



CITY OF SALUDA NORTH CAROLINA

MAYOR Fred Baisden CITY MANAGER Jonathan Cannon COMMISSIONERS Mark Oxtoby Paul C. Marion Stan Walker Bob Ross
--

AMENDED AND RESTATED ORDINANCE REGULATING MINIMUM STREET STANDARDS AND METHOD FOR ACCEPTANCE OF PRIVATE STREETS INTO THE CITY STREET SYSTEM

(THE CITY OF SALUDA STREETS ORDINANCE)

WHEREAS, the Board of Commissioners of the City of Saluda believes that the City should maintain an exemplary City Street System for its residents to promote public safety and general welfare; and

WHEREAS, the Board of Commissioners believes an exemplary City Street System requires a permanent commitment to a program of methodical repair and maintenance of public streets; and

WHEREAS, the Board of Commissioners mandates that before private streets are accepted as public streets and placed into the City Street System, specific requirements set forth by the City Street Design Standards dated May 30, 2003 shall be met by said private streets in existence before May 30, 2003;

NOW, THEREFORE, BE IT ORDAINED by the Board of Commissioners of the City of Saluda, North Carolina, that The City of Saluda Streets Ordinance is amended and restated as follows:

ARTICLE I. SHORT TITLE

This ordinance shall be known and may be cited as The City of Saluda Streets Ordinance.

ARTICLE II. DEFINITIONS

For the purpose of this ordinance, the following words, terms and phrases, shall have the following meanings, except where the context clearly indicates a different meaning:

1. *Wayfinding Signs* means a sign(s) used to improve pedestrian and motorist ability to locate landmarks, public facilities and public parking, and to increase public safety by combining various pieces of information at single locations.

ARTICLE III. STREET DESIGN STANDARDS FOR NCDOT ROAD COMPONENTS UNDER CONTROL OF THE CITY

The City of Saluda provides the following design standards for all streets within the municipal limits.

SECTION 3.01 MAIN STREET (US 176)

The City of Saluda Parking Ordinance and any amendment to said ordinance is incorporated herein by reference.

SECTION 3.02 GREENVILLE STREET

The City of Saluda Parking Ordinance and any amendment to said ordinance is incorporated herein by reference.

SECTION 3.03 OZONE DRIVE

The City of Saluda Parking Ordinance and any amendment to said ordinance is incorporated herein by reference.

ARTICLE IV. STREET DESIGN STANDARDS FOR MUNICIPAL STREETS, SUBDIVISION, AND PRIVATE STREETS

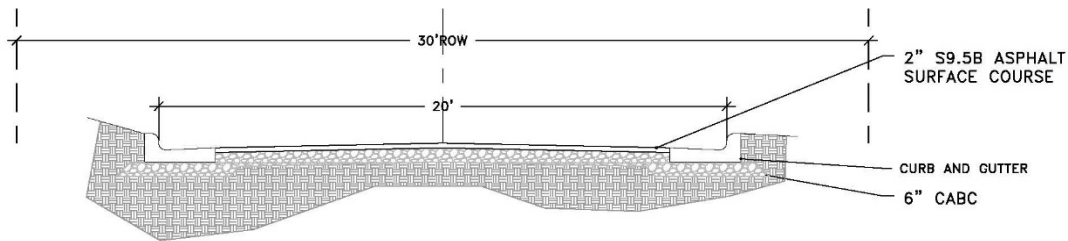
All municipal streets and proposed subdivision streets whether public or private within the municipal limits are to be built in accordance with the design standards included herein.

All existing municipal streets within the City of Saluda are to be maintained in accordance with the design standards included herein.

All existing municipal streets within the City of Saluda are to be improved in accordance with the design standards included herein.

SECTION 4.01 MAJOR CITY STREET WITH CURB AND GUTTER

All streets within the City of Saluda shall be built in accordance with the major city street with curb and gutter design standards except when specific conditions as provided herein are met.

