

RECODE YORK COUNTY

Zoning & Subdivision Codes Rewrite



CHAPTER 154: LAND DEVELOPMENT CODE

SUBCHAPTER C: INFRASTRUCTURE STANDARDS

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PART 1: GENERAL PROVISIONS

§ 154.042 PURPOSE.

The purpose of this Subchapter is to establish the standards for infrastructure that is required to be installed in conjunction with development and redevelopment activity in York County. These standards are intended to ensure that new projects provide consistent and high-quality infrastructure to facilitate the development and use of property.

§ 154.043 APPLICABILITY.

The standards established in this Subchapter shall apply to all development and redevelopment activity within the jurisdiction of this Ordinance.

§ 154.044 LAND DEVELOPMENT MANUAL.

The York County Land Development Manual supplements and establishes the minimum design and construction standards for the infrastructure required under this Subchapter, and is incorporated herein by reference.

§ 154.045 TRAFFIC IMPACT ANALYSIS.

Where a Traffic Impact Analysis (see LDC [Subchapter H, Part 8: Traffic Impact Analysis](#)), establishes mitigation requirements that exceed or are different from the standards of this Subchapter or the York County Land Development Manual, the required mitigation measures determined in the Traffic Impact Analysis shall control the design and construction of such improvements.

§ 154.046 RESERVED.

PART 2: STREETS

§ 154.047 PURPOSE.

The purpose of this Part is to establish the minimum standards for the design and construction of public and private streets built or improved in conjunction with development activity in York County.

§ 154.048 APPLICABILITY.

These standards shall apply to the design and construction of all streets subject to the jurisdiction of this Ordinance.

§ 154.049 GENERAL PROVISIONS.

(A) **Coordination with Existing Street System.** Proposed street layouts shall be coordinated with the street system of the surrounding area. Street networks shall be designed to be a series of interconnected streets to allow traffic to filter through a variety of routes, rather than concentrating all traffic onto single local, collector, or arterial streets.

(B) **Coordination with Adopted Transportation Plans.**

(1) **Dedication Required.** Where a proposed development is adjacent to a road designated for widening or improvement on an adopted transportation plan and insufficient right-of-way exists to provide for the designated improvement, such additional right-of-way, as specified for the future road cross-section in the plan, shall be dedicated to the appropriate public entry by the developer as a requirement of final plat approval.

(2) **Scope of Dedication.** Such dedication shall be limited to the length of the road immediately along the subject property lines, and shall be limited to one-half of the total required right-of-way when the development is situated along only one side of the road.

(C) **Utility Coordination.** Where additional right-of-way is required to be dedicated for a planned road improvement, new utilities installed to serve the development shall be placed within easements located in a manner that will not require their relocation as part of the improvement project, and easements will be provided at the edge of the dedicated right-of-way for existing utilities to accommodate their relocation during construction.

(D) **External Connections.**

(1) *Minimum Requirement.* A minimum of one proposed street shall be connected to an existing state or County-maintained street that meets the minimum standards of the York County Land Development Manual or applicable SCDOT standards.

(2) *Secondary Connection Threshold.* Where the number of proposed lots within a residential development exceeds 150, a second connection to the external street network shall be required. Where possible, the two required connections shall provide access to different external roads.

(3) *Additional Connections.* Additional connections may be required pursuant to a Traffic Impact Analysis (see LDC [Subchapter H, Part 8: Traffic Impact Analysis](#)).

(E) Access to Adjacent Properties.¹

(1) *Purpose.* The purpose of this provision is to improve connectivity between adjacent developments in order to provide for a more efficient street network that:

- (a) Reduces the need for additional access points to the external road network;
- (b) Allows greater flexibility in route choice for residents;
- (c) Enhances the ability of emergency responders to access neighborhoods when a primary entrance is blocked;
- (d) Provides more efficient routing for service providers, such as mail carriers, utility meter readers, school buses, and the like; and
- (e) Encourages a greater sense of community by eliminating physical barriers between neighborhoods.

(2) *Standard.* All proposed street systems shall be designed to provide a network of interconnected streets and points of access to adjacent properties, or where an existing / planned development has provided or planned a road stub to the proposed development.

(a) Cul-de-sacs shall not be used to avoid a connection with an existing street or access to adjacent properties.

(b) Proposed street connections to adjacent properties shall be extended by dedication to the boundary of the property and a temporary turn around shall be provided. Construction easements on adjacent lots within the development shall be provided on the plat in order to permit any future work necessary to connect the stub road to the adjacent parcel .

