

Ordinance 2022-06

AN ORDINANCE TO AMEND SECTION 701 OF THE SENECA ZONING ORDINANCE

WHEREAS, the City of Seneca seeks to promote safer, more efficient subdivision and development, and

Whereas, the City of Seneca seeks to reduce the financial burden of maintaining substandard roads,

Now, therefore be it ordained by the mayor and councilmembers of the City of Seneca, that section 701 of the City of Seneca Zoning Ordinance shall be hereby amended as follows:

SECTION 701 ROAD CLASSIFICATION AND DESIGN STANDARDS

Before any private connections to public water and or sewer infrastructure for new construction are made, all street improvements shall have been completed and approved in accordance with the design standards as set forth in this section and in accordance with SCDOT and AASHTO guidelines. Such approval shall be set forth in writing by the Zoning Administrator stating that said improvements are located within the corporate limits of a municipality and were completed in accordance with standards and specifications.

701.1 Roadway Classifications

For the purpose of this Ordinance, all streets within the City of Seneca shall be classified based upon the projected traffic volume on the street. These classifications and the required Design Standards for each are included in the table below and further detailed in following descriptions.

Classification	Pavement Width (feet)	Maximum Design Speed	Vehicles Per Day	Minimum Pavement Section	Minimum Right of Way (feet)
Arterial and Minor Arterial	Per SCDOT	Per SCDOT	> 4,000	Per SCDOT	120
Major Collector	Per SCDOT	Per SCDOT	> 4,000	Per SCDOT	100
Minor Collector	26	40 mph	1,250 – 4,000	1.5" Top; 2.5" Base; 6" Stone Sub base	80
Residential Sub-collector	24	35 mph	400 – 1,250	1.5" Top; 2.5" Base; 6" Stone Sub base	50
Residential Local	24	25 mph	< 400	1.5" Top; 2.5" Base; 6" Stone Sub Base	50
Commercial or Industrial	28	40 mph	N/A	2" Top; 4" Base; 6" Stone Sub Base	80

Private Responsibility of Landowner, Developer or HOA	24	AS DESIGNED	N/A	2" Top; 6" Stone Sub Base	50
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In cases where access will serve subdivisions of not more than four lots, unless greater dimensions and standards are otherwise required by the adopted International Fire Code or lesser standard is allowable and approved by the Fire Marshal, the access may be provided by a shared driveway/street having a minimum 50 foot wide ingress/egress easement with a minimum road width of 20 feet, with such road width having at least a 6 inch stone base, and adequate storm drainage provided within the ingress/egress easement. The driveway/street shall be no longer than 500 feet in length. The developers must require and receive a hold harmless agreement and indemnification agreement signed by each landowner. These agreements shall be presented to and approved by the Zoning Administrator prior to final platting and shall operate to relieve the city of any liability or responsibility arising from the construction and use of the private street and/or drainage facility. This release shall be in favor of the city from any harm which may result from the use of the private street by adjoining landowners, visitors, or any user of the road, including the public at large. Each signed agreement will be recorded with the plat and reference shall be made as to the character of the road on the plat.

701.2 Roadway Design Standards

Street and road design shall comply with the following design standards as reviewed and approved by the Zoning Administrator and Seneca Fire Department based on the most recently adopted edition of the International Fire Code by the S.C. Building Codes Council, and those appendices that have been adopted by Seneca City Council. To ascertain standards applying to any specific classification, refer to the design standards chart. In all instances where reference is made to a section of the South Carolina Department of Transportation (SCDOT) specifications for highway construction (SCDOT specifications), it is the most recent edition.

a) Right-Of-Way and Roadway Cross Section - A proposed right-of-way shall be of sufficient width to accommodate the required street cross section, but in no case shall the right-of-way be less than that required in the design standards chart. In instances where construction or maintenance may necessitate going beyond the normal right-of-way, a temporary right-of-way will be required to be given by easement.

Pavement width shall be sufficient to serve the projected traffic on and use of the street, but in no instance shall the pavement width be less than that required in the Design Standards Chart.

b) Grades - The minimum vertical tangent grade on any proposed curbed street shall not be less than one-half (0.5) percent and the maximum grade shall not exceed five (5) percent.

All proposed street grades when intersecting an existing street or highway shall be constructed as to meet the same horizontal grade of the existing intersection and shall have a maximum approach grade

of four (4) percent for a distance of 100 feet from the gutter line elevation of the existing street to which the proposed connection is being.

c) K Factors/Vertical Curves - All vertical curve design shall be in accordance with the most current AASHTO Policy of Geometric Design and SCDOT standards.

d) Horizontal Curves - Where a deflection angle in the alignment of the street occurs, the right-of-way shall be curved. The minimum horizontal radius of curvature at the centerline of proposed street rights-of-way in all areas shall be designed in accordance with the most current AASHTO Policy of Geometric Design and SCDOT standards.

At subdivision entrances there should be a minimum of 50-foot tangent prior to the start of any horizontal curve.

e) Signs - All signs and speed limit designations shall be in accordance with the most current Manual of Uniform Traffic Control Devices (MUTCD).

f) Reverse Curves - Reverse curves in the street rights-of-way shall be connected by tangents of not less than 100 feet for all roadway classifications with the exception on non-residential which shall be a minimum of 150 feet.

g) Intersecting Streets - Minor Collector, Residential Sub collector, Residential Local and Nonresidential streets shall be laid out so as to intersect other streets at right angles whenever possible. No street shall intersect any other street at an angle less than 75 degrees.

h) Street Offsets - Where there is an offset in the alignment of a street across an intersection, the minimum offset of the centerline shall be as shown in the following chart:

SPEED LIMIT ON MAIN THROUGH STREET	OFFSET IN FEET
25 MILES PER HOUR	125 FEET
35 MILES PER HOUR	150 FEET
45 MILES PER HOUR	175 FEET
55 MILES PER HOUR	200 FEET

i) Cul-de-sac Streets - Cul-de-sac streets are defined as those streets designed to be terminated. Cul-de-sacs shall have a minimum length of 125 feet and a maximum length of 1,200 feet.

