

CITY OF NORTH MYRTLE BEACH STREET PLANNING MANUAL

March 5, 2024

Maintained by the Planning & Development Department

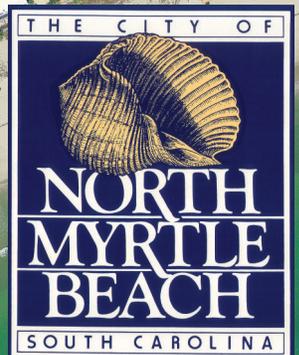




TABLE OF CONTENTS

Chapter 1. General Provisions	3
1.1 Authority of this Document	3
1.2 Purpose.....	3
1.3 Resource Standards.....	3
1.3.1 National Resources and Standards	3
1.3.2 State and Regional Resources and Standards.....	3
1.3.3 Local Resources and Standards.....	4
1.4 Defined Terms	4
1.5 Revision Process	4
Chapter 2. Street Classification	7
2.1 Notes on Typical Utility Layout.....	7
2.2 Street Tree Standards.....	7
2.3 Alternate Pedestrian Accommodations.....	7
2.4 Street Classification	8
2.5 Complete Street Design Guidelines	8
2.6 Street Cross-Sections	9
2.6.1 20' Residential Alley (One Lane)	10
2.6.2 25' Commercial Alley (One Lane)	11
2.6.3 25' Private Local Street.....	12
2.6.4 50' Local Street.....	14
2.6.5 66' Private Conservation Easement Local Street	16
2.6.6 66' Local Collector Street (Undivided).....	18
2.6.7 66' Local Collector Street (Divided)	20
2.6.8 70' Rural Collector.....	22
2.6.9 80' Avenue (Undivided)	24
2.6.10 80' Avenue (Divided).....	26
2.6.11 100' Urban Boulevard	28
2.6.12 100' Main Street	30
2.6.13 100' Parkway (Phase 1)	32
2.6.14 100' Parkway	34
Chapter 3. Other Design Standards	37
3.1 Private Gate Standard.....	37
3.2 Multi-purpose Path Standard.....	37
3.3 Cul-de-sac with Landscape Island Standard	38
3.4 Traffic Calming Devices	38
Appendix A. Revisions.....	39



CHAPTER 1. GENERAL PROVISIONS

1.1 Authority of this Document

These design guidelines, along with all future amendments, shall be known as the **City of North Myrtle Beach Street Planning Manual** (hereinafter called “this manual”). This manual has been adopted as of October 5, 2020 by the City of North Myrtle Beach Planning and Development Department.

1.2 Purpose

The purpose of this manual is to provide standards for designing streets in the City of North Myrtle Beach such that streets are built to be safe, efficient, convenient, comfortable, pleasant, and sustainable for all users. This manual is intended to create streets that are great public spaces that support business and build community to make living in the City of North Myrtle Beach more enjoyable.

1.3 Resource Standards

The following resources are referenced in the design of streets within the City of North Myrtle Beach:

1.3.1 National Resources and Standards

A Policy on Geometric Design of Highways and Streets (The Green Book), American Association of State Highway and Transportation Officials, Latest Edition

Manual on Uniform Traffic Control Devices (MUTCD), United States Department of Transportation, Latest Edition

American with Disabilities Act (ADA), United States Department of Justice

American Standard for Nursery Stock (ANSI Z60.1-2014), American Horticulture Industry Association, Latest Edition

1.3.2 State and Regional Resources and Standards

Access & Roadside Management Standards (ARMS), South Carolina Department of Transportation, Latest Edition

Roadway Design Manual, South Carolina Department of Transportation, Latest Edition

1.3.3 Local Resources and Standards

Chapter 20 - LAND DEVELOPMENT REGULATIONS, *City of North Myrtle Beach Code of Ordinances*

Chapter 23 - ZONING, *City of North Myrtle Beach Code of Ordinances*

Standard Construction Specifications, City of North Myrtle Beach Public Works Department

2018 Comprehensive Plan, City of North Myrtle Beach

1.4 Defined Terms

For the purposes of this manual, the following terms shall apply:

Directors - Refers to the directors of the Department of Planning & Development and the Department of Public Works within the City of North Myrtle Beach

1.5 Revision Process

All revisions to this manual must be prepared by staff and approved by the City of North Myrtle Beach Planning Commission.





CHAPTER 2. STREET CLASSIFICATION

2.1 Notes on Typical Utility Layout

1. Utilities in road should be located at center of travel lane to minimize disruption due to repairs.
2. There should be a minimum 10'-0" separation between water and sewer lines.
3. There should be a minimum 5'-0" separation between utilities and street trees.
4. Additional utility easements not shown here may be required by a regulatory agency.
5. 13'-6" minimum clear distance from road surface along all travel ways.

2.2 Street Tree Standards

All trees located in tree lawns should be native species and cultivars with good hardiness to withstand harsh street and urban conditions.

Seasonal leaf and fruit drop can be a maintenance issue and safety concern for pedestrians. Planting locations for trees should be carefully considered to minimize any required maintenance or pedestrian conflicts with debris.

Minimum Species Required:

- **5 to 20 Trees Required:** Minimum of two types of trees shall be planted.
- **20 to 100 Trees Required:** Minimum of five types of trees shall be planted.
- **20+ Trees Required:** Minimum of seven types of trees shall be planted.

Minimum Installation Size (*in accordance with the current edition of the American Standards for Nursery Stock*)

- **Canopy Trees:** Two-inch caliper
- **Palms:** 12-14' height. Use of palms is reserved for areas adjacent to the ocean or in limited "accent" plantings.
- **Understory Trees:** May be used when a larger canopy tree may conflict with utilities.
 - **Single Stem Deciduous Understory Trees:** One-inch caliper with a minimum height of ten feet
 - **Multi-stemmed Deciduous Understory Trees:** Ten feet height
 - **Evergreen Understory Trees:** Ten feet height

2.3 Alternate Pedestrian Accommodations

In lieu of strict adherence to the required sidewalk improvement standards herein, the Planning Commission may approve a plan that offers functionally equivalent pedestrian accommodations. An example of this type of accommodation could be a multi-purpose path, meandering sidewalk through increased landscaping, or larger connected trail system.

2.4 Street Classification

For the purposes of this manual the following functional street classification applies:

- **Limited Volume:** 66' Private Conservation Easement Local Street
- **Low Volume:** 20' Residential Alley (One Lane), 25' Commercial Alley (One Lane), 25' Private Local Street, 50' Local Street
- **Medium Volume:** 66' Local Collector Street (Undivided), 66' Local Collector Street (Divided), 70' Rural Collector, 80' Avenue (Undivided), 80' Avenue (Divided)
- **High Volume:** 100' Urban Boulevard, 100' Main Street, 100' Parkway (Phase 1), 100' Parkway

2.5 Complete Street Design Guidelines

Street design types: Although this manual describes and refers to street types by function (i.e. collector, arterial) that terminology is tied to the functional classification assigned by engineering professionals for movement of motor vehicles. These terms alone do not address the City's community design vision and commitment to better "Complete Street" design that safely serves all modes (pedestrian, bicycle, transit) of transportation. Additional street type terminology that provides better imagery regarding community design and adjacent land use criteria are described below with detailed cross-section designs following.

- **Alleys** are low volume lanes intended to provide access to the rear or side of lots or buildings and not intended for the purpose of through vehicular traffic.
- **Local streets** provide access to residential, industrial, or commercial districts, as well as to mixed-use areas. They represent the majority of the lane miles of the city street network. Speeds and motor vehicle traffic volumes are low, providing a safe and comfortable environment for pedestrians and bicyclists. The general intent is to keep the pavement on these streets as narrow as possible.
- **Avenues** can serve a diverse set of functions in a wide variety of land use contexts. Therefore, they are the most common (non-local) street type in the City. They provide access from neighborhoods to commercial areas, between major intercity destinations and, in some cases, through neighborhoods. Avenues serve an important function in providing transportation choices, because they are designed to provide a balance of service for all modes of transport. They provide for high quality pedestrian access, high levels of transit accessibility, bicycle accommodations such as bike lanes, yet they may also carry significant automobile traffic. Most thoroughfares in our street network would be classified as avenues. The collector/connector function can also be served by some avenue cross-sections.
- **Main streets** or "destination streets" provide access to and function as centers of civic, social, and commercial activity. Main streets are to be designed to provide the highest level of comfort, security and access for pedestrians. Development along main streets is dense and focused toward the pedestrian realm, while accommodating motorized vehicles. Land uses on main streets are typically mixed and are generators and attractors of pedestrian activity.
- **Boulevards** are designed to move larger numbers of vehicles (as through traffic) from one part of the City to another and to other streets in the network. Therefore, maintaining vehicular movement is a higher priority than for avenues, but pedestrians and cyclists are still considered in the design. In fact, the higher speeds and traffic volumes increase the need for safe pedestrian and bicycle treatments.

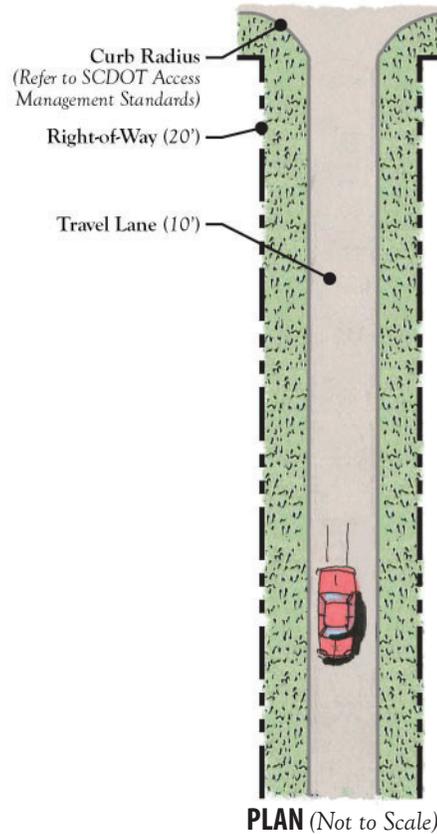
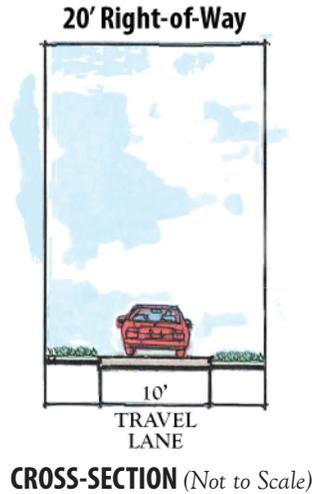
- **Parkways** are the most auto oriented of the street types. A parkway's primary function is to move motor vehicle traffic efficiently from one part of the metropolitan area to another and to provide access to major destinations.
- **Roundabouts:** Modern roundabouts are proving to be safer (for vehicles, bicycles and pedestrians) and less costly intersection designs, especially when a roundabout solution can reduce the need for widening approaches. They will be encouraged in development design. Roundabouts have several significant differences with traffic circles, so it is important to use the latest tested designs for roundabouts.

2.6 Street Cross-Sections

See the following pages for the approved street cross-sections that demonstrate the City's commitment to "Complete Street" design principles.

2.6.1 20' Residential Alley (One Lane)

Low volume lanes intended to provide access to the rear or side of residential lots or dwellings; not intended for the purpose of through vehicular traffic. Prioritized for lot access over driveways, alleys provide necessary circulation and support services such as utilities, drainage, and trash pick-up. Alleys are not divided into pedestrian and vehicle zones.



Trip Distances:

Provides for short-distance movement; not intended for through traffic; connects to local streets.

Access Controls:

Provides direct access to uses.

Number of Lanes:

One Lane. One-way travel or two-way travel when yield pockets are provided, located at a distance approved by the Directors.

Design Features:

Roadway Width:

10' including single travel lane

On-Street Parking:

None

Tree Lawn:

None

Median:

None

Pedestrian Facilities:

Share the road

Bicycle Facilities:

Share the road

Golf Cart Usage:

May cross roadway
May share lane with other vehicles

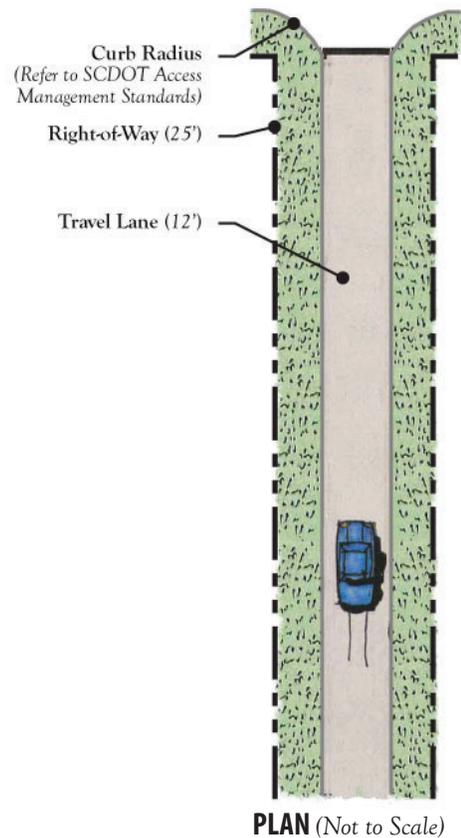
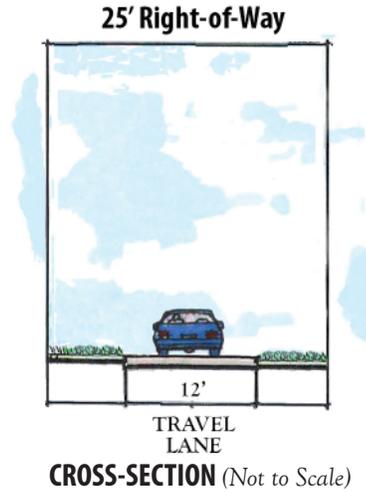
Roadway Capacity:

Low Volume

Notes: Trash service provided only when no parking allowed in cross-section.

