

## ARTICLE 4 DESIGN STANDARDS

### SECTION 4.01 MINIMUM STANDARDS

The following development standards shall be complied with, and no higher standard may be required by the Planning Commission, except where, because of exceptional and unique conditions of topography, location, shape, size, drainage, or other physical features of the site, minimum standards specified herein would not reasonably protect or provide for public health, safety, or welfare. Any higher standard required shall be reasonable and shall be limited to the minimum additional improvements necessary to protect the public health, safety, or welfare. In addition to the requirements established herein, all subdivision plats shall comply with the following laws, rules, and regulations:

1. All applicable statutory provisions.
2. The special requirements and rules of the Baldwin County Health Department and/or appropriate State agencies.
3. The rules and standards of the ALDOT if the subdivision or any lot contained therein abuts a State highway.
4. The standards and regulations adopted by all boards, commissions, agencies, and officials of the City of Bay Minette.
5. Plat approval may be withheld if a subdivision is not in conformity with the above guidelines or with the policy and purpose established in Article I of these Regulations.

**4.01.01** Conformity to City Plans. All proposed subdivisions must conform to any adopted City plan and to the Zoning Ordinance, where applicable. Whenever a tract to be subdivided embraces any part of a street designated on any City plan, that part of the proposed public way must be platted by the applicant in the same location and at the same width as indicated on the city plan.

**4.01.02** Character of the Land

**4.01.02.01** Land which the Commission finds to be unsuitable for subdivision or development due to flooding, improper drainage, steep slopes, adverse soil formations or topography, utility easements or other features which may reasonably be considered to pose harm to the health, safety and general welfare of the present or future inhabitants of the subdivision and/or its surrounding areas, may not be subdivided or developed unless adequate methods are formulated by the Subdivider and approved by the Commission, upon recommendation of the City Engineer, to solve the problems created by the unsuitable land conditions, otherwise, such land must be set aside for uses that will not involve such danger.

**4.01.02.02** Land within any FEMA-designated floodway shall not be platted for residential occupancy or building sites. Land outside the floodway but subject to flooding or inadequately served by drainage facilities will not be acceptable for platting for residential occupancy or building sites. Fill may not be used to raise land in the floodway. Land outside the floodway, but subject to occasional inundation, may be platted for residential occupancy provided each lot contains a building site that may reasonably lend itself to construction of a minimum floor level of one (1) foot above flood elevation, or for such other use which will not increase the danger to health, life and property. In other areas subject to

inundation, fill may be used providing the proposed fill does not restrict the flow of water and unduly increase flood heights.

- 4.01.02.03** Where a parcel of land proposed to be subdivided contains an area of wetlands delineated as jurisdictional by the Corps of Engineers, said wetlands shall be preserved as defined by law. Lots may be platted where sufficient upland areas exist to provide a building site for the main structure and necessary ancillary facilities. Fill may not be used in wetlands to create building sites for the purpose of subdividing property unless approval for such fill has been received from the Corps of Engineers and other appropriate governmental agencies.
- 4.01.02.04** Subdivisions must be graded and streets and lots laid out so that, to the degree practicable, the ground floor elevation of buildings are at or above the elevation of the adjoining street. Where this is not practicable, the Commission, upon a recommendation of the City Engineer, may require buildings be elevated as necessary to meet this standard.
- 4.01.03** Names and Lot Numbers
- 4.01.03.01** Subdivision Name. The proposed name of a subdivision may not duplicate, or too closely approximate phonetically, the name of any other subdivision in the area covered by these Regulations. The Commission has final authority to approve the name of the subdivision, which must be determined at the time of Preliminary Plat approval.
- 4.01.03.02** Street Names. Proposed streets, which are obviously in alignment with others existing and named, must bear the assigned name of the existing streets. In no case may the name of proposed streets duplicate or be phonetically similar to existing street names, irrespective of the use of the suffix, street, avenue, boulevard, drive, place, court, etc. Street names and numbers are subject to the approval of the Commission and the Baldwin County 9-1-1 GIS/Addressing Department.
- 4.01.03.03** Lot Numbers. All lots shall have a number and be numbered sequentially. Lots dedicated to stormwater detention, open space, access, or other uses auxiliary in purpose to the rest of the subdivision may use a letter prefix. Example: Open space lots may use O-1, O-2, etc.
- 4.01.04** Population Densities: The population densities may not exceed those established by the Zoning Ordinance.
- 4.01.05** Waterbodies and Watercourses: If a tract being subdivided contains a waterbody, or portion thereof, the ownership and responsibility for safe maintenance of the water body is placed so that it will not become a City responsibility. No public roadways will be approved which provide access across dams.
- 4.01.06** Reasonable requirements for the preservation of outstanding natural features may be specified by the Planning Commission. These include large trees or groves, watercourses, historical sites, exceptional views, and similar irreplaceable community assets which, if preserved, will add attractiveness and value to the property.

## **SECTION 4.02 BLOCKS**

- 4.02.01** Blocks must generally be wide enough to provide for two tiers of lots of appropriate depths. Exceptions to this prescribed block width shall be permitted in blocks adjacent to expressways, arterials, railroads, or waterways where single-tier lots are required to separate residential development from vehicular traffic or non-residential uses, or other physical barriers to development as approved by the Commission.
- 4.02.02** The lengths, widths and shapes of blocks must be appropriate for the type of development contemplated. Block lengths in residential developments may not exceed 1,500 feet nor be less than 500 feet in length. To the degree practicable, blocks along arterial streets must be at least 1,000 ft in length and blocks along collector streets must be at least 600 ft in length.
- 4.02.03** In long blocks, the Commission may require an easement through the block to accommodate utilities, drainage facilities and pedestrian use. Pedestrian passages, within an easement not less than ten feet wide, may be required by the Commission through the center of blocks longer than 800 feet where deemed essential to provide circulation or access to schools, playgrounds, shopping centers, transportation or other community facilities.
- 4.02.04** Blocks for industrial uses must be of such length and width as the Commission may determine for prospective uses.

### **SECTION 4.03 LOTS**

- 4.03.01** The lot size, width, depth, shape, and orientation must be appropriate for the location of the subdivision and for the type of development and use contemplated.
- 4.03.02** Lot dimensions must conform to the requirements of the Zoning Ordinance and the applicable zoning district. In areas not served by sanitary sewer, lot sizes shall meet the requirements of the Health Department. In such cases where requirements conflict, the larger requirement shall govern.
- 4.03.03** Each lot must front on an existing or proposed street having a right-of-way at least 50 feet wide.
- 4.03.04** All lots shall have a minimum frontage width as indicated in the Zoning Ordinance for the applicable zoning district. All lots at the end of a cul-de-sac must have sufficient frontage so that the lot width at the front building line meets the minimum requirements of the Zoning Ordinance. On irregularly shaped lots, a minimum street frontage of 30 feet is required. An "irregularly shaped lot" includes any lot located on a cul-de-sac or abutting a curved section of a roadway with a centerline radius of less than 200 feet.
- 4.03.05** Where land is subdivided into larger parcels than ordinary building lots, such parcels must be arranged to allow for the opening of future streets and logical future re-subdivision.
- 4.03.06** Depth and width of properties for nonresidential uses must be adequate to provide for off-street parking and loading for the use contemplated. Platting of individual lots should be avoided in favor of an overall design of the land to be used for such purposes.
- 4.03.07** Double frontage lots must be avoided, except where essential to provide separation of residential development from arterial streets or to overcome specific disadvantages of topography and

orientation. A planted buffer at least ten feet wide and across which there may be no right of access must be provided along the line of double frontage lots abutting an arterial street.

**4.03.08** Side lot lines should generally be at right angles to straight streets and radial to curved streets.

**4.03.09** Flag lots may be permitted in moderation to allow for the more efficient use of irregularly shaped parcels of land, sites with physical limitations or where the integrated nature of multiple buildings on a site dictates the need for such lots. Lots in the flag shape, but meeting the zoning district’s minimum lot width requirement and street access requirements, are not considered flag lots.

**4.03.09.01** The standards below are intended to minimize the negative impacts of flag lots and additional driveways while allowing land to be divided when other options are not achievable.

1. Flag lots shall have access to a public street or right-of-way. The minimum frontage at the right-of-way line and width for the staff portion of a flag lot is 30 feet. The staff must be part of the flag lot, connect to a street and be under the same ownership as the flag portion of the lot.
2. The staff shall be an all-weather driving surface with adequate drainage and properly maintained. “All-weather surface” means asphalt, concrete, gravel, or road base which is capable of handling the imposed weight of fire apparatus as determined by the City of Bay Minette Fire Department.
3. The length shall be a maximum of 300 feet and is subject to the requirements of the City of Bay Minette Fire Department. Owners/applicants may be required to install fire hydrants to meet fire code standards.
4. The staff portion of the driveway cannot serve more than one lot or dwelling unit without Planning Commission approval.
5. The staff portion of the lot shall not be considered in determining the minimum lot area, dimensions, density or building coverage
6. The recorded plat of any flag lot subdivision shall show that the staff, i.e., access from the dedicated public street to the property, is not a city street; and will not be maintained by the City of Bay Minette.
7. No more than the number of flag lots shown in the table below may be authorized in a subdivision.

