

ARTICLE IX – SUBDIVISION STANDARDS

Section 901 General Purpose and Intent

To establish criteria for the subdivision and development of real property within the jurisdiction of the City of Inman. These regulations are intended to:

- A. To provide for the protection of the public health, safety, and welfare;
- B. Provide orderly growth and development of the City of Inman;
- C. Provide a network of streets that equitably accommodates pedestrians, bicyclists, automobiles, and public transportation;
- D. Establish a pattern of development that provides access and mobility for all population groups including children, the elderly, low-income residents, and people with disabilities;
- E. Require the development of a network of interconnecting streets that reduce traffic congestion while connecting and integrating neighborhoods with the existing fabric of the city;
- F. Require the development of a network of a network of sidewalks, bicycle lanes, greenways, and other pedestrian/bicycle facilities that provide an attractive and safe mode of travel for pedestrians and cyclists;
- G. Provide for adequate improvements on all development sites, including streets, utilities and drainage; and
- H. Coordinate proposed development with existing or planned streets and with other public facilities.

Section 902 Applicability

The provisions of this section shall be applicable to all development within the jurisdiction of the City of Inman. In addition, after the effective date of this section, no site plan shall be approved and no plat for the subdivision of land shall be certified for recording until it has been submitted and approved in accordance with the provisions of this chapter.

The Spartanburg County Roadway Construction Standards, as amended from time to time, is herein incorporated by reference. Conformance to the Spartanburg County Roadway Construction Standards is required in addition to the standards of this ordinance. In the event of a conflict between the Spartanburg County Roadway Construction Standards and this ordinance, the permissions of this ordinance shall control.

Section 903 Definition of A Subdivision

A subdivision is the division of a parcel of land into two or more parcels or lots, for the purpose, whether immediate or future, of sale, lease, or building development, which includes any of the following:

- a. The creation of a new road or the alteration of an existing road.
- b. The need for drainage improvements, sedimentation control measures, or flood prevention measures. The Spartanburg County Department of Public Works shall determine whether the proposed subdivision of property involves drainage, sedimentation or flood issues required to be reviewed and approved by the applicable County Ordinances.
- c. The installation or expansion of a water delivery system.
- d. The installation or expansion of a sewer system.

Subdivision **shall include** the following:

- Re-subdivision which would involve further subdivision or relocation of lot lines of any lot or lots within a subdivision previously made and approved or recorded according to law
- Combinations of lots of record.

Subdivision **shall not include** the following:

1. The division of a tract of land or parcel wherein each lot created is equal to the standards of the South Carolina Department of Health and Environmental Control (SCDHEC) regarding the use of individual wells and septic tanks or has access to water and/or sewage systems and does not involve any of the activities referenced in items (a) through (d) above.
2. The recombination or combination of lots where the total number of lots does not increase, provided that, in either case, the proposed development does not involve any of the activities referenced in items (a) through (d) above.

3. The division of land into parcels of five acres or more, provided the proposed development does not involve any of the activities referenced in items (a) through (d) above and each resulting parcel meets the minimum lot width requirements of the zoning district in which it is located.
4. A subdivision shall not be considered to include the public acquisition of strips of land for the widening or opening of streets.

The term *subdivision* applies equally to proprietary ventures and familial divisions of property.

Section 904 Types of Plats

All plats within the City of Inman intended to be recorded in the Spartanburg County Office of the Register of Deeds must first be reviewed by the City of Inman Planning Department to determine if they represent a subdivision of property requiring approval as outlined in this Ordinance.

The process of obtaining approval for a subdivision of property is divided into the following parts:

904.1 Counter Plats

Counter Plats are those plats that are subject to an abbreviated review process and do not require utility verification at the time of review for recordation. These plats will receive one of the following stamps and recordation shall occur within 90 days. After 90 days, such stamp for recordation shall be void, and a new stamp shall be required.

- A. **Reference Plat** – This is not a subdivision. This plat is for reference or historical purposes only and is not to be used to create new lots or roads.
- B. **For Recording Purposes Only** – This is not a division of land, but could be a re-survey of an existing property, etc. that needs to be recorded. Parcel boundaries have not changed.
- C. **Exempt** – The plat is exempt from the subdivision approval process pursuant to the SC Code of Laws Section 6-29-1110 (4). All lots must be 5 or more acres with no new public infrastructure required. Newly created lots must meet the

Minimum lot width requirements of the zoning district in which they are located.

- D. **Approved** – The division of land meets the requirements of Section 822.3 of the Inman Zoning Ordinance. This is used for the division of one parcel into two new parcels.

904.2 Subdivision Plats

Subdivision Plats are those divisions of land that are subject to the definition of a Subdivision found in Section 822.3 *Definition of A Subdivision*.

A. Minor Subdivisions

Minor Subdivisions are plat for lots being developed with no new roads (must be located on an existing State or Municipal Road), but that will be graded and subject to storm water regulations. Planning staff will not hold the plats, but will stamp them for recording if they meet the following requirements:

- Review for Zoning requirements
- Fire hydrant location as specified by the South Carolina Fire Code
- SCDOT for access (if located on a State Road; comments will be sent to the applicant)
- Digital of plat and memo sent to Spartanburg County Public Works for Storm Water and Engineering review. **Stormwater approval is required prior to any construction on the site.**
- Addressing from Spartanburg County GIS/Addressing

B. Major Subdivisions

A Major Subdivision is a subdivision of land that requires new public roads or other public infrastructure, and which must connect to a road maintained by the State or City of Inman.

