

Committee Members

District 1: Stuart Graham
District 4: Jose Luis
District 5: Steve Harper, Chair
Citizen: Maggie Norris
Citizen: Darrell Walters
PC Chair: Shelly Richards
PC Vice-Chair: Judianna Tinklenberg
Development Serv. Dir.: Allison Hardin
Zoning Director: Shannon Catoe
Ex-Officio: James Mulvaney



Interim County Administrator
Steve Willis

County Attorney
Ginny L. Merck-Dupont

Clerk to Council
Sherrie Simpson

**February 11, 2026
6:00 PM**

LANCASTER COUNTY COUNCIL
COUNTY COUNCIL AD-HOC UNIFIED DEVELOPMENT ORDINANCE (UDO) COMMITTEE
ADMINISTRATION CONFERENCE ROOM, COUNTY ADMINISTRATION
BUILDING, 101 NORTH MAIN STREET, LANCASTER, SC 29720

MINUTES

Committee Members Present: Stuart Graham, Jose Luis, Maggie Norris, Darrell Walters, Shelly Richards, Judianna Tinklenberg, Allison Hardin, Shannon Catoe, and James Mulvaney.

Committee Member Absent: Steve Harper

Staff Members/Others Present: Sherrie Simpson, Clerk to Council; various Department Heads; various employees; and citizens.

A quorum of the County Council Ad-Hoc Development Agreement Committee was present for the meeting. The following press were notified of the meeting by e-mail in accordance with the Freedom of Information Act: *The Lancaster News*, *Kershaw News Era*, *The Rock Hill Herald*, Cable News 2, Channel 9 and the local government channel. The agenda was posted in the lobby of the County Administration Building and also on the County website the required length of time.

Call to Order County Council Ad-Hoc Unified Development Ordinance Committee Meeting - Committee Member Stuart Graham

Committee Member Stuart Graham called the County Council Ad-Hoc Unified Development Ordinance (UDO) Committee meeting to order at approximately 6:14 p.m.

Approval of the Agenda

Jose Luis moved to approve the agenda. Seconded by Darrell Walters. There was no discussion from the Committee. The motion to approve the agenda Passed by unanimous vote of 3-0.

Citizens Comments

The following citizens signed up for and spoke during the Citizen Comments: None.

The following citizens submitted electronic, written comments for Citizen Comments: None.

Discussion and Action Items

a. Approval of Minutes from the January 29, 2026, County Council Ad-Hoc Unified Development Ordinance (UDO) Committee Meeting

Jose Luis moved to approve the minutes from the January 29, 2026, County Council Ad-Hoc UDO Committee meeting. Seconded by Darrell Walters. There was no discussion from the Committee. The motion to approve the January 29, 2026, minutes Passed by unanimous vote of 3-0.

b. Decision Points - Allison Hardin

Allison Hardin began the meeting by providing the following three handouts to the Committee: (1) Proposed Changes to Infrastructure Regulations, which is attached as Schedule A to the minutes; (2) the current road standards in the current UDO, which is attached as Schedule B to the minutes; and (3) the Required Improvements, which is attached as Schedule C to the minutes. She discussed the decision points that the Committee needed to make.

c. Discussion of Streets - Allison Hardin

Allison Hardin began the meeting's discussions by noting that the Committee would need to consider the definition of a street. The Committee discussed the South Carolina Fire Commission (SCFC) requirements for a road, right of ways, easements, requirements for gravel roads, State standards for gravel roads, and requirements for paving roads. The Committee determined that the following zoning districts would allow for gravel roads and/or driveways or entrances for minor subdivisions: AR, RR, RN, and RUB. Therefore, the following zoning districts would require paved roads, regardless of the number of lots: LDR, MDR, MFR, PB, GB, NB, RB. The Committee also discussed how the County can determine if gravel roads are built to State standards and the Members agreed that Public Works would need to inspect the gravel roads themselves and review the plans, including the plans for storm drainage.

The Committee then discussed whether the County should allow a family exemption for subdivisions. The Committee and staff discussed whether there was a need for a family exemption and whether paved roads affected affordable housing.

After discussion, the Committee came to the following decisions regarding changes to infrastructure regulations: (1) that pavement from a gravel road is either 25' from the edge of the pavement, or to the edge of the right of way – whichever is longer; (2) that physical signs should be located at stub-outs where future road extensions might be possible and that the signs should say, "Potential Future Road Extensions"; (3) that there should be a minimum five feet wide access to greenways and parks; (4) that alleys should not be considered streets for the purposes of a subdivision; (5) that the County should offer developers options so that they can either extend pavement 8' to widen a road and allow for parking, or they can use deeper setbacks which would extend driveways so that more parking would be possible at the home rather than in the street; (6) that streets more than 1300 linear feet in a straight line should accommodate the existing topography and provide a design that would slow down drivers; (7) the UDO should emphasize that the County is *not* accepting roads but provide the process if they were to accept them; (8) that utility trenches in the MS4 area would be subject to inspection and approval by Stormwater staff before closing; (9) that the UDO should prohibit inverted crown style roads; (10) that the UDO should increase the road base intermediate

asphalt course requirement to 2 inches; (11) that the UDO should have one blanket and general statement indicating that the document will comply with applicable, current laws, and not a statement just for the American with Disabilities Act (ADA) section; and (12) that the UDO should define a road and street as synonymous.

The Committee discussed the timeline for the final product and who would be responsible for producing it. Allison Hardin stated that she would provide a redlined copy to the UDO consultants regarding the Committee's decisions. From there, the consultants should be able to produce a document around the first week of April. Once the draft document is produced, staff would be ready to hold the community meetings, and then Council readings should be able to take place in July and August of 2026. She noted that there would likely need to be an extension to the moratorium, considering the above dates.

Committee Member Shelly Richards proposed the following corrections: (1) that geofabric should actually be geogrid; (2) that ASTM690 is actually ASTM698; and (3) that proofroll is one word and not two. She noted these corrections needed to be made throughout the document.

d. Future Agenda Topics

Maggie Norris asked when the Committee could do a test run for a development on the proposed changes and the Committee agreed that they could do that at the meeting at the end of the month. Allison Hardin noted that the Committee would be discussing subdivisions at the next meeting.

Adjournment

Jose Luis moved to adjourn the meeting. Seconded by Shelly Richards. The motion to adjourn Passed by unanimous vote. There being no further business to discuss, Stuart Graham adjourned the County Council Ad-Hoc UDO Committee meeting at approximately 8:01 p.m.

Respectfully Submitted:

Sherrie Simpson

Sherrie Simpson
Clerk to Council

Approved by the Committee on February 19, 2026

Schedule A

PROPOSED CHANGES TO INFRASTRUCTURE REGULA

Topic	Reason	Requesting Group	Section
Add general utility easement to all residential lots	Required five-ft-wide general utility easement along the front of each residential lot	Stakeholders	9.4.3.B
Financial guarantee for improvements may be bonds, cash, certified check, or other per the Finance Director	Request from developers to return to using surety bonds; developer may not use financial guarantee without having turned over as-builts	Stakeholder input	9.4.4.1.C
Increase financial guarantee needed for bonded plat from 125% of cost to 135% of cost	To account for inflation, tariff impacts	Staff input	9.4.4.2
Curb cuts comply with SCDOT ARMS manual and ADA requirements	To address minimum standards	Staff input	9.4.5.3.A
HCO curb cuts are limited to one every 400 linear feet of hwy frontage	Increased from 300 ft; greater distance may be required by SCDOT	Stakeholder input	9.4.5.3.B
Additional curb cut may be allowed for lots more than 600 linear ft along hwy	Increased from 300 linear ft; must be justified by TIA and approved by SCDOT	Stakeholder input and public complaints	9.4.5.3.B

PROPOSED CHANGES TO INFRASTRUCTURE REGULATIONS

Proposed			
Topic	Reason	Requesting Group	Section
Reduction of access points along arterials, commercial roads, and collectors	Consolidation, shared driveways to be used to limit curb cuts on major roads	Stakeholder input and public complaints	9.4.5.3.C
Added trail material details	Found in notes from 2021	Staff input	9.4.5.5.C
Added Carolina Thread Trail details from approved plan	Plan was adopted by reference with the Comp Plan	CTT advocates	9.4.5.7
Minimum street frontage for lots = 50 ft except for cul-de-sacs, etc	Creates a minimum lot width standard for residential lots (except townhomes)	Stakeholder input	9.5.1
Cul-de-sacs serve no more than 20 lots	Limits number of houses on dead-end streets	Stakeholder input	9.5.2
Private Drives	Increase from 25 ft wide min to 50 ft wide min	Stakeholder meeting - from LCWSD, Fire, Stormwater	9.5.4
Private drive may access 5 lots; after that, private drive must be converted to private street and meet street design standards	To address substandard access points over time	Staff	9.5.4.A

PROPOSED CHANGES TO INFRASTRUCTURE REGULATIONS

Proposed			
Topic	Reason	Requesting Group	Section
When private drive adjoins a paved road, first 25 linear feet must be paved	To keep gravel, etc from traveling to public road and causing damage	Staff	9.5.4.A
Cul-de-sacs limited to 950 ft in length	1,000 ft is a new block; fire apparatus can serve this length	Stakeholder input	9.6.2.D
No direct access to collectors and/or arterials	Formerly called "major and minor thoroughfares"	Staff request to meet SCDOT terminology	9.6.3.D
Add "Future Road Extension" signage to stub-outs	To allow neighbors to know that an extension is planned	Staff request for public information	9.6.4.C
Minimum five feet wide access to greenways and parks	No minimum in current code; five feet is adequate for pedestrians and bicycles	Staff input	9.6.4.F
Subdivisions with access on inadequate rights-of-way shall provide additional access	To prevent large scale developments with only 15 - or 20-ft-wide access points. Developer is responsible for securing additional rights-of-way where needed.	Stakeholder input	9.6.8
Update street classifications to more current list	Based on SCDOT changes; also ties to RFATS connector road plan	Stakeholder input	9.7.1.
Alleys are not considered streets for the purpose of subdivision	Alleys don't have enough ROW to carry public safety and utilities; will not be considered fire apparatus roads	To address previous issues	9.7.2.B

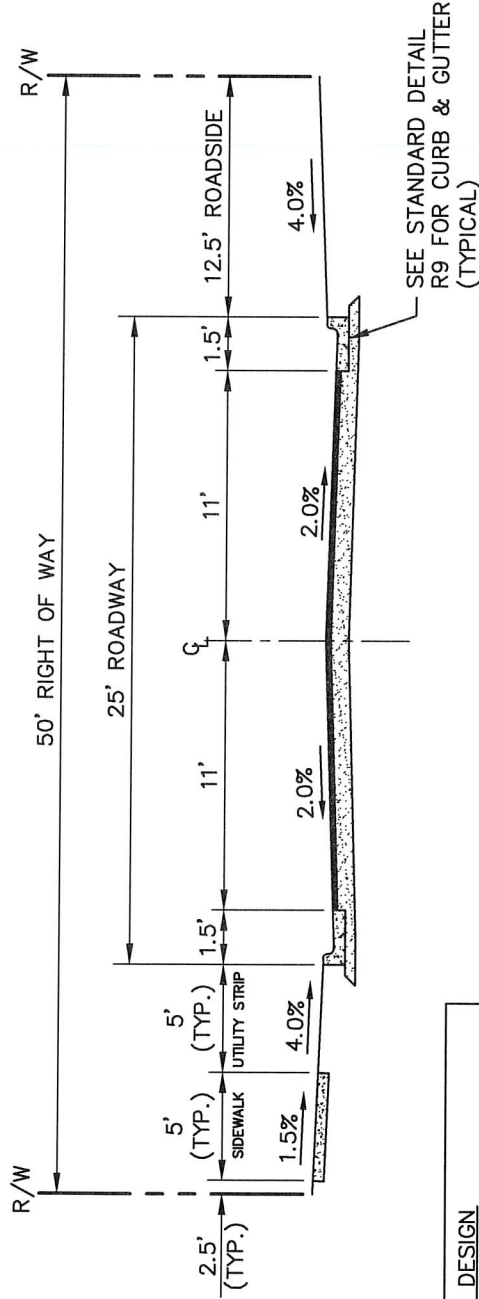
PROPOSED CHANGES TO INFRASTRUCTURE REGULATIONS

Proposed			
Topic	Reason	Requesting Group	Section
If street is intended to serve as additional parking, must add 8 ft of pavement width	In response to multiple complaints from residents re: passing through their neighborhoods. If "No Parking" signs are utilized, the 8-ft width may be waived.	Stakeholder and public input	9.8.1..B
Streets more than 1300 linear feet in a straight line must break up design	To address speeding issues	Public input, Planning Commission	9.8.1.2.C
Street ROW must be minimum to accommodate all parts of a street (parking, sidewalks, curb and gutter, street trees, etc)	To address issues where tree placement and utility placement are in conflict	Stakeholder input	9.8.1.2.D
Restate that it is the County's policy not to take roads, but if they do...here's how	Added for clarity	Staff and stakeholders	9.8.1.3
Utility trenches in the MS4 subject to inspection by Stormwater before closing	Multiple issues in Indian Land where trenches are dug after pavement is in, and poor trench management leads to collapse of road and/or sidewalk	Staff	9.8.10

PROPOSED CHANGES TO INFRASTRUCTURE REGULATIONS

			Proposed
Topic	Reason	Requesting Group	Section
Prohibit inverted crown roads if ROW is larger than 12 ft wide	Flooding issues	Staff and stakeholders	9.8.5.F
Road base includes 2-inch intermediate asphalt course	Increase from 1.5 inches	Staff and stakeholders	9.8.6.D.1
Included multiple references to ADA requirement compliance	ADA requirements have been improved upon since 2016	Staff input	

Schedule B



PAVEMENT DESIGN
 1.5" TYPE C SURFACE COURSE
 1.5" TYPE C INTERMEDIATE COURSE
 8.0" A.B.C.