TABLE 4-1 FLAG LOTS	
Size of Subdivision	Maximum Number or Percentage of Flag Lots
15 lots or less	1
16 – 25 lots	2
26 – 50 lots	10%
51 lots or more	20%

**4.03.10** Excessive depth in relations to width shall be avoided. A depth to width ratio of 3:1 will normally be considered maximum.

**4.03.11** Where necessary to provide fire apparatus access to within 100 ft of buildings, access drives must comply with the requirements of 4.21 Fire Apparatus Access. In the absence of a second means of

ingress and egress to a public street, a turnaround may be required as a maneuvering area for fire apparatus and other emergency vehicles. The design of the turnaround shall be subject to approval of the Fire Inspector.

#### **SECTION 4.04 STREET PLAN GENERAL STANDARDS**

The arrangement, character, extent, location and grade of all streets must be laid out according to good land planning principles and integrated with all existing and all planned streets. New streets must be planned and design with consideration of topographical conditions, orientations to vistas and sun, public convenience and safety, and existing and proposed land uses to be served by them.

- 4.04.01** All streets must be properly integrated with the existing and proposed system of streets established in the Comprehensive Plan.
- 4.04.02** Street networks must be designed to disperse traffic, avoid undue congestion on collector streets and at intersections and to assure effective route options for emergency access.
- 4.04.03** All streets must be planned and designed with due consideration of special traffic generators such as industries, business areas, schools and places of assembly; to population densities; and to the pattern of existing and proposed land uses.
- 4.04.04** Streets must be related appropriately to and must be laid out to conform as closely as possible, to the topography in order to discourage use by through traffic, to permit efficient drainage and utility systems, and to provide the number of streets necessary to provide convenient and safe access to property. The Commission may require local streets be curved where possible to avoid monotony of lot appearance and to control vehicular speeds.
- 4.04.05** All streets must be arranged so that building sites, to the maximum extent practicable, are at or above street grade. Grades of streets must conform as closely as possible to the original topography. A combination of steep grades and curves must be avoided.
- 4.04.06** While street connectivity is encouraged, a rigid rectangular gridiron street pattern is not required, and the use of curved streets or u-shaped streets are encouraged where their use will result in a more desirable arrangement.
- 4.04.07** Proposed streets must extend to the boundary lines of the tract to be subdivided, unless prevented by topography or other physical conditions, or unless in the opinion of the Commission such extension is not necessary or desirable for the coordination of the layout of the subdivision with the existing layout or the most advantageous future development of adjacent tracts.
- 4.04.08** In nonresidential developments, the streets and other access ways must be planned in connection with the grouping of buildings and the provision of alleys, loading and maneuvering areas, walk and parking areas so as to minimize conflict of movement between the various types of traffic, including pedestrian circulation.
- 4.04.09** Proposed new streets must extend existing streets or their projections at the same or greater width, but in no case less than the minimum required width, unless variations are deemed necessary by the Commission for reasons of topography or other design constraints.

## SECTION 4.05 INTERSECTIONS

- 4.05.01** Streets should intersect as nearly at right angles as possible, with minimum design in accordance with Table 4-4. The design of all intersections involving Major Streets shall be subject to the approval of the City, State or County Engineer, whichever jurisdiction is applicable. For other streets, the proposed intersection of two (2) new streets at an angle of less than seventy-five (75) degrees shall not be acceptable. An oblique street should be curved approaching an intersection and should be approximately at right angles for at least one hundred (100) feet therefrom.
- 4.05.02** Not more than two (2) streets shall intersect at any one point unless specifically approved by the Planning Commission. Except, the Commission may permit more than two streets to converge at an intersection with a roundabout, as approved by the City Engineer.
- 4.05.03** Roundabouts must be designed according to accepted traffic engineering practices taking into consideration the number of lanes, access by fire trucks and other large vehicles, as appropriate to the location, and bicycle and pedestrian accessibility. The minimum diameter of a typical single-lane roundabout is 100 ft; however, the Commission may approve smaller diameter “mini-roundabouts” in certain locations and land use contexts upon a favorable recommendation from the City Engineer, based upon accepted traffic engineering practices. Driveways may not be located within the inscribed area of a roundabout and should be set back as far as practicable from roundabouts.
- 4.05.04** Proposed new intersections along one side of an existing street shall, wherever practical, coincide with any existing intersections on the opposite side of such street. Street jogs with centerline offsets of less than 125 feet shall not be permitted, except where the intersected street has separated dual drives without median breaks at either intersection. Where local streets intersect collectors or arterials, their alignment shall be continuous. Intersections of arterials shall be at least eight hundred (800) feet apart.
- 4.05.05** Where a street intersects a state highway, the design standards of the ALDOT shall apply.
- 4.05.06** Minimum curb radius at the intersection of two (2) local streets shall be at least twenty-five (25) feet; and minimum curb radius at an intersection involving a collector street shall be at least thirty (30) feet, subject to the approval of the City Engineer.
- 4.05.07** Intersections shall be designed with a flat grade wherever practical. In hilly or rolling areas, at the approach to an intersection, a leveling area shall be provided having a grade not greater than five percent (5%) at a distance of fifty (50) feet, measured from the nearest right-of-way line of the intersecting street.
- 4.05.08** Where any street intersection will involve earth banks or existing vegetation inside any lot corner that would create a traffic hazard by limiting visibility, the applicant shall cut such ground and/or vegetation (including trees) in connection with the grading of the public right-of-way to the extent deemed necessary to provide an adequate sight distance.
- 4.05.09** The cross-slopes on all streets, including intersections, shall be two and one-half percent (2.5%) or less.

**4.05.10** Property lines at street intersections shall be consistent with the roadway classification and generally follow the minimum standards below:

<b>TABLE 4-2 PROPERTY LINES AT STREET INTERSECTIONS</b>		
Use	Roadway Classification	Intersection
Residential	Local Streets or Alleyway	Rounded with a minimum radius of twenty-five (25) feet
Residential	Collector or Arterial	Subject to the review and approval of the City Engineer
Non-Residential	All	Subject to the review and approval of the City Engineer
Driveways shall be constructed in accordance with Section 4.18		

**4.05.11** Turn Lanes, Deceleration and/or Acceleration lanes may be required where necessary to maintain a safe flow of traffic on existing or proposed streets and the Planning Commission can require a traffic study be provided at the expense of the applicant. The Planning Commission and City Engineer reserve the right to require the construction of a turn lane, deceleration and/or acceleration lane when determined to be in the best interests of the City and its residents.

**SECTION 4.06 CONNECTIVITY**

**4.06.01** The street layout must provide for access to the existing street network and continuation and connection of streets between adjacent properties where necessary for the convenient movement and circulation of traffic, effective police and fire protection, access by public service vehicles, and efficient provision of utilities; and in accordance with the policies of the Comprehensive Plan.

**4.06.02** Nonresidential and mixed-use developments must provide sufficient external access to accommodate the ultimate traffic volume anticipated.

**4.06.03** If the adjacent property is undeveloped, the right-of-way to be continued must extend to the property line and a temporary turnaround must be provided. The temporary turnaround must comply with the dimensional requirements for turnarounds in 4.12 Cul-De-Sacs. The area necessary for the temporary turnaround outside the normal right-of-way must be contained within an easement that will automatically dissolve when the street is extended and approved by the City. The Commission may limit the length of such temporary dead-end streets in accordance with 4.12 Cul-De-Sacs. The paving or improvement of right-of-way to the boundary with the adjoining property may not be required. The intent is that paving and utilities be extended far enough to serve the subdivision lots; and the right-of-way and/or easements extended so that streets and utilities can be extended into adjoining property as needed.

**4.06.04** At the terminus of all stub streets, a sign must be installed with the words “STREET TO BE EXTENDED BY AUTHORITY OF THE CITY OF BAY MINETTE” to inform existing and prospective property owners.

**SECTION 4.07 ARTERIAL STREETS AND HIGHWAYS**

**4.07.01** Wherever a proposed subdivision contains or abuts an arterial street or highway, one of the following conditions must be met for the protection of properties and to provide separation of through and local traffic.

- 4.07.02 A marginal access street must be provided parallel to the highway or arterial for access to adjoining property
- 4.07.03 Lots adjoining the highway or arterial street must have reverse-frontage and screen planting must be provided in a non- access reservation along the property lines adjoining the highway or arterial street
- 4.07.04 Lots may front on the highway or arterial street but must have access from the rear of the lots, which access may be in the form of an alley.

