



Town of Hilton Head Island

Land Management Ordinance Task Force Meeting

Thursday, May 7, 2026, 5:00 PM

1 Town Center Court, Hilton Head Island, SC
Benjamin M. Racusin Council Chambers

The meeting can be viewed on the [Town's YouTube Channel](#), the [Beaufort County Channel](#), and Spectrum Channel 1304.

1. **Call to Order**
2. **Adoption of the Agenda**
3. **Approval of the Minutes**
 - a. Regular Meeting Minutes of April 13, 2026
4. **Workshop Discussion**
 - a. Continued Discussion of Land Management Ordinance Amendments
5. **Public Comment**
6. **Adjournment**

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Municipal Association of South Carolina (MASC) Civility Pledge:

"I pledge to build a stronger and more prosperous community by advocating for civil engagement, respecting others and their viewpoints, and finding solutions for the betterment of my city or town."



Town of Hilton Head Island LAND MANAGEMENT ORDINANCE TASK FORCE MEETING Monday, April 13, 2026, 5:00 PM Minutes

1. Call to Order

The meeting was called to order at 5:00 pm.

In attendance: Chair Councilman Steve DeSimone, Vice Chair Councilwoman Tamara Becker, and Task Force Members Town Manager Marc Orlando, Lavon Stevens, Louis Johnson, Gregg Russell, Edwina Dunlap, Ciaran Storan, Lola Campbell, Mike Alsko, James Wedgeworth, Eric Brehm, Ray Warco, Peter Kristian, Courtney Struna, Cliff McMackin, Judd Carstens, Barbara Banaszynski, and Thomas Henz.

2. Adoption of the Agenda

Mr. Warco made a motion for the adoption of the agenda. Mr. Kristian seconded. Mr. Wedgeworth was not present for the motion, which passed unanimously, 17-0.

3. Approval of the Minutes

a. Regular Meeting Minutes of March 26, 2026

Vice Chair Councilwoman Becker motioned to approve the regular meeting minutes of March 26, 2026. Mr. Alsko seconded. Mr. Wedgeworth was not present for the motion, which passed unanimously, 17-0.

4. Workshop Discussion

a. Continued Discussion of Land Management Ordinance Amendments

Chair Councilman Steve DeSimone opened the discussion by detailing that the meeting would cover potential expansion of the Mitchelville Zoning District to include the section of Mitchelville Road between Baygall and Fish Haul roads, density in the RM-4 (Low to Moderate Density Residential) Zoning District, and further calibration in the Forest Beach Neighborhood Character Overlay District.

Marc Orlando, Town Manager, opened the meeting by outlining the evening's agenda, which focused on continued review of the Land Management Ordinance. Topics included the Mitchellville Zoning District, the RM-4 density framework, input from the Gullah Geechee Historic Neighborhood Community Development Corporation (GGHNCDC), and the Forest Beach Neighborhood Character Overlay District. Trey Lowe, Interim Planning Director, LMO Official, and Development Services Manager, followed with an overview of the staff memo, noting that the amendments under review aim to align development regulations with community priorities, neighborhood character, and long-term resiliency

goals. Staff emphasized that no final recommendations were being requested and that the task force's role was to provide direction and refine concepts.

Regarding the Mitchellville Zoning District, Mr. Lowe presented a proposal to evaluate extending Mitchellville zoning to parcels on both sides of Mitchellville Road between Baygall and Fish Hall Roads. Key differences from the existing RM-8 and RM-12 zoning included increased building height from 45 to 75 feet, maximum impervious coverage from 35% to 50%, and the addition of uses such as hotels, timeshares, mixed use, and various commercial categories. The GGHNCDC memo, submitted by Thomas Boxley, Executive Director, requested that density in historic neighborhoods not fall below six dwelling units per acre and that Mitchellville development components be extended uniformly across the road. Task force members raised concerns about infrastructure capacity, traffic, and the impact of high-intensity commercial uses on a predominantly residential area. A polling exercise showed 71% of members did not support applying the Mitchellville District in its entirety, however, the majority were in favor of evaluating density and uses allowed in the area.

Regarding the RM-4 Zoning District, Shea Farrar, Principal Planner, presented data showing the district encompasses 2,551 properties and approximately 1,588 acres, with 84% of historic neighborhood acreage zoned RM-4 and 65% of parcels under three acres. The existing sliding scale density structure has produced inconsistent development patterns, and the GGHNCDC recommended replacing it with a fixed six dwelling units per net acre. A polling question on this change returned inconclusive results and was deferred for further review. Members noted the tension between increasing land value for property owners and the risk of accelerating land sales away from Native Islander families, and broadly agreed that equity, community input, and intentional master planning were essential to moving forward.

Regarding the Forest Beach Neighborhood Character Overlay District, Mr. Lowe explained that the current 5,000 square foot floor area ratio cap has unintentionally encouraged subdivision of larger parcels, resulting in larger homes on smaller lots and changes to neighborhood character. Staff is seeking direction on recalibrating the standards to better balance building size with lot size. Members noted the importance of coordinating with existing HOA covenants and raised questions about differentiating standards between the oceanside and landside portions of the neighborhood. Short-term rental regulations were briefly raised but confirmed as a topic for a future meeting.

5. Public Comment

Public comment was received from ten speakers. Speakers from the Forest Beach community expressed strong opposition to any restrictions on short-term rental rights, emphasizing concerns about property values and equity relative to other island neighborhoods. A Native Islander spoke in opposition to the proposed zoning changes, citing concerns about displacement, increased property taxes, building height, and cultural erosion. Councilwoman Melinda Turner expressed support for a community meeting prior to any further action on Mitchellville and noted existing infrastructure concerns along Fish Hall Road. Residents of the Estuary community raised concerns about traffic safety and the intensity of potential

development adjacent to their neighborhood. Additional speakers called for staff to respond to outstanding written questions submitted by the Gullah Geechee Legal Defense Fund, and advocated for a density baseline of eight units per acre consistent with prior community studies.

6. Adjournment

Mr. Orlando closed the meeting by confirming that the April 23 meeting is canceled, and that the next meetings are scheduled for May 7 and May 21. The May 7 meeting will revisit the RM-4 discussion and address subdivision regulations. The May 21 meeting will cover timeshares and short-term rentals. Following those meetings, staff will take approximately 60 days to draft code amendments based on task force direction, which will then proceed through the Gullah Geechee Task Force, Planning Commission, the Community Development and Public Services Committee, and Town Council for two readings. Mr. Kristian motioned to adjourn the meeting. Vice Chair Councilwoman Becker seconded. Mr. Russell was not present for the motion, which passed unanimously, 17-0. The meeting was adjourned at 7:30 pm.

The full recording and a transcript of this meeting can be found on the Town's website at www.hiltonheadislandsc.gov



TOWN OF HILTON HEAD ISLAND

Land Management Ordinance

Task Force

TO: Land Management Ordinance Task Force
FROM: Trey Lowe, Interim Planning Director
CC: Marc Orlando, ICMA-CM, Town Manager
Ben Brown, Interim Deputy Town Manager
DATE: May 7, 2026
SUBJECT: Land Management Ordinance Amendment

BACKGROUND:

The Land Management Ordinance (LMO) Task Force held its first meeting on January 6, 2026, marking the beginning of a comprehensive review of the Town's land management policies and regulations. Since that time, the Task Force has convened multiple times to evaluate and discuss a range of topics, including wetland protection, tree preservation and mitigation, land use classifications, zoning map changes, neighborhood character overlays, and residential zoning districts. Through deliberate discussion and member input, the Task Force has provided direction on several key issues while continuing to refine its positions on others.

As the Task Force has progressed through these discussions, it has become increasingly evident that subdivision regulations are a critical component of the ordinance because subdivision design directly influences development pattern, neighborhood compatibility, environmental protection, and long-term infrastructure performance.