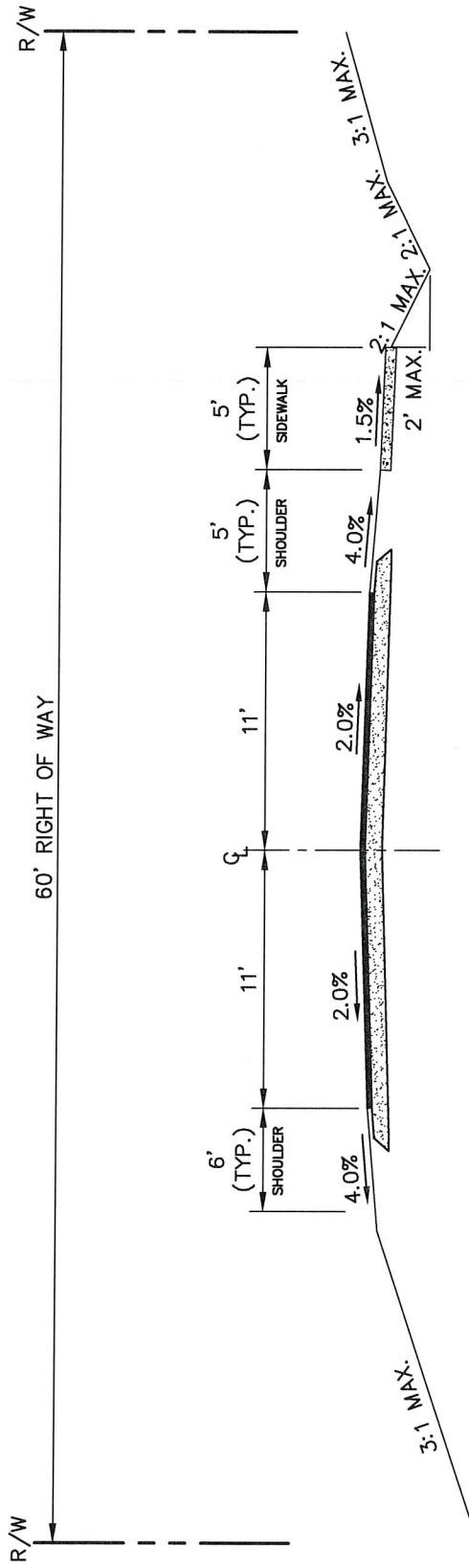
50' RIGHT OF WAY 25' ROADWAY SECTION SECTION VIEW

NOTES:

1. NORMAL CROWN OF 2% UNLESS OTHERWISE DIRECTED BY DIRECTOR OF ENGINEERING.
2. PAVEMENT DESIGN SHALL BE THE GREATER AS SHOWN OR AS DETERMINED BY A CBR ANALYSIS.



REVISIONS:		LOCAL STREET (URBAN)		DETAIL No.
EFFECTIVE DATE				R1
11/26/2016				SHEET 1 OF 1



PAVEMENT DESIGN
 1.5" TYPE C SURFACE COURSE
 1.5" TYPE C INTERMEDIATE COURSE
 8.0" A.B.C.

60' RIGHT OF WAY
22' ROADWAY SECTION
SECTION VIEW

NOTES:

1. NORMAL CROWN OF 2% UNLESS OTHERWISE DIRECTED BY DIRECTOR OF ENGINEERING.
2. PAVEMENT DESIGN SHALL BE THE GREATER AS SHOWN OR AS DETERMINED BY A CBR ANALYSIS.
3. SWALE SYSTEM DESIGNED TO CARRY AT LEAST THE 25 YEAR STORM.
4. VELOCITY WITHIN THE SWALE SHALL BE NON-EROSIVE.
5. DETAILED DRAINAGE CALCULATIONS REQUIRED.
6. ROADSIDE DITCHES SHALL BE LINED WITH NORTH AMERICAN GREEN SC 150BN OR APPROVED EQUAL.



REVISIONS:		DETAIL No.	
EFFECTIVE DATE		R2	
11/26/2016		SHEET 1 OF 1	

LOCAL STREET (RURAL)

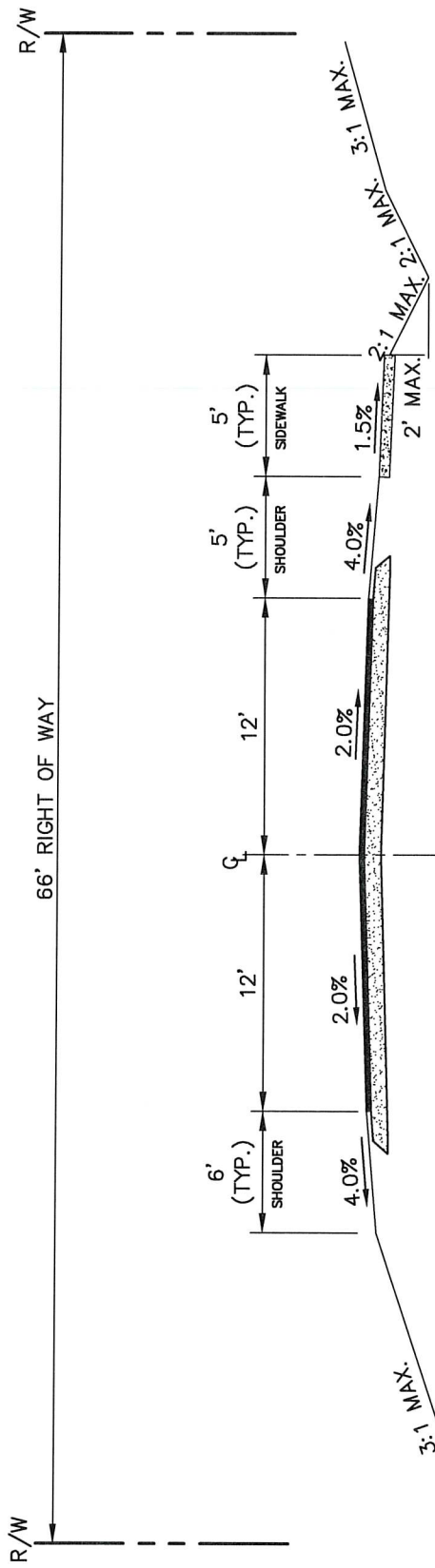


2.0" TYPE C SURFACE COURSE
3.0" TYPE C INTERMEDIATE COURSE
8.0" A.B.C.

60' RIGHT OF WAY
27' ROADWAY SECTION
SECTION VIEW

1. NORMAL CROWN OF 2% UNLESS OTHERWISE DIRECTED BY DIRECTOR OF ENGINEERING.
2. PAYEMENT DESIGN SHALL BE THE GREATER AS SHOWN OR AS DETERMINED BY A CBR ANALYSIS.
3. SWALE SYSTEM DESIGNED TO CARRY AT LEAST THE 25 YEAR STORM.
4. VELOCITY WITHIN THE SWALE SHALL BE NON-EROSIVE.
5. DETAILED DRAINAGE CALCULATIONS REQUIRED.
6. ROADSIDE DITCHES SHALL BE LINED WITH NORTH AMERICAN GREEN SC 150BN OR APPROVED EQUAL.

SHEET 1 OF 1



PAVEMENT DESIGN
 2.0" TYPE C SURFACE COURSE
 3.0" TYPE C INTERMEDIATE COURSE
 8.0" A.B.C.

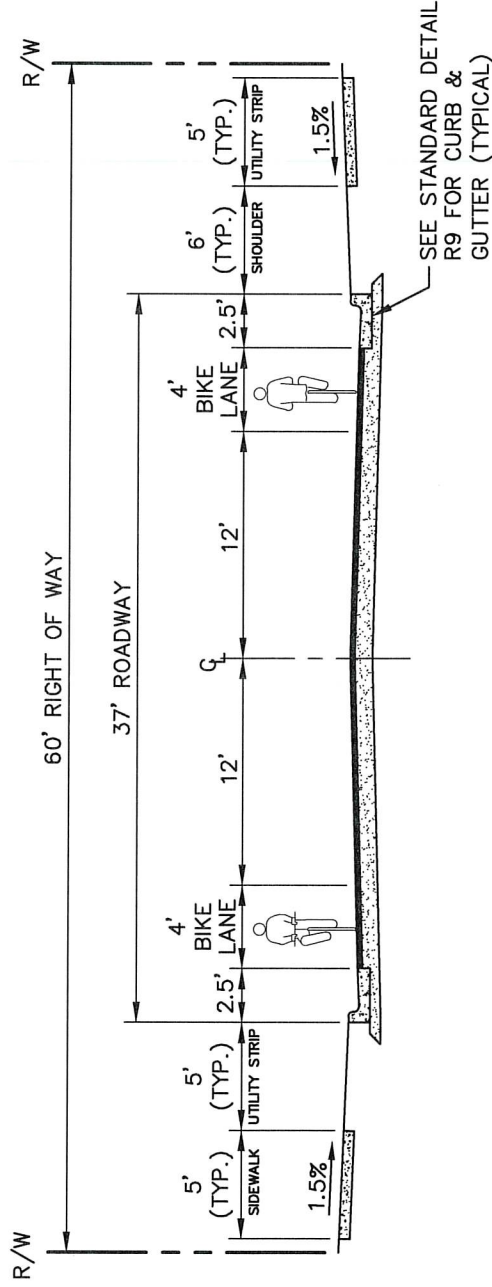
66' RIGHT OF WAY
 24' ROADWAY SECTION
 SECTION VIEW

NOTES:

1. NORMAL CROWN OF 2% UNLESS OTHERWISE DIRECTED BY DIRECTOR OF ENGINEERING.
2. PAVEMENT DESIGN SHALL BE THE GREATER AS SHOWN OR AS DETERMINED BY A CBR ANALYSIS.
3. SWALE SYSTEM DESIGNED TO CARRY AT LEAST THE 25 YEAR STORM.
4. VELOCITY WITHIN THE SWALE SHALL BE NON-EROSIVE.
5. DETAILED DRAINAGE CALCULATIONS REQUIRED.
6. ROADSIDE DITCHES SHALL BE LINED WITH NORTH AMERICAN GREEN SC 150BN OR APPROVED EQUAL.



EFFECTIVE DATE 11/26/2016		REVISIONS:		COLLECTOR (RURAL)		DETAIL No. R4 SHEET 1 OF 1

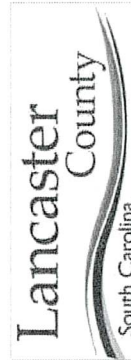


PAVEMENT DESIGN
3" S-9.5 B
8" A.B.C.

