ARTICLE XIV - Streets and Sidewalks

§193 Street Classification
(a) In all new subdivisions, streets that are dedicated to public use shall be classified as provided in §193(b)
   (1) The classification shall be based upon the projected volume of traffic to be carried by the street, stated in terms of the number of trips per day;
   (2) The number of dwelling units to be served by the street may be used as a useful indicator of the number of trips but is not conclusive;
   (3) Whenever a subdivision street continues an existing street that formerly terminated outside the subdivision or it is expected that a subdivision street will be continued beyond the subdivision at some future time, the classification of the street will be based upon the street in its entirety, both within and outside of the subdivision.

(b) The classification of streets shall be as follows:
   (1) **Minor.**
      i. A street whose sole function is to provide access to abutting properties.
      ii. It serves or is designed to serve and is expected to or does handle up to one hundred twenty-nine (129) trips per day.
   (2) **Local.**
      i. A street whose sole function is to provide access to abutting properties.
      ii. It serves or is designed to serve and is expected to or does handle between one hundred thirty (130) and one thousand five hundred (1,500) trips per day.
   (3) **Cul-de-sac.** A street that terminates in a vehicular turnaround.
   (4) **Subcollector.**
      i. A street whose principal function is to provide access to abutting properties but is also designed to be used or is used to connect minor and local streets with collector or arterial streets.
      ii. Including residences indirectly served through connecting streets, it serves or is designed to serve and is expected to or does handle between one thousand five hundred one (1,501) and three thousand (3,000) trips per day.
   (5) **Collector.**
      i. A street whose principal function is to carry/connect traffic between minor, local, and subcollector streets and arterial streets but that may also provide direct access to abutting properties.
      ii. It serves or is designed to serve, directly or indirectly, and is designed to be used or is used to carry between three thousand one (3,001) and six thousand (6,000) trips per day.
   (6) **Arterial.**
      i. A major street in the Town's street system that serves as an avenue for the circulation of traffic into, out, or around the town and carries high volumes of traffic.
      ii. It serves or is designed to serve, directly or indirectly, and is designed to be used or is used to carry more than six thousand one (6,001) trips per day.
   (7) **Marginal Access Street.** A street that is parallel to and adjacent to an arterial street and that is designed to provide access to abutting properties so that these properties are somewhat sheltered from the effects of the through traffic on the arterial street and so that the flow of traffic on the arterial street is not impeded by direct driveway access from a large number of abutting properties.
   (8) **Alley.** A one-way service road providing secondary means of public access to abutting property and not intended for general traffic circulation with a maximum length of five hundred fifty (550) feet.

Amended October 15, 2018

§194 Access to Lots
(a) Every lot shall have access to it that is sufficient to afford a reasonable means of ingress and egress for emergency vehicles as well as for all those likely to need or desire access to the property in its intended use.

(b) All lots within the zoning jurisdiction of the town (with the exception of §194(c)) shall access a state or town maintained street directly with the exception of private developments where street maintenance will remain in private ownership. Streets within private developments however shall be paved and constructed to either state or town standards and approved by a certified engineer of the State of North Carolina.

(c) Three (3) subdivision lots developed for single-family residential purposes may be allowed within the extraterritorial jurisdiction (ETJ) provided every lot has frontage on a perpetual easement/private drive not less than thirty (30) feet in width that meets a state maintained road. If the lots are located more than one and one-half (1.5) mile from the Town of Siler City corporate limits, then four (4) subdivision lots maybe developed for single-family residential purposes within the ETJ provided every lot has frontage on a perpetual easement/private drive not less than thirty (30) feet in width that meets a state maintained road.

(1) This easement/drive must have a twelve (12) feet traversable roadway with adequate graveling and otherwise sufficient to allow reasonable access for emergency vehicles as outlined in §194(a) above.

(2) Plats for such lots shall be certified in accordance with §66(c)(4).

(d) The division of land into lots ten and one hundredth (10.01) acres or greater where no right-of-way dedication is involved shall be exempt from subdivision regulations:

(1) Access roads for lots ten and one hundredth (10.01) acres or greater are not required to be paved.