2.6.2 25' Commercial Alley (One Lane)

Low volume lanes intended to provide access to the rear or side of commercial lots or uses; not intended for the purpose of through vehicular traffic. Prioritized for lot access over driveways, alleys provide necessary circulation and support services such as utilities, drainage, and trash pick-up. Alleys are not divided into pedestrian and vehicle zones.



Trip Distances:

Provides for short-distance movement; not intended for through traffic; connects to local streets.

Access Controls:

Provides direct access to uses.

Number of Lanes:

One Lane. One-way travel or two-way travel when yield pockets are provided, located at a distance approved by the Directors.

Design Features:

Roadway Width:

12' including single travel lane

On-Street Parking:

None

Tree Lawn:

None

Median:

None

Pedestrian Facilities:

Share the road

Bicycle Facilities:

Share the road

Golf Cart Usage:

May cross roadway
May share lane with other vehicles

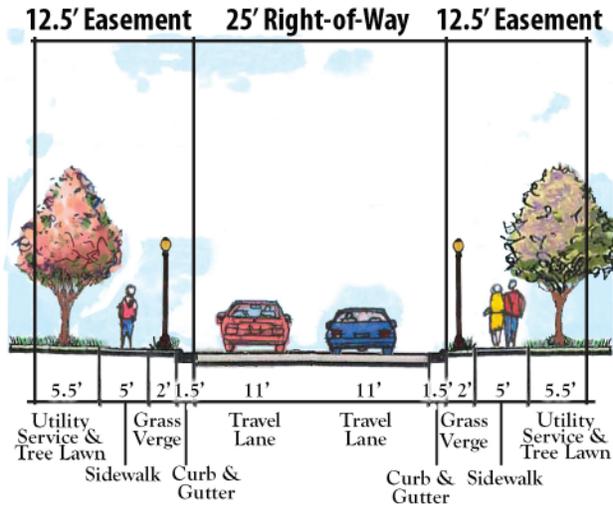
Roadway Capacity:

Low Volume

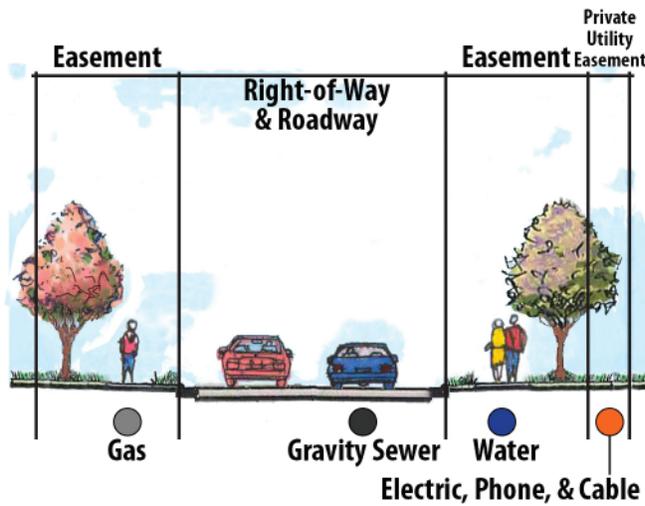
Notes: Trash service provided only when no parking allowed in cross-section.

2.6.3 25' Private Local Street

Provides access to residential, industrial, or commercial districts, as well as to mixed-use areas. Speeds and motor vehicle traffic volumes are low, providing a safe and comfortable environment for pedestrians and bicyclists. The general intent is to keep the pavement on these streets as narrow as possible. This street type offers the lowest levels of traffic, and through traffic is discouraged. As a private street, ownership and maintenance of this type of street is the responsibility of another entity, such as a property owners' association. As a privately-owned street, gates may be utilized in conformance with the standards of Chapter 3 of this manual.



CROSS-SECTION (Not to Scale)



UTILITY LAYOUT (Not to Scale)

Trip Distances:

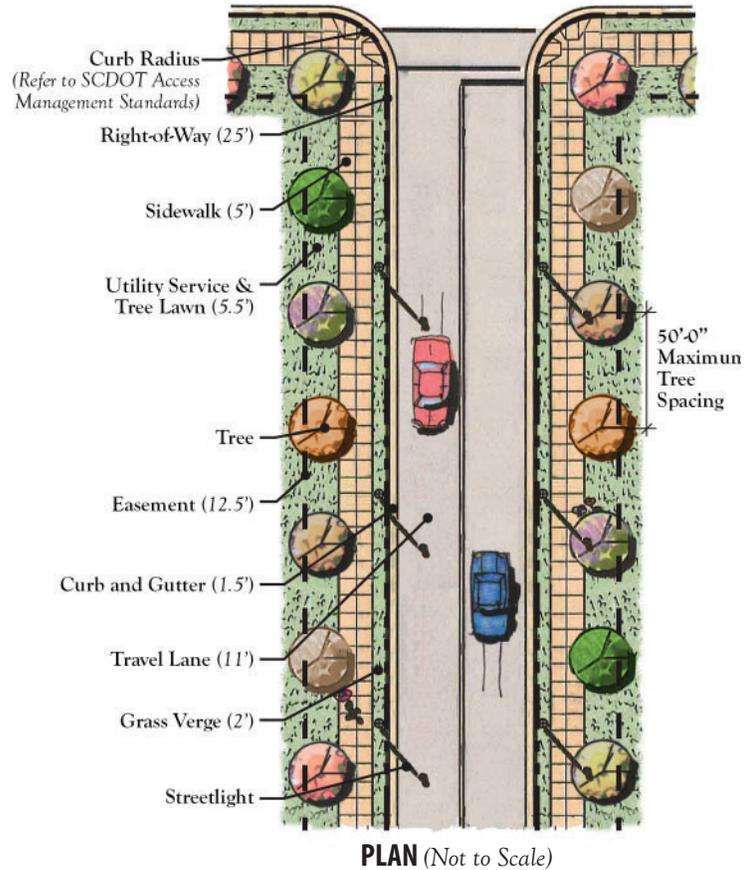
Provides for short-distance movements; not intended for through traffic; connects to alleys, collectors and arterials.

Access Controls:

Provides direct access to uses.

Number of Lanes:

Two lanes; one lane in each direction.



Design Features:

Roadway Width:

25' including two travel lanes and curb and gutter

On-Street Parking:

As approved by the directors

Tree Lawn:

5.5', both sides shared with Utility Service

Median:

None

Pedestrian Facilities:

5' sidewalks, both sides

Bicycle Facilities:

Share the road

Golf Cart Usage:

May cross roadway
May share lane with other vehicles

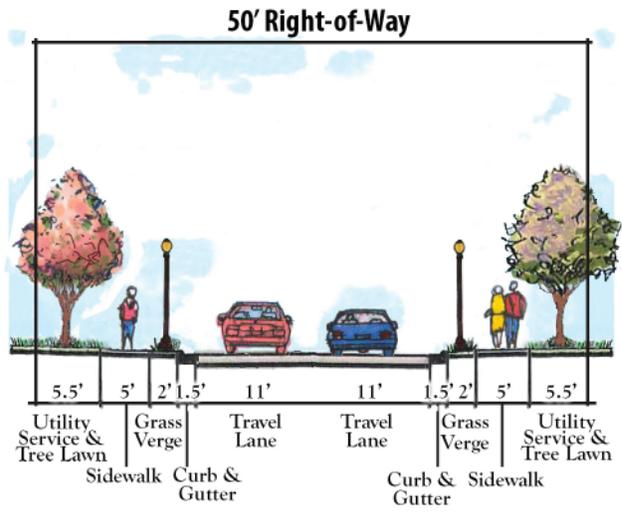
Roadway Capacity:

Low Volume

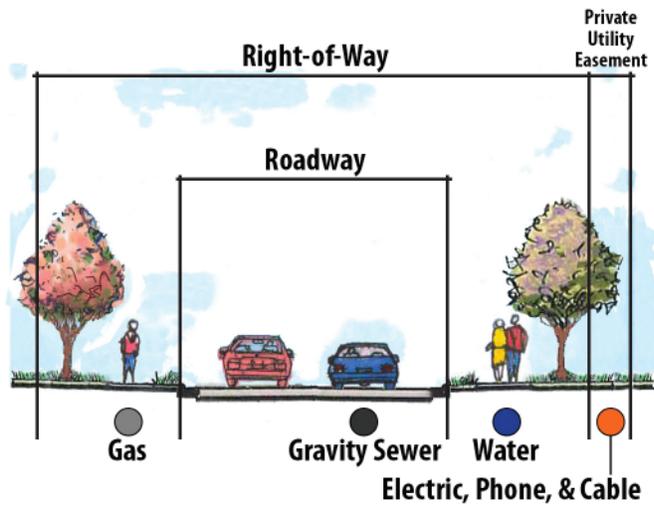
Notes: Front setback line measured from 12.5' easement line. Only private street configuration eligible for conversion to public street through process defined in ordinance.

2.6.4 50' Local Street

Provides access to residential, industrial, or commercial districts, as well as to mixed-use areas. Speeds and motor vehicle traffic volumes are low, providing a safe and comfortable environment for pedestrians and bicyclists. The general intent is to keep the pavement on these streets as narrow as possible. This street type offers the lowest levels of traffic, and through traffic is discouraged.



CROSS-SECTION (Not to Scale)



UTILITY LAYOUT (Not to Scale)

Trip Distances:

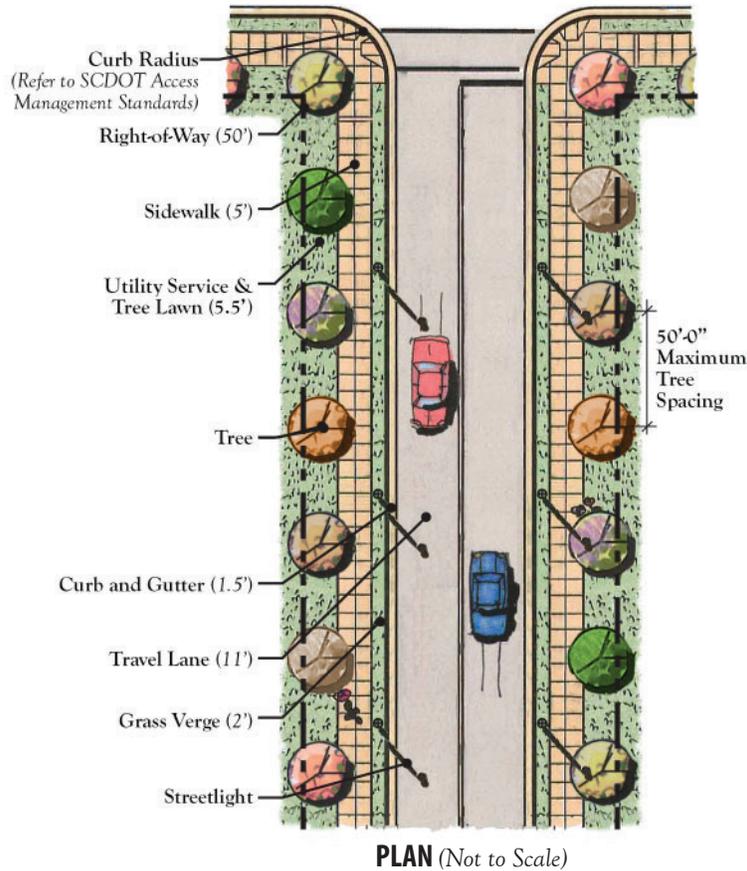
Provides for short-distance movements; not intended for through traffic; connects to alleys, collectors and arterials.

Access Controls:

Provides direct access to uses.

Number of Lanes:

Two lanes; one lane in each direction.



Design Features:

Roadway Width:

25' including two travel lanes and curb and gutter

On-Street Parking:

As approved by the directors

Tree Lawn:

5.5', both sides shared with Utility Service

Median:

None

Pedestrian Facilities:

5' sidewalks, both sides

Bicycle Facilities:

Share the road

Golf Cart Usage:

May cross roadway
May share lane with other vehicles

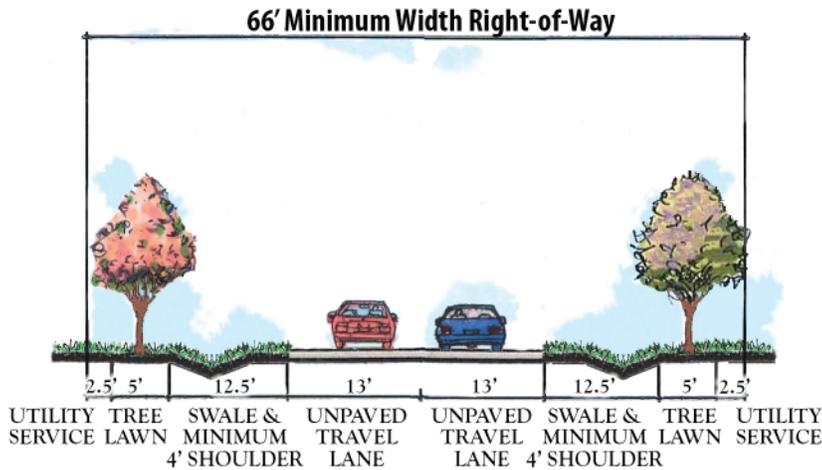
Roadway Capacity:

Low Volume

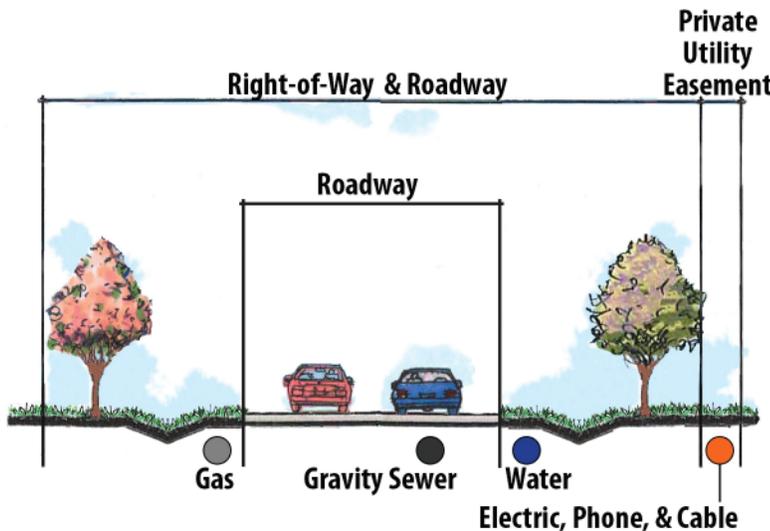
Notes: None

2.6.5 66' Private Conservation Easement Local Street

Usage: Only to be used when conservation easement deed restrictions prevent paving. Provides for traffic movements within neighborhoods, direct access to abutting land, and access to collector and arterial streets. This street type offers the lowest levels of traffic, and through traffic is discouraged. As a private street, ownership and maintenance of this type of street is the responsibility of another entity, such as a property owners' association. As a privately-owned street, gates may be utilized in conformance with the standards of Chapter 3 of this manual.



