

7.5 STREET DESIGN

7.5.1 Public and Private Street Design

- A. Layout of streets as to arrangement, width, grade, character, and location shall conform to the following:
- 1) Coastal Pender Collector Street Plan, Pender County Transportation Plan or other approved State of Federal Transportation Improvement Plan.
 - 2) Adjoining street systems,
 - 3) Existing, planned and proposed streets, topographic, drainage and other natural features of the property,
 - 4) To provide for continuity in existing streets and proposed streets,
 - 5) Provide adequate right-of-way for collector streets,
 - 6) Reasonable access will be provided to adjacent properties for development.
- B. Spite strips along development boundaries preventing access to streets from adjacent properties are prohibited.
- C. Street Alignment – local residential street intersections should be directly aligned if possible.
- D. When such intersections cannot be aligned, they shall be offset centerline to centerline by not less than 125 ft. Intersections of Collector streets as defined herein or shown on the Coastal Pender Collector Street Plan, Pender County Transportation Plan or other approved State Transportation Improvement Plan.
- E. Streets should intersect as nearly as possible at right angles.
- F. Permanent dead end streets (cul-de-sacs) or temporary dead end (stub) streets shall be no longer than 1,000 ft. unless it is demonstrated by the developer that the configuration of the property prevents its development without longer streets to provide access to the lots and common area to be subdivided.
- 1) Temporary dead end or stub streets shall provide turn around capabilities to meet the following NCDOT requirements: ~~The Cul-de-sac end shall be a bulb type with minimum radii as follows: Curb & Gutter Section: RW = 45', Pavement = 37' to gutter edge, Shoulder Section: RW = 50', Pavement = 35'.~~

	Total Length	Edge of Pavement Radius	Right of Way Radius With Curb and Gutter	Right of Way Radius Without No Curb and Gutter
Short Cul-de-sac	500 ft. or less	35 ft.	45 ft.	50 ft.
Long Cul-de-sac	501 ft. to 1,000 ft.	40 ft.	50 ft.	55 ft.

2) Alternative turnaround designs (hammerhead, y turn around, t intersection, etc.) may be approved given specific criteria including; topographical constraints, existing structures, limited feasible connections to adjacent right of way or adjacent properties or any other criteria as approved by the Technical Review Committee or Planning Board, as applicable, in conjunction with NCDOT.

- G. Applicants for subdivision approval shall obtain approval for street names from the Pender County Addressing Coordinator. A copy of the approved preliminary plat with approved street names must be submitted to the Administrator within 30 days of approval of the preliminary plat and prior to final plat submission.
- H. Sight triangles as required in the NCDOT Secondary Roads Standards shall be provided at all street intersections.