MAY 7, 2026 MEETING OVERVIEW:

The LMO Task Force will review the following potential amendments to the LMO at the request of the Town Council, aiming to align with community priorities, environmental resilience, and the long-term vision for Hilton Head Island:

RM-4 (Low to Moderate Density Residential) Zoning District:

At the April 13, 2026, meeting, discussion of the proposal to replace the Low to Moderate Density Residential District (RM-4) sliding scale with a flat six (6) units per acre resulted in an even vote with no direction provided to staff. At the time, the Task Force decided to discuss this topic again at the May 7, 2026, meeting.

According to the LMO, Section 16-3-104.E.1, the purpose of the RM-4 zoning district is to protect and preserve the character of neighborhoods at densities up to four dwelling units per net acre. This district is used to encourage a variety of residential opportunities, including multifamily residential units, single-family residences, and group living. The district's regulations are intended to discourage development that would substantially interfere with or be detrimental to the residential character.

Under current LMO provisions, density in the RM-4 zoning district is determined by a sliding scale that allows for 4 to 8 dwelling units per acre, based on parcel size.

- For parcels under 3 acres, up to 4 dwelling units per acre are allowed.
- For parcels at least 3 acres, up to 6 dwelling units per acre are allowed.
- For parcels at least 5 acres, up to 8 dwelling units per acre are allowed.

The Gullah Geechee Historic Neighborhoods Community Development Corporation memorandum, reviewed at the April 13, 2026, meeting, recommended that, if the sliding scale is modified, consideration of a fixed-density approach (e.g., 6 dwelling units per acre) be given.

RM-4 Zoning District Analysis:

- 2,551 properties.
- Approximately 1,588 acres.
- Approximately 7.28% of the Island's total acreage.
 - 2,462 parcels are less than 3 acres.
 - 53 parcels are between 3 and 5 acres.
 - 36 parcels are greater than 5 acres.

Staff Feedback:

- Based on community input at past planning meetings and due to public feedback to various major subdivisions approved by town staff, staff supports further evaluation of the sliding scale density approach, with the goal of achieving more predictable development outcomes and a consistent land use pattern in the RM-4 zoning district.
- Staff also acknowledges that density rights is a complex and important issue, particularly where changes may be perceived as increasing or decreasing allowable units.
- Further, to address this and other development impacts, additional subdivision regulation updates will be proposed for discussion during the meeting. These provisions are intended to:

- Improve neighborhood infill development patterns.
- Establish clear and consistent site design expectations.
- Provide staff and Planning Commission with development pattern and design review authority during subdivision review and approval.

At this stage, staff seeks direction on whether:

- The existing sliding scale should remain.
- A fixed density of six (6) dwelling units per acre should replace the sliding scale.

Subdivision and Large-Tract Residential Development Regulations:

Staff is seeking input from the LMO Task Force concerning the Town’s subdivision and residential development regulations to align them with community priorities, environmental resilience objectives, and the long-term vision for future residential development on Hilton Head Island.

Existing challenges with the current regulations include:

- Fragmented standards located across multiple sections of the LMO;
- Overlap between subdivision design, site design, and zoning requirements;
- Limited clarity regarding development pattern expectations and review criteria; and
- Difficulty for applicants, staff, and decision-makers to understand how subdivision regulations influence density, layout, and neighborhood compatibility.

Major Subdivision Analysis:

- Since 2014:
 - 19 major subdivisions have been submitted.
 - 17 subdivisions have been finalized.
 - 2 subdivisions are currently under construction.
 - 14 of those were located in the RM-4 zoning district.
 - 12 were located in Historic Neighborhoods.
- The Town currently includes approximately:
 - 25,233 parcels Island-wide.
 - 1,260 vacant parcels.
 - 217 vacant parcels in RM-4.

- 559 vacant parcels in Historic Neighborhoods.

These patterns indicate subdivision regulations remain especially relevant in areas where future development form will continue to shape neighborhood character. Additionally, recent subdivision outcomes have highlighted recurring concerns, including:

- Monotony in subdivision form and lotting patterns.
- Loss of mature tree canopy.
- Low-quality or fragmented open space.
- Premature mass clearing and grading.
- Design outcomes that do not reflect the spatial variation, environmental preservation, and neighborhood qualities associated with Hilton Head Island.

These issues are particularly concerning when considering development pressures on the Island. To address these challenges, staff supports amending and reorganizing the subdivision and residential development regulations to:

- Improve clarity, usability, and internal consistency;
- Align subdivision standards with neighborhood character and zoning intent;
- Provide clearer guidance on site design, layout, and development patterns;
- Strengthen review authority for design and layout during subdivision approval;
- Integrate subdivision standards with stormwater, infrastructure, and buffering requirements;
- Document, assess, and protect critical environmental resources and wildlife habitat;
- Limit mass grading and clearing practices; and
- Mitigate the impacts associated with cumulative contiguous minor subdivisions.

As you recall, the previous best practices framework for subdivisions included the following topic areas, all of which will be incorporated into a new chapter outline on this matter.

- Environment Protection & Coastal Resilience;
- Transportation, Access, & Traffic Management;
- Pedestrian, Bicycle, & Multimodal Mobility;
- Neighborhood Design & Community Character;
- Parks, Recreation, & Usable Open Space;

- Infrastructure, Utilities, & Resilience; and
- Review Process & Public Interest Protections.

The intent of our effort is to prepare a new chapter in the LMO that will serve as a comprehensive checklist and guidebook for residential development design within the Town of Hilton Head Island. This work will result in a centralized reference for residential development requirements that consolidates applicable standards, organizes them in a clear format, and provides a consistent framework for both subdivision and non-subdivision residential development.

The chapter will also define applicability and thresholds for when the residential design requirements and standards will be used. This includes distinguishing between development types that may be more appropriately regulated under general site development standards and those that should follow residential-specific provisions (e.g., an apartment complex vs. a single-family neighborhood).

For developments regulated by this chapter, our primary objective is to align requirements so that different forms of residential development are subject to comparable standards, where appropriate. The goal is that, regardless of whether a project is processed as a subdivision, condominium development, or rental community, the resulting development reflects a consistent level of quality. Where distinctions are necessary, the chapter will clearly identify which standards apply based on development type.

The overall objective is to provide a clear and coordinated set of standards that support consistent development outcomes and preserve the town's natural and cultural resources. Consideration will also be given to the cumulative effects of smaller, incremental minor subdivision development to ensure that long-term impacts are addressed through appropriate requirements for open space, pathways, and related improvements.

As part of this process, existing ordinance provisions will be evaluated to determine whether they should be relocated to this new chapter or remain in their current location and referenced. This approach recognizes that some standards apply broadly across multiple development types and should not be limited solely to residential applications.

The effort will also incorporate design considerations related to natural resources and site functionality. This includes ensuring that development is responsive to existing habitat and environmental features identified through initial pre-development assessments, as well as addressing street and pathway design, circulation, and connectivity. In addition, the chapter will review and organize standards related to common open space and the design of active and passive recreational areas serving residential developments.

The following is a working outline showing the tentative structure of the proposed chapter.

New Proposed Chapter: Subdivision and Large-Tract Residential Development Regulations:

Section 101. General Provisions

- A. Purpose and Intent
- B. Applicability
- C. Processes

Section 102. Residential Development Layout and Design

- A. General Requirements
- B. Lots and Blocks
- C. Building Design and Placement
- D. Subdivision Types

Section 103. Environmental Protection and Common Open Space

- A. Wetland Protection
- B. Beach and Dune Protection
- C. Habitat and Natural Resource Assessment, Documentation, and Preservation
- D. Tree Protection
- E. Grading and Clearing
- F. Buffers and Landscaping
- G. Common Open Space Standards

Section 104. Mobility (Street, Pathway, and Sidewalk Standards)

- A. Streets
- B. Pathways and Sidewalks
- C. Driveways
- D. Parking
- E. Transportation Analysis Standards

Section 105. Stormwater, Utilities, and Infrastructure

- A. Stormwater
- B. Utility Standards
- C. Fire Code
- D. Flood Zones
- E. Miscellaneous (monuments, markers, addressing, lot numbers, etc.)