(2) Lots ten and one hundredth (10.01) acres or greater shall not be included when counting the number of lots allowed on a private access easement as defined in §194(c)

(3) All lots created that are ten and one hundredth (10.01) acres or greater shall be considered one of the following:

(a) A conforming lot of record (must meet minimum dimensional standards including lot width and setbacks); or

(b) A non-buildable lot (used for agricultural purposes only).

(e) Developments involving access to more than two (2) lots shall have the access road name approved by the Chatham County Emergency Operations Center.

(f) Points of Access

(1) One-family and two-family residential developments shall be provided with approved fire apparatus access roads consistent with the requirements of Appendix D of the North Carolina Fire Code (most recent adopted version).

(2) Multiple-family residential developments shall be equipped throughout with approved fire apparatus roads consistent with the requirements of Appendix D or the North Carolina Fire Code (most recent adopted version).

This section shall be in accordance with §203.

Amended July 20, 2015, April 18, 2017, January 22, 2019

§195 Access to Subcollector, Collector, or Arterial Streets

(a) Whenever a major subdivision that involves the creation of one (1) or more new streets or a residential subdivision contains thirteen (13) or more lots and either borders on or contains an existing or proposed subcollector, collector, or arterial street, no direct driveway access may be provided from lots within this subdivision onto the subcollector, collector, or arterial streets.

Amended September 16, 2019
§196 Entrances to Streets

(a) All driveway entrances and other openings onto streets within the town's planning jurisdiction shall be constructed so that:

(1) Vehicles can enter and exit from the lot in question without posing any substantial danger to themselves, pedestrians, or vehicles traveling in abutting streets, and

(2) Interference with the free and convenient flow of traffic in abutting or surrounding streets is minimized.

(3) In considering §196(a)(1) and §196(a)(2) above, the following factors shall be considered:

(a) The nature of the abutting street, its capacity, use, speed and flow, and reasonably anticipated changes to the street; and

(b) The nature of the proposed use of the land, the traffic generated, the existence and number of drive-in windows, the internal system for moving vehicles while on the lot; and

(c) The nature of the exit and entrance, the sight distance, the sight distance from intersections, the alignment with other drives and streets, turning controls or limitations.

(b) As provided in N.C.G.S. 136-93, no person may construct any driveway entrance or other opening onto a state-maintained road except in accordance with a permit issued by the North Carolina Department of Transportation. Issuance of this permit is prima facie evidence of compliance with the standard set forth in §196(a).

(c) If driveway entrances and other openings onto town-maintained streets are constructed in accordance with the specifications and requirements set forth in Appendix B, this shall be deemed prima facie evidence of compliance with the standard set forth in §196(a).

(d) For purposes of this section, the term prima facie evidence means that the permit-issuing authority may (but is not required to) conclude from this evidence alone that the proposed development complies with §196(a).

Amended July 20, 2015

§197 Coordination with Surrounding Streets

(a) The street system of a subdivision shall be coordinated with existing, proposed, and anticipated streets outside the subdivision or outside the portion of a single tract that is being divided into lots (hereinafter, "surrounding streets") as provided in this section.

(b) Collector streets shall intersect with surrounding collector or arterial streets at safe and convenient locations.

(c) To the extent practicable, all streets shall be interconnected.

(d) Subcollector, local, and minor residential streets shall connect with surrounding streets where necessary to permit safe, convenient movement of traffic between residential neighborhoods and to facilitate access to neighborhoods by emergency service vehicles or other sufficient reasons, but connections shall not be permitted where the effect would be to encourage the use of such streets by substantial through traffic.

(e) Whenever connections to anticipated or proposed surrounding streets are required by this section, the street right-of-way shall be extended and the street developed to the property line of the subdivided property (or to the edge of the remaining undeveloped portion of a single tract) at the point where the connection to the anticipated or proposed street is expected. In addition, the permit-issuing authority may require temporary turnarounds to be constructed at the end of such streets pending their extension when such turnarounds appear necessary to facilitate the flow of traffic or accommodate emergency vehicles. Notwithstanding the other provisions of this subsection, no temporary dead-end street in excess of 1,000 feet may be created unless no other practicable alternative is available.
(f) Where necessary to provide public street access to adjoining landlocked property or connectivity to large tracts with future development potential, proposed public streets shall be extended by dedication of right-of-way to the boundary of such property.