## **SECTION 4.08 HALF STREETS**

- 4.08.01 New half-streets or half-alleys are prohibited.
- 4.08.02 Where an existing half street abuts a proposed subdivision, the Subdivider must offer for dedication additional right- of-way as necessary to bring the right-of-way into conformance with these Regulations. When the proposed subdivision lies on only one side of the half street, at least half of the normally required right-of-way width must be provided, as measured from the street centerline or right-of-way centerline, whichever width is greater.
- 4.08.03 The pavement width for any such half street must be increased by the Subdivider, as required for rights-of-way above, in addition to any required turn lanes. The cost of such widening is the responsibility of the Subdivider. However, the City Council may enter into a cost-sharing agreement with the Subdivider if the City has previously planned the widening of the half street—throughout its length or for at least that portion adjoining the proposed subdivision—in the City’s Transportation Improvement Plan. Such agreement must be authorized by the City before the Commission may approve the preliminary plat. In rolling or hilly terrain, construction easements may be required to ensure that appropriate front and back slopes are developed.
- 4.08.04 When a previously developed subdivision or portion thereof, which contains a half-street, is to be annexed into the City, the owners of the properties to be annexed must provide additional right-of-way to comply with the standards herein. When the properties to be annexed lie on only one side of the half-street, half of the width necessary to bring the right-of-way into conformance must be provided. However, when the concerned right-of-way contains a local street and is at least 40 ft in width, the Commission may waive or reduce this requirement if it determines that properties relying on the street for access are unlikely or incapable of being further subdivided or redeveloped in a manner that would increase traffic demand to an extent that additional right-of-way or physical improvements would be needed in the future.

## **SECTION 4.09 PLAT STRADDLING JURISDICTIONAL BOUNDARIES**

Whenever access to the subdivision is required across land within another jurisdiction, the Commission may request assurance from the City Attorney that access is legally established, and from the City Engineer that the access road is adequately improved, or that an improvement guarantee has been duly executed and is sufficient in amount to assure the construction of the access road. In general, lot lines should be laid out so as not to cross jurisdictional boundary lines.

## **SECTION 4.10 PRIVATE STREETS**



There shall be no private streets platted within a subdivision where adjoining properties will be sold, whether immediately or in the future, to the public; however, in certain instances, private streets may be approved by the Planning Commission provided they are constructed according to the standards of the City.

In the event that the Planning Commission does approve a private street, the developer shall install signage in accordance with the requirements of Section 5.07 to distinguish that the street is private and is not subject to public maintenance by the City. The preliminary and final plats shall identify said private streets and contain a statement that private streets are not subject to City maintenance.

#### **SECTION 4.11 PRIVATE RESERVE STRIPS**

Private reserve strips controlling access to streets are prohibited.

#### **SECTION 4.12 CUL-DE-SACS**

**4.12.01** For the purposes of these standards, the length of a dead-end street is measured from the centerline of the street from which it takes access to the center of the turnaround at the end of the dead-end street, or in the absence of a turnaround to the end of the pavement.

**4.12.02** Vehicular turnarounds are required as follows:

1. Dead end streets of 151-600 ft in length must have a cul-de-sac turnaround unless a hammerhead or similar turnaround is approved by the City Planner and Fire Inspector for dead end streets with low traffic volumes.
2. Dead end streets, regardless of whether a turnaround is provided, shall not exceed 600 ft in length.
3. Cul-de-sacs must terminate with a roadway diameter of not less than 120 ft. To reduce increases in stormwater runoff, a planted circle may be installed with a mountable curb and low maintenance plants at the center of the cul-de-sac. The circle must be dimensioned to accommodate fire apparatus as approved by the City Planner and Fire Inspector.

**4.12.03** In no case may a subdivision be approved that prevents the construction of a permanent cul-de-sac or turnaround required as part of a tentatively approved plat on adjoining land.

**4.12.04** Multi-phase Developments. In the case of a street that is to be continued as part of a subsequent phase of development, the Commission may require construction of a temporary turnaround, as required for stub streets in 4.06 Connectivity. If a preliminary plat for the phase of development in which the street would be continued has not been submitted within two years of recording of the phase containing the temporary turnaround, the Commission may require a permanent turnaround be constructed or a bond posted for same.

#### **SECTION 4.13 FRONTAGE ON IMPROVED STREETS**

**4.13.01** No subdivision shall be approved unless the area to be subdivided shall have frontage on, and access from an existing hard surface State, County, or City Road or highway; or

**4.13.02** A hard surface street upon a plat approved by the Planning Commission and recorded in the Baldwin County Probate Judge's Office. Such street or highway must be suitably improved as required by

rules, regulations, specifications, or orders, or be secured by an improvement guarantee required under these subdivision regulations, with the width and right-of-way required by these subdivision regulations.

**SECTION 4.14 STREET NAMES**

**4.14.01** Street Names shall be implemented in accordance with the City's established Addressing and Road Naming Policy.

**4.14.02** Proposed streets, which are in obvious alignment with others existing and named, shall bear the assigned name of the existing streets. In no case shall the names of proposed streets duplicate or be phonetically similar to existing street names, irrespective of the use of the suffix, street, avenue, boulevard, drive, place, court, etc.

**4.14.03** Street types for new public or private roadways shall generally be designated according to the terms defined in *Table 4-3 Standard Street Designations* with naming consistent with the directional line of the street as applicable.

TABLE 4-3 STANDARD STREET DESIGNATIONS		
Designation	Abbreviation <sup>1</sup>	Defining Characteristics
Avenue	Ave	A roadway aligned in an east-west direction conforming to the appropriate address gridline.
Boulevard	Blvd	A street with a divided pavement, either existing or planned, if the divided pavement ends, but the street continues, the same street name and suffix shall continue.
Circle	Cir	A roadway containing a closed loop creating two separate intersections or a closed loop interrupted by a through roadway.
Court	Ct	A cul-de-sac of eight (8) lots or less that is not interrupted by a through roadway.
Drive	Dr	A curvilinear roadway of more than one thousand feet (1,000') in length
Lane	Ln	A cul-de-sac of nine or more lots that is not interrupted by a through roadway.
Loop	Loop	A roadway creating a closed loop onto itself, creating 1 intersection and not interrupted by a through roadway.
Parkway	Pkwy	A special scenic route or park drive abutting a park, green way, or conservation area where zoning or topography would prohibit development on at least one side of the roadway.
Place	Pl	A short curvilinear or diagonal roadway less than one thousand feet (1,000') in length.
Road	Rd	A diagonal roadway more than one thousand feet (1,000') in length.
Street	St	A roadway aligned in a north-south direction conforming to the appropriate address gridline.
<sup>1</sup> Alphanumeric characters only, special characters are prohibited, including punctuation. All street names are subject to the approval of the Planning Commission and Baldwin County 9-1-1 GIS/Addressing Department.		

### SECTION 4.15 VACATING A STREET OR EASEMENT

No street or easement may be vacated unless a petition for that purpose (accompanied by the necessary documents specified by the City Planner) is submitted through the Planning Commission to the City. The Planning Commission shall review such petition and make recommendations to the City Council of Bay Minette, whose decision, following a public hearing, shall be final.

### SECTION 4.16 STREET DESIGN STANDARDS

**4.16.01** Proposed streets must be designed in accordance with the standards in Table 4-4, all applicable City Specifications and review of the City Engineer.

**4.16.02** Traffic Calming

Streets should be planned and designed to encourage safe driving behavior, particularly with regard to managing driving speed on Collector and Local Streets.

TABLE 4-4 STREET DESIGN STANDARDS							
	Major Street	Collector Street	Local Street	Cul-de-sac (Turnaround) <sup>5</sup>	Cul-de-sac (Turnaround with island) <sup>5</sup>	Hammer Head Turnaround <sup>5</sup>	Alley
Min. Right-of-way width <sup>1</sup>	100'	70'	60'	60' radius (120' diameter)	70' radius (140' diameter)	120'	30'
Min. Asphalt Width <sup>1, 2</sup>	12' per lane	12' per lane	22'	48' radius (96' diameter)	58' radius (116' diameter)	20'	20'
Max. Grade <sup>3</sup>	3%	3%	3%	3%	3%	3%	3%
Min. Angle of Intersection	80°	75°	75°	60°	60°	60°	60°
Min. Intersection Offset	150'	150'	150'	150'	150'	n/a	150'
Min. Curb Radius at Intersection	40'	30'	25'	25'	25'	28'	20'
Min. Horizontal Curve Radius <sup>4</sup>	300'	250'	100'	100'	120'	0 ft	100'
Min. Reverse Curve Tangent	100'	100'	100'	100'	100'	0 ft	100'
<sup>1</sup> Cul-de-sacs shall be no longer than 600 feet measured from the intersecting street to the center of the turnaround. <sup>2</sup> Measured from edge of pavement, excluding curb and gutter or valley gutter. All new streets constructed shall have a minimum 24" curb and gutter or 24" valley gutter. Other curb types must be submitted to the City Engineer for approval. <sup>3</sup> May vary with topography subject to Planning Commission approval based on recommendation of the City Engineer and City Planner. <sup>4</sup> May vary based on design speed and subject to the review and approval of the City Engineer. <sup>5</sup> Dead-end fire apparatus access roads in excess of 150' in length shall be provided with an area for turning fire apparatus as approved by the City Fire Department, see <i>Figure 4-2</i> .							

