

# HORRY COUNTY

# LAND DEVELOPMENT

# REGULATIONS



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## **ACKNOWLEDGMENTS**

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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# **ARTICLE ONE - APPLICABILITY**

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## **Article 1 - Applicability**

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### **SECTION 1: TITLE**

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

### **SECTION 2: AUTHORITY**

This Ordinance is 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. Promote green infrastructure through an interconnected network of natural areas, working lands, recreational areas, open areas and cultural sites that support native species, maintain natural ecological and floodplain functions, sustain air and water resources and contribute to health and quality of life.
11. Assure that development is compatible with the adopted comprehensive plan, zoning ordinance, official map, and capital budget;
12. Assure compatible development in areas subject to flooding or other detrimental influences - natural or manmade;

## **Article 1 - Applicability**

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13. Assure adequate rights-of-way for automobile or alternative modes of transportation, utility, and environmental purposes;
14. Encourage new and innovative design alternatives to promote creativity and flexibility in development; and,
15. 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 cannot 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: APPEALS**

Questions arising from the enforcement of these regulations by staff may be appealed to the Planning Commission for consideration by any party in interest pursuant to the provisions of S.C. Code 6-29-1150(C).

### **SECTION 8: DESIGN MODIFICATIONS**

The Planning Commission may grant, upon written request, design modifications to the requirements found in Articles 2, 3, 4 (except financial guarantees), 6 and 7 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.

#### **8-1. Submittal.**

The Planning Commission will act upon any requests for a design modification within 45 days of the date of its submission. If no action is taken by the Planning Commission within this time, the modification 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 no less than 15 business days prior to the Planning Commission meeting in which the request will be presented.

#### **8-2. Review.**

In reviewing design modifications, the Planning Commission will consider the public interest and endeavor to preserve the general intent and spirit of these regulations.

## **Article 1 - Applicability**

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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.

### **8-3. Decision.**

The Planning Commission's decision regarding the design modification 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 upon request 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.

## **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.

## **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: RESERVED**

**SECTION 12: SEVERABILITY AND 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.** Means the subdivision, construction, reconstruction, conversion, structural alteration, or enlargement of any structure, any mine, excavation, land disturbance, and/or any changes in use, or alteration or extension of use, of land.

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. Once a parent tract is classified as a major development, any subsequent development will be considered an extension to that major development.

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. Additions to minor developments are subject to Article 2, Section 3-2.

Any parcel separated by a publicly maintained 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.

**SECTION 15: TYPES OF LAND DEVELOPMENTS**

**Major Development.** Major development includes the following:

1. The creation or extension of any new public street;
2. The creation of private streets where the total amount of roadway being created within the development is greater than 1,800 feet to obtain access;
3. The creation of more than 10 lots/units (including the parent tract) regardless of whether adequate access already exists;
4. Manufactured Housing Communities with more than 20 lots/units;
5. Lease parcel development with more than 10 lots/units;
6. Group development such as apartment, condominium, and townhouse complexes.

**Minor Development.** Minor development includes the following:

1. Subdivision or development, including lease parcel development containing no more than 10 lots/units (including the parent tract) where access to a public or private street exists or where the total of new private streets of less than 1800 feet are constructed to obtain access;
2. Manufactured Housing Communities with 20 lots/units or less;
3. Lease parcel development with 10 lots/units or less;
4. Group development such as apartment, condominium, and townhouse complexes with 10 lots/units or less.

**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.

**Lease Parcel Development.** Lease parcel development includes:

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.

**Commercial Development.** Commercial development includes:

1. Commercial, industrial, or office development on a single tract or parcel of land.

**SECTION 16: 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 received construction plan approval for that phase of development.
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.
3. 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.
4. A preliminary plan or master 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.
5. Variances or special exceptions approved by the Board of Zoning Appeals prior to construction plan or phased development plan approval do not create vested rights.

**ARTICLE TWO – MINOR  
DEVELOPMENT AND PLATTING  
ACTIONS**

## **Article 2 – Minor Development and Platting Actions**

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### **SECTION 1: GENERAL**

This section provides review procedures for:

1. Minor developments
2. Platting actions

### **SECTION 2: REVIEW PROCEDURES**

#### 2-1. General.

The purpose of this section is to establish requirements for minor development. The Planning Department shall not authorize the recording of plats that show substandard parcels that were created by deed after January 1, 2002. Authorization to record such plats shall be given only:

- 1) Upon installation or provision of all required subdivision improvements
- 2) Upgrades as specified within these regulations.
- 3) The lots must meet minimum standards of the zoning ordinance

#### 2-2. Submissions.

All plats must be submitted to the Planning Department prior to recording.

Minors submitted for review may submit either paper or electronic versions of the plan. All plats being submitted for recording must submit a minimum of four copies that have been signed and sealed by the required parties.

#### 2-3. Review Procedure.

Horry County will review all minor development and platting actions to ensure compliance with these regulations and other county, state, or federal regulations. The Planning Department will circulate all submittals to the appropriate reviewing department(s). All Horry County staff reviews shall be completed within 15 business days.

#### 2-4. Recording the Plat.

No 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.

## **Article 2 – Minor Development and Platting Actions**

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### **SECTION 3: MINOR DEVELOPMENT**

#### **3-1. Revisions to Minor Development.**

Minor developments that are revised shall follow the submittal and review procedures 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).

#### **3-2. Additions to a Minor Development.**

- A. If, within a ten-year period, a minor development is expanded beyond 10 lots, to include no more than two additional lots from the same parent tract or original development 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.
- B. If, within a ten-year period, a minor development is expanded beyond 10 lots, to include three or more additional lots from the same parent tract or original development lots, the following shall apply:
1. The new development will be required to meet all applicable major development standards;
  2. The roadway upgrade and/or improvements shall apply to any new or existing streets that provides access to the new lot(s);
  3. Topographic and drainage plans shall be provided for the new lots and effected roadway(s);
  4. Provision of all applicable letters of certification.
- C. If expansion of a minor development will result in the extension of existing private roadway(s), whereby the total of roads within the development is extended beyond 1800 feet, the entire existing roadway network 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 an existing publicly maintained roadway and extend to the center of the roadway terminus.

Responsibility for all applicable improvements shall be that of the person subdividing out the additional lot(s).

## Article 2 – Minor Development and Platting Actions

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### 3-3. Streets, Access, Roads and Frontage within Minor Developments

#### A. 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 and public services. In efforts to ensure that adequate precautions are taken so that adjacent properties and emergency services 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 the adjacent parcel(s) within a 10-year period; and
    - b. Access to each of the adjacent minor developments is provided through a “common” unimproved and/or substandard roadway.
  2. Required Action if such pattern is determined to exist:
    - a. Improvement of the “common” roadway. The type of 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. Pavement and roadway width as determined in Article 4, Table 4-D.
      - ii. **Up to 10 lots on publicly owned and maintained roadway** – Improved in accordance with the standards of Article 4 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 begin where such roadway intersects the roadway providing access to the minor development and extends to the last lot being created by the proposed subdivision. Improvements must continue across the entire proposed lot if the easement is to extend past the lot in question. Improvement of the “common” roadway shall be the responsibility of the person proposing the creation of the additional lots.
- b. Horry County Stormwater shall review 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 – Minor Development and Platting Actions**

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### B. 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 that provide access to three (3) or fewer lots may use a shared private driveway easement meeting the requirements of Article 4 Section 2-6 (U). Private streets in minor developments, containing four to ten lots, which are to remain private, may provide access via an access easement a minimum of 50 feet in width. Private streets within a minor development shall originate from a publicly maintained roadway or an improved private roadway a minimum of 50 feet in width. Horry County shall inspect and certify that all improvements meet the required specifications. An improved roadway shall be considered improved when it meets the standards of Appendix E and G.

The notation below shall be shown on all minor plat where access to the lots are being provided via an easement(s);

“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 correlating roadway system shall be owned and maintained by the applicable owners of the property and/or easement. Horry County shall not be responsible in any way for the access/utility easement.”

Ingress/Egress Easements can be utilized to provide non-required access to an existing parcel, however cannot be utilized for sole access upon further development.

### C. 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.

### D. Tract Remainder Roadway Frontage.

Minor development plats shall provide a surveyed distance between the corner(s) of the proposed lot and the tract remainder to ensure adequate frontage is maintained. Depending on the size of the tract remainder and its ability to access other roadways, the width of frontage may be required to be greater than 50 feet in order to accommodate future traffic generation.

## **Article 2 – Minor Development and Platting Actions**

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### **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.

Whenever a wetland (jurisdictional or non-jurisdictional) 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 as well as the maps and/or plats referenced therein. The USACE permit/letter number shall be noted on the plat.

#### **4-2. Retrofitting Existing Public or Private Road Rights-of-Way.**

Platting actions involving the subdivision of land(s) that are adjacent to existing public or private roadways, 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.

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.

#### **4-3. 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 right-of-ways. 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 right-of-ways or other public projects.

#### **4-4. Proposed Improvements and Easements.**

Proposed improvements including structures, fences, pump houses and similar improvements may be shown on sketch plans, however shall not be shown on plats that are presented for recording. In no instance, shall a right-of-way or access easement be shown on a survey as being “proposed”. All such right-of-ways or easements shall be platted and improved in accordance with the requirements of these regulations.

#### **4-5. Boundary Surveys (Original Surveys) and Resurveys.**

A. Boundary Surveys are defined as: a survey of an existing lot of record with no boundary changes whatsoever.

## **Article 2 – Minor Development and Platting Actions**

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B. Resurveys are defined as: a survey of an existing lot of record, with no boundary changes whatsoever, in which the plat book and/or deed book and page reference for the previously recorded survey map of the same parcel is cited. The reference map is to be of the identical subject parcel and may not be a compilation of surveys of adjacent parcels.

All survey plats shall meet the standards of a platting action. However boundary plats and resurveys are not required to provide DHEC and/or water and sewer approval or certification. A resurvey is not required a Certificate of Ownership and Dedication nor the signatures of the property owners.

### **4-6. 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.

### **4-7 Court Orders.**

Court ordered platting actions shall be treated in the same manner as parcel splits, minor or major developments where applicable.

The signatures of affected property owners will not be required if:

- A. The civil action, estate package, probate or will number is clearly indicated on the plat or plan via the following note “This plat has been prepared at the request of the court, Case No: \_\_\_\_\_.” ; and
- B. The court order (listing the affected property owners as parties) used to settle the civil action, estate, probate or will is supplied (a copy is sufficient). The order must clearly describe the plat presented for recording.

### **4-8. Combination of Lots.**

A combination or recombination occurs when property lines are being established or abandoned in order to combine two or more existing lots of record together. Lot combinations shall meet the standards of a platting action per Table 2-A. In addition, the plat shall show the following information:

- A. Common lot lines shall be dashed on the plat, and a note shall specify “property line/s to be abandoned”;
- B. The owner(s) of the affected properties shall sign a Certificate of Ownership and Dedication on the plat agreeing to the combination of the lots;

### **4-9. Lot Reconfigurations.**

A lot reconfiguration occurs when existing lot line/s are altered or relocated. Lot reconfigurations shall meet the standards of a platting action per Table 2-A. In addition, the plat shall show or be accompanied by the following information:

## Article 2 – Minor Development and Platting Actions

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- A. Common lot lines to be abandoned or altered shall be dashed on the plat, and a note shall specify “property line/s to be abandoned”;
- B. The owner(s) of the affected properties shall sign a Certificate of Ownership and Dedication on the plat agreeing to the lot alteration;
- C. Authorization from the applicable utility provided or DHEC that the reconfigured lots can be serviced with water/sewer or septic or a Certificate of Non-Evaluation is signed by the property owner; and
- D. Portions of lots affected by the reconfiguration shall be clearly identified and indicate which parcel/s it shall be combined with.

### 4-10. 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.

### 4-11. Easements.

Easement plats are used to dedicate and record easements across property. Easement plats shall meet the standards of a platting action per Table 2-A. In addition, the plat shall show or be accompanied by the following information:

- A. Easements (existing or proposed) shall be clearly delineated with dashed lines marking the boundaries;
- B. 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 \_\_\_\_\_” will need to be added to the plat with appropriate information inserted (the “owned by” should reference the beneficiary of the easement, not the owner of the underlying property);
- C. When multiple easements are being created/abandoned each easement may be numbered instead of providing the statements required in item B, above. If numbered, a table shall be created that references each number which includes the dimensions, purpose and ownership of the easement;
- D. Easements shall be labeled appropriately as to indicate the type of easement, easement width, and whether the easement is public or private;
- E. Easements shall be delineated appropriately with distance and bearing on easement line/s (unless parallel with a surveyed property line on the face of the plat);

## **Article 2 – Minor Development and Platting Actions**

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- F. Existing easements shall be labeled as such and plat and/or deed book references for the establishment of the easement cited;
- G. The owner(s) of the affected properties shall sign a Certificate of Ownership and Dedication on the plat agreeing to the dedication or abandonment of the easements.

\*As-built plats prepared by local utility providers shall not be considered a platting action and are exempt from the platting requirements.

### **4-12. Utility 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 will stamp and sign the copies to be recorded.

### **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. In addition, the plat shall conform to the design requirements for cemeteries as specified in Article 6, Section 4.

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.

Plats showing new or expansions/additions to existing cemeteries or burial/cemetery lots shall include the following:

- A. A title identifying the plat as a cemetery plat or for the addition of burial/cemetery lots to an existing parcel;
- B. 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

## Article 2 – Minor Development and Platting Actions

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- C. 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.”

### 4-14. Plats prior to 1984

Plat prepared prior to 1984 that have not been recorded may be authorized for recording without meeting the standards of these regulations provided that:

- A. The plat does not involve the subdivision of land;
- B. The plat is not a compilation plat of other plats (recorded or not); or
- C. The plat shows property that has not undergone modifications since its preparation

### 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:

- A. The easement shall provide access to only existing properties created prior to January 1, 2002. Upon subdivision or development of the property, the easement shall be upgraded to the applicable public or private roadway or shared private driveway standards of these regulations.
- B. The plat showing such easement shall meet the platting standards of this Article and include the following statement:

“The easement shown hereon is for the purposes of providing access to the existing (landlocked or topographically constrained) parcel(s): \_\_\_\_\_ (identify PIN/s). The owner of said easement acknowledges that if future subdivision or development of the property occurs the easement shall be upgraded to minimum standards required by the Horry County Land Development Regulations”.

- C. The owner(s) of the affected properties shall sign a certification of ownership and dedication on the plat agreeing to the dedication of the easement.
- D. A twenty (20) foot wide ingress/egress easement shall be required to construct a residence on the parcel.

## **Article 2 – Minor Development and Platting Actions**

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E. While not required to meet roadway design criteria, the easement provides an unobstructed travel way for vehicular access.

### **4-16 Gaps, Overlaps and Boundary Disputes**

Survey maps that are presented for recording that show gaps or overlaps in one or more of the surveyed lines shall label each of the property lines, creating such issue, with the reference for the previously recorded instrument that created the line(s).

Maps that resolve disputed boundary lines shall label the newly established boundary as an: "Agreed Upon Line(s)" on the plat and the Certificate of Ownership and Dedication shall be signed by all affected property owners.

Unless court ordered, plats that attempt to show possession, claims or previously recorded property lines as “in error” will not be approved for recording.

### **SECTION 5: PLAT CONTENTS**

Plats prepared for minor developments or platting actions shall be clearly and legibly drawn and be consistent with those required in Table 2-A. 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.

## Article 2 – Minor Development and Platting Actions

Table 2-A (See Appendix A for clarification)	
<b>Number</b>	
1	Scale not less than 1"= 200'
2	Sheet size_minimum 11" x17"
3	Approval Block Area 1 1/2" x 2 1/2"
<b>Title Block</b>	
4	Type of platting action
5	Name of development/survey
6	Owner of record
7	Developer
8	Surveyor address and contact information
9	Number of lots/units in the development
10	Total acreage
11	Scale (graphic and written)
12	Date of survey
13	Deed/plat references of last property transfer
14	Legible location map
15	Surveyor Certification of Accuracy
16	Certification of Ownership and Dedication (not required on resurveys)
<b>General Content</b>	
17	North arrow
18	Parcel Identification number(s) of the property
19	Parcel Identification number(s) and ownership of adjacent parcels
20	Adjacent property lines
21	Municipal boundaries
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
23	Existing public/private rights-of-way
24	Existing/proposed easements, ownership and uses
25	Existing buildings
26	Existing water bodies and water courses
27	Flood zone (showing floodplain and floodway)
28	Detention/retention basins
29	Property (other than rights-of-way and easements) intended for public dedication or use
30	Lot numbers
31	Lot lines
32	Lot dimensions
33	Lot sizes for each individual building lot
34	Phases
35	Required Horry County Notes and Regulations (when applicable)
36	Revisions
37	Plat book and page or deed book and page references for resource/research materials
38	Statement referencing recorded easements and restrictive covenants, or HOA/ POA documents
39	Signature and seal of a registered surveyor
40	Acreage of the remainder of the parent tract
41	ACOE SAC # if applicable

## **Article 2 – Minor Development and Platting Actions**

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### **SECTION 6: PERMITS AND CERTIFICATIONS**

Minor developments or platting actions shall be accompanied by documentation via letter or signed certification on the face of the plat as required below. The format for required certifications is shown in Appendix B.

#### **6-1. Water/Sewer availability**

If parcels being created are less than five acres or when a parent tract is reduced in size creating a remainder less than five acres one of the following shall be provided;

- A. Written approval from the applicable public service authority and/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 facilities; or
- B. The property owner(s) of record shall sign a “Certificate of Non-Evaluation” provided on the plats (as shown in Appendix B).

#### **6-2. Encroachment permit(s) for vehicle access**

##### **A. Public Roadways.**

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. Permit shall not be required if the proposed subdivision or platting action creates a lot(s) which meet the minimum frontage requirements of the zoning ordinance and the proposed frontage provides adequate room to provide a driveway meeting access management standards.

##### **B. Private Right-of-Ways or Easements.**

Any time a development plan indicates encroachment access onto a private right-of-way or easement the applicant shall provide the Planning Department with certification that the development has access rights to said right-of-way or easement.

#### **6-3. Army Corp of Engineers wetlands verification**

Before authorization to record any plat showing wetlands is given, the US Army Corps of Engineers letter verifying their location and the plat and/or map referenced in that letter shall be provided. A note citing the SAC number assigned to the determination will need to be provided on the plat.

#### **6-4. Stormwater Permit**

A Stormwater permit may be required if the construction of a roadway or other infrastructure servicing the development exceeds the disturbed area requirements of the Horry County Stormwater Ordinance.

**ARTICLE THREE – MAJOR  
DEVELOPMENT**

## **Article 3 – Major Development**

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### **SECTION 1: GENERAL**

This Article provides procedures for Major developments.

#### 1-1. Construction Commencement.

No construction or installation of improvements shall begin in a Major Development until the issuance of a Stormwater permit. The Engineer of record shall contact the County Engineering Department to schedule a pre-construction meeting between the owner/developer, design engineer and their contractor before any construction starts.

#### 1-2. Access.

Applicable public agencies shall have the ability to access the premises and structures of land development 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.

#### 1-3. 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.

### **SECTION 2: MASTER/ PLAN**

#### 2-1. Purpose

A master plan shall be submitted for any Major Development that will be constructed in multiple phases.

#### 2-2. Submittal Requirements

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

1. A site plan showing all proposed lots and uses ;
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;
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 proposed land development and the surrounding area;
10. Tract boundaries of the entire parcel and total land area<sup>1</sup>;
11. Existing and proposed land uses throughout the development;
12. Existing road rights-of-way and easements;

## **Article 3 – Major Development**

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13. Note regarding the intent to supply water (wells) and sewer (septic);
14. County Parcel Identification Number (PIN) of the proposed development.

### **SECTION 3: PRELIMINARY PLAN**

#### **3-1. General**

A preliminary plan is required for Major Development. Preliminary plans shall substantially adhere to the approved master plan. Minor shifting of road alignments and lot configuration due to site constraints shall be allowed. In such instances when site constraints require that the master plan be modified, the Planning Department shall be supplied with a revised master plan. A preliminary plan may be a single or multiple phase(s) of an approved master plan. Phases shall not extend beyond the exterior boundaries of the approved master plan.

All preliminary plans shall be submitted electronically to the Planning Department for circulation to county departments for review and comment. (See Article 3 Section 9 Procedures for Online Plan Submittal.)

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

#### **3-2. Submittal Requirements**

Preliminary plans shall be clearly and legibly drawn. 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.

A preliminary plan submitted for review shall include the following:

- A. Preliminary plat;
- B. Engineering plan (see Section 3-2-1 below);
- C. Stormwater report, Stormwater Pollution Prevention Plan and Notice of Intent;
- D. Geotechnical report, traffic study, or other technical documents as required by these regulations or the County Engineer

#### **3-2-1. Engineering Plan Content.**

Engineering plans shall contain the following:

1. Existing and proposed contours (Existing contours shall extend a minimum of 25' onto all adjacent parcels)
2. All proposed roads shall be labeled with: proposed name, R/W width, road classification (access, sub-collector, etc...), and projected ADTs.

### **Article 3 – Major Development**

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3. Berm Plan – must be included with all submittals where a berm will be installed. 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. Slopes on Berms shall not exceed 3:1.
4. Cross-sections (a minimum of 100 linear feet of ditch) and Profiles for all ditches/canals (Existing and Proposed) passing through, into, or out of a development.
5. Full Roadway cross sections (every 100 lf) for all roadways utilizing roadside ditches.
6. Natural drainage features;
7. Existing wetlands;
8. Existing water courses;
9. Existing drainage features;
10. Proposed piping with profiles;
11. Proposed drainage structures and detail drawings;
12. Proposed detention/retention features (Ponds shall be labeled in Plan View with the following elevations: Bottom, NWL, 25yr, 100yr and Minimum TOB);
13. Public and Private 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 design storm event water levels in ponds;
21. 25yr water levels in pipes and all drainage swales conveying runoff from a road R/W (25yr HGL in profile view);
22. Sewer system plans;
23. Water system plans;
24. Sanitary sewer profiles;
25. Road construction details;
26. Typical roadway cross sections
27. Roadway centerline profiles;
28. Construction entrance;
29. All phases of erosion and sediment control measures on separate plan view sheets;
30. Signature and seal of a registered engineer;
31. Centerline linear radius and feet of roadway, acreage and ownership of new roads; and
32. Any other items that the County Engineer believes should be added to such plans to ensure public safety and welfare.
33. Location of access point(s) on both sides of the road where applicable;
34. Distances to neighboring constructed access points, median openings, traffic signals, intersections, and other transportation features on both sides of the property, within 1250 feet;
35. Number and direction of lanes and lane use to be constructed on the driveway plus striping plans (as required);
36. All planned transportation features (such as auxiliary lanes, traffic signals, etc.);
37. Trip generation data or appropriate traffic studies as required by the County Engineer;
38. Parking and internal circulation plans;
39. Divided entrance median cross-section details; and

## **Article 3 – Major Development**

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40. A detailed description of any requested variance from the access management standards established in Article 7 and the reason the variance is requested.
41. Any required tree survey.

### 3-3. Staff Review Procedure

The Planning Department Plans Expediter will circulate all major project submittals to the appropriate reviewing department(s). 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

### 3-4. Preconstruction Approval

Once all comments have been addressed on the preliminary plan the applicant will receive an electronic copy of the plans with the approvable stamps from the applicable Horry County reviewing departments. Upon request and after the submission of all applicable permits, the Planning Department will issue a Preconstruction Notice to the applicant that they may prepare the final construction plans and schedule their Preconstruction meeting (if necessary) with Horry County Engineering and Stormwater. They also will receive a copy of the Horry County Stormwater approval notice that will allow the applicant to submit to SCDHEC for their NPDES. Once the NPDES is received the applicant may proceed with the Preconstruction Meeting. The final paper construction plans will be stamped approved and the Stormwater permit will be issued at the Preconstruction Meeting.

#### 3-4-1. Permits and Authorizations

The following regulatory permits and authorizations shall be provided to the Planning Department prior to issuance of the Preconstruction Notice.

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.
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.
3. Certification that the development has access rights if the development proposes encroachment access onto a private right-of-way or easement.
4. 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;
5. US Army Corps of Engineers spoilage certification (if applicable).
6. US Army Corps of Engineers fill permit (if applicable)
7. FEMA No-rise certificate (if applicable).

Upon receiving the Preconstruction Notice from the County, the engineer shall submit three full size copies of the preliminary plan/plat, three full copies of the engineering plans, and one digital .pdf set of the plans. If a preconstruction meeting is required the paper plans should be brought to that meeting for approval by Engineering and Stormwater.

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### **SECTION 4: FINAL CONSTRUCTION PLANS**

#### 4-1. Approval.

Construction plan approval authorizes the applicant to proceed with 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.

Applicants have two years, for each phase; from the date that Planning Department grants construction plan approval to record a final plat. If a final plat is not recorded for the approved phase within this two-year period, the construction plan approval becomes void. Any extension beyond the original two-years is subject to Vested Development Rights. (See Article 1 Section 16).

#### 4-2. Construction trailers placement and relocation.

Authorization to place a construction trailer onto a development site may be granted when the construction plans for the development or phase in which the trailer is proposed to be located have been approved. Multiple construction trailers are allowed when needed; however no sales may occur from the construction trailers.

### **SECTION 5: MODEL HOMES AND SALES OFFICES**

#### 5-1. Model Homes

Upon Construction Plan approval, a development phase is eligible to receive up to four (4) model home building permits.

If the developer wishes to construct a model home, then they shall submit a Model Home Plat to the Planning Department. The model home plat must meet all platting requirements of Article 2. Once the plats are approvable the Planning Department shall issue an approval letter. Each model home shall have access to a water supply meeting the requirements of the adopted International Fire Code (IFC).

Model 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.

## **Article 3 – Major Development**

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### 5-2. Temporary Modular/Mobile Sales Center

Upon Construction Plan approval a developer may permit the placement of a modular 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 developer must provide a sales office within the model home. The temporary office shall be removed from the site and all sales activities shall be moved into the model home sales office.

The developer must submit a site plan including parking and landscaping 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.

### 5-3. 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 area 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 it is 50 feet or less in width and not currently or to be subsequently dedicated to the county. Otherwise the parking area access must be located so that it provides required off street maneuvering room.

The sales office and parking area shall be landscaped in accordance with the Horry County Zoning Ordinance.

A model home must apply for a change of use permit prior to converting to a sales office. As part of the change of use the applicant will have to provide a landscape plan for the office and parking areas. 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 back to a residence.

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### **SECTION 6: FINAL PLAT**

#### **6-1. Submission.**

A final plat may be submitted at any time after the final construction plans have been approved by Horry County. All initial final plats shall be submitted electronically.

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

#### **6-2. Initial Final Plat.**

The Planning Department shall circulate the initial final plat for review. The departments responsible for development review shall have 15 business days to review the final plat to ensure the following:

1. The plat substantially conforms to the approved preliminary plan.
2. The plat has addressed all preliminary plan review comments.
3. The plat includes all information required for “final plats” as listed in Article 3, Table 3-A

#### **6-3. Signed Final Plat.**

- A. Once a Final Plat is digitally stamped approvable, the applicant shall submit signed final plats for recording. The applicant must submit a minimum of 6 paper copies to the Planning Department for circulation and a computer readable file (.dwg file format) of the final plat as approved for recording. The digital file shall exclude all certifications.
- B. Signed final plats shall be reviewed to ensure they match the digitally approved final plat. If the plats match, they will be circulated for signatures and made available for recording within 5 business days of submittal.
- C. No signed final plat shall be authorized for recording until the plat has been signed and/or sealed by the following (See Appendix B):
  1. Property owner(s) (signature)
  2. Surveyor (signature and seal)
  3. Water/sewer authority or DHEC
  4. Engineer of Record (Certificate of Completed Improvements if no financial guarantee is posted).
  5. All Horry County departments responsible for development approval.
- D. Upon obtaining such endorsement and signatures, the applicant shall file the plat with the Register of Deeds Office, within one hundred twenty (120) days. If the applicant fails to record the plat within such period, the authorization to record such plat shall become void.

## **Article 3 – Major Development**

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### 6-3.1. Permits and Authorizations.

The following regulatory permits and authorizations shall be provided to the Planning Department before authorization is given to record a final plat if no financial guarantee is posted.

1. DHEC operational permits for public water and/or sewer systems.
2. DHEC authorization letter indicating which proposed lot(s) within the development have been approved for on-site waste disposal systems.
3. SCDOT or Horry County Encroachment Permit (if applicable).
4. Horry County Engineering and Stormwater Departments approval of final road and drainage inspection and submission of the roadway dedication requirements.

### 6-3.2. Financial Guarantees (see Article 5 Section 3)

1. If the development requires the posting of a financial guarantee, the plat will not be released for recording until the financial guarantee has been accepted by the Planning Department. Additionally all construction/operational permits and authorizations shall be supplied to the Planning Department.
2. If no financial guarantee is being posted, the applicant shall provide all required operational permits, authorizations and all associated infrastructure needs to be installed and approved by Horry County Engineering.

## **SECTION 7: PHASE PLANS AND PLATS**

### 7-1. Phasing Plans

Phasing plans shall conform with the specifications of Article 4, Section 2. Phasing plans can be submitted for review prior to or with engineering plans.

### 7-2. Phasing Plats.

Phasing plats shall conform to the approved phasing plan including the corresponding phase number(s), metes, bounds, and dimensions of each phase. Phasing plats shall meet the standards of Table 3-A and be accompanied by the following information:

- A. 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;
- B. 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 will be subsequently deleted to incorporate each phase of development into the \_\_\_\_\_ (state appropriate development HPR or HOA) ”; and
- C. The initial phasing plat submitted for a land development shall include sufficient easements for access to all remaining phases.

## **Article 3 – Major Development**

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### 7-3. Closing /As-built Phase Plats.

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 Table 2-A and be accompanied by the following information:

- A. 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;
- B. The plat book and page number reference to the previously recorded phasing plat;
- C. Common lot lines and/or phase lines to be deleted, due to previously recorded phasing plats, shall be dashed on the plat and a note shall specify the “line/s to be abandoned”;
- D. Statement verifying ownership and maintenance of the property (HPR, HOA, POA, property management company, etc.); and
- E. Show all existing buildings.

### **SECTION 8: MAJOR DEVELOPMENT REVISIONS**

Any revision to a previously approved major development shall be submitted to the Planning Department for review. The initial revision shall be submitted electronically. Depending on the types of changes, multiple reviewing departments may be asked to review the changes. It is best to contact the Planning Department prior to submittal of the revisions to determine what information must be submitted.

After digital approval of the proposed revision, the final plat process shall follow the procedures set forth in Section 6 above.

### **SECTION 9: PROCEDURE FOR ELECTRONIC PLAN SUBMITTAL**

#### 9-1. General.

Contact Horry County Planning Department for the latest procedures for setting up an EPS account.

#### 9-2. Preliminary Submission.

- A. A separate paper application is not needed. This is accomplished when you fill out the appropriate forms on the Plan Submittal website.
- B. Payment shall be made prior to issuance of any comments.
- C. The files shall be submitted in Adobe .pdf format.

## **Article 3 – Major Development**

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- D. All preliminary plan submittals shall include the following in the order listed below and within the same .pdf document.)
1. Preliminary Plat
  2. Preliminary Engineering Plans
  3. Stormwater Pollution Prevention Plan (SWPPP)
  4. Notice of Intent (NOI)
  5. Stormwater Report
  6. Miscellaneous Documentation (traffic studies, easements, encroachments, etc.)

