

**Page Intentionally Left Blank**

## Policy Review

TOPIC	Jurisdiction		
	City of North Augusta	City of Aiken	Aiken County
<b>1. DEFINITION</b>			
1.1. Does "Street" definition include pedestrian and cyclist reference?	<p>No, not in the official definition section, but elsewhere pedestrians and cyclists are recognized as street users.</p> <p>"Street - Any street including Local, Subcollector, Collector Street or Arterial Street as defined in Article 14." (CDO) <i>β</i> Each classification has its own definition, primarily defined via ADT. "Local" streets are the only ones that mention pedestrians.</p> <p>"Road, Street or Thoroughfare - The full width between property lines bounding every public way of whatever nature, with a part thereof to be used for vehicular traffic" (CDO)</p> <p>"The road system shall respect the function of streets as the shared domain of drivers, pedestrians and bicyclists. Street widths shall be adequate to accommodate vehicles and emergency services, but not excessively wide so as to encourage speeding. To the extent possible the street system shall incorporate pedestrian amenities including sidewalks, center medians, landscaping strips between the curb and sidewalk, street trees and narrow intersection radii so as to improve the walkability of the streetscape." (CDO, Section 14.2.1.)</p>	<p>No. Street types are described primarily in terms of their vehicular function or in relation to edges.</p> <p>"Road, Street, or Thoroughfare: A public or private right-of-way located on an approved plat used primarily for vehicular traffic" (Land Development Regulations)</p> <p>"HIGHWAY; STREET; ROAD: The entire width between right-of-way or boundary lines of a public way open for vehicular travel" (Zoning Regulations)</p>	<p>No.</p> <p>"Any publicly- or privately-maintained thoroughfare (drive, avenue, circle, or boulevard) or space more than 18 feet in right-of-way width which has been dedicated, deeded or designated for vehicular traffic. The term is synonymous with 'road'. The term does not include drive-ways." (Aiken County Land Management Regulations (LMR))</p>



TOPIC	Jurisdiction		
	City of North Augusta	City of Aiken	Aiken County
1.2 Definition of Sidewalk	None	"SIDEWALK: A paved or surfaced area, paralleling and usually separated from a public or private street, used as a pedestrian walkway." – (Zoning Regulations)	None
1.3 Definition of Bicycle	None	None	None
<b>ASSESSMENT</b>	<b>Needs improvement</b>	<b>Needs improvement</b>	<b>Needs improvement</b>
<b>2. STREET ELEMENTS AND CONFIGURATION</b>			
2.1. Pedestrian accommodations (sidewalks, crosswalks, etc) required during new development or redevelopment	<p>Yes.</p> <p>Conservation Subdivision and TND "Use Patterns" require a sidewalk &amp; pedestrian circulation system.</p> <p>All new streets (except alleys, lanes, and rural streets) must have sidewalks on both sides.</p> <p>Arterials under the purview of the SCDOT (subject to "Conventional Street Design") may or may not have sidewalks, depending on the specifications of the SCDOT.</p>	<p>Yes, on both sides of new arterial or collector roads.</p> <p>Not required on new local streets, unless within 1.5 miles of a school or park.</p>	<p>"Sidewalks shall be required on one side of each street in all subdivisions with 50 lots or more with an average lot size of one half acre or less. Sidewalks also may be required by the Planning Commission to continue an existing walk in an adjacent subdivision or along an existing street to access nearby schools and/or public recreation areas."</p> <p>In regards to Multifamily Housing, Residential Care Facilities, Group-occupied Dwellings, Townhouses, Duplexes, Triplexes, and Quadruplexes: "pedestrian facilities such as sidewalks shall be provided to connect structures and amenities. Connections must be provided to any existing adjoining pedestrian facilities. Sidewalks shall meet the construction standards specified by Section 7.15." (Sections 3.11 and 3.12, 2011 LMR).</p>