CROSS-SECTION (Not to Scale)



UTILITY LAYOUT (Not to Scale)

Trip Distances:

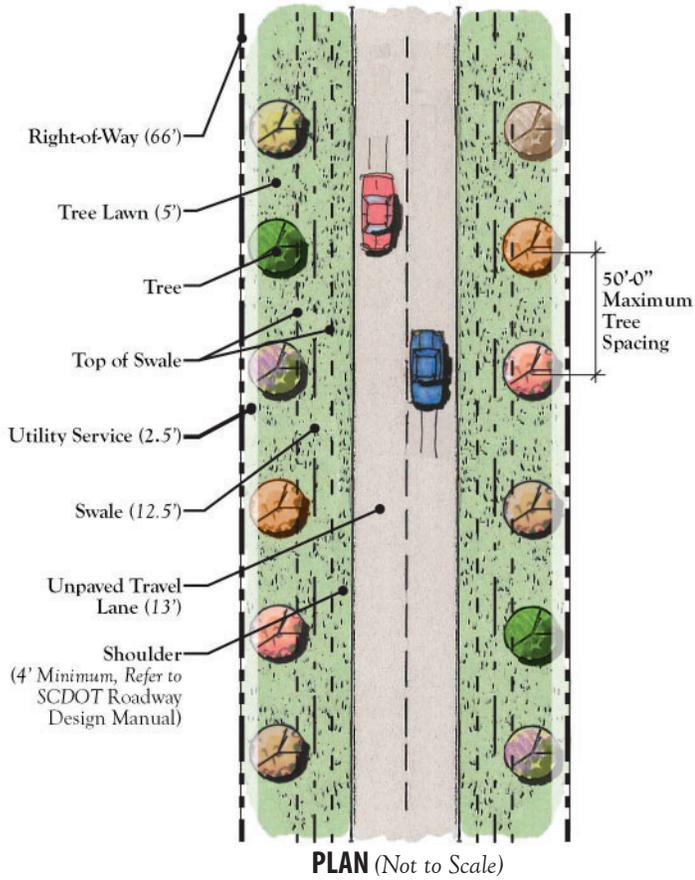
Provides for short-distance movements only on property whose deed restrictions prevent paving; not intended for through traffic; connects to alleys, collectors and arterials.

Access Controls:

Provides direct access to uses.

Number of Lanes:

Two lanes; one lane in each direction.



Design Features:

Roadway Width:

26' including two travel lanes

On-Street Parking:

None

Tree Lawn:

5', both sides

Median:

None

Pedestrian Facilities:

Share the road

Bicycle Facilities:

Share the road

Golf Cart Usage:

May cross roadway
May share lane with other vehicles

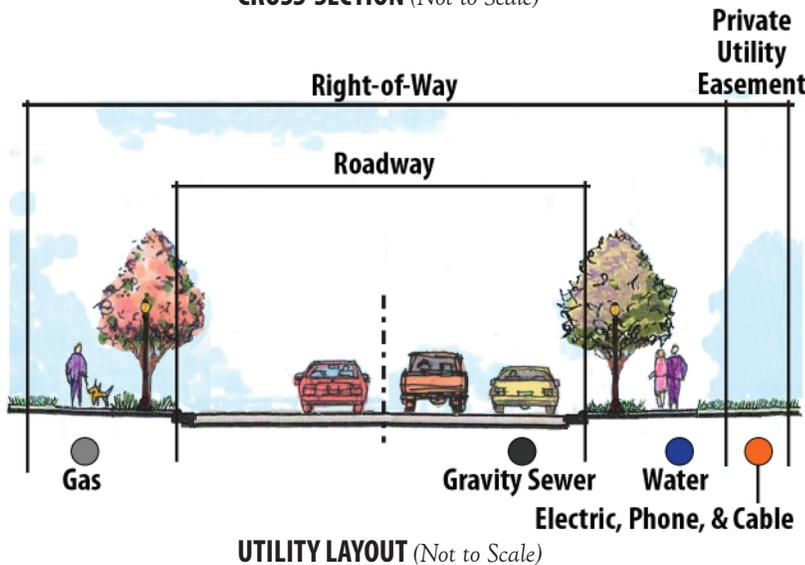
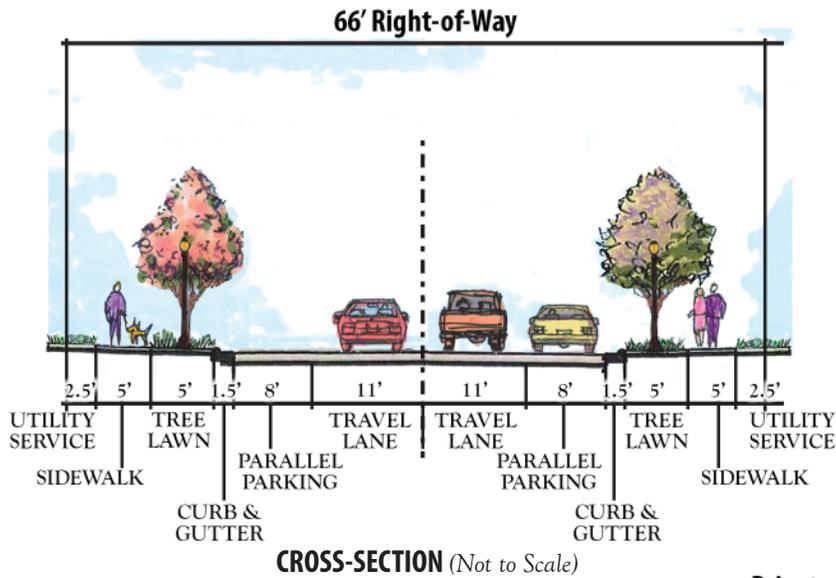
Roadway Capacity:

Limited Volume

Notes: Unpaved travel lane surface must meet requirements of Public Works Department; a maintenance schedule may be required. Existing trees may count towards street tree requirements, and trees may be grouped to provide for views along scenic vistas.

2.6.6 66' Local Collector (Undivided)

Provides access to residential, industrial, or commercial districts, as well as to mixed-use areas. Speeds and motor vehicle traffic volumes are low, providing a safe and comfortable environment for pedestrians and bicyclists. The general intent is to keep the pavement on these streets as narrow as possible. Within neighborhoods, collectors distribute trips to the area and destination; collectors also collect traffic from local streets and channel it into arterials. Traffic control devices may be installed to protect pedestrians and facilitate traffic flow.



Trip Distances:

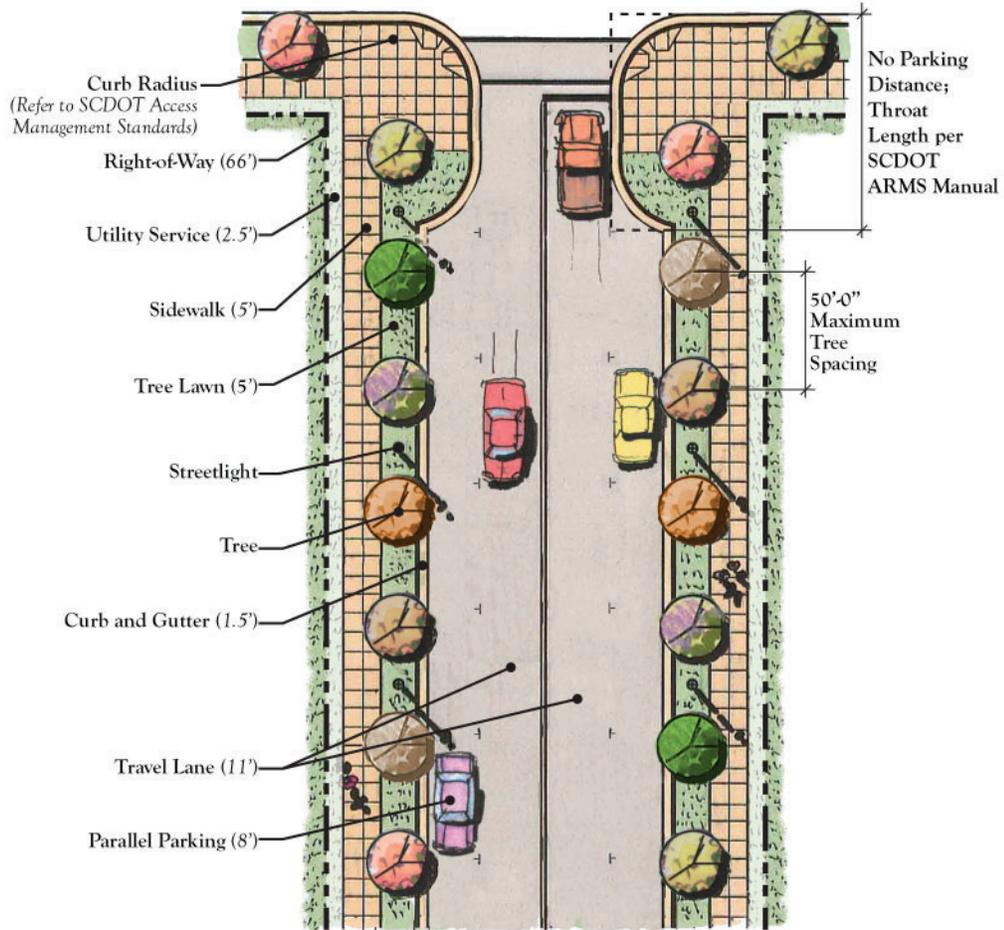
Provides for short-distance movements; collects and distributes traffic between local streets and arterial streets.

Access Controls:

Provides direct access to abutting land; some access control through spacing or location of driveways and intersections.

Number of Lanes:

Two lanes; one lane in each direction.



PLAN (Not to Scale)

Design Features:

Roadway Width:

41' including two travel lanes, parallel parking and curb and gutter

On-Street Parking:

Parallel parking, both sides

Tree Lawn:

5', both sides

Median:

None

Pedestrian Facilities:

5' sidewalks, both sides

Bicycle Facilities:

Share the road

Golf Cart Usage:

May cross roadway
May share lane with other vehicles

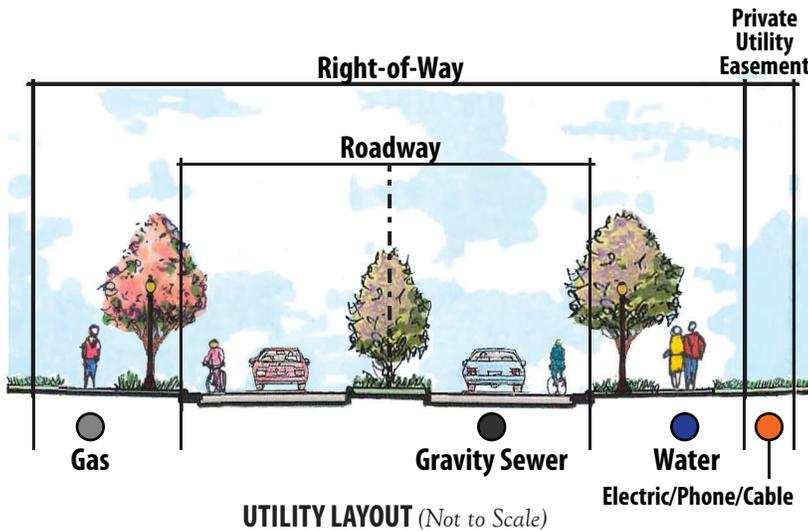
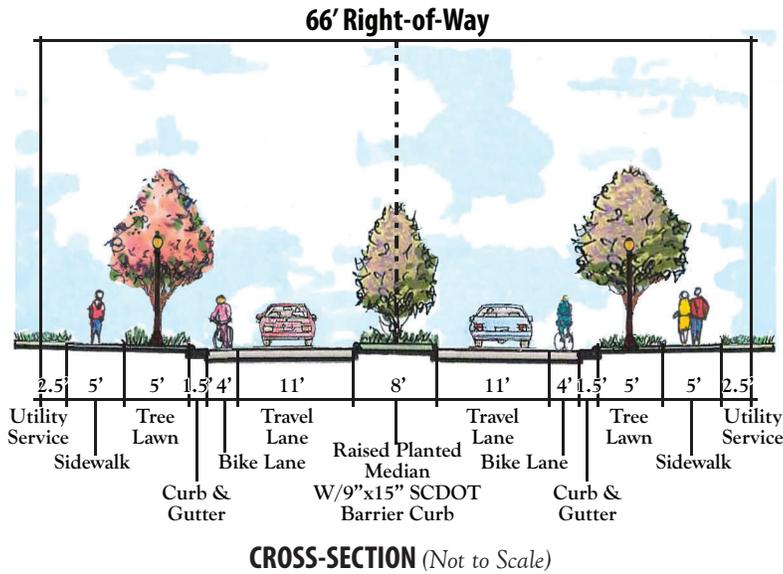
Roadway Capacity:

Medium Volume

Notes: None.