(3) *Dead-End Streets.* Cul-de-sacs and other permanently dead-end streets that do not exceed the lesser of the maximum block length established for the district or 1,000 feet may be

¹ This partially carries forward and expands upon the current street interconnectivity requirements; adding a purpose statement and clarifying those circumstances where connections are required.

permitted where the Director of Planning and Development Services finds that one or more of the following conditions offer no practical alternative for connectivity:

- (a) Topographical conditions;
- (b) Environmental conditions;
- (c) Property shape;
- (d) Property accessibility; or
- (e) Land use relationships.

(F) **Improvement of Substandard Roads.** Improvements to existing roads shall be required in the following circumstances:

(1) **Adjacent Substandard Roads.** Where a proposed development is situated on a road maintained by York County and the road does not meet the current design and construction standards, as set forth in the **York County Land Development Manual**, the developer shall make the improvements required to bring it up to the current standard along the length of the adjoining right-of-way as a condition of final plat approval. This provision may be waived by the County Council upon application by the developer if it finds that such improvement would negatively impact adjacent properties or impair the function of the roadway.

(2) **Connections to Unpaved Roads.** If a property owner/developer elects to build a new street(s) that provides a connection to one or more unpaved County-maintained street(s), the property owner(s)/developer(s) shall, at their expense, upgrade the existing unpaved County street(s) to minimum County street standards as set forth in the **York County Land Development Manual** prior to final plat approval. Such improvement shall extend from the point of the connection to the nearest intersection with another County street external to the development that meets the minimum standards.

(3) **Transitions Required.** Wherever an improvement is made to a substandard road, transitions and tapers designed in accordance with the standards of the **York County Land Development Manual** or SCDOT, as applicable, shall be provided between the improved section and any other road or section of road that does not meet these standards.

§ 154.050 STREET DESIGN AND CONSTRUCTION STANDARDS.

(A) **Design Standards.** Streets classified as alleys, local streets, or connectors shall be designed and constructed in accordance with the standards established in the **York County Land Development Manual**. The design for arterial streets and other types of major roads shall meet South Carolina Department of Transportation Road Design Standards and be approved by the Engineering Department on a case-by-case basis. The design for these roads, other than those

roads listed herein, should be based on the expected traffic load, speed, and a complete soil report.

- (B) **Right-of-Way Width.** Right-of-way, meeting the width standards of the [York County Land Development Manual](#) for the specific type of street, shall be dedicated for all proposed streets.
- (C) **Half Streets Prohibited.** Whenever a street is planned adjacent to the tract boundary of a proposed development, the entire street right-of-way shall be platted and dedicated.
- (D) **Curb and Gutter.** Curb and gutter, meeting the specifications of the [York County Land Development Manual](#), shall be installed on all streets where a sidewalk is required on at least one side of the street as set forth in § 154.063(A).
- (E) **Intersections.** The centerline of no more than two streets shall intersect at any one point, and no street shall intersect any other street at an angle of less than 80 degrees.
- (F) **Clear Sight Distance.** Clear sight distance, as set forth in the [York County Land Development Manual](#), shall be provided at all street intersections, and sight easements shall be required at all locations subject to such requirement.
- (G) **Bridges.** Proposed bridge crossings for all roads subject to the provisions of this Part shall be designed to meet South Carolina Department of Transportation Standards for Bridge Design. Variances from these standards are not permitted. Large bridge designs will require approvals from the York County Engineering Department and the SC Department of Transportation.
- (H) **Storm Drainage.** A storm drainage system shall be designed in accordance with the standards of [Chapter 152: Stormwater Management and Sediment Control](#) and the [York County Land Development Manual](#) and installed according to plans and specifications approved by the Planning and Development Services Department.
- (I) **Traffic Calming.** Traffic calming measures are required on roads 2,000 linear feet or more and can be accomplished by incorporating measures proscribed in the Land Development Manual, as recommended by the Planning and Development Services Director. Three and four-way stop conditions will not be permitted as a traffic calming measure.
- (J) **Street Access Management.**
- (1) *Public Streets.* Gates or other access-limiting features are prohibited on public streets.
 - (2) *Private Streets.* Private streets may be designed with access management infrastructure, such as gates, provided that approval of the design and location of such infrastructure is approved by the York County Emergency Management Department and the County Engineer.

(a) Gated entrances shall provide for sufficient vehicle stacking and turn-around such that vehicles do not back out onto the public street, but depart in a forward motion. For residential developments, the largest design vehicle for turn-around geometry shall be a standard school bus.