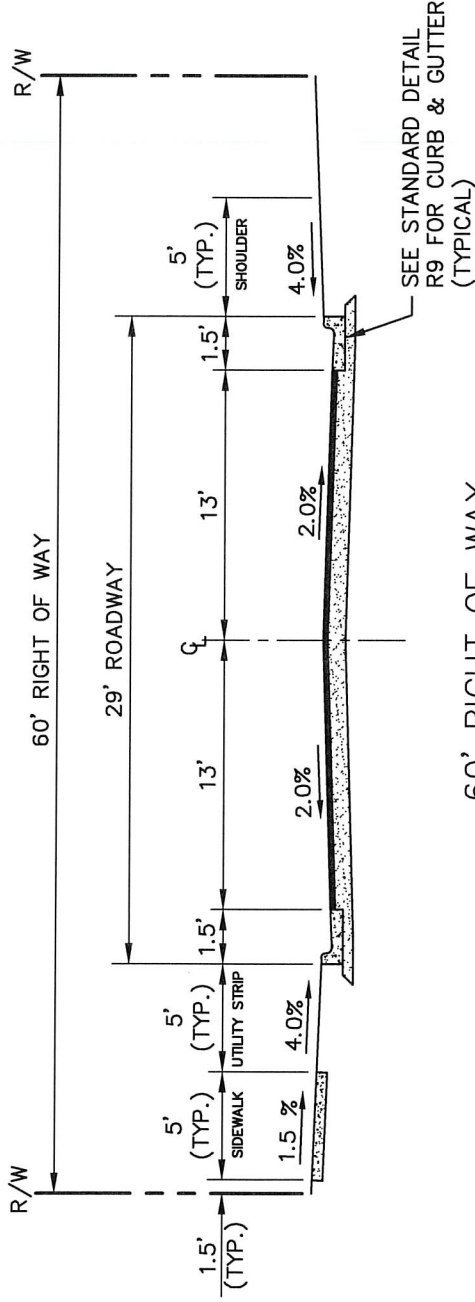
60' RIGHT OF WAY
37' ROADWAY SECTION
SECTION VIEW

NOTES:

1. NORMAL CROWN OF 2.0% UNLESS OTHERWISE DIRECTED BY DIRECTOR OF ENGINEERING.
2. PAVEMENT DESIGN SHALL BE AS SHOWN OR AS CALCULATED ACCORDING TO SPECIFICATIONS, WHICHEVER IS GREATER.
3. REVIEW QUALIFYING CRITERIA AND CROSS SECTIONS FOR "COLLECTOR AVENUE".



EFFECTIVE DATE 11/26/2016		REVISIONS:	
STANDARD COLLECTOR (BIKE LANES)		DETAIL No.	
		R5	
		SHEET 1 OF 1	



60' RIGHT OF WAY
29' ROADWAY SECTION
SECTION VIEW

PAVEMENT DESIGN

2.0" TYPE C SURFACE COURSE
4.0" TYPE C INTERMEDIATE COURSE
8.0" A.B.C.

NOTES:

1. NORMAL CROWN OF 2% UNLESS OTHERWISE DIRECTED BY DIRECTOR OF ENGINEERING.
2. PAVEMENT DESIGN SHALL BE THE GREATER AS SHOWN OR AS DETERMINED BY A CBR ANALYSIS.
3. SWALE SYSTEM DESIGNED TO CARRY AT LEAST THE 25 YEAR STORM.
4. VELOCITY WITHIN THE SWALE SHALL BE NON-EROSIVE.
5. DETAILED DRAINAGE CALCULATIONS REQUIRED.
6. ROADSIDE DITCHES SHALL BE LINED WITH NORTH AMERICAN GREEN SC 150BN OR APPROVED EQUAL.



REVISIONS:

EFFECTIVE
DATE
11/26/2016

DETAIL No.

R6

SHEET 1 OF 1

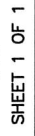
COMMERCIAL/ARTERIAL (URBAN)

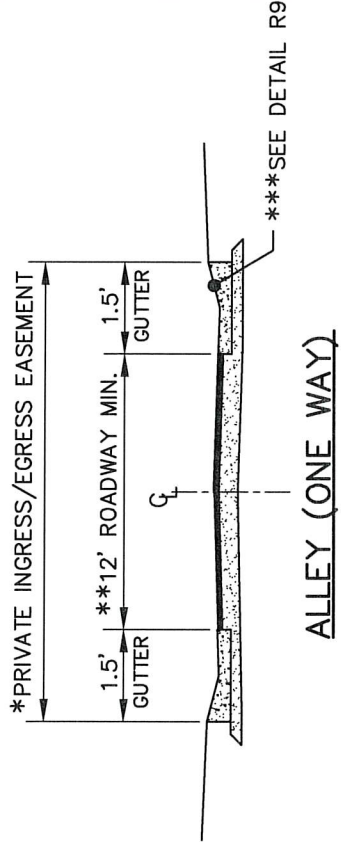


2.0" TYPE C SURFACE COURSE
4.0" TYPE C INTERMEDIATE COURSE
8.0" A.B.C.

66' RIGHT OF WAY
26' ROADWAY SECTION
SECTION VIEW

1. NORMAL CROWN OF 2% UNLESS OTHERWISE DIRECTED BY DIRECTOR OF ENGINEERING.
2. PAYEMENT DESIGN SHALL BE THE GREATER AS SHOWN OR AS DETERMINED BY A CBR ANALYSIS.
3. SWALE SYSTEM DESIGNED TO CARRY AT LEAST THE 25 YEAR STORM.
4. VELOCITY WITHIN THE SWALE SHALL BE NON-EROSIVE.
5. DETAILED DRAINAGE CALCULATIONS REQUIRED.
6. ROADSIDE DITCHES SHALL BE LINED WITH NORTH AMERICAN GREEN SC 150BN OR APPROVED EQUAL.





PAVEMENT DESIGN
 1.5" TYPE C SURFACE COURSE
 1.5" TYPE C INTERMEDIATE COURSE
 8.0" A.B.C.

NOTES:

1. NORMAL CROWN OF 2% UNLESS OTHERWISE DIRECTED BY DIRECTOR OF ENGINEERING.
2. PAVEMENT DESIGN SHALL BE THE GREATER AS SHOWN OR AS DETERMINED BY A CBR ANALYSIS.
3. INCREASE ROADWAY WIDTH TO 16' FOR TWO WAY OPERATION.



REVISIONS:

EFFECTIVE
 DATE
 11/26/2016

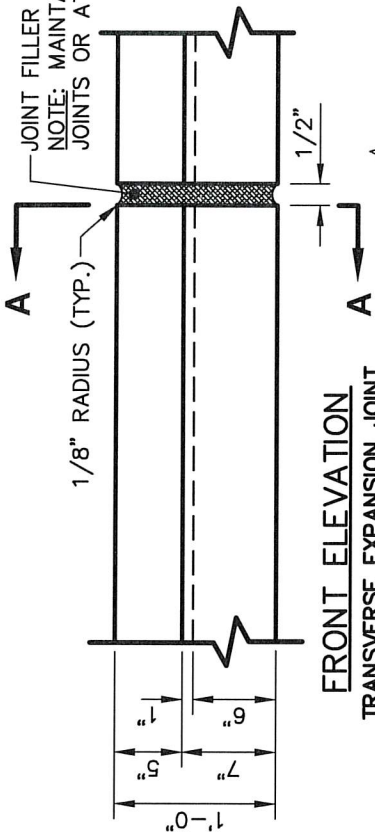
ALLEY

DETAIL No.

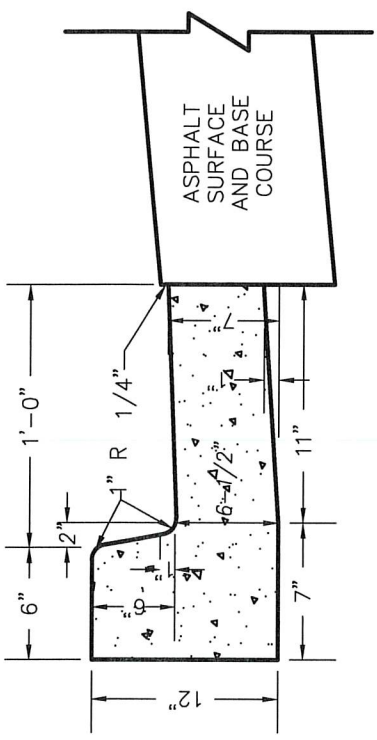
R8

SHEET 1 OF 1

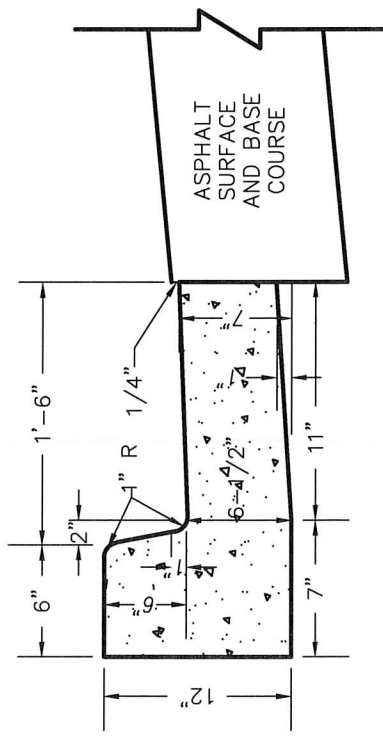
JOINT FILLER
NOTE: MAINTAIN 50' MAX. BETWEEN JOINTS OR AT ALL RIGID OBJECTS.



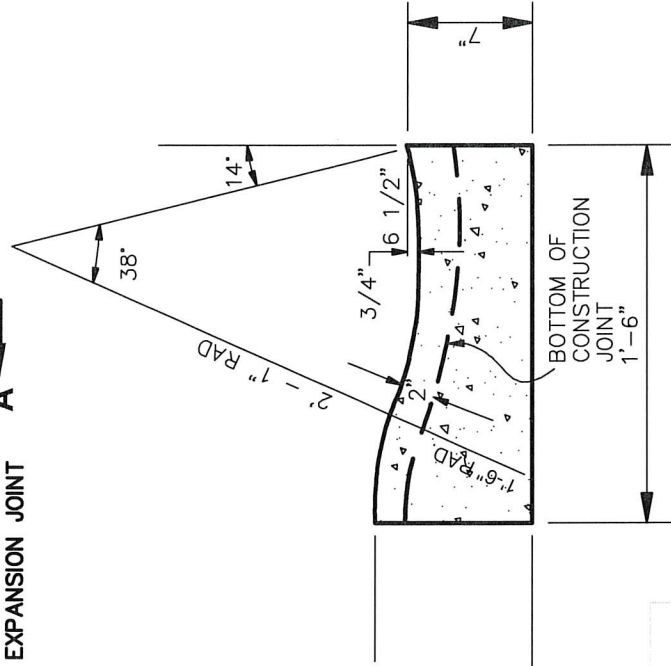
FRONT ELEVATION
TRANSVERSE EXPANSION JOINT



18" BARRIER CURB



24" BARRIER CURB



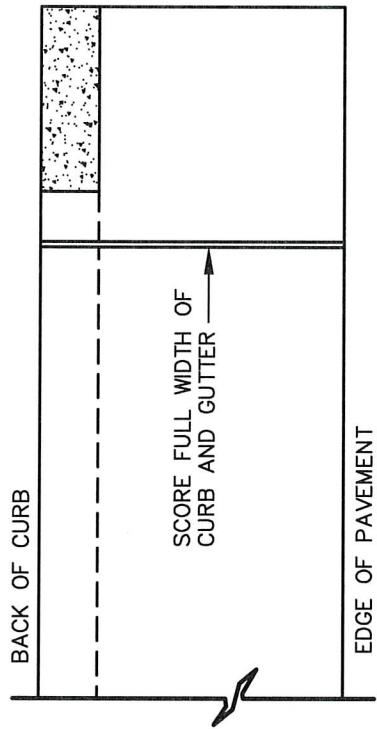
18" ROLLED CURB

NOTES:

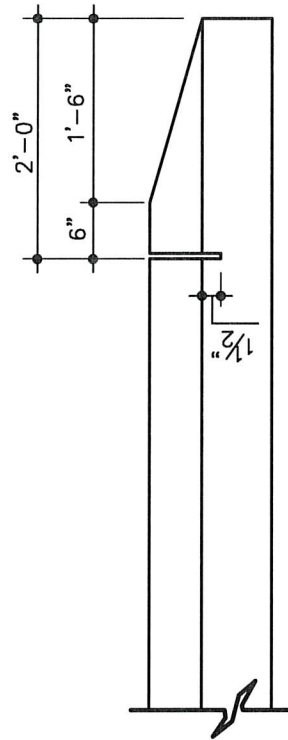
1. CONCRETE SHALL BE 3,600 P.S.I.
2. CONTRACTION JOINTS SHALL BE SPACED AT 10' INTERVALS.
(A 15' SPACING WILL BE ALLOWED WHEN A MACHINE IS USED.)
3. FINISH ALL CONCRETE WITH CURING COMPOUND.
4. TOP 6" OF SUBGRADE SHALL BE COMPACTED TO 100% STANDARD PROCTOR DENSITY.



