



4800 Ashford Dunwoody Road  
Dunwoody, Georgia 30338  
dunwoodyga.gov | 678.382.6700

**MEMORANDUM**

**To:** Mayor and City Council  
**From:** Allegra DeNooyer, Planner II  
**Date:** August 12th, 2024  
**Subject:** Text Amendment  
Chapter 16 – Streetscape Design Standards

**ITEM DESCRIPTION**

This item is a proposed text amendment to the streetscape design standards regulations. It provides updated streetscape design standard regulations for three streets of the city: Jett Ferry Road, between Dunwoody Club Drive and Mount Vernon Road; Dunwoody Club Drive, between Jett Ferry Road and Mount Vernon Road; and Mount Vernon Road, between Jett Ferry Road and Dunwoody Club Drive.

**PLANNING COMMISSION RECOMMENDATION**

At its July 9th meeting, the Planning Commission recommended approval of the text amendment by a 7-0 vote. They had discussion around the measurements of the different streetscape components, the triggers for redevelopment, the required right of way, and comparable plans in Sandy Springs.

**DISCUSSION**

The City of Dunwoody has recently contracted Kimley-Horn to provide updated streetscape concepts for specific portions of Jett Ferry Road, Dunwoody Club Drive, and Mount Vernon Road. The proposed text amendment would require any future development to implement the adopted streetscapes. The goal is to make the larger Mt. Vernon East/Jett Ferry area more bike- and pedestrian-friendly as contemplated in the Dunwoody Comprehensive Plan. The proposed streetscape would also tie into the planned Mount Vernon sidepath that is currently in the right-of-way acquisition phase and that would, in a future phase, eventually connect into the Dunwoody Village area ~~and is a priority project in the Dunwoody Trail Master Plan.~~

The streetscape requirements dictate 12-foot site paths with 5-foot landscape buffers on all ~~the~~ segments adjacent to commercial properties, while the segment, except for adjacent to residences on Mount Vernon Road, require a where only a regular 6-foot sidewalk ~~would be required~~ along with the 5-foot landscape strip. Across Dunwoody Club Drive, tThe proposed

**Lynn Deutsch** Mayor  
**Eric Linton** ICMA-CM City Manager  
**Sharon Lowery** CMC City Clerk

**Catherine Lautenbacher** City Council Post 1  
**Rob Price** City Council Post 2  
**Tom Lambert** City Council Post 3

**Stacey Harris** City Council Post 4  
**Joe Seconder** City Council Post 5  
**John Heneghan** City Council Post 6



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streetscape would tie into similar requirements in Sandy Springs that would be triggered by redevelopment. In Sandy Springs’ Sidewalk Master Plan, 6-foot sidewalks and 8-foot bike lines are required on their side of Dunwoody Club Drive, Jett Ferry Rd, and Mount Vernon Road. The City of Sandy Springs also requires 6-foot landscape strips and parallel parking on ~~its the~~ sections of Dunwoody Club Drive and Jett Ferry ~~Road that tie into the City of Dunwoody and 2-foot landscape strips for Mount Vernon Road~~Road.

**STAFF RECOMMENDATION**

Staff recommends **APPROVAL**.

~~**PLANNING COMMISSION RECOMMENDATION**~~

~~At its July 9th meeting, the Planning Commission recommended approval of the text amendment by a 7-0 vote. They had discussion around the measurements of the different streetscape components, the triggers for redevelopment, the required right of way, and comparable plans in Sandy Springs.~~

**ATTACHMENTS**

- Current and Proposed Chapter 16, Article IV Regulations
- Jett Ferry Streetscape Concept





*City of*  
**Dunwoody**  
*Georgia*

**Streetscape Design Standards**

August 12, 2024



# Summary

- The City of Dunwoody contracted Kimley-Horn to provide updated streetscape concepts
- Proposed text amendment would require any future development to implement the adopted streetscapes
- The Comprehensive Plan recommends making the larger Mt. Vernon East area more bike- and pedestrian-friendly
- Proposed streetscape would also tie into the planned Mount Vernon side path that would connect into Dunwoody Village and is part of the Trail Master Plan



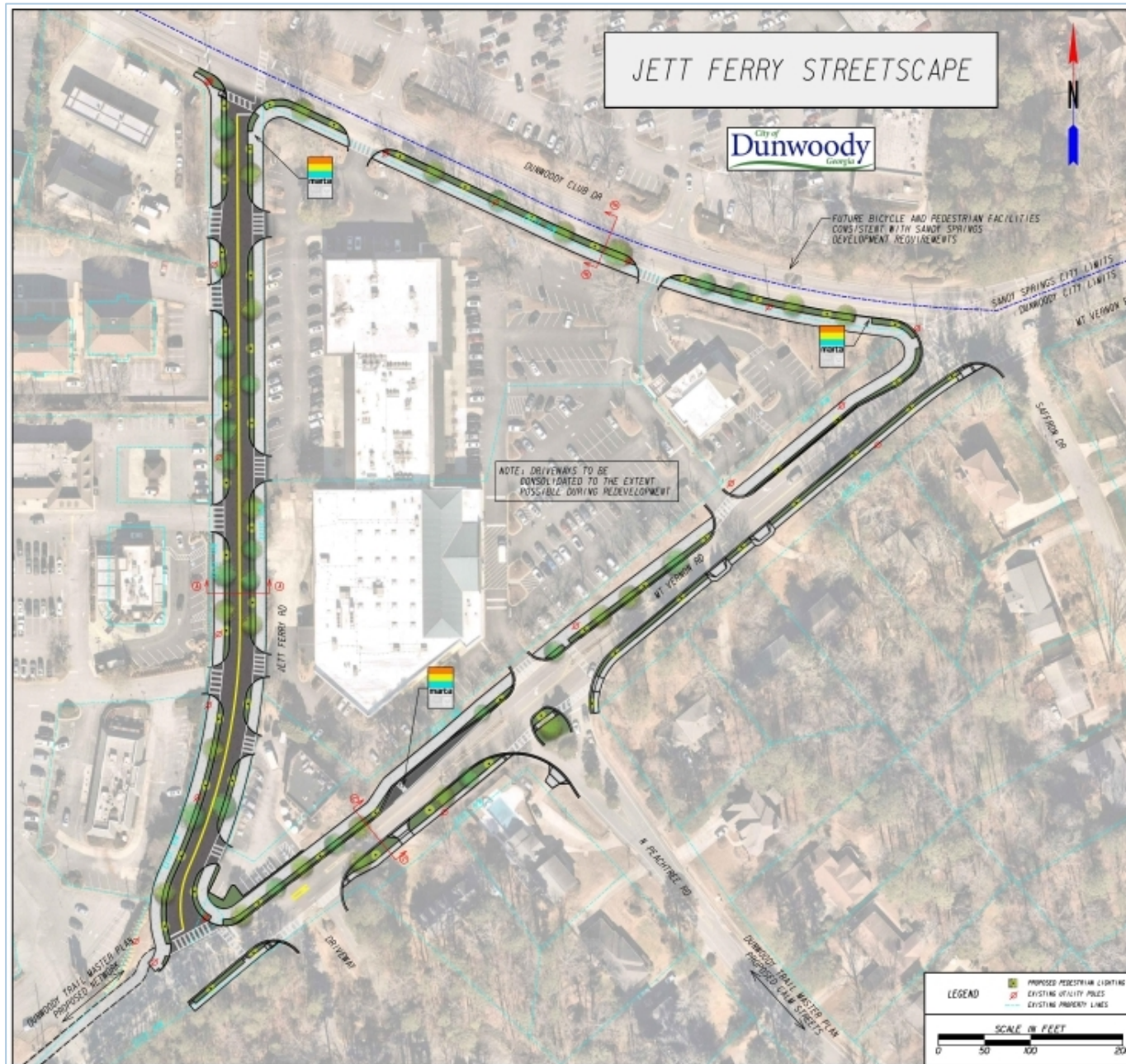
# Existing Code

- Sec. 16 – Land Development Regulations has existing streetscape requirements for the City for arterial and collector streets and local streets
- Dunwoody Village and Perimeter Center have their own streetscape requirements in the zoning ordinance
- Amongst others, streetscape requirements are triggered by:
  - Addition of eight or more parking spots
  - Structural improvements to existing buildings that exceed 25% of assessed value
  - New buildings or building additions that increase existing floor area by more than 10%
  - A change in use or method of operation that results in 20% increase in traffic generation potential

# Proposed Streetscape

- 12-foot site paths with 5-foot landscape buffers, except for adjacent to residences on Mount Vernon Road, where only a regular 6-foot sidewalk would be required along with the 5-foot landscape strip
- Proposed streetscape would tie into similar requirements in Sandy Springs
  - 6-foot sidewalks and 8-foot bike lanes in the area
  - 6-foot landscape strips and parallel parking along Dunwoody Club Drive and Jett Ferry Road
  - 2-foot landscape strips for Mount Vernon Road





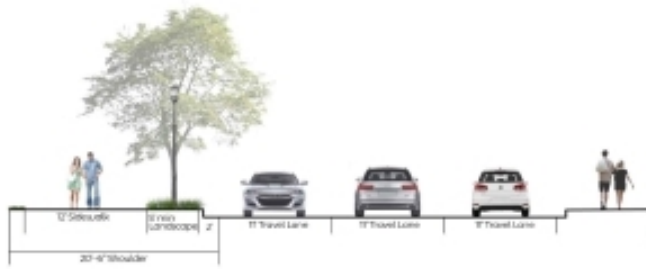
# JETT FERRY STREETSCAPE



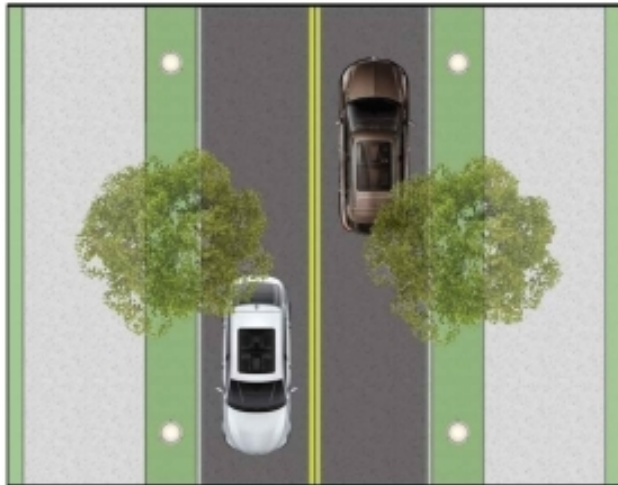
JETT FERRY ROAD  
TYPICAL SECTION A



DUNWOODY CLUB DRIVE  
TYPICAL SECTION B



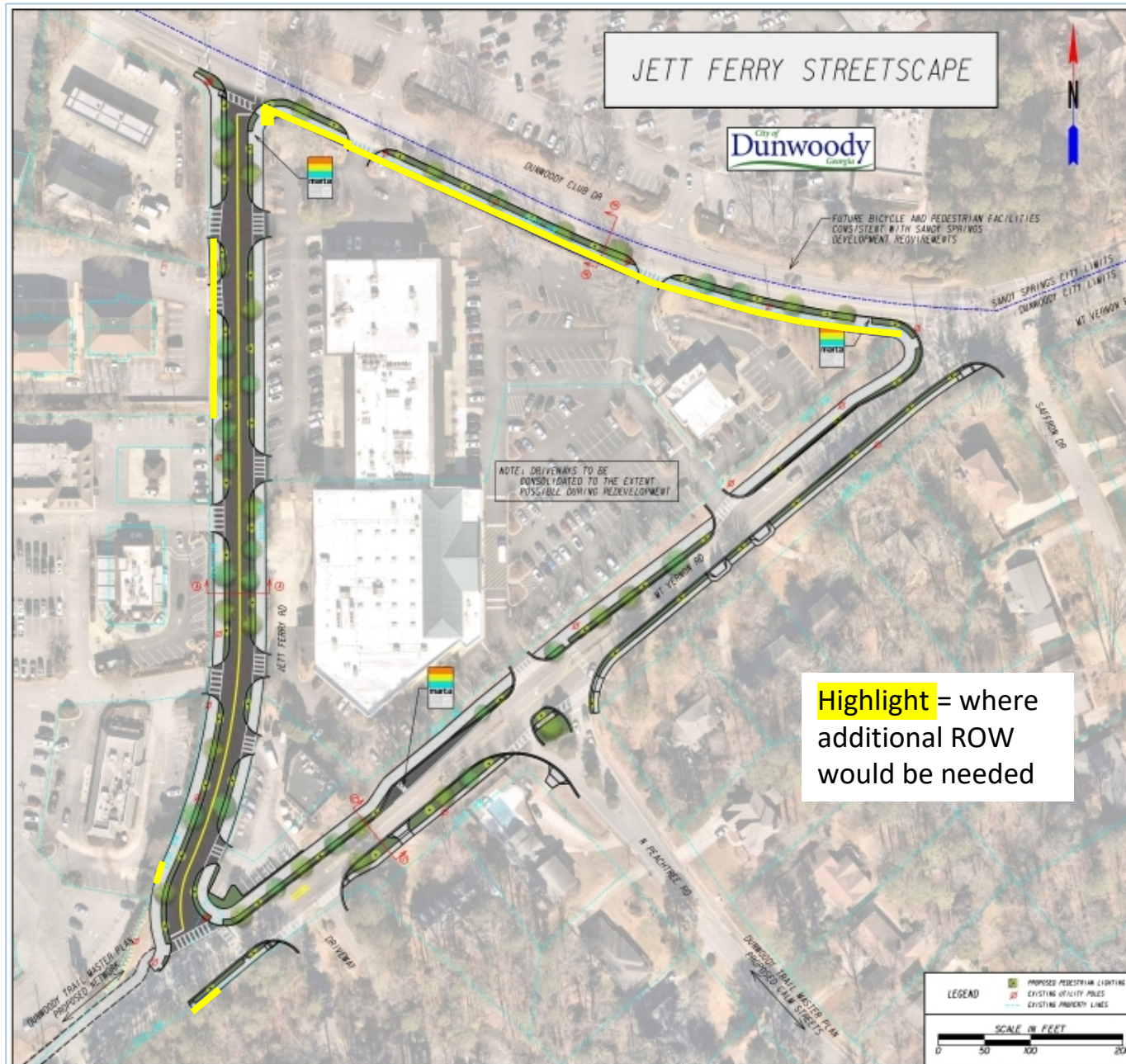
MT VERNON ROAD  
TYPICAL SECTION C





# Recommendation

- Staff recommends approval
- Planning Commission recommends approval (7-0 vote at July 9<sup>th</sup> meeting)
  - Discussion around the measurements of the different streetscape components, the triggers for redevelopment, the required right of way, and comparable plans in Sandy Springs







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## Sec. 16-237. - Streets.