**4.16.03** Alignment and Visibility**4.16.03.01** Street Grades

1. Streets must be graded and improved in accordance with City Specifications and must be approved as to design and specifications by the City Engineer and the Commission in accordance with the construction plans required to be submitted prior to Preliminary Plat Approval.
2. Grades of all streets must be in accordance with Table 4-4 and may not be less than one half percent (0.5%). Waivers, for minor dead-end streets with low traffic volumes only, may be considered by the City Planner when submitted in writing. Grades approaching intersections may not exceed five percent for a distance of not less than one hundred feet (100') from the intersection centerline. Grades of circles may not be more than five percent for the last one hundred feet (100') of paving.

**4.16.03.02** Horizontal Curves

Where a centerline deflection angle occurs, a curve must be provided having a centerline radius as provided in Table 4-4. Tangents of at least one hundred feet (100') must be provided between reverse curves.

**4.16.03.03** Vertical Curves.

All changes in street grades must be connected by vertical curves of a minimum length as follows or as specified in AASHTO's "A Policy on Geometric Design of Highways and Streets," latest edition:

**4.16.03.04** Sight Distance

1. On arterial and collector streets, a minimum stopping sight distance of six hundred feet (600') must be provided.
2. On all other streets, a minimum stopping sight distance of three hundred feet (300') must be provided.
3. Stopping sight distance shall be measured from the driver's eye height at three and one-half feet (3 ½') above the street centerline to a point two and one-half (2 ½') feet above the street centerline.

**4.16.03.05** Allowable Curb Radius

Curb radii at intersections must be sized to provide safe right-turning movements appropriate to the traffic volume, travel speed, width and other characteristics of the streets involved. Larger radii will be required along streets with higher design speeds and at intersections where frequent turns by large vehicles are expected. On Local Streets, especially in residential areas, the smallest curb radius should be used to slow vehicular turning movements and to provide short crossing distances for pedestrians, while accommodating turning movements by emergency vehicles.

**4.16.3.06** Curb Types

All new roads constructed shall have a twenty-four inch (24") curb and gutter, twenty-four inch (24") valley gutter, or other type of curbing approved by the City Engineer.

## **SECTION 4.17 SIDEWALKS**

- 4.17.01** Whenever land to be subdivided embraces any part of a sidewalk or a pedestrian facility designated in the Comprehensive Plan, such facility must be provided as part of the subdivision.
- 4.17.02** Whenever land to be subdivided embraces or abuts an existing public street without sidewalks, such facilities must be provided by the Subdivider along the applicable portion of the existing street.
- 4.17.03** Sidewalks, when required or provided, must be at least five (5) feet wide. In subdivision involving nonresidential and mixed-uses (other than industrial), sidewalks must be at least eight (8) feet wide. All sidewalks shall be constructed of reinforced concrete that has a minimum twenty-eight (28)-day compressive strength of 3,000 psi.
- 4.17.04** All major subdivisions shall provide for sidewalks adjacent to all new lots.
- 4.17.05** Sidewalks shall be located within the right-of-way or within an easement of sufficient width adjacent to the right-of-way.
- 4.17.06** Sidewalks shall connect to any adjacent sidewalks and/or bike paths and shall be interconnected within said development to allow for sufficient pedestrian access. Sidewalks that are located adjacent to common areas or otherwise not adjacent to individual lots shall be constructed by the developer prior to final plat approval.
- 4.17.07** Sidewalks must be in accordance with the requirements of the Americans with Disabilities Act (ADA), including provision of pedestrian ramps at street intersections.
- 4.17.08** In determining any modifications of sidewalk requirements, the Commission uses the following guidelines:
- 4.17.08.01** Sidewalks should be provided on at least one side of streets within 1,000 ft of an existing or planned school, library, park, place of assembly or commercial area.
- 4.17.08.02** Sidewalks should be provided along streets that presently or in the future will contain uses that are specifically intended to serve children or the aged.
- 4.17.08.03** Pedestrian facilities should be placed along collector streets to provide a safe walking environment, adequately separated from higher speed vehicular traffic, connecting one or more subdivisions to nearby destinations.
- 4.17.08.04** Sidewalks along and parallel to the street will not be required where the running grade of the sidewalk would exceed five percent (5%).
- 4.17.08.05** A permanently dedicated greenway, walking trail, pedestrian passage or similar pedestrian facility may be required as an alternative to or in addition to sidewalks to provide pedestrian access to nearby commercial centers, schools, parks or places of assembly. In such cases, the pedestrian facility should be located so as to be accessible to the greatest number of users within the proposed development.

- 4.17.08.06** Pedestrian passages may be required to provide access across the depth of a block that exceeds 600 ft in length.
- 4.17.09** Pedestrian Passage
- 4.17.09.01** Cul-de-sacs within medium or high-density residential subdivisions may be required to provide a permanent pedestrian passage to nearby streets or community destinations. In determining whether a passage should be required, the Commission considers the degree to which the passage would increase the safety and convenience of pedestrians in reaching such destinations compared to other pedestrian routes within the subdivision.
- 4.17.09.02** A planting strip at least five feet (5') wide must be provided between the back of curb and sidewalk, except where the Commission determines that topography; tree preservation or conservation; right-of-way characteristics; or other conditions necessitate a modification or waiver.
- 4.17.09.03** Where required, pedestrian passages must be provided as follows:
1. The easement or right-of-way containing the passage must be at least ten feet (10') wide and the improved walkway must be at least five feet (5') wide in residential areas and six feet (6') wide in nonresidential areas. The design and surface material of the passage must be approved by the Planning Commission.
  2. If located in a right-of-way, the passage is subject to acceptance by the City.
  3. If located within a private easement, the Subdivider or property owners' association is responsible for maintenance.
- 4.17.10** Bicycle Facilities
- 4.17.10.01** The Subdivider is responsible for installation of any on-street bicycle lane or shared use path designated by the Comprehensive Plan along an existing or planned street located within a proposed subdivision, including if the subdivision embraces that frontage of an existing street along which the bicycle lane or shared use path is designated.
- 4.17.10.02** When a bicycle lane is required, additional right-of-way may be required by the Commission upon a recommendation of the City Engineer.
- 4.17.10.03** On-street bicycle lanes, when located on both sides of a street, must be at least five feet (5') wide, as measured to the face of curb, centerline of a valley curb or edge of pavement, in the absence of a curb. If bicycle lanes are located together on one side of the street, the minimum combined width is eight feet (8'). Pavement width required must be increased to accommodate bicycle lanes, when applicable.
- 4.17.11** Shared-use Paths
- 4.17.11.01** When a shared use path is required, additional right-of-way may be required by the Commission upon a recommendation of the City Planner.
- 4.17.11.02** Shared use paths must be at least ten feet (10') wide and separated from the travel way by a curb and planting strip at least five feet (5') wide.

- 4.17.11.03** Shared use paths are encouraged along streams and other drainageways, particularly when located at the rear of lots. An easement or right-of-way for maintenance access and path installation may be required by the Commission in accordance with Section 4.18.05
- 4.17.11.04** A shared-use path may be substituted for a required sidewalk in residential subdivisions and in other locations as approved by the Commission.
- 4.17.11.05** The side on which the shared use path is to be provided is subject to approval of the Commission. If the Commission determines it is not possible for the share-use path to be constructed on one side of the applicable street for its entire length, the Commission may authorize the path to be installed on alternating sides. In this case, the shared-use path must extend to a street intersection where a crossing must be provided with appropriate markings and traffic controls.

## **SECTION 4.18 ACCESS MANAGEMENT**

The purposes of this section are to promote the overall safety of motorists, bicyclists, and pedestrians; to reduce interference with through traffic by other vehicles entering, leaving, and crossing streets; to assure safe access to and from streets by emergency vehicles; and to preserve the traffic capacity of streets. See illustrations following.

- 4.18.01** General Conditions and Requirements. The location and design of vehicular accesses from existing or proposed streets must be specified in an Access Plan submitted as part of the Preliminary Plat. No curbs or rights-of-way may be cut, paved, or otherwise altered until a permit for the access has been secured from the City and/or any other governmental agency owning or controlling the street right-of-way.
- 4.18.02** Accesses approved under these Regulations may be approved only for the use specified in the Preliminary Plat. Changes in use that would increase traffic or change the types of vehicles accessing the site will require a new approval of access. When a site existing at the time of these standards is redeveloped, the existing access(es) must be brought into conformity with these requirements.
- 4.18.03** Notwithstanding any other provisions of these Regulations, an access, which demonstrates a potential danger to the public and/or which could affect the safe, efficient flow of traffic, may be denied following a recommendation from the City Planner, based on commonly accepted and applied traffic engineering principles.
- 4.18.04** In determining any modifications of access requirements, the Commission uses the following guidelines:
- 4.18.04.01** Access to a corner lot should be placed on the street of lesser classification or lower average daily traffic, except as otherwise specified herein.
- 4.18.04.02** The number and location of access points shall be approved by the City Engineer.
- 4.18.04.03** Lots along an existing or proposed alley must be designed to and must have access from the alley. In the case of an existing unopened or substandard alley, construction of an access along the alley will not be required but the lot must nonetheless be designed so that access may be constructed once the alley is opened or its deficiencies are corrected.

