LAND DEVELOPMENT REGULATIONS

- SUBDIVISION REGULATIONS
- PD & CL PLAN REVIEWS

ADOPTED BY
CITY OF GREER COUNCIL
2002
CITY OF GREER LAND DEVELOPMENT REGULATIONS

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CITY OF GREER, SOUTH CAROLINA
LAND DEVELOPMENT REGULATIONS

SECTION 1

GENERAL PROVISIONS

1.1 Intent

The public health, safety, economy, good order, appearance, convenience, morals, and general welfare require the harmonious, orderly, and progressive development of land within the City of Greer. In furtherance of this general intent, the regulation of land development in the city is authorized for the following purposes, among others:

1. to encourage the development of an economically sound and stable city;
2. to assure the timely provision of required streets, utilities, and other facilities and services to new land developments;
3. to assure the adequate provision of safe and convenient traffic access and circulation, both vehicular and pedestrian, in and through new land developments;
4. to assure the provision of needed public open spaces and building sites in new land developments through the dedication or reservation of land for recreational, educational, transportation, and other public purposes; and
5. to assure, in general, the wise and timely development of new areas, and redevelopment of previously developed areas in harmony with the comprehensive plans of the city.

1.2 Definitions

Land Development means the changing of land characteristics through redevelopment, construction, subdivision into parcels, condominium complexes, apartment complexes, commercial parks, shopping centers, industrial parks, mobile home parks, and similar developments for sale, lease, or any combination of owner and rental characteristics.

Subdivision means all divisions of a tract or parcel of land into two or more lots, building sites, or other divisions for the purpose, whether immediate or future, of sale, lease, or building development, and includes all division of land involving a new street or change in existing streets, and includes resubdivision which would involve the further division or relocation of lot lines of any lot or lots within a subdivision previously made and approved or recorded according to law; or, the alteration of any streets or the establishment of any new streets within any subdivision previously made and approved or recorded according to law, and includes combinations of lots of record; however, the following exceptions are included within this definition only for the purpose of requiring that the local planning agency be informed and have a record of the subdivisions:

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a. the combination or recombination of portions of previously platted lots where the total number of lots is not increased and the resultant lots are equal to the standards of the governing authority;
b. the division of land into parcels of five acres or more where no new street is involved and plats of these exceptions must be received as information by the planning agency which shall indicate that fact on the plats; and
c. the combination or recombination of entire lots of record where no new street or change in existing streets is involved.

1.3 Submission of plan or plat to the Planning Commission or designated staff

The deadline for the submission of any plans or plats to the Planning Commission for review and approval or denial is the fourth Friday of each month. Any plans or plats meeting this deadline, and containing the required elements as set forth in this Ordinance, shall be considered at the next scheduled Planning Commission meeting.

The Planning Commission shall take action on any plans or plats submitted for the next scheduled meeting, unless otherwise agreed upon by both the applicant and the Commission. Failure by the Planning Commission to act upon any plans or plats submitted for review and approval or denial, within sixty (60) days of receipt, shall constitute approval of the plans or plats. The sixty (60) day time limit may be extended by mutual agreement.

Upon approval or denial of any plans or plats submitted to the Planning Commission, the Planning Commission staff shall issue a letter outlining the action taken and procedures for appeal or reconsideration, if applicable.

Any action or decision designated to the Planning Commission staff, pursuant to the South Carolina Local Government Comprehensive Planning Enabling Act of 1994, shall be reviewed and approved or denied within sixty (60) days of receipt to the Planning Commission office. Failure by the Planning Commission staff to take action or make a decision within sixty (60) days shall constitute approval of the plan or plat. The sixty (60) day time limit may be extended by mutual agreement.

1.4 Appeals

Any authorized action or decision made by the Planning Commission staff may be appealed to the City of Greer Planning Commission within fifteen (15) days. Any appeals will be scheduled for the next available Planning Commission meeting for consideration.

An appeal from the decision of the Planning Commission may be taken to Circuit Court within thirty (30) days after actual notice of the decision.

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1.5  Surety bond for completion of site improvements

In circumstances where the land development regulations require the installation and approval of site improvements prior to approval of the land development plan or subdivision plat for recording in the office of the register of deeds, the developer may be permitted to post a surety bond, certified check, or other instrument readily convertible to cash. The surety must be in an amount equal to at least one hundred twenty-five percent (125%) of the cost of the improvement. This surety must be in favor of the city to ensure that, in the event of default by the developer, funds will be used to install the required improvements at the expense of the developer.

1.6  Separability

If for any reason one or more sections, sentences, clauses, or parts of this Ordinance are held unconstitutional or invalid, such decision shall not affect, impair, or invalidate the remaining provisions of this Ordinance.

1.7  Authority

The provisions of the Ordinance are adopted under authority of the South Carolina Local Government Comprehensive Planning Enabling Act of 1994, S.C. Code Title 6, Chapter 29, Sections 1110 through 1200.
TRAFFIC IMPACT STUDY ANALYSIS

2.1 Purpose

A traffic impact study assesses the effects that a commercial development’s projected traffic generation will have on the surrounding transportation network. These studies vary in their range of detail and complexity depending on the type, size and location of the development. These studies are important in assisting public agencies to make land use decisions. They can also be used to help evaluate whether a development is appropriate for a site with respect to traffic impact and what type of transportation improvements may be necessary to accommodate the traffic generated by development.

Traffic impact studies help communities to:

- forecast additional traffic associated with new development, based on accepted practices;
- determine the improvements that are necessary to accommodate the new development;
- allocate scarce resources to areas which need improvements;
- reduce the negative impacts of development by helping to ensure that the transportation network can accommodate the new development;
- assist decision makers in assessing any zoning change, which is requested in anticipation of the development.

2.2 Definitions

Average Daily Traffic

The average daily traffic (ADT) is the total volume passing a point of segment of a road facility, in both directions, during a 24-hour period. It is commonly obtained during a given time period. Usually it is abbreviated as ADT.

Level of Service

The concept of Level of Service uses qualitative measures that characterize operational conditions within a traffic stream and their perception by motorists and passengers. The descriptions of individual levels of service characterize these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six levels of service are defined by the Highway Capacity Manual 2000 for signalized intersections based upon available procedures. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions. (See Table 1).
Modal Split
Modal split refers to the distribution of all person trips generated by development among the various transportation modes available, i.e. automobile (drive-alone, shared ride, transit, motorcycle, bicycle, walking).

2.3 Traffic Study Required

The developer shall complete a traffic impact study whenever new construction is expected to generate 100 or more traffic trips during the peak hour or when the redevelopment of an existing project generates 125 or more trips during the peak hour.

Notwithstanding the trip generation threshold, for the purposes of the C-1, Central Business District (CBD) a traffic impact study shall be required on when the anticipated exiting trip exceeds 150 for any one house based on the directions distributional model provided in latest edition of Trip Generation, published by the Institute of Transportation Engineers as determined by the City Engineer. The higher threshold for the CBD is established in recognition that the CBD intended under the City’s Future Land Use Plan to be location of greater land use density, having a significant amount of traffic patterns in promoting economic development for the area. Examples of developments generating approximately 150 peak hour trips are shown in Table 2:

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Threshold Table for 150 Peak Hour Trips (Total Peak Hour per ITE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shopping Center</td>
<td>30,800 sq. ft.</td>
</tr>
<tr>
<td>Office</td>
<td>90,000 sq. ft.</td>
</tr>
<tr>
<td>Restaurant (Quality)</td>
<td>29,800 sq. ft.</td>
</tr>
<tr>
<td>Restaurant (High Turn Over Sit Down)</td>
<td>23,000 sq. ft.</td>
</tr>
<tr>
<td>Apartments</td>
<td>352 units</td>
</tr>
<tr>
<td>Condos or Townhomes</td>
<td>477 units</td>
</tr>
<tr>
<td>Hotel</td>
<td>425 rooms</td>
</tr>
</tbody>
</table>

Source: Trip Generation, ITE, 6th Generation

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This trip generation shall be based on trip generation data provided in the latest edition of Trip Generation published by Institute of Transportation Engineers (ITE) provided; however, the City Engineer may consider trip generation data provided by a licensed, registered engineer.

The study is required when a grading permit application is submitted, or when a preliminary subdivision plat is required, which ever occurs first. A licensed registered engineer must prepare the traffic impact study. The City Engineer or designee shall determine the peak hour to be used in the study and the study area. The City Engineer’s determination shall be based upon reasonable expectations of time of day usage of like developments in this jurisdiction and other jurisdictions. When developments are expected to have an intensity of usage, which varies from day-to-day, week-to-week, or month-to-month, the determination of peak hour shall relate to days, weeks, or months of maximum utilization. One Hundred- (100) peak hour trips is the ITE, Institute of Transportation Engineers, recommended threshold for triggering a traffic impact study. Examples of developments generating approximately 100 peak hour trips are shown in Table 3.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Total Peak Hour per ITE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential-Single Family</td>
<td>92 units</td>
</tr>
<tr>
<td>Apartments</td>
<td>150 units</td>
</tr>
<tr>
<td>Condos/Townhouses</td>
<td>180 units</td>
</tr>
<tr>
<td>Mobile Home Park</td>
<td>178 units</td>
</tr>
<tr>
<td>Shopping Center</td>
<td>6,200 sq. ft.</td>
</tr>
<tr>
<td>Fast Food Restaurant (GFA)</td>
<td>2,000 sq. ft.</td>
</tr>
<tr>
<td>Convenience Store w/gas (GFA)</td>
<td>1,040 sq. ft. or 8 pumps</td>
</tr>
<tr>
<td>Bank w/drive in</td>
<td>1,825 sq. ft.</td>
</tr>
<tr>
<td>Movies</td>
<td>3 screens</td>
</tr>
<tr>
<td>City Park</td>
<td>170 acres</td>
</tr>
<tr>
<td>Quality Restaurant</td>
<td>13,300 sq. ft.</td>
</tr>
<tr>
<td>High Turn - Over Restaurant</td>
<td>9,200 sq. ft.</td>
</tr>
<tr>
<td>Bar or Tavern</td>
<td>8,500 sq. ft.</td>
</tr>
<tr>
<td>Hotel/Motel</td>
<td>192 rooms</td>
</tr>
<tr>
<td></td>
<td>172 rooms</td>
</tr>
<tr>
<td>General Office</td>
<td>18,200 sq. ft.</td>
</tr>
<tr>
<td>Medical/Dentist Office</td>
<td>30,000 sq. ft.</td>
</tr>
<tr>
<td>Research &amp; Development</td>
<td>85,000 sq. ft. or 4.5 acres</td>
</tr>
<tr>
<td>Light Industrial</td>
<td>160,000 sq. ft. or 8 acres</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>86,000 sq. ft.</td>
</tr>
</tbody>
</table>

Source: Trip Generation, ITE, 6th Generation
A. Residential Traffic Impact

A traffic impact study will not be required for residential developments. If a residential development reaches the threshold of Table 3, a left turn lane shall be installed by the developer in accordance with SCDOT specifications located at the primary entrance to the development. When residential development falls below the threshold of Table 3 an adequate amount of right-of-way shall dedicate to the City of Greer as determined by the City Engineer.

2.4 Traffic Impact Study Outline

Each traffic impact study shall address and include the five following sections:

A. Introduction and Executive Summary

1. Introduction-Purpose of Report and Objectives

2. Executive Summary – A clear and concise summary of the report containing a development description, detailed site location map, principal findings, conclusions, and recommendations.

B. Proposed Development

1. On Site Development – Include a detailed site plan, timing and duration of project, and map of study area (the study area will be determined by the City Traffic Engineer or designee based on proximity of critical intersections to the proposed development).

2. Off site Development – Any pending off site development identified by the City Traffic Engineer or designee that lies within study area shall be identified on the study area map and shall be included in the traffic analysis.

C. Area Conditions

1. Information detailing existing daily traffic volumes and peak hour Turning movement counts for study intersections. (Count data sheets shall be included in appendix).

2. Information on any existing or proposed transit routes for the study area.

3. Information on any existing or proposed pedestrian facilities in the study area and any other modes of transportation if applicable.
4. Information regarding proposed roadway improvements must be scheduled to be completed prior to occupancy of new development in order to be included in traffic analysis.

D. Traffic Analysis (two or three peak hours, identified by the City Traffic Engineer or designee will be examined.

1. Trip Generation: Provide Table showing ITE Trip Generation Codes Used, measurement used for development (i.e. number of employees, square footage, etc.) and number of trips generated.

2. Trip Distribution: Provide a diagram showing distribution of all entering and exiting trips.

3. Modal Split (if applicable)

4. Trip Assignment: Provide a diagram showing all assigned trips from the development.

5. Total Traffic: Provide a diagram showing background traffic, development traffic, and background plus development traffic. The City Traffic Engineer or designee shall provide a percentage to be used for background traffic or build out year. Any pending off-site development traffic shall be included in the background traffic.

6. Capacity Analysis: Provide a table detailing delay and level of service for all intersections in the study area (determined by the City Traffic Engineer) for existing conditions, for build out year with development. The level of service determinations must be done based on the City’s most recently adopted Volume of the Highway Capacity Manual (HCM) of the Transportation Research Board – National Research Council.

E. Recommended Improvements

Discuss any recommended improvements (lane additions, restriping, left turn phase, etc.) that will improve traffic flow for the additional traffic created by the development, and provide capacity analyses to document that improvement.

2.5 Required Improvements

Improvements to existing infrastructure will be required of the developer as a condition of issuance of any permit for grading or construction, if level of service for build out year with development drops below Level of Service of D for any intersection in the study area, due to the development. Improvements may also be required as a condition of permit

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issuance for intersections at which the LOS is already worse than D and the use of which would be intensified by the proposed development.

2.6 Appeals

Whenever staff actions are authorized by the provisions of this ordinance to approve or disapprove a study, the decision may be appealed to the City of Greer Planning Commission by any party of interest. The Planning Commission shall act upon the appeal within 60 days and the action of the Planning Commission is final. An appeal of the decision of the Planning Commission may be taken to circuit court within 30 days after notice of the decision. Whenever notice is attempted by reasonable means but not achieved, notice by publication in a newspaper of general circulation in the city shall thereupon constitute notice under this section.
CITY OF GREER LAND DEVELOPMENT REGULATIONS

SECTION 2

SUBDIVISION REGULATIONS

Adopted by the
City of Greer Council
November 26, 2002
ARTICLE 1 GENERAL PROVISIONS

1.1 Authority

Pursuant to the authority granted to it under Title 6, Chapter 29, Article 7 of the South Carolina Local Government Comprehensive Planning Enabling Act of 1994, the City of Greer Council does hereby adopt subdivision regulations to provide for the harmonious development of the city; coordination of streets within subdivisions with other existing or planned streets or with other features of the comprehensive development plan; adequate open spaces for traffic, recreation, light, and air; and for a distribution of population and traffic which will tend to create conditions favorable to the health, safety, and welfare of the general public.

Hereafter, no plat of a subdivision of land within the area described in Section 1.2 below shall be filed or recorded until it has been submitted to and is approved by the City of Greer Planning Commission and such approval is entered in writing on the plat by the executive director or his authorized representative. The provisions of these regulations shall not apply to subdivision plat maps which, prior to the adoption of regulations governing the subdivision of lands, were recorded in the office of the Greenville or Spartanburg County Register of Mesne Conveyance.

1.2 Violations and Penalties

The owner or agent of the owner of any land located within the jurisdiction of the Planning Commission who transfers, sells, or agrees to sell such land by reference to, or exhibition of, or by other use of a plat or subdivision of such land before such plat has been approved by the Planning Commission and recorded in the office of the County Register of Mesne Conveyance shall forfeit and pay a penalty of $100 for each lot so transferred, sold, or agreed or negotiated to be sold. The description by metes and bounds in the instrument of transfer or other document used in the process of selling or transferring land shall not exempt the transaction from such penalties. The city may enjoin such transfer, sale, or agreement by action for injunction or may recover the penalty by civil action.
Any person or entity who violates any of the provisions contained herein or any of the regulations adopted pursuant hereunder for which no other penalty is provided, shall upon conviction be fined not less than $10 nor more than $500 for each conviction. Each day of violation shall constitute a separate offense.

Nothing contained herein shall prevent the city from taking such other lawful action as is necessary to remedy any violation of these regulations.

1.3 **Conflict With Other Laws, Ordinances, or Regulations**

Wherever the requirements made under authority of these regulations impose higher standards than are required in any other statute, local ordinance, or regulations, the provisions of these regulations shall govern. Wherever the provisions of any other statute, local ordinance, or regulations impose higher standards than are required by these regulations, the provisions of such statute, local ordinance, or regulations shall apply.

1.4 **Appeals**

Any person aggrieved by a decision of the Commission rendered after hearing may within thirty (30) days after notice thereof file an appeal in circuit court for a review of the decision of the Commission pursuant to Section 6-29-1150 of the South Carolina Local Government Comprehensive Planning Enabling Act of 1994.

1.5 **Variances**

Whenever, in the opinion of the Planning Commission, the strict application of the requirements contained in these regulations would result in substantial or excessive difficulties, hardships, or injustices, the Planning Commission may modify such requirements so that the subdivider is allowed to develop his property in a reasonable manner. The public interests of the city and its citizens are to be protected and the general intent and spirit of these regulations will be preserved. All affected city departments shall accept variances granted by the Planning Commission. Variances approved by the Planning Commission shall be binding for all affected city departments.

1.6 **Amendments**

Before the adoption of any amendment to these regulations, the Planning Commission and City Council shall hold a joint public hearing and notice of the hearing shall be given once a week for two consecutive weeks. The first notice shall appear not less than 15 nor more than 30 days prior to the hearing date. The notice of hearing shall be made in a daily newspaper having general distribution in the city.

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1.7 Interpretation

In interpreting the regulations expressed in this document, they shall be considered as the minimum provisions for the protection of the health, safety, and welfare of the general public.

1.8 Separability

If any section, paragraph, subdivision, or provision of these regulations shall be judged invalid, such judgment shall apply only to that particular section, paragraph, subdivision, or provision and the remaining sections of these regulations shall remain valid and effective.

1.9 Effective Dates

These regulations shall take effect on and after November 26, 2002.
ARTICLE 2 DEFINITIONS

For the purpose of these regulations, the following definitions shall be used. Words used in the present tense include the future; the singular number includes the plural number; the plural number includes the singular number. The word "shall" is mandatory.

Alley - A minor, permanent public service-way which is used for secondary vehicular access to the back or the side of properties which otherwise have primary vehicular access to a public street.

Block - A piece or parcel of land entirely surrounded by public streets.

Building Setback Line - A line establishing the minimum allowable distance between the nearest portion of any building excluding steps, gutters, and similar fixtures, and the property line when measured perpendicular thereto.

Commission or Planning Commission - The City of Greer Planning Commission.

Cul-de-sac - A street having one end open to traffic and being permanently terminated by a vehicular turnaround of circular design.

Easement - A grant, by the property owner of a portion of land, for use by the public, a utility, a corporation, or person for specified purposes. No construction of any kind is permitted upon easements except that which is allowed or required in conjunction with the designated use.

Eyebrow - The arch of a cul-de-sac covering the outer ridge of a tangent street section.

Group or Large Scale Development - A group or large scale development is a group of two or more principal structures, whether in single, condominium, or diverse ownership built on a single lot, tract, or parcel of land and designed for occupancy by separate families, firms, businesses, or other enterprises. Such development generally contains parcels or tracts of land in common and such land is controlled and maintained through a property owners' association or similar group.

Highway - A street or traffic way serving as and designated as a State or United States route.

