

ARTICLE B

DESIGN STANDARDS

9-6-16 SUBDIVISION STANDARDS

(a) GENERAL

- (1) Design: All proposed subdivisions, including group developments, shall comply with this Article, and shall be designed to promote beneficial development of the community, and shall bear a reasonable relationship to the approved plans of the City. The Guidebook of Standards and Practices for Development, published by the City of High Point, shall be a supplement to the provisions of this Ordinance that regulate subdivision and development design. It shall also be considered as a resource for both City and developer in determining compliance with the City's various development review processes, development standards and practices, and in determining general compliance of development proposals with the stated purposes of this Ordinance.
- (2) Development Name: In no case shall the name of a proposed development duplicate or be phonetically similar to an existing development name in the jurisdiction unless the proposed development lies adjacent or in proximity to the existing development.
- (3) Reasonable Relationship: All required improvements, easements, and rights-of-way (other than required reservations) shall substantially benefit the development or bear a reasonable relationship to the need for public facilities attributable to the new development.
- (4) Off-Site Connections: When in the opinion of the Technical Review Committee, it is necessary to connect streets and/or utilities off-site to adjoining streets and/or utilities, said improvements may be required in accordance with city policy.

(b) LOT DIMENSIONS AND STANDARDS

The size, shape, and orientation of lots shall be appropriate for the location of the proposed subdivision and for the type of development contemplated and shall conform to the following (except as provided in Section 9-4-11 (Dimensional Requirements)):

- (1) Conformance to Other Regulations: Every lot shall have sufficient area, dimensions, and street access to permit a principal building to be erected thereon in compliance with all zoning and other requirements of this Ordinance;
- (2) Minimum Building Area: Every lot shall have at least forty percent (40%) of its total area, or three thousand (3,000) square feet, whichever is less, of contiguous buildable area of a shape sufficient to hold a principal building. Said area shall lie

at or be filled to an elevation at least one (1) foot above the one hundred year flood elevation. (Caution: Chapter 7 or federal wetlands regulations will prohibit or restrict fill placement in certain locations.)

- (3) Lot Depth to Width Ratio: No lot shall have a depth greater than four (4) times the width at the minimum front street setback.
- (4) Side Lot Line Configuration: Side lines of lots should be at or near right angles or radial to street lines.
- (5) Lot Lines and Drainage: Lot boundaries shall coincide with natural and pre-existing manmade drainageways to the extent practicable to avoid lots that can be built upon only by altering such drainageways.
- (6) Lots on Thoroughfares: Major subdivisions shall not be approved that permit individual residential lots to access major and minor thoroughfares.
- (7) Access Requirements: All lots must have public street access and frontage meeting the requirements set forth in Chapter 4 (Zoning), or as follows:
 - a. Flag lots approved by the Technical Review Committee meeting the following requirements:
 1. A flag lot shall contain 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. (Note: The flagpole portion of the lot is not 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 fire 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; and

8. Use of a single driveway to serve adjoining flag lots or to serve a flag lot and an adjoining conventional lot is permitted and encouraged. In the latter case, 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; or
- b. Lots and units located in cluster developments, planned unit developments, integrated multiple use developments, and group developments with Owners' Associations in which permanent access is guaranteed by means of approved private streets and/or drives. The development as a whole shall have public street access and frontage in accordance with Chapter 4 (Zoning).

(c) **STREETS**

- (1) Dedication of Right-of-Way: Right-of-way for public streets shall be dedicated to the City pursuant to NCGS 160A, Article 19, Part 2 and other applicable state laws. When dedication cannot be required, any future street right-of-way indicated on adopted thoroughfare plans or collector street plans shall be shown on the plat.
- (2) Conformance with Thoroughfare Plans and Collector Street Plans: The location and design of streets shall be in conformance with applicable thoroughfare plans and collector street plans. Where conditions warrant, right-of-way widths and pavement widths in excess of the minimum street standards may be required.
- (3) 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.
- (4) 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.

The minimum number of points of street access shall be based on the number of dwelling units in the proposed development as set forth below.

