

CHAPTER 9. PROJECT DESIGN STANDARDS

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CHAPTER 9. PROJECT DESIGN STANDARDS

ARTICLE I. PURPOSE AND DEFINITIONS.

Sec. 9-1 Purpose of Article 9.

This Article sets out the minimum requirements and standards for construction of land development projects, including general principals of design and layout and requirements for such public facilities as streets and utilities.

Sec. 9-2 Definitions.

Block: An area of land surrounded by streets.

Center Line: That line connecting the succession of midpoints between the identifiable limits of any improvements on the ground or of any easement.

Comprehensive Plan: The adopted Comprehensive Plan for Crisp County, as amended from time to time.

Cul-de-Sac: A dead-end street that terminates in a permanent turnaround and not intended for future extension.

Dead-End Street: A street connected to another street at only one end.

Deflection Angle: The angle between a deviation in the direction of the center line of a street and the extension of the center line along a straight course from the point from which the center line changed direction.



Developer: The person, corporation or other legal entity that undertakes the subdivision of property, the alteration of land or vegetation in preparation for construction activity, or the construction of streets, utilities, buildings or other improvements required for the habitation or use of property.

Development: (1) A land development project involving the construction of streets, utilities, buildings, or other improvements required for the habitation or use of property, such as a residential neighborhood, an apartment complex, a store, or a shopping center; (2) any manmade change to improved or unimproved real estate, including, but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavating, drilling operations, or permanent storage of materials; (3) the act of constructing or carrying out a land development project, including the alteration of land or vegetation in preparation for construction activity.

Easement: A strip of land on which the property owner has granted to another entity the right to use such land for specific purposes.

Geodetic Control Monuments: Those survey monuments which are established by federal, state, local, and private agencies, the position of which monuments on the earth's surface has been fixed by high-order surveying and computation for use by surveyors and engineers in the

extension of geodetic position to property corners, improvements to property, utility systems, streets and highways, and such other objects and things as may be located by surveying. Such monuments may be in the form of metal disks set in concrete, rock, metal, or some other fixed permanent object, the position thereof having been published by the agency which established the monument and made available to the public as well as to land surveyors and engineers for public use.

Georgia Stormwater Management Manual, Volume 2: Technical Handbook, produced as a result of a collaborative effort between the Atlanta Regional Commission (ARC), the Georgia Department of Natural Resources-Environmental Protection Division (EPD), and 35 cities and counties from across Georgia that provides guidance on the techniques and measures that can be implemented to meet a set of stormwater management minimum standards for new development and redevelopment, as amended from time to time.

Improvements: The physical addition and changes to land that may be necessary to produce usable, desirable and acceptable lots or building sites.

Intersection: (1) the place where two streets cross; (2) the point at which the centerline of a street intersects the center line of another street or railway.

Major subdivision: See "Subdivision, major."

Minor subdivision: See "Subdivision, minor."

Professional Engineer: An engineer licensed and registered to perform the duties of a professional engineer (P.E.) by the State of Georgia.

Property Corner Monuments: Those survey monuments which are established to identify property corners, the location and description of which are made a part of any plat or any instrument pertaining to real property filed in the office of the Clerk of the Superior Court.

Publicly Dedicated: Land or improvements that has or have been transferred by plat or deeded to and accepted by the appropriate government or public authority for public use and maintenance.

Public Utility: A utility owned and operated by a government or public authority.

- (1) *Public Sewerage System*: A sanitary sewerage system for the collection of water-borne wastes complete with a sewage treatment plant that is owned and operated by a public agency or authority.
- (2) *Public Water System*: A system for the intake, treatment and distribution of potable water that is owned and operated by a public agency or authority.

Registered Land Surveyor: A land surveyor licensed and registered to perform the duties of a registered land surveyor (R.L.S.) by the State of Georgia.

Reserve Strip: A separately owned strip of land between a public or private street right-of-way and a property line of an adjacent property that has the effect of controlling or limiting access from said adjacent property to the street.

Right-of-Way: Land reserved for and immediately available for use as a street or other public purpose.

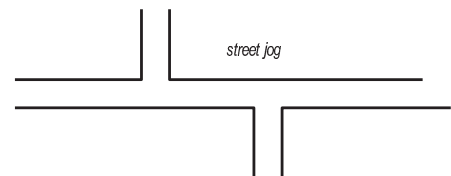
Roadbed: That portion of a street improved for vehicular travel, including the curbs and shoulders).

Roadway: The paved portion of a street improved for vehicular travel, measured from back of curb to back of curb, or from edge of pavement to edge of pavement for swale ditch roads.

Street: An improved way for the conveyance of motor driven, rubber-tired vehicles, such as automobiles and trucks.

Street Classifications: Streets and roads are classified in accordance with the Georgia Department of Transportation's *Functional Classification Map* for Crisp County, latest edition.

Street Jog: The incidence where two streets or two portions of a single street are separated by a relatively short distance, usually at their intersection with another street.

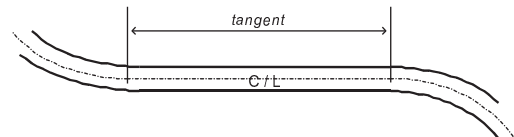


Subdivision: (1) The division of a property or tract of land into two or more tracts or lots; (2) a land development project in which two or more lots are created, along with the streets and utilities needed to support construction of buildings on the lots.

Subdivision, Major: The division of land into 2 or more lots that will require the construction or extension of public streets, water or other public facilities (other than the direct connection of buildings to existing facilities).

Subdivision, Minor: The division of land into 2 or more lots, each of which will be adequately served by existing public streets, water and other public facilities.

Tangent: the straight-line distance between the ending of one curve of a line (center line of a street) and the beginning of another curve of the same line (center line).



ARTICLE II. STANDARDS INCORPORATED BY REFERENCE.

Sec. 9-3 DOT standard specifications.

Unless otherwise specially set forth herein, all of the materials, methods of construction, and workmanship for the work covered in reference to street construction and storm drainage construction shall conform to the latest standard specifications of the Georgia Department of Transportation.

Sec. 9-4 AASHTO design standards.

Design criteria and standards not specifically set forth herein shall conform to the latest edition of the *AASHTO Policy on Geometric Design of Highways and Streets*.

Sec. 9-5 General design standards.

(a) Suitability of the land.

Land physically unsuitable for subdivision or development because of flooding, poor drainage, topographic, geologic or other such features that may endanger health, life or property, aggravate erosion, increase flood hazard, or necessitate excessive expenditures of public funds for supply and maintenance of services shall not be approved for subdivision or development unless adequate methods are formulated by the developer for solving the problems. Such land shall be set aside for such uses as shall not involve such a danger.

(b) Conformance to the comprehensive plan and other adopted plans.

- (1) All proposed subdivisions shall conform to the Comprehensive Plan and development policies in effect at the time of submission to the Planning Department.
- (2) All highways, streets and other features of the Comprehensive Plan shall be platted by the developer in the location and to the dimension indicated on the Comprehensive Plan.
- (3) In subdivisions or developments related to or affecting any State or U.S. numbered highway, the Planning Department shall require the approval of the Georgia Department of Transportation.
- (4) When features of other plans adopted by the County Commission (such as schools or other public-building sites, parks or other land for public uses) are located in whole or in part in a subdivision, such features shall be either dedicated or reserved by the subdivider for acquisition within a reasonable time by the appropriate public agency.
- (5) Whenever a plot proposes the dedication of land to public use that the County Commission finds not required or suitable for such public use, the County Commission shall refuse to approve the plat, and shall notify the land developer of the reasons for such action.

(c) Name of subdivision or development project.

The name of each subdivision or development Project must have the approval of the Planning Department. The name shall not duplicate nor closely approximate the name of an existing subdivision or development project.

(d) Blocks.

(1) Length:

a. Residential Blocks.

1. Blocks shall be at least 600 feet but not more than 1,800 feet in length except as the Planning Department considers necessary to secure efficient use of land or desired features of street pattern.
2. In blocks greater than 1,000 feet in length, the Planning Department may require one or more public easements of not less than 20 feet in width

to extend entirely across the block for pedestrian crosswalks, fire protection or utilities.

b. Nonresidential Blocks.

Blocks for other than residential use shall be of such length and width as may be suitable for the prospective use, including adequate provision for off-street parking and service.

(2) Width:

Blocks shall be wide enough to allow two rows of lots, except where reverse frontage lots on arterial streets are provided, or when prevented by topographic conditions or size of the property, or for lots along the periphery of the subdivision, in which case the Planning Department may approve a single row of lots.