REMAINING PRIORITY AMENDMENTS AND REVIEW PROCESS:

For the remaining amendments, Town staff will work collaboratively with the LMO Task Force to:

1. Review each remaining priority amendment in detail;
2. Receive Task Force feedback and recommended refinements; and
3. Return consolidated draft revisions to the Task Force for verification prior to formal recommendation.

The goal of the LMO Task Force is to reach consensus on proposed amendments, not unanimous approval of each individual amendment.

Following Task Force consensus, recommendations will proceed through the required public hearing and review process, including:

- Gullah Geechee Land & Cultural Preservation Task Force;
- Planning Commission;
- Community Development & Public Services Committee; and
- Town Council consideration via ordinance.

Completion of Task Force review and recommendations is currently targeted for May 2026, with discussion of Short-Term Rentals, subject to meeting schedule and Task Force direction.

QUESTIONS PRIOR TO THE MEETING:

Should you have questions prior to the meeting, please contact Trey Lowe, Interim Planning Director, at TreyL@hiltonheadislandsc.gov, and copy Chairman DeSimone at SteveD@hiltonheadislandsc.gov and Town staff as appropriate. Trey Lowe can also be reached at 843-341-4690.

Providing questions in advance assists staff in preparing any additional information needed to support Task Force discussion and direction.

ATTACHMENTS:

1. Attachment 1 – Relevant LMO Sections

LMO Task Force - 05-7-26 Meeting

Attachment 1

Relevant Code Sections:

To assist with review this attachment contains relevant code sections in the following order:

- Section 16-3-104.E. Low to Moderate Density Residential (RM-4) District
- Section 16-5-115. Subdivision Standards
- Section 16-5-104. Open Space Standards
- Section 16-5-105. Mobility, Street and Pathway Standards

Sec.16-3-104.E. Low to Moderate Density Residential (RM-4) District

<h1 style="margin: 0;">RM-4</h1> <h2 style="margin: 0;">Low to Moderate Density Residential District</h2>				
1. Purpose				
<p>The purpose of the Low to Moderate Density Residential (RM-4) District is to protect and preserve the character of these areas and <i>neighborhoods</i> at <i>densities</i> up to four <i>dwelling units per net acre</i>. This district is used to encourage a variety of residential opportunities, including <i>multifamily</i> residential units, <i>single-family</i> residences, and <i>group living</i>. The regulations of the district are intended to discourage <i>development</i> that would substantially interfere with, or be detrimental to, residential character.</p>				
2. Allowable Principal Uses				
USE CLASSIFICATION/TYPE		USE-SPECIFIC CONDITIONS	MINIMUM NUMBER OF OFF-STREET PARKING SPACES	
Residential Uses				
<i>Family Compound</i>	PC	Sec. 16-4-102.B.1.e	2 per du	
<i>Family Subdivision</i>	PC	Sec. 16-4-102.B.1.f	2 per du	
<i>Group Living</i>	P		1 per 3 rooms	
<i>Multifamily</i>	P		1 bedroom	1.4 per du
			2 bedroom	1.7 per du
			3 or more bedrooms	2 per du
<i>Recreational Vehicle</i>	PC	16-4-102.B.1.c	1 per <i>Recreational Vehicle</i>	
<i>Single-Family</i>	P		2 per du + 1 per 1,250 GFA over 4,000 GFA	
<i>Workforce Housing</i>	PC	Sec. 16-4-102.B.1.d	See Sec. 16-5-107.D.2	
Public, Civic, Institutional, and Educational Uses				
<i>Cemeteries</i>	P		1 per 225 GFA of office area + 1 per 500 GFA of <i>maintenance</i> facilities	
<i>Community Service Uses</i>	P		1 per 400 GFA	
<i>Education Uses</i>	P		Colleges and High Schools	10 per classroom
			Elementary and Junior High/Middle Schools	4 per classroom
			Other <i>Education Uses</i>	See Sec. 16-5-107.D.2
<i>Government Uses</i>	PC	Sec. 16-4-102.B.2.d	Fire Stations	4 per bay + 1 per 200 GFA of office area
			Other	1 per 200 GFA of office area
<i>Major Utilities</i>	SE		1 per 1,500 GFA	
<i>Minor Utilities</i>	P		n/a	
<i>Public Parks</i>	P		See Sec. 16-5-107.D.2	
<i>Religious Institutions</i>	P		1 per 3 seats in main assembly area	
Telecommunication Antenna, Collocated or Building Mounted	PC	Sec. 16-4-102.B.2.e	n/a	
<i>Telecommunication Towers, Monopole</i>	PC	Sec. 16-4-102.B.2.e	1	

Attachment 1: Relevant Code Sections

Resort Accommodations					
<i>Bed and Breakfasts</i>		PC	Sec. 16-4-102.B.4.a	1 per guest room	
Commercial Services					
<i>Convenience Stores</i>		PC	Sec. 16-4-102.B.7.d	1 per 200 GFA	
<i>Open Air Sales</i>		PC	Sec. 16-4-102.B.7.i	1 per 200 GFA of sales/display area	
<i>Other Commercial Services</i>		PC	Sec. 16-4-102.B.7.l	See Sec. 16-5-107.D.2	
Other Uses					
<i>Agriculture Uses</i>		P		Stables or Riding Academies	1 per 5 stalls
				Other	n/a
<i>Boat Ramps, Docking Facilities, and Marinas</i>		PC	Sec. 16-4-102.B.10.a	1 per 200 GFA of enclosed floor space not used for storage + 1 per 3 wet slips + 1 per 5 dry storage slips	
3. Development Form Standards					
MAX. DENSITY (PERNET ACRE)²			LOT COVERAGE		
Residential ²	4 du (6 du if lot area is at least 3 acres; 8 du if lot area is at least 5 acres)		Max. <i>Impervious Cover</i> for All <i>Development</i> Except <i>Single-Family</i> ¹		35%
<i>Bed and Breakfast</i>	10 rooms				
Nonresidential	6,000 GFA		Min. <i>Common Open Space</i> for Major Residential <i>Subdivisions</i> ¹ 6%		
MAX. BUILDING HEIGHT					
All <i>Development</i>	35 ft				
USE AND OTHER DEVELOPMENT STANDARDS					
See Chapter 16-4: Use Standards, Chapter 16-5: Development and Design Standards, and Chapter 16-6: Natural Resource Protection.					
TABLE NOTES:					
P = Permitted by Right; PC = Permitted Subject to Use-Specific Conditions; SE = Allowed as a Special Exception; du = <i>dwelling units</i> ; sf = square feet; GFA = <i>gross floor area</i> in square feet; ft = feet; n/a = not applicable					
1. Each adjacent parcel abutting the Town right-of-way acquired under the Town's Dirt Road Paving Program shall be permitted to develop to its full density potential based on the size of the parcel prior to the establishment of the Town right-of-way. See Section 16-5-105.D for additional details.					
2. Density for development that includes the Workforce Housing shall be determined based on Sec. 16-4-105.A.					

(Revised 4-18-2017 - Ordinance 2017-05; revised 9-17-2019 - Ordinance 2019-20; revised 11-18-2020 - Ordinance 2020-27; revised 2-16-2021 - Ordinance 2021-02; revised 7-20-2021 - Ordinance 2021-15; revised 3-7-2023 - Ordinance 2023-04; revised 8-19-2025 - Ordinance 2025-16)

Sec.16-5-115. Subdivision Standards

A. Purpose and Intent

The purpose of *subdivision* layout is to create a functional and attractive *development* with infrastructure and *lots* appropriately sized and located to minimize adverse impacts. The intent of this section is to provide clear requirements and guidelines for *subdivision* design for both Major and Minor Subdivisions. *Subdivisions* should promote the health, safety, convenience, order, prosperity and welfare of the present and future residents of the *Town* by:

- a. Providing for the orderly growth and *development* of the *Town*;
- b. Coordinating with the existing *street* system, transportation plans, and public facilities;
- c. Providing *right-of-way* for *street* and vehicular *easements*;
- d. Avoiding congestion and overcrowding and encouraging proper arrangement of *streets* in relation to existing planned *streets*;
- e. Preservation of the natural tree canopy and preservation of protected tree species;
- f. Ensuring there is adequate *common open space* and recreation facilities; and
- g. Ensuring there is proper recordation of *land* ownership.