**4.18.04.04** Minimum separation distance may be reduced, provided that, if approved by the City Engineer, the following conditions exist, based on commonly accepted and applied traffic engineering principles: shared access is not possible; exceptional topographic or site conditions exist at the driveway location (such as in-place utility or drainage features) which would make strict application of the standard exceptionally and/or practically difficult or unduly harsh; application of this Section would conflict with other provisions of these Regulations; and where the reduction would not compromise the safe, efficient flow of traffic.

<b>TABLE 4-5 DRIVEWAY SPACING REGULATIONS</b>			
Use and Street Type	Minimum Spacing		Max. number of driveways per frontage length <sup>2</sup>
	from intersection <sup>1</sup>	from other driveways	
All Uses			
Arterial streets and highways	150 ft	100 ft	1 per 150 ft
Single family and duplex dwellings			
Collector Streets	100 ft	25 ft	1 per 100 ft
All Other Uses			
Collector Streets	125 ft	75 ft	1 per 125 ft
<sup>1</sup> Where the frontage of an existing corner lot is less than the required distance, a driveway may nonetheless be approved by the Planning Commission provided it is as far as practicable from the intersection. Lots to be subdivided should have frontages of a length to accommodate required driveway spacing.			
<sup>2</sup> For interior lots less than 60 ft in width, one driveway may be approved, if in the opinion of the City Planner, the driveway will not adversely affect safety and movement on the street. Attached dwelling developments must normally have shared access to the side or rear of building groups.			

**4.18.05** Access Easements

**4.18.05.01** The Commission may require shared access easements or other conditions that require multiple lots to have one or a limited number of shared accesses to arterial or collector streets, including through the use of alleys, shared driveways, or marginal access streets.

**4.18.05.02** Where private access easements are used, the subdivision plat must state that the easements run with the land and that transfer of lots is subject to the provision of such easements, which must provide for a guaranteed, unrestricted right of access to all other owners providing such easements and that the owners of lots subject to the easement must execute an agreement specifying responsibility for construction and perpetual maintenance of the easements and drives. The agreement must specify that the parties thereto must hold the City harmless from liabilities resulting from unsafe conditions on private access easements. Copies of the agreements, and any subsequent amendments, must be filed with the City Clerk. Construction on private access easements may not be commenced until all agreements are filed.

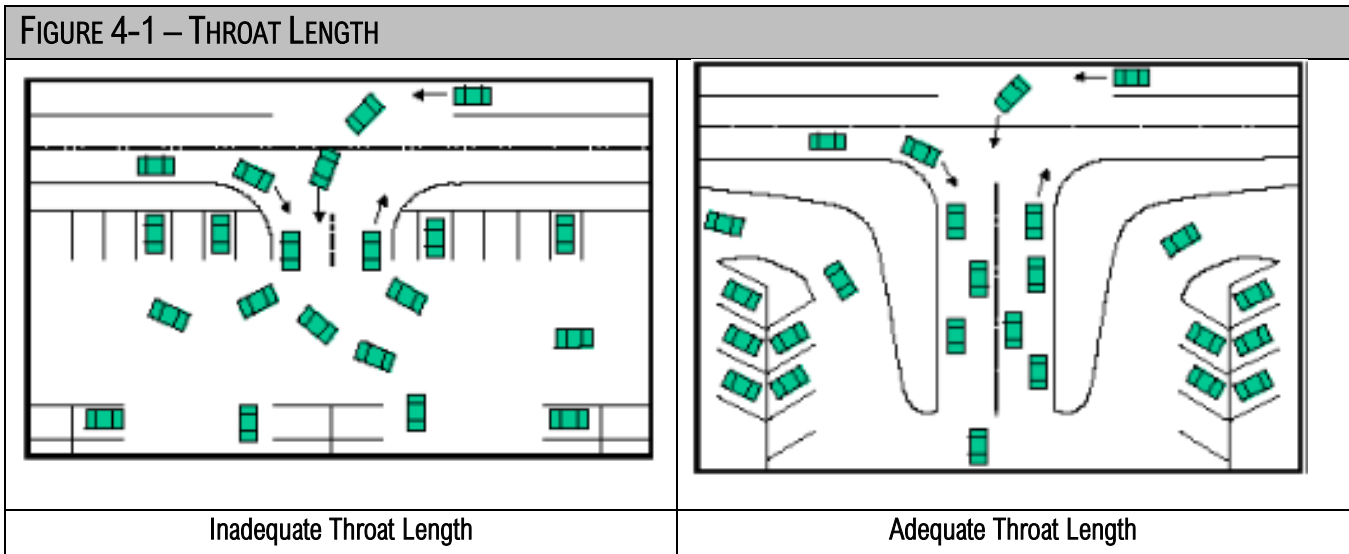


**4.18.05.03** The preliminary and final plat of a subdivision in which private access easements or common driveways are utilized shall contain the following notation as applicable:

**“The private access easement/common driveway shown hereon is private and shall not be maintained by the City of Bay Minette.”**

**4.18.05.04** To ensure efficient emergency response, private access easements servicing three or more dwelling units or structures shall be classified as Private Drives. The Private Drives shall be named in accordance with City and E-911 policies, and the developer shall install signage consistent with the requirements of Section 5.07 for private streets.

**4.18.06** Adequate throat length *Figure 4.1* must be provided to prevent traffic entering a premises from backing up onto the public street. A minimum length may be required by the City Engineer when anticipated traffic volumes and commonly accepted and applied traffic engineering principles justify the need for longer throat length.



**4.18.07** Turn Lanes

**4.18.07.01** Approval of access to an arterial or collector street may be conditioned upon the provision of a left-turn lane. The requirement and design of each turn lane, including the paved approach, bay, and departure tapers, must be determined from the recommendations of a traffic study and approved by the Planning Commission based on commonly accepted and applied traffic engineering principles. The Planning Commission and City Engineer reserve the right to require the construction of or modifications to a turn lane, deceleration and/or acceleration lane when determined to be in the best interests of the City and its residents.

**4.18.07.02** Right and left turn lanes at intersections may be required based upon existing or required traffic studies. Such lanes must be accommodated in the dedication of additional right-of-way widths on existing or proposed streets. Storage length will be determined from the applicable traffic study.

**4.18.08** Two-way Left Turn Lanes, Medians

**4.18.08.01** Two-way left-turn lanes may not be used along streets serving low and medium density residential uses and are discouraged in previously undeveloped areas. However, they may be necessary in previously developed areas where a median is impracticable due to the location and frequency of existing driveways.

**4.18.08.02** Medians are recommended to control access and turning movements between intersections on collector and arterial streets, particularly for subdivisions in previously undeveloped areas. Where a median is proposed, access to lots fronting on the street should be coordinated with median openings. Minimum spacing between median openings is determined by the City Planner.

**4.18.09** Driveways

The width of driveways, measured at the nearest points of radius returns, must comply with Table 4-6.

<b>TABLE 4-6 DRIVEWAY STANDARDS</b>				
<b>Use Classification</b>	<b>Access Type</b>	<b>Width</b>	<b>Driveway Radius <sup>2</sup></b>	
Single-family and duplex dwellings	Residential Driveway	10-14 ft <sup>1</sup>	Local street or Alley <sup>3</sup>	5-10 ft
			Collector Street	5-15 ft
Multifamily and Nonresidential Uses	One-Way Traffic (ingress or egress)	14-18 ft	Alley	10-15 ft
			Local Street	10-20 ft
	Two-Way Traffic (ingress and egress)	20-30 ft	Collector Street	15-25 ft
			Arterial	20-35 ft
<sup>1</sup> Width of driveway may exceed maximum width within the property for parking purposes. <sup>2</sup> The larger radius is appropriate on streets of higher design speed and in cases of limited sight distance. Otherwise, the smallest radius should be used. <sup>3</sup> A driveway flare may be used instead of a curve.				

**4.18.09.01** Driveways to nonresidential uses may exceed the maximum width, provided that it is determined by the City Planner that the need to provide safer turning movements and/or the number of trips generated for truck traffic to or from the property will justify the need for greater width and/or additional lanes.

**4.18.09.02** Driveways, in which ingress and egress lanes are separated by a raised median, may exceed the maximum two-way width, provided that individual ingress or egress lanes otherwise conform.

**4.18.09.03** The radius of curve connecting the edge of the acceleration or deceleration lane or through-traffic lane to the edge of the driveway must conform to Table 4-6.

**4.18.09.04** Driveways with more than one ingress or egress lane must be marked in accordance with the requirements of the Manual on Uniform Traffic Control Devices for Streets (MUTCD), latest revision.

