



Overview

Pursuant to regulations set forth by Article IV (Zoning) in the Guilford County Development Ordinance, all lots must have public street access and frontage meeting the applicable property’s zoning district determination.

Legal Access can be acquired by one of three different ways; direct access (street frontage) to a public right-of-way or by one of five exceptions.

Direct Access

Every legal and buildable lot in Guilford County (unincorporated) has a minimum width of street frontage required, depending on which zoning district the lot belongs to. The street frontage for residential lots gives the lot the ability to build a driveway on to the lot from the roadway.

Zoning Districts	Frontage
AG, RS-40, RS-30	50 feet
RS-20, RS-15, RS-12	45 feet
RS-9, RS-7, RS-5	30 feet
RM-5, RM-8, RM-12, RM-18, RM-26	50 feet
GO-M & GO-H (res)	50 feet
GO-M & GO-H (non-res)	75 feet
LO, NB	60 feet
LB	80 feet
GB, LI, HI	75 feet
HB, SC, CP, PI	100 feet

All Commercial Uses must attain a driveway permit from North Carolina Department of

Transportation. Guilford County belongs to Division Seven, District Two and can be reached at 336-334-3161.

Street Requirements

All streets proposed must adhere to the regulations set forth by Guilford County and in cases where the street will become a public right-of-way, by NC DOT.

Conformance with Thoroughfare and Collector Street Plans

The location and design of streets shall be in conformance with applicable thoroughfare and collector street plans. Where conditions warrant, right-of-way widths and pavement widths in excess of the minimum street standards may be required.

Conformance with Adjoining Street Systems

The planned street layout of a proposed subdivision shall be compatible with existing or proposed streets and their classifications on adjoining or nearby tracts.

Access to Adjoining Property

Where in the opinion of the Technical Review Committee, it is desirable to provide for street access to adjoining property, proposed streets shall be extended to the boundary of such property.

Reserve Strips

Reserve strips adjoining street rights-of-way for the purpose of preventing access to adjacent shall not be permitted under any condition.

Street Classification

The final determination of the classification of streets in a proposed subdivision shall be made by the Jurisdiction. Street classifications are defined in Article II (Definitions).

Public Street Design Criteria

Right-of-way dedication and paving of streets in and adjacent to the subdivision shall be in conformance with the right-of-way and pavement width requirements of Table 5-13-1 and Table 5-13-2; and shall be designed in accordance with the Jurisdiction’s Street Design Manual, or the North Carolina Department of Transportation (NCDOT) Subdivision Roads: Minimum Construction Standards, whichever is applicable.

**Table 5-13-1
Minimum Public Street Design Standards – Urban Area**

<i>Classification</i>	<i>Minimum Right-of-Way (ft.)₁</i>	<i>Minimum Pavement Width (ft.)_{1 2}</i>	<i>Stopping Sight Distance (ft.)</i>	<i>Centerline Radius (min.) 4% Super (ft.)</i>
Major Thoroughfare	90-100	64-68	650	1,530
Minor Thoroughfare				
• five Lane	80	60	550	1,240
• four Lane	68	48	475	955
Collector	60	40	400	765
Subcollector	56	36	250	440
Local Residential				
• with ribbon ₃	50	22	200	300
• with curb and gutter	50	30	200	300
Residential Cul-de-sac				
• with ribbon	50	22	200	300
• with curb and gutter	50	30 ₄	200	300
Local Industrial	60	40	325	575
Industrial Cul-de-sac	60	40	325	575

Recommended design standards-exceptions may be approved due to special physical constraints on an individual basis by designated local staff.

₁ - Unless additional width required under Section 5-13-3 (A).

₂ - Dimension in this column are from face of curb, except ribbon pavement.

₃ - Watershed Critical Area (WCA) only.

₄ - With twenty (20) dwelling units or less, 26 feet.

**Table 5-13-2
Minimum Public Street Design Standards – Rural Area**

<i>Classification</i>	<i>Minimum Right-of-Way (ft.)₁</i>	<i>Minimum Pavement Width (ft.)_{1 2}</i>	<i>Stopping Sight Distance (ft.)</i>	<i>Centerline Radius (min.) 4% Super (ft.)</i>
Collector/Subcollector (NCDOT)	50	20	200	230
Local/Cul-de-sac (NCDOT)	50	20	150	150

Recommended design standards-exceptions may be approved due to special physical constraints on an individual basis by designated local staff.

