructed in accordance with the specifications established by AASHTO and shall meet ADA requirements. Maintenance of bikeways shall be the responsibility of the party who maintains ownership of the right-of-way.

2-11 Private street maintenance

Private streets within a private road right -of-way shall be maintained by an HOA, POA, property management firm, or other entity. Such road maintenance agreement shall be included in the governing HOA, POA, or other development documents establishing covenants and restrictions for the development.

Shared driveways are not subject to the standards contained within Section 2-11.

(Ord. 08-04, § 2-11, 2-17-04)

SECTION 3: LOT LAYOUT

3-1 Blocks.

Blocks shall not be less than 400 nor more than 1800 feet in length. Blocks within a land development shall be wide enough to allow two tiers of lots, except where the rear of lots abut an arterial or collector street, railroad right-of-way along the exterior boundary of the property, or are prevented due to topographical or unique size constraints of the property.

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 to such lots shall be restricted to the lower-order street abutting the lot.

3-2 Lots.

A. General.

All lots created for sale, rent, mortgage, or lease shall be buildable through the provision of public water and sewer or septic tanks and wells unless otherwise exempted by these regulations (i.e. identified open, recreation, or common area). No plat shall be authorized for recording unless the applicable certifications, as indicated in Article 3, Section 5, are shown upon such plat and they have been signed by the agency or entity attesting to the contents of the certification. All lots shall conform to the minimum design standards of these regulations, the Horry County Zoning Ordinance, and any other applicable county, state, or federal regulations.

B. Frontage.

Single-family residential or non-residentially development lots shall meet the frontage requirements of the Horry County Zoning Ordinance. In no instance, shall a development lot have less than 50 feet of frontage on a public or private right-of-way, or a shared private driveway. Frontages may be reduced as provided for in the Horry County Zoning Ordinance.

Group developments shall have direct access to an existing public or private road right-of-way or shall obtain access through a newly constructed public or private roadway that has been designed to accommodate the anticipated build-out ADTs of the development. Lots shall not be authorized for creation when their sole frontage is on a restricted access highway (ex. Carolina Bays Parkway, Conway By-pass).

C. Size.

Minimum lot layouts and dimensions shall conform with the minimum standards established in the Horry County Zoning Ordinance. Lots not served by public water and/or sewer shall contain enough acreage to meet applicable health department requirements.

D. Flag Lots.

A flag lot is created when:

1. The proposed lot extends back 150 feet or more before enlarging to accommodate the minimum required lot width at building site for that zoning district.

The creation of flag lots will not be permitted. Shared private driveways may be used to provide access to such lots as permitted in Article 4, Section 2-6 (Q). However, under special circumstances and when recommended by the Planning Department and approved by the Planning Commission such lots may be permitted.

(Ord. 08-04, § 3-2(D), 2-17-04)

E. Lot Area.

Lots shall have sufficient acreage to meet the minimum lot area required by the applicable zoning district. Lots shall not encroach within open space areas, recreation areas, common areas, or public and private road rights-of-way. Lots may include exterior property buffers.

F. Setbacks.
Building setbacks shall adhere to the standards established in the Horry County Zoning Ordinance.

Setbacks are parallel to the outside edge of the right-of-way or shared private driveway easement. Double frontage lots abutting public or private rights-of-way or shared private driveways shall maintain minimum front setbacks on both frontages.

G. Lot access

All lots within land developments shall front to lower order streets unless the street is classified as an alley. Lots in residential developments that abut arterial or collector streets shall be designed to access from a frontage road or interior residential street.

(Ord. 155-02, § 3-2(G), 12-17-02)

H. Access to nonresidential lots.

Lots created within commercial or industrial zoning districts may be oriented in any manner so long as the access requirements established in Article 7 are adhered to. Frontage on and access to nonresidential lots shall not be provided on a shared driveway or a street classified as an alley.

I. Utility company switching stations/installations.

Lots created for the placement of utility installations are subject to the lot standards established in Article 6.

J. Beachfront properties

Beachfront lots are subject to the lot standards within this Article and unless otherwise stated those in Article 6, Section 5.

SECTION 4: FLOOD PRONE AREAS

4-1. General.

For all land developments within areas subject to the adopted Flood Damage Prevention and Control Ordinance Chapter 9 of the Horry County Code of Ordinances), the minimum provisions of that Ordinance shall be met.

Fill may not be used to raise land in areas subject to flood unless the fill proposed does not restrict the flow of water and unduly increase flood heights as verified by an approved Federal Emergency Management Agency (FEMA) No-rise certificate or other regulatory permits.

Base flood elevations, approved by FEMA, shall be provided for subdivision proposals and other proposed developments (including manufactured home parks and subdivisions) that are greater than 50 lots or five acres. All phases of development are to be included; cumulatively.

In cases where no base flood elevation has been established, a study shall be undertaken to establish one. Such study shall be conducted by the developer and shall meet applicable FEMA standards. No construction within the proposed development shall be authorized until the base flood elevation has been established.

When an undue burden may result from the conduct of a study undertaken to establish a base flood elevation, the Horry County Flood Hazard Reduction Officer may obtain, review, and reasonably utilize any base flood elevation and floodway data available from a federal, state or

other source, in order to administer the provisions of the Flood Damage Prevention and Control ordinance.

(Ord. 08-04, § 4-1, 2-17-04)

4-2. Roadways within Flood Prone Areas.

For all land developments within areas subject to the adopted Flood Damage Prevention and Control Ordinance (Chapter 9 of the Horry County Code of Ordinances), the minimum provisions of that Ordinance shall be met.

Fill may not be used to raise land in areas subject to flooding, and which are located in a jurisdictional floodway, unless the fill proposed does not restrict the flow of water and unduly increase flood heights as verified by an approved Federal Emergency Management Agency (FEMA) No-rise certificate or other regulatory permits.

Developments proposed within FEMA areas designated Zone A (Undetermined) shall provide base flood elevations, approved by FEMA, for subdivision proposals and other proposed developments (including manufactured home parks and subdivisions) which are greater than 50 lots or five acres. All phases of development shall be included; cumulatively. Base Flood Elevations within the Zone A area shall be determined in accordance with Title 44 CFR Ch. 1, (Part 59-Part 76), and other applicable FEMA guidelines. The study to establish the BFE for the Zone A area shall be prepared by a Licensed Professional Engineer registered in the state of South Carolina, and must be approved by FEMA prior to acceptance by Horry County. No construction within the proposed development shall be authorized until the base flood elevation has been established and approved by FEMA. All studies are the responsibility of the developer.

When an undue burden may result from the conduct of a study undertaken to establish a base flood elevation, the Horry County Flood Hazard Reduction Officer may obtain, review, and reasonably utilize any base flood elevation and floodway data available from a federal, state or other source, in order to administer the provisions of the Flood Damage Prevention and Control ordinance.

(Ord. 08-04, § 4-1, 2-17-04)

1) Floodplains. Roadways located within a floodplain shall have a minimum centerline elevation that is equal to or higher than the 100-year flood elevation. Roadways located within 500 feet of a Floodway shall meet the following criteria:

a. The minimum centerline elevation shall be no lower than the 25-year flood elevation adjacent to the project based on the most recent FEMA Flood Insurance Study.

b. Adequate pipes, culverts, and/or bridges are constructed to permit passage of no less than 100% of the 25-year floodwaters expected within the overbank area where new fill is placed.

2) Floodways. New roadways may be located within a floodway provided the Planning Department is provided an approved Federal Emergency Management Administration (FEMA)

flood study.

a. An approved FEMA No-Rise Certificate is provided to the Planning Department prior to the approval of the Preliminary Plat.
b. The road surface elevation is located at the highest elevation allowable under the No-Rise Certificate, but not lower than one foot above normal flood stage, based on USGS gage datum and historical data.

A design modification allowing a road centerline elevation lower than the 100yr flood elevation may be granted in the VE and AE flood zones designated by FEMA that are located within one (1) mile of the Atlantic Ocean.

Any road located in a floodway or floodplain may be required to be placed within a privately owned right-of-way as determined by the County Engineer.

4-3. Road Signage in floodplains and floodways.

At the point where new public or private roads encroach into a floodplain, additional unobstructed street signage (at the expense of the developer) shall be required within the right-of-way. Sign placement must be shown and approved during preliminary review. The Horry County Engineering Department and Flood Control Officer will provide assistance in determining the proper placement of such signage within a proposed development. Such assistance will be based on the most current FIRM maps and approximated flood hazard area lines. Provision of such location assistance shall not be construed as making the county responsible for damages that may occur during times of flooding beyond the sign placement.

Floodplain signage on public roads shall be of a uniform dimension and design. Dimensions and design are available from the Horry County Engineering Department. Floodplain signage on private roads shall identify the type of floodplain as follows:

AE FLOOD ZONE	A-UN FLOOD ZONE	VE FLOOD ZONE

Private road floodplain identification signage shall also incorporate the following design criteria:

1. Minimum 3” letter size
2. Contrasting Colors
3. Minimum five foot height to the bottom edge of sign

Floodplain identification signage shall be the responsibility of the developer until such time that an HOA is established, at which time, the HOA shall assume upkeep and maintenance responsibilities. Horry County is not responsible for and does not maintain floodplain identification signage unless it is located in a public road right-of-way.

Floodway and floodplain signage requirements shall be amended to comply with the most current version of the Horry County Standard Details upon their adoption by Horry County.

SECTION 5: UTILITY LOCATION

5-1. Overhead or underground facilities

To improve the overall appearance of Horry County, all new permanent distribution cable utility services within new major land developments shall be placed underground, except as provided for herein. If there are additional costs associated with underground facilities, the developer will be responsible for the additional cost of placing facilities underground.

Service providers are encouraged to utilize a joint cable trench as a means of reducing property area occupied by cable utilities and to assist in more efficient land development practices. Public

or private utility companies, operating under the authority of the State of South Carolina or the Federal Government, are exempt from these provisions when establishing new distribution-feeder and/or transmission services along public or private roadways with applicable encroachment permits.

While total underground distribution cable utility service location in new major developments is desired, under certain circumstances this is not in the best interest of the public. Environmental issues as well as the need for future expansion of the distribution system to adjacent undeveloped tracts may make underground location impractical or cost prohibitive. In light of these competing issues, the following section provides an option to total underground cable location within a major development.

5-2. Option to total underground cable utility location.

When a proposed development is adjacent to an undeveloped tract, containing 10 or more acres, a “major” above-grade distribution corridor shall be permitted. Multiple “major” corridors may be allowed subject to a case-by-case review. Such corridor(s) shall be shown on the preliminary plan and final plat. The corridor(s) shall serve as the primary cable supply to the proposed developments individual lots and to the adjacent undeveloped property.

The corridor may be located in front of proposed structures or along or within the public road right-of-way, subject to applicable encroachment permits. When possible, pole alignment and placement should attempt to reduce the visual impact of the overhead facilities. Unnecessary tree removal or placement on visual horizons should be avoided. The cable distribution network to individual lots within the proposed development, other than along the corridor, shall be underground.

In the event that this option does not provide adequate relief to address possible environmental or cost burdens associated with underground cable location, the developer may request that the Planning Commission waive this requirement. Such request shall be submitted, by the developer, prior to beginning site improvements and shall include documentation from the utility provider that use of this option is infeasible or impractical.

5-3. Easements for Utilities.

Utility services may be placed within a common non-exclusive10-foot wide utility easement extending along the front of any newly platted lot or common area, within a major development, parallel to the road right-of-way. The 10ft non-exclusive easement shall be drawn on the plat and also noted in the general note field so the location of said easement can easily be identified. Such easements are to be cleared during the site preparation phase of the development. Additional easements area may be required by, individual utilities to ensure that adequate area has been reserved for utility placement. Utilities shall not be placed in the public right-of-way unless applicable encroachment permits have been obtained. Utility structures such as transformers, utility boxes and pedestals, and water/sewer connections shall not be located within a platted drainage easement. However, under special circumstances and upon case-by-case

evaluation the Horry County Engineering Department may permit such structures with platted drainage easements.

SECTION 6: OPEN SPACE

6-1. General Provisions

A. Intent

The following standards create opportunities for outdoor recreation and relaxation, protection of natural and scenic resources, ensure more efficient use of land, preserve ecological function and enhance the capacity and water quality of the stormwater drainage system. Open space fosters a sense of community and it is these factors that positively impact the quality of life for Horry County residents. These standards maximize public benefit generated through open space by allowing and promoting flexibility in site design. These standards are further designed to assist in the implementation of the Horry County Parks and Open Space Plan, and the Horry County Comprehensive Plan and to facilitate the development of a countywide park program by allowing the exchange of open space for a fee or dedication of similar lands.

B. Applicability

The requirements of this section shall apply to:

1. Residential and multi-family developments classified as major development greater than or equal to two units per acre; and
2. All other land non-residential developments in excess of five acres excluding developments that are solely for the construction of new public or private road rights-of-way.
3. The Planning Commission may require that existing developments which are expanded or retrofitted utilize the ‘fee-in-lieu of open space option” instead of providing the required open space when such open space does not provide public benefit. Such requirement shall be determine upon evaluation of the proposed location and allocation of required open space.

(Ord. 155-02, § 6-1(B), 12-17-02)

C. Density

Gross density is the numerical value obtained by dividing the total number of dwelling units in a development by the gross area of the tract of land (in acres) within a development. This would include all nonresidential land uses and private streets of the development, as well as right-of-way of dedicated streets; the result being the number of dwelling units per gross acre of land.

D. Amount Required

The following formulas shall be utilized to compute the total acreage requirement that must be set-aside for Open Space within qualifying developments. The amount of required open space is round up to the nearest 100th of a point.

1. Residential Development

Proposed Uses/Projects	Open Space ratio
Residential (11 or more planned units)	500 sq. ft. per unit
Multi-family	20%
Conservation Development	20% minimum

2. Non-Residential Development

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

3. Mixed Use Development

a. Five percent of the area in mixed-use (commercial, industrial, office) shall be set-aside as upland open space; and
b. Areas dedicated to residential uses shall set aside open space in accordance with the formula in subsection D-1

E. Installation

Open space shall be installed as follows:

1. Together with the recording of a final plat (single phase developments); or
2. Within two years of recording a bonded final plat (single or multi-phase developments) for which open space is shown; however; has not been installed.

If required open space is not installed as required above, the Planning Department will not approve additional phases of development until the required open space has been installed.

F. Accessibility to Open Space

Open space shall be accessible to all inhabitants of the development. Access to such feature(s) shall be provided through dedicated and platted access point(s) of no less than ten (10) (20 if a structure is to be installed) feet in width from a public right-of-way and/or other area dedicated to open space or recreation (as provided for in 6.2, A. 2 below), which shall be managed by the specific HOA/POA. Further, access to open space shall not be provided via storm drainage ditches, swales, or easements between or across adjacent properties that may

generally interfere with property owners' rights. Piped drainage easements may be used for access to open spaces provided such access will not interfere with future maintenance of the drainage facilities.

G. Open spaces are dedicated for perpetuity.

All areas declared as open space must remain so for perpetuity. This includes parcels used to provide off-site mitigation. Development documents (i.e. marketing materials, sales contracts, HOA/POA restrictions, deeds, plats) shall include provisions that provide potential purchasers clear indication that the required open space may not be developed. In cases, where dedicated open spaces within communities are to be exchanged because of additional development requirements (e.g. access roads over open space, etc.), the HOA/POA must ensure that there is no severe hardship from removing the original open space(s), especially in regards to property values, and that the replaced open space(s) are similar in their acreage, natural, recreational qualities.

6-2. Elements of Required Open Space

Open Space in Horry County follows the principles of Green Infrastructure which is the interconnected network of natural areas, working lands, recreational areas, open areas and cultural sites that supports native species, maintains natural ecological processes, sustains air and water resources and contributes to health and quality of life. The purpose of green infrastructure is to weave nature into the community in a way that meets human recreational needs as well as maintains ecosystem health and function.

A. Evaluation of Open Space

When reviewing a project, open space will be evaluated on its suitability to the site and surrounding area. Factors used to determine suitability include, but are not limited to:

1. Location: Land designated to meet open space requirements shall be conveniently located relative to the layout of the development and surrounding neighborhood and shall service as a fundamental component of an overall open space network.

2. Accessibility: Open space features must be easily accessible to the local residents of the surrounding community. Thus, direct access to the public street system by both vehicular and pedestrian traffic shall be provided. Access to such features shall be provided through dedicated access points (see 6-1 F for specific requirements). There are no parking requirements for open space lots.

3. Usability: Open space must be usable for active recreation and shall also preserve existing woodlands and other unique geographic features. Open space requirements shall not be met via "residual/leftover" areas. Such areas shall be fundamental, functional components of the overall project layout and design.

4. Conformity: The dedicated open space meets the objectives of relative plans such as the Parks and Open Space Plan, Recreation Needs Assessment and/or the Natural

Resources Element of the Horry County Comprehensive Plan that may exist at the time of the proposed development.

The Planning Commission together with the Parks and Open Space Board may accept as suitable any land that meets an entirely different set of criteria when in its opinion such land meets the purpose of this section in providing for the particular circumstances and needs of the development and neighborhood.

If the site is adjacent to or includes designated portions of the East Coast Greenway, then dedication of right-of-way will count towards fulfilling the open space requirements for the project

B. Acceptable Open Space

Acceptable open space includes, but is not limited to:

1. Parks, play grounds, tot-lots, picnic areas, basketball courts, tennis courts, swimming pools and similar uses (active open space feature).
2. Greenways, greenbelts, squares and village greens (active open space feature).
3. Bicycle paths, bridle paths, footpaths and sidewalks provided such paths are improved with a surface suitable for the intended use (active open space feature).
4. Lands and appropriate facilities that provide access to beaches, rivers and waterways (active open space feature).
5. All wetlands, considered not under the jurisdiction of the U.S. Army Corps of Engineers, greater than three (3) 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 on at least thirty-five (35) percent of that wetland area; aforementioned wetland areas may be used for up to hundred (100) percent of the dedication requirements. If you cannot or choose not to obtain permits you may use the area for up to (50) percent of the required area
6. Natural open water bodies and/or water bodies of at least three (3) acres in size capable of supporting aquatic life (generally with a depth of at least 4.5 feet) that can serve for recreational uses may be used for up to fifty (50) percent of the dedication requirements. Open space within and/or along 100-year floodplains may be counted towards hundred (100) percent of the dedication requirements.
7. Natural areas of undisturbed vegetation with maintenance limited to removal of litter, dead trees, plant material and brush.
8. Areas of cultural significance such as locally or nationally listed historic and archeological sites (including structures).
9. Land burdened with easements may be used provided that the easements do not interfere with the use of the land for open space and recreational purposes and if future development does occur, then alternate open space is provided.
10. Golf courses may count up to fifty (50) percent of the required open space if it is within the development and up to twenty-five (25) percent if the development has frontage and significant visual access to the golf course. In case of cease of use,

at least one fifth (20 percent) of the total land area of the former Golf course(s) must be deeded, for example with a qualified conservation easement, to preserve as open space for perpetuity.

C. Unacceptable Open Space

The following types of land are unacceptable for open space dedication:

1. Land occupied by roads, driveways, parking areas, other than recreational structures or parks.
2. Internally landscaped areas along roads unless outside of the required right of ways.
3. Stormwater facilities unless they meet the required 3 acres listed above.
4. Land identified with Hazardous Material(s) (HAZMAT): Land contaminated by materials identified by the South Carolina Department of Health and Environmental Control (DHEC), and/or by the U.S. Environmental Protection Agency (EPA) as hazardous or toxic that therefore qualify for federally funded cleanup under the Resource Conservation and Recovery Act (RCRA). Any land within the Conway Bombing and Gunnery Range target areas are unacceptable unless the engineer provides a letter acceptable to the county certifying that the ordnance within the specified area has been removed. If the area is determined to be clean than the areas that meet the other open space requirements may be counted.
5. Land with a minimum width of less than ten (10) feet or containing an area less than nine hundred (900) square feet unless specifically approved by the planning department;
6. All jurisdictional wetland of other waters of the United States within the regulatory authority of United States Department of the Army, Corps of Engineers may count for up to fifty (50) percent of the required open space.

D. Required On-site Open Space

A minimum of twenty-five (25) percent of the required open space provided in the development shall consist of one or more of the active features as described in Section 6-2B 1 thru 4.

E. Maintenance

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.

In the instance where open space will be donated to the County or used in an open space mitigation bank, appropriate approvals from the Parks and Recreation Department, Maintenance Department and County Administrator will be required.

6-3. Options for Providing Open Space Off-site

The options described below provide developers mechanisms to exchange required open space. These off-site options allow developers greater flexibility in their design while still providing important infrastructure to the community. Smaller projects and projects that require small amounts of on-site open space are encouraged to use one of these options in order to maximize public benefit of open space and encourage efficient land use.

A. Fee-in-Lieu

This option is a payment of a fee equal to the value of the open space acreage that is not being provided on site. The amount of the fee is calculated by multiplying the square footage of the open space not being provided on site by the fee in the table below.

Type of Residential	Price per square foot
Single Family	$4.00
Multifamily(including townhomes)	$5.00

The aforementioned fee-in-lieu amounts shall be adjusted to inflationary changes and/or other changes regarding average fair-market land values as per re-evaluation every two (2) to three (3) years as necessary.

Monies collected as fees shall be credited to the Horry County Open Space Fund and dispersed in the following manner:

1. Fifty (50) percent will go to purchase open space throughout Horry County.
2. Twenty-five (25) percent will go to the Horry County Recreation Fund for acquisition, improvement, expansion, implementation and maintenance of parks and recreational facilities throughout the County.
3. Twenty-five (25) percent may go to other uses such as grant matching for natural resources or recreational purposes, purchasing access to beaches, rivers or waterways or the acquisition of right-of-way for or installation of the East Coast Greenway.
4. If all of the required open space may be exchanged, fifty (50) percent of the overall fee must stay within the defined County Council district where the open space was required. In case the open space requirements have been fully met in the specific district, the–remaining fee may be transferred to districts with higher recreational needs. This must be recommended by the specific district County Councilmen and the Parks and Recreation Department and be decided upon by County Council. Further if the required open space is located in the area of two or more County Council districts, the collected fee-in-lieu shall be spent in all involved districts based upon recommendation of the Parks and Recreation Department and decided upon by County Council.

B. Open Space Mitigation Bank

The purpose of the Open Space Mitigation Bank is to provide developers with an opportunity to bank credits for mitigation on future projects. In order to set up this type of banking system, the following must be accomplished:

1. Location
   Reasonable effort must be made between the developer and the County to secure open spaces that are located and that can be accessed by existing open spaces in an adjoining property. If the site will be used for active recreation, it must meet a park model definition in the Recreation Needs Assessment. At least fifty (50) percent shall be maintained in a natural undisturbed condition.

2. Site Needs
   The Parks and Recreation Department and Planning Staff will determine the types of facilities that will be placed on the site.

3. Establishing Credits

   a. Value for land
      The value for the land to be included into the mitigation bank will be assessed as undeveloped property. The value can be established using the records from a South Carolina licensed Certified General Appraiser.

   b. Value of facilities and services
      Facilities and services will be based on their current market value at the time of the creation of the bank.

   c. The total credits for the bank are established by combining values of the land, facilities and services as outlined above.

4. Establishing a Bank

   The developer and County staff will negotiate an agreement of land, facilities and services that will be used to establish the open space mitigation bank. The Parks and Open Space Board will give approval of the mitigation bank and County Council will have final approval. The Board will administer the withdrawal of credits. Open space mitigation banks will be bonded or financially guaranteed to ensure completion.

5. Withdrawing credits

   When a developer is ready to use their credits, the land to be exchanged will be assessed as undeveloped property and evaluated by a South Carolina licensed Certified General Appraiser or records from the County Tax Assessor.

6. Other Considerations

    a. Multiple parties can invest in a bank. Their credits will be based on a percentage of their investment.
    b. Open space mitigation banks are not limited to park facilities. Natural resource lands, areas for passive recreation, etc. are acceptable open space mitigation banks.
    c. Lands and facilities that are being used for an open space mitigation bank must be deeded to Horry County and available for public use.
    d. Sale of credits to a third party must be approved by the Parks and Open Space Board

6-4. Amount Available for Off-site Open Space

The amount of open space allowed for exchange is based on the amount of open space that is required for the project. The amount that is retained must meet all requirements outlined in this section.

When the required open space for the project is:

One (1) or fewer acres:	All required open space may be exchanged.
1.01 acres to four (4) acres:	Up to hundred (100) percent for the first acre of required open space may be exchanged; above one (1) acre, twenty-five (25) percent of the remaining open space requirement may be exchanged.
4.01 acres to ten (10) acres:	Up to 1.75 acres for the first four (4) acres of required open space may be exchanged; above four (4) acres, thirty-five (35) percent of the remaining open space requirement may be exchanged.
Ten (10) or more acres:	Fifty (50) percent of the required acreage may be exchanged.

Under no circumstance shall a development fail to provide the required amount of open space as determined in 6-1(D). Further no design modifications, alterations or variances may be granted if open space requirements have not been met, unless otherwise permitted by provisions of this Article. In cases of developments with above average Gross Densities, as mentioned in section 6-1 (C), where even the minimum amount of open space cannot be provided on-site as outlined in the paragraph above, off-site provision of all required open space, as granted with the fee-in-lieu option, must be pursued by the developer. Furthermore, the Horry County Planning Commission may demand payment of an additional compensation fee from the developer in addition to the applicable fee-in-lieu as stated in section 6-3 (A) to mitigate extraordinary impacts.

6-5. Management and Preservation of Open Space

Open space must be preserved and managed by one or a combination of the following methods:

A. The boundaries of designated open space areas shall be clearly delineated on plans, including record plats to distinguish these areas from private property.

B. Development in designated open spaces in the future is prohibited. Ownership of open space shall be designated through one of the following options:

1. Ownership by the individual lot owners as a homeowners' association (HOA). The deed to each lot shall include a proportionate share of the common open space. Each lot owner shall be required to be a member of the HOA, which shall be formed prior to conveyance of the

first lot. The assessment of dues or fees for structural improvements requires the affirmative vote of no less than two-thirds of the HOA membership.

2. Fee simple ownership by a unit of government or private non-profit land conservancy
3. A conservation easement may be transferred to an established, designated land trust organization which is as defined by the S.C. Department of Revenue and applicable state law, among whose purposes is to conserve open space and/or natural resources. The conservation easement shall protect the designated open space from future development and environmental damage by restricting the area from any future building and from the removal of soil, trees, and other natural features, except as is consistent with conservation, recreation, or agricultural uses or uses accessory to permitted uses.

6-6. Open Space recording issues

A. Restrictive Covenants.

Concurrently with the recording of final plats and closing plats, any development requiring open space shall dedicate fee simple ownership of the open space to the development's established property owner's association. A statement on the plat shall reference the covenants establishing a property owners association for ownership and maintenance of the open space. The covenants shall include, at a minimum, the following provisions for ownership and maintenance of the open space:

1. A description of the association, including bylaws and methods for maintaining the open space.
2. A method by which the developer or individual property owners shall be assessed fees to maintain the provided open space. Such method may base on a pro-rata share of the ownership of the property within the development or on lot-by-lot ownership basis.
3. Membership in the association is mandatory for all property owners. The conditions and timing of transfer of control of the association from developer to property owners shall be established.
4. The association shall be responsible for maintenance of insurance and taxes on the open space. The association may place liens on property of its members who fail to pay their dues in a timely manner.
5. The members of the association shall share equitably in the costs of maintaining the open space. Shares shall be defined within the bylaws.
6. The association, through its elected officers, shall be solely responsible in the administration of the provisions stated in 1-5 above, and shall be authorized to contract services necessary in continually maintaining the open space.

B. Dedication to Horry County

Provided off-site open space may be dedicated to Horry County. Upon completion of an open space mitigation bank system, land must be deeded to either Horry County Government or other accredited governmental agencies.

C. Identification of open space on plats.

If open space is transferred to the property owners association, a statement shall be included on the plat referencing the covenants establishing a property owner's association for the ownership and maintenance of the open space.

All final plats and closing plats delineating open space areas shall include the following statement:

"All areas shown on this plat as open space shall remain as such in perpetuity".

SECTION 7: STREET NAMING AND ADDRESSING

7-1. Purpose

The purpose of this article is to provide a system of unique road names, which is essential to the successful implementation of the E-911 emergency services system, and is therefore, essential to the efficient and effective provision of such services as police, fire and emergency medical services. A uniform system of naming and numbering properties and principal buildings is adopted for use in Horry County. Administrative procedures and guidelines for implementing this program are hereby adopted and made a part of this ordinance.

7-2. Applicability

Horry County Planning Commission must approve the names for all unnamed roads and rename existing streets in the unincorporated sections of Horry County.

A. No building permit shall be issued for any house, building or structure to be erected, repaired, altered or modified until the owner has obtained the assigned street name and number from the Planning Department.
B. It shall be the duty of the Planning Department to inform property owners of the street name and number assigned to their property.
C. The County Building Inspector shall withhold final approval of any structure erected, repaired, altered, or modified until permanent and proper street numbers have been affixed to that structure.

Article 4 – Design Standards

7-3 Uniform Naming System

The uniform naming system uses the following as guidelines for the naming of all streets and easements that meet the following:

A. A street is defined as any right-of-way or access where:

1. Three (3) or more residences or businesses are located along the street;
2. The street is a thoroughfare to another street; or
3. The street is publicly maintained

Note: Shared driveways, as defined in the Horry County Land Development Regulations, shall not be assigned an official street name.

B. Street name duplications shall be declared inconsistent with this article and such street name and numbering system shall be changed to conform to the provisions of this article. A street name shall be declared a duplication when:

1. The proposed name is given a suffix (Street, Road, Way, etc.) to an existing street name;
2. The proposed name is phonetically similar to that of an existing street name; or
3. Spelling of the proposed street name is similar to the spelling of an existing street name.

C. Guidelines For Street Naming are as follows:

1. All unpaved rural residential lanes having more than 1 access point shall use lane, path or trail
2. All residential streets having more than 1 access point shall use street, way, or drive.
3. Any street that begins and ends on the same road shall use loop.
4. All collector streets shall have the suffix avenue or road.
5. All arterial streets shall use boulevard, parkway or highway.
6. All cul-de-sacs and/or streets with only 1 access point with a terminus shall use court~~,~~ or place
7. A street with 1 access point that circles around and back to itself shall use circle.

8. Alleys may be named, however they shall have the suffix alley. All properties accessed via an alley shall be addressed off the higher order street that provides frontage to the property.
9. Family names or names reflecting a religious, ethnic, or philosophical viewpoint should not be used. Exceptions may be made for names of historical significance.
10. Short, simple names are recommended.
11. Use of a naming theme in a particular area is recommended to help promote community identity, and to simplify locating a particular street.
12. Street names used within county municipalities should be extended into the unincorporated areas as far as possible and practical to help establish continuity between the two areas.
13. Names commonly used by residents are recommended as they provide easily recognized and remembered street names. Names that describe the streets location or locale are also recommended.

14. Names that are associated with the beach shall only be used east of U.S. 17.
15. Directions cannot be part of a road name. (i.e., North, South, East and West) except when placed ahead of the name, the road is the continuation of an existing road that is not bisected by a divided or arterial roadway, and the existing road is renamed to incorporate the corresponding direction. (Ex: You could not name a street West Country Club Drive and East Country Club Drive if the roads were separated by an arterial road such as Hwy 701).
16. Names that are numbers must be expressed numerically (for example 2nd Street not Second Street).
17. Abbreviations of the main title of the street or road name, such as Saint or Mountain, cannot be used.
18. Use of apostrophes and hyphens are prohibited (ex: David's or David-Cyn).
19. Street and road names cannot change at intersections. Continuations of existing streets or roads must use the existing name unless crossing a divided or arterial roadway.

7-4 Street Naming Procedure

A. The planning staff shall be responsible for providing a recommended name or names to the Planning Commission for the naming of new streets, unnamed streets, streets declared inconsistent with this article or street name changes instigated by property owners.

B. Street names for unnamed streets or for street names that are to be changed should be reviewed and pre-approved by the Planning Staff, and shall be advertised in the paper at least fifteen (15) days prior to the monthly meeting. A public hearing and final approval by the Planning Commission is required for unnamed streets, street names declared inconsistent with this ordinance or street name changes instigated by property owners at the monthly meeting of the Planning Commission. Street name changes instigated by property owners shall require a fee to be paid by the instigator(s) to cover the costs of advertising and notification. Notification for the public hearing for such streets shall be mailed by way of the US Postal Service to those property owners adjacent to said street.

C. Street names for streets to be created in a new development shall be exempt from the public hearing procedure. Proposed street names within a new development shall be submitted to the Planning Department for pre-approval. There will be no reserving of street names for new developments. Street names can only be pre-approved upon submittal of a plat or plan for the proposed development. The proposed street names must labeled on the plat or plan. Multiphase developments shall submit a master plan showing the proposed street names to confirm that the proposed street names within the submitted phases will be acceptable. After staff review and pre-approval the names will be presented to the Planning Commission for approval at the monthly meeting.