### 9-3 Revised preliminary plan submittals.

Once revisions are complete save the document as a .pdf. The sheets shall be in exactly the same order and orientation as the commented document that was received from the county. Any new sheets shall be added to the end of the document. Once the revised document has been created, import the comments from the version uploaded by the county and reply to each comment. Any change to the order of reviewed plan sheets shall be uploaded to EPS without review for corrections to be made to the sheet order. Any revised plans that have not responded via written response in Adobe or under separate cover to the comments provided by staff shall be uploaded to EPS without review for comments to be addressed.

### 9-4 Final Plat Submission.

- A. First time Finals
1. Construction plans need to be approved prior to acceptance for review of the final plats.
  2. Payment shall be made before plats can be picked up for recording.
- B. All final plat submittals shall include the following in the order listed below and within the same .pdf document.
1. Final Plat
  2. Miscellaneous Documentation
  3. Permits
- C. Final revisions shall follow the same resubmittal process as preliminary plans.
- D. When comments have been completely addressed you may submit the signed final plats.

### Article 3 – Major Development

<b>Table 3-A (See Appendix A for further clarification)</b>				
<b>Required Major Plan/Plat Contents</b>				
<b>Number</b>	<b>Item</b>	<b>Preliminary</b>	<b>Final</b>	<b>Group Development</b>
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
<b>Title Block</b>				
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 each R/W, acreage and ownership of new roads (Note form only)	X	X	X (if applicable)
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	
<b>General Content</b>				
18	North arrow	X	X	X
19	Parcel Identification number(s) of the development	X	X	X
20	Parcel Identification 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 subdivided	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	Plat/Deed Book references for resource/research material	X	X	X
32	Proposed location of all structures with square footage			X
33	Off-street parking areas	X		X
34	Easements and uses	X	X	X
35	Detention/retention basins (square feet in lakes, pond, & detention areas)	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	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	Required Horry County Notes and Regulations	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	Signature and seal of a registered surveyor		X	X
51	Landscaping Plan (if required)	X		X

**ARTICLE FOUR – DESIGN  
STANDARDS**

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## **Article 4 – Design Standards**

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### **SECTION 1: GENERAL**

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

### **SECTION 2: STREETS**

#### 2-1. Public and/or Private Road Right-of-Ways.

All new streets in a Major development shall be within a platted fee simple public right-of-way dedicated to Horry County or within a platted private right-of-way deeded fee simple to a specific HOA, POA, HPR or other entity. New streets in a Minor development, group development, or lease parcel development may be within a platted private right-of-way or private access easement that is dedicated to a specific HOA, POA, HPR or other entity. New streets in a group development or in-common development may also be provided via an internal driveway system or within a platted ingress-egress easement that is dedicated to a specific HOA, POA, HPR or other entity.

The right-of-way 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 shall 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.

#### 2-1.1 Required Access to Residential or Mixed Use Land Development.

The purpose of the following provisions is to ensure that adequate vehicular access is provided to all residential and mixed-use land development. 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.

Access to land developments shall be considered from two perspectives – external access and internal access.

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

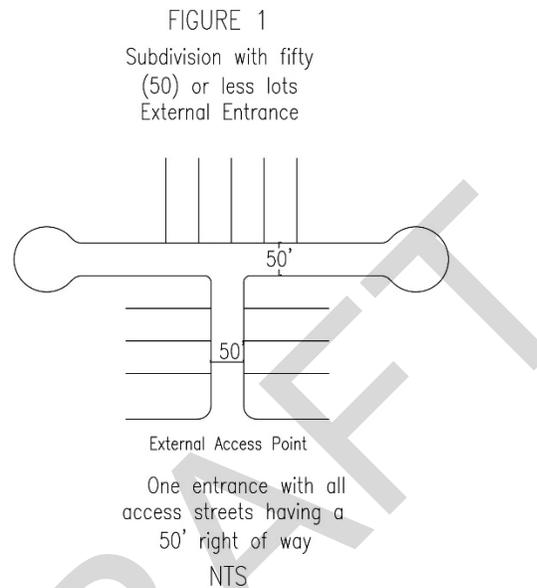
Internal access is defined as: The access that lots/units within a land development receive from a proposed public or private roadway that is within the land development.

## Article 4 – Design Standards

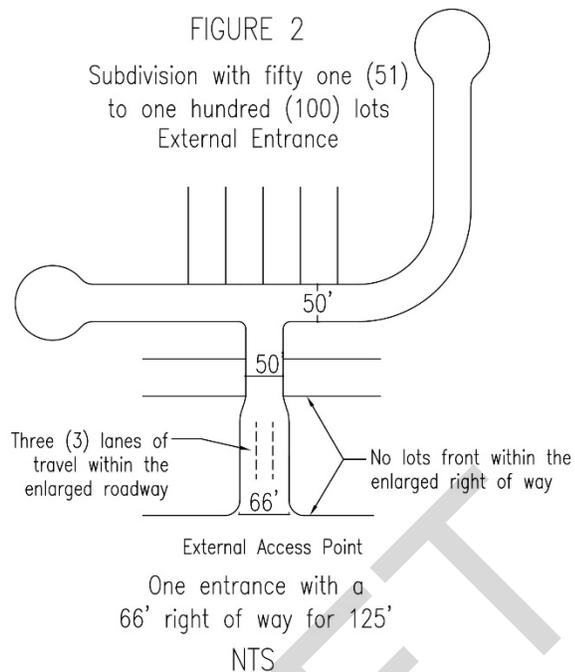
### A. External Land Development Access Requirements for Major Development.

The following external access standards are established for land development.

1. Developments containing 50 lots/units or less shall be accessed by a minimum of 1 paved point of ingress/egress. (Figure 1). Roadway width shall conform to the requirements of Table 4-D.



2. Developments containing between 51 to 100 lots/units shall be accessed by a minimum of 1 paved point of ingress/egress (Figure 2) subject to the following standards:
  - a. The 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 feet. 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 Article 4 Section 2-6(N).
  - c. No lots shall have direct access to this section of the road.
  - d. See Article IV Section 8 for turn lane requirements.



3. Developments containing more than 100 lots/units shall be accessed by no fewer than two (2) paved points of ingress/egress.

**B. Internal Land Development Access Requirements for Major Development.**

The following internal access standards are established for land development.

1. Developments containing 50 lots/units or less shall supply a minimum of one (1) paved point of access to every lot/unit within the development (See Figure 1). The access shall be from a platted public/private right-of-way, private access easement or a common driveway system. Roadway width shall conform to the requirement of Table 4-D.
2. 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). The access shall be from a public/private roadway or common driveway system. No more than 51 lots/units shall be located on a single dead-end roadway (See Figure 3) unless designed to meet one of the following criteria:
  - a. The roadway shall be no less than 66 feet in width unless Horry County Engineering determines that there is no additional public benefit.
    - i. 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.

## Article 4 – Design Standards

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- ii. 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:
      - (a) Striping or lane delineators; or
      - (b) A raised median, no less than 5-feet in width, constructed to the median standards of these regulations.
  - b. A temporary emergency access to the proposed development area is provided. Installation and improvement standards for such emergency access are specified below (2-1.1.B.3.a).
  - c. If topographical constraints exist, the Planning Commission may permit installation of a permanent emergency access to the proposed development area. Installation and improvement standards for such emergency access are specified below (2-1.1.B.3.b).
3. Developments containing more than 100 lots/units shall provide a minimum of 2 paved points of access to every lot/unit within the development from a platted public/private right-of-way (See Figure 4) or a common driveway system, unless one of the following exists or is provided:
  - a. A secondary temporary emergency access.
    - i. 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.
    - ii. The easement is shown as part of the development plans for the phase in which the two access points to every lot is required.
    - iii. The easement is platted as part of the final plat for the development phase across the remaining undeveloped property within the overall development.
    - iv. The easement shall be improved with a minimum of 6 inches of GABC or other Engineering Department approved base material capable of supporting emergency vehicles.
    - v. The easement shall be inspected as part of the development phase's infrastructure installation.
    - vi. 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. If topographical constraints exist on the property, the Planning Commission may authorize the developer to utilize a permanent emergency access easement subject to the following:
    - i. The easement will provide connection to another paved roadway.
    - ii. The easement is platted as part of the final plat for the development phase.
    - iii. The easement shall be improved with a minimum 6 inches of GABC or other Engineering Department approved base material capable of supporting emergency vehicles.

**Article 4 – Design Standards**

- iv. The easement shall be inspected as part of the phase infrastructure installation.
- c. Enlargement of the roadway providing access to the portion of the development where more than 100 lots/units are located. Horry County Engineering shall be responsible for determining the right-of-way width, number of lanes and any traffic control devices that are necessary to ensure the free flow and safety of traffic.

FIGURE 3

Subdivision with fifty one (51)  
to one hundred (100) lots  
Internal Access

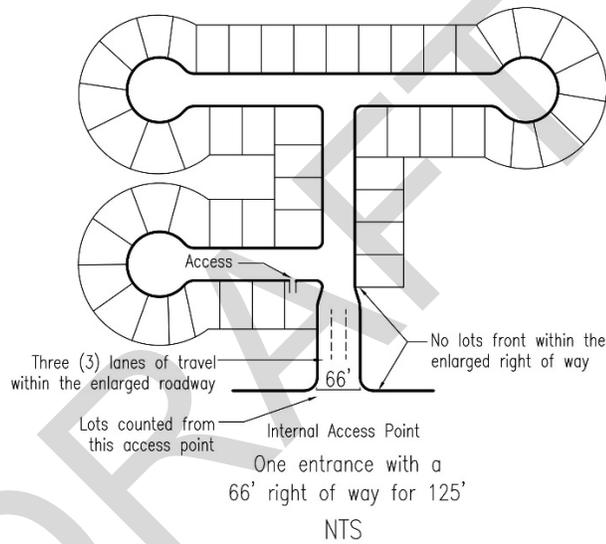
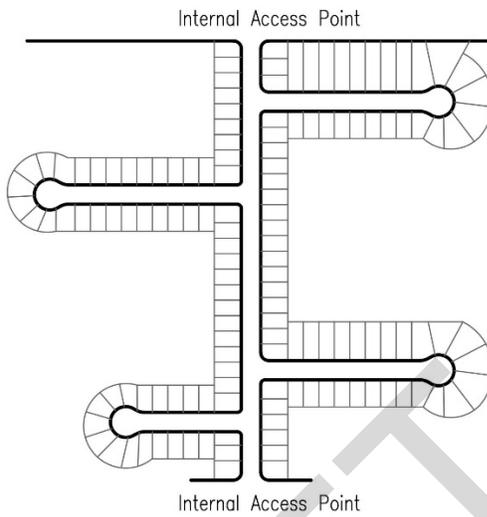


FIGURE 4  
Internal Access for  
Cul-de-sacs



In instances where 100 lots/units or more are designed, 2 points of access shall be required.

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## **Article 4 – Design Standards**

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### 2-1.2 Required Access to Commercial Development.

A commercial access easement may be permitted as the means of ingress/egress to interior or exterior lots within commercial development provided:

- A. The access shall be no less than 50 feet in width. Secondary access or cross access easements between commercial properties where the parcel has adequate street frontage may be reduced in size based on the future average daily trips (ADT's). The proposed width of an access shall be sized to accommodate future average daily trips (ADT's) of the lots based on either the undeveloped commercial acreage or the stated commercial use of each lot.
- B. No site improvements (buildings, parking lots, landscaping, curbing, etc.) shall encroach into the access unless such encroachment is determined to not impact the operational efficiency of the access by the County Engineer.
- C. The access shall be placed in a location that meets or exceeds the driveway spacing and offset requirements of Article 7.
- D. Commercial access easements are not required to meet the construction standards of Appendices E and G herein.

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.”

### 2-2. Relation to Adjoining Street System.

The proposed street system shall extend existing streets to provide connectivity where the County Engineer 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 unless the County Engineer determines that the projected ADT's that the extended street system will carry require either a larger or smaller right-of-way.

### 2-3. Retrofitting Existing Public or Private Road Right-of-Ways.

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

1. The entire right-of-way width 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;

## **Article 4 – Design Standards**

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- b. There are lots being created on both sides of the roadway.
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 right-of-way and development is occurring only on one side of the roadway.

When such situations arise, the surveyor shall identify the centerline of the substandard right of way 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.

If the substandard right of way is within a major development the upgrade shall be shown as fee simple right-of-way and dedicated to Horry County or the appropriate entity controlling the roadway.

If the substandard right of way is within a minor development the upgrade may be shown as an easement or a platted fee simple right-of-way dedicated to Horry County or appropriate private entity.

### 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 average daily trips (ADT). Improvement, right-of-way, and paving standards are shown in Table 4-D.

### 2-5. Trip Generation.

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

If the applicant wishes to use a different ADT than reflected in Table 4-B or the use is unique and not reflected in 4-B, then the applicant shall submit the proposed trip generation to the County Engineer for approval.

### 2-6. Roadway Design Criteria.

#### A. General.

All road and street construction shall be in accordance with Appendices E through O of this document.

## **Article 4 – Design Standards**

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### **B. Pavement Standards.**

#### **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.

### **C. Development intensity, paving width, and improvements.**

The required paving width and improvement standards for streets in land development shall be based on development intensity as determined from the minimum lot width of the lots within the land development. Table 4-C provides the minimum lot widths and the corresponding development intensity. Table 4-D indicates the paving widths and improvement standards for the type of street at the various intensity levels. Roadway centerlines and right-of-way centerlines are to be coincident unless the road has received prior approval from Horry County Engineering to be offset to factor in additional lanes of traffic, turn lanes, etc.

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## Article 4 – Design Standards

**Table 4-A  
Street Hierarchy: Definition**

	<b>Street Type</b>	<b>Function</b>	<b>Guideline Maximum ADT</b>
1)	Access Street	Provides frontage for access to lots, and carries traffic having destination or origin on the street itself.	500
2)	Sub-collector	Provides frontage for access to lots, and carries traffic of adjoining access streets. Designed to carry somewhat higher traffic volumes with traffic limited to motorists having origin or destination within the immediate neighborhood.	501-2,000
3)	Collector	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 if ADT's exceed 3,000. 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	Principal traffic artery within residential or commercial areas that carry relatively high traffic volumes and conveys traffic from arterial streets to lower-order streets. Its function is to promote the free flow of traffic; as such, no parking shall be permitted along and no residences shall have direct access to such roads.	5,001 - 9,000
5)	Major Arterial	Artery conveying more than 9,000 ADT.	9001+
6)	Special Purpose Streets		
a)	Alley	A service road that typically provides access to lots whose primary frontage is on a collector or arterial status road. On same level as an access street, but different standards apply. Should be designed to discourage through traffic, but shall not be limited to one (1) access point.	500
b)	Shared Private Driveway	A non-exclusive and appurtenant easement. The primary function is to provide access to three or fewer lots. Shared private driveway easements are intended for traffic speeds less than ten mile per hour.	30

## Article 4 – Design Standards

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

<b>Land Use Type</b>	<b>Average Weekday Trip Generation Rates</b>
<b>Residential</b>	
	<b>Trips Per Indicated Measure:</b>
	<b><u>Dwelling Unit</u></b>
Single Family Detached	8
Townhouse	6
Apartment	5
Mobile Home Park	5
Retirement Community	3
<b>Office Building</b>	
	<b><u>1,000 gross sq. ft. of building area</u></b>
General Office, 10,000 gross sq. ft.	24
50,000 gross sq. ft.	16
100,000 gross sq. ft.	14
200,000 gross sq. ft.	12
500,000 gross sq. ft.	9
800,000 gross sq. ft. and over	8
Medical Office Building	34
Office Park	11
Research Center	6
<b>Retail</b>	
	<b><u>1,000 gross sq. ft. of building area</u></b>
Specialty Retail	31
Discount Store	53
Shopping Center, 10,000 sq. ft. gross leasable area	69
50,000 sq. ft. gross leasable area	53
100,000 sq. ft. gross leasable area	40
200,000 sq. ft. gross leasable area	33
500,000 sq. ft. gross leasable area	33
1,000,000 sq. ft. gross leasable area	33
1,600,000 sq. ft. gross leasable area	32
Fast-Food Restaurant with drive-thru & inside seating	600
High-Turnover (sit down) Restaurant	160
<b>Vehicle Fueling Positions</b>	
Gasoline/Service Station with or without Convenience Market	100
<b>Industrial</b>	
	<b><u>1,000 gross sq. ft. of building area</u></b>
Light Industrial	6
Heavy Industrial	3
Industrial Park	7
Manufacturing	3
Warehousing	4
Mini-Warehouse	3
<b>Lodging</b>	
	<b><u>Room</u></b>
Hotel/Motel	8
<b>Institutional</b>	
	<b><u>Student</u></b>
Elementary School	1
High School	1
Junior/Community College	2
<b>Recreation</b>	
	<b><u>Acre</u></b>
Golf Course	5
Marina	25
Sports Facility	33

## Article 4 – Design Standards

**Table 4-C  
Right-of-way Requirements and Dimensions in Regard to Residential Development Intensity**

Minimum Lot Width	Development Intensity <sup>a</sup>
>100'	Low
60'-100'	Medium
59' or <	High <sup>b</sup>

a. For residential lots only. Where one (1) or more lots is classified as a lot of a higher development intensity (cul-de-sac lots excluded), then the street shall be designed to the higher development intensity standard.

b. All multi-family, condominium, and townhouse developments shall be considered high intensity.

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

Street Category	Pavement Width <sup>a</sup>	Curb or Shoulder	Sidewalk or Graded Area	Total Right-of-Way Width
<b><u>SHARED PRIVATE DRIVEWAY</u></b>	See 2.6(U)	Shoulder		30' minimum
<b><u>ACCESS</u></b>				
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)				
On-street parking <sup>b</sup>	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'
<b><u>SUBCOLLECTOR</u></b>				
Low intensity	22'	Shoulder	Graded Area (1 each side)	50'
Medium intensity	22'	Shoulder	Graded Area (1 each side)	50'
High intensity (SF)				
One-side parking <sup>b</sup>	30'	Curb	Sidewalk (1 each side)	50'
Two-side parking <sup>b</sup>	38'	Curb	Sidewalk (1 each side))	60'
Off-street parking	24'	Curb	Sidewalk (1 each side)	50'
High intensity (MF)	24'	Curb	Sidewalk (1 each side)	50'
<b><u>COLLECTOR</u></b>	24'	Curb	Sidewalk (1 each side)	66'
<b><u>MINOR ARTERIAL</u></b>	28'	Curb	Sidewalk (1 each side)	80'
<b><u>MAJOR ARTERIAL</u></b>	28'	Curb	Sidewalk (1 each side)	100'
<b><u>SPECIAL PURPOSE</u></b>				
Alley (two-way)	18'	Not Required	Graded Area (1 each side)	25'
Alley (one-way)	12'	Not required	Graded Area (1 side each)	20'

Notes:

a. Pavement width is measured from edge to edge of pavement

b. Parking lanes shall be a minimum of nine feet in width parallel to the right-of-way. On-street parking may only occur within a private right of way.

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### D. Roadway design speed and posted speed.

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 (mph)	Posted Speed (mph)	Minimum Centerline Radius (ft)
Access	15	15	100
Subcollector	25	15 - 25	Per AASHTO horizontal curve tables given design speed
Collector	40 - 45	30 - 35	
Minor Arterial	50 – 65	45	
Major Arterial	55 - 65	45 - 50	
Shared Private Driveway	15	15	100

### E. 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 in the South Carolina Department of Transportation Highway Standards Manual or the AASHTO 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.

### F. 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.

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### G. Crowns.

Streets are to be crowned at the centerline and have a minimum cross slope of  $\frac{1}{4}$  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 Appendices G and J for criteria regarding the required installation of underdrains.

### H. Curbs and Gutters.

#### 1. General.

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, curbing shall delineate on-street parking areas and may also be required under the following conditions:

- a. For storm water management;
- b. To stabilize pavement edge;
- c. Along drainage inlets (ten feet on each side);
- d. At intersections;
- e. At corners; and
- f. 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 an ADA compliant ramp for all locations where a sidewalk intersects a street or a driveway.

#### 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:

- a. Shoulders are required by state law; or
- b. Soil or topography makes use of shoulders and drainage swales preferable.

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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.

### I. Traffic Control.

Collector and arterial streets shall incorporate durable pavement markings and raised prismatic markers, in accordance with the current approved edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, as adopted by the SCDOT and applicable SCDOT standards for durable pavement markings such as epoxy and thermoplastic.

### J. Cul-de-sacs.

All permanent public or private dead-end streets, access easements or shared private driveways longer than 150 feet shall terminate in a circular turnaround. No street that terminates in a cul-de-sac shall have a length which exceeds 1,200 linear feet.

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 turn-a-round radius of 20 feet. If the shared private driveway easement is increased the cul-de-sac and overall radii shall be the same as those for permanent public or private roads.

All other required cul-de-sacs other than a shared private driveway 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. The road surface material will have to match the other portions of the street. (Figure 4-A, Appendix F)

When an internal circle or traffic control island is utilized in a cul-de-sac, the pavement shall have a minimum inside radius of 18 feet. 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 shall not be used on alleys.

### K. Alternative cul-de-sacs.

In approved in-common, Planned Development District (PDD) or Multi-Residential District (MRD), the Horry County Engineering Department may permit the use of alternative cul-de-sacs upon streets that will have a permanent dead-end. When allowed, alternative cul-de-sacs may service 15 or fewer lots or units. See Figure 4-B, Appendix F for dimensional standards and design.

### L. Temporary cul-de-sacs.

A temporary cul-de-sac is required on a stub out of a temporary dead end street when one of the following occurs:

1. Provides one or more lots with sole access; and,

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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(J) 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 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.”

### M. Bubble cul-de-sacs.

Bubble cul-de-sacs 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. 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 25 feet. Edge of pavement radius shall conform that shown in Appendix F, Figure 4-C.
2. Cul-de-sacs shall be spaced a minimum of 250 feet apart, center to center, along a roadway.

### N. Traffic control islands and Medians.

#### 1. General Provisions.

- a. Natural or planted islands may be used in the center of cul-de-sacs if the island meets the dimensional requirements herein. Landscaping of such islands shall not interfere with the sight distance requirements of subsection 2-6 (N.5).
- b. 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.

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- c. When medians are used to divide opposing lanes of traffic at development entrances, the minimum travel-way lane width on both sides of the development entrance shall be 16 feet with a 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 travel-way lane shall use curbing of a mountable design (measured at back of curb). 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 travel-way lane, the minimum lane width on both sides of the development entrance shall be 20 feet (measured between the faces of the vertical curb).
- d. Median crossovers shall have a minimum opening of 30 feet.
- e. The maximum length of medians along roadways shall be 1,000 feet, at which point a paved median crossover shall be provided. The number of median openings required to serve abutting property shall be allowed in accordance with Article 7 Section 5-2.
- f. No lots shall be created where the only means of ingress/egress is provided via the divided roadway.

### 2. Entranceway medians in land developments.

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 (Appendix N, Figure 7-4). The maximum length of medians at entrances shall be 200 feet, at which point a paved median crossover shall be provided. Designs incorporating boulevard style entrance signage may require additional width.

### 3. Roadway medians on major arterial roadways.

Roadway medians shall be required on all major arterial roadways. 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.

### 4. Roadway medians on all roads except major arterial roadways.

When medians are constructed, the width of the median shall be added to the required road right-of-way. 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.

### 5. Sight distances and landscaping.

Landscape plants in medians located within 25 feet of an intersecting roadway shall be limited to low growing plants not exceeding 2 ½ feet in height at maturity.

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### 6. 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 in NCHRP Report 672 2010 publication entitled: “Roundabouts- An informational Guide, 2<sup>nd</sup> edition”.

[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_672.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_672.pdf)

### O. 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 length of 100 feet on the intersecting street, which shall be radial to the curve, or within 15 degrees of radial.

No more than four legs shall intersect at any one point. The use of four-way intersections within a proposed development shall be designed to meet the most current roadway construction standards published by SCDOT and be approved by the County Engineer.

### P. 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. In no instance shall the distance between intersecting streets (connection spacing) be greater than 1,200 feet unless an alternative design is approved by Horry County Engineering.

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.

### Q. 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, sub-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 a roadway.

**R. 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.

**S. 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 (CBU's) of an acceptable 'breakaway' design, as defined in the most current edition of the SCDOT Highway Manual, may be placed within the clearance zone. The minimum clearances listed below do not apply to entrance features associated with gated entrances in private subdivisions provided that the unobstructed travel lane width requirements are met as per Section 2.12 (Figure 6).

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'

**T. 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. Standard parking depth shall not encroach into vehicle travel lanes or bicycle/pedestrian facilities.

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### 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 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.

#### b. Driveway width.

Driveway widths shall meet the guidelines provided in Article 7.

### 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, and the maximum grade beyond that point shall not exceed 8% (Appendix I).

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.

### 4. Throat length.

The length of driveways or “throat length” (Figure 4-E, Appendix F) 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:

- a. The secondary access point is from a lower order street.
- b. The reduction in throat length is limited to 25% of required throat length for the primary access.

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**Table 4-G**  
**Minimum Driveway Throat Length<sup>a</sup>**

Type of Development	Throat Length (In Feet) <sup>a</sup>
Major Development (non-residential)	64'
Residential Developments <sup>b</sup>	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.

### U. Shared private driveway easements.

Single-family developments containing three or fewer residential lots may utilize a shared private driveway as access to the lots. Shared private driveway easements 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.

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 traveled way. The shared private driveway shall be shown as a minimum 30 foot wide non-exclusive and appurtenant easement. Larger easements may be provided to accommodate future development needs.

No roadway inspections are required for a shared private driveway.

Only one shared private driveway easement per roadway frontage shall 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 only receive access from a minimum 50 foot improved private access easement, private right-of-way or a publicly maintained road. If a parcel has multiple road frontages, one shared private driveway easement may be installed from each roadway.

Shared private driveways 150 feet or greater in length are required to show a cul-de-sac at the terminus of the easement. No shared private driveway may be longer than 1200 feet in length. A shared private driveway may not be used as access for a commercial lot.

Further subdivision of the parcels fronting along the shared private driveway, beyond three lots, shall require the 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.

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### V. Encroachment permits.

All curb cuts on existing county maintained streets require the submittal and approval of a 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 main entrance road for the proposed subdivision or land development project will be inspected by the Horry County Engineering Department.
2. Rolled curb and gutter is present on an existing county-maintained access or sub-collector road such that new driveways will not require any changes to the existing curbing. All construction is the responsibility of the applicant.

### W. Reserve Strips.

Reserve strips controlling access to streets may be approved by the Planning Commission when an adjacent property use or zoning is incompatible with a proposed development.

## 2-7. Bridges.

### A. Vehicular bridges.

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 in accordance with the requirements of the latest edition of the AASHTO LRFD Bridge Design Specifications with applicable interim revisions including the most current minimum design load rating (HL-93 or newer load rating criteria). Plans shall be submitted to the Horry County Engineering Department for review and approval, and shall be signed and stamped by a registered professional structural engineer.

### B. 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 their intended use. Plans and specifications shall be submitted to the Horry County Engineering Department for review and approval, and shall be signed and stamped by a registered professional engineer.

## 2-8. Stormwater Design Criteria

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

A. All ditches greater than 3 feet in depth and within a Drainage Easement (but not in the right of way) shall be platted as open space and dedicated fee-simple to the HOA/POA. All drainage pipes requiring a 30 foot drainage easement (as determined by the calculations in the Horry

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County Stormwater Design Manual) or greater shall be platted as open space and dedicated fee-simple to the HOA/POA. If the ditch or pipe is carrying public water a Public Drainage Easement shall be labeled on the plat.

B. Grade changes between existing and proposed land development shall not exceed 3 feet (unless the lot can be graded to a 12:1 slope between properties). The grade change shall be measured from the average adjacent existing land development to the finished building pad elevation of the proposed development. This may at times cause conflicts with the Stormwater Ordinance and require a variance to the Stormwater regulations which shall be coordinated with the Stormwater Department.

### 2-9 Bicycle and Pedestrian Design Criteria

A. Sidewalks shall be required in all major residential development, and all commercial development with 30 or more parking spaces subject to the following:

1. Along all arterial and collector roadways internal and external.
2. At least one (1) sidewalk shall connect to the exterior sidewalk system if one exists or to the adjacent right-of-way line if an external sidewalk/pathway doesn't exist. For commercial developments at least one (1) sidewalk shall be provided from the primary building entrance to the sidewalk system.
3. Sidewalks shall not be required along the exterior boundary or linking to the exterior boundary of any development within the rural area, rural corridors, open space or scenic conservation area defined within the Future Land Use Map of the Horry County Comprehensive Plan unless explicit projects are identified within the Horry County Bicycle and Pedestrian Plan for these areas.
4. Design.
  - a. Sidewalks shall be a minimum of 5 feet wide with a minimum 2 foot separation from the back of curb. Sidewalks will be required to have a 4" depth of concrete or 6" where crossed by a driveway. Sidewalks must be ADA compliant. Sidewalks must meet specifications within AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities. See specification in Appendix K.
  - b. Sidewalks shall be incorporated within the right-of-way.
  - c. Alignment of sidewalks shall continue to the point where a street stub terminated at an intersecting street's pavement edge and shall continue to where a street stub terminates or temporary cul-de-sac begins. 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 sidewalk near the back of curb where there is not a safety buffer for the pedestrian.

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B. Multipurpose paths may be constructed in-lieu of sidewalks. Where development requires sidewalks along all roadways, a multipurpose path independent of the street system may be substituted for sidewalks. A multi-purpose path internal to a proposed development shall be required if the development is adjacent to a public multi-purpose path. In such instances the multi-purpose path can be in-lieu of any sidewalk requirements. Multi-purpose paths shall be subject to the following:

- a. Paths shall be a minimum of 8 feet in width, be ADA compliant, and shall be designed and provided in accordance to the latest edition of AASHTO's *Guide for the Development of Bicycle Facilities*.
- b. Paths within a right-of-way shall consist of concrete or asphalt. When outside of the right-of-way, alternative durable materials (pavers, gravel, limestone base) may be used and identified on the construction plans. The County Engineer shall approve any alternative materials.
- c. Paths shall only be allowed within the slope of a proposed pond if they are built to handle equipment that may be necessary to maintain the pond.
- d. Any path within a development not located within the right-of-way shall be part of open space.

C. Bicycle Lanes.

1. Bicycle lanes shall be designed in accordance with the latest addition of AASHTO's *Guide for the Development of Bicycle Facilities*.
  - a. Bicycle lanes shall minimally be 4 feet wide and placed in the outside lane of the roadway adjacent to the curb or shoulder. The corresponding right-of-way shall be widened accordingly to account for the additional street surface.
  - b. Bicycle lanes shall meet the same paving standards as the street.
  - c. Bicycle lanes shall be delineated by striping. Raised reflectors or curbs shall not be used to demark the line between vehicular traffic and bicycle lanes.

D. Installation.

1. All sidewalks, multipurpose paths and bicycle lanes shown on construction plans shall be constructed.
2. Improvements shown on the construction plans shall be included in any cost estimates that are submitted for financial guarantees.
3. All sidewalks, including those in front of vacant lots are required to be installed prior to or simultaneously with the final lift of asphalt. If the sidewalk is installed during the warranty phase adjacent to a vacant lot, then the concrete shall be 6" along the entirety of the lot.

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### E. Maintenance.