(Ordinance 2025-13, § 1(Exh. A), 8-19-2025; revised 8-19-2025 - Ordinance 2025-16)

B. Applicability

Subdivisions shall comply with all applicable design and performance standards of this section and this *Ordinance*, including the adjacent setback and buffer standards in Sec. 16-5-102 and 16-5-103.

C. General Requirements

1. Layout of the *subdivision* shall be based on complete *site* analysis. *Streets* and *lots* shall be designed to preserve significant trees, stands of trees and understory vegetation and situated to minimize alteration of natural and historic *site* features to be preserved.
2. The *subdivision* layout shall consider the practicality and economic feasibility of *development* of individual *lots* including the environmental characteristics, size of the *site*, and the requirements of this *Ordinance*.
3. The applicant is required to demonstrate that they have made all reasonable efforts to preserve unique and fragile elements on site, including but not limited to wetlands, significant stands of *trees* and individual *trees* of significant size, with *development* reserved for environmentally stable areas.

(Revised 1-7-2020 - Ordinance 2020-02; revised 3-7-2023 - Ordinance 2023-04)

4. **Common open space** and recreational areas shall be planned in accordance with Sec. 16-5-104, Common Open Space Standards.

(Revised 8-19-2025 - Ordinance 2025-16)

5. **Lots** shall be situated so that stormwater may be easily directed away from **buildings** in subsequent **site**-specific **development**. **Lots** shall be configured so that **buildings** and general **flood** sensitive **site** facilities can be located out of drainageways. **Subdivisions** shall be designed so as to comply with Sec. 16-5-109, Stormwater Management and Erosion and Sedimentation Control Standards.
6. All **lots** shall have the **access** required by Sec. 16-5-105.I, Access to Streets.

(Revised 8-19-2025 - Ordinance 2025-16)

D. Layout of Lots and Blocks

1. Subdivisions may be laid out in conventional, cluster, **zero lot line**, or a combination of block/ lot designs.

(Revised 7-21-2020 - Ordinance 2020-16)

2. The **lot** configuration and shape shall provide appropriate **sites** for **buildings**, and be properly related to topography, natural elements, existing significant trees and stands of trees, **access**, drainage and utilities, and conform to all requirements of this **Ordinance**.

(Revised 1-7-2020 - Ordinance 2020-02)

3. The dimensions of **corner lots** shall permit the required minimum setbacks from **streets** (see Sec. 16-5-102, Setback Standards) and required **site** triangles (see Sec. 16-5-105.H.4, Sight Triangles).
4. The number of **lots** within a block shall be as appropriate for the location and the type of **development** contemplated, as practical. Visual monotony created by excessive blocks of **lots** which are not interrupted by intersections, **common open space**, buffers, trees or features shall be avoided.

(Revised 1-7-2020 - Ordinance 2020-02; revised 8-19-2025 - Ordinance 2025-16)

5. **Pathway** Connectivity.
 - a. **Pathways** are required throughout **subdivisions**. The provisions of this subsection shall not apply to **Minor Subdivisions** and **Family Subdivisions**.
 - b. **Pathways** shall provide direct connectivity between all **lots** and the **subdivision's** community amenities, including usable **common open space**, mailbox facilities, community **buildings**, and recreational areas. For the purpose of this requirement, a residential **lot** located across a **street** from a **pathway** within the same **subdivision** or adjacent to a **common open space** having a pathway is considered to be served by and connected to that **pathway**.

- c. **Pathways** shall be designed to provide connectivity from within the **subdivision** to:
 - i. An existing **pathways** system located along an abutting **right-of-way or easement, an existing pathway within an easement on the property, or a pathway on abutting Town-owned property; and**
 - ii. Any **pathways** system planned within an adopted Town **pathway** plan or the Capital Improvement Program (CIP) located along an abutting **right-of-way or easement, an existing pathway easement on the property, or an abutting Town-owned property.**
- d. If the land proposed for a **subdivision** serves as a priority connection between existing **pathways** and is included in an adopted Town **pathway** plan, the **pathways** system shall be designed to connect the existing **pathways** through the **subdivision** or along abutting **street right-of-way**. This requirement shall not be construed as requiring off-site improvements other than within an abutting **street right-of-way**.
- e. As an alternative to **pathway** construction, a **sidewalk** may be approved by the **Official** if the proposed **subdivision** abuts a **street** with an existing **sidewalk** network or if the character or design of the proposed **subdivision** would clearly benefit from incorporating **sidewalks** instead of **pathways**. The incorporation of **sidewalks** shall meet all other requirements of this section. The **Official** may determine that a **sidewalk** is preferable over a **pathway** if:
 - i. Spacing is not sufficient for a pathway based on existing natural features, infrastructure, utilities, **easements**, or built features;
 - ii. It would connect seamlessly to existing infrastructure;
 - iii. It would be more consistent with the design characteristics of the proposed **subdivision** and abutting **development**;
 - iv. The travel distance of the proposed route is significantly shorter than areas typically suitable for **pathways**; or
 - v. It would encourage slower travel speeds in areas of higher congestion.
- f. **Pathways** or **sidewalks** shall be designed and constructed in accordance with the fifth edition of the AASHTO Guide for the Development of Bicycle Facilities and meet the accessibility guidelines promulgated under the Americans with Disabilities Act (ADA).

(Revised 8-19-2025 - Ordinance 2025-16)

E. Zero Lot Line Residential Subdivisions

1. **Zero lot line residential subdivisions** are permitted in the following zoning districts: RM-4, RM-8, RM-12, SPC, MS, WMU, S, MF, MV, NC, LC and RD.

2. All **lots** created in a **zero lot line residential subdivision** shall be buildable lots (the appropriate size to construct a home) and shall be a minimum of .05 acres in size with a minimum **lot** width of 20 feet.
3. All lots in a **zero lot line residential subdivision** shall have a 50% maximum impervious coverage.
4. **All zero lot line residential subdivisions** shall provide 16% minimum common open space.

(Revised 8-19-2025 - Ordinance 2025-16)

5. No structure shall be located closer than ten feet from adjacent property lines, with the exception of structures that have a wall that rests on a common property line.
6. Where a proposed **zero lot line residential subdivision** is adjacent to an existing single family detached residential neighborhood or use, a setback of 20 feet is required along the perimeter of the proposed subdivision.
7. Where a proposed **zero lot line residential subdivision** is adjacent to an existing single family detached residential neighborhood or use, a Type A buffer, Option 1, is required along the perimeter of the proposed subdivision.
8. A **zero lot line residential subdivision** is not permitted on existing **lots** of record that were not previously platted as a **zero lot line residential subdivision**, unless the entire previously platted subdivision is combined and re-platted to be a **zero lot line residential subdivision**.

(Revised 7-21-2020 - Ordinance 2020-16)

F. Street Access

1. All Major Subdivisions shall have direct vehicular **access** to a public **street** that meets the standards of Sec. 16-5-105.C, General Street Design Standards.
2. Minor Subdivisions shall be permitted to provide vehicular **access** to **lots** via a minimum 20-foot wide unobstructed **access** easement, provided the **access** easement complies with the following standards:
 - a. **Access easements** shall contain an **all-weather driving surface** approved by the Fire Chief for the Town of Hilton Head Island.
 - b. Dead-end **easements** shall have a turn-around as required by the latest edition of the International Fire Code as adopted by **Town Council**.
 - c. No **access** easement shall be permitted to exceed a maximum traffic volume of 50 ADT due to the further **subdivision** of **lots** without upgrading the accessway to meet the design standards of Sec. 16-5-105.C, General Street Design Standards.

