



DeKalb County Planning & Sustainability Department

178 Sams Street, Decatur,
GA 30030

Lorraine Cochran-Johnson
Chief Executive Officer

Cedric Hudson
Interim Director

Important note: All drawings shall have the seal and signature of the design professional, along with the date the drawings were prepared.

SKETCH PLAT REVIEW CHECKLIST (Land Dev Section's)

This checklist shall be submitted with your documents/drawings. Answers shall be provided to all items as "no" or "yes"; and if "no", you must explain why the item in question is not applicable.

Project Name: _____

Date: _____

Address: _____

Parcel #: _____

Name of Design professional _____

Signature _____

Seal _____

Date: _____

INFORMATION TO BE SHOWN ON THE COVER SHEET	IS ITEM ADDRESSED?		IF NO, EXPLAIN
1. Show developer's and engineer's name, address, and phone number	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
2. Show number of lots / units in development	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
3. Note who will provide water AND sewer service	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
4. Add note: Recorded off-site sewer easement required prior to issuance of development permit	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
5. Add note: A 75' tributary buffer will be maintained on all state waters that are not approved for a buffer encroachment variance by DeKalb County or GA. E.P.D.	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
6. Add note: Sketch plat approval does not constitute approval of the storm drainage or sanitary sewer systems. No construction shall begin until construction plans are approved and a development permit is obtained	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
7. Add note: The owner of the property is responsible for compliance with the Corps of Engineers requirements regarding wetlands	NO <input type="checkbox"/>	YES <input type="checkbox"/>	



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<p>8. Add wording/signature block:</p> <p><i>This sketch plat has been submitted to and approved by the Planning Commission of DeKalb County, on this -----day of 20---</i></p> <p>-----</p> <p><i>By: (By Director) Planning Commission Chairman</i> <i>DeKalb County, Georgia</i></p>	<p>NO</p> <p><input type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>	
<p>9. <i>Covenants.</i> Indicate in a note that the proposed subdivision will be subject to private covenants and a homeowner's association will be established</p>	<p>NO</p> <p><input type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>	
<p>10. <i>Location.</i> A small map of DeKalb County depicting the subdivision location within the county</p>	<p>NO</p> <p><input type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>	
<p>11. <i>Vicinity map.</i> Vicinity map at a scale of four hundred (400) feet to one (1) inch showing the location of the tract with reference to surrounding properties, streets, municipal boundaries, and streams within five hundred (500) feet of the tract show zoning districts of adjoining property</p>	<p>NO</p> <p><input type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>	
INFORMATION TO BE SHOWN ON PLAT	IS ITEM ADDRESSED?	IF NO, EXPLAIN	
<p>12. Provide/show a graphic scale and north arrow; land lot lines and district numbers</p>	<p>NO</p> <p><input type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>	
<p>13. Provide a survey showing the existing condition of the site</p>	<p>NO</p> <p><input type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>	
<p>14. <i>Boundary lines.</i> Perimeter boundary of the overall tract, bearings and distances, referred the legal point of beginning</p>	<p>NO</p> <p><input type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>	
<p>15. <i>Streets on or adjacent to tract.</i> Name, right-of-way width, and location of streets on and adjacent to the tract, and any existing railroad, sidewalk, trail, or bike lane</p>	<p>NO</p> <p><input type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>	
<p>16. <i>Contour data.</i> Topographic contour data at no more than two-foot elevation intervals. The source of this data shall be written on the plat. Existing contour data from the DeKalb County Geographic Information System Department may be used where available</p>	<p>NO</p> <p><input type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>	
<p>17. Show that not less than 70% of minimum lot area <u>required by zoning district</u> shall be outside of flood plain.</p>	<p>NO</p> <p><input type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>	