(a) *Arrangement.*

- (1) The arrangement, character, extent, width, grade and location of all subdivision streets must conform to the provisions of this chapter and to the comprehensive transportation plan. New streets must be designed and located with consideration of their relation to existing and planned streets, to topographical conditions, to public convenience and safety in their appropriate relation to the proposed uses of the land to be served by the streets.
- (2) Where not shown in the comprehensive transportation plan, the arrangement of streets in a subdivision must either:
  - a. Provide for the continuation or appropriate projection of existing streets in surrounding areas; or
  - b. Conform to a plan for a neighborhood approved or adopted by the city council to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impracticable.
- (3) Local residential streets must be designed to discourage speeding and provide a safe environment for nonmotorized transportation.
- (4) Within historic districts, the platting of lots and streets must be compatible with the historic patterns that exist within the historic district except for numbered state or federal routes.

(b) *Comprehensive transportation plan review.* The community development director and the public works director must review changes in the patterns of traffic, land development, and subdivisions, and prepare a report to the city council with recommendations concerning appropriate revisions to the comprehensive transportation plan. Such review must:

- (1) Ensure safe and efficient access between neighborhoods and local services;
- (2) Ensure the continuity and adequacy of local streets, collector streets and arterial streets to form a coherent and continuous system of routes;
- (3) Identify applications of appropriate traffic calming and traffic management strategies to discourage unnecessary traffic and travel speeds in neighborhoods; and
- (4) Ensure a coherent and continuous system for nonmotorized travel.

(c) *Subdivisions bordering major streets or railroad rights-of-way.* Where a subdivision borders on or contains an arterial or collector street, a railroad right-of-way or limited-access highway right-of-way, the community development director may impose reasonable limits or conditions on the number, type, location and design of driveway access points, including but not limited to the following:

- (1) Rear service alleys to facilitate traffic flow, safety and public services;
- (2) Provision of one or a pair of smaller marginal access streets approximately parallel to and on each side of this right-of-way at a distance suitable for the appropriate use of the intervening land as park or open space and to provide for multipurpose trails. These distances must also be determined with due regard for the requirements of approach grades and future grade separations; or
- (3) In the case of limited-access highways only, reverse frontage lots may be created with landscape buffers and a non-access reserve strip along the rear property line.

(d) *Reserve strips.* Reserve strips that separate developed or undeveloped land from necessary access to streets are prohibited except when such access is controlled by the city.(e) *Intersections.*

- (1) *Spacing.* Street intersections with nearest edge of pavement offsets of less than 125 feet are prohibited.

- (2) *General design.* Street intersections in subdivisions must be as nearly at right angles as practicable. No interior angle may be less than 75 degrees. Intersections of more than two streets must be designed in accordance with city standards and specifications.
- (3) *Radius.* Right-of-way lines at intersections must be rounded by a tangential arc that is concentric with the paved radii lines. At each street intersection in a subdivision the property line at each block corner must either be mitered or rounded. A mitered property line must be located on the interior chord of a convex curve or located 15 feet inside the tangent of a concave curve. A rounded property line must be established with a curve of radius R varying with the interior angle as specified in the following table, unless sufficient data is presented to show that strict adherence to this requirement is impractical due to topographical or engineering considerations.

Interior Angle (degrees)	R	R
150-145	12	15
145-140	12	18
140-135	12	20
135-85	12	25
85-75	20	40
75-65	30	70
65-55	40	80
55-45	50	100
45-0	75	140

- (4) Grade at intersections must have tangent of no greater than two percent.
- (f) *Street frontage.* Each building must be located on a lot or parcel that abuts a public street or private street.
- (g) *Private streets.*
  - (1) Private streets are allowed only if the development seeking to have a private streets is ten acres or larger in area. The zoning board of appeals is authorized to waive this minimum acreage requirement if all real property owners that abut the proposed private street agree to such waiver.
  - (2) Where this chapter measures minimum building setback lines and frontages, or imposes development standards in connection with, or with reference to public streets, such measurements or standards set forth in the district regulations and supplemental regulations of the city zoning ordinance, in this chapter or elsewhere in this Code apply similarly for property abutting a private street where such private street has been approved by the zoning board of appeals. Nothing in this section is intended to authorize any kind of development on a private street that would not be authorized where there was public right-of-way.



- (3) Private streets within any zoning district may not be used to satisfy the off-street parking requirements of this Code. Private streets within any district must be assigned names and locations. The names of these streets must be shown on plans required for the issuance of building and development permits as provided in this chapter, chapter 8, and the city zoning ordinance. The city geographic information services department must approve all private street names and addresses to avoid conflicting names and addresses.
- (4) Where sanitary or storm sewer lines are constructed underneath a private street, the developer is required to grant an easement to the applicable utility authority for their installation, maintenance and repair. In the case of private streets, the city is authorized to assign responsibility for maintenance of storm sewers to a property owners association.
- (5) Private streets are not eligible for participation in the city's residential sidewalk district program as provided for in this Code.
- (6) Developers and property owners' associations must ensure access to all private streets by emergency and law enforcement vehicles and must ensure that private streets are constructed to allow access by all emergency vehicles and law enforcement vehicles.
- (7) The use of private streets may not result in an increase in permitted density above that which would otherwise be permitted by the applicable district regulations. Density calculations must be made based on a public street system and the preliminary plat that provides for a private street must be density neutral.
- (8) Private streets must comply with requirements for public streets found in this chapter and all other applicable sections of this Code. Private streets must be surfaced with the same type of materials that are used by the city's department of public works for the surfacing and resurfacing of public streets or with materials that are as protective as those used by the city to surface and resurface streets so long as such alternative materials are approved by the director of public works.
- (9) The zoning board of appeals may authorize a private street where the department of community development has certified that the applicant has submitted all required documentation as set forth herein and where the zoning board of appeals finds that:
  - a. The location of the proposed private street will not adversely impact use of any existing surrounding public street;
  - b. The location of the proposed private street will not adversely impact adjacent existing communities or neighborhoods;
  - c. The applicant has shown that there is the requisite legal mechanism for the maintenance of the proposed private street; and
  - d. The applicant has provided written evidence that the proposed private street system is acceptable to the city departments or divisions responsible for law enforcement, sanitation, transportation and fire and rescue.
- (10) Private street rights-of-way must be owned by the mandatory homeowners' association as required by subsection (h)(11). Street rights-of-way must comply with all the requirements set forth in this Code, including, but not limited to, the requirements set forth in this chapter and in the city zoning ordinance. An access easement and a utility easement must entirely overlay the rights-of-way and must be dedicated to the city for public use. All applicable setbacks, lot widths and lot areas must be measured from the homeowner's association right-of-way.
- (11) Each developer that chooses to include private streets within a condominium, as that term is defined by state law, or any other residential, commercial, institutional, industrial or office development, must organize and establish a property owners' association prior to recording of the final plat. Membership in the property owners' association must be mandatory for each original and successive purchaser of a lot, building or unit within the development. The property owners' association must be organized so that it has clear legal authority to maintain and exercise control over the private streets and required improvements associated with private streets, including, but

not limited to, sidewalks, bikeways, curbs and gutters, traffic signs and markings, associated landscaping and lighting, entry signs, monuments, perimeter walls and fences, entry gates and gatehouses. The declaration of covenants creating the property owners' association must be recorded with the clerk of the county superior court and the recorded declaration of covenants and articles of incorporation creating the property owners' association must provide that all private streets and associated improvements are owned by the property owners' association or are held in common by the property owners within the development. The streets must be properly maintained and insured with no liability or maintenance responsibilities accruing to the city. The recorded declaration of covenants and articles of association must specifically require the property owners' association repair and maintain each private street in the same manner as similar public streets are maintained by the city and such maintenance and repair must be performed in compliance with all city standards and all applicable provisions of law.

- (12) Prior to any final plat approval, the developer must submit articles of incorporation, declarations of covenants and bylaws for the property owners' association to the department of community development. Those documents must thereafter be reviewed and approved by the community development director.
- (13) The declaration of covenants and articles of association must provide for a street maintenance fund the proceeds of which may be used solely for the purpose of regular maintenance of the streets, whether for resurfacing or a similar purpose. For the purposes of providing further assurance that city funds may not be used for maintenance of private streets, the developer must submit proof of deposit of 50 percent of the current estimate of resurfacing costs, as determined by the community development director or his designee, in an interest bearing account on behalf of the property owners' association.
- (14) At the end of the 12-month maintenance period provided for in this subsection, a developer must provide a maintenance bond or letter of credit, renewable annually to cover the cost of maintenance and repair for any private streets within a subdivision. The bond must be for an amount equal to 50 percent of the current estimate of resurfacing costs, as determined by the community development director or his designee. The developer may avoid securing a maintenance bond if they submit proof to the department of community development that 100 percent of the then-current estimate of resurfacing costs, as determined by the community development director, has been deposited in an interest-bearing account on behalf of the property owners' association. If the developer chooses this alternative, the declarations of covenants and articles of association must specifically require the property owners' association to continuously maintain 100 percent of the then-current estimate of resurfacing costs of the private streets in this maintenance fund.
- (15) The property owners' association must be empowered to levy assessments against owners within the development for the payment of expenditures made by the association for maintenance of the private streets and other items set forth in this subsection. At least 15 percent of all fees or assessments paid must be set aside in the maintenance fund. Any unpaid assessments will constitute a lien in favor of the property owners' association on the lot, building or unit of the owner.
- (16) Within nine months following approval of the final plat, the city's community development director or his designee must inspect the private streets to ensure compliance with all city standards and all applicable provisions of this Code including, but not limited to, the requirements set forth in law for public streets, curbs, sidewalks, signage and street lighting. The developer must be notified of any deficiencies in writing and such deficiencies must be corrected within 60 days of the written notice of deficiencies unless the city agrees to extension of that period in writing.
- (17) Failure to correct the complete list of deficiencies constitutes a violation of this section and will subject the developer to prosecution for a code violation in the city municipal court. Any person found to have violated this section is subject to a fine of not less than \$500.00 for each violation. Each day that the violation exists is a separate and distinct offense.

- (18) The community development director or his designee must deny the issuance of certificates of occupancy until all deficiencies have been corrected.
- (h) *Street abandonment.*
- (1) Any abandonment of a public street by the city pursuant to this section must comply with the applicable requirements set forth in state law and this Code, including, but not limited to, the requirements set forth in O.C.G.A. §§ 32-7-2(b) and 32-7-4 and as may hereinafter be amended.
  - (2) A property owner may petition the city council to abandon an existing public street that abuts the owner's property. The petition must include documents that comply with all of the requirements set forth in this section.
  - (3) The petition must contain evidence that each abutting landowner to the public street seeks to have the street abandoned.
  - (4) The petition must contain evidence that once abandoned pursuant to the requirements of state law, all property owners that abut the street agree that ownership of the street must be placed in a property owners' association. The petition must include evidence that 100 percent of all property owners in the property owners' association have agreed that the street at issue may become private and have agreed to maintain and exercise control over the private street as required by this section.
  - (5) The petition must contain evidence that the property owners' association has the financial ability to maintain the street and associated improvements in perpetuity.
  - (6) The petition must include evidence that the declaration of covenants and articles of association or other legal instruments creating the property owners' association provide or have been amended to provide that membership in the property owners' association is mandatory for each original and successive purchaser of a lot, building or unit on the street.
  - (7) The petition must include evidence that the property owners' association must be organized so that it has absolute legal authority to maintain and exercise control over the private streets and required improvements associated with private streets, including, but not limited to, sidewalks, bikeways, curbs and gutters, traffic signs and markings, associated landscaping and lighting, entry signs, monuments, perimeter walls and fences, entry gates and gatehouses.
  - (8) The petition must include evidence that the declaration of covenants creating the property owners' association must be recorded with the clerk of the county superior court and the recorded declaration of covenants and articles of incorporation creating the property owners' association must provide that all private streets and associated improvements are owned by the property owners' association or are held in common by the property owners within the development. The streets must be properly maintained and insured with no liability or maintenance responsibilities accruing to the city.
  - (9) The petition must include evidence that the declaration of covenants and articles of association must provide for a maintenance fund, the proceeds of which may be used solely for the purpose of regular maintenance of the streets, whether for resurfacing or similar purpose. For the purposes of providing further assurances that city funds will not be required or used for maintenance of private streets, the property owners' association must submit proof of a maintenance fund equal to 50 percent of the current estimate of resurfacing costs, as determined by the community development director or his designee, in an interest bearing account on behalf of the property owners' association.
  - (10) The petition must include evidence that the property owners have a maintenance bond renewable annually in an amount equal to 50 percent of the current estimate of resurfacing costs, as determined by the community development director or his designee.
  - (11) The petition must include evidence that the property owners' association is empowered to levy assessments against owners on the streets for the payment of expenditures made by the association for maintenance of the private streets and improvements associated with private streets, including, but not limited to, sidewalks, bikeways, curbs and gutters, traffic signs and



markings, associated landscaping and lighting, entry signs, monuments, perimeter walls and fences, entry gates and gatehouses and evidence that any unpaid assessments constitute a lien in favor of the property owners' association on the lot, building, or unit of the owner. At least 15 percent of all fees or assessments paid must be set aside in the maintenance fund.