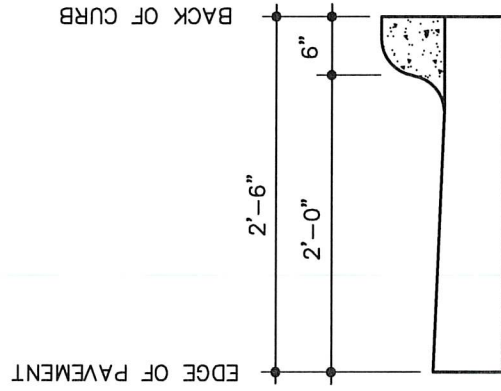
REVISIONS:		DETAIL No.	
EFFECTIVE DATE	11/26/2016	R9	
SHEET 1 OF 1		STANDARD CONCRETE CURB & GUTTER	



PLAN



FRONT



END



REVISIONS:

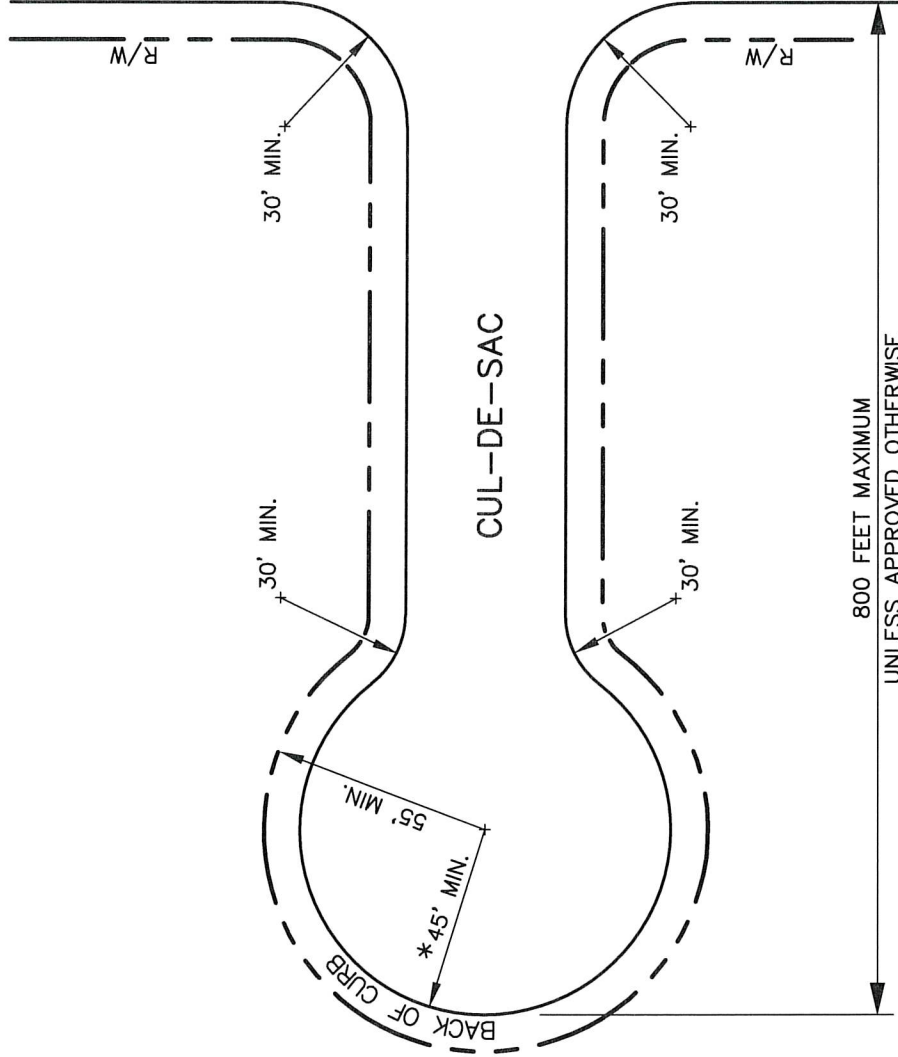
EFFECTIVE DATE	
11/26/2016	

DETAIL No.

R10

SHEET 1 OF 1

CURB END TAPER
STANDARD METHOD OF ENDING CURB & GUTTER

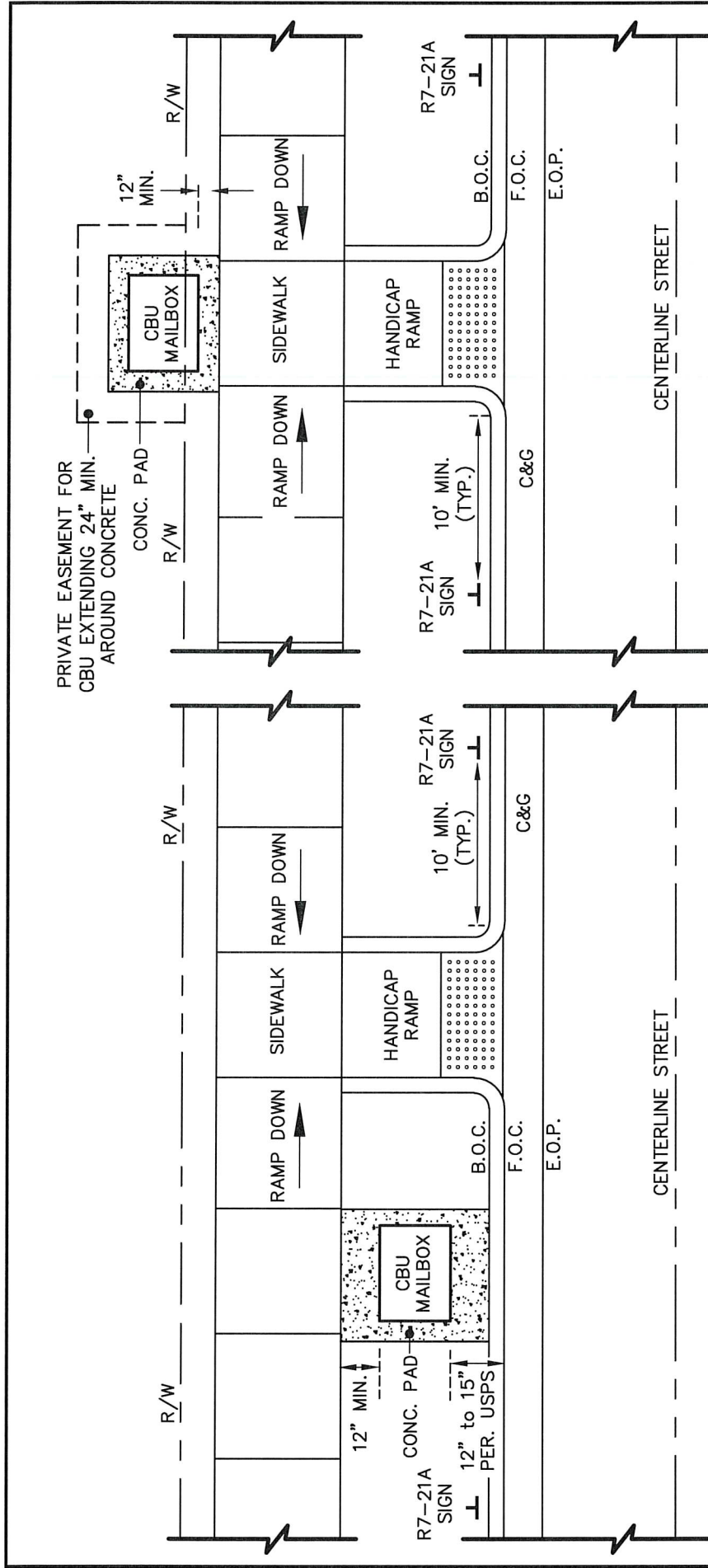


* RADIUS MAY BE REDUCED TO 42.5' IF CURB & GUTTER IS NOT USED.



REVISIONS:		DETAIL No.	
EFFECTIVE DATE	11/26/2016	R11	
11/26/2016		SHEET 1 OF 1	

RESIDENTIAL CUL-DE-SAC DIMENSIONS



TYPE I-A

TYPE I-B

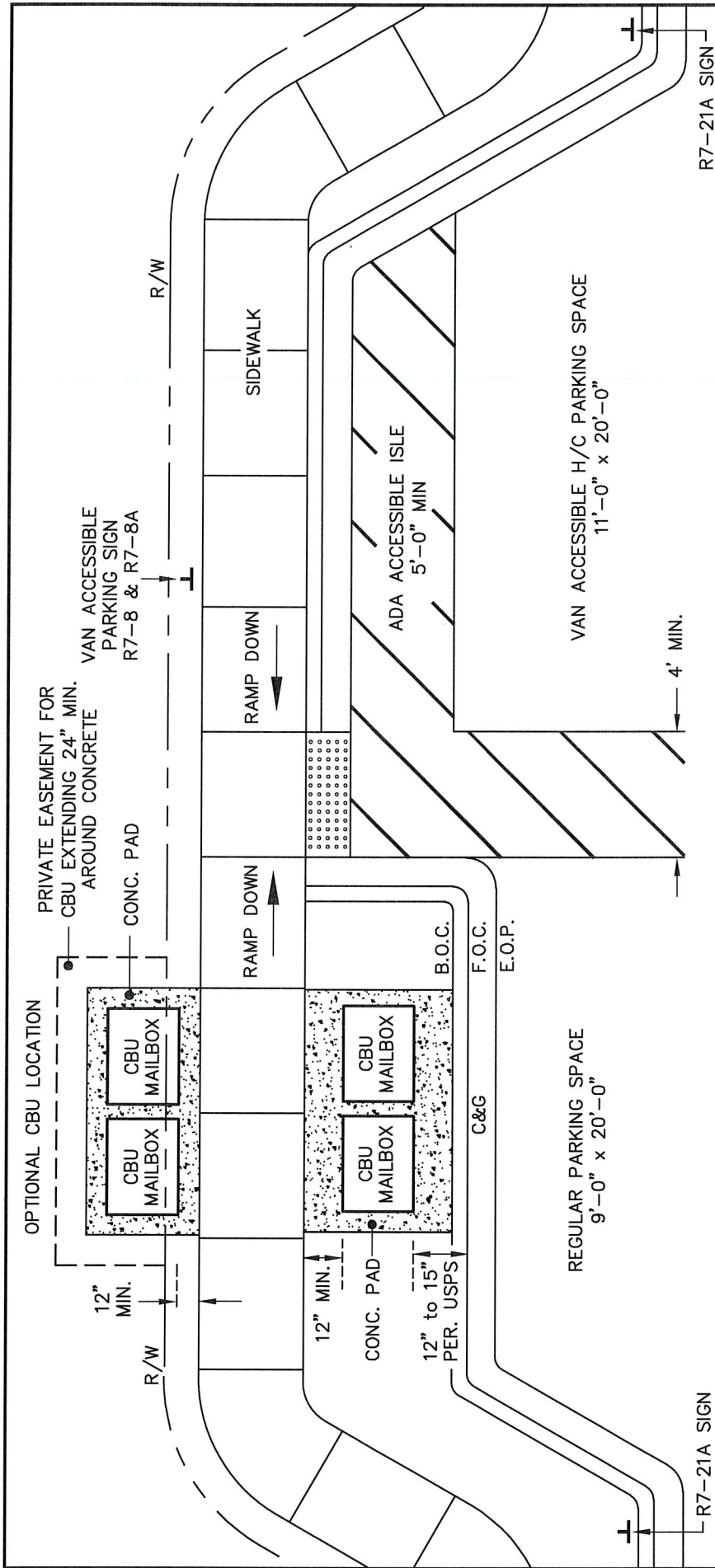
NOTES:

1. CBU SHALL CONTAIN NO MORE THAN 13 MAIL RECEPTACLES.
2. LOCATE CBU IN COMMON OPEN AREAS OR ON PROPERTY LINE IF POSSIBLE.
3. MAXIMUM HEIGHT OF CBU SHALL BE 62".
4. CBU SHALL NOT BE LOCATED NEAR UTILITY LINES, WATER METERS, OR CLEAN-OUTS.
5. ACCESS TO CBU BY RESIDENCES SHALL BE BY SIDEWALK SIDE ONLY.
6. R7-21A SIGN SHALL READ "MAIL PARKING, 15 MINUTE LIMIT".



