

Private Streets to Public Streets - Overview

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Private Street Subdivisions

Not including Apartments, Commercial or Industrial

- North Cove
- North Hill
- Lexington
- Blueberry Hill
- Georgian Club
- St. Simons Cove
- Cobblestone Creek
- Legacy Square Townhomes
- American Walk Townhomes
- Tinsley Mill
- Ridgelake
- Cardiff Park
- Twiggs Corner
- Peachtree Villas
- Peachtree Club
- Ridgefield
- Brookfield
- Village Park
- Fairways
- Cypress Pointe
- Master's Square
- Village on the Green

What is Required to Become Public

- Article VIII of the Land Development Ordinance - Section 803 (f)(5)

(5) Private streets. As of January 3, 2008, the city shall not approve the construction of private streets in any single-family detached residential subdivision.

The city recognizes there are existing private streets which were lawful prior to the adoption of this ordinance and were approved and constructed in accordance with the ordinances in place at that time. Such streets are declared by this ordinance to be legal nonconforming streets.

A listing of all private streets is included in the city's thoroughfare plan kept on file with the city engineer.

The city acknowledges the importance of maintaining these streets. However, the city shall not consider accepting and maintaining existing private streets until all persons having an interest in such streets have submitted a request for the city to accept the same, and all requirements of this ordinance regarding the specifications for such streets have been met.

What is Required to Become Public

- Design Standards
 - Residential street—50 feet right-of-way.
 - Cul-de-sac right-of-way radius shall be the outside pavement radius plus ten feet. Cul-de-sacs are required on all new construction that does not intersect with another city street. Temporary cul-de-sac must be provided, with adequate right-of-way delineated on final plat, if street is to continue to another phase of a development at a later date.
 - Residential street Maximum Grade (percent) 10 (12)*, Minimum Design Speed 25 (mph) Minimum Grade (percent) 1
 - Residential street pavement width—22 feet
 - Residential cul-de-sac pavement widths
 - 40-foot radius without an island.
 - 50-foot radius with an island with a 20-foot minimum pavement width.

What is Required to Become Public

- Design Standards Continued:
 - *Connection.* Vertical arterial road profile grades shall be connected by vertical curves of a minimum length in accordance with the latest standards published by the American Association of State Highway and Transportation Officials. Further, in approaches to intersections, there shall be a suitable leveling of the street for a distance of not less than 50 feet from the edge of pavement of an existing street.
 - *Radii, curvature.* Horizontal minimum radii or centerline curvature shall be in accordance with the latest standards published by the American Association of State Highway and Transportation Officials.
 - *Visibility requirements.* Minimum horizontal and vertical sight distances shall be in accordance with the latest standards published by the American Association of State Highway and Transportation Officials. Vertical distance measured between two points shall be based on height of eye at three and one-half feet above pavement level and height of object at one-half feet.

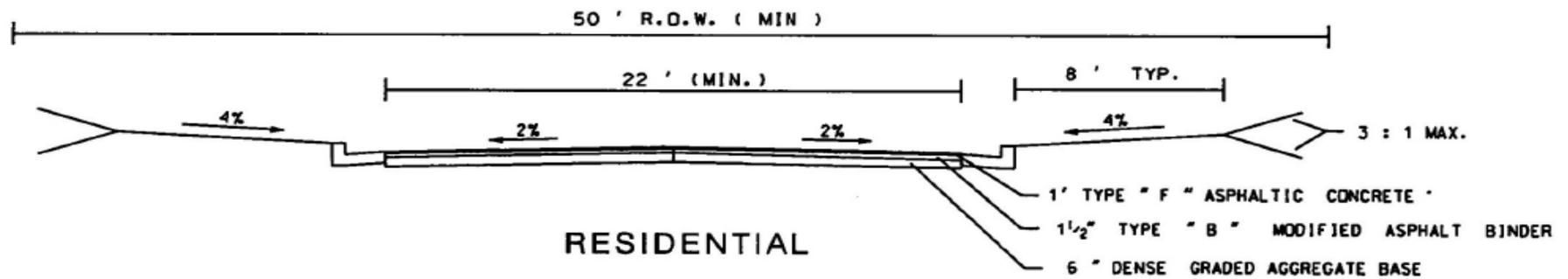
What is Required to Become Public

- Design Standards Continued:
 - *Curbs and gutter sections.* All new public streets constructed within the city limits of Peachtree City shall have vertical curbs and gutters constructed in accordance with standards adopted by the city.
 - *Traffic control devices.* If the traffic [to] be generated by a use within a nonresidential district will necessitate traffic control devices to ensure public safety, the developer shall install such devices as are necessary to move the traffic generated by the development. This determination shall be made by the city engineer based upon standard traffic planning procedures of the Institute of Traffic Engineers, using traffic warrants of the Federal Highway Administration and the State Department of Transportation.

