

ARTICLE XIV - Streets and Sidewalks

§ 152-210. Street Classification.

(A) In all new subdivisions, streets that are dedicated to public use shall be classified as provided in subsection (B), below.

(1) The classification shall be based upon the projected volume of traffic to be carried by the street, stated in terms of the number of trips per day;

(2) The number of dwelling units to be served by the street may be used as a useful indicator of the number of trips but is not conclusive;

(3) Whenever a subdivision street continues an existing street that formerly terminated outside the subdivision or it is expected that a subdivision street will be continued beyond the subdivision at some future time, the classification of the street will be based upon the street in its entirety, both within and outside of the subdivision.

(B) The classification of streets shall be as follows:

(1) Minor. A street whose sole function is to provide access to abutting properties. It serves or is designed to serve not more than nine (9) dwelling units and is expected to or does handle less than seventy-five (75) trips per day.

(2) Local. A street whose sole function is to provide access to abutting properties. It serves or is designed to serve at least ten (10) but no more than twenty-five (25) dwelling units and is expected to or does handle between seventy-five (75) and 200 trips per day.

(3) Cul-de-sac. A minor or local street that terminates in a vehicular turnaround.

(4) Frontage Street. A street that is typically a minor or local street and is parallel to and adjacent to an arterial street and that is designed to provide access to abutting properties so that these properties are somewhat sheltered from the effects of the through traffic on the arterial street and so that the flow of traffic on the arterial street is not impeded by direct driveway access from a large number of abutting properties.

(5) Subcollector. A street whose principal function is to provide access to abutting properties but is also designed to be used or is used to connect minor and local streets with collector or arterial streets. Including residences indirectly served through connecting streets, it serves or is designed to serve at least twenty-six (26) but not more than 100 dwelling units and is expected to or does handle between 200 and 800 trips per day.

(6) Collector. A street whose principal function is to carry traffic between minor, local, and subcollector streets and arterial streets but that may also provide direct access to abutting properties. It serves or is designed to serve, directly or indirectly, between 100 dwelling

units to 400 dwelling units and is designed to be used or is used to carry more than 800 trips per day.

(7) Arterial. A major street in the town's street system that serves as an avenue for the circulation of traffic into, out of, or around the town and carries high volumes of traffic and is not otherwise classified as a parkway, expressway or freeway.

(8) Parkway. An arterial street for primarily noncommercial traffic, with full or partial control of access, and usually located within a park or ribbon of park-like development.

(8) Expressway. A divided multi-lane arterial street designed to carry large volumes of traffic at relatively high speeds. Access to expressways is at least partially controlled and generally with grade separations at major intersections.

(9) Freeway. A divided multi-lane arterial street designed to carry large volumes of traffic at relatively high speeds. Freeways have no direct access to abutting properties, streets or roads and access is provided at selected crossroads via connecting ramps.

(10) Alley. A public street or private road built in accordance with subsection 152-218(G), "Alleys," of this chapter.

§ 152-211. Access to Lots.

Every lot shall have access to it that is sufficient to afford a reasonable means of ingress and egress for emergency vehicles as well as for all those likely to need or desire access to the property in its intended use.

§ 152-212. Access to Arterial Streets.

Whenever a major subdivision that involves the creation of one or more new streets borders on or contains an existing or proposed arterial street, no direct driveway access may be provided from the lots within this subdivision onto this street. Pedestrian connections, however, may be provided.

§ 152-213. Entrances to Streets.

(A) All driveway entrances and other openings onto streets within the town's planning jurisdiction shall be constructed so that:

(1) Vehicles can enter and exit from the lot in question without posing any substantial danger to themselves, pedestrians, or vehicles traveling in abutting streets;

(2) Interference with the free and safe passage of pedestrians on adjacent sidewalks and trails is minimized; and

(3) Interference with the free and convenient flow of traffic in abutting or surrounding streets is minimized.

(B) Specifications for driveway entrances are set forth in appendix C, “Specifications for Street Design and Construction.” If driveway entrances and other openings onto streets are constructed in accordance with the specifications and requirements of appendix C, this shall be deemed prima facie evidence of compliance with the standards set forth in subsection (A) of this section.

(C) For purposes of this section, the term prima facie evidence means that the permit-issuing authority may (but is not required to) conclude from this evidence alone that the proposed development complies with subsection (A) of this section.

§ 152-214. Coordination with Surrounding Streets.

(A) The street system of a subdivision shall be coordinated with existing, proposed, and anticipated streets outside the subdivision or outside the portion of a single tract that is being divided into lots (hereinafter, "surrounding streets") as provided in this section.