2.6.7 66' Local Collector (Divided)

Provides access to residential, industrial, or commercial districts, as well as to mixed-use areas. Speeds and motor vehicle traffic volumes are low, providing a safe and comfortable environment for pedestrians and bicyclists. The general intent is to keep the pavement on these streets as narrow as possible. Within neighborhoods, collectors distribute trips to the area and destination; collectors also collect traffic from local streets and channel it into arterials. Traffic control devices may be installed to protect pedestrians and facilitate traffic flow.



Trip Distances:

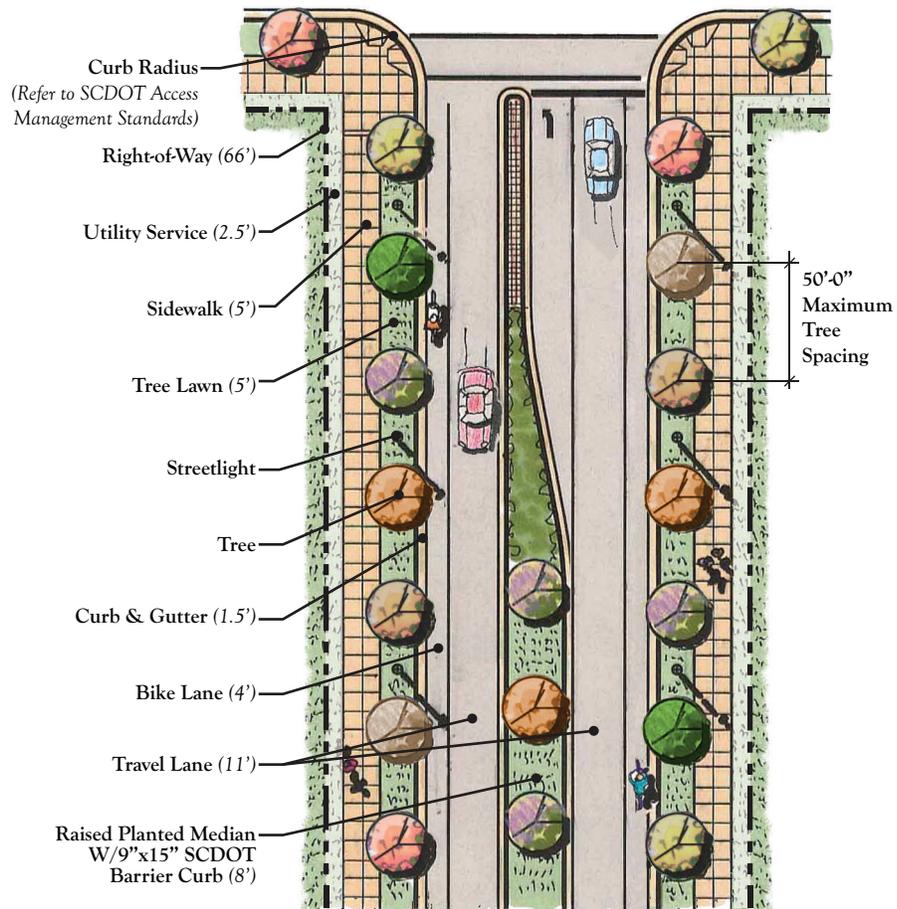
Provides for short-distance movements; collects and distributes traffic between local streets and arterial streets.

Access Controls:

Provides direct access to abutting land; some access control through raised medians and spacing or location of driveways and intersections.

Number of Lanes:

Two lanes; one lane in each direction.



PLAN (Not to Scale)

Design Features:

Roadway Width:

41' including two travel lanes, bike lanes, planted median and curb and gutter

On-Street Parking:

None

Tree Lawn:

5', both sides

Median:

10' planted median w/9"x15" SCDOT barrier curb

Pedestrian Facilities:

5' sidewalks, both sides

Bicycle Facilities:

3' bike lanes, both sides

Golf Cart Usage:

May cross roadway
May share lane with other vehicles

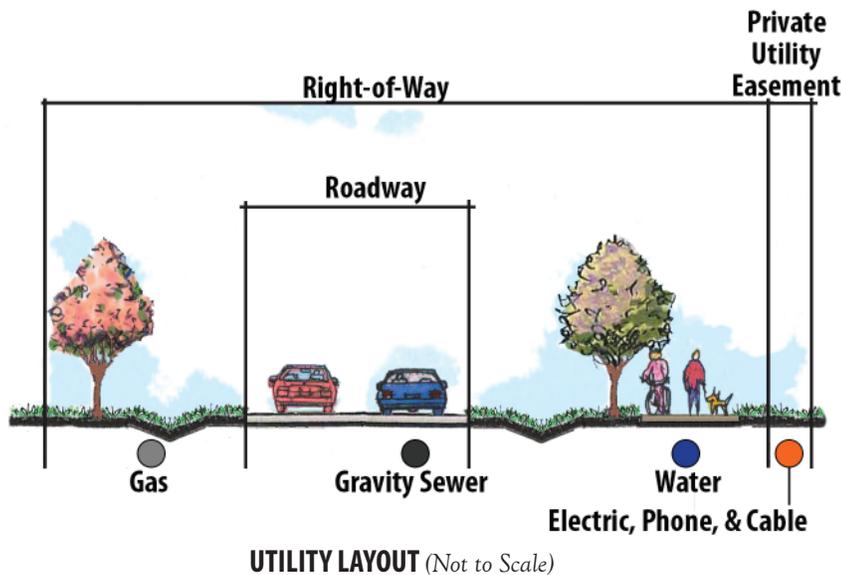
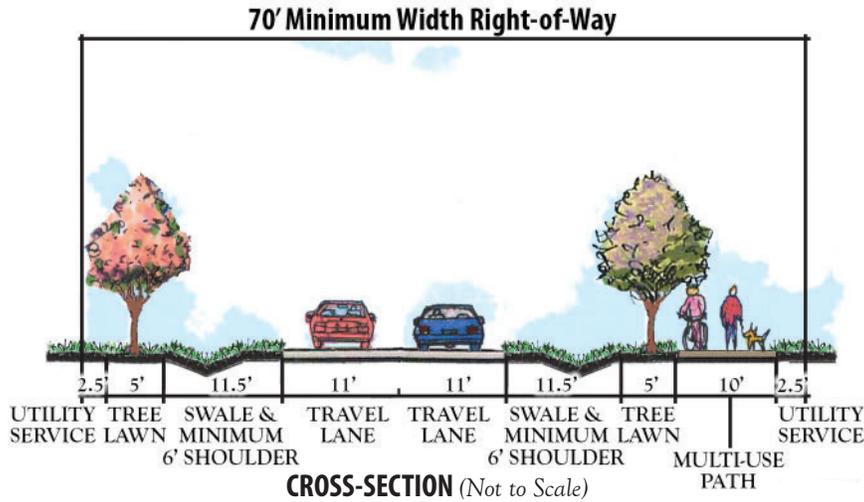
Roadway Capacity:

Medium Volume

Notes: None.

2.6.8 70' Rural Collector

Provides access to residential, industrial, or commercial districts, as well as to mixed-use areas. Speeds and motor vehicle traffic volumes are low, providing a safe and comfortable environment for pedestrians and bicyclists. The general intent is to keep the pavement on these streets as narrow as possible. Within neighborhoods, collectors distribute trips to the area and destination; collectors also collect traffic from local streets and channel it into arterials. Traffic control devices may be installed to protect pedestrians and facilitate traffic flow.



Trip Distances:

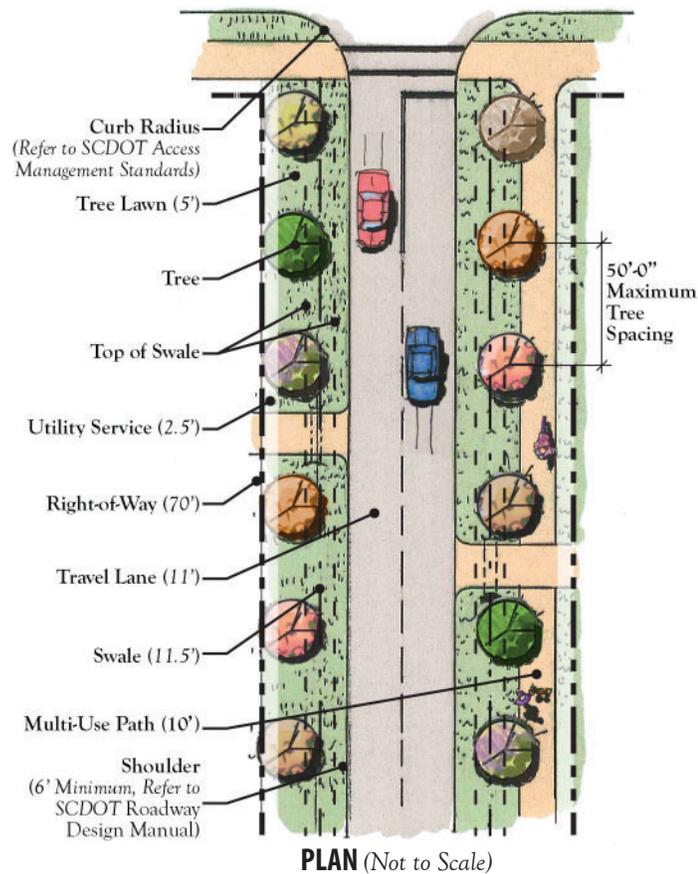
Provides for short-distance movements; collects and distributes traffic between local streets and arterial streets.

Access Controls:

Provides direct access to abutting land; some access control through spacing or location of driveways and intersections.

Number of Lanes:

Two lanes; one lane in each direction.



Design Features:

Roadway Width:

22' including two travel lanes

On-Street Parking:

None

Tree Lawn:

5', both sides

Median:

None

Pedestrian Facilities:

10' multi-use path, one side

Bicycle Facilities:

10' multi-use path, one side

Golf Cart Usage:

May cross roadway
May share lane with other vehicles

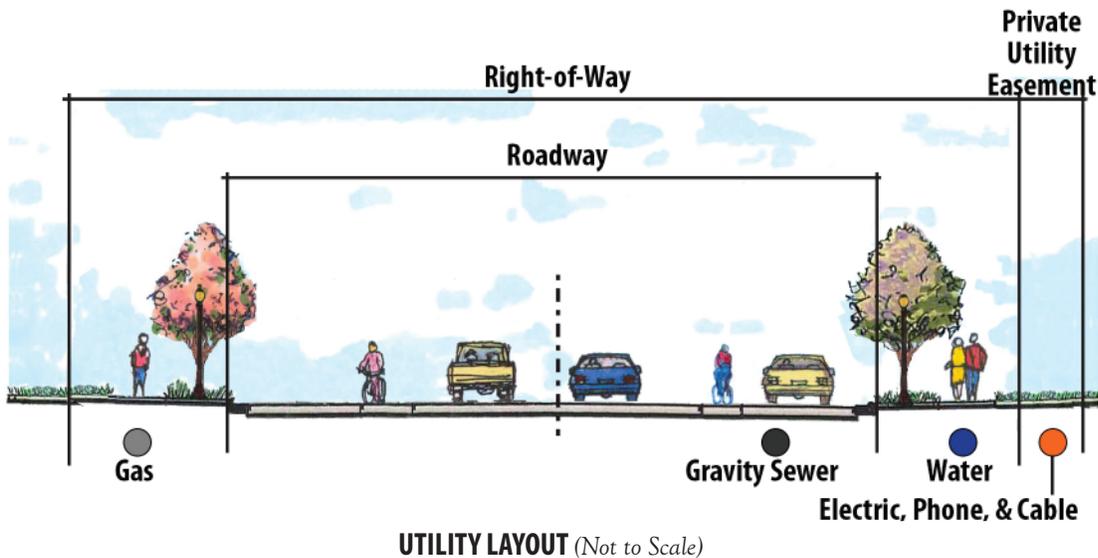
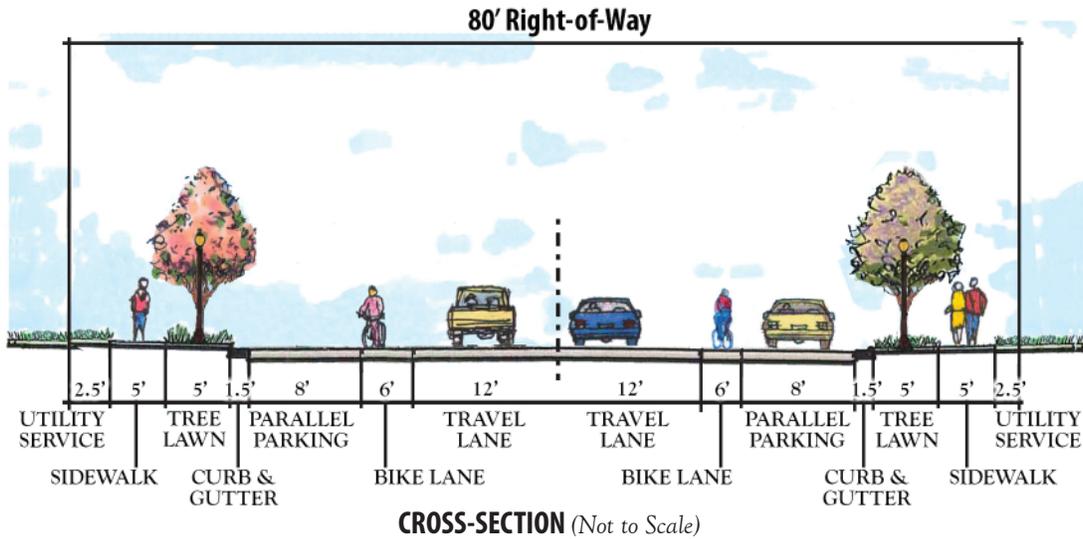
Roadway Capacity:

Medium Volume

Notes: None.