(12) The city council may not consider a petition for abandonment unless it:

- a. Contains all of the evidence and documents required by this section;
- b. Is supported by an analysis by the department of public works that shows that the street is no longer used by the public to the extent that it serves no substantial public purpose and that the public at large will benefit from its closure since the public will no longer be responsible for any costs to maintain and repair the street; and
- c. Is supported by an analysis by the department of community development that shows that the abandonment of the street does not negatively impact adjacent neighboring communities and the public at large.

(i) *Street cross-sections.* Except as expressly stated in a city-adopted plan (e.g., Dunwoody Village), specifically stated in subsection (j) below, or within the city's standards and specifications, all streets must be designed and constructed in substantial compliance with the regulations of the table below. Modifications of this table may be approved by the community development director based on contextual constraints.

Type	Travel Lanes	Bike Lanes	Curb and Gutter	Shoulder [1]
Arterial and collector streets	11'	2 @ 4'	2 @ 2'	2 @ 13'
Local streets	10'	0	2 @ 2'	2 @ 13'

[1] Shoulder width includes minimum six-foot tree planting strip, minimum five-foot sidewalk and space for underground utilities (cable TV, water, telephone, electric and natural gas).

Figure 14-1: Street Cross-section (typical), Principal Arterial

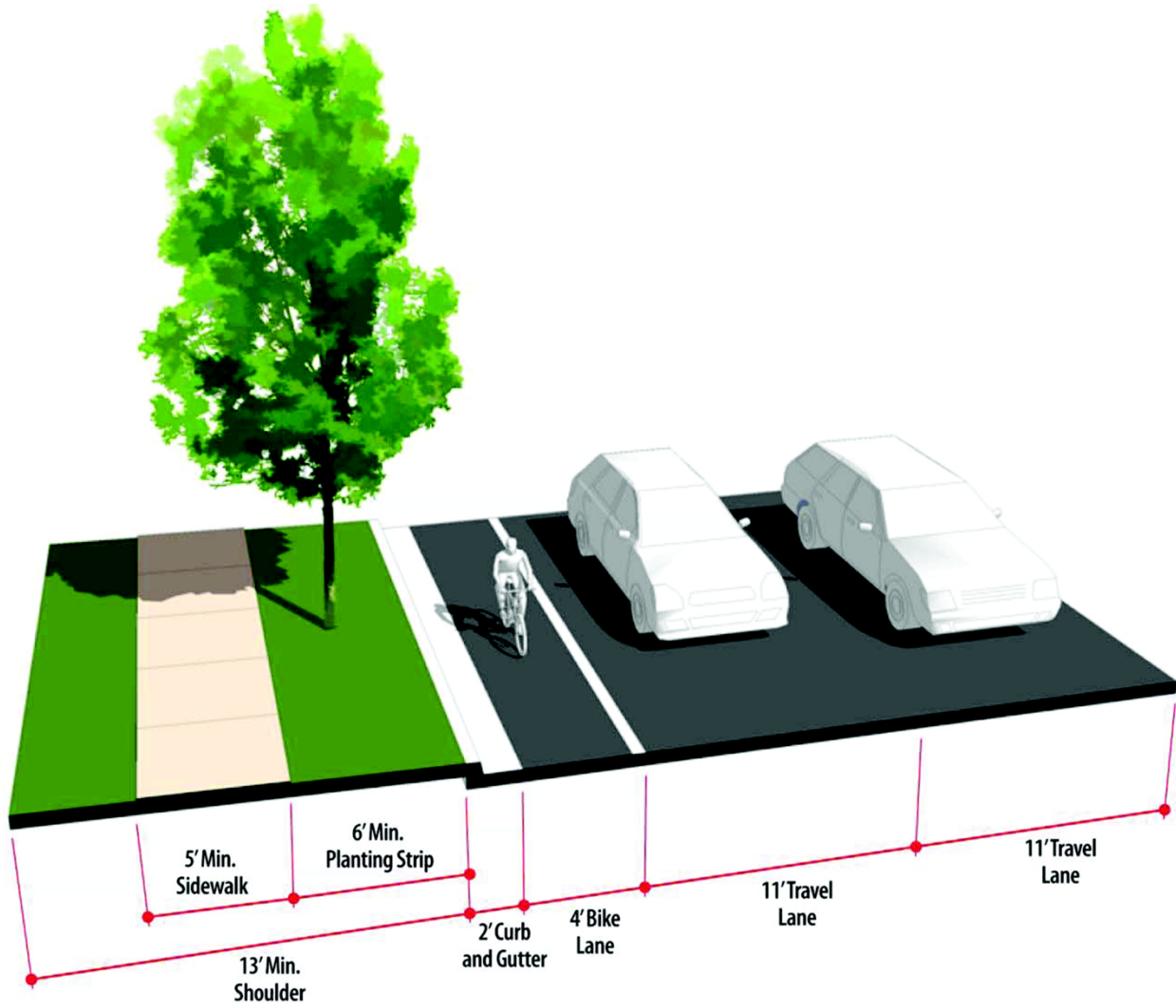


Figure 14-2: Street Cross-section (typical), Collector and Minor Arterial

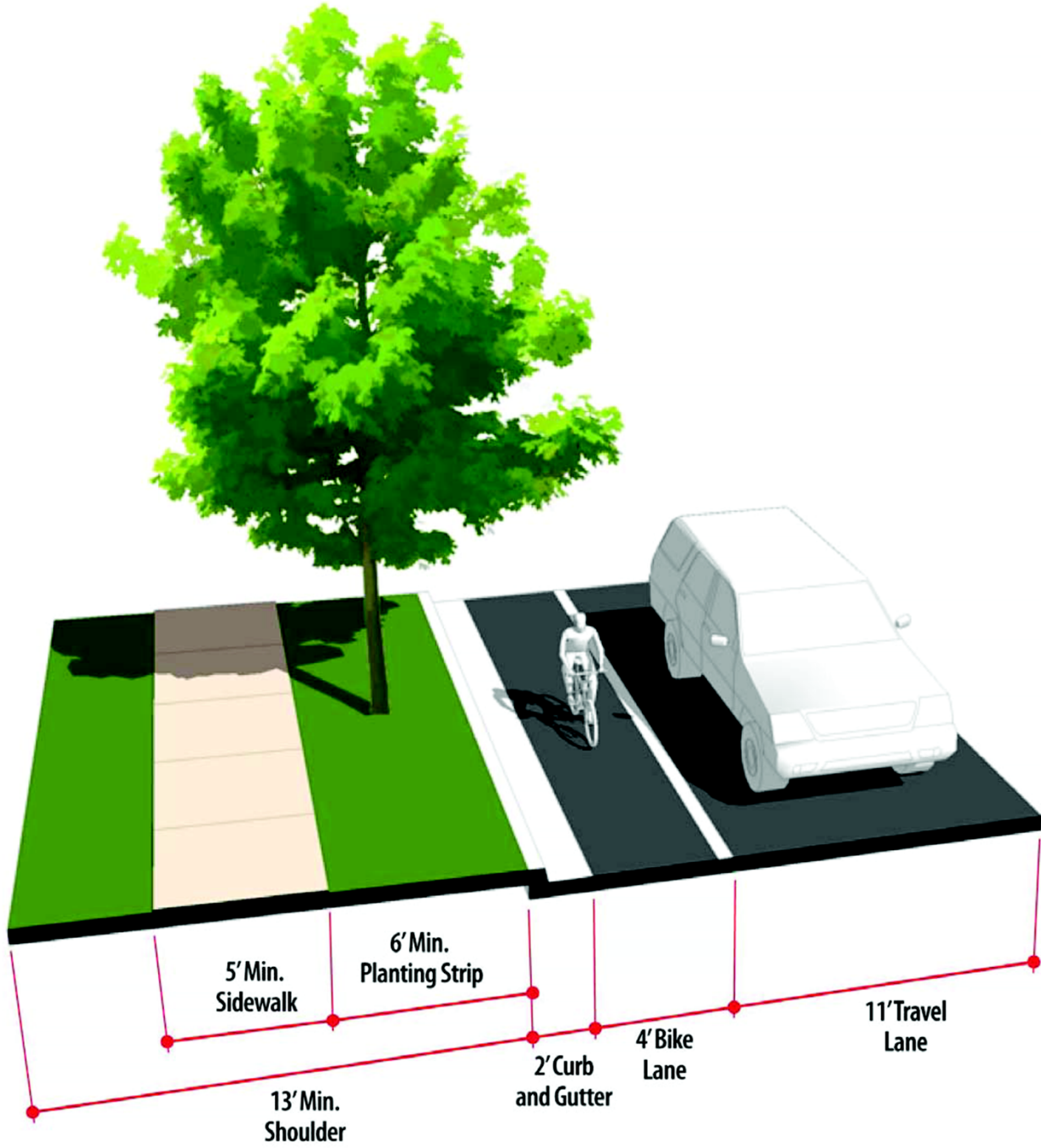
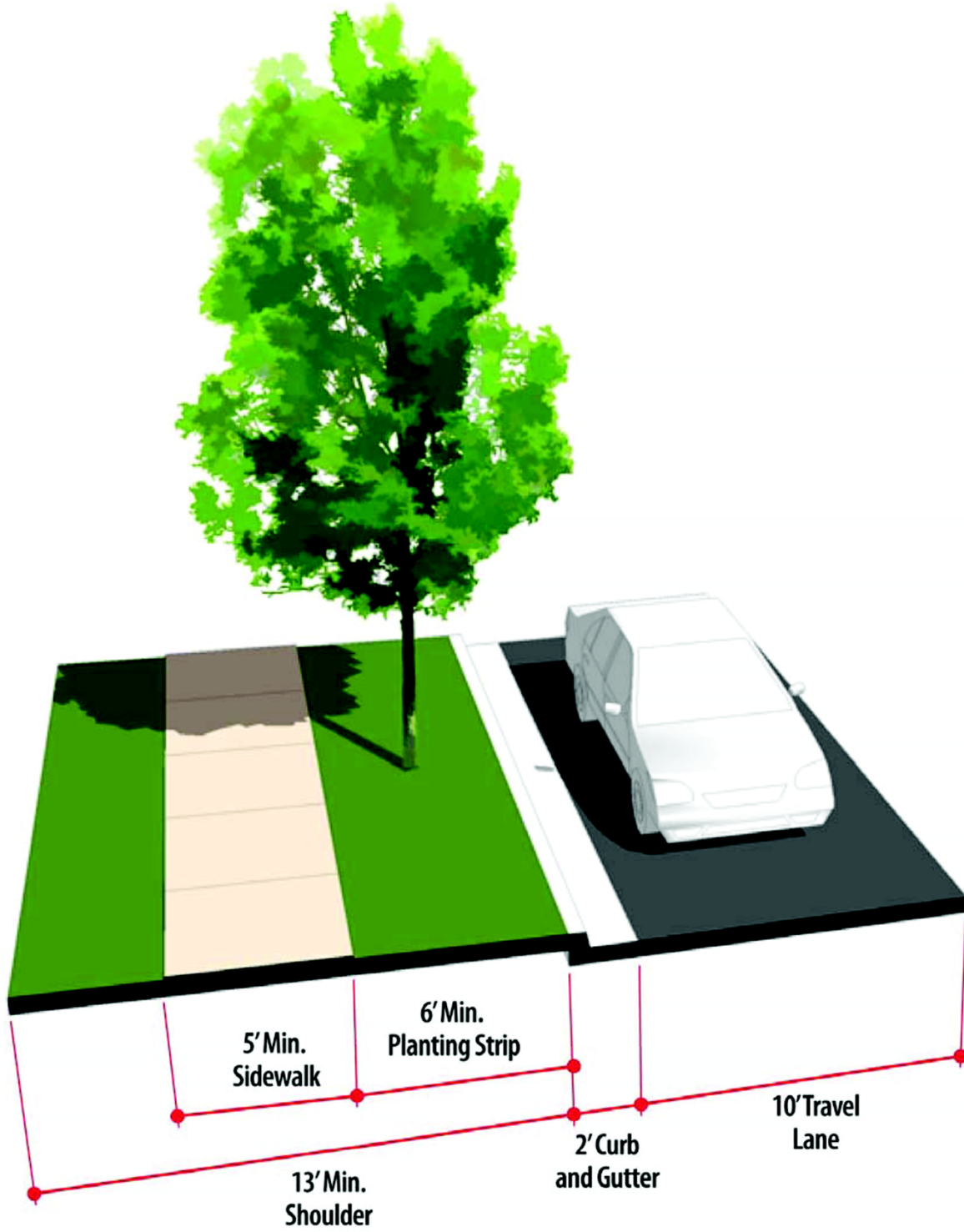




Figure 14-3: Street Cross-section (typical), Local Street



(j) Specific street cross-sections

<u>Specific Street Cross-section</u>	<u>Travel Lane</u>	<u>Shoulder, including:</u>			
			<u>Curb and Gutter</u>	<u>Landscape/Streetlights/Trees</u>	<u>Sidewalk</u>
<u>Jett Ferry Rd., between Dunwoody Club Dr. and Mount Vernon Rd., see Figure 14-4</u>	<u>11'</u>	<u>19'</u>	<u>6"</u>	<u>5' min</u>	<u>12'</u>
<u>Dunwoody Club Dr., between Jett Ferry Rd. and Mount Vernon Rd., see Figure 14-5</u>	<u>11'</u>	<u>20'-6"*</u> <u>*eastbound only</u>	<u>2'*</u> <u>*eastbound only</u>	<u>5' min*</u> <u>*eastbound only</u>	<u>12'*</u> <u>*eastbound only</u>
<u>Mount Vernon Rd., between Jett Ferry Rd. and Dunwoody Club Dr., see Figure 14-6</u>	<u>11'</u>	<u>13'-6" to 20'</u> <u>(eastbound)</u> <u>20'-6"</u> <u>(westbound)</u>	<u>2'</u>	<u>5' min</u>	<u>6' (eastbound)</u> <u>12' (westbound)</u>