Lot - A portion of a subdivision or other parcel of land having a minimum of 20 feet of frontage on, or approved access to a public street over a private road constructed to City private road standards or unpaved private drive standards; and intended for transfer of ownership or for building purposes.

Lot, Corner - A lot abutting upon two or more streets at a corner; a lot abutting upon two or more streets at their intersection.

Revision 11-02
Lot, Double Frontage - A lot, other than a corner lot, abutting upon two or more streets. A corner lot shall be considered having double frontage if it has access on three or more sides or shows access to two streets parallel to one another.

Lot, Flag - An interior lot, located behind another lot, which has a narrow strip of land not less than 20 feet in width for its entirety that runs along one side of the front lot to provide access to the public street. A panhandle or pipe stem lot is considered a flag lot.

Lot, Flag Pole - The narrow portion of a flag lot that serves as access to a public street. The minimum width of the flag pole portion of the lot is 20 feet.

Lot, Through - A lot which has access to an internal subdivision road and an external collector or arterial road.

Lot, Width - The distance between the side lot lines at the setback line as measured along a straight line parallel to the front lot line or parallel to the front lot lines or parallel to the chord thereof.

Private Access Easement - A privately owned and maintained right-of-way that provides vehicular access to each of not more than six (6) lots. Private access easements shall not be named, and addresses for the dwelling units served by the easement shall conform to the address range of the street upon which the easement abuts.

Private Road - Any right-of-way, road, street, drive, or means of vehicular access to private properties that is not dedicated to or maintained by City of Greer. The property owner(s) uses the private road as a means of access and has an undivided fee interest or usage easement in the private road. The fee interest in the private road may be held by a corporation, trust, partnership, or other legal entity provided the property owners are members of, and/or owners in, the legal entity. The entity has the obligation to maintain and repair the private road; provided, however, City of Greer shall not be obligated in any way to maintain the private road.

Record Drawing - Drawings submitted for record purposes and which have been annotated to show significant changes in the work made during construction based upon marked up prints, drawings, and other data furnished by the Contractor to the Developer, or to the Developer's Engineer.

Reserve Strip - A strip of land adjacent to a public street or similar right-of-way which has been reserved for the purpose of controlling access to the public way.

Resubdivision - A combination or recombination of previously recorded lots or tracts of contiguous land for the purpose of creating building sites.

Roadway - That portion of a street intended for the use by vehicular traffic.

Revision 11-02
SCDOT - South Carolina Department of Transportation.

Street - A dedicated and accepted right-of-way for vehicular traffic. Includes but is not limited to highway, thoroughfare, lane, road, boulevard, way, place, court, trail or otherwise.

Hierarchy of Streets

The following are definitions intended to distinguish between different categories of streets:

A. **Arterial Streets"A" Street** - High-volume streets that carry traffic between commercial centers or communities. For example: Wade Hampton Boulevard.

B. **Minor Arterial Streets"B" Street** - Principal traffic arteries within residential or commercial areas that carry traffic from arterials to lower-order residential streets.

C. **Residential Streets","C", "D", "E" Streets** - Streets used primarily to provide access from minor arterial streets to residential units. By nature of their design, these streets serve vehicles passing through the area with either origin or destination within the area. The three classes of residential streets are listed below:

   **Class "C" - Residential Collector**
   A street which provides access to 50 or more residential dwelling units.

   **Class "D" - Residential Subcollector Street**
   A street which provides access to more than 15 but less than 50 residential dwelling units. A street may not be classified a Class "D" street if it is designed in such a way that it may provide at any future date access to another street or to more than 50 dwelling units.

   **Class "E" - Residential Access Street**
   A street providing access and/or road frontage to 15 or fewer residential dwelling units. A street may not be classified a Class "E" if it is designed in such a way that it may provide at any time in the future access to another street or to more than 15 dwelling units.

D. **Industrial/Commercial - "F" Street** - Streets used for access to commercial, service, and industrial properties as designated by the zoning classification or to those areas exhibiting this character or intent.

Street Width - The shortest distance between the lines delineating the traveling surface of a street.

Structure - Anything constructed, erected, or placed which requires permanent location above grade.

Revision 11-02
Subdivider - Any person, individual, firm, partnership, association, corporation, estate, trust, or any other group or combination acting as a unit, dividing or proposing to divide land so as to constitute a subdivision. This definition includes any authorized agent of the subdivider.

Subdivision - means all divisions of a tract or parcel of land into two or more lots, building sites, or other divisions for the purpose, whether immediate or future, of sale, lease, or building development, and includes all division of land involving a new street or change in existing streets, and includes resubdivision which would involve the further division or relocation of lot lines of any lot or lots within a subdivision previously made and approved or recorded according to law; or, the alteration of any streets or the establishment of any new streets within any subdivision previously made and approved or recorded according to law, and includes combinations of lots of record; however, the following exceptions are included within this definition only for the purpose of requiring that the local planning agency be informed and have a record of the subdivisions:

(a) the combination or recombination of portions of previously platted lots where the total number of lots is not increased and the resultant lots are equal to the standards of the governing authority;
(b) the division of land into parcels of five acres or more where no new street is involved and plats of these exceptions must be received as information by the planning agency which shall indicate that fact on the plats; and
(c) the combination or recombination of entire lots of record where no new street or change in existing streets is involved.

Superelevation - The construction of a curved roadway section in which the elevation of the outside edge of the curve is higher than the elevation of the inside edge of the curve. The purpose of including superelevation in the design of a curve is to counteract the centrifugal force acting on a vehicle passing through the curve, thus allowing the vehicle to safely navigate the curve while maintaining uniform speed.

Traffic Control Island - The area in a roadway where vehicles are intended to be excluded. Refer to Article 9 of this Ordinance. Traffic control islands are classified as follows:

A. Divisional Islands - Islands built to separate opposing traffic flows. A continuous divisional island is a median. A divisional island located at the public entrance to a subdivision is a subdivision entrance island.

B. Channelization Islands - Islands built to guide traffic traveling in the same direction in proper and safe paths.

C. Pedestrian Refuge Islands - Islands built exclusively for the safety of pedestrians.

Zoning - Any existing zoning ordinance of City of Greer, South Carolina. (Reserved)
ARTICLE 3   PRELIMINARY PLAT REQUIREMENTS

3.1 Preliminary Procedure and Filing Fees

Application for preliminary approval of a subdivision plan shall be submitted to the City of Greer Planning Commission according to the Subdivision Activity Calendar available at the Commission office. A mylar reproducible copy of the preliminary plan of the subdivision shall be such as to meet the minimum requirements contained herein. (See Section 3.2 and Exhibit B) Upon receipt of the proposed subdivision, the applicant will be provided with signs to be posted in prominent places on the subject property. Signs should remain posted until the City of Greer Planning Commission meeting and subsequently removed by the applicant. At the time the developer posts the required subdivision notice signs, the location of the centerlines of any proposed new roads which intersect the existing road will be staked and flagged. After the property has been posted, the subdivision is submitted to the Subdivision Advisory Committee for their review and recommendations. The Advisory Committee is made up of the following representatives as well as others which the Commission may request:

<table>
<thead>
<tr>
<th>Greenville &amp; Spartanburg County Planning Commission</th>
<th>Commission of Public Works</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charter Communications</td>
<td>Blue Ridge Rural Water Co.</td>
</tr>
<tr>
<td>Greenville &amp; Spartanburg E-911</td>
<td>Bellsouth</td>
</tr>
<tr>
<td>Greenville &amp; Spartanburg County School District</td>
<td>Duke Power Company</td>
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<tr>
<td>City of Greer Engineering Department</td>
<td>Appropriate Fire District</td>
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<tr>
<td>Greenville County DHEC</td>
<td>South Carolina DHEC</td>
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<tr>
<td>Emergency Service Representative</td>
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<td>South Carolina Department of Transportation</td>
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</tbody>
</table>

The Advisory Committee will meet at least 10 days prior to the Planning Commission meeting. The developer or his representative will be invited to attend this meeting. Also, any interested citizens may attend this meeting for information about the subdivision. Upon review of the subdivision by the Advisory Committee, a recommendation is made to the Planning Commission. Based on the recommendation of the Subdivision Advisory Committee, and the Planning Commission staff, the Planning Commission approves, denies or amends the proposed subdivision plan.

The Planning Commission shall act on the preliminary plan within 60 days and, if approved, shall indicate in writing the conditions of such approval, if any, or if disapproved, shall express in writing its disapproval and its reasons therefore. The action of the Planning Commission shall be recorded in the minutes of the Commission meeting.

On authorization by the Planning Commission, preliminary approval of the subdivision plan shall be noted on the plan and certified by the Director of the Planning Commission or his authorized representative. Also noted shall be the date on which the Planning Commission granted preliminary approval.

Upon approval of the preliminary subdivision plan by the Planning Commission, the subdivider
may proceed to comply with the specific requirements of these regulations and the preparation of the final subdivision plat. Approval of a preliminary subdivision plan shall not constitute approval of the final subdivision plat. Preliminary approval shall constitute approval of the proposed widths and alignments of streets and dimensions and shapes of lots. The final plat will be considered eligible for approval only after the requirements for final plat approval, as specified herein, have been fulfilled and after all other specific conditions of the Planning Commission have been met.

To help offset the cost to the city of processing a subdivision plat, a filing fee shall be paid with the application for preliminary plat approval. The filing fee shall be calculated as follows. The preliminary plat filing fee shall cover the approval of the final plat. All fees must be paid in full prior to signing the plat for preliminary approval.

Lots 1-19 = $40.00 + $1.50/lot Lots
20-30 = $40.00 + $2.00/lot
Lots 31 or more = $40 + $2.50/lot up to a $300.00 maximum fee. This cost includes out lots and reserve areas for any one subdivision.

All preliminary approvals granted by the Planning Commission shall be valid for a period of time not to exceed one year unless an extension of time is applied for and granted by the Planning Commission. If the developer does not apply for and receive an extension, the preliminary approval shall be null and void one year from the initial date of approval.

3.2 Preliminary Plan Requirements

A preliminary plan shall be submitted to the Planning Commission for approval in a scale of not less than 1 inch to 50 feet or as specified below and shall include the following (See Exhibit B). Maximum plat size shall be 24" x 36".

A. A preliminary lot layout and an accurate boundary survey of the property of the proposed subdivision showing bearings and distances prepared by a registered land surveyor licensed to practice in the State of South Carolina.

B. The name of the subdivision and roadway; the owner or owners and current address; the name of the engineer, surveyor, landscape architect, land planner, etc. who prepared the plan; proposed street names; the names of the adjoining subdivisions or property owners; and location of the proposed subdivision.

C. The location and right-of-way widths of all streets and roads adjacent to any property proposed for subdivision and whether they are public or private.

D. A location sketch showing the relationship of the property submitted for approval with Adjoining property and to all streets or roads existing within 1000 feet of any part of the property to be approved. In addition the property will be located on this sketch from at
least one highway or well known road or intersection by indicating the mileage to the nearest tenth to the property.

E. The location and size of sanitary and storm sewers, location and size of water mains, and other utilities immediately adjacent to the tract. Also, the names of the owners of the utilities should be included in the preliminary plan. If water mains and sewers are not on or adjacent to the tract, indicate the direction, distance to, and size of nearest accessible mains.

F. Topographic contour intervals, not greater than 2-feet, shall be overlaid on the preliminary lot layout.

G. The developer shall submit a basic drainage plan for preliminary approval. This plan will show anticipated catch basin locations, piping, and drainage easements.

H. The location of watercourses, live streams, marshes, floodplains, floodways, wooded areas, water impoundments, existing houses, barns, garages, or storage sheds and other significant features on the land proposed for approval.

I. The location and width of all street rights-of-way and other areas proposed to be dedicated to the public or intended for public use and proposed lot lines and approximate lot dimensions.

J. Scale, north arrow, and date.

K. Total area stated in acres of the land proposed for subdivision and the approximate area of each proposed lot.

L. If public water and sewer facilities are to be furnished, preliminary plans prepared by a registered engineer showing pipe sizes shall be submitted. Invert elevations on all sewer lines and the location, construction, and maintenance of private sewage treatment facilities, if required, shall be developed in cooperation with and under the supervision of the Environmental Quality Control Office of SCDHEC and the Commission of Public Works if applicable. If public sewage facilities are proven infeasible, the developer shall contact the SCDHEC for septic tank approval information.

M. Within the City of Greer, all preliminary subdivision plans shall show the existing zoning classification for the area being platted and all abutting property. Such plan shall comply with the requirements of the Zoning Ordinance in effect in the area proposed for a subdivision. If the area or any part being platted will not meet the minimum requirements of the Zoning Ordinance, and the developer's design requires the area to be rezoned, the developer must make an application for a zoning change with the appropriate authority. The application for rezoning must be submitted to the appropriate legislative body prior to the approval of a preliminary subdivision plan.
N. If the area or any part of the area being platted lies within a special sewer or water district, this district shall be shown clearly on the preliminary plan.

O. In order to prevent safety problems associated with multiple entrances to existing City and State maintained roads, to the greatest extent possible, preliminary plats shall provide internal access to newly created proposed new lots.

3.3 Approved Preliminary Plans

One copy of the subdivision plan given preliminary approval shall be available within five (5) working days by the Planning staff for each of the affected public agencies as well as the subdivider and/or his authorized agent. After preliminary approval is granted, the following information shall be submitted for review prior to construction:

A. A detailed drainage plan will be submitted to the City Engineer. The detailed drainage plan shall have a separate topographic map with not greater than 2-foot contour intervals showing the street and storm drainage plan by means of underground pipes using curb-type catch basins or surface ditches where applicable. These improvements shall be installed by the developer after approval by the City Engineer. Surface ditches shall show easement or right-of-way. Also, each drainage basin shall indicate basin area, design runoff coefficient, time of concentration, and average slope. Each run of pipe or channel will indicate size, design slope, design flow in CFS, and velocity. All the above shall comply with adopted city drainage design and construction regulations. (Cross reference "Drainage Design and Construction" Section 10.1-H)

B. At the time the drainage plan is submitted, a road centerline plan and profile and plan for each street shall be prepared with the plan immediately above the profile. Scales shall be 1 inch = 10 feet vertical and 1 inch = 100 feet horizontal. The following will be shown:

1. Alignment information.
2. Existing and proposed centerline at no less than 100-foot stations.

C. At the time the drainage plan and centerline profiles are submitted, the engineer of record shall submit a summary for preliminary approval outlining the construction materials and soil density testing program proposed for the project. This outline shall indicate the frequency and depths of density tests anticipated for all fills and backfilling of utility trenches located within the dedicated road right-of-way, as well as any other data he considers pertinent to compaction.

D. Where the subdivision includes a lake or pond (existing or to be constructed) in connection with the development, a plan showing profiles of the proposed dam structure as well as all design information shall be submitted to the South Carolina Land Resource Commission for review. If these water impoundments are additionally a part of the storm water
management of a subdivision, such plans must also be reviewed by the City Engineering Department.

E. Detailed plans of any proposed entrance islands and any proposed cul-de-sac islands shall be submitted to the Planning Commission prior to construction. These plans must include any proposed or existing plant materials
ARTICLE 4   SUMMARY/RECORD PLAT APPROVAL

4.1    Summary Approval

The Director, Building & Zoning or his authorized representative shall be permitted to sign summary plats of subdivisions on existing public streets without such subdivisions of land having first obtained preliminary approval. Such division of land must meet the minimum requirements of these regulations. A filing fee of $25 per plat must be paid. Prior to receiving summary approval, it shall be determined that the lots have access to and frontage on a public right-of-way which has been accepted by the City or the South Carolina Department of Transportation (SCDOT) for continuous maintenance. Acceptable water and sewer service must be available to all lots shown on the plat. Appropriate documentation of water and sewer service must be provided to the Planning Commission by the agency approving such service. Additionally, the City Engineer may require the developer to provide additional drainage information if necessary. The summary plat must contain the following information:

Two copies of the summary plat (See Exhibit C) shall be submitted at a scale of at least 1 inch - 100 feet on reproducible 3 mil (.003) mylar. The summary plat shall not exceed 22” x 27” overall dimensions. The summary plat must contain the following information:

A. Street names
B. Lot lines and building lines
C. Lot and block book numbers
D. Reservations, easements, public accesses or sites for other than residential uses with explanation of purpose
E. North arrow, graphic scale, date, and title
F. Location and description of monuments
G. Name, location, and ownership of adjoining property
H. Name of subdivider or owner
I. Name of surveyor or engineer with appropriate certifications
J. Number of acres
K. Embossed seal of a registered land surveyor

All summary plats shall be stamped as such and signed by the Director of the City of Greer Planning Commission or the authorized representative. A file copy of the plat must be provided to the Planning Commission.

In the case of summary plats which contain not more than two lots, the developer will not be required to submit the standard final plat as shown in Exhibit B, but instead will be allowed to record the plat on a paper plat not to exceed 17-1/2 x 23 inches which contains as a minimum the information listed in Section 4.1.
4.2 Specifications For A Record Plat

A record plat is defined as a plat which is used for the purpose of indicating ownership of existing recorded lots and represents a rerecording of specific properties by a new survey. It is intended to allow individual properties under one ownership to be rerecorded in the RMC office without requiring the owner to conform to the strict definition of a subdivision. This section will also be applicable to mortgage plats or those plats which are used for financial purposes only and are not to be used to transfer property from one owner to the other.

A record plat may be recorded in the office of the Register of Mesne Conveyance without any prior approval of the City of Greer Planning Commission or the Planning Commission staff provided such record plat has a certification from a registered land surveyor thereon which states, "This plat is not a subdivision as defined in the City of Greer Subdivision Regulations, Article 2, Definitions."
ARTICLE 5 FINAL PLAT REQUIREMENTS

5.1 Final Approval Procedure

The subdivider shall prepare a final map of the subdivision upon fulfillment of the requirements of these regulations and the conditions of preliminary approval, if any. The final plan map is the map prepared for recordation and is referred to as the final plat. The Director of the City of Greer Planning Commission or the authorized representative shall be empowered to certify for recording final plats of subdivisions.

No subdivision shall be given final approval until all improvements have been installed and certification of their acceptability has been submitted to the Planning Commission by the appropriate agencies. No subdivision containing public roads shall be granted final acceptance until the Planning Commission receives an affidavit from the donor(s) of the roads and the contractor(s) who constructed the roads stating that all construction costs have been paid and that the road is free of all encumbrances. (See Exhibit K) The subdivision owner or his authorized agent may also submit security of the type prescribed by Article 6 of The City of Greer Subdivision Regulations. No final plat shall be given final approval unless assurances have been made or certificates of acceptability and affidavits of payment have been received by the Planning Commission. No subdivision shall be granted final approval until the Planning Commission has received a copy of the dedication of private easements to the appropriate agencies, if applicable.

The Executive Director or the designated representative shall be authorized to sign the final plat upon compliance with all conditions and requirements of these regulations. The final plat must be recorded by the subdivider or his authorized agent in the office of the Greenville or Spartanburg County Register of Mesne Conveyance within seven days of the date of final approval by the Planning Commission or such approval shall be void.

A subdivision owner or the authorized agent may request final approval of a portion or portions of the subdivision provided that such a request is in compliance with an approved preliminary plan and that the requirements of these regulations are met.

5.2 Final Plat Requirements

Two copies of the final plat (See Exhibit D) shall be submitted at a scale of at least 1 inch to 100 feet on reproducible 3 mil (.003) mylar. The final plat shall not exceed 24" x 36" overall dimensions. If the final plat is drawn in two or more sections, each section shall be accompanied by a key map showing the location of each section.

