

**ARTICLE XX. DESIGN STANDARDS**

**Section 20.1 Lots**

**20.1.1 General Lot Design**

- (a) The front lot line for all lots shall abut a publicly or privately maintained right of way except in the Rural Districts where lots can abut an approved Ingress/Egress Easement.
- (b) The lot size, width, shape, grade and orientation shall be in proper relation to street and block design, to existing and proposed topographical conditions, and for the type of development and use contemplated.
- (c) Insofar as practical, side lot lines shall be at right angles to straight street lines and radial to curved street lines.
- (d) So as to facilitate the creation of building sites at the end of a cul-de-sac, lots that access the terminus may provide a frontage reduced to a distance half that required by the minimum lot size of the applicable zoning district. In no case shall such a lot be narrower than thirty feet (30'), as measured between the two points at which side lot lines intersect the right of way.
- (e) Excessive lot depth in relation to lot width shall be avoided. The depth of a residential lot of less than five (5) acres shall be not less than half its width and not more than four (4) times its width; provided, however, that the Planning Commission may grant exceptions to this in order to overcome specific disadvantages of topography or other site conditions.
- (f) Corner lots shall be of sufficient size and shape to permit required building setback and orientation to both streets.
- (g) Any remnants of land not meeting all the requirements of this Ordinance for a lot shall be either incorporated in existing or proposed lots or shall be legally platted as dedicated open space for a public use by means acceptable to the County.
- (h) In general, blocks of lots used for residential purposes shall be of sufficient width to allow for two tiers of lots of appropriate depth, except where reverse frontage lots are required along a major street; where an alley is provided to the rears of such lots; or where prevented by the size, topographical conditions, or other inherent conditions of property, in which case the approval of the Planning Commission is required.

### **20.1.2 Flag Lots**

Flag lots will be allowed in suburban transition, rural and SR zoning districts, provided the following standards are met:

- (a) No more than one (1) flag lot shall be shown on a final plat.
- (b) No two (2) flag lots shall be contiguous.
- (c) That area leading from the street to the bulk area of the lot, containing the driveway (herein referred to as the flagpole) shall not be longer than two hundred feet (200') and nor narrower than twenty-five feet (25').
- (d) The flagpole shall not enter or cross wetlands, so as to ensure emergency access to the lot during flooding or wet conditions.
- (e) The area of the flagpole shall not count toward meeting the minimum lot size of the zoning district in which the lot is located.
- (f) The driveway shall meet all applicable design and improvement standards set forth in this Ordinance.
- (g) Provided these standards are achieved, the flagpole shall be exempt from the minimum lot requirements of a given zoning district. The bulk area of the lot shall nevertheless adhere to such minimum lot requirements, including but not limited to width, width-to-depth ratio, and size.
- (h) Nothing in this Ordinance shall be construed to prevent the flagpole from being reconstituted and reconstructed as part of a future street right-of-way.

## **Section 20.2 Accesses**

### **20.2.1 General Access Standards**

- (a) Permits for the construction of driveways over, under or across public streets, rights-of-way and property controlled by Dorchester County shall be granted only for public purpose, convenience, or necessity or to facilitate transportation access to individual properties in a manner that does not unduly jeopardize the safety of users of the streets and highways of Dorchester County, or of the driveway in question.
- (b) No construction, revisions or additions shall be made to a driveway or its appurtenances on the right-of-way without required permits from Dorchester County and/or SCDOT.

- (c) Whenever an existing street is improved by reconstruction or maintenance work, existing entrances to the street may be altered by the County or State or conform to the spirit and intent of the policy and standards set forth in this Design Requirement.
- (d) No approval for a curb cut will be given where it is apparent that the intent is not to provide access but to provide parking only. A driveway approach must provide access to something definite on private property, such as a parking area considerably greater in extent than the width of the driveway, or provide access to a driveway, or to a door at least eight feet (8') wide intended for entrance of vehicle, etc. (not applicable for residential driveways).
- (e) The applicant, his successors and assignees, agree to hold harmless the County of Dorchester and its duly appointed agents and employees against any action for personal injury or property damage sustained by reasons incurred during exercise of the permit.

### **20.2.2 Access Performance Standards**

The following general requirements shall apply to all Driveway Permits issued in Dorchester County:

- (a) Any driveway or approach constructed must be for the bona fide purpose of securing access to an individual property and not for the purpose of parking or servicing vehicles, advertising storage, or merchandising of goods on the public right-of-way.
- (b) For development of a driveway in concert with the creation or expansion of a street, the applicant shall furnish all materials, do all work and pay all costs of construction and maintenance of the driveway and its appurtenances on the right-of-way.
  - (1) The applicant shall arrange for and bear the entire cost of moving trees, poles, signs, hydrants, catch basins and other existing installations that may interfere with the proposed driveway.
  - (2) Materials used and type and character of work shall be suitable and appropriate for its intended purpose, and type of construction shall be designated a subject to approval of the Dorchester County Engineer.
  - (3) The applicant shall make the installation without jeopardizing or interfering with vehicular traffic using the highway or, if applicable, pedestrian traffic using the adjacent sidewalk. The applicant shall restore street surfaces, shoulders, ditches and vegetation disturbed to original or equivalent condition.

- (4) The Dorchester County Zoning Administrator shall approve the timetable for installation.
- (c) For development of a driveway accessing an existing street by way of crossing existing Dorchester County drainage system, the applicant shall be responsible for the costs and installation of all materials required, per 20.2.2(b), immediately above, except for restoration of the County drainage facility.
- (d) The County reserves the right to make such changes, additions, repairs and relocations, within statutory limits, to the driveways and its appurtenances on the right-of-way as may at any time seem necessary to permit the relocation, reconstruction, widening, and maintaining of the highway or to provide proper protection to life and property on or adjacent to the street.
- (e) For driveways that encroach upon State of South Carolina rights-of-way, the standards and criteria shall not be less than the currently adopted South Carolina Department of Transportation Driveway Standards. By meeting the requirements outlined by the County Standards, the applicant is not exempt from any state permitting requirements.

### **20.2.3 Process**

The following procedures shall be used to apply for **new** Driveway Permits.

- (a) Applications for permits to construct or alter a driveway or curb cut occurring on or abutting County and State rights-of-way shall be made to the Zoning Administrator of Dorchester County as follows:
  - (1) When such driveway(s) or curb cut(s) are incidental to the development of a new structure or the development of previously undeveloped property, the driveway permit shall constitute a part of the zoning and building permits.
  - (2) When such driveway or curb cut construction constitutes a separate action apart from any other construction on the same site, a driveway permit shall be secured from the Zoning Administrator.
  - (3) When property abutting a County and State right-of-way changes from one use to another and driveways and/or curb cuts have previously been extended across or to the County or State right-of-way, a driveway permit shall be secured and any required improvements completed, inspected, and approved prior to the issuance of a Certificate of Occupancy.
- (b) Upon the receipt of an application for a driveway permit in any of the aforementioned circumstances the Zoning Administrator shall forward the application to the County Engineer for review who shall take one of the following courses of action within fifteen (15) working days:
  - (1) Recommend approval of the permit to the Zoning Administrator;

- (2) Recommend conditional approval of the permit contingent upon certain modifications being made which shall be delineated in writing to the applicant; or
- (3) Recommend denial of the permit application.
- (c) If the Zoning Administrator, per recommendations of the County Engineer, denies the driveway permit the applicant can appeal the Zoning Administrator's decision to the Board of Zoning Appeals.