EFFECTIVE DATE		REVISIONS:	
11/26/2016			

CLUSTER BOX UNIT (CBU) MAILBOX - TYPE I		DETAIL No.
		R12
		SHEET 1 OF 1

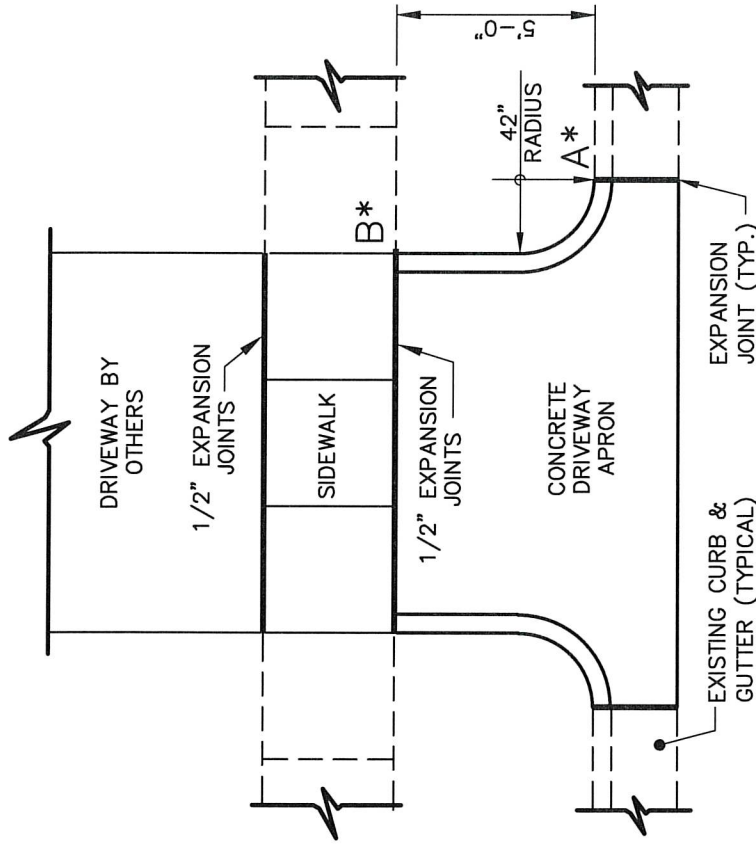


NOTES:

1. CBU SHALL CONTAIN NO MORE THAN A TOTAL OF 26 MAIL RECEPTACLES.
2. LOCATE CBU ON PROPERTY LINE OR NEAR COMMON AREAS, IF POSSIBLE.
3. MAXIMUM HEIGHT OF CBU SHALL BE 62".
4. CBU SHALL NOT BE LOCATED NEAR UTILITY LINES, WATER METERS, OR CLEAN-OUTS.
5. ACCESS TO CBU BY RESIDENCES SHALL BE BY SIDEWALK SIDE ONLY.
6. ACCESSIBLE SPACE SHALL HAVE LONGITUDINAL AND TRANSVERSE SLOPES NOT EXCEEDING 2%.
7. R7-21A SGIN SHALL READ "MAIL PARKING, 15 MINUTE LIMIT".



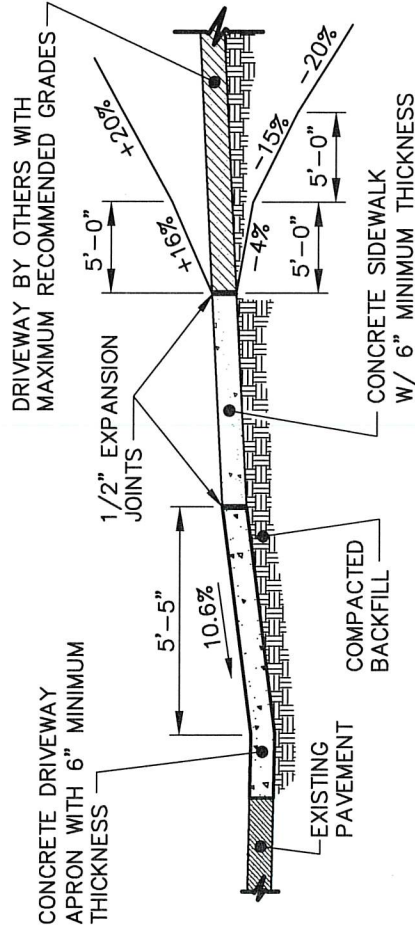
EFFECTIVE DATE 11/26/2016	REVISIONS:		CLUSTER BOX UNIT (CBU) MAILBOX - TYPE II	DETAIL No.
			R13	SHEET 1 OF 1



PLAN VIEW

NOTES TO CONTRACTOR:

- RESIDENTIAL DRIVEWAYS TO BE 12 FEET TO 18 FEET IN WIDTH.
- COMMERCIAL AND INDUSTRIAL DRIVEWAYS TO BE A MINIMUM OF 20 FEET FOR 2-WAY, 16 FEET FOR 1-WAY, AND A MAXIMUM OF 40 FEET WIDE.
- ALL CONCRETE SHALL BE 3600 P.S.I.
- * ELEVATION "B" MINUS ELEVATION "A" EQUALS 1 INCH.



TYPICAL SECTION

NOTES:

1. CURB SHALL BE TAPERED TO FINISH FLUSH WITH SIDEWALK.
2. BEGINNING RADIUS SHALL NOT ENCROACH ON ADJACENT PROPERTIES BASED ON A PROJECTION OF THE PROPERTY LINE FROM THE RIGHT OF WAY TO THE CURB LINE.
3. THE COUNTY IS NOT RESPONSIBLE FOR VEHICLES THAT DRAG DUE TO GRADE OF DRIVEWAY. THE DRIVEWAY IS PRIVATELY MAINTAINED.

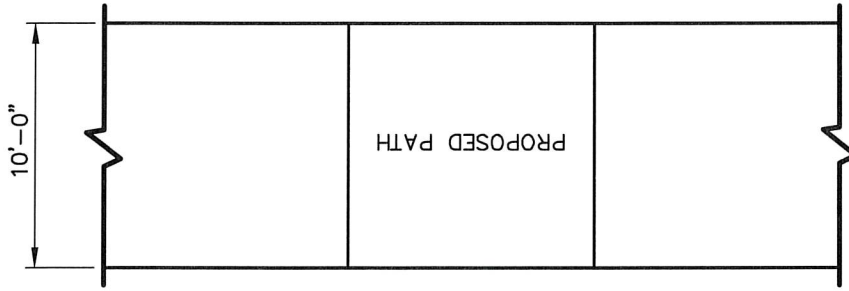


REVISIONS:

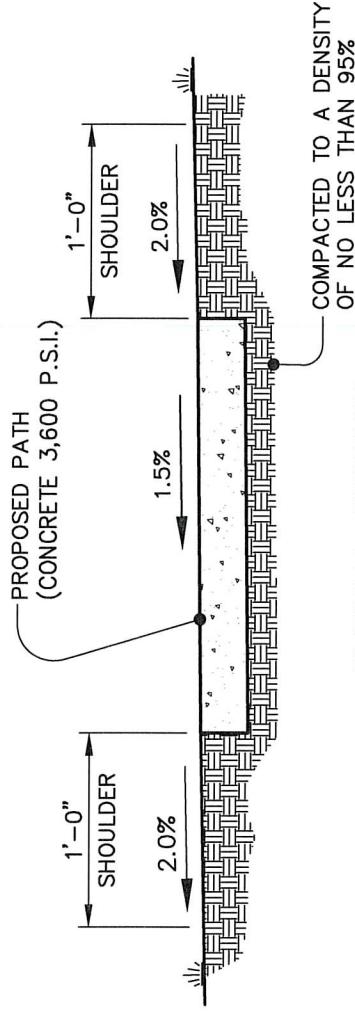
EFFECTIVE DATE	
11/26/2016	

STANDARD DRIVEWAY APRON

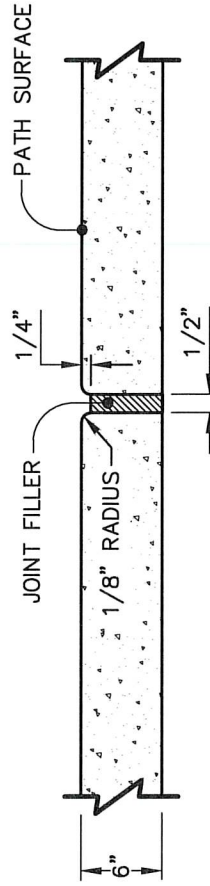
DETAIL No.	R14
SHEET 1 OF 1	



PLAN VIEW



TYPICAL SECTION



TRANSVERSE EXPANSION JOINT

NOTES:

1. TRANSVERSE EXPANSION JOINTS TO BE A MAXIMUM OF 50 FEET.
2. ALL CONCRETE TO BE FINISHED WITH CURING COMPOUND.
3. A 6 INCH DEPTH IS REQUIRED.
4. SAW CUT JOINTS EVERY 10 FEET OR WIDTH.
5. NO UTILITY SURFACE COVERS/PLATES/MANHOLES (i.e. WATERLINE VALVE COVERS, ETC.) SHALL BE LOCATED WITHIN TRAIL AND SHALL BE MINIMUM 2 FEET FROM THE EDGE OF TRAIL.
6. ALL TRAILS SHALL BE LOCATED MINIMUM 5 FEET FROM THE BACK OF CURB.



REVISIONS:

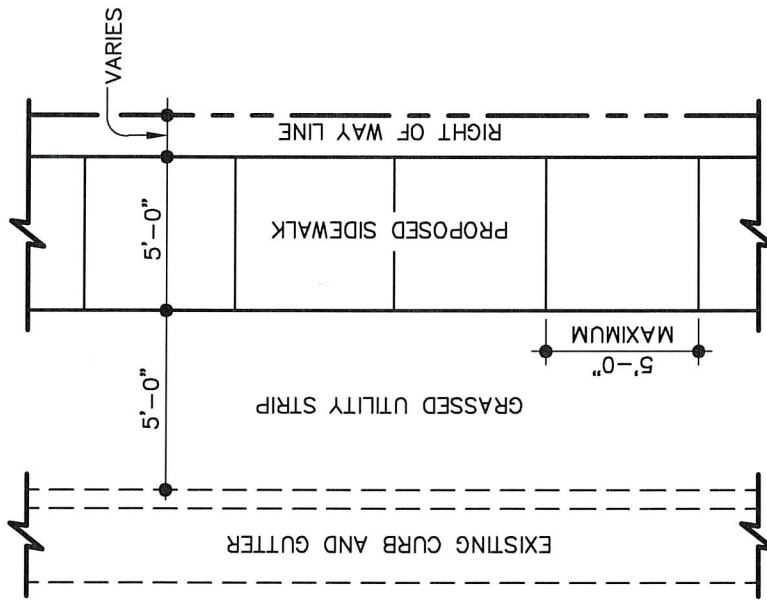
EFFECTIVE DATE
11/26/2016

STANDARD CONCRETE MULTI-USE PATH

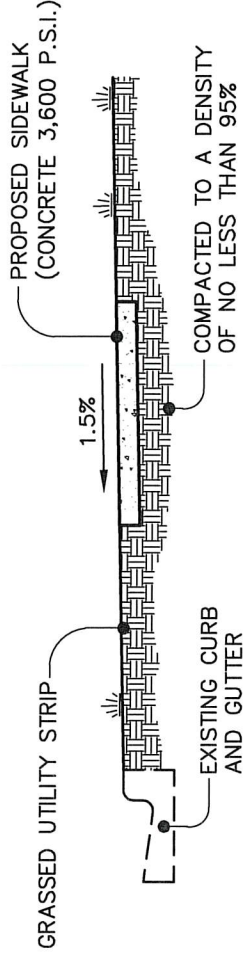
DETAIL No.