- a. Residential developments with more than fifty (50) lots or dwelling units shall have at least two (2) separate points of public road access.
 - b. Residential developments with more than one hundred fifty (150) lots or dwelling units shall have at least three (3) separate points of public road access.
- (5) Reserve Strips: Reserve strips adjoining street rights-of-way for the purpose of preventing access to adjacent property shall not be permitted under any condition.

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- (6) Street Classification: The final determination of the classification of streets in a proposed subdivision shall be made by the City. Street classifications are defined in Chapter 2 (Definitions).
- (7) Public Street Design Criteria: The street design standards for the street classifications are attached herewith as Table 6-16-1. 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 6-16-1. Exceptions to the street design standards may be approved by the Director of Transportation due to special physical constraints. These streets shall be designed in accordance with the City's Standard Specifications and Details for Roads - Structures Utilities, or the NCDOT Subdivision Roads: Minimum Construction Standards, whichever is applicable. Ribbon pavement streets may be allowed for local residential cul-de-sac streets in accordance with the general public street design standards found in the City of High Point's Standard Specifications and Details for Roads, Structures and Utilities (Engineering Services).
- (8) Private Street Design Criteria:
- a. Where Permitted: Private streets shall be permitted in single family detached cluster developments, single family and twin home sections in planned unit developments, townhouses developments, in integrated multiple use developments and in residential developments that are gated or otherwise secured self-contained developments that have their access to public street(s) at one or more secured points.
 - b. Design and Construction: The street design standards are found in Tables 6-16-2 and 6-16-3. The pavement construction design for all private streets will be equivalent to the construction design for local residential streets of the City, unless the developer supplies an alternate pavement design (supported by an engineering study) approved by the City. Exceptions to the street standards may be approved by the Director of Transportation due to special physical constraints. 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. Common area may need to be widened to include the side ditch section. All cul-de-sacs shall have a minimum forty-foot (40') pavement radius.
 - c. Cul-de-sac Maximum Length: The maximum distance from an intersecting through street to the end of a cul-de-sac shall be twelve hundred (1,200) feet, except that a distance up to sixteen hundred (1,600) feet may be approved in the Watershed Critical Area. Exceptions to these maximum distance standards may be approved by the Director of Transportation due to special physical constraints.
 - d. Owners' Association Required: An Owners' Association shall be required to own and maintain all private streets allowed under this Ordinance.
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- e. **Plats:** All private streets shall be shown as such on all plats.
 - f. **Through Streets:** No through street in a residential area connecting two public streets can be designated as a private street unless approved by the Technical Review Committee.
 - g. **Connections to Public Streets:** All private streets connecting with public streets require approved driveway applications from the City (or NCDOT if 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 extend from the gutter line to the right-of-way line of the public street.
 - h. **Sidewalks:** Where sidewalks are installed, they shall be in accordance with all applicable standards as specified in this Ordinance and shall meet or exceed the City's standard specifications for sidewalks.
- (9) **Street Intersections:** Street intersections shall be as nearly at right angles as possible. Property lines at street intersections shall be a tangent connecting points on each right-of-way line, which are located a minimum distance of twenty (20) feet back from the intersection of the two (2) right-of-way lines in residentially zoned areas and fifty (50) feet in nonresidentially zoned areas.
- (10) **Streets Crossing Natural Areas:** All streets crossing natural areas, wetlands, or stream buffers shall cross at or as near to ninety (90) degrees as possible within topographic limits.
- (11) **Spacing Between Intersections:** Offset intersections are not desirable and should be avoided. Intersections that cannot be aligned should be separated in accordance with the design standards established by street classification. The higher classification street involved shall determine the distance between intersections along that street. In the event of unusual topography, a distance less than the design standard, but in no case less than one hundred fifty (150) feet, may be approved by the Technical Review Committee.
- (12) **Cul-de-sac Maximum Length:** The maximum distance from an intersecting through street to the end of a cul-de-sac shall be twelve hundred (1,200) feet, except that a distance up to one thousand six hundred (1,600) feet may be approved in the Watershed Critical Area. Exceptions to these maximum distance standards may be approved by the Director of Transportation due to special physical constraints.
- (13) **Temporary Turnarounds:** Streets stubbed to adjoining property or to phase lines may be required to have temporary turnarounds at the end of the street sufficient to permit sanitation vehicles to turn around.
- (14) **Grades at Intersections:** The grade on stop streets approaching an intersection shall not exceed five percent (5%) for a distance of one hundred (100) feet from the centerline of the intersection.