1. Maintenance of sidewalks and multipurpose paths internal to a development shall be the responsibility of the HOA.
2. All required sidewalks and multipurpose paths located external to the development within an existing right-of-way shall be the responsibility of the owner of that right-of-way unless approved otherwise as part of an encroachment permit.
3. Maintenance of the bicycle lanes shall be the responsibility of the party who maintains the ownership of the right-of-way.
4. In the case of home construction after the warranty period has elapsed, any damage to sidewalks shall be rectified prior to the issuance of the Certificate of Occupancy.

### F. Fee-in-lieu option.

In cases where Horry County Engineering determines that the required sidewalk(s) or pathway would by itself not provide additional public benefit as it does not currently connect to a surrounding pedestrian network, or when the project is part of a larger pedestrian system identified in the Horry County Bicycle and Pedestrian Plan, then they can require the developer pay a fee-in-lieu of construction that will be deposited in an account to be used for that project in the future.

### 2-10. Mail Kiosks.

#### A. Cluster style mailbox (allowed in the right-of-way).

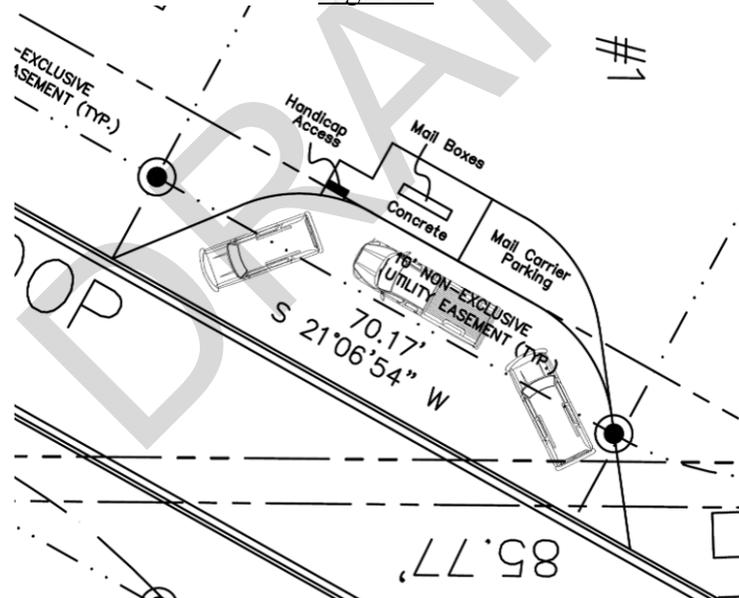
1. Cluster style mailboxes shall be allowed in roadways (Figure 5), provided individual clusters boxes contain no more than 16 units (and 2 package) and are approved by Horry County Engineering.
2. Cluster style mailboxes shall not be located on roadways classified as a collector status or greater.
3. Cluster style mailboxes shall be located a minimum of 75ft from any intersection and provide adequate separation from any other cluster box located on the same side of the road.
4. Cluster style mailboxes are required to be ADA accessible (minimum 4ft from back of curb on the street or sidewalk).
5. Cluster style mailboxes shall not be located directly in front of any residential lot and must be at least 5 feet from any driveway.
6. Cluster style mailbox locations should be shown on the construction plans when such boxes are to be located within the right-of-way.
7. No parking spaces are required however sufficient area shall be provided for maneuvering outside of the travel lane.

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### B. Centralized mailbox kiosk.

1. Centralized mailbox kiosk is defined as a group of mailboxes serving more than 16 units. They shall be located within a common area or on privately owned property.
2. Setbacks
  - a. Mailbox kiosks shall be exempt from the setback requirements of the zoning district.
  - b. Any associated roof structures or canopies that require a building permit must meet the setback requirements of the zoning district and applicable building codes.
3. Mailbox Kiosks and associated parking are required to be ADA accessible.
4. The area shall be illuminated by way of street light, fixtures attached to a roof or canopy, or via ground lighting.
5. Centralized Mailbox Kiosks and associated on-site improvements are not to be shown on the construction plans for residential subdivisions, but submitted separately as a commercial development plan and permitted accordingly.

Figure 5.



### 2-11. Private street maintenance.

Private streets within a private road right-of-way or easement shall be maintained by an HOA, POA, property management firm, or other entity. Such road maintenance agreement shall be

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included in the governing HOA, POA, or other development documents establishing covenants and restrictions for the development.

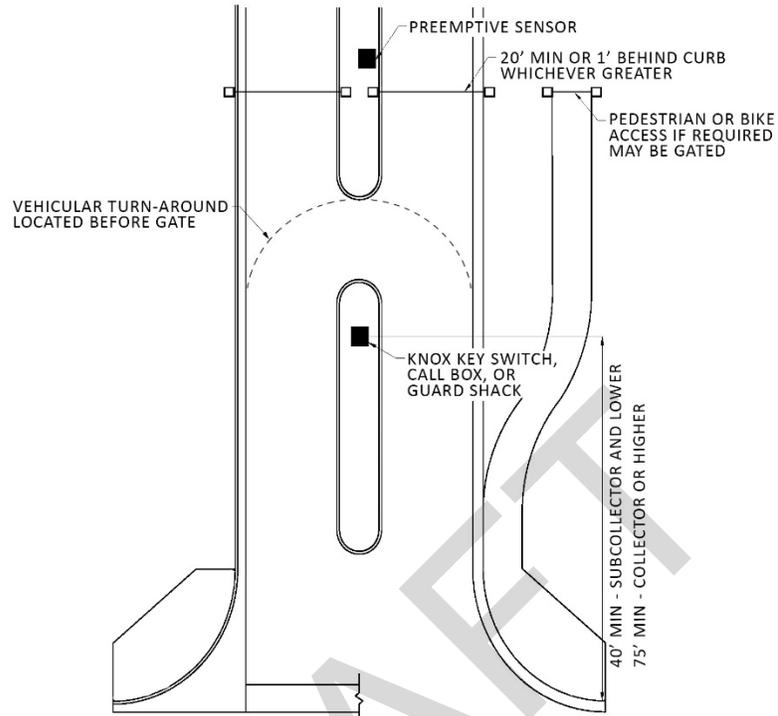
Shared driveways are not subject to the standards contained within this section.

### 2-12. Gates

#### A. Development Entrance Gates.

1. Gates shall provide a minimum stacking space of 40 feet from sub-collector or lower roadway and 75 feet minimum collector or higher. The distance may be increased by Horry County Engineering depending on the number of units being served from that access point (See Figure 6).
2. An area for vehicular turnaround shall be located before the gate.
3. A Knox key box and/or a preemption sensor shall be required on all electric entry control gates. Knox key switch shall be installed on the gate control pad or call box that is easily visible and accessible.
4. Separate pedestrian and/or bicycle access around gated vehicular access must be provided where that access is required, but they may also be gated.
5. Preemption sensor can be located at or behind the gate.
6. The minimum width of the gate opening shall be equal to 20 feet or 1 foot behind the back of curb whichever is greater.

Figure 6.



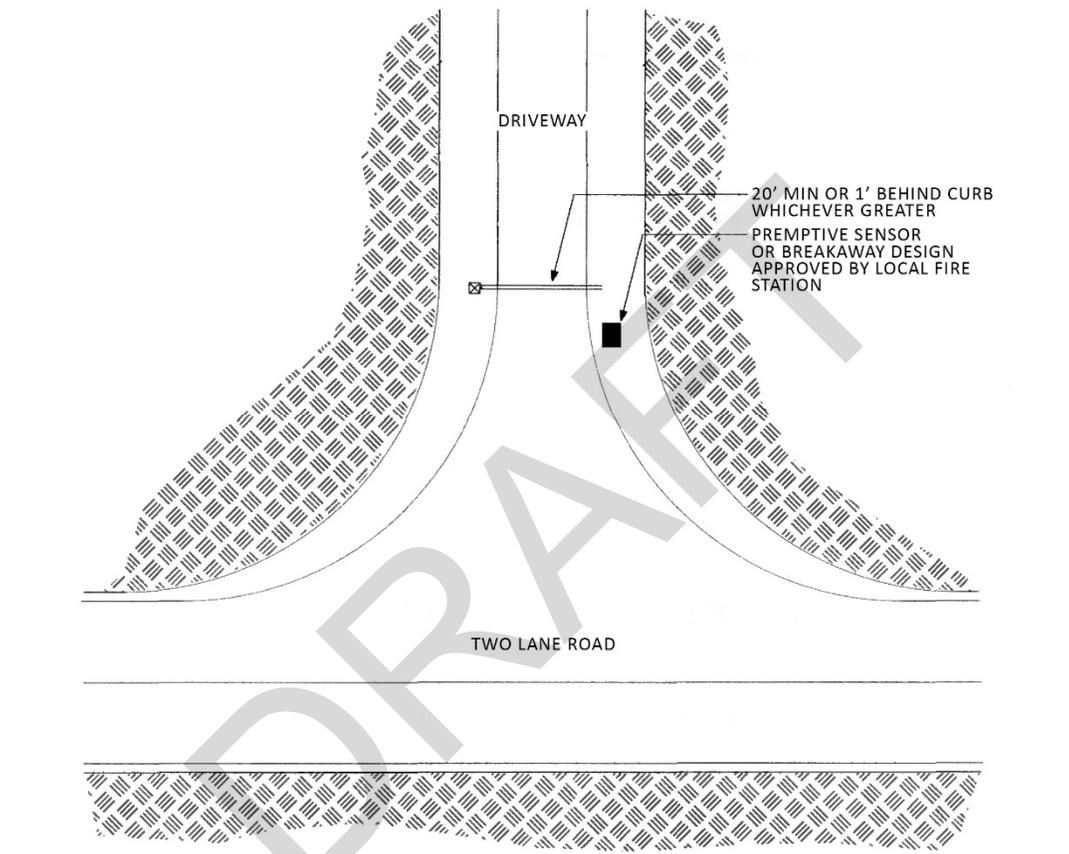
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### B. Emergency Access Road Gates

1. The minimum width of the gate opening shall be equal to 20 feet or 1 foot behind the back of curb whichever is greater (See Figure 7).
2. Must have preemption sensor or be of a breakaway design that is approved by the local Horry County fire station.

Figure 7.



## SECTION 3: LOT LAYOUT

### 3-1. Blocks.

Blocks shall not be less than 400 nor more than 1,200 feet in length. Blocks 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, or are prevented due to topographical or unique size constraints of the property.

Double frontage lots are discouraged. Access to such lots shall be restricted to the lower-order street abutting the lot.

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### 3-2. Lots.

#### A. General.

All lots 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 utilities, open space, recreation, or common area). No plat shall be authorized for recording unless the applicable certifications, as indicated in Articles 2 and 3 are shown upon such plat and they have been signed by the agency or entity attesting to the contents of the certification.

#### B. Frontage.

Lots shall not be authorized for creation when their sole frontage is on a restricted access right-of-way or easement.

#### C. Flag Lots.

The creation of flag lots will not be permitted. A flag lot is defined as a lot that extends back 150 feet or more before enlarging to accommodate the minimum required lot width.

#### D. Lot Area.

Lots shall not encroach within open space areas, recreation areas, common areas, or public and private road rights-of-way. Lot lines shall not enter into the ponds but may be allowed within the pond maintenance easement.

#### G. Lot access.

All lots within land development shall access lower order streets. Lots in residential developments that abut arterial or collector streets over 3,000 ADT's shall be designed to access from a frontage road, interior residential street, alley or common driveway system that meets the design requirements in Table 4-D for the ADT that the road is intended to serve.

#### 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. A commercial lot shall not have a shared private driveway easement or street classified as an alley as its sole frontage or access.

## **SECTION 4: FLOOD PRONE AREAS**

### 4-1. General.

The provisions of the adopted Flood Damage Prevention and Control Ordinance shall be met.

### 4-2. Roadways within Flood Prone Areas.

#### A. Floodplains.

Roadways located within the Special Flood Hazard Area 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:

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1. 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.
2. 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.

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

1. An approved FEMA No-Rise Certificate is provided to the Planning Department prior to the approval of the Construction Plans.
2. The road surface elevation is located at the highest elevation allowable under the No-Rise Certificate, but not lower than 1 foot above normal flood stage, based on USGS gauge datum and historical data.

Horry County Engineering may allow a road centerline elevation lower than the 100-year flood elevation in the VE and A 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.

### SECTION 5: UTILITY LOCATION

#### 5-1. Overhead or underground facilities.

All new permanent distribution cable utility services within new major land developments shall be placed underground, except as provided for in Section 5-2. 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.

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

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

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issues, the following section provides an option to total underground cable location within a major development.

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 construction 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.

When possible, pole alignment and placement should attempt to reduce the visual impact of the overhead facilities. Unnecessary tree removal should be avoided. The cable distribution network to individual lots within the proposed development, other than along the corridor, shall be underground.

### 5-3. Easements for Utilities.

A common non-exclusive 10-foot wide utility easement shall be extended along the front of any newly platted lot or common area within a Major development parallel to the road right-of-way. The 10-foot 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 shall 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 and maintenance. 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. Under special circumstances Horry County Stormwater may permit such structures within platted drainage easements.

## **SECTION 6: OPEN SPACE**

### 6-1. General Provisions

#### **A. Intent.**

These standards are designed to assist in the implementation of the Horry County Parks and Open Space Plan, Horry County Bicycle and Pedestrian Plan and the Horry County Comprehensive Plan.

#### **B. Applicability.**

The requirements of this section shall apply to all Major development greater than or equal to 2 units/acre gross density.

#### **C. Required open space.**

1. All applicable developments must provide 500 square feet of open space per unit.

## **Article 4 – Design Standards**

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2. A minimum of 25% of the required open space provided shall meet the following active open space requirements;
  - a. Active recreational open space cannot be encumbered by wetlands, stormwater ponds or easements that conflict with the development of the site.
  - b. Lot width and frontage of the open space area must be equal to the minimum required for a building lot within that zoning district.
  - c. The open space shall meet the minimum lot size for the district. In a multi-family development the open space shall be no less than .25 acres of contiguous area.

### **D. Accessibility.**

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 10' in width (20' if a structure is to be installed) from the internal roadway system of the development. At a minimum there shall be at least one point of fee simple access to every open space in order for that space to count towards meeting the minimum open space requirements. Piped drainage easements or other easements may serve as secondary access to open spaces provided such access will not interfere with future maintenance of the coinciding infrastructure.

### **E. Open spaces are dedicated for perpetuity.**

All areas declared as open space must remain so for perpetuity, including parcels used to provide off-site mitigation. The boundaries of designated open space areas shall be clearly delineated on plans, including record plats, to distinguish these areas from private property. All final plats and closing plats delineating open space areas shall include the following statement: "All areas shown on this plat as open space/common area shall remain as such in perpetuity".

Where dedicated open space within communities is to be exchanged, the HOA/POA must provide a letter certifying that there is no severe hardship from removing the original open space, especially in regards to property values, and that the replaced open space is similar in acreage, natural, and recreational qualities.

### **F. Ownership of open space shall be designated through one of the following options:**

1. By an HOA, POA, HPR or other private entity.
2. Fee simple ownership by a unit of government or private non-profit land conservancy.

### **6-2. Elements of Required Open Space.**

#### **A. The following types of land are unacceptable for required open space:**

1. Land occupied by roads or right-of-ways, driveways, or parking areas, unless associated with recreational structures or parks.

## Article 4 – Design Standards

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2. Required building separation and setback areas within a multi-family or other in-common development.
3. Stormwater facilities, less than 3 acres and 4.5 feet in depth, unless there is an adjoining open space that is twice the area of the stormwater pond.
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 then the areas that meet the open space requirements may be counted.
5. Ditches, including those that are identified as wetlands by the U.S. Army Corps of Engineers.
6. Wetlands may only count up to 50% of the required open space.

### B. Maintenance.

Maintenance shall be the responsibility of the owner. Open space within development shall be maintained by a property management company or homeowners association capable of collecting fees for the upkeep and insurance of such areas.

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

#### 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	\$1.25
Multifamily(including townhomes)	\$2.00

Monies collected as fees shall be credited to the Horry County Open Space Fund and dispersed for the acquisition or improvement of open space in Horry County. Allocation of funds should meet the following requirements:

1. Align with the priorities identified in the Horry County Parks and Open Space Plan, Recreation Needs Assessment, Bicycle and Pedestrian Plan, and the Natural Resources Element of the Horry County Comprehensive Plan, and/or other related plans.
2. Allocation of funds must be approved by the Parks and Open Space Board.

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### B. Land Donation.

A developer may choose to dedicate land to Horry County Government, South Carolina Department of Natural Resources (SCDNR), US Fish and Wildlife (USFWS), or a qualified land trust for recreational development or natural resource preservation in exchange for meeting onsite open space requirements for current and/or future residential projects. The following criteria is necessary to consider the property in exchange for providing required open space within the development:

1. The proposed property should coincide with priority acquisition areas identified within the Horry County Parks and Open Space Plan. Reasonable effort must be made by the developer to secure land adjoining existing park or conservation land.
2. Site Conditions: Land shall be suitable for recreational uses and/or natural resource conservation. To be considered for donation, the Parks and Open Space Board will require a survey of the property, including the identification of easements and right of ways. The Board may also request a wetland delineation.
3. Size: The donated property shall minimally coincide with the open space land area that is not provided within the residential development. If the property exceeds the size of the required open space, the developer may opt to establish an open space mitigation bank to off-set future open space acreage.
4. Approval: Final plat approval for the proposed residential development shall not be approved until the donated land is deeded to either Horry County Government, SCDNR, USFWS, or a qualified land trust, as defined by the South Carolina Conservation Bank. If Horry County is to hold title to the property, Horry County Council must approve the donation of land. The final plat for the donation shall indicate that “All areas shown on this plat shall remain as open space in perpetuity.”

### C. 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.  
The proposed mitigation bank should be located within a priority open space acquisition area as defined by the Horry County Parks and Open Space Plan. 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.
2. Site Needs.  
Open Space mitigation banks shall consist of lands that are suitable for recreational uses and/or natural resource conservation. To be considered as a mitigation bank, the Parks and Open Space Board may request a preliminary wetland delineation of the property,

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identification of easements, rights or ways, or other necessary information to assess if the property is appropriately suited for recreational use and/or conservation goals as defined within applicable County plans. Under no circumstances shall the property serve or be established as a mitigation bank for any other purpose.

### 3. Establishing a Bank.

The developer and County staff shall negotiate an agreement of land, to establish the open space mitigation bank with one (1) credit provided for every square foot of the parcel. The Parks and Open Space Board will give approval of the mitigation bank and administer the withdrawal of credits. Upon establishment of an open space mitigation bank, the land must be deeded to either Horry County Government or a qualified land trust, as defined by the South Carolina Conservation Bank, and remain as open space in perpetuity. County Council must approve the dedication of land if the developer intends to transfer the property to the County.

- a. Management of Credits: Upon the establishment of the Open Space Mitigation Bank, the Parks and Open Space Board will be responsible for administering the credits.

Withdrawal of Credits: One (1) credit shall be equal to 1 square foot of required open space. If one developer has established the bank, their credits will equal the square footage of the property. If multiple parties have invested in a bank, their credits will be based upon the percentage of their investment in the property.

- i. Sale of Credits: The developer may sell credits to other developers after the establishment of the bank. Sale of credits to a third party must be submitted to the Parks and Open Space Board to ensure proper documentation.

## SECTION 7: RESERVED

## SECTION 8: OFF SITE IMPROVEMENTS

### 8-1. Applicability.

Horry County requires all development 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, alleyway or off-site intersection improvements, 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 Horry County determines, that off-site improvements are applicable, but should not be constructed by the property owner as part of the development, the County may require a cash deposit in-lieu of construction. Horry County Engineering shall determine the amount to cover

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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 installed the portion of such deposit exceeding the cost of said installation shall be refunded, without interest, to the person making the deposit. Payment shall be required prior to the final approval of the project by Horry County.

### 8-2. Traffic Impact Study Requirements.

- A. 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.
  - 1. 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.
  - 2. A more in depth traffic study can be required or waived as determined by the County Engineer in consideration of existing and future site/roadway conditions such as surrounding land use, traffic volumes, proximity to adjacent driveways and intersections, and other applicable items.

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 turn lanes are as follows:

- B. Installing a right-turn deceleration lane.

Right-turn lane warrants 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 right-turn deceleration lanes are to be guided by a traffic study. In general, right-turn lanes at un-signalized intersections 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 multi-lane 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

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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.

### C. Installing a left-turn lane.

Left-turn lane warrants 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.

1. The use and design of left-turn lanes are to be guided by a traffic study. In general, 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.
2. Installing a two way left turn lane. A traffic study to evaluate the need for a dedicated center two-way left turn lane can be required as determined by the County Engineer.

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**ARTICLE FIVE – ADDRESSING AND  
FINANCIAL GUARANTEES**

## **Article 5 – Addressing and Financial Guarantees**

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### **SECTION 1: ADDRESSING**

#### **1-1. Applicability.**

Horry County Planning Commission must approve the names for all unnamed roads and any renaming of 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.

#### **1-2. 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
- B. Street name duplications shall not be permitted. 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.

## **Article 5 – Addressing and Financial Guarantees**

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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. Cardinal 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 2<sup>nd</sup> 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-son).
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.

### 1-3. Street naming procedure.

- A. Street names for unnamed existing streets or for street names that are to be changed shall be reviewed and pre-approved by the Planning Department and advertised in a paper with mass circulation at least 15 days prior to the monthly meeting. A public hearing and final approval by the Planning Commission is required for existing 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 initiated by property owners shall require a fee to be paid to cover the costs of advertising and notification. Notification for the public hearing for such streets shall be mailed to property owners adjacent to said street.
- B. Street names 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 be 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. The names will be presented to the Planning Commission for approval at the monthly meeting after staff review and pre-approval.

## **Article 5 – Addressing and Financial Guarantees**

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### **C. Multifamily, Commercial and Mobile Home Parks**

Whenever there are multiple structures on a single parcel, the access street should be named. The structures will be 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.

### **D. Individual addresses shall not be assigned to any lot or unit 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 PIN(s).**

#### **1-4. Assignment of addresses.**

- A. All properties or parcels of land shall be identified by reference to the uniform numbering system. All existing property and building addresses 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 20 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.

#### **1-5. Location of address 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.

## **Article 5 – Addressing and Financial Guarantees**

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### C. Commercial, industrial and multiple family address numbers.

1. All commercial, industrial and multiple family buildings shall have assigned street address location number properly displayed. The posting of the address number is the responsibility of the owner of the building.
2. Numbers indicating an address shall be prominently posted. If posted on the building it shall be within ten feet of the main entrance. If posted elsewhere on the premises, the address shall be posted within ten feet of the access to the premises, unless incorporated into a ground sign. The address numbers shall be of a size sufficient to enable them to be clearly identifiable from the adjacent street, but in no event shall be less than four inches in height. 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.
3. All office, commercial or industrial complexes with 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.
4. 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.

### 1-6. Street Signs.

- A. All streets shall be marked by street name signs.
- B. All new streets shall not receive a final inspection by County Engineering until street name signs have been provided. The developer, landowner, and/or their designee shall provide signs at their expense.
- 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 one street name sign for each named street shall be placed at each intersection. Signs shall be installed free of visual obstruction.

## **Article 5 – Addressing and Financial Guarantees**

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- F. Street identification signs shall indicate ownership and maintenance by way of the following required background colors. Private roads shall use blue colored signs. Public roads shall use green colored signs. All letters and numbers shall be white. The signs must meet the reflective requirements stated in the above referenced manual. Alternate street sign designs and colors for new internal intersections are acceptable provided that they are reviewed and approved by the Engineering 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.

### **SECTION 2: RESERVED**

### **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.

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

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 (a digital scan of original signature and seal are acceptable), be on company letterhead, and be in a form acceptable to the Horry County Engineering Department. Cost estimates may include, but are not 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, underdrains and required grassing or landscaping within rights-of-ways or easements.
4. Off-site improvements including those state road rights-of-way upon agreement between Horry County and South Carolina Department of Transportation (if financial guarantee is not required by SCDOT).
5. Street monuments.
6. Engineering and Surveying costs.

## **Article 5 – Addressing and Financial Guarantees**

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The Horry County Engineering and Stormwater Departments must review and approve the proposed cost estimate. 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 improvements in accordance with the requirements 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 at a bank within the State of South Carolina.
4. Be payable to Horry County.
5. Be for no less than \$10,000.
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.

### 3-4 Extensions.

A developer may extend a letter of credit or cash deposit before the expiration date of its initial coverage period. Extensions shall be for no longer than 1 year. 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 additional 6-month extensions. Such extensions are subject to approval of a revised construction cost estimate. Additional extensions may be considered on a case by case basis.

## Article 5 – Addressing and Financial Guarantees

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### 3-5 Setup and Extension Fees

The fees listed below will apply to letters of credit 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. There is no setup fee for Cash deposits.

#### A. Letter of Credit Setup Fees

<u>Amount of LOC</u>	<u>Fee</u>	<u>Over \$50,000 – Rate per \$1,000 or fraction thereof</u>
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.**

### 3-6 Reductions.

A developer may reduce a financial guarantee. A revised construction cost estimate shall be provided to Horry County Engineering Department for review and approval.

Reductions of financial guarantees will not be allowed within 3-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 31 days or more prior to 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.

## **Article 5 – Addressing and Financial Guarantees**

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### 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 M.

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**ARTICLE SIX – SPECIAL DESIGN  
STANDARDS**

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## **Article 6 – Special Design Standards**

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### **SECTION 1: REVIEW PROCEDURE MAJOR LEASE PARCEL DEVELOPMENTS**

#### 1-1 Applicability

The following standards shall apply to major land developments where lots, building sites, or other land divisions are created for the purpose of lease or rental only.

#### 1-2 Submission

Lease parcel development plan contents shall be consistent with those required in Table 3-A and Article 3 Section 3-2.

Prior to the approval of the plan, all conditions placed upon it by the County shall be satisfied. Applicable regulatory permits and authorizations shall be submitted to the Planning Department. For developments in which public improvements are required, but not yet installed, a financial guarantee shall be posted prior to receiving final approval.

##### A. Master Plan

A master plan of the proposed land development shall be submitted to the Planning Department for review and approval.

##### B. Development Plan.

A development plan depicting the location of proposed lots, building sites, or other land development shall be approved by the Planning Department prior to the issuance of building permits. Developments shall substantially adhere to the approved master plan. Development plan(s) may be submitted by phase. Phases shall not extend beyond the exterior boundaries of the approved master plan.

#### 1-3. Platting Requirements.

Development 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 and titled “Lease Parcel Development”. The survey shall be prepared in accordance with the standards for boundary surveys provided in these regulations.
2. Boundary surveys of proposed lease lots, building sites or other land divisions, where permanent structures will be located excluding manufactured home or destination park lots in approved MHP or DP zoning districts, shall be platted in accordance with the Minimum Standards Manual for the Practice of Land Surveying In South Carolina.
3. Boundary surveys of lease lots, building sites or other land divisions, where no permanent structures 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.

## **Article 6 – Special Design Standards**

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4. Right-of-ways 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.
5. Improvement of such right-of-ways or accesses shall conform to the requirements of Article 4 of these regulations. The entity that will control such right-of-ways or access shall be clearly identified on the development plan plat.
6. The survey plat shall include all certifications necessary for the recording of the proposed improvements.

### 1-4. Site Plan Requirements

Lease parcel development 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.

## **SECTION 2: MANUFACTURED HOUSING COMMUNITIES**

### 2-1. Applicability

This section only applies to developments where lots will not be sold.

### 2-2. Standards

#### A. Plan requirements.

All manufactured housing developments shall comply with the improvement standards established in these regulations. The plan shall include at a minimum the following elements:

1. Development name.
2. All property dimensions.
3. All mobile home space dimensions.
4. All street system, dimensions and street names (which must be approved by the Planning Commission).
5. All means of ingress and egress. These shall meet the access management requirements of Article 4.
6. All off street parking spaces.
7. All open spaces with dimensions.
8. Required setbacks shall be shown on the overall master plan for the development.
9. Engineering plan contents per Article 3 Section 3-2.

## **Article 6 – Special Design Standards**

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B. Expansion of existing “minor” manufactured home developments.

A “minor” manufactured home development may be expanded up to a total of 20 spaces when:

1. All spaces will access an improved roadway with an all-weather travel surface of at least 20 feet in width. The roadway shall be improved with a minimum of 6 inches of GABC or other Engineering Department approved base material capable of supporting emergency vehicles unless the development is located in an urban service area as defined in design standards below;
2. A drainage plan is provided illustrating how the additional runoff will be accommodated and that such runoff will not adversely affect surrounding development;
3. All design criteria of Article 4 Section 2-6 and lot layout of Article 4 Section 3 are met as well as the standards enumerated in subsection A above.

C. Design Standards.

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. Under-skirting shall be installed within 45 days after the certificate of occupancy for the manufactured home has been issued.
2. A sign shall be erected at the entrance to the development showing the park name. Signage shall be in accordance with Article X of the Horry County Zoning Ordinance.
3. All lots/spaces shall have identifying number installed somewhere on the lot visible from the internal roadway/s.
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.
5. All manufactured home developments serviced by public water and sewer shall have paved roadways.

### **SECTION 3: UTILITY INSTALLATIONS**

#### **3-1. 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. The zoning district may also require the use receive a Section 6-29-540 review from the Planning Commission.

#### **3-2. Lot Requirements**

Lots or parcels created for above ground utility installations (i.e. pump stations, telephone switching stations, utility substations, etc.) shall have a minimum of 20 feet of frontage on a right-of-way or easement.

## Article 6 – Special Design Standards

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### 3-3. Access

Lots or parcels created for the location of utility installations may be provided direct access via a public or private road right-of-way, shared driveway easement or a 20 foot wide exclusive access/utility easement (as described in Section 3-6 B below). Lots provided access via a private road right-of-way or easement including shared private driveways require the written approval of the owner(s) of said right-of-way or easement on the plat.

Utility lots located on a shared driveway easement shall not be counted toward the maximum number of building lots allowed on said easement.

### 3-4. Paving Standards.

Driveways accessing utility installations are not subject to a minimum paving standard except that the 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.

### 3-5. Screening.

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

### 3-6. Platting Requirements.

#### A. General.

All plats being created for the construction of a utility installation shall be drafted in the same manner as a minor subdivision. 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 \_\_\_ foot exclusive easement is created 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.”

#### C. Plat Notations.

The following notation shall be added to utility plats when the parcel does not meet the minimum lot size requirements for the zoning district:

"The creation of the \_\_\_\_\_ sq.ft. parcel shown hereon is for the sole use of utility installations”.

## Article 6 – Special Design Standards

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### SECTION 4: CEMETERIES

#### 4-1. General

These standards shall apply to all new cemeteries; expansions of existing cemeteries, or parcels upon which 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.

#### 4-2. Design Standards.

##### 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 access management standards of these regulations.

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 minimum 20 foot wide internal access drive. The drive should be arranged in such a manner that it loops through the cemetery providing ingress and egress as well as parking.

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

##### C. Buffers/landscaping

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

**SECTION 5: BEACH DEVELOPMENT**

Unique development criteria are required to protect ocean beach areas from erosion and to maintain adequate beach access. 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 allowed. No street shall be located or constructed in such a manner as to alter or undermine natural sand dunes (See Figure 1 & 3).