5.3 Final Plat - Requirement Check List

A. The title of each map shall contain the following information: subdivision name, name of owner and his address, location as to county, city and state, the date or dates the survey was made, scale in feet per inch in words or figures, and graphic scale, name, address,
registration number, and crimped with the seal of the registered land surveyor who prepared the plat.

B. There shall appear on each map a certificate by the person making the survey stating the origin of the information shown on the map including deeds and any recorded data shown thereon or written notice that no survey was made. If a complete survey was made, the error of closure as calculated by latitudes and departures must be shown. The maximum allowable error of linear closure shall not be in excess of 1:3000. Any lines on the map that were not actually surveyed must be clearly indicated and a statement included revealing the source of information. The required certifications are shown in Exhibit D.

C. If the area of land parcels is shown, the method of computation used by the surveyor must be shown. Area "by estimation" or copied from another source is not acceptable.

D. Every map shall contain the following specific information:

1. Accurately positioned north arrow coordinated with any bearings shown on the map. Indication shall be made as to whether the north index is true, magnetic, or grid.

2. The final plat shall show sufficient data to determine readily and reproduce accurately on the ground the location, bearing, and length of every street and alley line, lot line, easement boundary line, and other property boundaries including the tangent and/or radius and other data for curved property lines to an appropriate accuracy and in conformance with good surveying practice.

3. The names of adjacent landowners and lot, block, and subdivision designations shall be shown where they have been determined and verified by the surveyor.

4. All visible and apparent rights-of-way, water courses, utilities, roadways, and other such improvements shall be accurately located and appropriately sized easements provided.

5. Steel or iron pipe survey markers at least 20 inches long and one-half inch in diameter shall be set at all lot corners and at all other survey points not marked by monuments.

6. The final plat shall present the full plan of development for the subject land, delineating by solid lines areas to be dedicated to the public for street, highway, park, and other public purposes. Easements for public or private uses (with such uses clearly noted) and building setback lines shall be indicated by broken lines. Plats accomplishing a resubdivision of land previously divided into streets and lots shall show existing property boundaries and lot designations in broken lines and proposed property boundaries and lot designations in solid lines.
7. If applicable, provide a statement dedicating an appurtenant utility easement to the appropriate agencies by the developer or owners' association in a horizontal property regime, planned unit development, or similar development.

8. If applicable, final plat shall indicate that roads are private and will not be maintained by the city unless improved to city standards.

9. The final plat shall show the existing zoning classification provided the subdivision is situated in a zoned area. The plat shall indicate all applicable yard requirements and other dimensional requirements contained in the Zoning Ordinance.

10. If applicable, deed restrictions or restrictive covenants shall be recorded with the final plat. No deed restriction shall stipulate lower standards than the minimum standards required herein.

5.4 **Effect of Approval and Recording**

Approval of the final plat and subsequent filing of such plat in the office of the Greenville or Spartanburg County Register of Mesne Conveyance shall be deemed an offer to dedicate all streets and other public areas shown on the plat. Recording the final plat shall have the effect of transferring title of the proposed streets to the city.

If street construction is not completed and approval is granted under the requirements of a performance bond to ensure the completion of the streets, the developer shall then assume liability for damages which might be incurred by persons using the streets prior to the time that the streets are accepted by the city for continuous maintenance.

5.5 **Final Plat Revisions**

If it should become necessary to revise a final plat that has been recorded, the subdivider shall have the registered engineer or land surveyor submit a revised final plat under the provisions of Sections 5.2 and 5.3 of the City of Greer Subdivision Regulations.
ARTICLE 6 PERFORMANCE BOND REQUIREMENTS

6.1 Performance Bonds

The Planning Commission shall have no obligation to allow developers to post bond instead of completed physical improvements; however, it may permit such bonding if it so desires. When bonds are permitted, the developer shall submit to the Planning Commission staff actual cost estimates prepared by the developer's contractors or subcontractors and verified by the City Engineer. These estimates shall cover the full cost of all physical improvements. The bond amount shall be 125 percent of the current cost estimates. A developer may choose either of the following two methods outlined in 6.1-A and 6.1-B to execute said bond:

A. A developer submitting a subdivision plat for final approval whether an individual, partnership, or corporation may execute his own bond if it is accompanied by an irrevocable letter of credit from a bank or savings and loan association, cash, a certified check, certificates of deposit, or U. S. government securities properly securing the amount of the bond. If a developer is unable to comply with these requirements, a bond executed by a corporate surety satisfactory to the Commission shall be required (See Exhibit F).

B. All subdivisions will be developed in accordance with the rules and regulations enacted by City of Greer Council. In order to proceed with the development and to assure that minimum City specifications will be met, a developer may request the Planning Commission to accept an Assignment to Secure Performance Bond and Completion of Improvements. This assignment states that "said developer has secured a development loan from a lending institution, and that a specified amount of this loan, as verified by actual cost estimates submitted by contractors, will be held by the issuing institution until all improvements required by the City of Greer Subdivision Regulations are complete and accepted by the appropriate agencies." The amount held in escrow for the required improvements will equal 125 percent of the actual cost estimates (See Exhibit G).

6.2 Initial Bonding Period

All bonds shall be posted with the Commission for and on behalf of the City of Greer. The initial bond will be in effect for one year, subject to conditions as specified by the Planning Commission.

6.3 Constructing Required Improvements Under Bond

After the Commission has approved a final plat and permitted bonding to ensure completion of required improvements, the developer shall complete such improvements. When constructing the required improvements for the subdivision, the following procedures shall apply:

A. Prior to construction, a set of plans will be submitted for review to the City Engineer bearing a certificate by a registered engineer that the plans comply with the city's subdivision design standards.
B. During construction, inspections will be conducted in accordance with Section 10.1-G Inspections.

C. After completing each phase of road and drainage improvements, the developer shall notify the City Engineer that the improvements are ready for inspection. Upon such notification, the City Engineer shall perform inspections of all required improvements. Upon completion of the improvements, "Record Drawings" shall be submitted with certification that the subdivision's design and construction are in compliance with the city's subdivision regulations. Certifications are to be made by a registered professional engineer licensed in South Carolina. (See Reference Item H)

D. After completing all public water improvements, the developer shall notify the Commission of Public Works where applicable, the Environmental Quality Control office of the South Carolina DHEC, and other appropriate district authorities, that the improvements are ready for final inspection.

E. After completing all sewer improvements, the developer's engineer shall certify to the Environmental Quality Control Office of the SCDHEC, Commission of Public Works where applicable, and the appropriate district authority, that the improvements are ready for inspection. The Environmental Quality Control officers of the South Carolina DHEC shall issue a permit to operate for water and sewer before systems are placed into service.

F. In addition to the technical inspections by the appropriate agencies, the Subdivision Administrator for the City of Greer Planning Commission shall make such inspections as necessary to ensure compliance with the Subdivision Regulations and the preliminary plat as submitted.

6.4 Notification to Commission

When the required improvements have been installed and accepted by the proper authority, that agency shall notify the Commission staff by letter. At any time prior to the anticipated completion date, if the improvements are not completed or progressing in accordance with Commission requirements, the proper authority shall notify the Commission and recommend that the bonding company be notified to complete the required work within a specified period of time.

6.5 Commission Action

Following notification to the Planning Commission, the Planning Commission shall then either release the bond, redeem the bond and call for completion of the required improvements within a specified period of time, or if requested by the subdivider, extend the bond. Prior to granting an extension, the Planning Commission, with recommendation of the City Engineer, shall review
actual cost estimates and work to be completed to ensure that the extended bond is adequate to cover the remaining work. All bond extension request shall be accompanied by a fee of $10.

6.6 Dedications

After the adoption of a major street plan as provided by law, the city or other public authority shall not accept, lay out, open, improve, grade, pave, or light any street; or authorize the laying of water mains, sewers, connections, or other facilities or utilities in any street within the subdivision jurisdiction of the City of Greer Planning Commission unless such street has been accepted, opened, or shall have otherwise received the legal status of a public street prior to the attachment of the Planning Commission’s subdivision jurisdiction, or unless such street corresponds in its location and lines with a street shown on a subdivision plat approved by the Planning Commission. The governing body may locate and construct or may accept any other street if the Ordinance or other measure for such location and construction or for such acceptance is first submitted to the Planning Commission for its approval.

No subdivision shall be granted final (record) approval until the Planning Commission has received a statement duly acknowledged before some officer authorized to take acknowledgment of deeds and signed by each owner of the property to the effect that: (1) the subdivision plan shown on the preliminary plan or a reasonable revision thereof is made with his or their free consent and in accordance with their desires; (2) the dedication of streets or roads shown on the plat and the road dedication form is freely offered; (3) the property shown on the plat is not encumbered by a recorded deed of trust or mortgage or by a judgement rendered by any court. (If the property is encumbered by a recorded deed of trust or mortgage, a duly acknowledged statement containing the consent of the trustee and the holder of the lien shall be submitted. Proof of the satisfaction and discharge of any judgement shall also be shown.) Copies of the dedications required are available from the Planning Commission office (See Exhibits J-1, J-2, J-3)

6.7 Maintenance of Common Areas Within Subdivision Developments

The membership rights and obligations related to the common areas in a subdivision shall be described in covenants running with the land. All common areas shall be properly maintained. Failure on the part of an individual, corporation, firm, partnership, or association to meet all maintenance obligations shall be in violation of this Ordinance and subject to the penalties contained herein.

6.8 Standards for Deed Restrictions or Restrictive Covenants

No deed restrictions or restrictive covenants shall stipulate lower standards than the minimum required herein or within the City of Greer Zoning Ordinance.
ARTICLE 7  WATER SUPPLY/SEWAGE DISPOSAL REQUIREMENTS

7.1  Required Improvements

Except as provided in Article 6, Performance Bonds, the following improvements shall have been completed and approved in accordance with the general standards specified below before any final plat of a subdivision shall be eligible for final approval by the Planning Commission.

7.2  Water Supply and Sewage Disposal Systems

A.  General

The developer shall be required to install water supply, including fire protection, unless demonstrated that line size will not permit such fire protection and sewage disposal systems in accordance with the standards, procedures, and policies of the governing authority. When public water is used all lots created must be located within 1,000 feet of a fire hydrant.

B.  Procedure

After a preliminary approval has been granted by the Planning Commission, plans for proposed housing developments or any subdivision of land intended for housing lots shall be submitted to the Environmental Quality Control Office of the SCDHEC, and to the elected or appointed water and/or sewer district bound by law for their approval. Plans for individual sewage facilities shall be submitted at this time by the developer to the SCDHEC and the CPW, when applicable, for approval in accordance with their rules and regulations. The Planning Commission shall be notified in writing by the SCDHEC and the applicable sewer authority of their action prior to granting final approval of the subdivision plat.

7.3  Public Water and Sewer Systems

All extensions of public water and sewer systems, including fire protection systems, shall have the approval of the appropriate agency involved and shall be constructed according to their specifications and under their supervision. For sewage facilities involving new discharge or sewage collection systems, a preliminary engineering report will be submitted to the Environmental Quality Control Office of the SCDHEC for approval prior to preliminary approval being granted by the Planning Commission. The Planning Commission shall be notified in writing by the Environmental Quality Control office of the SCDHEC and where necessary the appropriate agency of the acceptance of these extensions prior to granting final approval of the subdivision plat.

Should public water systems prove unfeasible, a statement of approval for individual wells shall be obtained from the SCDHEC.
Should public sewer systems prove unfeasible, a statement of approval for individual septic tank usage shall be obtained from the SCDHEC. Individual permits shall be obtained from the SCDHEC at the time of development of each lot.

7.4 Private Water and Sewer Systems

A. Water

Prior to construction, all community (private) water systems shall obtain a "Construction Permit" from the Environmental Quality Control office of the SCDHEC. The agency which issues the construction permit should be contacted when construction begins so they can make inspections. Upon completion and prior to placing the water system into service, Environmental Quality Control will make a final inspection and issue a copy of their "Permit to Operate" to the Planning Commission. Should community (private) water systems prove unfeasible, a statement of approval for individual wells shall be obtained from the SCDHEC.

B. Sewer

Prior to construction, all community (private) sewer systems shall obtain a "Construction Permit" from the Environmental Quality Control Office of the SCDHEC. In order to make construction inspections, the Environmental Quality Control office will be contacted when construction begins. Upon completion and prior to placing the sewer system into service, Environmental Quality Control will make a final inspection and issue a copy of their "Permit to Operate" to the Planning Commission.

7.5 Water or Sewer Systems Not Connected To Municipal or District Systems

If a water and/or sewer system is not connected to a municipal or district system and serves an area outside a municipality or district, the responsibility for the operation and maintenance of the total facility must be approved by the Environmental Quality Control office of the SCDHEC and the appropriate agency. This instrument must be recorded in the office of the Greenville or Spartanburg County Register of Mesne Conveyance as required by the SCDHEC. Builders of systems which lie within the boundary of any legally constituted governmental jurisdiction such as a municipality or water and/or sewer district must submit written evidence to the Environmental Quality Control office of the SCDHEC that the facility is under the control of the municipality or district and that the municipality or district accepts responsibility for the operation and maintenance of the facility.
ARTICLE 8   ROAD CLASSIFICATION AND DESIGN STANDARDS

8.1 Roadway Classification and Design Standards

Before any final plat of a subdivision shall be eligible for final approval, the street improvements shall have been completed and approved in accordance with the design standards as set forth in this section. Such approval shall be set forth in writing by the City Engineer stating that said improvements are located within the corporate limits and were completed in accordance with standards and specifications.

A. Roadway Classifications

For the purpose of this Ordinance, all streets within the subdivision jurisdiction area shall be classified based upon the geographic location of the proposed street. The three category areas are: urban residential, rural residential, and industrial/commercial.

1. Urban Residential

The Urban Residential area is an area defined by one or more of the following:

- the 2000 census as urban in character;
- the availability of water and sewer;
- the potential for being served by sewer within a reasonable period of time;

a. Standard Urban: The Standard Urban street is to be used in areas, which conform to the characteristics of an urban residential area. The typical Urban Residential Design cross section varies in width according to the number of dwellings served by the street in accordance with the following list. (See Street Cross Section Reference Item G)

   Class C - Residential Collector Street (Performance based)

   A street which provides access to 50 or more residential dwelling units.

   Class D - Residential Sub-Collector Street (Performance based)

   A street which provides access too more than 15 but fewer than 50 residential dwelling units. A street may not be classified a Class D if it is designed in such a way that it may provide, at any future date, access to another street or to more than 50 dwelling units.
Class E - Residential Access Street (Performance based)

A street providing access to 15 or fewer residential dwelling units. A street may not be classified a Class E street if it is designed in such a way that it may provide at any future date access to another street or to more than 15 dwelling units.

Stub-Out

A street which provides or by its design could provide access to adjacent properties. Stubouts should be considered Class C streets.

<table>
<thead>
<tr>
<th>Street Type</th>
<th>Right-of-Way Width</th>
<th>Pavement Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class C</td>
<td>44 Feet</td>
<td>24 Feet</td>
</tr>
<tr>
<td>Class D</td>
<td>42 Feet</td>
<td>22 Feet</td>
</tr>
<tr>
<td>Class E</td>
<td>40 Feet</td>
<td>20 Feet</td>
</tr>
<tr>
<td>Stubout</td>
<td>44 Feet</td>
<td>24 Feet</td>
</tr>
</tbody>
</table>

2. Industrial/Commercial

A roadway will be in this category if, as determined by the City of Greer Planning Commission, it is wholly or partially within a zoned Commercial, Services, or Industrial district as established by any municipal or city Zoning Ordinance. In unzoned areas, this classification will be applied to those areas exhibiting the character or intent of commercial, service, or industrial use.

3. Minor Collector (1600-4000 Vehicles Per Day)
   Major Collector (4000-8000 Vehicles Per Day)
   Arterial (> 8000 Vehicles Per Day)

<table>
<thead>
<tr>
<th>STREET DESIGN GUIDELINES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Street Classification</strong></td>
</tr>
<tr>
<td>Residential Subdivision</td>
</tr>
<tr>
<td>Minor Collector</td>
</tr>
<tr>
<td>Major Collector</td>
</tr>
<tr>
<td>Arterials</td>
</tr>
</tbody>
</table>

Note 1: Depends on typical sections & design elements, ie medians, bike lanes, etc.
B. **Design Standards for Private Roads**

1. Private roads shall be limited to residential streets constructed as a cul-de-sac, loop street, or combinations thereof provided that the private road or road network does not allow through access between/among adjoining public roads.

![Diagram of private roads]

2. All liability, maintenance, and upkeep of the travel surface, and all incidental structures shall be the responsibility of the landowners, developer or homeowners association. Installation and maintenance of driveway pipe, drainage features, street name signs and traffic control signs shall be the responsibility of the landowners, developer, or homeowners association.

3. Design standards - all private roads shall meet the following standards:
   
   a. A minimum appurtenant utility easement of 40 feet.
   
   b. A minimum paved roadway surface width of 20 feet.
   
   c. Must be surfaced with a minimum of 4" of stone-based material and 1-1/2" of asphaltic surface or 2" of binder with 1" of asphaltic surface.
   
   d. A minimum vertical clearance of 13 feet, 6 inches.
   
   e. Meet the street offset requirements as set forth in Section 8.1-7, Street offsets, of the City of Greer Subdivision Regulations.
f. Comply with the drainage design and construction standards outlined in Section 10.1-H, Drainage Design and Construction, City of Greer Subdivision Regulations.

g. Grade not to exceed 16 percent for a maximum distance of 150 linear feet.

h. Meet property line and intersection requirements as set forth in Section 11.1-A, Sight Triangles, of the City of Greer Subdivision Regulations.

i. The final plat on which a private road is established must contain the following statement.

"Each property owner is provided access to a public road by a private road of which each property owner has an undivided interest. The private access road will not be accepted and maintained as a public right-of-way until such time it meets minimum city standards."

C. Design Standards for Public Roads

All public streets and roads within the Subdivision Regulations jurisdiction area shall comply with the following design standards. To ascertain standards applying to any specific classification, refer to Design Standards Chart on Page 31. In all instances where reference is made to a section of the South Carolina State Department Standard Specifications for highway construction (SCDOT specifications); it is the most recent edition.

1. Right-of-Way

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.

2. Grades

The minimum tangent grade on any proposed street shall not be less than 1 percent and the maximum grade shall not exceed those listed in the Design Standards Chart.

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 5 percent for a distance of 20 feet from the curb line elevation of the existing street to which the proposed connection is being made.
The minimum curb radius for all intersecting streets which do not have islands shall be 30 feet or as required by the City Engineer.

3. **K-Factors/Vertical Curves**

The following table shows the "K" factors allowed on the various classes of streets and the minimum design speeds which apply to those factors.
### Classification

<table>
<thead>
<tr>
<th>Classification</th>
<th>&quot;K&quot; Crest</th>
<th>&quot;K&quot; Sag</th>
<th>Minimum Design Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>C, D</td>
<td>16</td>
<td>24</td>
<td>25</td>
</tr>
<tr>
<td>E, Mountainous rural</td>
<td>9</td>
<td>15</td>
<td>20</td>
</tr>
</tbody>
</table>

When these lower design speeds are used, the subject streets shall be posted with these speed limits. Those speeds will be shown on the final plat and will become the ordained speed limit for those roads. All signs and speed limit designations shall be approved by the City Engineer of the City of Greer Planning Commission.