(B) Collector streets shall intersect with surrounding collector or arterial streets at safe and convenient locations.

(C) Subcollector, local, and minor residential streets shall connect with surrounding streets where necessary to permit the convenient movement of traffic between residential neighborhoods or to facilitate access to neighborhoods by emergency service vehicles or other sufficient reasons, but connections shall not be permitted where the effect would be to encourage the use of such streets by substantial through traffic.

(D) Whenever connections to anticipated or proposed surrounding streets are required by this section, the street right-of-way shall be extended and the street developed to the property line of the subdivided property (or to the edge of the remaining undeveloped portion of a single tract) at the point where the connection to the anticipated or proposed street is expected. In addition, the permit-issuing authority may require temporary turnarounds to be constructed at the end of such streets pending their extension when such turnarounds appear necessary to facilitate the flow of traffic or accommodate emergency vehicles. Notwithstanding the other provisions of this subsection, no temporary dead-end street in excess of 1,000 feet may be created unless no other practicable alternative is available.

(E) Prior to constructing any street or road that will connect to a street in the State road system, a permit authorizing the connection must be obtained from the North Carolina Department of Transportation.

§ 152-215. Relationship of Streets to Topography.

(A) Streets shall be related appropriately to the topography of the area. In particular, streets shall be designed to facilitate the drainage and storm water runoff objectives set forth in

article XVI, “Floodways, Floodplains, Drainage and Erosion,” and the street grades shall conform as closely as practicable to the original topography.

(B) The maximum grade at any point on a street constructed without curb and gutter shall be six (6) percent. On streets constructed with curb and gutter, the grade shall not exceed six (6) percent unless no other practicable alternative is available. However, in no case may streets be constructed with grades that, in the professional opinion of the town Public Works Director, create a substantial danger to the public safety.

§ 152-216. Construction Standards and Specifications.

Construction and design standards and specifications for streets, sidewalks, curbs and gutters are contained in appendix C, “Specifications for Street Design and Construction.” Except as otherwise provided by this chapter, all such facilities shall be completed in accordance with these standards.

§ 152-217. Street Width, Sidewalk, and Drainage Requirements in Subdivisions.

(A) Street rights-of-way are designed and developed to serve several functions, including the following: (i) to carry motor vehicle traffic, and in some cases, allow on-street parking; (ii) to provide a safe and convenient passageway for pedestrian traffic; and (iii) to serve as an important link in the town's drainage system. In order to fulfill these objectives, all public streets shall be constructed to meet either the standards set forth in subsections (B), (C) or (D) of this section.

(B) Nonresidential streets. All streets that are primarily nonresidential in character shall be constructed in accordance with appendix C, “Specifications for Street Design and Construction.” Notwithstanding the foregoing, sidewalks shall be constructed on both sides of all nonresidential minor streets, local streets, subcollectors, collectors, arterials and parkways.

(C) Residential streets without curb and gutter. Residential minor streets, local streets and subcollectors may be constructed with six-foot-wide shoulders and grass drainage swales on either side in lieu of curb and gutter, so long as the street grade does not exceed a grade of six (6) percent. Such streets shall be constructed to meet the specifications referenced in section 152-216 as well as the criteria in the following table:

Street Type	Sidewalk Required?
Minor	Both sides of the street
Local	Both sides of the street
Subcollector	Both sides of the street

(D) Residential streets with curb and gutter. Except as otherwise provided in subsection (C), above, all residential streets shall be constructed with curb and gutter and shall conform to the requirements of this subsection. Only standard ninety (90) degree curb may be used, except that roll-type curb shall be permitted along minor and local streets within residential subdivisions.

Street pavement width shall be measured from curb face to curb face where ninety (90) degree curb is used, and from the center of the curb where roll-type curb is used. Streets built pursuant to this subsection shall meet the specifications referenced in section 152-216, above, as well as the criteria in the following table, unless specific right-of-way requirements and paving width requirements for a particular street have already been established in the town thoroughfare plan:

Street Type	Sidewalk Required?
Minor	Both sides of the street
Local	Both sides of the street
Subcollector	Both sides of the street
Collector	Both sides of the street
Arterial	Both sides of the street
Parkway	Both sides of the street
Expressway	None
Freeway	None

(E) Notwithstanding subsections, (B), (C) and (D), above, a subdivider will only be required to dedicate a maximum of 100 feet of right-of-way. In cases where over 100 feet of right-of-way is desired, a subdivider will only be required to reserve the amount in excess of 100 feet. In all cases in which the town seeks right-of-way for an expressway or freeway, a subdivider will only be required to make a reservation.