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18. <i>Tree survey.</i> A tree survey in compliance with section 14-39 or tree sample calculations where allowed by the county arborist which may be submitted as a separate plan	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
19. <i>Historic resources.</i> Any building, structure, site or district identified as historic by the DeKalb County Historic Preservation Commission, the DeKalb County Historic Resources Survey, the comprehensive plan, by listing on the Georgia or National Register of Historic Places, or by listing as a National Historic Landmark.	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
20. <i>Natural features on tract.</i> Other conditions on the tract such as stream buffers, state waters, cemeteries, wetlands, existing structures, intermediate regional floodplain boundary (where available), rock outcroppings, and archeological resources;	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
21. <i>Soils.</i> Location of soils as shown on Soil Survey of DeKalb County, Georgia by the United States Department of Agriculture	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
22. <i>Prior subdivisions.</i> Name and reference of any formerly recorded subdivision crossing any of the land shown on the plat	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
23. <i>Zoning district.</i> Show zoning district, case number and conditions of zoning	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
24. <i>Permits.</i> Show any special administrative permit number, special land use permit number, or board of appeals case number and conditions	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
25. <i>Variances.</i> Show any administrative variance approvals	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
26. <i>Septic tanks.</i> Show existing septic tank and drain field location or note absence	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
27. <i>Sewers.</i> Show size and location of sanitary sewer main(s) available/existing	NO <input type="checkbox"/>	YES <input type="checkbox"/>	



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28. Show on plan whether FEMA or county benchmark used to establish IRF also identify location of Benchmark.	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
29. <i>Wetlands.</i> Provide wetlands determination from U.S. Army corps of engineers	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
30. <i>Receiving waters.</i> Provide distance to and name of receiving waters	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
31. <i>Certificate of conformity.</i> Certification by the applicant that no lots platted are non-conforming or will result in any non-conforming lots.	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
32. <i>Bury pits.</i> Show location of any existing inert waste bury pits or note absence	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
33. <i>Seal.</i> All sheets of plats must be sealed by a professional engineer, architect, surveyor, or landscape architect currently registered in the state of Georgia	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
34. <i>Street names.</i> The name of all proposed streets and indicate if street is private or public	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
35. <i>Rights-of-way for proposed streets.</i> Street rights-of-way and widths indicated, including any necessary right-of-way required for improvements as shown on the thoroughfare plan	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
36. <i>Sidewalks.</i> All proposed sidewalk and bike lane locations, with associated required width	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
37. <i>Lots.</i> Lot lines, lot numbers, block letters, and the total number of proposed lots within the development.	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
38. <i>Dedications.</i> Sites, if any, to be dedicated or reserved for common areas, public parks, open space, schools, playgrounds, multi-use trails, or other public uses, together with the purpose and the conditions or limitations of these dedications, if any.	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
39. <i>Yards.</i> Minimum building setback lines as required under the yard requirements of zoning ordinance	NO <input type="checkbox"/>	YES <input type="checkbox"/>	



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40. <i>Zoning conditions.</i> All conditions of zoning and proposed deed restrictions shall be recited on the sketch plat. All site plan/drawings associated with the zoning conditions shall be embedded in the plat.	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
41. <i>Corner lots.</i> Show that corner lots shall have an extra width of not less than fifteen (15) feet more than required for interior lots for the zoning district within which they are located	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
42. <i>Transitional buffers.</i> Show transitional buffers, if any and any required screening fencing	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
43. <i>BMPs.</i> Show conceptual location of storm water management and water quality BMP facilities on sketch plat. NOTE: RRV is the required method of water qlty by the County. Your sketch plat shall address how RRV will be provided for the development (how, where/location, etc.). Site investigation shall be done at this stage to identify how and where RRV is feasible on the property. If RRV is not feasible, then an infeasibility report shall be submitted and approved before the sketch plat is approved. Please, request the policy/guidance document on how to prepare the infeasibility report.	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
44. <i>Stormwater management.</i> Add note: Drainage improvements shall accommodate potential runoff from the entire upstream drainage area and shall be designed to prevent increases in downstream flooding as required per the County stormwater management requirements. Stormwater quality management facilities shall be adequate as required by the DeKalb County codes. DeKalb County may require the use of control methods such as retention or detention, and or the construction of offsite drainage improvements to mitigate the impacts of the proposed developments	NO <input type="checkbox"/>	YES <input type="checkbox"/>	