(1) Legal documents shall be recorded assuring future public accessibility.

(2) Two of the issues to be reviewed when considering the extension of public roads are:
   (a) the improvement of traffic distribution to prevent unnecessary congestion; and
   (b) the improvement of public safety by providing increased access for law enforcement and emergency vehicles.

(3) When developments are proposed with private gravel roads, the permit issuing authority may require said roads right-of-ways be reserved to adjacent properties where deemed appropriate for future access.

(4) If the proposed public street to be extended is to be used as access for any lots, such stub street will be required to provide a temporary turn around, located within the public right-of-way and/or a dedicated easement, and in accordance with the standards for cul-de-sacs or turnarounds setforth in Appendix C.

(5) The following note to be included on plats:
   (a) The stub street(s) shown on this plat is provided for the purpose of future road extension.
   (b) Once the road is extended and/or connects to another road, any easement provided for the purpose of a temporary turn around may be removed through the lawful actions of the property owner.

Amended July 20, 2015

§198 Relationship of Streets to Topography
(a) Streets shall be related appropriately to the topography. In particular, streets shall be designed to facilitate the drainage and storm water runoff objectives set forth in Article XVI, and subject to the design requirements relating to maximum grades set forth in §198(b), street grades shall conform as closely as practicable to the original topography.

(b) As indicated in §199, the maximum grade at any point on a street constructed without curb and gutter shall be six (6) percent. On streets constructed with curb and gutter the grade shall not exceed six (6) percent unless no other practicable alternative is available. However, in no case may streets be constructed with grades that, in the professional opinion of the public works director, create a substantial danger to the public safety.

Amended July 20, 2015

§199 Street Width, Sidewalk, and Drainage Requirements in Subdivisions
(a) Street rights-of-way are designed and developed to serve several functions:
   (1) to carry motor vehicle traffic, and in some cases, allow on-street parking;
   (2) to provide a safe and convenient passageway for pedestrian traffic; and
   (3) to serve as an important link in the town's drainage system.

(b) In order to fulfill these objectives in §199(a), all public streets shall be constructed to meet either the standards set forth in §199(b) or §199(c).

(c) The following classifications of streets should be encouraged to be constructed with six-foot-wide shoulders and drainage swales on either side in lieu of curb and gutter, so long as the street grade does not exceed a grade of six (6) percent. Such streets shall be constructed to meet the criteria indicated in the table that follows as well as specifications referenced in §202. To the extent practicable, the side slope of the drainage swale shall not exceed 3:1 on the street and back side of the swale. When necessary, the minimum right-of-way shall be expanded to accommodate the proper construction of the travel lane, shoulders, swales, and (if applicable) a sidewalk within the right-of-way.
(d) Except as otherwise provided in §199(b), all streets shall be constructed with curb and gutter and shall conform to the other requirements of this subsection. Only standard ninety (90) degree curb may be used, except that roll-type curb shall be permitted along minor and local streets within residential subdivisions. Street pavement width shall be measured from curb face to curb face where ninety (90) degree curb is used, and from center of the curb where roll-type curb is used.

<table>
<thead>
<tr>
<th>Street Type with Curb and Gutter</th>
<th>Minimum Right-of-Way (ROW) Width (in feet)</th>
<th>Minimum Pavement Width (in feet)</th>
<th>Sidewalk</th>
<th>Bike Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alley (one-way)</td>
<td>20</td>
<td>12</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Minor</td>
<td>30</td>
<td>20</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Local</td>
<td>40</td>
<td>22</td>
<td>One side</td>
<td>None</td>
</tr>
<tr>
<td>Subcollector</td>
<td>40</td>
<td>24</td>
<td>One side</td>
<td>None</td>
</tr>
<tr>
<td>Collector</td>
<td>50</td>
<td>26</td>
<td>One side</td>
<td>One side</td>
</tr>
<tr>
<td>Arterial</td>
<td>NCDOT Standards</td>
<td>NCDOT Standards</td>
<td>Both sides</td>
<td>Both Sides</td>
</tr>
</tbody>
</table>