701.3 General Survey Standards

In order to maintain and improve Oconee County land records, general survey standards must be followed. Land parcels subject to the requirements specified herein, are required to be referenced by South Carolina State Plane Coordinates, as defined in the SC Code of Laws, (The South Carolina Coordinate Act, as amended), either by Global Positioning System (GPS) Surveys or Terrestrial Surveys. Additionally, digital files shall be submitted in a standard format, in addition to standard printed

documents required by this Article. These files consist of a copy of the CAD drawing containing all applicable layers and an ASCII text file describing the technical parameters and contact information for the CAD file (metadata).

701.4 Guaranty of Maintenance

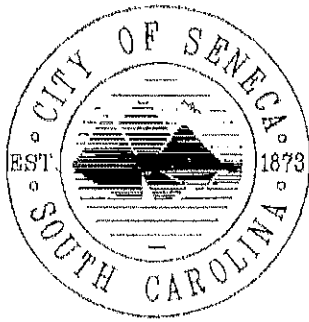
Where the development or subdivision is to be served by private roads, the mechanism for the perpetual maintenance of private roads and the collection of funds for future maintenance shall be explicitly documented before the planning commission at the time of submission and recorded with the approved plat allowing lot sales in the form of restrictive covenants. All transactions involving properties accessed by said private road shall contain a copy of the private road maintenance provisions contained in the restrictive covenants. At a minimum, a process for collecting or creating a fund for future maintenance shall be documented in the covenants and restrictions affecting the parcels to use the private roads, and the planning commission shall require a property or homeowners association be formed and restrictive covenants and by-laws adopted and filed of record before issuing final approval for the subdivision and/or sale of lots. Included in the submission to the Planning Commission shall be an estimate provided by a licensed South Carolina Professional Engineer of the maintenance costs for the roads, including the estimated cost of resurfacing/refurbishing after the expected life of the initial pavement not to exceed a period of ten (10) years; the fund for future maintenance shall be designed so as to create a fund of no less than 125% of the estimated costs at time of resurfacing/refurbishing, as well as an ongoing fund to provide periodic maintenance and repair when predicted to be needed. Nothing contained herein shall be construed or interpreted as creating a responsibility or liability of the city for the adequacy of the mechanism and/or amounts to be collected for maintenance.

701.5 Guaranty of Workmanship/Materials

- a) The subdivider/developer shall guaranty the completed roadways and drainage system improvements against defect in function, workmanship, and materials for two years following acceptance of such improvements under warranty.
- b) The subdivider/developer shall furnish a cash bond, letter of credit, or other acceptable security with the city guaranteeing the maintenance of the improvements and/or correction of deficiencies during the warranty period.
- c) The warranty period security shall be in an amount equal to 20 percent of the cost of the completed roadway and drainage system improvements.
- d) The security shall empower the city to draw on the posted funds to correct deficiencies which the subdivider/developer does not correct in a timely manner."

701.6 Noncompliance

Failure to comply with any of the conditions of site plan approval subsequent to the receipt of a Plat Approval, Construction Permit or Certificate of Occupancy, as the case may be, shall be construed to be a violation of this chapter and shall be grounds for the revocation of any Construction Permit or



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Edward R. Halbig, AICP
Director

MEMORANDUM

To: City Council
City Administrator
City Attorney
Department Heads

From: Edward R. Halbig, AICP

Date: March 8, 2022

RE: Changes to Section 701 of the City's Zoning Ordinance – Classification of Streets

The March 8th City Council agenda has an ordinance to amend Section 701 of the City's Zoning Ordinance. Below is a list of the substantive changes to the ordinance.

1. Classification: the amended ordinance describes seven (7) road classifications (above the original two classifications).
2. Activation: the amended ordinance establishes a threshold of road construction that must be met before private owners may connect to utilities. This ensures that property owners have sufficient access to their properties before they invest in construction or occupation.
3. Standards: the amended ordinance defines the minimum standards in materials, dimensions, geometry and other safety standards that are similar in scope to those required through the county and SCDOT.
4. Warranty: the amended ordinance requirements for securities to warranty new roads against failure for a period of ten (10) years.

Certificate of Occupancy, as the case may be. If the Zoning Administrator and/or Building Official finds that any conditions of site plan approval have not been met, the Planning and Development department shall give the applicant ten (10) days written notice to comply with said conditions, and failure to comply within this ten-day period shall result in revocation of the Zoning Permit, Construction Permit, Certificate of Occupancy or Certificate of Temporary Occupancy, as the case may be.

This ordinance shall take effect upon second reading thereof.

PROPOSED ORDINANCE APPROVED AS TO FORM this 12 day of April 2022.

R. Boatner Bowman

R. Boatner Bowman, City Attorney

APPROVED AND RATIFIED on first reading this 8th day of March 2022 by vote of

9 YES

NO

ABSTAIN

APPROVED, RATIFIED AND ADOPTED on second and final reading this 12 day of April 2022 by vote of

8 YES

NO

ABSTAIN

Patty Wilkes, Clerk

Attest

Ad Hevel, Mayor