#### **20.2.4 General Driveway Design Standards**

The location, design, and construction of driveways shall be in accord with the following policy and limits:

- (a) A driveway shall be located and restricted as to width as necessary so that the entire driveway and its appurtenances are contained within the frontage along the highway of the property served.
- (b) At street intersections a driveway shall not provide direct ingress or egress to or from the street intersection and shall not encroach on or occupy areas of the roadway or right-of-way deemed necessary for effective traffic control or highway signs or signals.
- (c) A driveway shall be so located and constructed that vehicles approaching or using it shall have adequate sight distance in both directions.
- (d) For the segments of streets and highways so designated on the Dorchester County Streets & Highways Designation Map, which is incorporated into and made a part of this Ordinance, the number and spacing of driveways shall be in conformance with the following standards.
  - (1) Minimum separation of signalized intersections on streets shall comply with SC DOT standards.
  - (2) Minimum separation of two-way driveways intersecting streets in urban zoning districts shall be as follows:
    - a. Two hundred feet on center (200' o.c.) along arterials, and
    - b. One hundred feet on center (100' o.c.) along collectors.
  - (3) Minimum separation of one-way driveways intersecting streets in urban zoning districts shall meet the following standards:

- a. Paired entrance and exit drives shall be six feet (6') apart, as measured from edge of pavement, leaving an area herein referred to as an island, excepting return radii.
  - b. The minimum separation set forth for two-way driveways, above, shall be adhered to except that such distances may be reduced by one foot per one foot of island provided between the paired driveways, up to a maximum reduction of twenty-five percent (25%) of the total separation required.
- (4) Minimum separation of driveways in rural zoning districts shall comply with SC DOT standards, where such encroach upon State rights-of-way, and shall in no case be less than five feet (5') from side lot lines.
- (e) No more than one driveway may serve a single property frontage, unless the applicant shows that additional driveways are necessary to provide reasonable service to the property, and can be provided without undue impairment if safety, convenience and utility of the highway. Not more than two driveways shall be provided, per street, to any single property. Access to adjacent frontage shall be consolidated, where applicable.
  - (f) Shared access and driveways, joint or cross, shall be required in the event that the development cannot meet driveway separation standards. In such instances, the property owners shall:
    - (1) Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive; and
    - (2) Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.
  - (g) The surface of a driveway connecting with uncurbed street sections shall slope down and away from the highway shoulder a sufficient amount and distance to preclude ordinary surface water drainage from the driveway area flowing onto the highway roadbed. Slope shall not be less than one-quarter inch ( $\frac{1}{4}$ " ) per foot nor more than one inch (1" ) per foot for the width of the shoulder.
  - (h) The driveway shall not obstruct or impair drainage in side ditches or roadside areas. Driveway culverts, where necessary, shall be adequate for surface water drainage along the roadway and in no case less than a fifteen-inch (15" ) diameter pipe, or equivalent, if approved by the County Engineer.
  - (i) When curb and gutter are removed for construction of a driveway, the replacement connections shall be of equivalent acceptable materials consistent with County standards and/or SCDOT Standard Specifications for Highway Construction and approved by the County Engineer or SCDOT. The replaced
-

section may be reviewed by the County Engineer as part of the drainage plan. The Zoning Administrator's approval, based upon recommendation of the County Engineer, must be obtained prior to issuance of the driveway permit. The replaced section shall be one of the following:

- (1) A rolled curb and gutter to maintain the contiguity of the replaced facility, or;
  - (2) A driveway flush with the street surface framed by curb returns.
- (j) The driveway construction shall include replacement of any sidewalk across the driveway that has been removed for construction of the driveway.
- (k) The restricted area between successive driveways may be filled in or graded down only when the following requirements are fully complied with. The island area on the right-of-way between successive driveways or adjoining a driveway and right-of-way line shall remain unimproved for vehicular travel or parking.
- (1) The filling in or grading down shall be to grades consistent with the requirements contained in the Dorchester County Storm Drainage Ordinance; and except where drainage is by means of curb and gutter, water drainage of the area shall be directed away from the highway roadbed in a suitable manner.
  - (2) Culvert extension under the restricted area shall be of like size and equivalent acceptable material of the driveway culvert.
  - (3) Where no side ditch separates the restricted area from the roadbed, construction of a permanent border or curb will be required to separate the area from the highway roadbed, in order to prevent its use for driveway or parking purposes.
  - (4) In the development of private property and the construction of driveways thereto, it may be necessary to regrade the buffer area by cutting or filling. Such work shall be done in a manner to ensure adequate sight distance for traffic operations, proper drainage, suitable slopes for maintenance operations, and good appearance. The buffer area outside the driveways shall be treated to prevent use by vehicles. This may be accomplished by the grading use of curbs low shrubs, etc., in a manner that will not impair clear sight across the area.

### 20.2.5 Driveway Design Specifications

(a) The following table provides minimum dimensions for widths of travelways and turning radii (e.g., curb returns) for driveways in Dorchester County.

Driveway Serving...	Driveway Surface Width		Turning Radius	
	Minimum	Maximum	Minimum	Maximum
SFD/MH (Rural, SR1, & SR2 districts)	8 ft.	24 ft.	6 ft.	10 ft.
SFD/MH (All other districts)	16 ft.	26 ft.	6 ft.	12 ft.
SFA/MF	24 ft.	26 ft.	8 ft.	16 ft.
	<b>One-way/ two-way</b>	<b>One-way/ two-way</b>		
Less than forty (40) parking spaces	12 ft./22 ft.	15 ft./26 ft.	8 ft.	16 ft.
More than forty (40) parking spaces	12 ft./22 ft.	15 ft./36 ft.	10 ft.	20 ft.
All lots to be used by trucks longer than thirty feet (30')	12 ft./24 ft.	15 ft./40 ft.	20 ft.	40 ft.

*Notes:*

*SFD = single-family detached dwelling unit*

*SFA = single-family attached housing unit*

*MH = individually sited manufactured home*

*MF = multi-family attached housing unit*

(b) The following standards shall apply to Driveway Angles in Dorchester County. Angles shall be measured along the centerlines of driveways and intersected streets at a distance equivalent to the point at which the driveway abuts the street.

**(1) Residential**

- a. Two-way driveway: 70 to 90 degrees.
- b. One-way driveway: 45 to 90 degrees.

**(2) Commercial, office, and institutional:**

- a. Two-way driveway: 70 to 90 degrees.
- b. One-way driveway: 60 to 90 degrees.
- c. One-way driveway accessing street with median: 30 to 90 degrees.

**(3) Industrial**

- a. One and two-way driveway: 90 degrees (or as close as practicable).
- b. One-way driveway accessing street with median: 45 degrees.

- (4) In rural zoning districts, any of the above standards may be reduced to a minimum of sixty (60) degrees, if approved by SCDOT and/or the County Engineer.
- (c) The area within five feet (5') of a frontage boundary line shall be a restricted area in which no driveway may be developed on public right-of-way, unless the following conditions apply:
- (1) The area is necessary to accommodate the driveways serving flag lots or single-family attached dwelling units.
  - (2) A single driveway is approved to serve two (2) adjacent lots.
- (d) Island areas (channelization) – minimum island dimensions:
- (1) Distance between double one-way driveways: Six feet (6'), minimum, at narrowest point; and
  - (2) Minimum Island Depth: Eighteen feet (18'), minimum, where parking abuts street right-of-way line.
  - (3) This requirement may be waived for right-in/right-out triangle islands.
- (e) **Visibility Clearance:** No landscaping, terraces, or other natural or artificial features adjacent to any street shall be of a nature impairing visibility from or approaching vehicular traffic where such features in any way create potential hazards to pedestrians. In particular, at vehicular entrances and exits, nor street parking, landscaping, or other material impediment to visibility between the height of three feet (3') and ten feet (10'), measured from the roadway level, shall be permitted within triangular areas defined by lines connecting points described as follows:
- (1) **Entrance driveways:** Beginning at a point where the midline of the entrance intersects the public right-of-way, then to a point twenty-five feet (25') along the boundary of the right-of-way in the direction of approaching traffic, then to a point twenty-five feet (25') toward the interior of the lot along the midline of the entrance or exit, and back to the point of beginning point.
  - (2) **Exit Driveways:** Beginning at a point where the midline of the exit intersects the public right-of-way, then to a point along a distance line equal to the MPH speed limit for approaching traffic, in feet, at the boundary of the right-of-way in the direction of approaching traffic, then to a point twenty-five feet (25') toward the interior of the lot along the midline of the entrance or exit, and back to the point of beginning.

- (f) The following minimum distances from the intersection right-of-way line shall apply where there is no conflict with the foregoing conditions. Otherwise, distance shall be equivalent to that required for visibility clearance. Traffic volumes applied shall be those reported by the BCD Council of Governments on maps provided to the County' Department of Planning and Codes Enforcement.
- (1) Traffic volume (A.D.T.) of less than or equal to 10,000: Forty feet (40').
  - (2) Traffic volume (A.D.T.) over 10,000: Seventy feet (70').
  - (3) In the event that official traffic volumes are not available for a given road to be accessed, the developer may provide a traffic study. Otherwise, arterials shall be considered to have traffic volumes greater than ten thousand (10,000) ADTs, and collectors and local streets, less than 10,000 ADTs.