What is Required to Become Public

- Design Standards Continued:
 - *Drainage system.* The drainage system design standards for Peachtree City are reflected in the latest edition of the Georgia Stormwater Management Manual and the latest edition of the Local Design Manual, both of which are on file in the office of the city engineer.
 - *Street cuts.* All street cuts shall be constructed in accordance with standards adopted by Peachtree City. If no city-published standard exists, the work shall conform to the latest specifications of the Georgia Department of Transportation, which specifications, as amended, are hereby adopted by reference for those materials, methods of construction, and workmanship for which no city-published standard exists.

• What is Required to Become Public



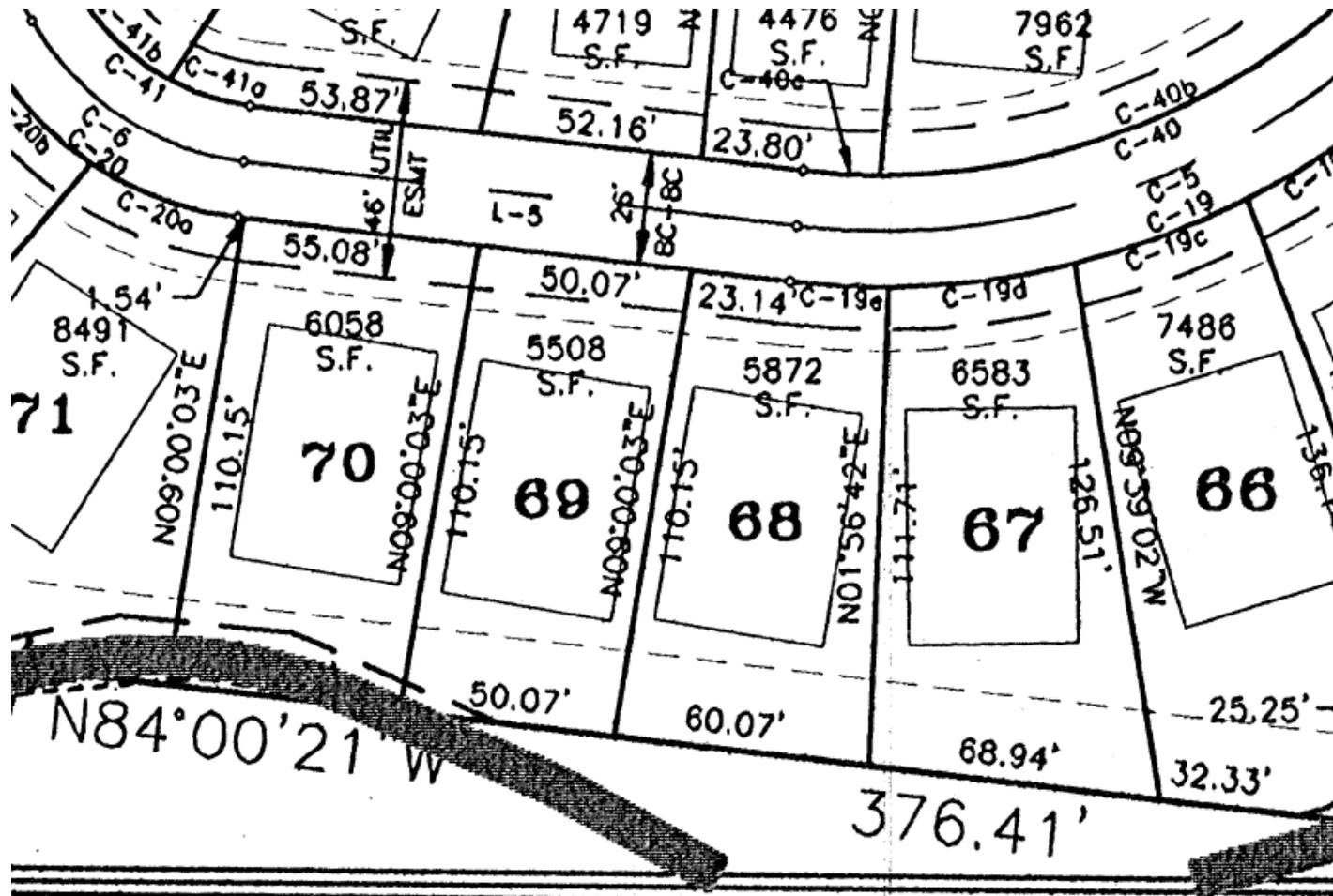
Example Subivision

Village Park



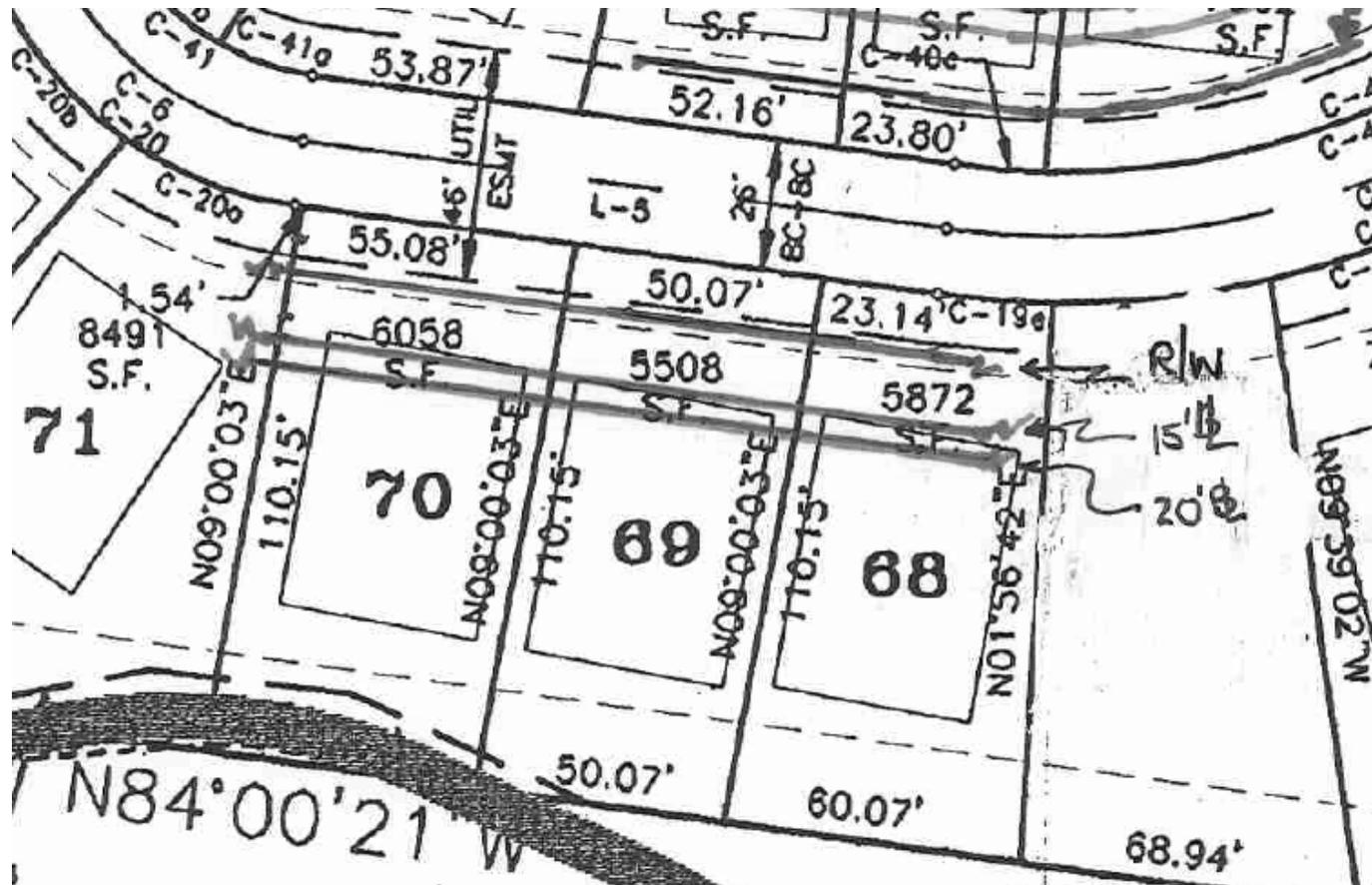
Example Subivision

Village Park - Final Plat



Example Subivision

Village Park - Final Plat



Example Subivision

Village Park – Final Plat



Conclusion

- Detailed review must be performed on the streets, including core samples, storm sewer video inspection, etc.
- Any noted deficiencies noted from ordinance will have to be corrected at the expense of the subdivision, prior to City assuming responsibility.
- All property owners must sign over property to City and revise Final Plat
- Could result in non-conforming lots
- Would increase City's maintenance responsibility by 9 miles of streets, 3,800 ft of storm-drains and 27 catch-basins.