- d. **Access easements** are not allowed in any **wetland buffer** required by Sec. 16-6-102.D, Wetland Buffer Standards, except for approximately perpendicular crossings as approved by the **Official**.
- e. A bridge may be permitted within an **access** easement as long as the driving surface is at least 20 feet wide and is approved by the Fire Chief of the Town of Hilton Head Island.

(Revised 7-21-2020 - Ordinance 2020-16)

G. Miscellaneous Standards

1. Monuments and Markers

- a. Horizontal control monuments shall be placed in the pavement of **subdivision streets** so that no **lot** is more than 2,000 feet from a control monument. Alternatively, control monuments may be placed in **common open space** areas, park areas, and the like. The control monument shall be placed in a manner satisfactory to the Town Engineer.

(Revised 8-19-2025 - Ordinance 2025-16)

- b. Corner monuments or markers shall be installed at all **lot** corners.
- c. All corner monuments or markers shall consist of a concrete marker with metal cap marking the exact corner and bearing the name of the surveying company or the **land** surveyor in responsible charge of the survey. If the corner location falls on pavement, concrete, or other material where it cannot be marked with a cap, a shaft of ferrous metal (iron pipe or bar), spikes, or scribes may be installed in or on the surface. These methods shall be used unless exceptional circumstances warrant the use of other materials.
- d. If a corner cannot be monumented or marked, one or more witness monuments shall be placed on the boundary line and described by bearings or distances so that the inaccessible point may be located accurately on the ground. A witness monument shall adhere to the same standards applicable to a corner monument.

2. Addressing and Lot Numbering

The **Official** shall determine a method of **street** addressing/**lot** numbering. **Applicants** should consult with the **Town** for **site**-specific review.

3. Lots with Septic Systems

Subdivisions creating **lots** to which public sanitary sewer is unavailable shall demonstrate that all such **lots** are sized to accommodate septic systems. Such systems shall be set back from property lines, approved by SCDHEC, and located within septic **easements** recorded with the **subdivision** plat.

(Revised 7-20-2020 - Ordinance 2020-16)

Sec.16-5-104. Common Open Space Standards

A. Purpose and Intent

The purpose and intent of this section is to ensure a portion of residential *development sites* is set aside as *common open space* for the use and enjoyment of the *development's* occupants and users. *Common open space* serves numerous purposes, including preservation and protection of natural areas and features, providing opportunities for passive and active recreation, providing areas for people to meet and congregate, and limiting *impervious surfaces* that adversely impact water quality and the environment.

B. Applicability

1. The provisions of this section apply to any Major Subdivisions (six or more *lots*) creating *lots* for residential *development*, unless expressly exempted in this section.
2. The provisions of this section also shall apply to any Minor Subdivision (five or fewer *lots*) creating *lots* for residential *development* that is expanded onto *adjacent parcels* so the total number of *lots* in the *subdivision* is greater than five.
3. The provisions of this section do not apply to *Family Subdivisions*.

(Revised 8-19-2025 - Ordinance 2025-16)

C. Common Open Space Requirement

1. At least 16 percent of the *land* within the *subdivision* shall consist of *common open space* meeting the requirements of this section.
2. *Common open space* shall be depicted on any plat of the *development* submitted for approval and labeled "common open space."
3. *Common open space* must be visually identifiable, distinguished by elements including but not limited to signs, fencing, landscape buffers, trail systems, pools, sport facilities, or grass lawns.

(Revised 8-19-2025 - Ordinance 2025-16)

D. Common Open Space Location and Configuration

1. *Common open space* shall be connected to all lots within the *subdivision* by *pathways* in accordance with Sec. 16-5-115.D.5.
2. The *common open space* shall be accessible to all residents of the *subdivision* development, subject to reasonable rules and regulations. *Common open space* may be dedicated for general public use; however, such dedication is not mandatory.
3. The design and establishment of *common open space* shall meet the following standards:

- a. An area or multiple areas of *common open space* shall be planned for active or passive recreational use.
- b. At least 75 percent of the *common open space* area shall be arranged in dimensions no less than 15 feet across in any direction.
- c. At least 50 percent of the *common open space* shall be arranged in one contiguous area. For the purpose of this requirement, *common open space* areas divided by *pathways, sidewalks, or streets* that would otherwise be contiguous without the existence of the *pathways, sidewalks, or streets* shall be considered contiguous.
- d. The arrangement and design of *common open space* shall prioritize the preservation of existing tracts of *specimen* and *significant trees*. The *applicant* shall demonstrate how these priority areas have been considered during the application process.

(Revised 8-19-2025 - Ordinance 2025-16)

E. Ownership, Management and Maintenance of Common Open Space

Common open space shall be maintained so that its use and enjoyment as *common open space* is not diminished or destroyed. Ownership of *common open space* shall be subject to deed restrictions or recorded covenants and restrictions that prevent *development* or subsequent *subdivision* of the *common open space* and provide responsibility for *maintenance* of the *common open space*.

(Revised 8-19-2025 - Ordinance 2025-16)

Sec.16-5-105. Mobility, Street, and Pathway Standards

A. Mobility

1. Purpose

The purpose of this section is to ensure that *development* accommodates the safe and efficient movement of motor vehicles, emergency vehicles, bicyclists, and pedestrians within the *development* and between the *development* and external transportation systems, neighboring *development*, and local destination points such as places of employment, schools, parks, and shopping areas. Such multimodal *access* and circulation is intended to provide transportation options, increase the effectiveness of local service delivery, reduce emergency response times, promote healthy walking and bicycling, contribute to the attractiveness of the *development* and community, increase opportunities for interaction between neighbors, reduce vehicle miles of travel and travel times, improve air quality, minimize congestion and traffic conflicts, and preserve the safety and capacity of community transportation systems.

2. Applicability

Except as otherwise provided in this section, the standards in this section shall apply to all *development*.

3. Complete Street Design Principles Encouraged

While not required, the use of complete *street* design principles are encouraged in all *development*.

4. Required Level of Vehicular Access and Circulation

To the *maximum extent practicable*, a *development* shall be served by an internal vehicular *access* and circulation system (including *driveways*, alleys, fire lanes, and parking lot *drive aisles*) that permits safe, convenient, efficient, and orderly movement of vehicles between and among trip origin and destination points within the *development*, as well as between the internal vehicular circulation system and adjoining parts of an existing or planned external *street* system.

5. Accessway Layout and Design

a. Adaptation to Site Conditions

The layout of the *access* and circulation system shall adapt to the site, taking into consideration physical factors such as natural elements, grade, and drainage, as well as

aesthetic factors such as the visual impact of the **street** pattern and the highlighting of special site features.

b. Coordination of Vehicular, Bicycle, and Pedestrian Access and Circulation

The vehicular, bicycle, and pedestrian **access** and circulation systems in a **development** shall be coordinated with each other within the **development** and with such systems **adjacent** to the **development** to minimize conflicts.

c. Incentives for Vehicular Cross Access Between Adjoining Developments

For each adjoining property to which a **development** provides vehicular cross **access**, the number of parking spaces required in accordance with Sec. 16-5-107.D, Parking Space Requirements, may be reduced by five spaces. If the cross **access** is **adjacent** to a landscape median at the end of a parking bay, the minimum width of the median as required by Sec. 16-5-107.G.3, Configuration and Landscaping, may be reduced to 12 feet.

d. Traffic Control and Calming Measures

Traffic-calming measures—including, but not limited to, diverters, **street** gardens, landscaped medians, and curvilinear alignments—shall be integrated into a **development's** vehicular circulation system where necessary to mitigate the impact of traffic. Installation of new speed bumps/humps or changes to existing speed bumps/humps shall be prohibited unless approved by the Fire Marshal.

e. Driveway Layout and Design

i. **Driveway Entrances**

Driveway entrances from **streets** shall comply with standards in the current edition of SCDOT's **Access and Roadside Management Standards** manual—including, but not limited to, standards for **driveway** spacing, angle of intersection, entry width, radius, offset, approach grade and side slope, throat length, and islands and medians. In instances where the Town's access spacing standard as outlined in [Sec.] 16-5-105.I is greater than the SCDOT standard, the Town's standard shall be applicable.