TOPIC	Jurisdiction		
	City of North Augusta	City of Aiken	Aiken County
2.2. Bike accommodations (bike lanes, shoulders, racks, etc) required during new or redevelopment	Yes. All collectors and arterial street classifications plus rural streets have bike lanes specified. Other streets are expected to operate in a shared condition. "Applicants may also provide separate routes for bicyclists in lieu of a bike lane. Bike lanes shall connect with segments of the Greenway system that are within the proposed development. Bike lanes shall conform to the minimum widths specified in Table 14-5, Bikeway Design Width" (SOURCE)	No, not required via guideline or regulation.	No, not required via guideline or regulation.
2.3. Sidewalks or bike accommodations required by roadway type	Yes, see above.	Yes (sidewalks only), though roadway types are insufficient and are oriented entirely towards motorized vehicle mobility ("arterial", "collector", local", etc)	No.
2.4. New sidewalks, bike lanes, greenways, etc., connect to existing facilities	Yes. "Subdivisions adjoining the Greenway or a bikeway shall provide sidewalks with a minimum right of way of twenty (20) feet that connect the lots internal to the subdivision to the Greenway or bikeway"	No, not required via guideline or regulation.	No.



TOPIC	Jurisdiction		
	City of North Augusta	City of Aiken	Aiken County
2.5. Cross-Access between adjacent land parcels	<p>Yes. "Stubouts for future road connections to adjoining vacant parcels shall be provided where practicable". In commercial re/development areas, parking areas shall connect to each other. Also, provision of cross-access is the highest-ranked mitigation measure in response to Traffic Impact Analyses (CDO 8.7.2)</p>	<p>Land development regulations include the following provisions which may discourage walkability and easy access:</p> <ul style="list-style-type: none"> <li>- Curvilinear roads shall be used in residential subdivisions to the maximum extent feasible.</li> <li>- Local roads shall be designed to discourage through traffic. (LDR 5.6.2)</li> </ul>	<p>Yes "Proposed streets shall be coordinated with the existing street system in the surrounding area and, where possible, shall provide for the continuation of existing streets abutting the development. Existing roads shall be continued at the same or greater width, but in no case shall be less than the width required by the provisions of this Chapter." (7.3.2, 2011 LMR)</p> <p>In reference to the Traffic-Impact Study required by new, large developments: "The traffic-impact analysis also shall assess the connection of the property to adjoining properties. Where the use, scale of development, or size of adjoining properties is such that trips would be anticipated between the proposed uses and the other properties, the analysis shall make recommendations on interconnections. The analysis shall recommend interconnections to provide a smooth flow of traffic between uses along arterials and collector roads to ensure that as much traffic as possible uses secondary roads and other interconnections rather than major roads for short trips." (10.10.7 2011 LMR)</p>



TOPIC	Jurisdiction		
	City of North Augusta	City of Aiken	Aiken County
2.6. Block size	TND: Average length of 400', maximum length of 700'. A link/node connectivity ratio is also used.	Block sizes are too large for walkability. Access management would be better addressed through specifying intersection control spacing.  From Zoning Ordinances, 5.2.1 Residential areas: 600-2000' Along "Major Arterials": minimum of 1000' For blocks longer than 600', easements may be required for utilities or walkways (min 4' in width)	"(A) Block lengths shall be appropriate to topographic conditions and density to be served, but shall not exceed 1,200 feet in length, or be less than 300 feet in length. (B) Blocks should be of sufficient width to allow for two tiers of lots of appropriate depth, except where reverse-frontage lots are required along a major street, or where prevented by size, topographical conditions, or other inherent conditions of the property." (7.10.1, 2011 LMR)
2.7. Dead end streets	"The street system shall balance the public goal of connectivity with market demands for privacy. While this Article does not ban cul-de-sacs, cul-de-sacs and dead-end streets shall be reserved for situations involving unique topography, environmental restrictions or similar considerations. Wherever possible, cul-de-sacs should be designed as closes" (14.2.3, CDO)	Allowed, up to 1000' feet in length.	"Dead-end streets designed to be permanently closed at one end shall not exceed 2,500 feet in length." "A turn-around shall be provided at the closed end of a street and shall have a minimum diameter of 80 feet to the outside edge of the pavement and 100 feet to the legal right-of-way line. Cul-de-sacs shall be avoided wherever possible by connecting new subdivision roads with nearby or adjacent existing roads. The Planning Commission shall determine whenever such connections are required. In all subdivisions, whether single-phase or multi-phased, all reasonable efforts shall be made to provide current or future connections with existing nearby roads and/or with proposed future roads in an attempt to eliminate excessively long cul-de-sacs." (7.3.4, 2011 LMR)
<b>ASSESSMENT</b>	<b>Exceptional</b>	<b>Needs improvement</b>	<b>Needs improvement</b>