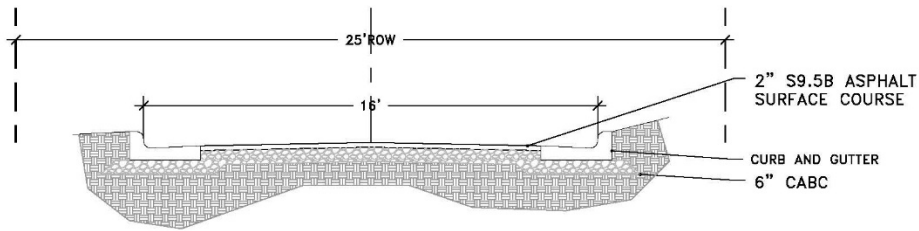


MAJOR CITY STREET C&G

SECTION 4.02 MINOR CITY STREET WITH CURB AND GUTTER

Streets within the City of Saluda shall qualify to be considered a minor city street with curb and gutter under the following conditions:

1. The natural grade cross slope is greater than twenty five percent (25%).

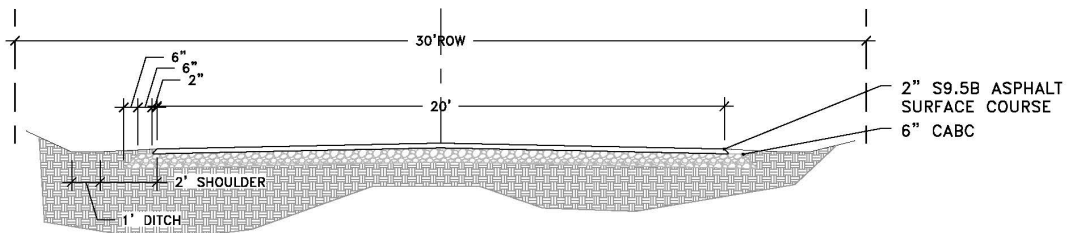


MINOR CITY STREET C&G

SECTION 4.03 MAJOR CITY STREET WITHOUT CURB AND GUTTER

Streets within the City of Saluda shall qualify to be considered a major city street without curb and gutter under the following conditions:

1. The proposed centerline finished grade profile is to be less than seven percent (7%).

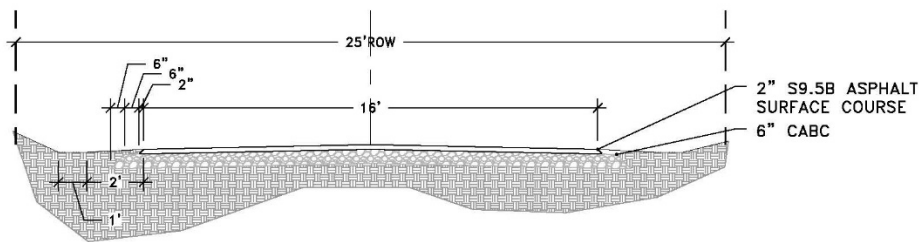


MAJOR CITY STREET NO C&G

SECTION 4.04 MINOR CITY STREET WITHOUT CURB AND GUTTER

Streets within the City of Saluda shall qualify to be considered a minor city street without curb and gutter under the following conditions:

1. The natural grade cross slope is greater than twenty five percent (25%); and
2. The proposed centerline finished grade profile is to be less than seven percent (7%).



MINOR CITY STREET NO C&G

ARTICLE V. STREET SIGN AND PAVEMENT MARKING DESIGN STANDARDS

Reserved for future use

ARTICLE VI. CITY WAYFINDING SIGN STANDARDS

Reserved for future use

ARTICLE VII. METHOD FOR ACCEPTANCE OF PRIVATE STREETS INTO THE CITY OF SALUDA STREETS SYSTEM

SECTION 7.01 ELIGIBILITY OF PRIVATE STREETS

In order for the Board of Commissioners to consider accepting any private street into the City Street System, said street must meet the minimum criteria as follows:

1. Designed in accordance with City Street Design Standards under Article III herein.
2. Constructed in accordance with City Street Design Standards under Article III herein.
 - a. In lieu of a fully constructed street, a bond payable to the City of Saluda for 100% payment of construction costs in accordance with City Street Design Standards under Article III herein may be provided.
 - b. In lieu of a fully constructed street, a check or cash payment for 100% payment of construction costs in accordance with City Street Design Standards under Article III herein may be provided to the City of Saluda. These funds will be held by the City of Saluda in an account. Upon street completion and acceptance by the City of Saluda, all funds will be returned to the individual or company. If said account accrues interest to the City of Saluda may be provided and held by the City of Saluda until construction is complete for
3. which details the minimum right-of-way and construction specifications established by the City.