## **Section 20.3 Rights of Way**

### **20.3.1 Generally**

- (a) For the purposes of this Ordinance, all rights of way shall be remnants of land subdivided from tracts of land that they serve and indicated as such on existing tax records and/or final plats submitted to and approved by Dorchester County.
- (b) For the purposes of this Ordinance, the term "right of way," "right-of-way," and the plural forms thereof shall refer to one or more remnants of land created and intended for access to abutting lots and tracts of land, approved by SC DOT or Dorchester County, unless specifically noted otherwise (e.g., drainage right-of-way).
- (c) Any improvement proposed to be located within a publicly maintained right-of-way shall require an Encroachment Permit from the responsible entity (SC DOT or Dorchester County). Encroachment of a private right-of-way shall require written approval from the entity responsible.

### **20.3.2 Ownership**

- (a) A right of way, as described in 20.3.1(a) and 20.3.1(b), above, shall be owned and maintained by SC DOT or Dorchester County, if reviewed and approved by the same, or shall be privately owned and maintained in accordance with all standards set forth in this Ordinance.
- (b) Private ownership shall comply with the standards set forth in 20.13.4 through 20.13.7.

### **20.3.3 Design and Improvement**

- (a) Rights of way shall be designed, improved, and maintained in perpetuity in accordance with all standards set forth in this Ordinance.
- (b) Private rights-of-way shall be accessed by no more than five (5) driveways and abutted by no more than five (5) lots that do not abut a public right-of-way for the minimum frontage required by this Ordinance.

## **Section 20.4 Streets**

### **20.4.1 General Street Design Standards**

- (a) Proposed streets shall be coordinated with the existing street system in the surrounding area and where possible shall provide for the continuation of existing streets abutting the subdivision.
- (b) The arrangement of streets shall be such as will not cause hardship or inflict common nuisances to owners of adjoining property in providing convenient access.
- (c) Not more than two (2) streets shall intersect at any one point.
- (d) All streets shall intersect as nearly at right angles as possible. In no case shall streets intersect at an angle of less than seventy five (75) degrees.
- (e) Street intersections shall be located at a minimum distance of one hundred fifty feet (150') from the right-of-way of any railroad, measured from the boundary of the right of way of the parallel street to the boundary of the railroad right-of-way.
- (f) All streets shall be provided with an adequate storm drainage system.
- (g) The centerline of all streets shall be above the ten (10) year floodplain.
- (h) The developer will provide construction access to minimize damage to established roads/streets. Plans for this access will be submitted to the County Engineer for approval prior to Planning Commission approval of the Preliminary Plan for the development. This construction access shall be closed or integrated into the general street design of the development upon substantial completion of the development or a phase thereof.
- (i) All new Major residential developments shall provide for the installation of traffic calming measure(s) on each residential street within the development for every 700 feet of roadway, or as required by the County Engineer. The location and type of traffic calming measure(s) shall be determined in coordination with the Planning Department and Public Works Department. Traffic calming measure(s) include but are not limited to traffic circles, roundabouts, curb

extensions, chicanes, splitter islands, and designated on-street parking. Speed humps and all-way stops shall not be used for traffic calming measures. Driveways shall not encroach within areas where traffic calming devices are installed and will be evaluated on a case by case basis considering the type of traffic calming device utilized.

- (j) Major subdivisions shall provide additional points of access by tying into existing street stubs on adjoining properties and/or by providing for future connectivity by stubbing streets to potential developments on adjoining properties. Adequate street connectivity shall be determined by Planning Commission.

#### **20.4.2 Street Types and Design Standards**

- (a) **Expressway:** Limited access highway that conducts inter- and intra-regional traffic. Access from lots abutting the right of way is prohibited. Given these functions, expressways are designed and built and maintained by state and federal highway departments.
  - (b) **Arterial:** Includes two subtypes: Highways and Thoroughfares. These are both considered arterials, since differentiation of these two subtypes along the urban fringe may be difficult. Given their functions, arterials are usually, but not necessarily, state and federal roads. Design, construction, and maintenance standards for highways in Dorchester County shall nevertheless comply with SCDOT standards, as set forth in its Standard Specifications for Highway Construction (latest edition) and related manuals.
    - (1) A highway conducts traffic at high speeds (45-55 mph) to and from town to town.
    - (2) A thoroughfare is a boulevard or other primary road that conducts large volumes of traffic (10,000 ADT) to centers of trade, typically in more than two lanes. With this volume, access points (“curb cuts”) are restricted to safe intervals along the right of way and are generally reserved for collector streets or driveways to non-residential uses.
  - (c) **Collector:** Principle traffic artery within residential and commercial developments.
    - (1) Collectors shall be designed, constructed, and maintained to meet or exceed the standards set forth in the table “Street Design Standards” and the “Green Book” (A Policy on Geometric Design of Highways and Streets, latest edition) of AASHTO (American Association of State Highway and Transportation Officials).
    - (2) To provide for connectivity of the street system to reduce traffic congestion in new development, a collector required to be longer than a quarter of a
-

mile shall extend to the boundary of the tract proposed for development to provide future access to undeveloped adjacent tracts or to existing collectors intended for the same purpose and/or provided under this requirement. The following standards shall apply:

- a. The proposed collector shall connect to an existing collector of an adjacent development or be stubbed out to the tract boundary in anticipation of future connection.
  - b. If access is provided to the stub-out, it shall be designed as a cul-de-sac, as provided for in the table, "Street Design Standards."
  - c. The Planning Commission may waive the connectivity requirement if the proposed development is to be a gated community, it determines that wetlands or existing development of adjacent tracts would preclude the need for and defeat the purpose of the requirement.
- (d) **Local:** Includes three subtypes: Drive, Court, and Alley. Local streets are those directly accessed from abutting properties at intervals generally controlled by minimum lot frontages of zoning districts. Many existing and almost all new local streets are and will be maintained by Dorchester County or by private means. Local streets shall be designed, constructed, and maintained to meet or exceed the standards set forth in the following table, "Street Design Standards," and the "Green Book" (A Policy on Geometric Design of Highways and Streets, latest edition) of AASHTO (American Association of State Highway and Transportation Officials). Furthermore, the following standards shall apply.
- (1) **Drive:** Generally intersects collectors and highways as well as other local streets.
  - (2) **Court:** Generally interior to residential communities or pedestrian-oriented commercial developments, connecting to collectors and other local streets. Courts shall not intersect thoroughfares.
  - (3) **Alley:** Generally a short, narrow street providing service access to the rears of lots and their garages and loading docks from other local streets. Alleys shall not be the only access drive serving a property.

**Table 20.4.2: Street Design Standards**

Standard	Collector	Drive	Court	Residential Alley	Commercial Alley
<b>Traffic load (ADT)</b>	>3,000	1,000-3,000	<1,000	<250	<500
<b>Minimum Lane Width</b> (does not include gutter pan)	11'-0"	10'-6"	9'-9"	8'-9"	11'-0"
<b>Minimum Turning Lane Width</b>	Left: 12'-0" Right: 10'-0"	NA	NA	NA	NA
<b>Minimum Right-of-way Width</b>	50 ft.	50 ft.	50 ft.	36 ft. <sup>a</sup>	40 ft. <sup>a</sup>
<b>Minimum Intersection Radius</b> (back edge of roadway)	25 ft.	20 ft.	15 ft.	10 ft.	25 ft.
<b>Maximum Street Length</b>	Unlimited	Unlimited	1,500 ft.	500 ft.	500 ft.
<b>Maximum Uninterrupted Street Length</b> <sup>b</sup>	Unlimited	1,500 ft.	500 ft.	250 ft.	500 ft.
<b>Maximum Cul-de-sac Length</b>	200 ft.	400 ft., 800 ft. in rural zoning districts <sup>c</sup>	250 ft.	250 ft.	NA
<b>Minimum Cul-de-sac Pavement Radius</b>	20 ft. hammerhead	40 ft. <sup>d</sup>	25 ft. hammerhead	20 ft. hammerhead	NA
<b>Minimum Cul-de-sac Right-of-way Radius</b>	30 ft. hammerhead	50 ft.	35 ft. hammerhead	30 ft. hammerhead	NA
<b>Minimum Sight Distance</b>	250 ft.	200 ft.	150 ft.	100 ft.	150 ft.
<b>Minimum Design Speed</b>	30 mph	25 mph	20 mph	15 mph	15 mph
<b>Minimum Offset Between Intersections</b>	200 ft.	150 ft.	125 ft.	100 ft.	150 ft.
<b>Vehicle Restrictions</b> <sup>e</sup>	Through traffic – no restrictions	Through traffic; trucks: local deliveries only	Local traffic only	Private passenger vehicles only	Local traffic; trucks: deliveries only

Notes:

NA = not applicable, prohibited

- a) R/w width may decrease ten feet (10') for one-way streets, provided the travel lane increases one foot (1') in width.
- b) Interruptions include stop and yield signs, signals, and roundabouts.
- c) If necessary to develop around and preserve natural features, a drive-cul-de-sac may be allowed to extend to 1,500 feet if a turn-around is provided at the approximate mid point of the street.
- d) The cul-de-sac terminus may contain a traversable permeable center ten feet (10') in radius.
- e) Vehicle restrictions shall be posted with signage in compliance with SCDOT Manual on Uniform Traffic Control Devices.