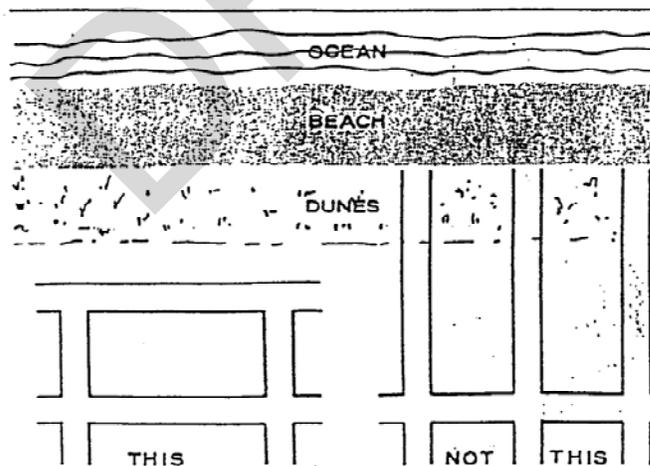
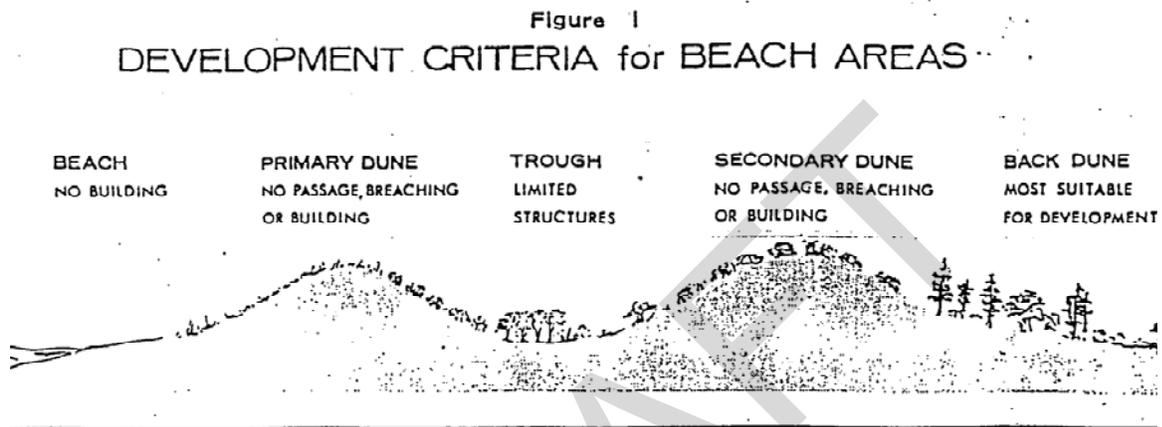


Figure 3  
RECOMMENDED STREET PATTERNS

## Article 6 – Special Design Standards

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### 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 development 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.

**ARTICLE SEVEN – ACCESS  
MANAGEMENT**

## Article 7 – Access Management

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### SECTION 1: GENERAL PROVISIONS

#### 1-1. Applicability

The standards contained herein shall apply to all new roadway or commercial driveway construction. 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 to as “Department” shall review and authorize all access requests to applicable roadways.

#### 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.

**TABLE 7-1**  
**Maximum Number of Driveways Per Frontage**

Length of Frontage feet	Maximum Number of Driveways
200 or less	1*
200+ to 600	2
600+ to 1,000	3
1,000+ to 1,500	4
More than 1,500	4 plus 1 per each additional full increment of 500 feet of frontage

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

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 or a commercial property with a frontage of less than 64 feet 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.

## Article 7 – Access Management

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

**TABLE 7-2**  
**Spacing of Driveways**

Posted Speed Limit	Minimum Driveway Spacing (ft) on roadways with AADT $\geq$ 2000	Minimum Driveway Spacing (ft) on roadways with AADT $\leq$ 2000
30	160	75
35	220	125
40	275	175
45	325	225
$\geq$ 50	400	275

- Measurements for driveway spacing are made between the inside edges (extended) of adjacent driveways.
- Single Residential or very low-volume / minimum use driveways ( $\leq$ 20 ADTs) are exempt from driveway spacing requirements on roads with less than 2000 ADTS.

### 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 7-5, 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 roads in a

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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 from the point of tangency of the intersecting roadway's radius and not closer than 75 feet to the edge of the intersecting roadway when property frontage allows. See Appendix O for a graphical display of the minimum driveway location standards. These requirements may limit or exclude access points on some corner lot frontages.

No driveways shall be permitted to cross or enter the area at intersections where corner right-of-way or sight-distance areas have been obtained, 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 shall align directly with existing median crossovers. Those that do not align directly should be located a minimum of 100 feet (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 shared commercial driveways or any residential driveway, points of access shall be located no less than 20 feet from the adjacent property line and have a minimum radius offset from the adjacent property line of 5 feet. Such measurements shall be measured parallel to the roadway, from the intersection of the right-of-way and property lines. (See Appendix O). 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.

### **1-8. Traffic Control**

Traffic control at access points shall comply with the SCDOT standards and the 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

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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**

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.

### **1-10. 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.

### **1-11. Frontage Roads**

The objective(s) of a frontage or reverse 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 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. The separation between reverse frontage roads may be increased based on future volume of the road network.

## **SECTION 2: RESERVED**

## **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 collector or arterial street comparable to that for a well-designed street intersection serving a similar volume of traffic. Examples of high-turnover businesses are fast-food restaurants, financial institutions with drive-through windows, convenience stores with or without gas pumps 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

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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.

### **3-2. 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. Article 4 Section 8 discusses the guidelines that will be used to determine whether a study will be required for auxiliary turn lanes. Traffic studies for larger developments may require that off-site intersections be evaluated to determine the need for improvements.

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 to the out-parcel 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 (right in/right out). Even when single or shared out-parcel access points are allowed, additional access from the out-parcels to the major development shall 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.

### **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

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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 1-3 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 7-3.

**Table 7-3  
Commercial / Industrial Driveway Radii**

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

### SECTION 4: STREET INTERSECTIONS

Street intersections shall be designed and constructed in conformance with the following:

1. SCDOT Highway Design Manual;
2. SCDOT ARMS Manual
3. The American Association of State Highway and Transportation Officials' A Policy on Geometric Design of Highways and Streets, current edition; and
4. 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 radii for street intersections is provided in Article 4, Table 4-F. Recommended travelway widths at intersections for streets with no provisions for parking and/or islands are presented in Table 7-4. The values for street and high-volume driveway widths in Table 7-4 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.

**TABLE 7-4  
Street and High-Volume Driveway Widths**

Number of Lanes	Recommended Travelway Width Without Parking and/or Islands
	ft.
2	24-36
3	36-44
4	48-54
5	60-66

### SECTION 5: MEDIAN CROSSOVERS

#### 5-1. General

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 in urban areas and 1,000 feet in rural areas (centerline to centerline).
2. When needed as determined by the Department, a suitable left turn lane and taper shall be included.
3. Sight distance criteria are met.
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 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 and 75 feet. 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) and should have semicircular median ends. Pavement design shall equal or exceed

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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 plans and/or encroachment permit and shall not exceed two years. Extensions may be granted by the Engineering Department for phased developments on a case by case basis. 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 developer.

#### 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.

#### 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 7-5 indicates minimum and maximum driveway widths for various types of driveways. Streets and high-volume driveways are governed by the widths given in Table 7-4.

**TABLE 7-5  
Driveway Widths**

Driveway Type	Width
	ft.
Single Residential & Minimum Use	see table 3-4
Urban Commercial (One-Way)	14- 24
Urban Commercial (Two-Way)	24-40
Rural Commercial (One-Way)	18- 24
Rural Commercial (Two-Way)	24- 50

## **Article 7 – Access Management**

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### 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 very low volumes of traffic ( $\leq 20$  ADTS) may have a drop curb design instead of curb returns. On higher-volume driveways and on higher-speed and/or high volume roadways, curb returns will be required and the curb radii shall conform to those listed in Article 4, Table 4-F. Design drawings for driveways with drop curb and for driveways with curb returns are given in Appendix O.

Refer to Table 7-3 for minimum corner radii for commercial/industrial driveways when trucks are used on the design vehicle.

### 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. 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. Low-volume drives can have an additional grade change at this point not to exceed 14 percent total grade change from the shoulder grade. (Appendix I). Driveways shall have a maximum side slope ratio of 4:1.

### 7-5. 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 and a maximum width of 12 feet. The nose of the median shall be setback 6 to 12 feet from the edge of the roadway.

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

## Article 7 – Access Management

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### A. Acceleration and Deceleration Lanes

Acceleration and deceleration (right turn) lanes shall be at a minimum 12 feet wide and constructed in accordance with Table 7-6. Greater corner radii or channelization should be used to encourage and facilitate higher-speed turns at locations where right turns are made into acceleration lanes. An acceleration lane shall not be permitted on a two or three lane roadway.

**TABLE 7-6  
Acceleration and Deceleration (Right Turn) Lane And Taper Lengths**

Roadway Design Speed	Minimum Length of Taper	Minimum Length* of Full Width Lane
	Ft.	ft.
40 mph and less	150	150
45 and 50 mph	180	200
55 mph and above	200	250
* 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 shall be a minimum of 12 feet wide and constructed in accordance with Table 7-7.

The length of the left-turn lane will need to be increased beyond the minimum length shown in Table 7-7 if the expected left-turning volume will exceed 200 vehicles per hour or if more than 20% trucks/RVs are expected to use the turn lane. If the area is signalized it may require that additional left turn lanes be added to accommodate the turning movements without reducing

When widening is necessary to accommodate a left-turn lane (when no median is present), the methods presented in Table 7-8 shall be used. The symmetrical widening method in Table 7-8 is preferred.

In addition to the L1 and L2 tapers that are shown on the same side of the intersection as the full width left turn storage lane in Table 7-8, an equivalent taper length of L2 shall be provided on the opposite side of the intersection from the left turn lane. This is required to provide the appropriate length shifting taper to allow through traffic to safely transition back to the existing alignment of the roadway.

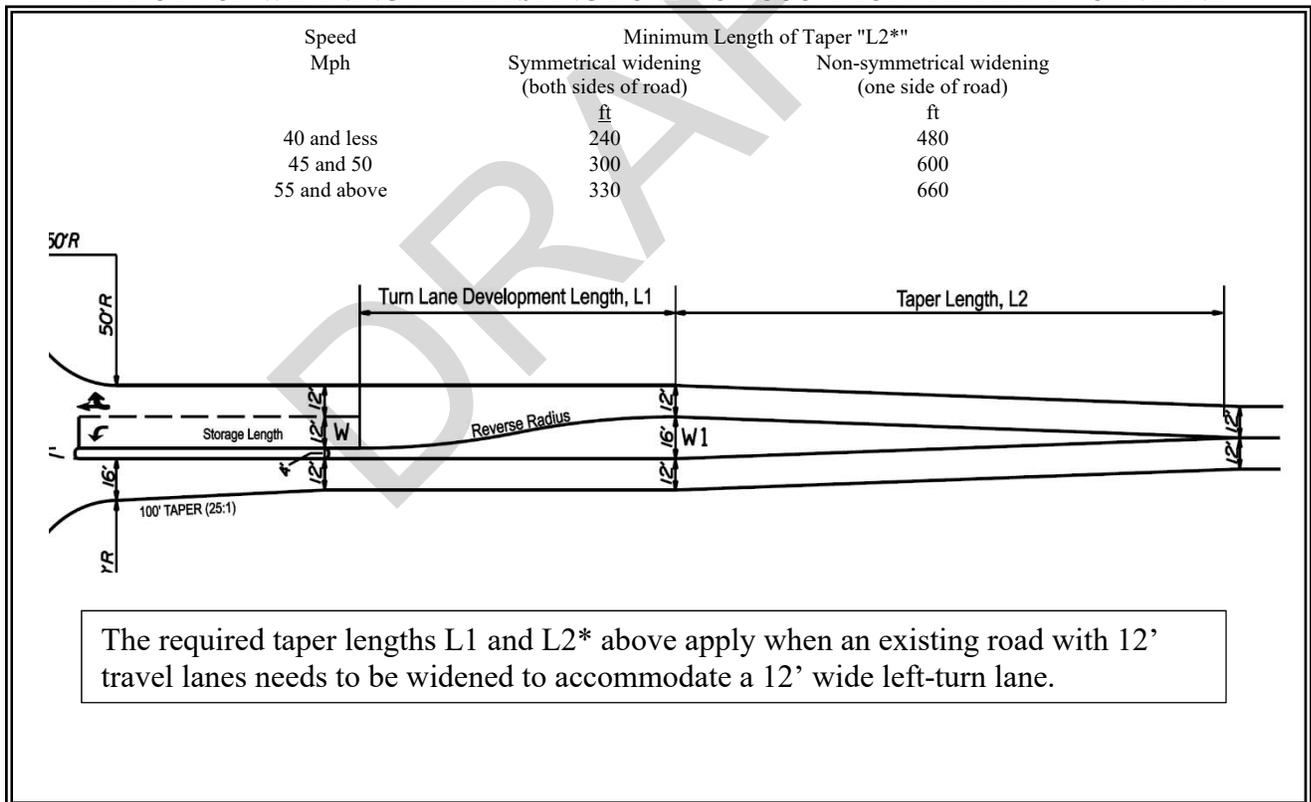
**TABLE 7-7**  
**Left-Turn Storage Lane and Taper Lengths**  
**(L1-Adjacent to Storage Lane)**

Roadway Design Speed	Minimum Length of Taper	Minimum Length* of Storage Lane
	ft.	ft.
40 mph and less	150	150
45 and 50 mph	180	200
55 mph and above	200	250

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.

\* Minimum length of the storage lane may be increased if Horry County Engineering deems additional storage capacity is needed to maintain thru lane traffic.

**TABLE 7-8**  
**METHOD FOR WIDENING THE EXISTING ROAD TO ACCOMMODATE A LEFT-TURN LANE**



# **ARTICLE EIGHT - DEFINITIONS**

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## Article 8 – Definitions

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### 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. The right to cross public and private property, for purposes of ingress and egress.

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**

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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.

ADA. The Americans with Disabilities Act.

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

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.

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.

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

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

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.

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

## **Article 8 – Definitions**

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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.

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.

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)

## **Article 8 – Definitions**

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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)

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.

Gross 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.

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. The subdivision, construction, reconstruction, conversion, structural alteration, or enlargement of any structure, any mine, excavation, land disturbance, and/or any changes in use, or alteration or extension of use, of land.

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

## **Article 8 – Definitions**

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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.

Mail Centers/Kiosks - 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.

Manufactured Home Development. Development of a lot or parcel for the purposes of locating manufactured housing for the purposes of lease or rental. .

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.

## **Article 8 – Definitions**

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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.

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.

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.

Permanent Structure. 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.

Planning Commission. The Horry County Planning Commission.

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.

## **Article 8 – Definitions**

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

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

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

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

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.

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.

## **Article 8 – Definitions**

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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.

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.

Zoning Ordinance. Refers to the Horry County Zoning Ordinance.

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**APPENDICIES**

## **APPENDIX A – Table 2-A and Table 3-A Explanations and Definitions**

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The definitions below are a supplement to **Table 2-A** to provide clarification of the required items.

### **A. Title block**

Number	Description
(1)	Shall use a standard engineers scale.
(2)	Minor subdivisions may be permitted on sheet sizes as small as 11” x 17”.
(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 if remainder is less than 5 acres.
(10)	Self-explanatory
(11)	Shall use a standard engineers scale (1-inch=10,20,30,40,50,60,100,200-feet).
(12)	Self-explanatory
(13)	Self-explanatory
(14)	No scale required
(15)	See the Standards of Practice Manual for Surveying in South Carolina, Sec. 49-460
(16)	Same as above

### **B. General Content**

(17)	Self-explanatory
(18)	Parcel identification number of the subject property to be in note format (not in the title block).
(19)	Parcel identification 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, shall be labeled to indicate name of municipality.
(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

## APPENDIX A – Table 2-A and Table 3-A Explanations and Definitions

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- width from centerline, and whether the roadway is public or private. If county maintenance ends within the platted area locate and label the “end of maintenance” on the face of the plat.
- (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. If easement is existing label as such and provide deed and/or plat reference.
- (25) Indicate all buildings and/or structures within 60feet of any existing and/or proposed property or easement lines including those that may be on the remainder lot area.
- (26) Self-explanatory
- (27) Note the; classification, FIRM map number and panel section and the date of map (must be most current edition). 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) Containment area within basin should be indicated in square feet. 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) All lots lines must be solid with bearings and distances, with pins “set” or “found” at each corner and indicated and plotted to scale on the plat
- (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.”

## **APPENDIX A – Table 2-A and Table 3-A Explanations and Definitions**

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- (36) Show dates for all revisions and previous revisions. Indicate the type of revision.
- (37) Plat book and/or deed book and page reference for research and resource material used in preparation of the survey plat. Can be provided on the face of the plat or in note form.
- (38) Deed book reference for any recorded HOA/POA documents, recorded easement and restrictive covenants.
- (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.

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## **APPENDIX A – Table 2-A and Table 3-A Explanations and Definitions**

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

### **A. Title block**

Number	Description
(1)	Shall use a standard engineers scale.
(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, etc).
(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”.
(6)	Same as above
(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. 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.
(13)	Self-explanatory
(14)	Self-explanatory
(15)	Self-explanatory
(16)	Certifications (See Article 3, Section 6-3 and Appendix B)
(17)	Same as above
(18)	Same as above

### **B. General Content**

(19)	Self-explanatory
(20)	Parcel Identification numbers (PIN) of the subject property to be in note form (not in the title block).
(21)	Parcel Identification numbers (PIN) 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 Plane Coordinate System) for a minimum of three boundary points or pins along the project’s exterior boundary,.
(25)	Designation shall be located in the appropriate right-of-way.
(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

## APPENDIX A – Table 2-A and Table 3-A Explanations and Definitions

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- (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) Area delineated with dashed lines and labeled appropriately on the plat with distance & bearing on buffer lines that do not parallel surveyed lines. If buffers are "existing" label as such and provide plat book & page reference for recorded plat.
- (32) Self-explanatory
- (33) Proposed number of parking spaces. Off-street parking requirements to be shown in note form and include the number of required and number provided and the use standard being used to calculate the number required.
- (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 under a section heading of "**Horry County Notes and Regulations**".

**APPENDIX A – Table 2-A and Table 3-A Explanations and Definitions**

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**(a). Surveyor statement.** “The following notes are required notifications by Horry County for all subsequent property owners of the lots depicted herein. Compliance with and/or the enforcement of said requirements are not the responsibility of the registered land surveyor.”

**(b.) 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.

**(c). 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.”

**(d). 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.”

**(e). Drainage Easements.** “All drainage easements are to be cleared and remain free and clear of all structures and other obstructions.”

**(f). Lake Maintenance Easement.** “All lakes shall have a private lake maintenance easement. The lake maintenance easement(s) shall be measured 12-feet from the top of bank or from the normal water elevation when the side slopes are 5:1 or flatter.”

**(g). Utility Easement.** “A 10’ non-exclusive utility easement shall be provided along the front of all lots, parallel to the road right-of-way.”

**(h). Sidewalks.** “Sidewalks, if required, are to be maintained by the HOA/POA unless otherwise noted in the Horry County Land Development Regulations.”

- (48) Show dates for all revisions. Indicate the type of revision.
- (49) Self-explanatory
- (50) Self-explanatory
- (51) Self-explanatory
- (52) Plan must be to standard engineer scale

**APPENDIX B – Certifications**

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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) \_\_\_\_\_

**APPENDIX B – Certifications**

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**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) \_\_\_\_\_

**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) \_\_\_\_\_

**APPENDIX B – Certifications**

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**Certification of the Completed Improvements** (used when all infrastructure has been installed and approved)

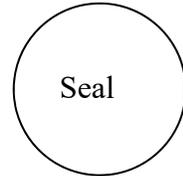
I hereby certify that to the best of my knowledge and belief all required improvements have been installed in the acceptable manner and according to the specification established in the Horry County Land Development Regulations.

\_\_\_\_\_  
Date

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

\_\_\_\_\_  
S.C. Registration No.

Seal



DRAFT

**APPENDIX C – LETTER OF AGENCY**

---

**LETTER OF AGENCY**

To: The Horry County Planning Commission  
Re: Parcel Identification 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.**

**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 2<sup>nd</sup> 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.

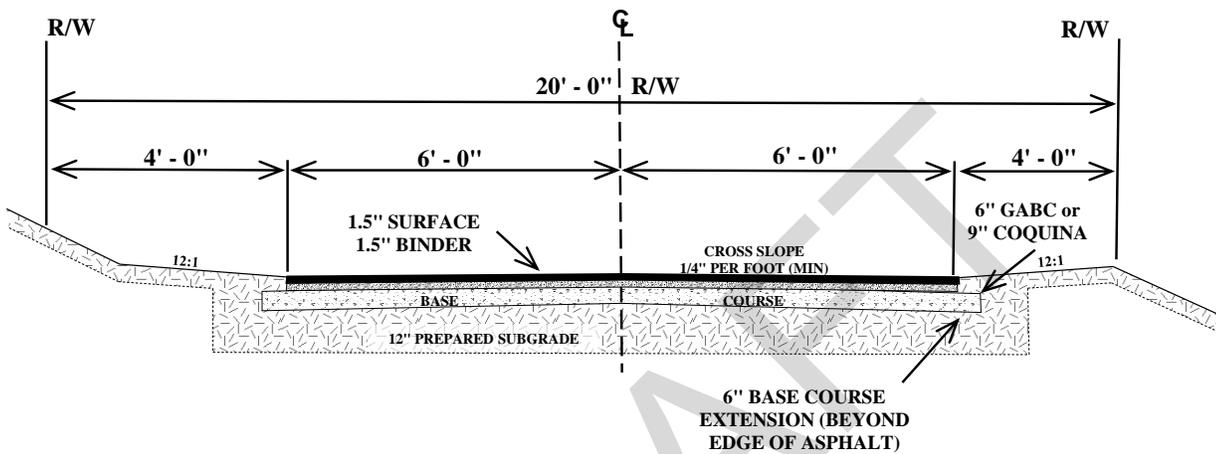
(Signature)\_\_\_\_\_

(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.

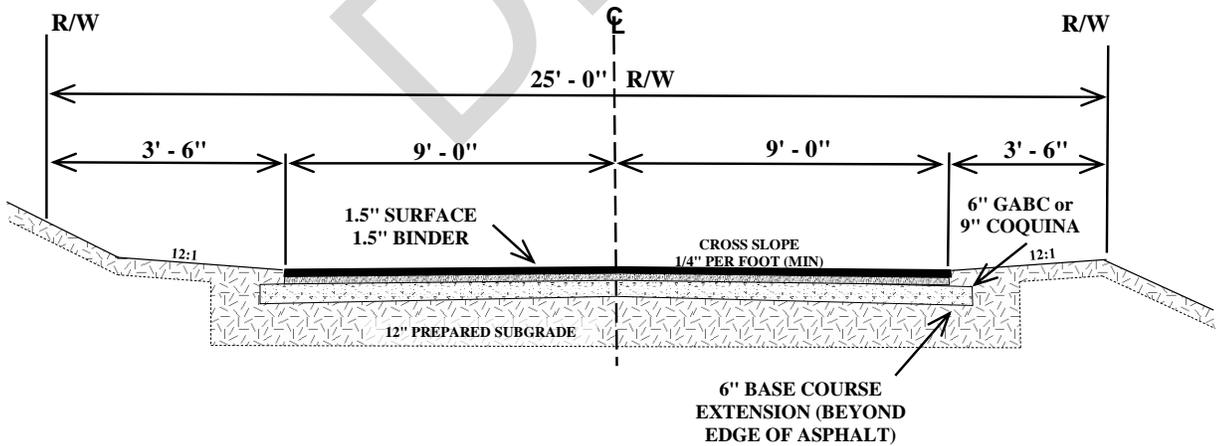
**Figure E-1**



**\*ALLEY (ONE WAY)**

N.T.S.

**Figure E-2**

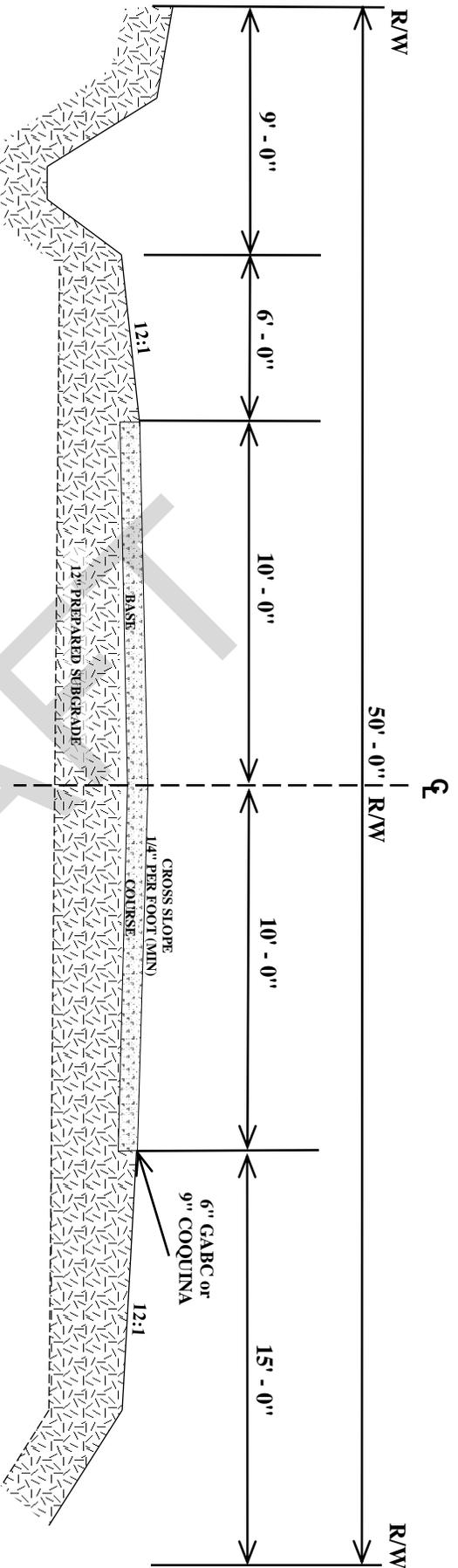


**\*ALLEY (TWO WAY)**

N.T.S.

\*An alley is considered a service road that provides secondary means of access to lots. On same level as an access street, but different standards apply. Used in case 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.

Figure E-3



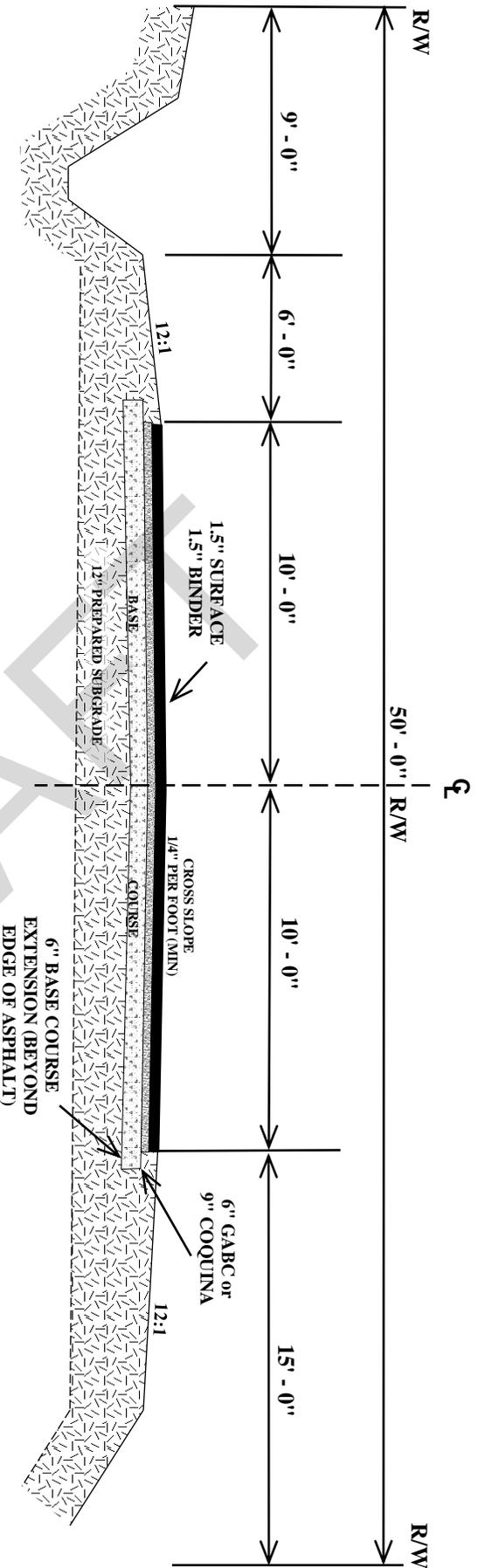
1. Roadway width is measured from edge of roadway to edge of roadway.
2. Cul-de-sac length shall not exceed 1200 feet unless topographical or other land constraints require greater length and such increase is approved by the planning commission.
3. A cul-de-sac shall be provided at the end of any access easement, right of way, or shared private drive that is longer than 150 feet.

**\*UNPAVED PRIVATE ACCESS STREET (MINOR DEVELOPMENT)**

N.T.S.

\*Unpaved private access street (minor development) is considered any street that has projected ADT's of 100 or less and has a minimum lot frontage width of 100 feet

Figure E-4



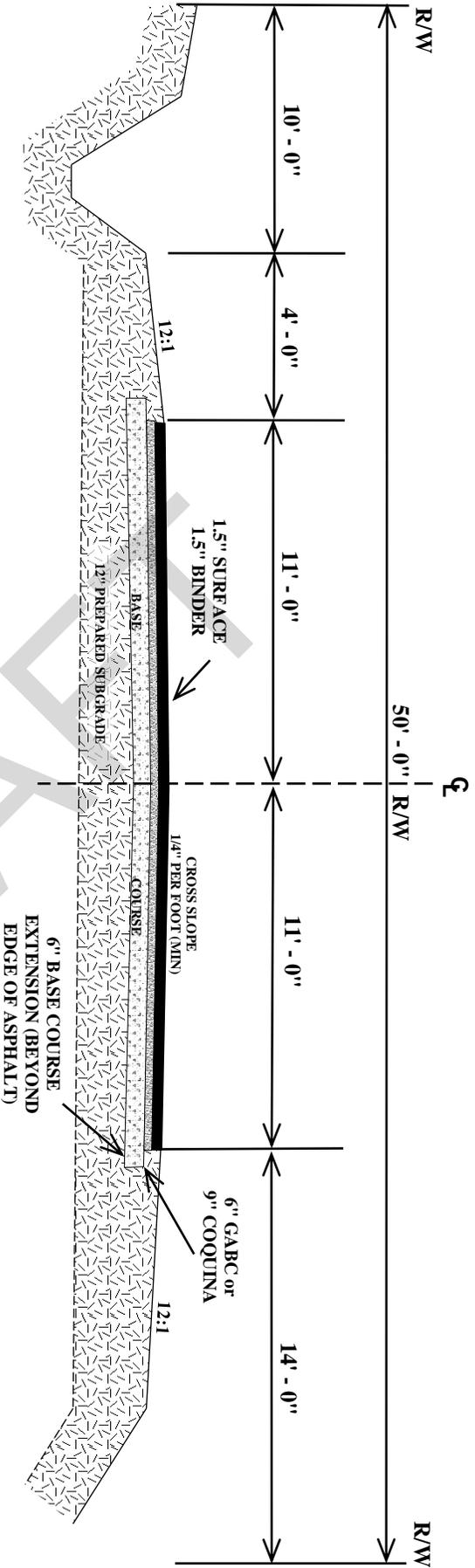
1. Pavement width is measured from edge of pavement.
2. Cul-de-sac length shall not exceed 1200 feet unless topographical or other land constraints require greater length and such increase is approved by the planning commission.
3. A cul-de-sac shall be provided at the end of any access easement, right of way, or shared private drive that is longer than 150 feet.
4. A geotechnical report shall be submitted with construction plans for any roadway proposed within a major development. Soil borings shall be taken a minimum of every five hundred (500') of roadway centerline. Pavement sections, at minimum, shall meet the requirements of materials and thickness shown above.
5. Subgrade is to be compacted to a minimum of 95% modified proctor, free of all matter, and pass subgrade proof roll.
6. Base grade is to be compacted to a minimum of 100% modified proctor and pass base grade proof roll.