Pavement markings and signage must be maintained by the owner in good condition and visible to drivers at all times.

**4.18.09.05** Within ten (10 ft) of the edge of pavement, driveway grade may not exceed six percent (6%).

**4.18.09.06** When sidewalks will pass through a driveway, the sidewalks shall remain or be reconstructed to be ADA-compliant.

**4.18.09.07** Where driveways require the cutting of existing curb, the curb shall be reconstructed with a sufficient transition to be consistent with Table 4-6.

## **SECTION 4.19 EASEMENTS**

**4.19.01** Except where alleys are provided for the purpose, easements must be provided—where necessary for poles, wires, conduits, storm and sanitary sewers, gas, water mains, or other utility purposes—ten-foot (10') wide on each side of side lot lines and rear lot lines of proposed lots. A wider easement may be required along rear lot lines at the perimeter of a subdivision if there is no existing easement on properties adjoining the subdivision. Should an easement be secured on adjoining property, the easement width may be reduced accordingly at that time.

**4.19.02** Where a subdivision is traversed by an existing or proposed water course, drainageway, channel or stream, a storm drainage easement or right-of-way must be provided conforming substantially to the lines of the drainageway. The width of the easement or right-of-way must be sufficient to contain the ultimate channel and maintenance way for the tributary area upstream. Wherever possible, drainage should be provided by a swale with landscaped banks and adequate width for maximum potential flow volume. See also 4.20 Drainage and Stormwater Management and 5.06 Storm Drainage Facilities. Where the rear of lots abuts a stream or other drainageway, the Commission may require an easement or right-of-way at least ten feet (10') wide for maintenance access and to allow installation of a shared use path.

**4.19.03** Lots and easements must be arranged to eliminate unnecessary easement jogs or off-sets, and to facilitate the use of easements for power distribution, telephone service, drainage, water, and sewer services.

**4.19.04** The Commission may require one or more easements along a block, as necessary for maintenance access, from the street to any utility and drainage easements located along the rear lot lines of the subdivision lots.

**4.19.05** No fences or structures, whether permanent, temporary or portable, may be placed within or extend into a drainage or utility easement.

## **SECTION 4.20 DRAINAGE AND STORMWATER MANAGEMENT**

**4.20.01** General Design Criteria. All drainage structures and facilities shall be designed and sized to meet the runoff of the drainage area to be served and in accordance with the City's Drainage and Stormwater Management Standards.

- 4.20.02** A drainage plan must be prepared by the Subdivision Engineer, which takes into consideration the ultimate or saturated development of the tributary area in which the proposed subdivision is located. Adequate provisions must be made to provide drainage easements needed within the subdivision, taking into consideration the saturated development of the tributary area. Post-development release rates may not exceed pre-development rates for a 2, 5, 10-, 25-, 50- and 100-year event. In no case may discharge from a drainage basin exceed the hydraulic capabilities of the initial receiving downstream drainage structures. The Commission may withhold approval of the subdivision until provision has been made for the necessary downstream improvement.
- 4.20.03** Storm and sanitary sewer plans must be developed prior to other utility plans. Engineering considerations must give preferential treatment to gravity flow improvements over other utilities and improvements. Off-premise drainage easements and improvements may be required to handle the runoff of subdivisions into a natural drainage channel. Under no condition may any storm drainage be emptied into or become a part of any sanitary sewer system and vice versa.
- 4.20.04** No subdivision or part thereof may shed storm runoff, either as surface runoff or an outfall from storm sewer structures, onto any adjacent land unless the runoff is contained within an existing drainage easement, swale, structure or right-of-way and provided further, that the existing drainage easement, ditch, structure or right-of-way provides outfall to an established drainage channel, as approved by the City Planner.
- 4.20.05** The Subdivider must dedicate, either in fee or by easement, land on both sides of existing watercourses, to a distance determined by the Commission.
- 4.20.06** The City Planner, City Engineer, or the Planning Commission may require whatever additional engineering information is deemed necessary to decide on subdivision and other development in an area of questionable drainage.
- 4.20.07** Drainage Easements. Where topography or other conditions make impracticable the inclusion of drainage facilities within street rights-of-way, perpetual unobstructed drainage easements at least twenty feet (20') wide must be provided across property outside the street right-of-way that and with satisfactory access to the street. Drainage easements must extend from the street to a natural watercourse or to other drainage facilities. When a proposed drainage system will carry water across private land outside the subdivision, appropriate drainage rights must be secured by the Subdivider.
- 4.20.07.01** Drainage easements must be indicated on the final plat.
- 4.20.07.02** Maintenance of drainage easements outside of the City right-of-way is the responsibility of the property owner, Subdivider or property owner's association and must be recorded as such.
- 4.20.07.03** An easement fifteen feet (15') wide, or as otherwise recommended by the City Engineer, must be provided along any USGS blue line streams, as measured from the stream centerline in which no fence or other barrier to access may be installed.
- 4.20.08** Areas Subject to Flooding
- 4.20.08.01** Whenever a plat is submitted in an area subject to flooding, the Commission may require that the elevation of streets and lots are at least twelve inches (12") above the elevation of the probable

maximum flood, as determined by FEMA. The plat must provide an overflow zone along the bank of any stream or watercourse of a width sufficient in times of high water to contain or move the water. No fill or structures may be placed in the overflow zone. The boundaries of the overflow zone must be approved by the City Engineer.

**4.20.08.02** Land area within the floodway and 100-year floodplain must be clearly marked on all subdivision plats. Such areas may not be developed in any way that reduces the floodplain’s capacity to store and convey stormwater.

**4.20.08.03** Low-lying lands along watercourses subject to flooding or overflowing during storm periods, whether or not included in areas for dedication, must be preserved and retained in their natural state as drainageways.

**4.20.08.04** The Commission may require whatever additional engineering information it deems necessary to make a decision on subdivisions containing areas of questionable drainage. Lakes, ponds and similar areas will be acceptable for maintenance only if sufficient land is dedicated as a public recreation area, or if such constitutes a necessary part of the drainage control system, and adequate access to the site is provided. Land proposed for public recreation areas require approval and acceptance by the City Council upon recommendation by the Commission.

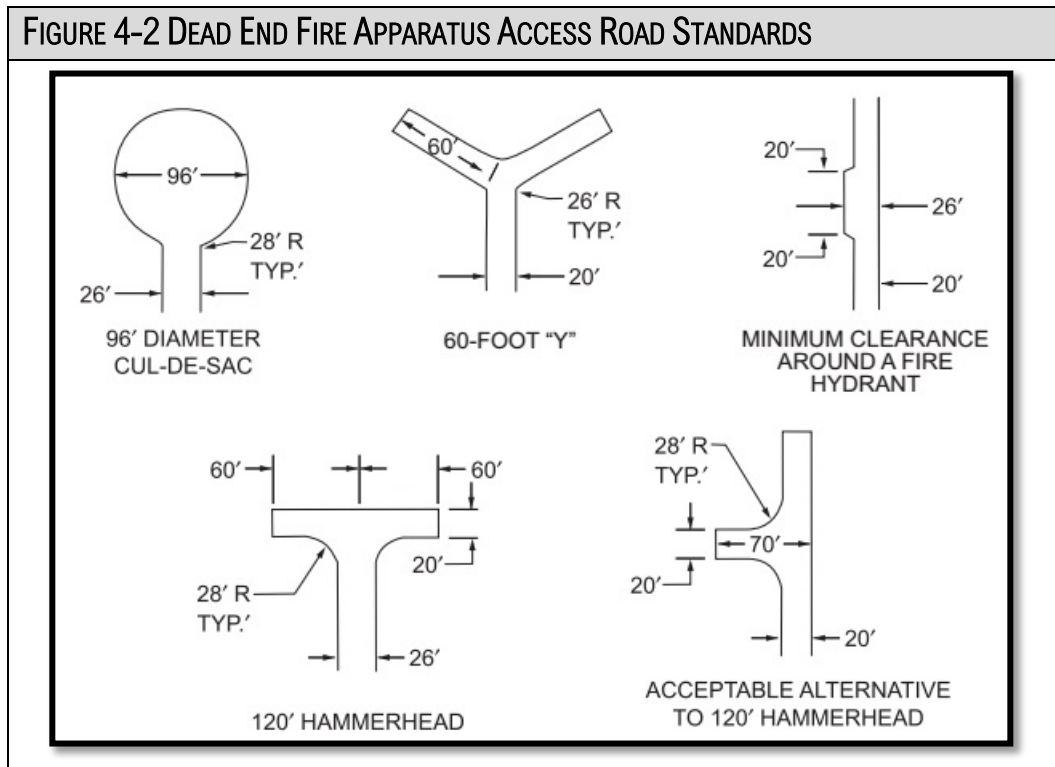
**4.20.09** Stormwater detention or retention facilities should be integrated into the design of parking, landscaping and open space areas to the extent practicable.

