

of the required streetscape, per Sec. 401-4.2.A.4. The Director may conduct a review of up to 90 days from the date of the permit application to determine the necessary location and design requirements of the facility. If, after the 90-day review, the Director is unable to reach a decision, there may not be any further delay of a requested permit for this situation.

C. Street Rights-of-Way

The minimum width of public street right-of-way must be dedicated based upon the street categories shown in the Gwinnett DOT’s long-range road classification map and this UDO.

1. Right-of-way beyond the width shown in Table 401-5.2 must be dedicated when the width is inadequate to accommodate any of the following improvements when required by this UDO or required to accommodate traffic, bicycle, and pedestrian safety:
 - a. Utility easement as required by the Gwinnett County Department of Public Utilities;
 - b. Deceleration lanes;
 - c. Sidewalks and streetscapes;
 - d. Greenway trails and bicycle facilities;
 - e. Turning lanes; Storage lanes;
 - f. Medians; and
 - g. Intersection realignments.
2. If the CTP, Gwinnett County, or the State of Georgia proposes a new street across a property, then right-of-way for the proposed street must be incorporated into the subdivision and dedicated to the City. The Director may conduct a review of up to 90 days from the date of the permit application to determine the necessary location and design requirements of the City, County, or State. If, after the 90-day review, the Director is unable to reach a decision, there may not be any further delay of a requested permit for this situation.

Table 401-5.2 Minimum Widths for New Streets and Project Access Improvements

Street Category	Design Speed	Minimum Right-of-Way [1]	Minimum Roadway[2]
Principal Arterial	55 mph	120 to 150 ft.	6 through lanes with a median
Major Arterial	35-55 mph	100 to 120 ft.	67 ft.; 4 to 6 through lanes with a median
Minor Arterial	45 mph	80 to 100 ft.	52 to 66 ft.; 4 through lanes with a median
Major Collector	35 mph	80 ft.	52 ft.
Minor Collector	35 mph	60 to 80 ft.	28 ft.
Local Street •Nonresidential •Nonresidential cul-de-sac	25 mph N/A	60 ft. 60 ft. radius	32 ft. 50 ft. radius
Local Street •Residential – Urban •Residential – Urban cul-de-sac	25 mph N/A	50 ft. 50 ft. radius	27 ft. 40 ft. radius

Street Category	Design Speed	Minimum Right-of-Way [1]	Minimum Roadway[2]
Local Street •Residential – Rural •Residential – rural cul-de-sac	25 mph N/A	60 ft. 60 ft. radius	24 ft. 40 ft. radius
<u>Local Street (Build to Rent)</u> •Residential – Urban •Residential – Urban cul-de-sac	<u>25 mph</u> N/A	<u>51 ft.</u> <u>51 ft. radius</u>	<u>29 ft.</u> <u>40 ft. radius</u>
Alley	10 mph	2 ft.	16 ft

Table Notes:

[1] The greater right-of-way width applies under circumstances described in Sec. 401-5.2. (Right-of-Way and Improvements) ~~401-1.1.A~~ and Sec. 401-3.4.D. (Access Improvements for Single-Family Attached Subdivisions and Residential Subdivisions). Rights-of-way may be public or private.

[2] Roadway width dimensions exclude curb and gutter.

D. New Streets

1. In residential subdivisions, a dead end ("stub") street required by Sec. 401-3.4.B to provide access to an abutting property may be exempted from the construction of roadway improvements and public utilities under the following circumstances:
 - a. No lot within the proposed subdivision will gain access from the stub street.
 - b. A concept plan has not been submitted or approved on the neighboring tract.
 - c. The "stub" street must be fully designed as part of the development plans. However, the right-of-way may only be cleared and rough graded in accordance with the approved plans, and all disturbed areas grassed.
 - d. Connections for future extension of all public utilities must be constructed as part of the subdivision. Curb returns must be constructed as part of the subdivision. Curb returns must be provided to the future "stub" street roadway location, and curb and gutter must be installed across the roadway stub at the right-of-way line (extended).
 - e. The right-of-way for the "stub" street must be dedicated as part of the final plat. Slope easements or construction easements, if required by the street design, must be shown on the final plat.

E. Substandard Streets

1. If a development has access to an abutting substandard street (i.e., a dirt or gravel road), the street must be upgraded by the developer to a paved roadway from the project entrance to the nearest standard paved road along the route of access.
2. Off-site project access improvements required by "1" above must, at a minimum, result in a full-section roadway meeting the requirements of a local residential rural roadway (24 feet edge to the edge of the pavement, with drainage swale ditches as needed). Responsibilities are as follows:
 - a. The developer must design the road and provide the labor, equipment, and materials required for roadway improvements and necessary drainage improvements.