Figure 14-4: Jett Ferry Road, Typical Section A

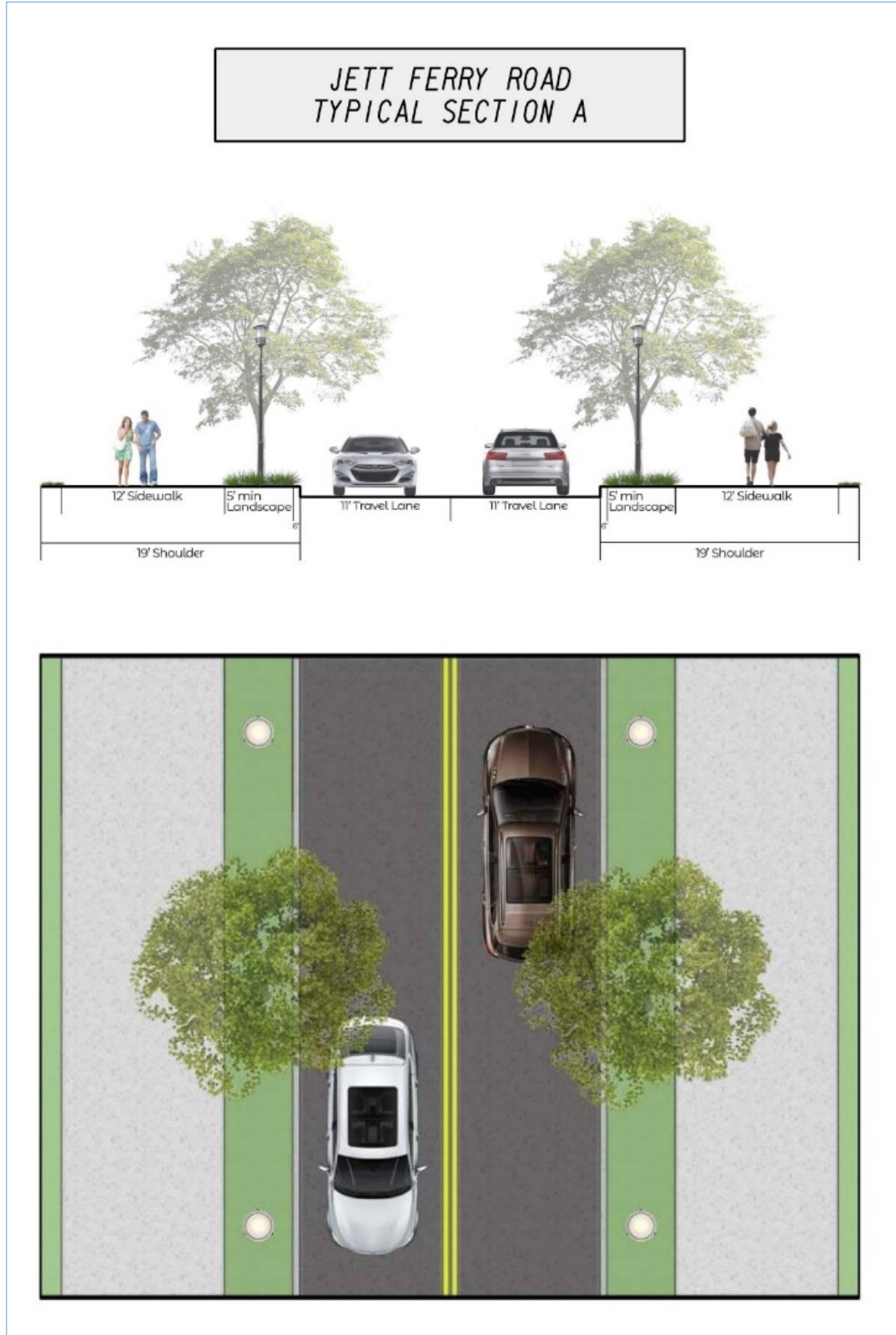




Figure 14-5: Dunwoody Club Drive, Typical Section B

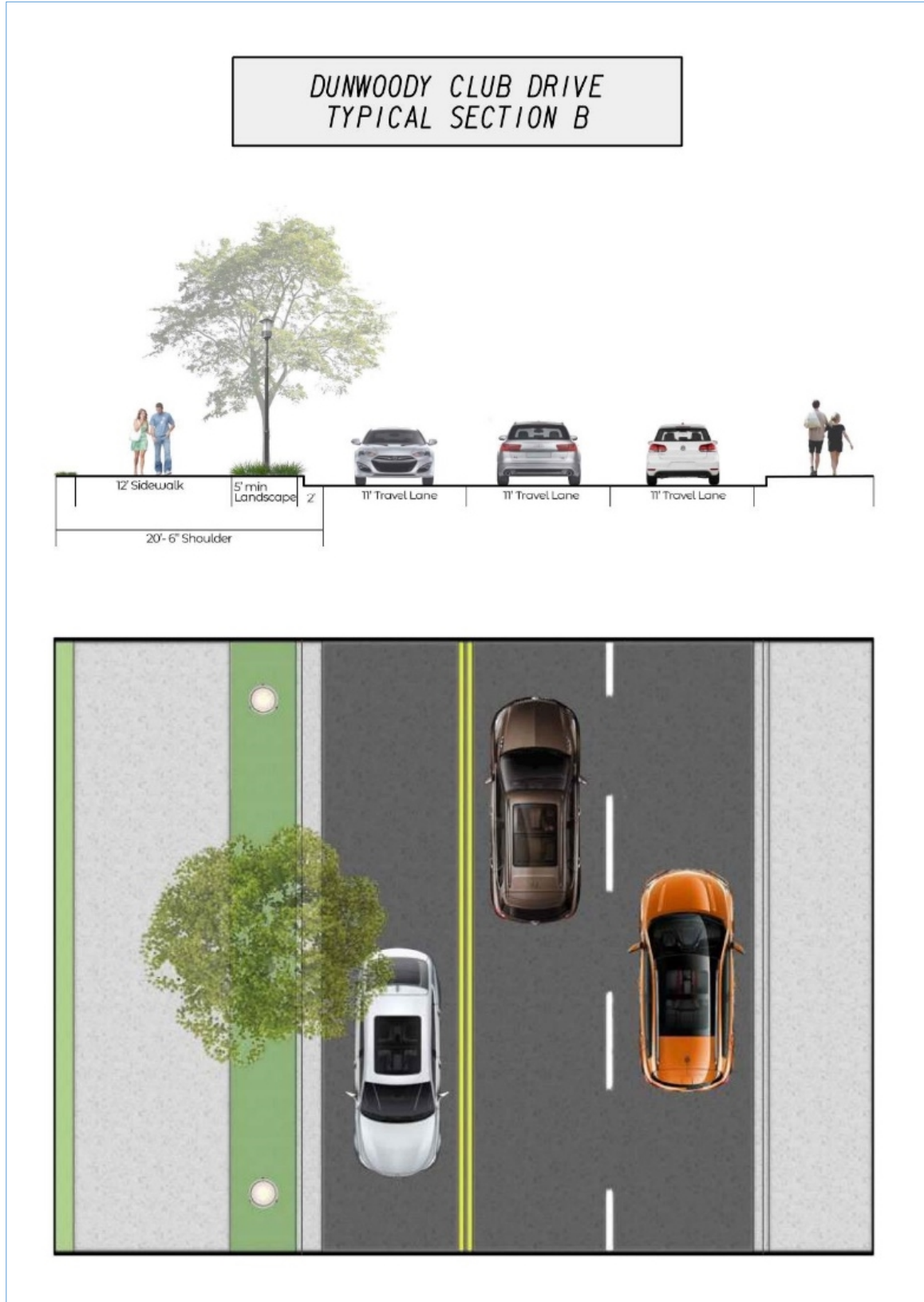
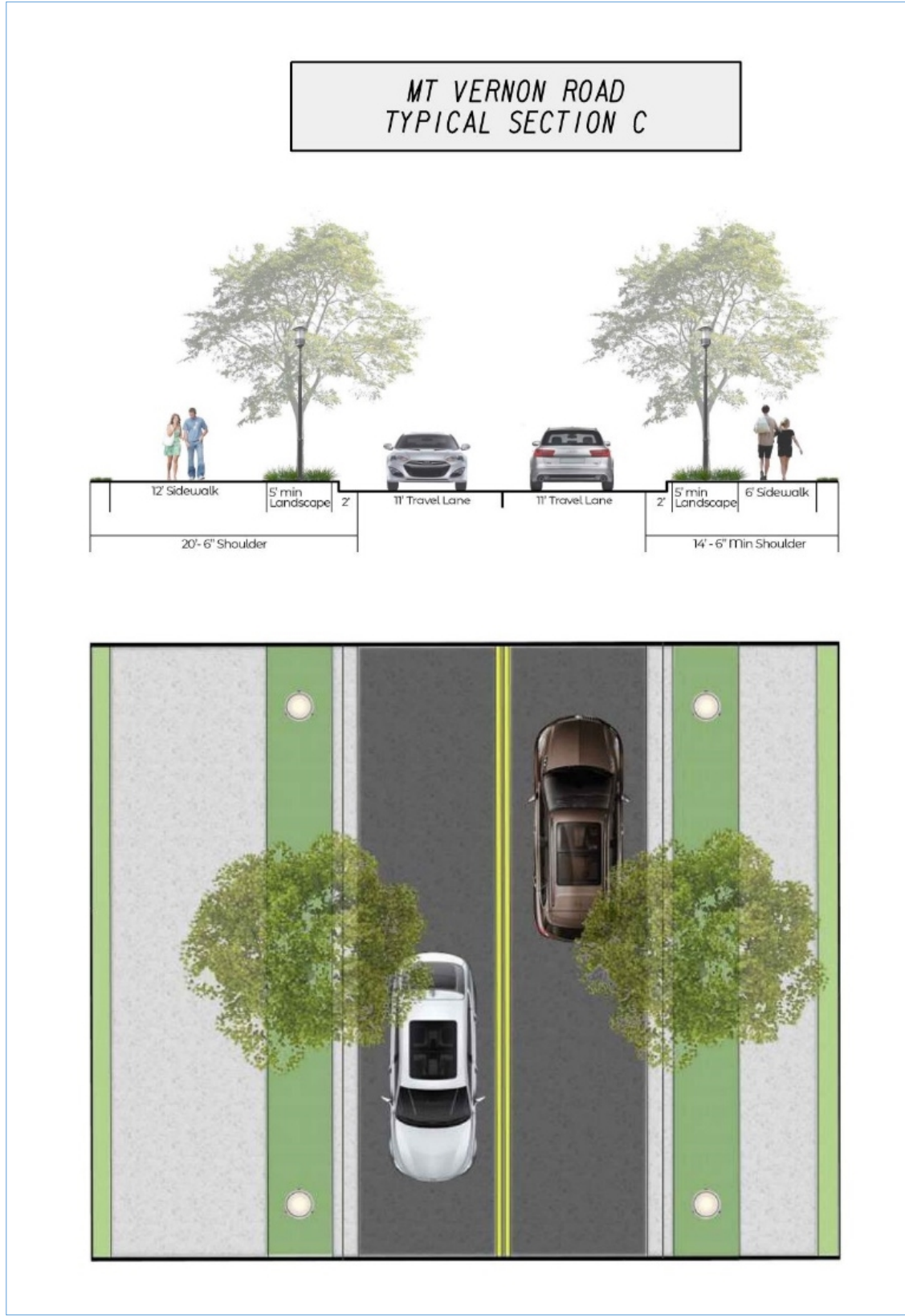


Figure 14-6: Mt Vernon Road, Typical Section C



(j) *Right-of-way and street improvements.*

- (1) All proposed new streets must be designed and built in accordance with the standards listed in this article and the city's standards and specifications.
- (2) Streets must have a minimum right-of-way width that complies with the comprehensive transportation plan and that will safely accommodate motorized and nonmotorized transportation improvements and street cross-sections needed to provide appropriate, safe and adequate access to the subject property, in accordance with the city's standards and specifications. Where a proposed subdivision or project requiring a land development permit has frontage on an existing public street, right-of-way must be dedicated to meet the requirements of this section. The right-of-way must be improved wherever required as further provided in this section. For existing streets on which a proposed subdivision or project requiring a land development permit has frontage, the applicant must:
  - a. Dedicate a minimum of 50 percent of the required right-of-way width as measured from the centerline of the existing street right-of-way;
  - b. Install all required sidewalks, street trees, streetlights, and place utilities in accordance with the standards in this article; and
  - c. Provide a minimum of 50 percent of the roadway pavement required in this article and install it to the right-of-way centerline.
- (3) Land reserved for any road purposes may not be counted in satisfying yard or area requirements on the city zoning ordinance where the land is to be dedicated to the public in fee simple or an easement associated with the road is granted to the city.
- (4) Right-of-way dedication and road widening must extend for the full length of road frontage of the property under development and must conform to the standards in these regulations. Flares at pavement ends may be required to extend beyond property under development.
- (5) The city council, after considering all related factors, may authorize deviations from this section as follows:
  - a. Right-of-way dedication may be waived or modified if existing government plans for the roadway indicate lesser right-of-way would be required for dedication.
  - b. Road improvements may be waived or modified if:
    1. Existing use of property not to be substantially changed (i.e., traffic generation and ingress/egress would remain the same);
    2. Governmental construction plans for the road indicate a pavement width less than city standards (only the planned pavement width is required);
    3. Widening would create a hazard to motorized or nonmotorized traffic.
  - c. The applicant may, with written concurrence of the community development director, provide payment to the city in lieu of road improvements when:
    1. Road improvements by state or local action are scheduled within 24 months;
    2. Existing utility companies' improvements are situated so as to require their removal or relocation before road improvements should be accomplished;
    3. Improvements would cause unreasonable land development hardships because of topography, soils, bridges, grades, etc., and delay of improvements would not adversely impact the city's road system; and
    4. Payment for road improvements must be in accordance with the Georgia Department of Transportation's Item Mean Summary cost information or other documentation of construction and improvement costs approved by the public works director.