Developments that construct streets with curb and gutter and want to allow on street parallel parking shall add at least eight (8) feet to the required minimum pavement width for each side of the street that parking is proposed. Per Town Code of Ordinances, “No person shall park any vehicle on the paved portion of any street within the town, which paved portion is twenty-eight (28) feet or less in width.” Minimum right-of-way width may have to be increased to accommodate the additional pavement width, sidewalks, or bike lanes. Bike lanes may be provided on road or off road (multi-use side paths).

(e) The sidewalks required by this section shall be at least five (5) feet in width and constructed according to the specifications set forth in Appendix C, except that the permit-issuing authority may permit the installation of walkways constructed with other suitable materials when it concludes that:

1. Such walkways would serve the residents of the development as adequately as concrete sidewalks; and
2. Such walkways would be more environmentally desirable or more in keeping with the overall design of the development.

(f) Whenever the permit-issuing authority finds that a means of pedestrian access is necessary from the subdivision to schools, parks, playgrounds, or other roads or facilities and that such access is not conveniently provided by sidewalks adjacent to the streets, the developer may be required to reserve an unobstructed easement of at least ten (10) feet in width to provide such access.

(g) In subdivision developments that abut a public street, sidewalks shall be constructed adjacent to such street if a sidewalk in that location is identified by the officially adopted town pedestrian master plan, the new sidewalk will be an extension of an existing sidewalk on the same side of the street, and the subdivision includes thirteen (13) or more lots. Whenever possible, such sidewalk shall be constructed within the public right-of-way.
If a development with thirteen (13) or more dwelling units or one hundred thirty (130) or more trips per day is proposed that will access onto nonconforming streets with respect to street width, and drainage, then the full block length of the nonconforming streets that the development directly adjoins shall be improved in accordance with the provisions of Article XIV. §199(h) shall not apply if the width of the existing nonconforming street is ninety (90) percent or more of the minimum pavement widths provided in §199(c) & §199(d).

Streets constructed that are to be turned over for maintenance by the North Carolina Department of Transportation (NCDOT) shall meet NCDOT requirements.


§200 General Layout of Streets
(a) To the extent practicable all streets shall be interconnected.

(b) Subcollector, local, and minor residential streets shall be curved whenever practicable to the extent necessary to avoid conformity of lot appearance.

(c) Residential streets shall be built to minimize through traffic. Loop streets are encouraged so that through traffic on residential streets is minimized. Cul-de-sacs shall not be used unless topography of the land does not allow a design that would make an interconnecting street practicable. Similarly, to the extent practicable, driveway access to collector streets shall be minimized to facilitate the free flow of traffic and avoid traffic hazards.

(d) All permanent dead-end streets [as opposed to temporary dead-end streets, see §197(d)], shall be developed as cul-de-sacs in accordance with the standards set forth in §200(d). Except where no other practicable alternative is available, such streets may not extend more than five hundred fifty (550) feet (measured to the center of the turnaround).

(e) The right-of-ways of a cul-de-sac shall have a radius of fifty (50) feet. The radius of the paved portion of the turnaround (measured to the outer edge of the pavement) shall be thirty five (35) feet, and the pavement width shall be twelve (12) feet without curb and gutter or eighteen (18) feet with curb and gutter. The unpaved center of the turnaround area shall be landscaped.

(f) Half streets (i.e., streets of less than the full required right-of-ways and pavement width) shall not be permitted except where such streets, when combined with a similar street (developed previously or simultaneously) on property adjacent to the subdivision, creates or comprises a street that meets the right-of-way and pavement requirements of this ordinance.

(g) Streets shall be laid out so that residential blocks do not exceed one thousand (1,000) feet, unless no other practicable alternative is available.