(e) Lots.

(1) Minimum lot dimensions and areas.

All lots proposed in a subdivision shall meet or exceed the area and dimensional requirements of this Development Code for the zoning district in which the lots are located.

(2) Authority of Health Department.

Nothing contained in this Article shall be construed as preventing the Health Department, after study of the conditions existing in a proposed subdivision, from requiring that all or any portion of the area of such subdivision shall not be built upon or that the minimum lot sizes set forth in this Development Code are inadequate and must be increased to ensure the protection of the public health.

(3) Adequate building sites.

Each lot shall contain a site large enough for a normal building that will meet all building setback requirements and not be subject to flood or periodic inundation.

(4) Arrangement.

Insofar as practical, side lot lines shall be at right angles to straight street lines or radial to curved street lines.

a. Corner Lots.

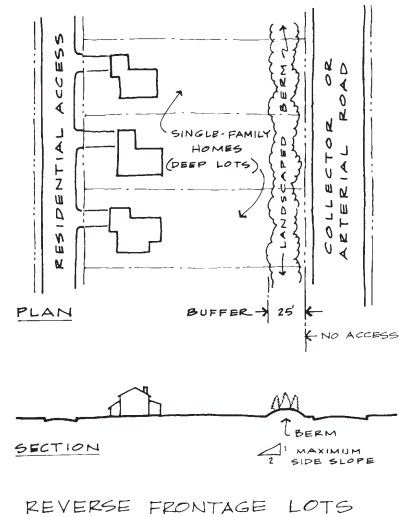
Corner lots shall be sufficiently large to permit the location of buildings so as to conform to the front building lines on both streets.

b. Frontage on highways restricted.

Residential lots shall not be platted in a subdivision to front directly on the right-of-way of a State or U.S. numbered highway (whether a collector or arterial street), unless the lots are served by a frontage road, or unless approved by DOT.

c. Double and reverse frontage lots.

Double frontage and reverse frontage lots are to be avoided except where specifically required to provide separation of residential development from a State or U.S. numbered highway (whether a collector or arterial street) or to overcome specific disadvantages of topography and orientation of property. An easement of at least 25 feet in width, improved with a landscaped berm, across which there shall be no right of access, shall be provided along the line of lots abutting any such highway.



(f) Inter-parcel access requirements.

(1) Internal Access Easements Required.

For any office or retail sales or services use, the property owner shall grant vehicular access as described in this Section to each adjoining property that is zoned or used for an office or retail sales or services use and has frontage on the same street. The purpose of the inter-parcel access is to facilitate movement of customers from business to business without generating additional turning movements on the public street.

(2) Access Provisions.

- a. Automobile access shall be allowed from the adjoining property to driveways and parking areas intended for customer or tenant use; but parking spaces may be restricted on each property to use by the owner's customers and tenants only.
- b. The granting of such access shall be effective upon the granting of reciprocal access by the adjoining property owner.
- c. Upon the availability of access to driveways and parking areas of the adjoining lot, the pavement or other surfacing of the owner's driveways and parking areas shall be extended to the point of access on the property line.

(3) Relief.

Where the proposed land use is such that adverse impact on the use of either property would outweigh the reduced impact on the public street provided by the inter-parcel access, the Planning Department may waive the requirement, in whole or in part, administratively.

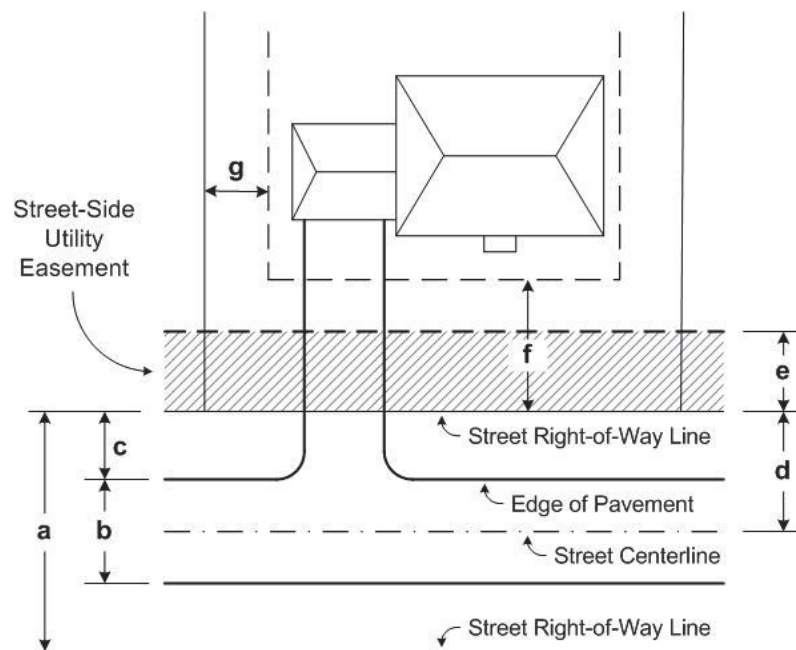
(g) Easements.

Easements shall be required in connection with subdivisions or other developments for the following purposes, among others:

(1) Street-side Utility Easements.

- a. A 20-foot wide utility easement shall be required adjacent and parallel to each street right-of-way line, unless this requirement is waived by the County Administrator on a case-by-case basis as not needed.
- b. The street-side utility easement shall be applied to both sides of all new streets, whether public or private, and along the adjacent side of any existing street that abuts the subdivision or other development.
- c. Figure 9.1 illustrates the application of a street-side utility easement along a local street in a subdivision.

Figure 9.1: Street-Side Utility Easement



- a Street right-of-way (local street = 60 feet*)
- b Street pavement (local street = 28 feet*)
- c Distance from edge of street pavement to right-of-way (local street = 16 feet*)
- d Distance from middle of street to right-of-way (local street = 30 feet*)
- e Street-side utility easement (20 feet wide)
- f Minimum front building setback (varies with zoning district)
- g Minimum side building setback (varies with zoning district)

* Street right-of-way and pavement widths may vary. Figures shown are for new subdivision streets.

(2) Other Utility Easements.

Whenever it is necessary or desirable to locate a public utility line outside of the street right-of-way or street-side utility easement, the line shall be located in an easement dedicated to the County (or other appropriate public entity) for such purpose. Easements for water and sanitary sewers shall be a minimum of 20 feet wide, and may be required to be wider depending on the depth of cut.

(3) Water Course and Drainage Easements.

a. A publicly dedicated storm water easement or drainage easement is to be provided along any drainage channel, stream or water impoundment within a development located outside a street right-of-way. The easement is to be substantially centered on the watercourse or surround the high-water line of the impoundment, and shall be of such width as the Planning Director deems necessary for adequate access by maintenance equipment. All easements shall be no less than 20 feet wide when used as an open ditch. Piped storm drainage shall have a minimum easement width of 15 feet wide.

b. Drainage easements off the street right-of-way shall be clearly defined on the plat and deed of the individual property owner, and such property owner shall keep the easement free of obstructions and maintain that part of the easement within the property owner's boundary line so that free and maximum flow is maintained at all times.

c. Overlapping Easements.

Easements for water and sanitary sewers and drainage purposes shall not overlap unless approved by the Planning Department.

(4) Exclusive Use of Easements.

a. An easement established under this Sec. 9-5 (g) shall be reserved for the specific use designated by the type of easement, and shall be occupied by no other structure or utility unless approved by the County.

b. An easement established under this Sec. 9-5 (g) shall not be used for or designated for use by any on-site sewage disposal (septic) system, drain field or replacement field unless approved as a special exception variance at the request of the Health Department.

ARTICLE III. MANUFACTURED HOME PARK DESIGN STANDARDS.

Notwithstanding any other requirements of this Article, a manufactured home park (i.e., a property on which two or more manufactured homes are located on a single lot, as contrasted to a subdivision of individual lots for sale) shall conform to the requirements of this Section.

Sec. 9-6 Entrances and exits.

The entrances and exits to the manufactured home park shall be only from the major thoroughfare on which it fronts. Entrance and exit streets must be designed and constructed to public street standards, but shall be maintained as private streets.

Sec. 9-7 Park boundary treatment.

- (a) A manufactured home park shall be bounded with a ten-foot buffer strip along all of the exterior lot lines of the park not bordering the major thoroughfare but not extending into a front yard.
- (b) The buffer strip along the exterior side and rear lot lines shall meet the buffer standards of the Landscaping, Buffers and Tree Conservation Article of this Development Code.
- (c) An easement of at least 25 feet in width, improved with a landscaped berm, across which there shall be no right of access other than the approved entrance/exit street, shall be provided along the frontage of the manufactured home park.