- (15) Street Names: Street names, prefixes, suffixes and addresses shall conform to the guidelines and policies set forth in City's Street Name and Address Assignment (Street Name and Address Assignment Guidelines and Policies. (Appendix)

**TABLE 6-16-1
PUBLIC STREET DESIGN STANDARDS**

CLASSIFICATION	ROW (a) (ft)	PAVEMENT WIDTH (ft) (a), (b)	STOPPING SIGHT DISTANCE (ft)	CENTERLINE RADIUS (ft)	TURNAROUND RADIUS: ROW/PAVE (ft)
MAJOR THOROUGHFARE	90-100	64-68	650	1530	-
MINOR THOROUGH FARE five-lane four-lane	80 68	60 48	550 475	1240 955	- -
COLLECTOR	60	40	400	765	NA
SUB COLLECTOR	56	32	250	440	NA
LOCAL RESIDENTIAL w/ribbon (c) w/curb and gutter	60 50	22 26	200 200	300 300	NA NA
RESIDENTIAL CUL-DE-SAC w/ribbon (c) w/curb and gutter	60 50	22 26	200 200	300 300	50/40 50/40
LOCAL INDUSTRIAL	60	40	325	575	60/50
INDUSTRIAL CUL-DE-SAC	60	40	325	575	60/50

(a) Additional width may be required under Subsection 9-6-16(c)(2), Conformance with Thoroughfare and Collector Street Plans.

(b) Dimensions in this column are from face-of-curb to face-of-curb, except for ribbon pavement.

(c) Ribbon pavement allowed subject to the provisions of the City of High Point's Standard Specifications and Details for Roads, Structures and Utilities (Engineering Services).

**TABLE 6-16-2
PRIVATE STREET DESIGN STANDARDS**

COMMON AREA WIDTH (ft)	PAVEMENT WIDTH (ft)	STOPPING SIGHT DISTANCE (ft)	CENTERLINE RADIUS (ft)	TURNAROUND RADIUS ROW/PAVE(ft)
34(a)	24(b)	150	215	50/40

(a) Common area shall extend a minimum of five (5) feet beyond face-of-curb and shall be free of obstructions. Common area may need to be wider when using ribbon pavement in the WCA.

(b) Pavement width is measured from face-of-curb for curb and gutter streets. Pavement width may be reduced to a minimum of twenty-two (22) feet for ribbon paved streets.

**TABLE 6-16-3
PRIVATE STREET DESIGN STANDARDS
FOR RECREATIONAL VEHICLE PARKS**

PAVEMENT ROW WIDTH (ft)	PAVEMENT WIDTH (ft)	STOPPING SIGHT DISTANCE (ft)	CENTERLINE RADIUS (ft)	TURNAROUND RADIUS ROW/PAVE(ft)
30(a)	20	150	150	50/40

(a) This right-of-way is not dedicated but shall be free of obstructions.

(16) Street and Traffic Control Signs:

a. Street Signs:

1. The City shall erect street name signs at each intersection of public streets. All signs on public streets shall be in compliance with the Manual on Uniform Traffic Control Devices (MUTCD).
2. At each intersection of a named private street or drive with a public street, the City shall erect a street name sign in compliance with the MUTCD. The developer shall pay a fee to the City for each such sign required.
3. At each intersection between private streets or drives, the developer shall be required to erect and maintain signs fabricated with retro reflective material in compliance with the MUTCD. Nonstandard background and letter colors may be allowed for internal private street intersections upon approval by the City of High Point Transportation Director.

b. Traffic Control Signs: The developer shall provide traffic control signs that meet the Manual on Uniform Traffic Control Devices (MUTCD) standards in locations designated by the City.

c. Maintenance: Maintenance of signs on private streets or drives shall be the responsibility of the owner or Owners' Association, as appropriate.

(17) Directional Address Signs:

- a. An orientation of buildings within a group development resulting in multiple private streets or drives, or that obscures certain buildings from plain view from parking and access areas will require the placement of directional address signs.