(b) In the event a private street is requested to be accepted into the County's roadway inventory for maintenance, all access management infrastructure are to be removed and the street brought up to County roadway standards.

(K) **Required Signage.** The developer shall be responsible for ensuring that all required signage, as specified below, is installed in coordination with Public Works Department::

(1) **Street Name and Traffic Control Signage.** Street names and traffic signs shall be installed on all new streets at any location determined by the Planning & Development Services Department. York County does not allow the production or installation of nonstandard signs. The owner shall purchase the required sign(s) from York County.

(a) On public roads, these signs will be installed by the Public Works Department upon satisfactory completion of all road construction requirements.

(b) The developer shall install signs on private roads.

(2) **Street Maintenance Signs.** When streets are not to be dedicated to the State or County for public maintenance, the developer/subdivider shall install and maintain signs at the beginning of the private street(s) that state "State/County Maintenance Ends."

(L) **Right-of-Way Obstructions.** Construction shall be limited to between the road right-of-way and the road itself, drainage features, and related items. Plant beds, fences, structures, and similar items will not be accepted unless approved by the County Public Works Department prior to construction through an approved encroachment permit. York County reserves the right to remove any noncompliant vegetation, structure, or non-standard item within the public right-of-way.

(M) **Roadway Clearance.** Following the completion of construction, all debris, trash, and fallen trees within the road right-of-way shall be cleared and removed, and all paved areas shall be cleared of any accumulated soil sedimentation.

§ 154.051 STREET TREES.²

(A) **Generally.** The planting of street trees in single-family residential developments is not required.

(B) **Location.**

(1) If the developer elects to plant street trees to enhance the appearance of the development, the trees must be planted outside the right-of-way and at least 30 feet from the centerline of the street right-of-way unless the exemption of § 154.051(B)(3), below, applies.

(2) When planted on a street with a ditch cross-section, street trees shall be planted on the far side of the ditch from the street, so as not to interfere with the ditch surface flow and maintenance.

(3) On local streets with curb and gutter and on-street parking, the Director of Public Works may approve locations of street trees that are inside the right-of-way or closer than 30 feet to the centerline of the right-of-way if:

(a) The trees are appropriately sized for the site conditions;

(b) Planting strips are adequately sized for the selected trees, with a minimum width of four feet;

(c) Each tree is provided a root-accessible soil volume of at least 600 cubic feet;³ and

(d) Root barriers or other accepted practices are used to reduce conflicts between trees and infrastructure.

(C) **Tree Standards.** Street trees must be listed in the Approved Species List in the Land Development Manual and conform with all standards in **Subchapter D, Part 4: Tree Conservation.**

(D) **Maintenance.** Street trees shall be maintained by the developer or the homeowners or property owners association in perpetuity pursuant to the repair and maintenance requirements of **154.013: Required Covenants, Conditions, and Restrictions.**

² This Section carries forward the voluntary nature of street trees from § 154.066: STREET TREES. Relocates the street tree regulations from the Tree Ordinance to this Subchapter. Paragraph (B) replaces the “special cases” when street trees may be located nearer than 30 feet to the street centerline with standards for locating street trees within right-of-way. Implements Codes Assessment Recommendation 04-21 (Clarify exceptions to street tree location requirement).

³

§ 154.052 STREET NAME STANDARDS.

(A) **Approval Required.** It shall be unlawful for any person in laying out any new street or road to name the street or road on any plat, by marking, or in any deed or instrument, without first obtaining the approval of the Planning Commission.

(B) **Name Continuation.** A proposed street that is obviously in alignment with or an extension of an existing and named street (in which vehicles are not required to stop) shall bear the assigned name of the existing street.

(C) **Duplication Prohibited.** Except for the above, in no case shall the name of a proposed street duplicate or be phonetically similar to an existing street name, regardless of the use of suffix/prefix, Street, Avenue, Boulevard, Drive, Place, Court, Lane, North, South, East, West, and the like.

(D) **Procedure for Naming or Renaming Streets.** The procedure for naming or renaming a street is provided in Subchapter H, **Part 4: Preliminary Plats**.

§ 154.053 RESERVED.

PART 3: ACCESS MANAGEMENT AND DRIVEWAYS

§ 154.054 PURPOSE.

The purpose of this Part is to establish standards for managing access to new development in a manner that maintains the safe and efficient movement of traffic.

§ 154.055 APPLICABILITY.

These standards shall apply to all development and redevelopment activity subject to the jurisdiction of this Ordinance.