**\*ACCESS STREET (LOW INTENSITY)**

N.T.S.

\* Access street (low intensity) is considered any street that has projected ADT's of 500 or less and has a minimum lot frontage widths of 100 feet.

**Figure E-5**



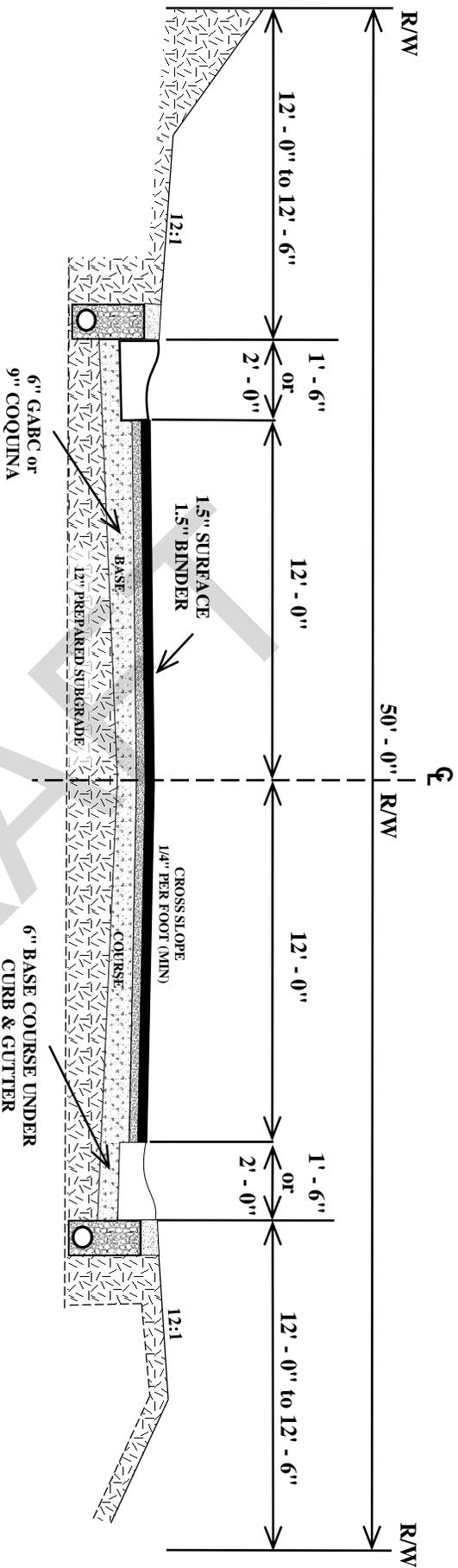
1. Pavement width is measured from edge of pavement.
2. Cul-de-sac length shall not exceed 1200 feet unless topographical or other land constraints require greater length and such increase is approved by the planning commission.
3. A cul-de-sac shall be provided at the end of any access easement, right of way, or shared private drive that is longer than 150 feet.
4. A geotechnical report shall be submitted with construction plans for any roadway proposed within a major development. Soil borings shall be taken a minimum of every five hundred (500') of roadway centerline. Pavement sections, at minimum, shall meet the requirements of materials and thickness shown above.
5. Subgrade is to be compacted to a minimum of 95% modified proctor, free of all matter, and pass subgrade proof roll
6. Base grade is to be compacted to a minimum of 100% modified proctor and pass base grade proof roll.

**\*ACCESS STREET (MEDIUM INTENSITY)**

N.T.S.

\*Access street (medium intensity) is considered any street that has projected ADT's of 500 or less and has a lot frontage widths of 60 feet to 100 feet.

Figure E-6

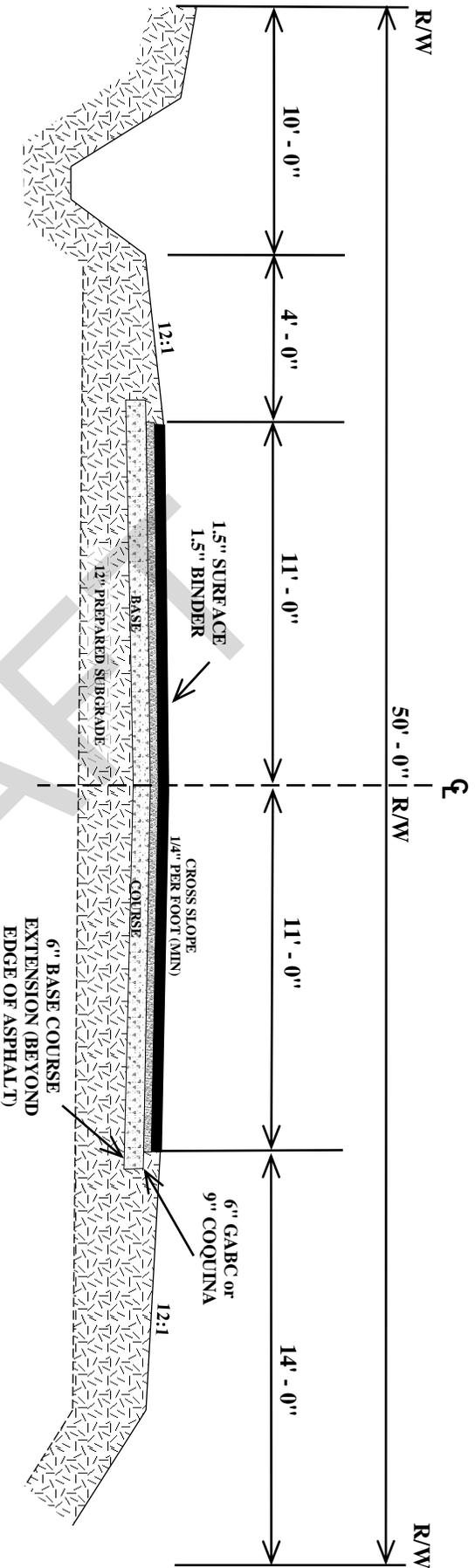


1. Pavement width is measured from edge of pavement.
2. Cul-de-sac length shall not exceed 1200 feet unless topographical or other land constraints require greater length and such increase is approved by the planning commission.
3. A cul-de-sac shall be provided at the end of any access easement, right of way, or shared private drive that is longer than 150 feet.
4. A geotechnical report shall be submitted with construction plans for any roadway proposed within a major development. Soil borings shall be taken a minimum of every five hundred (500') of roadway centerline. Pavement sections, at minimum, shall meet the requirements of materials and thickness shown above.
5. Subgrade is to be compacted to a minimum of 95% modified proctor, free of all matter, and pass subgrade proof roll
6. Six (6) inches of base material placed under the curb line shall pass proof roll prior to placement of curb and gutter.
7. Base grade is to be compacted to a minimum of 100% modified proctor and pass base grade proof roll.

**\*ACCESS STREET WITH CURBING (HIGH INTENSITY)**

N.T.S.  
 \* Access street (high intensity) is considered any street that has projected ADT's of 500 or less and has a lot frontage widths of 60 feet or less.

Figure E-7

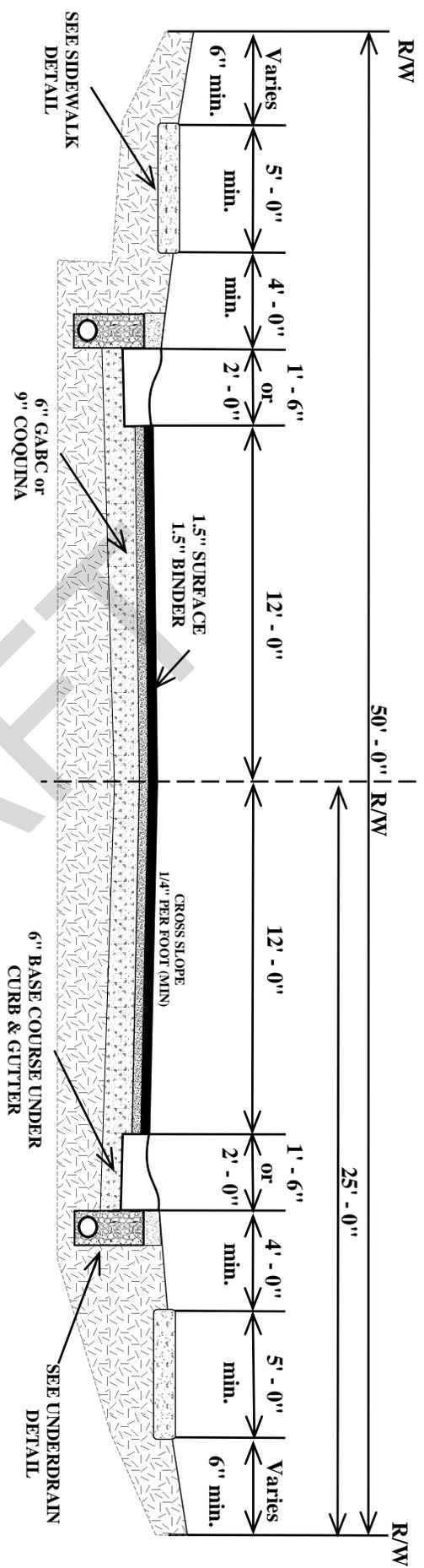


1. Pavement width is measured from edge of pavement.
2. Cul-de-sac length shall not exceed 1200 feet unless topographical or other land constraints require greater length and such increase is approved by the planning commission.
3. A cul-de-sac shall be provided at the end of any access easement, right of way, or shared private drive that is longer than 150 feet.
4. A geotechnical report shall be submitted with construction plans for any roadway proposed within a major development. Soil borings shall be taken a minimum of every five hundred (500') of roadway centerline. Pavement sections, at minimum, shall meet the requirements of materials and thickness shown above.
5. Subgrade is to be compacted to a minimum of 95% modified proctor, free of all matter, and pass subgrade proof roll
6. Base grade is to be compacted to a minimum of 100% modified proctor and pass base grade proof roll.

**\*SUBCOLLECTOR STREET (LOW/MEDIUM INTENSITY)**

N.T.S.  
 \*Subcollector street (low/medium intensity) is considered any street that has projected ADT's of 501 to 2000 and has a lot frontage width of greater than 60 feet.

**Figure E-8**  
 $\phi$



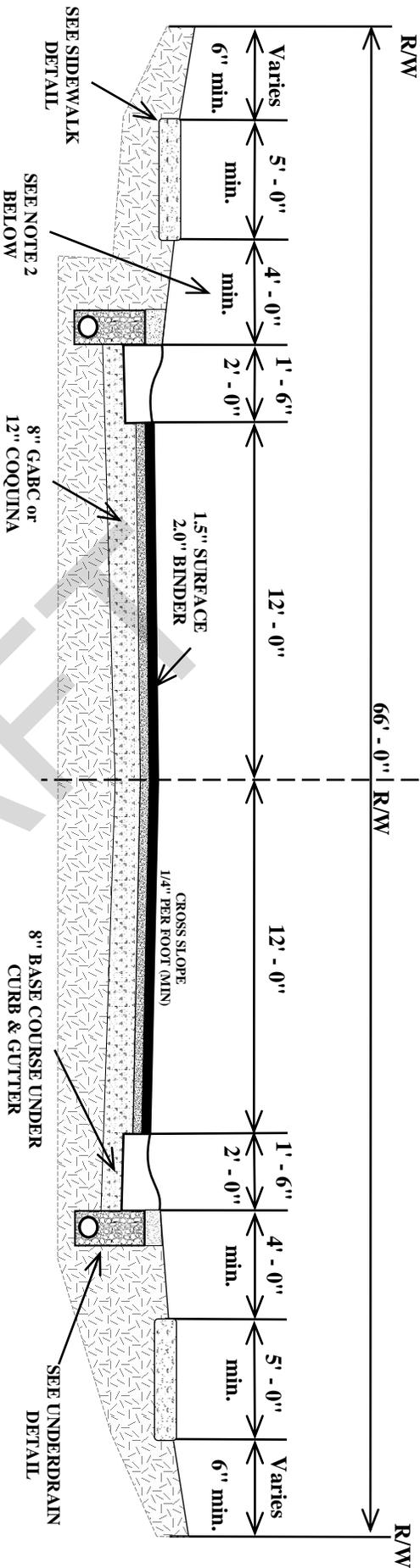
1. Pavement width is measured from edge of pavement.
2. Cul-de-sac length shall not exceed 1200 feet unless topographical or other land constraints require greater length and such increase is approved by the planning commission.
3. A cul-de-sac shall be provided at the end of any access easement, right of way, or shared private drive that is longer than 150 feet.
- 4.. A geotechnical report shall be submitted with construction plans for any roadway proposed within a major development. Soil borings shall be taken a minimum of every five hundred (500') of roadway centerline. Pavement sections, at minimum, shall meet the requirements of materials and thickness shown above.
5. Subgrade is to be compacted to a minimum of 95% modified proctor, free of all matter, and pass subgrade proof roll
6. Six (6) inches of base material placed under the curb line shall pass proof roll prior to placement of curb and gutter.
7. Base grade is to be compacted to a minimum of 100% modified proctor and pass base grade proof roll.

**\*SUBCOLLECTOR STREET (HIGH INTENSITY)**

N.T.S.

\*Subcollector street (high intensity) is considered any street that has projected ADT's of 501 to 2000 and has a lot frontage width of 60 feet or less.

Figure E-9  
 $\epsilon$



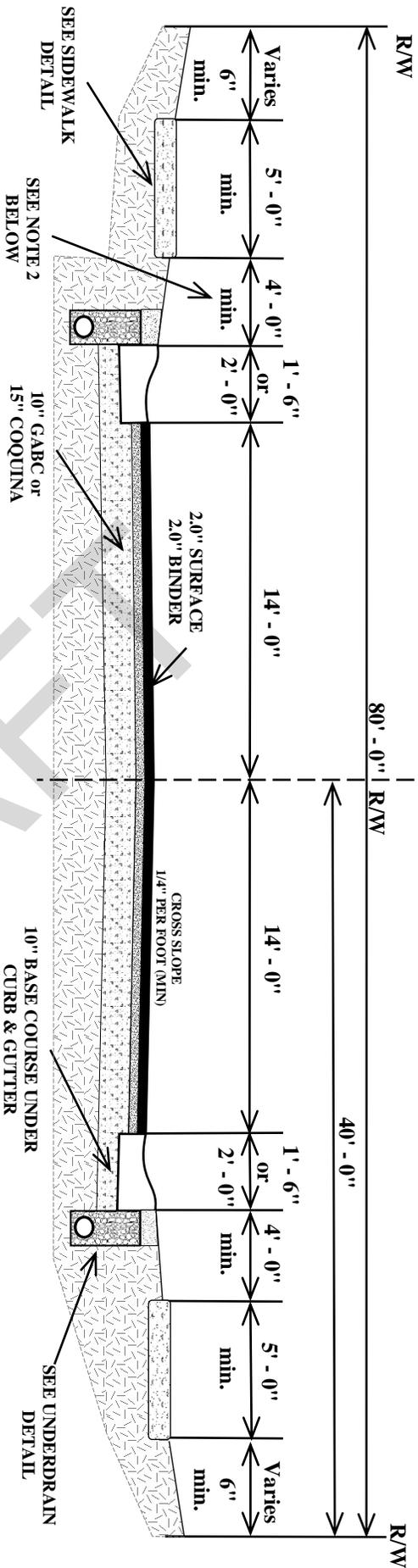
1. Pavement width is measured from edge of pavement.
2. When vertical curb is utilized, then no separation between the sidewalk and back of curb is required.
3. Cul-de-sac length shall not exceed 1200 feet unless topographical or other land constraints require greater length and such increase is approved by the planning commission.
4. 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 150 feet.
5. A geotechnical report shall be submitted with construction plans for any roadway proposed within a major development. Soil borings shall be taken a minimum of every five hundred (500') of roadway centerline. Pavement sections, at minimum, shall meet the requirements of materials and thickness shown above.
6. Subgrade is to be compacted to a minimum of 95% modified proctor, free of all matter, and pass subgrade proof roll
7. Eight (8) inches of base material placed under the curb line shall pass proof roll prior to placement of curb and gutter.
7. Base grade is to be compacted to a minimum of 100% modified proctor and pass base grade proof roll.

**\*COLLECTOR STREET**

N.T.S.

\*Collector street is considered any street that has projected ADT's of 2001 to 5000. Residential lots may have direct access to this level roadway where the projected ADT's will be 3000 or less, provided that all requirements in the zoning ordinance are met.

**Figure E-10**  
**ε**



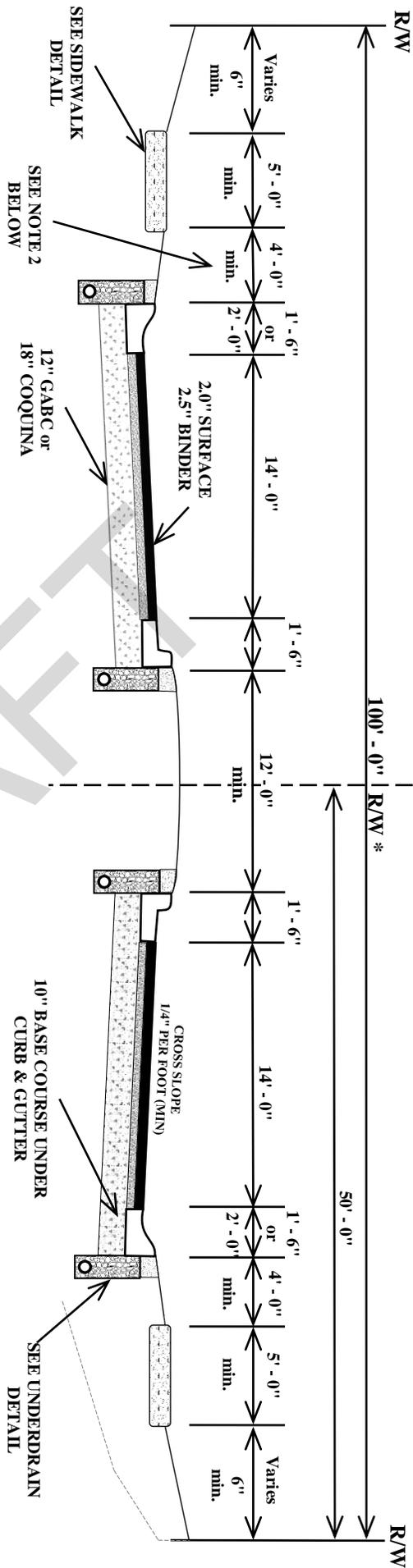
1. Pavement width is measured from edge of pavement.
2. When vertical curb is utilized, then no separation between the sidewalk and back of curb is required.
3. Cul-de-sac length shall not exceed 1200 feet unless topographical or other land constraints require greater length and such increase is approved by the planning commission.
4. 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 150 feet.
5. A geotechnical report shall be submitted with construction plans for any roadway proposed within a major development. Soil borings shall be taken a minimum of every five hundred (500') of roadway centerline. Pavement sections, at minimum, shall meet the requirements of materials and thickness shown above.
6. Subgrade is to be compacted to a minimum of 95% modified proctor, free of all matter, and pass subgrade proof roll.
7. Ten (10) inches of base material placed under the curb line shall pass proof roll prior to placement of curb and gutter.
8. Base grade is to be compacted to a minimum of 100% modified proctor and pass base grade proof roll.

**\*MINOR ARTERIAL STREET**

N.T.S.

\*Minor arterial street is considered any street that has projected ADT's of 5001 to 9000. No residential lots shall have direct access to this level roadway.

Figure E-11  
 $\zeta$



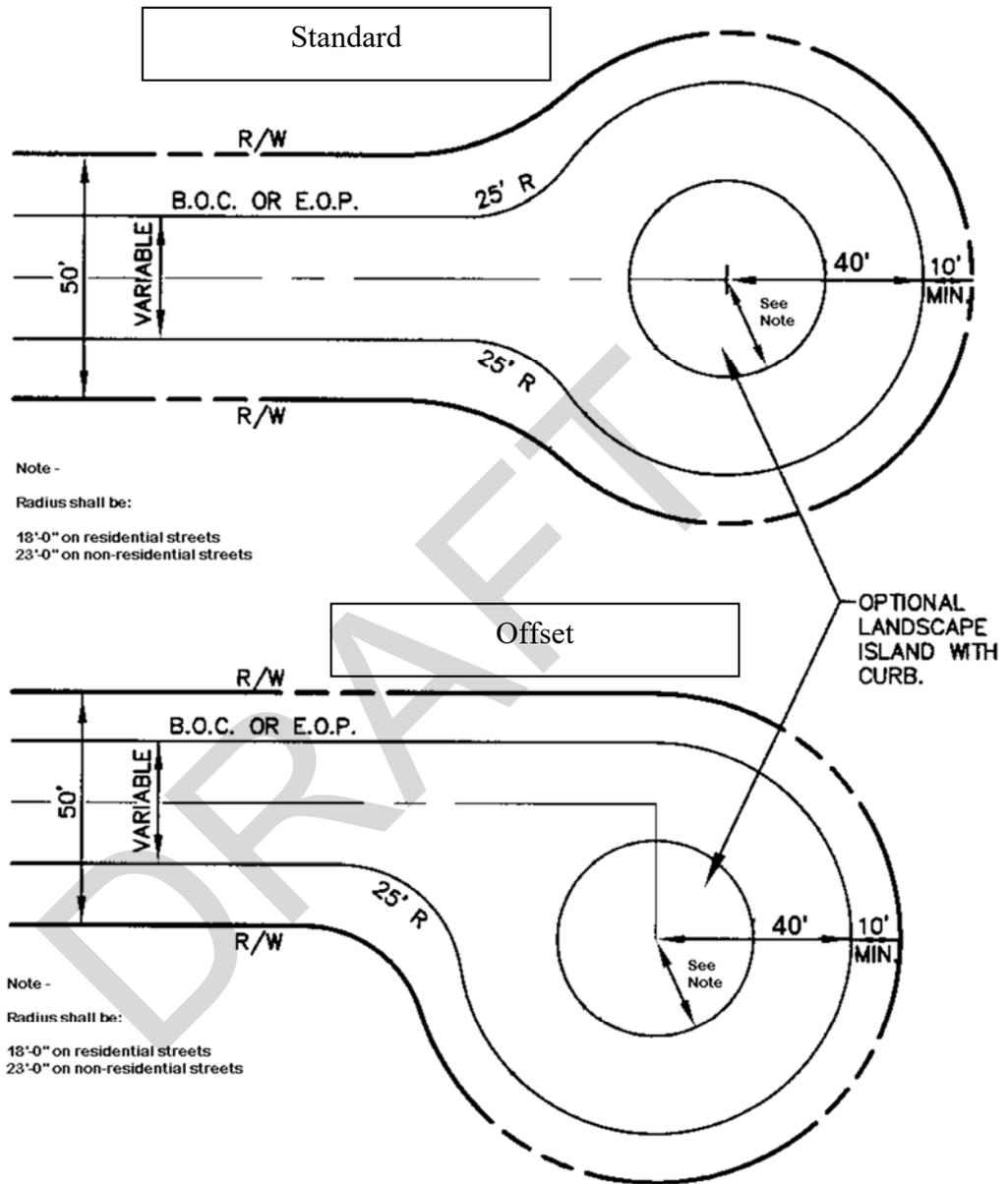
1. Pavement width is measured from edge of pavement.
2. When vertical curb is utilized, then no separation between the sidewalk and back of curb is required.
3. Cul-de-sac length shall not exceed 1200 feet unless topographical or other land constraints require greater length and such increase is approved by the planning commission.
4. 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 150 feet.
5. A geotechnical report shall be submitted with construction plans for any roadway proposed within a major development. Soil borings shall be taken a minimum of every five hundred (500') of roadway centerline. Pavement sections, at minimum, shall meet the requirements of materials and thickness shown above.
6. Subgrade is to be compacted to a minimum of 95% modified proctor, free of all matter, and pass subgrade proof roll.
7. Ten (10) inches of base material placed under the curb line shall pass proof roll prior to placement of curb and gutter.
8. Base grade is to be compacted to a minimum of 100% modified proctor and pass base grade proof roll.

**\*\*MAJOR ARTERIAL STREET**

N.T.S.

\*Additional right of way may be required for wider medians or additional travel lanes.  
 \*\*Major arterial street is considered any street that has projected ADT's of greater than 9000. No residential lots shall have direct access to this level roadway.

Figure 4-A  
Cul-de-sacs



**MINIMUM CUL-DE-SAC  
DESIGN STANDARDS**

N.T.S.

Figure 4-B  
Alternative Cul de Sacs

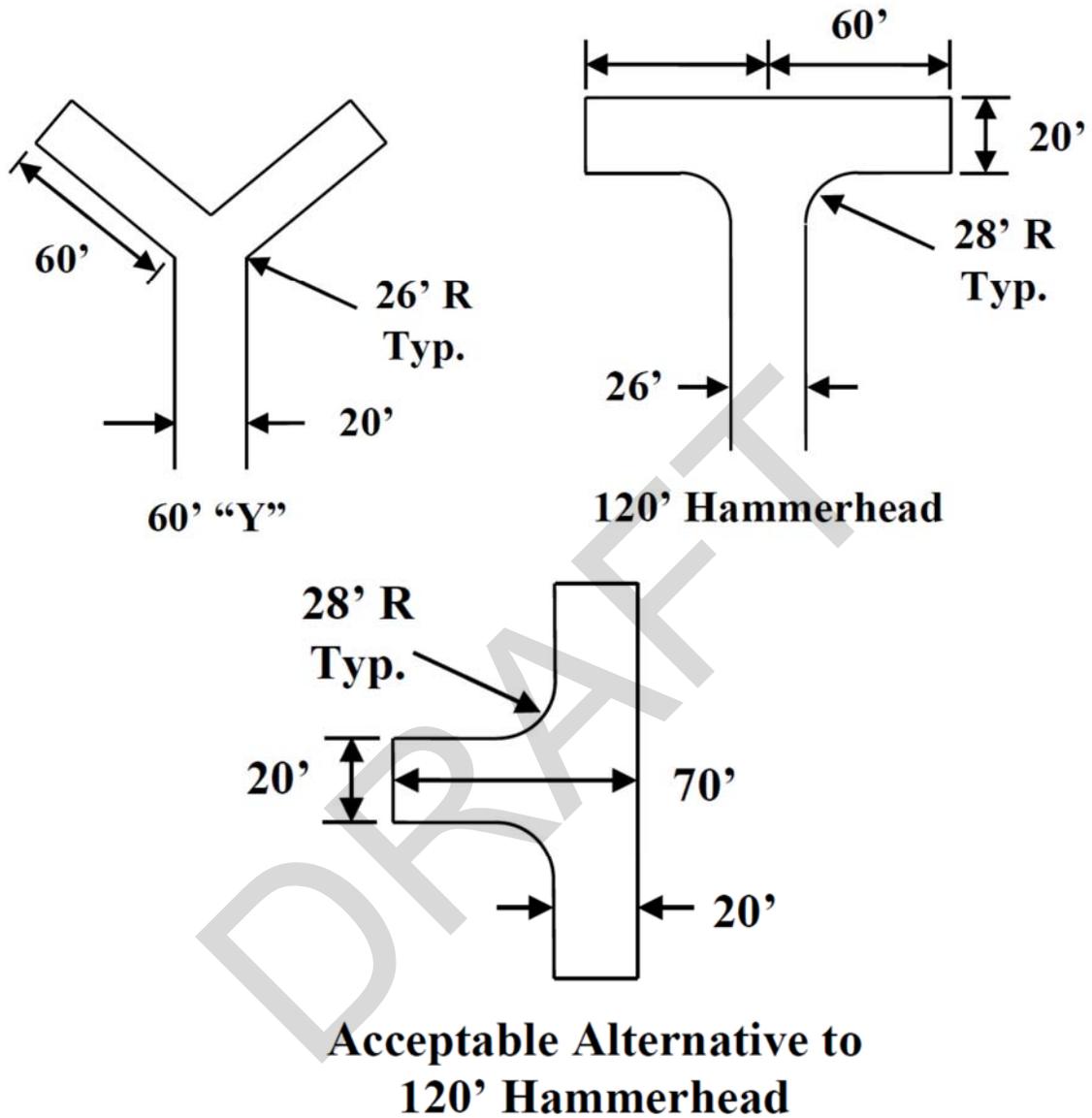
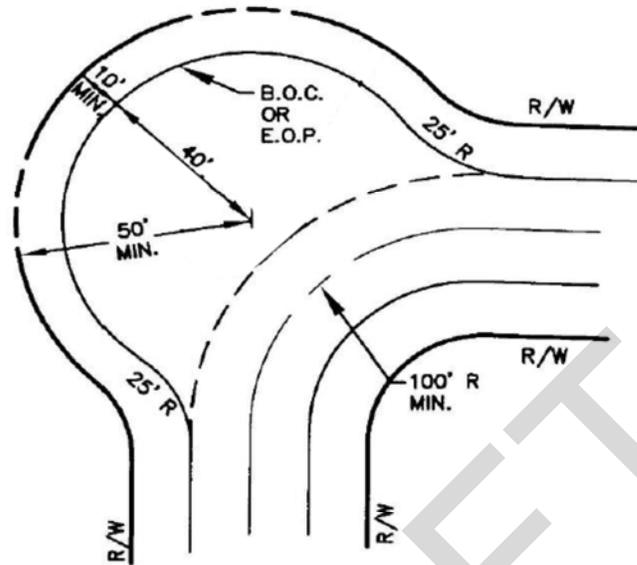
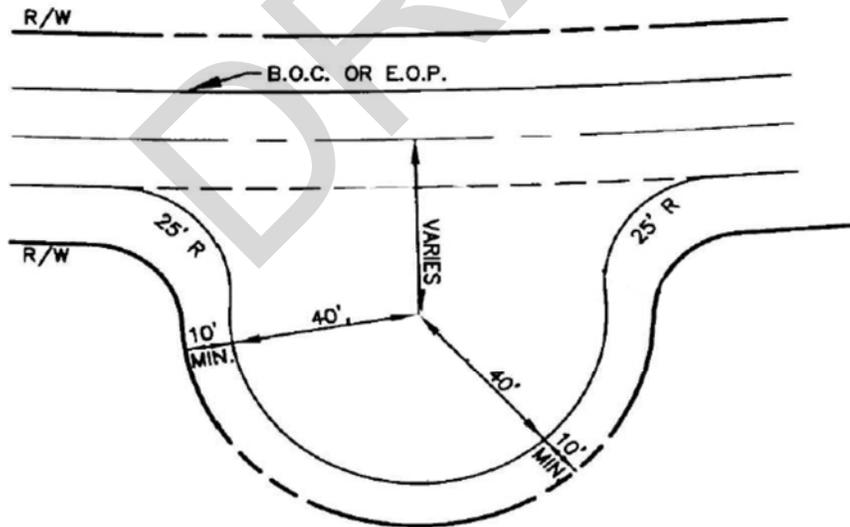


Figure 4-C  
Bubble cul-de-sac designs



**MINIMUM EYEBROW  
DESIGN STANDARDS**

N.T.S.