1. **Preliminary Plat** – A Preliminary Plat shows a plan for a proposed subdivision of land that indicates the proposed layout of the lots, streets, and improvements which the developer desires and is submitted for approval by the City of Inman Planning Staff and Planning Commission.
2. **Final Plat** – A Final Plat, upon approval, is recorded in the Office of the Register of Deeds of Spartanburg County and reflects the as-built subdivision in fully-approved form.

Section 905 Preliminary Plat Review

905.1 Submission of Preliminary Plats

The following procedure shall govern the submission of Preliminary Plats:

- A. Whenever any subdivision of land is proposed to be made, the subdivider or their project engineer shall file a digital of the Preliminary Plat with the staff of the Inman Planning Department. The Preliminary Plat shall be prepared in accordance with the standards set forth by the City of Inman in this Ordinance and other regulations and documents, as well as the applicable regulations of other public and private entities involved in the subdivision.
- B. A filing fee in accordance with the City of Inman Fee Schedule as adopted by City Council shall accompany the submission of the plat.
- C. The Preliminary Plat shall be approved by the staff of the Inman Planning Department when all entities involved with water supply, waste disposal, road needs, and storm drainage needs of the project have indicated concurrence with the proposed subdivision. However, an approval or

disapproval must be communicated within 60 days of the receipt of a Plat unless this time limit is extended by mutual agreement.

- D. Preliminary Plat approval shall be effective for two years from the date of the approval. Subdivisions, or phases thereof, which have not received Final Plat approval by that time, shall be reviewed by the staff of the Inman Planning Department to determine the status of the project. Five one-year extensions of the Preliminary Plat approval may be granted by the Planning Commission upon a recommendation by the Planning Director that the subdivider continues to meet the obligations of the Preliminary Plat approval and provided there have been no amendments to these regulations that prohibit approval. Preliminary Plat approval may be revoked at any time by the Planning Commission upon its determination, after notice and public hearing, that there was a material misrepresentation by the subdivider or substantial noncompliance with the terms and conditions of the original or amended approval.

905.1.1 Required Preliminary Plat Information

- A. Information about the proposed development and the development team to include proposed name of the subdivision, name of the owner and/or subdivider, names of the surveyor and engineer, and total acreage to be subdivided.
- B. Location information such as: scaled vicinity map, graphic scale, and boundaries of the tract to be subdivided with all bearings and distances indicated.
- C. The Preliminary Plat shall also be drawn in accordance with the requirements published by the Inman Planning Department and the Planning Commission.

905.1.2 Existing Conditions

- A. Identification of structures, restrictions, and other that may have an impact on or be impacted by the proposed subdivision, to include adjoining property and owner of record; existing buildings on the property to be subdivided; rights-of-way of streets, roads,

railroads, and utility lines; off-site drainage systems; and existing sewers, water mains, drains, culverts, or other underground facilities.

- B. Topographic contours as required by the Spartanburg County Engineer.

905.1.3 Proposed Conditions

- A. The physical development of the proposed subdivision to include total number of lots; their size and proposed layout; lot width; layout of roads; drainage and utility easements; designation of any lots not intended for the primary use of the subdivision, and contour changes in areas where cut and fill is proposed.
- B. The plan for meeting water supply, waster disposal, and storm drainage needs of the proposed subdivision.
- C. Designation of any land to be used, reserved, or dedicated for public or common use.

905.1.4 Information to Accompany the Preliminary Plat, When Applicable

- A. Approval of plans for the storm drainage system and road system
- B. Approval to install water distribution and sanitary sewer systems

Section 906 Final Plats Review

906.1 Submission of Final Plats

The following procedure shall govern the submission of Final Plats:

- A. After the required improvements have been made in accordance with the approved Preliminary Plat, the subdivider shall submit the Final Plat to the Inman Planning Department. The Final Plat shall be prepared in accordance

with the standards set forth in this Ordinance and other applicable regulations.

- B. A filing fee in accordance with the City of Inman Fee Schedule as adopted by City Council shall accompany the submission of the plat.
- C. The Final Plat shall be approved by the staff of the Inman Planning Department when all public and private agencies with applicable regulations have indicated approval of the Final Plat. However, an approval or disapproval must be communicated within 60 days of the receipt of a Plat unless this time limit is extended by mutual agreement.
- D. Upon the approval of the Final Plat by the staff of the Inman Planning Department, copies of the submitted Plat with required certificates shall be signed by the appropriate individuals indicating Final Plat approval and returned to the subdivider for recording as the official plat of record in the Office of the Register of Deeds of Spartanburg County.
- E. Upon such Final Plat approval, right-of-way for public roads and easements shall be dedicated to the City of Inman and right-of-way for storm drainage systems shall be dedicated to Spartanburg County for public purposes.