4. **Horizontal Curves**

Where a deflection angle of more than 10 degrees 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 shall be designed in accordance with the most current AASHTO Policy of Geometric Design and shall not be less than the following:

#### SUPERELEVATION

<table>
<thead>
<tr>
<th>Design Speed (MPH)</th>
<th>Maximum (e)</th>
<th>Minimum (f)</th>
<th>Total (e+f)</th>
<th>Rounded Maximum Degree of Curve</th>
<th>Minimum Radius (ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>0.04 0.06</td>
<td>0.17</td>
<td>0.21 0.23</td>
<td>45</td>
<td>127</td>
</tr>
<tr>
<td></td>
<td>0.08</td>
<td></td>
<td>0.25</td>
<td>49.25</td>
<td>116</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>53.5</td>
<td>107</td>
</tr>
<tr>
<td>25</td>
<td>0.04 0.06</td>
<td>0.165</td>
<td>0.205</td>
<td>28</td>
<td>203</td>
</tr>
<tr>
<td></td>
<td>0.08</td>
<td></td>
<td>0.225</td>
<td>30.75</td>
<td>185</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>0.245</td>
<td>33.5</td>
<td>170</td>
</tr>
<tr>
<td>30</td>
<td>0.04 0.06</td>
<td>0.16</td>
<td>0.20 0.22</td>
<td>19</td>
<td>302</td>
</tr>
<tr>
<td></td>
<td>0.08</td>
<td></td>
<td>0.24</td>
<td>21</td>
<td>273</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>22.75</td>
<td>252</td>
</tr>
<tr>
<td>35</td>
<td>0.04 0.06</td>
<td>0.155</td>
<td>0.195</td>
<td>13.75</td>
<td>419</td>
</tr>
<tr>
<td></td>
<td>0.08</td>
<td></td>
<td>0.215</td>
<td>15</td>
<td>380</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>0.235</td>
<td>16.5</td>
<td>347</td>
</tr>
</tbody>
</table>

Note: This chart assembled from **AASHTO 1984 Edition** for Geometric Design of Highways and Streets.
a. Urban Standard, Rural Standard, Rural Transitional - 100 feet

HORIZONTAL CURVES
URBAN STANDARD, RURAL STANDARD, RURAL TRANSITIONAL

B. Standard Industrial/Commercial - 450 feet

HORIZONTAL CURVES
STANDARD INDUSTRIAL / COMMERCIAL
5. **Reverse Curves**

Reverse curves in the street rights-of-way shall be connected by tangents of not less than the following dimensions:

![Reverse Curves Diagram]

**REVERSE CURVES**

a. Standard Urban, Standard Rural, Transitional Rural - 100 feet  
b. Standard Industrial/Commercial - 150 feet

6. **Intersecting Streets**

a. Urban Standard, Rural Standard, Industrial/Commercial Standard, Transitional Rural Streets shall be laid out so as to intersect other streets at, preferably, right angles whenever possible. No street shall intersect any other street at an angle less than 60 degrees.

![Intersecting Streets Diagram]

**INTERSECTING STREETS**
7. **Street Offsets**

Where there is an offset in the alignment of a street across an intersection, the offset of the centerline shall be as shown in the following chart:

<table>
<thead>
<tr>
<th>SPEED LIMIT ON MAIN</th>
<th>THROUGH STREET</th>
</tr>
</thead>
<tbody>
<tr>
<td>OFFSET IN FEET</td>
<td></td>
</tr>
<tr>
<td>25 MILES PER HOUR</td>
<td>125 FEET</td>
</tr>
<tr>
<td>35 MILES PER HOUR</td>
<td>150 FEET</td>
</tr>
<tr>
<td>45 MILES PER HOUR</td>
<td>175 FEET</td>
</tr>
<tr>
<td>55 MILES PER HOUR</td>
<td>200 FEET</td>
</tr>
</tbody>
</table>

8. **Easements**

A 5-foot drainage and utility easement is required on each side of all interior side and rear lot lines. A 10-feet drainage and utility easement is required along all exterior rear lot lines. If an adjoining subdivision has already dedicated a rear 5-feet easement; the 10-feet requirement is reduced to 5 feet.

9. **Cul-de-sac Streets**

Cul-de-sac streets are defined as those streets designed to be permanently closed. Cul-de-sacs shall have a minimum length of 125 feet and a maximum length of 1,200 feet. A cul-de-sac may be extended beyond the 1,200-foot maximum length, if an interim turn-around is provided. Several alternatives are shown in this example.
A cul-de-sac shall be terminated by a circular right-of-way and a circular paved surface for turning. Physical dimensions and options for right-of-way and paved turning surface are shown on the following examples.
R₁ - 15° Minimum
R₂ - 40° Minimum
R₃ - 50° Minimum

ALL DIMENSIONS ARE TO FACE OF CURB.

TYPICAL CUL-DE-SAC DETAIL W/ ISLAND

TYPICAL OFFSET CUL-DE-SAC DETAIL

NOTE: ISLANDS ARE NOT ALLOWED IN OVAL CUL-DE-SAC.

ALL DIMENSIONS ARE TO FACE OF CURB.

TYPICAL OVAL CUL-DE-SAC DETAIL
# DESIGN STANDARDS CHART

<table>
<thead>
<tr>
<th>Street Classification</th>
<th>Min. Row</th>
<th>Min. Pave. Width</th>
<th>Grade * Max./Min. (In Percent)</th>
<th>Tangent Between Reverse Curbs</th>
<th>Horizontal Curves (Feet)</th>
<th>Full Depth Asphalt Surface/Binder</th>
<th>Asphalt with Binder And Stone Base Surface/Binder/Stone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Standard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class C</td>
<td>44</td>
<td>24</td>
<td>10/1</td>
<td>100</td>
<td>100 *</td>
<td>1&quot;</td>
<td>2&quot; 2&quot; 6&quot;</td>
</tr>
<tr>
<td>Class D</td>
<td>42</td>
<td>22</td>
<td>10/1</td>
<td>100</td>
<td>100 *</td>
<td>2&quot;</td>
<td>2&quot; 2&quot; 6&quot;</td>
</tr>
<tr>
<td>Class E</td>
<td>40</td>
<td>20</td>
<td>12/1</td>
<td>100</td>
<td>100 *</td>
<td>2&quot;</td>
<td>2&quot; 2&quot; 6&quot;</td>
</tr>
<tr>
<td>Rural Standard</td>
<td>50</td>
<td>20</td>
<td>10/1</td>
<td>100 *</td>
<td></td>
<td>2&quot;</td>
<td>1&quot; 2&quot; 6&quot;</td>
</tr>
<tr>
<td>Industrial/Commercial</td>
<td>60</td>
<td>28</td>
<td>7/1</td>
<td>150</td>
<td>450</td>
<td>12&quot;</td>
<td>1&quot; 4&quot; 8&quot;</td>
</tr>
<tr>
<td>Private</td>
<td>40</td>
<td>20</td>
<td>6/1</td>
<td>100</td>
<td>250</td>
<td>1&quot;</td>
<td>1&quot; 4&quot;</td>
</tr>
</tbody>
</table>

* Nominal - See AASHTO Specifications
** Minimum compacted thicknesses
*** Must be placed in two (2) lifts in accordance with SCDOT Standards

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ARTICLE 9 TRAFFIC CONTROL ISLAND STANDARDS

9.1 Island Standards

A preliminary design plan for any proposed roadway islands shall be submitted to the Planning Commission with the preliminary plat. A detailed design plan for proposed roadway islands must be shown on the road plan and profile and shall adhere to the following standards:

A. Roadways Surrounding Islands

1. Entrance Islands

a. Minimum pavement width shall be 19 feet in the lane exiting the subdivision and 16 feet in the lane entering the subdivision.

b. Curb radius at the intersection shall be no less than 35 feet.

c. Pavement width beyond the end of the island shall be tapered at a rate of 8:1 to the typical pavement width.

d. The centerline of intersecting streets shall be a minimum of 150 feet beyond the end of the entrance island. No taper shall be allowed across the width of intersecting roadways.

e. No driveway curb cuts shall be allowed within 5 feet of the end (rear) of the entrance island.

f. There shall be 100 feet of tangent roadway separating the entrance from a curve in the roadway.

g. The front of the island shall not encroach upon the intersecting right-of-way and shall not be more than 5 feet from the same right-of-way.

h. Detailed dimensions are shown as follows:
2. **Cul-de-sac Islands**

a. Pavement widths shall be in accordance with the most current AASHTO Policy on Geometric Design of Highways and Streets standards for WB-40 vehicles. A minimum width of 25 feet of paved surface shall surround the island.

b. A minimum 10-foot right-of-way shall be dedicated beyond the outside edge of pavement regardless of the shape or size of the cul-de-sac.

c. Detail dimensions are shown on the following example.

![Cul-de-sac Islands Diagram]

3. **Eyebrows**
1. Pavement width design shall be in accordance with most current AASHTO Policy on Geometric Design of Highways and Streets standards for WB-40 vehicles. A minimum paved surface width of 25 feet is required.

2. A minimum 10-foot right-of-way shall be dedicated beyond the outside edge of pavement.

3. Detail dimensions are shown on the following example.

B. Island Design Requirements

1. Entrance Islands

a. The island shall be curbed with the ends rounded.

b. The island shall be under drained in accordance with 10.2-C, Subsurface Drainage.

c. The minimum width of islands shall be 4 feet measured from the outside face of the curb to the direct opposite outside face of the curb.

d. The minimum length shall be 20 feet measured from the outside face of the curb.

e. Detailed dimensions are shown on the following example.
2. **Cul-de-sac Islands**

   a. The islands shall be round in configuration and curbed. Tear drop or oblong configurations are prohibited.

   b. Except in the case of offset cul-de-sac pavements, all cul-de-sac islands shall be directly centered in the right-of-way and under drained in accordance with Section 10.2-C Subsurface Drainage, City of Greer Subdivision Regulations.

3. **Eyebrow Islands**

   a. Eyebrow islands shall be curbed with ends rounded.

   b. Eyebrow islands must be under drained in accordance with Section 10.2-C, Subsurface Drainage.

4. **Plant Materials And Structures Within Islands**

   A detailed landscape plan for all roadway island(s) shall be submitted to the Planning Commission for review prior to installation of landscape/plant material. The plan shall adhere to the following standards.
a. The plant materials in the entrance island shall be maintained to provide a sight tunnel between the height of 30 inches and 72 inches above the adjacent roadway surface for a minimum distance of 35 feet from the intersecting right-of-way. Taller items may be placed in the entrance island beyond the point of 35 feet.

In cul-de-sac islands, eyebrow islands, and any island except entrance islands, no plant material with a mature height in excess of one (1) foot will be allowed within five (5) feet of the face of curbing.

b. A sight tunnel between the height of 30 inches and 72 inches above the roadway elevation also shall be required for all plant materials located in islands within cul-de-sacs and eyebrows.

c. For acceptable plant materials see Exhibit L. Other plant material may be allowed upon review by the City of Greer Planning Commission.

d. Signs within entrance islands may be allowed upon review by the Planning Commission. Entrance island signs shall be placed at least 3 feet from the edge of curbs paralleling the travel lanes (See Diagram). No structures shall be permitted in the last 5 feet of the entrance island. No structures other than lighting and flagpoles will be allowed within cul-de-sac and eyebrow islands.

e. Trees will be allowed only upon approval of the Planning Commission.

f. Any nonconforming structure or plant within any island may be removed at the discretion of the City Engineer.
9.2 Island Ownership And Maintenance

Ownership and maintenance of all islands shall remain with the developer until such time as ownership is conveyed to a homeowner's association and/or the responsibility for maintenance is addressed in restrictive covenants. The surveyor or engineer will include a statement on the final plat addressing ownership and maintenance of the island(s).

9.3 Maintenance

Maintenance shall continue as long as the island(s) exist. If the maintenance is not continued, and the plant material becomes a hazard to the passage of traffic or roadway maintenance, the city reserves the right to remove any plant material, at the discretion of the City Engineer.

9.4 Exclusion From Dedication

A statement excluding all island(s) from the dedication to the city shall be required prior to approval of the final plat. The statement of exclusion also shall be shown on the final plat and the road dedication form.

9.5 Channelization Island

When required, a detailed channelization island plan shall be submitted for review prior to construction. Channelization island design will be reviewed on a case-by-case basis due to differing roadway and traffic characteristics.

(Reserved)
ARTICLE 10 CONSTRUCTION STANDARDS

10.1 Construction Standards for Public Roads

In addition to all design standards previously listed, the following construction standards are required:

A. Clearing and Grubbing

   All work will be required to conform to requirements and standards as set forth in Section 201, "Clearing and Grubbing", of the most recent edition of SCDOT specifications.

B. Subgrades

   Shall be constructed as specified in Section 208, "Subgrade", in the SCDOT specifications, or sound, undisturbed residual soils. In fill areas, all subgrade soils shall be compacted in accordance with Section 208.2 "Construction Requirements", SCDOT specifications.

1. Granular Base Courses

   The granular base courses shall be one of the following types, compacted and tested in accordance with Section 10.1-F, Compaction and Testing Requirements, of this Ordinance. The minimum compacted thickness requirements are given in the Design Standards Chart. (See Page 8-11)

   a. Sand Clay Base Course as specified in Section 303, SCDOT specifications.

   b. Soil-Aggregate Base Course as specified in Section 302, SCDOT specifications.

   c. Macadam Base Course as specified in Section 305, SCDOT specifications.

   d. Stabilized Aggregate Base Course as specified in Section 306, SCDOT specifications.

   e. Cement Stabilized Base Course as specified in Section 308, SCDOT specifications.

2. Asphaltic Base Courses

   May be used in place of or in conjunction with granular bases. The asphaltic base is to be one of the following types, constructed in accordance with requirements set forth in the appropriate sections of the most current edition of the SCDOT specifications. The minimum compacted thickness is given the Design Standards Chart. (See Page 8-11)
a. Hot Laid Sand Asphalt Base Course as specified in Section 309, of SCDOT specifications.

b. Hot Laid Asphalt Aggregate Base Course as specified in Section 310 of SCDOT specifications.

c. Hot Laid Asphalt Concrete Binder Course as specified in Section 403 of SCDOT specifications.

C. **Surface Course**

To be one of the following types while adhering to general specifications set forth in Section 401 of the SCDOT specifications for asphalt and 501 for Portland Cement.

1. Hot Land Asphaltic Concrete Surface Course, Type 3. Types 1, 2, and 4 may be used with the prior authorization of the City Engineer. The required compacted thickness is given in the Design Standards Chart.

2. Portland Cement: As specified in Section 501, SCDOT specifications with a minimum thickness of 6 inches for residential streets and 7 inches for commercial/industrial streets. Reinforcement fabric must be used.

D. **Restrictions on Asphalt Paving Work**

Pavement application shall be in accordance with SCDOT Section 401, Plant-Mix Asphalt.

1. No bituminous surfacing work shall be performed on a wet surface, when the temperature is below 40 degrees Fahrenheit in the shade, or when weather conditions are otherwise unfavorable.

2. The mixture shall be delivered and placed in accordance with SCDOT specifications, Section 401.21 and 401.22, and 401.23 respectively, with the exception that prime will be cured for a minimum of 24 hours if prime is used.

3. The mixture shall be delivered to the spreader at a temperature between 250 degrees Fahrenheit and 325 degrees Fahrenheit and, except for sand asphalt mixture for base course construction, within 20 degrees Fahrenheit of the temperature set at the plant.

4. Where a prime coat is used, the prime must cure for a minimum of 24 hours prior to paving. As specified in Sections 303, 305, 306, 307 of the latest SCDOT specifications.

E. **Roadway Cross Sections**
All streets developed within the City of Greer Subdivision Jurisdiction area shall conform to the typical cross sections shown in Exhibit K. Super elevation is required for curves in accordance with AASHTO Policy on Geometric Design.

F. Compaction and Testing Requirements

1. Compaction of embankments, subgrade and base courses shall conform to requirements of the most recent edition of SCDOT Standard Specifications, Sections 205, 208, 302, 303, 305, 306, and 308, respectively, except that where no percentage of compaction is stated, 95% of a Standard Proctor Test (ASTM D-698 or AASHTO-T-99) will be required.

2. Compaction and/or sieve analysis tests for subgrade and base course will be at the expense of the developer and must be performed by an independent geotechnical engineering/testing firm acceptable to the City Engineer. Where the SCDOT specifications have no requirements, the frequency of density testing shall be no less than 1 test for every 500 linear feet of roadway centerline or fraction thereof for base courses.

3. All fill soils deeper than 24" shall be tested for compaction. The frequency of testing will be at the discretion of the engineer of record with the prior approval of the City Engineer.

4. Back fill material placed over all utility trenches, service lines, and storm drain lines installed within the designated road right-of-way shall be compacted to a minimum of 95% of a Standard Proctor Test (ASTM D-698 or AASHTO T-99). Compaction testing will be at the expense of the developer, and performed by an independent geotechnical engineering/testing firm. The frequency of testing shall be at the discretion of the engineer of record, with the prior approval of the City Engineer.

G. Inspections

A registered engineer shall inspect all phases of construction and certify satisfactory completion of the steps (listed below) to the City Engineer. In addition, once notified, the City Engineer will inspect the quality of construction of each stage within two working days. This inspection must be conducted prior to starting construction on the next step. See Reference Item H for construction certification.

1. At completion of clearing and grubbing operations.
2. At completion of rough grading.
3. At completion of subgrade. (All required compaction test results will be reviewed at this time.)
4. Before and after all prime and sealer applications.

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5. During final pavement application.
6. Final acceptance inspection.

H. **Drainage Design and Construction**

Prior to adoption of a Stormwater Management Design Manual, the following shall apply:

I. **Rainfall Estimation**

Use 10-year average return frequency for a 1-hour storm.

J. **Runoff Computation**

For all drainage basins less than 1,000 acres, the rational method formula will be used, \( Q = CIA \). For basins larger than 1,000 acres, the soil conservation service method shall be used.

\[ Q \] - Rate of runoff in cubic feet per second (cfs).

\[ A \] - Area to be drained in acres. Land in the natural drainage basin but outside project area must be taken into consideration including future development within existing zoning regulations.

\[ C \] - Runoff coefficient being dependent upon the character of the surface drains. The following are guidelines:

\[ t_c \] - Time of concentration - where the time of concentration is less than 5 minutes, 5 minutes will be used for all calculations.

\[ I \] - Intensity of rainfall in inches per hour considering time of concentration.

\[ S \] - Average ground slope in feet per 1,000 feet.

<table>
<thead>
<tr>
<th>Surface</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete or Asphalt</td>
<td>.90</td>
<td>1.00</td>
</tr>
<tr>
<td>Bituminous Macadam</td>
<td>.70</td>
<td>.90</td>
</tr>
<tr>
<td>Gravel</td>
<td>.25</td>
<td>.70</td>
</tr>
<tr>
<td>Sand</td>
<td>.10</td>
<td>.40</td>
</tr>
<tr>
<td>Clay</td>
<td>.20</td>
<td>.60</td>
</tr>
<tr>
<td>Loam</td>
<td>.10</td>
<td>.45</td>
</tr>
</tbody>
</table>

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Composite Areas | Minimum | Maximum |
---|---|---|
City, Business Areas | .60 | .75 |
Suburban Residential | .35 | .55 |
Rural Districts | .10 | .25 |
Parks, Golf Courses, etc. | .10 | .35 |

K. **Storm Drainage - Piped**

1. **Design** - Prior to adoption of a Stormwater Management Design Manual, the Manning formula shall be used to design all work, assuming pipe flowing full:

\[
Q = 1.486 AR^{2/3} S^2
\]

\[
N
\]

- **Q** = Discharge in cfs.
- **A** = Cross sectional area of flow in square feet.
- **S** = Slope in feet per foot.
- **N** = Coefficient of roughness: Approximate N values to be determined by the design engineer based on size and type of pipe. All N values utilized are subject to approval of City Engineer.
- **R** = Hydraulic Radius.
- **V** = Velocity of flow, not to exceed 12 cf/s. Velocity within each conduit shall be at least 2 cfs at full flow. All discharges shall be protected by appropriate energy dissipation or erosion protection materials/structures; as appropriate for velocity of the discharge flow.