Sec. 9-8 Manufactured home park interior streets and driveways.

- (a) Minor interior streets shall have a right-of-way width of at least 40 feet unless a greater width for drainage purposes is required. Minimum surface width shall be 28 feet.
- (b) Driveways on individual manufactured home lots pad sites shall be at least 8 feet wide with an additional 2 feet if the driveway also serves as a walk.
- (c) All manufactured home structures shall observe the required front setback from all streets, whether public or private, as required by the zoning district.
- (d) The park street system shall be adequately maintained and lighted by the owner. The lighting units shall be so spaced and equipped to provide for the safe movement of pedestrians and vehicle traffic at night.

Sec. 9-9 Manufactured home park walks.

- (a) Common sidewalks at least 3¹/₂ feet wide shall be provided connecting the individual manufactured homes with each other and with the recreation, management or service areas.
- (b) Walks at least 2 feet wide shall be provided on each pad site to connect the manufactured home with a common walk.

Sec. 9-10 Manufactured home sites.

- (a) Each manufactured home shall have a minimum of 3,500 square feet of site area around it if shared, central or public sewage disposal facilities are utilized (not to exceed 8 dwelling units per gross acre).
- (b) A manufactured home served by an individual on-site sewage system shall be provided with a minimum site of one-half acre or larger (as required by the Health Department).
- (c) All manufactured home stands shall have a smooth, hard and dense surface that is properly drained and durable under normal use and weather conditions.

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- (d) A line outlining each manufactured home site and the type of sewage disposal proposed for each site shall be clearly delineated on a site plan prior to approval by the Planning Department.

Sec. 9-11 Automobile parking.

- (a) No automobile parking shall be permitted on entrance or exit portions of an interior street.
- (b) At least 2 automobile parking spaces shall be provided for each manufactured home. The parking spaces shall be provided on the individual home site of the manufactured home they serve.

Sec. 9-12 Recreation areas.

- (a) At least 100 square feet of common open space per manufactured home shall be provided. Each recreation area provided shall contain at least 2,500 square feet and be improved with active recreation facilities.
- (b) Recreation areas shall be so located as to be free of traffic hazards and shall be equally accessible by all residents of the park.

ARTICLE IV. REQUIRED IMPROVEMENTS.

Sec. 9-13 Required improvements in major subdivisions, multi-family and nonresidential developments.

The following improvements shall be provided by the developer or at the developer's expense in every major subdivision or multi-family or nonresidential development in accordance with the standards contained in this Article.

- (a) Survey monumentation of the public streets and lot lines in a subdivision.
- (b) Public streets (or private streets if allowed under Sec. 9-15) providing access to a development and to all lots in a subdivision, including the extension of streets required to provide access to adjoining properties.
 - (1) Public streets contained wholly within a subdivision shall be improved to the full standards contained in this Article. Existing streets that adjoin a development shall be improved to the minimum standards from the centerline of the street along the development's frontage. (Half streets are not allowed).
 - (2) Public streets in nonresidential areas or serving a multi-family development shall be improved to "collector" street standards. In residential subdivisions, streets that serve 100 dwelling units or more shall be improved to "collector" street standards, while those serving fewer than 100 dwelling units shall be improved to "local" street standards.
 - (3) The County may participate in sharing the costs of construction and installation to the extent that improvements are needed to bring the street to a higher level of classification than required to exclusively serve the subdivision or development.

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- (4) Curb and gutter or swale ditches along all roadways, as applicable.
 - (c) Project access improvements (deceleration, turn lanes, etc.) under the provisions of Sec. 9-22 .
 - (d) Driveway access to each lot in accordance with ARTICLE VIII.
 - (e) Storm water drainage and detention facilities.
 - (f) Sidewalks along each side of any curb and gutter street within or adjacent to the development, within $\frac{1}{4}$ mile of a public school or commercial property.
 - (g) Street name signs, stop bars and traffic control signs shall be installed by the County at the developer's expense.
 - (h) Public water service shall be provided to every lot in a subdivision and to every multi-family and nonresidential development for both domestic use and fire protection if public water is available or programmed to be available within 1,000 feet of the subdivision or development. Water mains shall be connected to the existing public water system and extended past each lot. A licensed contractor shall install all elements of the water system, including mains, valves and hydrants at the developer's expense. The County may participate in sharing the costs of construction and installation to the extent that pipe sizes are needed in excess of that size required to exclusively serve the subdivision or development.
 - (i) Fire hydrants shall be located along the streets in every subdivision and within every development project.
 - (j) Every lot in a subdivision and every development shall be connected to a public sanitary sewerage system unless on-site disposal is allowed by the Health Department. Sewer lines shall be connected to an existing sanitary sewerage system and extended past each lot. Every element of the sanitary sewer system, including mains, lift stations, outfalls, and laterals, shall be installed at the developer's expense by a contractor approved by the jurisdiction that owns the sanitary sewerage system.
 - (k) Dedication of easements as required by this Development Code.

Sec. 9-14 Required improvements in minor subdivisions.

By definition, a minor subdivision does not involve the construction of major public improvements, such as new streets or stormwater detention. However, the following improvements are required in order to adequately serve the lots and protect the safe operation of the existing road:

- (a) Survey monument markers of all lot corners in accordance with the requirements of Sec. 9-13 (a).
- (b) Right-of-way dedication along the property's frontage from the centerline of the existing road equal to $\frac{1}{2}$ of the minimum requirement for the classification of the road, as required under Sec. 9-18 (b) and as established in 0.

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- (c) A street-side utility easement dedicated to the County in accordance with Sec. 9-5 (g)(1), and dedication of other easements if required by this Development Code.
 - (d) Driveway access to each lot in accordance with ARTICLE VIII.
 - (e) The stormwater carrying capacity of the road, whether in an existing ditch or gutter, shall not be compromised. If the stormwater characteristics of the existing road are inadequate to accommodate the new lots, the Planning Director may require improvement of the roadway ditch and associated drainage structures as appropriate.

Sec. 9-15 Private subdivisions.

- (a) Private subdivisions that meet all requirements and standards that apply to public subdivisions are allowed only in a Planned Residential Development (PRD) and a Planned Unit Development (PUD) zoning district.
- (b) A private subdivision may be served by a private street that meets all requirements and standards that apply to a public street, provided that:

- (1) Owner's release.

- a. At the time of closing on a property that is served by a private street that is constructed using standards that are the same as those required for public streets, upon any sale or resale of a property, the purchaser shall acknowledge by execution of a release that the street is private and not maintained by the County, and that maintenance of the street is the responsibility of the owner or other private association or entity identified in the release. The release is to be prepared using a form acceptable to the County Attorney and shall be recorded with the Clerk to Superior Court. (See Appendix B for an example of a release form.)
- b. Such release must be provided to the Planning Director prior to issuance of a building permit on the property.

- (2) Other standards.

The private subdivision shall meet all other requirements and standards that apply to public subdivisions, such as storm water runoff and detention requirements, the provision of utilities, and traffic and street name signs, and to all other provisions of Sec. 9-15 not modified under this Sec. 9-15 (b) or Sec. 9-15 (d).

- a. Adherence of the private streets in a subdivision to the same standards for public streets in a PRD or PUD may be waived or lesser standards may be set by the County Commission as a condition of approval at the time of zoning, subject to the requirements of this Subsection.

- 1. Standards for approval.

Approval of a reduction in or waiver of the standards otherwise required for public streets or the private streets in a subdivision shall require a finding by the County Commission, based upon the certification of a

Registered Professional Engineer furnished by the developer, that 1) the action is consistent with the purposes of this Development Code, as set forth under Chapter 1, and that 2) the health, safety and welfare of the public is secured.

2. Liability.

If the subdivision is served by private streets and the standards approved for the streets are less than those required for public streets, the subdivision developer shall by declaration hold the County harmless and assume all liability arising from the design and construction of the street and the inability of the County to adequately provide emergency fire, law enforcement or medical services to properties that gain access from said private street, including improvements on the property and any and all of the property's occupants, visitors, employees and customers. The declaration is to be prepared using a form acceptable to the County Attorney and, upon approval by the County Attorney, shall be recorded with the Clerk to Superior Court.

b. Owner's release.