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<p>45. (a) Detention pond and water quality BMPs' location shall be shown, indicated and delineated.</p> <p>(b) 10' easement around the pond shall be shown; inside the required 5' high fence</p> <p>(c) If pond is walled, and 10' easement is outside of wall/pond, then a detail explanation shall be provided as to how the pond will be maintained</p> <p>(d) Discharge point(s) from pond(s) shall be shown. Adverse impact to adjacent properties is prohibited (Note: <u>in addition to peak flow attenuation, a volume mitigation will be required and documented at the sketch plat stage</u>)</p> <p>(e) Pond dam must be at least 20' from property line with adjacent parcels, and pond must discharge at least 25' from property line</p>	<p>NO</p> <p><input type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>	
<p>46. <i>Fencing.</i> Show any required fencing around detention ponds, if required</p>	<p>NO</p> <p><input type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>	
<p>47. Show the following on all applicable sheets:</p> <ul style="list-style-type: none"> ▪ 100-yr floodplain contour line <u>with</u> base flood elevation (BFE) to the nearest 10th of a foot ▪ Floodway delineation ▪ AFCF (area Adjacent to Future Conditions Floodplain): 3' above BFE or 1' above Future Condition Floodplain, whichever is greater ▪ State waters/stream with applicable buffers <p>The County GIS map can be accessed here: https://arcg.is/P89a9</p>	<p>NO</p> <p><input type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>	
<p>48. <i>Sewer easements.</i> Show a sanitary sewer easement with a minimum width of fifteen (15) feet for all county maintained lines not within county right-of-way (existing and proposed)</p>	<p>NO</p> <p><input type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>	
<p>49. <i>Water main easements.</i> Show a water main easement with a minimum width of fifteen (15) feet for all county maintained lines not within right-of-way (existing and proposed)</p>	<p>NO</p> <p><input type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>	
<p>50. <i>Fire hydrants.</i> Show existing and new fire hydrant(s) and eight-inch fireline(s)</p>	<p>NO</p> <p><input type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>	



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51. <i>Electrical service.</i> State in a note whether electrical service will be above ground or underground	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
52. <i>Adjacent properties.</i> Names of adjoining property owners and the zoning classification of adjacent properties;	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
53. The following land areas shall be preserved in their natural state or not subject to any development or land disturbance activity, and shall not be part of the buildable area: Wetlands, floodplain, state waters/stream buffers, watercourses, exceptional or specimen trees or woodlands.	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
54. Subdivisions shall be also laid out to: <ul style="list-style-type: none"> • Avoid adversely affecting watercourses, ground water, and aquifer recharge • Minimize cut and fill • Minimize impervious cover and the environmental impacts of roads and access points • Minimize flooding • Minimize adverse effects of noise, odor, traffic, drainage, and utilities on neighboring properties 	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
55. Where a subdivision is traversed by a floodplain, a floodplain easement shall be dedicated to the county. The easement shall conform to the requirements of section 14-41 and shall conform substantially to the limits of such floodplain plus additional width as necessary to accommodate future access, but shall not exceed five (5) feet outside the edge of the floodplain.	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
56. The dimensions of blocks shall be designed to accommodate and promote vehicular circulation at safe speeds. The desirable maximum block length in a subdivision is one thousand two hundred (1,200) feet and the desirable minimum length is three hundred (300) feet	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
57. Side lot lines in subdivisions shall be substantially at right angles or radial to street lines as they extend from the front lot line to the front building line	NO <input type="checkbox"/>	YES <input type="checkbox"/>	



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<p>58. All residential subdivisions under five (5) acres or consisting of thirty-six (36) or less dwelling units may, and all residential subdivisions greater than five (5) acres or consisting of more than thirty-six (36) dwelling units shall be required to provide open space. Open space shall be a minimum of twenty (20) percent of the land in all new subdivision developments</p>	<p>NO</p> <input type="checkbox"/>	<p>YES</p> <input type="checkbox"/>	
<p>59. No more than twenty (20) percent of the open space area may be covered with an impervious surface. Impervious surfaces may include paved trails, bike paths or multi-use paths, buildings, plazas, swimming pools, or athletic courts. Impervious surfaces in open space may not include sidewalks along public rights of way or parking lots, streets, or other areas for motorized vehicular use</p>	<p>NO</p> <input type="checkbox"/>	<p>YES</p> <input type="checkbox"/>	
<p>60. No more than 50% of required open space may consist of floodplain, wetlands, steep slopes, streams and buffers.</p>	<p>NO</p> <input type="checkbox"/>	<p>YES</p> <input type="checkbox"/>	
<p>61. Prohibited uses of open space:</p> <ul style="list-style-type: none"> • Individual wastewater disposal systems, such as septic tanks, septic fields, etc. • Private yards that are not subject to an open space or conservation easement • Public street right-of-way or private easements, including streetscapes located within those rights-of-way or easements 	<p>NO</p> <input type="checkbox"/>	<p>YES</p> <input type="checkbox"/>	
<p>62. Street intersections in subdivisions shall be as nearly at right angles as practicable. No interior angle shall be less than seventy-five (75) degrees.</p>	<p>NO</p> <input type="checkbox"/>	<p>YES</p> <input type="checkbox"/>	
<p>63. Sidewalks shall be required on all sides of street frontage on all new and improved local residential streets in all subdivisions and along the street frontage of all new and improved non-residential developments and as set forth in section 14-190 of this article, unless determined by the planning commission to be infeasible only due to severe cross-slopes, shallow rock, soil or topographic conditions. At a minimum, however, continuous sidewalks shall be required on at least one (1) side of all new and improved local residential streets in all new and improved. No other variances or exceptions are allowed.</p>	<p>NO</p> <input type="checkbox"/>	<p>YES</p> <input type="checkbox"/>	