D. Multifamily, Commercial and Mobile Home Parks
Whenever there are multiple structures on a single parcel, the access street should be named. The structures will addressed off said access. Homes within mobile home parks will have individual addresses, rather than lot numbers. Buildings within multifamily and commercial developments will be numbered and units assigned accordingly.

E. Property owners aggrieved by a renamed street may appeal such decisions to the Horry County Council. Appeals shall be submitted to the Clerk to Council, in writing, within 30 days of the renaming of the street. The appeal request shall identify where the street is located, provide a reason for the requested appeal, and indicate the name that is desired for the street. Upon review of the appeal, Council may require more information before rendering a decision. Once approved, the name shall become the official street name and addresses shall be assigned as provided for within this ordinance.

F. Once approved, the proposed street name shall become the official name of said street. Individual addresses shall not be assigned to any lot(s) or unit(s)until a plat has been recorded in the Office of the Register of Deeds or a site plan has received final approval. A copy of the recorded plat or approved site plan will be retained by the Planning Department showing the assigned numbers for such lot(s) and individual tax map number(s).

7-5 Commercial, industrial and multiple family address numbers

A. All commercial, industrial and multiple family buildings shall have assigned street address location number properly displayed, whether or not mail is delivered to the building. The posting of the address number is the responsibility of the owner of the building.

B. Numbers indicating an address shall be prominently posted and, if posted on the building, shall be within ten feet of the main entrance thereto or, if posted elsewhere on the premises, within ten feet of the driveway, walk or other access to the premises, unless incorporated into a ground sign advertising the property. The address numbers shall be of a size sufficient to enable them to be clearly identifiable form the adjacent street, but in no event shall be less than four inches in height. Unless incorporated into a ground sign advertising the property, the maximum size of the entire address number sign shall not exceed four square feet. The address numbers shall be of a color contrasting with the immediate background material.

C. In addition to the address numbers required elsewhere in this Section, property which is developed as an office, commercial or industrial complex with separate occupancy frontages and one or more common ground signs shall, on such ground sign, display the address number for the complex. The square footage of address numbers incorporated into ground signs pursuant to this subsection shall not be counted toward the maximum allowable square footage of ground signs as set forth in the signage sections of the zoning ordinance, so long as the combined square footage of such numbers does not exceed an amount equal to five percent of the square footage of the sign face.

D. Landlords of all multiple family dwelling units and of all property which is developed as an office, commercial or industrial complex with separate units must post at the major entrance to the premises, in addition to any other allowed signs, a schematic diagram indicating the location and building number of all individual units within the complex. In addition, numbers indicating the address of each individual unit must be posted as provided above.

Article 4 – Design Standards

7-6 Assignment of Addresses

A. All properties or parcels of land shall be identified by reference to the uniform numbering system; provided, that all existing numbers of property and buildings not presently in conformity with provisions of this article shall be changed to conform to the system.

B. All street numbers shall be assigned by the Planning Department on the basis of one number for each twenty feet of frontage along the street. All properties on the right side of the roadway in the direction of increasing address numbers shall be assigned even numbers.

C. No building shall be assigned more than one number.

D. When several buildings have frontage within an assigned twenty foot frontage area, each building will carry an additional numeric designation (such as #1, #2, #3) in addition to the assigned number.

E. Newly recorded developments shall be assigned addresses through the Planning Department once any required Association Documents have been recorded and documentation of the recordation has been supplied to the department.

7-7 Location of Numbers

A. The owner, occupant or agent shall attach the assigned street numbers to said house, building or other structure. Address numbers shall not be less than four inches in height and made of a durable and clearly visible material in a contrasting color from the building.

B. The numbers shall be conspicuously placed near the main door of each building so that the number can be plainly seen from the street. Whenever any building is situated more than 70 feet from the pavement edge, the number must be placed near the walk, driveway or common entrance to such building and upon the mail box, gate post, fence post or other appropriate place so as to be easily seen from the street line.

7-8 Street Signs

A. All previously unnamed streets, renamed streets and newly created streets shall be marked by street name signs.

B. All new streets shall not receive a final inspection of approval by the County Engineering Department until adequate street name signs have been provided. The developer, landowner, and/or their designee shall provide signs at their expense. The street name signs may be purchased from Horry County, or an alternate sign may be used. All alternate sign designs must be reviewed and approved by the Planning Department to ensure compliance with the Federal Highway Manual of Uniform Traffic Control Devices, as adopted by the South Carolina Department of Transportation, for street sign standards.

C. Streets renamed at the request of residing property owners shall be marked by new street name signs at the petitioning owner’s expense

D. 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.

E. At least two street name signs, at opposing intersections, shall be placed at each four-way street intersection, and one at each "T" intersection. Signs shall be installed free of visual obstruction.

F. Street identification signs shall indicate ownership and maintenance by way of the following required background colors: Private roads shall be indicated using blue colored signs and all public roads shall be indicated using green colored signs. All letters and numbers shall be white. The signs must meet the reflective requirements stated in the above referenced manual. In addition, a sign shall be posted at the entrance of all private road developments that state: "Private Road. Not maintained by Horry County".

G. Where a public or private road right-of-way enters a floodplain or floodway adequate signage shall be provided as required by Article 4, Section 4.

H. The developer must install and maintain a PUBLIC or PRIVATE DEVELOPMENT INFORMATION SIGN AT ALL ENTRANCES TO DEVELOPMENT. This sign will be designed and produced by Horry County Engineering Department. These will be sold to developer at cost. Sign must be installed prior to the issuance of the Stormwater Permit and remain in place until the end of the warranty period for Public ownership or until acceptance by the HOA for private developments.

(Ord. 08-04, § 2-12, 2-17-04)

SECTION 8: OFF SITE IMPROVEMENTS

8-1. Applicability

Horry County requires all developments subject to Horry County Land Development Regulations to design and construct to Horry County and/or State Standards all required improvements (or proportionate amount thereof) that are related both in nature and extent to the proposed use of the property.

This policy applies, but is not limited to surfacing, grading, and aggregate base of a roadway or alleyway, completion of traffic area impact studies, or financial contribution towards the cost thereof, traffic control devices and signalization, construction or repair of concrete sidewalks abutting the property, installation of fire hydrants to service the property, construction or repair of curb and gutter which abuts the property, dedication of right of way, utility upgrades to adequately service the property and on and/or off site drainage facilities or improvements

If the Horry County determines, that off site improvements are applicable, but should not be constructed by the property owner, the County may waive actual construction of said improvements and require, in their place, a deposit in cash by, or on behalf of, the applicant

or property owner, in an amount estimated by the Horry County Engineering to cover the costs of the installation of such off site improvements. All such sums deposited shall be used to defray the cost of any required off site improvements, and when thus installed the portion of such deposit exceeding the cost of said installation shall be refunded, without interest, to the person making the deposit. Payment of the foregoing sums shall be required prior to the final approval of the project is issued by Horry County.

ARTICLE FIVE – IMPROVEMENT STANDARDS

Article 5 – Improvement Standards

SECTION 1: GENERAL PROVISIONS

1-1. Conformance.

Improvements to major land developments shall be installed in accordance with the requirements and standards set forth in these regulations.

1-2. Commencement.

No construction or installation of improvements shall begin in a proposed major development until the Planning Department approves a preliminary plan, and unless applicable permits have been issued.

1-3. Access.

Applicable public agencies shall have the ability to access the premises and structures of land developments governed by these regulations during reasonable hours to make those inspections as deemed necessary by them to ensure compliance with the provisions of these regulations.

1-4. Inspection.

Before beginning any work within a major development, the applicant or applicant's designated agent(s) shall make arrangements with applicable public agencies charged with the enforcement of these regulations to provide for adequate inspection of the improvements.

1-5. Final Plat Approval.

Final plats shall not be approved for recording unless the applicant has installed the required improvements as specified and required in this Article, or has provided a financial guarantee as specified in Section 3 of this Article.

For major developments that do not require the recording of a final plat, building permits shall not be issued until such time as the applicant satisfies those conditions placed on the proposed development by the Planning Department.

Final plats shall be submitted for recording in accordance with the provisions of Article 2, Section 2-3. Upon submission, Planning Department staff will have 15 business days to review such plat and provide revision comments, if any.

1-6. Changes in the Approved Plans and Specifications.

If unexpected site constraints necessitate changes in approved preliminary plans, the applicant shall request approval of such changes. The Planning Department shall review and approve any changes to a proposed development. The applicant shall not proceed with construction involving any changes prior to obtaining approval of the requested changes.

Article 5 – Improvement Standards

SECTION 2: REQUIRED IMPROVEMENTS

2-1. Monuments.

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".

2-2. Stormwater.

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

2-3. Lighting.

Street lighting, as approved by the County Engineer, shall be provided where a public or private road right-of-way intersects a collector or Arterial Street provided an adequate power supply exists. Such lighting may be located within the platted right-of-way provided its location complies with the roadside clearance standards established in Article 4, Section 2.6(o).

Maintenance and electric charges incurred as a result of the provision of lighting shall be the responsibility of the entity that controls the right-of-way.

2-4. Roadway Improvements

A. General.

All road and street construction shall be in accordance with Appendices E-K of this document, the approved construction plans, and the Horry County Road and Street Dedication Requirements. (See Appendix L)

Developments containing 10 or fewer lots (minor developments) that maintain private streets or utilize a shared private driveway easements are allowed to deviate from these requirements. (See Article 2, Section 3 for the specific standards that must met in these circumstances).

B. Pavement Standards.

Pavement widths for each street classification are shown in Table 4-D. Such widths shall be determined by parking and curbing requirements based on the intensity of the proposed development. Non-residential streets shall be improvement to standards established in Table 4-D. Intensity of residential development shall be based on minimum lot width at the building setback line as shown in Table 4-C.

1. Pavement thickness, sub-grade, and street profiles.

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

2. Minor Developments on Unpaved Public Roads

If a new minor development is created on an existing non-paved public road, the subdivider shall not be required to pave such road as a prerequisite for development. However, if the existing road does not meet the right-of-way width requirements as shown in Table 4-D the subdivider shall provide one-half of the required width in accordance with the standards established in Article 4, Section 2-3.

C. Curbs and Gutters.

1. General.

Curbing is intended for the purposes 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 Tables 4-C and 4-D. Where required, *c*urbing shall delineate on-street parking areas and may also be required under the following conditions:

1. For storm water management;
2. To stabilize pavement edge;
3. Along drainage inlets (ten feet on each side);
4. At intersections;
5. At corners; and
6. At tight radii.

2. Curb type.

Rolled or barrier curbing will be permitted provided their design is in accordance with the standards shown in Appendix I. Alternative dimensional requirements for these curb types may be permitted upon review and authorization of the Horry County Engineering Department. The curb type used shall ensure that such curbing effectively accommodates the proposed drainage system.
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.

3. Shoulders.

Shoulders and drainage swales shall be used for streets where identified in Table 4-D. 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.

Shoulders shall be a minimum of four feet in width on each side for all streets and shall be located within the right-of-way as shown in Table 4-D. The width of swales shall be determined by site specific conditions. Shoulders shall be stabilized with grass or sod.

D. Bridges.

1. 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 Horry County Engineering Department for review and approval.

2. Pedestrian and other types of 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 the their intended use. Plans and specifications shall be submitted to the Horry County Engineering Department for review and approval.

E. 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.

2-5. Water Supply and Sewage Disposal Requirements.

Water and sewage disposal systems shall meet the requirements of the applicable water and sewer provider.

2-6. Auxiliary Turn Lane Requirements

Dedicated left- and right-turn lanes are to be provided in situations where traffic volumes and speeds are relatively high and conflicts are likely to develop at road intersections and driveways between through and turning traffic. Auxiliary lanes are an asset in promoting safety and improved traffic flow in such situations. A traffic study to evaluate the need for a left turn auxiliary lane shall be required for developments (residential or commercial) that will generate 500 or more average daily trips. A traffic study to evaluate the need for a right turn auxiliary lane shall be required for developments (residential or commercial) that will generate 200 or more average daily trips. A traffic study to evaluate the need for a right turn deceleration lane can be required as determined by the County Engineer. The scope of the traffic study will be set

by the County Engineer. Improvements to off-site intersections may be required as determined by the traffic study and the County Engineer. Trip generation for the proposed development must be consistent with the ITE Trip Generation Manual (latest edition). Please see appendix O for guidelines. Some major applications and considerations for the design of auxiliary lanes are as follows:

Installing a right-turn deceleration lane. Such lanes are intended to remove turning vehicles from the through traffic flow. This reduces the frequency of rear-end collisions at locations where there is considerable right-turn ingress activity, such as major driveways and minor public road intersections. Right-turn lane criteria are shown in Appendix O. To use the figures, peak hour traffic counts including directional splits will be required. In addition, the ITE Trip Generation Manual may be used as an estimate for peak hour traffic counts generated by the proposed development.

The use and design of auxiliary right-turn deceleration lanes are to be guided by a traffic study. In general, auxiliary right-turn lanes must be long enough to accommodate a safe deceleration distance and provide adequate storage for a possible peak hour turning traffic queue.

Installing a right-turn acceleration lane. These lanes allow entering vehicles (those that have turned right from a driveway or minor public road onto the major route) to accelerate before entering the through-traffic flow. Acceleration lanes are to be considered on roadway segments, intersections and driveways with high traffic volumes where speed differential could result in unacceptable conflicts and/or delay. Acceleration lanes may also be appropriate where crash experience indicates a problem with right turning, entering vehicles. The right-turn acceleration lane is to be sufficiently long to allow safe and efficient merge maneuvers. A traffic study to evaluate the need for a right turn acceleration lane can be required as determined by the County Engineer. The design length, tapers and other features of right-turn acceleration lanes are to be guided by a traffic study.

Installing an auxiliary left-turn lane. Such lanes, installed in the roadway center, are intended to remove turning vehicles from the through traffic flow. This reduces the frequency of rear-end collisions at locations where there is considerable left-turn ingress activity, such as major driveways and minor public road intersections. Left-turn lane criteria are shown in Appendix M. To use the figures, peak hour traffic counts including directional splits will be required. In addition, the ITE Trip Generation Manual may be used as an estimate for peak hour traffic counts generated by the proposed development. A traffic study to evaluate the need for a dedicated center left turn lane can be required as determined by the County Engineer.

The use and design of auxiliary left-turn lanes are to be guided by a traffic study. In general, auxiliary left-turn lanes must be long enough to accommodate a safe deceleration distance and provide adequate storage for an expected peak hour turning traffic queue.

Article 5 – Improvement Standards

SECTION 3: FINANCIAL GUARANTEES

3-1 General

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.

Acceptance of financial guarantees is discretionary and Horry County 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 Horry County shall not to be construed as an obligation to any other agency, utility or property owner within affected developments.

3-2 Submittal

An engineer's cost estimate for financial guarantees shall be submitted to the Engineering Department 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.

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 Horry County Engineering Department. 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, pavements, 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.
6. Street intersection lighting.

The Horry County Engineering Department will determine if the proposed cost estimate is consistent with the prevailing costs for construction materials. Upon such determination, the Engineering Department will inform the Planning Department that the cost estimate is acceptable and a financial guarantee for the proposed amount may be submitted.

3-3 Acceptance of financial guarantees.

The Planning Department 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.

Approved guarantees shall be independent of the development project's construction loan. The Planning Department 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 Planning Department.

Approved **letters of credit** shall adhere to the following standards:

1. Be equal to 125% 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 Horry County, 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 Horry County.

5. Be for no less than $10,000 of construction.
6. Substantially conform to the format shown in Appendix D.

Approved **cash deposits** shall adhere to the following standards:

1. Be equal to 125% of the approved cost estimate.
2. Be for no less than $1,000 of construction.
3. Made payable by cashier's check to Horry County.

Cash deposits are deposited upon receipt with the Horry County Treasurer's Office. Improvements guaranteed by such deposits shall be completed within 12 months. A cash deposit may be extended as provided for in subsection 3-4, below.

(Ord. 28-05, § 3-3, 04-05-05)

3-4 Extensions.

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 Engineering Department 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 subsection 3-3, above.

Upon approval of the revised construction cost estimate, the extended letter of credit or cash deposit shall be provided to the Planning Department no fewer than ten 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 1 year and may occur in two 6-month extensions. No individual extension shall be for a period less than 6-months.

If the improvements for which the letter of credit or cash deposit were posted have not been completed within two years, the Planning Department may allow one additional 6-month extension. Such extension is subject to approval of a revised construction cost estimate showing that at least 50% of the project improvements are complete. Additional extensions may be considered on a case by case basis.

3-5 Setup and Extension Fees

The fees listed below will apply to letters of credit or cash deposits established with Horry County 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 Horry County.

A. Setup Fees

Amount of LOC or cash	Fee	Over $50,000 – Rate per $1,000 or fraction thereof
Up to -$50,000	$250	Not applicable
Over $50,001		$0.75 + $500.00

B. Extension Fees

Extended 30 days prior to expiration --	$100.00 + .0025 times the guaranteed amount
Extended 29 to 16 days prior to expiration --	$250.00 + .0025 times the guaranteed amount
Less than 15 days prior to expiration --	$500.00 + .0025 times the guaranteed amount

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

(Ord. 08-04, § 3-5(B), 2-17-04)

3-6 Reductions

A developer may reduce a financial guarantee during the initial coverage period. A request to reduce the financial guarantee shall be submitted to the Planning Department and include a revised construction cost estimate. The Planning Department will forward the revised cost estimate to the Horry County Engineering Department for review.

Reductions of financial guarantees will not be allowed within 6-months of any previous reduction request and shall be no less than 125% of the revised construction cost estimate. 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 subsection 3-5(b), above.

3-7 Drawing of a financial guarantee

The Planning Department 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.

3-8 Release of a financial guarantee

The Horry County Engineering Department shall authorize the Planning Department 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 Horry County Engineering Department. In addition, the developer's engineer shall furnish the Engineering Department a letter certifying that all non-county 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.

The procedures and requirements for dedication of roadways to Horry County are shown in Appendix L.

ARTICLE SIX – SPECIAL DESIGN STANDARDS

Article 6 – Special Design Standards

SECTION 1: MANUFACTURED HOUSING COMMUNITIES

1-1 Purpose.

The standards established herein are designed to promote a seamless transition from proposed or existing developments and manufactured housing developments.

1-2. General

§ 3-3, 04-05-05) All manufactured housing developments shall obtain approval from the Horry County Planning Commission or Planning Department, as authorized by the Planning Commission, as well as possess a permit to operate as a manufactured home park from DHEC. All manufactured housing developments shall record a survey of the development with the Register of Deeds Office prior to the issuance of building permits.

1-3. Special design standards and development provisions

A. Platting requirements.

All manufactured housing developments regardless of their classification (minor or major) or intended lot use (lease, rental, or sale) shall comply with the platting and improvement standards established in Articles 2, 3, and 4 of these regulations.

In addition to platting requirements of Article 3, any manufactured home development plat showing lots, which will be leased or rented, shall have the plat titled as a "Lease Parcel Plat for (development name)."

(Ord. 79-02, § 1-3(A), 5-21-02)

B. Expansion of existing "minor" manufactured home developments.

A "minor" manufactured home development, in which lots are leased or rented, may be expanded beyond minor status without requesting "major" development approval when:

1. The additional lots are located on the tract remainder of the property from which the "minor" development was approved and not an adjacent parcel of land unrelated to the "minor" development;
2. The additional lots will access an improved roadway, not an easement, of at least 50 feet in width. Greater width may be required provided the average daily trips (ADT's) require such upgrade. Improvement of the roadway shall be consistent with that required for a "major" development and the requirements of Article 4;
3. A drainage plan is provided illustrating how the additional runoff will be accommodated and that such runoff will not adversely affect surrounding development;
4. The number of additional lots is limited to 10; and
5. All platting and improvement requirements of Articles 2, 3 and 4 are met as well as those required in subsection A, above.

Any "minor" manufactured housing development in which lots are leased or rented that exceeds 20 total lots shall comply with all "major" development requirements as specified within these regulations.

C. Shared private driveways.

Leased manufactured home developments containing eight or fewer lots for which a community well or individual well and septic has been permitted by DHEC may be accessed off a shared private driveway meeting the standards of Article 4, Section 2-6(Q).

D. Landscaping.

A landscape screen shall be installed or retained along the exterior boundary of a manufactured home development that abuts a federal, state, or county arterial/collector roadway. Such screen shall comply with the landscaping requirements of Section 528.6 (C-3) of the Horry County Zoning Ordinance (Tree Preservation). In addition to the standards stated therein, the landscape screen shall be capable of providing 80% opacity, at four feet, within 2 years of planting. To achieve such opacity, a developer may utilize berms, fences/walls, and additional landscaping. In no instance shall the screen contain fewer plants than that required by Section 528.6(C-3)

E. Design Standards.

When a manufactured housing development is proposed for construction adjacent to any other type of land development, except an existing manufactured development, the following shall apply:

1. Each manufactured housing unit shall utilize vinyl under-skirting or other material/product that simulates a site-built foundation. In all instances, under-skirting shall ensure that the unit(s) tongue is not visible.
2. Each manufactured housing unit shall have a house-type roof (shingle or tiled). Homes built prior to April 1995 shall exempt from this provision provided such housing is not located on the outside boundary of the proposed development or is visible from an adjacent public roadway or property line.
3. Decks, porches, and stairs shall be installed within and according to Horry County Building and Code Enforcement Department procedures and applicable building regulations. Under-skirting shall be installed within 45 days after the certificate of occupancy for the manufactured home has been issued.
4. Parking areas shall be improved with the same or better materials that are utilized for the access or street improvements within the manufactured housing development. An improved walkway (concrete, gravel, stone, pavers, etc) shall be provided from the parking area to the front porch/deck entrance of each manufactured housing unit.
5. Landscaping shall be installed around the perimeter of open space or development amenities and their associated parking lots.
6. Each manufactured housing unit shall be installed with an entrance of the home parallel to the road right-of-way or easement except when located on a cul-de-sac or approved by the Planning Commission.

7. In no instance, shall a manufactured home development regardless of its classification (i.e. minor or major) that is located in the urban service area of the county (as defined on the Comprehensive Plan Future Land Use Map) or is serviced by water and sewer have roadways that are not paved.

SECTION 3: UTILITY INSTALLATIONS

3-1. General

The standards contained in this section recognize that utility installations are unique land uses that necessitate the use of alternative lot arrangements and access requirements when being subdivided. This section further recognizes that utility installations are necessary for the convenience and service of the general public and may result in their being located near land uses that they would otherwise be inconsistent with. Special standards are created to promote the viability and accessibility of utility installations while mitigating the potential impacts that such facilities have on surrounding properties.

3-2. Applicability

This section applies to utility facilities such as electricity substations, telephone switching stations, sewer/water pumping stations, and installations that are operated publicly or privately for the benefit of general community. These facilities require the review and approval of the Planning Department as authorized by the Planning Commission.. Plans will be reviewed within 15 working days after submittal to the Planning Department. Platting actions shall adhere to the submittal requirements of Article 3.

3-3. Lot Requirements

Lots or parcels created for above ground utility installations (i.e. pump stations, telephone switching stations, utility substations, etc) shall be exempt from the minimum lot and setback requirements of the zoning district in which they are located provided that:

1. The lot or parcel has a minimum of 20 feet of roadway frontage. Roadway frontage may be greater if required by the applicable utility provider.
2. The lot or parcel is wide enough for the ingress/egress to meet the property line corner clearance requirements of Article 7.

(Ord. 155-02, §3-3, 12-17-02)

3-4. Access

A. Utility lots with direct access.

Lots or parcels created for the location of utility installations may be provided direct access via a public road right-of-way or shared driveway easement. Utility lots located on a shared driveway

easement shall not be counted toward the maximum number of building lots allowed on said easement.

Lots or parcels created for the location of utility installations may be provided direct access via a fee simple private road right-of-way with the written approval of the owner(s) of said right-of-way on the plat.
B. Utility lots without direct access.

Lots or parcels created for the location of utility installations that are not located directly adjacent to a public or private road right-of-way or shared driveway easement may be provided access via a 20-foot wide easement. Such easement shall be shown on a final plat prepared in accordance with these regulations.

3-5. Paving Standards.

Driveways accessing utility installations are not subject to a minimum paving standard except that portion of the drive that encroaches within an established public or private road right-of-way shall meet the applicable paving standard of the existing road. Driveway aprons encroaching into the public or private road right-of-way shall also adhere to the standards established in Article 4, Section 2-6 (P{2a}).

3-6. Screening.

Facilities shall be screened in accordance with the screening requirements established in applicable Horry County ordinances.

3-7. Platting Requirements.

A. General.

All plats being created for the construction of a utility installation shall be drafted in the same manner as a parcel split (see Article 2, Section 4). Utility installation plats shall bear the name of the utility company the property is being transferred to.

B. Exclusive easements.

Plats where an exclusive easement is being created and dedicated to the utility shall bear the following statement signed by the property owner(s):

“This 20 foot exclusive easement is created to for the sole use of (utility) to access a (type of installation). This easement does not serve as adequate access to any other property and will be relinquished (a) at the expiration of the lease agreement with (utility); or, (b) at the time (utility) sells the property.”

Article 6 – Special Design Standards

SECTION 4: CEMETERIES

4-1. General

The standards contained herein shall apply to all new cemeteries; expansions of existing cemeteries, or parcels upon with burial/cemetery lots will be created. All cemeteries and individual burial plots within cemeteries or upon individual parcels shall conform to the requirements of a platting action as established in Article 2, Section 4-13.

(Ord. 08-04, § 4-1, 2-17-04)

4-2. Land Area and Height

Cemeteries are not limited to a minimum or maximum parcel size. The height of all structures in cemeteries shall adhere to those required by their zoning classification.

4-3. Setbacks

Individual burial plots within cemeteries located along any platted public or private roadway shall not be located in the applicable front yard setback as required by the Horry County Zoning Ordinance. All structures within new cemeteries or expanded portions of existing cemeteries shall adhere to setback requirements of the Horry County Zoning Ordinance.

4-4. Access, parking, maintenance, and buffers/landscaping.

A. External access.

Access to cemeteries five acres or less shall be provided via a public or private road right-of-way or a shared private driveway easement. For cemeteries greater than five acres, access shall be provided via a public or private road right-of-way. Cemeteries shall conform to the lot frontage requirements established in Article 4, Section 3-2 (B) of these regulations and the access management standards of Article 7.

Access to cemeteries via a public or private road right-of-way shall require the driveway within the right-of-way to be paved to the applicable county standards based on the anticipated average trips the cemetery will generate.

B. Internal access.

Cemeteries greater than five acres in size shall provide a 20-foot wide internal non-exclusive and appurtenant access easement to the burial plots. Such access is not required to provide access to every burial plot; however, should be arranged in such a manner that the access drive loops through the cemetery providing ingress and egress as well as parking for all burial plots.

Access drives shall be designed and constructed in a manner that users will not be required to back off the cemetery property on to a public or private road right-of-way. The access easement

shall have sufficient vehicle storage capacity to allow funeral parking within the boundaries of the cemetery.

All cemeteries shall adhere to the parking standards set forth in the Horry County Zoning Ordinance.

C. Maintenance.

Methods for the maintenance of internal non-exclusive and appurtenant access easements by perpetual care cemeteries shall conform to applicable state legislation.

D. Buffers/landscaping

Cemeteries shall conform to landscaping and buffering standards established in the Horry County Zoning Ordinance.

SECTION 5: BEACH DEVELOPMENT

5-1 Beach Development

Unique development criteria are required to protect ocean beach areas from erosion and to maintain adequate beach access. The following criteria shall apply for all developments proposed in areas adjacent to or in the immediate proximity of the shoreline.

The design and layout of subdivisions shall adhere to the development criteria shown in Appendix M, Figure 1 unless specifically waived or modified by the Planning Commission. No natural primary sand dune shall be leveled, breached or altered in any way nor shall natural dune vegetation located on sand dunes be destroyed or disturbed.

Dead end streets running perpendicular to beach frontage are not recommended (see Appendix M, Figure 3). No street shall be located or constructed in such a manner as to alter or undermine natural sand dunes. It is recommended that streets running parallel to the beach be elevated two feet above the level of adjacent ground unless the Planning Commission approves an alternate design.

SECTION 6: OFFICIAL MAP

Horry County has adopted an Official Map Ordinance and “Index Map” pursuant to the authority granted under the South Carolina Code of Laws 1976, Title 6, Chapter 7, Article 13, as amended.

Pursuant to such authority, proposed developments located on properties that have been identified on the “Index Map” must undergo one of the following actions before development approval may be granted:

1. Be exempted from the requirements of the Official Map Ordinance; or

2. Be obtained by Horry County or its designee; or
3. Be approved for developed subject to specific conditions.

Such actions shall be heard before the Horry County Planning Commission and Horry County Council in accordance with the procedures set forth in Title 6, Chapter 7, Article 13 of the South Carolina Code of Law 1976, as amended.

6-1. Exemption of property from the restrictions of the Official Map.

Requests for exemption from the Official Map Ordinance shall be accompanied by a written request for exemption, the filing fee, and the following supplemental information:

(a) A statement providing the total investment made in the property, including all costs incurred before it was placed on the Official Map. The costs may include:

1. Land acquisition;
2. Work performed by professional land planners, architects, engineers, surveyors and attorneys as evidenced by recorded plats and sealed engineering drawings;
3. The cost of on-site and off-site infrastructure improvements to service the property.

(b) Documentation of any dedication of property made to public entities in accordance with the approved overall development plan for the property.
(c) Whether infrastructure improvements, if any, have been installed and sized to accommodate the uses approved for development on the property.
(d) The acreage that will be utilized for proposed development upon the property or has been approved for development that are impacted by such property being placed on the Official Map.
(e) Whether the completion of the development plans for the property or the approved project has been timely and diligently pursued.
(f) What effect placement of the property on the Official Map has had upon the applicant's mortgage or development loans for the property

(Ord. 08-04, § 6, 2-17-04)

ARTICLE SEVEN – ACCESS MANAGEMENT

SECTION 1: GENERAL PROVISIONS

1-1. Applicability

The standards contained herein shall apply all new roadway or commercial driveway construction when such roadways or commercial driveways intersect existing county, federal, or state rights-of-way. These standards shall not apply to internal roads within existing or new developments. Standards for roadway construction internal to developments shall adhere to the requirements enumerated in Article 4 of these regulations.

The Horry County Engineering Department, hereafter referred as “Department” shall review and authorize all access requests to applicable roadways.

(Ord. 08-04, § 1-1, 2-17-04)

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 Department is recommended to ensure that any access to a development parcel complies with these standards.

1-3. Number Allowed per Frontage

Generally, one point of access to a given property will be allowed, situated in a safe location and in accordance with other provisions of this section. However, additional access points may be allowed as shown in Table 7-1, provided the continuous roadway frontage of the property exceeds 200 feet (60 m).

TABLE 7-1
Maximum Number Of Driveways Per Frontage

Length of Frontage		Maximum Number of Driveways
ft.	m	
200 or less	60 or less	1*
200+ to 600	60+ to 180	2
600+ to 1,000	180+ to 300	3
1,000+ to 1,500	300+ to 450	4
More than 1,500	More than 450	4 plus 1 per each additional full increment of 500 feet (150 m) of frontage
* On frontages of 200 feet (60 m) 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.		

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 approved. A residential property with a frontage of less than 50 feet (15 m) or a commercial property with a

frontage of less than 64 feet (19.4 m) will be permitted a point of access only upon special consideration by the Department. A property with more than one frontage may have the frontages considered separately.

1-4. Location, Spacing, and Offset

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.

In the interest of public safety and convenience, the Department 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.

Table 7-2 is the recommended spacing chart for adjacent driveways on the same frontage. High-volume driveways should align with driveways on the opposite side of the street or should be offset in the same manner as streets as shown in Appendix F, Figure 4-D.

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 (15 m), unless a continuous right-turn lane is approved. Nowhere shall a distance of less than 40 feet (12 m) between edges of one-way driveways be permitted (See Appendix O, page 2).

TABLE 7-2
Spacing Of Driveways

Operating Speed		Recommended Minimum Spacing from Center to Center	
mph	km/h	ft.	m
30 or less	50 or less	100	30
35	60	150	45
40	60	200	60
45	70	250	75
50	80	300	90
55 and above	90 and above	350	105

(Ord. 08-04, § 1-4, 2-17-04)

1-5. Sight Distance

To the extent feasible, an access shall be located at a point that provides optimum sight distance along the roadway. The recommended intersection sight distance required at a driveway is set forth in Table 7-3, Appendix N. Sight distances for streets and higher-volume driveways shall comply with the standards contained herein. 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 5%, the required site distance shall be determined and approved by the Department.

1-6. Proximity to Intersections, Ramps, Crossovers, and Railroads

Points of access should be located as far from roadway intersections or railroads as feasible and practical. 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 (3 m) from the point of tangency of the intersecting roadway's radius and not closer than 75 feet (22.5 m) to the edge of the intersecting roadway when property frontage allows. See Appendix O, page 2 for a graphical display of the minimum driveway location standards. These requirements may limit or exclude access points on some corner lot frontages.