1. At the time of closing on a property that is served by a private street that is constructed using standards that are less than those required for public streets, upon any sale or resale of a property, the purchaser shall acknowledge by execution of a release that the street is private and not maintained by the County, that the street does not meet the County's standards for public streets, that maintenance of the street is the responsibility of the owner or other private association or entity identified in the release, and that the purchaser holds the County harmless and assumes all liability arising from the inability of the County to adequately provide emergency fire, law enforcement or medical services to property. The release is to be prepared using a form acceptable to the County Attorney. (See Appendix B for an example of a release form.)
2. Such release must be provided to the Planning Director prior to issuance of a building permit on the property.

(c) Other standards.

The private subdivision shall meet all other requirements and standards that apply to public subdivisions, such as storm water runoff and detention requirements, the provision of utilities, and traffic and street name signs, and to all other provisions of Sec. 9-13 not modified under this Sec. 9-15 (c) or Sec. 9-15 (d).

(d) Requirements for all private streets.

- (1) Private streets shall be located within a separate parcel of land that is owned by a mandatory Homeowners Association for the development.

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- (2) The width of the private street parcel must provide the same minimum width required for right-of-way for a similar public street. Street-side utility easements as required under Sec. 9-5 (g)(1) shall be provided along both sides of the private street parcel.
 - (3) An access easement coincident with the private street parcel shall be recorded with each lot's deed. The access easement must grant the right of vehicular access to every other lot served by the street, as well as the right of access by governmental vehicles and the right to place public and private utilities therein.
 - (4) Private streets shall be denoted as such on the street name signs for each such street. The County may utilize a different color than the standard color for the street name sign, or may affix an additional sign to the street name sign pole indicating that the street is not maintained by the County.
 - (5) Any gate placed across a private street that limits access to a subdivision or development shall provide for unimpeded access by emergency vehicles, governmental vehicles on official business, and delivery services including the U.S. Postal Service. Such gate shall be of breakaway or other construction acceptable to the County. Accessibility to such gated communities shall comply with all standards and requirements of the County Fire Chief for access activation, including the following:
 - a. Programmable key pad with an emergency override code as assigned by the Fire Chief;
 - b. Once the override code is used to open the gate, the gate will remain open until emergency personnel release the gate for normal use;
 - c. Automatic opening of the gates in the event of power failure; and
 - d. Reassignment of an emergency override code without the approval of the Fire Chief is not allowed.
 - (6) Road maintenance.
 - a. The County will not maintain roadways, signs or drainage improvements on private streets.
 - b. As part of the mandatory Homeowners Association, covenants are required for every lot within the private subdivision, whether or not the lot is served by a private street. Provisions for maintenance shall be included in the Homeowners Association covenants. The covenants shall set out the distribution of expenses, remedies for noncompliance with the terms of the agreement, right of use easements and other considerations. The covenants shall include the following items:
 1. The covenants shall establish minimum annual assessments in an amount adequate to defray costs of ordinary maintenance and procedures for approval of additional needed assessments.

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2. The covenants shall include a periodic maintenance schedule.
 3. The covenants for maintenance shall be enforceable by any property owner in the private subdivision or by the Homeowners Association established by the covenants.
 4. The covenants shall establish a formula for assessing maintenance and repair costs equitably to property owners served by the private road.
 5. The covenants shall run with the land.
 6. The covenants shall not be dissolved or be modified in any way so as to conflict with these regulations.
 7. Maintenance shall include, but not be limited to, road base and surfacing, shoulders, signs, storm drainage facilities and vegetation control.

(e) Completion of required improvements.

No final subdivision plat shall be approved by the County or accepted for recordation by the Clerk of the Superior Court until all required improvements have been constructed in a satisfactory manner and approved by the Director of Planning.

ARTICLE V. SURVEY MONUMENTS.

- (a) Geodetic control monuments, if set, shall be placed at a corner of the exterior boundary of the subdivision being developed and shall be set flush or up to 6 inches above the finished grade.
- (b) Property corner markers.
 - (1) All street or lot corners or angle points and points of curve in each street shall be marked with an iron or steel pipe, bar or rod, or concrete marker, at least 24 inches long and driven no less than 1 inch or up to 6 inches above the finished grade. All such monuments shall be properly set in the ground and shall be approved by a registered land surveyor prior to the time of final plat approval.
 - (2) Existing permanent monuments that, in the professional opinion of a registered land surveyor, are of sufficiently durable construction may be maintained in lieu of a new concrete monument as described above.
- (c) It is unlawful for any person willfully and knowingly to remove, destroy, injure, or displace any geodetic control monument or property corner monument except under the authority of the agency which originally set the monument or, in the case of a property corner monument, under the authority of a registered land surveyor or duly elected or appointed county surveyor having the written permission of all landowners who are parties to said property corner monument. In the case of a geodetic control monument, the record of any authorized change shall be published; and, in the case of a property corner monument, the record of any authorized change shall be filed for record in the office of the Clerk of the Superior Court.

ARTICLE VI. STREETS.

Sec. 9-16 Access.

- (a) A publicly approved street meeting the requirements of this Article shall serve every development and every lot within a subdivision.
- (b) Every development and every subdivision shall have access to the public street system via a paved roadway.
- (c) When land is subdivided into larger parcels than ordinary building lots, such parcels shall be arranged and designed so as to allow for the opening of future streets and to provide access to those areas not presently served by streets.
- (d) No subdivision or development shall be designed in a way that would completely eliminate street access to adjoining parcels of land.
- (e) Reserve strips shall be prohibited.
- (f) Development along State and U.S. numbered highways.
 - (1) Where a residential subdivision abuts or contains a State or U.S. numbered highway, a street approximately parallel to and on each side of such right-of-way shall be constructed as a frontage road to provide access to the lots, or double frontage lots shall be provided (see “lots” above). Residential lots in a subdivision shall have no direct access to a State or U.S. numbered highway unless approved by DOT.
 - (2) Subdivision streets that intersect a State or U.S. numbered highway shall do so at intervals of not less than 800 feet, or as required by the Georgia Department of Transportation, whichever is greater.

Sec. 9-17 Street classifications.

Streets are classified according to the function that they serve, the type, speed, and volume of traffic they will carry and the required standards of design. The classifications of streets and roads are shown on the Georgia Department of Transportation’s *Functional Classification Map* for Crisp County, latest edition, and are assigned to Crisp County classifications as shown on Table 9.1.

Table 9.1: Street Classifications

Crisp County Classification	GDOT Classification*
Arterial Street	Rural Principal Arterial Urban Principal Arterial Rural Minor Arterial Urban Minor Arterial
Collector Street	Rural Major Collector Rural Minor Collector Urban Collector Street
Local Street	Rural Local Road Urban Local Street

* Per Georgia Department of Transportation’s *Functional Classification Map* for Crisp County, latest edition

Sec. 9-18 Relation to present and future street system.

- (a) The street pattern within a development or subdivision shall provide for the continuation or appropriate projection of the existing street pattern at the same or greater width, but in no case less than the required minimum width in the section of the community involved, unless the Planning Department deems such extension undesirable.
- (b) Existing streets that adjoin a development or subdivision boundary shall be deemed a part of the subdivision. The proposed street system within a subdivision shall have the right-of-way of existing streets extended no less than the required minimum width. Subdivisions that adjoin only one side of an existing street shall dedicate one-half of the additional right-of-way needed to meet the minimum width requirement for the street. If any part of the subdivision includes both sides of an existing street, all of the required additional right-of-way shall be dedicated.
- (c) Where, in the opinion of the Planning Department, it is necessary to provide for street access to adjoining property, proposed streets shall be extended by dedication of right-of-way to the boundary of such property through the development.

Sec. 9-19 Design standards for streets.

- (a) Arterial Streets.

All State or U.S. numbered highways shall meet all design requirements of and be approved by the Georgia Department of Transportation. Non-State arterials shall meet all design requirements of Georgia DOT.

- (b) Local and Collector Streets.

All local and collector streets shall comply with the design and construction requirements of this Development Code, except that all State or U.S. numbered highways shall meet all design requirements of and be approved by the Georgia Department of Transportation.

- (c) Minimum width of right-of-way.

Minimum width of right-of-way measured from lot line to lot line shall be as shown on Table 9.2.

Table 9.2: Minimum Right-of-Way Width

Street Classification	Width of Right-of-way*
Arterial Street	120 feet**
Collector Street**	80 feet
Local Street w/curb	50 feet
Local Street w/swale drainage	60 feet

* Exclusive of street-side utility easements, when required under Sec. 9-5 (g)(1).