₁ - Unless additional width required under Section 5-13-3 (A).

₂ - Dimension in this column are from face of curb, except ribbon pavement.

Private Street Design Criteria

1. Where Permitted: Private streets shall be permitted in developments with Owner’s Associations and group developments.
2. Minimum Design and Construction: The minimum street design standards are found in Table 5-13-3. The pavement design for all private streets will be equivalent to the minimum design for local residential streets of the Jurisdiction or NCDOT whichever is applicable, unless the developer supplies an alternate pavement design supported by an engineering study. The developer must furnish an engineer’s seal and certification that the private streets have been tested and certified for the subgrade, base and asphalt. All private streets will have a standard, thirty (30) inch curb and gutter section, unless the street is located in the Watershed Critical Area (WCA). Streets located in the WCA may be twenty-two (22) feet of asphalt construction with shoulders and ditch section. Common area may need to be widened to keep the ditch section within the common area. All cul-de-sacs will have a minimum forty-five (45) foot pavement radius.
3. Owner’s Association Required: An Owner’s Association is required to own and maintain all private streets allowed under this Ordinance. All private streets will be indicated as such on the plat.

**Table 5-13-3
Minimum Private Street Design Standards – Urban Area**

<i>Minimum Common Area Free of Obstructions (ft.)</i>	<i>Minimum Pavement Width (face to face) (ft.)</i>	<i>Stopping Sight Distance (ft.)</i>	<i>Centerline Radius Minimum (ft.)</i>
34 ¹	24 ²	150	215

¹ - Common area may need to be wider when using ribbon pavement in the Watershed Critical Area.

² - Ribbon pavement width in Watershed Critical Area is twenty-two (22) feet.

Minimum Private Street Design Standards for Manufactured Dwelling and Recreational Vehicle Parks

<i>Minimum Common Area Free of Obstructions (ft.)</i>	<i>Minimum Pavement Width (face to face) (ft.)</i>	<i>Stopping Sight Distance (ft.)</i>	<i>Centerline Radius Minimum (ft.)</i>
30	20	150	150

4. Private Through Streets: No through street in a residential area connecting two (2) public streets can be designated as a private street, unless approved by the Technical Review Committee.
5. Connections to Public Streets: All private streets, connecting with public streets, require an approved driveway application from the Jurisdiction or NCDOT whichever is applicable. Where street returns are permitted, the developer shall construct a concrete band running parallel with the public street. The width of this band shall commence at the gutter line and extend to the right-of-way of the public street.
6. Sidewalks: In the event sidewalks are constructed, the minimum width shall be four (4) feet.

Private Lane Design Criteria

1. Where Permitted: Private lanes shall be permitted only in minor subdivisions.
2. Construction Standards:
 - a. Roadway Width and Construction Design: Minimum Street Design Standards are found in Table 5-13-4. The base course shall comply with NCDOT Standards. A pavement surface is not required. The area outside the roadway shall be treated with stabilizing vegetation or other materials approved by the Soils Division.