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 the elongation of areas may warrant special consideration.

Points of access in the vicinity of freeway or expressway ramps shall comply with the requirements outlined above for those near roadway intersections. However, in addition, these access points shall not be located in such proximity to a ramp that, as determined by the Department, they may interfere with the safe and orderly transition of traffic from one roadway system to another. In no instance, shall a point of access be permitted on a freeway or expressway ramp or on a controlled-access highway unless illustrated on the original design plan for the controlled-access highway.

Whenever applicable. points of access should align directly with existing median crossovers. Those that do not align directly should be located a minimum of 100 feet (30 m) (edge to edge) from the nearest crossover so that conflicts with traffic using the crossover can be avoided (See Figure 7-1, Appendix N).

1-7. Property-Line Clearance

With the exception of residential driveways, points of access shall be located no less than 20 feet (6 m) from the adjacent property line and have a minimum radius off-set, from the adjacent property line, of 5 feet (1.5 m). Such measurements shall be measured parallel to the roadway, from the intersection of the right-of-way and property lines. (See Appendix O, page 2). 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.

(Ord. 155-02, § 1-7, 12-17-02)

1-8. Traffic Control

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. Traffic control devices shall be installed on all streets and on driveways that have geometric and operational characteristics

resembling those of a street. 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 Department.

1-9. Shared Driveways (see also Shared Private Driveway Article 4, Section 2-6(Q))

Shared driveways requiring mutually executed easements are encouraged and, in some circumstances, may be required by the Department. When required, the standards of subsection 1-7 shall not apply to the shared driveways. Shared private driveways may be used to access more than three lots under special circumstances when recommended by the Department and approved by the Planning Commission.

1-10. Flag Lots

Access problems often occur as the result of land development techniques that produce lots shaped like flags with long narrow access poles (see Figure 7-2, Appendix N). Landowners often stack flag lots when dividing a parcel to provide interior lots with direct access to the existing roadways, thereby avoiding the expense of providing a public or private road. Development of flag lots is prohibited (see Article 4, Section 3-2(D)). However, under special circumstances and when recommended by the Department and approved by the Planning Commission flag lots may be permitted.

Access problems frequently occur when drives from stacked flag lots violate driveway spacing standards on the roadway system. Inadequate spacing between these driveways increases safety hazards from vehicles turning on and off the high-speed roadway.

To reduce the potential for access problems and improve safety, the construction of one drive per flag lot should be avoided. Instead, internal flag lots should be served by an internal street or road system that provides access to the adjacent roadway system at one location. This access point should meet the design standards for a street or roadway and not those of a driveway.

A residential property with a frontage of less than 50 feet (15 m) will be permitted a point of access only upon special consideration by the Department.

1-11. Auxiliary Lanes

On roadways with substantial traffic volumes and/or higher speeds, lanes for deceleration, or turn storage may be required by the Department or as the result of an impact study. The design and construction of auxiliary lanes, as well as the acquisition of additional right-of-way where necessary, shall be the responsibility of the permittee and shall be accomplished at no expense to the Department. Design guidelines for auxiliary lanes are given in subsection 7-7.

1-12. Frontage Roads

The objective of a frontage road is to provide a means of access where direct access to the main roadway is not advisable or is limited by access control. This concept holds significant value for high-speed and divided highways and should be considered especially along areas susceptible to strip development. When frontage roads are used, they shall provide a minimum of 300 feet (90 m) or more of storage space (throat length) between the main roadway and the frontage road. Apart from providing the required throat length, the frontage road may be designed to parallel to the main roadway.

SECTION 2: RESIDENTIAL DRIVEWAYS

2-1. Single Residences and Small Apartment Complexes

This subsection covers driveways for single-family residences, duplexes and small apartment complexes consisting of 10 apartments or fewer. Generally, only one driveway will be allowed on a residential lot. Any exception to this must be justified on the basis of safety or special circumstances. See Table 7-4, Appendix N for applicable standards.

2-2. Large Apartment Complexes

Complexes consisting of more than 11 apartments are considered large apartment complexes. The number of driveways allowed per frontage will generally be one. Additional driveways may be justified provided the required property frontage and spacing requirements of subsections 1-3 and 1-4 are met. In addition, since these types of developments typically generate higher volumes of traffic consideration should be given to providing additional queuing areas and turning lanes. Widths and radii for these driveways are given in Table 7-5, Appendix N. Divided driveways should comply with subsection 7-6.

SECTION 3: COMMERCIAL AND INDUSTRIAL DRIVEWAYS

3-1. High-Turnover and/or Drive-Through Businesses

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. 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. Examples of high-turnover businesses are fast-food restaurants, financial institutions with drive-through windows, convenience stores and car washes.

The site plan shall show internal areas for drive-through lanes that will prevent traffic from queuing on the right-of-way. Also, internal circulation must be on private property and the parking design must not allow backing of vehicles onto the right-of-way. 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. See the typical sketch in Appendix O, page 7.

3-2. Shopping Centers and Other Large Developments

A. Impact Studies

Early contact with the Department by the developer is recommended. A traffic impact study may be required for large developments such as major shopping centers, large planned developments, industrial complexes, and other projects as determined by the Horry County Engineering Department Table 7-6 shows the guidelines that may be used to determine whether a study will be required as determined by the Planning Commission.

TABLE 7-6
Guidelines For Determining The Need For An Impact Study

Shopping Center	100,000+ gross square feet (9,300 m^2)
Planned-~~Unit~~ Development	75+ acres (303,500 m^2)
Industrial	350+ employees
Residential Development	~~100+ single-family detached units or~~ 200+ total dwelling units
Office	100,000+ gross square feet (9,300 m^2)

A traffic impact study shall meet the criteria of the Institute of Transportation Engineers and shall be conducted by a qualified engineer. An impact study shall analyze traffic conditions for both the initial opening and full development of the site under the most critical traffic situations expected. The study will be used to help assess the need for changes in traffic control devices and roadway improvements necessary to lessen the impact of the new development. The study must also justify the proposed access plan and demonstrate the effects of the development on public roadways.

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. The Department may require road improvements by the developer without a traffic impact study.

B. Out-parcels

Out-parcels derive a significant portion of their attraction from their relationship and connection to their associated major development. The prime development generates a large portion of the traffic that will be attracted to the out-parcel; therefore, it is appropriate that access be from the major development. This will reduce the number of conflict points and improve safety while giving greater emphasis to the main development.

Access for out-parcels should be provided only internally; however, shared or individual access points may be permitted provided that twice the normal spacing requirements of subsection 1-4 are met. When direct access is approved. it may be limited to right turns. Even when single or shared out-parcel access points are allowed, additional access from the out-parcels to the major development should be provided. Notation of access for the out-parcels shall be made on the plans for the development. For sample drawings of out-parcel access, see Appendix O, pages 8 and 9.

3-3. Commercial/ Industrial Driveways

Access points for commercial and industrial sites shall be located and designed to accommodate the traffic that the facilities will generate. Consideration in design should be given to the type of vehicles that will use the driveways, especially when they are likely to be large trucks. In addition, the higher volumes of traffic entering and leaving the commercial and industrial sites at shift changes must be considered in the design of queuing areas and turning lanes. The number and spacing of points of access for commercial and industrial sites are established in subsections l-3 and 1-4. Data on geometric design is provided in Section 7. The minimum corner radii recommended when trucks are used as design vehicles are given in Table 7-7.

Table 7-7
Driveway Radii

Design Vehicle			Minimum Radius	
	Ft.	m	ft.	m
Single Unit Truck	SU	SU	40	12
Tractor Trailer	WB-40	WB-12	40	12
Tractor Trailer	WB-50	WB-15	50	15
Tractor Trailer	WB-62	WB-19	50	15

SECTION 4: STREET INTERSECTIONS

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. The 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.

Right-of-way for new streets should provide triangular areas sufficient to accommodate the intersection turn radii and provide for adequate intersection sight distance. The minimum radius for street intersections is 30 feet (9 m). Recommended travelway widths at intersections for streets with no provisions for parking and/or islands are presented in Table 7-8. The values for street and high-volume driveway widths in Table 7-8 shall be adjusted for parking and islands to provide minimum travel width.

Streets should align opposite other streets or major driveways or shall have sufficient offset so that operational problems cannot develop. See Figure 7-3, Appendix N.

TABLE 7-8
Street And High-Volume Driveway Widths

Number of Lanes	Recommended Travelway Width Without Parking and/or Islands	
	ft.	M
2	24-36	7.2-10.8
3	36-44	10.8-13.2
4	48-54	14.4-16.2
5	60-66	18-19.8

SECTION 5: MEDIAN CROSSOVERS

5-1. General

The initial placement of median crossovers along divided highways was determined by engineering design. Divided highways operate at higher levels of safety with a minimum of median crossovers. Additional crossovers create more conflicts and can lead to higher accident experience and loss of the advantages of the divided highway. They, therefore, are not normally permitted at access points and the Department reserves the right to limit access to right turns only. However, when additional median crossovers are warranted and in order not to compromise the operation of existing crossovers or the highway the spacing of these additional median crossovers should follow a typical pattern for each roadway and shall be limited by the criteria set forth in this section.

5-2. Requirements

A median crossover may be permitted when an engineering review by the Department indicates that all of the conditions listed below are met.

1. The spacing to the nearest crossover is at least 500 feet (150 m) in urban areas and 1000 feet (300 m) in rural areas (centerline to centerline). Urban and rural areas shall coincide with the "urban and rural service areas" as shown on the Future Land Use Map of the Horry County Comprehensive Plan.
2. When needed as determined by the Department, a suitable left turn lane and taper shall be included.
3. Sight distance criteria are met (see subsection 1-5)
4. Significant traffic volumes will be generated.
5. The operation of the highway, other accesses, or crossovers will not be adversely affected.
6. The maximum grade on the crossover shall not exceed 8 percent and should not exceed 5 percent

The Department may approve the relocation of a median crossover if the new location meets the above requirements and all directly affected property owners concur.

A median crossover and any associated turn lanes are considered components of the driveway and are to be constructed by the permittee where approved.

5-3. Design

The length of a median opening shall be based on the control radii in accordance with Figure 7-5, Appendix N. 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 the median width and a control radius of between 40 feet (12 m) and 75 feet (22.5 m). See Figure 7-4, Appendix N for design dimensions.

The length of median crossovers for U-turns should be determined by the turning radius of the type of vehicle normally expected to use the crossover. A U-turn crossover should have a minimum length of 24 feet (17.2 m) and should have semicircular median ends. Pavement design shall equal or exceed that of the existing roadway. If auxiliary lanes are required, they shall be designed in accordance with subsection 7-7.

SECTION 6: OTHER DRIVEWAYS

6-1. Temporary Driveways

Any driveway which is not for use by the general public and which will be closed after being used for only a limited time may be considered a temporary driveway. The limited time shall be specified on the permit and shall not exceed two years. The requirements for temporary driveways will be the same as for permanent driveways except that a stone surface may be used instead of pavement. Temporary driveways shall not block existing drainage features. When the driveway is closed, all materials shall be removed and the site restored to its original condition by the permittee.

6-2. Construction Driveways

A driveway to a construction site may be considered a temporary driveway. An area off the right-of-way for cleaning mud and debris off tires shall be required.

SECTION 7: GEOMETRIC DESIGN

7-1. Angle of Intersection

The angle between a two-way driveway and the roadway it intersects preferably should be 90 degrees but no less than 75 degrees. The angle of a one-way driveway entering a property may be decreased to 60 degrees, but the angle of a one-way driveway exiting a property shall not be less than 75 degrees and preferably should be 90 degrees.

(Ord. 08-04, § 7-1, 2-17-04)

7.2. Width

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. Table 7-9 indicates minimum and maximum driveway widths for various types of driveways. Streets and high-volume driveways are governed by the widths given in Table 7-8 (see Section 4)

TABLE 7-9

Driveway Widths

Driveway Type	Width	
	ft.	m
Residential & Minimum Use	see table 3-4	see table 3.4
Urban Commercial (One-Way)	14- 24	4.2-7.2
Urban Commercial (Two-Way)	24-40	7.2 –12
Rural Commercial (One-Way)	18- 24	5.4- 7.2
Rural Commercial (Two-Way)	24- 50	7.2 –15

7-3. Radii

Driveway radii should be designed to provide safety and ease of vehicle movement for the largest vehicle that will regularly use the driveway. On roadways with curb and gutter, driveways serving low volumes of traffic may have a drop curb design instead of curb returns. On higher-volume driveways and on higher-speed roadways, curb returns should be utilized and may be required. Design drawings for driveways with drop curb and for driveways with curb returns are given in Appendix O, pages 10, 12 thru 14.

Refer to Table 7-7 for minimum corner radii.

7-4. Approach Grade and Side Slope

On streets or higher-volume driveways or when curb and gutter are utilized, the approach should be in accordance with Appendix O, page 11. 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 for the full width of the shoulder.

A grade not to exceed plus or minus 8 percent shall be maintained from the edge of the shoulder for a minimum distance of 40 feet (12 m). Low-volume drives can have an additional grade change at this point not to exceed 14 percent total grade change from the shoulder grade. (See Figure 7-5, Appendix N)

Driveways shall have a maximum side slope ratio of 4:1 (1:4 metric).

7-5. Islands

Traffic islands are used to guide motorists into proper lanes. They shall be used when the driveway characteristics or complexity is of such a 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 as shown in Figure 7-6, Appendix N. The minimum size of a raised concrete island is 100 square feet (9.3 m^2).

7-6. Driveway Medians

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 4 feet (1.2 m) and a maximum width of 12 feet (3.6 m). The nose of the median shall be setback 6 to 12 feet (1 .8 to 3.6 m) from the edge of the roadway.

Landscape plants on the median and within 25 feet (7.5 m) of the roadways should be limited to low growing plants not exceeding 2 ½ feet (760 mm) in height. See subsection 1-5 regarding sight distance requirements. When the median width is larger than 4 feet (1.2 m), the nose shall be defined with a 2-foot (0.6 m) radius and the control turning radius. See Figure 7-7, Appendix N.

7-7. Auxiliary Lanes

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.

When the through travelway 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.

A. Acceleration and Deceleration Lanes

Acceleration and deceleration lanes should be 12 feet (3.6 m) wide and constructed in accordance with Table 7-10. Greater corner radii or channelization should be use 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 or three lane roadway.

TABLE 7-10
Acceleration And Deceleration Lane And Taper Lengths

Roadway Design Speed	Minimum Length of Taper		Minimum Length* of Full Width Lane	
	Ft.	m	ft.	m
40 mph (60 km/h) and less	150	45	150	45
45 and 50 mph (70 and 80 km/h)	180	54	200	60
55 mph (90 km/h) and above	200	60	250	75
* Lengths given are for flat grades. For downgrades on deceleration lanes and upgrades on acceleration lanes, increase lengths 10 percent for every 1 percent of grade.				

B. Left-Turn Storage Lanes

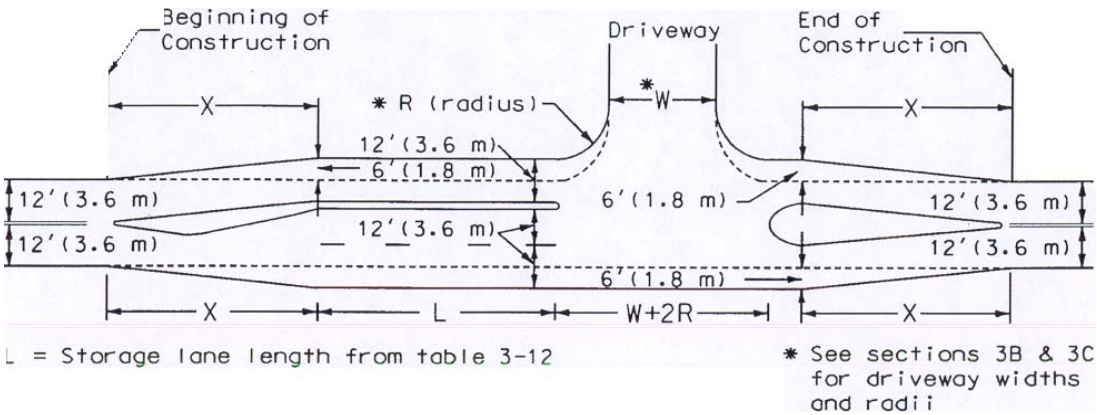
If a left-turn lane is required, it should be 12 feet (3.6 m) wide and constructed in accordance with Table 7-11. When widening is necessary to accommodate a left-turn lane, the methods presented in Tables 7-12 and 7-13 should be used. The method in Table 7-12 is preferred.

(Ord. 08-04, § 7-7(B), 2-17-04)

TABLE 7-11
Left-Turn Storage Lane And Taper Lengths

Roadway Design Speed	Minimum Length of Taper		Minimum Length* of Storage Lane	
	Ft.	m	ft.	m
40 mph (60 km/h) and less	150	45	150	45
45 and 50 mph (70 and 80 km/h)	180	54	200	60
55 mph (90 km/h) and above	200	60	250	75

TABLE 7-12
METHOD FOR WIDENING ON BOTH SIDES OF ROAD TO ACCOMMODATE A LEFT-TURN LANE

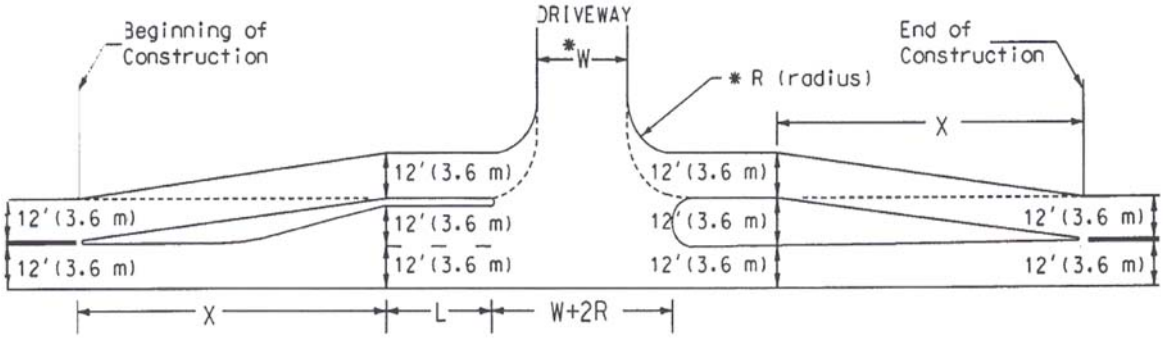


Resurfacing of the entire area within the limits of construction is required. In addition, an extension of resurfacing beyond the construction limits may be required in order to obtain a smooth riding surface.

(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

TABLE 7-13
METHOD FOR WIDENING ON ONE SIDE OF ROAD TO ACCOMMODATE A LEFT-TURN LANE



L = Storage lane length from table 3-12
* See Sections 2 & 3 for driveway widths and radii

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

ARTICLE EIGHT - DEFINITIONS

Article 8 – Definitions

SECTION 1: GENERAL

Except as specifically defined herein, all words used in these regulations have their customary dictionary definitions. For the purposes of these regulations certain words or terms used herein are defined as follows:

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.

The word “shall” is always mandatory.

The word “may” is permissive.

The word “lot” includes the word “plot”, “parcel”, or “tract”.

The word “person” includes a firm, association, organization, partnership, trust company, or corporation as well as an individual.

The term “Planning Commission” includes “Commission” refers to the Horry County Planning Commission.

The term “Planning Department” includes “staff” and refers to the Horry County Planning Department.

The terms “Engineer”, “Engineering Department”, or “Department (Article 7 only)” refers to the Horry County Engineering Department.

SECTION 2: DEFINITIONS

AASHTO. American Association of State Highway and Transportation Officials.

ADT (Average Daily Traffic). The average number of vehicles per day that pass over a given point.

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

Access Classification - A ranking system for roadways used to determine the appropriate degree of access management. Factors considered include functional classification; the appropriate local government’s adopted plan for the roadway, subdivision of abutting properties, and existing level of access control.

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

Article 8 – Definitions

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.

ADA. The Americans with Disabilities Act.

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

Alley. A public or private 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. Carry longer-distance major traffic flows between important activity nodes. Conveys traffic between 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.

Bike path. A surfaced or un-surfaced path designated for use by non-motorized cycles.

Bikeway. A surfaced pathway designed to be used by non-motorized cycles along the edge of an existing street.

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 Horry County Board of Zoning Appeals established pursuant to the South Carolina Comprehensive Planning Enabling Act of 1994.

Bubble Cul-de-sacs. A “half” cul-de-sac allowed on the exterior side of a near right angle intersections located on residential access or sub-collector streets only.

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. Link local streets with the arterial street system. They collect traffic in local areas and provide the connection to arterial streets. 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. (See Article 7)

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. (See Article 7)

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

Cul-de-sac. A local street with only one 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.

Article 8 – Definitions

Detention Basin. A pond, pool, or basin used for the storage of water runoff and the controlled release of such runoff or as otherwise defined in the Horry County Stormwater Management and Sedimentation Control Ordinance.

Developer. The legal or beneficial owner(s) of a lot of any land included in a proposed development. Also 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) for Horry County and are maintained by the Horry County Flood Control Officer.

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. See Lot Frontage.

Article 8 – Definitions

Frontage Road. A public or private 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. (See Article 7)

Functional Classification - A system used to group public roadways into classes according to their purpose in moving vehicles and providing access. (See Article 4, Table 4-A)

Golf Course. (See open space- common).

Governing Authority. The Horry County 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.

HPR (Horizontal Property Regime). A type of HOA.

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.

Joint Access (or Shared Access) - A driveway connecting two (2) or more contiguous sites to the public/private street system.

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. Renovations, expansions, or up-fittings of existing structures shall not be considered a land development

Lease Parcel. A parcel created for lease, rental, or contractual purposes, and for which the ownership does not change.

Local Street. The lowest order of residential street (See Street Hierarchy). Provides frontage for access to lots, and carries traffic having destination or origin on the street itself. 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 contiguous sides abutting one 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 Horry County Zoning Ordinance and where access to the public road is by a narrow, private easement 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 parallel streets or road rights-of-way; or, that fronts upon two 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 Development.
Major developments include the following:

(a) The creation or extension of any new public street;

(b) The creation of a private street greater than 1800 feet is utilized to obtain access;
(c) The creation of more than 10 lots/units (including the parent tract[2]) regardless of whether adequate access already exists;
(d) Group developments such as apartment, condominium, and townhouse complexes;
(e) Any commercial, industrial, or office land development, of regional significance, on a single tract or parcel of land that will produce an estimated 5,000 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;
(f) Any portion of a Planned Development District.

Manufactured Home Development. Development of a lot or parcel for the purposes of locating manufactured housing for the purposes of lease, rental or sale. Such development shall comply with all platting and improvement requirements of Articles 2, 3, 4 , and 6.

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.

1. Subdivisions or developments containing no more than 10 lots/units (including the parent tract) where access to a public or private street exists or where a new private street of less than 1800 feet is constructed to obtain access;
2. Any commercial, industrial, or office development on a single tract or parcel of land that will produce between 1,000 and 5,000 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.

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.

Article 8 – Definitions

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.

POA (Property Owner's Association). A type of HOA.

Parcel Split. A lot created through the subdivision of property into two 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).

Planning Commission. The Horry County Planning Commission.

Article 8 – Definitions

Planned Development District (PDD). A zoning district as established by the Horry County Zoning Ordinance.

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 Horry County Planning Department. Submittal requirements for such plats are shown in Article 2, Section 4. Platting actions include the following:

- Parcel Splits
- Boundary Surveys/Re-surveys
- Estate Plats and Family Transfers
- Court Orders
- Lot Combinations
- Lot Reconfigurations
- Mortgage Plats, Lease Parcels, Land Contract Sales Parcel
- 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. An 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 or as otherwise defined in the Horry County Stormwater Management and Sedimentation Control Ordinance.

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.

SCDOT. The South Carolina Department of Transportation.

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 Horry County 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. (See Article 4, Table 4-A)

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.

Sub-collector Street. Middle order of residential streets (See Street Hierarchy). 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.

Article 8 – Definitions

Subdivision. The division of a tract or parcel of land into two or more lots, building sites, or other divisions for the purpose, whether immediate or future, of sale, lease, or building development, and includes all division of land involving a new street or change in existing streets, and includes re-subdivision which would involve the further 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 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 this definition only for the purpose of requiring that the local planning agency be informed and have a record of the subdivisions:

a) Combining or re-combining portions of previously platted lots where the total number of lots is not increased and the resultant lots are equal to the ordinance standards.
b) Dividing land into parcels of five acres or more where no new street is involved. The Planning Commission must receive plats of these exceptions as information and indicate that fact on the plats.
c) Combining or re-combining entire lots of record where no new street or change of existing street is involved.

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.

(UCC Utility Coordinating Committee). A group of representatives from private and public agencies involved in the development process.

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 Horry County Zoning Ordinance.

APPENDICIES

APPENDIX A – Table 3A-3B Definitions

The definitions below are a supplement to **Table 3-A** to provide clarification of the required items.

A. Title block

Number	Description
(1)	Self-explanatory
(2)	Self-explanatory
(3)	A blank approval block (empty space) needs to be set aside on every sheet of the final plat and in the same location on every sheet.
(4)	Type of plat prepared (preliminary, final, group or regional).
(5)	If owner of record and developer are the same, reference will only need to be made once in the title block and be referred as: "owner/developer".
(7)	Same as above
(8)	Self-explanatory
(9)	Not to include areas of common space, open space, recreation space or other areas dedicated to the public.
(10)	The density figures shall be based on total acreage and net developable acreage (acreage less existing lakes, roads, and wetlands). If a final plat is submitted in phases, provide the density of building lots or units for each phase individually.
(11)	Self-explanatory
(12)	Linear feet of the roadways as determined from the centerlines of each road. May be provided in note form.
(13)	Self-explanatory
(14)	Self-explanatory
(15)	Self-explanatory
(16)	Certifications (See Article 3, Section 6)
(17)	Same as above
(18)	Same as above

B. General Content

(19)	Self-explanatory
(20)	Tax map numbers of the subject property to be in note form (not in the title block).
(21)	Tax map numbers of the adjacent properties to be located in the appropriate area on the plat (not in note format).
(22)	All adjacent property lines within 50 feet of the subject property.
(23)	Self-explanatory
(24)	Give X,Y latitude and longitude coordinates (tied to the State Plain Coordinate System) for a minimum of three boundary points or pins along the project's exterior boundary, if applicable, to a photo-identifiable point on the most recent copy of the Horry County aerial photos with distances and bearings, or to the nearest intersection by distance only.
(25)	Designation shall be located in the appropriate right-of-way.

APPENDIX A – Table 3A-3B Definitions

(26) To be to scale and located in the appropriate area on the plat.
(27) Indicate whether buildings are to be removed.
(27) Self-explanatory
(28) Note the FIRM map number and panel section. For unnumbered A zones, base flood elevations shall be established in accordance with the National Flood Insurance Program guidelines and the provisions of the Horry County Code.
(29) Self-explanatory
(30) For preliminary plans, wetland delineation may be approximate. For final plats, U.S. Army Corps jurisdictional wetlands and wetland buffers must be clearly delineated on the appropriate area of the plat (not in note format). Location of wetlands and buffers must conform to the U.S. Army Corps approval letter with the SAC permit number cited in note form. If a wetlands delineation plat has been previously recorded, reference the plat.
(31) Same as above
(32) Self-explanatory
(33) Parking areas to be addressed on the appropriate areas of the plat. Proposed number of parking spaces for each separate parking lot to be referenced in note form. Off-street parking requirements to be shown in note form.
(34) Widths to be located in the appropriate area on the plat, including stub-out streets (not in note format). Cul-de-sac radii to be shown in the appropriate areas of the plat.
(35) Where ownership is to be assumed by a body other than Horry County, a plat note shall be added stating: “Not the responsibility of Horry County”. In phased land developments, detention/retention basins not divided by phasing lines shall be included within the first phase of which its existence is necessary.
(36) Please indicate the percentage of impervious surface on the site.
(37) Location and boundary of each area to be shown with bearings, distances and size in square feet. Ownership to be indicated for each area. Where ownership is to be assumed by a body other than Horry County, a note shall be placed on plat stating: “Not the responsibility of Horry County”.
(38) Same as above
(39) Same as above
(40) Self-explanatory
(41) Names to be located within the corresponding road right-of-way of the plat (not in note format). Existing and proposed street names to be included.
(42) Lot numbers shall be assigned to all proposed lots and shall be consecutive. On final plats, lots shall retain the same lot number that it was assigned on the approved preliminary plan
(43) All lot lines must be shown with solid lines.
(44) Self-explanatory
(45) Lot sizes shall be given in square feet for all lots less than one acre in size.
(46) Location and boundary of each individual phase with metes, bearings and distances shown. Phases shall be numbered in the order in which they are to be developed.
(47) The following text shall be placed on the preliminary and final plat as related to the specifically identified plat note.

(a). Public roadway ownership. "The roads and drainage within this subdivision are intended to be public and dedicated to Horry County" unless otherwise noted on the plat.
(b). Private roadway ownership. "The roads and drainage within this subdivision are intended to be private. Horry County shall not be responsible for the maintenance or the road or drainage systems shown on this plat."

(c). Stormwater. "All activities, including activities by individual lot owners or lease holder, or contractors, will be carried out in accordance with the approved Stormwater Management and Sediment Control plan for the subdivision."
(d). Drainage easements. "All drainage easements are to be cleared and remain free and clear of all structures and other obstructions."

(48) Show dates for all revisions. Indicate the type of revision.
(49) Self-explanatory
(50) The following notation shall be place upon the final plat and filled- in prior to the issuance of any addresses within the proposed development: "HOA/POA documents or restrictive covenants and easements for the development shown hereon where recorded in Deed Book _____, Page_____ on this (date) day of (month) ,20___ in the Office of the Register of Deeds for Horry County".
(51) Self-explanatory
(52) Plan must be to scale

(Ord. 08-04, Appendix A (Table 3-A), 2-17-04)

The definitions below are a supplement to **Table 3-B** to provide clarification of the required items.

A. Title block

Number	Description
(1)	Self-explanatory
(2)	Minor subdivisions may be permitted on sheet sizes as small as 11" x 17". Platting actions may be on a smaller sheet size.
(3)	A blank approval block (empty space) needs to be set-aside on every sheet of the final plat and in the same location on every sheet.
(4)	In accordance with the platting actions listed in Article 2.
(5)	Minor subdivisions shall provide a project name (may be in the name of the landowner or developer). Platting actions must state the type of survey.
(6)	If the owner of record and developer are the same, reference will only need to be made once in the title block and be referred to as "owner/developer".
(7)	Self-explanatory
(8)	Self-explanatory
(9)	If the project or plat contains less than one acre, give area in square feet. The number of lots should include the parent or remainder tract.

(10) Self-explanatory
(11) Self-explanatory
(12) Self-explanatory
(13) Self-explanatory
(14) No scale required
(15) Certifications (See Article 3)
(16) Same as above

B. General Content

(17) Self-explanatory
(18) Tax map numbers of the subject property to be in note format (not in the title block).
(19) Tax map numbers of the adjacent properties to be located in the appropriate area of the plat (not in note format).
(20) All adjacent property lines within 50 feet of the subject property shall be shown as dashed.
(21) If applicable.
(22) Give X,Y coordinates for a minimum of three boundary points or pins along the project's exterior boundary, if applicable, to a photo-identifiable point on the most recent copy of the Horry County aerial photos with distances and bearings, or to the nearest intersection by distance only.
(23) Designation shall be located within the appropriate right-of-way or easements (not in a separate note). These need to be labeled to indicate road name, total width or width from centerline, and whether the roadway is public or private. If county maintenance ends within the platted area illustrate and label the location of the end location.
(24) To be to scale and located on the appropriate area of the plat (not in note format). In no instances shall an easement be labeled as proposed.
(25) Indicate all buildings and/or structures within 60feet of any existing and/or proposed property lines.
(26) Self-explanatory
(27) Note the FIRM map number and panel section. For unnumbered A zones, base flood elevations shall be established in accordance with the National Flood Insurance Program guidelines and the provisions of the Horry County Code.
(28) Where ownership is to be assumed by a body other than Horry County, a note shall be added to the plat stating: "Not the responsibility of Horry County". In phased land developments, detention/retention basins not divided by phasing lines shall be included within the first phase of which its existence is necessary.
(29) Location and boundary of each area to be shown with bearings, distances and size in square feet. Ownership to be indicated for each area. Where ownership is to be assumed by a body other than Horry County, a note shall be added to the plat stating "Not the responsibility of Horry County".
(30) Lot numbers shall be assigned to all proposed lots and shall be consecutive
(31) <u>All lots lines must be solid.</u>

APPENDIX A – Table 3A-3B Definitions

(32-33) Lot sizes shall be given in square feet for all newly created or altered lots one acre in size or less. Parcel remainders do not have to be surveyed if greater than 1 acre in size.