§ 154.056 ACCESS TO EXISTING LOTS.

All lots existing on or before September 16, 1996 that cannot meet the minimum curb cut spacing are guaranteed one access. The access location is to be determined by the Director of Planning and Development Services.

§ 154.057 DRIVEWAY DESIGN STANDARDS.

All driveways and curb cuts shall be designed to meet the minimum standards of the **York County Land Development Manual** or the SCDOT Access and Roadside Management Standards, as applicable.

§ 154.058 SIGHT DISTANCE.

Clear sight distance shall be established and maintained at each driveway access point in accordance with the minimum standards of the **York County Land Development Manual** or the SCDOT Access and Roadside Management Standards, as applicable. Sight distance easements shall be established at all driveway access points to ensure the perpetual maintenance of clear sight distance.

§ 154.059 SINGLE-FAMILY RESIDENTIAL DRIVEWAY ACCESS.

(A) **Major Subdivisions.** Standards for driveway access and separation for residential lots within major subdivisions shall be determined as part of the construction plan review process and in accordance with the standards of the **York County Land Development Manual**. No lot within a major residential subdivision shall be permitted to have driveway access from an existing external street or from a new collector road proposed to provide access to local roads within the subdivision.

(B) **Other Residential Driveways.** In all other cases, the location and minimum separation requirements for driveways serving single-family residences shall be as determined by SCDOT or the Public Works Department in accordance with the **York County Land Development Manual**, as applicable.

§ 154.060 NON-RESIDENTIAL AND MULTI-FAMILY DRIVEWAY ACCESS.

(A) **Minimum Separation Distances.** The following minimum separation standards shall apply to the establishment of new driveways:

Table 154.060-1: Minimum Driveway Separation Standards

Posted Speed Limit (mph)	Minimum Driveway Spacing (ft) ¹	
	AADT ≥ 2,000 or > 50 Peak Hour Trips	AADT < 2,000
30 or less	160	75
35	220	125
40	275	175
45	325	225
≥ 50	400	275

Key: mph = miles per hour | ft = feet

1. Minimum spacing will be increased if right-turn deceleration lanes are required and shall equal the length of the turning lane and taper plus 50 feet.

(B) **Measurement.** The minimum separation distances for driveways shall be measured from the nearest edge of each driveway to each other.

(C) **Access to Outparcels.** Access to outparcels that are part of larger common developments shall be provided internally.

(D) **Joint Access Required.**

(1) The establishment of joint driveway access for adjacent parcels is required to minimize the overall number of curb cuts and facilitate traffic flow.

(2) The Director may waive this requirement where the characteristics or layout of abutting properties would make development of a joint driveway access impractical. In making this determination, the Director shall consider the following:

- (a) Topographic features;
- (b) Drainage features;

- circulation;
- (c) Relationship of the driveway access to parking areas and internal site
 - (d) Distance from nearby intersections, driveways, crosswalks, and transit stops;
 - (e) Provision of adequate intersection sight distance;
 - (f) Amount and type of vehicle traffic anticipated to be generated by the site;
 - (g) Likely volume and origin of incoming traffic;
 - (h) Likely volume and destination of outgoing traffic; and
 - (i) Speed of traffic on the abutting road.

(E) **Deceleration Lanes.** Right-turn deceleration lanes shall be provided for all new driveways that meet the minimum threshold as established in the most recent version of the SCDOT Access and Roadside Management Standards.

§ 154.061 RESERVED.

PART 4: PEDESTRIAN FACILITIES

§ 154.062 PURPOSE.

The purpose of this Part is to establish requirements for the provision of a network of safe and comfortable pedestrian pathways for both business and recreation use throughout York County.

§ 154.063 SIDEWALKS.

(A) **Where Required.**⁴ Sidewalks shall be installed along all public and private roads, both existing and proposed, in accordance with the standards in Tables 154.063-1 and 154.063-2, unless otherwise specifically exempted in § 154.063(B), below.

Table 154.063-1: Sidewalk Requirements for Existing and Proposed Roadways			
Street Type	Both Sides	One Side	None
Arterial (major and minor)	●		
Collector (major and minor)	●		
Local (commercial)	●		
Local (commercial cul-de-sac)	●		
Local (residential)	See Table 154.059-2		
Local (residential cul-de-sac)		●	

Key: ● = Required

Table 154.063-2: Sidewalk Requirements for Local Residential Roadways			
Zoning District	Both Sides	One Side	None
AGC			●
RUD			●

⁴ The current Subdivision Code specifies sidewalk requirements for local residential streets based on average lot width [§ 154.112(C)]. Proposed here is to generally carry forward the requirements, but instead to base them on zoning district.