### **20.4.3 Roundabouts**

Roundabouts, also known as traffic circles, may be provided in lieu of intersections at local and collector streets. The following standards shall apply:

(a) The minimum dimensions of the roundabout shall be as follows:

- (1) **Interior radius:** Fifty feet (50')
- (2) **Exterior radius:** Seventy feet (70')
- (3) **Travelway width:** Fifteen feet (15')
- (4) **Right-of-way radius:** Ninety feet (90')

(b) If located in a Planned Development, the interior portion of the roundabout shall be landscaped in compliance with the approved common space landscaping plan. Otherwise, the interior portion of the roundabout shall be planted with shrubs maturing to less than three feet (3') tall which shall be planted in two rows at four feet on center (4' o.c.) for the perimeter of the interior area. The first row shall be at least five feet (5') from the edge of pavement, and the second no more than twelve feet (12') from the edge of pavement. The remainder of the area shall be covered with ground cover in compliance with this Ordinance.

## **Section 20.5 Sidewalks and Trails**

### **20.5.1 Sidewalk Provision Requirements by Zoning District**

- (a) Sidewalks shall be required in all major subdivisions. Sidewalks shall be required in minor subdivisions in Suburban Zoning Districts.
- (b) Sidewalks shall be at least 4' wide and provided on both sides of all streets.
- (c) Sidewalks shall be required for new commercial development, redevelopment of existing commercial sites, and new multi-family development.
- (d) Planning Commission may require the developer to provide internal or off-site sidewalks and/or trails for pedestrian access to schools or active recreation green space.

### **20.5.2 General Sidewalk Standards**

- (a) **Location of sidewalks**

- (1) Sidewalks may be provided at the edge of the roadway only if barrier curbing, or an alternative approved by the County Engineer and SCDOT, where applicable, is provided, AND the speed limit of the street adjacent shall not be greater than thirty-five miles per hour (35 mph).
  - (2) Otherwise, sidewalks shall be located at least ten feet (10') from edge of sidewalk to back of curb or edge of pavement OR adjacent to the boundary of the right of way.
- (b) Sidewalks shall be constructed in accord with the Standard Specifications for Highway Construction, latest edition.
  - (c) All sidewalks shall be designed to the accessibility requirements of the Americans with Disabilities Act. Typically, curb ramps and five-foot-by-five-foot (5' x 5') passing areas shall be provided.

### **20.5.3 Trail Systems**

- (a) An interconnected trail system may be substituted for sidewalks in a Planned Development, if approved by the Planning Commission, that can be demonstrated by the developer to provide equal or improved access to buildings, dwellings, schools, and open space.
- (b) Pedestrian trails shall have a minimum unobstructed width of four feet (4'). Those trails supporting other uses shall have a minimum unobstructed width of six feet (6').

## **Section 20.6 Development and Subdivision Lighting**

### **20.6.1 General Requirements**

- (a) The light and glare performance standards established within the Zoning Ordinance shall be adhered to, where applicable.
- (b) Fixtures shall be located so as not to interfere with other utilities, and to minimize potential conflicts with building sites.

### **20.6.2 Lighting Provision Standards**

- (a) Street lighting shall be required along street rights-of-way in all major subdivisions. Street lighting shall also be required along street rights-of-way in minor residential subdivisions in suburban zoning districts with lots less than one (1) acre in size.

- (b) All multi-family residential, office, institutional, commercial, and industrial developments in suburban districts in which public and/or private streets are provided shall also provide street lighting.
- (c) Site lighting shall be required for developments with one or more parking areas containing six (6) or more spaces.

### **20.6.3 Illumination Standards**

#### **(a) Street Lighting**

- (1) Lighting located along streets shall provide the mounting height, luminance, and spacing to provide a minimum average horizontal illumination of 0.40 foot-candles on the roadway and any sidewalks paralleling such roadway.
- (2) Lighting located at street intersections shall provide the mounting height, luminance, and spacing to provide a minimum average horizontal illumination of 0.60 foot-candles on the pavement, including crosswalks, where applicable.

#### **(b) Site Lighting**

- (1) Lighting located within multi-family developments shall provide the mounting height, luminance, and spacing to provide a minimum average horizontal illumination of 0.40 foot-candles within parking areas and on walkways up to all public building entrances.
- (2) Lighting located within developments that provide customer service to the public before dawn and/or after dusk shall provide the mounting height, luminance, and spacing to provide a minimum average horizontal illumination of 0.60 foot-candles within the parking areas and at public building entrances. (For the purpose of this section, “dawn” shall mean half an hour after sunrise and “dusk” shall mean half an hour before sunset.)

## **Section 20.7 Easements**

### **20.7.1 Encroachment**

- (a) Easements reserved for private and public use that are not parallel to the street right-of-way, including but not limited to telecommunications, power, and drainage easements, as required in this section, shall remain free of all encumbrances that may adversely affect the function for which the easement is intended or inhibit access, which may be required for maintenance or otherwise, to the facility for which the easement was created. Improvements prohibited from locating in easements include but are not limited to driveways and fences.

- (b) Any activity or improvement proposed for location in an easement, as provided herein, that does not affect the easement as outlined above, shall require an Encroachment Permit from the Dorchester County Public Works Department or the utility provider to which the easement is dedicated.

### **20.7.2 Utility Easements**

- (a) Adequate areas of suitable size and location shall be allocated for utility easements. The location and size of such easements shall be worked out with the public and private utilities involved, and shall center along or be adjacent to common property line where practicable.
- (b) For residential subdivisions of single-family detached homes in which a new street is created, the following easements shall be provided:
  - (1) A linear easement five feet (5') deep shall be provided adjacent to all rights of way for telecommunications; and
  - (2) A linear easement ten feet (10') deep shall be provided adjacent to and to the interior of the telecommunications easement for electricity (power easement).
  - (3) All gas utility lines are to be constructed within the space of the right-of-way.
- (c) In the event of a cul-de-sac, so as to reduce occurrences of dead-end utilities, easements shall be continued uninterrupted to the nearest proposed right of way within the tract proposed for development if the same is within five hundred feet (500').

### **20.7.3 Drainage Easements**

- (a) Where a subdivision is traversed by a water course, drainage way, channel or stream, adequate areas for storm water or drainage easements shall conform substantially with the lines of such water courses, and be of sufficient width to carry off storm water and provide for maintenance and improvement of such water courses.
- (b) Drainage easements shall center along or be adjacent to a common property line.
- (c) The minimum acceptable drainage easement will be determined by the following formula: Three times the depth, plus the bottom width, plus twenty feet (20').
- (d) The ditch will be offset in the easement to provide fifteen feet (15') on one side for the purpose of maintenance.

- (e) These requirements shall not be construed to relieve the developer from the standards of the Dorchester County Drainage Ordinance or state and federal regulations.