TOPIC	Jurisdiction		
	City of North Augusta	City of Aiken	Aiken County
<b>3. PEDESTRIAN FRIENDLY BUILDING AND SITE DESIGN STANDARDS</b>			
3.1. Off-street motorized vehicle parking is behind or to side of buildings	In the TND use pattern, "parking is not allowed forward any portion of the front plane of the building". For other patterns, it may be desirable but does not appear to be required.	Downtown – Yes.	No, however for "Highway Corridor Overlay Districts": "No more than one bay of parking shall be allowed between a structure and the right-of-way of the primary street fronting the site." (2.12.8, 2011 LMR)
3.2. Maximum automobile parking requirements defined	Yes. Further, minimum parking requirements are waived for three of four "use patterns" (TND, Conservation Subdivision, and Commercial Redevelopment).	No. Only minimum values are specified and they are excessive for most uses. However, developers may submit alternative parking amount requests from accepted sources, subject to approval from the Planning Director.	Yes. "The maximum number of off-street parking spaces to be provided shall not exceed one hundred and ten (110%) percent of the minimum number required." (4.1, 2011 LMR)
3.3. Bicycle parking requirements	"Bicycle parking may be required where the Director finds that there is a sufficient need in a particular case" (CDO 12.4.2)	Not specified.	Not Specified.



TOPIC	Jurisdiction		
	City of North Augusta	City of Aiken	Aiken County
3.4. Other place-supportive parking regulations (On-street parking, shared parking, pricing, employer incentives/programs, etc)	<p>Shared parking calculations are allowed, with reductions up to 50% of required parking in the downtown district.</p> <p>On-street parking may not be counted towards the minimum requirements in any ratio.</p>	<p>ULI's "Shared Parking" manual is explicitly recognized as a source of alternative parking quantity calculations.</p>	<p>Yes. "The number of off-street parking spaces for uses requiring 100 or more spaces may be reduced by the Development Official up to twenty (20%) percent on the basis of such data as shared parking, ride-sharing programs, provision of public transit, or other acceptable provisions or standards. Up to fifty (50) percent of the parking spaces required for a proposed non-residential use may be provided and used jointly with an adjoining non-residential use not normally open, used, or operated during the same hours as the proposed use." (4.1, 2011 LMR)</p> <p>In "Highway Corridor Overlay Districts": "The Development Official at his discretion may accept a higher or lower number of parking spaces than required in 2.12.8(A) above (or a specific number of spaces for a use not listed) based on developer-submitted parking data such as a shared parking analysis or appropriate standards from another accepted source." (2.12.8, 2011 LMR)</p>
3.5. Form-based or design-based codes are used	<p>Yes. Four "use patterns" are anticipated to comprise the bulk of new development and redevelopment within zoning districts: Conservation Subdivision, TND, Neighborhood Center, and Commercial Redevelopment. Each of these patterns is governed by dimensions for lots, landscaping, streets, parking, and other elements.</p>	<p>Downtown – Yes. Elsewhere there is some guidance on form, but not much.</p>	<p>No. However, in Planned Unit Developments: "Variety in building types, heights, facades, setbacks, and size of open spaces shall be encouraged." (2.7.3, 2011 LMR)</p>
3.6. Pedestrian entrances required on street frontage (regardless of parking location)	<p>Yes.</p>	<p>Downtown – Yes. Elsewhere, no.</p>	<p>No.</p>