(Revised 5-17-2016 - Ordinance 2016-07)

ii. **Driveway Width**

01. All **driveways** shall comply with the following minimum and maximum width requirements:

(A) One-way one-lane **driveways** shall be at least 14 feet wide and no more than 20 feet wide, as measured between the edges of paving.

(B) Two-way, two-lane **driveways** shall be at least 20 feet wide and no more than 30 feet wide, as measured between the edges of paving.

(C) **Service driveways** shall be a minimum of 10 feet wide and no more than 14 feet wide, as measured between the edges of paving.

(Revised 12-5-2017 - Ordinance 2017-19)

02.The **Official** may require a wider **driveway** on determining that it is needed to facilitate special vehicle or traffic demand requirements.

iii. **Driveway Surfacing**

Driveways shall be surfaced with asphalt, concrete, porous paving blocks, compacted shell, gravel, or other material that the **Official** determines is unlikely to cause substantial **maintenance** problems. **Driveway** aprons within a public **street right-of-way** connecting to a paved **street** shall be paved with asphalt or concrete in accordance with SCDOT specifications.

iv. **Turnaround and Surfacing for Long Driveways**

Driveways more than 150 feet long shall have a turnaround and all-weather surfacing adequate for emergency vehicles approved by the Fire Chief for the Town of Hilton Head Island.

f. Bikeway Layout and Design

i. If the location of a proposed **development** in relation to other potential areas or its location with respect to an overall pathway plan adopted by the **Planning Commission** reveals that the probable volume of bicycle use warrants the installation of bike paths or **bike lanes**, the **Official** is authorized to require them.

ii. Bike paths and **bike lanes** shall be designed and provided in accordance with the latest edition of the AASHTO Guide for the Development of Bicycle Facilities and S.C. Code Ann. § 56-5-3425.

(Revised 5-17-2016 - Ordinance 2016-07)

g. Walkway Layout and Design

Pedestrian walkways (including sidewalks) shall:

i. Be at least five feet wide;

- ii. Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving *height*, decorative bollards, or flashing caution signals; and
- iii. Meet the accessibility guidelines promulgated under the Americans with Disabilities Act (ADA).

(Revised 5-17-2016 - Ordinance 2016-07)

B. Street Hierarchy

- 1. **Streets** shall be classified in a **street** hierarchy system, with through traffic separated from residential **access streets**, and with design tailored to function.
- 2. The **street** hierarchy shall be defined by street function and **average daily traffic (ADT)**. Each **street** shall be classified and designed to meet or exceed the minimum standards for one of the **street** types defined above.
- 3. The **streets** as identified in Table 16-5-105.B: Designated Arterials, are designated as major and minor arterial streets, respectively:

TABLE 16-5-105.B: DESIGNATED ARTERIALS	
Major Arterials	Cross Island Parkway
	Palmetto Bay Road
	Pope Avenue
	U.S. Route 278 (William Hilton Parkway), including Sea Pines Circle
Minor Arterials	Arrow Road
	Beach City Road
	Cordillo Parkway
	Dillon Road
	Folly Field Road
	Gardner Drive

	Greenwood Drive (to Sea Pines gate)
	Gum Tree Road
	Leg O'Mutton Road
	Main Street
	Marshland Road
	Mathews Drive
	New Orleans Road
	North Forest Beach Drive (Coligny Circle to Avocet Street)
	Pembroke Drive
	South Forest Beach Drive (Coligny Circle to Alder Lane)
	Spanish Wells Road
	Squire Pope Road
	Union Cemetery Road
	Wild Horse Road

C. General Street Design Standards

All **streets** shall comply with the following standards, as applicable:

1. The arrangement of **streets** shall conform to that indicated by the **Comprehensive Plan** or Official Map, as appropriate.
2. For **streets** not shown on the **Comprehensive Plan** or Official Map, the arrangement of **streets** shall provide for the extension of existing **streets** where appropriate.
3. The street system shall be designed to permit the safe, efficient, and orderly movement of traffic, and should generally follow the guidelines of the latest edition of SCDOT's *Highway Design Manual* and AASHTO's *A Policy on Geometric Design of Highways and Streets*.

4. The street system for residential *subdivisions* shall be designed to serve the needs of the residential subdivision and to discourage use by through traffic.
5. Bicycle-safe drainage grates shall be used and perpendicular to the direction of travel in the *construction* of all *streets*.
6. The *Official* may require marginal *access, frontage streets*, or other such treatment as may be necessary for adequate protection of residential properties where a *subdivision* abuts or contains an existing or proposed arterial, collector, or other major street. This requirement shall not apply in a *development* (such as a PUD) where a central *access* street is provided.
7. The standards set forth above shall be met by all *streets*, whether publicly owned or maintained or privately owned or maintained.

D. Exceptions for Streets in the Town's Dirt Road Paving Program

The Town has a program to accept donations of public road rights-of-way on qualifying private unpaved roads with a goal to provide publicly maintained infrastructure within these rights-of-way. The Town may approve different right-of-way design standards on these particular roads, including streets, pathways, and storm drainage, to achieve this goal. If the donations of public road rights-of-way meet the Town's acceptance criterion, a public Town right-of-way will be recorded and the Town will maintain that right-of-way in perpetuity. The criterion are as follows:

- The road must serve more than five dwelling units, each with an individual address point; and
- Property owners must express interest in public road right-of-way assemblage (100% willing participation); and
- Land for the public road right-of-way must be donated to the Town; and
- Condemn land only as necessary due to unclear title issues; and
- Community volunteers may assist staff with facilitating right-of-way donations.

In an effort to encourage the right-of-way donations, the Town will provide relief to certain standards as described below:

1. Right-of-way width standards per Sec 16-5-105.D.1. shall apply, except the Town Engineer may accept a minimum right-of-way width of 30' for two-way traffic and a minimum right-of-way width of 24' for one-way traffic where physical and property constraints preclude the standard widths from reasonably being met.

2. End Treatments shall be constructed in accordance with Sec 16-5-105.H, except where the Town Engineer and Fire Marshal have deemed physical and property constraints preclude this from reasonably being met.
3. Adjacent street setbacks shall be five feet along properties abutting the new Town right-of-way.
4. Adjacent street buffers shall not apply to properties abutting the new Town right-of-way.
5. Each adjacent parcel abutting the Town right-of-way acquired under this program shall be permitted to develop to its full density potential based on the size of the parcel prior to the establishment of the Town right-of-way.

(Revised 11-18-2020 - Ordinance 2020-27)

E. Design Standards by Street Type

1. Street Standards

All **streets** in the **Town** shall comply with the **street** standards established in Table 16-5-105.E.1: Street Standards.