The Final Plat shall conform substantially to the approved Preliminary Plat and also meet the minimum standards of design set forth in all applicable regulations and guidelines. In general, at least the following shall be included in addition to the information required on the Preliminary Plat:

906.1.1 Plat Information

- A. Road names approved by Spartanburg County GIS/Addressing, block numbers or designations, and lot numbers.
- B. Sufficient data to determine and reproduce on the ground location bearing and length of every road center line, subdivision boundary line, lot line and block line, whether curved or straight.
- C. The Final Plat shall also be drawn in accordance with the requirements published by the Inman Planning Department and Planning Commission.

906.1.2 Information to Accompany the Final Plat, When Applicable

The Inman Planning Department will maintain a published administrative procedures document that will specify the number of copies of the following plans that will be needed. One goal of such a document will be to minimize the number of paper plans submitted and to obtain digital plans as often as possible.

- A. Final plan of sanitary sewer system detailing an “as-built” condition.
- B. Final plan of water distribution system detailing an “as-built” condition.
- C. Final plan of storm drainage system detailing an “as-built” condition.
- D. Final plan of road system detailing an “as-built” condition.
- E. Final approval for the applicable entities to operate water distribution and sanitary sewer systems.

906.1.3 Certifications

Various certifications (such as dedication of right-of-way for public roads and easements or right-of-way for storm drainage systems) and the appropriate signatures by the owner and/or project engineer, as well as the Planning Director of the City of Inman, may be required on Final Plats or separate legal documents. Information that must be included in these certifications can be obtained from the Inman Planning Department and should be executed on all applicable plats and/or documents prior to their recording.

Section 907 Required Improvements

New developments shall be required to install or construct the improvements specified in the list below. The developer shall be responsible for the installation and construction of required improvements according to the provisions of this ordinance and the Spartanburg County Roadway Construction Standards, except as may otherwise be specifically provided herein or by city policy or agreement.

- A. Stormwater Management
- B. Public water supply distribution per _____
- C. Public sewer

- D. Public streets and other public rights-of-way and improvements to adjacent existing streets
- E. Easements (as required)
- F. Sidewalks
- G. Curb and gutter
- H. Streetlights
- I. Pedestrian crossing
- J. Underground utilities
- K. Landscaping
- L. Solid waste containers

Section 908 Administration

Prior to application submission to Inman Planning Department for review, the developer shall schedule and participate in a meeting with the City of Inman staff to discuss the subdivision plat review procedures, requirements related to street layout and land reservation infrastructure improvements, drainage, water, sewer, fire protection and other pertinent issues.

The developer shall provide a sketch plan for review two weeks prior to the scheduled meeting that illustrates proposed conditions to be drawn in a simple sketch form on a topological survey.

Section 909 Traffic Impact Analysis

A Traffic Impact Analysis is a study conducted to assess the effects of the projected traffic generation from a proposed development on the surrounding transportation network. These studies range in detail and complexity depending upon the type, size, and location of the development. These studies are used to evaluate whether a development is appropriate for a site given its projected impact and the type of transportation improvements required to accommodate the development.

A traffic impact analysis shall be submitted by a developer in support of an application if the Planning Director determines that a proposed development involving new construction or addition will generate 100 or more traffic trips during the peak hour. The Planning Director's determination shall be based upon reasonable expectations of time-of-day usage of similar developments; when developers are projected to have an intensity of usage which varies from day to day, week to week, or month to month, the administrator

shall base the determination of peak hour upon maximum utilization. The analysis shall be prepared by a registered engineer licensed in South Carolina; it shall utilize trip generation data reflected in the current edition of Trip Generation published by the Institute of Transportation Engineers provided however, the administrator may approve the use of alternative data resulting from analysis deemed to be more consistent with the subject development.

Required improvements. Improvements to the existing transportation infrastructure by a developer will be required as a condition of permit issuance if the projected level of service for the build out year of the development descends below level “c” for an intersection within the study area as a result of the proposed development. Improvements may also be required by a developer as a condition of permit issuance for any intersection within the study area already experiencing level “c” or less, the level of service of which is projected to worsen with the traffic impact projected to occur as a result of the development.

Section 910 Connectivity

The City of Inman streetscape environments, from building face to building face are some of the primary public spaces of the City. A well-connected street network improves mobility for the residents and visitors. The arrangement, character, extent, width, grade, and location of all streets shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety and in their appropriate relation to the proposed use of the land to be served by such streets. Development shall be designed to provide attractive street fronts and ample pedestrian, bicycle, and vehicular connections in order to facilitate traffic movement, improve access/egress, provide faster response time for emergency vehicles and improve the connections between neighborhoods.

910.1 Street Network. Streets shall interconnect within a development and with adjoining development according to the following standards:

- A. **Minimum Access:** A minimum of one means of vehicular access via public right-of-way shall be required for development sites and subdivided properties. Such right-of-way shall conform to the minimum standards established in Section 6.19.6
- B. **Block Length:** Blocks shall not be less than 150 feet nor more than 600 feet in length except where topographic conditions and/or unique lot configurations offer no practical alternatives. Such blocks shall be approved by the Planning Director prior to final approval.

C. **Cul-de-sac:** Generally, cul-de-sacs are prohibited. Cul-de-sacs may be permitted only where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection of through traffic. Dead end streets, if permitted, shall not exceed 250 feet in length from the nearest intersection with a street providing through access (not a cul-de-sac). The closed end of a cul-de-sac shall not exceed 100 feet in diameter.