The street being considered must lie wholly within the city limits and must be improved in conformance with the City Street Design Standards. Any resident who desires to dedicate a private street constructed before May 30, 2003 to the City must first present to the Board of Commissioners at a regular scheduled meeting of said Board a petition and plat.

ARTICLE VIII. PETITION AND PRELIMINARY PLAT SPECIFICATIONS

Petition Specifications. The petition must be signed by 100% of property owners whose land abuts the private street being presented to the Board for acceptance. After receipt of the

petition, the Board of Commissioners will then direct the City Clerk to verify the petition's validity. After verification by the City Clerk, the Board of Commissioners will call for a public hearing on said issue within 90 days to review both the petition and the preliminary plat.

Preliminary Plat Specifications. The preliminary plat shall be a minimum of 18"x24", have adequate margins (1-1/2" on left and 1/2" on all other), be in reproducible form, and display a title block with the following information: title, name of petitioners, location of street (city, county and state), date, scale, and name and address of surveyor. Control comers shall be clearly indicated along with a surveyor's certificate displaying the following information: under whose supervision the plat was drawn, origin of information, ratio of precision, boundaries not surveyed clearly indicated, statutory classification of plat (G.S. 47-30(f)(1)(d)), and all pages signed and sealed. Further, said preliminary plat shall have the following: north arrow, course and distance notations of every line and presence of curve data where applicable, names of all adjacent property owners, rights of way and cross-section of improved street drawn in accordance with the City Street Design Standards for Small Neighborhood Streets, water and sewer lines, storm water drains and culverts, watercourses, percent slope at road centerline over the entire distance of the street, street clearly labeled as "public street", and vicinity map.

ARTICLE IX. CERTIFICATE OF APPROVAL. FINAL PLAT AND DEDICATION OF STREET TO CITY

A Certificate of Approval issued by a registered engineer certifying compliance of the improved street with the requirements of said City Street Design Standards shall be presented to the Board. The final plat shall have the same information as the preliminary plat previously submitted to the Board with any additional changes deemed necessary by the Board as a result of the public hearing. The final plat shall not be recorded until after it has received approval by the City and until it has received a Certificate of Approval by a certified engineer. Upon acceptance by the City of a private street as a public street, said street shall become public rights-of-way and be entered into the City Street System for repair and maintenance.

ARTICLE X. EXISTING PRIVATE ROADS AS OF MAY 30, 2003

At the discretion of the Board of Commissioners, the City may accept private streets into the City Street System that were in existence before May 30, 2003. Should streets not meet all applicable standards and requirements of this ordinance, exceptions shall be determined by the Board. Approval of private streets as public streets and placement into the City Street System rests solely with the City of Saluda Board of Commissioners.

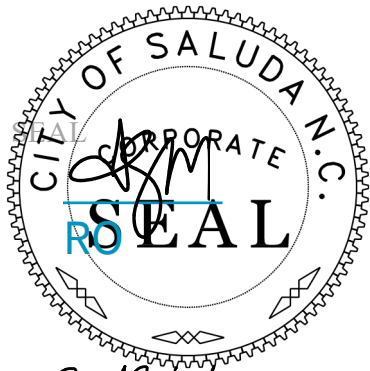
(Ord. 0-20-08, passed 07/23/2020)

Adopted this the 7th day of July, 2020

ATTEST


Tola Ellis (Jul 27, 2020 15:01 EDT)

Tola Mueller, City Clerk



Fred Baisden

[Fred Baisden \(Jul 27, 2020 14:59 EDT\)](#)

Fred Baisden, Mayor

APPROVED AS TO FORM

Jana L. Berg

Jana Berg, City Attorney