**MINIMUM BUBBLE CUL-DE-SAC  
DESIGN STANDARDS**

N.T.S.

Figure 4-D

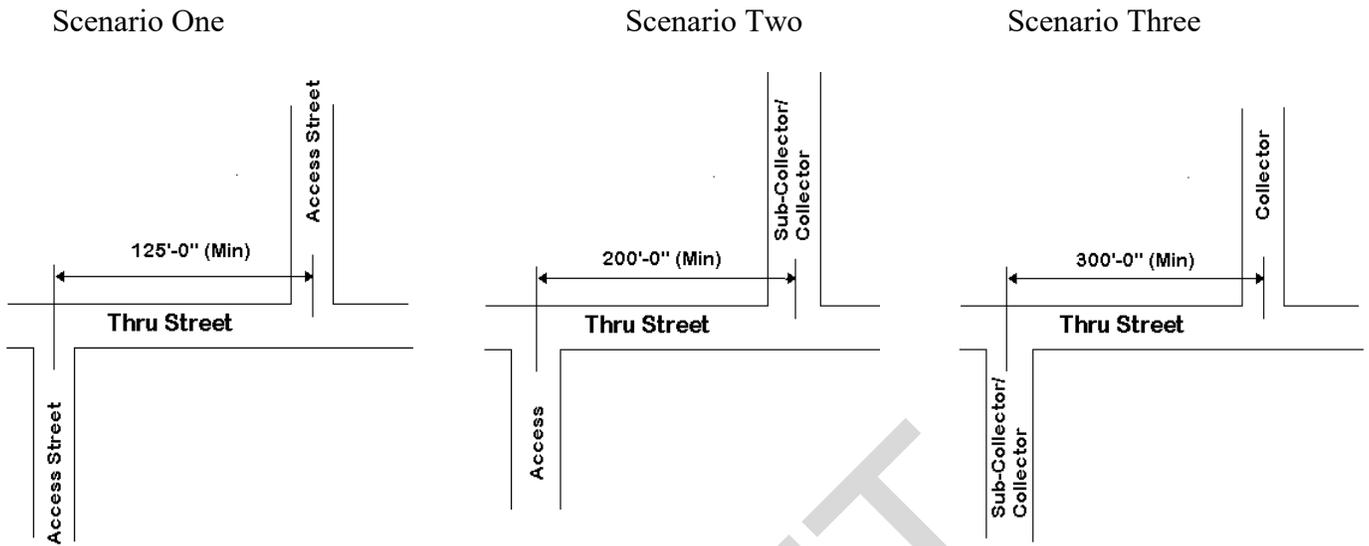


Figure 4-E  
Driveway Throat Length

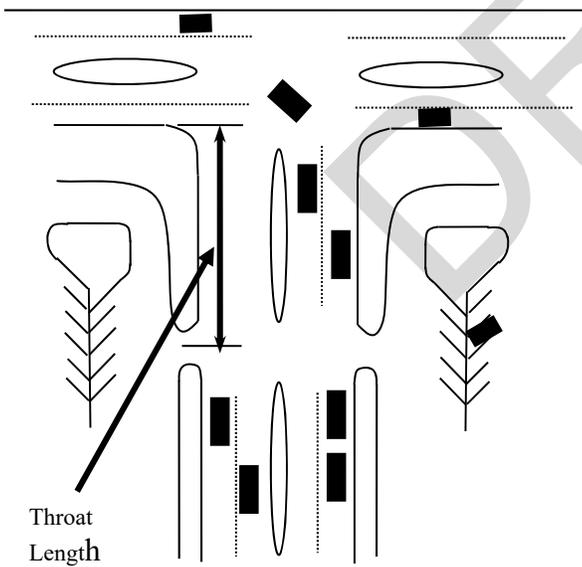
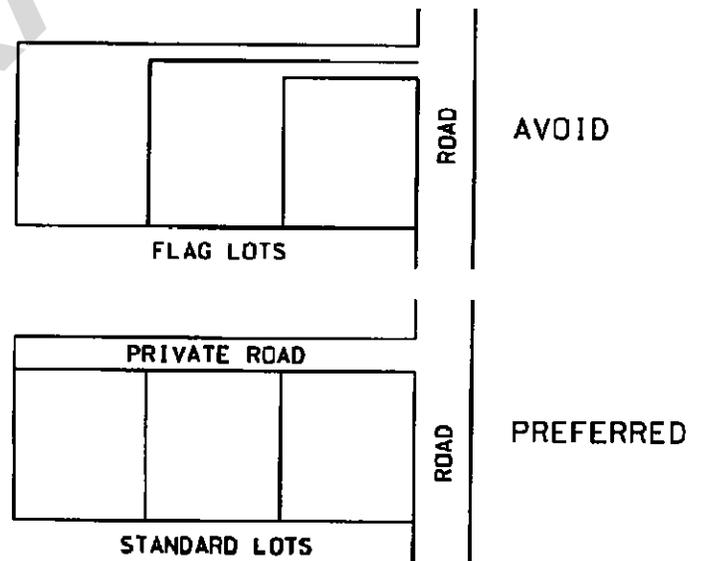


Figure 4-F  
Shared Driveway Access



**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 twenty four (24) inches below finished crown elevation to allow for the minimum size pipe to be installed under driveways, unless a curb and gutter system is utilized. This requirement does not apply to the high point along the roadway where the roadside swale/ditch would be non-existent. 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. No Berm will be allowed inside any R/W or drainage easement.
6. No at-grade utilities shall be installed in the curblineline.
7. Design drainage system to place catch basins close to property corners wherever possible to avoid future conflicts with driveways.
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. Compacted base material shall be installed under all curbing. The thickness of the base under the curbing shall be equal to or greater than the thickness of the base material under the roadway.
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.

## **APPENDIX G – Street and Road Construction Standards**

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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. 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 were properly followed.
17. Underdrains shall be required beneath all curb and gutters.
18. Underdrains shall be provided for all curbed medians.
19. Shoulder and ditch grassing will be required. A good stand of permanent grass (70% coverage) shall be present to obtain final inspection approval 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.
20. 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”
21. 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.
22. 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.

**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 and approved to receive a final inspection approval. 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. Prior to the placement of surface course, a curbing inspection is required to allow any damaged curb to be replaced prior to the paving of the surface course. A minimum one-year warranty period (of the three-year total warranty) is required with the surface course in place.
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 rolled or vertical gutter curb; asphalt surface course must be flush with reject curb (in medians). 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

## **APPENDIX G – Street and Road Construction Standards**

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of the developer. ALL pavement found below the lip of the adjacent curb and gutter must be removed and replaced as specified above.

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 and sign material shall be in accordance with SCDOT standards. Signs in residential subdivisions may be mounted on treated wood 4x4 posts or steel u-channels of an appropriate breakaway design. Signs in other areas shall be mounted on steel u-channels.
10. Refer to Article 4, Section 7-8 for street name sign requirements. Street Name Signs shall be the mounted on treated wood or steel posts with appropriate brackets.
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.

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## APPENDIX G – Street and Road Construction Standards

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**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 typical sections in the construction plans shall reflect the geo-technical report's pavement design if it includes greater thickness than the above minimum values.

Facility sub-grade shall be prepared to the required depth and shall be scarified and compacted to 95% Modified Proctor. Base shall be prepared to the required depth and shall be scarified and compacted to 100% Modified Proctor.

**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 (or agent), 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 four (4) copies of the project plans for APPROVAL by the County. One signed copy will be kept by the County, one for the Engineer, one for the developer, and one for the Contractor. A separate digital copy of the approved construction plans shall be submitted in .pdf format. 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. Preliminary drainage as built survey is required at the time of the inspection of drainage – both the as built survey and drainage inspection are required to be approved prior to subgrade proof roll. All drainage structures shall be inspected prior to placement of lid.(preliminary as built)
  - 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.

## APPENDIX G – Street and Road Construction Standards

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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. Intermediate Base Inspection – the base required under the curb shall be inspected via proof roll and depth check (no material testing required) prior to installation of curbing.
- G. Curb and Gutter. Contractor shall provide the Engineering Department with cylinder testing data from an independent testing lab (AASHTO certified) and inspector certified by the SCDOT to inspect and test concrete indicating compressive strength of concrete tested. One set of three test cylinders shall be taken every 500 linear feet of curbing (250’ of roadway with curbing on both sides of the road). 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. No at-grade utilities shall be installed in the curblines.
- H. 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. Depth checks of base will be performed.
- I. Pavement installation. Independent depth core, gradation (SC-T-62) 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 feet apart.
- J. 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.
- K. Grass seeding of all disturbed areas to include shoulders and ditches.
- L. Sign installation including street name signs and traffic control signs. Signs shall have a minimum mounting height 7’ from bottom of the sign in residential subdivisions or near sidewalks.

## **APPENDIX G – Street and Road Construction Standards**

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- M. Pavement markings if required shall be thermoplastic or epoxy.
- N. 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.
- O. 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.
- P. Minor subdivisions with new unpaved roads will require subgrade and base proof rolls as described above.

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**HORRY COUNTY  
AS-BUILT PLAN REQUIREMENTS**

Preliminary drainage as-built plans (required prior to subgrade proof roll) must be sealed by a registered land surveyor or professional engineer and at a minimum must show invert elevation, slope, size, and material for all pipe crossings and drainage structures in and under proposed roadways.

Final road and drainage as-built plans: 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. Show edge of pavement and curbing
10. Show road centerline stationing and curve data
11. Road centerline elevations. Also provide either gutter line elevations (for roads with curb and gutter) or edge of pavement and roadside ditch invert elevation. All elevations to be provided at 100’ intervals
12. Drainage structures with sizes, elevations of tops, grates, inlets, and all pipe inverts
13. Drainage pipes with size, material, length, slope and invert elevations
14. 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.
15. For drainage ditches and swales outside the R/W, show with slopes and elevations at 100’ intervals on the tops and inverts of the ditch, and at the ends.
16. Any encroachments within drainage easements including structures, utility boxes, fences and landscaping.

## **APPENDIX G – Street and Road Construction Standards**

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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.

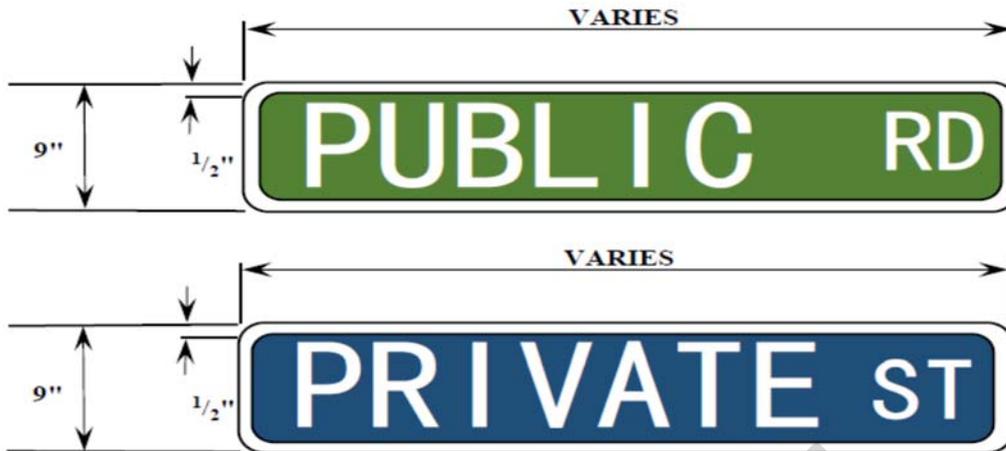
The “As-built” Plan shall contain the certification and signature of the surveyor or engineer that the plan accurately depicts the road and drainage system shown on the plan.

The final, approved as-built plan shall be provided on a signed and sealed .pdf file. A single .pdf copy of any approved and recorded water and sewer as-built plan shall also be provided to the County Engineer.

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## APPENDIX H – Street Sign Standards

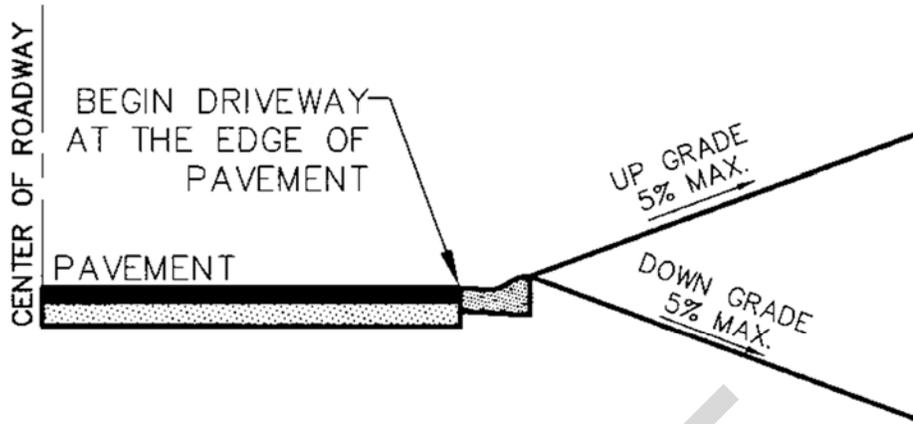
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1. At minimum a blue or green street name sign shall be installed at each entrance road to a subdivision from the existing roadway. Signs are to be white lettering on green background, if roads are to be public, and white lettering on blue background, if roads are to be private.
2. All interior roads within a subdivision may be permitted to utilize street name signs of a different color or design, but must be approved by Horry County prior to installation of said signs.
3. At least one street name sign shall be installed at each intersection.
4. Letters are to be six (6) inches in height.
5. Street name signs can be installed either; (1) on same post as stop sign, (2) on a separate post, on the opposite corner, across from stop sign.

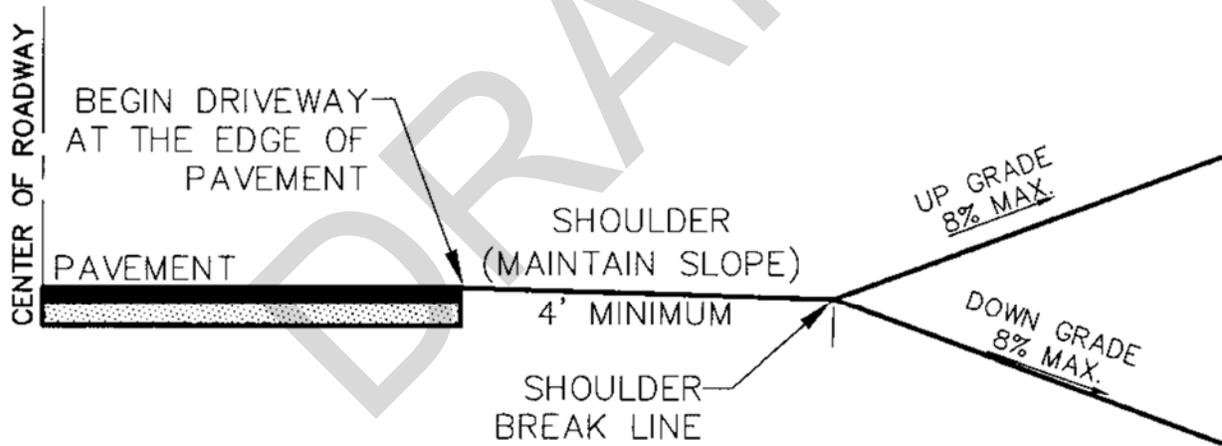
**APPENDIX I – Driveway Approach Grade**

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**DRIVEWAY APPROACH GRADE (CURB & GUTTER)**

N.T.S.

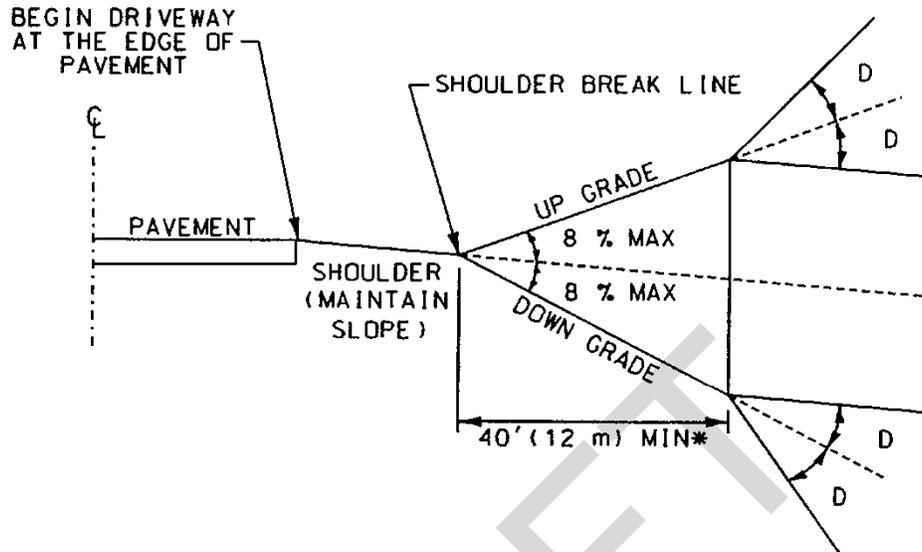


**DRIVEWAY APPROACH GRADE (SHOULDER)**

N.T.S.

# APPENDIX I – Driveway Approach Grade

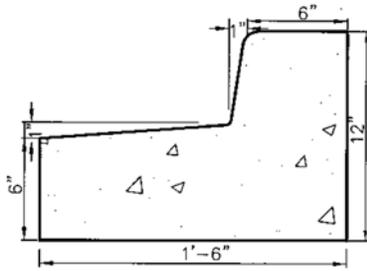
## Figure 7-5 – Driveway Approach Grade



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

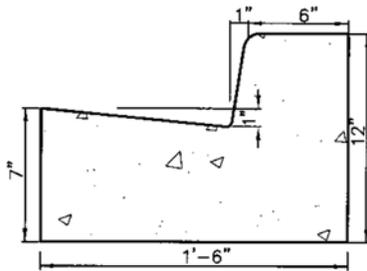
D = Maximum 6 percent grade change for low volume driveways. D for all other driveways should be 0 percent.

**APPENDIX J – Curb and Gutters**



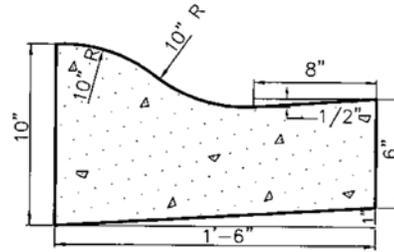
CONCRETE CURB EXPANSION JOINT IN 10' (FEET) INTERVAL.

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



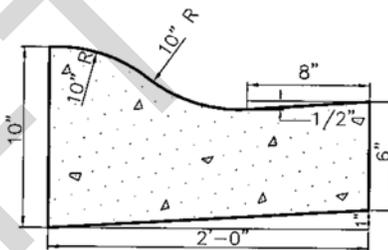
CONCRETE CURB EXPANSION JOINT IN 10' (FEET) INTERVAL.

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



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

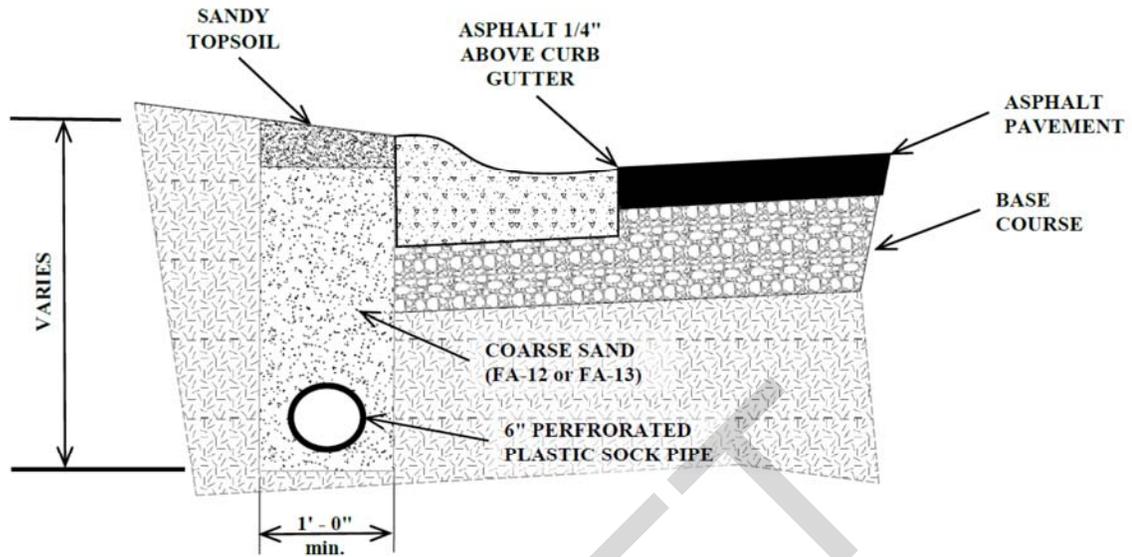
TYPE (I)  
**ROLL CURB DETAIL**  
N.T.S.



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

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

## APPENDIX J – Curb and Gutters

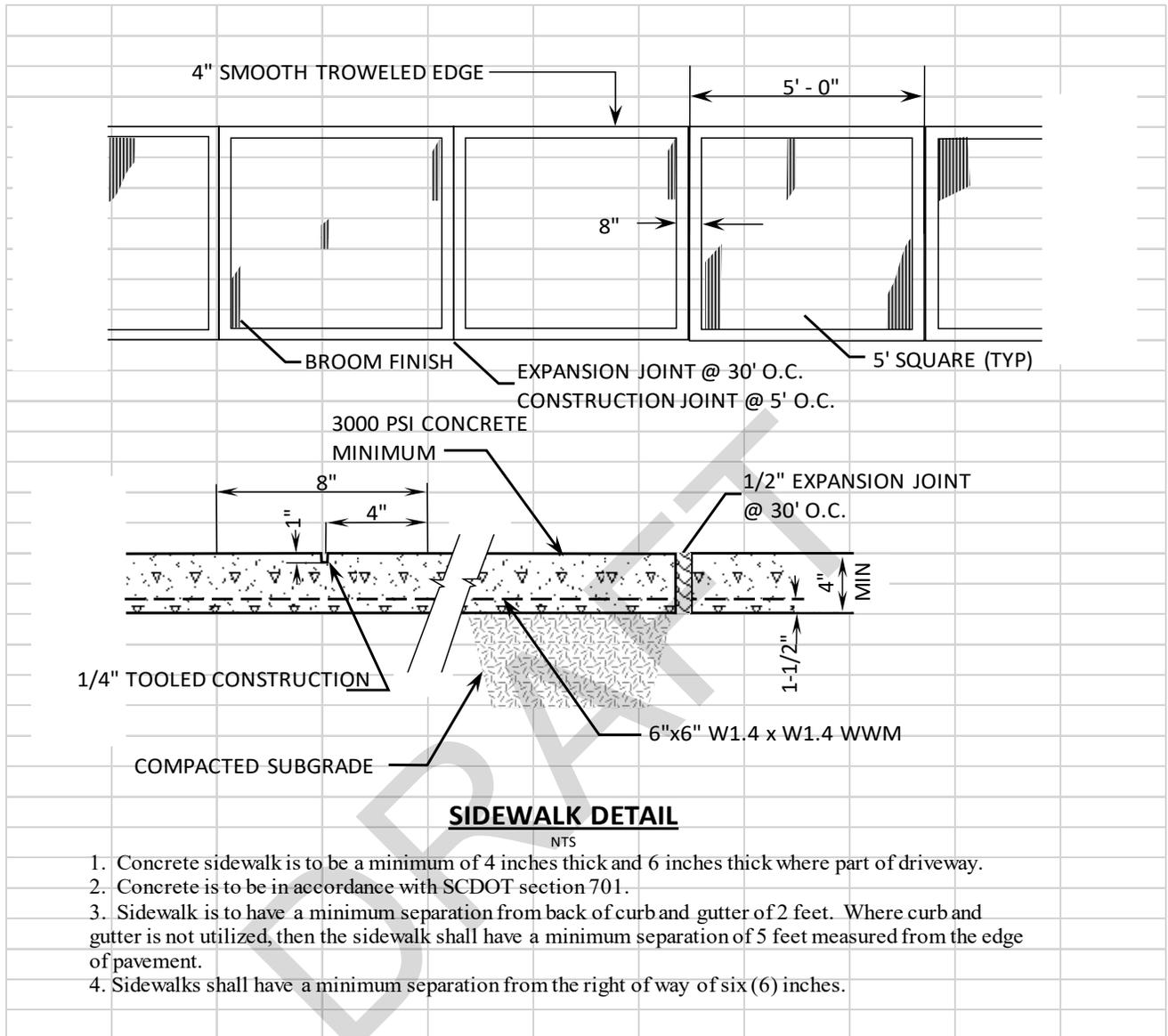


1. Underdrains are to be inspected by Horry County Engineering during installation.
2. No underdrain is to be installed below the normal water level of connecting pond.
3. Underdrains are to follow to longitudinal slope of the roadway.
4. Underdrains are to be install behind all curb and gutter.
5. Underdrains shall be installed from catch basin to catch basin.
6. Alternative underdrain products can be used as approved equivalents and will be considered on a case by case basis upon recommendation from the developer's engineer or geotechnical report.

### 6" UNDERDRAIN DETAIL

N.T.S.

## APPENDIX K – Sidewalk Detail



**APPENDIX M**  
**ROADWAY DEDICATION**  
**REQUIREMENTS**

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**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.

**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 one of the following: an irrevocable standby letter of credit issued by a bank doing business in South Carolina, cashier’s 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

## **APPENDIX M – Roadway Dedication Requirements**

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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 \$15 per lineal foot of 2-lane roadway. Roads with additional lanes shall have additional surety equal to \$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.

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**APPENDIX M – Roadway Dedication Requirements**

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**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 M – Roadway Dedication Requirements**

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**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 M – 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 M – 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 \_\_\_\_\_, the undersigned witness and  
made oath that (s)he was present and saw the, \_\_\_\_\_  
\_\_\_\_\_ the within Grantor(s) sign, seal and as his/her/their act and deed, deliver the  
within foregoing instrument; that deponent with the other witness whose name is subscribed above,  
witnessed the execution thereof, and that the subscribing witness is not a party to or beneficiary of  
the transaction

\_\_\_\_\_  
(Non-Notary Witness Signature)

Sworn to before me this \_\_\_\_\_ day of \_\_\_\_\_, year of \_\_\_\_\_

**APPENDIX M – Roadway Dedication Requirements**

---

\_\_\_\_\_ Notary Public Printed Name or Seal \_\_\_\_\_

\_\_\_\_\_  
Notary Public of South Carolina  
My Commission Expires \_\_\_\_\_

DRAFT

**APPENDIX M – 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 \_\_\_\_\_, the undersigned witness and made  
oath that (s)he was present and saw the, \_\_\_\_\_  
\_\_\_\_\_ the within Grantor(s) sign, seal and as his/her/their act and deed, deliver the within  
foregoing instrument; that deponent with the other witness whose name is subscribed above,  
witnessed the execution thereof, and that the subscribing witness is not a party to or beneficiary of  
the transaction

\_\_\_\_\_  
(Non-Notary Witness Signature)

Sworn to before me this \_\_\_\_\_ day of \_\_\_\_\_, year of \_\_\_\_\_

\_\_\_\_\_  
Notary Public Printed Name or Seal \_\_\_\_\_

**APPENDIX M – Roadway Dedication Requirements**

---

Notary Public of South Carolina  
My Commission Expires \_\_\_\_\_

DRAFT

**Figure 7-1 – Points of Access with Median Crossover**

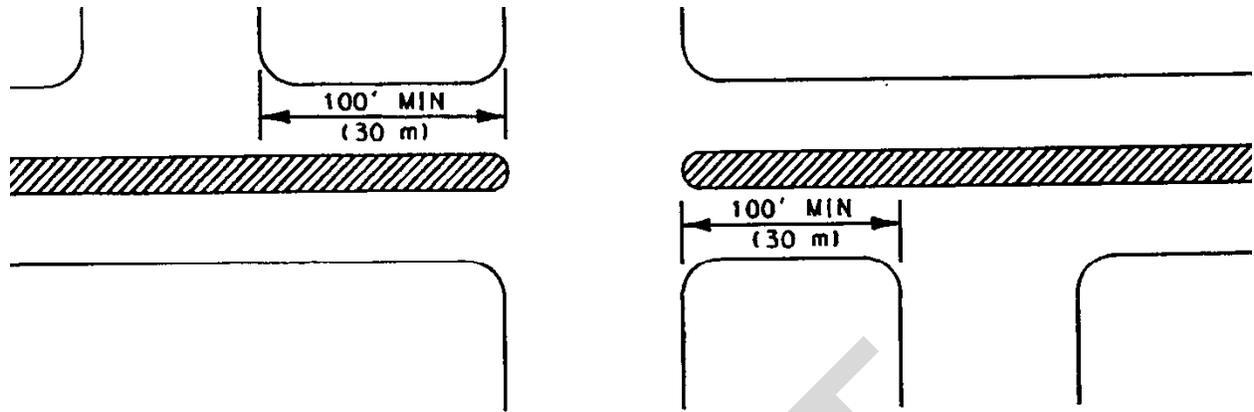
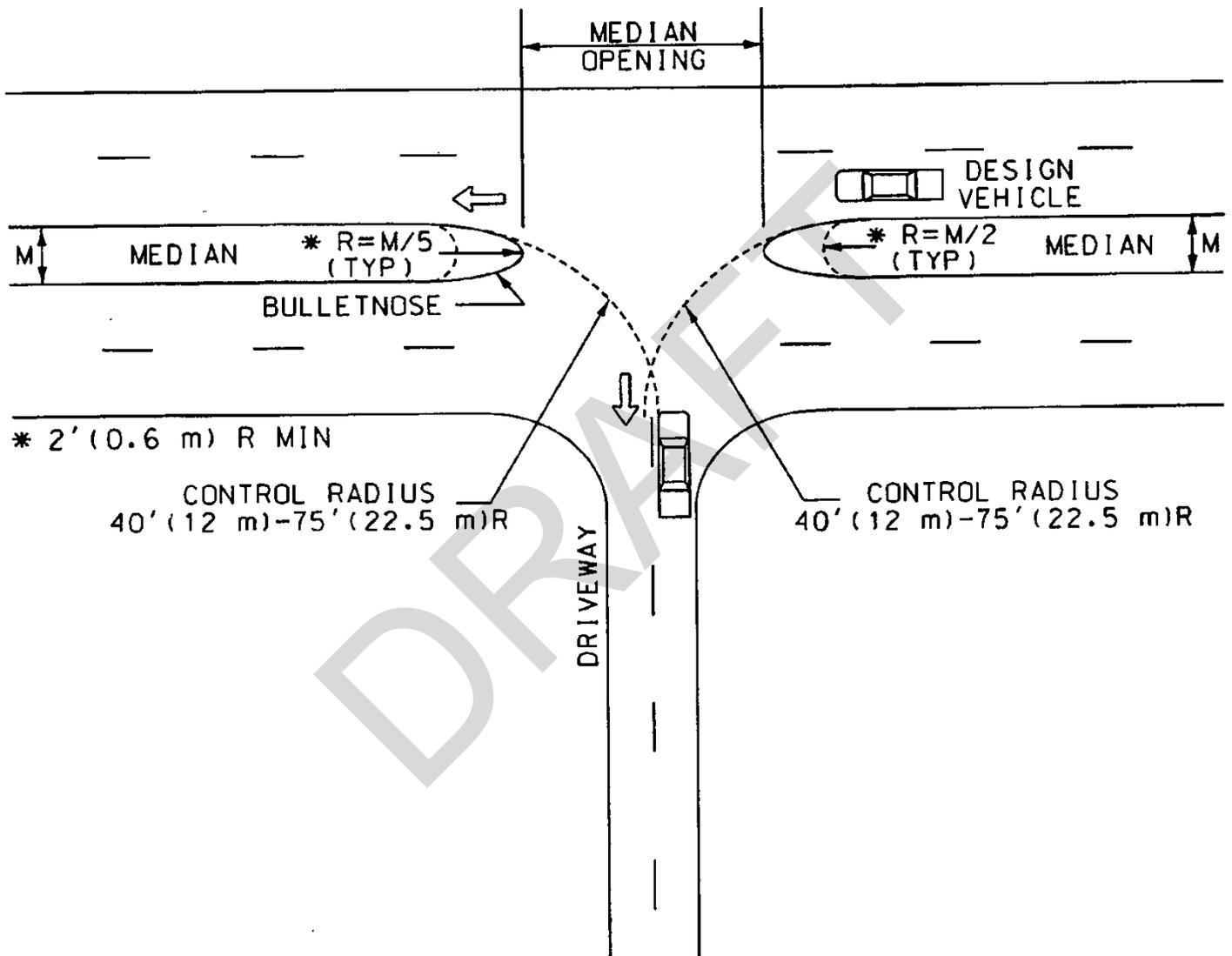
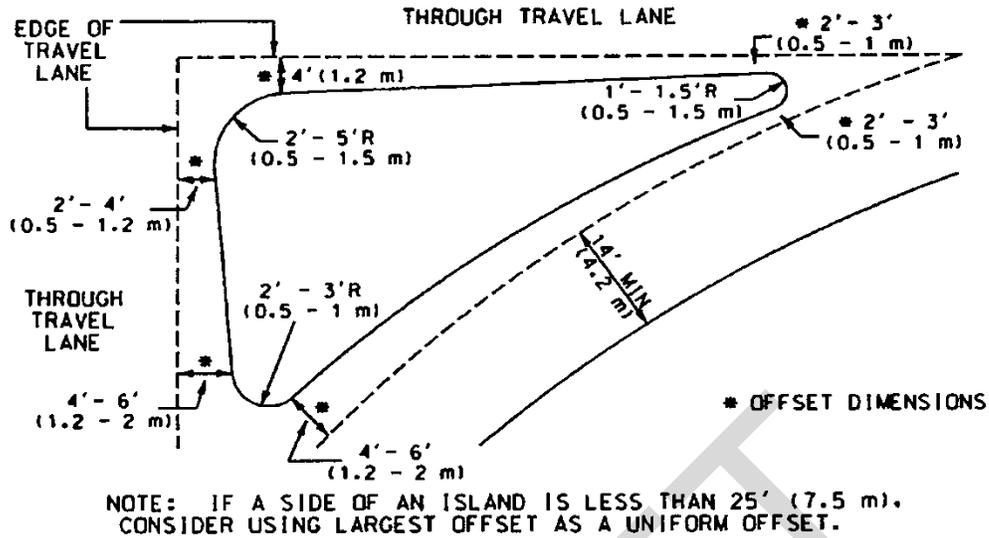