D. **Reserve Strips Prohibited:** Reserve strips and non-access easements adjoining street rights-of-way for the purpose of preventing access to or from adjacent property shall not be permitted.

E. **External Connections:** Streets within a new development shall provide external connections to existing streets and/or adjacent properties including adjacent future phases at the rate of at least one connection/stub street per 600 feet of property boundary. In addition, the following connections/stub streets shall be required:

1. Any connection to an existing stub street on an adjacent property;
2. Any connection/street stub, including water crossings, represented on a city-accepted transportation or land use plan;
3. Street stub to an adjacent developable parcel of 5 acres or greater; and
4. Street stub to an adjacent parcel that abuts or is traversed by an existing or proposed street

F. **Alternate Compliance:**

1. When the Planning Director deems a required external street connection is impractical due to severe topography, existing development or other natural features, the City may require an easement or a non-vehicular connection in lieu of the required street connection(s).
2. A fee-in lieu of construction may be accepted for stub streets that would cross over a water course located at the boundary of the development or a phase of the development.

G. **Future Street Connection Signage:** All stub streets that have the potential to connect to adjacent property or with nearby streets must be

signed with the following language: “The street will be extended when the adjacent property develops.”

910.2 *Intersections.*

- A. Angle:** All streets shall intersect as nearly as possible at right angles and no street shall intersect at less than 60 degrees.
- B. Minimum Separation:** All street intersections shall be at least 150 feet apart measured from centerline to centerline.
- C. Centerline Offsets:** Street jogs with centerline offsets may be permitted only where topographic conditions and/or exterior lot line configurations offer no practical alternatives for through connections. Where a centerline offset occurs at an intersection, the distance between centerlines of the intersecting streets shall not be less than 80 feet.
- D. Curb Radii:** Curb radii at all intersections shall be rounded with a minimum radius of 15 feet. At an angle of intersection of less than 90 degrees, a greater radius may be required. Curb radii shall be designed to reduce pedestrian crossing times along all streets. In general, curb radii should not exceed 25 feet. Street trees and on street parking shall be held 20 feet from all intersections to allow for the turning radius of emergency vehicles.
- E. Sight Distance:** Appropriate size sight lines shall be maintained at all intersections to maintain clear sightlines for pedestrians and motorists. Within the sight distance triangle, no fence, wall, sign (except regulatory and street name signs), embankment, landscaping, or structure shall be placed, erected or maintained which will obstruct visibility. The sight triangle may be modified by the Planning Director during the review process.

910.3 *Pedestrian and Bicycle Connections.*

- A. Pedestrian Routes:** In addition to sidewalks, paths through squares and parks and mid-block pedestrian alleys (for blocks in excess of 300 linear feet shall provide pedestrian routes throughout proposed developments.
- B. Trails, Park, and Open Space Access:** When a development abuts trails, parks, and/or public open space areas, public access to such features must be provided at a minimum of every 600 feet when feasible, as determined by the Planning Director. Such access shall be provided

through greenway connectors a minimum of six feet wide or multi-use path.

- C. Bicycle Facilities:** All development shall provide facilities for bicycles which include, but are not limited to, sharrows, dedicated bicycle lanes, multi-use paths, and bicycle racks.

Section 911 Street Design and Classification

911.1 General Design Standards: All streets in the City of Inman shall be designed as Complete Streets; they shall be sized and detailed to serve equitably the needs of bicyclists, pedestrians, and motorists. Streets shall be designed and constructed at a pedestrian scale by minimizing design speeds, street width, and the number of vehicular travel lanes, as well as incorporating bicycle and pedestrian facilities as a primary mode type.

- A. Minimum Standards:** All streets shall be constructed in accordance with the design and construction standards in this ordinance and the Spartanburg County Roadway Construction Standards.
- B. Public Access:** All streets shall be maintained for public access whether by easement or by public dedication.
- C. Topography:** Streets, sidewalks, trails and other pedestrian/bicycle facilities shall be designed to fit the contours of the land to minimize grading and the use of retaining walls and shall minimize the removal of significant trees.
- D. On-Street Parking:** On-street parking shall be provided in accordance with the applicable street types as specified in City Street Classifications.
- E. Centerline Radius:** A 90-foot minimum radius and minimum 50-foot tangent shall be provided between reverse curves on all streets.
- F. Street Materials:** Street materials shall conform to the provisions of the Spartanburg County Roadway Construction Standards. Exceptions may be made by the Planning Director for pedestrian crosswalks in order to provide for a safer crossing environment.
- G. Curb Extensions:** Curb extensions (bulb outs) may be required by the Planning Director where the crossing distance (pavement width of a street) is greater than 20 feet.
- H. Street Signs and Traffic Control Signs:** All street and traffic control signs shall be posted in accordance with the FHWA – Manual on Uniform Traffic Control Devices (MUTCD) and installed by the developer prior to the

issuance of any certificates of occupancy for any building on that street. Additional wayfinding, pedestrian crossing, bicycle route, “Share the Road,” and/or similar street signs may be required by the Planning Director as necessary. The text size and location of the street signs shall provide for sufficient visibility in accordance with the MUTCD and the Spartanburg County Roadway Construction Standards.