R15

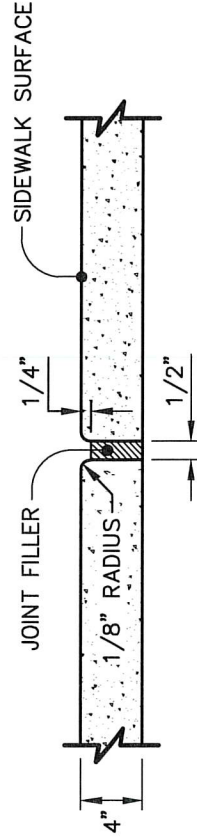
SHEET 1 OF 1



PLAN VIEW



TYPICAL SECTION



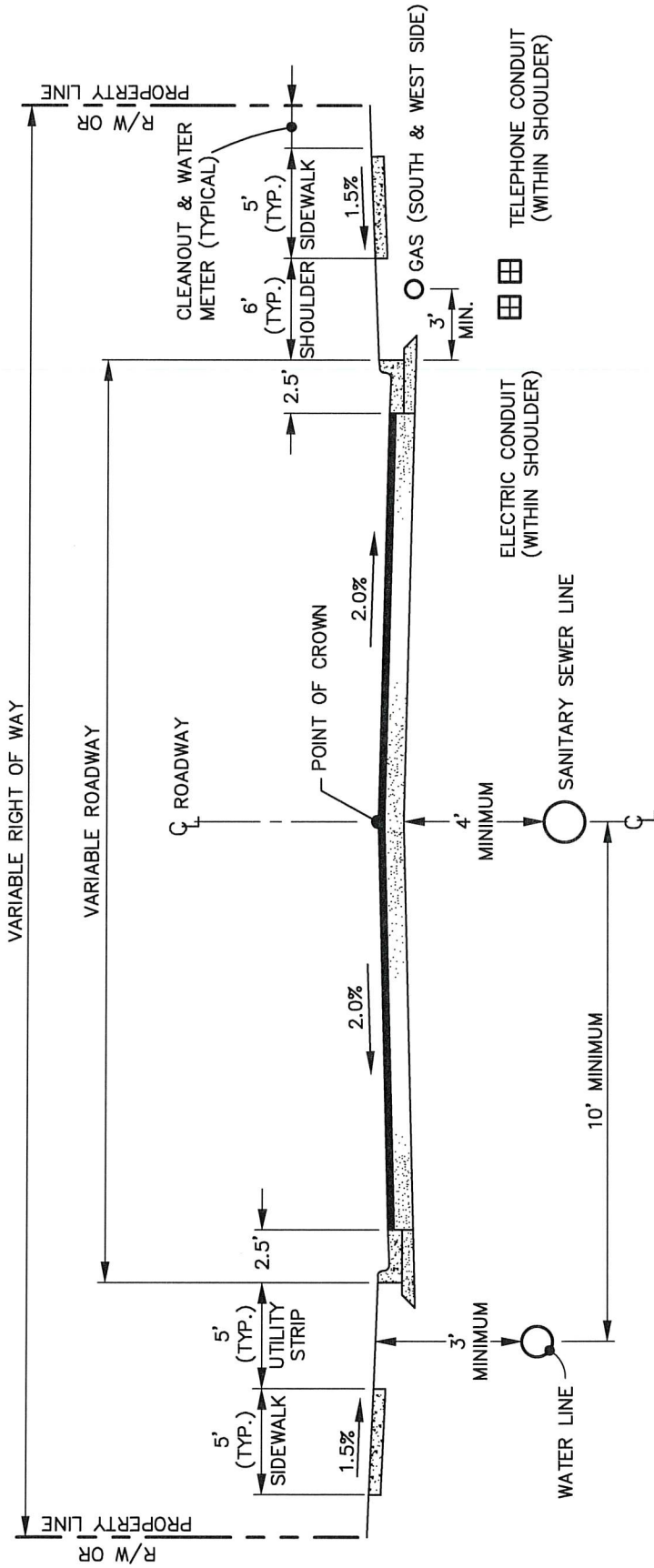
TRANSVERSE EXPANSION JOINT

NOTES:

1. TRANSVERSE EXPANSION JOINTS TO BE A MAXIMUM OF 50 FEET.
2. ALL CONCRETE TO BE FINISHED WITH CURING COMPOUND.
3. A 6 INCH DEPTH IS REQUIRED AT LOCATIONS OF DRIVEWAY CROSSINGS, AT STREET INTERSECTIONS (ALONG THE LENGTH OF RADIUS CURB RETURNS), AND IN THE HANDICAP RAMPS.
4. NO UTILITY SURFACE COVERS/PLATES/MANHOLES (i.e. WATERLINE VALVE COVERS, ETC.) SHALL BE LOCATED WITHIN SIDEWALK AND SHALL BE MINIMUM 2 FEET FROM THE EDGE OF SIDEWALK.



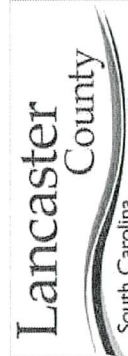
EFFECTIVE DATE 11/26/2016	REVISIONS:	STANDARD CONCRETE SIDEWALK		DETAIL No.
		R16		SHEET 1 OF 1



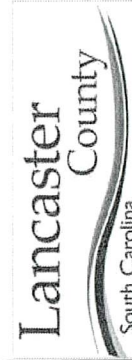
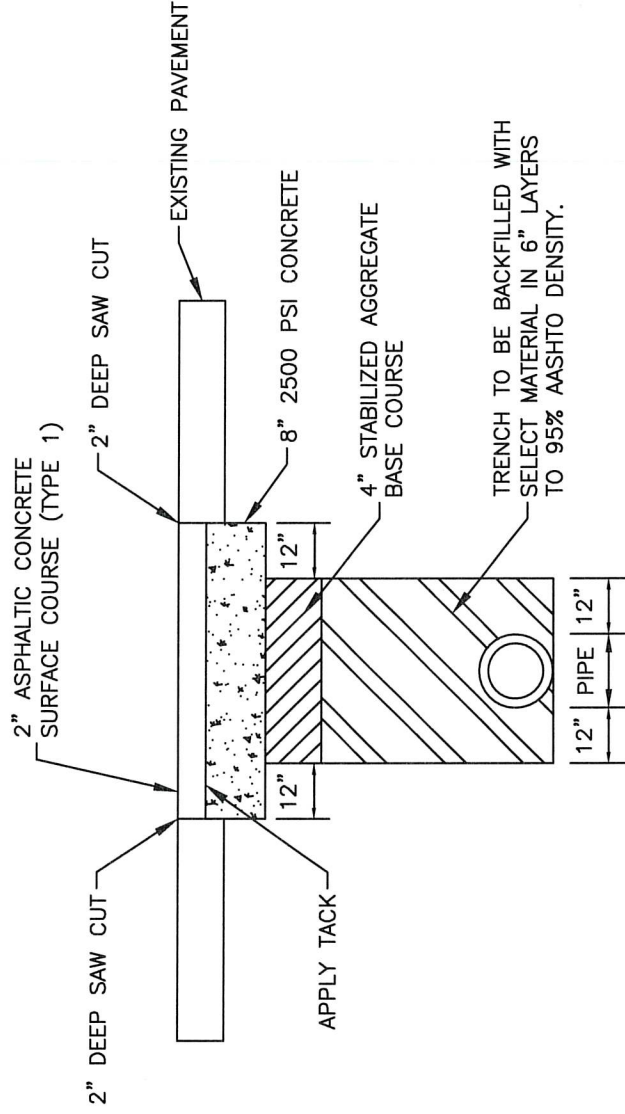
CROSS SECTION

NOTES:

1. THERE SHALL BE AN 18 INCH VERTICAL SEPARATION BETWEEN WATER AND SEWER LINES WHEN DIRECTLY OVERHEAD.
2. WATER AND/OR SANITARY SEWER LINES SHALL BE A MINIMUM OF TWO FEET FROM THE EDGE OF THE CURB AND GUTTER.
3. ENCROACHMENT ONTO ROAD RIGHT OF WAY SHALL FOLLOW CONDITIONS OF THE APPLICABLE ENCROACHMENT AGREEMENT.



EFFECTIVE DATE 11/26/2016	REVISIONS:	STANDARD UTILITY LOCATIONS IN STREET		DETAIL No.
		R17		SHEET 1 OF 1



REVISIONS:

EFFECTIVE DATE	
11/26/2016	

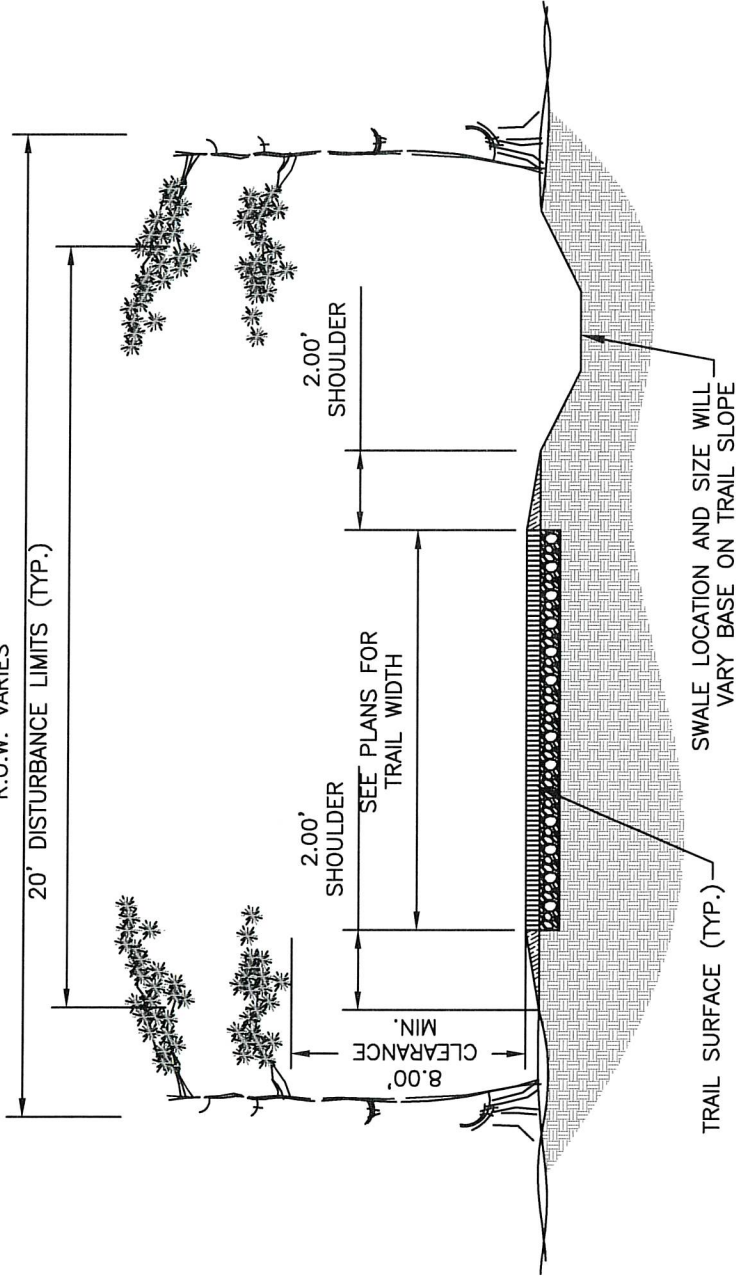
OPEN CUT REPAIR FOR ROADWAYS

DETAIL No.