Amended July 20, 2015

§201 Street Intersections
(a) Streets shall intersect as nearly as possible at right angles, and no two (2) streets may intersect at less than sixty (60) degrees. Not more than two (2) streets shall intersect at any one (1) point, unless the public works director certifies to the permit-issuing authority that such an intersection can be constructed with no extraordinary danger to public safety.

(b) Whenever possible, proposed intersections along one (1) side of a street shall coincide with existing or proposed intersections on the opposite side of such street. In any event, where a centerline offset (job) occurs at an intersection, the distance between centerline of the intersecting streets shall be not less than one hundred fifty (150) feet.
(c) Except when no other alternative is practicable or legally possible, no two (2) streets may intersect with any other street on the same side at a distance of less than four hundred (400) feet measured from centerline to centerline of the intersecting street. When the intersected street is an arterial, the distance between intersecting streets shall be at least one thousand (1,000) feet.

§202 Construction Standards and Specifications
Construction and design standards and specifications for streets, sidewalks, and curbs and gutters are contained in Appendix C and within the NCDOT Subdivision Roads Minimum Construction Standards, and all such facilities shall be completed in accordance with these standards.
Amended July 20, 2015

§203 Public Streets and Private Roads in Subdivisions
(a) Except as otherwise provided in this section, all lots created after the effective date of this section shall abut a public street at least to the extent necessary to comply with the access requirement set forth in §194. For purposes of this subsection, the term “public street” includes a preexisting public street as well as a street created by the subdivision that meets the public street standards of this ordinance and is dedicated for public use. Unless the recorded plat of a subdivision clearly shows a street to be private, the recording of such a plat shall constitute an offer of dedication of such street.

(b) A subdivision in which the access requirement of §194 is satisfied by a private road that meets neither the public street standards nor the standards set forth in §204 may be developed so long as, since the effective date of this ordinance, not more than three (3) lots have been created out of that same tract.
   (1) The intent of this subsection is primarily to allow the creation of not more than three (3) lots developed for single-family residential purposes. Therefore, the permit-issuing authority may not approve any subdivision served by a private road authorized by this subsection in which one (1) or more of the lots thereby created is intended for:
      (a) two-family or multi-family residential use; or
      (b) any other residential or nonresidential use that would tend to generate more traffic than that customarily generated by three single-family residences.
   (2) To ensure that the intent of this subsection is not subverted, the permit-issuing authority may, among other possible options, require that the approved plans show the types and locations of buildings on each lot or that the lots in a residential subdivision served by a private road be smaller than the permissible size of lots on which two-family or multi-family developments could be located or that restrictive covenants limiting the use of the subdivided property in accordance with this section be recorded before final plat approval.

(c) No final plat that shows lots served by private roads may be recorded unless the final plat contains the following notation:
   (1) "Further subdivision of any lot shown on this plat as served by a private road may be prohibited by the Siler City Unified Development Ordinance".
   (2) "The policy of the Town of Siler City is that, if the Town improves streets (i) that were never constructed to the standards required in the Unified Development Ordinance for dedicated streets, and (ii) on which seventy-five (75) percent of the dwelling units were constructed after the effective date of this ordinance, then one hundred (100) percent of the costs of such improvements shall be assessed to abutting landowners".

(d) The recorded plat of any subdivision that includes a private road shall clearly state that such road is a private road. Further, the initial purchases of a newly created lot served by a private road shall be furnished by the seller with a disclosure statement outlining the maintenance responsibilities for the road.
Amended July 20, 2015

§204 Road and Sidewalk Requirements in Unsubdivided Developments
(a) An unsubdivided development may include but is not limited to: multifamily developments, planned unit developments, planned residential developments, commercial shopping centers, educational campuses, institutional campuses, and recreational parks.

(b) Within unsubdivided developments, all private roads and access ways shall be designed and constructed to facilitate the safe and convenient movement of motor vehicle and pedestrian traffic. Width of roads, use of curb and gutter, and paving specifications shall be determined by the provisions of this ordinance dealing with parking (Article XVIII) and drainage (Article XVI). To the extent not otherwise covered in the foregoing articles, and to the extent that the requirements set forth in this article for subdivisions may be relevant to the roads in unsubdivided developments, the requirements of this article may be applied to satisfy the standard set forth in the first sentence of this subsection.