I. Posted Speed Limits: All streets, except state roads, shall be posted with a 25 mile per hour speed limit unless otherwise posted by the City or SCDOT.

J. Utility Location: Utilities shall be located in accordance with the Spartanburg County Roadway Construction Standards. To the extent practical, utilities shall also be located as follows:

1. “Wet Utilities” (i.e. water, wastewater, and stormwater) shall be located under the vehicular travel lanes, near the centerlines.
2. Natural gas lines shall be located outside the wet utilities and may be located under the sidewalk as necessary.
3. Electric and cable conduit shall be located outside natural gas lines. In alley loaded development, such utilities shall be located in the alley. If no alley is provided, then such utilities shall be located behind the sidewalk (if possible). Such utilities shall be located within the right-of-way or a 5-foot public utility easement.
4. All utilities must be buried on site to the closest existing utility connection in the right-of-way. No new utility poles may be installed.

K. Curb and Gutter

1. Drainage shall be provided using standard (two foot) closed curb and gutter systems along all streets with the exception of rural roads and alleys. Valley curb and gutter are prohibited. Alleys shall use ribbon curb.
2. Standard curbing is always required along any side of a street with marked on-street parking.

L. Drainage Grates

1. All drainage grates must be safe for bicyclists. Bicycle-safe drainage grates are Types E, F, and G as approved by SCDOT. Nonconforming drainage grates must be replaced by the developer.

911.2 City Street Classifications. The street sections established in this section are intended to provide typical street sections for the purposes of identifying required improvements by property owners in development applications. All streets, public or private, shall comply with one of the street sections established in this section.

Minor modifications to the standards and street classifications in this section may be permitted with the approval of the Planning Director. Such modifications include variations to the pavement and planting strip width, street, grade, sight distances, and centerline radii in accordance with principles of this ordinance.

- A. Rural Road:** Rural Roads are intended to maintain the character of the City of Inman rural areas. Curb and gutter is not required. Drainage swales shall be on one or both sides of the road, with either a cross slope or center crown, respectively.

Right-of-Way Width	30 - 50 feet
Pavement Width	18 - 20, up to 32 feet with marked bike lanes
Traffic Lanes	2 lanes at 9 - 10 feet width each
Sidewalk	1 side - 5 foot minimum
Planter Type	6-foot minimum open swale
Bicycle Facilities	6-foot bicycle lanes or separated Multi-Use Path
Curb Type	None - open swale

- B. Neighborhood Street:** Neighborhood Streets are pedestrian-oriented and residential in character, functioning primarily to provide connections withing neighborhoods.

Right-of-Way Width	46 - 54 feet
Pavement Width	24 - 30 feet (back of curb to back of curb)
Traffic Lanes	2 lanes unmarked within the travel way
Sidewalk	Both sides - 5 foot minimum
Planter Type	6-foot planting strip
Bicycle Facilities	informal - sharrows recommended
Curb Type	Vertical curb and gutter

C. Urban Street: Urban Streets are designed to accommodate the highest of residential and commercial uses and the greatest concentration of pedestrian activity. They are urban in character and carry diverse traffic volumes at low-to-moderate speeds.

Right-of-Way Width	60 - 70 feet
Pavement Width	44 - 50 feet (back of curb to back of curb)
Traffic Lanes	2 lanes at 12 feet
Sidewalk	Both sides - parallel
Planter Type	Tree wells within sidewalk
Bicycle Facilities	6-foot minimum marked bike lane
Curb Type	Vertical curb and gutter

D. Urban Boulevard: Urban Boulevards are urban in character and provide low speed pedestrian-friendly access to neighborhoods and mixed-use areas. They serve as a primary neighborhood connector, often terminating at prominent buildings or plazas. On-street parking is provided on both sides of the street.

Right-of-Way Width	60 - 100 feet
Pavement Width	34 - 64 feet including optional median (back of curb to back of curb)
Traffic Lanes	2 lanes at 12 feet
Median Width	8 - 14 feet (optional - can also be turn lane where needed)
Sidewalk	Both sides - parallel
Planter Type	6-foot minimum planting strip
Bicycle Facilities	6-foot minimum bicycle lanes
Curb Type	Vertical curb and gutter

E. Alley: Alleys are low speed rights-of-way providing rear access to garages, residences or back of house commercial activities. Buildings must be setback 15 feet from centerline.

Right-of-Way Width	20 feet minimum
Pavement Width	12 foot minimum - one way 18 foot minimum - two way