(34) Location and boundary of each individual phase with metes, bearings and distances shown. Phases shall be numbered in the order in which they are to be developed.

(35) The following text shall be placed on the final plat or platting action (if necessary) as related to the specifically identified plat note.

(a). Public roadway ownership. "The roads and drainage within this subdivision are intended to be public and dedicated to Horry County" unless otherwise noted on the plat.

(b). Private roadway ownership. "The roads and drainage within this subdivision are intended to be private. Horry County shall not be responsible for the maintenance or the road or drainage systems shown on this plat."

(c). Stormwater. "All activities, including activities by individual lot owners or lease holder, or contractors, will be carried out in accordance with the approved Stormwater Management and Sediment Control plan for the subdivision."

(d). Drainage easements. "All drainage easements are to be cleared and remain free and clear of all structures and other obstructions."

(36) Show dates for all revisions and previous revisions. Indicate the type of revision.

(37) Self-explanatory

(38) The following notation shall be place upon the final plat and filled- in prior to the issuance of any addresses within the proposed development:

"HOA/POA documents or restrictive covenants and easements for the development shown hereon where recorded in Deed Book _____, Page_____ on this (date) day of (month) ,20___ in the Office of the Register of Deeds for Horry County".

(39) Self-explanatory

(40) The approximate acreage of the un-surveyed portion of the parent tract remainder in which the platting action alters or adjusts the parcel size. If the remainder is less than one (1) acre the parcel must be surveyed out and the square footage shown. If a platting action splits the remainder into two (2) or more non-contiguous parcels, the remainder of the parcels need to be indicated separately insuring that no non-conforming lots are being created by default.

(Ord. 08-04, Appendix A (Table 3-B), 2-17-04

APPENDIX B – Required Certifications

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

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 (Signed)

_____

S.C. Registration No.

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 dedicate all items as specifically shown or indicated on said plat.

(Name)_____(Signed)_____(Date)_____
(Name)_____(Signed)_____(Date)_____
(Name)_____(Signed)_____(Date)_____
(Name)_____(Signed)_____(Date)_____

Certification of Approval for public water and sewer systems (used when public water/sewer is installed)

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

(Date)_____ (Name)_____ (Of)_____ (Signature)_____

Certification of availability to public water and sewer systems (used in conjunction with "minor development" plats when public water/sewer services are available for installation)

We **(Appropriate Authority)** hereby certify that public water supply and/or sewer disposal system(s) are available to the referenced parcel. Such services may be extended to the parcel at the owner's/developer's expense and in accordance with applicable **(Appropriate Authority)** developer regulations.

(Date) (Name) (of) (Signature)

APPENDIX B – Required Certifications

Certification of Approval for on-site sewage disposal systems (used when septic tanks are installed)

The South Carolina Department of Health and Environmental Control has reviewed and evaluated the lots shown hereon and find that the following lots - _____ have sufficient area for the placement of a single on-site septic system.

(Date)_____ (Name)_____ (Of)_____ (Signature)_____

Certification of Non-Evaluation for Water and Sewer Availability (used in conjunction with "minor development" plats when no evaluation regarding the availability of public water/sewer or on-site septic systems has been conducted)

The property owner of record hereby acknowledges that the surveyed parcel(s) and/or tract remainder has not been reviewed to determine the availability of on-site waste disposal systems or provision of public water/sewer services. Recordation of this plat shall not be an implied or expressed consent by Horry County that the lots or other land divisions shown hereon are capable of being serviced by on-site waste disposal or public water/sewer systems. Unless otherwise stated hereon, all surveyed parcels and/or tract remainders have not been reviewed for on-site waste disposal systems or public water/sewer services.

(Property Owner Signature) _____ (Date) _____

Certification of the Completed Improvements (used when all infrastructure has been installed and approved)

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 specification established in the Horry County Land Development Regulations.

_____ Date

_____ Engineer's Signature

_____ S.C. Registration No.

Seal

APPENDIX C – LETTER OF AGENCY

LETTER OF AGENCY

To: The Horry County Planning Commission

Re: Tax Map Number (s): _____

Property Address: _____

Property Location: _____

Property Owner (s): _____
(Please Print Full Name)

In connection with the referenced property, I hereby appoint the person shown below as my agent for the purpose of filing such application for project approval as they shall deem necessary and proper.

Authorized Agent: _____
(Please Print Full Name)

Reason For Agency: _____

Business License #: _____

Agent's Address: _____

Agent's Telephone Number: _____

_____
Witness

_____
Property Owner (Please print full name)

_____
Title

_____
Signature of property owner

_____
Date

If there is a contract of sale, please supply us with a copy.

APPENDIX D– 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:
Horry County
C/O Planning Department
1301 2nd Avenue Ste. 1D09
Conway, SC 29526

Project Name:
Give project name with phase #

Amount:
Insert amount of LOC

Expiration Date:
Date of Expiration

We (Bank)___ hereby issue our irrevocable standby 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 (Development)_ in accordance with the requirements of the Horry County 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).

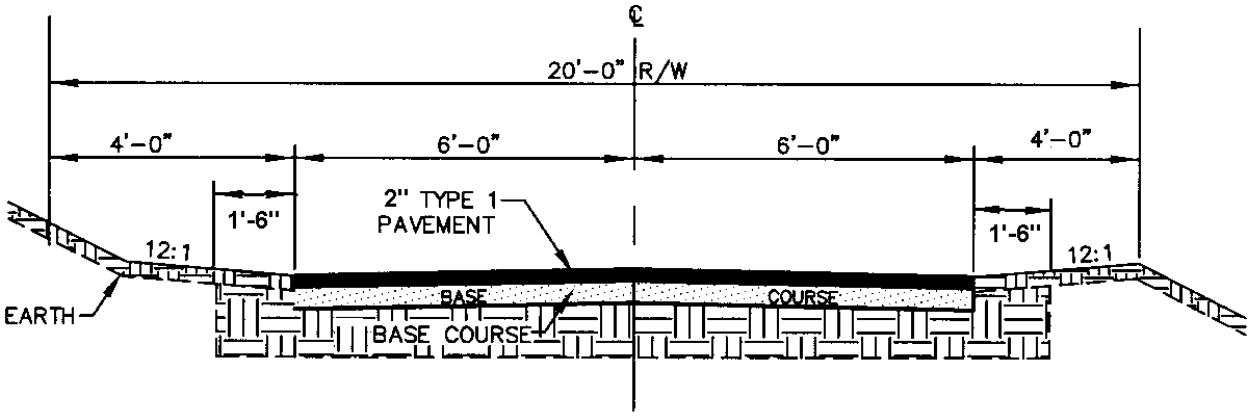
(Bank) , as surety hereby agrees that drafts drawn under and in compliance with the terms of this letter of credit will be duly honored on presentation at our counters at the address shown on the letterhead and/or (address of South Carolina branch (if address on letterhead is not in South Carolina)and/or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

(Signature)_____

(Typed Name) (Title)

APPENDIX E– Street Cross-Sections

The following street cross-sections provide the minimum construction dimension for public or private streets permitted for construction within Horry County. The cross-sections show residential street sections. See Table 4-D (Right-of-way Requirements and Dimensions) to determine the required right-of-way and pavement widths for non-residential street-type category (i.e. access, subcollector, etc). When on-street parking is permitted within the right-of-way additional pavement width may be required. See Table 4-D for the required pavement width.

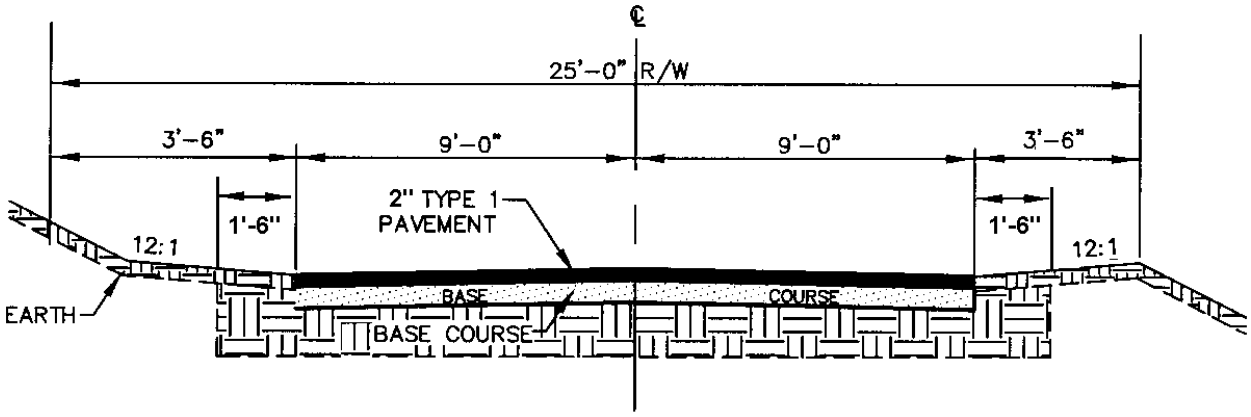


CROSS SLOPE 1/4" FOOT (MIN.)

ALLEY (ONE WAY)

N.T.S.

Base course and subgrade thickness subject to the provisions of Appedix G.



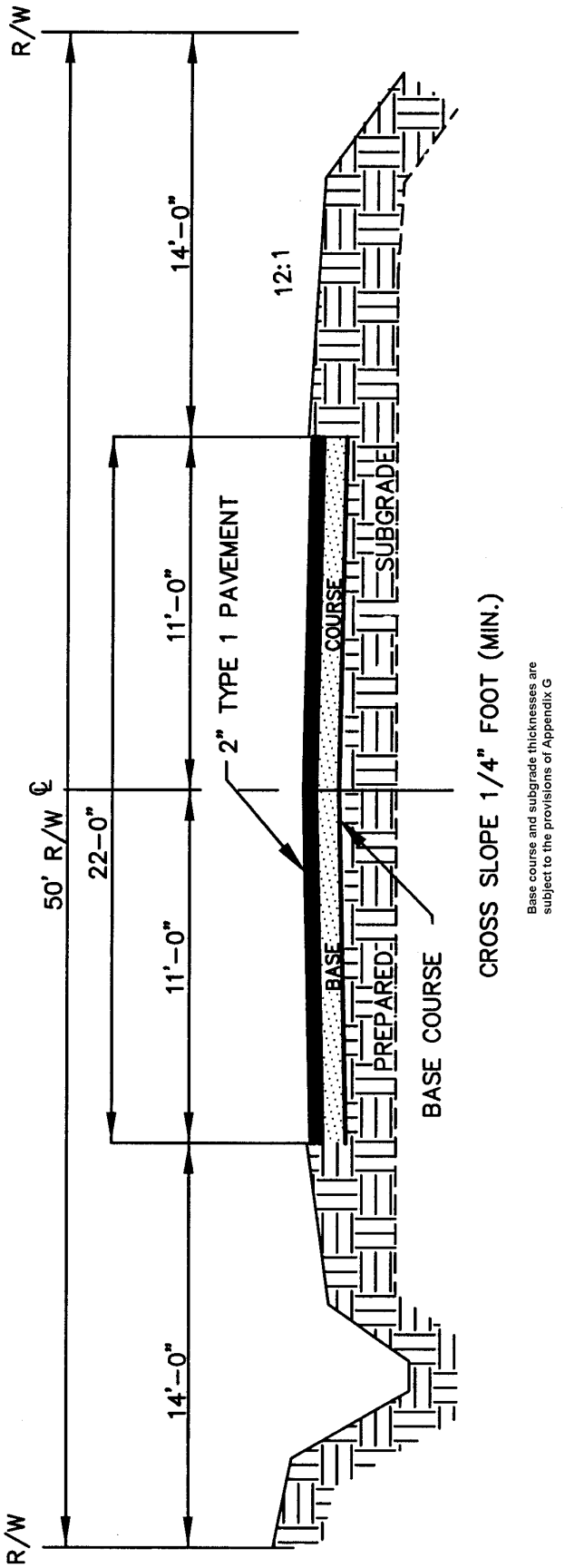
Base course and subgrade thickness subject to provisions of Appendix G

CROSS SLOPE 1/4" FOOT (MIN.)

ALLEY (TWO WAY)

N.T.S.

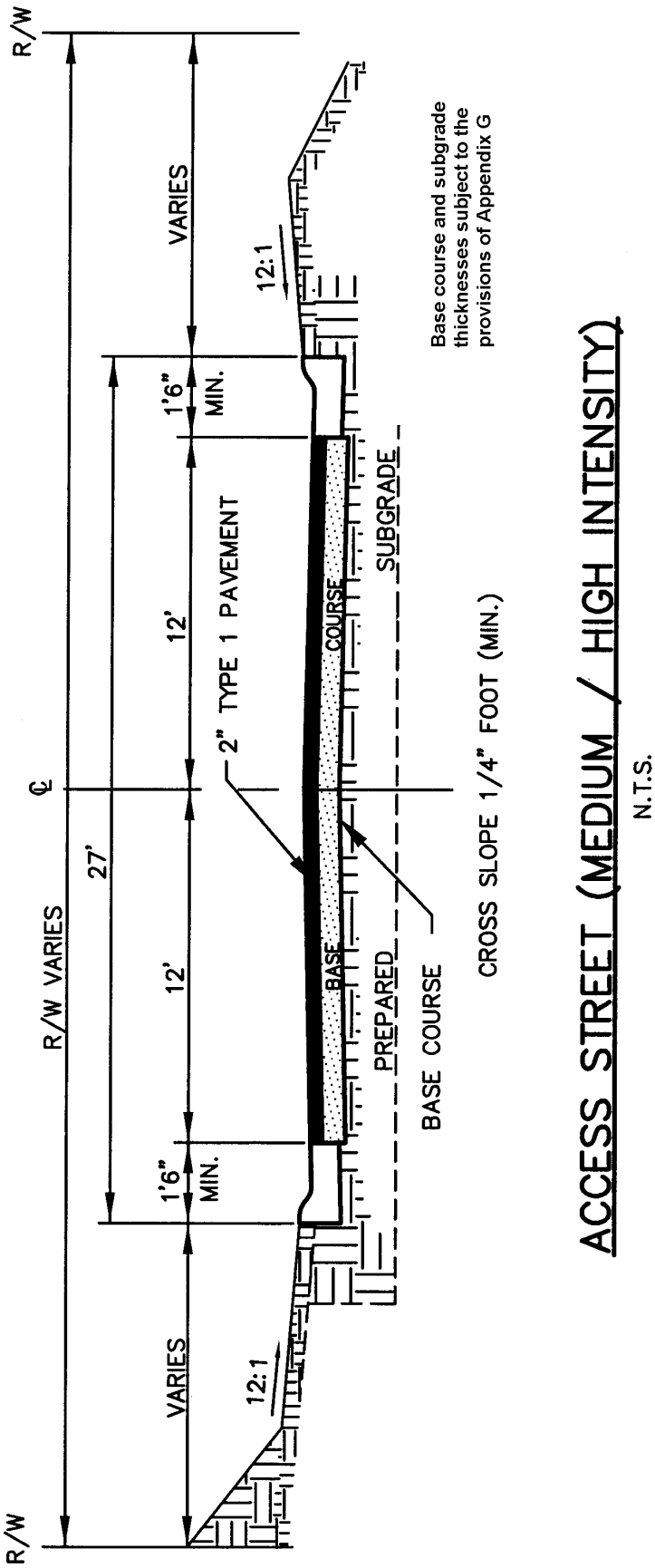
APPENDIX E– Street Cross-Sections



ACCESS STREET (LOW INTENSITY)

N.T.S.

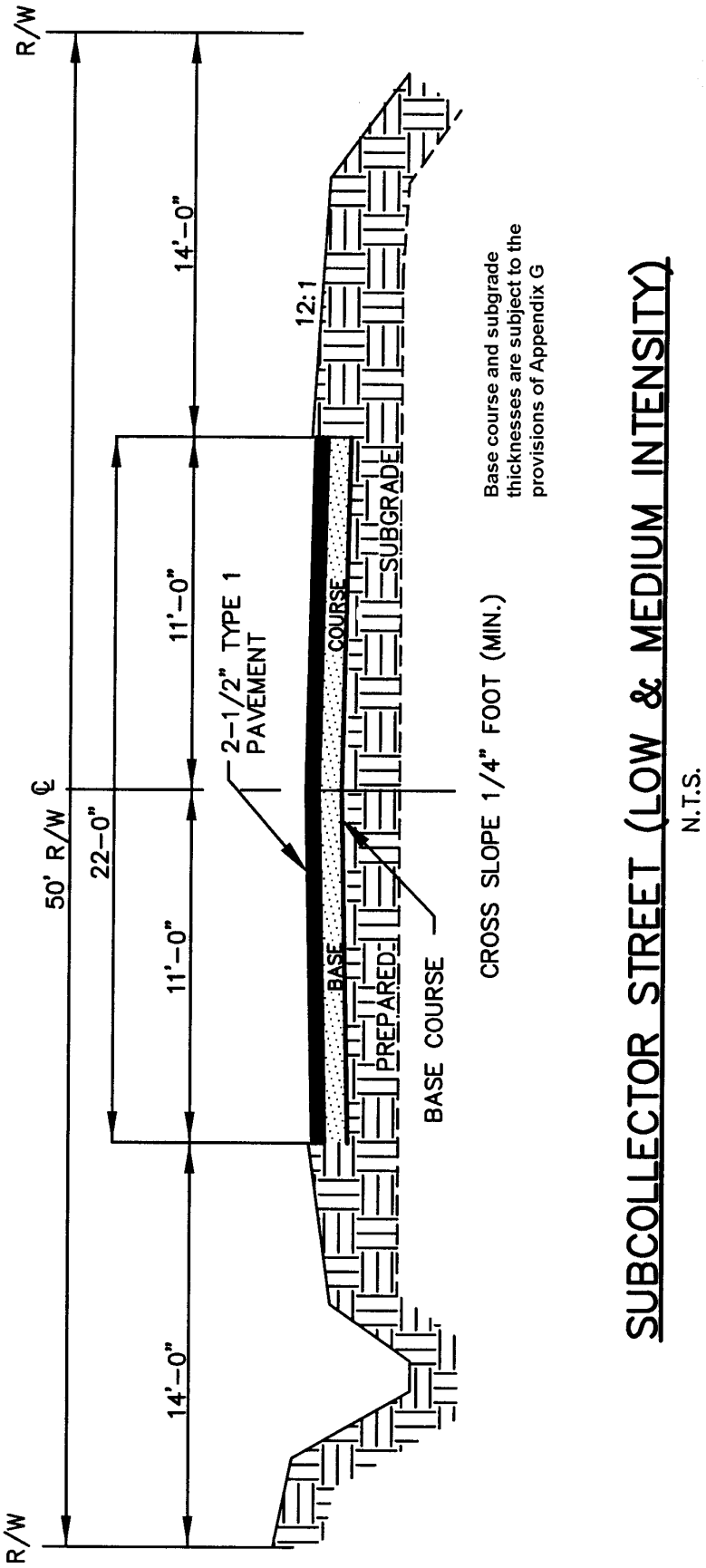
APPENDIX E– Street Cross-Sections



ACCESS STREET (MEDIUM / HIGH INTENSITY)

N.T.S.

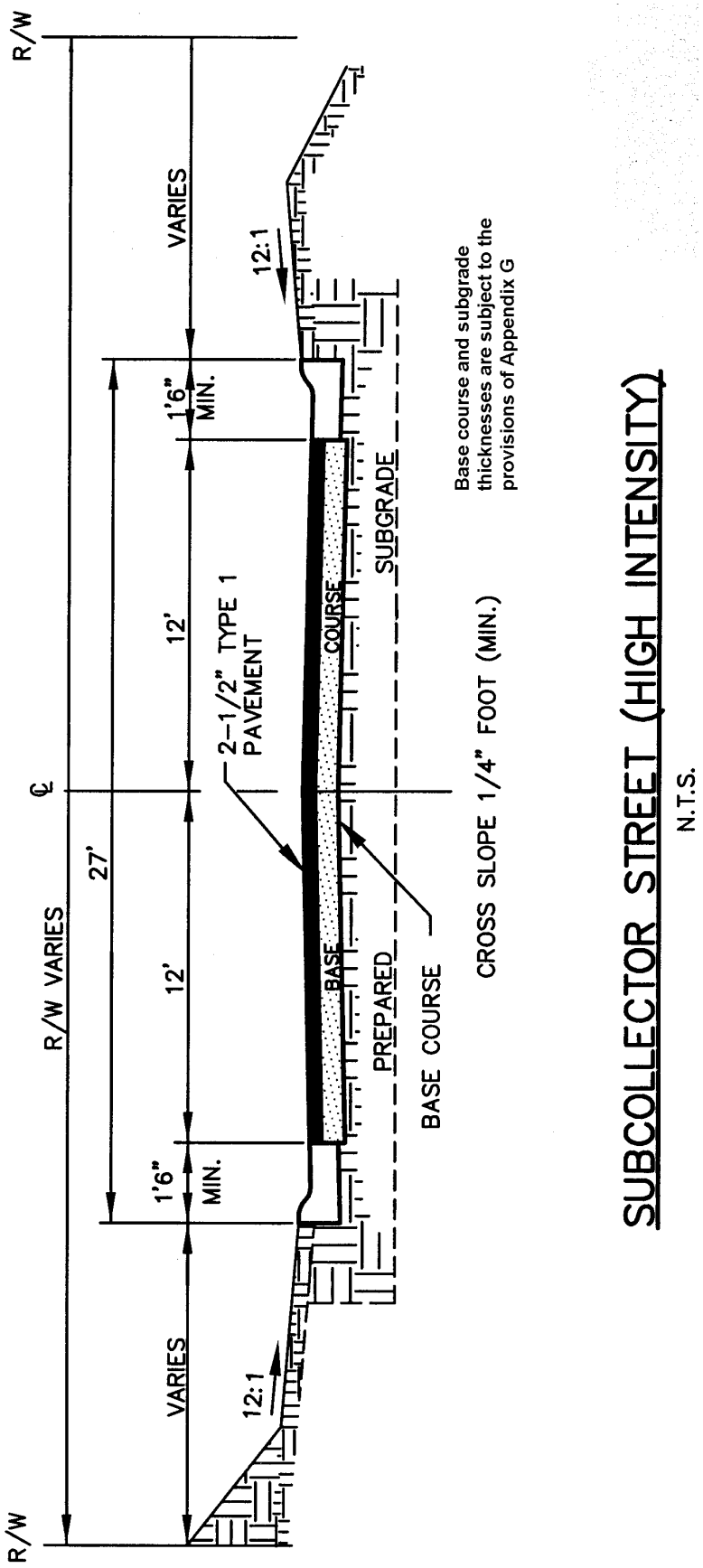
APPENDIX E– Street Cross-Sections



SUBCOLLECTOR STREET (LOW & MEDIUM INTENSITY)

N.T.S.

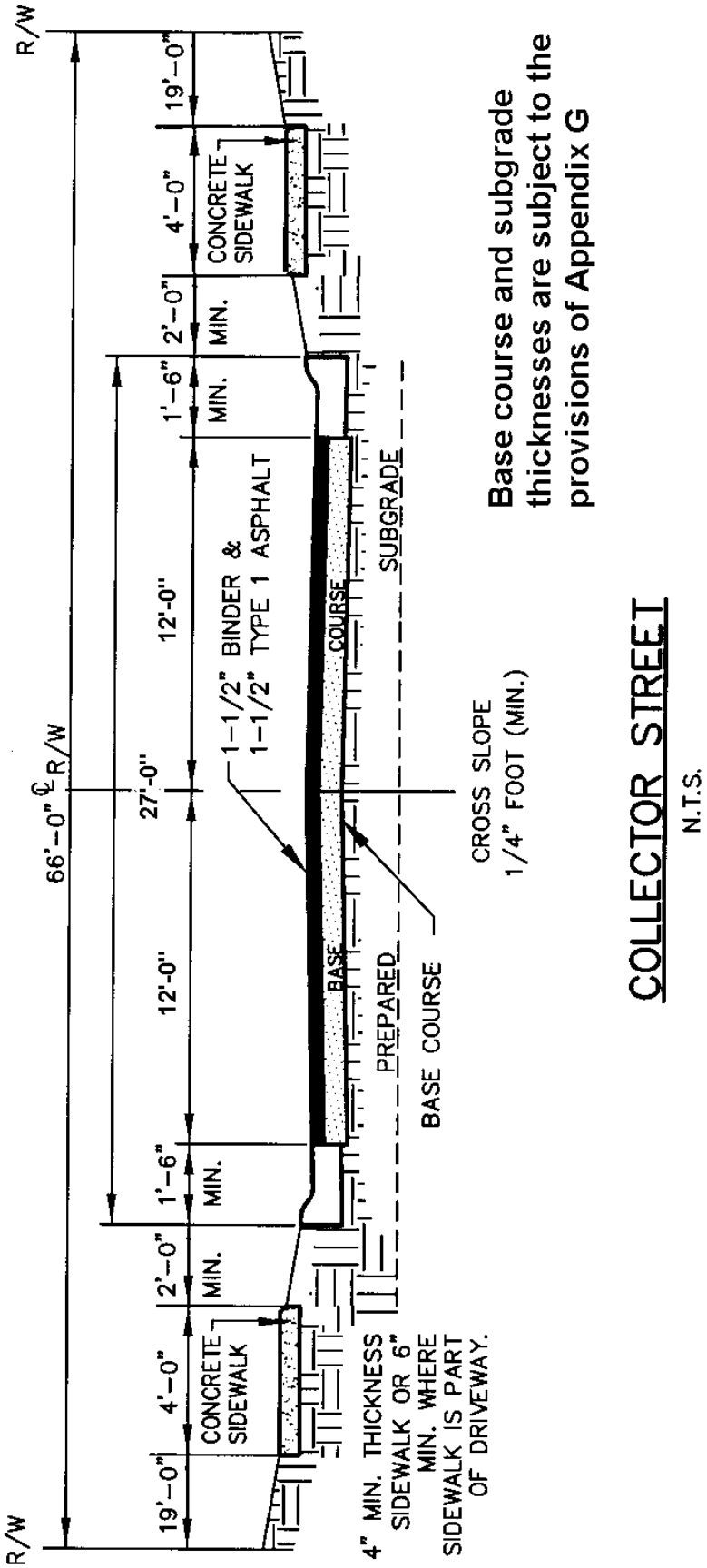
APPENDIX E– Street Cross-Sections



SUBCOLLECTOR STREET (HIGH INTENSITY)

N.T.S.

APPENDIX E– Street Cross-Sections

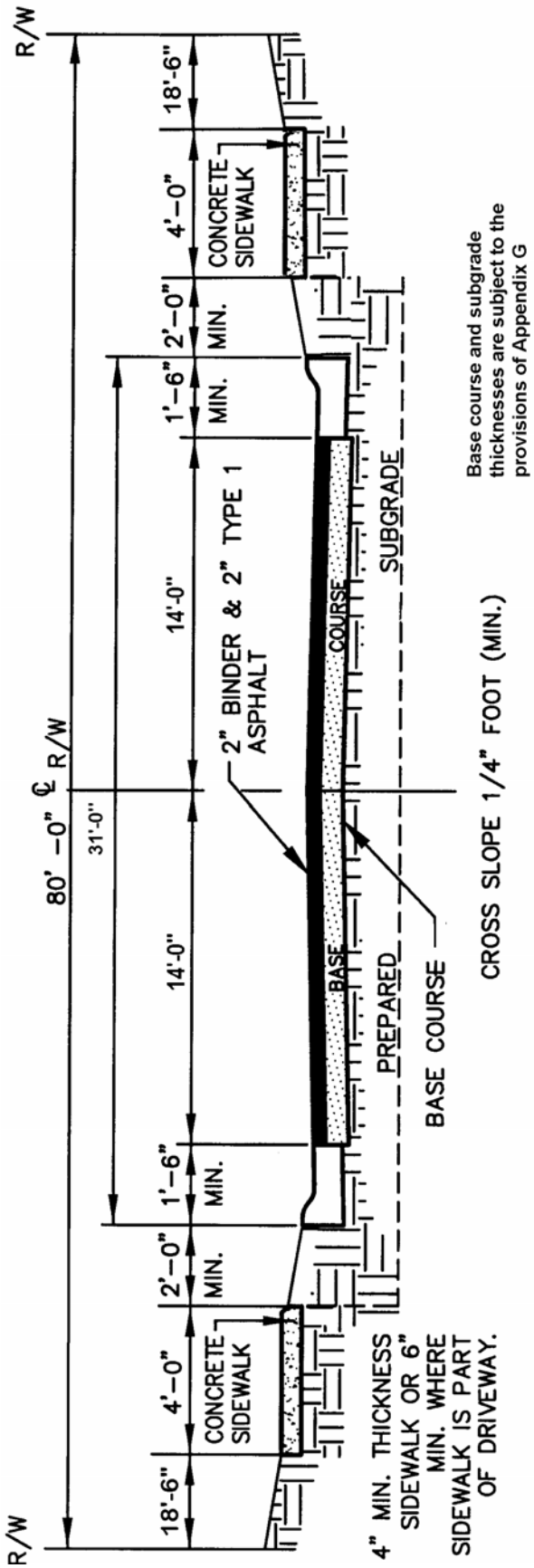


Base course and subgrade thicknesses are subject to the provisions of Appendix G

COLLECTOR STREET

N.T.S.

APPENDIX E– Street Cross-Sections

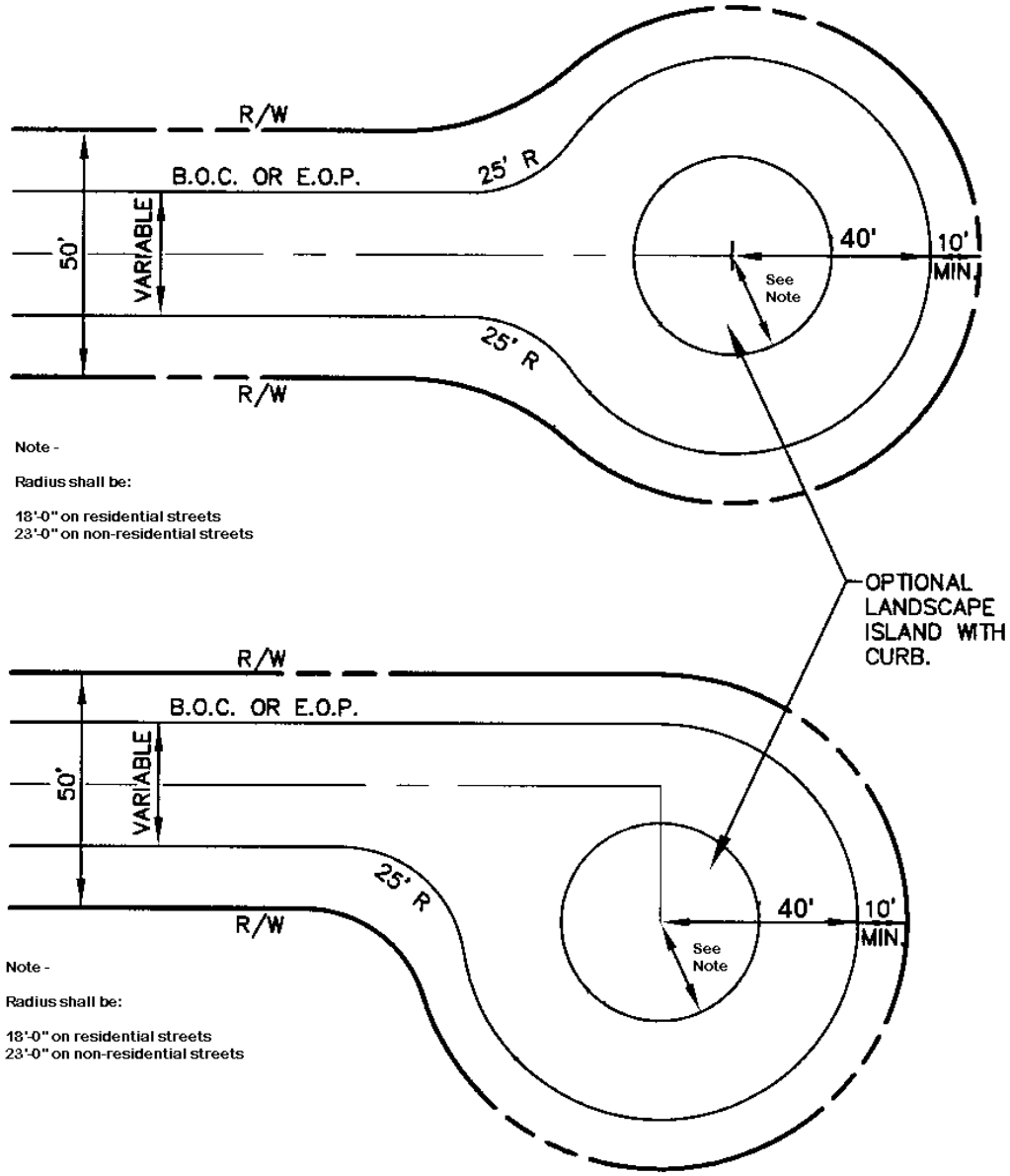


ARTERIAL STREET

N.T.S.