**Table 5-13-4
Minimum Private Lane Design Standards – Rural Area**

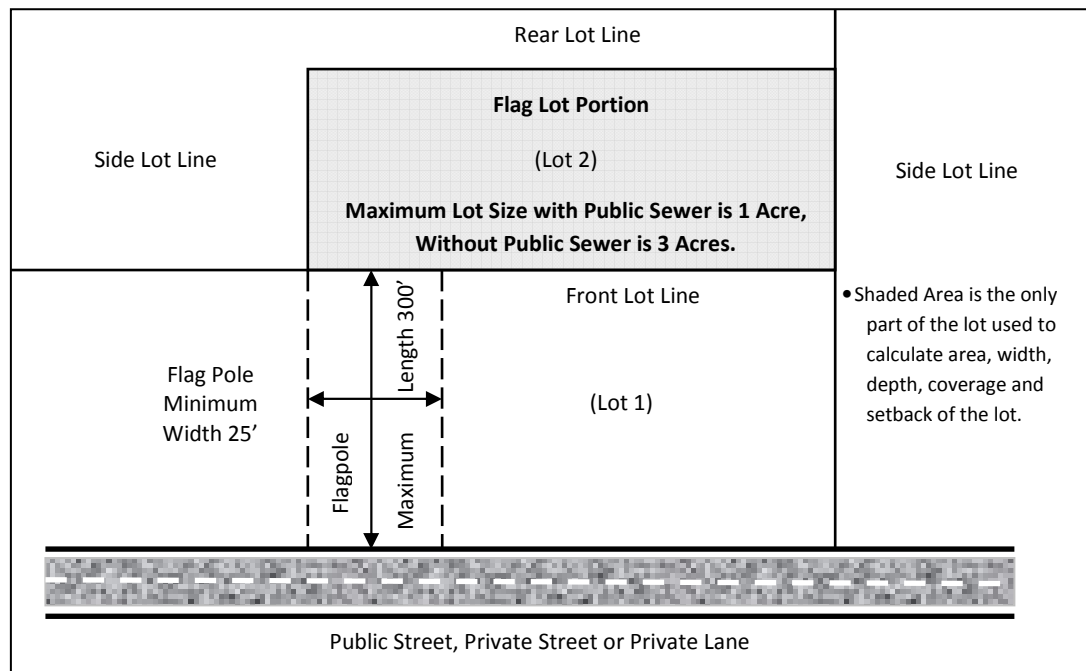
<i>Minimum Private Right-of-way Width (ft.)</i>	<i>Minimum Width of Roadway (ft.)</i>	<i>Stopping Distance (ft.)</i>	<i>Centerline Radius Minimum (ft.)</i>
50	18	150	150

- b. Block Length: Block length shall not be longer than six hundred (600) feet.
- c. Turn Around: A cul-de-sac or T-type turnaround shall be provided in accordance with NCDOT Standards.
- d. Intersection: Roads shall be designed to intersect as nearly as possible at right angles. Intersections at angles less than sixty (60) degrees are not permitted. A Private lane may not intersect with another Private Lane.
- e. Street Off-Sets: The off-set alignment of the centerline of two (2) non-intersecting streets shall be a minimum of one hundred twenty-five (125) feet.
- f. Disclosure Statement: A disclosure statement in accordance with NCGS 136-102.6 shall be approved by the County Attorney, recorded simultaneously with the plat, and referenced on the Final Plat. The Disclosure Statement must contain the provision(s) for the construction and/or maintenance of the Private Lane.
- g. Certificate of Inspection and Surety: A certificate of inspection signed and sealed by a licensed professional engineer shall be filed with the Planning Department prior to recordation of the Final Plat. A surety may be posted for a Private Lane in which case the certificate will be required after road construction is complete. This certificate shall at a minimum state that the private road has been constructed to meet the minimum design standards set forth herein.

Flag Lots

Flag Lots must be approved by the Technical Review Committee meeting the following requirements:

1. A flag lot shall serve only one (1) single-family dwelling and its uninhabited accessory structures.
2. The maximum flagpole length shall be three hundred (300) feet.
3. The minimum flagpole width shall be twenty-five (25) feet.
4. The maximum lot size in areas with public sewer shall be one (1) acre.
5. The maximum lot size without public sewer shall be three (3) acres. For lots located in the Watershed Critical Area Tier 2 without public sewer, the minimum lot size shall be five (5) acres and the maximum shall be ten (10) acres. **Note:** Flagpole portion of lot is used to calculate area, width, depth, coverage and setbacks of the lot or to provide off-street parking.
6. Where public water is available, any building on the flag lot must be within five hundred (500) feet of a hydrant. This distance shall be measured along the street then along the flagpole, then in a straight line to the building location.
7. Where public sewer is available, occupied buildings on the flag lot shall have a gravity service line, or the sewer pump requirement shall be noted on the plat.
8. Use of a single driveway to serve a flag lot and an adjoining lot is permitted and encouraged; the preferred location for the driveway is on the flagpole portion of the flag lot, with the conventional lot granted an access easement over the flagpole.