911.3 Sidewalks and Trails

A. Sidewalk Standards

1. **Required Construction:** Except as provided for in this ordinance, all development requiring building approval shall provide sidewalk facilities along the property frontage in accordance with this ordinance. This does not apply to the following:
 - a. Existing residential or non-residential development construction affecting less than 50% of the building.
 - b. Permits for: Accessory structures, detached garages, demolition work; residential or non-residential interior work; pools; or retaining walls.
2. **Required Location:** Sidewalks shall be constructed as follows:
 - a. Along both sides of all streets except Alleys, Parkways, and Rural Roads as specified in the City Street Classifications.
 - b. In all locations specified by any applicable plan adopted by the City of Inman.
 - c. **Minimum Width:** The minimum width for sidewalks shall be as specified by the applicable street type, except that sidewalks in front of storefront building types shall be a minimum of 12 feet.
 - d. Where café seating is provided, a minimum of 6 feet of horizontal clearance for pedestrians is required.
3. **Planting Strip:** Sidewalks shall adjoin a planting strip with a minimum width of eight feet unless otherwise specified in the City Street Classifications. The width of the planting strip and location of the sidewalk, in relation to the street, may be adjusted as necessary to allow for the preservation of mature trees.
4. **Street Trees:** Sidewalks shall be designed with street trees planted in accordance with the requirements of Street Tree Plantings and the applicable street type.
5. **Interior Sidewalks:** Multi-family and Planned Developments shall provide sidewalks for interior movement of pedestrians and connect to the public sidewalk system.
6. **Sidewalk Materials:** All new sidewalks shall be concrete, pavers, or similar material according to the overall design and character of the development.

- 7. Pedestrian Crosswalks:** A place designated for a pedestrian to cross a road shall be at least 10 feet in width and allow pedestrians to be easily seen by vehicles.

B. Trails and Greenway Standards: This ordinance requires the development of a network of trails that connect active and passive parks, schools, cultural sites, neighborhoods, and other destinations. All development shall include trails and/or connections to trails in accordance with the design and construction standards of this ordinance.

- 1. Adopted Plans:** Greenways and connectors shall be constructed in accordance with _____ and/or any other adopted plan. All new developments on, or adjacent to, an identified greenway corridor must provide and construct greenway access within a designated public easement. Where adjacent properties prohibit construction of off-street connector trails, on-street connector facilities shall be required to connect to the nearest connector facility.
- 2. Minimum Width:** All greenways shall be a minimum of 10 feet wide within a dedicated right-of-way or public easement of at least 20 feet. Greenway connectors shall be a minimum of 6 feet wide.
- 3. Paving Standards:** All greenway and greenway connectors shall be paved with 2 inches of machine laid asphalt with a 4-inch aggregate base over compacted soil.
- 4. Greenway Stubs:** Greenway stubs must extend to the neighboring property line in locations that are easily accessible for future connectivity through adjacent parcels.
- 5. Topography:** Greenways and connectors should be designed to fit the contours of the land and must minimize removal of significant trees.
- 6. Accessibility:** All greenways shall be designed to accommodate a variety of users including walkers, joggers, cyclists and rollerbladers.
- 7. Public Access:** All greenways, greenway connector and neighborhood trails shall be maintained for public access whether by easement or by public dedication.
- 8. Drainage and Erosion Control:** Greenways must have a minimum cross slope of 2 percent to adequately provide for drainage. Slope should be in one direction instead of crowning. On curves, the cross



slope should be towards the inside of the curve. In addition, to ensure proper stormwater runoff and trail longevity, catch basins with drains and underground culverts may be required. Natural ground cover should be preserved on each side of the path for erosion control.

- 9. Clearance:** The vertical clearance from obstructions (e.g. tree limbs, street overpasses, etc.) shall be a minimum of eight feet. A minimum clearance of 10 feet shall be required where the passage of maintenance vehicles is expected.
- 10. Grades:** Long downhill grades should be avoided. A five percent grade is the maximum grade permitted. Sustained grades should be limited to two percent.

C. Bicycle Facilities:

- 1.** Bicycle facilities shall be provided for the applicable street types as specified in the City Street Classifications and in accordance with any other plan adopted by the City. Where a proposed development does not include new streets or the widening of existing streets, the developer shall reserve right-of-way sufficient to accommodate the appropriate bikeway facility in the future.
- 2. Design Guidelines:** All bike lanes and bike paths shall be designed according to the South Carolina Department of Transportation including the SCDOT Highway Design Manual, SCDOT Traffic Calming Design Guidelines, the SCDOT Traffic Signal Design Guidelines and the SCDOT Access and Roadside Management Standards.
- 3. Painted Bike Lanes:** In mixed-use/commercial areas with high vehicular traffic, required bike lanes should be painted green to enhance their visibility and delineate them from on-street parking lanes and vehicular travel lanes.

Section 912 Lighting

- 912.1 Street Lighting.** Streetlights shall be required in all proposed development that includes the construction of a new street to be dedicated to the city and along existing streets abutting proposed development. All fees, installation charges by utilities, materials, labor, poles, fixtures, and other items associated with the

purchase and installation of said streetlights shall be the responsibility of the developer.

- A. All street lighting fixtures shall conform to standards for Full Cutoff Luminaries published by the Illuminating Engineering Society (IES) of North America. Streetlights located in residential neighborhood shall be appropriately shielded to limit the trespass of light into residences.
- B. No street lighting shall be installed on any public street or in any public right-of-way prior to the review and approval of a street lighting plan that, among other items, identifies the location and spacing of installation, areas of effective luminating, and needed shielding, design of pole and fixture, and type of fixture.
- C. Unless otherwise approved by the Planning Director due to traffic levels or specific site conditions, pedestrian-scale lights, with a pole height of fourteen (14) feet shall be installed on all non-arterial streets.
- D. All streetlights intended to be proposed for acceptance of ownership and maintenance by the City shall be subject to the following:
 1. The developer shall be responsible for coordinating the selection of the proposed lighting with, and obtaining all required approvals of, appropriate utilities prior to submission to the City for approval.
 2. The design and placement of all streetlights shall be intended to provide illumination that enhances the safe use of streets and public areas by all lawful users. In the event site conditions limit the effectiveness of any aspect of typical design or location, the safety of pedestrians shall be prioritized in evaluating options.
 3. All streetlights shall be designed to operate only from dusk to dawn and shall conform to current high efficiency energy conservation standards. The Director of Public Works may specify approved switches, bulbs, and other items typically subject to maintenance or replacement.
 4. Streetlights shall, to the extent possible, be utilized to improve security and safety during the construction phase of developments; to that end, light fixtures shall be installed and made operable as soon after approval of the lighting plan as is practicable.