**SECTION 4.21 FIRE APPARATUS ACCESS**

**4.21.01** Where private drives are necessary to provide fire apparatus access in accordance with the City’s current adopted Fire Code, such drives must have an all-weather driving surface and must comply with the dimensional requirements in Table 4-7. If serving nonresidential development, the City Planner may require asphalt or concrete pavement.

<b>TABLE 4-7 FIRE APPARATUS ACCESS STANDARDS</b>		
	Residential	Non-Residential
Minimum unobstructed width <sup>1</sup>	20'	30'
Minimum width of driving	14'	20'
Minimum vertical clearance	13.5'	13.5'
Maximum grade	10%	10%
<sup>1</sup> Width exclusive of shoulders		

**4.21.02** Where dead-end fire apparatus access roads are in excess of 150’ in length, a turning area fire apparatus shall be provided in accordance with Figure 4-2 below and subject to additional modifications by the City Fire Department if determined to be necessary for public safety.



**SECTION 4.22 RECREATIONAL VEHICLE PARKS**

This section provides for all rules and regulations applicable to all Recreational Vehicle (RV) Parks, which shall meet the standards and requirements herein.

**4.22.01** All RV Parks shall be primarily for recreational use by persons with transportable recreational housing, and associated accessory uses and structures. Recreational vehicles are primarily designed as temporary living quarters for recreational, camping, or travel use. RV Parks may operate on a year-round basis, however, no recreational vehicle shall be used as a permanent residential dwelling.

**4.22.02** RV Parks shall be planned and developed under the guidance of a Master Plan and established as a whole in a single, unified development operation or as a series of phased development operations. The land on which RV Parks are established shall remain under a unified ownership and control providing for the accommodation of transient and temporary recreational vehicles, including travel trailers, campers, motor homes, and similar transient vehicles, that are not occupied in the same recreational vehicle park for a duration exceeding 180 days per calendar year.

**4.22.03** Subsequent subdivision of lots or conveyance of sites to individual owners by any means is prohibited. If RV sites are sold, or if transient and temporary recreational vehicles, including travel trailers, campers, motor homes, and similar transient vehicles, are occupied in the same recreational vehicle park for a duration exceeding 180 days per calendar year, then the development shall be in violation of this ordinance and the Subdivision Regulations and shall be subject to all measures of enforcement and penalty herein, and may be required to proceed through the standard subdivision review process and comply with all applicable Subdivision Regulations.

- 4.22.04** Conformity. All recreational vehicle parks within the corporate limits of the City of Bay Minette shall conform to the Comprehensive Plan, the Zoning Ordinance of the City, and any other official development or planning document of the City of Bay Minette.
- 4.22.05** Approval Required. No person shall engage in the construction of an RV Park or make any addition or alteration to any recreational vehicle park so as to alter the number of RV Sites therein, or affect the facilities required therein, until such time as it has been approved and applicable permits have been obtained for such addition, alteration or construction.
- 4.22.06** Suitability of the Land. Land which the Planning Commission has found to be unsuitable for development due to flooding, inadequate drainage, and features likely to be harmful to the safety, health, and general welfare of the future residents shall not be subdivided for the purpose of an RV Park unless adequate methods approved by all public agencies concerned are formulated by the developer and demonstrated to provide appropriate mitigation to those impacts created by the development of the land.
- 4.22.07** Nothing in this Article shall be construed as a responsibility or liability of the City of Bay Minette to construct, operate or maintain any private street, drainage, open area, park, recreational or other facility. The developer/owner may petition the City Council to accept maintenance if built to the City specifications, but the City is under no obligation to accept.
- 4.22.08** Sale or Transfer. Notwithstanding a proper subdivision of a parcel, a parcel on which a recreational vehicle park is located may only be sold in its entirety. Individual RV Sites within a recreational vehicle park may not be transferred or sold.
- 4.22.09** Recreational vehicle parks are uses permitted subject to the approval of the Planning Commission and the requirements of the following provisions:
- 4.22.09.01** Streets. The proposed street layout shall be coordinated with the existing street system of the surrounding area and be designed and constructed in accordance with the City of Bay Minette Subdivision Regulations.
- 4.22.09.02** No recreational vehicle park shall be located except with direct access from a collector or arterial roadway with a minimum lot width of not less than one hundred (100) feet for the portion used for entrance and exit. No entrance or exit shall be through a residential district. Individual spaces shall have access to internal streets and shall not have direct access to adjoining public rights-of-way.
- 4.22.09.03** Proposed streets, which are obviously in alignment with others existing and named, shall bear the assigned name of the existing streets. In no case shall the name for the proposed streets duplicate or be phonetically similar to existing street names, irrespective of the use of the suffix street, avenue, boulevard, drive, place, court, etc.
- 4.22.09.04** Unless otherwise determined by a professional engineer, undercut, backfill, or other base and subbase requirements shall be in accordance with a geotechnical report prepared and signed by a licensed professional engineer. The minimum street pavement thickness requirement is two- and one-half inches (2.5") and shall consist of one- and one-half inch (1.5") bituminous binder layer and one inch (1") bituminous surface course placed over a minimum of eight inches (8") of stabilized base. Streets shall meet the City's latest approved technical specifications for streets.

- 4.22.09.05** Proposed streets must have a minimum weight load of 80,000 pounds to accommodate emergency vehicles.
- 4.22.09.06** Intersections with a major thoroughfare shall maintain a minimum separation of three hundred (300) feet measured from center line to center line, wherever possible.
- 4.22.09.07** The internal roadways of the recreational vehicle park shall, at a minimum, provide safe travel for the residents and emergency responders. The internal roadways must be a minimum of twenty-two feet (22') wide for two-way streets and twelve feet (12') wide for one-way streets. Parallel parking along the vehicular drive requires at least ten feet (10') in additional width.
- 4.22.09.08** Permanent dead-end streets shall not exceed six hundred (600) feet in length, and shall be provided with a turnaround having a roadway diameter of at least ninety-six feet (96') and a right-of-way diameter of at least one hundred twenty feet (120'). Temporary dead-end streets shall be provided with a turnaround having a forty-five-foot (45') radius. Cul-de-sacs shall not be used to avoid connection with an existing street.
- 4.22.09.09** All Recreational Vehicle Sites and all parking, sanitary, recreation and other common facilities must be accessed from an internal vehicular drive designed to accommodate recreational vehicles.
- 4.22.09.10** All internal roadways vehicular drives must be maintained by the park owner or operator and open for access at all times to emergency vehicles.
- 4.22.10** Allowable Uses. The allowable uses in a recreational vehicle park include the following:
1. Recreational vehicles
  2. Tents
  3. Convenience establishments for the sale or rental of supplies or for provision of services, for the satisfaction of daily or frequent needs of campers, within the park may be permitted. These establishments may provide groceries, ice, sundries, bait, fishing equipment, self-service laundry equipment, bottled gas, and other similar items needed by users of the park. These establishments shall be designed to serve only the needs of the campers within the park and shall not, including their parking areas, occupy more than five percent (5%) of the area of the park, and shall not be so located as to attract patronage from outside the grounds, nor have adverse effects on surrounding land uses.
  4. Operational Headquarters. Management headquarters, recreation facilities, toilets, showers, laundry facilities and other uses and structures customarily incidental to the operations of a park shall not occupy more than ten percent (10%) of the park area, and shall be restricted in their use to occupants of the park.
- 4.22.11** Site Design Requirements.
- 4.22.11.01** The following site design requirements shall be met:
1. The minimum land area for a recreational vehicle park shall be five (5) acres.
  2. The maximum density for a recreational vehicle park shall be ten (10) spaces per acre.