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64. A grassed, planted or landscaped strip, as set forth in section 14-190 of this article, shall separate all sidewalks from adjacent curbs, bridges excepted. Where sidewalks currently exist, new sidewalk construction or re-construction shall be continuous with existing sidewalks.	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
65. Sidewalks shall be concrete and a minimum of five (5) feet wide and four (4) inches thick. In non-residential districts, where the development director may approve sidewalks to be located immediately behind the curb, such sidewalks shall be six (6) feet in width	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
66. All sidewalk construction and repairs shall provide for wheelchair ramps to and from sidewalks at the intersection of each street corner and crosswalk.	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
67. If development is proposing installation of individual sewage disposal system (such as septic tank), the approval of the County Board of Health is required <u>before</u> approval of the sketch plat.	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
68. Where drainage between subdivision lots is involved and pipe is required, a watertight pipe shall be used and shall extend for at least 30' behind the building line to prevent pools to be formed or stormwater flooding the area of the septic tank drain field	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
69. 18" minimum curb and gutter. Provide the detail	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
70. Provide required sidewalk and landscape strip on both sides of internal streets AND along property frontage.	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
71. Show details of widening per Std. 705 and header curb per Std. 501 on plan	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
72. Show cud-de-sac details, including spot elevations, on construction drawings	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
73. Street intersections with centerline offsets of less than one hundred twenty-five (125) are prohibited in subdivisions	NO <input type="checkbox"/>	YES <input type="checkbox"/>	