**Per Georgia DOT for State and U.S. numbered highways.

- (d) Additional Right-of-Way.

Subdivisions which include an existing platted street or road that does not conform to the minimum right-of-way requirements of this Code and is identified as a transportation improvement project in the

Transportation Plan shall provide additional width along one or both sides of such street or road so that the minimum right-of-way required by this Article is established. Subdivisions

abutting only one side of such a street or road shall provide a minimum of one-half measured from the center of the existing right-of-way, of the right-of-way required by these regulations.

(e) Vertical alignment of streets.

- (1) Grades on Arterials shall not exceed 8 percent with a maximum curve of 10 degrees; grades on collectors shall not exceed 10 percent with a maximum curve of 15 degrees; grades on local streets shall not exceed 12 percent with a maximum curve of 20 degrees except that the grade across a cul-de-sac in all directions shall not exceed 1.5 percent. All streets shall have a minimum grade of 1 percent.

- (2) All changes in grade shall be connected by a vertical curve so constructed as to afford a minimum sight distance, said sight distance being measured from the driver's eyes, which are assumed to be 3.5 feet in height above the pavement surface, to an object 6 inches high on the pavement.

The minimum sight distance shall be as shown on Table 9.3.

Table 9.3: Minimum Sight Distance

Design Speed	Distance in Feet
25	150
30	200
35	250
40	275
45	400
50	475
55	550

(f) Horizontal alignment of streets.

- (1) Where a deflection angle of more than 10 degrees in the alignment of a street occurs, the radius of curvature of the center line of said street shall be not less than as shown on Table 9.4.

Table 9.4: Horizontal Alignment

Street Classification	Minimum Radius of Curvature of Center Line
Arterial Street	Varies**
Collector Street**	500 feet
Local Street	275 feet

- (2) Curved streets shall have a minimum tangent of 100 feet at intersections as measured from the centerline of cross streets. A tangent of at least 200 feet in length shall be introduced between reverse curves on collector streets, and 100 feet on local streets.
- (3) Adjoining street intersections shall be spaced at least 200 feet apart measured from edge of right-of-way to edge of opposing right-of-way.
- (4) Street jogs with centerline offsets of less than 125 feet on local streets shall not be allowed.

**Per Georgia DOT for State and U.S. numbered highways.

-
- (5) Intersections. The centerline of no more than two streets shall intersect at any one point. All streets shall intersect at no less than 60 degrees, and as near a right angle as possible. The angle of intersection is to be measured at the intersection of the street centerlines. Such intersecting streets shall provide an uninterrupted line of sight from the center point of the intersection for not less than the minimum sight distance required in accordance with this Development Code.
 - (6) Islands at intersections shall be subject to individual approval by the Planning Director. In no case shall anything extend more than three feet above the back of the curb within the right-of-way of the intersecting street.
 - (7) Curb lines (or the edge of pavement for swale ditch sections) at street intersections shall have a radius of curvature of not less than 15 feet.
 - (8) Intersecting street right-of-way lines shall parallel the back of curb or edge of pavement of the roadway, and shall be rounded with a radius of no less than 4 feet.

(g) Design Speed.

Horizontal curves and super elevation shall be designed in accordance with the minimum design speeds shown on Table 9.5.

Table 9.5: Design Speeds

Street Classification	Minimum Design Speed
Arterial Street	**
Collector Street**	50 mph
Local Street	25 mph

**Per Georgia DOT for State and U.S. numbered highways.

(h) Dead-end streets (cul-de-sacs).

- (1) A cul-de-sac shall be no more than 600 feet long unless necessitated by topographic or other conditions and approved by the Planning Department. Cul-de-sacs shall terminate in a circular turnaround having a minimum right-of-way of at least 110 feet in diameter for curb and gutter streets or 120 feet in diameter for swale ditch streets, and a paved turnaround with a minimum outside diameter of 88 feet. Such a street shall be provided at the closed end with a turnaround having the following right-of-way and roadway dimensions:

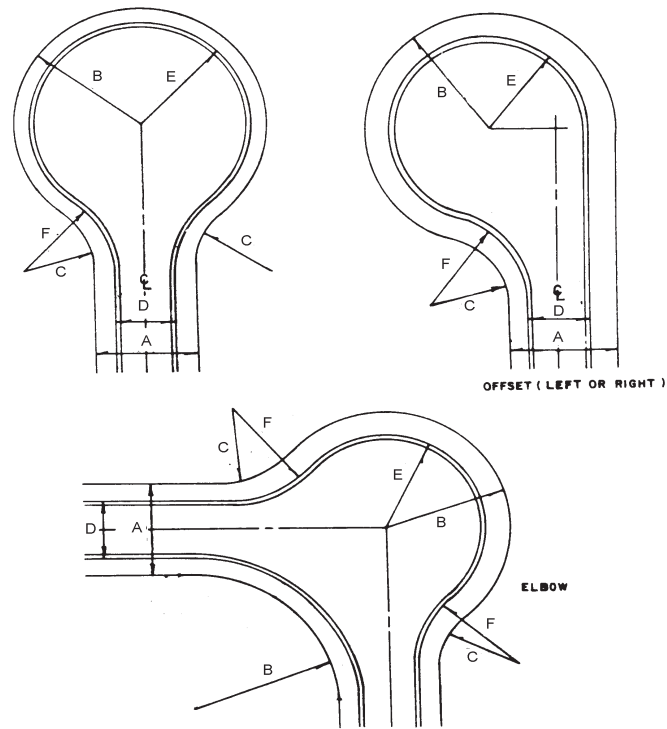


Table 9.6: Cul-de-Sacs

Street Type	Right-of-way (feet)			Roadway (feet)		
	A	B	C	D	E	F
Curb & gutter section	50	55	33	28	44	44
Swale ditch section	60	60	28	28	44	44

-
- (2) A reverse curve joining a cul-de-sac turn-around to a street section is to have a radius to the back of curb or edge of pavement of 44 feet. Standard shoulder widths are to be maintained in accordance with the type of street.
 - (3) A dead-end street other than a cul-de-sac shall not be allowed except as a temporary stage of construction of a street that is intended to be extended in a later stage of construction. Such a temporary dead-end street shall be provided with a temporary turn-around having a roadway radius of 44 feet if:
 - a. one or more lots front exclusively on the street; and,
 - b. extension of the street is not under construction when the Final Plat is submitted for recording.
 - (4) Temporary turnarounds shall consist of a tack coat and 1 inch of asphalt.
- (i) Alleys and service drives.
- Alleys shall not be provided in residential blocks except where the subdivider produces evidence satisfactory to the Planning Director of the need for alleys. Where an alley has been specifically authorized or required by the Planning Department, it shall comply with the following minimum design standards:
- (1) The roadbed width shall be no less than 20 feet, containing a paved roadway of no less than 16 feet exclusive of gutters.
 - (2) Dead-end alleys shall be provided with a turn-around having a radius of at least 40 feet.
- (j) Street names.
- (1) Proposed streets that are obviously in alignment with others already existing and named shall bear the names of existing streets. In no case shall the name for a proposed street duplicate existing street names in the county, irrespective of the use of the suffix street, avenue, boulevard, road, pike, drive, way, place, court or other derivatives.
 - (2) Property address numbers shall be provided by the Planning Department after the issuance of a building permit.
- (k) Half streets prohibited.
- Half streets are prohibited. Whenever a street is planned adjacent to the proposed subdivision tract boundary, the entire street right-of-way shall be platted within the proposed subdivision.
- (l) Split Level Streets and One-way Streets.
- Streets which are constructed so as to have two trafficways, each at a different level with the same right-of-way, shall provide a paved traffic surface of at least 20 feet on each level and a slope between the two trafficways of not less than three to one. One-way streets and split streets will be allowed when:

- (1) Topographic conditions are such that alternatives to the typical street construction would be more desirable.
- (2) The shape and size of the parcel could be more efficiently developed. In either case, approval must be obtained from the Planning Department.

Sec. 9-20 Street Improvements

- (a) Minimum width of roadway.

The minimum roadway width, measured from back of curb to back of curb (or edge of pavement to edge of pavement for a swale ditch section) shall be as shown on Table 9.7.

Table 9.7: Minimum Roadway Width

Street Classification	Width of Roadway
Arterial Street	**
Collector Street**	40 feet
Local Street	28 feet

**Per Georgia DOT for State and U.S. numbered highways.

- (b) Street base.