## **Section 20.8 Storm Drainage**

### **20.8.1 General Provisions**

- (a) The County Engineer will determine the need for a Drainage Plan based on the conditions at or near the subject property. All drainage shall comply with the standards of the Dorchester County Storm Drainage Facilities Ordinance, No. 84-09, as amended. The size of the parcel has no bearing on the need for a Drainage Plan.
- (b) A drainage system will be designed and certified by a Registered Professional Engineer (SC PE), or a Tier B Registered Land Surveyor (SC RLS).
- (c) Where adequate existing public storm sewers are on or adjacent to the tract being developed, the system proposed for the land being subdivided shall be connected thereto.
- (d) Drainage easements shall be provided in accordance with the provision of this Ordinance.

### **20.8.2 Drainage in Street Rights-of-Way**

Street drainage shall serve as the primary drainage system. One or more of the following systems shall be employed to provide drainage, as allowed by the conditions attached to each system.

- (a) Where curb and gutters and catch basin are provided, they shall be designed in accordance with specifications, contained in the SCDOT Standard Specifications for Highway Construction, latest edition.
- (b) Open ditches, shoulders, and slopes shall be adequately protected from erosion and shall comply with SCDOT Standard Specifications for Highway Construction.
- (c) The choice of street-side drainage system shall be consistent throughout the development, unless the developer chooses to upgrade an open system.
- (d) Open-ditch drainage may be used only in the following applications:
  - (1) All development in SR, suburban transition and rural zoning districts;

- (2) For development of a two-family residential structure, a single-family detached unit, or and individually sited manufactured home on an existing lot of record that is already served by open drainage system; and
- (3) For development of single-family detached homes and individually sited manufactured homes in minor subdivisions created along streets along which an open drainage system is the prevalent existing system.

### **20.8.3 Off-street Drainage**

The off-street drainage system shall include the watershed affecting the subdivision and shall be extended to a water course or ditch adequate to receive the storm drainage and shall be designed in accordance with the following requirements:

- (a) When the drainage system is outside of the street right-of-way, the developer shall provide all required easements in accordance with the provisions of this Ordinance.
- (b) Open-ditch drainage may be used; however, when open ditches be adequately protected from erosion.
- (c) All right-of-ways necessary to carry the storm drainage to major drainage out-fall shall be obtained by the developer.

### **Section 20.9 Areas Subject to Flooding**

- (a) Development in areas subject to flooding shall be in compliance with the Dorchester Flood Hazard Ordinance, No. 81-18, Dorchester County Storm Drainage Facilities Ordinance, No. 84-09, the Standard Building Code, as adopted, and the regulations enforced by the US Army Corps of Engineers and SC Office and Ocean of Coastal Resource Management.
- (b) If the area being subdivided, or any part thereof, is located within the boundary of a designated Special Flood Hazard Areas, as delineated by Flood Hazard Maps of Dorchester County, as available from the Federal Emergency Management Agency, adequate plans and specifications for protection from flooding shall be provided as herein required and as may be specified by the Planning Commission upon review:
  - (1) Any Plat of a subdivision which contains land subject to flooding shall be accompanied by evidence that no appreciable expansion of the area subject to flooding would result from the proposed development of the land being subdivided, and the proposed development will be adequately protected from inundation without appreciable interference with the flow of any watercourse or into an impounding basin.

- (2) In no case shall any fill, levee or other protective works be approved unless sufficient compensating adjustment of waterways, ditches or impounding basins are made to prevent any appreciable expansion of the flood hazard areas.

**Section 20.10 Water Supply**

- (a) All water supply systems whether public, semipublic, or individual wells, on-site or off-site must conform to Department of Health Environmental Control (DHEC) rules, regulations, policies and requirements governing the planning, installation and operation of such systems, and conform with the plans and regulations of Dorchester County.
- (b) Major subdivisions must connect to public water lines. Individual and/or community wells shall not be allowed in major subdivisions. Connections must be made at the time of development.

**Section 20.11 Fire Hydrants**

- (a) Where sufficient water flow and pressure, as determined by the chief of the fire district in which the development is located and approved by the appropriate water provider, are available in the right of way adjacent to the tract proposed for development, the developer shall install fire hydrants or cause fire hydrants to be installed such that all proposed structures and home sites shall be:
- (1) No more than one thousand feet (1,000') from a fire hydrant in industrial zoning districts, residential districts requiring lots at least three quarters of an acre, or rural districts;
- (2) No more than five hundred feet (500') from a fire hydrant in single-family residential districts and all commercial, office, and institutional zoning districts; and
- (3) No more than two hundred fifty feet (250') from a fire hydrant in multi-family residential districts.
- (b) The location of fire hydrants shall be approved by the County Engineer in conjunction with the fire chief, or designee, of the fire district in which the development is located.

**Section 20.12 Sanitary Sewage Disposal**

- (a) All sanitary sewage disposal systems shall be in compliance with the Dorchester County Sewer Use Ordinance, No. 84-23.

- (b) All disposal systems, whether public or individual, must conform to all Department of Health and Environmental Control (DHEC) rules, regulations, policies and requirements governing the planning, installation and operation of such systems and conform with the plans, the standards of the utility service provider and regulations of Dorchester County.
- (c) Major subdivisions must connect to public sewer lines. On-site wastewater disposal systems (septic) and/or package treatment plants shall not be allowed in major subdivisions. Connections must be made at the time of development.
- (d) For minor subdivisions less than five acres where public sewer lines are not available, seller must obtain soil analysis for on-site wastewater disposal before property is subdivided, developed or sold. All lots proposed for creation by subdivision proposed for development including plumbing facilities, except for irrigation, shall be shown to support a septic tank and field.
- (e) Major and minor subdivisions where the resulting lots will be five acres or greater are exempt from the requirement to connect to public sewer.

## **Section 20.13 Dedicated Open Space**

### **20.13.1 Purpose**

Two categories of open space are identified in this Ordinance: developed open space and undeveloped open space. Developed open space shall be designed to provide active/or passive recreation facilities. Undeveloped open space shall be designed to preserve important site amenities and environmentally sensitive area

### **20.13.2 Minimum Requirements**

- (d) Each zoning district designates the amount of open space that shall be set aside for developed and/or undeveloped open space, adjusted, as appropriate, for the conditions such as population density, existing municipal or county facilities located nearby, socio-economic characteristics of the prospective population, and other appropriate site and development-specific factors.
- (e) The area of each parcel of open space designed for active recreational purposes shall be of such minimum dimensions as to be functionally usable.
- (f) **Location of Open Space Parcels:** Open space parcels in residential districts shall be convenient to the dwelling units they are intended to serve. However, because of noise generation, they shall be sited with sensitivity to surrounding development.

**20.13.3 Improvement of Open Space Parcels**

- (a) **Developed Open Space:** The Planning Commission may suggest the type of recreation facilities to be installed, taking into consideration:
  - (1) The physical character of the available open space land;
  - (2) The estimated age and the recreational needs of persons likely to reside in the development; and
  - (3) Proximity, nature, and capacity of existing public recreation facilities.
- (b) **Undeveloped Open Space:** Undeveloped open space shall be left in its natural state, with the exceptions of land set aside for the cutting of trails for walking or jogging, etc.

**20.13.4 Open Space Ownership**

The type of ownership of land dedicated for open space purposes shall be selected by the owner, developer, or subdivider, subject to the approval of the Planning Commission. The type of ownership may include, but is not necessarily limited to, the following:

- (a) The Dorchester County, subject to the acceptance by the County Council;
- (b) Homeowners, condominium, or cooperative associations or organizations;
- (c) Shared, undivided interest by all property owners in the development; or
- (d) Individually owned.

**20.13.5 Homeowners Association**

If the open space is owned and maintained by a homeowners or condominium association, the developer shall file with the County Attorney a copy of the covenants and restrictions that will govern the association at the time of the site plan approval or the preliminary plat or plan application stage. The provisions shall include, but may not be limited to, the following:

- (a) Membership must be mandatory for each dwelling unit owner and any successive buyer;
- (b) The open space restrictions must be permanent, not just for a period of years;
- (c) The association must be responsible for liability insurance, local taxes, and the maintenance of recreational and other facilities;

- (d) Homeowners must pay their pro rata share of the cost provided for in the master deed establishing the homeowner's association; and
- (e) The association must be able to adjust the assessment to meet changing needs.

**20.13.6 Maintenance of Open Space Areas**

The person or entity identified as having the right of ownership or control over the open space shall be responsible for its continued upkeep and proper maintenance.