- b. Directional address signs shall be placed where the multiple private streets or drives intersect, or along the street or drive at each primary entry to the obscured buildings.
- c. Each directional address sign shall show the appropriate addresses or range of addresses and a directional arrow or location instructions as minimal direction information. Except for a logo, such signs shall bear no corporate or development advertising.

(d) BLOCK LENGTH

Blocks shall not exceed a perimeter length of six thousand (6,000) feet, except that a perimeter length of up to twelve thousand (12,000) feet may be approved in the Watershed Critical Area. Perimeter length is the shortest perimeter measurement along the abutting street right-of-way lines.

(e) SIDEWALKS

- (1) General. Sidewalks shall be installed along public streets that are within or abut a subdivision, and at other locations as specified below.
- (2) Required Locations:
 - a. Along both sides of new and existing major thoroughfares and minor thoroughfares, not otherwise subject to lesser requirements.
 - b. Along one side of new and existing collector and sub-collector streets, not otherwise subject to lesser requirements, except that upon review by the Technical Review Committee, both sides may be required where one or more of the following conditions exists:
 - i. The current or projected average daily traffic volume is greater than 8,000 vehicles per day.
 - ii. The posted speed limit is greater than 35 miles per hour.
 - iii. The street is identified as a pedestrian route on the City of High Point Pedestrian Plan.
 - iv. Other pedestrian safety, access, or circulation needs are identified.
 - c. Along one side of new and existing local streets not otherwise subject to lesser requirements, unless other pedestrian safety, access, or circulation needs are identified.
 - d. As required by the regulations of the Traditional Neighborhood District in Section 9-4-3(b)(5)d.

- (3) Exempt Locations:
- a. Along new and existing local and sub-collector residential streets where, upon review by the Technical Review Committee, the following conditions are found to exist:
 - i. The proposed development is within an area consisting predominantly of existing single-family residential development, where no sidewalks are present; and
 - ii. The character and size of the proposed development will not result in substantial additional pedestrian facility needs; and
 - iii. There are no new pedestrian facilities planned that would provide a pedestrian connection to the proposed development.
 - b. Along existing streets in predominantly industrial areas where no sidewalks are present and where, upon review by the Technical Review Committee, a sidewalk is not deemed necessary or feasible.
 - c. Along new and existing cul-de-sac streets and permanent dead-end streets, which are eight hundred (800) feet or less in length, and which are not strategic pedestrian routes.
 - d. Along streets that are North Carolina Department of Transportation controlled access facilities.
- (4) Extent. Sidewalks required by this Ordinance shall be constructed along that portion of the street or streets that the parcel abuts, for the full length of the property line abutting the street or streets. Where sidewalks are required to be installed on one side of a street, the Technical Review Committee shall determine upon which side the sidewalks are to be installed, in accordance with the City's standard specifications for sidewalks.
- (5) Construction Standards. All sidewalks, whether required by this Ordinance or installed voluntarily, shall meet or exceed all applicable standards as specified herein and in accordance with the City's standard specifications for sidewalks. Preliminary subdivision plats and/or site plans shall address phasing and timing criteria and shall propose a maximum time frame for sidewalks to be installed.

(f) UTILITIES

- (1) Public Water and Sewer Construction Requirements: Water and sewer lines, connections, and equipment shall be constructed in accordance with the City's Standard Specifications and Details for Roads - Structures - Utilities, or the NCDOT Subdivision Roads: Minimum Construction Standards, whichever is applicable.