2. **Size** - No pipe less than 15 inches in diameter will be allowed.

3. **Materials**

   a. **Reinforced Concrete Pipe** - shall be Class III or better, as referenced in SCDOT specifications, Section 714, Pipe Culverts, or latest revision thereto.

   b. Corrugated Metal Pipe shall be aluminum or aluminized steel Type 2 pipe.

   All aluminum pipes shall have re-rolled ends. All aluminized steel pipe shall be Type 2, with re-rolled ends having not more than two (2) corrugations per end. If used, bituminous coated corrugated metal pipe shall be aluminized steel with a paved invert as a minimum. Fully coated, fully paved corrugated metal pipe or
concrete lined metal pipe is also acceptable. For purposes of this section, corrugated metal is defined as sheet metal shaped into straight parallel regular and equally curved ridges and hollows or shaped into a cross section having straight, parallel, regular and equally spaced integral ribs.

c. No form of plastic or composite pipe is acceptable for use within storm drainage easements or rights-of-way to be dedicated to the City or for public use.

d. **Connectors for corrugated metal pipe** - shall be fully corrugated bands with an integral flange or higher quality connector. Band material shall be the same as the pipe provided and shall be of adequate gauge to accommodate the loading and cover requirements.

e. **Design Loading** - As a minimum, all pipes must be capable of withstanding H-20 live load under minimum cover. All corrugated metal pipe shall also be of sufficient thickness to meet the design load requirements within the limits of the specified height of cover anticipated. Greater design loadings shall apply to industrial, commercial, or special situations as appropriate.

f. Use one foot minimum cover for corrugated metal pipe and reinforced concrete pipe. (Measured from top of pipe to the finished subgrade at the lowest point.)

4. **Manholes** - Within a piped drainage system, an adequate number of manholes or inlets must be constructed to provide for cleaning and maintaining of the stormwater system.

**L. Storm Drainage - Open Channel**

Prior to adoption of a stormwater management design manual, the following shall apply:

Use Manning formula to design all constructed channels. These channels will be uniform in cross section (See Reference Item D) and will be fully grassed or rip-rapped. If grass is used, acceptance of work will not be given until grass is well established as determined by the City Engineering Department. The limiting velocities for grassed channels are as follows (if these are exceeded, rip-rap will be required):

<table>
<thead>
<tr>
<th>Cover</th>
<th>Slope %</th>
<th>Permissible Velocity FPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bermuda Grass</td>
<td>0-5</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>5-10</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>Over 10</td>
<td>6</td>
</tr>
<tr>
<td>Buffalo Grass, Kentucky</td>
<td>0-5</td>
<td>7</td>
</tr>
<tr>
<td>Blue Grass, Smooth</td>
<td>0-10</td>
<td>6</td>
</tr>
<tr>
<td>Brome and Blue Grama, Fescue</td>
<td>Over 10</td>
<td>5</td>
</tr>
<tr>
<td>Lespedeza, Serices</td>
<td>0-5</td>
<td>3.5</td>
</tr>
<tr>
<td></td>
<td>10-6</td>
<td></td>
</tr>
</tbody>
</table>

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10.2 Construction Standards for All Pipe Work

A. All lines will be laid in accordance with Section 714, Pipe Culverts, and SCDOT specifications. \textbf{Strict} compliance to backfilling and compaction restrictions and regulations will be enforced.

B. \textbf{Inspection} - The City Engineer will be advised of the time the contractor and/or utility companies will be laying and backfilling pipe in order to perform random inspections. If notification is not given, all work may be required to have inspection holes dug every 50 feet and, upon evaluation by the City Engineer, possible total reexcavation and recompaclion will be required. If, upon inspection, backfilling is in progress and no mechanical tamp is on the site, all work done that day will be redone with no test holes accepted.

C. \textbf{Subsurface Drainage - Will Be Subject To The Following}

1. Where pipe under drains are required, they shall be installed within 2-1/2 feet of the back of the curb and shall be properly connected to a permanent type drainage outlet such as a catch basin. A minimum of 2 feet of cover must be provided.

2. Pipe under drains (invert) shall be a minimum of 2 feet below the bottom of the curb and shall be shown on the street profile.

3. Pipe under drains shall be installed before the base course is placed.

4. In sections where mucking out and backfilling have been done, pipe under drains shall be installed on both sides of the street.

5. Pipe under drains shall be covered by washed stone of appropriate size on all sides to a 1-foot minimum dimension and wrapped in geotextile fabric.

6. Pipe under drains shall be required on both sides of the street in cut sections where the water table is within 2 feet of the centerline subgrade elevation.

7. Pipe under drains shall be required in addition as determined by the City Engineer.

8. Pipe under drains shall not be covered over until they have been inspected by the City Engineer.
9. Manufactured "strip" or edge drain consisting of a perforated piped core enclosed in non-woven engineering fabric surrounded by granular backfill is an acceptable alternative.

D. Cross Lines

All cross lines will follow requirements set forth in Section 10.1-K, Storm Drainage Pipe, with a minimum size of 15 inches. All materials shall conform to the requirements of Section 10.1-K-3 Materials, City of Greer Subdivision Regulations.

E. Catch Basin Requirements

Catch basins shall be required to take surface drainage from gutters into a piped or open ditch. Catch basins deeper than 4.5 feet must be constructed with steps. All stubs will be properly sized. These specifications also apply to drop inlets, collector boxes, junction boxes, and spring boxes. Catch basins, drop inlets, or storm water diversions will be constructed at points where the maximum allowable flow is reached according to the following table:

<table>
<thead>
<tr>
<th>Type</th>
<th>Grade</th>
<th>Maximum Allowable CFS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ditch</td>
<td>1.00 to 3.00 %</td>
<td>24</td>
</tr>
<tr>
<td></td>
<td>3.01 to 6.00 %</td>
<td>42</td>
</tr>
<tr>
<td></td>
<td>6.01 to 10.00 %</td>
<td>56</td>
</tr>
<tr>
<td></td>
<td>10.01 to 15.00 %</td>
<td>69</td>
</tr>
<tr>
<td>Curb</td>
<td>1.00 to 3.00 %</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>3.01 to 6.00 %</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>6.01 to 10.00 %</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>10.01 to 15.00 %</td>
<td>20</td>
</tr>
</tbody>
</table>
1. **Materials** - Mortar shall conform to subsection 719.05, Mortar Materials, SCDOT specifications. Pre-cast drainage structures may be substituted.

2. **Size and Construction** - All work shall conform to Exhibit J and demonstrate general good construction practices.

F. **Miscellaneous Drainage Requirements**

Prior to adoption of a stormwater management design manual, the following shall apply:

1. **Definitions**
   a. **Primary Drainage Channels** - All drainage channels, streams, or creeks which drain an area of 500 acres or more.
   b. **Secondary Drainage Channels** - All drainage channels, streams, or creeks which drain an area of less than 500 acres. This includes natural drainage ways which only flow during periods of heavy or continuous rain conditions.

2. Required roadway drainage and subdivision drainage shall be directed to a primary or secondary drainage channel within the immediate drainage basin.

3. **Water Elevation in Lakes** - Water elevation in lakes shall be not less than 3 feet below the elevation of the roadway right-of-way at any time.

4. **Drainage Piped into a Lake** - Where a drainage outlet pipe discharges into a lake, rip-rap shall be placed under and around the end joint as needed and on slopes at the end of the pipe. Pipe must not discharge below the normal water elevation.

5. **Damming Structures** - No dams or structures performing as dams impounding water or any portion of such a structure will be allowed on rights-of-way. This further means that no city road will pass over such a structure.

6. **Pipe Drainage into a Stream or Ditch** - Where a drainage outlet is an appreciable distance above the bottom of the stream or ditch into which it empties, a junction box with a stub, and rip-rap or timber bent will be required. In all other instances, the discharge pipe will be required to have rip-rap placed under and around the end joint as needed and on slopes at the end of the pipe. All discharge pipe 36 inches and over in diameter will require the construction of an approved reinforced concrete headwall or reinforced masonry wall.

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7. **Open Channels** - All constructed open channels which have any direction changes exceeding 25 degrees will require rip-rap as directed by the City Engineer. (Refer to Exhibit I)

8. **Drainage Easements** - Drainage easements of the width listed below shall be provided and properly dedicated for maintenance and public use:

<table>
<thead>
<tr>
<th>Pipe Size</th>
<th>Width of Drainage Easement</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 inches - 30 inches</td>
<td>15 feet</td>
</tr>
<tr>
<td>36 inches - 54 inches</td>
<td>22 feet</td>
</tr>
<tr>
<td>Over 54 inches</td>
<td>30 feet</td>
</tr>
</tbody>
</table>

b. For minor ditches with open channel flow, the width of the drainage easement shall be equal to 15 feet.

c. For major ditches or channels, the easement shall be equal to the maximum top width of the ditch plus an additional 25 feet.

d. When drainage is taken into a lake, an adequate outlet from the lake of an approved design shall be provided.

e. **Rip-rap** - Stone shall be hard quarry or field stone and shall be of such quality that it will not disintegrate upon exposure to water or weathering. The stone shall be suitable in all respects for the purpose intended. Stone shall vary in size from a maximum of 24 inches to a minimum of 6 inches. The gradation shall be such that approximately 60 percent of the rip-rap is 10 inches in size. All rip-rap will be hand placed or satisfactorily machine placed.

9. Stormwater management for amenities areas - Any areas listed for future development which may be intended to contain amenities will be considered separately from the residential development itself. Therefore, all subsequent drainage plans for these areas must be reviewed and approved by the appropriate city agencies.

10. If, or when, alterations are made to the submitted drainage plans to meet the requirements for an amenities area, the developer must submit a revised drainage plan showing the effects of such revisions on all phases of the existing drainage system.
10.3 Bridge Requirements

1. All bridges, tunnels and underpasses shall have a minimum length of 20-feet and a clean width of 28 feet. City of Greer reserves the right to request greater widths for Class "A" and "B" Streets. All bridges shall be subject to the prior approval of the City Engineer.

2. Bridges, tunnels, and underpasses shall be designed in accordance with the most current edition of the AASHTO "Standard Specifications for Highway Bridges", including any interim specifications and the alternate military loading.

10.4 Construction Standards for Driveways, Sidewalks, Curbs, Joints, Patching

A. Driveways

From the point a driveway crosses the right-of-way line on to its connection to the roadway; it shall be constructed of bituminous asphaltic material. No concrete will be allowed except if a concrete curb is used with a construction joint at the street junction. In addition, the elevation of the drive within the right-of-way shall be limited to a +2 to +5 percent minimum grade.

All entrance drives to lots within a subdivision must front on an interior street. Approval of lot and drive access to an adjoining public road must be granted as a variance by the City of Greer Planning Commission.

B. Sidewalks and Curbing

All proposed street connections to existing streets or highways having existing sidewalks shall be constructed by removal of the sidewalk to the new proposed curb radii.

All sidewalks and curbs shall conform to the following regulations.

1. The concrete shall be batched and mixed in accordance with the provisions of Section 701, Portland Cement Concrete for Structures, SCDOT specifications.

2. Curbs and gutters shall be constructed in uniform sections 10 to 15 feet in length except where shorter sections are necessary for closure, but none less than 4 feet in length.

3. Forms shall not be displaced during concrete pouring and the concrete shall be spaded or vibrated throughout the entire volume especially against forms and joints. The surface of the concrete shall be floated; troweled, broomed, corners edged and finished to the typical cross-section used, i.e. crown sections and/or superelevation.
4. **Extruded or Slip Formed Curb and Gutter** - This type curb may be used as long as it provides a 6-inch face against the pavement and the cross sectional shape is approved by the City Engineering Office. When slip form or extruded curb is used, the aggregate size, amount of cement, and proportions of all materials for the concrete may vary from previous requirements as necessary to provide a workable and satisfactory mix. Expansion and weakened joints shall be constructed at the same locations as required with formed construction. Weakened joints, spaced at 10 to 15 foot intervals, shall be made by cutting the concrete by an acceptable method. The manner of construction of all joints shall meet the approval of the City Engineer and shall present a workmanlike finish.

5. No obstructions shall be allowed within the limits of the sidewalk area.

6. Joints
a. **Expansion Joints** - Preformed expansion joints three-quarter inch thick, extending the full depth of the concrete, shall be constructed at the locations indicated on the plans and at other locations as follows:

1. Whenever a sidewalk is constructed between an adjoining substantial structure on one side and a curbing on the other side, an expansion joint shall be formed adjacent to the curbing.

2. An expansion joint shall be placed between the sidewalk and the radius curbing at street intersections.

3. When sidewalks are constructed adjacent to existing or new pavements or structures, expansion joints shall be placed to match these existing joints.

4. Transverse expansion joints shall be placed at intervals of not more than 100 feet in all concrete shapes.

b. **Contraction Joints** - The concrete slabs in sidewalks between expansion joints shall be divided into blocks 10 feet in length by scoring transversely after floating operations are complete. Whenever the sidewalk slabs are more than 10 feet in width, they shall be scored longitudinally in the center. All scoring shall extend for a depth of 1 inch and shall be not less than one-quarter inch nor more than one-half inch in width. All scoring shall be edged and finished smooth and true to line.

C. **Patching Of Asphalt**

All patching deemed necessary will be done in the following manner: The area of failure will be cleaned out, sides and bottom, to solid, dry adjacent material before it is filled. Before filling, the patched area will be well primed and tacked. The fill material will be an approved patching material and compacted. The finished patch should be left one-quarter to one-half inch above the level of the surrounding pavement. Patching shall be of the same material that is to be patched. (Asphalt with asphalt, concrete with concrete)
(Reserved)
ARTICLE 11 GENERAL SUBDIVISION DESIGN STANDARDS

In addition to the other development standards set forth in this section, the following general subdivision design standards shall apply:

11.1 General Requirements

A. Sight Triangles

Sight Triangles (Property Lines at Intersections) - The property lines at all intersections shall have a 25-foot setback from the Point of Intersection (PI) to the Point of Tangent (PT). Each Point of Tangent will be connected to the point of intersection (PI) with a straight line. There will be no radius placed on property lines at any intersection. The triangles will allow for unobstructed lines of sight. The planting of trees or other plantings or the location of structures exceeding thirty (30) inches in height that would obstruct the clear sight across the area are prohibited. The city has the right to remove any object, material or otherwise, that obstructs the clear sight.

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B. **Clear Sight Distance**

A minimum corner sight distance is required to permit drivers entering the higher-order street to see approaching traffic from a long enough distance to allow the driver to decide when to enter the higher-order street, turn onto the higher-order street, and accelerate in advance of the approaching traffic. The entire area of the clear sight triangle shall be designed to provide the driver of the entering vehicle with an unobstructed view to all points 4.5 feet above the roadway along the centerline from point A to point B. The sight distance in feet is determined by multiplying the posted speed limit by 10. (Advisory speed limits posted such, as those with curve warning signs shall not be used to calculate the required sight distance.)

---

C. **Conformity to the Major Thoroughfare/Transportation Plans** - The location and width of all collector and arterial streets and roads shall conform to the official major thoroughfare plan as adopted. Existing streets shall be extended at the same or greater width but in no case, less than the required minimum.

D. **Reserve Strips** - Reserve strips shall not be permitted (See Section E below).

E. **Access to Adjoining Property** - The proposed street system shall be designed and improved to provide for desirable access to unsubdivided property adjoining the subdivision.

No subdivision showing reserve strips controlling the access to public ways shall be approved, except where the control and disposal of land comprising such strips are definitely placed within the jurisdiction of and under conditions meeting the approval of the Planning Commission.
F. **Alleys - Except** in unusual circumstances, no alleys shall be permitted. The Planning Commission may require that provisions be made to provide a secondary means of access for service trucks, etc., in areas of nonresidential uses.

G. **Drainage and Utility Easements** - The width, length, and location of all easements for drainage and utilities shall be established by the appropriate agency involved and shown on the final plat.

H. **Half Streets** - New half streets shall be prohibited. Whenever an existing half street is adjacent to a tract of land to be subdivided, the other half of the street shall be platted within such tract.

11.2 **Street Names and Street Markers**

Proposed street names shall not duplicate or be phonetically similar to existing street names in Greenville or Spartanburg County. The owner or developer initially shall install all required signage including but not limited to street identification signs, regulatory and warning signs, i.e., speed limit signs, and stop signs. Size, placement, and reflectability shall conform to requirements of the most recent edition of the South Carolina Manual on Uniform Traffic Control Devices. For additional comments see Reference Item A, Sign Specifications.

A. **Non-typical Street Signs**

Use of non-typical street identification signs will be allowed in conformance with the following:

1. Lettering must be 4” (inches) in height evenly spaced and centered.

2. Abbreviations of street names are not permissible.

3. Only block letter styles, preferably Highway Gothic, Series B are permitted; script prohibited.

4. Lettering and background must be contrasting colors and provide reflectability equivalent to engineering grade reflective Scotchlite, Series C as used with traditional greenblade signs.

5. Final plat must contain statement designating the parties responsible for maintenance of non-typical street identification signs. Any replacement of street identification signs by City of Greer will be with city standard materials.

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6. All signage will be inspected by the City Engineering Department. No streets will be given final approval without signage which meets minimum city standards. Traffic control/regulatory and warning signs (stop/speed limit signs) must be standard face.

B. **Road Name Changes**

The Planning Commission may, after reasonable notice through a newspaper having general circulation in the area in which the commission is created and exists, change the name of a street or road within the boundary of its territorial jurisdiction:

1. when there is duplication of names or other conditions which tend to confuse the traveling public or the delivery of mail, orders, or messages;
2. when it is found that a change may simplify marking or giving of directions to persons seeking to locate addresses; or
3. upon any other good and just reason that may appear to the commission.

On the name being changed, after reasonable opportunity for a public hearing, the Planning Commission shall issue its certificate designating the change, which must be recorded in the office of the Register of Mesne Conveyance or Clerk of Court, and the name changed and certified is the legal name of the street or road.

11.3 **Sidewalks**

Four-foot-wide sidewalks on one side of the street are required on all residential streets and to extend along any public road frontage as to SCDOT specifications from property line to property line except as follows:

A. In areas where the development density, in terms of gross land area, does not exceed two dwelling units per acre with lots having a minimum of 100 feet of frontage or more.

B. In areas where alternative pedestrian systems are provided. In such cases the elimination of the sidewalk must be approved by the city planning commission after receiving a recommendation from the engineering department. Additionally, the city planning commission shall take into consideration the following basic principles in making a decision to eliminate the required sidewalks:

1. Pedestrian systems must be laid out so that they follow the natural path of circulation.
2. They should be functional rather than formal in design and layout to serve their intended purpose.
3. They should have a reasonable relationship to the foreseeable movement desired, parking and community facilities, and should be safe, secure and attractive.
4. Potential pedestrian, bicycle and vehicular conflicts should be minimized in laying out such a system.
5. Pedestrian circulation system should be selected so as to have minimum practical change in grade (elevation) throughout their lengths.
6. It must be demonstrated that adequate provisions are made to maintain the pedestrian system on an ongoing basis.
7. The pedestrian system surface and design must be consistent with the provisions as set forth in the city’s specifications, standard drawings and street design references.