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<p>74. Each building in a subdivision shall be located on a lot or parcel that abuts a public street or private street. Private streets shall only be allowed if the development seeking to have a private street(s) is ten (10) acres or larger in size. The planning commission shall have the authority to waive this minimum acreage requirement if all real property owners that abut the proposed private street agree to such waiver</p>	<p>NO</p> <p style="text-align: center;"><input type="checkbox"/></p>	<p>YES</p> <p style="text-align: center;"><input type="checkbox"/></p>																																																																																																																										
<p>75. Private streets within any district shall be assigned names and locations. The names of these streets shall be shown on plans</p>	<p>NO</p> <p style="text-align: center;"><input type="checkbox"/></p>	<p>YES</p> <p style="text-align: center;"><input type="checkbox"/></p>																																																																																																																										
<p>76. Add note: Developers and property owners' associations shall ensure access to all private streets by emergency and law enforcement vehicles and shall ensure that private streets are constructed to allow access by all emergency vehicles and law enforcement vehicles.</p>	<p>NO</p> <p style="text-align: center;"><input type="checkbox"/></p>	<p>YES</p> <p style="text-align: center;"><input type="checkbox"/></p>																																																																																																																										
<p>77. Private streets shall comply with requirements for public streets and all other applicable sections of the Code of DeKalb County.</p>	<p>NO</p> <p style="text-align: center;"><input type="checkbox"/></p>	<p>YES</p> <p style="text-align: center;"><input type="checkbox"/></p>																																																																																																																										
<p>78. All proposed new streets (either private or public) shall be designed and built according to one of the standards listed in the table below. Street construction standards shall be no less than as follows:</p>	<p>NO</p> <p style="text-align: center;"><input type="checkbox"/></p>	<p>YES</p> <p style="text-align: center;"><input type="checkbox"/></p>																																																																																																																										
<table border="1" style="width: 100%; border-collapse: collapse; font-size: 8pt;"> <thead> <tr> <th>Type of Road</th> <th>Travel Lanes</th> <th>Bike Lanes</th> <th>Paving Width</th> <th>Planting Strips</th> <th>Sidewalks</th> <th>Utility Strips</th> <th>Property ROW</th> <th>Under-ground Utilities</th> <th>Street Lights</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td>Parkway, 4 lane divided</td> <td>4 @ 11'</td> <td>2 @ 4'</td> <td>2 @ 6'</td> <td>2 @ 5'</td> <td>2 @ 15'</td> <td>120</td> <td>Y</td> <td>Y</td> <td>20' landscaped median</td> </tr> <tr> <td>Major Arterial</td> <td>4 @ 11'</td> <td>2 @ 4'</td> <td>2 @ 6'</td> <td>2 @ 5'</td> <td>2 @ 15'</td> <td>100</td> <td>Y</td> <td>Y</td> <td></td> </tr> <tr> <td>Minor Arterial</td> <td>2 @ 11'</td> <td>2 @ 4'</td> <td>2 @ 6'</td> <td>2 @ 5'</td> <td>2 @ 15'</td> <td>80</td> <td>Y</td> <td>Y</td> <td></td> </tr> <tr> <td>Residential Arterial @ 11'</td> <td>2 or 4 @ 11'</td> <td>2 @ 4'</td> <td>2 @ 6'</td> <td>2 @ 5'</td> <td>2 @ 15'</td> <td></td> <td>Y</td> <td>Y</td> <td></td> </tr> <tr> <td>Collector</td> <td>2 @ 11'</td> <td>2 @ 4'</td> <td>2 @ 5'</td> <td>2 @ 5'</td> <td>2 @ 15'</td> <td>70</td> <td>Y</td> <td>Y</td> <td></td> </tr> <tr> <td>Res. Pkwy (min. 100 homes)</td> <td>2 @ 11'</td> <td></td> <td>2 @ 5'</td> <td>2 @ 5'</td> <td>2 @ 15'</td> <td></td> <td>Y</td> <td>Y</td> <td>16' landscaped median</td> </tr> <tr> <td>Local Residential</td> <td>2 @ 12'</td> <td>0</td> <td>2 @ 5'</td> <td>2 @ 5'</td> <td>2 @ 14'</td> <td></td> <td>Y</td> <td>Y</td> <td></td> </tr> <tr> <td>Local Office & Institutional</td> <td>2 @ 12'</td> <td>0</td> <td>2 @ 5'</td> <td>2 @ 5'</td> <td>2 @ 15'</td> <td></td> <td>Y</td> <td>Y</td> <td></td> </tr> <tr> <td>Local Industrial</td> <td>2 @ 14'</td> <td>0</td> <td>2 @ 5'</td> <td>1 @ 5'</td> <td>2 @ 15'</td> <td></td> <td>Y</td> <td>Y</td> <td></td> </tr> <tr> <td>Alley, Private</td> <td>1 @ 12'</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>Y</td> <td>O</td> <td>2' shoulder on each side</td> </tr> <tr> <td>Alley, Public</td> <td>1 @ 16'</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>20</td> <td>Y</td> <td>Y</td> <td></td> </tr> </tbody> </table> <p style="margin-top: 10px;">Paving Width = travel lanes + bike lanes</p> <p style="margin-top: 10px;">Property Right-of-way = paving width + curb & gutter width + utility strip + bike lanes + other (median or shoulder)</p>				Type of Road	Travel Lanes	Bike Lanes	Paving Width	Planting Strips	Sidewalks	Utility Strips	Property ROW	Under-ground Utilities	Street Lights	Other	Parkway, 4 lane divided	4 @ 11'	2 @ 4'	2 @ 6'	2 @ 5'	2 @ 15'	120	Y	Y	20' landscaped median	Major Arterial	4 @ 11'	2 @ 4'	2 @ 6'	2 @ 5'	2 @ 15'	100	Y	Y		Minor Arterial	2 @ 11'	2 @ 4'	2 @ 6'	2 @ 5'	2 @ 15'	80	Y	Y		Residential Arterial @ 11'	2 or 4 @ 11'	2 @ 4'	2 @ 6'	2 @ 5'	2 @ 15'		Y	Y		Collector	2 @ 11'	2 @ 4'	2 @ 5'	2 @ 5'	2 @ 15'	70	Y	Y		Res. Pkwy (min. 100 homes)	2 @ 11'		2 @ 5'	2 @ 5'	2 @ 15'		Y	Y	16' landscaped median	Local Residential	2 @ 12'	0	2 @ 5'	2 @ 5'	2 @ 14'		Y	Y		Local Office & Institutional	2 @ 12'	0	2 @ 5'	2 @ 5'	2 @ 15'		Y	Y		Local Industrial	2 @ 14'	0	2 @ 5'	1 @ 5'	2 @ 15'		Y	Y		Alley, Private	1 @ 12'	0	0	0	0	0	Y	O	2' shoulder on each side	Alley, Public	1 @ 16'	0	0	0	0	20	Y	Y	
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Cedric Hudson
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79. Half streets are prohibited. The applicant shall be required to pave the full standard width of any existing unpaved public right-of-way or any proposed public street on which the proposed subdivision has frontage and access	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
80. A temporary dead end street shall end in a temporary turn-around. The right-of-way of any temporary dead end street shall be carried to the boundary of the properties being subdivided. Street signs shall be posted stating: "No Exit — temporary dead-end street."	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
81. Dead-end streets designed to be so permanently shall be provided with a cul-de-sac at the closed end and shall not exceed one thousand two hundred (1,200) feet	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
82. The minimum outside radius of a cul-de-sac shall be forty (40) feet, measured to the inside face of the outside curb. Each cul-de-sac shall provide a landscaped island at the center, and the clear width of the paved roadway measured from the outside of the landscaped island to the inside face of the outside curb shall not be less than twenty-four (24) feet. The radius of the right of way for the cul-de-sac shall not be less than fifty (50) feet.	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
83. Where the alley serves as the primary means of vehicular access to the lot, it shall be dedicated as a public right-of-way	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
84. Alleys may be permitted as private streets providing secondary or service access and where the principal buildings have adequate access for emergency vehicles from a public street on their frontage	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
85. All alleys dedicated to the public shall provide a continuous connection between one (1) or more public streets	NO <input type="checkbox"/>	YES <input type="checkbox"/>	
86. Alleys shall be paved and constructed to the same standards as the connecting public streets except that: <ul style="list-style-type: none"> • Alleys shall be constructed with flush curbs; • Buildings shall be set back at least ten (10) feet from the back of curb of an alley 	NO <input type="checkbox"/>	YES <input type="checkbox"/>	