- (k) *Half streets.* Half streets are prohibited. The applicant is required to pave the full standard width of any existing unpaved public right-of-way or any proposed public street on which the proposed subdivision has frontage and access.
- (l) *Temporary dead-end streets.* Temporary dead-end streets may be platted, if recommended by the community development director and approved by the city manager, where the proposed subdivision adjoins property not yet subdivided or property that may be redeveloped. A temporary dead end street must end in a temporary turn-around. The right-of-way of any temporary dead end street must be carried to the boundary of the properties being subdivided. Street signs must be posted stating: "No Exit—Temporary dead-end street."
- (m) *Permanent dead-end streets.*
  - (1) Dead-end streets designed to be so permanently must be provided with a cul-de-sac at the closed end and may not exceed 1,200 feet.
  - (2) The outside radius of a cul-de-sac on a public street must be at least 40 feet, measured to the inside face of the outside curb. Each cul-de-sac must provide a landscaped island at the center, and the clear width of the paved roadway measured from the outside of the landscaped island to the inside face of the outside curb may not be less than 24 feet. The radius of the right-of-way for the cul-de-sac may not be less than 50 feet.
- (n) *Alleys.*
  - (1) Alleys are required wherever topography or the presence of arterials or other features makes vehicular access from the front of the lot impractical or unsafe. Where the alley serves as the primary means of vehicular access to the lot, it must be dedicated as a public right-of-way and built to the standards required in this chapter.
  - (2) Alleys may be permitted as private streets providing secondary or service access and where the principal buildings have adequate access for emergency vehicles from a public street on their frontage. Private alleys may end in a turn-around. All alleys dedicated to the public must provide a continuous connection between one or more public streets. Alleys must be paved and constructed to the same standards as the connecting public streets except that:
    - a. Alleys constructed with flush curbs must have a minimum paved width of 12 feet;
    - b. Alleys constructed without flush curbs must have a minimum paved width of 16 feet;
    - c. Buildings must be set back at least ten feet from the back of curb of an alley.
- (o) *Street grades.*
  - (1) Subdivision street grades may not exceed the following, with due allowance for reasonable vertical curves:

Type	Percent Grade
4-lane arterial	8
2-lane arterial	10
Collector	12
Local	12
Alley	12



- (2) A 16-percent grade on local streets may be approved by the community development director where AASHTO sight distance is maintained. An as-built street profile may be required.
- (3) No street grade may be less than one percent and no one percent grade may be longer than 300 feet.
- (p) *Horizontal curves.* Subdivision streets with design speeds of 20 miles per hour may not have a minimum centerline horizontal curve radius less than 90 feet. No other subdivision street may have a horizontal curve radius less than 150 feet. Radius must be measured from the centerline of the right-of-way.
- (q) *Sight distance.* All subdivision streets must comply with AASHTO sight distance standards.
- (r) *Intersection design.* Subdivision intersections may not be designed in such a manner as to create a traffic hazard. Sight distance must be provided at all intersections in accordance with AASHTO standards and criteria. If, due to other restrictions, this minimum sight distance cannot be maintained, the applicant must, at the applicant's expense, provide adequate traffic-control devices or other physical improvements subject to the approval and installation by the city.
- (s) *Access management.* The following standards apply to all subdivisions and all projects requiring a land development permit where the primary access is from a state or federal highway or an arterial or collector street. These standards apply unless a more restrictive standard is required by the state department of transportation:
  - (1) Commercial or office properties may be required, based on site conditions as determined by the community development director, to provide cross-access to allow motorized and nonmotorized circulation between sites. Motorized cross-access is not required between nonresidential uses and single-family uses.
  - (2) Joint driveways, cross-access easements and nonmotorized transportation access must be established wherever feasible along an arterial or collector street. The building site must incorporate the following:
    - a. Continuous service drives or cross-access corridors extending the entire length of each block served to provide for driveway separation of at least 1,000 feet of linear street frontage.
    - b. A design speed of ten miles per hour and a two-way travel aisle width of 24 feet to accommodate automobiles, service vehicles, and loading vehicles.
    - c. Stub-outs and other design features to indicate that abutting properties may be connected to provide cross-access via a service drive.
  - (3) The community development director may reduce the required separation distance of access points where they prove impractical, provided all of the following requirements are met:
    - a. Joint access driveways and cross-access easements are provided in accordance with this section.
    - b. The site plan incorporates a unified motorized and nonmotorized transportation access and circulation system in accordance with this section.
    - c. The property owner must enter into a written agreement with the city, recorded with the deed, that pre-existing connections on the site that do not meet the requirements of this section will be closed and eliminated after construction of each side of the joint use driveway.
  - (4) All developments must have access to a public right-of-way. The number of access points must be as follows:

Type of Development	Minimum Access Points
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Residential, under 75 units	1
Residential, 76 to 150 units	2
Residential, 151 to 300	3
Residential, over 300 units	4
Nonresidential, less than 300 required parking spaces	1
Nonresidential, 300 to 999 required parking spaces	2
Nonresidential, 1,000 or more required parking spaces	2 or more as determined by the department

(5) The separation of access points on an arterial or collector street must be determined by the speed limit of the road with the following minimum spacing requirements:

Posted Speed Limit	Minimum Driveway Spacing
Less than 35 mph	125 feet
35 to 45 mph	245 feet
Greater than 45 mph	440 feet

- a. The distance between access points must be measured from the centerline of the proposed driveway or public street to the centerline of the nearest existing adjacent driveway or public street.
  - b. Driveway spacing at intersections and corners must provide adequate sight distance, response time, and permit adequate queuing space.
  - c. No driveways, except residential access drives, are allowed within 100 feet of the centerline of an intersecting arterial or collector street.
  - d. No nonresidential access except right-in/right-out channelized access is allowed within 100 feet of the centerline of any other arterial.
  - e. The requirements of this section are not intended to eliminate all access to a parcel of land that was legally subdivided prior to the enactment of this section.
- (6) Where arterials or collector streets include medians, directional median openings must be separated by a minimum of 330 feet and full median openings must be separated by a minimum of 660 feet.
- (7) All street design and other development activities, including landscaping, must be arranged on-site so as to provide safe and convenient access for emergency vehicles.

- (8) Along arterials or collector streets, a deceleration lane, a turn lane, larger or reduced turning radius, traffic islands or other devices or designs, including traffic calming devices and designs, may be required to avoid specific traffic hazards which would otherwise be created by the proposed driveway location.
- (9) Deceleration lanes and left turn lanes must be provided in accordance with Georgia Department of Transportation Regulations for Driveway and Encroachment Control (Driveway Manual).

(Ord. No. 2013-10-14, 1(Exh. A § 16-14.20), 10-14-2013; Ord. No. 2015-01-04, § 1, 1-26-2015)

## Sec. 16-237. - Streets.

(a) *Arrangement.*

- (1) The arrangement, character, extent, width, grade and location of all subdivision streets must conform to the provisions of this chapter and to the comprehensive transportation plan. New streets must be designed and located with consideration of their relation to existing and planned streets, to topographical conditions, to public convenience and safety in their appropriate relation to the proposed uses of the land to be served by the streets.
- (2) Where not shown in the comprehensive transportation plan, the arrangement of streets in a subdivision must either:
  - a. Provide for the continuation or appropriate projection of existing streets in surrounding areas; or
  - b. Conform to a plan for a neighborhood approved or adopted by the city council to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impracticable.
- (3) Local residential streets must be designed to discourage speeding and provide a safe environment for nonmotorized transportation.
- (4) Within historic districts, the platting of lots and streets must be compatible with the historic patterns that exist within the historic district except for numbered state or federal routes.

(b) *Comprehensive transportation plan review.* The community development director and the public works director must review changes in the patterns of traffic, land development, and subdivisions, and prepare a report to the city council with recommendations concerning appropriate revisions to the comprehensive transportation plan. Such review must:

- (1) Ensure safe and efficient access between neighborhoods and local services;
- (2) Ensure the continuity and adequacy of local streets, collector streets and arterial streets to form a coherent and continuous system of routes;
- (3) Identify applications of appropriate traffic calming and traffic management strategies to discourage unnecessary traffic and travel speeds in neighborhoods; and
- (4) Ensure a coherent and continuous system for nonmotorized travel.

(c) *Subdivisions bordering major streets or railroad rights-of-way.* Where a subdivision borders on or contains an arterial or collector street, a railroad right-of-way or limited-access highway right-of-way, the community development director may impose reasonable limits or conditions on the number, type, location and design of driveway access points, including but not limited to the following:

- (1) Rear service alleys to facilitate traffic flow, safety and public services;
- (2) Provision of one or a pair of smaller marginal access streets approximately parallel to and on each side of this right-of-way at a distance suitable for the appropriate use of the intervening land as park or open space and to provide for multipurpose trails. These distances must also be determined with due regard for the requirements of approach grades and future grade separations; or
- (3) In the case of limited-access highways only, reverse frontage lots may be created with landscape buffers and a non-access reserve strip along the rear property line.

(d) *Reserve strips.* Reserve strips that separate developed or undeveloped land from necessary access to streets are prohibited except when such access is controlled by the city.(e) *Intersections.*

- (1) *Spacing.* Street intersections with nearest edge of pavement offsets of less than 125 feet are prohibited.



- (2) *General design.* Street intersections in subdivisions must be as nearly at right angles as practicable. No interior angle may be less than 75 degrees. Intersections of more than two streets must be designed in accordance with city standards and specifications.
- (3) *Radius.* Right-of-way lines at intersections must be rounded by a tangential arc that is concentric with the paved radii lines. At each street intersection in a subdivision the property line at each block corner must either be mitered or rounded. A mitered property line must be located on the interior chord of a convex curve or located 15 feet inside the tangent of a concave curve. A rounded property line must be established with a curve of radius R varying with the interior angle as specified in the following table, unless sufficient data is presented to show that strict adherence to this requirement is impractical due to topographical or engineering considerations.

Interior Angle (degrees)	R	R
150-145	12	15
145-140	12	18
140-135	12	20
135-85	12	25
85-75	20	40
75-65	30	70
65-55	40	80
55-45	50	100
45-0	75	140

- (4) Grade at intersections must have tangent of no greater than two percent.
- (f) *Street frontage.* Each building must be located on a lot or parcel that abuts a public street or private street.
- (g) *Private streets.*
  - (1) Private streets are allowed only if the development seeking to have a private streets is ten acres or larger in area. The zoning board of appeals is authorized to waive this minimum acreage requirement if all real property owners that abut the proposed private street agree to such waiver.
  - (2) Where this chapter measures minimum building setback lines and frontages, or imposes development standards in connection with, or with reference to public streets, such measurements or standards set forth in the district regulations and supplemental regulations of the city zoning ordinance, in this chapter or elsewhere in this Code apply similarly for property abutting a private street where such private street has been approved by the zoning board of appeals. Nothing in this section is intended to authorize any kind of development on a private street that would not be authorized where there was public right-of-way.

- (3) Private streets within any zoning district may not be used to satisfy the off-street parking requirements of this Code. Private streets within any district must be assigned names and locations. The names of these streets must be shown on plans required for the issuance of building and development permits as provided in this chapter, chapter 8, and the city zoning ordinance. The city geographic information services department must approve all private street names and addresses to avoid conflicting names and addresses.
- (4) Where sanitary or storm sewer lines are constructed underneath a private street, the developer is required to grant an easement to the applicable utility authority for their installation, maintenance and repair. In the case of private streets, the city is authorized to assign responsibility for maintenance of storm sewers to a property owners association.
- (5) Private streets are not eligible for participation in the city's residential sidewalk district program as provided for in this Code.
- (6) Developers and property owners' associations must ensure access to all private streets by emergency and law enforcement vehicles and must ensure that private streets are constructed to allow access by all emergency vehicles and law enforcement vehicles.
- (7) The use of private streets may not result in an increase in permitted density above that which would otherwise be permitted by the applicable district regulations. Density calculations must be made based on a public street system and the preliminary plat that provides for a private street must be density neutral.
- (8) Private streets must comply with requirements for public streets found in this chapter and all other applicable sections of this Code. Private streets must be surfaced with the same type of materials that are used by the city's department of public works for the surfacing and resurfacing of public streets or with materials that are as protective as those used by the city to surface and resurface streets so long as such alternative materials are approved by the director of public works.
- (9) The zoning board of appeals may authorize a private street where the department of community development has certified that the applicant has submitted all required documentation as set forth herein and where the zoning board of appeals finds that:
  - a. The location of the proposed private street will not adversely impact use of any existing surrounding public street;
  - b. The location of the proposed private street will not adversely impact adjacent existing communities or neighborhoods;
  - c. The applicant has shown that there is the requisite legal mechanism for the maintenance of the proposed private street; and
  - d. The applicant has provided written evidence that the proposed private street system is acceptable to the city departments or divisions responsible for law enforcement, sanitation, transportation and fire and rescue.
- (10) Private street rights-of-way must be owned by the mandatory homeowners' association as required by subsection (h)(11). Street rights-of-way must comply with all the requirements set forth in this Code, including, but not limited to, the requirements set forth in this chapter and in the city zoning ordinance. An access easement and a utility easement must entirely overlay the rights-of-way and must be dedicated to the city for public use. All applicable setbacks, lot widths and lot areas must be measured from the homeowner's association right-of-way.
- (11) Each developer that chooses to include private streets within a condominium, as that term is defined by state law, or any other residential, commercial, institutional, industrial or office development, must organize and establish a property owners' association prior to recording of the final plat. Membership in the property owners' association must be mandatory for each original and successive purchaser of a lot, building or unit within the development. The property owners' association must be organized so that it has clear legal authority to maintain and exercise control over the private streets and required improvements associated with private streets, including, but

not limited to, sidewalks, bikeways, curbs and gutters, traffic signs and markings, associated landscaping and lighting, entry signs, monuments, perimeter walls and fences, entry gates and gatehouses. The declaration of covenants creating the property owners' association must be recorded with the clerk of the county superior court and the recorded declaration of covenants and articles of incorporation creating the property owners' association must provide that all private streets and associated improvements are owned by the property owners' association or are held in common by the property owners within the development. The streets must be properly maintained and insured with no liability or maintenance responsibilities accruing to the city. The recorded declaration of covenants and articles of association must specifically require the property owners' association repair and maintain each private street in the same manner as similar public streets are maintained by the city and such maintenance and repair must be performed in compliance with all city standards and all applicable provisions of law.