Such sidewalks shall have a minimum width of four (4) feet and shall be located within the public right-of-way and no closer than one (1) foot from the property lines. No mailboxes or other structures may be located within the sidewalk. When mailboxes are placed adjacent to a sidewalk they shall be located in accordance with the specifications shown in the example below.

**TYPICAL MAILBOX AND SIDEWALK LOCATION**

No Scale

11.4 Access to Community Facilities

A. Streets shall be designed or pedestrian walkway easements provided to assure convenient access to parks, playgrounds, schools and other community facilities.

B. Walkway easements shall not be less than 12 feet in width.

C. Walkways or accesses to community facilities shall be shown on the final plat of the subdivision; accordingly such must be delineated both with signage and with on-site physical means such as gravel, asphalt, planted screenings or other appropriate delineators.
11.5 Lots

A. **ACCESS** - Every lot created shall have a minimum of 20 feet of direct access to and front on a public street or on a private road constructed to City private road standards as set forth herein in which each property owner has an easement or an undefined, undivided ownership interest.

B. **NEWMELY CREATED THROUGH LOTS**, having frontage on newly created subdivision roads as well as having frontage on existing city or state maintained roads must be provided access from the newly created road(s) only. Through access between newly created roads and existing roads is not permitted across newly created lots.

C. **MINIMUM LOT SIZE** - Lots located in areas where a zoning ordinance is in effect shall conform to the zoning requirements. All other lots shall conform to the minimum standards as set forth in the R-7.5, Single-Family Residential, zoning classification (City Zoning Ordinance) or DHEC minimum standards. The size, shape and orientation of every lot shall be subject to approval of the Planning Commission with consideration of the type of development and use contemplated.

Flag lots created through the subdivision process, on summary, preliminary, and final plats, must be determined by the Planning Commission not to be contrary to the public 's health, safety and welfare.

1. The access strip or flag pole shall not be used to calculate the minimum lot area. The front lot setback distance shall be measured from the closest property line parallel to the public road excluding the flag pole.

2. Flag pole lots may not be created deeper than three lots from the existing street without Planning Commission approval.

3. In order to limit the number of encroachments into existing City and SCDOT maintained roads, where multiple flag pole access strips meet the existing roadway, a private access easement must be established for these lots so that only one connection with the existing street is created to serve these lots. The connection with the existing road will meet all applicable City of Greer and/or SCDOT Encroachment Permit requirements and the drive shall be constructed to meet Fire Code Access requirements.

4. Private access easements for flag lots may not serve more than six (6) lots without the authorization of the Planning Commission. The subdivider will be responsible for constructing and installing the driveway.

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5. The owner/s of lots created in this manner shall be responsible for continued
maintenance of the drives. Upon written notification by the Fire District or
City Fire Marshal, the person/s or entity responsible for maintenance must
correct any cited deficiencies within 60 days of receipt of notification of the
need for maintenance.

D. **Building Setback Lines** - All lots located in the city zoning area shall conform to the zoning
requirements.

E. **Area Subject to Flooding** - Any plat of a subdivision submitted to the Planning
Commission for its approval must comply with the provisions set forth in the city's adopted
Flood Plain Management Ordinance No. 703 with amendments as may be adopted.

### 11.6 Subdivision Entrances

The entrance to subdivisions created after the effective date of this Ordinance shall have an entrance
wall where all new subdivision streets intersect with existing roadways. These walls may be
constructed of brick, stone, wood or wood like vinyl, finished masonry, landscaped earthen berms
or a combination of these materials. The entrance wall or berm should be at least 4 feet in height.

### 11.7 Subdivision Screening

In subdivisions approved after the effective date of this Ordinance, a landscape screen at least 6
feet in height will be provided along all existing road frontages adjoining the subdivision. The
landscaping may be comprised of evergreens at least 6 feet in height, planted 5 feet on center. The
required height of the landscape material may be reduced if it is placed on a landscaped earthen berm resulting in a combination of berm and plant material at least 6 feet in height. This landscape screen may also be a combination of fence, berms, landscaping, or other similar materials. The purpose of the berm is to obscure the structures in the subdivision from view from the adjoining roadways.

### 11.8 Street Lights

All street lights shall be installed in accordance with the standards as set forth by Greer Commission
of Public Works and at the expense of the developer. The developer shall be responsible for the
operating cost of said lights, until the City of Greer accepts title to the effected subdivisions road
infrastructure, at which time the City of Greer will assume responsibility for said operating cost. If
the developer elects to install more than the required number of street lights, then the operating
costs for all such additional street lights shall be borne by the developer or the residents of the
effected subdivision. Streets lights shall be illuminated upon installation for the concerns of safety
to the community.
(Reserved)
ARTICLE 12 TREE PROTECTION.

12.1 Purpose and Intent

The purpose of this section is to protect and sustain the intrinsic value of trees and their ability to promote the public health, safety and general welfare, to lessen air pollution, to increase air filtration, to reduce noise, heat and glare, to prevent soil erosion, to aid in surface drainage and minimize flooding, to beautify and enhance the environment.

12.2 Applicability of Article

Generally. This article shall apply to all property located within the city except as excluded by section 12.4. All persons with an ownership interest, whether in fee simple or leasehold or other legally recognized vested interest, and their agents, are required to comply with the provisions of this article. Fraudulent conveyances of such interest shall not defeat this article's applicability. As used in this article, the following terms shall be defined as follows:

A. Public property includes that property of the city or a city agency, including that owned entirely by such public body, or over which it holds a right-of-way or easement on any streets, roads, parks, malls or other public land. Private property, which is subject to ad valorem property taxes and all easements and rights-of-way across such property, are excluded from this definition.

B. Private property includes all property of a nonpublic nature, including but not limited to churches and clubs, all commercial, industrial, retail or other business property, or multifamily dwellings. Excluded from this definition is any land used exclusively for singlefamily dwellings.

C. Existing Single-family residence property is exempted from this article, the owners and developers of such property shall be encouraged to voluntarily follow the provisions of this article.

12.3 Protected Trees

Any tree measuring 20" DBH (diameter breast high) shall constitute a "significant tree" for purposes of this section and shall be protected to the extent practical and feasible. To this end, no person, firm, organization, society, association or corporation, or any agent of representative thereof shall directly or indirectly destroy or remove any tree in violation of the terms of this article.

12.4 Exceptions
A. Public and private utility companies, commercial timber, tree farms and nurseries, and agricultural operations are exempt from the protective requirements of this section. Property cleared under the exceptions of this section shall not be redeveloped and the city shall withhold any development permit for a period of 24 months.

B. Any single family attached or detached development of 10 acres or less will be exempt from all provisions of Article 12. Any expansion of the subdivision within a 5 year period will automatically enact all provisions of Article 12 for the entire development.

12.5 Tree Survey

Prior to grading or clearing a lot or parcel for development and the issuance of a grading or building permit, the developer/owner applicant shall have conducted a tree survey identifying the location of all significant trees. Said trees shall be shown on a survey plat and physically marked with brightly colored tape or other markings.

12.6 Site Design

The design of any land development project or subdivision shall take into consideration the location of all significant trees identified on the tree survey. Lot and site design shall minimize the need to fell significant trees, of which no more than 25 percent may be removed from required yards, buffer areas and/or open space.

The site design shall be presented on a site plan showing:

A. Existing location and size of all significant trees.
B. Trees to be removed.
C. Trees to be preserved.

Site plan approval by the Zoning Coordinator shall be prerequisite to the issuance of a grading and/or building permit.

12.7 Tree Protection and Replacement.

A. Prior to development. Where a grading permit, building permit or subdivision approval has not been issued, the destruction of any significant tree, as defined by this ordinance, without prior approval of the Zoning Coordinator, which approval shall not be unreasonably withheld, shall be prohibited.

B. During development. During development, a minimum protective zone, marked by barriers, shall be established (erected) at the "drip line" and maintained around all trees to be retained as required by this section. There shall be no construction, paving, grading, operation of equipment or vehicles, or storage of materials within this protected zone.
C. After development. No person shall break, damage, remove, cut, kill or cause to be killed any significant tree, except for the following:

1. In the event that any tree shall be determined to endanger the public health, safety or welfare, including airport operations, and require removal, written authorization may be given by the Zoning Coordinator and the tree or parts thereof (i.e. dead limbs) removed.

2. During the period of an emergency, such as a hurricane, tornado, ice storm, flood or any other act of nature, the Zoning Coordinator may waive the requirements of this section.

3. Where due to unusual site conditions or circumstances, the requirements of this section pose a constraint to development and/or the use of a site or parcel, the Zoning Coordinator may adjust the requirements as much as 10 per cent necessary to moderate the constraint.

4. If a person disagrees with the determination of the Zoning Coordinator with provisions of this section, he may, within 10 days of receipt of written notice thereof, provide the Planning Commission with a written description of the particulars of disagreement and issues requiring review. A quorum of the Planning Commission shall consider such particulars.

5. Trees involved in wetland mitigation.

6. Pine trees may be cut and removed from any site without regard to DBH dimensions (size).

7. Diseased (unhealthy) or nuisance trees, with approval of the zoning administrator.

D. Any Significant Tree that has been removed beyond the 25% shall be replaced with an amount equal in diameter inches

12.8 Significant Trees Removed Without Permits.

Where significant trees have been removed or where removal is necessitated at any time due to acts of negligence, or where sites were cleared of significant trees in violation of this section, replacement trees shall be planted in accord with a replacement schedule approved by the zoning administrator, who shall specify the number, species, DBH, and location of replacement trees, using the following criteria:

A. Combined DBH of replacement trees is equal to or greater than the DBH of the tree removed or;

B. Individual replacement trees are of the largest transplantable DBH available.
Where, due to clear cutting in violation of this section, the number of significant trees removed is unknown, a replacement plan specifying the numbers, species, DBH, and location of replacement trees shall be submitted to and approved by the city planning commission prior to the issuance of a building permit. The commission may also require the inclusion of berms; walls and/or more intensive buffer plantings than prescribed by ordinance to help mitigate the effects of illegal clear cutting on adjacent property.

12.9 Existing Trees

It is encouraged to use existing trees to meet the requirements of this article. If existing trees are preserved to meet the requirements then a reduction in the new planting requirements will be given. Existing trees will be credited towards meeting the requirements of this article as follows:

**CHART 1**

Conversion from Diameter to Density Factor Units for Existing Deciduous Trees to Remain On Site

<table>
<thead>
<tr>
<th>DBH</th>
<th>UNITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 to 6</td>
<td>1</td>
</tr>
<tr>
<td>6 to 10</td>
<td>2</td>
</tr>
<tr>
<td>10 to 15</td>
<td>3</td>
</tr>
<tr>
<td>15+</td>
<td>4</td>
</tr>
</tbody>
</table>

12.10 Landscaping Developments

The applicant shall landscape the areas with trees and other plant materials in accordance with the following standards:

A. Residential Developments: All residential subdivisions shall have an average density of fifteen (15) density units per acre. Required trees may be located on individual lots or in subdivisions in which there is commonly owned property. Trees may be located on such community owned property.

B. Multifamily: The quantity of total existing/replacement trees on site must be sufficient so as to produce a total site density factor of no less than fifteen (15) density units per acre.

C. The use of one and three gallon pines will be permitted only with prior approval. There will be no replacement value given for such trees.
**CHART 2**
Conversion from Height to Density Factor Units for Evergreen Replacement Trees

<table>
<thead>
<tr>
<th>HEIGHT</th>
<th>UNITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 to 7 FT</td>
<td>1</td>
</tr>
<tr>
<td>8 to 9 FT</td>
<td>2</td>
</tr>
<tr>
<td>9 to 10 FT</td>
<td>3</td>
</tr>
<tr>
<td>10&gt;</td>
<td>4</td>
</tr>
</tbody>
</table>
EXHIBITS
APPLICATION FOR
PRELIMINARY SUBDIVISION APPROVAL

1. NAME OF SUBDIVISION ________________________________________________
2. PROPERTY OWNER/DEVELOPER_________________________________________
   NAME _______________________________________________________________
   ADDRESS _____________________________________________________________
   TELEPHONE NUMBER _________________________________________________
3. SURVEYOR/ENGINEER _________________________________________________
   NAME: __________________________________________________________________
   ADDRESS: __________________________________________________________________
   TELEPHONE NUMBER _________________________________________________
4. PROPERTY LOCATION:
   TAX SHEET ______________ BLOCK ______ LOT(S)________________________
   SEWER DISTRICT ______________ WATER SOURCE _________________________

NOTICE OF SUBDIVISION ADVISORY COMMITTEE MEETING
THE SUBDIVISION ADVISORY COMMITTEE IS SCHEDULED FOR ________________ AT 9:30
A.M. IN THE PLANNING COMMISSION CONFERENCE ROOM. YOU ARE ENCOURAGED TO HAVE
A REPRESENTATIVE AT THE MEETING IN THE EVENT THERE ARE QUESTIONS ON THE
PROPOSED DESIGN.

REQUEST FOR VARIANCE (IF APPLICABLE)
IS ANY VARIANCE FROM THE SUBDIVISION REGULATIONS REQUESTED? __________
IF YES, ATTACH LETTER REQUESTING SAID VARIANCE(S) REFERENCING THE SPECIFIC
SECTION FROM WHICH RELIEF IS SOUGHT WITH APPROPRIATE JUSTIFICATIONS IN
ACCORDANCE WITH SECTION 107 OF THE SUBDIVISION REGULATIONS.

CERTIFICATE OF RECEIPT
THIS IS TO CERTIFY THAT I HAVE RECEIVED __________"NOTICE PROPOSED
SUBDIVISION"SIGN(S) FOR THE PURPOSE OF POSTING PROPERTY IDENTIFIED IN THE
_____________COUNTY TAX BOOK AS SHEET ______, BLOCK ____, PARCEL
__________.

I DO HEREBY CERTIFY AS THAT THE INFORMATION SHOWN ON THIS APPLICATION IS
CORRECT, AND THAT I WILL COMPLY WITH THE REQUIREMENTS OF THIS APPLICATION.

______________________________
Signature

FILE NO. _____________________________ POSTING DATE ________________________
DATE _____________________________
FEE PAID ______________________ TAKEN BY ______________________________
EXHIBIT B

PRELIMINARY PLAN

Subdivider's Checklist

_____ 1. One (1) three mil (.003) mylar reproducible copy of preliminary plans, one completed application for preliminary approval, and fee for preliminary submittal.

_____ 2. Location map showing subdivision and surrounding area.

_____ 3. Scale: 1" = 200' not less than 1 to 100. Maximum sheet size 24"x 36".

_____ 4. Name of subdivision and owner.

_____ 5. North arrow, graphic scale, date.


_____ 7. Names of adjoining property owners.

_____ 8. The location of existing sewers, water, and gas mains, and other utilities.

_____ 9. The location of existing streets, roads, bridges, culverts, railroads, water courses, etc.

_____ 10. Names, locations and approximate dimensions of proposed streets, easements, parks, reservations, lot lines, etc.

_____ 11. Topography, not greater than 10 foot intervals

_____ 12. Proposed lot lines, building lines, and approximate dimensions.

_____ 13. Lot numbers.

_____ 14. Letter of request for any variance from minimum standards of City of Greer Subdivision Regulations.

_____ 15. Existing zoning of subject area.


_____ 17. Location of proposed water and sewer systems.

_____ 18. Submitted according to the Planning Commission's monthly application date shown on the Subdivision Activity Schedule.

PRELIMINARY PLAN LAYOUT (REQUIRED)
EXHIBIT C

SUMMARY PLAT

Subdivider's Checklist

______ 1. Three (3) reproducible three mil (.003) mylars. Maximum size 22" x 27".
______ 2. Scale: 1" = 100' or larger.
______ 3. Names and lines of streets and roads.
______ 4. Lot lines and building lines.
______ 5. Lot numbers.
______ 6. Reservations, easements, public access, or sites for other than residential use with explanation of purpose.
______ 7. North arrow, graphic scale, date.
______ 8. Location and description of monuments.
______ 9. Name, location, and ownership of adjoining property.
______ 10. Location map showing subdivision and surrounding area.
______ 11. Name of subdivider or owner.
______ 12. Name of surveyor or engineer, license number, and seal.
______ 13. Number of acres, lots within subdivision.
______ 14. Boundaries of tract and lots with bearings and distances.
______ 15. Existing zoning of area.
______ 16. Documents verifying availability of utilities:
    a. Water source
    b. Sewage disposal method
    c. Certification from City Engineer
EXHIBIT D

FINAL PLAT

Subdivider's Checklist

____ 1. Submitted within twelve (12) months of preliminary approval.
____ 2. Three (3) reproducible three mil (.003) mylars. Maximum size 22" x 27".
____ 3. Scale: 1" = 100' or larger.
____ 4. Conforms to specific requirements stated on preliminary plan.
____ 5. Names and lines of streets and roads.
____ 6. Lot lines and building lines.
____ 7. Lot numbers.
____ 8. Reservations, easements, public access, or sites for other than residential use with explanation of purpose
____ 9. North arrow, graphic scale, date.
____ 10. Location and description of monuments.
____ 11. Name and location and ownership of adjoining unsubdivided property.
____ 12. Required improvements have been installed and have received final inspection. Performance bond in the amount of ____________, has been approved by the City Attorney and accepted by the Planning Commission.
____ 13. Location map showing subdivision and surrounding area.
____ 14. Name of subdivider or owner.
____ 15. Name of surveyor or engineer, license number, and seal.
____ 16. Number of acres, lots, and miles of new roads within subdivision.
____ 17. A copy of the deed restrictions or restrictive covenants.
____ 18. Certificates stamped and signed.
____ 19. City of Greer road dedication form, if applicable.

FINAL PLAT LAYOUT (REQUIRED)

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CERTIFICATE OF ACCURACY

I hereby state that to the best of my knowledge, information, and belief, the survey shown hereon was made in accordance with the requirements of the minimum standards Manual for the practice of land surveying in South Carolina, and meets or exceeds the requirements for a Class survey as specified therein.

Date

Registered Land Surveyor

S. C. Registration No.

SEAL

CERTIFICATE OF OWNERSHIP AND DEDICATION

"The undersigned hereby acknowledge that I am (we are) the owner(s) of the property shown and described hereon and that I (we) hereby adopt this plan of subdivision with my (our) free consent and that I (we) establish the minimum building restriction lines and hereby dedicate to public use as roads, streets, and easements, forever all areas so shown or indicated on said plat."

________________________              Signed ________________________________

________________________              Signed ________________________________

________________________              Signed ________________________________

________________________              Signed ________________________________

Information to Accompany Final Plat when not using a Bond:

1) As–built drawings of sanitary sewer system with grade, pipe sizes, points of discharge, and pipe invert elevations.
2) As–built drawings of storm-water system with grade, pipe size and location of outlets, and pipe invert elevations.
3) As–built drawings of water system with pipe sizes and location of hydrants and valves.
4) The following certificate:
   “I hereby certify that the streets, drainage system, sewer system and water system in subdivision as shown on the Plat dated _______, prepared by has been installed accordance with the Preliminary Plat (construction drawings) approved_____.

Date

Registered Engineer South Carolina Registration Number

SEAL
CERTIFICATE OF APPROVAL FOR RECORDING

"I hereby certify that the subdivision plan shown hereon has been found to comply with the Subdivision Regulations for City of Greer, with the exception of such variances, if any, as are noted in the minutes of the City of Greer Planning Commission of Greer, South Carolina, and that it has been approved for recording in the office of the County Register of Mesne Conveyance.

