

classifications as shown in the Comprehensive Land Use Plan, or Standard Drawings and Design Standards, as applicable, or as otherwise required by the City Council.

### 3.5.2 Street improvements ordinance.

- A. Minimum widths for new construction and the minimum standards for new or improved streets shall be in accordance with City Design Standards. In the absence of City Standards, all materials and methods of construction shall be in accordance with the current GDOT standard specifications.
- B. The minimum width of street right-of-way shall be dedicated based upon the street categories as shown in the Comprehensive Land Use Plan or Standard Drawings and as contained in this Ordinance.
- C. Additional street right-of-way width shall be required to be dedicated at intersections or other locations which the development activity abuts upon where deceleration lanes, turning lanes, storage lanes, medians, or realignments are required for traffic safety and minimum right-of-way standards would be inadequate to accommodate the improvements as determined by the City Engineer.
- D. All new streets proposed to be constructed in a subdivision or other property shall be designed and constructed to the standards contained in this Ordinance in accordance with the category of the said streets.
- E. Local streets shall be so designed that their use by through traffic will be discouraged. Collectors shall be to channel through traffic movements from local streets to arterial streets. Dead end streets designed to have one end permanently closed shall provide a cul-de-sac turnaround with a 50-foot minimum pavement radius and 60-foot right-of-way street be no more than 1,000 feet in length. Additional length necessitated by topography or property configuration may be approved by the Director.
- F. Street jogs shall either directly align or have offsets of a minimum of 125 feet for residential subdivision streets, a minimum of 200 feet for non-residential streets, and 600 ft. for major thoroughfares as measured between centerlines of said streets.
- G. Driveway curb cut locations shall be no closer than 300 feet on arterial and collector streets.
- H. Traffic calming design elements, such as intersection bulbouts can help moderate vehicle speeds on Local Roads. Multifunctional bulb-outs that include runoff reduction measures for stormwater management are encouraged if a minimum of 20 feet clear curb to curb and unimpacted drive lanes are provided. Narrower dimensions may be approved on a case-by-case basis. Designs for multifunctional bulbouts can be viewed in the City's Standard Details.

### 3.5.3 Traffic control devices and street lights.

- A. Street signs and traffic control devices for public streets shall be provided through payment of fees to the City Engineer for the installation thereof. Traffic control devices may also be installed by subcontractors after receiving written approval from the City Engineer.
- B. The installation of all street lighting fixtures within the City right-of-way must be approved by the City Engineer prior to such installation.

### 3.5.4 Curb and gutter.

- A. All new streets and project access improvements shall be provided with curb and gutter or an alternative curb system to accommodate runoff reduction measures. Alternative curb systems include flat curb, standard curb with openings, or other curb systems as approved by the Community Development Director. Details for standard curb and gutter and alternative curb systems can be viewed in the City of Alpharetta's Standard Details.
- B. Curbing and Gutter shall meet the requirements of the City of Alpharetta Standard Details. following specifications:

~~1. Residential:~~

~~a. Typical Section 6 x 24 x 12 (inches).~~

~~b. Concrete Class "B" with a minimum strength of 2,000 PSI @ 28 days.~~

~~2. Commercial/Industrial:~~

~~a. Typical Section 8 x 24 x 14 (inches).~~

~~b. Concrete Class "B" with a minimum strength of 2,000 PSI @ 28 days~~

~~3. Arterial/State Highways:~~

~~a. Typical Section 8 x 30 x 14 (inches).~~

~~b. Concrete Class "B" with a minimum strength of 2,000 PSI @ 28 days.~~

**3.5.5 Sidewalks.**

- A. Sidewalks shall be provided adjacent to all roadways unless waived as a condition of zoning and shall meet the design and location standards required in this Ordinance and Standard Drawings.
- B. Sidewalks shall be located 2 feet from the back of curb or as may be required by the Director or City Council.
- C. All new sidewalks shall match and provide a smooth transition to any existing sidewalks with no steps.
- D. Sidewalks shall be constructed of concrete and shall be a minimum of 5 feet in width and 4 inches thick. Control joints shall be provided every 10 feet. The use of permeable surfaces shall be permitted if designed in accordance with the most recent version of the GA Stormwater Management Design Manual. Permeable sidewalks shall require inspections and maintenance agreements per Sec. 3.3.3.D.
- E. Sidewalks which are provided as part of Georgia Department of Transportation (DOT) may be required to be built according to DOT standards.
- F. Outdoor dining furniture located on public sidewalks within the historic downtown shall be of quality design and workmanship and made of metal in black or a color approved by the Design Review Board. Decorative items placed on public sidewalks such as planters or sculpture shall be made of metal, concrete, terra cotta or other material approved by the Design Review Board. Menu boards may be made of wood; however, all plastic, fiberglass or resin-type products are prohibited on public sidewalks within the historic downtown.

**3.5.6 Gated subdivisions/private streets.**

- A. Whenever all of the ownership of all the land within a residential subdivision (dwelling, 'For- Sale', or dwelling, 'For-Rent') or along a street request that a street or streets be closed to through traffic, the City Council, in its discretion may declare the street(s) private and thereby restrict access on that street(s) subject to the following requirements:
  - 1. That a gate or guardhouse be established at the entrance to the private street.
  - 2. That a sign no greater than three square feet in size be posted at the entrance to identify the roadway as a private street.
  - 3. That provisions be made to ensure that access at the entrance to the private street is not restricted to law enforcement vehicles, emergency response vehicles, postal delivery vehicles, school buses and City personnel vehicles while conducting City business.
  - 4. That pedestrian access not be restricted.

5. That a private street agreement is executed and recorded which addresses provisions for a homeowners association, maintenance, utilities, easements, emergency access, liability and other issues associated with the long-term use and requirements of a private right-of-way.
  6. That plans and specifications for the proposed private street and gate or guardhouse meet all design and construction standards adopted by the City and administered through the Public Works and Community Development Engineering Departments.
  7. That the determination is made by the City that the proposed private street(s) is not a critical link in the roadway system which maintains traffic flow from one destination point to another.
  8. That the determination is made by the City that the subject subdivision or proposed private street do not include access to amenities or features which by design or agreement are intended for use by the general public.
- B. In reviewing a request for a gated subdivision or private street, the City Council may consider, but shall not be limited to, the following items:
1. Whether the proposed private street would create an undue burden on traffic, adjacent roadways, or substantially impair access rights of an adjacent property owner.
  2. The importance of the proposed private street relative to the area roadway network.
  3. Whether creating a private street would enhance the residential quality of the neighborhood.
  4. Whether a private street would adequately address "cut-through" traffic if the purpose of creating a private street is to prevent vehicles from traveling through the neighborhood to destinations outside the neighborhood.
- C. Requests for gated subdivisions and private streets shall be considered in accordance with the following procedures:
1. Twenty copies of an application in the form of a letter signed by all the property owners shall be submitted to the Community Development Department. The application shall identify a representative who shall act as applicant and the application shall also include twenty copies of all the necessary drawings, specifications and boundary surveys to describe the request.
  2. One copy of the application and accompanying material shall be submitted to the Engineering Department~~City~~ for review regarding compliance with adopted design and construction standards.
  3. Copies of the application materials and Engineering-Public Works Department comments will then be forwarded by the Community Development Department to the City Council for consideration at a public hearing.
  4. Prior to the public hearing, notice will be sent to the property owners within 500 feet of the proposed private street if the subject right-of-way is currently in use as a public street.
  5. If, after public hearing, the City Council approves the application for gated subdivision or private street, all recordable documents shall be amended to identify the gated subdivision or private street accordingly and a private street agreement (as indicated in subsection A.5., herein) shall be executed and recorded.
- D. Private streets shall be designed and built to City Standard for public streets.

#### SECTION 3.6 - INSTALLATION OF UTILITIES

- A. All improvements shall be located within the right-of-way of a public street or within an easement designated for such use. Within street rights-of-way, placement of the utilities shall conform to the specific locations designated for such use by Standard Drawings. New utilities shall be located underground.