TABLE 16-5-105.E.1: STREET STANDARDS ¹				
STREET TYPE	MAXIMUM AADT	MINIMUM PAVEMENT WIDTH ²	MINIMUM SHOULDER WIDTH ³	MINIMUM RIGHT-OF-WAY
Lane	50	20 ft	4 ft	30 ft
Cul-de-sac ⁴	250	20 ft	4 ft	40 ft
	500	20 ft	8 ft	50 ft
Local Access	2,000	22 ft	8 ft	50 ft
Subcollector	4,000	24 ft	8 ft	60 ft
Collector	6,000	24 ft	10 ft	70 ft
Minor Arterial	25,000	24 ft	10 ft	70 ft
Major Arterial	50,000	24 ft	12 ft	120 ft

1. Right-of-way width standards shall apply, except the Town Engineer may accept a minimum right-of-way width of 30' right of way for two-way traffic and a minimum right-of-way width of 24' for one-way traffic for streets acquired under the Town's Dirt Road Paving Program where physical and property constraints preclude the standard widths from reasonably being met.
2. One-way **streets** shall have a minimum clear pavement width of 14 feet.
3. Shoulders shall be stable areas adjoining both sides of the **roadway** that are capable of supporting vehicles. They shall have a cross-slope no steeper than 12:1 (8.33%), and be clear of obstructions. If the required shoulder width is not desirable or attainable, raised curbing compliant with SCDOT standards may be substituted for the shoulder.
4. A hammerhead may be used in place of a **cul-de-sac** if the maximum AADT are 250 trips or less.

2. Dead-End Streets

No dead-end **streets** shall be permitted except those classified as a lane or **cul-de-sac** above. All dead end **streets** classified as **cul-de-sacs** require the geometric end treatment required in Sec. 16-5-105.G, Cul-de-Sac, or Sec. 16-5-105.H, Hammerheads.

3. Estimate of Annual Average Daily Trips (AADT)

If it is not possible to determine the maximum ADTs to be served by a **street** at the time of **street** design due to uncertainty about the type or intensity of **use** to be served, then the **applicant** shall estimate the probable **uses** and intensities and probable ADTs. If the **Official** determines that such estimates are unrealistic, the **Official** shall state why and require more realistic estimates.

(Revised 11-18-2020 - Ordinance 2020-27)

F. Right-of-Way

Right-of-way shall be measured from property line to property line and shall be sufficiently wide to contain the encompassing **street** elements of **street** pavement, shoulders, curbing, sidewalks and median (if provided). In addition to a **street**, It may contain, but is not limited to, utilities (including drainage), **signs** as allowed by Sec. 16-5-114, Sign Standards, landscaping, and where applicable, pathways. The **street** elements required vary depending on intensity of **development** and **street** order. Minimum **rights-of-way** shall be provided in Sec. 16-5-105.E.1, Street Standards.

(Revised 11-18-2020 - Ordinance 2020-27)

G. Cul-de-Sac

To be classified as a *cul-de-sac*, a street must terminate at one end with the hammerhead or *cul-de-sac* geometric end treatment described in 16-5-105.G and 16-5-105.H, respectively.

1. A residential *cul-de-sac* shall have a minimum *right-of-way* radius of 65 feet and a minimum outside edge-of-pavement radius of 55 feet.
2. A nonresidential *cul-de-sac* shall have a minimum *right-of-way* radius of 75 feet and a minimum outside edge-of-pavement radius of 65 feet.
3. A *cul-de-sac* shall have a minimum width of 20 feet of unobstructed pavement.
4. A residential *cul-de-sac* shall have a maximum length of 1,000 feet.

Figure 16-5-105.G: Cul-de-Sac Design

(Revised 11-18-2020 - Ordinance 2020-27)

H. Hammerheads

1. Hammerheads shall have a minimum length of 60 feet and a maximum length of 120 feet.
2. A hammerhead shall have a minimum width of 20 feet of unobstructed pavement.

Figure 16-5-105.H: Hammerhead Design

(Revised 11-18-2020 - Ordinance 2020-27)

I. Street Intersections

1. Minimum Intersection Angle

Street intersections shall be as nearly at right angles as practical and in no case shall be less than 75 degrees, with the angle measured at a distance of 100 feet from the centerline of the existing *roadway* (measured from a point of tangency if in a curve) to the centerline of the new *roadway*.

2. Minimum Centerline Offset of Adjacent Intersections

New intersections along one side of an existing **street** shall coincide with and, if practical, be directly opposite any existing intersections on the opposite side of the **street**. For all **streets**, the use of "T" intersections in **subdivisions** is encouraged. To avoid corner-cutting when inadequate offsets exist between **adjacent** intersections, offsets shall be at least 125 feet between centerlines of intersecting **streets**.

3. Grade

Intersections shall be designed with a relatively flat grade wherever practical. Maximum grade within intersections shall be five percent except within collectors and lower order **streets**, where the maximum grade shall be three percent.

4. Sight Triangles

- a. **Sight triangles** shall be required and shall include the area on each **street** corner that is bounded by the line that connects the "connecting" points located on each of the **right-of-way** lines of the intersecting **street** (see Figure 16-5-105.H.1: Sight Triangle Visual Clearance).
- b. No **structure** or plantings (at mature growth) exceeding 30 inches in **height** above the **street** grade shall be permitted within the **sight triangle**. Exceptions are permitted for **trees** if the lower canopy of the **trees** allows a clear line of sight between three feet and seven feet above the **street** grade and the trunks of such **trees** are sufficiently spaced or are so located as to be unlikely to substantially interrupt the line of sight.

Figure 16-5-105.I.1: Sight Triangle Visual Clearance

- c. Obstruction of a **sight triangle** is considered a violation of this **Ordinance**. Clearance of an obstruction shall be enforced in accordance with Chapter 16-8: Enforcement.
- d. **Sight triangles** shall have the dimensions shown in Table 16-5-105.I.4, Sight Triangle Dimensions.

TABLE 16-5-105.I.4: SIGHT TRIANGLE DIMENSIONS (FEET) ¹	
CLASSIFICATION OF	CLASSIFICATION OF STREET "B"

STREET "A"	LANE, CUL-DE-SAC, LOCAL ACCESS	SUBCOLLECTOR	COLLECTOR	MINOR ARTERIAL	MAJOR ARTERIAL
Lane, Cul-de-Sac, Local <i>Access</i>	25/25	25/35	30/40	30/45	35/50
Subcollector	35/25	35/35	40/40	40/45	45/50
Collector	40/30	40/40	40/40	45/45	50/50
Minor Arterial	45/30	45/40	45/45	45/45	50/50
Major Arterial	50/35	50/45	50/50	50/50	50/50
1. The first number in each pair is the length of the <i>sight triangle's</i> leg along the <i>right-of-way</i> of <i>street</i> "A"; the second is the length of the leg along the <i>right-of-way</i> of <i>street</i> "B" (see Figure 16-5-105.I.2: Sight Triangle Dimensions).					
Figure 16-5-105.I.2: Sight Triangle Dimensions.					

5. Curbing

Curbing shall be required at the radials of intersections involving two *streets* of subcollector or higher order.

6. Deceleration Lane and Right Turn Lane

Whenever an arterial or collector *street* intersects an arterial, the *street* having the *right-of-way* shall have a full-width deceleration lane at least 150 feet long, and the yielding *street* shall have a full-width right-turn lane designed to allow stacking distance at least 100 feet in length. In addition, any *driveway access* on the *street* without the deceleration lane shall be a minimum of 150 feet from the intersection. In any case, where neither *street* is obviously dominant (due to equal order hierarchy, signalization or other similar factor), then both *streets* shall provide full-width deceleration or right-turn lanes, as appropriate, at least 150 feet long.

Figure 16-5-105.I.6: Deceleration Lanes

7. Stacking Depth

Development on major arterials shall provide a **drive aisle** not less than 100 feet long from the arterial, measured from edge-of-pavement to edge-of-pavement (including deceleration lanes), so as to provide adequate stacking room for vehicles entering the **development**. Such **drive aisles** shall be free of any elements that may impede vehicle travel.

(Revised 11-18-2020 - Ordinance 2020-27)

J. Access to Streets

1. Major Arterials

Along the same side of major arterials, no **street, driveway, or other vehicular access** point shall enter at a point nearer than 500 feet from the centerline of an existing or final approved **street, driveway, or other vehicular access** point to the centerline of the proposed vehicular **access** unless the lot would be rendered unusable by the strict application of this standard, in which case the **access** point should be optimally located.