Table 154.063-2: Sidewalk Requirements for Local Residential Roadways

Zoning District	Both Sides	One Side	None
RSF-40		●	
RSF-30		●	
RMX-20	●		
RMX-10	●		
RMX-6	●		

Key: ● = Required

(B) **Additional Sidewalk Construction Requirements.** In addition to the locations set forth in (A), above, sidewalks shall also be required in the following locations:

- (1) Any new development lying within one-and-one-half-mile, straight-line distance, of an existing or planned public school location;
- (2) Any new development lying within one-half mile, straight-line distance, of any existing or planned civic facility, public park, or open space providing public access;
- (3) Where a proposed development or subdivision is accessed from an existing public road that does not have a sidewalk, a sidewalk shall be installed along the development’s or subdivision’s frontage on the existing road.

(C) **Exemptions.**⁵ The following shall be exempt from the requirement to provide sidewalks as set forth in [Tables 154.063-1 and 154.063-2](#):

- (1) Infill residential lot construction where no sidewalk network exists to serve adjacent parcels;
- (2) New industrial developments or sites, except for sidewalk facilities required to provide connection to or extension of an existing public sidewalk network; and
- (3) Existing developed lots, except that redevelopment of non-residential sites shall subject the new development to all requirements.

⁵ This Paragraph carries forward the current exemptions in § 154.112(E).

(D) **Design Standards.** All sidewalks shall be designed and constructed in a manner that complies with the specifications of the **York County Land Development Manual.**

(E) **Connectivity.**

(1) All sidewalks shall be connected to provide a continuous internal pedestrian system.

(2) Sidewalks shall also connect any neighborhood or on-site public amenity, such as club houses, centralized mail facilities, pools, and trails, to the sidewalk network.

(3) An internal sidewalk system shall be connected to any external sidewalk system stubbed to the property. Where no external system exists, appropriate stub out connections shall be constructed at lot lines to provide for future expansion of the pedestrian network.

(F) **Maintenance.** All sidewalks located within a County right-of-way shall be maintained by York County following their acceptance. Until such time as sidewalk facilities have been accepted by the County, the developer shall be responsible for their maintenance.

§ 154.064 TRAILS AND MULTI-USE PATHS.⁶

(A) **Where Required.** Trails and multi-use paths shall be constructed in conjunction with any development where the presence of such is indicated on the site by the York County Comprehensive Plan, the Carolina Thread Trail Master Plan for York County, or any other adopted plan indicating the presence of such facility.

(B) **Design.** Trails and multi-use paths shall be designed and constructed to the width and with the surface types established in the **York County Land Development Manual** for the designated type of facility.

(C) **Easements.** All trails and multi-use paths constructed under this Section shall be constructed within an easement that dedicates the facility to public use in perpetuity. This shall not apply to any trail constructed within an area under a conservation easement that generally provides for public access.

(D) **Maintenance.** Prior to final plat approval, the developer shall establish a means of providing for the maintenance of all trails and appurtenant facilities. This may be through the owner, a Property Owners Association, or a third-party that agrees to assume maintenance responsibility and liability for the trail. If a third party (other than a Property Owners Association) is designated to maintain the trail(s), the legal instrument establishing such acceptance of responsibility shall be provided to the County prior to final plat approval

⁶ These are new standards that apply to off-road paths / trails vs. the other general standards for street-adjacent sidewalks.

§ 154.065 RESERVED.

PART 5: UTILITIES

§ 154.066 PURPOSE.

The purpose of this Part is to ensure the orderly extension of public and private utilities to serve new development in unincorporated York County.

§ 154.067 WATER AND SEWER CONNECTIONS REQUIRED.

(A) **Connections Required.** Subject to any limitations imposed by the Utility Extension Policy established in § 154.068 and the rules and regulations established in [Title V: Public Works](#), Chapters 51, 52, and 53, all new development located within 500 feet of a public water distribution or gravity sewer collection line, as measured from the closest point of the parcel to the line(s), shall connect to such systems.

(B) **Waiver.** Upon a finding by either the County Engineer or the Director of Public Works that such connection is not feasible due to capacity constraints, line sizes, topography, or other limiting factors, the requirement for connection may be waived.

§ 154.068 UTILITY EXTENSION POLICY.