APPENDIX F – Article 4 Figures

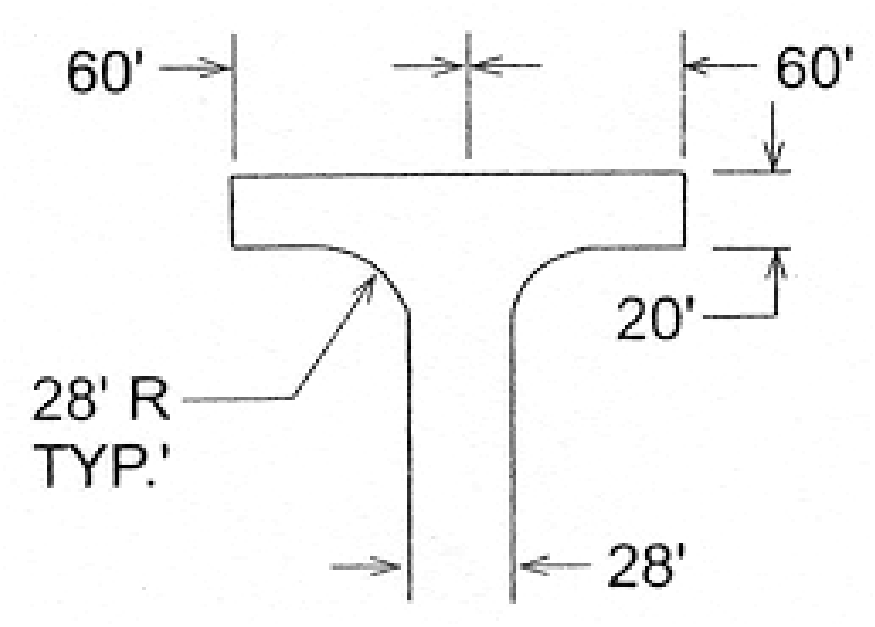
Figure 4-A
Cul-de-sacs



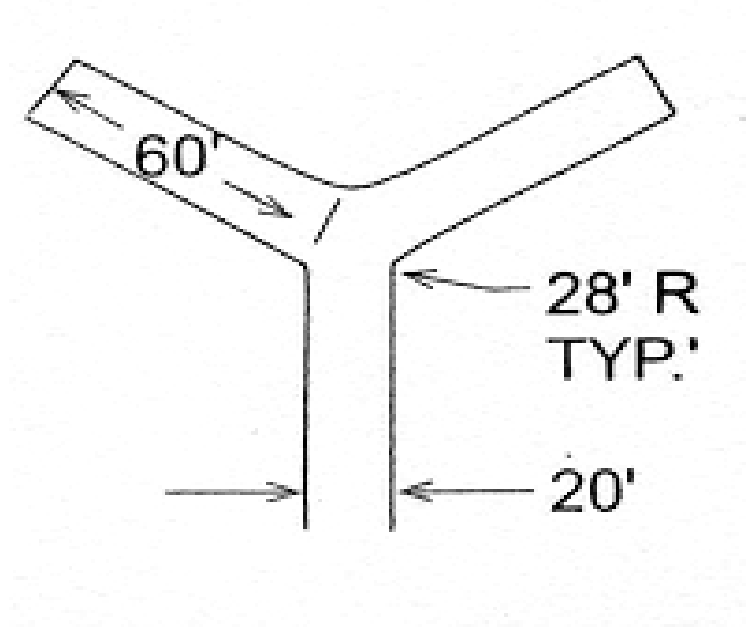
MINIMUM CUL-DE-SAC
DESIGN STANDARDS
N.T.S.

APPENDIX F – Article 4 Figures

Figure 4-B
T and Y Cul-de-sacs



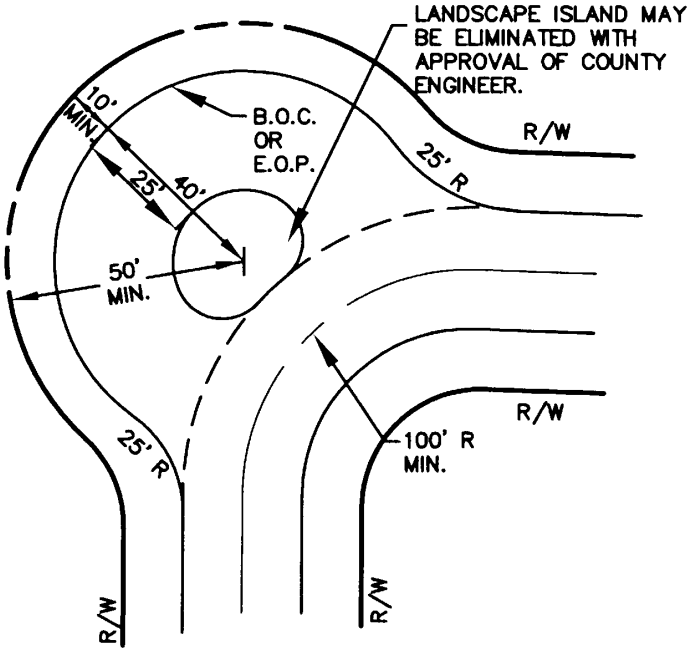
"T" cul-de-sac design



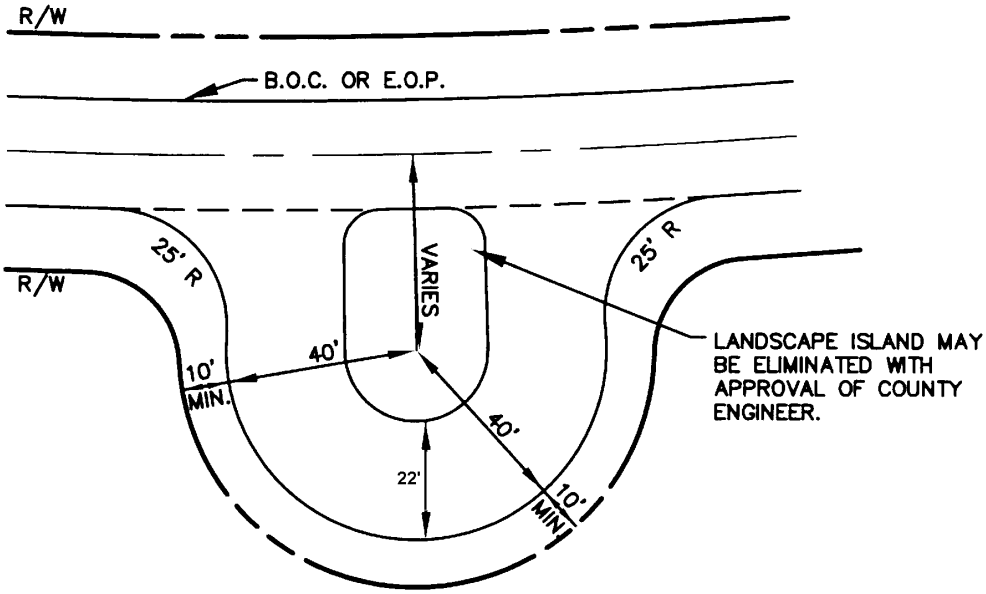
"Y" cul-de-sac design

APPENDIX F – Article 4 Figures

Figure 4-C
Bubble cul-de-sac designs



MINIMUM EYEBROW DESIGN STANDARDS
N.T.S.

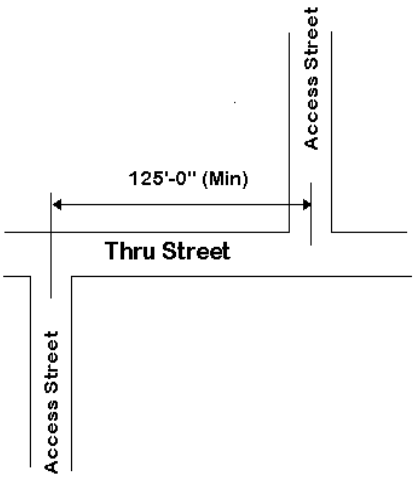


MINIMUM BUBBLE CUL-DE-SAC DESIGN STANDARDS
N.T.S.

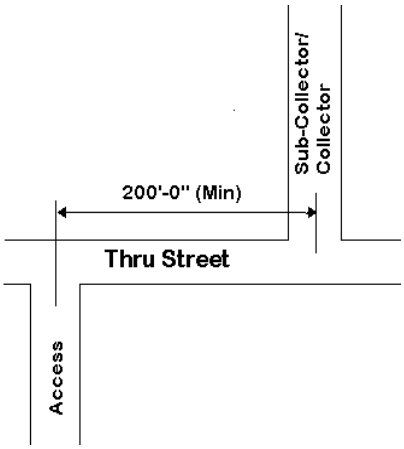
APPENDIX F – Article 4 Figures

Figure 4-D

Scenario One



Scenario Two



Scenario Three

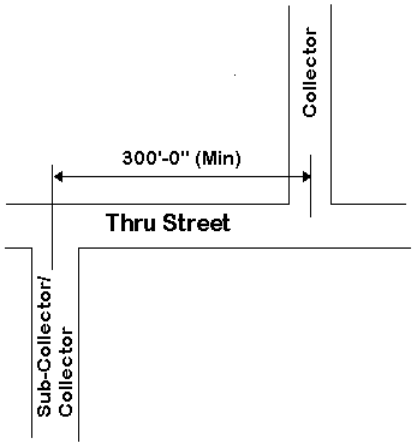


Figure 4-E
Driveway Throat Length

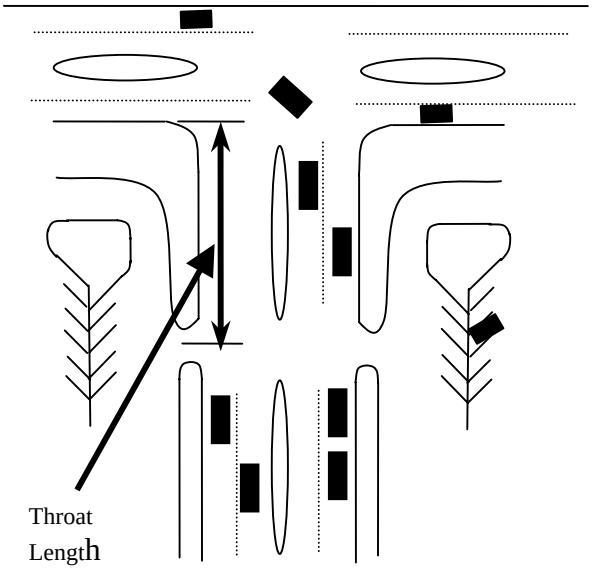
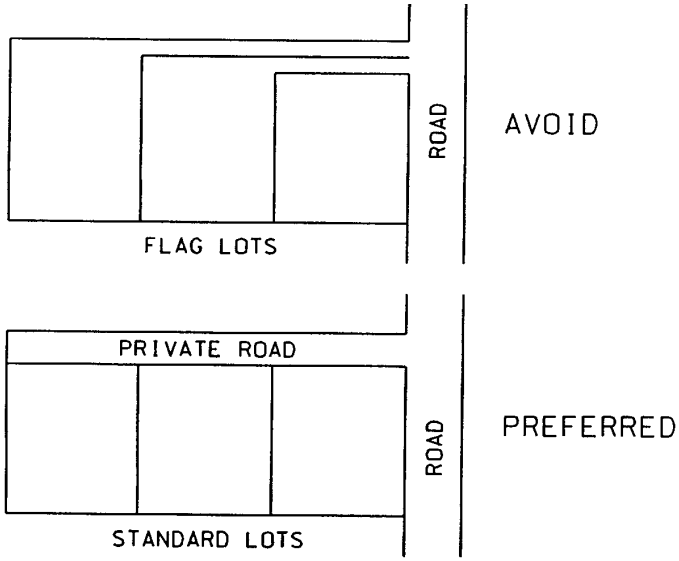


Figure 4-F
Shared Driveway Access



APPENDIX G – Street and Road Construction Standards

APPENDIX G

STREET AND ROAD CONSTRUCTION STANDARDS

(Ord. 08-04, Appendix G, 2-17-04)

APPENDIX G – Street and Road Construction Standards

BASIC DESIGN CRITERIA

1. Road right-of-way shall be a minimum of fifty (50) feet wide for residential access and sub-collector roads, greater width 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.
2. Roadside drainage system and culverts shall be adequate to convey 25 yr. storm runoff. Culverts under arterial roads shall be designed to convey the 50 yr. storm or match the upstream drainage system flow capacity, whichever is greater.
3. Roadside ditches shall be minimum of twelve (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, additional right-of-way width shall be required to accommodate any ditches greater than 2 feet deep.
4. All roadway pavement sections in a Major Development shall be designed and stamped by a geotechnical engineer licensed in the State of South Carolina. Supporting Geotechnical Design Report must be submitted with plans. Soil Borings shall be taken a minimum of every five hundred feet (500') of roadway centerline. Pavement sections, at a minimum, shall meet the requirements of the materials and thickness table shown below. The design of the pavement must account for all construction traffic associated with development as well as all future traffic loadings as is normal and customary to the type of development being proposed.
5. If a roadway cross section utilizing roadside ditches is proposed then all driveway crosslines must be included on the construction plans (with invert elevations), in the Engineer's Cost Estimate and installed by the developer prior to the installation of any asphalt. All driveway cross lines installed must be shown on the Final as-built drawing with invert elevations shown for each end of each pipe.
6. No Berm will be allowed inside any R/W or drainage easement.
7. Upon approval and adoption by Horry County, Horry County Standard Construction Details must be used for all developments.
8. Sight triangles shall be established within the R/W for all intersections involving a collector or arterial roadway.
9. 25yr HGL's shall not rise to an elevation greater than five-tenths of one foot (0.5') below the grate or throat elevation of any catch basin or invert of any curb and gutter.
10. Flumes carrying runoff from a roadway shall have minimum fall of twelve inches (12") within the concrete flume. Flume must extend to the R/W line.
11. A minimum thickness of six inches of compacted base material shall be extended under and six inches beyond all curbing.

12. Roadway alignment and grade should be designed to allow for adequate drainage and safety to the public and shall be approved by the County Engineer before construction begins.
13. Road shall be crowned with a slope of one-quarter (1/4) inch per foot. Longitudinal slope shall be a minimum of 0.3% except when curbing is used in which case the minimum slope shall be 0.50%.
14. 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 a road or intersection to the other. If this condition is found at any time during plan review OR construction inspection the developer shall provide, at his sole expense, catchbasins, sufficient piping, and drainage easements (as necessary) to provide an adequate outfall. This requirement will be enforced whether or not it was shown otherwise on any approved plans.
15. All drainage piping shall be RCP Class III as a minimum beneath traffic bearing areas such as roadways and driveways or inside a right-of-way. 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. The minimum pipe diameter allowed in any location shall be fifteen (15”) inches.
16. Unsuitable sub-grade material will require undercutting as determined by the developer’s engineer with the approval of the County Engineer and replaced with suitable granular material. Alternate sub-grade improvements such as soil-cement, lime stabilization, calcium chloride, or stabilization fabric or geo-grid may be substituted if recommended by a geo-technical engineer and approved by the County Engineer. Upon completion of the work the geo-technical engineer shall be required to certify that the approved recommendations where properly followed.
17. Underdrains shall be required beneath all curb and gutters.
18. Underdrains shall be provided for all curbed medians.
19. An inspection and maintenance access point to all underdrains shall be provided at the high points of all roads as shown on the centerline profile. This access must be provided by a 2’x2’ reinforced concrete box with manhole or approved equal.
20. Shoulder and ditch grassing will be required. A good stand of permanent grass (70% coverage) 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 County Engineer.
21. 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, Luminaires, and Traffic Signals”
22. Entrance features, signs, street lighting, sidewalks, trees, and landscaping may be permitted within rights-of-way subject to review, approval, and issuance of an encroachment permit

from the County Engineer. The developer or a HOA will be responsible for maintenance of said items.

23. Irrigation systems will only be allowed inside the R/W when designed by a landscape architect and installed as part of the original development plans. Installation shall be certified by a licensed landscape architect. All systems shall be designed and operated so that irrigation does not cause over-saturation of the roadway or roadbed.
24. Any other roadway construction, drainage construction, or safety items not specifically listed above shall meet the current SCDOT standards as a minimum.

All the above requirements shall be subject to review, inspection and approval by the Horry County Engineer.

APPENDIX G – Street and Road Construction Standards

CONSTRUCTION STANDARDS

1. General: In addition to all standards previously listed, the following construction standards are 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. Sub-grade: As specified in Section 208, SCDOT Specifications, or sound, undisturbed natural sub-soils compacted to 95% Modified Proctor.
2. Base Courses: to be one of the types listed below. The minimum acceptable compaction shall be 100% 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
   e. Hot Mix Asphalt Aggregate Base specified in Section 310 SCDOT Specifications
3. Binder Course: Hot Mix Asphalt Binder Course as specified in Section 402, SCDOT Standard Specifications for Highway Construction, Latest Edition.
4. Surface Course: Hot Laid Asphalt Concrete Surface Course: Type I and Type III as specified in Section 403,.SCDOT Standard Specifications for Highway Construction, Latest Edition.
5. Surface course shall be installed as follows: Private rights-of-way – Surface Course shall be installed no earlier than when the phase has either received certificates of occupancy for 90% of the lots on the approved plat or one year after receiving an approved binder inspection, whichever comes sooner. PUBLIC rights-of-way – Surface Course shall be installed no earlier than when the phase has either received certificates of occupancy for 90% of the lots on the approved plat or eleven months after acceptance by the County for ownership and maintenance.
6. 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% 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 1” minimum depth. Paving “birdbaths” shall be no larger than 20 sf. and no greater than 3/16” deep when measured with an 8 ft. straightedge.
7. Asphalt pavement surface course is required to be one-quarter inch (1/4”) above the lip of the adjacent curb and gutter. Any pavement section not meeting this requirement for more than twenty linear feet must be removed (full width of lane) and replaced at the sole expense of the developer. ALL pavement found below the lip of the adjacent curb and gutter must be removed and replaced as specified above.

APPENDIX G – Street and Road Construction Standards

8. All concrete used in the construction of any curb and gutter shall have a minimum 28-day compressive strength of 3000psi.

9. 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 a appropriate breakaway design. Signs in other areas shall be mounted on steel u-channels.

10. Street Name Signs shall be the standard Horry County material, size and color and shall be mounted on treated wood or steel posts with appropriate brackets. Street name signs shall be located on the corner opposite of the STOP sign.

11. Collector and arterial streets shall incorporate striping in accordance with the current approved edition of the Manual on Uniform Traffic Control Devices for Streets and Highways(MUTCD). Raised prismatic markers shall be installed in accordance with the MUTCD on all Arterial roadways. This shall include, at a minimum, centerlines, edge lines (unless curb and gutter is used), lane dividers, turn arrows, stop bars, and pedestrian and golf-cart crossings. All striping shall be thermoplastic.

APPENDIX G – Street and Road Construction Standards

TABLE OF MATERIALS AND MINIMUM THICKNESS

TYPE OF FACILITY	SUBGRADE	BASE	BINDER	SURFACE
Access or Alley	12”	9” Coquina or 6” GABC	1.5”	1.5” Type I
Sub-collector	12”	9” Coquina or 6” GABC	1.5”	1.5” Type I
Collector	12”	12” Coquina or 8” GABC	2”	1.5’ Type I
Arterial	12”	15” Coquina or 10” GABC	2”	2” Type I

The values shown are the minimum required for good soil conditions. The County Engineer may require that a geo-technical report and pavement design be provided if the native soil conditions are considered unsatisfactory or of questionable suitability.

Facility sub-grade shall be prepared to the depth indicated above and shall be scarified and compacted to 95% Modified Proctor.

(Ord. 28-05, Appendix G, 04-05-05)

APPENDIX G – Street and Road Construction Standards

HORRY COUNTY
INSPECTIONS

1. PRE-CONSTRUCTION CONFERENCE – A pre-construction conference will be held in the conference room of the Horry County Public Works Facility (4401 Privetts Road, Conway) for each project. Only one pre-construction conference will be required for all phases unless there is a change of developer, engineer or contractor. Additional pre-construction conferences may be needed if determined by the County Engineer. MANDATORY PARTICIPATION – The developer, Engineer of Record, and Contractor are all required to attend. If ALL required attendees are not present the conference must be rescheduled to the next available time. Engineer shall bring a minimum of five (5) copies of the project plans for APPROVAL by the County. Two signed copies will be kept by the County, one for the Engineer, one for the developer, and one for the Contractor. No pre-construction conference will be scheduled until the project has received approvals from all departments.
2. A minimum of 2 working days notice must be given for any requested inspection. ALL inspections shall be scheduled by calling the Horry County Engineering Department Plan Expediter. No inspection may be scheduled directly with an inspector. 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 County Engineer, be required to be removed and reinstalled or have the quality substantiated by tests as determined by the County 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.

2. Inspections will be required after the following stages of construction and shall meet the minimum requirements of the SCDOT Standard Specifications for Highway Construction.
    A. Clearing and grubbing.
    B. Drainage installation. All piping within any right-of-way shall be inspected prior to backfilling. If the county cannot accommodate inspection within 24 hours then inspection will need to be certified by the engineer of record.
    C. All drainage structures shall be inspected prior to placement of lid.
    D. Sub-grade. Proof-rolling and independent compaction tests required. If curbing is to be installed, sub-grade proof-rolling beneath curbing will be required. 95% Modified Proctor compaction required. Proof-rolling shall be performed with a loaded tandem axle dump truck. Weight ticket showing current load coming from a SC certified Scale Master must be provided at beginning of proof roll inspection. Weight ticket cannot have been issued more than one hour prior to beginning proof roll inspection. Gross vehicle weight shall be no less than 65,000lbs. In lieu of this requirement contractor may provide tandem dump truck loaded with GABC with zero freeboard. Load must be dumped onsite at the end of the proof roll for inspection by County Inspector. Any material found other than GABC will result in an

inspection failure. Any rutting, “pumping” movement or substantial depression observed shall constitute a failure of the test.

E. All underdrains shall be inspected prior to covering or backfilling.

F. Curb and Gutter. Contractor shall provide the Engineering Department with cylinder testing data (SC-T-41) from an independent testing lab (AASHTO certified) and inspector certified by the SCDOT to inspect and test concrete indicating compressive strength of concrete tested. A minimum of three test cylinders equally spaced shall be taken for the first 1000 linear feet. An additional cylinder shall be taken for each additional five hundred linear feet of curbing. All tests shall be identified with station identification numbers. No test cylinder shall attain less than 2500 psi while the average of all test cylinders shall be at least 3000 psi. Where any sample is less than 2500 psi or the average is less than 3000 psi than the material associated with the failed sample station number(s) shall be removed and reinstalled.

G. Base installation. Proof-rolling and independent compaction tests required. 100% Modified Proctor compaction required. Proof-rolling shall be performed with a loaded tandem axle dump truck. Weight ticket showing current load coming from a SC certified Scale Master must be provided at beginning of proof roll inspection. Weight ticket cannot have been issued more than one hour prior to beginning proof roll inspection. Gross vehicle weight shall be no less than 65,000lbs. In lieu of this requirement contractor may provide dump truck loaded with GABC with zero freeboard. Load must be dumped onsite at the end of the proof roll for inspection by County Inspector. Any material found other than GABC will result in an inspection failure. 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.

H. Pavement installation. Independent depth core, gradation (SC-T-62) 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 County Engineer and generally will be spaced approximately 500 ft apart.

I. All required on-site testing shall be performed by an independent inspector certified by the SCDOT to perform such inspection/testing. All required testing performed in a laboratory must be performed in an AASHTO certified laboratory. Inspector and/or laboratory certification numbers shall be present on all inspection reports submitted to the Engineering Department.

J. Grass seeding of shoulders and ditches.

K. Sign installation including street name signs and traffic control signs.

L. Pavement markings if required.

M. Final inspection of all completed infrastructure. All roads and drainage structures shall be cleaned prior to final inspection. Any dirt found on or in either of the above shall constitute an inspection failure and may end the inspection. Contractor shall provide a minimum of one person with

appropriate equipment to remove and replace all manhole covers and/or grates as necessary for inspection. All manhole covers and grates must be replaced at the end of inspection. ALL PIPES AND DRAINAGE STRUCTURES MUST CLEANED OF ALL SEDIMENT PRIOR TO FINAL INSPECTION. The County Engineer may require inspection by an independent firm utilizing pipe cameras or other methods as deemed necessary to document the condition of any or all pipe and drainage structures in a development.

N. Sediment and Erosion Control measures shall be in place and functioning at all times. If any deficiency is found during any inspection that inspection may be cancelled and/or failed at that time and may not be rescheduled until deficiencies have been corrected.

APPENDIX G – Street and Road Construction Standards

HORRY COUNTY
AS-BUILT PLAN REQUIREMENTS

The developer shall provide the County Engineer with "as-built" plans documenting the roadway and drainage system post-construction conditions. The plans shall be based on actual field surveys for location and elevation information. The plans shall bear the stamp and seal of the land surveyor who prepared the plan. The plans shall show the following items as a minimum. Additional information may be required by the County Engineer to accurately depict unusual situations.

1. Subdivision name and phase designation
2. Name, address, and contact number for the Owner, Developer, and Contractor
3. Provide State Plane Coordinates for three exterior property corners.
4. Note stating "All lakes and ponds shall be owned and maintained by the property owner/developer/home owners association"
5. Road centerline as-built profile plotted on top of the design profile from the original approved plans.
6. Lot lines, lot numbers and phase limits.
7. Street names, right-of-way widths, and private or public designation
8. Easements, label widths, and whether private or County
9. Edge of pavement and curbing, road centerline stationing and curve data
10. Road centerline and gutter line or ditch elevations at 100' intervals
11. Drainage structures with sizes, elevations of tops, grates, inlets, and all pipe inverts
12. Drainage pipes with size, material, length, slope and invert elevations
13. Drainage lakes or pond edges, normal water surface, twenty five year, one hundred year water surface elevations, average bottom elevations and details of any control structures with elevations. Label storage volume provided.
14. Drainage ditches and swales with slopes and elevations at 100' intervals on the tops and inverts of the ditch, and at the ends.
15. Any encroachments within drainage easements including structures, utility boxes, fences and landscaping.

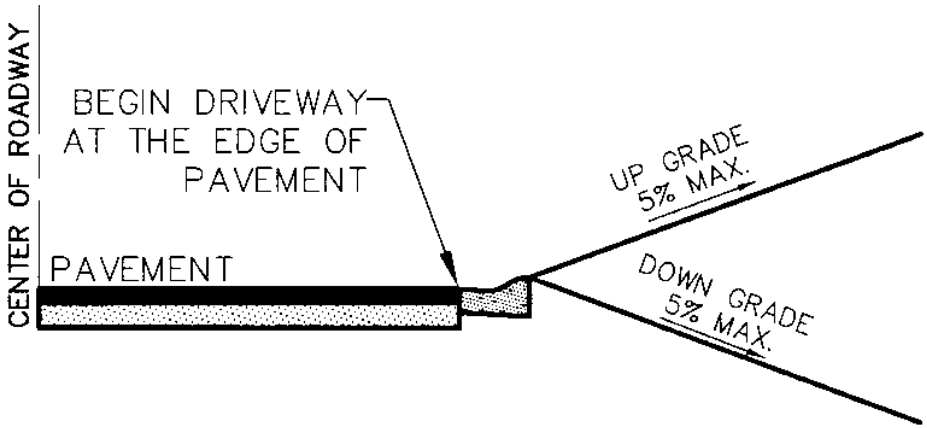
In the event that the "As-built" plan shows that field changes were made, or significant differences exist from the design plans, the design engineer or another civil engineer shall certify that the changes or differences are not detrimental and that the system will still meet the minimum acceptable design standards and practices.

APPENDIX G – Street and Road Construction Standards

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.

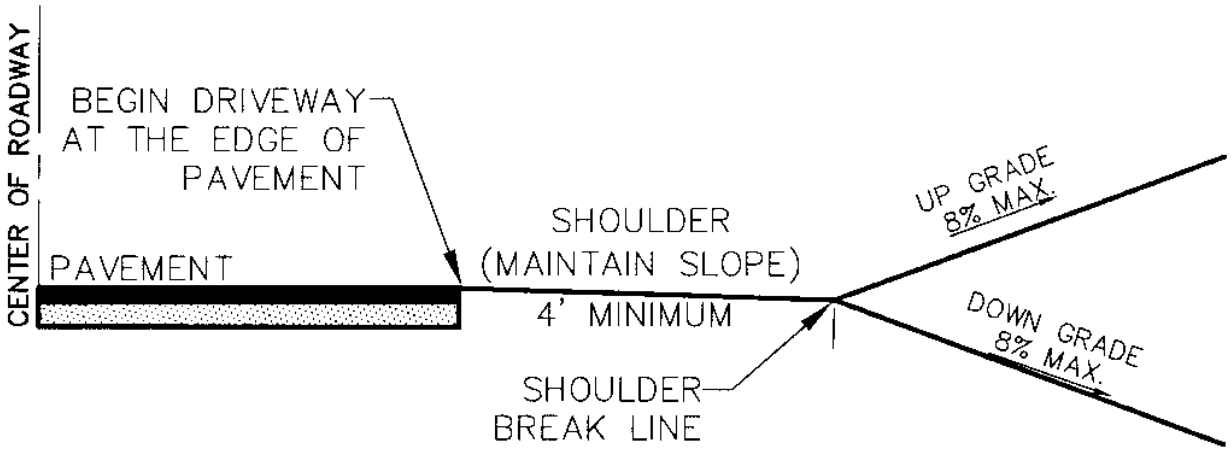
All the above information shall be provided on a mylar original and 2 copies. For review purposes one (1) copy shall be provided. A single copy of any water and sewer as-built plan shall also be provided to the County Engineer.

APPENDIX H – Driveway Approach Grade



DRIVEWAY APPROACH GRADE (CURB & GUTTER)

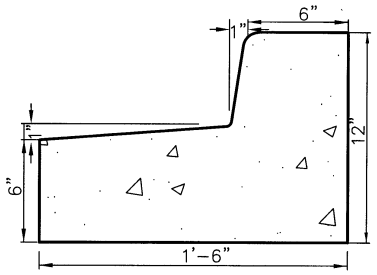
N.T.S.



DRIVEWAY APPROACH GRADE (SHOULDER)

N.T.S.

APPENDIX I – Curbs and Gutters

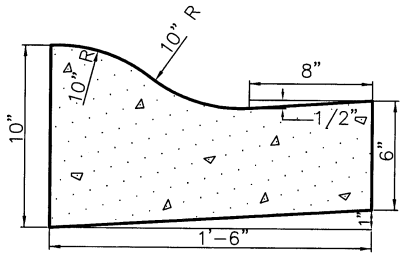


CONCRETE CURB EXPANSION JOINT IN 10' (FEET) INTERVAL.

TYPE (II)

REJECT CURB DETAIL

N.T.S.

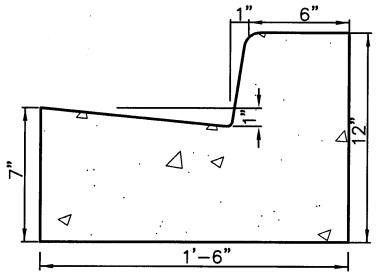


CONCRETE CURB EXPANSION JOINT IN 10' (FEET) INTERVAL.

TYPE (I)

ROLL CURB DETAIL

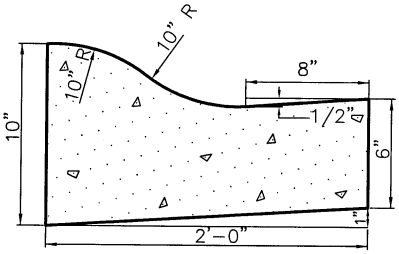
N.T.S.



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

CONCRETE BARRIER CURB SECTION

N.T.S.