- (12) Prior to any final plat approval, the developer must submit articles of incorporation, declarations of covenants and bylaws for the property owners' association to the department of community development. Those documents must thereafter be reviewed and approved by the community development director.
- (13) The declaration of covenants and articles of association must provide for a street maintenance fund the proceeds of which may be used solely for the purpose of regular maintenance of the streets, whether for resurfacing or a similar purpose. For the purposes of providing further assurance that city funds may not be used for maintenance of private streets, the developer must submit proof of deposit of 50 percent of the current estimate of resurfacing costs, as determined by the community development director or his designee, in an interest bearing account on behalf of the property owners' association.
- (14) At the end of the 12-month maintenance period provided for in this subsection, a developer must provide a maintenance bond or letter of credit, renewable annually to cover the cost of maintenance and repair for any private streets within a subdivision. The bond must be for an amount equal to 50 percent of the current estimate of resurfacing costs, as determined by the community development director or his designee. The developer may avoid securing a maintenance bond if they submit proof to the department of community development that 100 percent of the then-current estimate of resurfacing costs, as determined by the community development director, has been deposited in an interest-bearing account on behalf of the property owners' association. If the developer chooses this alternative, the declarations of covenants and articles of association must specifically require the property owners' association to continuously maintain 100 percent of the then-current estimate of resurfacing costs of the private streets in this maintenance fund.
- (15) The property owners' association must be empowered to levy assessments against owners within the development for the payment of expenditures made by the association for maintenance of the private streets and other items set forth in this subsection. At least 15 percent of all fees or assessments paid must be set aside in the maintenance fund. Any unpaid assessments will constitute a lien in favor of the property owners' association on the lot, building or unit of the owner.
- (16) Within nine months following approval of the final plat, the city's community development director or his designee must inspect the private streets to ensure compliance with all city standards and all applicable provisions of this Code including, but not limited to, the requirements set forth in law for public streets, curbs, sidewalks, signage and street lighting. The developer must be notified of any deficiencies in writing and such deficiencies must be corrected within 60 days of the written notice of deficiencies unless the city agrees to extension of that period in writing.
- (17) Failure to correct the complete list of deficiencies constitutes a violation of this section and will subject the developer to prosecution for a code violation in the city municipal court. Any person found to have violated this section is subject to a fine of not less than \$500.00 for each violation. Each day that the violation exists is a separate and distinct offense.

- (18) The community development director or his designee must deny the issuance of certificates of occupancy until all deficiencies have been corrected.
- (h) *Street abandonment.*
- (1) Any abandonment of a public street by the city pursuant to this section must comply with the applicable requirements set forth in state law and this Code, including, but not limited to, the requirements set forth in O.C.G.A. §§ 32-7-2(b) and 32-7-4 and as may hereinafter be amended.
  - (2) A property owner may petition the city council to abandon an existing public street that abuts the owner's property. The petition must include documents that comply with all of the requirements set forth in this section.
  - (3) The petition must contain evidence that each abutting landowner to the public street seeks to have the street abandoned.
  - (4) The petition must contain evidence that once abandoned pursuant to the requirements of state law, all property owners that abut the street agree that ownership of the street must be placed in a property owners' association. The petition must include evidence that 100 percent of all property owners in the property owners' association have agreed that the street at issue may become private and have agreed to maintain and exercise control over the private street as required by this section.
  - (5) The petition must contain evidence that the property owners' association has the financial ability to maintain the street and associated improvements in perpetuity.
  - (6) The petition must include evidence that the declaration of covenants and articles of association or other legal instruments creating the property owners' association provide or have been amended to provide that membership in the property owners' association is mandatory for each original and successive purchaser of a lot, building or unit on the street.
  - (7) The petition must include evidence that the property owners' association must be organized so that it has absolute legal authority to maintain and exercise control over the private streets and required improvements associated with private streets, including, but not limited to, sidewalks, bikeways, curbs and gutters, traffic signs and markings, associated landscaping and lighting, entry signs, monuments, perimeter walls and fences, entry gates and gatehouses.
  - (8) The petition must include evidence that the declaration of covenants creating the property owners' association must be recorded with the clerk of the county superior court and the recorded declaration of covenants and articles of incorporation creating the property owners' association must provide that all private streets and associated improvements are owned by the property owners' association or are held in common by the property owners within the development. The streets must be properly maintained and insured with no liability or maintenance responsibilities accruing to the city.
  - (9) The petition must include evidence that the declaration of covenants and articles of association must provide for a maintenance fund, the proceeds of which may be used solely for the purpose of regular maintenance of the streets, whether for resurfacing or similar purpose. For the purposes of providing further assurances that city funds will not be required or used for maintenance of private streets, the property owners' association must submit proof of a maintenance fund equal to 50 percent of the current estimate of resurfacing costs, as determined by the community development director or his designee, in an interest bearing account on behalf of the property owners' association.
  - (10) The petition must include evidence that the property owners have a maintenance bond renewable annually in an amount equal to 50 percent of the current estimate of resurfacing costs, as determined by the community development director or his designee.
  - (11) The petition must include evidence that the property owners' association is empowered to levy assessments against owners on the streets for the payment of expenditures made by the association for maintenance of the private streets and improvements associated with private streets, including, but not limited to, sidewalks, bikeways, curbs and gutters, traffic signs and



markings, associated landscaping and lighting, entry signs, monuments, perimeter walls and fences, entry gates and gatehouses and evidence that any unpaid assessments constitute a lien in favor of the property owners' association on the lot, building, or unit of the owner. At least 15 percent of all fees or assessments paid must be set aside in the maintenance fund.

(12) The city council may not consider a petition for abandonment unless it:

- a. Contains all of the evidence and documents required by this section;
- b. Is supported by an analysis by the department of public works that shows that the street is no longer used by the public to the extent that it serves no substantial public purpose and that the public at large will benefit from its closure since the public will no longer be responsible for any costs to maintain and repair the street; and
- c. Is supported by an analysis by the department of community development that shows that the abandonment of the street does not negatively impact adjacent neighboring communities and the public at large.

(i) *Street cross-sections.* Except as expressly stated in a city-adopted plan (e.g., Dunwoody Village), specifically stated in subsection (j) below, or within the city's standards and specifications, all streets must be designed and constructed in substantial compliance with the regulations of the table below. Modifications of this table may be approved by the community development director based on contextual constraints.

Type	Travel Lanes	Bike Lanes	Curb and Gutter	Shoulder [1]
Arterial and collector streets	11'	2 @ 4'	2 @ 2'	2 @ 13'
Local streets	10'	0	2 @ 2'	2 @ 13'

[1] Shoulder width includes minimum six-foot tree planting strip, minimum five-foot sidewalk and space for underground utilities (cable TV, water, telephone, electric and natural gas).