____________________, 20___

______________________________
Authorized Representative
City of Greer Planning Commission
EXHIBIT F

PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS, that ________________________________ as Principal (hereinafter called the Principal), and ________________________________ as Surety (hereinafter called the Surety), are bound unto the State of South Carolina and the __________of Greenville for the use and benefit of the City of Greer Planning Commission, and for the use and benefit of all affected property owners within the hereinafter mentioned subdivision, in the full and just sum of __________________ ($___________) Dollars, good and lawful money of the United States of America, for payment of which sum well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a final plat of the Subdivision known as ______________________ Subdivision, located in ____________County, South Carolina, for approval of the City of Greer Planning Commission, which approval is a condition precedent to the right of the Principal to have registered in the Office of the Register of Mesne Conveyance of ____________ County, South Carolina, such plan of said Subdivision; and

WHEREAS, the City of Greer Planning Commission is unable to approve said plan of said Subdivision for registration until all improvements are completed or until proper assurance of completion is made; and

WHEREAS, there are approximately _____ in. ft. in length and _____ ft. in width in said streets and curbs, and _____ feet of _____ inch water line, and _____ feet of _____ inch sewer line, and other improvements as follows: ______________________, not yet completed, and that the total cost of providing these facilities would be as follows:

(a) Streets and curbs $ _____________________________
(b) Water lines $ _____________________________
(c) Sewer lines $ _____________________________
(d) Other $ _____________________________
TOTAL $ _____________________________

WHEREAS, under the rules and regulations for land subdivision in Greenville County, State of South Carolina, adopted by the City of Greer Planning Commission, it is permissible for the Developer, in lieu of the completion of said improvements prior to seeking the final approval, to submit a corporate surety bond or other sufficient security that said improvements will be completed; and

WHEREAS, the City of Greer Planning Commission is willing to approve the final plat of said Subdivision for registration upon the execution of a corporate surety bond or other sufficient security according to said rules and regulations in the sum of ________________________________ ($___________) Dollars guaranteeing completion of the specified improvements listed above within a period not to exceed twelve (12) months from the date hereof to the satisfaction of the City of Greer Planning Commission,

NOW, THEREFORE, if the Principal shall, within a period of twelve (12) months from date hereof, fully comply with all the terms hereof, this obligation shall be null and void, otherwise to remain in full force and effect, and the funds derived from said corporate surety bond or other security shall be used by the City of Greer Planning Commission for the purposes as set forth herein.

THIS _______________________________, 20__.

________________________________(SEAL)
Principal

________________________________(SEAL)
Surety
WHEREAS, the undersigned ________________________, hereinafter referred to as "Developer," is the owner of a tract of land located in the State of South Carolina, County of ____________ know or to be known as ________________________________, and described as follows:
_____________________________________________ recorded in Plat Book _________ at Pages ______________ in the RMC Office for _________ County, and,

WHEREAS, in order to finance the development of said subdivision, the Developer has secured a loan from ____________________________________________ of Greenville, South Carolina, hereinafter referred to as "Lender" and has on deposit and/or available for draw in an account with Lender $________________________ from said loan, and

WHEREAS, in order to proceed with the development of said subdivision, and to assure the City of Greer that the subdivision will be developed in accordance with the rules and regulations enacted by the City of Greer Planning Commission and to induce the said Planning Commission to give its approval of the plat of said subdivision subject to the requirements of a proper corporate surety bond or other sufficient security and to properly secure the Developer's bond as required by Section 2.10, Performance Bonds, Subdivision Regulations of City of Greer, Developer agrees as follows:

1. Developer shall proceed to comply with the development of the above-mentioned subdivision in accordance with the rules and regulations of the City of Greer Planning Commission.

2. Developer, as security for his assurance and bond that he will complete the subdivision in accordance with the rules and regulations as aforesaid, does hereby assign, transfer and set over to the City of Greer Planning Commission and its successors in office, ________________________Dollars, which Developer has on deposit and/or is entitled to draw from Lender, and does hereby authorize and direct the said Lender to acknowledge the within assignment and to assure the City of Greer Planning Commission, that the above-mentioned sum of $_________________________ less earned interest, shall be held by Lender in escrow for the benefit of the City of Greer Planning Commission to secure the aforesaid bond and guarantee the completion of the items hereinafter set forth, upon the terms and conditions of this agreement.

3. Developer agrees to complete, as promptly as possible, the items set out below, and the above-mentioned funds, less earned interest shall not be paid over or released to any person or firm until Lender is notified in writing by the City of Greer Planning Commission that said items have been completed in accordance with the applicable rules and regulations,
with the understanding that as said items are completed and approved in writing by the City of Greer Planning Commission, the above-mentioned sum may be reduced or released to reflect items completed.

ITEMS TO BE COMPLETED ARE:

STREET IMPROVEMENTS

Including

Grading
Drainage
Surfacing
Curbs

WATER

SEWER

OTHER

4. In the event any or all of the items to be completed are not completed by Developer within the required time, namely, ______________________, and upon written notice by the Planning Commission to Lender to this effect, the interest of the Developer is and to the above said funds shall cease, and said funds shall be applied by the Planning Commission for the completion of said items pursuant to the conditions set out herein, and Lender shall make said funds available to the Planning Commission subject only to the options set forth in Lender's Acknowledgment attached hereto.

5. The covenants herein contained shall be binding upon Developer and Lender and their heirs, executors, administrators, successors, grantees, and assigns. This agreement shall remain in effect until all items to be completed by Developer have bee fully and satisfactorily completed and written notice of same has been forward by the Planning Commission to Lender. Wherever used herein, the singular shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders as the facts may require.

IN WITNESS WHEREOF, the undersigned have set their hands and seals this the ___________ day of ________________________, 20______.

In the presence of:

_________________________________ BY:____________________________________
Developer

_________________________________
LENDER'S ACKNOWLEDGMENT

__________________________________________, the Lender in the above-mentioned transaction, acknowledges the above Assignment to Secure Performance Bond and Completion of Improvements and hereby agrees to hold the aforementioned sum of $________________(less earned interest) in escrow according to the terms thereof, subject only to the following: In the event the items to be completed by Developer hereunder are not completed and the Lender receives written notice by the Planning Commission of said default by Developer, Lender shall perform one of the following: (1) pay said funds to the Planning Commission or the party designated by the Planning Commission after the work has been completed and inspected and approved by the Lender and the Planning Commission shall unreasonably withhold approval, or (2) the Lender may have the necessary work done as expeditiously as is reasonably possible, and have the funds applied to the cost thereof, after inspection and approval of said work by the Planning Commission, or (3) the Lender may foreclose its mortgage with the condition that the Lender guarantee the Planning Commission that the Purchaser at any sale will complete said items as expeditiously as is reasonably possible, to the approval of the Planning Commission. Lender shall notify the Planning Commission of its choice among said options within fifteen (15) days of receipt by Lender of notice from the Planning Commission indicating that Developer has defaulted.

Executed this ________________________day of ______________________, 20____,

In the presence of:

___________________________________BY: ________________________________ (SEAL)
Lender

___________________________________

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Revision 11-02
REQUEST FOR BOND EXTENSION
SURETY EXPIRATION NOTICE

SUBDIVISION
FILE# ________________________________
LENDING INSTITUTION: ________________________________
AMOUNT SECURED: ________________________________

OPTION I. STATEMENT OF COMPLETION

I will complete the construction of and submit the final inspection letters for the road, water, and sewer systems prior to the expiration date ( ________________ ) of my surety.

Signature

Date

OPTION II. REQUEST FOR EXTENSION

I request that the City of Greer Planning Commission grant an extension to the Performance Bond/Letter of Credit/cash deposit coming due on ________________ until ________________. All other terms and conditions will remain unchanged.

I estimate that the percentage of work completed in the subdivision is as follows:

<table>
<thead>
<tr>
<th>Street/Curb</th>
<th>__________ % Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water</td>
<td>__________ % Complete</td>
</tr>
<tr>
<td>Sewer</td>
<td>__________ % Complete</td>
</tr>
<tr>
<td>Other</td>
<td>__________ % Complete</td>
</tr>
</tbody>
</table>

Section 2:20, Paragraph C of the City of Greer Subdivision Regulations states that A All bond extensions shall be accompanied by a fee of $10.00. Please make checks payable to the City of Greer Planning Commission.

Signature

Date

Please return this form by mail or fax (864-801-2020) to:

City of Greer Planning Commission
106 South Main Street
Greer, South Carolina 29650
Attention: Subdivision Administrator

Revision 11-02
KNOW ALL MEN BY THESE PRESENTS, that:

WHEREAS, the undersigned ___________________________________________, hereinafter referred to as "Developer," being the owner or the authorized representative of the Owner, of a tract of land located in the State of South Carolina, County of ________, known, or to be known, as ________________________________________Subdivision (the "Subdivision") is, or will be, submitting a final plat of the Subdivision (the "Final Plat") to the City of Greer Planning Commission for approval as a condition precedent to the right of the Developer to have the Final Plat registered in the Office of the Register of Mesne Conveyance of ________County, South Carolina;

WHEREAS, the Developer must complete certain physical improvements to the Subdivision or provide sufficient security therefor prior to seeking the approval of the City of Greer Planning Commission of such Final Plat;

WHEREAS, as a condition to the approval of the Final Plat, Developer has deposited here with the City of Greer Planning Commission the sum of __________________________Dollars ($_________________) in cash, certified check, certificates of deposit or U.S. government securities to insure the completion of the improvements to the Subdivision;

WHEREAS, in order to induce the City of Greer Planning Commission to approve the Final Plat, the Developer has agreed to waive any rights to direct the investment of the sums deposited herewith and to any earnings on such sums.

NOW, THEREFORE, in consideration of the approval of the Final Plat by the City of Greer Planning Commission, the Developer hereby relinquishes and waives any and all rights to direct the investment of the sums deposited herewith and further waives any and all rights to any interest, dividends or other earnings on such sums as may be derived by the City of Greer Planning Commission.

Dated this ________day of ____________________, 20_____.

______________________________________(SEAL)
Developer
STATEMENT OF OWNERSHIP AND CONSENT
TO DEDICATE STREETS AND ROADS TO THE
CITY OF GREER FOR PUBLIC USE

STATE OF SOUTH CAROLINA
COUNTY OF

KNOW ALL MEN, that I(we), the undersigned, am(are) the owner(s) in fee simple of the lands which it has caused to be subdivided into a subdivision named ________________, as shown on a plat which is on file in the office of the Planning Commission of City of Greer, and a copy of which upon approval by the City Planning Commission will be recorded in the office of the County Register of Mesne Conveyance.

That I(we) freely offer, grant, and dedicate to those to those who may purchase said property or any part of it, to the general public and to local authorities who have responsibility for maintenance, the use and control of the streets and roads shown on said plat of property for public use.

The property shown on said plat is not encumbered by a mortgage, judgment, or other lien or encumbrance, except: ________________________________________________

________________________________________________________

______________________________________________

________________________________

IN WITNESS WHEREOF, the undersigned owner(s) has(have) set his(their) hand(s) and seal(s) this ____ day of ________________, 20 __.

Signed, Sealed and Delivered in the presence of:

_______________________________(SEAL)

_______________________________(SEAL)

_____________________________

_____________________________

Approved as to form: ________________________________, City Attorney.

PROBATE

STATE OF SOUTH CAROLINA
COUNTY OF

PERSONALLY appeared before me ________________________________ who being first duly sworn, deposes and says that (s)he saw the within named ____________________________, by its duly authorized officers, sign, seal and as its act and deed, deliver the within Dedication and that (s)he, with ________________________________ witnessed the execution thereof.

SWORN to before me this _____ day of ___________________________, 20 __.

______________________________(L.S.)

Notary Public for South Carolina

My Commission Expires: ____________________________
STATEMENT OF DEDICATION AND TRANSFER OF
STREETS AND ROADS TO THE CITY OF GREER
FOR PUBLIC USE BY A PARTNERSHIP

STATE OF SOUTH CAROLINA
COUNTY OF ________

We, the undersigned, do hereby state that we are duly authorized partners of ________, a partnership, and that said partnership is the owner in fee simple of the lands which it has caused to be subdivided into a subdivision named ______________________, as shown on a plat which is on file in the office of the Planning Commission of City of Greer, and which upon approval by said Commission will be recorded in the office of the County Register of Mesne Conveyance.

NOW, THEREFORE, KNOW ALL MEN, that the partnership freely offers and dedicates to those who may purchase said property or any part of it, to the general public and to local authorities who have responsibility for maintenance, the use and control of the streets and roads shown on said plat of property for public use.

The property shown on said plat is not encumbered by a mortgage, judgment, or other lien or encumbrance, except: __________________________________________________________

IN WITNESS WHEREOF, said partnership has caused these presents to be signed by its duly authorized partner(s) and has caused its common seal to be affixed thereto this _____ day of _____________, 20 __.

Signed, Sealed and Delivered in the presence of:

_________________________________ (SEAL)
Name of Partnership

_____________________________
By: _____________________________

_____________________________
And _____________________________

PROBATE

STATE OF SOUTH CAROLINA
COUNTY OF ________

PERSONALLY appeared before me _________________ who being first duly sworn, deposes and says that (s)he saw the within named ______________________, by its duly authorized officers, sign, seal and as its act and deed, deliver the within Dedication and that (s)he, with _________________ witnessed the execution thereof.

SWORN to before me this _____ day of ______________________, 20 __.

_____________________________(L.S.)
Notary Public for South Carolina
My Commission Expires: _______________________

Approved as to form:

______________________________
City Attorney

Revision 11-02
STATEMENT OF DEDICATION AND TRANSFER OF
STREETS AND ROADS TO THE CITY OF GREER
FOR PUBLIC USE BY A CORPORATION

STATE OF SOUTH CAROLINA
COUNTY OF

We, the undersigned, do hereby state that we are duly authorized officers of
_____________________, and that said corporation is the owner in fee simple of the lands which it has caused
to be subdivided into a subdivision named _____________________, as shown on a plat which is
on file in the office of the Planning Commission of City of Greer, and which upon approval by said
Commission will be recorded in the office of the County Register of Mesne Conveyance.

NOW, THEREFORE, KNOW ALL MEN, that the corporation freely offers and dedicates to those
who may purchase said property or any part of it, to the general public and to local authorities who have
responsibility for maintenance, the use and control of the streets and roads shown on said plat of property
for public use.

The property shown on said plat is not encumbered by a mortgage, judgment, or other lien or
cumbrance, except: _________________________________________________________________

IN WITNESS WHEREOF, said corporation has caused these presents to be signed by its duly
authorized partner(s) and has caused its common seal to be affixed thereto this ______ day of
_____________, 20__.

Signed, Sealed and Delivered in
the presence of:

_________________________________ (SEAL)
Name of Corporation

_________________________________  By: __________________________________

_________________________________  And __________________________________

PROBATE

STATE OF SOUTH CAROLINA
COUNTY OF

PERSONALLY appeared before me _________________________________ who being first
duly sworn, deposes and says that (s)he saw the within named _____________________, by its duly
authorized officers, sign, seal and as its act and deed, deliver the within Dedication and that (s)he, with
_____________________, witnessed the execution thereof.

SWORN to before me this ______ day of _____________________________, 20__.

_________________________________ (L.S.)
Notary Public for South Carolina

My Commission Expires: _____________________________
INDIVIDUAL

STATE OF SOUTH CAROLINA ) DONOR'S AFFIDAVIT
COUNTY OF_______________ )

I,________________________________________  (“DONOR”) certify to City of Greer that I am the owner of all the roads located within ____________________________________ Subdivision, that I have paid all construction costs in connection with the roads located within ____________________________________ Subdivision and that these roads are free of all encumbrances. This affidavit is made pursuant to Section 57-1-110 of the Code of Laws of South Carolina 1976, as amended. I understand that should any portion of this affidavit be false I would be guilty of a misdemeanor and, upon conviction, subject to the appropriate penalties as provided in Section 57-1-110 of the Code of Laws of South Carolina 1976, as amended. It is understood and agreed that this affidavit will be filed in the Office of the City of Greer Planning Commission located at City of Greer Codes Department, 106 South Main Street, Greer, South Carolina.

WITNESSED BY:

_________________________________    ________________________________________

Donor

Date: _____________________, 20___
Greenville, South Carolina
PARTNERSHIP

STATE OF SOUTH CAROLINA) DONOR'S AFFIDAVIT
COUNTY OF_______________ )

("DONOR") by ________________________________ (Partner) certifies to City of Greer that
DONOR is the owner of all the roads located within
_____________________________________________ Subdivision, that DONOR has paid all
construction costs in connection with the roads located
within_____________________________________________ Subdivision and that these roads
are free of all encumbrances. This affidavit is made pursuant to Section 57-1-110 of the Code
of Laws of South Carolina 1976, as amended. I understand that should any portion of this
affidavit be false I would be guilty of a misdemeanor and, upon conviction, subject to the
appropriate penalties as provided in Section 57-1-110 of the Code of Laws of South Carolina
1976, as amended. It is understood and agreed that this affidavit will be filed in the Office of the
City of Greer Codes Department, 106 South Main Street, Greer, South Carolina.

WITNESSED BY:

_________________________________________  ________________________________
Donor

BY: ________________________________
Partner's Name

Date: _____________________, 20___
Greenville, South Carolina
CORPORATE

STATE OF SOUTH CAROLINA)   DONOR'S AFFIDAVIT
COUNTY OF_____________)

("DONOR") by __________________________________ (Officer's Name) its ______________________ (Title) certifies to City of Greer that DONOR is the owner of all the roads located within __________________________ Subdivision, that DONOR has paid all construction costs in connection with the roads located within __________________________ Subdivision and that these roads are free of all encumbrances. This affidavit is made pursuant to Section 57-1-110 of the Code of Laws of South Carolina 1976, as amended. I understand that should any portion of this affidavit be false I would be guilty of a misdemeanor and, upon conviction, subject to the appropriate penalties as provided in Section 57-1-110 of the Code of Laws of South Carolina 1976, as amended. It is understood and agreed that this affidavit will be filed in the Office of the City of Greer Planning Commission located at City of Greer Codes Department, 106 South Main Street, Greer, South Carolina.

WITNESSED BY:

________________________________  ______________________________________

Donor

BY: __________________________________________________________

Officer's Name

ITS: __________________________________________________________

Officer's Title

Date: _______________________, 20___
Greenville, South Carolina
INDIVIDUAL

STATE OF SOUTH CAROLINA)      CONTRACTOR'S AFFIDAVIT
COUNTY OF ___________)

I, ___________________________________________________________

(CONTRACTOR)

Certify to the City of Greer constructed all the roads located within ___________________________________________ Subdivision. Furthermore, CONTRACTOR certifies that all costs in connection with the construction of these roads have been paid. This affidavit is made pursuant to Section 57-1-110 of the Code of Laws of South Carolina 1976, as amended. I understand that should any portion of this affidavit be false I would be guilty of a misdemeanor and, upon conviction, subject to the appropriate penalties as provided in Section 57-1-110 of the Code of Laws of South Carolina 1976, as amended. It is understood and agreed that this affidavit will be filed in the Office of the City of Greer Planning Commission located at City of Greer Codes Department, 106 South Main Street, Greer, South Carolina.