5. The City shall not be held responsible for any damage to streetlights that may occur prior to acceptance of ownership and maintenance.
 6. All streetlights proposed for acceptance of ownership and maintenance shall be inspected and approved by appropriate City staff prior to consideration of acceptance by City Council.
- E. Streetlighting shall be installed in accordance with the following locational standards.
1. Minimum average streetlight spacing:
 - a. Single-family residential neighborhoods comprised of detached and/or duplex homes with minimum lot width greater than one hundred (100) feet = five hundred (500) feet light spacing.
 - b. Single-family residential neighborhoods comprised of detached and/or duplex homes with minimum lot width less than one hundred (100) feet = three hundred (300) feet light spacing.
 - c. Multifamily uses: one hundred fifty (150) feet.
 - d. All other uses: three hundred (300) feet.
 2. Preference in placement shall be given to street intersections and street curves.
 3. Alleys are excluded from the spacing and placing requirements but are encouraged to be illuminated using private security lights, wall packs or similar low-level decorative lighting.

913 Tree Preservation and Street Tree Planting

913.1 *Purpose and Intent*

The purpose and intent of subsection 822.9.1, Tree Preservation and Street Tree Planting, is to protect existing tree cover during development; facilitate the incremental growth of the city's tree canopy; enhance and preserve the environmental and aesthetic qualities of the city; encourage site design techniques that preserve the natural environment and enhance the developed environment; control erosion, slippage, and sediment runoff into streams and waterways; improve water quality; and reduce homeowner energy costs.

913.2 Tree Preservation

A. Required Preservation Areas:

1. Trees in designated undisturbed open space (such as preservation areas, riparian buffers, etc.) in an approved plan, except for permitted pathways.
2. Mature trees within the designated open space/green space areas and park space and within the Right-of-Way or shading the street. (If preservation of mature trees is in conflict with setback requirements, the Planning Director may grant exceptions on a case-by-case basis). Mature tree means all healthy self-supporting trees having a diameter at breast height (DBH) of at least eight (8) inches.
3. Specimen trees defined as follows:
 - Any evergreen tree 18 inches DBH or greater
 - Any deciduous tree 12 inches DBH or greater
 - Any understory tree (deciduous or evergreen) 8 inches DBH or greater.
4. In any development, a minimum of 20% of the mature tree canopy shall be preserved. Mature tree canopy means the horizontal projection onto the ground of the crowns of all healthy self-supporting trees having a DBH of at least eight (8) inches.

B. *Credit Toward Required Plantings:* Trees designated for preservation may be applied toward the requirements of this chapter.

C. Preservation During Construction:

1. Trenching, placing backfill in the critical zone (CRZ), driving or parking equipment in the CRZ, and dumping of trash, oil, paint, or other materials detrimental to plant health in close proximity of the trees to be preserved is prohibited.
2. Protective barricades shall be placed round all trees to be saved prior to the start of development activities or grading. Such barricades

shall be erected at a radial recommended minimum distance of 1.5 feet for every inch of trunk DBH or the dripline, whichever is greater.

3. Protective barricades shall consist of 2 x 4 posts with orange safety fence. Protective barricades shall remain in place until development activities are complete. The area within the protective barricade shall remain free of all building materials, stockpiled soil, or other construction debris.

D. *Priority Areas for Tree Preservation*: Priority areas for tree preservation must include the following, listed in priority order:

1. Riparian buffers, wetlands, or other natural drainage courses;
2. Wildlife habitat and other sensitive natural areas;
3. Areas abutting greenways, trails, parks, or recreation areas; and
4. Screening, buffer yard, and open space requirements.

E. *Tree Inventory*: A tree inventory and protection plan is required for all development. The tree inventory must show all trees listed in subsection 822.9.1(A) *Required Preservation Areas*, excluding undergrowth and trees less than one (1) inch DBH. A tree inventory must clearly identify trees to be removed and preserved.

F. *Tree Removal and Replacement*: Existing trees required for preservation in accordance with subsection 822.9.1(A) *Required Preservation Areas* may be removed from a development only if the applicant demonstrates development on the site cannot be located and designed to allow for a beneficial use after exploration of applicable alternatives. Trees required to meet landscape requirements and street tree requirements may be used to meet tree replacement requirements. Replacement trees must comply with the following:

1. The trees removed are replaced on a one-to-one basis based on the DBH of the removed trees;
2. The replacement trees have a minimum size of three (3) caliper inches;
3. The replacement trees are clustered in the highest priority areas identified in subsection 822.9.2(D) *Priority Areas for Tree Preservation* to the maximum extent practicable as a means of reestablishing existing tree canopy;
4. The replacement trees are planted with sufficient room to accommodate future growth; and
5. The applicant must pay a fee per caliper inch for each tree removed to the City of Inman Rest Tree Fund. Fees are set forth in the City of Inman Fee Schedule.