2.6.9 80' Avenue (Undivided)

Provides access from neighborhoods to commercial areas, between major intercity destinations and, in some cases, through neighborhoods. Designed to provide a balance of transport modes, avenues provide for high quality pedestrian access, high levels of transit accessibility, bicycle accommodations, and may also carry significant automobile traffic.



Trip Distances:

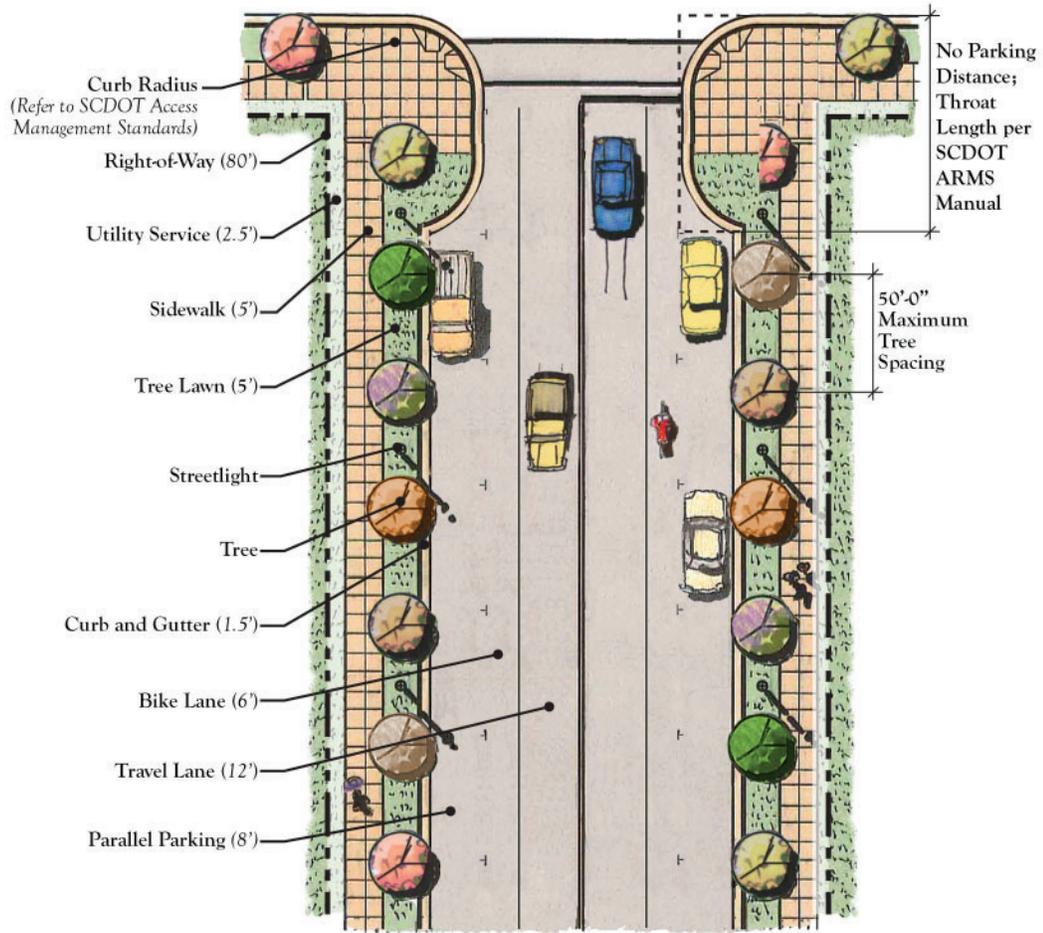
Provides for short-distance movements; collects and distributes traffic between local streets and arterial streets.

Access Controls:

Provides direct access to abutting land; some access control through spacing or location of driveways and intersections.

Number of Lanes:

Two lanes; one lane in each direction.



PLAN (Not to Scale)

Design Features:

Roadway Width:

55' including two travel lanes, bike lanes, parallel parking and curb and gutter

On-Street Parking:

8' parallel, both sides

Tree Lawn:

5', both sides

Median:

None

Pedestrian Facilities:

5' sidewalks, both sides

Bicycle Facilities:

6' bike lanes, both sides

Golf Cart Usage:

May cross roadway

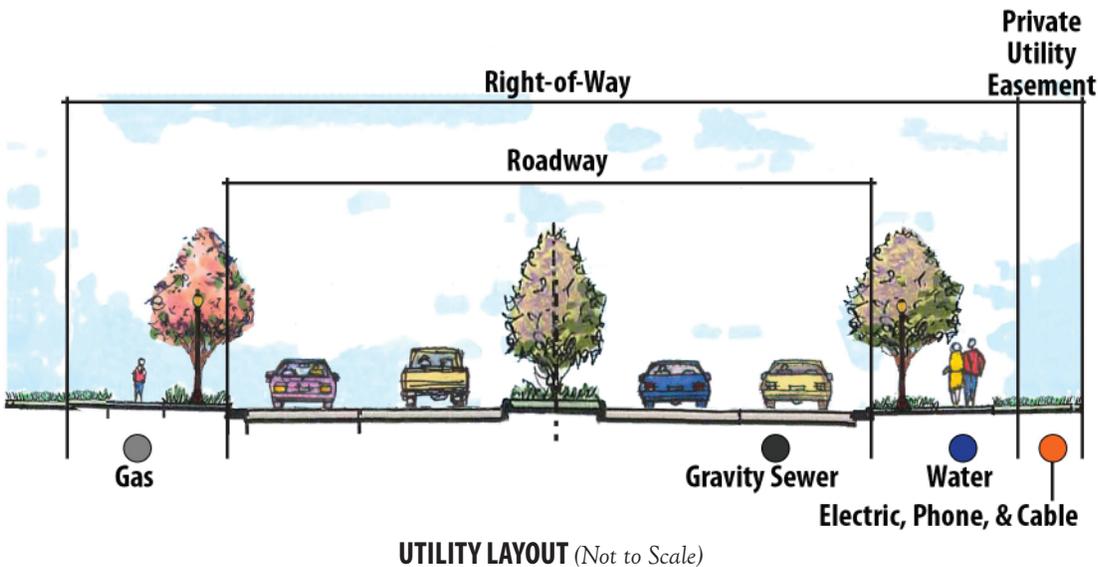
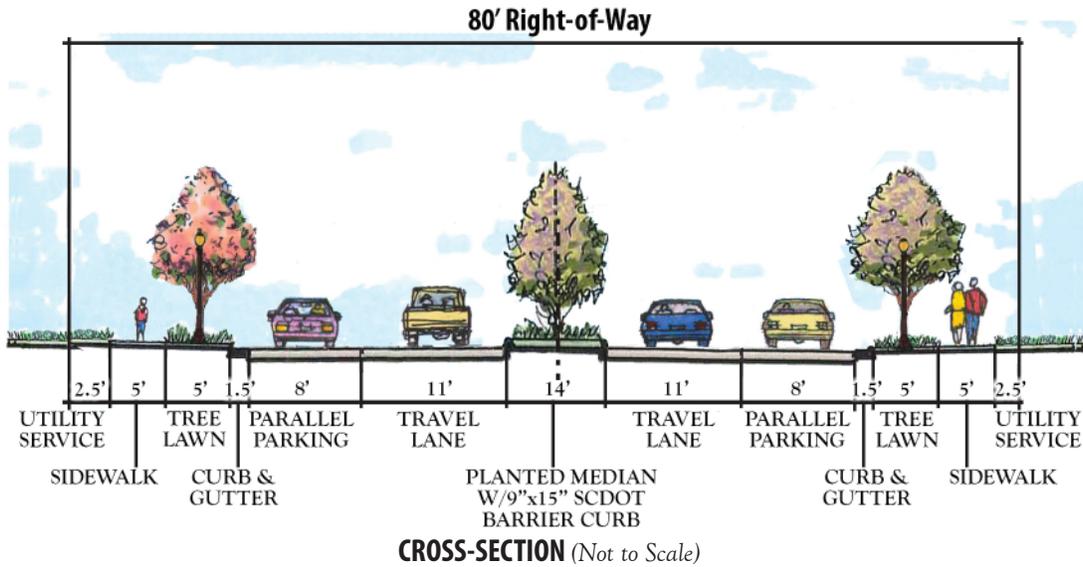
Roadway Capacity:

Medium Volume

Notes: None.

2.6.10 80' Avenue (Divided)

Provides access from neighborhoods to commercial areas, between major intercity destinations and, in some cases, through neighborhoods. Designed to provide a balance of transport modes, avenues provide for high quality pedestrian access, high levels of transit accessibility, bicycle accommodations, and may also carry significant automobile traffic.



Trip Distances:

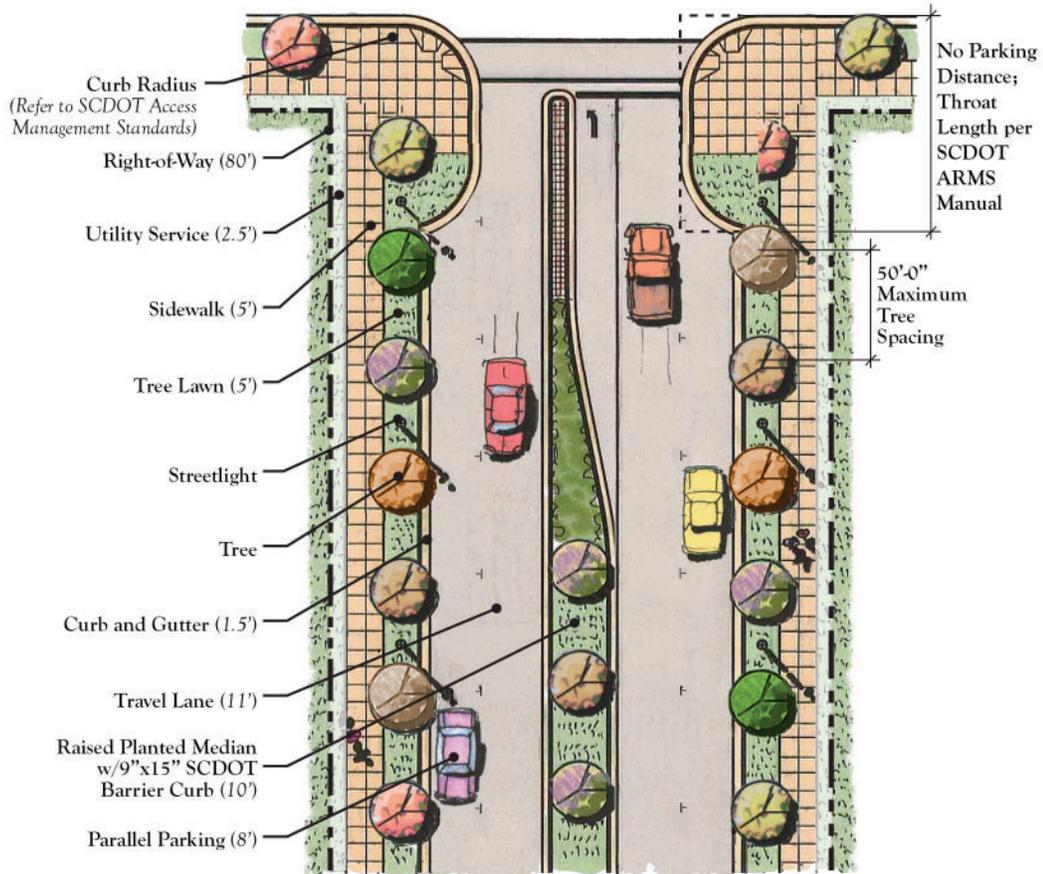
Provides for short-distance movements; collects and distributes traffic between local streets and arterial streets.

Access Controls:

Provides direct access to abutting land; some access control through raised medians and spacing or location of driveways and intersections.

Number of Lanes:

Two lanes; one lane in each direction.