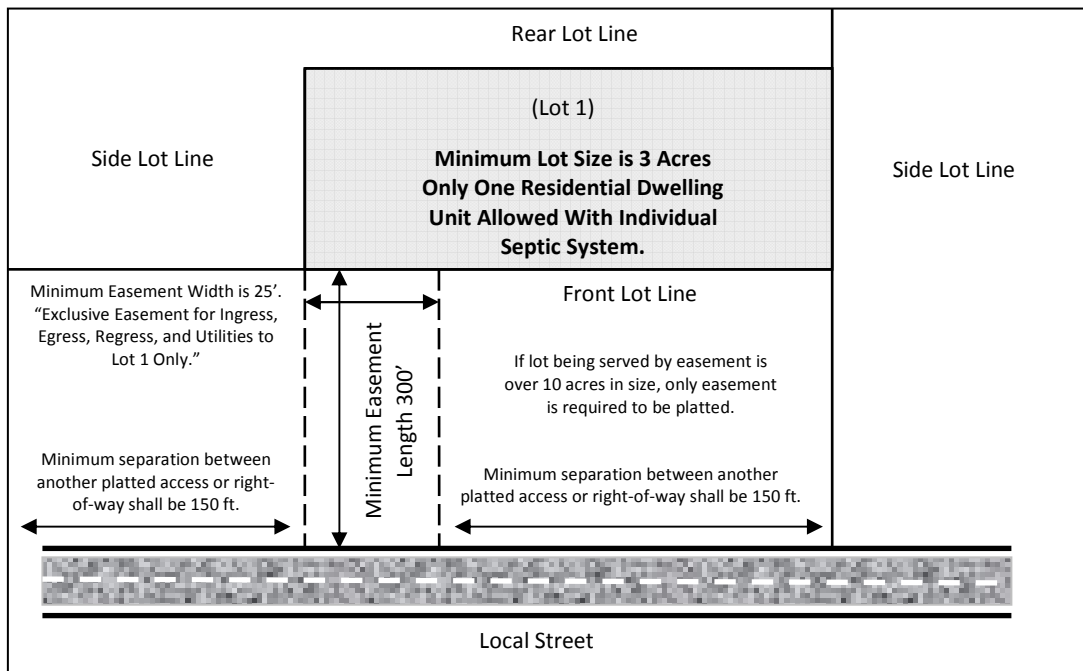


No Scale

Exclusive Access Easement

Lots served by Exclusive Access Easements must meet the following criteria:

1. An Exclusive Access Easement shall serve only one (1) single-family dwelling and its uninhabited accessory structures.
2. Lots to be served by an Exclusive Access Easement shall not be created in an area served by public water or sewer or within the extraterritorial jurisdiction of a municipality.
3. The minimum lot size shall be three (3) acres.
4. The minimum easement width shall be twenty-five (25) feet.
5. The minimum easement length shall be three hundred (300) feet.
6. The minimum separation between easement and any other platted access or right-of-way shall be one hundred fifty (150) feet.
7. The location of the easement must be recorded on a plat.
8. The Exclusive Access Easement shall permit ingress, egress, and regress and necessary utilities required to serve the lot.



No Scale

Intersecting Street Angle

1. All streets shall intersect at or as near to ninety (90) degrees as possible within topographic limits.
2. All streets crossing natural areas, wetlands, or stream buffers must cross at or as near to ninety (90) degrees as possible within topographic limits.

Cul-de-sac Maximum Length

The maximum distance from an intersecting through street to the end of a cul-de-sac shall be eight hundred (800) feet, except that a distance up to one thousand six hundred (1,600) feet may be approved in a Watershed Critical Area.

Minimum Street Offset

Where streets are offset, the centerlines shall be offset no less than one hundred twenty-five (125) feet.

Curb and Gutter

Curb and gutter shall be required in all urban subdivisions except in the Watershed Critical Area as defined in Article VII (Environmental Regulations) unless the continuity of previous street work necessitates curb and gutter. Curb and gutter shall be constructed in conformance with the design criteria of the Jurisdiction. Curb and gutter in rural subdivisions is not require unless public water and/or sewer is available.

Temporary Turnarounds

Streets stubbed to adjoining property or phase lines may be required to have a temporary turnaround at the end of the street which will be sufficient to permit sanitation vehicles to turn around.

Grade at Intersections

The grade on stop streets approaching an intersection shall not exceed five (5) percent for a distance of not less than one hundred (100) feet from the centerline of the intersection.

Sight Distance Easements

Triangular sight distance easements shall be shown in dashed lines at all street intersections and so noted on the subdivision plat. These easements will remain free of all structures, trees, shrubbery, driveways, and signs, except utility poles, will be determined by the Jurisdiction and the NCDOT.

Approval Process	
Public Streets	Technical Review Committee/NCDOT
Private Streets	Technical Review Committee
Private Lanes	Normal Plan Review
Flag Lots	Technical Review Committee
Exclusive Access Easements	Normal Plan Review