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<p>87. Subdivision street grades shall not exceed the following, with due allowance for reasonable vertical curves; provide the street profiles showing compliance:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 70%;">Type</th> <th style="width: 30%;">Percent Grade</th> </tr> </thead> <tbody> <tr> <td>Major arterial</td> <td style="text-align: center;">8</td> </tr> <tr> <td>Minor arterial</td> <td style="text-align: center;">10</td> </tr> <tr> <td>Residential arterial and alley</td> <td style="text-align: center;">12</td> </tr> <tr> <td>Collector street</td> <td style="text-align: center;">12</td> </tr> <tr> <td>Local residential</td> <td style="text-align: center;">12</td> </tr> <tr> <td>Alleys</td> <td style="text-align: center;">12</td> </tr> </tbody> </table> <ul style="list-style-type: none"> A sixteen (16) percent grade on local residential streets may be approved by the development director where a sight distance in feet of ten (10) times the speed limit is maintained. An as built street profile may be required No street grade shall be less than one (1) percent and no one (1) percent grade shall be longer than three hundred (300) feet. Up to a twelve (12) percent grade on alleys may be allowed, provided the development director approves any required drainage plan 	Type	Percent Grade	Major arterial	8	Minor arterial	10	Residential arterial and alley	12	Collector street	12	Local residential	12	Alleys	12	<p>NO</p> <p style="text-align: center;"><input type="checkbox"/></p>	<p>YES</p> <p style="text-align: center;"><input type="checkbox"/></p>	
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<p>88. All subdivision streets shall have a minimum sight distance of at least two hundred (200). If, due to other restrictions, this minimum sight distance cannot be maintained, the applicant shall, at the applicant's expense, provide adequate traffic-control devices or other physical improvements subject to the approval and installation by the county</p>	<p>NO</p> <p style="text-align: center;"><input type="checkbox"/></p>	<p>YES</p> <p style="text-align: center;"><input type="checkbox"/></p>															