(A) **Purpose.** The purposes of the utility extension policy are to:

- (1) Reduce County-wide sprawl by limiting utility extension to within the Urban Services Boundary;
- (2) Encourage rational and efficient extensions of utility service throughout the Urban Services Boundary;
- (3) Ensure that on-site and off-site utilities are adequate to serve proposed development;
- (4) Increase the predictability and consistency of utility extension decisions; and
- (5) Facilitate improved capital improvements planning coordination between public service providers.

(B) **Applicability.** The provisions of this section apply to any development within the York County service areas.

(C) **Standards.** The following standards, as well as those standards established in [Title V: Public Works](#), of the York County Code of Ordinances shall govern all proposed utility extensions:

(1) No water or sewer utilities shall be extended outside the Urban Services Boundary as delineated in the adopted York County Comprehensive Plan unless approved by the County Council.

(2) The County may require the over-sizing of utilities to meet the demands of planned system capacities, and may require the extension of utility lines to immediately adjacent properties. An applicant required to oversize utilities or extend them past the necessary connection point shall be offered a cost-sharing agreement by the County..

(3) Utility extensions that are not scheduled within the first two years of an adopted capital improvements program shall be authorized only subject to a development agreement that addresses:

- (a) On-site and off-site improvements required to adequately serve the proposed development;
- (b) Funding for required improvements;
- (c) The timing of the provision of required improvements; and
- (d) The coordination of the timing of development with the provision of required improvements.

§ 154.069 WATER AND SEWER UTILITY STANDARDS.

(A) **Generally.** Water distribution and sewer collection systems shall be installed according to plans and specifications approved by DHEC, York County, and any other applicable agencies.

(B) **Proposed York County and Wholesale Systems.** All water and sewer systems that are to be dedicated and maintained by York County and wholesale systems shall meet all requirements as described in [Title V: Public Works](#); the York County Water and Sewer Policies, Procedures, Standards, and Specifications; and the State Department of Health and Environmental Control Regulations.

(1) Prior to civil construction plan approval, the following shall be provided:

(a) Water and sewer plans meeting the submittal specifications of the **York County Water and Sewer Specifications**;

(b) A non-reimbursable extension agreement between York County and the developer;

(c) A letter of willingness and capability from York County stating the intent to provide the project with water and/or sewer service. This does not constitute approval or acceptance of the proposed system. This approval will be given by the York County Engineer;

- (d) A copy of the application for construction to be submitted to SC DHEC; and
- (2) Prior to final plat approval, the following shall be provided:
 - (a) As-built water and sewer plans drawn to the specifications of the York County Land Development Manual;
 - (b) All necessary approved inspections from the York County Engineering Department;
 - (c) Signed easements for all water and sewer lines throughout the development that are to be dedicated to York County;
 - (d) Submittal sent to DHEC requesting a permit to operate water and sewer facilities; and
 - (e) Statement of inventory including major material quantities and approximate system cost.

(C) **Proposed Non-York County Systems (Other than Wholesale Systems).** All water and sewer systems that are to be dedicated and maintained by agencies other than York County or wholesale systems shall be approved by both York County and the applicable agency. These lines shall be designed and constructed to the standards of the appropriate agency(ies) and are subject to review by York County, the DHEC, and any other appropriate agency.

- (1) The following shall be submitted for York County's review prior to civil construction plan approval:
 - (a) A general layout plan and typical section drawn to the specifications of the York County Land Development Manual or those of the service provider, if it is not York County; and
 - (b) A letter from the servicing agency indicating their approval of the utility plan and willingness and capability to supply the proposed development.
- (2) Prior to final plat approval, the following shall be obtained:
 - (a) A letter from the servicing agency indicating their acceptance of the system for the number of lots proposed; and
 - (b) Documentation from the engineer indicating a permit to operate has been applied for from DHEC.

§ 154.070 ON-SITE WASTEWATER DISPOSAL SYSTEMS.

Prior to the construction of any on-site waste water disposal system, the location, size, plans, and specifications of such a facility shall be approved by DHEC and any other applicable agencies. In addition, the following standards shall apply to all on-site wastewater systems:

- (A) **Drain Fields.** On-site wastewater system drain fields may not occupy any portion of a dedicated open space.
- (B) **Pipe Location.** Pipes associated with an on-site wastewater system may not encroach within or cross any right-of-way.

§ 154.071 IRRIGATION SYSTEMS.

Individual lot irrigation systems are not permitted to be installed within road rights-of-way. Irrigation systems shall only be permitted in entrance medians and cul-de-sac islands if a surface and subsurface drainage system is designed to adequately drain excess water from the surface and to prevent soil saturation that could lead to curb and road subgrade deterioration. This drainage system design shall be submitted for approval as part of the roadway design drawings, and inspected by the York County Engineering Department during construction.