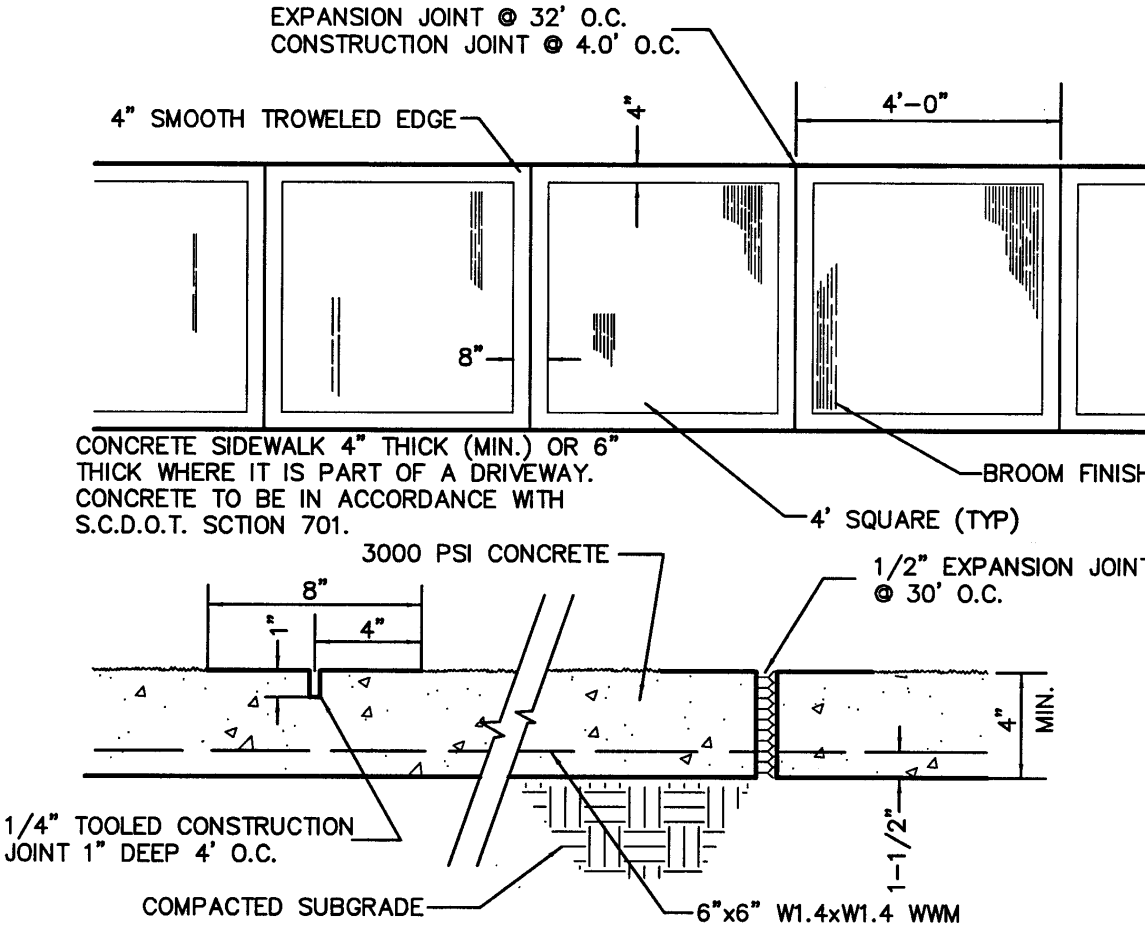
CONCRETE CURB EXPANSION JOINT IN 10' (FEET) INTERVAL.

TYPE (I)

ROLL CURB DETAIL

N.T.S.

APPENDIX J – Sidewalk Sections



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

APPENDIX K – Bikeways/Bike Paths

Bikeways (Bicycle lanes). Bicycle lanes constructed for one (1) way traffic shall be a four (4) feet in width to allow safe passage of bicycles and motorists. Bicycle lanes shall meet the same minimum paving standards as the street of which it is a portion. Where bicycle lanes are utilized, the corresponding street right-of-way shall be widened accordingly to account for the additional street surface.

Bike Paths. Bicycle paths shall be paved for a minimum five (5) foot width for one-way traffic or a minimum eight (8) foot width for two-way traffic.

Choice of surface materials shall include bituminous mixes, concrete, gravel, soil cement and wood planking. Surface materials shall be approved by the Planning Commission when reviewed as a major development.

Gradients of bicycle paths shall not exceed a grade of five (5) percent, except for short distances as approved by the Planning Commission.

APPENDIX L – Roadway Dedication Requirements

APPENDIX L

ROADWAY DEDICATION REQUIREMENTS

(Ord. 08-04, Appendix L, 2-17-04)

APPENDIX L – Roadway Dedication Requirements

THE ROAD DEDICATION PROCESS

1. **Submit plans** - construction plans are submitted to County Engineer for review and approval as part of the stormwater and subdivision review process.

2. **Submit initial dedication documents** - including, Roadway Deed, Drainage Easements, Warranty Agreement, Joinder and Consent to Dedicate prior to the start of construction. Final Plat or Bonded Final Plat shall not be approved by the County 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.

3. **Start Construction** - upon plan approval and receipt of all the above items and all other regulatory permits, construction may commence.

4. **Inspection of road and drainage construction** - periodic inspections by County Engineer are required as listed under Inspection section.

5. **Submit "As-built" plans and Certification of Non-Litigation** - Upon completion of construction and final inspection approval, the "As-Built" Plans and Certification of Non-Litigation shall be submitted to the County Engineer .

6. **Submit warranty surety** - The developer shall be notified of the upcoming dedication presentation to County Council and the developer shall provide the necessary warranty surety to the County Engineer prior to said meeting.

7. **County Council** - Once all necessary documentation has been received and approved by the County Engineer the road dedication resolution shall be presented by the County Engineer to County Council for acceptance.

8. **Warranty Period** - The Warranty period shall run for a minimum of **three years** from date of acceptance by County Council. **Warranty inspections will be conducted by the County Engineer at 12, 24, and 34** months after acceptance, or at any time that deficiencies are discovered. The developer shall then be notified in writing of the results. Deficient items must be repaired or replaced within thirty (30) days of said written notice or the County may require payment from the surety to provide funds to make the necessary repairs. All repairs are expected to be good quality workmanship and shall be subject to an additional one year warranty with suitable financial guarantee being posted for 125% of the cost of the repairs work for any substantial repair as determined by the County Engineer.

APPENDIX L – Roadway Dedication Requirements

GENERAL REQUIREMENTS

1. **Eligibility for Acceptance -** A road or street will be eligible for acceptance into the County maintenance system only after meeting all the requirements listed herein.
2. **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 existing public road.
3. **Plan Submittal and Review -** Construction plans must be submitted to the County 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 approved 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 Planning Commission and the County Engineer the plat shall be recorded at the Horry County Register of Deeds
4. **Warranty Period -** All roadways, **which meet all the standards of this ordinance shall be conditionally accepted by** the County **for dedication**, subject to a minimum **three**-year warranty for workmanship and materials. During this period the County 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.
5. **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.
6. **Warranty Surety -** Warranty surety must be either of the following: an irrevocable standby letter of credit issued by a bank doing business in South Carolina, cashiers check, or cash. No other surety forms shall be accepted. The warranty surety must be provided to the Engineering Department prior to presentation of the dedication to County Council. Please send all Warranty Sureties to:

   Horry County Engineering Department
   4401 Privetts Road
   Conway, SC 29526
   Attention: Warranty Letter of Credit

The time period of a letter of credit must be sufficient so as to be in effect for a one-year period from the time of County Council acceptance. Typically, a 38-month period will be sufficient to allow time for County staff and County Council to finalize the acceptance process. This surety may be used by the County to make necessary repairs to the roads or drainage systems in the event that the developer fails to respond to the County's requests to make said repairs in a timely manner. Drafts may be drawn by written notification on official letterhead, signed by an authorized representative of Horry County stating the failure to meet the obligation and the amount required to fulfill the obligation. The letter of credit cannot require sight drafts only. The letter of credit must contain the following statement: "The amount drawn represents the cost of any repair or replacement to roadway and storm drainage facilities located on that property identified as _____, located in Horry County, South Carolina to the extent such repair or

replacement is caused by failure of workmanship or materials or damage resulting from vehicles, construction equipment, or installation of utility lines."

7. **Warranty Surety Amount -** The amount of surety shall be equal to $~~10~~ $15 per lineal foot of 2-lane roadway. Roads with additional lanes shall have additional surety equal to $~~5~~$7.50 per lineal foot for each lane of roadway.
8. **Utility Easements -** The County 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 Horry County then the Utility Joinder and Consent Form must be signed by the easement grantee (ie. utility company)
9. **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.

APPENDIX L – Roadway Dedication Requirements

HORRY COUNTY
WARRANTY AGREEMENT

KNOW ALL MEN BY THESE PRESENTS, THAT _____ _____, of _____, _____, hereinafter referred to as "Developer", as principal is held and firmly bound unto the County of Horry, a Body Politic, existing under the laws of the State of South Carolina, as obligee 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 Horry County, 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 Horry County for public use and maintenance.

NOW, THEREFORE, the condition of this obligation is such that the Developer shall give to Horry County 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 Horry County 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 Horry County 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 County 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 acknowledge before me this _____ day of _____,by____
_____

_____
Notary Public
My commission expires:_____

APPENDIX L – Roadway Dedication Requirements

HORRY COUNTY
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 acknowledge before me this _____ day of _____ _____, _____by_____.

_____
Notary Public
My commission expires:_____

APPENDIX L – Roadway Dedication Requirements

HORRY COUNTY
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 subordinated to the above dedication.

_____	_____
Witness print name	Signatory print name
_____	_____
Witness signature	Signature

STATE OF SOUTH CAROLINA)

COUNTY OF HORRY)

The foregoing was acknowledge before me this _____ day of _____ _____, _____by_____.

_____
Notary Public

My commission expires:_____

APPENDIX L – Roadway Dedication Requirements

HORRY COUNTY
UTILITY JOINDER AND CONSENT TO DEDICATION

The undersigned hereby certifies that it is the holder of a easement, or right-of-way, on certain lands property 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 damage to the roadways and drainage facilities caused by it's activities within the subject right-of-ways and easements. Said repairs shall be promptly performed and meet County 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 _____.

Sworn to before me this ____ day of _____, _____

_____
Notary Public for the State of South Carolina

My Commission Expires _____.

APPENDIX L – Roadway Dedication Requirements

STATE OF SOUTH CAROLINA)
)
COUNTY OF HORRY)

RIGHT-OF-WAY EASEMENT

KNOW ALL MEN BY THESE PRESENTS, THAT I (or we) _____ _____in consideration of the sum of One Dollar, receipt of which is hereby acknowledged, have granted, bargained, sold, and released, and by these presents do grant, bargain, sell and release, unto Horry County 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 Horry County Council at its meeting on _____, 20___

TO HAVE AND TO HOLD, all and singular, the said right-of-way and the rights hereinabove granted, unto the said Horry County Council, its successors and assigns forever.

IN WITNESS WHEREOF, I (or we) have hereunto set my/our hand (s) and seal (s) this___ day of _____ in the year of our Lord Two Thousand and _____

Signed, sealed and delivered in the presence of:

_____ _____
WITNESS #1 OWNER

_____ _____
WITNESS #2 OWNER

STATE OF SOUTH CAROLINA)
)
COUNTY OF HORRY)

PROBATE

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 _____, 20_____

_____ Witness signature_____
Notary Public of South Carolina
My Commission Expires _____

APPENDIX L – Roadway Dedication Requirements

STATE OF SOUTH CAROLINA)
)
COUNTY OF HORRY)

DRAINAGE EASEMENT

KNOW ALL MEN BY THESE PRESENTS, THAT I (or we) _____ _____in consideration of the sum of One Dollar, receipt of which is hereby acknowledged, have granted, bargained, sold, and released, and by these presents do grant, bargain, sell and release, unto Horry County 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 Horry County Council at its meeting on _____, 20___

TO HAVE AND TO HOLD, all and singular, the said right-of-way and the rights hereinabove granted, unto the said Horry County Council, its successors and assigns forever.

IN WITNESS WHEREOF, I (or we) have hereunto set my/our hand (s) and seal (s) this__ _____ day of _____ in the year of our Lord Two Thousand and _____

Signed, sealed and delivered in the presence of:

_____ _____
WITNESS #1 OWNER

_____ _____
WITNESS #2 OWNER

STATE OF SOUTH CAROLINA)
)
COUNTY OF HORRY)

PROBATE

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.

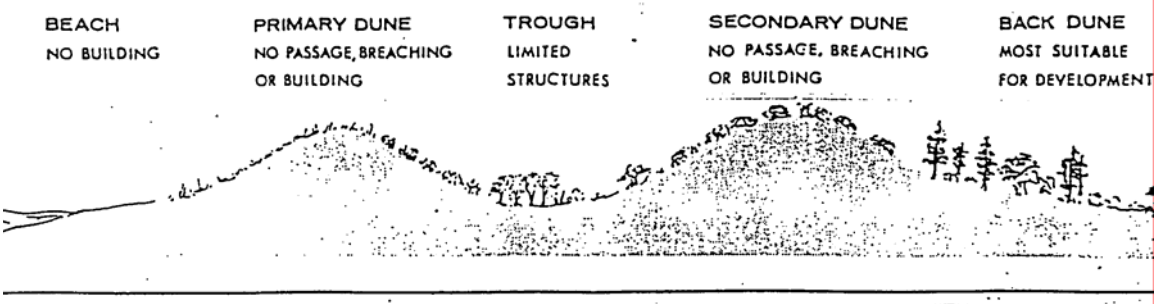
Sworn to before me this _____day of _____, 20_____

_____ Witness signature_____
Notary Public of South Carolina
My Commission Expires _____

APPENDIX M – Beach Front Development

Figure 1

DEVELOPMENT CRITERIA for BEACH AREAS



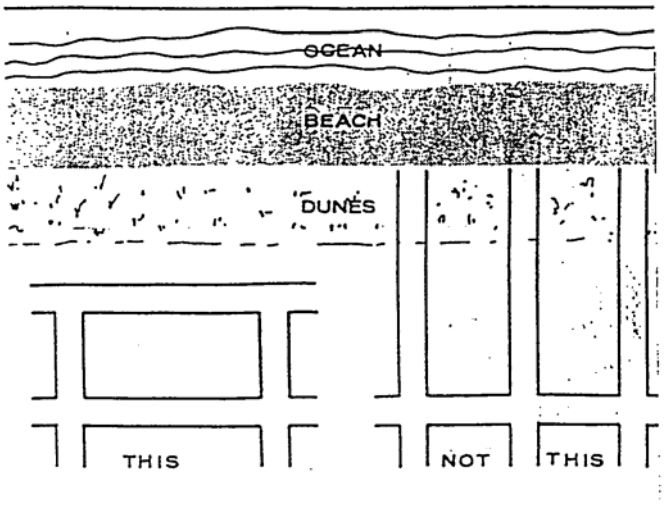


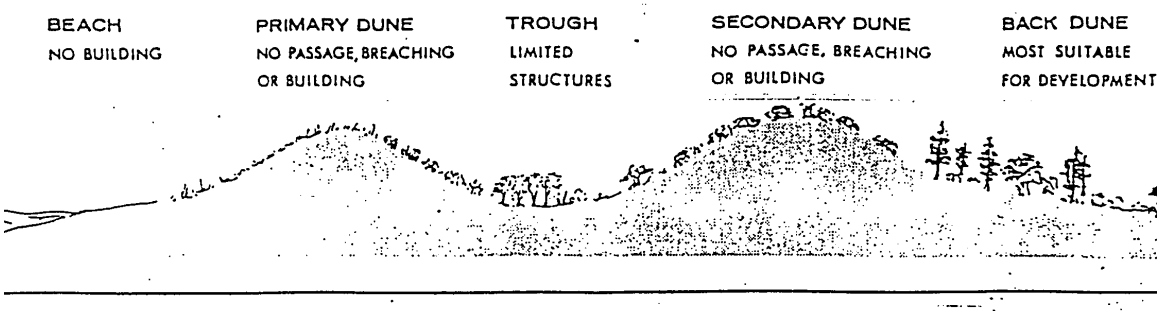
Figure 3

RECOMMENDED STREET PATTERNS

APPENDIX M – Beach Front Development

Figure 1

DEVELOPMENT CRITERIA for BEACH AREAS



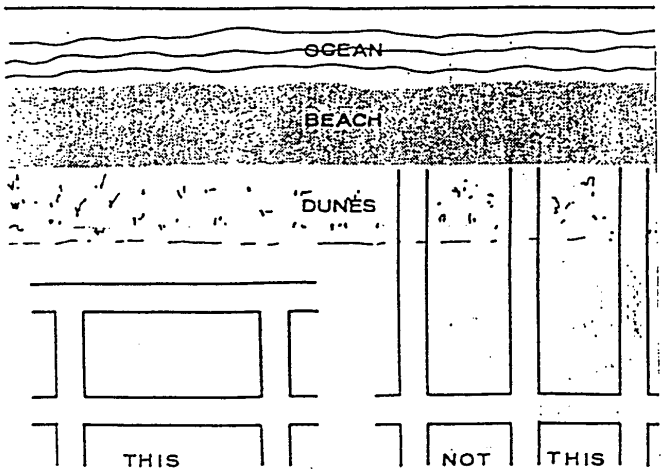


Figure 3

RECOMMENDED STREET PATTERNS

APPENDIX N – Access Management Tables and Figures (not in Article 7)

Figure 7-1 – Points of Access with Median Crossover

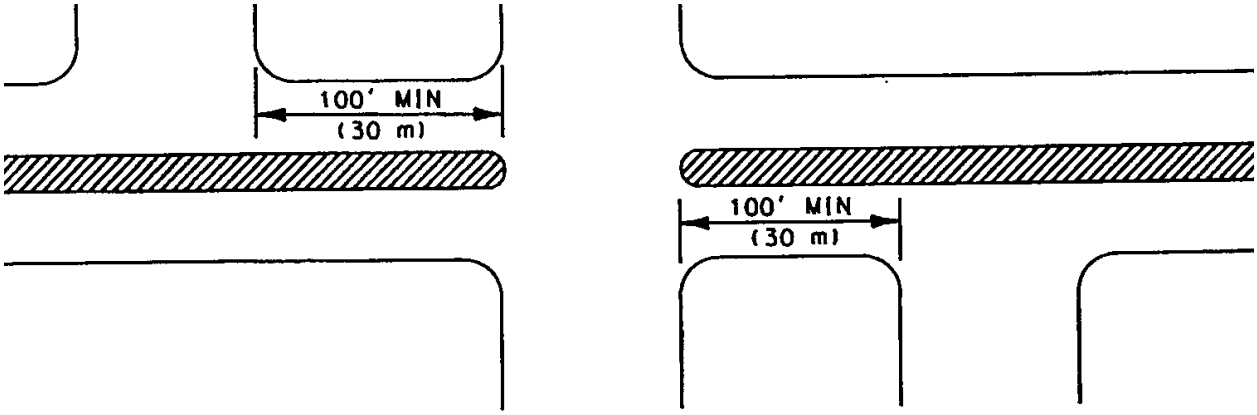
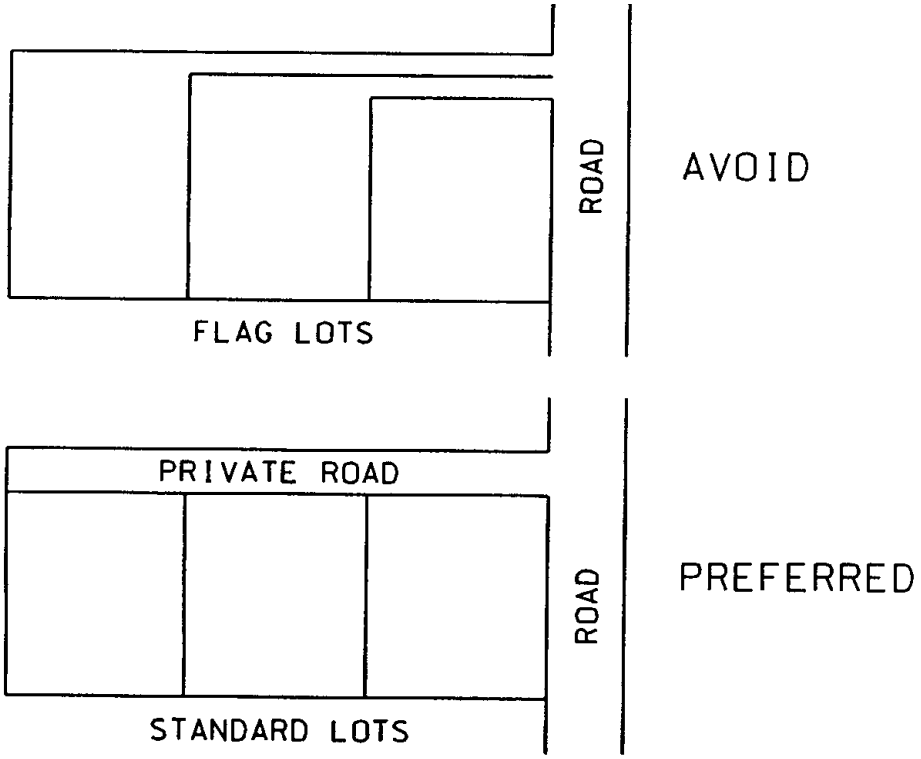
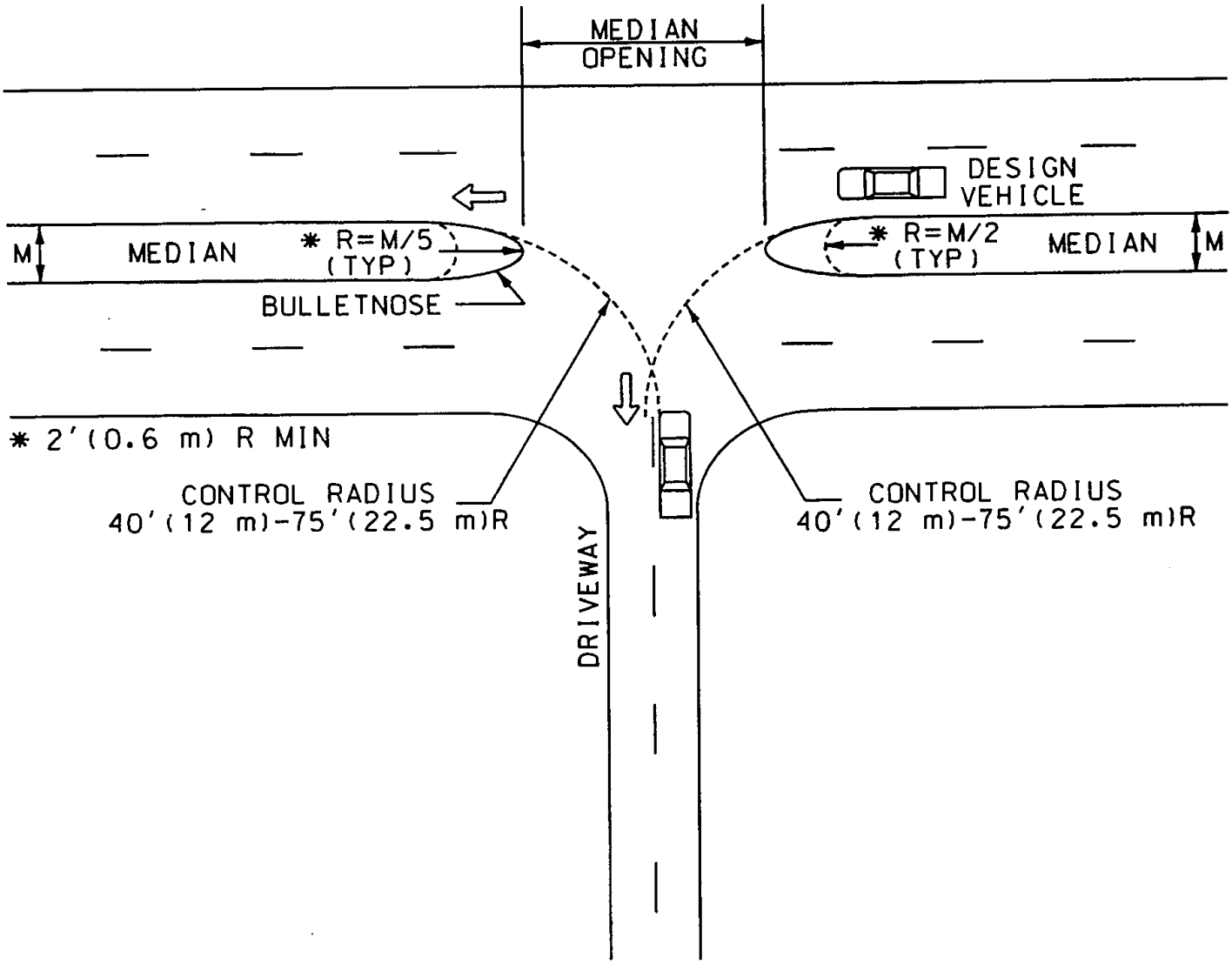


Figure 7-2 – Flag Lots and Alternative Access



APPENDIX N – Access Management Tables and Figures (not in Article 7)

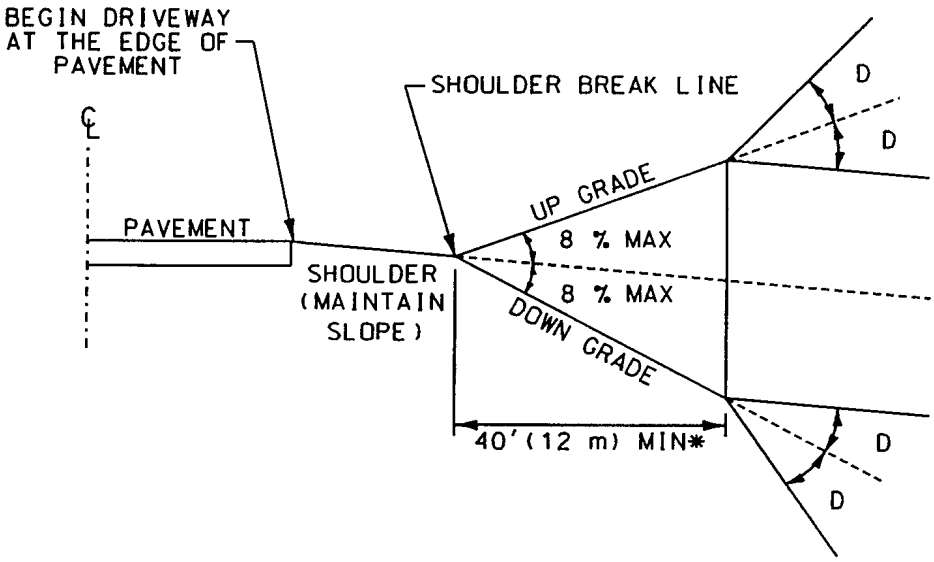
Figure 7-4 – Minimum Median Opening



(DRAWING NOT TO SCALE)

APPENDIX N – Access Management Tables and Figures (not in Article 7)

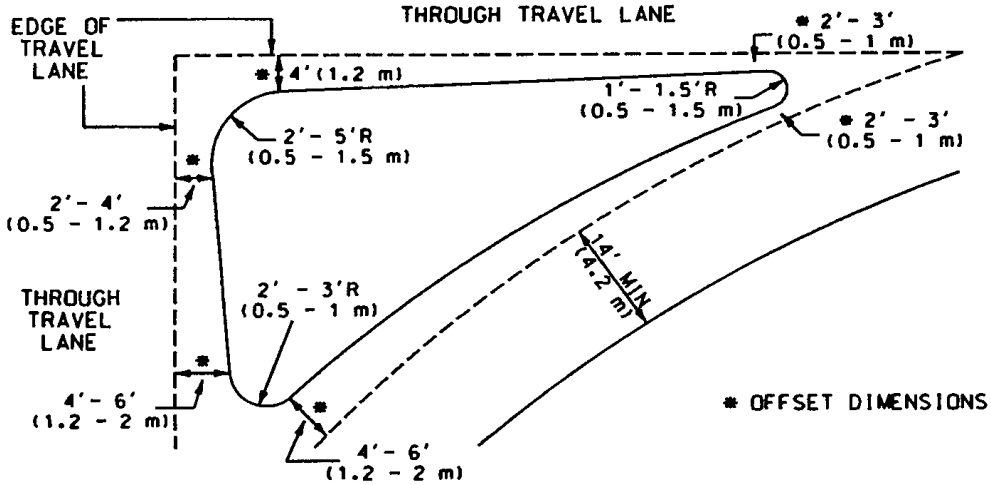
Figure 7-5 – Driveway Approach Grade



* 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.

Figure 7-6 – Channelizing Island Design



NOTE: IF A SIDE OF AN ISLAND IS LESS THAN 25' (7.5 m), CONSIDER USING LARGEST OFFSET AS A UNIFORM OFFSET.

APPENDIX N – Access Management Tables and Figures (not in Article 7)

Figure 7-7 – Driveway Median Design

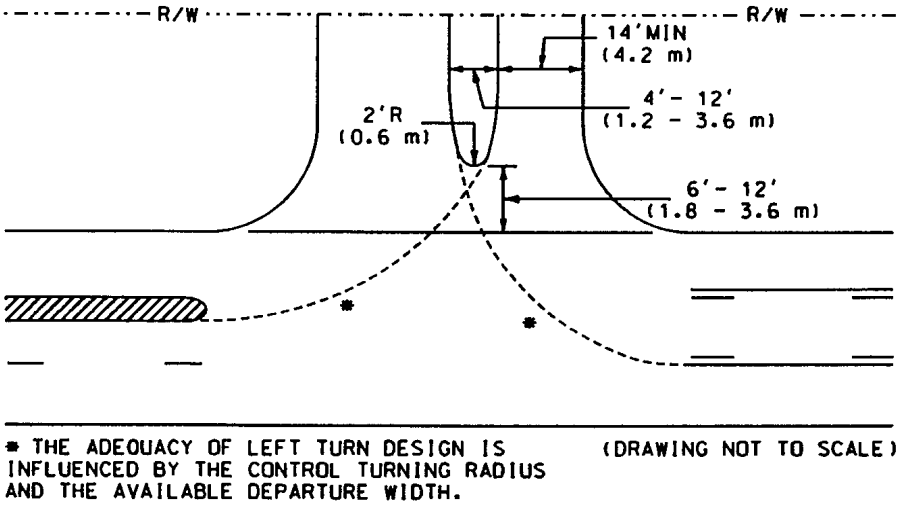
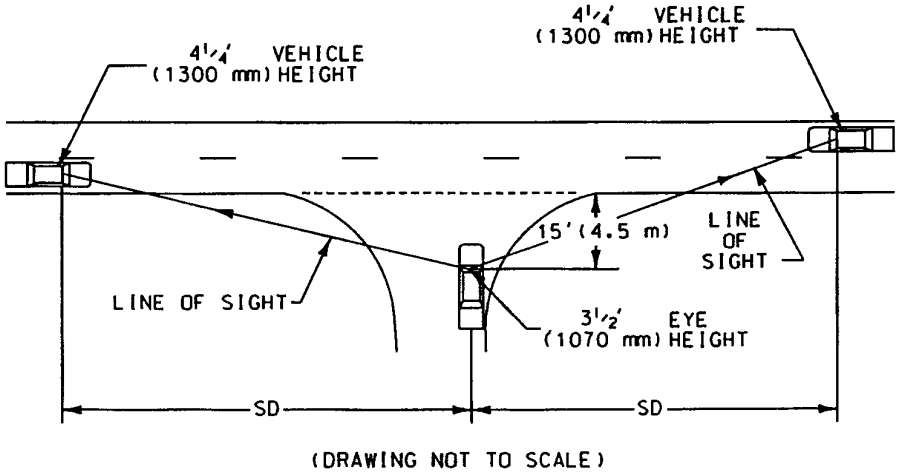


Table 7-3 – Recommended Site Distances For Driveways

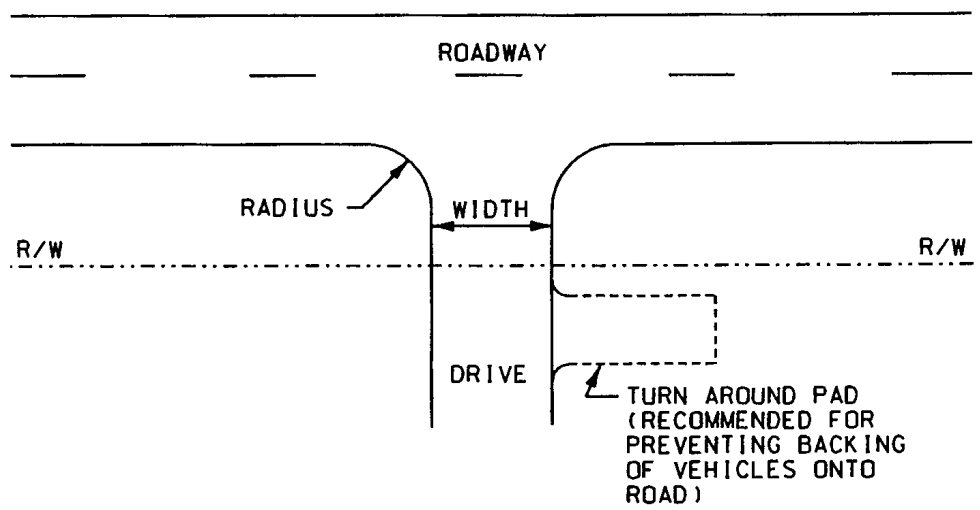


Design vehicle entering arterial	Sight distance (SD)* per 10 mph (16 km/h) of arterial speed for arterial width of:					
	2 lanes		4 lanes		6 lanes	
	ft.	m	ft.	m	ft.	m
Passenger Car (P)	100	31	120	37	130	40
Single Unit Truck (SU)	130	40	150	46	170	52
Tractor Trailer (WB-50 ft. {15 m})	170	52	200	61	210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

* Distances given are for flat grades.