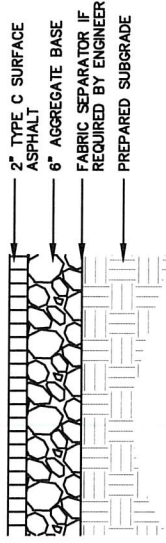
R18

SHEET 1 OF 1

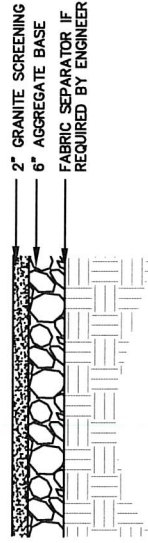
R.O.W. VARIES



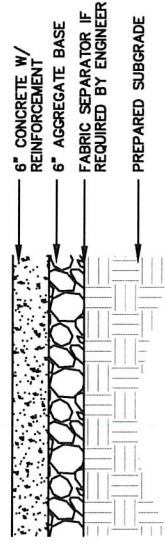
ASPHALT SURFACE



GRAVEL SURFACE



CONCRETE SURFACE



NOTES:

- 1.) ALL TRAIL MATERIAL SHALL COMPLY WITH GEOTECHNICAL REPORT AND BE APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT.
- 2.) THE CONTRACTOR IS RESPONSIBLE FOR STABILIZING ALL DISTURBED AREAS OF TRAIL CONSTRUCTION.
- 3.) ALL LAND CLEARING SHALL BE CONTAINED WITHIN A 20' LIMIT OF DISTURBANCE. SEE PLANS FOR LIMIT OF DISTURBANCE.
- 4.) ALL LAND CLEARING, GRUBBING, AND DEMOLITION MATERIALS SHALL BE REMOVED AND LEGALLY DISPOSED OFF SITE.
- 5.) ALL TREES WITH DIAMETERS 6" OR GREATER SHALL BE FLAGGED AND APPROVED BY THE LANDSCAPE ARCHITECT/OWNER BEFORE REMOVAL.
- 6.) THE CONTRACTOR IS TO ENSURE POSITIVE DRAINAGE FOR THE ENTIRE TRAIL AREA AND NO PONDING SHALL OCCUR.
- 7.) ALL TRAIL ARE TO HAVE A CROSS SLOPE OR BE CROWNED WITH A 1% MIN. AND 2% MAX SLOPE.
- 8.) ALL PROOF ROLLS SHALL BE COMPLETE USING TANDEM AXLE 15 TON MIN. CONSTRUCTION EQUIPMENT.
- 9.) REFER TO CONSTRUCTION PLAN FOR ADDITIONAL INFORMATION.
- 10.) ALL NATURAL SURFACE TRAILS SHALL MEET THE GUIDELINE OF THE NATIONAL FOREST SERVICE. SEE "Accessibility Guidebook for Outdoor Recreation and Trails" <http://www.fs.fed.us/recreation/programs/accessibility/pubs/htmlpubs/htm12232806/toc.htm>



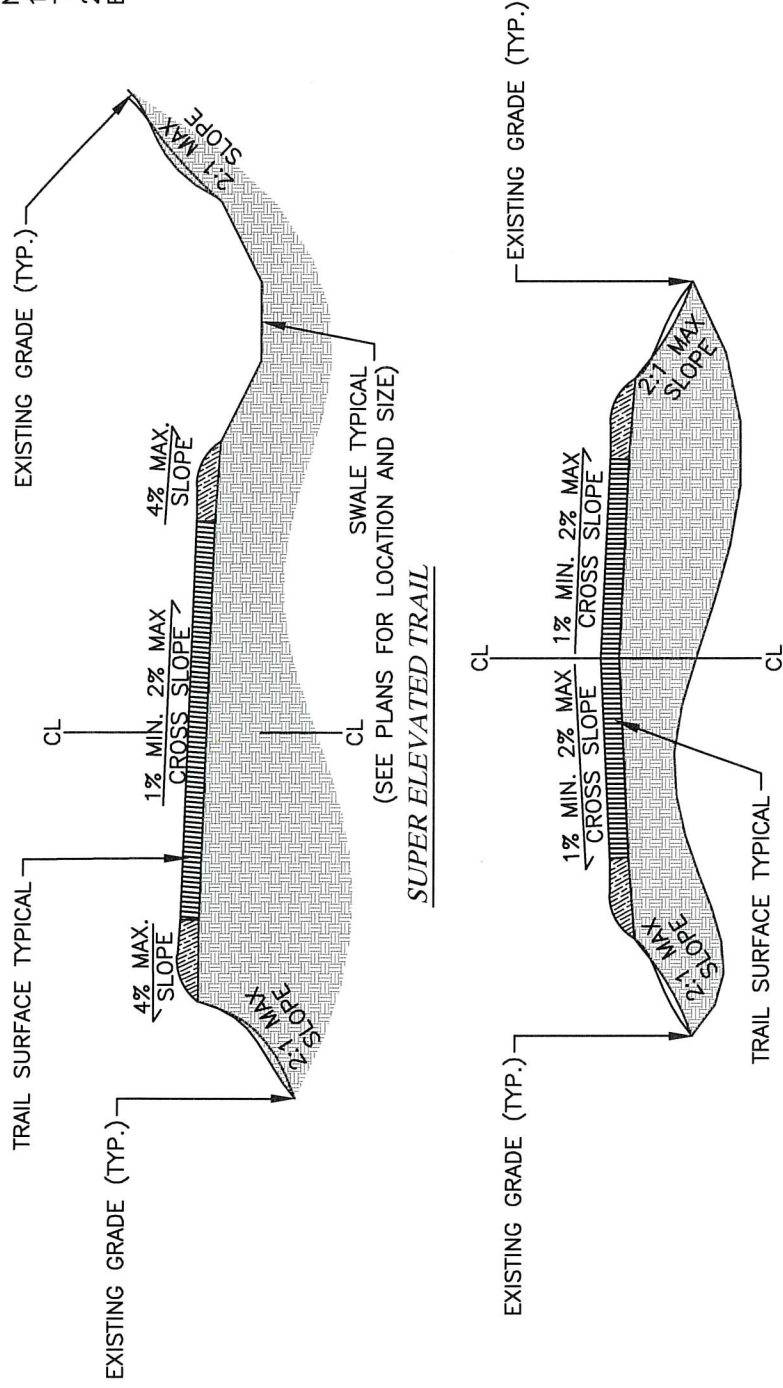
REVISIONS:

EFFECTIVE DATE	REVISIONS:
11/26/2016	

TRAIL DETAIL

DETAIL No.
R19
SHEET 1 OF 2

- NOTES:
- 1.) SEE PLANS FOR DETERMINATION FOR TRAIL SLOPES.
 - 2.) SIDE SLOPE USED TO TIE INTO EXISTING GRADE SHALL NOT EXCEED 2:1.



CROWNED TRAIL

TRAIL WIDTH REQUIREMENTS

TRAIL TYPE	TRAIL WIDTH
SHARED USE TRAIL	10' MIN. - 12' PREFERRED (2' MIN. SHOULDER ON BOTH SIDES OF TRAIL)
FOOTPATH HIKING	3' MIN. - 6' PREFERRED
BOARDWALKS	8' MIN. (UP TO 14' IF EMERGENCY VEHICLES IS REQUIRED)
EQUESTRIAN	4' MIN. - 6' PREFERRED (CAN BE ADDED TO ONE SIDE OF SHARED USE TRAIL)

NOTE: IN HIGH USE ZONES THE COUNTY RESERVES THE RIGHT TO INCREASE THE WIDTH OF SHARED USE TRAILS UP TO 14'



REVISIONS:

EFFECTIVE DATE	11/26/2016
1	6/11/2018

TRAIL DETAIL

DETAIL No.

R19

SHEET 2 OF 2

REVISIONS:

EFFECTIVE
DATE
11/26/2016

PARKING STANDARDS

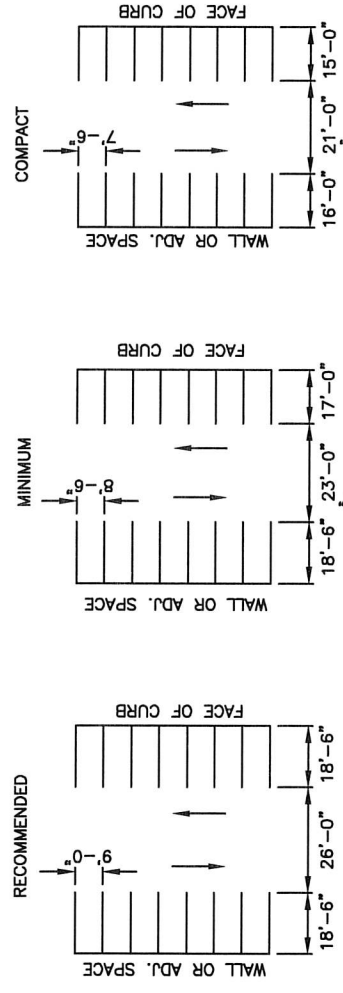
DETAIL No.

R20

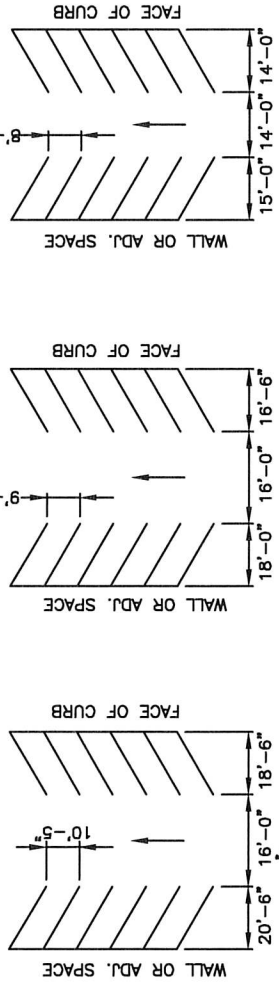
SHEET 1 OF 3

NOT TO SCALE

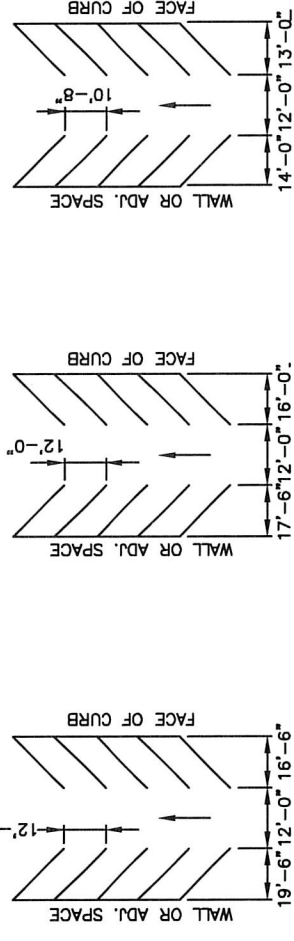
PARKING ANGLE 90°
(TWO WAY OPERATION ONLY)



PARKING ANGLE 60°
(ONE WAY OPERATION ONLY)



PARKING ANGLE 45°
(ONE WAY OPERATION ONLY)

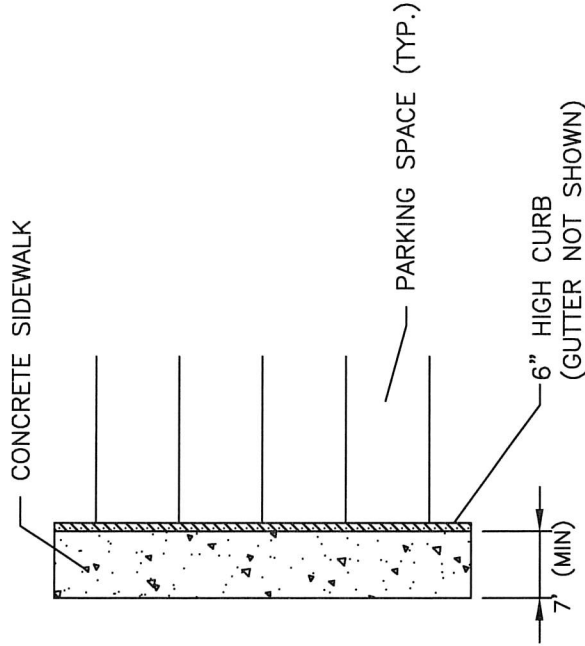


NOTES:

1. PAVEMENT MARKINGS SHALL BE 4" WHITE PAINT.
2. ALTERNATIVE PARKING ANGLES, AISLE WIDTHS, AND OPERATION (TWO-WAY ANGLE PARKING OR REVERSE-ANGLE PARKING) WILL BE CONSIDERED ON A CASE-BY-CASE BASIS.