Figure 14-1: Street Cross-section (typical), Principal Arterial

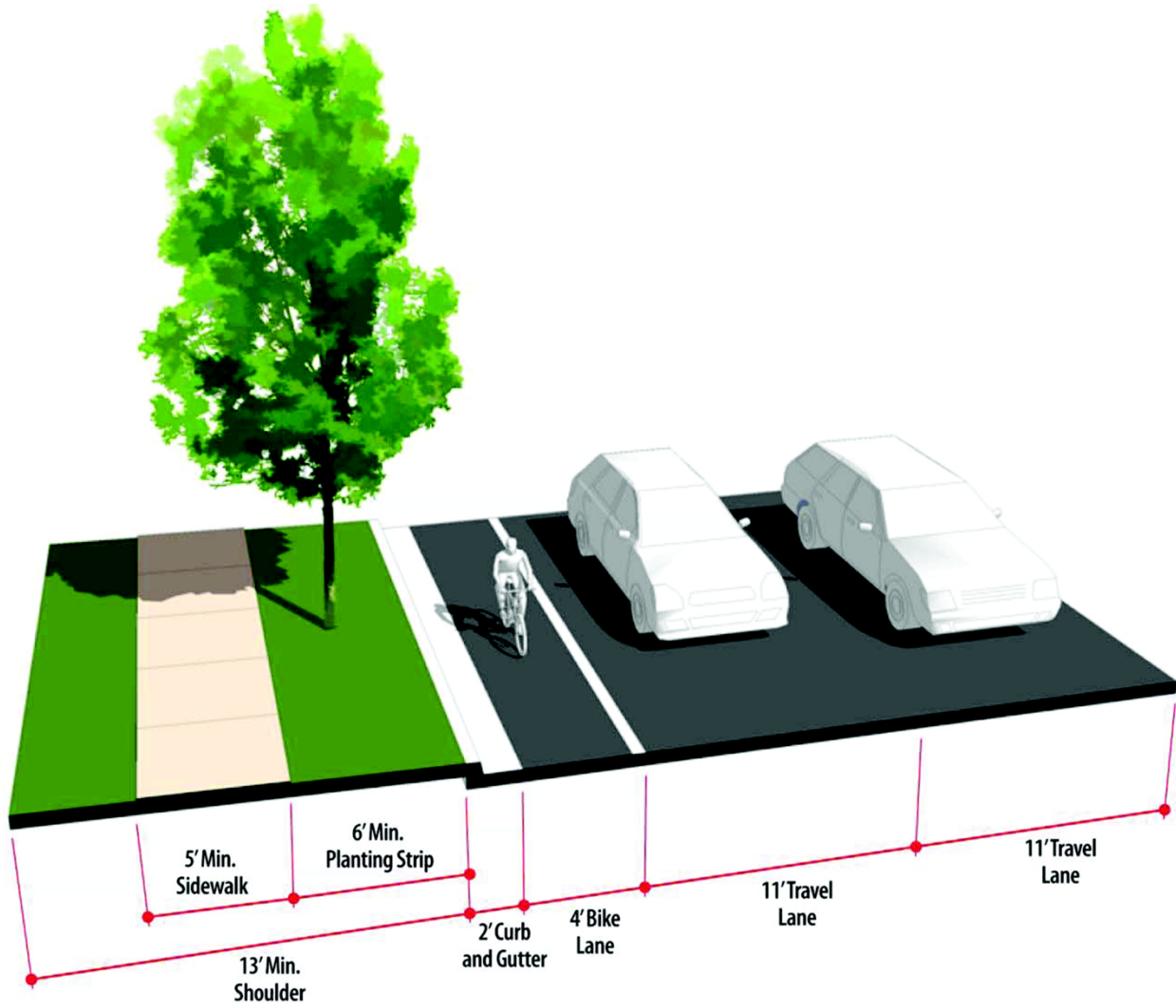


Figure 14-2: Street Cross-section (typical), Collector and Minor Arterial

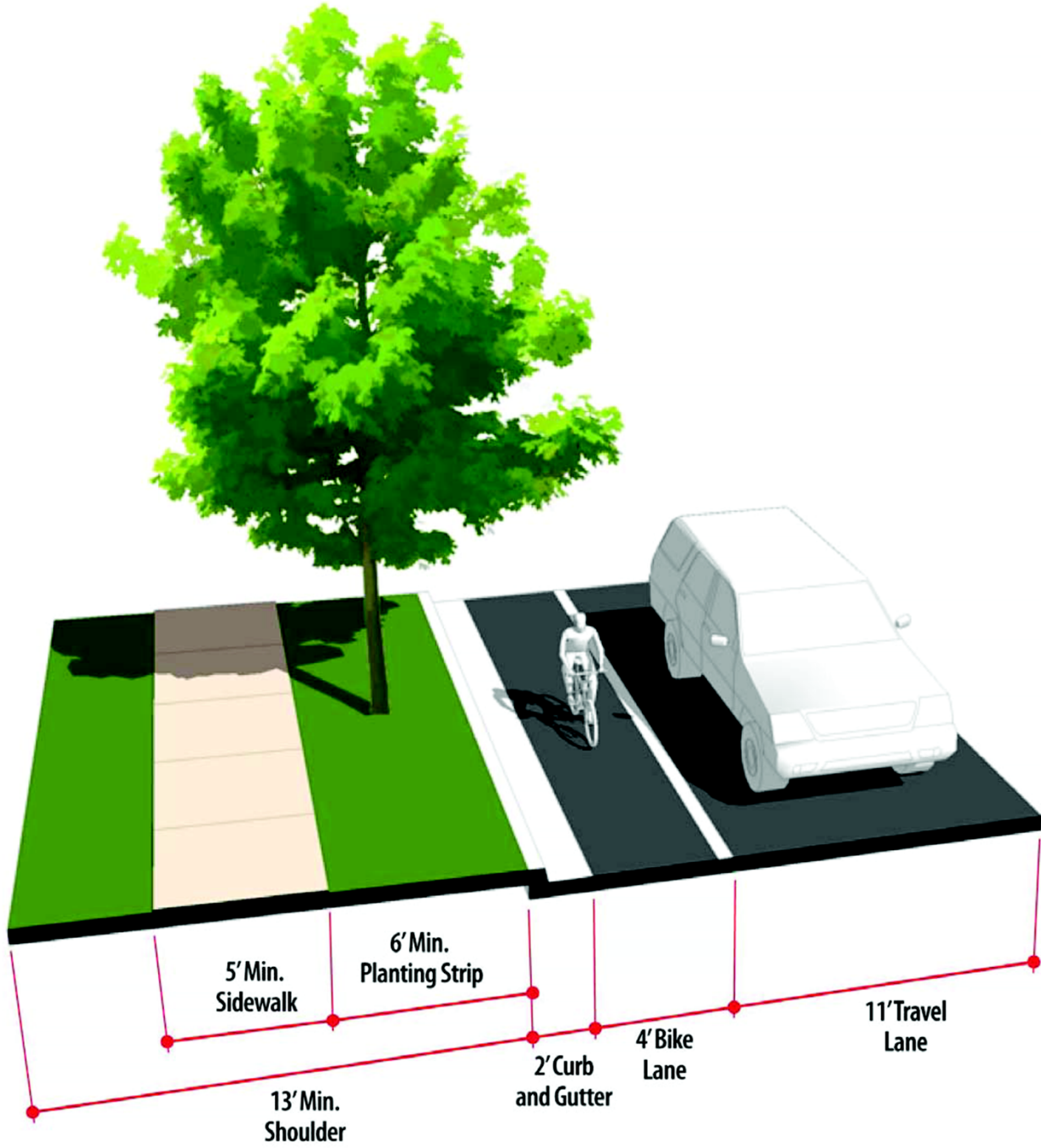
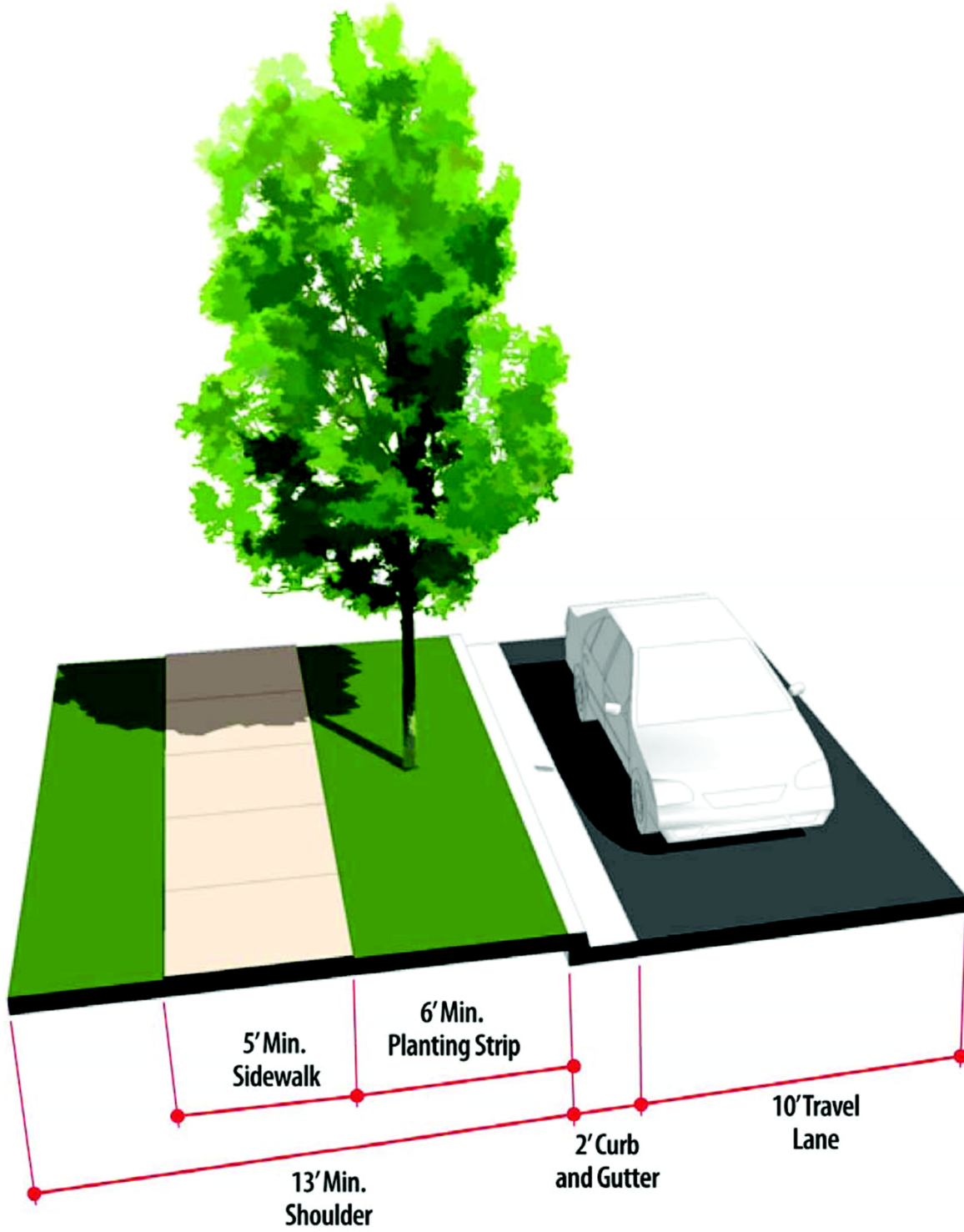


Figure 14-3: Street Cross-section (typical), Local Street





(j) Specific street cross-sections

Specific Street Cross-section	Travel Lane	Shoulder, including:			
			Curb and Gutter	Landscape/Streetlights/Trees	Sidewalk
Jett Ferry Rd., between Dunwoody Club Dr. and Mount Vernon Rd., see Figure 14-4	11'	19'	6"	5' min	12'
Dunwoody Club Dr., between Jett Ferry Rd. and Mount Vernon Rd., see Figure 14-5	11'	20'-6"* *eastbound only	2'* *eastbound only	5' min* *eastbound only	12'* *eastbound only
Mount Vernon Rd., between Jett Ferry Rd. and Dunwoody Club Dr., see Figure 14-6	11'	13'-6" to 20' (eastbound) 20'-6" (westbound)	2'	5' min	6' (eastbound) 12' (westbound)

Figure 14-4: Jett Ferry Road, Typical Section A

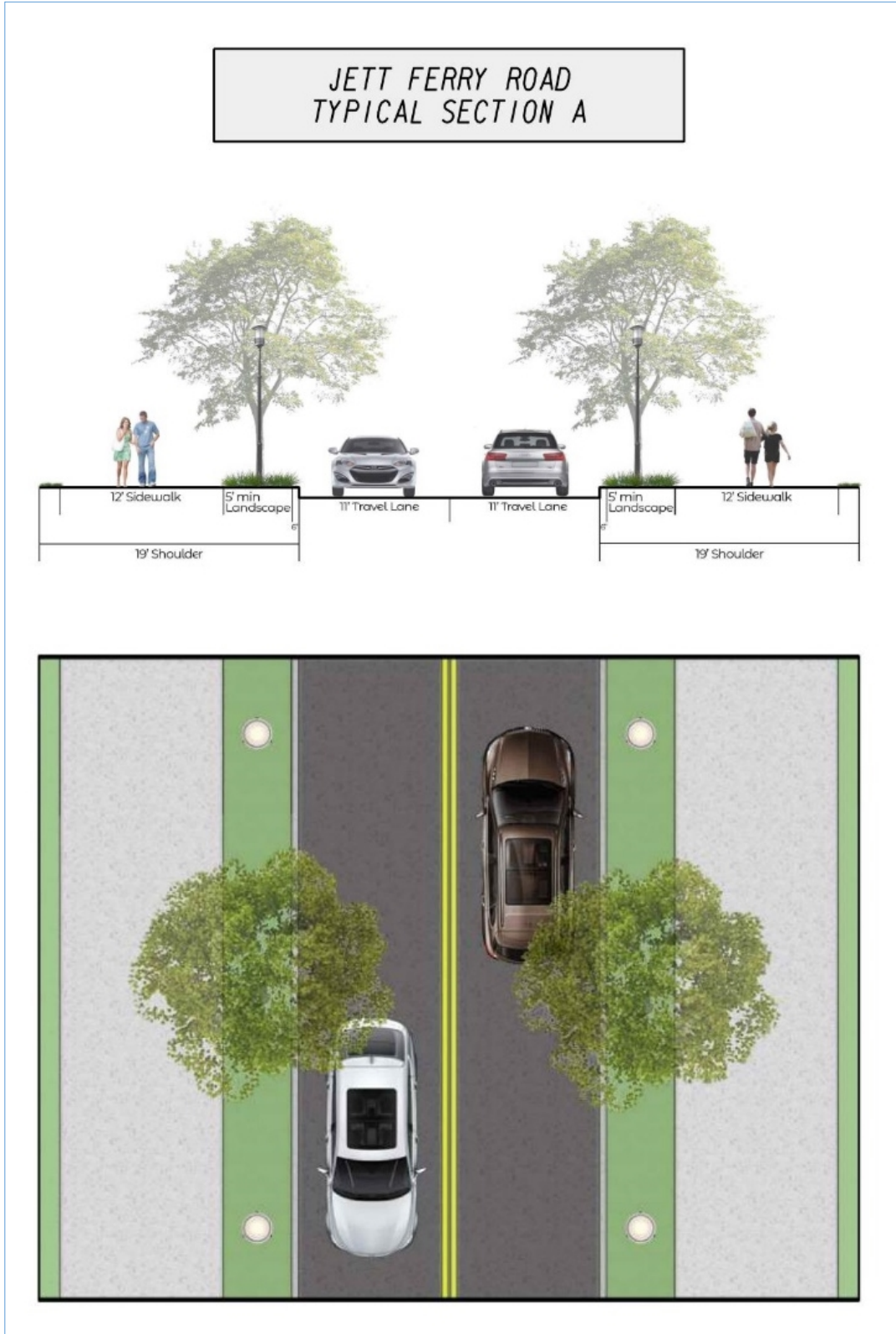
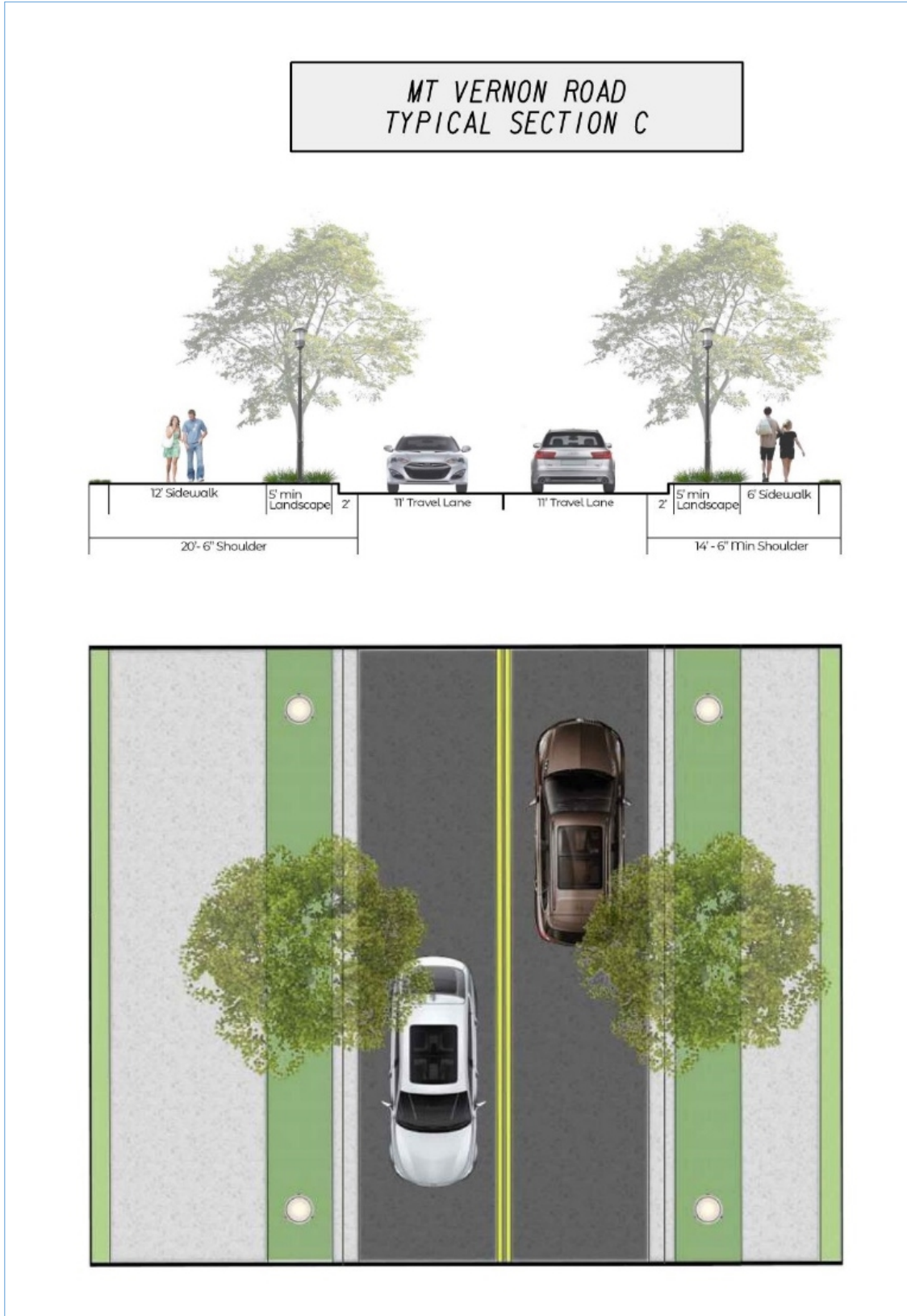