**20.13.7 Deed Restrictions**

Any lands dedicated for open space purposes shall contain appropriate covenants and deed restrictions approved by the County Attorney ensuring that:

- (a) The open space area will not be further subdivided in the future;
- (b) The use of the open space will continue for the purpose specified; and
- (c) Appropriate provisions will be made for the maintenance of the open space.

**ARTICLE XXI. REQUIRED IMPROVEMENTS AND  
CONSTRUCTION STANDARDS**

**Section 21.1 General**

- (a) Any authorized agent of the Planning Commission, the County, or other affected public authority shall be granted the right of free access to the development at all times for the purpose of inspecting the construction and installation of improvements. Inspection, or lack of inspection, shall not diminish the obligation of the developer to install the required improvements in accordance with approved plans and specifications and the requirements of this Ordinance.
- (b) It is the responsibility of the developer and/or their agents and contractors to contact the Dorchester County Public Works Department at least two (2) required working days in advance for inspections of improvements. Inspections must be made and approval received before the next phase of construction is started. The staff of the Public Works Department will outline specific procedures, but normal inspections need to be conducted after the clearing of roadways, during the installation of underground drainage of the roadbed, and at each stage of roadway construction (i.e. soil base, improved base, curbing and asphalt surfacing.)
- (c) If exigencies of construction necessitate changes in the approved plans and specifications, the developer shall request approval of such changes to the Planning Commission via the Public Works Director or the Planning Director.

**Section 21.2 Monuments**

- (a) Monuments shall be constructed of steel rods or iron pipes not less than one-half (1/2") inch in diameter and not less than thirty (30") inches long and shall be placed vertically in the ground so as to extend one (1") inch above the finished grade.
- (b) Monuments shall be installed at the following locations:
  - (1) All points where lot lines intersect street, alley or easements right-of-way lines.
  - (2) All points where curves begin and end.
  - (3) All angles formed by intersection of lot lines.
  - (4) All exterior corners of the subdivision.
  - (5) All points required to delineate the location or dedications not otherwise defined.

**Section 21.3 Driveways and Parking Areas**

---

### 21.3.1 Large Parking Areas

- (a) All parking areas and driveways shall be constructed on sub-grade compacted at ninety-five percent (95 %) density at optimum moisture content. Sub-grade shall support the base and surface of parking areas such that the parking area does not accumulate significant amounts of stormwater and is capable of supporting and conveying expected traffic such that pedestrians and motorists and their vehicles remain safe and free from threat of damage. Generally, parking areas shall not accumulate more than one inch (1") of standing stormwater or be pocked by holes or cracks wider than one-quarter inch (1/4") in the surface.
- (b) Base work and surfacing for parking areas with more than forty (40) spaces and associated circulation and driveways shall be constructed in accordance with one of the following alternatives, as approved by the County Engineer.

#### (1) Alternative No. 1

- a. **Base:** Stabilized aggregate base course, six inches (6") uniform thickness without prime
- b. **Surface:** One hundred sixty-five pounds (165 lbs.) per square yard, achieved via:
  - (i) One-inch (1") binder with one-inch (1") overlay,
  - (ii) One-and-a-half inches (1 ½") bituminous double treatment, Type One or Two, or
  - (iii) Asphalt concrete surface course.

#### (2) Alternative No. 2

- a. **Base:** earth type base course, pit material, eight inches (8") uniform thickness.
- b. **Surface:** One hundred sixty-five pounds (165 lbs.) per square yard, achieved via:
  - (i) One-and-a-half inches (1 ½") bituminous double treatment, Type One or Two, or
  - (ii) Asphalt concrete surface course.

(3) **Alternative No. 3 – Concrete**

Pavement structure must be individually designed in consideration of actual soil conditions to accommodate anticipated traffic loading, and in no case shall the concrete pavement be less than six inches (6”) in thickness.

- (c) Base work and surfacing for parking areas with six (6) to forty (40) spaces and associated circulation and driveways shall be constructed in accordance with one of the following alternatives, as approved by the County Engineer.

(1) **Alternative No. 1**

- a. **Base:** stabilized aggregate base course, four inches (4”) uniform thickness without prime.
- b. **Surface:** one hundred sixty-five pounds (165 lbs.) per square yard, achieved via:
  - (i) One-inch (1”) binder with one-inch (1”) overlay,
  - (ii) One-and-a-half-inch (1 ½”) bituminous double treatment, Type One or Two, or
  - (iii) Asphalt concrete surface course.

(2) **Alternative No. 2**

- a. **Base:** earth type base course, pit material, six inches (6”) uniform thickness.
- b. **Surface:** one hundred sixty-five pounds (165 lbs.) per square yard, achieved via:
  - (i) One-and-a-half-inch (1 ½”) bituminous double treatment, Type One or Two, or
  - (ii) Asphalt concrete surface course.

**(3) Alternative No. 3 – Concrete**

Pavement structure must be individually designed in consideration of actual soil conditions to accommodate anticipated traffic loading, and in no case shall the concrete pavement be less than five inches (5”) in thickness.

- (d) The base and surfacing requirements for loading spaces shall be met through the implementation of one of the following alternatives.

**(1) Alternative No. 1**

- a. **Base:** Stabilized aggregate base course, eight inches (8”) uniform thickness without prime.
- b. **Surface:** Two hundred twenty pounds (220 lbs.) per square yard, achieved via:
  - (i) One-and-a-half-inch (1 ½”) binder with one-inch (1”) overlay,
  - (ii) Two inches (2”) bituminous double treatment, Type One or Two, or
  - (iii) Asphalt concrete surface course.

**(2) Alternative No. 2 – Concrete**

Pavement structure must be individually designed in consideration of actual soil conditions to accommodate anticipated traffic loading, and in no case shall the concrete pavement be less than six inches (6”) in thickness.

**21.3.2 Small Parking Areas**

Sub-grade, base work, and surfacing for parking areas with less than six (6) spaces and associated circulation and driveways shall be constructed in accordance with the following standards, as approved by the County Engineer.

- (a) All driveways and parking areas constructed within two hundred feet (200’) of wetlands may employ pervious surfaces in conformance with 21.3.3(e), below.
- (b) All driveways and parking areas constructed in urban zoning districts, except those serving single-family detached residences and individually sited manufactured homes in the SR and TRM zoning districts, shall be constructed in accordance with the standards set forth in 21.3.1(b) unless (a), above, applies.
- (c) All driveways and parking areas serving single-family detached residences and individually sited manufactured homes in SR1 and SR2 and throughout rural districts may employ pervious surfaces in conformance with 21.3.3(e), below.

- (d) All driveways accessing a curbed street shall be provided with a skirt – that portion of the driveway within the right of way or between the roadway and the sidewalk – constructed to meet the standards set forth in 21.3.1(b), regardless of 21.3.2(a) through (c), above.

### **21.3.3 General Standards – Parking and Driveways**

- (a) Base course and/or surfacing may be substituted by decorative hardscapes, such as brick or tabby, or pervious parking surfaces, such as permeable concrete, gravel, crushed oyster shells, a steel grid system over grass, or similar applications, provided that the surface shall support expected parking and traffic loads, as determined by the County Engineer and approved by the Zoning Administrator, who shall defer to the Planning Commission for review in the event of major subdivision review.
  - (1) This provision shall not in any way relieve the developer from the requirements for parking accessible to the handicapped per the Americans with Disabilities Act, requiring hardscaped surfacing within and adjacent to the handicap stall and access to a public entrance.
- (b) For any lot on which parking areas contain spaces totaling more than one hundred twenty percent (120%) of the minimum requirements of this Ordinance, all parking spaces in excess of one hundred twenty percent (120%) of the calculated minimum requirement, and associated circulation, shall be constructed of a permeable surface.

### **Section 21.4 Streets**

All streets shown on an approved Plat or Plan shall be graded, constructed, and surfaced in accordance with the following details and specifications, unless specific soil testing results and calculations for deviations are submitted and approved by the Public Works Director.

- (a) Clearing and grubbing of the right-of-way shall be completed in accordance with specifications contained in the South Carolina Department of Transportation: Standard Specifications for Highway Construction, latest edition.
- (b) Sub-grade work shall be completed in accordance with specifications contained in the South Carolina Department of Transportation: Standard Specifications for Highway Construction, latest edition.
- (c) Roadway Base and Surfacing:
  - (1) The County Public Works Department shall not accept any roads for county maintenance that do not meet the County requirements, set forth in this Ordinance, for road construction.