- (2) Water and Sewer Connections: Connection of each lot to public water and sewer utilities shall be required if the proposed subdivision is within three hundred (300) feet of the nearest adequate line of a public system, provided that no geographic or topographic factors would make such connection infeasible. Where public sewer is not available, lots shall meet applicable County Environmental Health Division regulations. Approval of the Environmental Health Division shall be obtained after Preliminary Plat approval. The Final Plat shall show the Certificate of Approval from the Environmental Health Division as shown in Appendix-Map Standards.
- (3) Underground Utilities: Electrical, community antenna, television, and telephone utility lines installed within major subdivisions shall be underground unless the Technical Review Committee determines underground installation is inappropriate.
- (4) Utility Easements:
 - a. Widths: To provide for electric, telephone, gas, and community antenna television services; conduits; and water and sewer lines within a subdivision, appropriate utility easements not to exceed thirty (30) feet in width shall be provided. The location of such easements shall be reviewed and approved by the Technical Review Committee, with advice from utility providers, before Final Plat approval.
 - b. No Buildings or Improvements: Utility easements shall be kept free and clear of any buildings or other improvements that would interfere with the proper maintenance or replacement of utilities. The City shall not be liable for damages to any improvement located within the utility easement area caused by maintenance or replacement of utilities located therein.
- (5) Electric Utilities:
 - a. Street Lights: All subdivisions and developments involving public streets within the corporate limits shall have public street lights provided and be maintained by the City or the City's agent.
 - b. Electric Service: For subdivisions and developments outside the corporate limits, electric service will be provided by the agency having jurisdiction in the area.

(g) DRAINAGE

- (1) General Requirements:
 - a. This section shall apply to all watercourses that have a drainage basin greater than one and one-half (1.5) acres. In addition, watercourses which are contained in areas of special flood hazard as shown on the FEMA panels are subject to the requirements contained in the Flood Prevention Damage

regulations found in Section 9-7-16. In case of a conflict between this Section and Section 9-7-16, the stricter regulation will apply.

- b. Drainage within all developments affected by this section must be designed using standard engineering practices including those described in the City of High Point Storm Drainage System Design Manual.
- c. No fill, buildings or structures, except for water dependent structures, greenways, utility substations, utilities, roads or other related public improvements, shall be placed or constructed within the protected drainage areas specified in this Section. Parking areas and associated drives may be constructed over enclosed subsurface drains.
- d. Drainage within all developments affected by this section must be handled in any of three systems. The acceptable systems are: enclosed subsurface, open channel on private property, or open channel in a drainageway dedicated to the city.

(2) Determination of Drainage System:

- a. The developer shall determine the drainage system to be used for projects unless the drainage areas meet the criteria in Subsection b. below.
- b. The determination of the drainage system to be used shall be made by the Technical Review Committee if:
 1. The area is identified on the Greenway/Open Space Plan; or
 2. The drainage basin is greater than 50 acres; or
 3. The site is located within the Watershed Critical Area Overlay District; or
 4. The watercourse is depicted as a perennial stream on the City of High Point Water Supply Watershed Map.
- c. In determining the drainage system to be used the following factors shall be considered:
 1. The type of development;
 2. The drainage system(s) employed by nearby developments;
 3. The probability of creating a lengthy greenway or open space area to advance the purposes of the adopted Greenway/Open Space Plan;
 4. The probability of creating future maintenance problems;

5. The probability of erosion or flooding problems and;
 6. The pipe size necessary to handle drainage.
- (3) Drainage Systems:
- a. Enclosed Subsurface Drains (Storm Sewers):
 1. Enclosed subsurface drainage systems shall be designed and constructed using standard engineering practices including those described in the City of High Point Storm Drainage System Design Manual.
 2. Enclosed subsurface drainage systems on private property shall be protected as provided in Section 9-6-16(g)(3)d. and Table 6-16-4.
 - b. Open Channel on Private Property:
 1. If open channels on private property are used as a drainage system, they shall be designed using standard engineering practices including those described in the City of High Point Storm Drainage System Design Manual.
 2. Open channel drainage systems on private property shall be protected as provided in Section 9-6-16(g)(3)d. and Table 6-16-4.
 - c. Open Channels in Drainageway and Open Space Areas Dedicated to the City of High Point:
 1. The Technical Review Committee may require that the drainageways which are identified on the Greenway/ Open Space Plan be dedicated to the City of High Point.
 2. Drainageway and open space shall be dedicated by a recorded plat and shall be labeled "Dedicated to the City of High Point and the public for Drainageway, Greenway and Open Space."
 3. The dedicated drainageway and open space area along any stream shall include the land between the natural one-hundred-year flood contours.
 4. The area to be dedicated may be reduced in width if the applicant demonstrates to the Enforcement Officer that sound engineering practices are being employed.
 5. The dedicated drainageway and open space area shall have a minimum width of sixty (60) feet.
 6. In cases of topographic or other obstacles, additional width may be required to assure reasonable ease of maintenance.