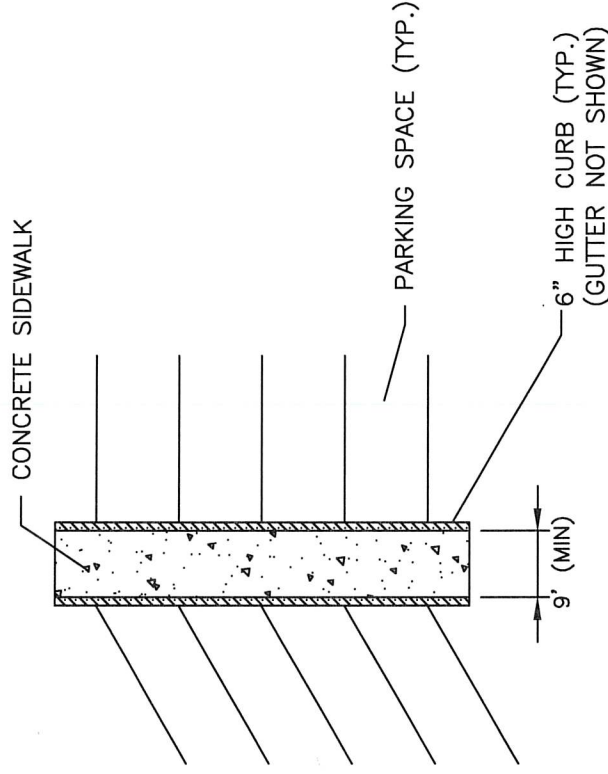
SIDEWALK ADJACENT TO HEAD-IN
OR BACK-IN PARKING SHALL BE
AT LEAST 7 FEET WIDE.

PARKING ON ONE SIDE OF A SIDEWALK



SIDEWALK BETWEEN TWO ROWS OF
HEAD-IN OR BACK-IN PARKING
SHALL BE AT LEAST 9 FEET WIDE.

PARKING ON BOTH SIDES OF A SIDEWALK



NOTES:

1. A 2-FOOT-WIDE PLANTING STRIP LOCATED AT THE BACK OF CURB CAN BE USED IN LIEU OF 2 FEET OF SIDEWALK WIDTH.
2. PARKING AT ANY ANGLE OTHER THAN PARALLEL SHALL BE SUBJECT TO THIS STANDARD.
3. IF MONOLITHIC CURB & SIDEWALK IS USED, ADD 6" TO ALL DIMENSIONS (1' IF PARKING ON BOTH SIDES).
4. WHEELSTOPS SHALL ONLY BE USED IN LIEU OF 2 FEET OF SIDEWALK WITH THE APPROVAL OF THE COUNTY AND WHEN EXISTING CONDITIONS PREVENT CONSTRUCTION OF A 7-FOOT/9-FOOT SIDEWALK. WHEELSTOPS SHALL BE 6" HIGH, MADE OUT OF 3600-PSI REINFORCED CONCRETE, AND ANCHORED WITH #5 OR GREATER REBAR (2' MINIMUM LENGTH). REBAR HOLES SHALL BE GROUTED UPON INSTALLATION. WHEELSTOPS SHALL BE PLACED AT 2 FEET FROM THE EDGE OF SIDEWALK OR OBSTRUCTION.



NOT TO SCALE

REVISIONS:

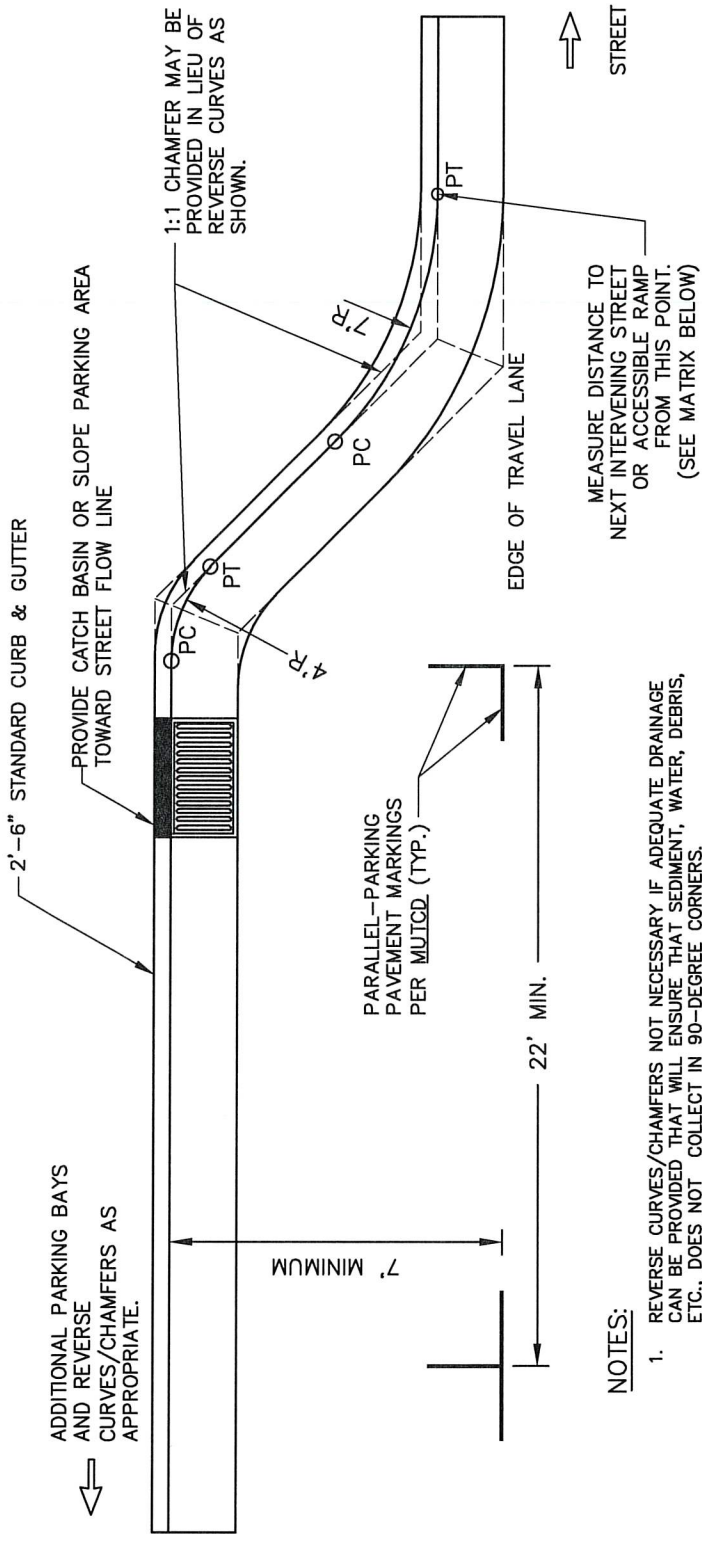
EFFECTIVE
DATE
11/26/2016

PARKING STANDARDS (CONT.)

DETAIL No.

R20

SHEET 2 OF 3



NOTES:

1. REVERSE CURVES/CHAMFERS NOT NECESSARY IF ADEQUATE DRAINAGE CAN BE PROVIDED THAT WILL ENSURE THAT SEDIMENT, WATER, DEBRIS, ETC., DOES NOT COLLECT IN 90-DEGREE CORNERS.
2. PARALLEL ACCESSIBLE SPACES AND LOADING ZONES TO BE REVIEWED ON A CASE-BY-CASE BASIS.
3. FOR PARKING BAYS THAT ARE 8 FEET IN WIDTH OR GREATER, THE PAVEMENT MARKINGS SHALL BE SET AT ONE (1) FOOT LESS THAN THE STALL WIDTH.
4. GREATER SEPARATION FROM INTERVENING STREETS THAN THE DISTANCES PROVIDED IN THE MATRIX MAY BE REQUIRED AT THE COUNTY'S DISCRETION.
5. POSITIVE DRAINAGE SHALL BE PROVIDED EITHER BY INSTALLATION OF APPROPRIATE DRAINAGE STRUCTURES OR SLOPE PARKING AREA TO STREET FLOW LINE. SLOPING PARKING AREA TO STREET FLOW LINE ONLY PERMITTED IF ROAD GRADE IS GREATER THAN 2%.
6. IF A BIKE LANE IS REQUIRED ADJACENT TO PARALLEL PARKING, THE MINIMUM WIDTH OF BIKE LANE IS 6'.

MINIMUM DISTANCE TO NEXT INTERVENING STREET

DRIVEWAY	LOCAL/ COLLECTOR	TH'FARE
20'	20'	20'
20'	20'	50'

PARALLEL PARKING BAY LOCATED ON



REVISIONS: <table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>								DETAIL No. R20 SHEET 3 OF 3
EFFECTIVE DATE 11/26/2016								

PARALLEL PARKING STANDARDS

Schedule C

Required Impro

CURRENT UDO

Required Improvements	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	LI	HI				All Others
Underground Drainage*	-	-	-	-	-	-X-	-X	X	X	X	X	X	X	X				X
Curb and Gutter*	-	-	-	-	-	-X	-X	X	X	X	X	X	X	X				X
Public Water and Hydrants	-	-	-	-	-X	-	X	X	X	X	X	X	X	X				X
Public Sewer	-	-	-	-	-	-X	X	X	X	X	X	X	X	X				X
Street Lights	-	-	-	-	-X	-X	-X	X	X	X	X	X	X	X				X
Street Trees	X-	X	X	X	X	X	X	X	X	X	X	X	X	X				X
Paved Streets	X	X	X	X	X	X	X	X	X	X	X	X	X	X				X
Street Signs (All)	X	X	X	X	X	X	X	X	X	X	X	X	X	X				X
Underground Wiring	-	-	-	-	-X	-X	-X	-X	-X	-X	-X	-X	-X	-X				-X
Park/Open Space	X-	-X	-	-	X	X	X	-	-	-	-	X	-	-				X
Sidewalks (also see 6.7.1)*	-	-	-	-	-	X	X	X	X	X	X	X	-	-				X

* Administrator may wave required improvements with use of approved Low Impact Development Infrastructure

PROPOSED UDO

Required Improvements	AR	RR	RN	RUB	MFR	LDR	MDR	PB	NB	GB	RB	INS	LI	HI	HCO	M	OSP	All Others
Underground Drainage*	-	-	-	-	-	-X-	-X	X	X	X	X	X	X	X	X	X	-	X
Curb and Gutter*	-	-	-	-	X	-X	-X	X	X	X	X	X	X	X	X	X	-	X
Public Water and Hydrants	-	-	-	-	-X		X	X	X	X	X	X	X	X		X	-	X
Public Water and Hydrants - Addition	-	-	-	-		X									X		-	
Public Sewer	-	-	-	-	X	-X	X	X	X	X	X	X	X	X	X	X	-	X
Street Lights	-	-	-	-	-X	-X	-X	X	X	X	X	X	X	X	X	X	-	X
Street Lights - Not required for LDR, MDR in Rural	-	-	-	-	-X	-	-	X	X	X	X	X	X	X	X	X	-	X
Paved Streets	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	-	X
Street Signs (All)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	-	X
Underground Wiring	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Underground Wiring - Addition for PH	-	-	-	-	-X	-X	-X	-X	-X	-X	-X	-X	-X	-X	X	-	-	-X
Underground Wiring - Not required for CL, Rural	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalks	-	-	-	-	-X	X	X	X	X	X	X	X	-	-				X
Mast Arms	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X	-	-	-

* Administrator may wave required improvements with use of approved Low Impact Development Infrastructure