Figure 14-5: Dunwoody Club Drive, Typical Section B



Figure 14-6: Mt Vernon Road, Typical Section C





(j) *Right-of-way and street improvements.*

- (1) All proposed new streets must be designed and built in accordance with the standards listed in this article and the city's standards and specifications.
- (2) Streets must have a minimum right-of-way width that complies with the comprehensive transportation plan and that will safely accommodate motorized and nonmotorized transportation improvements and street cross-sections needed to provide appropriate, safe and adequate access to the subject property, in accordance with the city's standards and specifications. Where a proposed subdivision or project requiring a land development permit has frontage on an existing public street, right-of-way must be dedicated to meet the requirements of this section. The right-of-way must be improved wherever required as further provided in this section. For existing streets on which a proposed subdivision or project requiring a land development permit has frontage, the applicant must:
  - a. Dedicate a minimum of 50 percent of the required right-of-way width as measured from the centerline of the existing street right-of-way;
  - b. Install all required sidewalks, street trees, streetlights, and place utilities in accordance with the standards in this article; and
  - c. Provide a minimum of 50 percent of the roadway pavement required in this article and install it to the right-of-way centerline.
- (3) Land reserved for any road purposes may not be counted in satisfying yard or area requirements on the city zoning ordinance where the land is to be dedicated to the public in fee simple or an easement associated with the road is granted to the city.
- (4) Right-of-way dedication and road widening must extend for the full length of road frontage of the property under development and must conform to the standards in these regulations. Flares at pavement ends may be required to extend beyond property under development.
- (5) The city council, after considering all related factors, may authorize deviations from this section as follows:
  - a. Right-of-way dedication may be waived or modified if existing government plans for the roadway indicate lesser right-of-way would be required for dedication.
  - b. Road improvements may be waived or modified if:
    1. Existing use of property not to be substantially changed (i.e., traffic generation and ingress/egress would remain the same);
    2. Governmental construction plans for the road indicate a pavement width less than city standards (only the planned pavement width is required);
    3. Widening would create a hazard to motorized or nonmotorized traffic.
  - c. The applicant may, with written concurrence of the community development director, provide payment to the city in lieu of road improvements when:
    1. Road improvements by state or local action are scheduled within 24 months;
    2. Existing utility companies' improvements are situated so as to require their removal or relocation before road improvements should be accomplished;
    3. Improvements would cause unreasonable land development hardships because of topography, soils, bridges, grades, etc., and delay of improvements would not adversely impact the city's road system; and
    4. Payment for road improvements must be in accordance with the Georgia Department of Transportation's Item Mean Summary cost information or other documentation of construction and improvement costs approved by the public works director.

- (k) *Half streets.* Half streets are prohibited. The applicant is required to pave the full standard width of any existing unpaved public right-of-way or any proposed public street on which the proposed subdivision has frontage and access.
- (l) *Temporary dead-end streets.* Temporary dead-end streets may be platted, if recommended by the community development director and approved by the city manager, where the proposed subdivision adjoins property not yet subdivided or property that may be redeveloped. A temporary dead end street must end in a temporary turn-around. The right-of-way of any temporary dead end street must be carried to the boundary of the properties being subdivided. Street signs must be posted stating: "No Exit—Temporary dead-end street."
- (m) *Permanent dead-end streets.*
  - (1) Dead-end streets designed to be so permanently must be provided with a cul-de-sac at the closed end and may not exceed 1,200 feet.
  - (2) The outside radius of a cul-de-sac on a public street must be at least 40 feet, measured to the inside face of the outside curb. Each cul-de-sac must provide a landscaped island at the center, and the clear width of the paved roadway measured from the outside of the landscaped island to the inside face of the outside curb may not be less than 24 feet. The radius of the right-of-way for the cul-de-sac may not be less than 50 feet.
- (n) *Alleys.*
  - (1) Alleys are required wherever topography or the presence of arterials or other features makes vehicular access from the front of the lot impractical or unsafe. Where the alley serves as the primary means of vehicular access to the lot, it must be dedicated as a public right-of-way and built to the standards required in this chapter.
  - (2) Alleys may be permitted as private streets providing secondary or service access and where the principal buildings have adequate access for emergency vehicles from a public street on their frontage. Private alleys may end in a turn-around. All alleys dedicated to the public must provide a continuous connection between one or more public streets. Alleys must be paved and constructed to the same standards as the connecting public streets except that:
    - a. Alleys constructed with flush curbs must have a minimum paved width of 12 feet;
    - b. Alleys constructed without flush curbs must have a minimum paved width of 16 feet;
    - c. Buildings must be set back at least ten feet from the back of curb of an alley.
- (o) *Street grades.*
  - (1) Subdivision street grades may not exceed the following, with due allowance for reasonable vertical curves:

Type	Percent Grade
4-lane arterial	8
2-lane arterial	10
Collector	12
Local	12
Alley	12

- (2) A 16-percent grade on local streets may be approved by the community development director where AASHTO sight distance is maintained. An as-built street profile may be required.
- (3) No street grade may be less than one percent and no one percent grade may be longer than 300 feet.
- (p) *Horizontal curves.* Subdivision streets with design speeds of 20 miles per hour may not have a minimum centerline horizontal curve radius less than 90 feet. No other subdivision street may have a horizontal curve radius less than 150 feet. Radius must be measured from the centerline of the right-of-way.
- (q) *Sight distance.* All subdivision streets must comply with AASHTO sight distance standards.
- (r) *Intersection design.* Subdivision intersections may not be designed in such a manner as to create a traffic hazard. Sight distance must be provided at all intersections in accordance with AASHTO standards and criteria. If, due to other restrictions, this minimum sight distance cannot be maintained, the applicant must, at the applicant's expense, provide adequate traffic-control devices or other physical improvements subject to the approval and installation by the city.
- (s) *Access management.* The following standards apply to all subdivisions and all projects requiring a land development permit where the primary access is from a state or federal highway or an arterial or collector street. These standards apply unless a more restrictive standard is required by the state department of transportation:
  - (1) Commercial or office properties may be required, based on site conditions as determined by the community development director, to provide cross-access to allow motorized and nonmotorized circulation between sites. Motorized cross-access is not required between nonresidential uses and single-family uses.
  - (2) Joint driveways, cross-access easements and nonmotorized transportation access must be established wherever feasible along an arterial or collector street. The building site must incorporate the following:
    - a. Continuous service drives or cross-access corridors extending the entire length of each block served to provide for driveway separation of at least 1,000 feet of linear street frontage.
    - b. A design speed of ten miles per hour and a two-way travel aisle width of 24 feet to accommodate automobiles, service vehicles, and loading vehicles.
    - c. Stub-outs and other design features to indicate that abutting properties may be connected to provide cross-access via a service drive.
  - (3) The community development director may reduce the required separation distance of access points where they prove impractical, provided all of the following requirements are met:
    - a. Joint access driveways and cross-access easements are provided in accordance with this section.
    - b. The site plan incorporates a unified motorized and nonmotorized transportation access and circulation system in accordance with this section.
    - c. The property owner must enter into a written agreement with the city, recorded with the deed, that pre-existing connections on the site that do not meet the requirements of this section will be closed and eliminated after construction of each side of the joint use driveway.
  - (4) All developments must have access to a public right-of-way. The number of access points must be as follows:

Type of Development	Minimum Access Points
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Residential, under 75 units	1
Residential, 76 to 150 units	2
Residential, 151 to 300	3
Residential, over 300 units	4
Nonresidential, less than 300 required parking spaces	1
Nonresidential, 300 to 999 required parking spaces	2
Nonresidential, 1,000 or more required parking spaces	2 or more as determined by the department

(5) The separation of access points on an arterial or collector street must be determined by the speed limit of the road with the following minimum spacing requirements:

Posted Speed Limit	Minimum Driveway Spacing
Less than 35 mph	125 feet
35 to 45 mph	245 feet
Greater than 45 mph	440 feet

- a. The distance between access points must be measured from the centerline of the proposed driveway or public street to the centerline of the nearest existing adjacent driveway or public street.
  - b. Driveway spacing at intersections and corners must provide adequate sight distance, response time, and permit adequate queuing space.
  - c. No driveways, except residential access drives, are allowed within 100 feet of the centerline of an intersecting arterial or collector street.
  - d. No nonresidential access except right-in/right-out channelized access is allowed within 100 feet of the centerline of any other arterial.
  - e. The requirements of this section are not intended to eliminate all access to a parcel of land that was legally subdivided prior to the enactment of this section.
- (6) Where arterials or collector streets include medians, directional median openings must be separated by a minimum of 330 feet and full median openings must be separated by a minimum of 660 feet.
- (7) All street design and other development activities, including landscaping, must be arranged on-site so as to provide safe and convenient access for emergency vehicles.

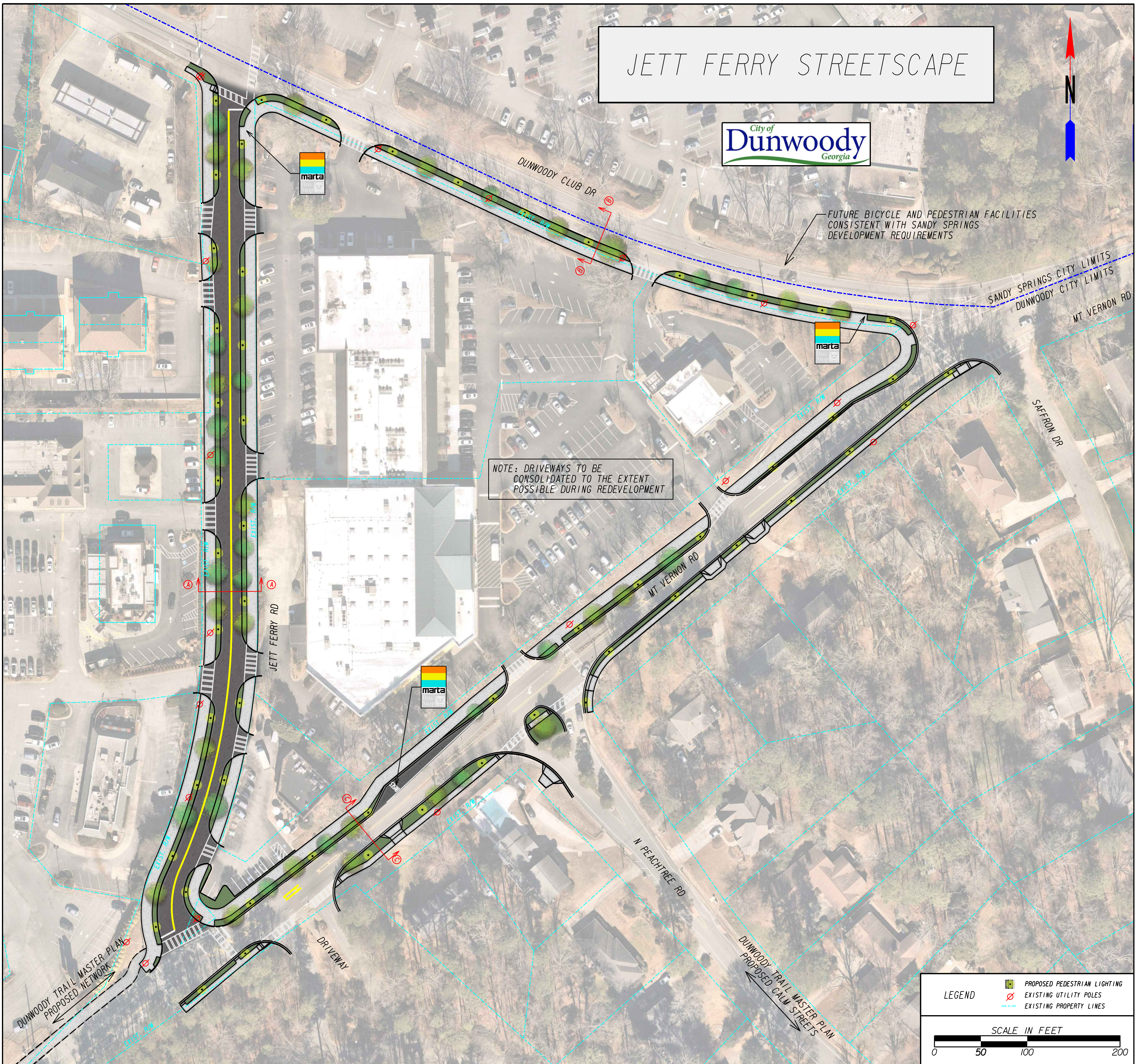


- (8) Along arterials or collector streets, a deceleration lane, a turn lane, larger or reduced turning radius, traffic islands or other devices or designs, including traffic calming devices and designs, may be required to avoid specific traffic hazards which would otherwise be created by the proposed driveway location.
- (9) Deceleration lanes and left turn lanes must be provided in accordance with Georgia Department of Transportation Regulations for Driveway and Encroachment Control (Driveway Manual).

(Ord. No. 2013-10-14, 1(Exh. A § 16-14.20), 10-14-2013; Ord. No. 2015-01-04, § 1, 1-26-2015)



# JETT FERRY STREETSCAPE



FUTURE BICYCLE AND PEDESTRIAN FACILITIES CONSISTENT WITH SANDY SPRINGS DEVELOPMENT REQUIREMENTS

NOTE: DRIVEWAYS TO BE CONSOLIDATED TO THE EXTENT POSSIBLE DURING REDEVELOPMENT

LEGEND

- PROPOSED PEDESTRIAN LIGHTING
- EXISTING UTILITY POLES
- EXISTING PROPERTY LINES