PLAN (Not to Scale)

Design Features:

Roadway Width:

55' including two travel lanes, parallel parking, planted median, and curb and gutter

On-Street Parking:

8' parallel, both sides

Tree Lawn:

5', both sides

Median:

14' planted median w/9"x15" SCDOT barrier curb

Pedestrian Facilities:

5' sidewalks, both sides

Bicycle Facilities:

Share the road

Golf Cart Usage:

May cross roadway
May share lane with other vehicles

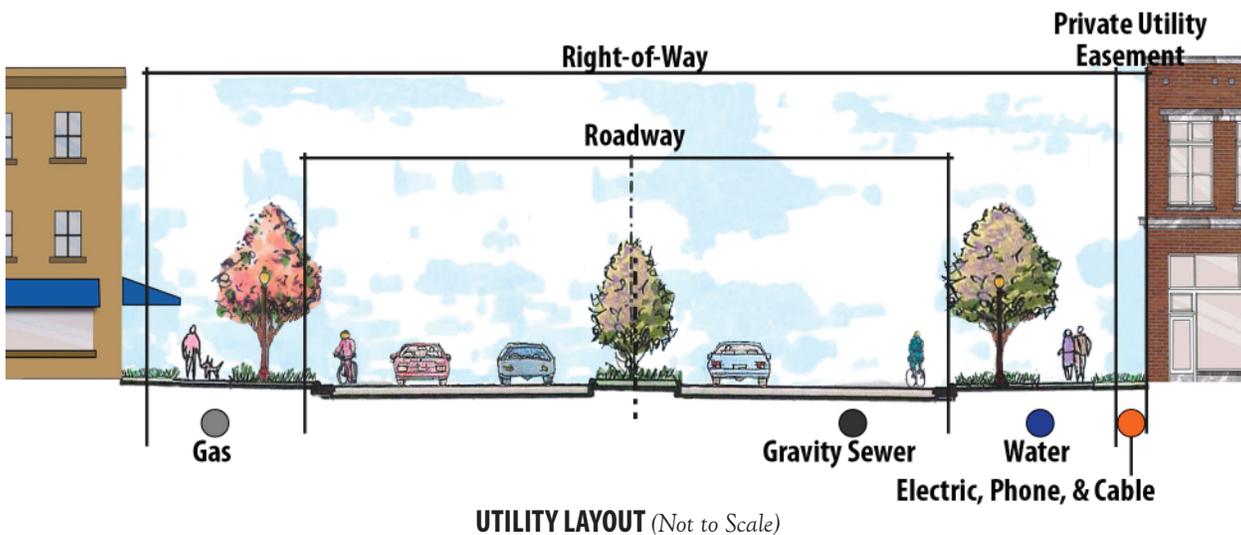
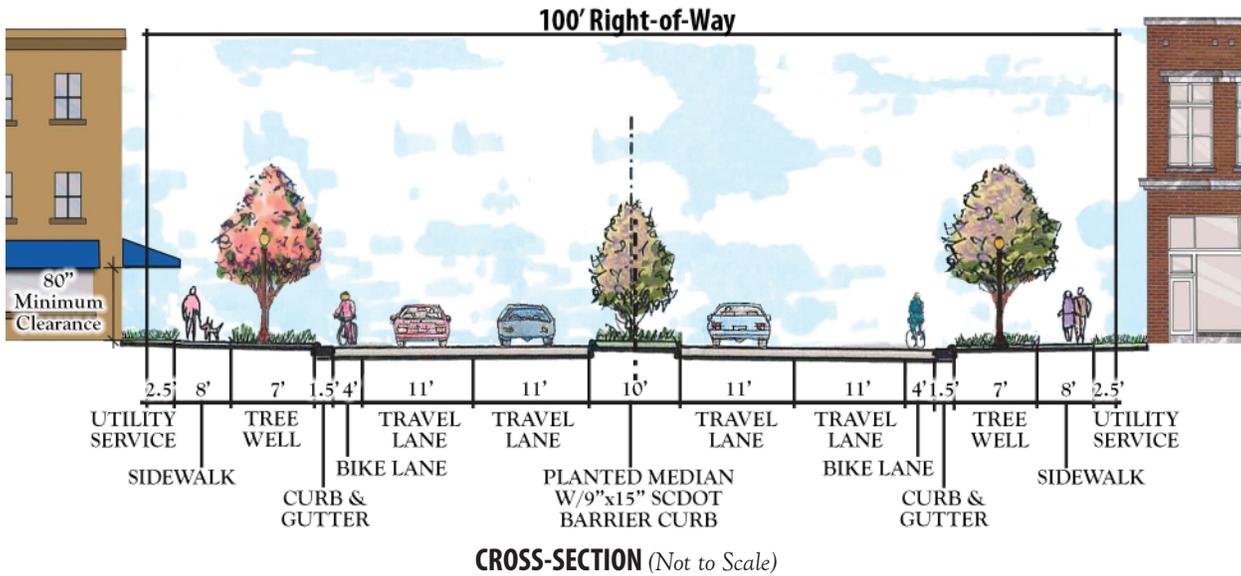
Roadway Capacity:

Medium Volume

Notes: Alternate configuration provides two 11' travel lanes on each side of 8' median.

2.6.11 100' Urban Boulevard

Boulevards are designed to move larger numbers of vehicles (as through traffic) from one part of the City to another and to other streets in the network. Maintaining vehicular movement is a higher priority than for avenues, but pedestrians and cyclists are still considered in the design. In fact, the higher speeds and traffic volumes increase the need for safe pedestrian and bicycle treatments.



Trip Distances:

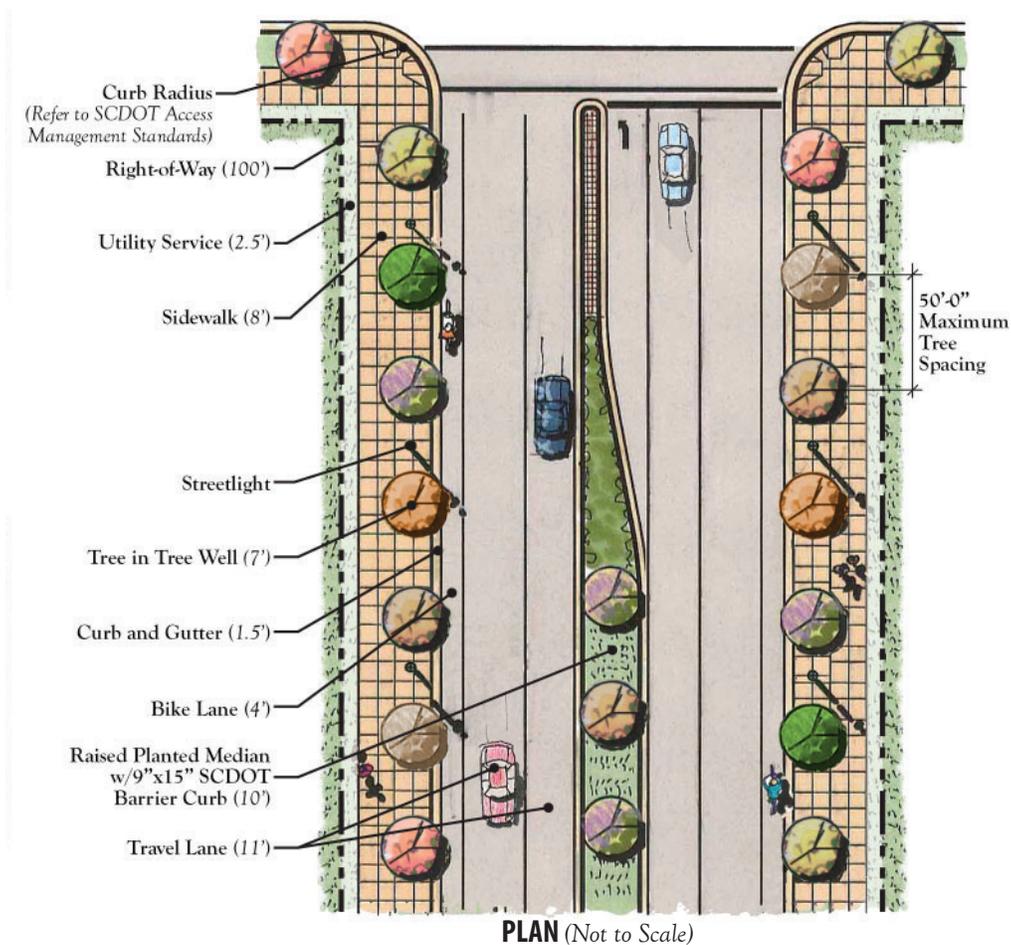
Provides for short-distance movements; collects and distributes traffic between local streets and arterial streets.

Access Controls:

Provides direct access to abutting land; some access control through raised medians and spacing or location of driveways and intersections.

Number of Lanes:

Four lanes; two lanes in each direction.



Design Features:

Roadway Width:

65' including four travel lanes, bike lanes, planted median, and curb and gutter

On-Street Parking:

None

Tree Lawn:

7' wells, both sides

Median:

12' planted median w/9"x15" SCDOT barrier curb

Pedestrian Facilities:

8' sidewalks, both sides

Bicycle Facilities:

None

Golf Cart Usage:

May cross roadway
May share lane with other vehicles

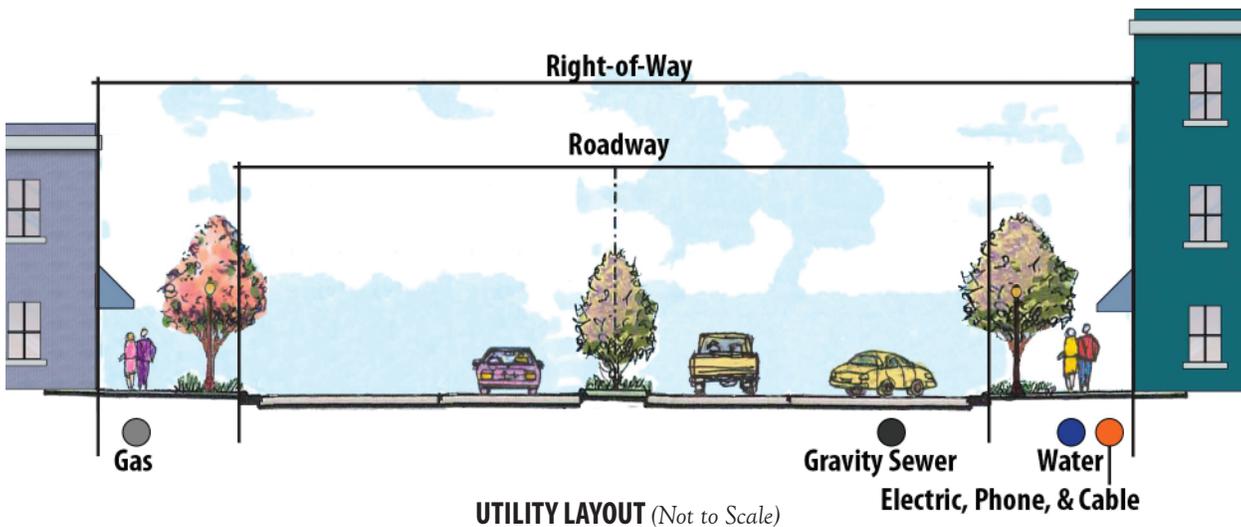
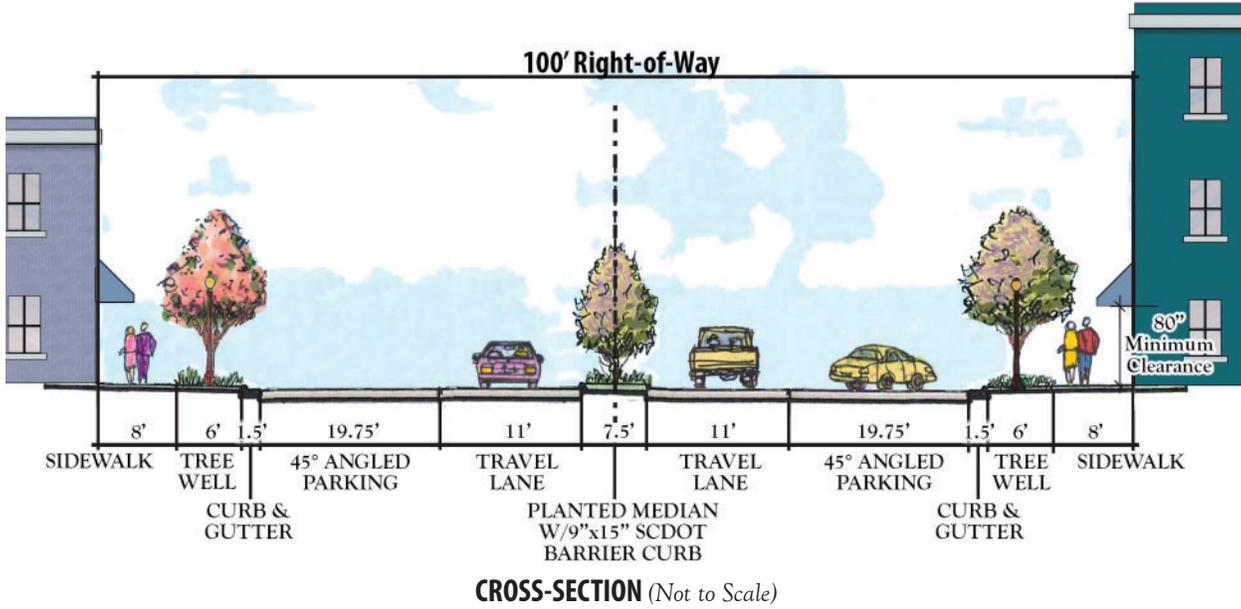
Roadway Capacity:

High Volume

Notes: None.

2.6.12 100' Main Street

Main streets or “destination streets” provide access to and function as centers of civic, social, and commercial activity. Main streets are designed to provide the highest level of comfort, security and access for pedestrians. Development along main streets is dense and focused toward the pedestrian realm, while still accommodating motorized vehicles. Land uses on main streets are typically mixed and are generators and attractors of pedestrian activity.