§ 154.072 UTILITY INSTALLATION ON ARTERIAL ROADS.

On arterial roads, all utility services constructed outside the road right-of-way or an existing utility easement will be installed underground or along the rear property line. Existing distribution facilities may remain in place. Utility lines constructed along new arterial roads will be placed underground where feasible, utilizing appropriate utility industry best engineering practices in making the determination.

§ 154.073 COORDINATION WITH TRANSPORTATION IMPROVEMENTS.

Where additional right-of-way is required to be dedicated under § 154.049(C), new utilities installed to serve the development shall be placed within easements located in a manner that will not require their relocation as part of the improvement project, and easements will be provided at the edge of the dedicated right-of-way for existing utilities to accommodate their relocation during construction.

§ 154.074 UTILITY EASEMENTS.

All utility lines and appurtenant facilities shall be located within dedicated easements, unless installed within a road right-of-way. Water and sewer utility lines that will be dedicated to York County shall be located within easements that meet the specifications of the **York County Land**

Development Manual. All other utilities shall be installed in easements having a minimum width of 20 feet, and shall be centered on side and rear lot lines.

§ 154.075 STORMWATER UTILITIES.

All stormwater drainage systems and related facilities shall be designed, constructed, and provided with easements in the public right-of-way in accordance with the standards of Title XV, [Chapter 152: Stormwater Management and Sedimentation Control](#).

§ 154.076 RESERVED.

PART 6: CENTRALIZED MAIL DELIVERY⁷

§ 154.077 PURPOSE.

The purpose of this Part is to establish standards for the provision of centralized mail delivery facilities in new residential developments in order to comply with the established mail delivery practices of the US Postal Service and ensure that such facilities are designed and located in a safe, convenient, and accessible manner.

§ 154.078 APPLICABILITY.

These standards shall apply to all single-family residential developments where the Postmaster has determined that mail delivery will be provided through communal delivery sites. Prior to the submission of a Preliminary Plat, the applicant should contact the local Postmaster to determine the manner in which mail will be delivered to the development.

§ 154.079 LOCATION.

The number of sites for centralized mail delivery within a development will be determined by the Postmaster. A letter of acceptance from the US Postal Service shall be provided to the County prior to approval of civil construction plans. Approval Once the number of sites and the general locations have been determined, the following standards shall apply.

- (A) **Preferred Location.** The preferred location for centralized mail delivery facilities shall be within a common area of the development that provides off-street parking for residents and allows the postal delivery vehicle to park outside of the right-of-way when making deliveries.
- (B) **Alternative Locations.** Within developments that do not have suitable common space, or where multiple locations within a development are necessary, centralized mail delivery facilities may alternatively be established adjacent to a vehicular pull-off or “eyebrow” along the street, or in such other location as may be determined during the plan review process.
- (C) **Location Considerations.** The following shall apply to the selection of sites for centralized mail delivery facilities:
 - (1) Facilities shall be sited such that there is no disruption or interference with the vehicular traffic flow on the adjacent roadway or any public street.

⁷ This Part establishes design, landscaping, and access/parking standards for centralized mailboxes and implements Codes Assessment Recommendation 04-22.

(2) Facilities shall not be installed so close to an intersection or traffic lane that they block visibility for approaching traffic or could be struck by a passing motor vehicle.

(3) Facilities shall not be located on dead-end streets where there is no safe turnaround for postal delivery vehicles.

§ 154.080 PARKING REQUIREMENTS.

(A) **Off-Street Parking.** Where centralized mail facilities are provided with off-street parking, one parking space shall be provided for each 50 dwelling units, or portion thereof, that are served by the centralized mail facility. At least one space shall be designed for handicapped van accessibility.

(B) **On-Street Parking.** Where centralized mail facilities are provided with on-street parking, such as in a pull-off along a street, or in an “eyebrow,” one parking space shall be provided for each 50 dwelling units, or portion thereof, that are served by the centralized mail facility. At least one space shall be designed for handicapped van accessibility. Such spaces shall be located so as to not encroach into the travel lane of the adjacent street.

§ 154.081 INSTALLATION STANDARDS.

(A) **Placement.**

(1) Centralized mail facilities must be installed facing a sidewalk or other off-street pedestrian area. They shall not be installed so that they face a roadway in a manner that they can only be accessed from within the road.

(2) Centralized mail facilities shall not be located in a public right-of-way or in a utility easement.