7. Dedicated drainageway and open space shall have sufficient access to a publicly maintained street. If the Technical Review Committee determines that suitable access is not provided, access shall be provided by a suitably located access easement not less than twenty (20) feet in width.
 8. Dedicated drainageway and open space may also be used for drainage, open space, greenways, bikeways, trails, other similar recreation activities, public utilities, and street crossings.
 9. Drainageway and open space shall be left in its natural condition or graded to a cross section and stabilized with permanent vegetative cover approved by the City.
 10. Single family lots abutting property dedicated to the City as drainageway and open space may be reduced in size in accordance with the provisions in Subsection 9-4-11(a)(4) (Lots Adjoining Public Open Space).
- d. Protected Drainage Areas:
1. Open channels and enclosed subsurface drains on private property used for drainage shall be located within a protected drainage area and in no case shall minimum width of the protected area for drainage on private property be less than specified below:

**TABLE 6-16-4
WATERCOURSE PROTECTED AREA WIDTHS**

Area of the drainage basin (acres)	Protected area width (feet, centered)
1.5-23	20
>23-50	30
> 50	100-year flood contour line with a minimum of 35

2. The following restrictions shall apply to all protected drainage areas.
 - i. No fill, buildings or structures, except for water dependent structures, greenways, utility substations, utilities, roads or other related public improvements, shall be placed or constructed within protected drainage areas as provided in Table 6-16-4.
 - iv. Drives, parking areas, or other improvements shall be constructed no closer than two (2) feet horizontally from the top of any back

slope along any open watercourse. Parking areas and associated drives may be constructed over enclosed subsurface drains.

- v. It shall be the owner's responsibility to maintain all watercourses on private property whether enclosed as subsurface drains or remaining as open channels.

3. Protected drainage areas required by the section shall be depicted on the preliminary and final subdivision plat for residential subdivisions. For non-residential subdivisions, protected drainage areas shall be depicted on the preliminary plat. If there is a change in the drainageway due to the proposed grading of the site, the drainage area may be shifted, as long as the revision is depicted on a site plan submitted for Technical Review Committee review and approval is received prior to actual site grading.

(h) FLOOD DAMAGE PREVENTION

- (1) Minimize Flood Damage: All subdivision proposals shall be consistent with the need to minimize flood damage;
- (2) Public Utilities: All subdivision proposals shall have public utilities and facilities such as sanitary sewer, gas, electrical and water systems located and constructed to minimize flood damage;
- (3) Drainage: All subdivision proposals shall have adequate drainage provided to reduce exposure to flood hazards; and
- (4) Base Flood Elevation Data Required:
 - a. Base flood elevation data shall be provided for all subdivision proposals unless a licensed engineer certifies that the one- hundred-year storm flow for streams in or near the subdivision is less than five hundred (500) cubic feet per second.
 - b. In special flood hazard areas designated by Federal Emergency Management Agency (FEMA) maps, base flood elevation data shall be provided by the owner or designated agent for subdivision proposals and other proposed developments which contain more than fifty (50) lots or five (5) acres. (See Section 9-7-16 for further Flood Damage Protection Regulations.)

(i) SITES FOR PUBLIC USES

In subdividing property, due consideration shall be given by the subdivider to the reservation of suitable sites for schools and other public uses in accordance with NCGS 160 A-372.

(j) PLACEMENT OF MONUMENTS

The Standards of Practice for Land Surveying in North Carolina, as adopted by the North Carolina State Board of Registration for Professional Engineers and Land Surveyors, shall apply when installing permanent monuments.

(Ord. No. 93-113, Pt. 2(§ 1), 9-16-93; Ord. No. 93-113, Pt. 1(§ 1), 12-12-93; Ord. No. 94-57, § 1, 12-16-93; Ord. No. 95-55, § 1, 5-18-95; Ord. No. 02-90, Pt. 2,3, (§1), 10-17-02; Ord. No. 03-39, Pt. 2, (§ 1), 6-19-03; Dev. Ord. 05-101, Pt. 6, §1, 12-22-05