(F) The sidewalks required by this section shall be at least five (5) feet wide or such other minimum width as is otherwise required by appendix C, “Specifications for Street Design and Construction,” except that the permit-issuing authority may permit the installation of walkways constructed with other suitable materials when it concludes that:

- (1) Such walkways would serve the residents of the development as adequately as concrete sidewalks; and
- (2) Such walkways would be more environmentally desirable or more in keeping with the overall design of the development.

(G) The sidewalks required by this section along streets with curb and gutter shall be constructed with a planting strip at least two (2) feet in width, unless the permit-issuing authority allows the strip to be omitted or constructed at a lesser width upon a finding that such deviation from the presumptive standard is warranted to avoid environmental damage or to promote public safety. The Public Works Department may offer a recommendation to the permit-issuing authority for any proposed deviation from the presumptive standard. For the purposes of this subsection, a “planting strip” shall mean a strip of land located between the back of the curb and the walkway. Such planting strips shall be planted or otherwise landscaped. *(Amended 11/17/2014)*

(H) Whenever the permit-issuing authority finds that a means of pedestrian access is necessary from a subdivision to schools, parks, playgrounds, or other roads or facilities and that such access is not conveniently provided by sidewalks adjacent to the streets, the developer may be

required to reserve an unobstructed easement of at least fifteen (15) feet in width to provide such access.

§ 152-218. General Layout of Streets.

(A) Subcollector, local, and minor residential streets shall be curved whenever practicable to the extent necessary to avoid conformity of lot appearance.

(B) Cul-de-sacs and loop streets are encouraged so that through traffic on residential streets is minimized. Similarly, to the extent practicable, driveway access to collector streets shall be minimized to facilitate the free flow of traffic and avoid traffic hazards. Notwithstanding the foregoing, cul-de-sacs should not be used to avoid connection with an existing street or to avoid the extension of an important street, unless the Board of Commissioners grants an exception.

(C) All permanent dead-end streets (as opposed to temporary dead-end streets, see subsection 152-214(D)) shall be developed as cul-de-sacs in accordance with the standards set forth in subsection (D) of this section. Except where no other practicable alternative is available, such streets may not extend more than 500 feet, and in no case shall be permitted to be over 900 feet (measured to the center of the turnaround).

(D) The right-of-way of a cul-de-sac shall have a minimum radius of fifty (50) feet. The minimum radius of the paved portion of the turnaround (measured to the outer edge of the pavement) shall be thirty-five (35) feet, and the minimum pavement width shall be twelve (12) feet without curb and gutter or eighteen (18) feet with curb and gutter. The unpaved center of the turnaround area shall be landscaped.

(E) Half streets shall not be permitted except where such streets, when combined with a similar street (developed previously or simultaneously) on property adjacent to the subdivision, create or comprise a street that meets the right-of-way and pavement requirements of this chapter. See also section 152-221(C), "Half Streets."

(F) Streets shall be laid out so that residential blocks do not exceed 1,000 feet, unless no other practicable alternative is available.

(G) Alleys.

(1) Lots used for commercial and industrial purposes shall be served by alleys, except that the permit-issuing authority may waive this requirement upon demonstration by the applicant that other sufficient service access will be provided.

(2) Alleys shall not be provided in residential subdivisions unless no other alternative is practicable.

(3) The width of an alley shall be at least twenty (20) feet.

(4) Dead end alleys shall be avoided where possible, but if unavoidable, shall

be provided with adequate turnaround facilities at the dead end.

(5) Sharp changes in alignment and grade shall be avoided.

(6) Except as otherwise provided in this chapter, all alleys shall be designed in accordance with the current North Carolina Department of Transportation Standards.

§ 152-219. Street Intersections.

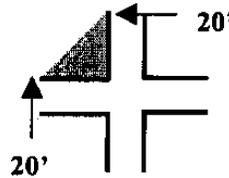
(A) Streets shall intersect as nearly as possible at right angles, and no two (2) streets may intersect at less than sixty (60) degrees. Not more than two (2) streets shall intersect at any one (1) point, unless the Public Works Director certifies to the permit-issuing authority that such an intersection can be constructed with no extraordinary danger to public safety.

(B) Whenever possible, proposed intersections along one side of a street shall coincide with existing or proposed intersections on the opposite side of such street. Should it be necessary to offset (jog) the centerline of an intersection, the distance between centerlines of the intersecting streets shall be not less than 200 feet.

(C) Except when no other alternative is practicable or legally possible, no two (2) streets may intersect with any other street on the same side at a distance of less than 400 feet measured from centerline to centerline of the intersecting street. When the intersected street is an arterial, the distance between intersecting streets shall be at least 1,000 feet.