APPENDIX N – Access Management Tables and Figures (not in Article 7)

Table 7-4 – Single Residence and Small Apartment Complex Driveway Width and Radii



	Urban with Curb & Gutter		Urban & Rural with Shoulder	
	ft.	m	ft.	m
Width*	10 – 16	3 – 4.8	10 – 16	3 – 4.8
Radius*	5 – 10	1.5 – 3	10 – 20	3 – 6

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

Table 7-5 – 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.

APPENDIX O - Access Management Standards, Guidelines, and Typical Drawings

APPENDIX O

Standard and Typical Drawings

Minimum Driveway Location Standards.....1

Typical Driveway- Single Residential and Small Apartment Complexes.....2

Typical Commercial Two-way Driveways.....3

Typical Commercial One-way Driveways.....4

Typical Corner Lot Commercial Driveways.....5

High-Turnover or Drive-Through Commercial One-way Driveways.....6

Typical Access to Outparcel - #1.....7

Typical Access to Outparcel - #2.....8

Plan of Standard High-Volume Driveway or Intersecting Street 9

Profile of Standard High-Volume Driveway or Intersecting Street.....10

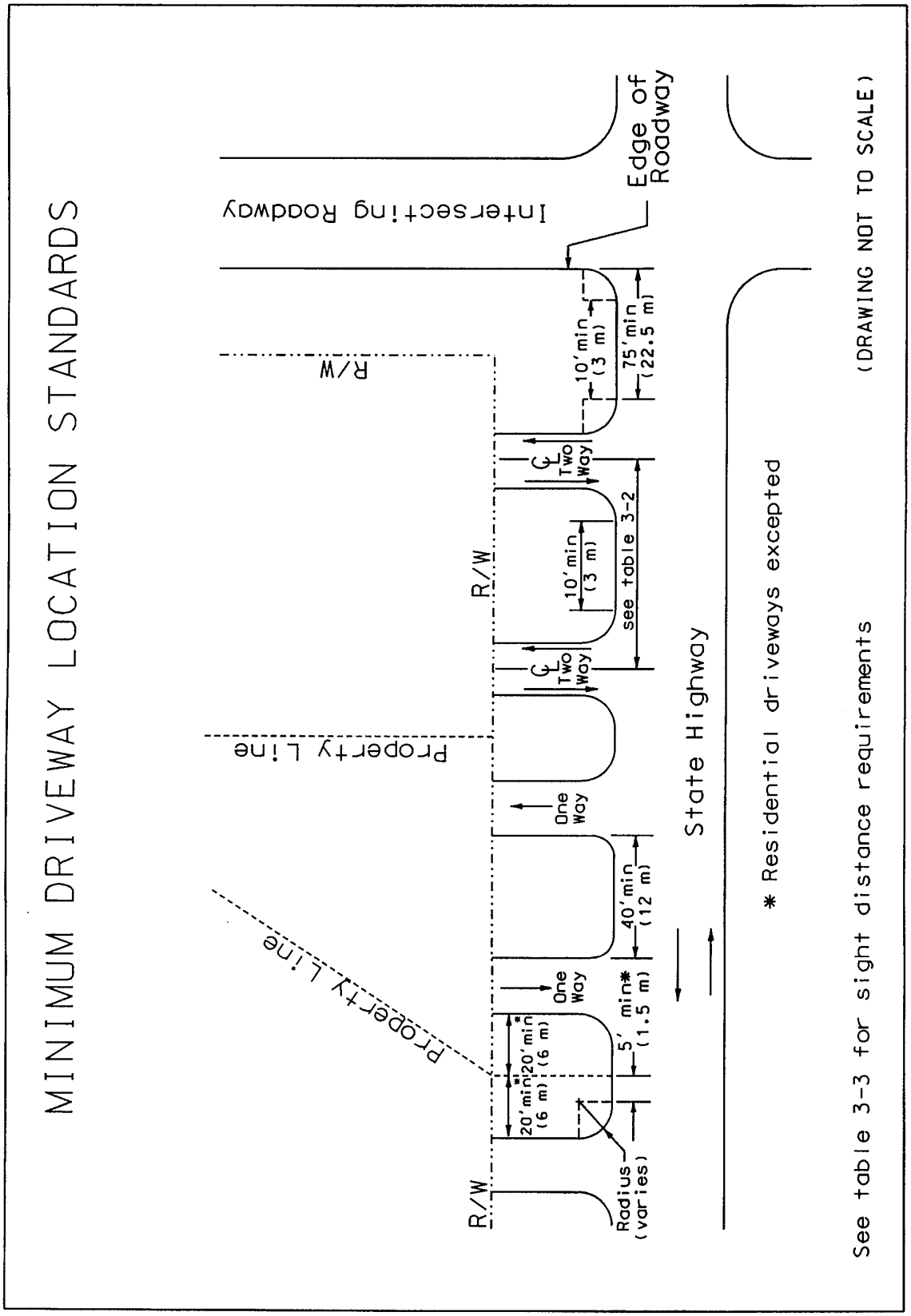
Detail of Drop-Curb Driveway Where Sidewalk or Intersecting Street.....11

Detail of Standard Drop-Curb Driveway Where No Sidewalk Exists or A Grass Plot of 7’4 ¾” (2.25 m) or Greater Exists.....12

Detail of Drop-Curb Driveway Where A Grass Plot of Less Than 7’4 ¾” (2.25 m) Exists .13

Angle Parking Geometry 14

APPENDIX O - Access Management Standards, Guidelines, and Typical Drawings



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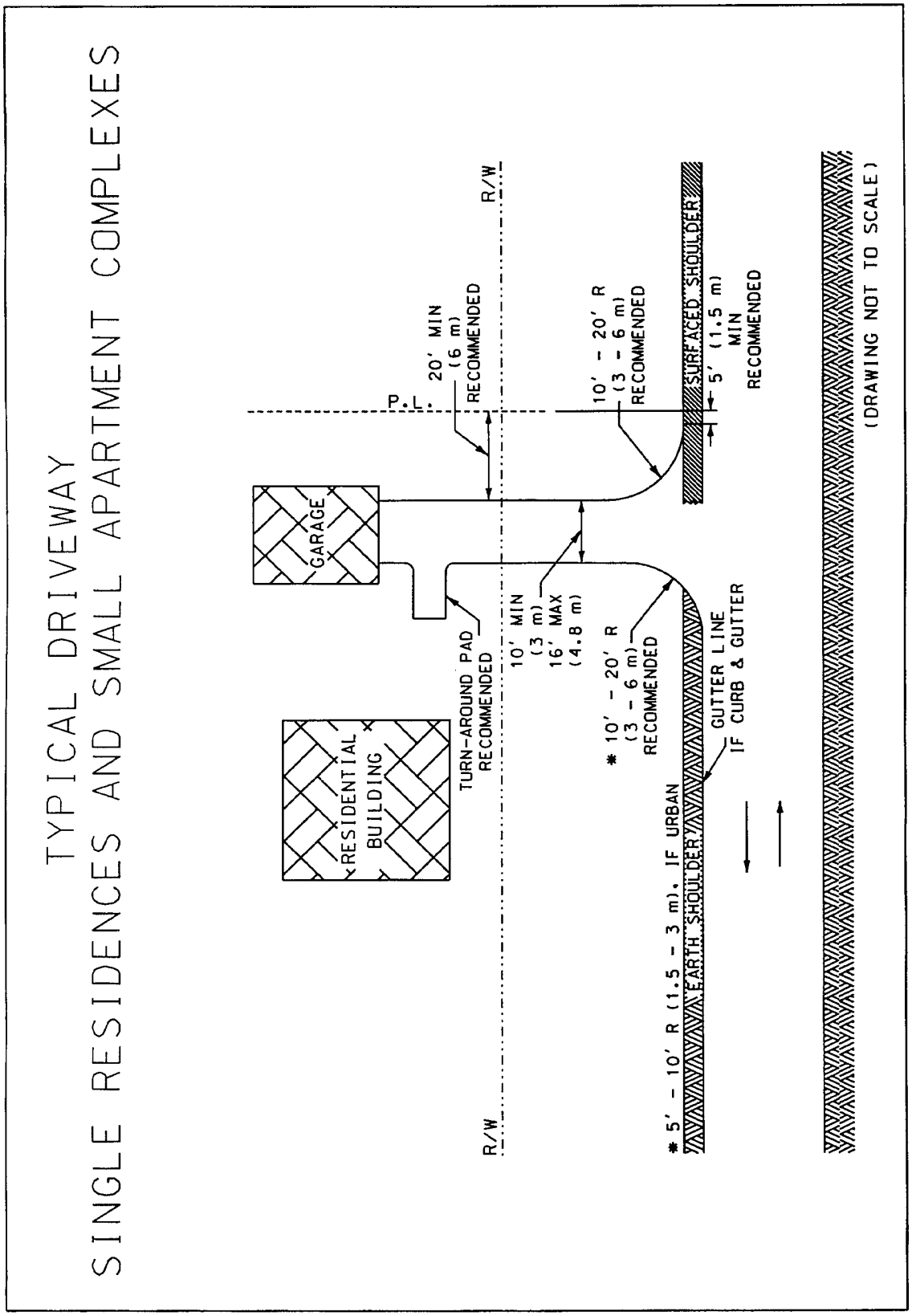

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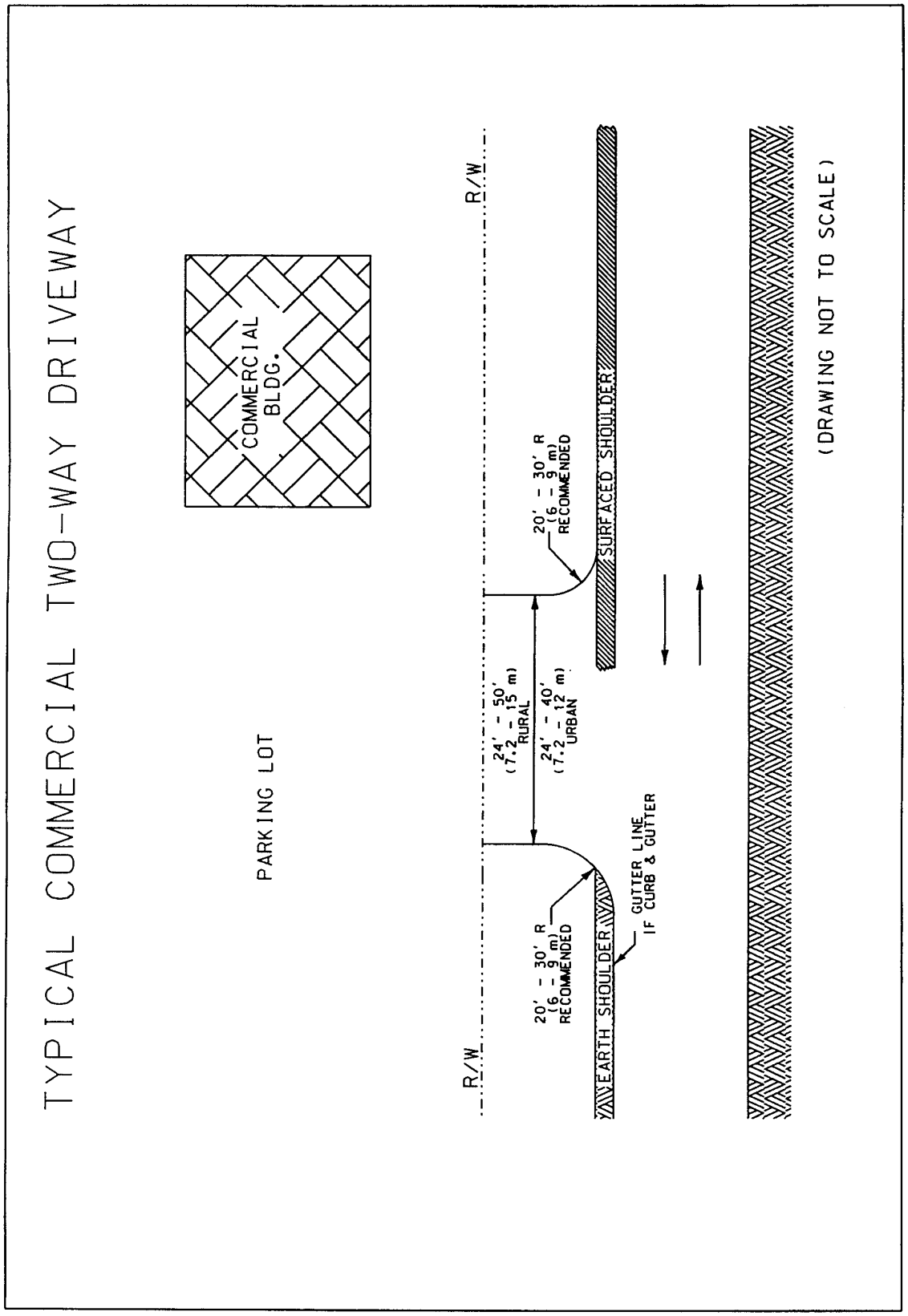

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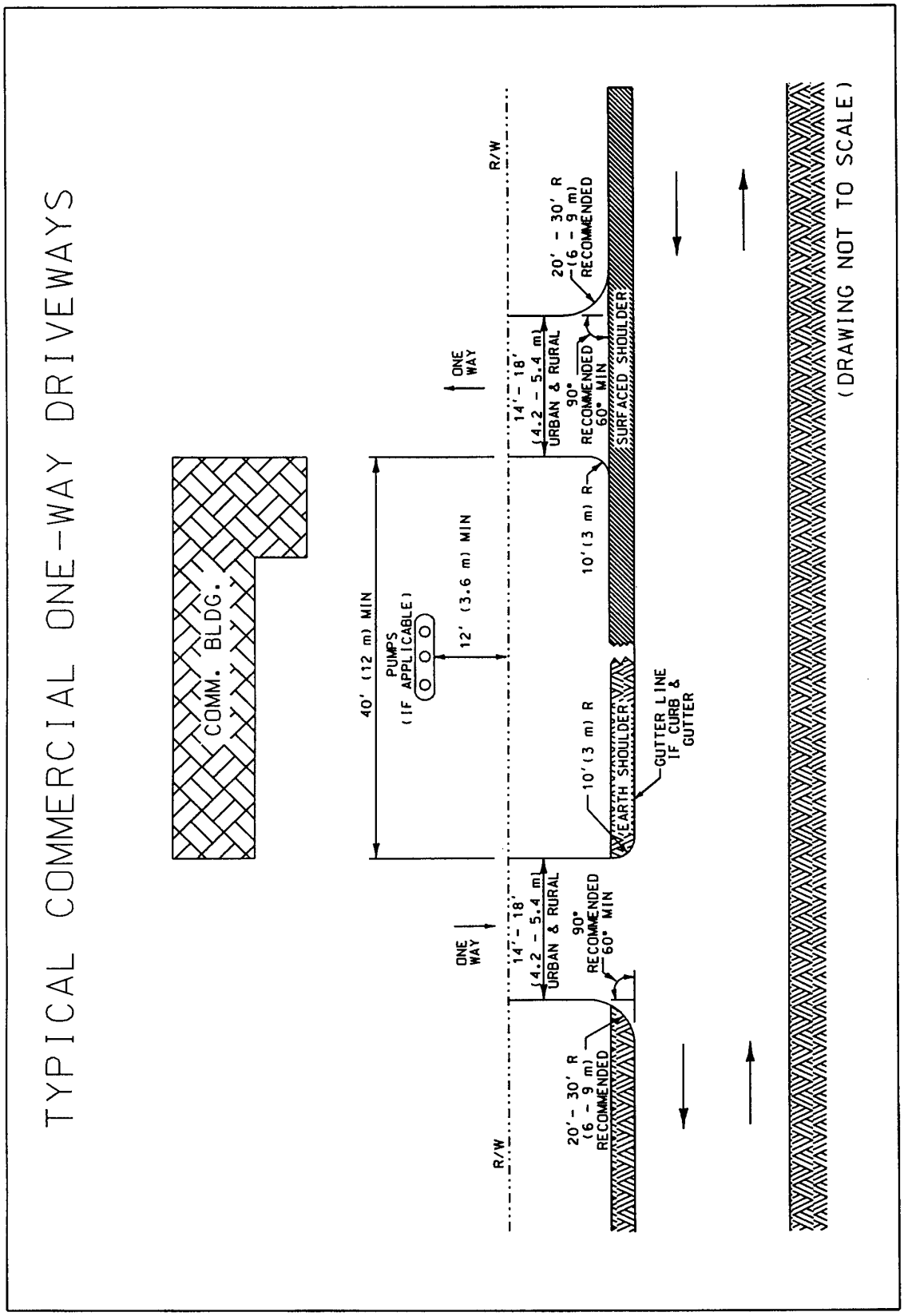

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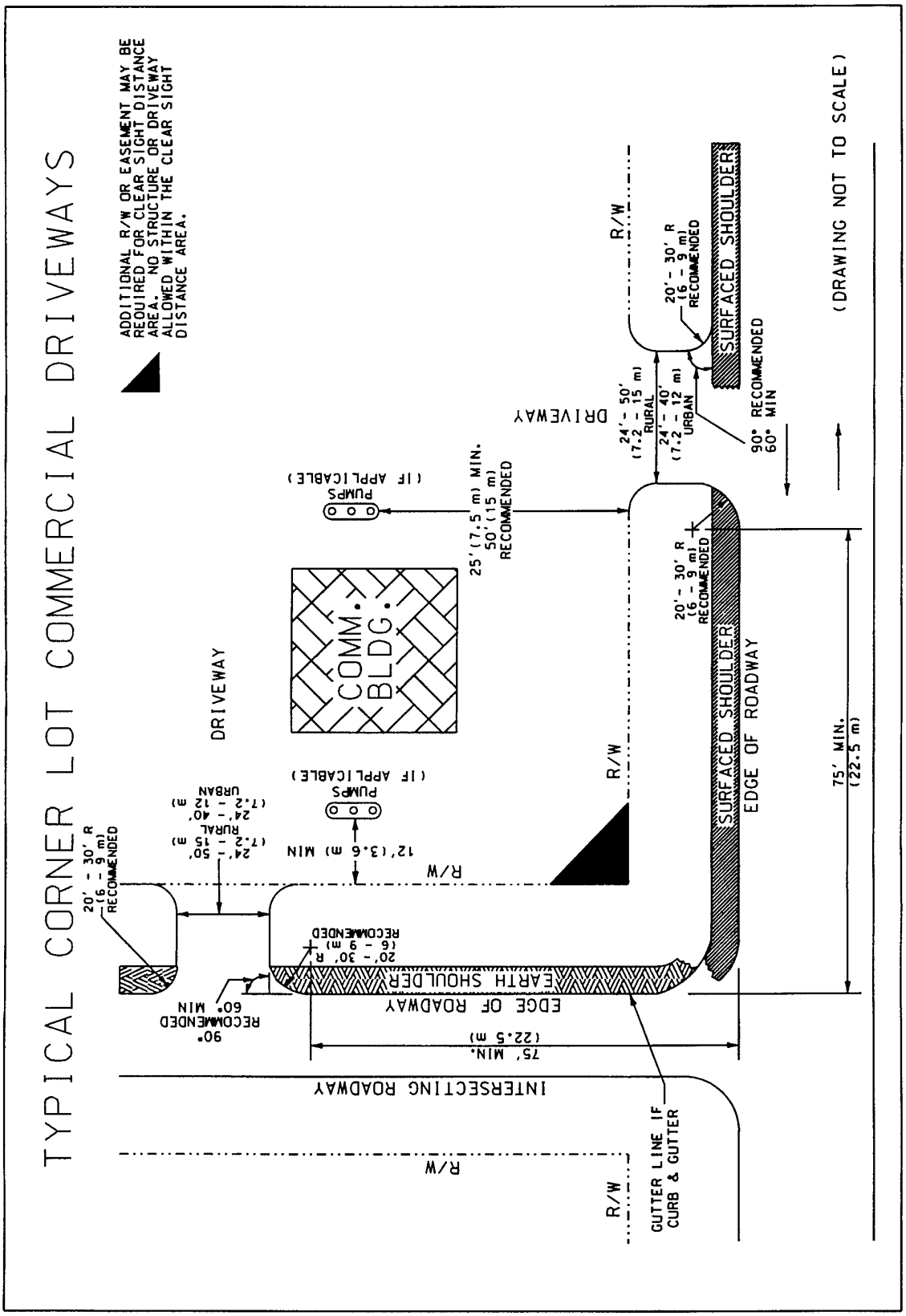

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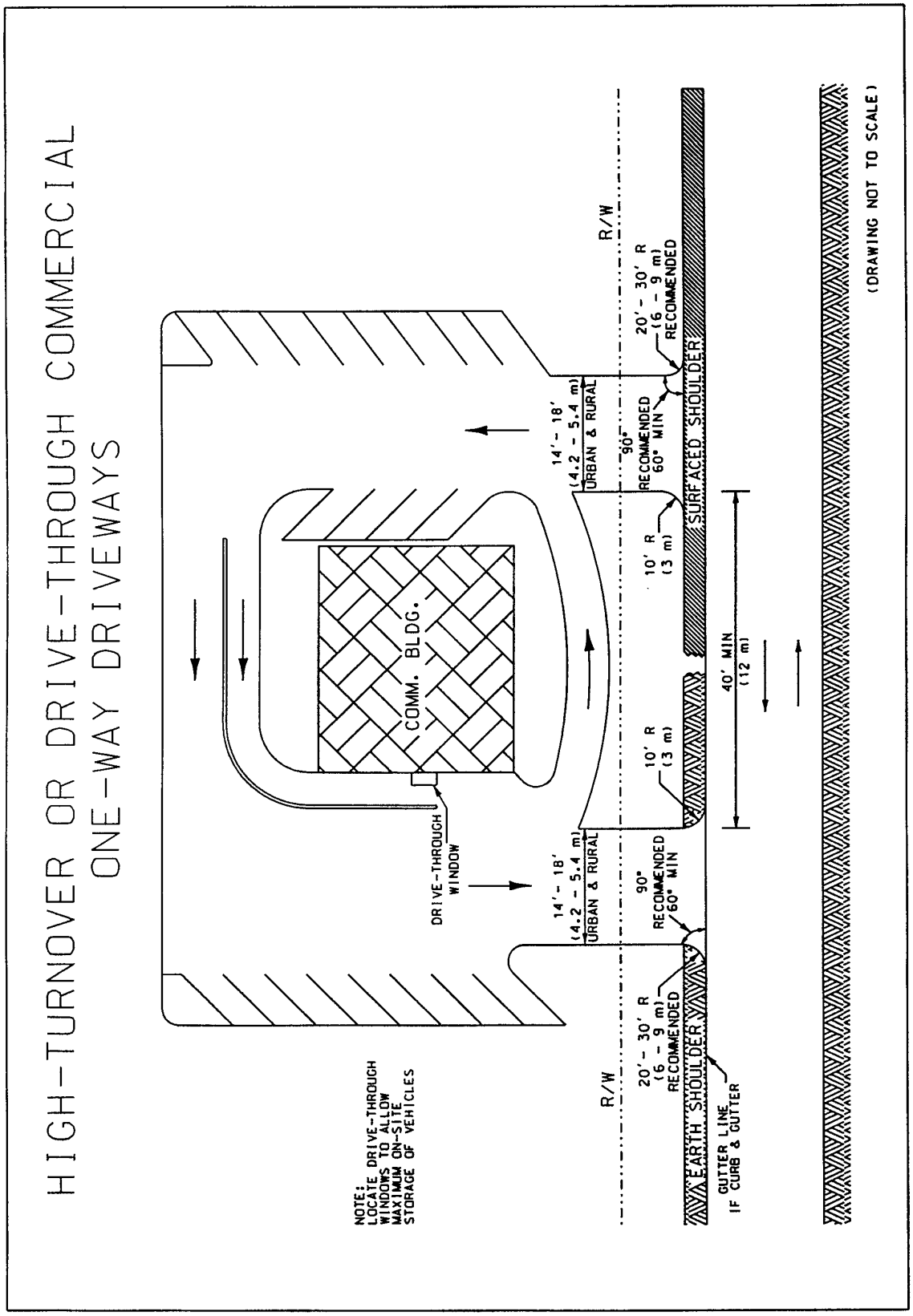

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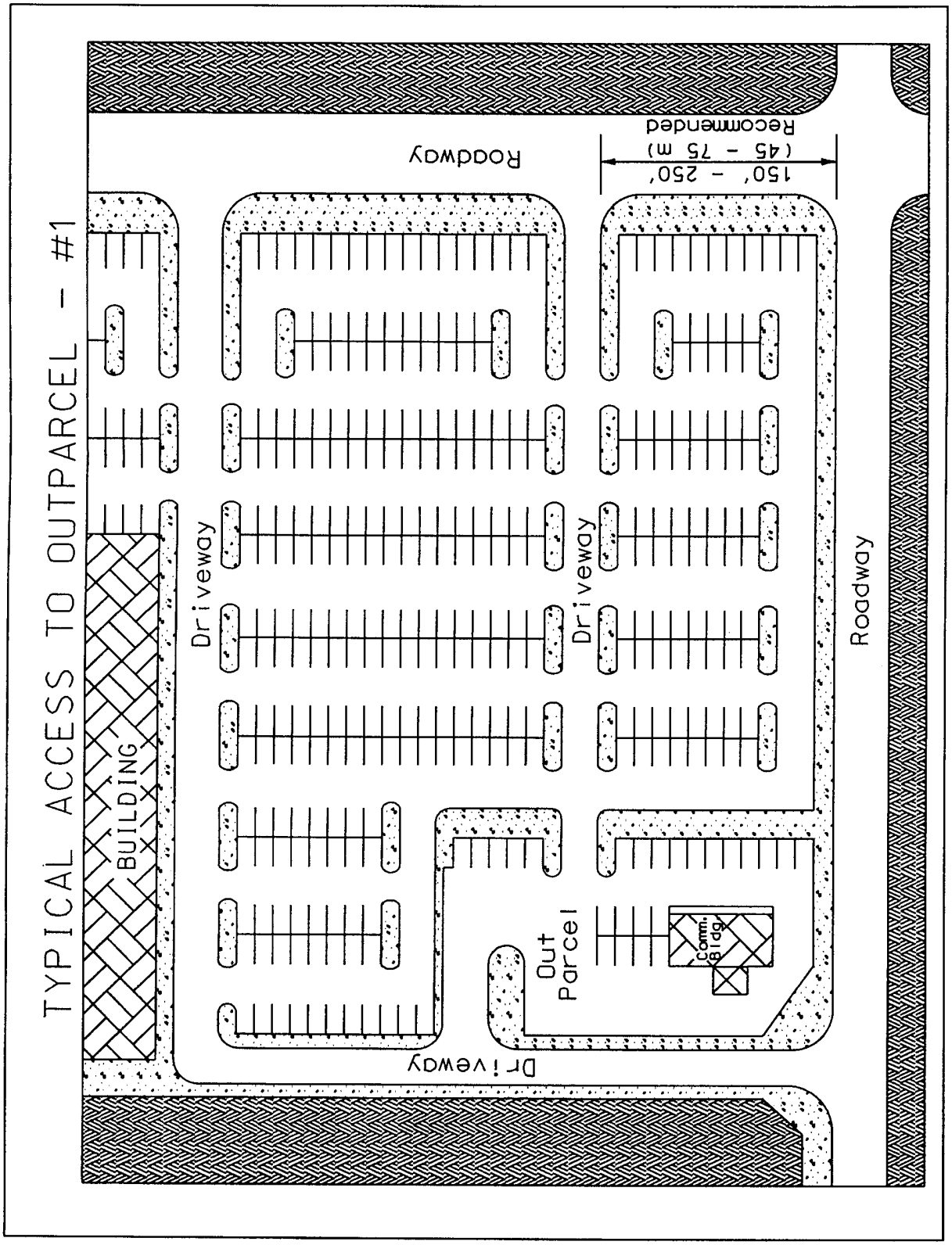

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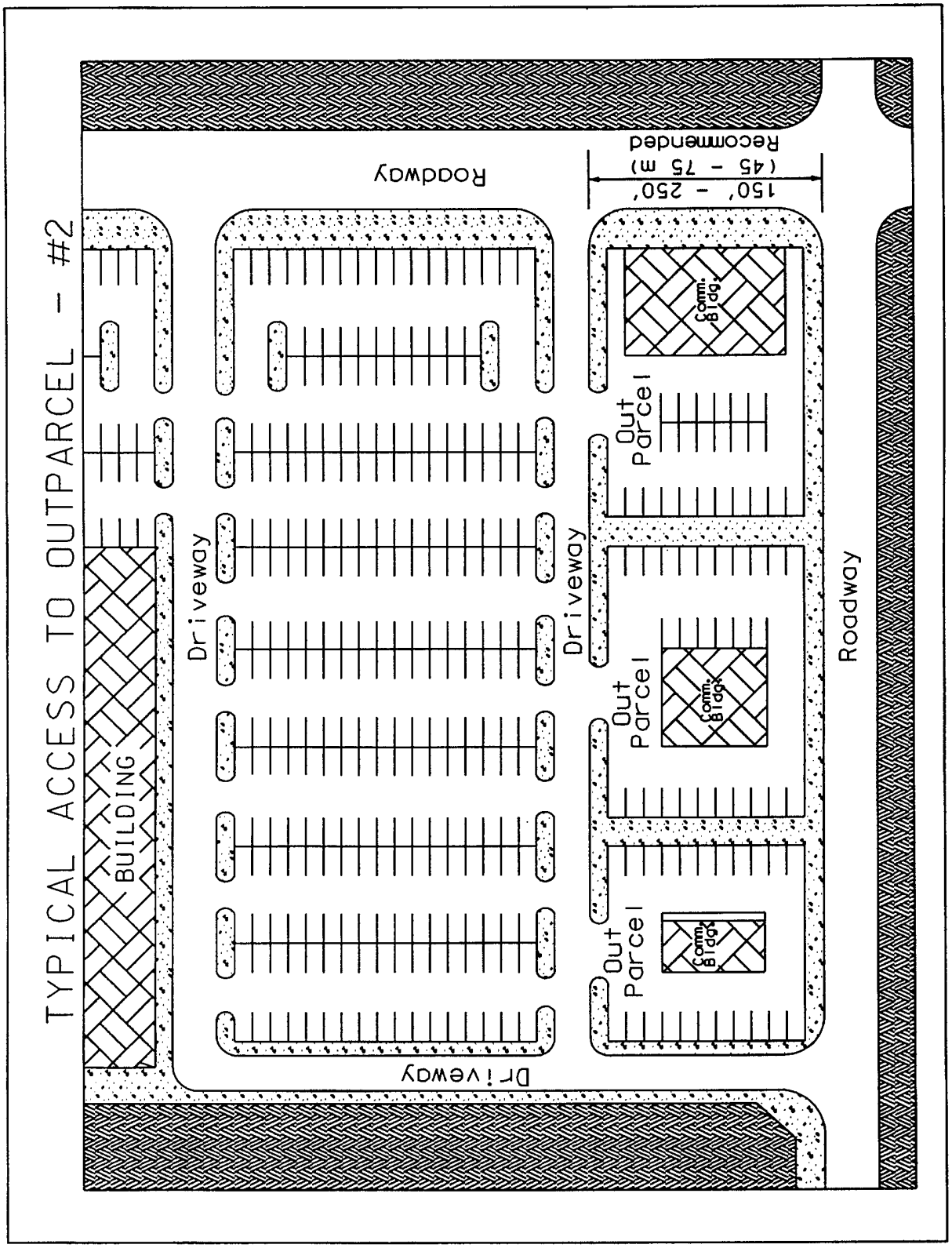