G. *Tree Fund and Mitigation*: If certain constraints like streams, natural rock formations, topography, lot configuration, utility easements, or other unusual site conditions make it impracticable for the development to comply with the landscaping, tree planting, and preservation requirements of the Zoning Ordinance, the Planning Director may approve a fee-in lieu of mitigation with a payment to the City of Inman Rest Tree Fund. Fee-in lieu of mitigation fees are assessed at a 150% of the tree replacement fee as set forth in the City of Inman Fee Schedule and are capped at \$25,000 per acre. Fees are adjusted upward or downward on a pro rata basis based on the parcel size. The City of Inman Rest Tree Fund is limited to the purposes of:

1. Tree purchase and installation of new trees;
2. Maintenance of existing tree canopy on public property and public rights-of-way;
3. Purchase of real property for the purposes of tree planting; or
4. Administration of the above.



913.3 Street Tree Plantings

A. *Location:* Except along a rural road or alley, trees shall be planted where a new street right-of-way is constructed, or where new construction occurs along an existing street right-of-way. For certain street types, as specified in the City Street Classifications, street trees must be planted in tree wells in the sidewalk.

B. *Minimum Number:*

1. Where at least an eight (8) foot planting strip has been permitted and no overhead power lines are located within 15 feet of the on-center planting location, a minimum of one large street tree shall be planted every 40 feet of average linear feet. Existing trees may be applied toward the requirement.
2. For smaller planter strips or those on-center planting locations within 15 feet of an overhead power line, trees shall consist of one small maturing tree per 25 feet on average.
3. Large street trees may be planted on the back side of sidewalk when planting strip is less than eight feet.

C. *Planting Specifications:* Street trees shall be of good quality, installed in a sound, workmanlike manner and meet the standards set forth in the American Standard for Nursey Stock by the American Association of Nurserymen.

D. *Species:* Street tree species shall be selected from the Suggested Plant Species List on file with the Planning Director in accordance with their intended function as follows:

1. Streets in commercial areas shall have trees which complement the face of the buildings, and which shade the sidewalk.
2. Streets in residential areas shall provide for an appropriate canopy which shades both the street and sidewalk.
3. A diversity of tree species should be utilized in order to prevent the spread of pests and disease.

Section 914 Improvement Guidelines

914.1 *Alternatives to Completion of Infrastructure.* In lieu of meeting the requirements for the completion, installation, and dedication of any, and all, public infrastructure improvements (e.g. water, sewer, street, sidewalks, landscape, etc.) prior to the final plat approval for subdivisions or Certificate of Occupancy for site plans, the City of Inman, or its authorized agent, may enter into a written agreement with the developer whereby the developer shall agree to complete all required improvements. Once this agreement is signed by both parties and the financial security required here is provided, the Final Plat and Certificate of Occupancy may be approved by the Planning Director, if all other requirements of this ordinance are met. To secure this agreement, the developer shall provide either one, or a combination of the following guarantees:

- A. Surety Performance Bond:** The developer shall obtain a performance bond from a surety bonding company, and it shall be payable to the City of Inman (or its authorized agent) and shall be in an amount equal to 1.5 times the entire cost, as estimated by the developer and verified by Spartanburg County of installing all required improvements. The duration of the bond shall be until such time as the improvements are built according to the applicable standards per Spartanburg County procedures. Any expense associated with the cost verification by the City shall be paid entirely by the developer.
- B. Cash or Equivalent Security:** The developer shall deposit cash, an irrevocable letter of credit or other instrument readily convertible to cash at face value, either with the City (or its authorized agent) or in escrow with a financial institution designated as an official depository of the City. The amount of deposit shall be equal to 1.5 times the entire cost, as estimated by the developer and verified by Spartanburg County, of installing all required improvements. If cash or other instrument is deposited in escrow with a financial institution as provided above, then the developer shall, with the City of Inman, enter into an agreement between the financial institution and the developer guaranteeing the following:

1. That said escrow amount will be held in trust until released by the City of Inman and may not be used or pledged by the developer in any other transaction during the term of the escrow; and
2. That, in case of failure on the part of the developer to complete said improvements, the financial institution shall, upon notification of the City to the financial institution of an estimate of the amount needed to complete the improvements, up to the full balance of the escrow account, or deliver to the City any other instruments fully endorsed or otherwise made payable in full to the City.

C. Fee-In Lieu Construction: At the option of the developer and approval of the Planning Director, funds may be paid in lieu of construction of improvements.

914.2 Easements and Dedications. Easements shall be conveyed to the City or other appropriate agency for underground and overhead utility installation, stormwater drainage, pedestrian/bicycle access, and other purposes as required by The City and Spartanburg County. Easements shall be centered along front, rear, or side lot lines, except that easements for water courses and drainage channels shall conform to the lines of such water course. The minimum width for easements shall be determined by the Planning Director according to the number of utilities spaced within an easement area, the depth of utilities, the requirements for access and other related factors, in order to ensure enough space for their future maintenance.