§ 152-220. Visibility at Intersection.

On a corner lot in all zoning districts except the B-1 zoning district, nothing shall be erected, placed, planted or allowed to grow in such a manner as to materially impede vision between a height of two and one-half (2 ½) feet and ten (10) feet in a triangular area formed by a diagonal line between two points on the right-of-way lines, twenty (20) feet from where they intersect. See illustration.



No visual impairments in gray shaded area.

§ 152-221. Public Streets and Private Roads in Subdivisions.

(A) Except as otherwise provided in this section, all lots created after the effective date of this section shall abut a public street, at least to the extent necessary to comply with the access requirement set forth in section 152-211, “Access to Lots.”

(B) For the purposes of this section, the term “public street” includes a preexisting public street as well as a street created by the subdivider that meets the public street standards of this chapter and is dedicated for public use. All rights-of-way shown on a final subdivision plat shall be designated either public streets or private roads in accordance with G.S. § 136-102.6, and unless the recorded plat of a subdivision clearly shows a street to be private, the recording of such a plat

shall constitute an offer of dedication of such street. Where streets are dedicated to the public but not accepted into the town or State systems before lots are sold, a statement explaining the status of the street shall be included on the final plat.

(C) Half streets. The dedication of half-streets of less than sixty (60) feet in width at the perimeter of a new subdivision shall be prohibited. If circumstances render this impracticable, adequate provision for the concurrent dedication of the remaining half of the street shall be furnished by the subdivider. Where there exists a half-street in an adjoining subdivision, the remaining half shall be provided by the proposed subdivision. In circumstances where more than sixty (60) feet of right-of-way is required, however, a partial width right-of-way, not less than sixty (60) feet in width, may be dedicated when the adjoining undeveloped property is owned or controlled by the subdivider; provided that the width of the partial dedication is sufficient to permit the installation of such facilities as may be necessary to serve abutting lots. When the adjoining property is subdivided, the remainder of the full required right-of-way shall be dedicated. See also section 152-218(E).

(D) Residential cluster developments containing twenty-five (25) or more dwelling units and architecturally integrated residential subdivisions containing twenty-five (25) or more dwelling units may be developed with private roads that do not meet the public street and sidewalk standards of this chapter so long as:

(1) The proposed development will have direct access onto a public street or, if the tract has access to a public street only via a private road, such private road is improved to public street standards;

(2) No road intended to be private is planned to be extended to serve property outside that development; and

(3) The standards applicable to unsubdivided developments set forth in sections 152-222 and 152-223, below, are complied with.

(E) Residential cluster subdivisions and architecturally integrated subdivisions containing any number of dwelling units may be developed with private roads that do not meet the public street and sidewalk standards of this chapter but that are not intended for dedication to the public so long as:

(1) The proposed development will have direct access onto a public street or, if the tract has access to a public street only via a private road, such private road is improved to public street standards;

(2) No road intended to be private is planned or expected to be extended to serve property outside that development; and

(3) The subdivider demonstrates to the reasonable satisfaction of the Board of Commissioners that the private roads will be properly maintained.

(F) A subdivision in which the access requirement of section 152-211, “Access to Lots,” is satisfied by a private road that meets neither the public street standards nor the standards set forth in section 152-222, below, may be developed so long as, since the effective date of this chapter, not more than three (3) lots have been created out of that same tract:

(1) The primary intent of this subsection is to allow the creation of not more than three (3) lots developed for single-family residential purposes. Therefore, the permit-issuing authority may not approve any subdivision served by a private road authorized by this subsection in which one (1) or more of the lots thereby created is intended for (i) two-family or multi-family residential use or (ii) any other residential or nonresidential use that would tend to generate more traffic than that customarily generated by three (3) single-family residences.

(2) To ensure that the intent of this subsection is not subverted, the permit-issuing authority may, among other possible options, require that the approved plans show the types and locations of buildings on each lot, that the lots in a residential subdivision served by a private road be smaller than the permissible size of lots on which two-family or multi-family developments could be located, or that restrictive covenants limiting the use of the subdivided property in accordance with this section be recorded before final plat approval.

(G) No final plat that shows lots served by private roads may be recorded unless the final plat contains the following notations:

(1) “Further subdivision of any lot shown on this plat as served by a private road may be prohibited by the Aberdeen Unified Development Ordinance.”

(2) “The policy of the Town of Aberdeen is that if the Town improves streets (i) that were never constructed to the standards required in the Unified Development Ordinance for dedicated streets, and (ii) on which seventy-five (75) percent of the dwelling units were constructed after the effective date of this ordinance, then 100 percent of the costs of such improvements shall be assessed to abutting landowners.”