Trip Distances:

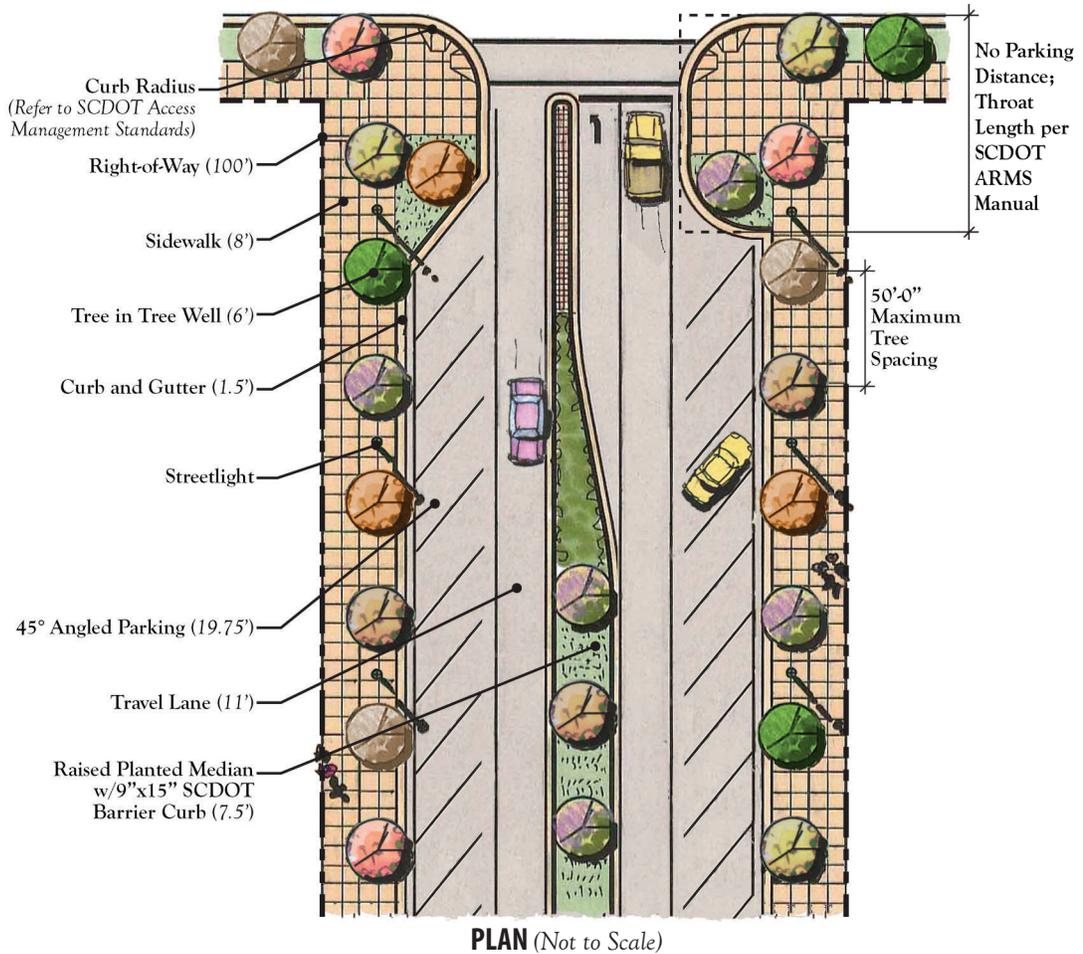
Provides for short-distance movements; collects and distributes traffic between local streets and arterial streets.

Access Controls:

Provides direct access to abutting land; some access control through raised medians and spacing or location of driveways and intersections.

Number of Lanes:

Two lanes; one lane in each direction.



Design Features:

Roadway Width:

72' including two travel lanes, 45° angled parking, planted median, and curb and gutter

On-Street Parking:

45° angled, both sides

Tree Lawn:

6' wells, both sides

Median:

7.5' planted median w/9"x15" SCDOT barrier curb

Pedestrian Facilities:

8' sidewalks, both sides

Bicycle Facilities:

Share the road

Golf Cart Usage:

May cross roadway
May share lane with other vehicles

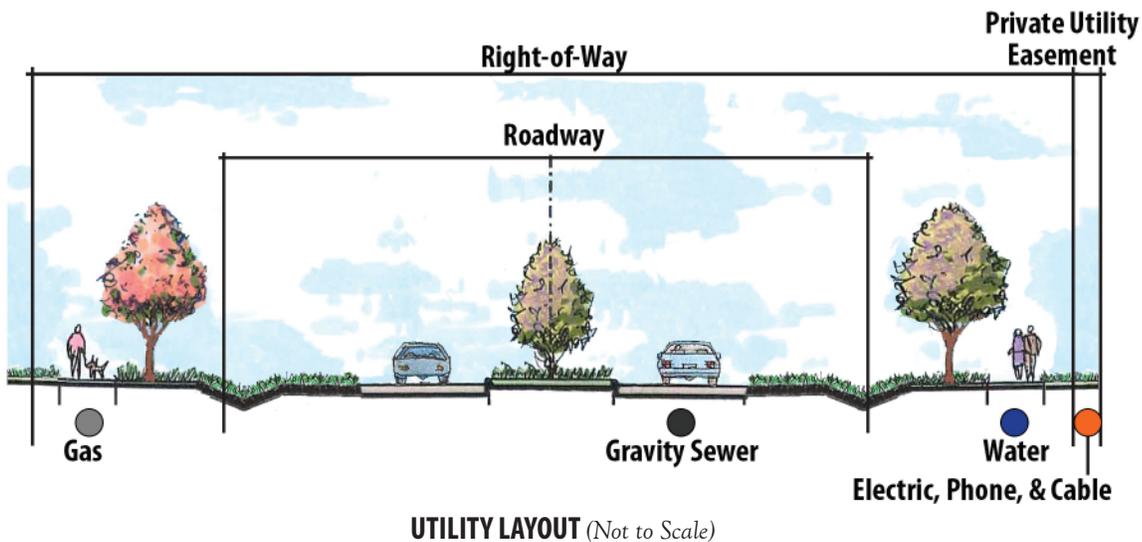
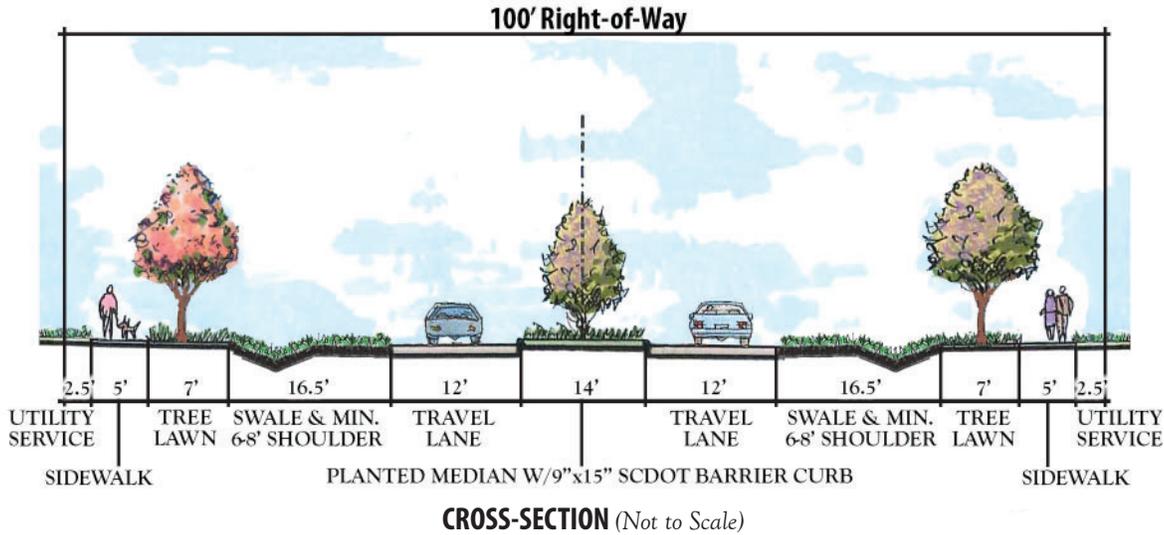
Roadway Capacity:

High Volume

Notes: Reverse angled parking option with approval of Directors.

2.6.13 100' Parkway (Phase 1)

Parkways are the most vehicle-oriented of the street types. A parkway's primary function is to move motor vehicle traffic efficiently from one part of the metropolitan area to another and to provide access to major destinations. The phased parkway design allows this street to be developed incrementally.



Trip Distances:

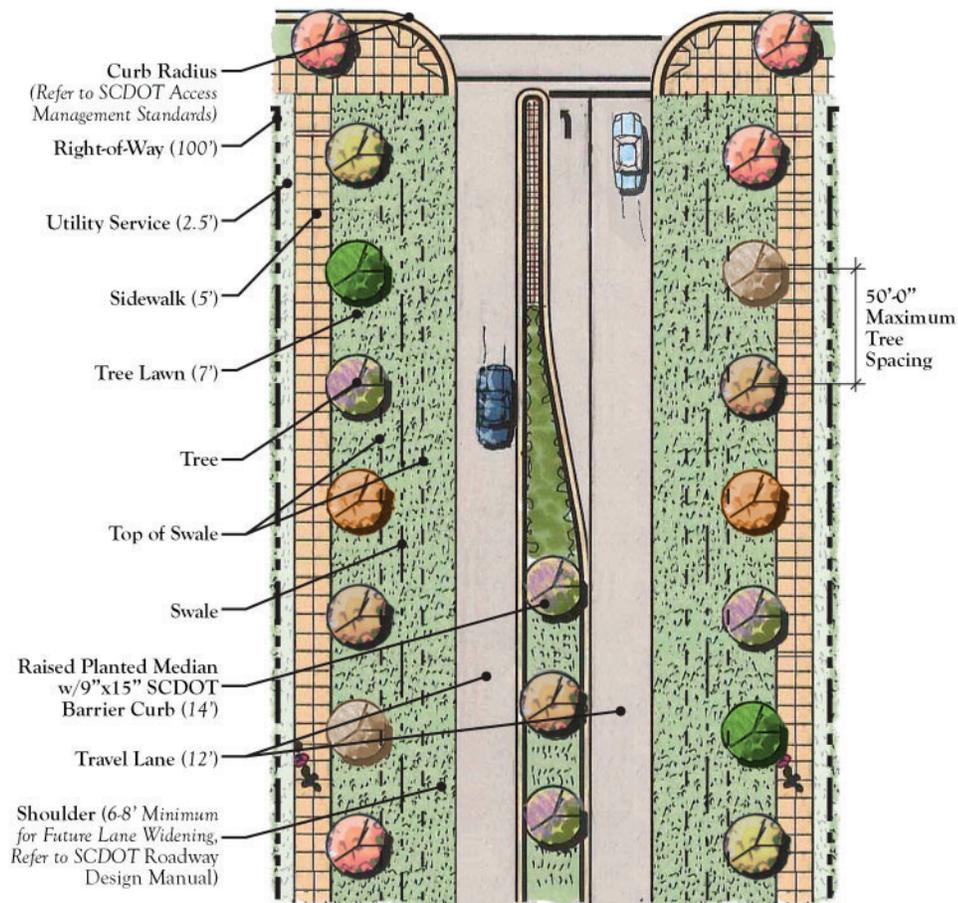
Provides for moderate distance travel within the City and between the City and adjacent jurisdictions.

Access Controls:

Moderate access to abutting land; access control through frontage roads, raised medians, and the spacing or location of driveways and intersections.

Number of Lanes:

Two lanes; one lane in each direction.



PLAN (Not to Scale)

Design Features:

Roadway Width:

38' including two travel lanes and planted median

On-Street Parking:

None

Tree Lawn:

7', both sides

Median:

14' planted median w/9"x15" SCDOT barrier curb

Pedestrian Facilities:

5' sidewalks, both sides

Bicycle Facilities:

Share the road

Golf Cart Usage:

May cross roadway

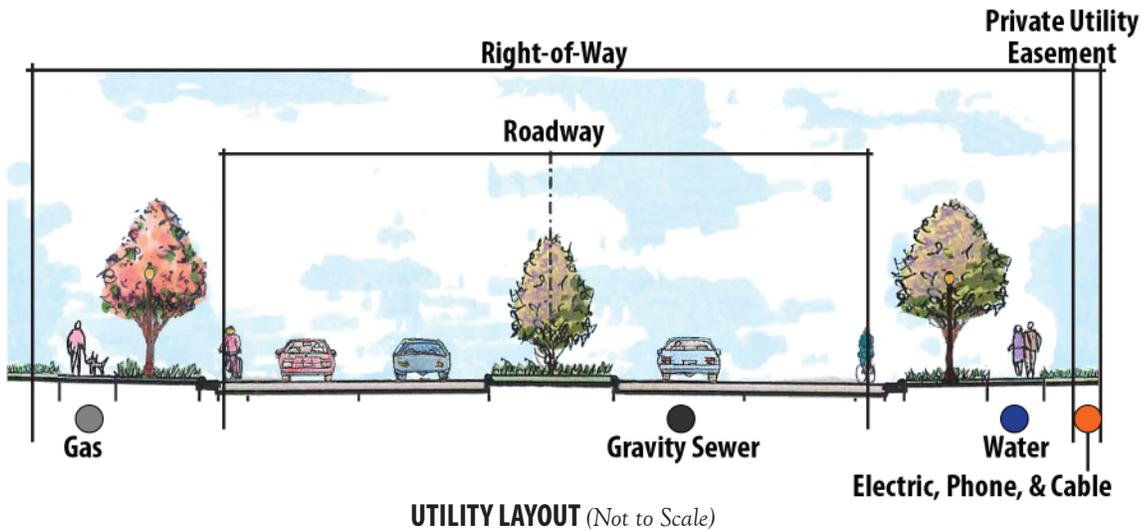
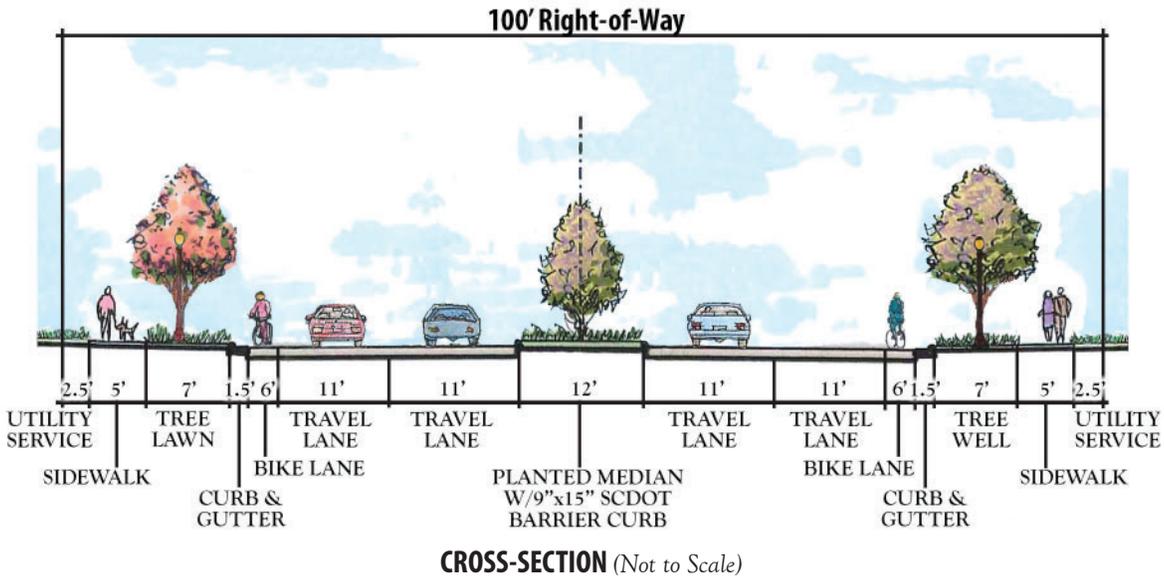
Roadway Capacity:

High Volume

Notes: Phase one of a parkway development; temporary cross-section (not required).