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<p>89. All developments shall have access to a public right-of-way. The number of access points shall be as follows:</p> <p style="text-align: center; font-size: small;">Minimum Number of Access Points</p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: x-small;"> <thead> <tr> <th style="width: 30%;">Type of Development</th> <th style="width: 20%;">Minimum No. of Access Points</th> <th style="width: 50%;">Type of Primary Access</th> </tr> </thead> <tbody> <tr> <td>Residential, under 75 units</td> <td style="text-align: center;">1</td> <td>Residential arterial or collector street</td> </tr> <tr> <td>Residential, 76–150 units</td> <td style="text-align: center;">2</td> <td>Residential arterial or collector street</td> </tr> <tr> <td>Residential, 151–300</td> <td style="text-align: center;">3</td> <td>Collector street</td> </tr> <tr> <td>Residential over 300 units</td> <td style="text-align: center;">4</td> <td>Collector street</td> </tr> <tr> <td>Nonresidential, less than 300 required parking spaces</td> <td style="text-align: center;">1</td> <td>Collector street</td> </tr> <tr> <td>Nonresidential, 300–999 required parking spaces</td> <td style="text-align: center;">2</td> <td>Major or minor arterial or collector street</td> </tr> <tr> <td>Nonresidential, 1,000 or more required parking spaces</td> <td style="text-align: center;">2 or more as determined by the department</td> <td>Major or minor arterial or collector street</td> </tr> </tbody> </table>	Type of Development	Minimum No. of Access Points	Type of Primary Access	Residential, under 75 units	1	Residential arterial or collector street	Residential, 76–150 units	2	Residential arterial or collector street	Residential, 151–300	3	Collector street	Residential over 300 units	4	Collector street	Nonresidential, less than 300 required parking spaces	1	Collector street	Nonresidential, 300–999 required parking spaces	2	Major or minor arterial or collector street	Nonresidential, 1,000 or more required parking spaces	2 or more as determined by the department	Major or minor arterial or collector street	<p>NO</p> <p style="text-align: center;"><input type="checkbox"/></p>	<p>YES</p> <p style="text-align: center;"><input type="checkbox"/></p>	
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<p>90. The separation of access points on a major or minor arterial or collector street shall be determined by the speed limit of the road with the following minimum spacing requirements:</p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: x-small;"> <thead> <tr> <th style="width: 40%;">Posted Speed Limit of Road</th> <th style="width: 60%;">Minimum Driveway Spacing</th> </tr> </thead> <tbody> <tr> <td>Less than 35 MPH</td> <td>125 feet</td> </tr> <tr> <td>36 to 45 MPH</td> <td>245 feet</td> </tr> <tr> <td>Greater than 45 MPH</td> <td>440 feet</td> </tr> </tbody> </table> <p>The distance between access points shall be measured from the centerline of the proposed driveway or public street to the centerline of the nearest existing adjacent driveway or public street</p>	Posted Speed Limit of Road	Minimum Driveway Spacing	Less than 35 MPH	125 feet	36 to 45 MPH	245 feet	Greater than 45 MPH	440 feet	<p>NO</p>	<p>YES</p>																	
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<p>91. No driveway, except residential access, shall be allowed within one hundred (100) feet of the centerline of an intersecting arterial or collector street</p>	<p>NO</p> <input type="checkbox"/>	<p>YES</p> <input type="checkbox"/>													
<p>92. No non-residential access except right in/right out channelized access shall be allowed within one hundred (100) feet of the centerline of any other major or minor arterial</p>	<p>NO</p> <input type="checkbox"/>	<p>YES</p> <input type="checkbox"/>													
<p>93. Deceleration lanes are required for subdivision entrances of subdivisions of twenty (20) or more units that provide less sight distance (in feet) than ten (10) times the posted speed limit (in miles per hour).</p> <p>The minimum deceleration lengths shall be as specified below. The director may vary length requirements based upon a consideration of available sight distances.</p> <table border="1" style="width: 100%; margin-top: 10px;"> <thead> <tr> <th style="text-align: left;">Operating Speed</th> <th style="text-align: left;">Deceleration Lanes</th> </tr> </thead> <tbody> <tr> <td>Subdivision Streets</td> <td>Not Required</td> </tr> <tr> <td>35 mph</td> <td>150'+50' taper</td> </tr> <tr> <td>40 mph</td> <td>150'+50' taper</td> </tr> <tr> <td>45 mph</td> <td>150'+50' taper</td> </tr> <tr> <td>55 mph</td> <td>200'+150' taper</td> </tr> </tbody> </table>	Operating Speed	Deceleration Lanes	Subdivision Streets	Not Required	35 mph	150'+50' taper	40 mph	150'+50' taper	45 mph	150'+50' taper	55 mph	200'+150' taper	<p>NO</p> <input type="checkbox"/>	<p>YES</p> <input type="checkbox"/>	
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<p>94. Deceleration lanes located within 75' of an intersection radius may be extended to the intersection.</p>	<p>NO</p> <input type="checkbox"/>	<p>YES</p> <input type="checkbox"/>													
<p>95. Where drainage system improvements are required on private land outside the subdivision, appropriate drainage rights must be secured by the applicant</p>	<p>NO</p> <input type="checkbox"/>	<p>YES</p> <input type="checkbox"/>													
<p>96. Corner lots for residential use in a subdivision shall have an extra width of not less than fifteen (15) feet more than required for interior lots by the zoning ordinance for the zoning district within which they are located in order to provide appropriate front building setback from and orientation to both streets</p>	<p>NO</p> <input type="checkbox"/>	<p>YES</p> <input type="checkbox"/>													