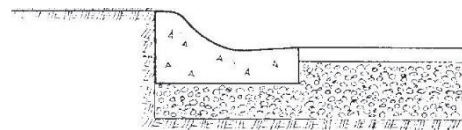
- (1) Street base material shall conform to the specifications shown on Table 9.8.

Table 9.8: Street Base

Street Base Type	Arterial Street	Collector Street**	Local Street	
			Commercial & Industrial Streets	Residential Streets
Graded Aggregate Base (GDOT Sec. 310)	**	8 inches	8 inches	6 inches

**Per Georgia DOT.

- (2) The street base shall extend fully under curb and gutter at least 2" thick (as illustrated below). For streets without curbs, the base shall extend at least 6 inches beyond the edge of payment.



- (c) Pavement topping.

Streets shall be paved with top courses meeting the standards shown on Table 9.9.

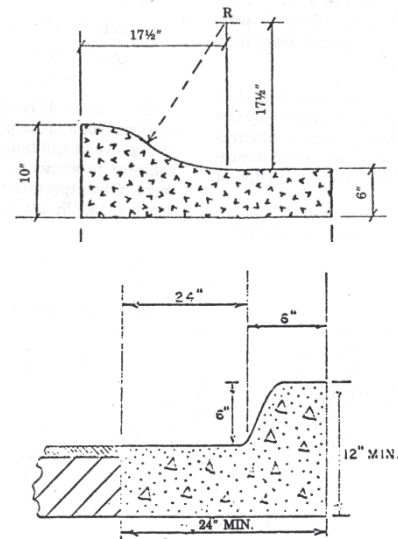
Table 9.9: Pavement Topping

Street Classification	Primer (gal per sq yd)	Binder	Topping
Arterial Street	**	**	**
Collector Street**	0.25	2½ inches B	1½ inches E or F
Local Streets: Commercial or Industrial street	0.25	3½ inches B	1½ inches E or F
Residential street	0.25	N/A	2 inches E or F

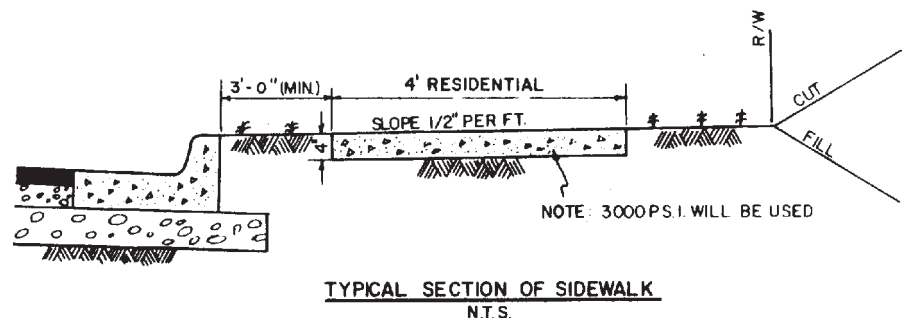
**Per Georgia DOT for State and U.S. numbered highways.

(d) Curb and gutter.

- (1) Curb and gutter may be provided at the developer's option.
- (2) If provided, local residential street curbs shall be 6-inch x 24-inch vertical or roll back type, 2,500 psi Portland cement concrete at 28 days.
- (3) If provided, curbs along collectors and local commercial or industrial street curbs shall be 6-inch x 24-inch vertical type only, 3,000 psi Portland cement concrete at 28 days.
- (4) If provided, curbing along streets shall meet the following standards:
 - a. Developer's engineer or surveyor shall set line and grade.
 - b. One-half inch expansion joints of pre-molded bitumastic expansion joint material shall be provided at all radius points and at intervals not to exceed 50 feet in the remainder of the curb and gutter.
 - c. The Planning Director shall individually approve special curbing design (center islands, etc.).
 - d. Curb and gutter shall be set true to line and grade and finished by skilled workers to the section shown on the plans.
 - e. Inferior workmanship or construction methods resulting in unsightly curb and gutter will be cause for rejection of the finished work.



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- f. All curbing shall be backfilled and grassed.
 - g. Adequate storm drainage structures shall be provided. The curb and gutter shall be constructed so as to present a smooth, even line both horizontally and vertically.
- (5) Valley gutters shall not be allowed across streets at street intersections.
- (e) Slopes and Shoulder Improvements.
- (1) On streets with curb and gutter, the shoulders shall slope one-fourth ($\frac{1}{4}$) inch to the foot toward the roadway for at least 7 feet from back of curb, and no more than one-half ($\frac{1}{2}$) inch to the foot for the remainder of the right-of way width.
 - (2) On streets with swale ditch drainage, the shoulders shall slope three-quarters ($\frac{3}{4}$) inch to the foot away from the roadway for at least 5 feet to the drainage channel. The maximum slope for the drainage channel shall be 2 feet of run for each 1 one foot of fall, with a minimum 2-foot wide channel at the bottom of the swale.
- (f) Turning lanes.
- Deceleration and turn lanes may be required in accordance with Sec. 9-22 .
- (g) Street name and traffic control signs.
- Street name signs of a type approved by the County are to be placed at all intersections. Traffic control signs shall be placed by the County at the developer's expense and conform to the *U.S. Manual on Uniform Traffic Control Devices*, latest edition.
- (h) Sidewalks.
- (1) Sidewalks shall be provided along the development's frontage on any street within $\frac{1}{4}$ mile of any public school.
 - (2) Where provided, sidewalks shall be located not less than one foot from the property line to prevent interference of encroachment by fencing, walls, hedges or other planting or structures placed on the property line at a later date. In single family residential areas sidewalks shall be no less than 4 feet in width, constructed of concrete no less than 4 inches in depth, and located no less than 3 feet from the back of curb. In commercial areas sidewalks shall be no less than 5 feet in width, constructed of concrete no less than 4 inches in depth.



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- (3) Concrete shall be 3,000 psi at 28 days strength.
 - (4) Sidewalks are to be provided along all streets that are required to have curb and gutter.
 - (5) Sidewalks shall be backfilled and grassed.

Sec. 9-21 Location of utilities in streets.

Utilities are to be located within the street-side utility easement required under Sec. 9-5 (g)(1). The following applies to utilities that cross a street right-of-way or are otherwise allowed in the right-of-way by the County Administrator.

(a) **Above-Ground Utilities.**

Telephone poles, street light poles, telephone junction boxes and other public or private utility structures allowed to be placed above ground within a street right-of-way must be at least 8 feet back from the back of the street curb (or edge of pavement) and 1 foot back from the edge of any sidewalk, whichever is farthest from the roadway.

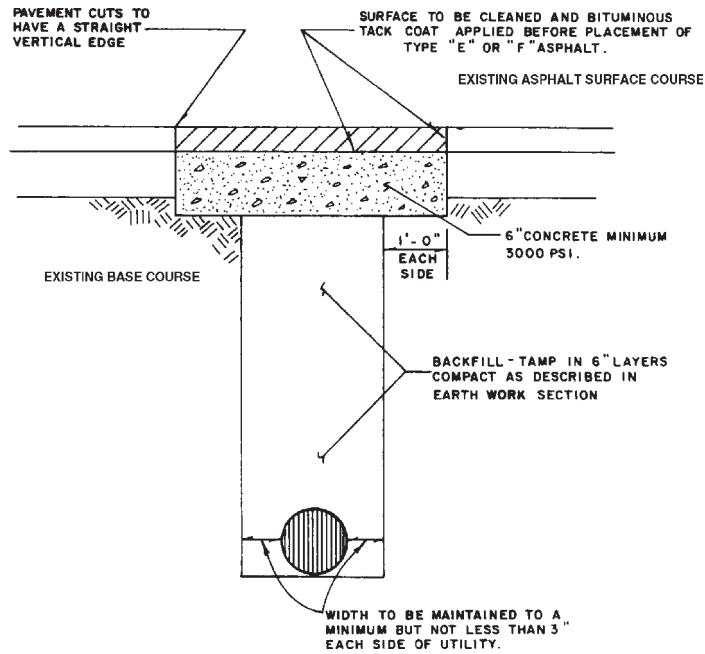
(b) **Underground Utilities.**

Utilities placed underground across the right-of-way as approved by the Planning Director on construction drawings for the project shall be placed as follows:

- (1) All utilities beneath pavement shall be installed and the ditch back-filled and thoroughly compacted before any pavement or base is installed, or the pipes shall be bored if installed after street construction.
- (2) All utility manholes and valve boxes shall be brought to the finished grade within the roadway section.
- (3) All private utilities that will cross under pavement shall be installed completely throughout the subdivision prior to any roadway base being applied. Installation of approved utility sleeves shall be considered as an alternate.