(B) **Design.** Facilities for mail delivery shall be provided in accordance with the latest edition of the US Postal Service's *National Delivery Planning Standards – A Guide for Builders and Developers* and per the York County Land Development Manual.

§ 154.082 RESERVED.

PART 7: LIABILITY AGREEMENTS⁸

§ 154.083 PURPOSE.

The type and volume of vehicular traffic associated with certain industrial uses and large developments may cause deterioration and/or damage to roadways in the vicinity of the proposed development. If the Director of Public Works determines that a County road designated for regular hauling and transport within two miles of a proposed development is not adequately constructed to meet the weight and volume of the heavy truck traffic associated with the proposed use or development, the liability agreement allows for mitigation by the applicant of deterioration or damage to public roadways resulting from the proposed use or development.

§ 154.084 APPLICABILITY.

The requirements contained in this Part apply to the following land uses, developments, and roads:

(A) **Land Uses:**

- (1) All landfill uses;
- (2) Mining, major resource extraction uses;
- (3) Mining, minor resource extraction uses; and
- (4) Nonmetallic mineral product manufacturing uses.

(B) **Development Threshold.** In addition to the uses listed above, any development project disturbing more than 20 acres of land shall comply with this Part.

(C) **Applicable Roads.** The liability agreement may address any County roads within two miles of a proposed development to be used for the purpose of regular hauling and transport.

§ 154.085 CONTENTS OF LIABILITY AGREEMENT.

(A) The liability agreement shall, in sufficient detail, document the existing condition of all roads designated for regular hauling and transport in an approved access and routing plan. The evidence of existing conditions shall be based on information provided by the applicant or identified by the County Public Works Director.

⁸ This Part carries forward the County's current requirements for liability agreements, expands the applicability to developments disturbing more than 20 acres of land, and limits applicability to County roads.

- (B) The liability agreement shall, in sufficient detail, document the type and sufficiency of the road construction of any roads to be used for regular hauling and transport and the extent to which the roads can physically support the weight and volume of the anticipated vehicular traffic associated with the proposed industrial use.
- (C) The liability agreement shall include a methodology for calculating costs of mitigating the deterioration or damage attributable to the proposed industrial use, which may be based on prior improvements to similar roads, capital improvements, or other transportation plans indicating costs, recent traffic studies, state and County road construction requirements and road classifications, and other evidence of reasonable cost estimates for mitigating deterioration or damage resulting from the proposed use due to heavy truck traffic.
- (D) The liability agreement shall provide for initial and periodic inspections of the condition of the impacted roads over the duration of the agreement.
- (E) The liability agreement shall provide terms and procedures for:
- (1) The County's determination that a trucking route has experienced deterioration or damage attributable to the industrial use;
 - (2) Providing notice by the Public Works Director to the applicant of deterioration or damage;
 - (3) Timeframes for performance by the applicant upon notice of deterioration or damage;
 - (4) The manner in which the applicant will make or pay for improvements upon notice of deterioration or damage, in accordance with applicable road design and construction standards; and
 - (5) The manner in which such improvements or payments will be deemed satisfied by the County.
- (F) The duration of the agreement shall be specified.

§ 154.086 CONSTRUCTION STANDARDS.

The liability agreement shall specify that road surfaces and supporting road bases shall be repaired in accordance with adopted County standards. However, if the roads were not constructed in accordance with adopted standards at the time the liability agreement was executed, the required repairs, if any, shall be sufficient only to return the road to the existing conditions documented in the liability agreement.

§ 154.087 FINANCIAL GUARANTEE.

- (A) The applicant shall post a performance bond, letter of credit, escrow, or other form of financial guarantee in an amount sufficient to perform repairs of damage or deterioration attributable to impacts on the road(s) caused by the industrial use, in accordance with the terms of the liability agreement.
- (B) If, after notice by the Public Works Director, the applicant fails to make or pay for repairs due to deterioration or damage within the timeframes established in the liability agreement or in the notice by the County, the guarantee will be forfeited and applied to the costs of repairing the deterioration or damage to the impacted roads.
- (C) The financial guarantee shall be in a form and amount approved by and acceptable to the Public Works Director.
- (D) This Section in no way releases the applicant from liability or financial responsibility for repairing or paying for road deterioration or damage as provided in the agreement, above the value of any financial guarantee made as part of the liability agreement.

§ 154.088 EXECUTION OF LIABILITY AGREEMENT.

The liability agreement shall be fully executed prior to final site plan approval.

§ 154.089 RESERVED.