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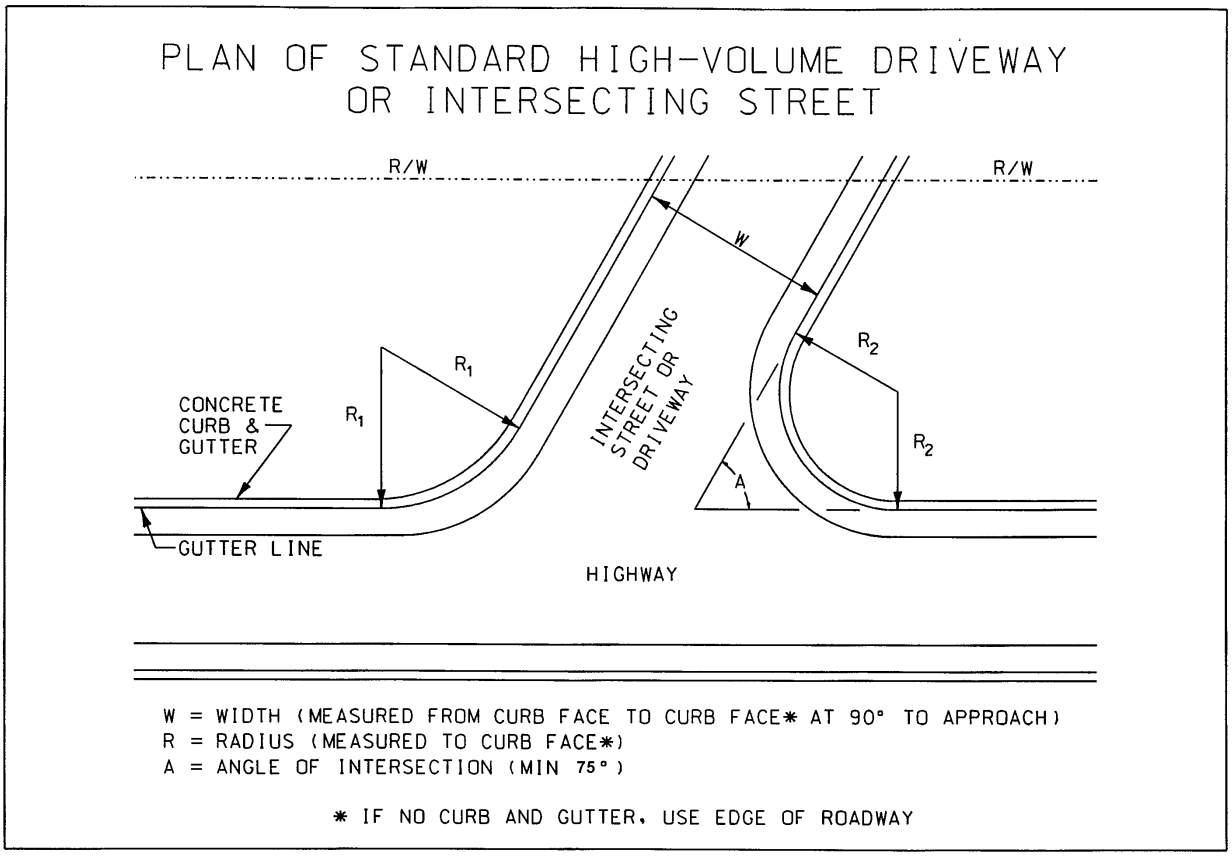

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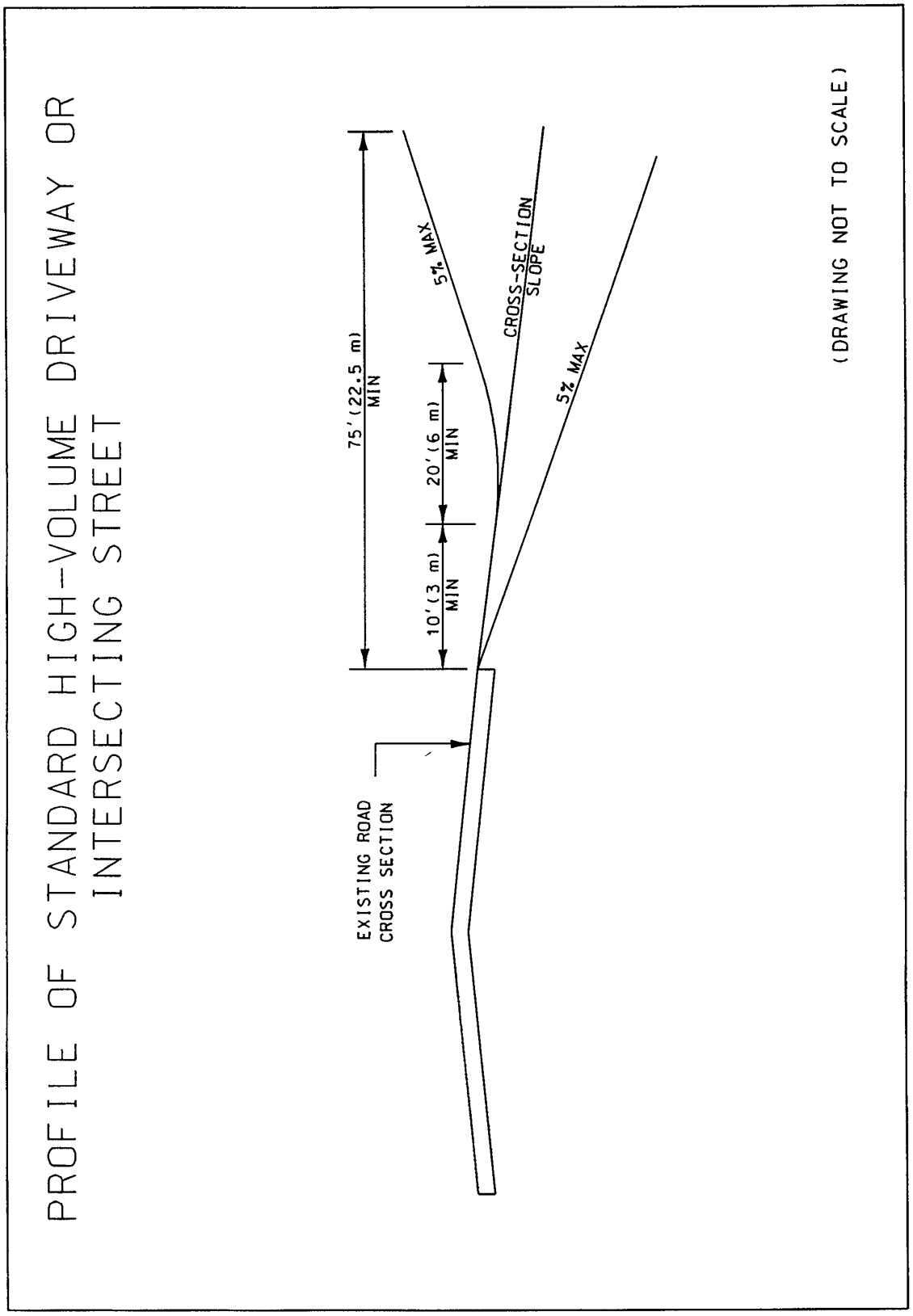

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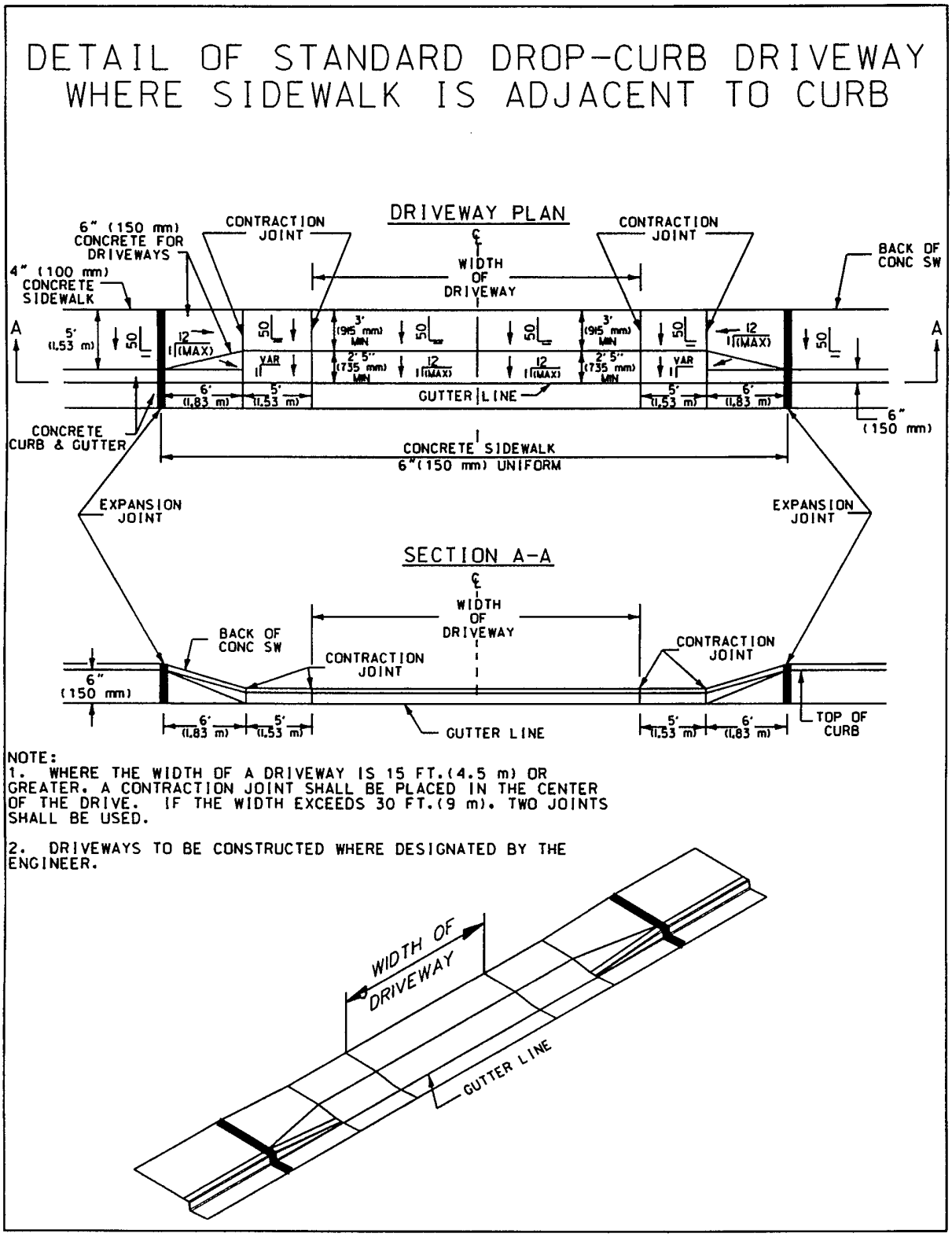
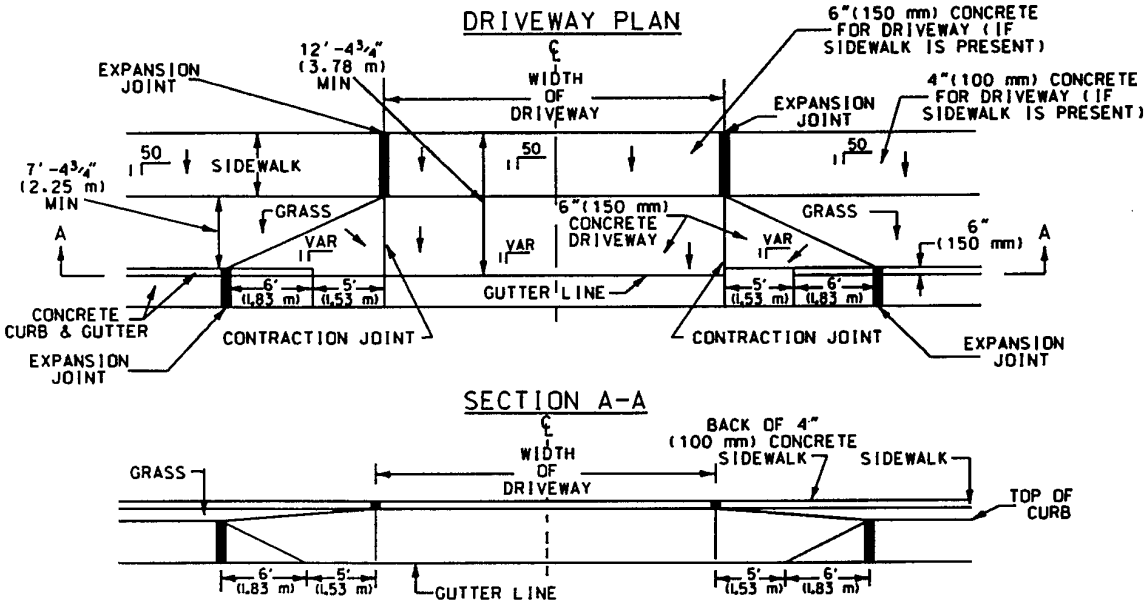


APPENDIX O - Access Management Standards, Guidelines, and Typical Drawings

DETAIL OF STANDARD DROP-CURB DRIVEWAY WHERE NO SIDEWALK EXISTS OR A GRASS PLOT OF 7'-4¾" (2.25 m) OR GREATER EXISTS

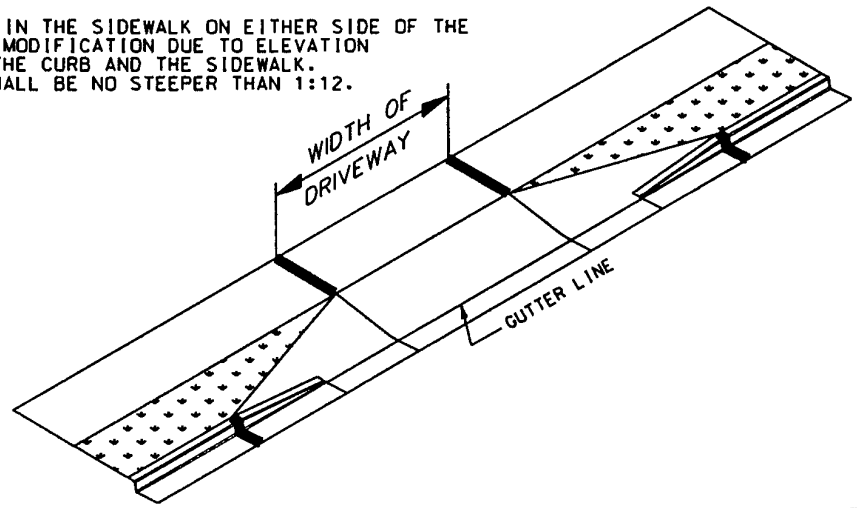


NOTE:

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.

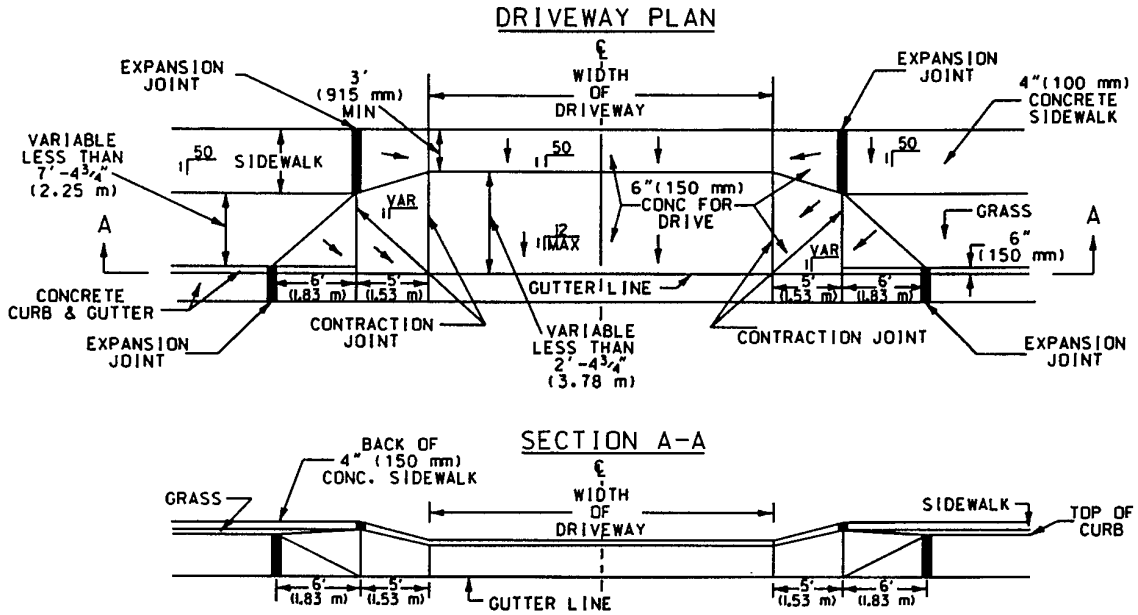
2. DRIVEWAYS TO BE CONSTRUCTED WHERE DESIGNATED BY THE ENGINEER.

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.



APPENDIX O - Access Management Standards, Guidelines, and Typical Drawings

DETAIL OF DROP-CURB DRIVEWAY WHERE A GRASS PLOT OF LESS THAN 7'-4 3/4" (2.25 m) EXISTS



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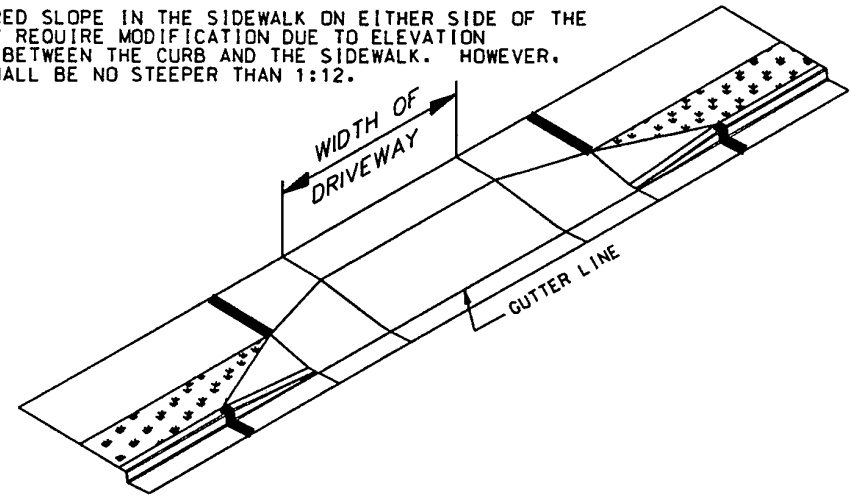
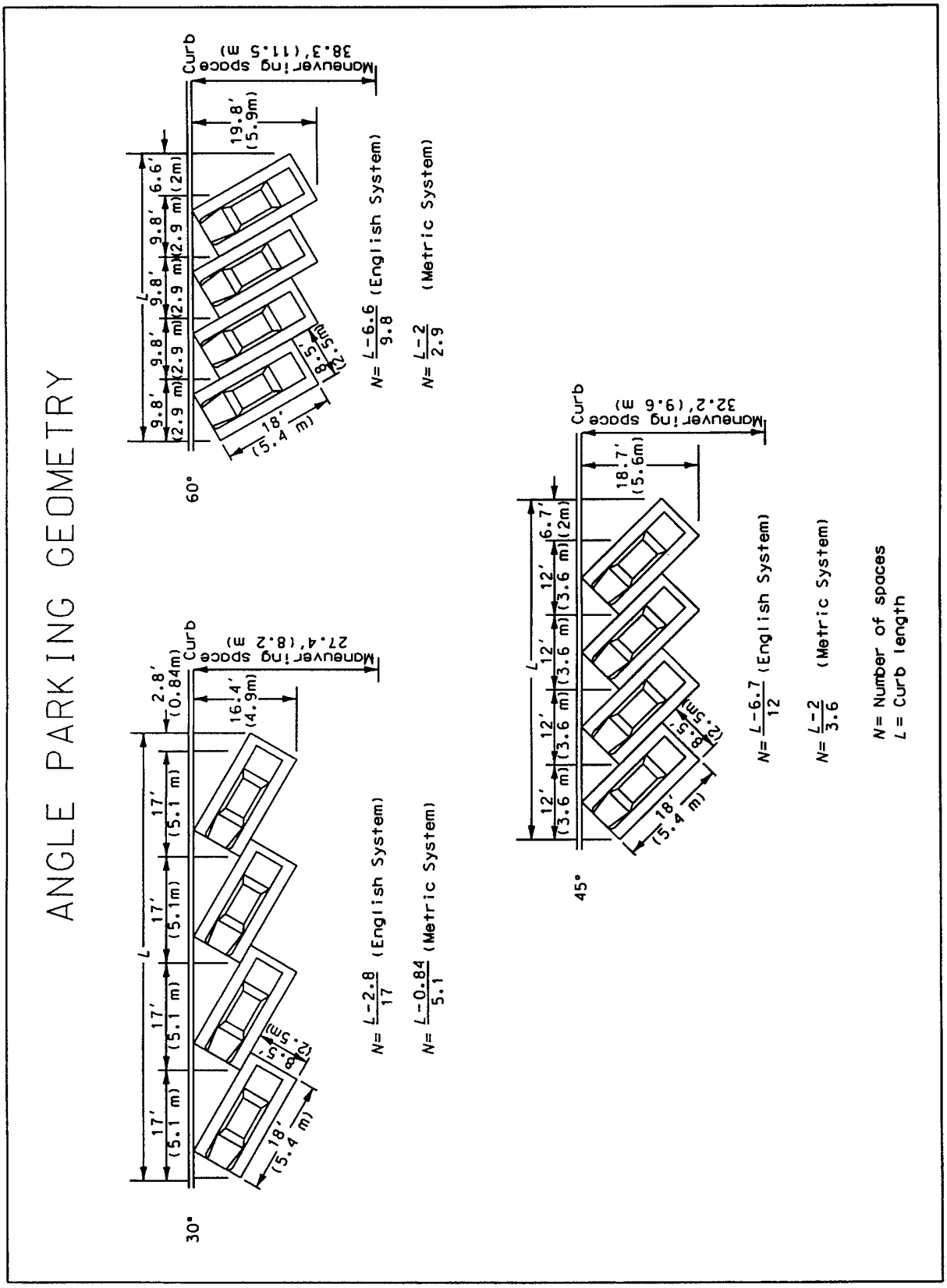
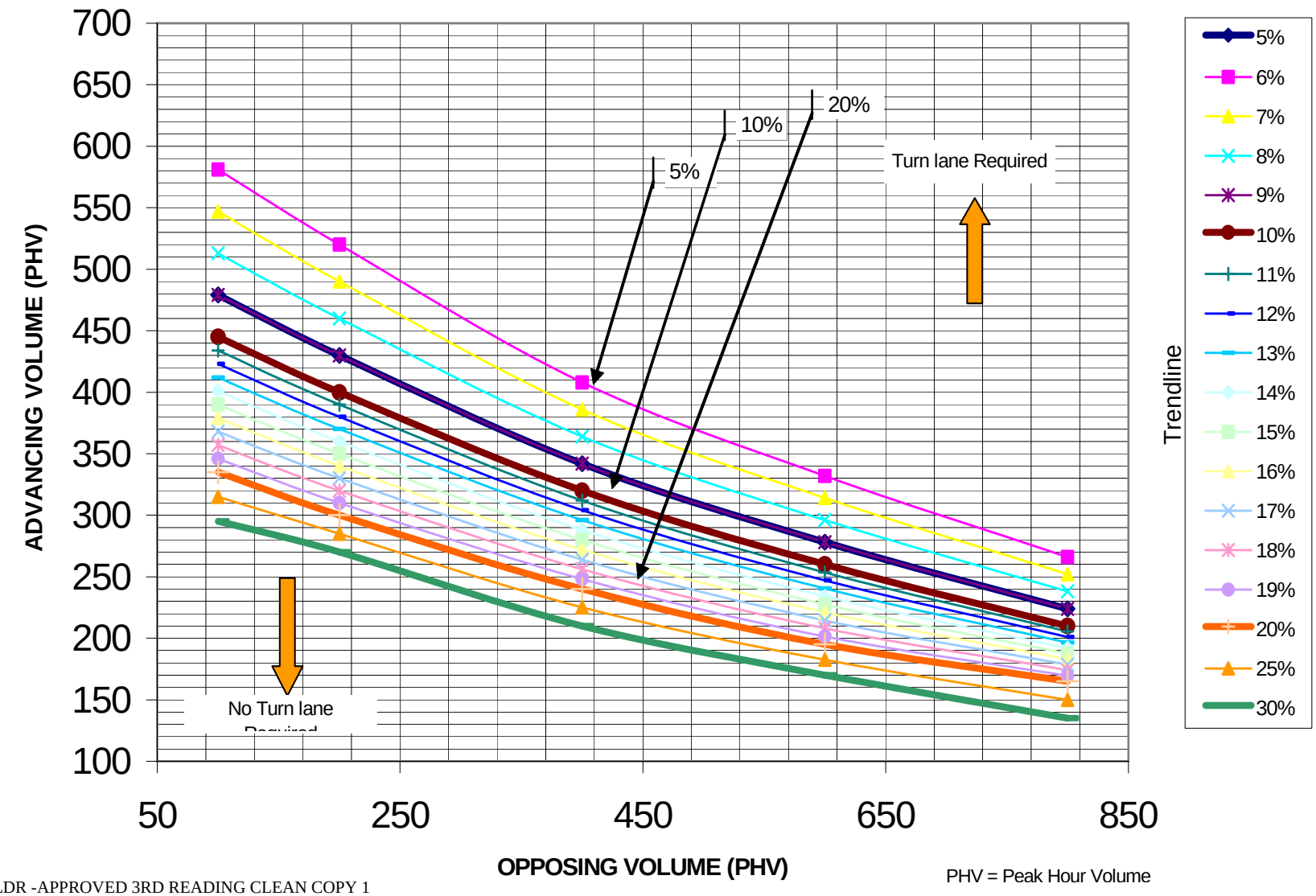


APPENDIX O - Access Management Standards, Guidelines, and Typical Drawings

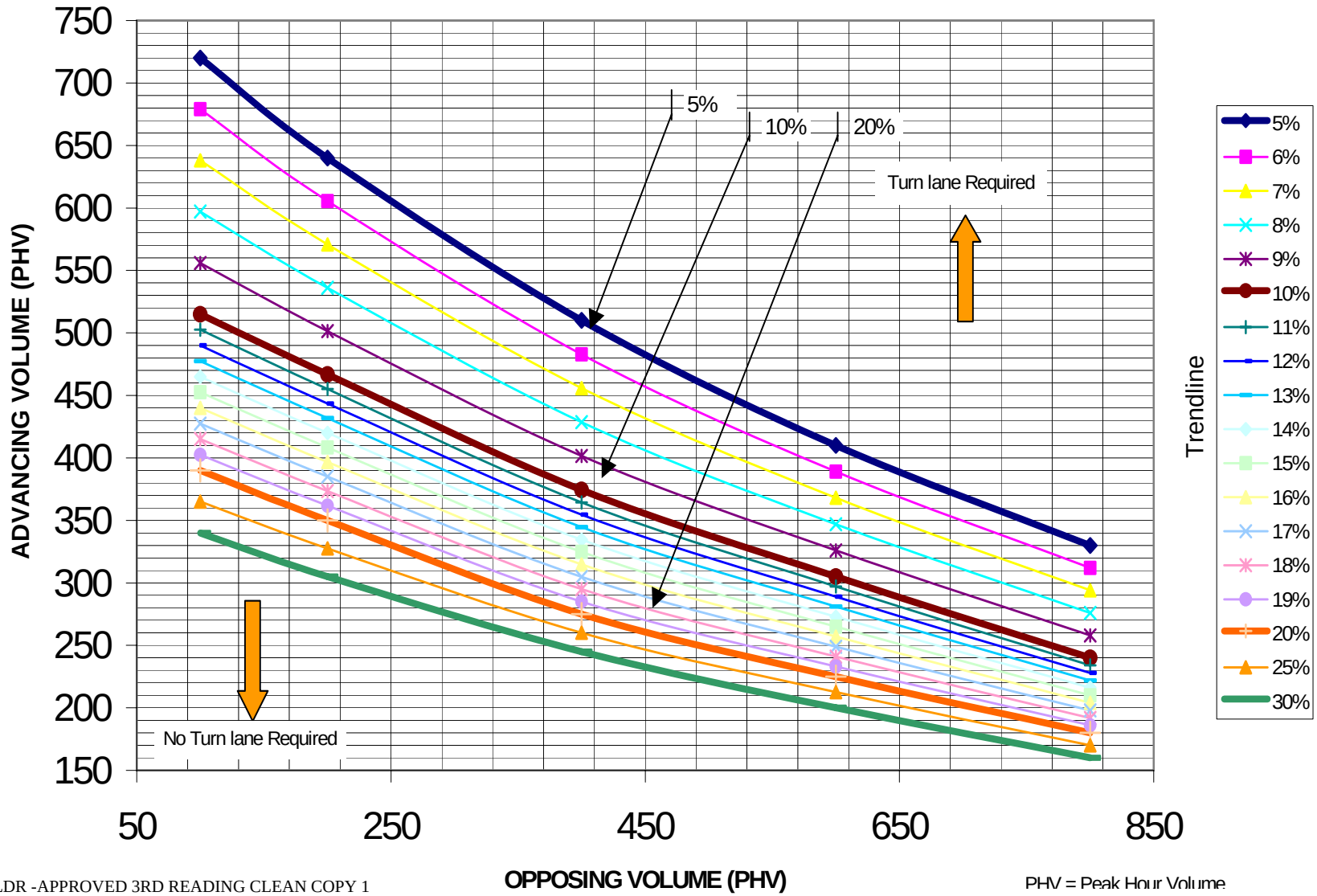


AUXILIARY LEFT TURN LANES - 50MPH OPERATING SPEED



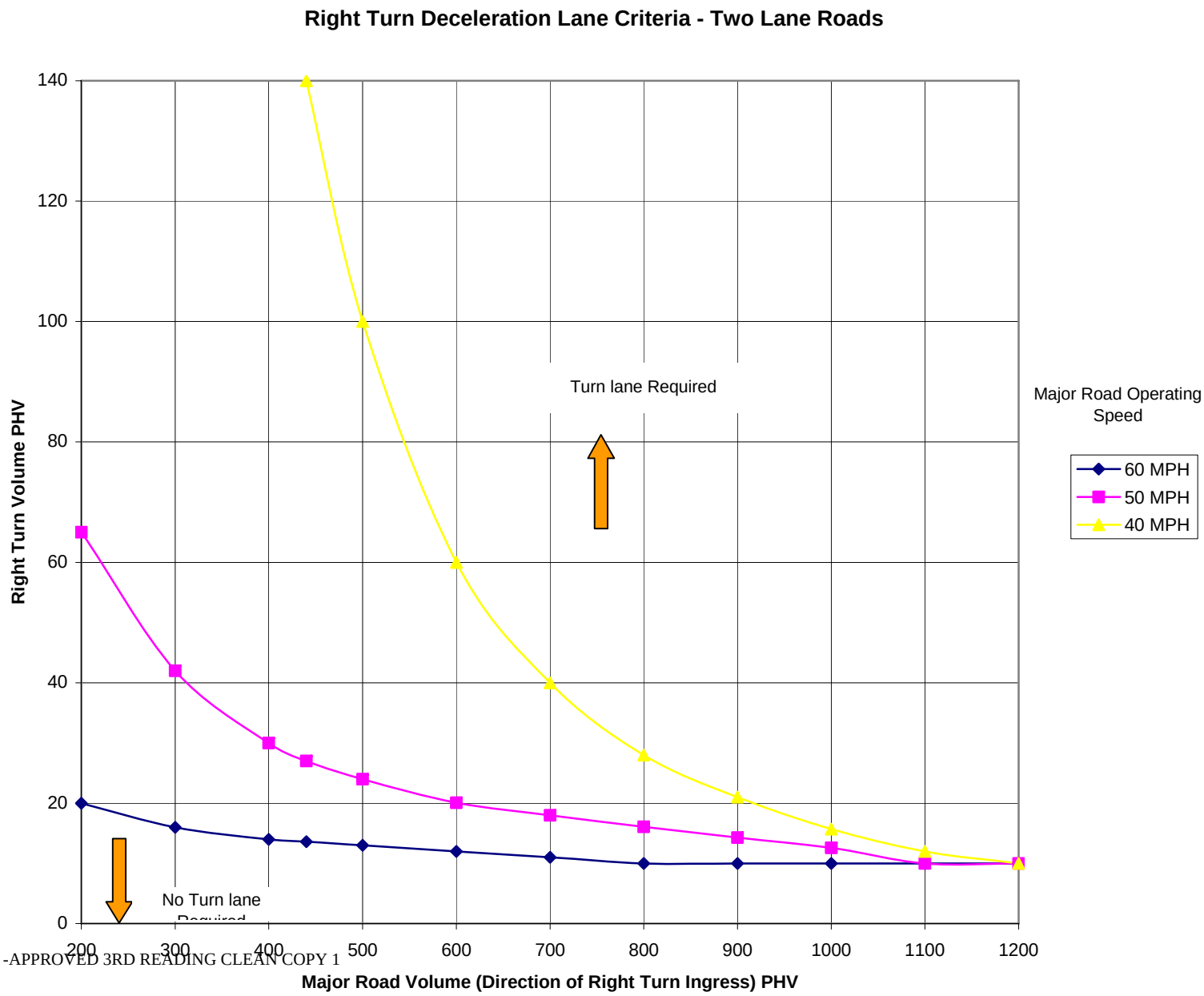
PHV = Peak Hour Volume

AUXILIARY LEFT TURN LANES - 40MPH OPERATING SPEED



PHV = Peak Hour Volume

APPENDIX O - Access Management Standards, Guidelines, and Typical Drawings



PHV = Peak Hour Volume