(c) Whenever a road in an unsubdivided development connects two or more subcollector, collector, or arterial streets in such a manner that any substantial volume of through traffic is likely to make use of this road, such road shall be constructed in accordance with the standards applicable to subdivision streets and shall be dedicated. In other cases when roads in unsubdivided developments within the town are constructed in accordance with the specifications for subdivision streets, the town may accept an offer of dedication of such streets.

(d) In all unsubdivided residential development, sidewalks shall be provided linking dwelling units with other dwelling units, the public street, an on-site activity centers such as parking areas, laundry facilities, and recreational areas and facilities. Notwithstanding the foregoing, sidewalks shall not be required where pedestrians have access to a road that serves not more than twelve (12) dwelling apartments.

(e) Whenever the permit-issuing authority finds that a means of pedestrian access is necessary from an unsubdivided development to schools, parks, playgrounds, or other roads or facilities and that such access is not conveniently provided by sidewalks adjacent to the roads, the developer may be required to reserve an unobstructed easement of at least ten (10) feet to provide such access.

(f) In unsubdivided developments that abut a public street, sidewalks shall be constructed adjacent to such street if a sidewalk in that location is identified by the officially adopted town pedestrian master plan, the new sidewalk will be an extension of an existing sidewalk on the same side of the street, and the unsubdivided development includes thirteen (13) or more dwelling units or one hundred thirty (130) or more trips per day. Whenever possible, such sidewalk shall be constructed within the public right-of-way.

(g) The sidewalks required by this section shall be at least five (5) feet wide and constructed according to the specifications set forth in the Appendix C, except that the permit-issuing authority may permit the installation of walkways constructed with other suitable materials when it concludes that:
   (1) Such walkways would serve the residents of the development as adequately as concrete sidewalks; and
   (2) Such walkways could be more environmentally desirable or more in keeping with the overall design of the development.

Amended July 20, 2015, October 19, 2015, October 15, 2018

§205 Attention to Handicapped in Street and Sidewalk Construction

(a) Whenever curb and gutter construction is used on public streets, wheelchair ramps for the handicapped shall be provided at intersections and other major points of pedestrian flow. Wheelchair ramps and depressed curbs shall be constructed in accordance with published standards of the North Carolina Department of Transportation, Division of Highways.

(b) In unsubdivided developments sidewalk construction for the handicapped shall conform to the requirements of the North Carolina State Building Code.

Amended July 20, 2015
§206 Street Names and House Numbers
(a) Street names shall be assigned by the developer subject to the approval of the permit-issuing authority. Proposed streets that are obviously in alignment with existing streets shall be given the same name. Newly created streets shall be given names that neither duplicate nor are phonetically similar to existing streets within the Town's planning jurisdiction, regardless of the use of different suffixes [as those set forth in §206(b)].

(b) Street names shall include a suffix such as the following:
   (1) **Alley**. Rear service road.
   (2) **Avenue, Boulevard, Drive, Road, or Street**. Main roadway.
   (3) **Circle**. A short street that returns to itself.
   (4) **Close, Court, Cove, Lane, Manor, Park, Pointe, or Run**. A cul-de-sac or dead-end street.
   (5) **Path, Place, Row, Terrace, Trace, Trail, or Way**. Small street.
   (6) **Loop**. A street that begins at the intersection with one street and circles back to end at another intersection with the same street.

(c) Building numbers shall be assigned by the:
   (1) Town Planning Director for those properties located within the corporate limits; and
   (2) Chatham County Emergency Operations Center for those properties located within the ETJ.

Amended July 20, 2015, October 19, 2015

§207 Bridges
All bridges shall be constructed in accordance with the standards and specifications of the North Carolina Department of Transportation, except that bridges on roads not intended for public dedication may be approved if designed by a licensed architect or engineer.

§208 Utilities
Utilities installed in public rights-of-way or along private roads shall conform to the requirements set forth in Article XV, Utilities.

§209 through §219 Reserved