(H) The recorded plat of any subdivision that includes a private road shall clearly state that such road is a private road. Further, the seller shall furnish the initial purchaser of a newly created lot served by a private road a disclosure statement outlining the maintenance responsibilities for the road.

§ 152-222. Road and Sidewalk Requirements in Unsubdivided Developments.

(A) Within unsubdivided developments, all private roads and access ways shall be designed and constructed to facilitate the safe and convenient movement of motor vehicle and pedestrian traffic. Width of roads, use of curb and gutter, and paving specifications shall be determined by the provisions of this chapter dealing with parking (article XVIII) and drainage (article XVI). To the extent not otherwise covered in the foregoing sections, and to the extent that the requirements set forth in this article for subdivisions may be relevant to the roads in unsubdivided developments, the requirements of this article may be applied to satisfy the standard set forth in the first sentence of this subsection.

(B) Whenever a road in an unsubdivided development connects two (2) or more subcollector, collector, or arterial streets in such a manner that any substantial volume of through traffic is likely to make use of this road, such road shall be constructed in accordance with the standards applicable to subdivision streets and shall be dedicated. In other cases when roads in unsubdivided developments within the town are constructed in accordance with the specifications for subdivision streets, the town may accept an offer of dedication of such streets.

(C) In all unsubdivided residential developments, sidewalks shall be provided linking dwelling units with other dwelling units, the public street, and on-site activity centers such as parking areas, laundry facilities, and recreational areas and facilities.

(D) In all unsubdivided residential and nonresidential developments, sidewalks shall be required on both sides of all minor streets, local streets, subcollectors, collectors, arterials and parkways.

(E) Whenever the permit-issuing authority finds that a means of pedestrian access is necessary from an unsubdivided development to schools, parks, playgrounds, or other roads or facilities and that such access is not conveniently provided by sidewalks adjacent to the roads, the developer may be required to reserve an unobstructed easement of at least fifteen (15) feet to provide such access.

(F) The sidewalks required by this section shall be at least five (5) feet wide or such other minimum width as is otherwise required by appendix C, "Specifications for Street Design and Construction," except that the permit-issuing authority may permit the installation of walkways constructed with other suitable materials when it concludes that:

(1) Such walkways would serve the residents of the development as adequately as concrete sidewalks; and

(2) Such walkways would be more environmentally desirable or more in keeping with the overall design of the development.

§ 152-223. Curb Cuts and Driveway Placement.

(A) No portion of any entrance driveway leading from a public street shall be closer than fifteen (15) feet to the corner of an intersection measured along the right-of-way line.

(B) The width of any entrance driveway leading from the public street shall not exceed thirty (30) feet at its intersection with the curb or street line.

(C) No two (2) driveways leading from a public street shall be within twenty (20) feet of each other measured along the edge of the street.

(D) All driveways shall be paved with an asphalt or concrete surface from the edge of pavement to the property line.

(E) In addition to the requirements of this chapter, curb cuts shall comply with the requirements of appendix B, “Specifications on Driveway Entrances.”

(F) Driveway crossings should be wide enough to accommodate both the driveway and a level pedestrian zone.

§ 152-224. Street Names and House Numbers.

(A) Street names shall be assigned by the developer subject to the approval of the permit-issuing authority. Proposed streets that are obviously in alignment with existing streets shall be given the same name. Newly created streets shall be given names that neither duplicate nor are phonetically similar to existing streets within the town's planning jurisdiction, regardless of the use of different suffixes (such as those set forth in subsection (B), below).

(B) Street names shall include a suffix such as, but not limited to, the following:

(1) Circle. A short street that returns to itself.

(2) Court or Place. A cul-de-sac or dead-end street.

(3) Loop. A street that begins at the intersection with one street and circles back to end at another intersection with the same street.

(4) Street. All public streets not designated by another suffix.

(C) The town shall provide and erect street name signs at all intersections involving streets under the jurisdiction of the town. The town shall be reimbursed by the builder of the street for the cost of the signs.

(D) Building numbers shall be assigned by the town.

§ 152-225. Bridges.

All bridges shall be constructed in accordance with the standards and specifications of the North Carolina Department of Transportation, except that bridges on roads not intended for public dedication may be approved by the permit-issuing authority if designed by a licensed architect or engineer. All bridges shall be constructed to accommodate pedestrian access.

§ 152-226. Utilities.

Utilities installed in public rights-of-way or along private roads shall conform to the requirements set forth in article XV, “Utilities,” of this chapter.

§ 152-227 through § 152-235. Reserved.