- (2) Roadway base work and surfacing shall be carried out in accordance with one of these alternatives acceptable to the South Carolina Department of Transportation, except as may be provided below:

**Alternative No. 1**

- a. **Base:** Stabilized aggregate base course, eight inches (8") uniform thickness without prime.
- b. **Surface:** Two hundred twenty pounds (220 lbs.) per square yard, achieved via:
  - (i) One-and-a-half-inch (1 ½") binder with one-inch (1") overlay,
  - (ii) Two inches (2") bituminous double treatment, Type One or Two, or
  - (iii) Asphalt concrete surface course.

**Alternative No. 2**

- a. **Base:** Earth type base course, pit material, eight inches (8") uniform thickness.
- b. **Surface:** Two hundred twenty pounds (220 lbs.) per square yard, achieved via:
  - (i) One-and-a-half-inch (1 ½") binder with one-inch (1") overlay,
  - (ii) Two inches (2") bituminous double treatment, Type One or Two, or
  - (iii) Asphalt concrete surface course.

**Alternative No. 3 – Concrete**

Concrete pavement must be designed in accordance with AASHTO Standards. Each road's pavement structure must be individually designed in consideration of actual soil conditions to accommodate anticipated traffic loading, and in no case shall the concrete pavement be less than six inches (6") in thickness.

**Alternative No. 4 – Private Streets**

Private streets located in private rights-of-way serving not more than five (5) lots and single-family detached residences and/or manufactured homes totaling not more than five (5) dwelling units may be constructed of stabilized aggregate base course, three inches (3") uniform thickness, without surfacing.

- (3) Streets leading to major development involving several new subdivisions are expected to support greater loads and larger volumes of traffic and may never reach the minimum 75% build-out. Such roads shall meet enhanced minimum standards, as follows.
- a. Collectors constructed to serve areas in which development at build-out will generate vehicle trips per day in excess of seventy-five hundred (7,500) or freight traffic in excess of five hundred (500) vehicle trips per day shall be required to provide roadway base and surfacing as follows:
    - (i) **Base:** Ten inches (10") stabilized aggregate base course.
    - (ii) **Surface:** Two-inch (2") binder with two-inch (2") overlay.
  - b. The Zoning Administrator shall determine build-out by maximum density permitted by zoning and geographical constraints. For the purpose of this section, freight traffic shall be comprised of vehicles weighing in excess of four (4) tons.

### **Section 21.5 Sidewalks and Trails**

- (a) All sidewalks and trails shall be constructed on sub-grade compacted at ninety-five percent (95 %) density at optimum moisture content.
- (b) Sidewalks shall be constructed of concrete to a minimum depth of four inches (4") and shall meet or exceed SCDOT Standard Specifications for Highway Construction, latest edition, when provided in street rights-of-way.
  - (1) Sidewalks within two hundred feet (200') of delineated wetlands shall be constructed of pervious concrete, four inches (4") minimum depth.
- (c) Trails provided in lieu of required sidewalks shall be constructed with a four-inch (4") base of crushed stone with an asphalt-concrete surface course one-and-a-half inches (1 ½") thick or pervious or impervious concrete, four inches (4") minimum depth.
  - (1) Trails provided in rural or natural areas may be surfaced with pine straw, mulch, boardwalk, or otherwise, if approved by the Planning Commission upon recommendation from the County Engineer and the Zoning Administrator that soil conditions will support such, that these methods of construction are of substantial benefit to environmentally sensitive features, and that a proper maintenance schedule is provided.

**Section 21.6 Traffic Control Devices**

Traffic control devices (e.g. stop signs) will be procured and installed by the developer. All devices and their installation will be in accordance with the S.C. Manual on Uniform Traffic Control Devices (SCMUTCD) as published by the SCDOT.

**Section 21.7 Street Naming and Signage**

The street naming guidelines are established to include only those roadways with a minimum of three established driveways. The Zoning Administrator shall review any deviations from the minimum number of driveways.

- (a) Street name signs shall be installed at all intersections by the developer. The design, construction, materials, and placement of all street name signs shall conform to the requirements of the County or a comparable signing program approved by the Planning Commission.
- (b) Street names' duplication, phonetically similar names or similarly spelled names are declared to be inconsistent with this Ordinance and these street names shall be changed.
- (c) Street names shall be no longer than seventeen (17) letters. Spaces and punctuation marks shall count as half a letter each.
- (d) Process for street name.
  - (1) New Streets
    - a. A Street Name Petition will be submitted for review to the Planning Department. The Planning Department's E-911 Office will make a recommendation to the Planning Commission on each petition received.
  - (2) Road Name Change
    - a. Any road currently named can be petitioned for a name change. The following guidelines have been established for use in Dorchester County:
    - b. A Name Change Petition provided by Dorchester County must be used. The Planning Department's E-911 Office will provide a petition listing the property owners along the concerned roadway. Only the petition provided by the E-911 Office will be considered in the name approval process.

- c. A road name change will be considered only if seventy-five percent (75%) of the property owners adjacent to the street agree, by their signatures, to the proposed new name. If two or more persons own the same tract of land, only one signature will be counted towards the majority. The petition must include the property owner's tax map number, address and phone number.
- d. A processing fee will be required to begin the procedure. Should the petition be approved, an additional charge per affected street sign will be assessed. Fees shall be charged as set by Dorchester County Council.
- e. The Planning Commission will review the petition. If the petition is approved, the request will be forwarded to County Council for action. Three readings and a public hearing will be held before the street name change is official.
- f. Street addresses will be released when the new street signs have been installed.
- g. Dorchester County Council shall change street name duplications after recommendations by the Planning Commission. Such decision shall be based on the number of residents on the street, the length of time the street has used the name and other such criteria when deciding which street to rename.

## **Section 21.8 Uniform Street Numbering System**

A uniform system of numbering properties and principal buildings is adopted for use in the County of Dorchester. Administrative procedures and all explanatory matter thereon are hereby adopted and made a part of this Ordinance.

### **21.8.1 Assignment of Numbers**

- (a) All properties or parcels of land within the unincorporated limits of the County of Dorchester shall hereafter be identified by reference to the uniform numbering system adopted herein; provided, further that all existing numbers of property and buildings not presently in conformity with provisions of this Ordinance shall be changed to conform to the system herein adopted.
- (b) All numbers shall be assigned by the Zoning Administrator or his designee on a basis of one number for each forty feet (40') of frontage along the street. All buildings on the north side of east-west streets and west side of north-south streets shall bear odd numbers. All streets running more nearly north-south shall be numbered as north-south streets and all streets running more nearly east-west shall be numbered as east-west streets.
- (c) No building shall be assigned more than one number.

- (d) A building with more than one entrance serving separate occupants shall be assigned only one number, and in addition to such a number, a letter designation, such as A, B, or C, shall be assigned to each principal occupant.
- (e) Notwithstanding any other provisions of this Ordinance, when multiple buildings on a single lot have frontage within one or more assigned forty-foot frontage areas and under the remaining provision of this Ordinance, each such building would be assigned a separate number designation. If, due to a limited amount of frontage sufficient numbers are not available, then all such buildings at that location will be assigned the same number and such building will carry a letter designation in addition to the assigned number.

### **21.8.2 Posting of Approved Numbers**

- (a) When each house or building has been assigned its respective number or numbers, the owner, occupant or agent shall place or cause to be placed upon each house or building controlled by this person the number or numbers assigned under the uniform system as provided in this Ordinance.
- (b) Such numbers shall be placed on existing buildings on or before the effective date of this Ordinance, and within twenty (20) days after the assignment of the proper number in the case of numbers assigned after the effective date of this Ordinance. The property owner shall pay for the cost of the numbers. Residential numbers used shall not be less than three (3) inches in height, and business numbers shall not be less than four (4) inches in height. These numbers shall be in contrasting color from the building.
- (c) The numbers shall be conspicuously placed immediately above, on, or at the side of the proper door of each building so that the number can be seen plainly from the street line. Whenever any building is situated more than fifty feet (50') from the street line, the number must be placed near the walk, driveway or common entrance to such building upon a mail box, gate post, fence, post or other appropriate place so as to be easily discernible from the street line.