Figure 7-2 – Minimum Median Opening



(DRAWING NOT TO SCALE)

**Figure 7-3 – Channelizing Island Design**



**Figure 7-4 – Driveway Median Design**

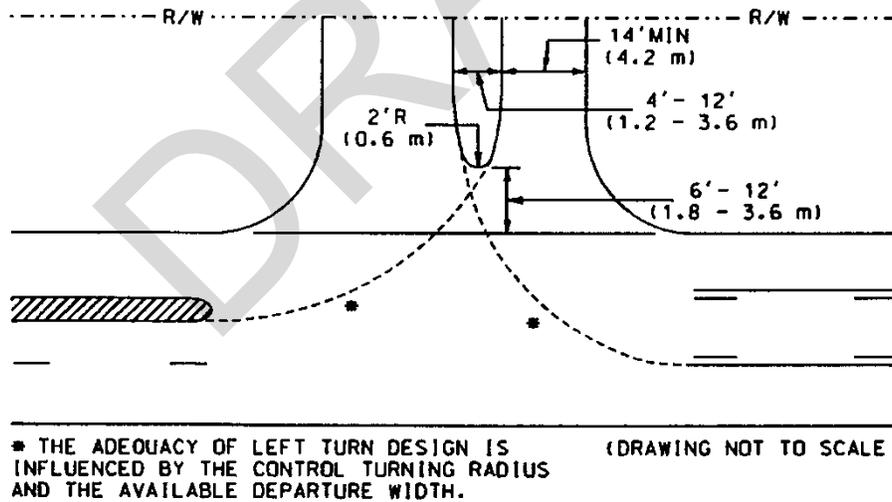
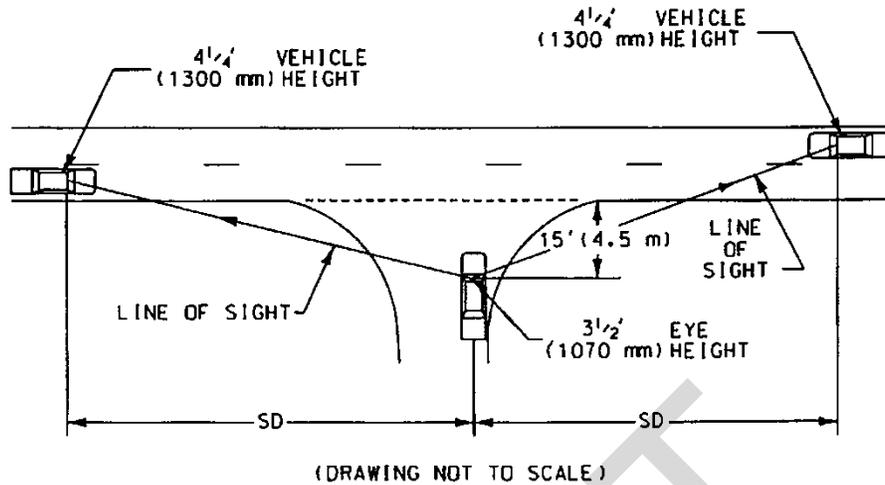
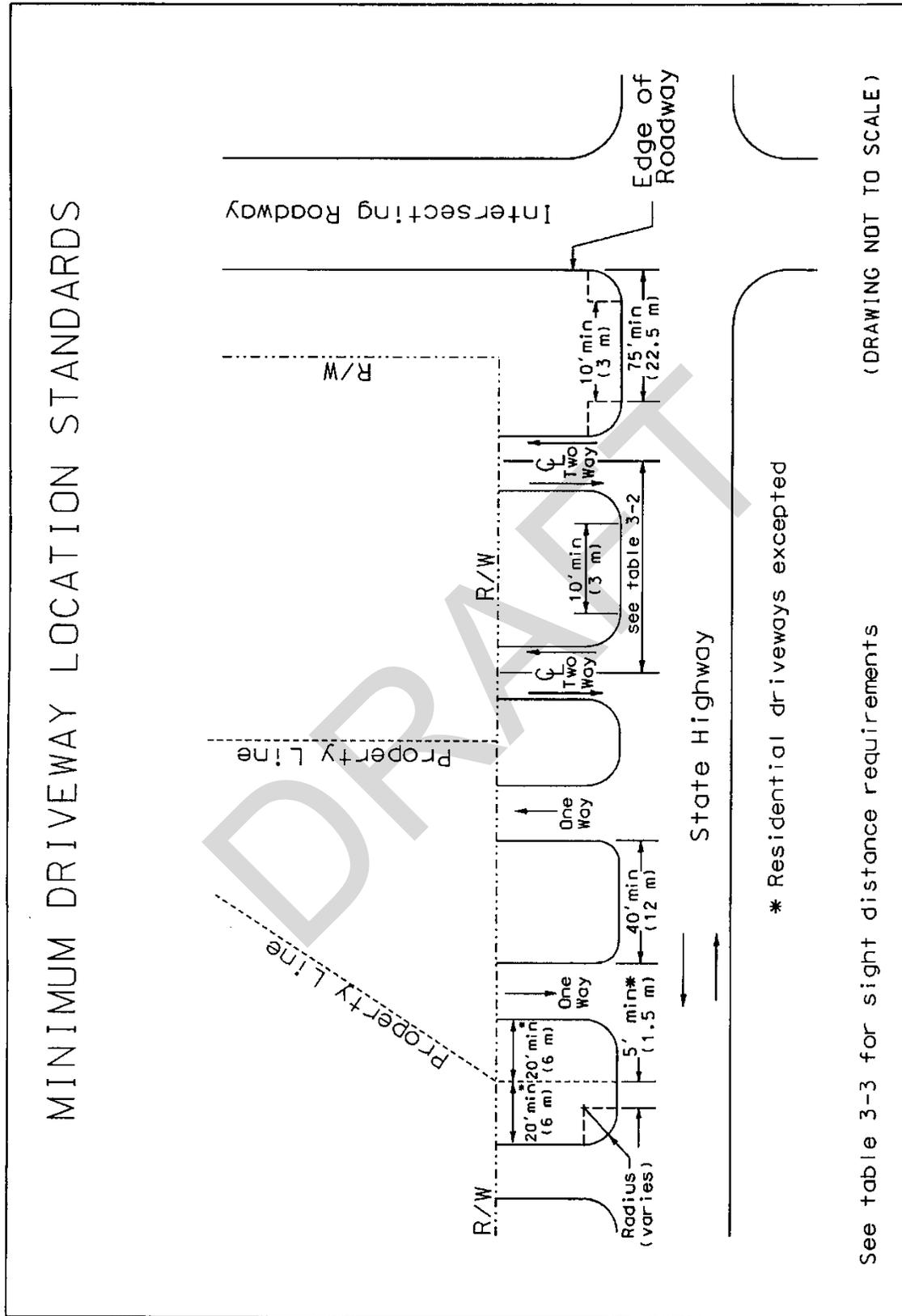


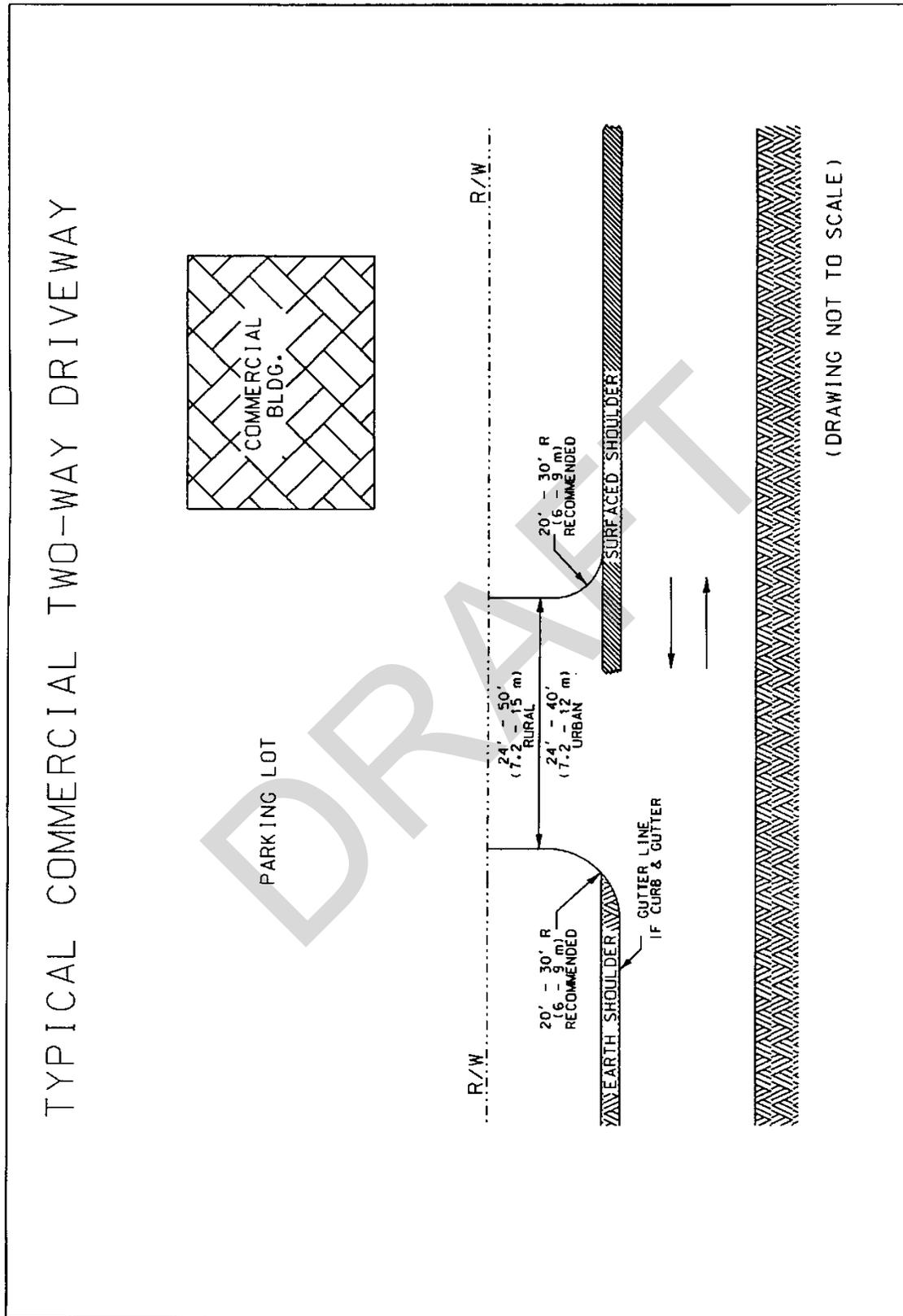
Figure 7-5 – Recommended Site Distances for Driveways

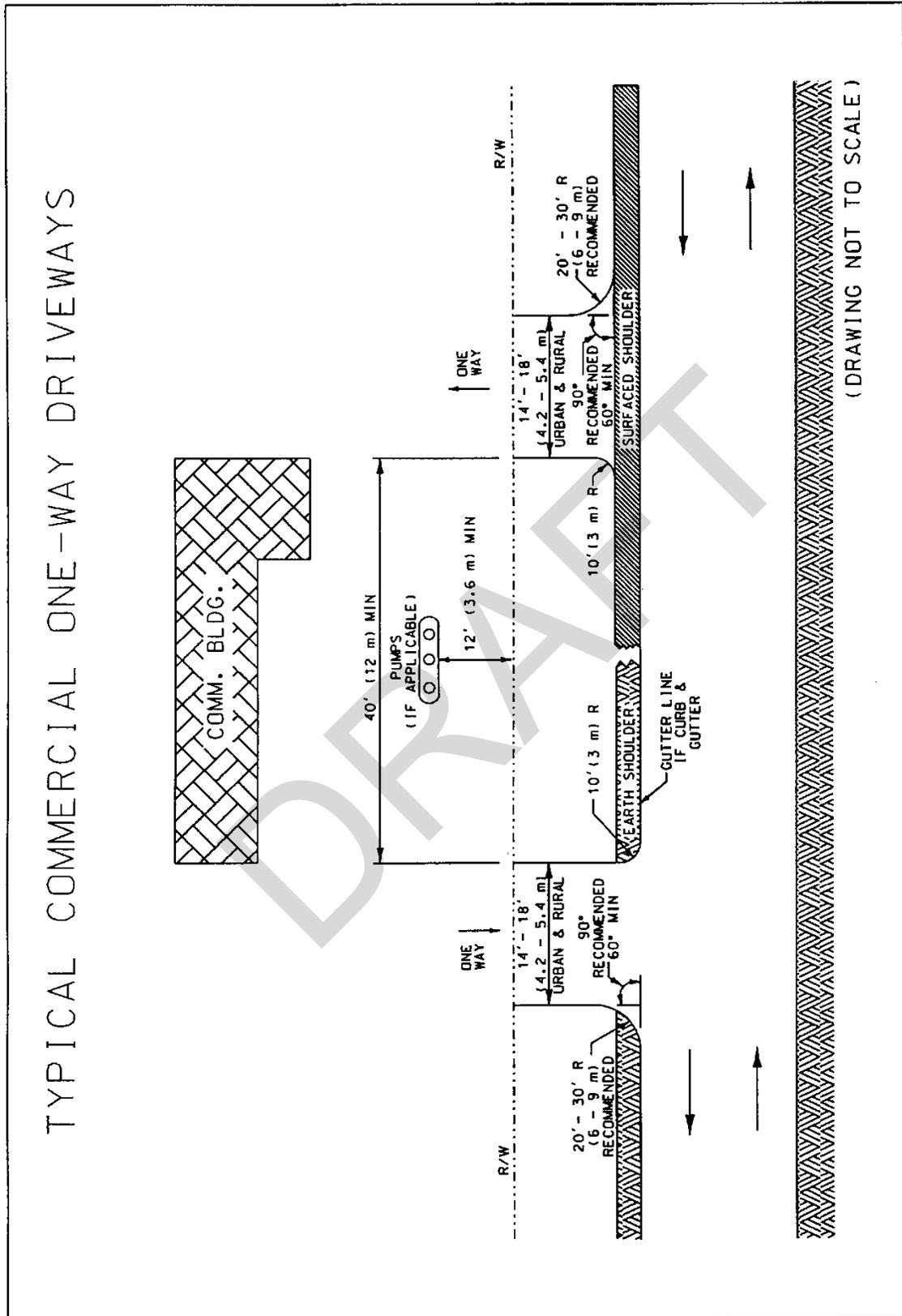


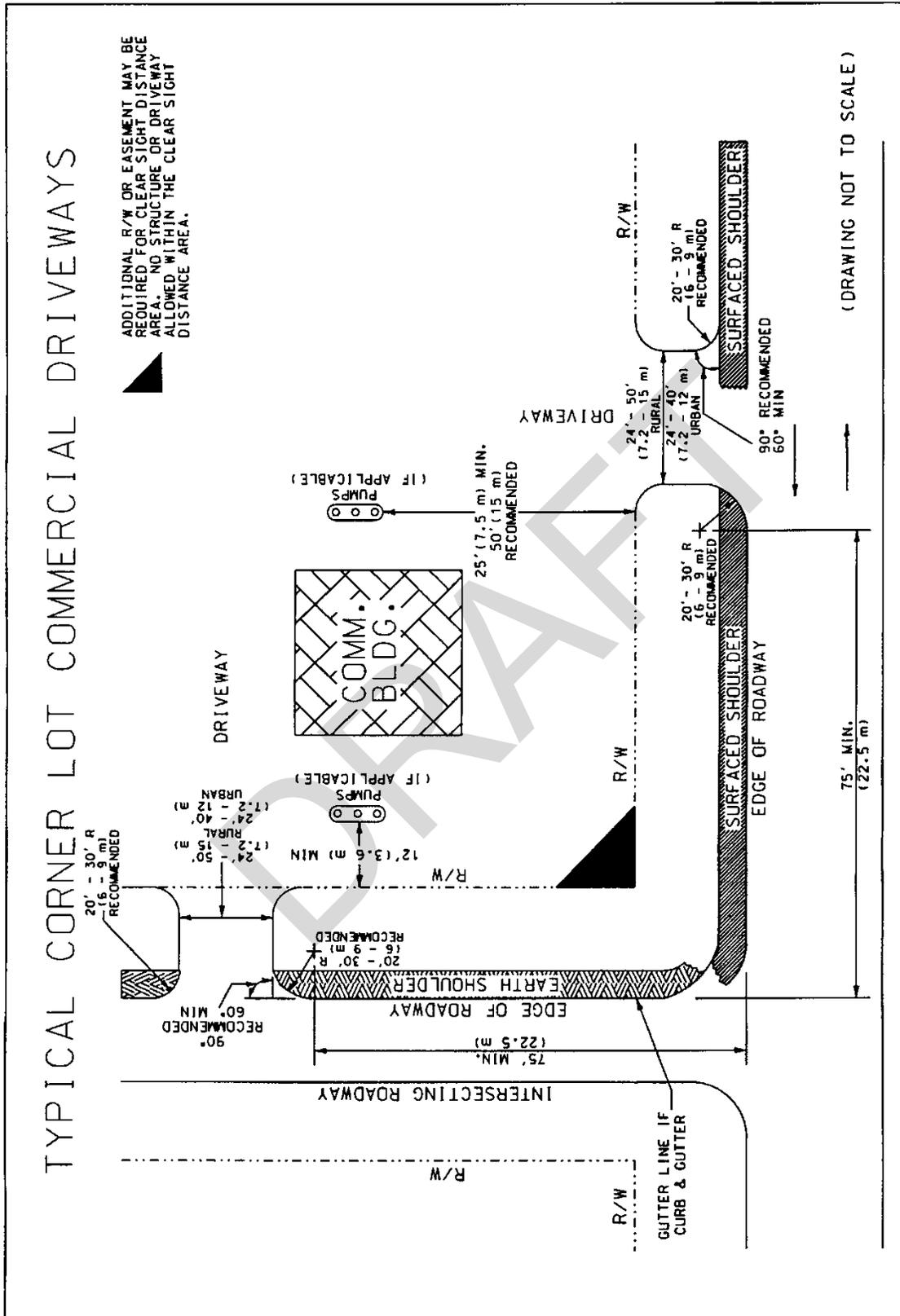
Design vehicle entering arterial	Sight distance (SD)* per 10 mph (16 km/h) of arterial speed for arterial width of:					
	2 lanes		4 lanes		6 lanes	
	ft.	m	ft.	m	ft.	m
Passenger Car (P)	100	31	120	37	130	40
Single Unit Truck (SU)	130	40	150	46	170	52
Tractor Trailer (WB-50 ft. {15 m})	170	52	200	61	210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

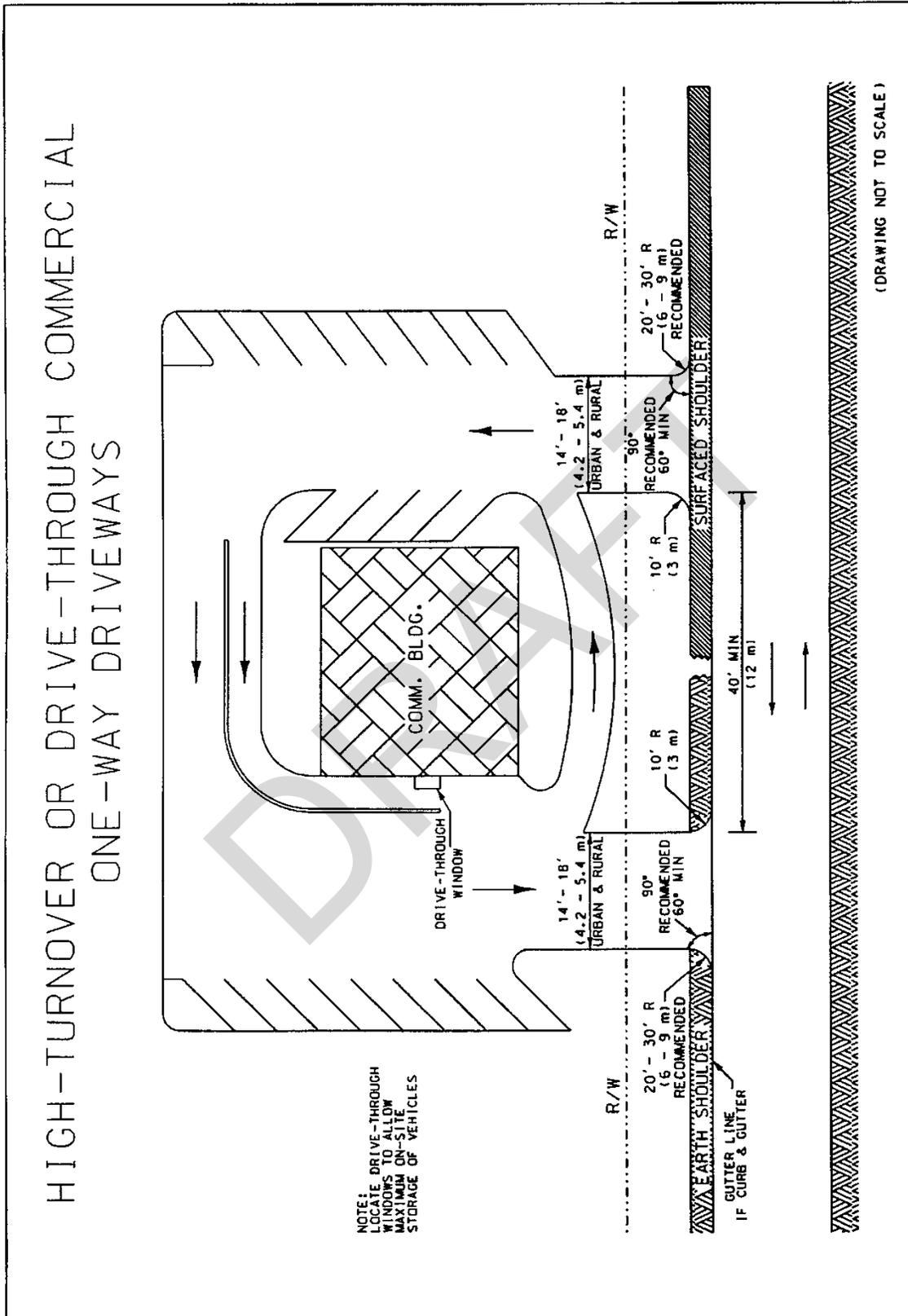
\* Distances given are for flat grades.