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97. In new subdivisions with three (3) or more single-family detached or single-family attached units, lots on minor or major thoroughfares with lot frontages less than one hundred (100) feet shall have driveway access via shared driveways.	NO	YES	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
98. Driveway access on double frontage lots shall be limited to one (1) street only. A ten-foot no-access easement shall be provided along the frontage of the street not used for a driveway.	NO	YES	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
99. Private drives may be allowed in single-family attached, fee simple condominiums, single family cottages, and urban single family residences development with the following conditions: <ul style="list-style-type: none"> • Private drives shall provide a ten-foot unobstructed easement on both sides of the drive, measured from back of curb • Private drives shall have a minimum twenty-two-foot road width measured from back of curb to back of curb. • Private drives shall have the same base and paving specifications as required for public streets. • Roadway shoulders for private drives shall consist of a combination of five-foot sidewalk, five-foot landscape strip for street trees, and may include parallel parking spaces. 	NO	YES	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
100. Sidewalks and pedestrian ways shall provide a continuous network that connects each dwelling unit with adjacent public streets and all on-site amenities designed for use by residents of the development.	NO	YES	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
101. Dead end alleys over one hundred fifty (150) feet in length are prohibited	NO	YES	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



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<p>102. A traffic impact study, the scope of which shall be determined by the transportation division of the department of public works as necessary to establish the impact of a development project on the surrounding roads and what improvements may be available to mitigate such impacts, is required for any rezoning, special land use permit, sketch plat, and land disturbance or building permit applications for projects reasonably expected to meet any of the following criteria:</p> <ul style="list-style-type: none"> • Multi-family development with over three hundred (300) new units at build-out; • Single-family developments with over two hundred (200) new lots or units at build-out; • Retail developments with over one hundred twenty-five thousand (125,000) gross square feet (GSF); • Office developments with over two hundred thousand (200,000) GSF; • Medical office developments with over fifty-five thousand (55,000) GSF; • Industrial/warehouse developments with over two hundred eighty thousand (280,000) GSF, employing more than six hundred fifty (650) workers, or covering more than two hundred (200) acres; • Any mixed-use development which could reasonably expect to generate two thousand (2,000) or more gross daily trips; or • Special traffic generating uses, including truck stops, quarries, landfills, stadiums, etc. which would require development of regional impact review 	<p>NO</p> <p style="text-align: center;"><input type="checkbox"/></p>	<p>YES</p> <p style="text-align: center;"><input type="checkbox"/></p>	
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