WITNESSED BY:

_________________________________    ________________________________________

Contractor

Date: _____________________, 20___
Greenville, South Carolina
PARTNERSHIP

STATE OF SOUTH CAROLINA )  CONTRACTOR'S AFFIDAVIT
COUNTY OF_________________)  

___________________________________________________________ ("CONTRACTOR")

by

_______________________________________ (Partner) certifies to City of Greer that

CONTRACTOR constructed all the roads located within

___________________________________________________________ Subdivision. Furthermore,

CONTRACTOR certifies that all costs in connection with the construction of these roads have

been paid. This affidavit is made pursuant to Section 57-1-110 of the Code of Laws of South

Carolina 1976, as amended. I understand that should any portion of this affidavit be false I would

be guilty of a misdemeanor and, upon conviction, subject to the appropriate penalties as provided

in Section 57-1-110 of the Code of Laws of South Carolina 1976, as amended. It is understood

and agreed that this affidavit will be filed in the Office of the City of Greer Planning Commission

located at City of Greer Codes Department, 106 South Main Street, Greer, South Carolina.

WITNESSED BY:

___________________________________________________________

Contractor

BY: _____________________________________

Partner's Name

Date: _____________________, 20___
Greenville, South Carolina
STATE OF SOUTH CAROLINA)    CONTRACTOR’S AFFIDAVIT
COUNTY OF_______________)   

____________________________________________________________ (“CONTRACTOR”) 

by ______________________________________ (Officer’s Name) its _____________________
(Title) certifies to City of Greer that CONTRACTOR constructed all the roads located within
____________________________________________ Subdivision. Further, CONTRACTOR
certifies that all costs in connection with the construction of these roads have been paid. This
affidavit is made pursuant to Section 57-1-110 of the Code of Laws of South Carolina 1976, as
amended. I understand that should any portion of this affidavit be false I would be guilty of a
misdemeanor and, upon conviction, subject to the appropriate penalties as provided in Section 57-
1-110 of the Code of Laws of South Carolina 1976, as amended. It is understood and agreed that
this affidavit will be filed in the Office of the City of Greer Planning Commission located at City
of Greer Codes Department, 106 South Main Street, Greer, South Carolina.

WITNESSED BY:
_________________________________    ______________________________________
Contractor

BY: ____________________________________
Officer’s Name

ITS: ____________________________________
Officer’s Title

Date: ______________________, 20___
Greenville, South Carolina
EXHIBIT L

Acceptable Plant Material List

This list is not intended to be all inclusive, but does, include common trees and shrubs suitable for use in the Greenville area. Due to individual site, soil, moisture, and microclimate conditions, professional expertise should be sought to determine the appropriate plant materials for any particular development project.

A. **Trees** (mature height: twenty-five to thirty-five feet):

   In all islands a minimum setback of 10 feet, from face of curb to center of tree, is required.

   - Mountain Silverbell
   - Sourwood
   - Eastern Redbud
   - American Holly
   - Weeping Cherry
   - Kwansan Cherry
   - Ironwood
   - Golden-Rain Tree
   - Mountain Ash
   - Thornless Honeylocust
   - Yoshino Cherry
   - Saucer Magnolia
   - Redmond Linden
   - Yellowwood

B. **Trees** (mature height: less than twenty-five feet):

   In all islands a minimum setback of 5 feet, from face of curb to center of tree, is required.

   - Japanese Maple
   - Japanese Dogwood
   - Smoketree
   - Crabapple
   - Star Magnolia
   - Cotinus coggyria
   - Wax Myrtle
   - Russian Olive
   - Golden chain tree
   - Flowering Dogwood

C. **Low growing shrubs** (mature height: approximately thirty-six inches):

   In entrance islands a minimum setback of 2 feet, from face of curb to center of shrub, is required.

   In all other islands a minimum setback of 7.5 feet, from face of curb to center of shrub, is required.

   **EVERGREEN**

   - Warty Barberry
   - Dwarf Burford Holly
   - Japanese Holly (var.)
   - Dwarf Horned Holly
   - Dwarf Nandina
   - Euonymous (var.)
   - Leatherleaf Viburnum
   - Juniper (var.)
   - Oregon holly grape
   - Azalea (var.)
   - Hypericum
   - Nandina
   - Mugo Pine
DECIDUOUS

Forsythia  Potentilla  Dwarf Burning Bush
Ornamental Grass Varieties  Thunberg Spirea  Red Chokeberry
Viburnum (var.)  Fothergilla  Oakleaf Hydrangea
Japanese Flowering Quince

D. **Ground Covers:** No minimum setback is required.

Lily-Turf  Aaronsbeard  Purpleleaf Wintercreeper
Creeping Lilyturf  Rockyspray Cotoneaster Hybrid Daylily  Willowleaf
Cotoneaster Periwinkle  Pachysandra
English Ivy  St. John's-Wort
REFERENCE
ITEM A

SPECIFICATIONS
STREET NAME SIGNS NEW SUBDIVISIONS

SIGN BLANK
Aluminum, 0.080” thick, 6” high, 4” (min.) longer than lettering. Blank is to be one piece uniform rectangle with no burrs and rounded corners. The face of the blank must be flat, free of ripples or bends.

BACKGROUND
Forest green scotchlite “engineer grade" reflective sheeting (or equivalent) installed on the blank as per manufacturers instructions.

BORDER
Not required.

LETTERS
4” Scotchlite series C, #2290 white precut or equivalent installed on background as per manufacturers instructions. Letters must be evenly spaced and message must be centered. Designations such as Dr. and St. may be 2” precut letters. Abbreviations of street names are not permissible.

HARDWARE
Standard sign hardware manufactured for exact fit to post and signs without adapters or etc. Hardware must be rust proof.

POSTS
Two lb/ft U-channel galvanized. Post is to be sufficient length to satisfy the following:

a. **Height** - Minimum vertical distance from the adjacent pavement edge to the bottom of the lowest sign - 9'0".
b. **Foundation** - Minimum driven penetration in hard earth of 3'-0" or 2'-0" in poured concrete of 6" minimum diameter.

SIGN LOCATION
Location is to provide maximum visibility and maximum potential for joint from face of curb or edge of pavement to post - 3'.

PLATS
Sign locations are to be shown on the preliminary plat of the subdivision.

VARIANCES
Should a developer wish to install other than standards signs, a variance will be required. If a sign variance is approved, the final plat must contain a notation of that fact. The notation must also state who is responsible for maintenance and/or replacement of the signs. City of Greer will maintain only standard signs after they have been properly installed by others at no cost to the city. The locations of all street name signs must be shown on the preliminary plat and are subject to approval by the city.

INSPECTIONS
Street name signs will be inspected during the final road inspection by the Engineering Department. No streets will be given final approval without street name signs (subject to the provisions of the Subdivision Regulations).

Revision 11-02
GUIDELINES FOR NAMING NEW STREETS IN CITY OF GREER *

1. **Duplications Within The City Are Prohibited**
   e.g. - Oak Street, Oak Street

2. **Phonetically Similar Names Are Prohibited**
   e.g. - Gayle Road, Gail Road, Gale Road

3. **Same Name With Different Prefixes Are Acceptable**
   e.g. - Long Mountain Road and Short Mountain Road, Riverview Road, and North Riverview Road

4. **Prefixes Which Indicate Direction (i.e. North) Should Reflect The Correct Orientation Of The Road**
   e.g. - North Bridge Road would not be permitted if the road runs east and west

5. **Same Name With Different Suffixes Are Prohibited**
   e.g. - Oak Drive, Oak Circle, Oak Lane

6. **Making One Word Of Two Is Prohibited**
   e.g. - Duckpond Road, Duck Pond Road

7. **Making Two Words Of One Is Prohibited**
   e.g. - River View Road, Riverview Road

8. **Names That Are Similar But Not The Same Are Allowed**
   e.g. - Hunters Forest Road, Hunters Woods Road

9. **Names That Utilize Numbers Cannot Be Duplicated By Spelling Out The Number**
   e.g. - 5th Street, Fifth Street

10. **Names That Include Words Indicating The Type Road Must Be Used Correctly**
    e.g. - Dead end roads are considered a lane, place, way, or court.

    Through roads are considered streets, roads, or drives.

11. **A Street Utilizing A Number In Its Name Must Have The Number Spelled Out**
    e.g. - Sixth Street not 6th Street

* Street names shall be limited to 15 spaces in order to be placed on a sign of not more than 36 inches in length. (Not including the suffix - Avenue, Street, etc.)
ITEM C

ACRONYMS

CPW - Commission of Public Works

SCDHEC - South Carolina DHEC

SCDOT - South Carolina Department of Transportation

WCRSA - Western Carolina Regional Sewer Authority

AASHTO - American Association of State Highway and Transportation Officers
OPEN CHANNEL DRAINAGE DETAILS

CROSS-SECTION

PLACE RIPRAPH TO STABILIZE IF MORE THAN 25° DEFLECTION

CHANGE OF DIRECTION

OPEN CHANNEL DRAINAGE DETAILS

N.T.S.

73
ITEM E

STANDARD CATCH BASIN DETAIL

Note: (1) Precast structures acceptable upon review. Any structure which may be subjected to wheel traffic must be designed to withstand HB-20 loading.

(2) Catch basins deeper than 4-1/2 feet must be constructed with steps. The depth of the catch basin shall be measured from the point of access for maintenance.

STANDARD CATCH BASIN DETAIL
N.T.S.

ITEM F

TYPICAL CATCH BASIN DETAILS

Revision 11-02
NOTE: CROSSHATCHING INDICATES SLOPED GRADE

NOTE: GREATER RADIUS MAY BE REQUIRED FOR CATCH BASIN THROAT APRONS TO INSURE TRAP EFFICIENCY THAT WILL ACCOMODATE STREET SLOPE AND/OR FLOW VOLUMES.

TYPICAL CATCH BASIN DETAILS

N.T.S.

ITEM G-1

Revision 11-02

R-6
TYPICAL STREET CROSS SECTIONS

URBAN STANDARD
NOT TO SCALE

RURAL STANDARD
NOT TO SCALE

Revision 11-02

R-7
TYPICAL STREET CROSS SECTIONS

RURAL TRANSITIONAL
NOT TO SCALE

RURAL MOUNTAINOUS
NOT TO SCALE
TYPICAL STREET CROSS SECTIONS

INDUSTRIAL / COMMERCIAL
NOT TO SCALE

WITHOUT CURBING
NOT TO SCALE

ITEM H

Revision 11-02
CONSTRUCTION CERTIFICATIONS

CITY OF GREER:

SUBDIVISION NAME: _________________________________ NUMBER: ______________

ENGINEER’S NAME: ________________________________ LICENSE NO: ____________

I hereby certify that I have inspected the following stage(s) of construction and, to the best of my knowledge; all work is in accordance with design and the City of Greer Subdivision Regulations.

**Initial Appropriate Items:**

_______ At completion of clearing and grubbing operations.

_______ At completion of rough grading.

_______ At completion of subgrade. All required test results will be reviewed at this time.

_______ Before all prime and sealer applications.

_______ After all prime and sealer applications.

_______ During pavement application.

_______ Final acceptance inspection.

________________________, P. E.

________________________

Date

Revision 11-02
CITY OF GREER LAND DEVELOPMENT REGULATIONS

SECTION 3

PLANNED DEVELOPMENT DISTRICT FINAL DEVELOPMENT PLAN

3.1 Intent

The review of final development plans for the Planned Development District is intended to guarantee the type and quality of development described in the Statement of Intent and the location and quantity of development shown on the Preliminary Development Plan. This development should be aesthetically pleasing and harmonize with the surrounding development(s).

3.2 Application Procedure

All applications for development in the Planned Development District shall be made to the office of the City of Greer Planning Commission. The application shall be accompanied by the application fee of $50.00. No building permit or certificate of occupancy shall be issued in a PD district until the Planning Commission, acting upon the recommendation of the Planning Commission staff, has approved a Final Development Plan (FDP) meeting the requirements of this Section. All requests for approval of a Final Development Plan require that the city provide the applicant or his designated representative with signs to post on the property. The signs shall be posted at least 15 days prior to the date of the Planning Commission meeting. One reproducible copy of the FDP setting forth specific design characteristics of the Planned Development in accordance with the approved Preliminary Development Plan shall be submitted at the Planning Commission office. The plans shall be on reproducible vellum (24" x 36" minimum size) and shall provide the following information:

A. A boundary survey drawn to a scale no greater than 50' to 1" with vicinity map, title block, scale, north arrow, the location of any utility easements and the names of boundary streets. The yard dimensions from the development boundaries and adjacent streets shall also be shown.

B. A Site Plan prepared by a registered engineer/surveyor with the location and proposed use(s) of all buildings or structures within the Planned Development. A chart outlining the gross square footage and/or the number of residential dwelling units, by type and number of bedroom units in each should be provided on the site plan or as a separate document. This chart also should include the total floor area for all nonresidential uses by type, the number of acres devoted to each land use, and the total number of parking spaces provided. The following shall be provided along with the Site Plan if applicable:

1. The location of open space areas, specifying the proposed treatment or improvements of all such areas and delineating those areas proposed for specific types of developed recreational facilities (i.e., pools, tennis courts, etc.).

2. The site's traffic circulation plan, including the location of curb cuts and points of
ingress/egress, and also including the location and width of all streets, drives, medians, service areas, dumpster pads, entrances to parking areas, etc.

3. The site's Lighting Plan, including the location, height, and type of all exterior fixtures.

4. The site's Landscape Plan, including the location, size and type of all proposed materials to be planted and the general locations and types of vegetation to remain following site development.

5. The site's Signage Plan, which includes all exterior signage of the development.

C. Sketches and/or elevations of typical buildings/structures and their design standards.

D. A letter from the City Engineer and the Soil and Water Conservation District stating that Stormwater Management and Sedimentation and Erosion Control Plans have been submitted and approved.

E. Other such information as may be deemed reasonably appropriate for Planning Commission review.

3.3 Signs

The Planning Commission, acting upon staff recommendation, may approve or disapprove the Signage Plan for the PD district. In reviewing the Signage Plan, the Planning Commission may require modifications that will assure compliance with the Preliminary Development Plan and Statement of Intent approved by City Council.

3.4 Minimum Off-Street Parking and Loading

The Planning Commission shall not approve a Final Development Plan until the planning staff has reviewed and made its recommendation of a parking scheme for the development.

3.5 Planning Commission Action

The Planning Commission, acting upon the recommendation of the planning staff, may approve or disapprove the Final Development Plan submitted by the applicant. In reviewing the Final Development Plan, the Planning Commission may require any such design modifications as necessary to assure compliance with the approved Preliminary Development Plan. In the event that the Planning Commission finds that the Final Development Plan is not in accordance with the approved Preliminary Development Plan, it shall disapprove the final plan.
4.1 Intent

This section is intended to serve as guidelines for the City of Greer Planning Commission in their review of subdivisions requesting to be considered under the Cluster Development Regulations. The Planning Commission shall determine if the Preliminary Plat(s) is consistent with the purpose and intent of the Cluster Development and Open Space Ordinance and these guidelines:

1. Home sites are clustered to preserve open space for recreational, environmental, or ecological reasons;
2. The development preserves open space, tree cover, scenic vistas, natural drainageways, and outstanding natural topography, whenever possible; and
3. Within an existing subdivision, the proposed clustered lots should have the least impact on other properties within the same subdivision.

4.2 Preliminary Plats

In addition to the requirements in Article 3 of the Subdivision Regulations section of the City of Greer Land Development Regulations, the following information must be provided at the time of submittal for preliminary approval:

1. **Density Table** - Located on the Preliminary Plat, should include the number of gross acres, permitted density per acre, required open space (total and breakdown by type), and total number of dwelling units.

   **Density Table Example**
   
   - **Gross Acres**: 40 acres
   - **Permitted Density**: 3.6 units/acre
   - **Required open space**: 10 acres (25%)
   - **Developable land**: 5 acres
   - **Total units**: 144 units (40 x 3.6 units/acre)

2. **Open space delineation** - All property designated for open space shall be delineated on the preliminary plat. A breakdown of open space in flood plain and on steep slopes should be shown on the preliminary plat in total acres and percentages of gross acres. The Planning Commission shall determine the appropriateness of the dimensions of the...
required open space. The open space on the preliminary plat should have meaningful dimensions, proportions, and placement.

3. Areas with standing timber, areas of 30% or greater slope, and other natural features should be shown on the preliminary plat.

4. Required buffer yards should be shown on the preliminary plat, but by no means affects the required amount of open space.

5. Access to open space – all open space shall have a minimum of one primary access point from an internal subdivision road. Additional secondary access points may be included. Access points to the open space shall have the following restrictions:
   a. The primary access point shall be twenty (20) feet in width.
   b. Additional secondary access point(s) shall be not less than six (6) feet in width.
   c. The primary and any secondary access points to the open space shall show as part of the open space and shall not be part of an individual lot nor shall it be an easement.

4.3 Final Plats

In addition to the requirements in Article 5 of the Subdivision Regulations section of the Greenville County Land Development Regulations, the following information must be provided with and noted on the final plat at the time of submittal:

1. **Density table**, located on the final plat, using the same format as on the preliminary plat;

2. Notations indicating the delineated open space;

3. **Conservation easements** - Upon the recording of a subdivision, a conservation easement shall be placed on all lands and private waters used to satisfy the open space requirements of a cluster development. The conservation easement shall run with the land, provide for protection in perpetuity, and be granted to the City, a City-approved non-profit land trust, the Home Owners Association or other qualified organization approved by the City. The conservation easement shall be solely for the purpose of ensuring the land remains undeveloped and shall not, in any way, imply the right of public access or any other right or duty not expressly set forth by the terms of the easement. The conservation easement should include a complete metes and bounds of the property being designated as open space;

4. **Subdivision covenants** - The covenants for the subdivision shall include provisions for the protection of trees and other natural amenities within the property designated for open space. The removal of trees and natural vegetation is permitted in the development phases for the purpose of utility easements, passive recreational uses and drainageways with the proper notations on the final plat. Neither the developer, property owners, or other subsequent contractors or builders shall be granted permission to remove or destroy any trees or natural vegetation from the open space area for passive recreational or any other purposes without the express written permission of the community board, or
homeowners’ association, or property owners, or trustees having jurisdiction over the implementation and enforcement of the subdivision covenants. Normal maintenance and the removal of dead or fallen trees are permitted and recommended.

5. Access to open space shall be shown on the Final Plat in conjunction with the requirements of Section 4.2-5.

4.4 Buffers and Screening

Within the required 25' buffer yard any existing trees should be preserved and protected by appropriate easements on the plat and in the property deeds. The buffer yard by no means affects the required amount of open space. If the buffer does not have standing timber, adjacent developments shall be screened according to the following specifications:

For every 100 linear feet of the buffer yard, as a minimum, there shall be planted:

- 3 - minimum 2" caliper canopy trees; and
- 4 - minimum 6’ evergreen trees; and
- 9 - minimum 2’ deciduous and evergreen shrubs

The applicant may propose, for Planning Commission approval, a comparable list of plant materials for creating a natural visual buffer.

4.5 Existing subdivisions

Cluster development is permitted in previously platted subdivisions if:

1. A phase of an existing subdivision has received preliminary approval, but site preparation work, including grading, has not begun; and
2. A phase of a subdivision is not completely developed and 100% of all the property owners in that phase agree to the cluster design on the remaining property.

4.6 Variances

Variances may be granted to road and cul-de-sac designs or any other required element of a subdivision, whenever, in the opinion of the Planning Commission, the strict application of the requirements contained in these regulations would result in substantial or excessive difficulties, hardships, or injustices. The Planning Commission may modify such requirements so that the subdivider is allowed to develop his property in a reasonable manner. The public interests of the city and its citizens are to be protected and the general intent and spirit of these regulations will be preserved. All affected city departments shall accept variances granted by the Planning Commission. Variances approved by the Planning Commission shall be binding for all affected city departments.