3. Only one (1) RV allowed per Recreational Vehicle Site.

- 4.22.11.02** Internal streets shall provide safe and convenient access to spaces and appropriate park facilities. Alignment and gradient shall be properly adapted to topography. Construction and maintenance shall provide a well-drained and dust-free surface that is of adequate width to accommodate anticipated traffic.
- 4.22.11.03** Easements. Utility easements centered on rear or side RV Site lines shall be provided where deemed necessary by the Planning Commission and shall be at least twenty (20) feet in width.
- 4.22.11.04** Drainage. A drainage plan shall be made for each recreational vehicle park by the Owner's Engineer. The plan shall take into consideration the ultimate or saturated development of the tributary area in which the proposed recreational vehicle park is located. Adequate provisions shall be made to provide drainage easements needed within the development property/site. The storm sewer plans shall be worked out prior to the development of the other utility plans. Engineering considerations shall give preferential treatment of these gravity flow improvements, as opposed to other utilities and improvements. Off premise drainage easements and improvements may be required to handle the runoff of the development into a natural drainage channel. The Planning Commission may require whatever additional engineering information it deems necessary to make a decision on a recreational vehicle park which contains an area of questionable drainage.
- 4.22.11.05** Fire Hydrants. Fire hydrants shall be installed along each street every six hundred (600) feet, or at the ends and center of each block. The water supply and pressure shall be sufficient to adequately serve the potential needs of the intended land use.
- 4.22.11.06** Utilities. All utilities, unless specifically addressed herein, shall be provided in accordance with Article 5 of these regulations. A contour map at one (1) foot intervals shall be provided as requested by the Planning Commission. The Planning Commission may require a different contour interval depending upon topographic and drainage characteristics.
- 4.22.11.07** Minimum twenty percent (20%) open space excluding required stormwater/drainage infrastructure. The minimum twenty percent (20%) shall be reserved collectively in contiguous areas accessible to all the Recreational Vehicle Sites and maintained by the property owners. This open space is to be used for: accessory uses, parks, recreation facilities, sidewalks, clubhouse, pool, and similar such uses.
- 4.22.11.08** Users of the Recreational Vehicle Sites shall meet all other applicable laws. Recreational Vehicle Sites shall only be rented by the day, week, or month and users shall not occupy any RV Site in the same recreational vehicle park for a duration exceeding 180 days per calendar year.
- 4.22.11.09** Recreational Vehicle Parks, and the RV Sites therein, shall not be used for storage. Users of RV Sites shall occupy the RV Site as a living quarter, subject to the terms and restrictions of these regulations. Placement of an RV on a Recreational Vehicle Park, or any RV Site therein, without occupancy as a living quarter for a period of seven (7) days or more is deemed storage for purposes of this Section.
- 4.22.11.10** Management headquarters, recreational facilities, toilets, showers, laundry facilities and other uses and structures customarily incidental to operation of an RV park are permitted as accessory uses in any district in which recreational parks are allowed, provided:

1. Such establishments and the parking area primarily related to their operations shall not occupy more than ten percent (10%) of the area of the park.
2. Such establishments shall be restricted in their use to occupants of the park.
3. Such establishments shall prevent no visible evidence of their commercial character which would attract customers other than occupants of the park.

**4.22.11.11** No RV Site shall be so located that any part intended for occupancy for sleeping purposes shall be within one hundred (100) feet of the right-of-way line of any major, or collector street, or of any minor street. In addition to meeting the above requirements, the recreational vehicle park site plan shall be accompanied by a certificate of approval of the County Health Department.

**4.22.11.12** The proposed site shall be properly landscaped the purpose of which is to further enhance the natural qualities of the land. A landscaped buffer with a minimum width of twenty (20) feet shall be provided on the property lines. Said buffer shall consist of a combination of canopy trees, understory trees and shrubs which shall be of sufficient height to create a visual barrier.

**4.22.11.13** Landscape treatment for plazas, roads, paths, service and parking areas shall be designed as an integral part of a coordinated landscape design for the entire project area.

**4.22.11.14** Native vegetation shall be used where practicable and landscaping plans submitted for review shall identify which plants are native species.

**4.22.11.15** Site and landscaping plans will be approved by City Planner.

**4.22.11.16** Camping spaces shall be so located in relation to internal streets as to provide for convenient vehicular ingress and egress if the space is intended for use by wheeled units. Where back-in or back-out spaces are used, appropriate maneuvering room shall be provided in the adjacent internal street and within the space.

**4.22.11.17** Where spaces are to be used exclusively for erection of tents on the ground, provision for vehicular access onto such spaces shall not be required, but parking areas shall be located within one hundred (100) feet, except in circumstances in which providing such vehicular accessibility would result in excessive destruction of trees or other vegetation, or where it would be impractical to provide such parking areas within such distances for particularly desirable campsites.

**4.22.11.18** Spaces shall be so related to pedestrian ways and principal destinations within the park as to provide for convenient pedestrian access to such destinations by the pedestrian system.

**4.22.11.19** Each Recreational Vehicle Site shall contain a minimum of 1,200 square feet in area. Each tent space shall be a minimum of 500 square feet in area. Each R.V or tent space shall be clearly identified.

**4.22.11.20** Spaces for non-self-contained units shall be located within two hundred (200) feet by normal pedestrian routes of toilet, washroom, and bath facilities.

**4.22.11.21** Spaces for self-contained units, operating as such, may not be located more than four hundred (400) feet by normal pedestrian routes from toilet, washroom, and bath facilities.

- 4.22.11.22** Spaces shall be so located that when used, clearance from units, including attached awning and the like, shall be as follows:
1. From units on adjoining spaces: 10 feet.
  2. From internal streets of common parking area: 10 feet.
  3. From portions of building not containing uses likely to disturb occupants, or constructed or oriented so that noise and lights will not be disturbing to occupants of other spaces: 25 feet.
  4. From any other use or fueling facility: 50 feet.
- 4.22.11.23** Where fireplaces, cooking shelters, or similar facilities for open fires or outdoor cooking are provided within spaces or elsewhere, they shall be so located, constructed, maintained, and used as to minimize fire hazards and smoke nuisance within the park and in adjoining areas.
- 4.22.11.24** All R/V units or accessory buildings shall be parked or located at least 25 feet from any public roadway or right-of-way.
- 4.22.11.25** No structures, camp sites or RV spaces may encroach into the following minimum setbacks:
1. Front yard: 35 ft
  2. Side yard: 30 ft
  3. Rear yard: 35 ft
  4. All required yards shall be permanently landscaped and maintained with ground cover, trees and shrubs
- 4.22.11.26** A complete landscaped buffer, meeting the requirements of this Ordinance, located along the boundary of each recreational vehicle park except where crossed by driveways.
- 4.22.11.27** Minimum open space recreation area. At least 5,000 sf for the first 20 RV spaces plus 150 sf for each additional RV space.
- 4.22.11.28** Parking. At least one parking space must be provided for each camp site plus one parking space per employee. Parking spaces are not required to be paved but must be graded and surfaced as approved by the Director.
- 4.22.11.29** Lighting. All vehicular drives, walkways and common areas must be adequately lighted for vehicular and pedestrian traffic safety. Lighting must be arranged and designed to minimize illuminating individual RV spaces and camp sites.
- 4.22.11.30** Utilities. The entire developed area shall be adequately served by public water and sanitary sewer facilities meeting all requirements of the water provider, the sewer provider or the Baldwin County Health Department, and the City.
- 4.22.11.31** The proposed site shall be properly landscaped the purpose of which is to further enhance the natural qualities of the land. A landscaped buffer with a minimum width of twenty (20) feet shall be provided

on the property lines. Said buffer shall consist of a combination of canopy trees, understory trees and shrubs which shall be of sufficient height to create a visual barrier.

1. The following facilities must be provided, at a minimum, for the exclusive use of park occupants: two toilets and lavatories for every 15 Recreational Vehicle Sites or fraction thereof not provided with a water connection, two shower facilities and a washer and dryer.
2. If any Recreational Vehicle Sites are not provided with drain inlets to receive discharge of toilets, dump stations, built to code and designed to receive the discharge of sewage holding tanks of self-contained vehicles must be provided in an accessible location. Such stations must be separated from all camp sites and RV spaces by at least 100 ft.
3. Two-cubic yard or larger waste containers must be located within 300 ft of every Recreational Vehicle Site, but no closer than 100 ft. Alternatively, the Planning Director may approve the use of individual waste containers for each Recreational Vehicle Site provided the park operator provides for regular waste pickup from Recreational Vehicle Sites.
4. Dump stations and two-cubic yard and larger waste containers may not be closer than 30 ft to any property line and must be screened.

**4.22.11.32** Storm Shelters. One or more storm shelters must be provided on-site as follows:

1. Storm shelter must have a minimum floor area of seven sf for each Recreational Vehicle Site and camp site and be located no more than 1,320 linear ft from the furthest Recreational Vehicle Site.
2. Shelters must be designed by a licensed structural engineer or architect, must comply with all applicable City Building Codes and be installed as approved by the Building Official. Shelters must meet all applicable requirements of the Americans with Disabilities Act and, if located within a floodplain, must meet all FEMA requirements.
3. The park operator is responsible for maintaining and making the storm shelter accessible and usable in times of need. Storm shelters may not be used for storage purposes if such storage reduces the minimum floor area required herein.

This requirement may be waived if the applicant shows satisfactory evidence that a storm shelter is available with unrestricted public access within one-half mile of the campground.

**4.22.12** Standards for Recreational Vehicle Sites

**4.22.12.01** Each Recreational Vehicle Sites must be at least 500 sf in area. Sites for non-motorized recreational vehicles must be large enough for the RV and the passenger vehicle pulling the RV unless parking is provided for the passenger vehicle within 150 ft of the space served.

**4.22.12.02** No occupied RV may be located anywhere but in an approved Recreational Vehicle Site and only one recreational vehicle may be located in each Recreational Vehicle Site.

**4.22.12.03** Recreational Vehicle Sites must be designed to provide at least 20 feet of separation between RVs in adjoining sites.

**4.22.13** Occupation

- 4.22.13.01 RV Parks are intended for transient use and in no case shall an RV occupy a park for longer than 180 days.
- 4.22.13.02 Manufactured homes, mobile homes or other similar structures are prohibited.