

Exhibit A:

Article 9

9.3.2 **Block Dimensions**

- A. Blocks shall generally have a width ranging from 200 to 400 feet, and a length ranging from 400 to 800 feet in length, except where topographic conditions and/or unique lot configurations offer no practical alternatives.**
- B. Blocks shall be no longer than 1,000 feet long.** In blocks over ~~1,000~~ **800 feet** the City may, when existing or proposed pedestrian circulation patterns or public gathering places so justify, require ~~pedestrian ways or pedestrian~~ access easements, as appropriate, through the block, **with said easements improved to accommodate either underground utilities, drainage facilities, emergency access, and/or a pedestrian/bicycle pathway.**

9.4 ACCESS

- A.** A maximum number of ~~200~~ **150** residential dwelling units shall be allowed to be constructed with only one street outlet to an existing public street. If a second access to an existing public road is not available or, in the opinion of the City, could induce non-residential traffic through the development, a single entrance may be allowed if designed with a traffic signal and/or sufficient right-of-way and improvements to provide a protected left-turn lane.
- B. At the discretion of the City Administrator or his / her designee, more than one means of vehicular access on different streets may be required based on Traffic Impact Study results, adopted plans, or site-specific conditions.**

9.5.5 **Traffic Calming Techniques**

The use of traffic calming devices such as raised intersections (speed tables), chicanes (lateral shifts), and roundabouts may be required by the Planning Department depending the nature of the roadway or intersection.

Article 4

4.6.2 Maintenance and Performance Surety

- A.** The Development Performance and Maintenance Agreement shall be accompanied by a bond, letter of credit or other acceptable surety providing for the maintenance of all installation and Public improvements required by these Regulations in the

Legend: Deleted = ~~Strikethrough~~

Added = **Bold**

development for a period not to exceed ~~24 months (two years)~~ **36 months (three years)** following the date of Approval of Development Conformance. The Maintenance Bond period of application may be extended by the City at the request of the Developer, provided it is in the best interest of the health, safety and welfare of the public.

Article 6

6.3.3 Cul-de-sac Streets

- A. The use of culs-de-sac shall be discouraged, except in areas where topography or environmentally sensitive lands or other public resource lands would prevent extension and connection to adjoining and surrounding streets.**
- AB. When permitted, ~~D~~dead end streets** designed to have one end permanently closed shall provide a cul-de-sac turnaround and may be no more than ~~2000'~~ **1,500'** in length **from the nearest intersection.** Additional length necessitated by topography or property configuration may be approved by the City.
- C. Dead end streets of more 1,000' in length, may be required when existing or proposed pedestrian circulation patterns or public gathering places so justify, require pedestrian ways or pedestrian access easements, to provide access to existing and/or future open space areas, public facilities, trails, or adjacent subdivisions.**
- BD.** The length of a cul-de-sac street shall be measured from the center of the cul-de-sac to the center of the intersection with another street, whether a through street or another cul-de-sac or dead-end street.
- CE.** Eyebrow cul-de-sac (half cul-de-sacs) will be allowed only at "right-angled" intersections having an interior angle between 80 degrees and 100 degrees.
- DF.** Cul-de-sacs shall conform to the layout and dimensional requirements as shown in the Standard Drawings.

6.3.4 Other Dead End Streets

- A. A dead end street shall be provided to the boundary of a subdivision where necessary to provide access to a land-locked abutting property, for planned continuity of future circulation, for improved access for public safety vehicles, or for the extension of public water or other utilities to neighboring lands. Such dead end streets shall be designed so as to allow their reasonable extension, and shall be located so as to be reasonably incorporated into a street design for the neighboring property. The stub street requirement may be waived by the City.
- B. Dead end streets on abutting property shall be extended into a proposed subdivision and incorporated into the street design of the development. This requirement may be waived

Legend: Deleted = ~~Strikethrough~~

Added = **Bold**

by the City Council in cases of serious topographical hardship or dissimilar zoning which would create unacceptable land use conflicts between the two developments. This modification may be conditioned on the provision of easements necessary for the extension of public utilities, the provision of cul-de-sac or other permanent turnaround on the dead end street, or the removal of the dead end street back to its nearest intersection.

- C. A dead end street may be required to provide a temporary vehicular turnaround within the right-of-way. This requirement may be waived if extension of the dead end street is approved and under construction prior to its inclusion in a Final Plat.
- D. Where a street dead ends at the property boundary and the street exceeds 1,000' in length, a permanent cul-de-sac shall be required. In this situation, right-of-way to the property boundary shall be required, but the pavement shall not be extended to the property boundary beyond the edge of the paved cul-de-sac turnaround. In no case shall a dead end street exceed ~~2,000'~~ **1,500'** in length, unless approved by the City due to unusual topographic conditions or property configuration.

6.4.6 Street Lights

The installation of all street lighting fixtures within City right-of-way must be approved by the City or the Gwinnett County Department of Transportation prior to such installation.

Street lights shall be required along all interior streets of residential subdivisions. Lights shall be located within the rights-of-way and shall be of the type and spacing approved by the utility company of jurisdiction. Type and spacing shall be approved by the City or Gwinnett County, corresponding to the owner of the right-of-way.

- A. Developers must contract Georgia Power or requisite local power company to install lights for all new developments to the industry standards.**
- B. For HOA residential developments, the HOA is responsible for maintenance and costs of operating street light fixtures.**

6.9.5 STORMWATER UTILITY

- A. Black chain link fence(s) with restricted gate access shall enclose detention / bioretention ponds. The property owner's association is responsible for the maintenance of the pond(s) and fence(s).**
- B. Stormwater maintenance / bioretention areas are encouraged to include practices from the Georgia Stormwater Management Manual green standards. Stormwater bioretention areas may include lower maintenance grass alternatives, such as Blue Star Creeper, Corsican Mint, Micro-Clover, Fescue, or native grasses, native shrubs, and native trees, subject to planning department approval.**
- C. Stormwater detention / bioretention ponds with green stormwater and pedestrian infrastructure are permitted as an alternative to black chain link fence(s), as approved by the City Administrator or his / her designee.**