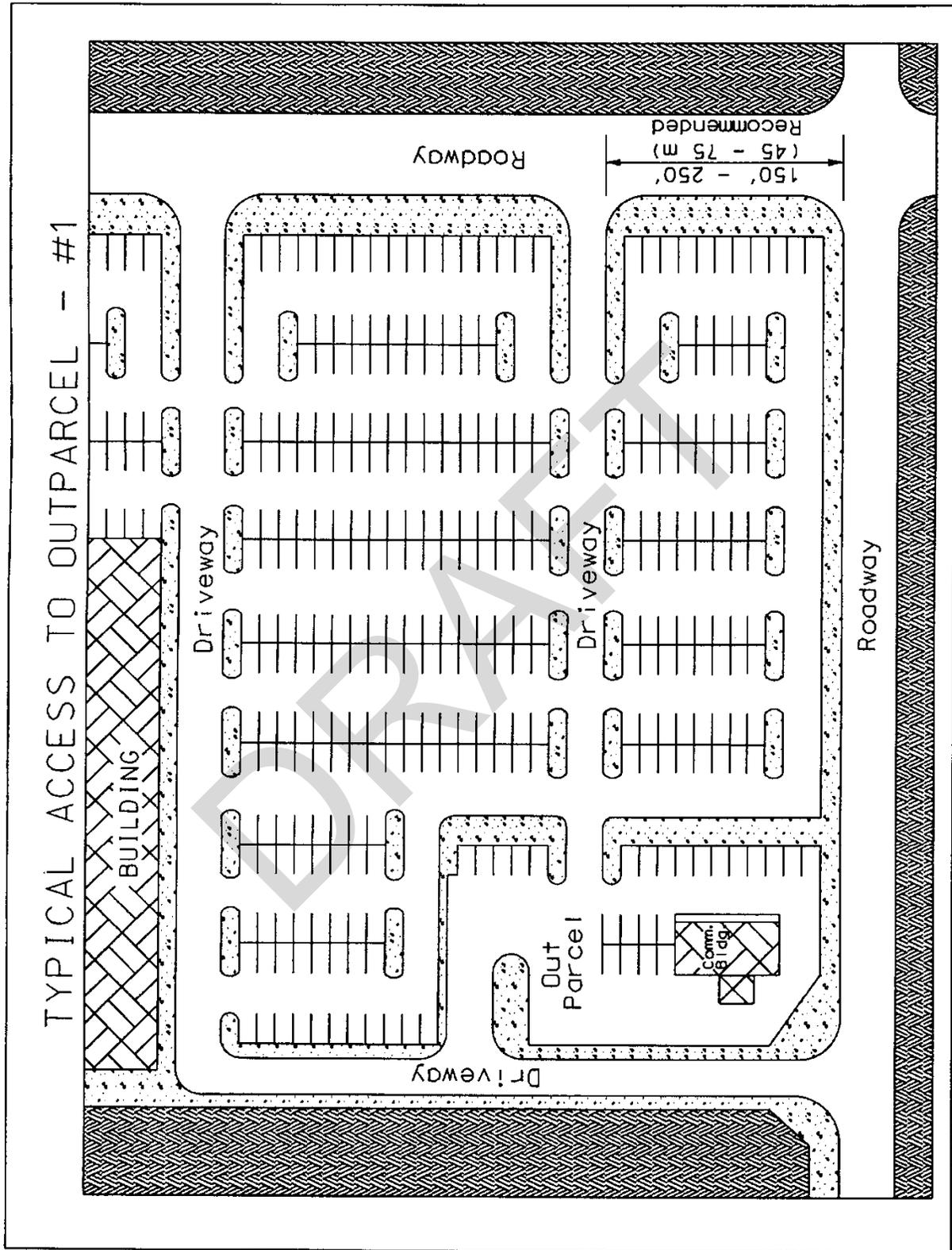


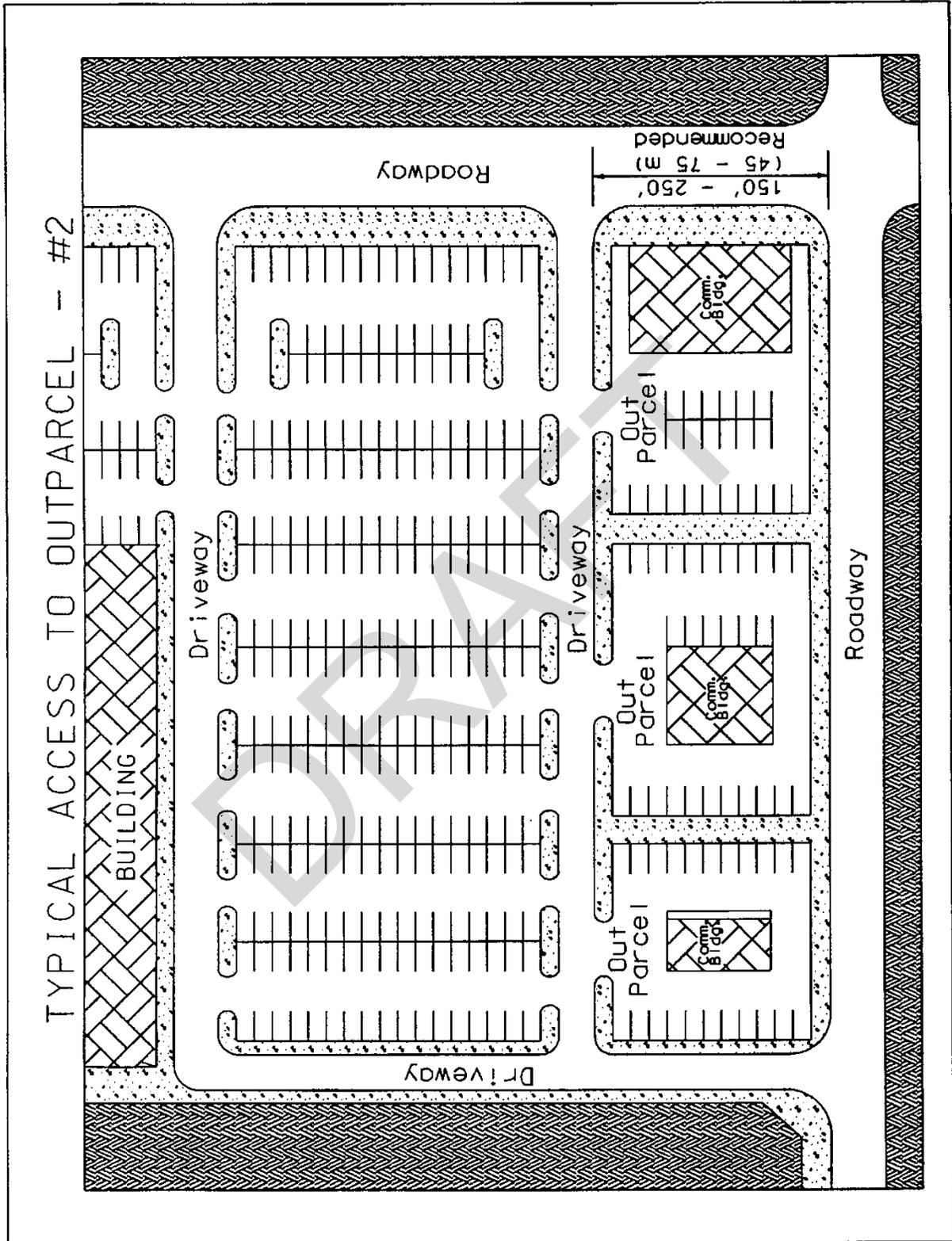




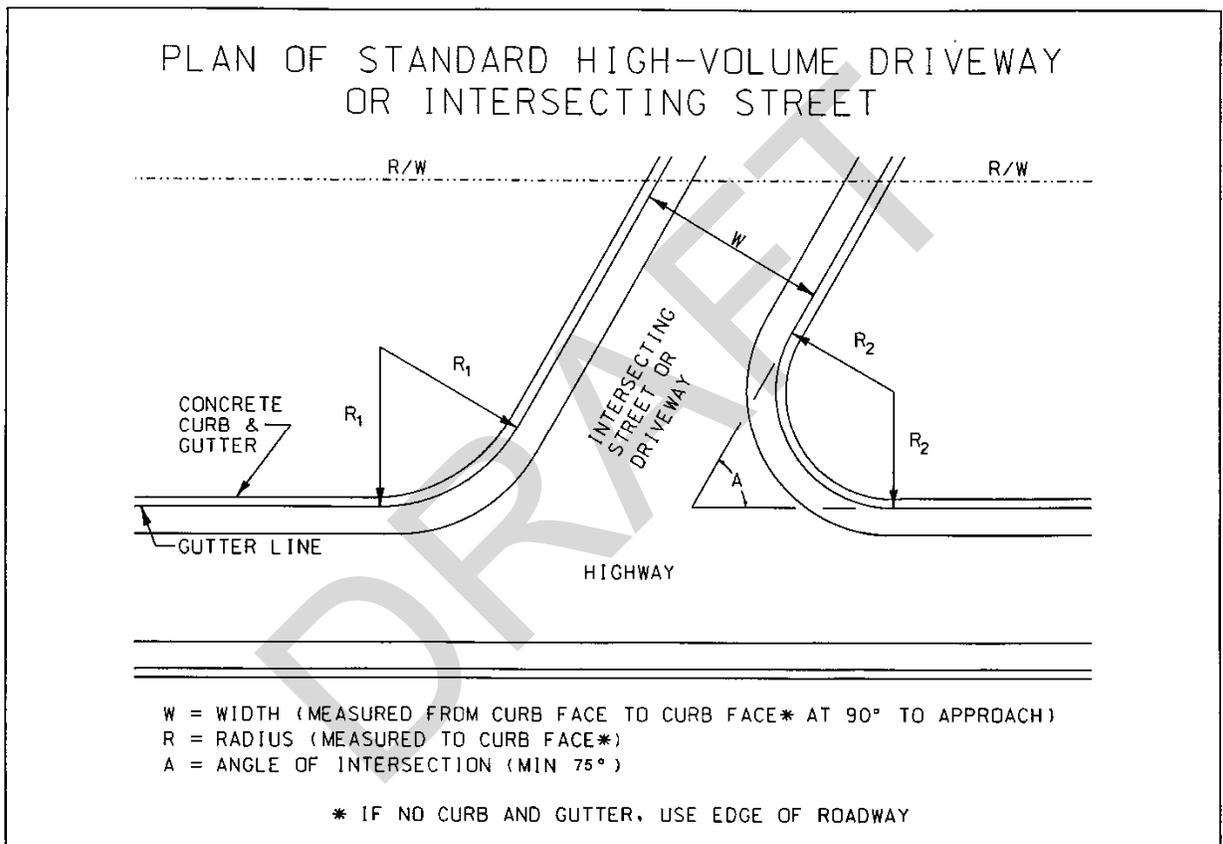




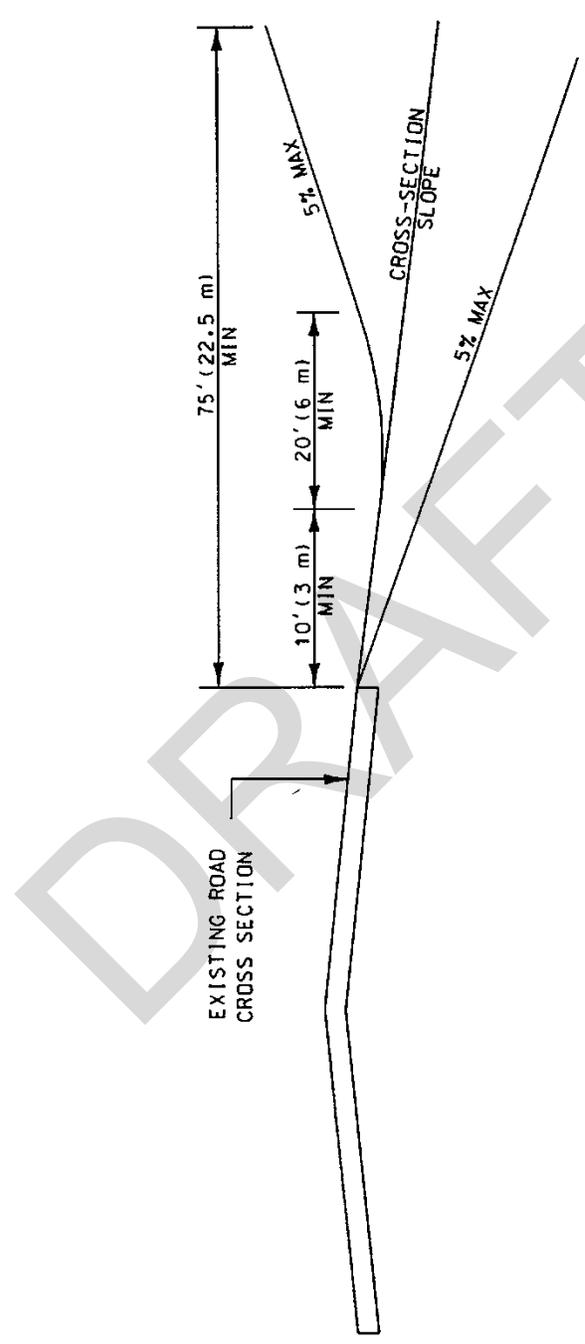




**APPENDIX O - Access Management Standards, Guidelines, and Typical Drawings**

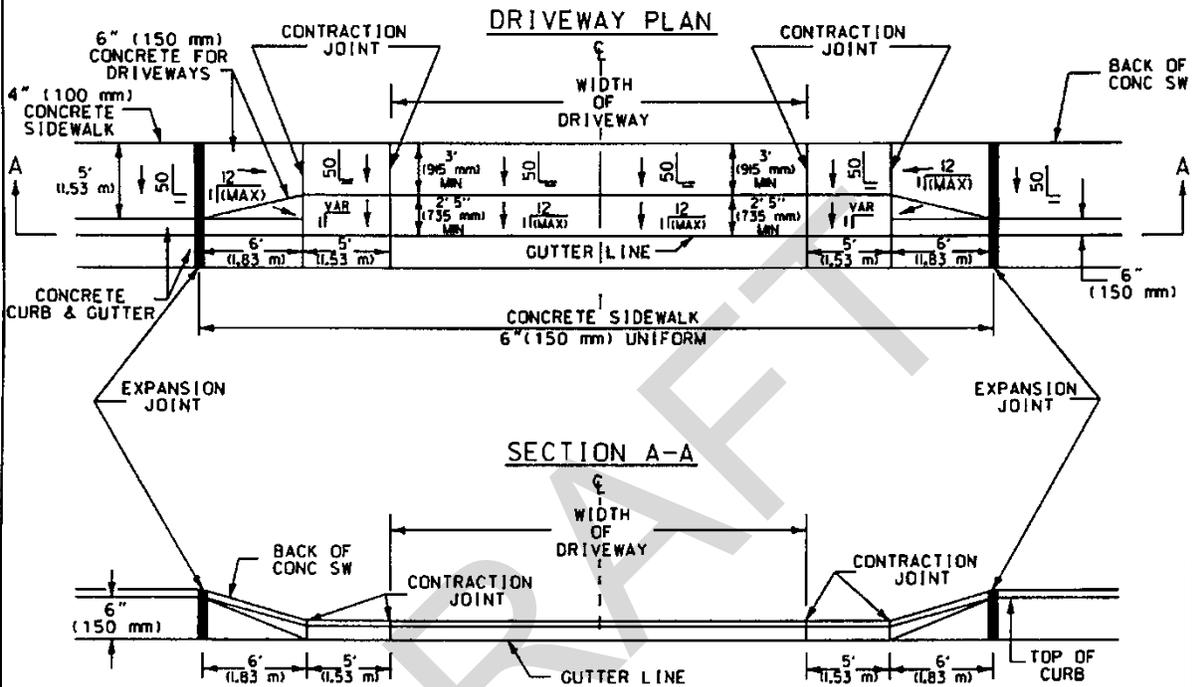


PROFILE OF STANDARD HIGH-VOLUME DRIVEWAY OR INTERSECTING STREET

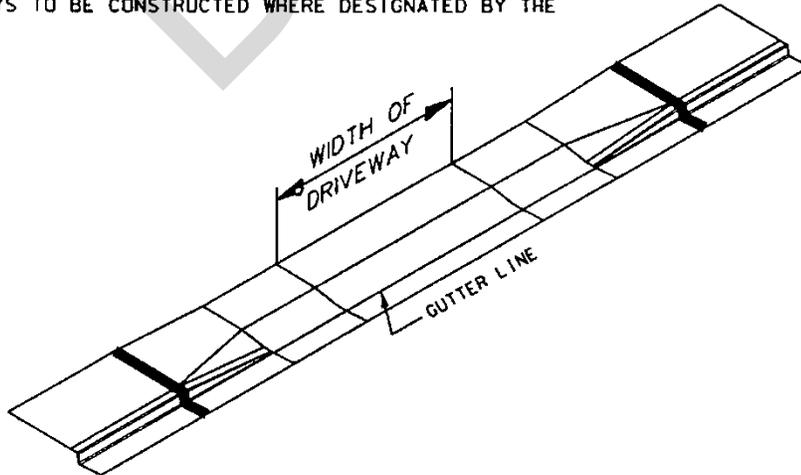


(DRAWING NOT TO SCALE)

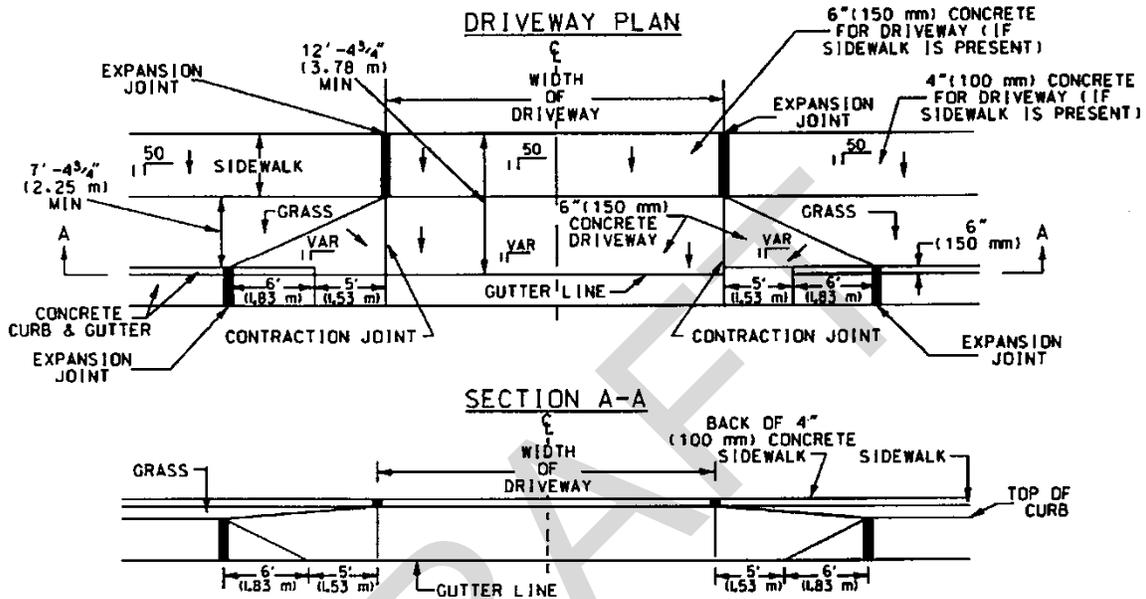
DETAIL OF STANDARD DROP-CURB DRIVEWAY WHERE SIDEWALK IS ADJACENT TO CURB



- 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.

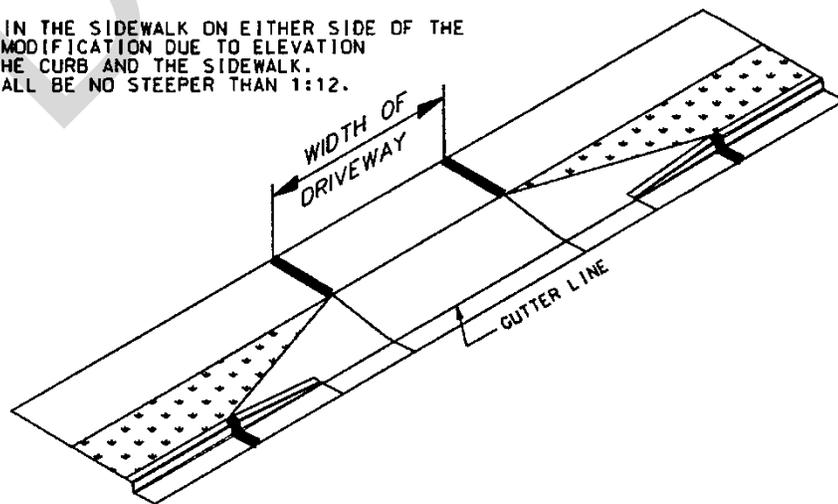


DETAIL OF STANDARD DROP-CURB DRIVEWAY  
WHERE NO SIDEWALK EXISTS OR A GRASS  
PLOT OF 7'-4<sup>3</sup>/<sub>4</sub>" (2.25 m) OR  
GREATER EXISTS

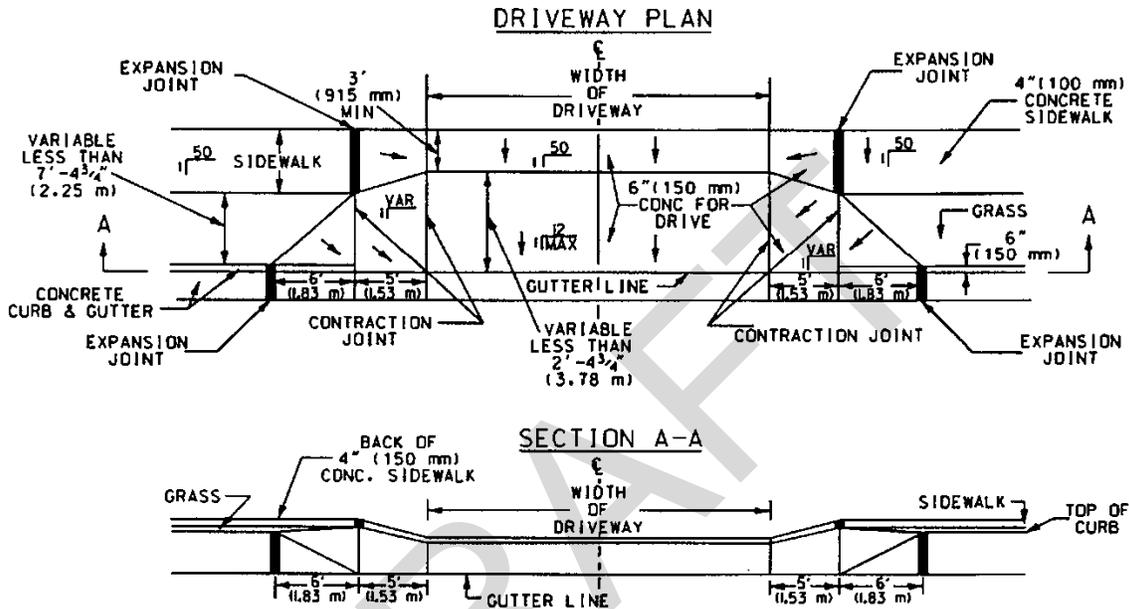


NOTE:

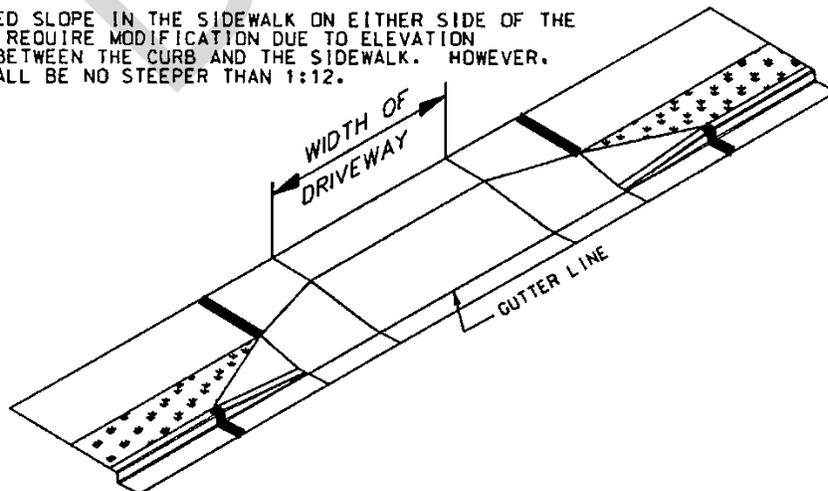
1. WHERE THE WIDTH OF A DRIVEWAY IS 15 FT. (4.5 m) OR GREATER, A CONTRACTION JOINT SHALL BE PLACED IN THE CENTER OF THE DRIVE. IF THE WIDTH EXCEEDS 30 FT. (9 m), TWO JOINTS SHALL BE USED.
2. DRIVEWAYS TO BE CONSTRUCTED WHERE DESIGNATED BY THE ENGINEER.
3. THE FLARED SLOPE IN THE SIDEWALK ON EITHER SIDE 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.



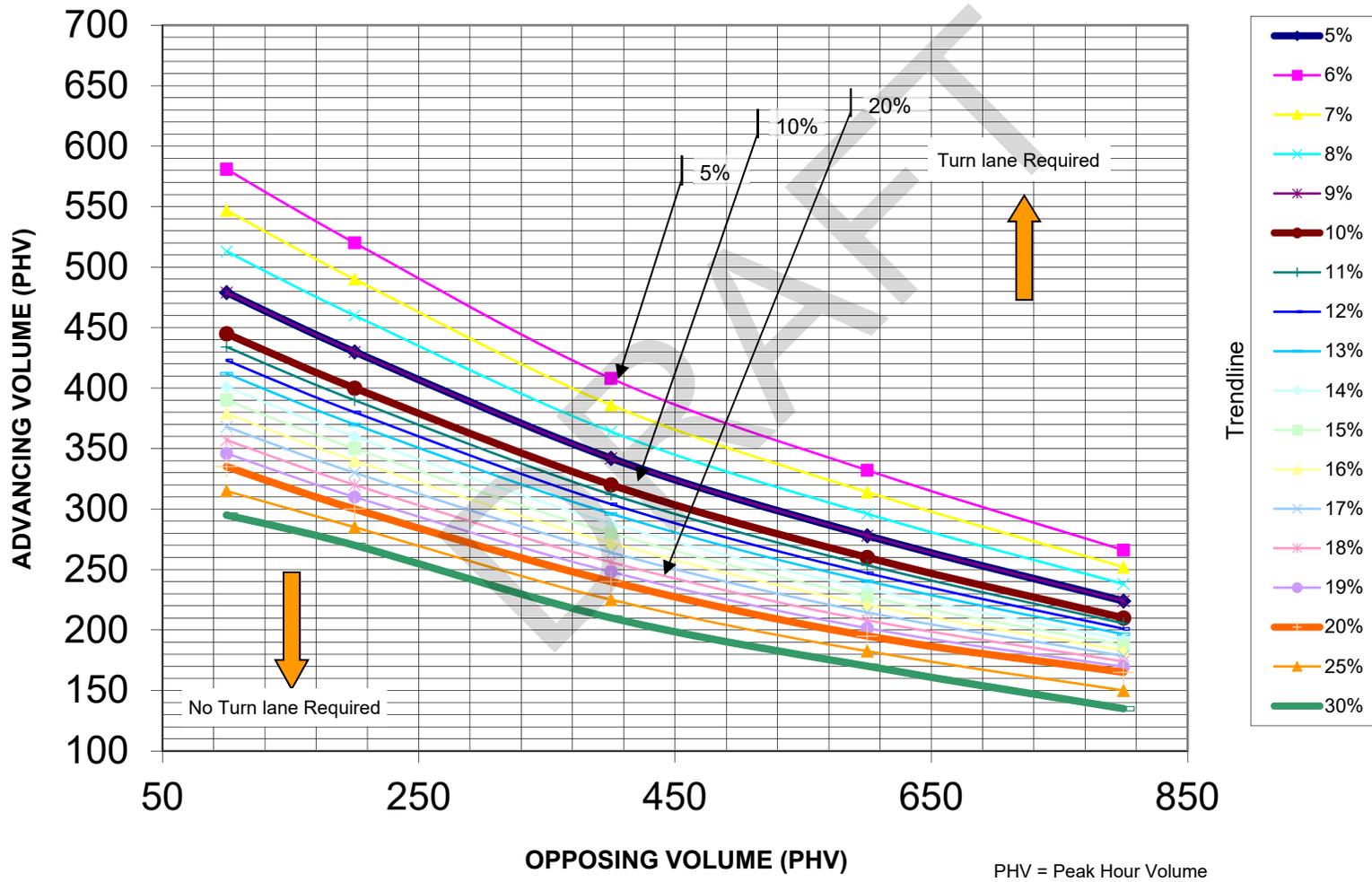
DETAIL OF DROP-CURB DRIVEWAY WHERE A GRASS PLOT OF LESS THAN 7' - 4<sup>3</sup>/<sub>4</sub>" (2.25 m) EXISTS



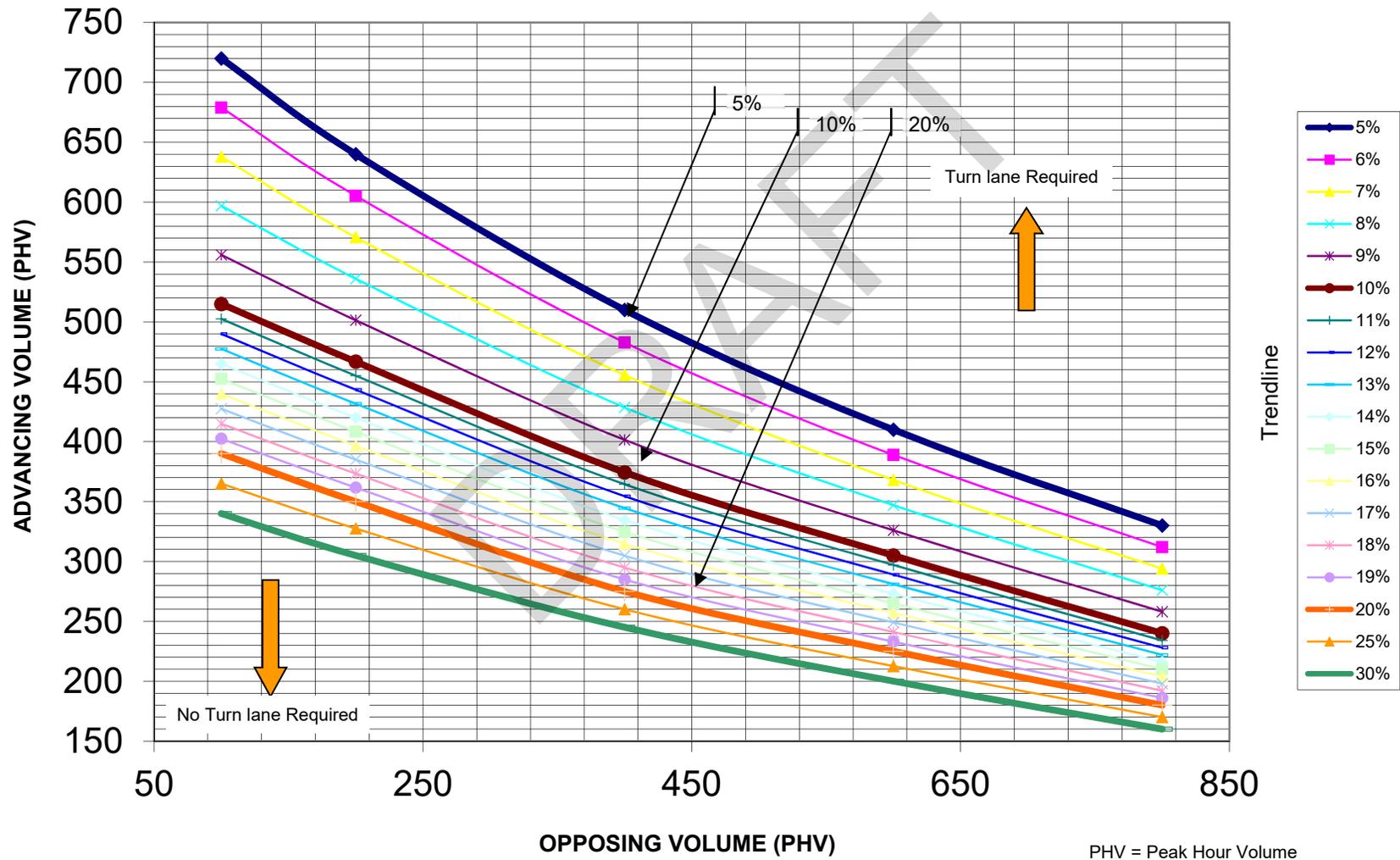
- NOTE:
1. WHERE THE WIDTH OF A DRIVEWAY IS 15 FT. (4.5 m) OR GREATER, A CONTRACTION JOINT SHALL BE PLACED IN THE CENTER OF THE DRIVE. IF THE WIDTH EXCEEDS 30 FT. (9 m), TWO JOINTS SHALL BE USED.
  2. DRIVEWAYS TO BE CONSTRUCTED WHERE DESIGNATED BY THE ENGINEER.
  3. THE FLARED SLOPE IN THE SIDEWALK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



## AUXILIARY LEFT TURN LANES - 50MPH OPERATING SPEED

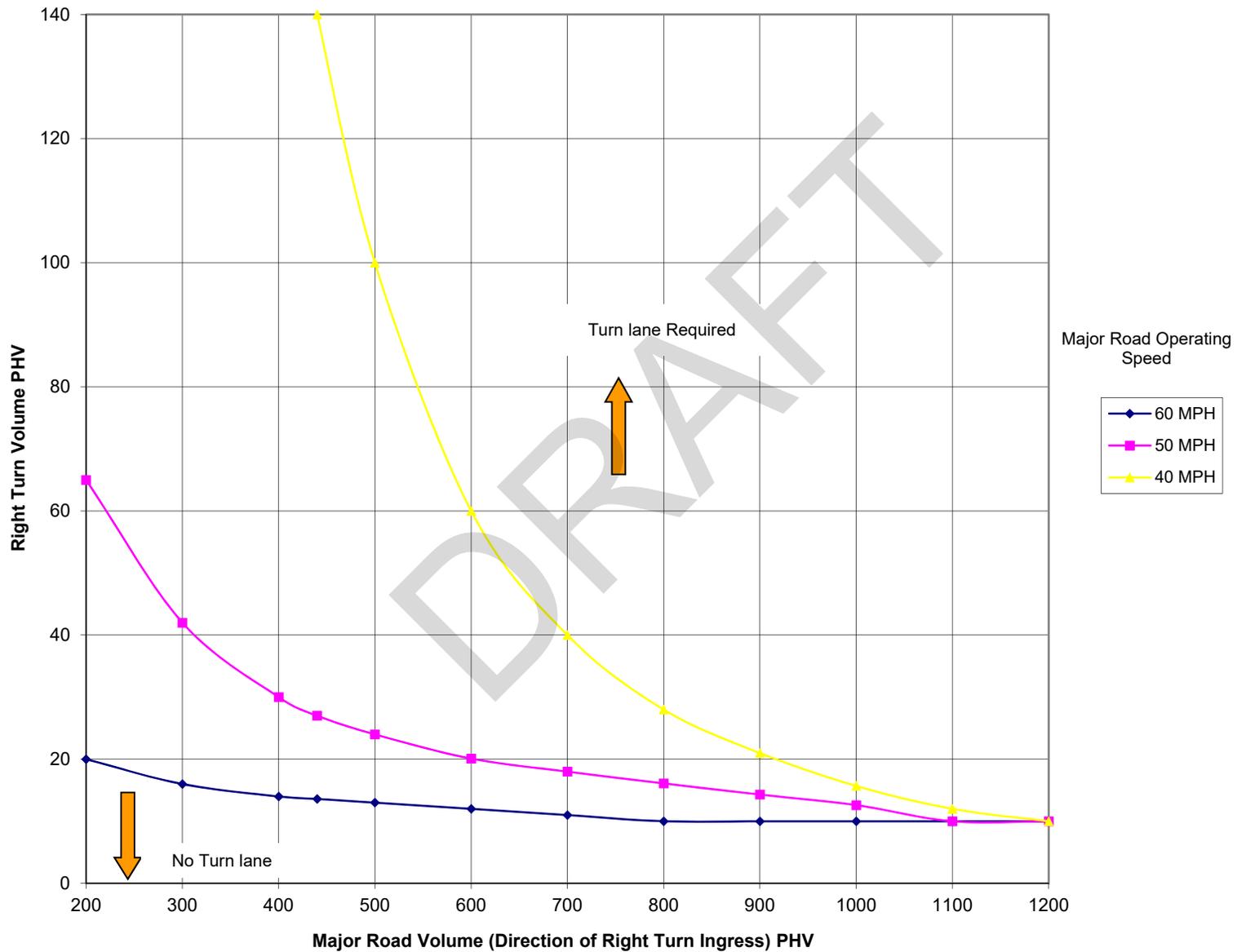


## AUXILIARY LEFT TURN LANES - 40MPH OPERATING SPEED



# APPENDIX O - Access Management Standards, Guidelines, and Typical Drawings

## Right Turn Deceleration Lane Criteria - Two Lane Roads



PHV = Peak Hour Volume