2.6.14 100' Parkway

Parkways are the most vehicle-oriented of the street types. A parkway's primary function is to move motor vehicle traffic efficiently from one part of the metropolitan area to another and to provide access to major destinations.



Trip Distances:

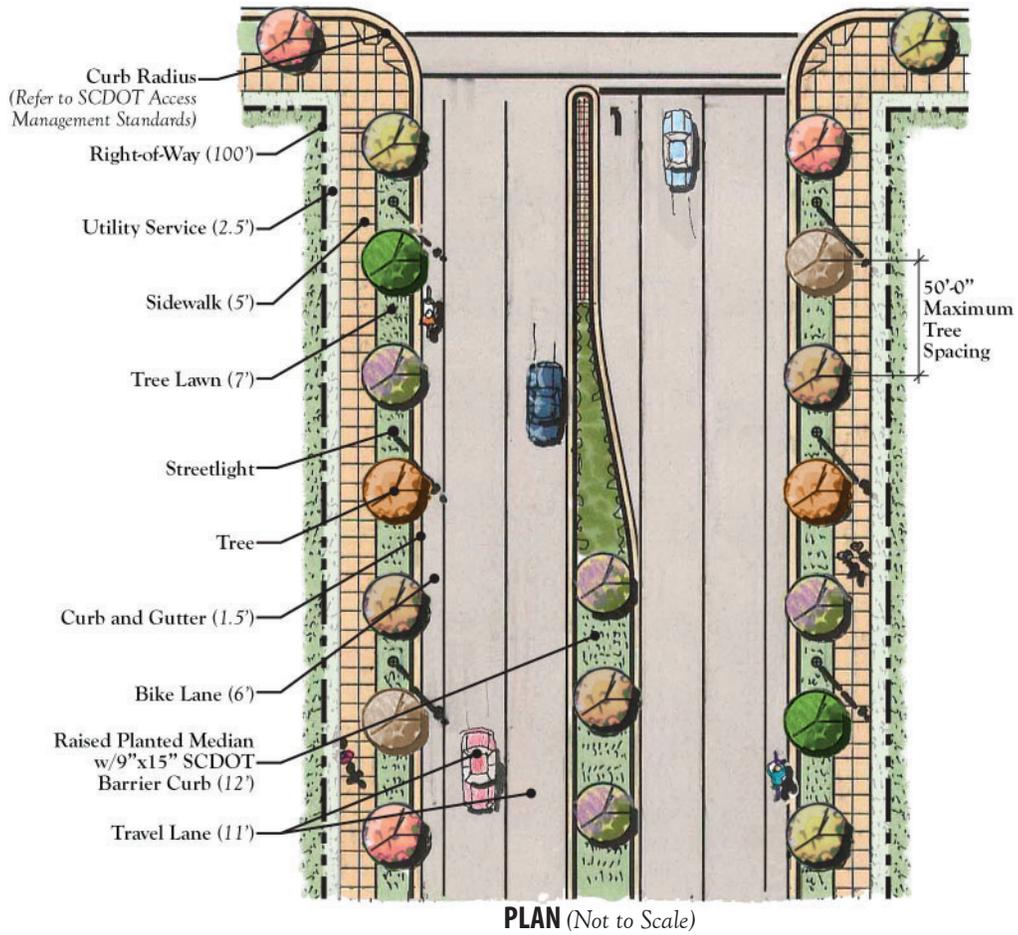
Provides for moderate distance travel within the City and between the City and adjacent jurisdictions.

Access Controls:

Moderate access to abutting land; access control through frontage roads, raised medians, and the spacing or location of driveways and intersections.

Number of Lanes:

Four lanes; two lanes in each direction.



Design Features:

Roadway Width:

71' including four travel lanes, bike lanes, planted median, and curb and gutter

On-Street Parking:

None

Tree Lawn:

7', both sides

Median:

14' planted median w/9"x15" SCDOT barrier curb

Pedestrian Facilities:

5' sidewalks, both sides

Bicycle Facilities:

3' bike lanes, both sides

Golf Cart Usage:

None

Roadway Capacity:

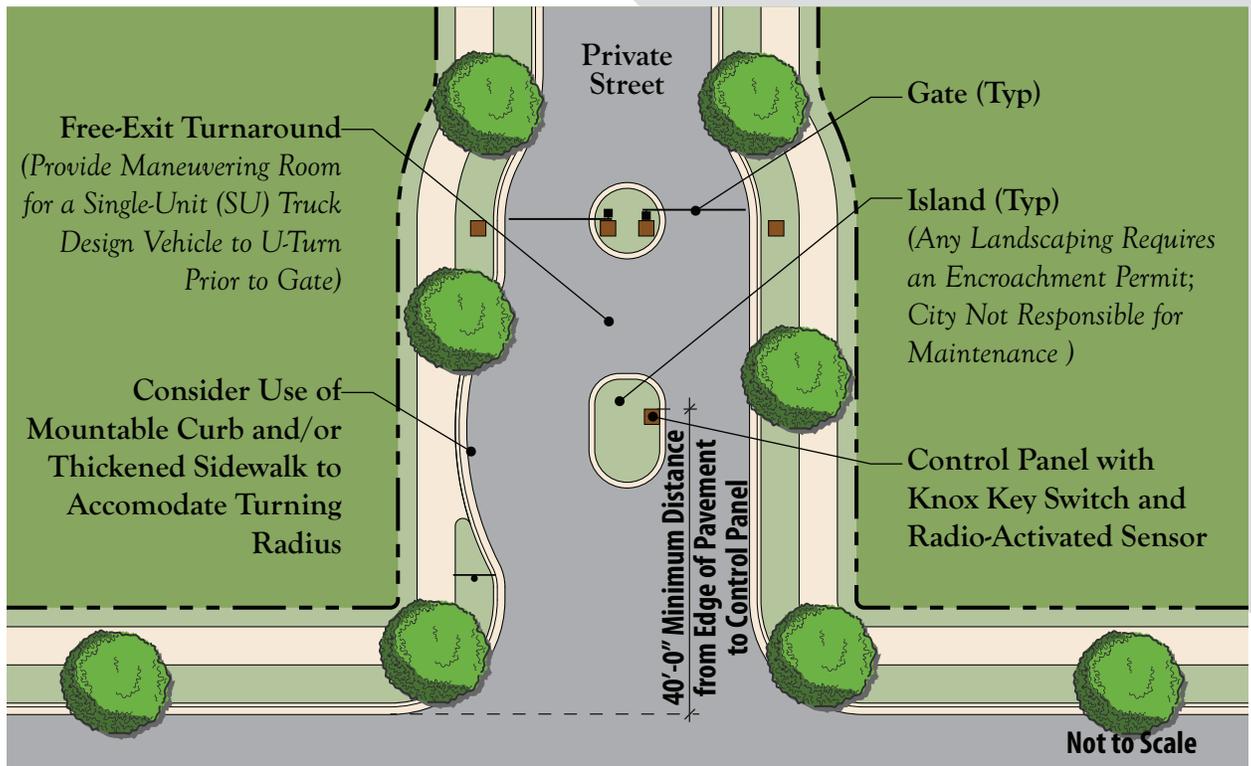
High Volume

Notes: A wide outside lane (WOL) alternative uses a 15' wide outside travel lane and removes the dedicated bike lane on both sides of the cross-section. This WOL is shared by bicycles and motor vehicles.



CHAPTER 3. OTHER DESIGN STANDARDS

3.1 Private Gate Standards

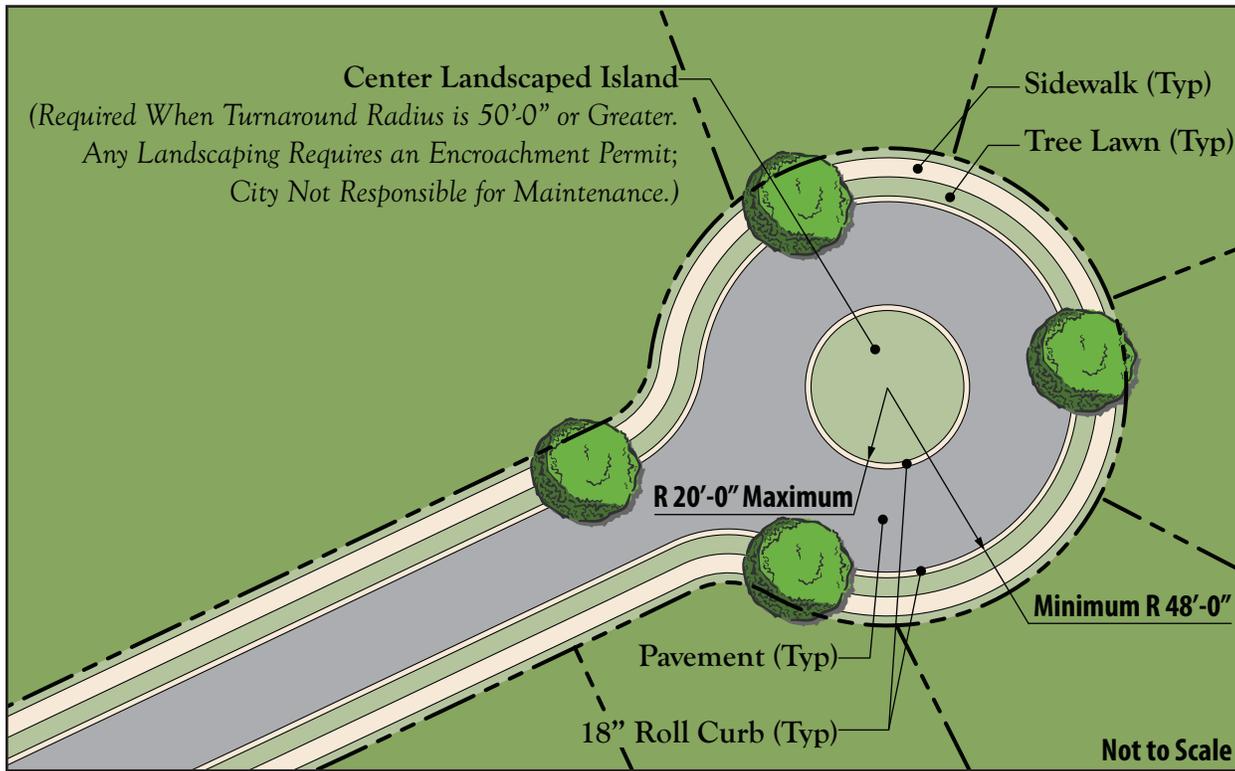


3.2 Multi-purpose Path Standard

A multi-use path can be used when approved by the Planning Commission as an alternate pedestrian accommodation option. A maintenance schedule may be required, depending on the surfacing material used.



3.3 Cul-de-sac with Landscape Island Standard



3.4 Traffic Calming Devices

A fundamental design principle embraced by the City is that all proposed travelways (roads and private access driveways) should be designed to discourage speeding, through the use of traffic calming techniques. There are a wide range of techniques that have been proven to reduce speeding, including geometric designs such as lane narrowing, visual friction, avoidance of long straight courses, elevated pedestrian crossings, and strategic placement of curbs and medians. The City strongly prefers these tools over other techniques which have proven problematic, such as speed bumps, speed humps, excessive use of stop signs, and the like, which often result in reduced emergency response times, reduced service delivery times, and potential vehicle damage.

The City reserves the right to require travelway design alterations that discourage speeding, including but not limited to the use of preferred traffic calming techniques. Any traffic calming technique proposed by a developer for a new or existing travelway will be carefully evaluated by the Directors and the Fire Marshall, and must be approved by all three.

APPENDIX A. REVISIONS

As revisions are made to this document they will be listed here:

- 02/02/22: Revised **3.1 Private Gate Standards** to require a Radio-Activated Sensor instead of a Siren-Activated Sensor.
- 06/14/23: Revised **2.6.4 50' Local Street** Cross Section to have 2' Grass Verge, 5' Sidewalk, and 5.5' Tree Lawn/Utility Service Area.
- 01/09/24: Revised **2.3 Alternate Pedestrian Accommodations** to provide clarification.
- 03/05/24: Revised **2.6.3 25' Private Local Street** Cross Section to have 2' Grass Verge, 5' Sidewalk, and 5.5' Tree Lawn/Utility Service Area.