### **21.8.3 Administration**

- (a) For the purpose of facilitating correct numbering, a tax map book of all streets, avenues and public ways within the County showing the proper numbers of all houses or other buildings fronting upon all streets, avenues or public ways shall be kept on file in the Department of Planning and Codes Enforcement.
- (b) It shall be the duty of the Department of Planning and Codes Enforcement to inform any party applying for the number belonging to or encompassed within the limits of any said lot or property, as provided in this Ordinance. In case of conflict as to the proper number to be assigned to any building, the Zoning Administrator shall determine the number of such building.

- (c) After the establishment of the uniform naming and numbering system, any house, building or structure erected or located in the County of Dorchester must conform to this Ordinance in order to preserve the continuity and uniformity of numbers of the houses, buildings and structures.
- (d) It shall be the responsibility of the owner to procure the correct number or numbers as designed by the Zoning Administrator for the property and to immediately fasten the number or numbers as assigned upon the building as provided by this Ordinance. No building permit shall be issued for any house, building or structure until the owner has procured from the Department of Planning the official number of the premises. The County building inspectors shall withhold final approval of any structure erected, repaired, altered or modified after the effective date of this Ordinance until permanent and proper numbers have been affixed to said structure.

### **Section 21.9 Drainage Systems**

A drainage system shall be designed and constructed by the developer consistent with the design principles and standards contained in Sec. 20.6 of this Ordinance and the Dorchester Storm Drainage Facilities Ordinance (Ord. No. 84-09) and adequate to provide proper drainage of the surface water of the development and the drainage area of which it is a part.

### **Section 21.10 Stormwater Run-off Mitigation**

#### **21.10.1 Erosion and Sediment Control**

All developments shall comply with the South Carolina Stormwater Management Sediment Control Plan administered by SCDHEC as part of State law. No regulations of this Ordinance shall relieve the developer from the responsibility to adhere to the Act.

- (a) The developer of non-agricultural activities and land uses shall submit plans for control of erosion and sediment, as required by SC DHEC OCRM, to the County Engineer for review.
- (b) Review and approval of such plans by OCRM shall be obtained and certified by the developer for verification by the County Engineer prior to the issuance of a Land Disturbance Permit.
- (c) Inspection, which shall be performed or waived at the will of OCRM, and approval by OCRM shall be obtained and verified by the County Engineer prior to Final Plat approval or, in the event of a major subdivision, Preliminary Plat approval.

### **21.10.2 Surface Water Protection**

All non-agricultural developments within two hundred feet (200') of riverine or estuarine wetlands and occupying twenty-five (25) acres or more shall comply with the South Carolina Impaired River Anti-degradation Act. No regulations of this Ordinance shall relieve the developer from the responsibility to adhere to the Act. The following provisions shall apply:

- (a) The developer shall provide the County Engineer with a detailed report outlining the quality of the nearby surface water regarding sediment, herbicides, pesticides, fertilizers, and other potential pollutants of land disturbance and development prior to the initiation of any land disturbing activities. Such report shall be submitted prior to the issuance of a Land Disturbance Permit.
- (b) The developer shall demonstrate that potential negative impacts of land disturbing activities shall be mitigated such that further degradation of the impaired surface water shall fall within State-required parameters.
- (c) Review and approval by OCRM shall be required prior to Final Plat approval or, in the event of a major subdivision, Preliminary Plat approval.

### **Section 21.11 Water Supply System(s)**

- (a) Water supply system(s) consistent with the requirements of Article XX, the standards set forth by the utility provider, and the standards of the South Carolina Department of Health and Environmental Control (SCDHEC) shall be provided by the developer for all lots lying within the proposed development by one of the following methods:
  - (1) Whenever individual on-site water systems (wells) are proposed for a development, the developer shall either install such facilities, or shall require (as a condition of the sale of each lot or parcel within the subdivision) the facilities be installed by the purchaser of such lot or parcel at the same time the principal building is constructed, and shall be in accordance with these regulations.
  - (2) Where a public water system is provided, a permanent water distribution system meeting all DHEC requirements shall be provided and said system shall be connected to the Dorchester County or other public system approved by Dorchester County. A public system shall be required to serve all developments on tracts immediately adjacent to an easement or right of way equipped with a public water line, unless the provider certifies that the capacity of the line is inadequate to serve the development proposed, with the following variations.
    - a. Agricultural and recreational uses are not required to connect to a public water system where alternative means of water supply is approved by SCDHEC.

- b. An individual single-family detached unit or manufactured home on a lot greater than one-half ( $\frac{1}{2}$ ) acre in area may, but is not required to connect to public water system, provided wells are approved by SCDHEC.
  - c. A minor subdivision in rural districts for single-family detached units and/or manufactured homes may, but is not required to connect to public water system, provided wells are approved by SCDHEC.
  - d. Any development which contains a minimum of twenty-five (25) dwelling units at a minimum density of two (2) units per gross acre shall be required to connect to a public water system within five hundred feet (500') of the tract proposed for development.
  - e. Any development which contains a minimum of five thousand square feet (5,000 SF) of gross floor area shall be required to connect to a public water system within five hundred feet (500') of the tract proposed for development.
  - f. All other developments shall be required to connect to a public water system where such is available in a right of way adjacent to the tract proposed for development.
- (3) These requirements may be reduced or waived by the Planning Commission or Zoning Administrator upon report from the public water provider that certifies that the capacity of lines is inadequate to serve the development proposed.
- (4) The Planning Commission may require increased water connection standards than those set forth in this section upon recommendation from the County Engineer that such is necessary to further the health and safety of potential occupants of the development or existing residents and landowners in the vicinity. Cause for increased standards include the following:
- a. Certification by SCDHEC that, through the provision of private wells in the proposed development, the majority of existing wells tapping the same aquifer(s) would go dry due to a fall in the water table.
  - b. Certification by OCRM that, through the provision of private wells in the proposed development, the standards of the Impaired River Anti-degradation Act shall be compromised or violated due to a lack of groundwater flow into the impaired river.

- (5) Where a community water supply system is provided, it shall be constructed according to plans and specifications approved by the S.C. Department of Health and Environmental Control and in accordance with this Ordinance and shall include, at a minimum, all pipes, fire hydrants, valves and other appurtenances required by the County and state standards and the potable water provider to which dedication for maintenance of the system is proposed.

**Section 21.12 Sanitary Sewage Disposal System(s)**

Sanitary Sewage Systems(s) consistent with the requirements of Article XX, shall be provided by the developer for all lots in the proposed subdivision or developments in accordance with DHEC standard and the standards of the utility provider.

**Section 21.13 Off-Site Street, Rights-of-Way, and Stormwater**

- (a) All projects that require the development or improvement of infrastructure that includes streets, intersections, pedestrian connections, street lighting, stormwater management and infrastructure, water systems, sewer systems, and rights-of-way and easement acquisition shall obtain approval of those concurrently while seeking plan approval.

Non-availability of required off-site infrastructure and/or rights-of-way and easements shall be grounds for denying permits for development until such time they become available. The County is not obligated to construct improvements or secure rights-of-way and easements if they are not available. If not available, the rights-of-way and easements shall be acquired by the developer and infrastructure shall be constructed by and at the cost of the developer, unless agreed otherwise. All infrastructure shall be designed and installed in full compliance with the standards for such infrastructure, and shall be subject to review, permit and inspection as required by other policies and ordinances of the county. Availability means the existing infrastructure and/or rights-of-way and easements in place at the time of inquiry.

- (b) Off-site Improvements must be made in accordance with an approved Traffic Study or as required by the County Engineer. The County Engineer may use his/her best engineering judgement to determine the most effective solution.

- (c) Developments that propose more than 5 units per net acre shall provide a minimum five (5) foot paved sidewalk connection to:

1. The nearest commercial/employment center or the nearest road that has an existing pedestrian infrastructure connection to commercial/employment centers.

If the nearest road does not have existing pedestrian infrastructure but has been identified in the Dorchester County Capital Improvements Plan for road and

pedestrian infrastructure improvements, the developer shall not be required to install improvements along said road but must provide a connection to it.

2. If public schools and/or public parks are located within a ½ mile radius (10-minute pedestrian shed) measured from the closest property line and/or abutting right-of-way, the proposed development shall connect to the public school and/or public park. Where deemed feasible and appropriate, this requirement may be increased to a ten foot (10') paved multi-use path.