(c) **Pavement Cuts**

- (1) All utility street cuts within public rights-of-way shall be reviewed and approved by the Planning Department before construction begins.
- (2) Pavement cuts for the installation of utilities shall be avoided whenever possible. Utility crossings shall be bored across any arterial, subject to the approval of the Georgia DOT, and across any collector unless a pavement cut is approved by the Director of Planning.
- (3) Pavement cuts across local streets shall be permitted, provided the road is repaired with at least 6 inches of 3000 psi Portland cement and topped with at least 2 inches of E or F hot plant mix asphaltic cement. The top of the concrete pad shall not exceed the elevation of the aggregate base course of the original road construction.
- (4) Pavement cuts across local streets shall conform to the following illustration:



NOTE:

TEMPORARY 6" GRAVEL WITH STRUCTURAL STEEL PLATE SHALL BE USED WHEN WEATHER DOES NOT PERMIT PAVING OR CONCRETE PLACEMENT.

ARTICLE VII. DECELERATION LANES AND TURN LANES.

Sec. 9-22 Deceleration and turning lanes; where required.

(a) Residential subdivision entrances.

Entrance streets to all major residential subdivisions connecting to a State highway shall construct a deceleration lane at each entrance to the subdivision. See Sec. 9-22 , below.

(b) Commercial/industrial subdivision entrances.

- (1) A deceleration lane shall be installed at all entrance roads into a commercial or industrial subdivision connecting to a State highway. See Sec. 9-23 , below.
- (2) The Public Works Director may require a traffic study to determine if the project's size warrants a center turn lane, longer deceleration lane, an acceleration lane or other improvements. If the traffic study determines that the traffic generated by the project warrants it, the Public Works Director will require the additional improvements or other mitigating measures.

(c) Driveways for multi-family and nonresidential development projects.

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- (1) Multi-family and nonresidential development projects shall install a deceleration lane at each driveway entrance connected to a State highway. See Sec. 9-23 Sec. 9-22 , below. For such a project located on a corner lot, a continuous 12-foot wide travel lane shall be provided in lieu of a deceleration lane along each intersecting street from which access is allowed, for the length of the property's frontage (but not exceeding 200 feet plus a 50-foot taper).
 - (2) Nonresidential development projects on corner lots that have frontage on interior residential subdivision streets shall have access only from the main street unless the nonresidential project and the residential subdivision are integral parts of a PUD Planned Unit Development approved by the Board of Commissioners.
 - (3) The Public Works Director may require a traffic study to determine if a center turn lane, a longer deceleration lane, an acceleration lane or other improvements will be necessary. If the traffic study determines that the traffic generated by the project warrants it, the Public Works Director will require the additional improvements or other mitigating measures.

Sec. 9-23 Deceleration lane construction standards.

- (a) A deceleration lane shall consist of a minimum 200-foot long travel lane plus a 50-foot taper.¹ Longer or shorter deceleration lanes may be required based on a traffic analysis prepared by the Public Works Director or a traffic study prepared by a professional engineer, based on sight visibility requirements, projected traffic, site limitations or other criteria, as necessary to assure adequate site access and convenience and safety to the motoring public.
- (b) The length of the deceleration lane shall be measured from the intersection of the right-of-way lines or the edge of the driveway.
- (c) The width of a deceleration lane shall be no less than 12 feet measured to the back of new curb (or to the outside edge of new asphalt if curbing is waived).
- (d) Curb and gutter along all deceleration lanes and tapers are required, unless otherwise waived or modified by the Public Works Director due to site, drainage or continuity considerations.
- (e) Associated drainage improvements as deemed necessary by the construction of the deceleration or turn lane shall be required.
- (f) Utilities and drain pipes shall be relocated at the developer's expense outside of the deceleration lane if required by the Public Works Director.

Sec. 9-24 Median breaks.

If the road has an existing or proposed median, and the developer is approved by the County or Georgia DOT, as applicable, to construct a median break to serve the development, a

¹ Deceleration and/or acceleration improvements for roads or driveways connecting to a State or US numbered highway shall comply with the requirements of the Georgia DOT in lieu of County requirements.

left turn lane leading to the median break shall be provided by the developer meeting the design standards of the County. Other improvements may be identified by the Public Works Director that are needed to ensure safe and efficient operation of traffic.

ARTICLE VIII. DRIVEWAYS.

Sec. 9-25 Approval required.

- (a) No driveways shall be connected to a public street and no curbs or medians on public streets or rights-of-way shall be cut or altered for access without a driveway permit issued by the Public Works Department.
- (b) Requirements of the Georgia Department of Transportation (GDOT) shall apply whenever more restrictive than the standards in this Development Code. In particular, any driveway apron located within a GDOT right-of-way shall be paved with concrete meeting the standards of Sec. 9-26 (c) or as otherwise required by GDOT.

Sec. 9-26 Driveway connections.

- (a) Vehicular access from properties to streets shall comply with the dimensional requirements, measured at the right-of-way line, shown on Table 9.10.

Table 9.10: Driveway Width Requirements

	Maximum Driveway Width*	Minimum Driveway Width	
		Two-Way	One-Way
Single-Family & Two-Family Residences	25 feet	8 feet	8 feet
Multi-Family Residential, RV and manufactured home parks	36 feet	26 feet	12 feet
Commercial & Industrial Uses	36 feet	30 feet	16 feet

* Includes divided entrances with center islands.

- (b) Driveway construction standards.

Driveways on private property that connect to a driveway apron at a street right-of-way line must meet the following construction standards:

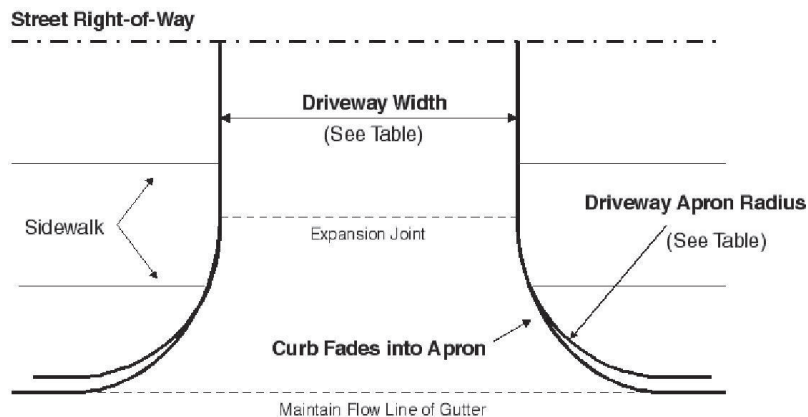
- (1) For a single-family or two-family (duplex) dwelling, the driveway must be graded and drained, and improved with gravel or an all-weather surface passable by emergency vehicles unless improvement is waived by the Planning Director with the approval of the Fire Department, EMS and Sheriff's Office.

- (2) For multi-family projects, RV and manufactured home parks, and commercial and industrial uses, the driveway must be graded and drained, and improved with an all-weather surface (such as concrete or asphalt) passable by emergency vehicles.
- (c) Design requirements for driveway aprons.
 - (1) Driveway connections shall be provided between the edge of pavement or back of curb to the right-of-way line. No property may be afforded access from a public street except as follows:

Table 9.11: Driveway Apron Radii

Land Use	Minimum Driveway Radius
Single-Family Residential	5 feet
Commercial or Multi-Family	15 feet
Industrial	25 feet

Example—Residential Driveway Apron w/sidewalk and curb & gutter:



- (2) All driveway aprons shall have a radius connecting the driveway to the curb line or pavement edge as shown on Table 9.11.
- (3) The distance from a driveway to the intersection of two streets, and the distance between driveways along a street, shall be based on the type of street the driveway connects to, in accordance with Table 9.12. All measurements shall be taken along the right-of-way lines.

Table 9.12: Driveway Separations

	Type of Street		
	Arterial	Collector	Local
Intersection: ROW to Edge of Driveway	150'	100'	20'
Between Driveways (edge to edge)	200'	50'	20'

(d) Construction materials for driveway aprons.

- (1) A driveway apron connecting to a driveway on a property that has been approved for gravel construction may be provided with a gravel surface connecting to a street or highway that is not subject to GDOT approval. (See Sec. 9-25 (b)).
- (2) A driveway apron connecting to an all-weather surface driveway on a property shall be paved as follows:
 - a. Curb and gutter streets shall be provided with a driveway apron constructed of 3000 psi concrete at least 6 inches thick. Sidewalks, where provided, shall be warped to the driveway apron and are to be identified across the driveway apron by construction joints or control joints.
 - b. Swale ditch section streets shall be provided with a driveway apron constructed of 3000 psi concrete at least 6 inches thick, or asphaltic concrete of the same thickness and type as the paving course for the street.