(Revised 3-7-2023 - Ordinance 2023-04)

2. Minor Arterials

Along the same side of minor arterials no **street, driveway, or other vehicular access** point shall enter at a point nearer than 200 feet from the centerline of an existing or final approved **street, driveway, or other vehicular access** point to the centerline of the proposed vehicular **access** unless the lot would be rendered unusable by the strict application of this standard, in which case the **access** point should be optimally located.

(Revised 3-7-2023 - Ordinance 2023-04)

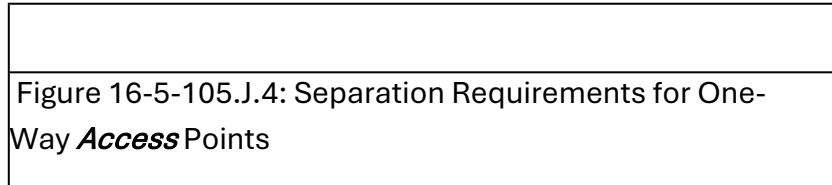
3. All Other Streets

Along the same side of all other **streets**, no **street, driveway, or other vehicular access** point shall enter at a point nearer than 100 feet from the centerline of an existing or final approved **street, driveway, or other vehicular access** point to the centerline of the proposed vehicular **access** unless the lot would be rendered unusable by the strict application of this standard, in which case the **access** point should be optimally located—provided, however, that this minimum separation standards shall not apply to vehicular **access** points serving single-family dwellings in subdivisions.

(Revised 3-7-2023 - Ordinance 2023-04)

4. One-Way Access Points

When evaluating the required minimum distance separation between vehicular **access** points along the same side of a **street**, a pair of one-way vehicular **access** points may be considered a single vehicular **access** point centered midway between the pair. The centerline-to-centerline spacing between any ingress/egress pair must be a minimum of 100 feet, unless the one-way pair is divided by a median that is 20 feet wide or less. A one-way vehicular **access** point shall have a width of not less than 14 feet or more than 20 feet. These vehicular **access** points shall attain at least one-half of the minimum distance separation from **adjacent** vehicular **access** points that would otherwise be required.



5. Median Cuts

New median cuts on major arterials shall be at least 1,000 feet from existing or approved median cuts and shall have left-turn deceleration lanes in each direction at the median cut.

6. Frontage Required

All new **multifamily** and nonresidential **development** shall have **frontage** on, and direct vehicular **access** onto, a **street** meeting the standards in Section Sec. 16-5-105.E.1, Street Standards. This vehicular **access** requirement shall not apply to the redevelopment of an existing **development** site with vehicular **access** only on a **street** not meeting the standards in Sec. 16-5-105.E.1, Street Standards.

7. Gates

- a. The installation of **gates** across fire apparatus **access** streets shall ensure adequate emergency vehicle **access**. Gates shall have an approved means of emergency operation and the emergency operation shall be maintained as operational at all times.
- b. Gates shall have an unobstructed opening of not less than 14 feet in width for one-way traffic and 20 feet in width for two-way traffic.
- c. Gates shall be located at least 100 feet from any arterial or collector **street**, and shall comply with the stacking distance standards in Table 16-5-107.I.1, Vehicle Stacking Distance for Drive-Through and Related Uses.

(Revised 8-18-2020 - Ordinance 2020-19)

8. [Reserved]

(Revised 11-18-2020 - Ordinance 2020-27; revised 3-7-2023 - Ordinance 2023-04)

K. Private Streets

The *developer* shall record restrictive covenants defining operation and *maintenance* responsibilities for private *streets* with the Beaufort County Register of Deeds.

(Revised 11-18-2020 - Ordinance 2020-27)

L. Street Lighting

Street lighting, if provided, shall comply with the standards recommended in the latest edition of the *IES Lighting Handbook* published by the Illuminating Society of North America, or other comparable standards approved by the *Official*. All such lighting shall be hooded or directed, to the extent practical, to shield the light source from direct view from *adjacent* properties and *streets*.

(Revised 11-18-2020 - Ordinance 2020-27)

M. Traffic Signs and Street Name Signs

1. Traffic Signs

Traffic *signs* shall be provided at the *developer's* expense, and their design and placement shall be in accordance with the latest edition of the *Manual on Uniform Traffic Control Devices*.

2. Street Name Signs

- a. Street name *signs* (on private internal *streets*) shall be provided at the *developer's* expense.
- b. Two *street* name *signs* shall be provided in instances where there are differently named *streets* on either side of the intersection.
- c. Signs shall be reflective or installed under light standards and should be consistent, of a style appropriate to the *Town*, of a uniform size and color, and erected on *street* posts of the same *height* set in concrete as established by the Town Engineer.
- d. The *Official* may allow deviations from these standards in consideration of *neighborhood* character or special signage.

(Revised 11-18-2020 - Ordinance 2020-27)

N. Street Furniture

Street furniture, which consists of the man-made elements of a streetscape generally associated with amenities for pedestrians, shall be placed where needed and not interfere with safe use of the pathway or *roadway*.

(Revised 11-18-2020 - Ordinance 2020-27)

O. Street Design and Construction Standards

Subject to the Town Engineer's approval, the following standards shall apply:

1. Shoulders, Side Slopes and Ditches

a. All *streets* offered for public dedication shall have shoulders or curbs, side slopes and ditches, or alternative storm drainage systems prepared in accordance with the latest editions of the SCDOT's *Standard Specifications for Highway Construction and Access and Roadside Management Standards*.

b. Shoulders shall be properly compacted and stabilized to a safe edge. Stabilized turf shoulders are not required but are recommended. If curbs are used, shoulders may not be required.

2. Paving Streets for Public Dedication

All *streets* offered for public dedication shall be constructed and surfaced with finished paving in accordance with the latest editions of the SCDOT's *Standard Specifications for Highway Construction and Access and Roadside Management Standards*.

3. Paving Private Streets

Private *streets* may be constructed without finished paving, provided that the finished surface and drainage system are approved by the Town Engineer.

4. Bicycle Lanes

Bike lanes shall be designed and provided in accordance with the latest edition of the AASHTO Guide for the Development of Bicycle Facilities and S.C. Code Ann. § 56-5-3425.

(Revised 11-18-2020 - Ordinance 2020-27)

P. Multi-Purpose Pathways

Multi-purpose pathways to accommodate both pedestrian and bicycle traffic may be provided independent of the street system. The pathway standards in this section apply only

to pathways constructed generally parallel to streets within a private or public right-of-way. The following standards shall apply to multi-purpose pathways:

(Revised 5-17-2016 - Ordinance 2016-07)

1. Pathways shall be designed and provided in accordance with the latest edition of AASHTO's *Guide for the Development of Bicycle Facilities*. Dimensions and **construction** specifications of multi-purpose paths shall be determined by the number and type of users and the location and purpose of the path.

Figure 16-5-105.P.1: Pathway Dimensions

2. A minimum eight-foot paved width shall be provided for two-way traffic and a five-foot width for one-way traffic. A five-foot sidewalk on each side of the roadway is an acceptable alternative to providing a single separated two-way pathway facility.

(Revised 5-17-2016 - Ordinance 2016-07)

3. Choice of surface materials, including bituminous mixes, concrete, gravel, soil cement, stabilized earth, and wood planking, shall depend on use and users of the path, as approved by the Town Engineer.

4. Gradients of bike paths should generally not exceed a grade of five percent, except for short distances. In no case, shall the gradient exceed a grade of eight percent.

5. Any multi-purpose pathway shall be restricted as part of the site's **common open space** when within a major subdivision. A permanent **easement** for the pathway shall be dedicated or reserved and shall provide for **access** to the pathway to allow for its **maintenance**.

6. Bicycle-safe drainage grates shall be used and properly oriented with their openings aligned perpendicular to the pathway in the **construction** of all multi-purpose pathways.

(Revised 11-3-2015 - Ordinance 2015-23; revised 11-18-2020 - Ordinance 2020-27)