TOPIC	Jurisdiction		
	City of North Augusta	City of Aiken	Aiken County
3.7. Setback or build-to requirements	0' setbacks are acceptable for use patterns. Build-to lines may exist.	Downtown – Build-to is used instead of setback.	No.
3.8. Buffer requirement between adjacent buildings or uses	No buffer requirements in areas covered by "use patterns". Elsewhere, large buffers (40'+) are required to separate industrial from other uses while small buffers separate various residential and commercial uses.	Downtown – No, urban design standards and dimensions are used instead. However, outside of downtown, minimum 10' landscape buffers must be placed between anything abutting a single-family residential area.	Yes, buffer requirements for all land-use types except single and two-family residential development. (5.1.3, 2011 LMR)
3.9. Mixed use buildings and blocks	Yes, commercially-oriented use patterns allow and encourage mixed use buildings and blocks	Downtown – Yes.	Yes, in "Residential Limited Mixed Use" and "Urban Development Districts" (2.2, 2011 LMR)
3.10. Active ground floor uses with engaging architecture	Yes, commercial ground floors are required in TND, Neighborhood center, and Commercial Redevelopment area.	Downtown – Yes.	Not required.
3.11. Site Amenities for Cyclists and others (Showers, Changing areas, etc)	No guidelines found.	No guidelines found.	No guidelines found.
3.12. Human-scale lighting (< 15' tall) required along paths and in parking areas	No standards found for height of street lighting. For exterior building lighting, 25' is listed as the maximum height.	Downtown – Yes.	No. "Maximum 20' at primary access points" (5.5, 2011 LMR) "The maximum height of streetlights shall be 25 feet." (7.7.2, 2011 LMR)
<b>ASSESSMENT</b>	<b>Exceptional</b>	<b>Adequate</b>	<b>Needs improvement</b>
<b>4. PEDESTRIAN FACILITY DESIGN</b>			
4.1. ADA Standards	5' Sidewalks meet ADA minimum width.	A ramp shall be provided at intersections in accordance with SC State law. However, specified sidewalk widths (4') do not meet ADA standards.	No guidelines found
4.2. Minimum sidewalk width by context	5' minimum per ADA requirements.	Specified as 4' (not as minimum). This is insufficient.	"Within subdivisions, sidewalks shall be at least 4 feet wide; when providing access to public facilities, sidewalks shall be not less than five feet wide." (7.15, 2011 LMR)
4.3. Street Trees	Landscaping based on street typology.	5' minimum landscape buffer required, with larger planting strips (up to 25') according to lot depth.	Not required, except as part of "Large Retail Projects" (2.12.11, 2011 LMR) and bufferyards (5.1.4, 2011 LMR).



TOPIC	Jurisdiction		
	City of North Augusta	City of Aiken	Aiken County
4.4. Mid-Block Crossings	No guidelines found in CDO or details.	No Guidelines.	Crosswalks are required to be at least 10-feet-wide and to be located in areas where deemed necessary to provide adequate pedestrian circulation or access to schools, shopping areas, recreation areas, or destination facilities. (4.1.1.1, 2003 ARTS Bicycle and Pedestrian MP)
<b>ASSESSMENT</b>	<b>Adequate</b>	<b>Needs improvement</b>	<b>Needs improvement</b>
<b>5. BICYCLE FACILITY DESIGN</b>			
5.1. Types of Facilities Specified or Allowed	In CDO: Sidewalks, Bike Lanes, Greenways In Greenway Plan: Greenway (MUT), Side Path, Connectors, Bike Lanes, Wide Lanes, Shared Lanes, Bike Routes, Bike Boulevards.	Only facility mentioned is "bikeway" which is specified as six feet wide.	Greenways are linear green belts linking residential areas with other open-space areas. These greenways may contain bicycle paths, footpaths, and bridle paths. (5.3.5, 2011 LMR)
5.2. Minimum Shoulder Width	Depends on street type.	No guidelines beyond SC-DOT (state roads only).	Only under construction standards for Subdivisions: 10' min for lots < 1 acre 6' min for lots > 1 acre. (7.3.9, 2011 LMR)
5.3. Bicycle accommodations at intersections	The Greenway Plan discusses various bicycle facilities at intersections.	Not specified.	Not Specified.
<b>ASSESSMENT</b>	<b>Exceptional</b>	<b>Needs improvement</b>	<b>Needs improvement</b>
<b>6. SUPPORTING POLICIES AND MANUALS</b>			
6.1. Complete Streets Policy	Not known as such, but Complete Streets are part of guiding principles for Streets chapter in CDO.	No.	No.
6.2. Design Manual for Pedestrian and/or Bicycle Facilities	Guidance on width and inclusion within CDO, but standard construction details do not yet include bike facilities. A single (5') sidewalk detail is provided.	No.	No.
6.3. Complete Street Design Guidelines for a variety of contexts	Yes, in text and intent, but no standard details for road types are available.	No.	No.
6.4. General and Pedestrian Connectivity Requirements	Yes, both block size and connectivity ratio.	Minimal, larger than ideal pedestrian scale.	Minimal.