(e) Number of driveways limited along major streets.

- (1) Along State or U.S. numbered highways, no more than 1 point of vehicular access from a property shall be permitted for each 300 feet of lot frontage, or fraction thereof.
- (2) Along major streets other than State or U.S. numbered highways, no more than 2 points of vehicular access from a property to each abutting public street shall be permitted for each 400 feet of lot frontage, or fraction thereof; provided however, that lots with less than 100 feet of frontage shall have no more than one point of access to any one public street. The Planning Department shall determine whether the points of access may be unrestricted or will have to be designed for right-in, right-out traffic flow.

(f) Sight triangle at street and driveway intersections.

- (1) A sight visibility triangle shall be located at every street intersection with another street or a private driveway in accordance with the following illustration and Table 9-13.

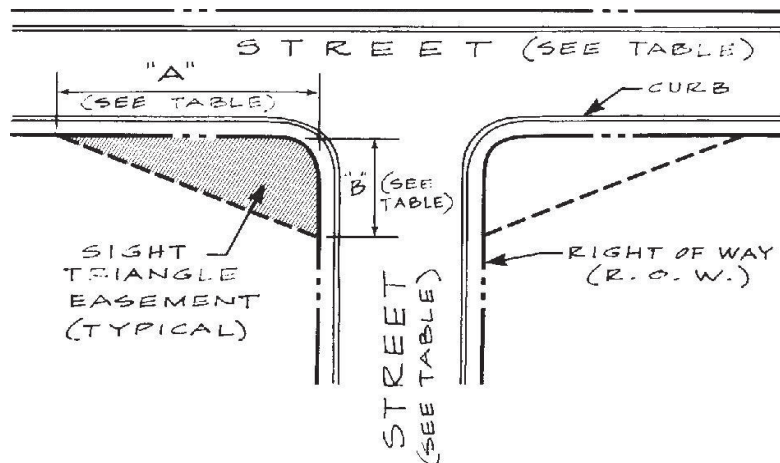


Table 9.13: Sight Visibility Triangle Table

(See Drawing)

		"A" Distance in Feet		
		Local Street	Collector	Arterial
"B" Distance in Feet				
25	Private Drive	25	50	100
30	Local Street	30	100	150
100	Collector	30	100	150
150	Arterial	30	100	150

- At public street intersections, the sight visibility triangle is delineated by the two intersecting street right-of-way lines and a line connecting the right-of-way lines at the points indicated in the Sight Triangle Table. The connecting points shall be measured from the right-of-way lines extended to their point of intersection.
- At private driveway intersections with public streets, the edge of the driveway's pavement or back of curb will be used for the sight triangle measurements along the driveway.
- The planting of trees or other vegetation or the location of structures exceeding 30 inches in height that would obstruct the clear sight across the sight visibility triangle shall be prohibited.

ARTICLE IX. STORM DRAINAGE.

See the County's Flood Damage Prevention Ordinance.

ARTICLE X. PUBLIC UTILITIES.

Sec. 9-27 Sanitary sewerage.

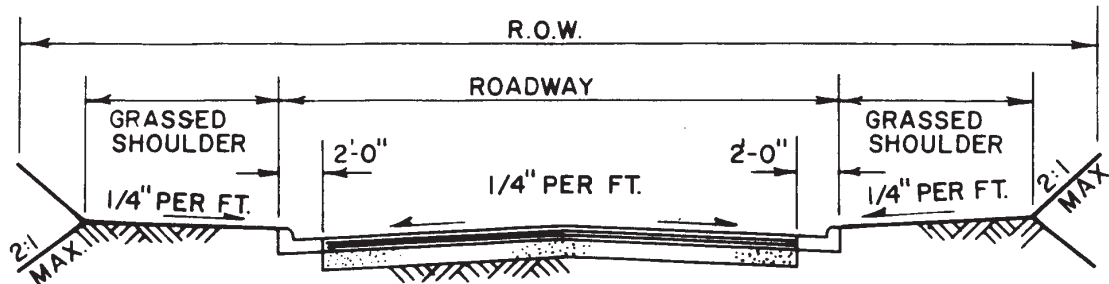
- (a) No septic tanks shall be allowed if public sewerage is available from any public agency within 300 feet of the property. The layout and specifications of the system shall be in accordance with the specifications of the providing agency.
- (b) When the sewer is located in a street right-of-way and it will be necessary to cut into the street to serve the abutting lots, a connection shall be stubbed out to the property line to serve each lot prior to surfacing the street.
- (c) Where connection to the sanitary sewerage system is not feasible in the view of the Planning Director, the lot shall contain adequate area for the installation and safe operation of a septic tank and disposal field, as approved by the Health Department.
- (d) Prior to the construction of any private community sewerage disposal system, the location, size, plans and specifications of such a facility shall be approved by the Planning Director, the Health Department and the State Department of Natural Resources, Environmental Protection Division.

Sec. 9-28 Public water.

- (a) Each major or minor subdivision and each multi-family or nonresidential development shall connect to the County's public water system, and shall provide service to each lot or the development as a whole, as appropriate, at the expense of the developer, unless the County's system is not available to serve the subdivision or development.
- (b) If the County's public water system is not available to serve the subdivision or development, as determined by the County Administrator, then the subdivision or development shall be served by a water supply approved by the Health Department and meeting all standards of the Environmental Protection Division of the State DNR. Any community water supply well shall meet all EPD standards regardless of the number of lots or dwellings to be served.
- (c) The layout and specifications of the system shall be in accordance with County specifications, and shall be installed by a licensed contractor in accordance with such utility plans as required in Article 2 of this Development Code and approved by the Crisp County Water Works, EPD or other regulatory agency (as applicable).
- (d) Fire hydrants in subdivisions shall be spaced no more than 1,000 feet apart, and meet all requirements of the Fire Department.
- (e) When the water main is located in the street right-of-way and it will be necessary to cut into the street surface to serve the abutting lot, a connection shall be stubbed out to the property line and a meter box installed to serve each lot prior to surfacing the street. Alternatively, lines may be bored at the builder's expense.

TYPICAL STREET SECTION "A"

RESIDENTIAL CURB & GUTTER STREET



	Collector Street*	Local Residential Street
DESIGN PARAMETERS		
Right-of-Way Width	80 feet	50 feet
Roadway Width	40 feet	28 feet
Grassed Shoulder	6 feet	5 feet
Cul-de-sac Turnaround - R-O-W	N/A	55 foot radius
Cul-de-sac Turnaround – Back of Curb	N/A	44 foot radius
Maximum/Minimum Grade - Street	10 % / 1 %	12 % / 1 %
Maximum Grade – Across Cul-de-sac	N/A	1 ½ %
Minimum Center line Radius	500 feet	275 feet
Minimum Tangent	200 feet	100 feet
Curb Line Radius at Intersections	15 feet	15 feet
Minimum Street Jog Separation	125 feet	125 feet
STREET BASE		
Graded Aggregate Base	8 inches	6 inches
PAVEMENT — Asphaltic Concrete		
— Binder	2½ inches B	N/A**
— Topping	1½ inches E or F	2 inches E or F
— Total	4 inches	2 inches
CURB & GUTTER		
	6 x 24 inch Vertical	6 x 24 inch Vertical or Rolled

*Per Georgia DOT for State and U.S. numbered highways.

**Two stage paving is permitted with a 1 ½ inch B binder, followed by a 1 inch E or F topping by the end of the one-year maintenance period.

A detailed cross-section diagram of a road. At the top, a horizontal line represents the Right-of-Way (R.O.W.). Below it, the ROADWAY is shown with a central crown slope of 1/4" PER FT. and side slopes of 3/4" PER FT. on both sides. The ROADWAY is flanked by GRASSED SHOULDER areas. The diagram includes various dimensions: 2'-0" and 4'-0" for horizontal distances on the left shoulder; 4'-0" and 2'-0" for horizontal distances on the right shoulder; 2'-0" for the vertical height of the shoulder; 2:1 for the shoulder slope; 6" for the thickness of the BASE layer; and 3/4" PER FT. for the base slope on both sides.

**Two stage paving is permitted with a 1 ½ inch B binder, followed by a 1 inch E or F topping by the end of the one-year maintenance period.