TOPIC	Jurisdiction		
	City of North Augusta	City of Aiken	Aiken County
6.5. Existence of street hierarchy plan by context	No. A functional classification map is contained in the Comprehensive Plan, but organizes streets but vehicular mobility ("arterial", "collector", etc)	The transportation plan was under development at the time of this review.	No. Streets are defined as having a vehicular hierarchy.
6.6. Existence of bicycle and pedestrian plan(s)	Yes, a detailed master plan has been prepared for both bicycle and pedestrian facilities.	Jurisdiction relies on the current regional ARTS Bicycle and Pedestrian Plan for inventory and guidance.	Relies on 2003 regional ARTS Bicycle and Pedestrian Plan.
6.7. Consideration of pedestrian and bicycle concerns in Site Planning	Yes.	Yes, "bike and pedestrian ways" are specifically mentioned in site plan requirements, though there is little additional guidance on appropriateness.	No, only considers vehicular traffic.
6.8. Consideration of pedestrian and bicycle concerns and Level of Service (LOS) in Traffic Impact Analyses and other engineering studies	No, however, traffic mitigation measures are ranked as follows:  1. Improvements in connectivity internal to the site or between sites including cross-access improvements and cross-access easements; 2. New road connections to improve connectivity; 3. Access controls; 4. Median islands; 5. Intersection signalization; 6. The addition of turn lanes; 7. Pedestrian and transit infrastructure such as sidewalks and bus stops or passenger shelters; 8. Pavement widening; and 9. New road construction, either off site or internal to the site that provides connectivity in the impact area.	No guidance found.	No guidance found.
6.9. Traffic Calming programs, policies, and/or manuals	No guidance found, though street design guidelines (including pavement width, corner radii, street trees, and other urban design items) should keep vehicle speeds relatively low and appropriate to context.	No guidance found.	No guidance found.
6.10. Access management program or policy	Detailed parcel access requirements are included within the development code.	Yes, access management guidelines are part of the zoning ordinance.	No guidance found.
6.11. Sidewalk retrofit program or policy	Not found in ordinances, but bike/ped plans reference this goal.	No guidance found.	No guidance found.
<b>ASSESSMENT</b>	<b>Adequate</b>	<b>Needs improvement</b>	<b>Needs improvement</b>



TOPIC	Jurisdiction		
	City of North Augusta	City of Aiken	Aiken County
<b>7. ITEMS REVIEWED</b>			
7.1. Names of Resources	<p>GUIDELINES AND REGULATIONS</p> <ol style="list-style-type: none"> <li>1. North Augusta Development Code (Jan 2008)</li> <li>2. North Augusta Code of Ordinances , ch. 19 (Online, Current as of June 2010, Accessed Aug 2011)</li> <li>3. Construction Specifications, Road Details (Accessed Aug 2011)</li> </ol> <p>ADDITIONAL PLANS</p> <ol style="list-style-type: none"> <li>4. Draft Greenway, Pedestrian and Bicycle Master Plan (May 2011)</li> <li>5. Comprehensive Plan (2005)</li> </ol>	<p>GUIDELINES AND REGULATIONS</p> <ol style="list-style-type: none"> <li>1. Old Aiken Design Guidelines (Oct 2008)</li> <li>2. City Code of Ordinances (Current as of Oct 25, 2010, Accessed Aug 2011)</li> <li>3. Land Development Regulations (Sept 2008)</li> <li>4. Zoning Ordinance (June 2009)</li> <li>5. Landscaping Manual and Tree Protection (Aug 2005)</li> </ol> <p>ADDITIONAL PLANS</p> <ol style="list-style-type: none"> <li>6. Old Aiken Master Plan (Apr 2005)</li> </ol>	<p>GUIDELINES AND REGULATIONS</p> <ol style="list-style-type: none"> <li>1. Aiken County Land Management Regulations. (Online, Current as of Jan 2011, Accessed September 2011)</li> <li>2. Aiken County Code of Ordinances (Online, Current as of May 2011, Accessed September 2011)</li> </ol> <p>ADDITIONAL PLANS</p> <ol style="list-style-type: none"> <li>3. ARTS Bicycle and Pedestrian Plan (2003)</li> <li>4. ARTS 2035 Long Range Transportation Plan (September 2005)</li> </ol>