

# *City of Montevallo, Alabama*

## *Subdivision Regulations*



**CITY OF MONTEVALLO, ALABAMA**

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# CITY OF MONTEVALLO

## SUBDIVISION REGULATIONS

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## ARTICLE 1. GENERAL PROVISIONS

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### SECTION .01 AUTHORITY

Under the authority of The Code of Alabama 1975, §11-52-1 through 11-52-84, which provisions are hereby made a part hereof, the City of Montevallo Planning Commission, at its meeting of \_\_\_\_\_, adopted by resolution the following revised regulations. The City of Montevallo Council, at its meeting of \_\_\_\_\_, adopted by resolution the following revised regulations and a copy of these regulations has been certified to the Judge of Probate of Shelby County, Alabama and the City Clerk of the City of Montevallo.

### SECTION .02 JURISDICTION

From and after the date of adoption, these regulations shall govern each and every subdivision of land in all areas within the corporate limits of the City of Montevallo, Alabama, as now or hereafter established.

### SECTION .03 PURPOSE

These regulations have the following purposes. To:

- A. Implement the City of Montevallo Comprehensive Plan and any other plan or program officially adopted under the guidance of the Comprehensive Plan.
- B. Allow for development in the City of Montevallo to be coordinated across areas and over time, that promotes plans for physical, social, and economic growth as will best promote the public health, safety, morals, convenience, prosperity, and general welfare.
- C. Create development patterns with an orderly system of blocks and lots for efficient development and redevelopment of the City, that are more resilient to long-term cycles of development and redevelopment within the City of Montevallo.
- D. Prevent premature subdivisions that predetermine long-term development patterns or lack appropriate infrastructure, both of which may result in inefficient use of land and resources that later require excessive expenditures of public funds to correct.
- E. Establish standards for the connection of streets, pedestrian facilities, utilities and other systems within individual subdivisions of land, between adjacent land areas, in relation to existing and planned facilities, and in coordination with the overall plan of the City of Montevallo, that allows for efficient movement of vehicles, pedestrians, other modes of transportation, and goods and services.
- F. Create context-based options for street designs that support multiple users and multiple modes of transportation within the rights-of-way, and through which the design of streets may transition along their length to better support anticipated and adjacent land use
- G. Maintain a record-keeping system for the division, official recording, and conveyance of land that is in compliance with these regulations.

- H. Ensure that all development blocks and lots are served by necessary infrastructure services, including utilities, public safety, and community facilities, but recognize that necessary service levels may differ based on the context, character, and intensity of development.
- I. Encourage more efficient development by analyzing adjacencies and identifying off-site opportunities for infrastructure or facility systems that operate independent of lot and subdivision boundaries.
- J. Ensure adequate and convenient open spaces for pedestrian, bicycle, and vehicle traffic, for utilities, for access of fire-fighting apparatus, and for recreation, light and air.
- K. Promote good civic design and arrangement, including development that relates to public facilities, recreation areas, open spaces, natural resources, sensitive lands, and flood prone areas.
- L. Promote wise expenditure of public funds.
- M. Ensure adequate provision of public utilities and other public requirements.

#### **SECTION .04 SEPARABILITY AND SEVERABILITY**

The provisions of these regulations are severable. Should any article, section, sub-section or provision of these regulations be declared by a court of competent jurisdiction to be invalid or unconstitutional, such decision shall not effect the validity or constitutionality of these regulations as a whole or any part thereof other than the part so declared to be invalid or unconstitutional.

#### **SECTION .05 AMENDMENTS**

The Planning Commission may, from time to time, recommend to the City Council amendments to the regulations herein that will tend to increase the effectiveness of these regulations or expedite the approval of plats of subdivisions of land that conform to these regulations or the Comprehensive Plan. These regulations, and amendments thereto, may be changed or amended by the City of Montevallo after a public hearing conducted by giving due notice as required by law.

#### **SECTION .06 EXEMPTIONS**

The following are exempt from these regulations:

- A. Subdivisions resulting from court ordered, in testamentary or intestate provisions are exempt from these regulations; and,
- B. Divisions of land where all resulting parcels are 20 acres or more and no roadway, drainage or other improvements are needed, and where all parcels are to be used for agriculture or single-dwelling residential purposes only.

#### **SECTION .07 LOTS OF RECORD**

Lots of record that were recorded in the Office of the Judge of Probate on or after July 6, 1972, the date of the implementation of Subdivision Regulations in the City of Montevallo, shall be subject to the procedures and policies herein.

Lots of record, located in subdivisions that were recorded in the Office of the Judge of Probate prior to July 6, 1972, shall, upon application for any development approval be reviewed on their own merits by the Administrator of the City of Montevallo and the City Engineer. An agreement shall be executed between the City of Montevallo and the developer to describe the responsibilities of each. Any party aggrieved by the interpretation of the Administrator of the City of Montevallo and the City Engineer may appeal this decision to the Planning Commission of the City of Montevallo.

**SECTION .08 PENALTY**

The Planning Commission is hereby authorized to provide a penalty not to exceed \$100.00 per lot to be paid by anyone who subdivides property and conveys lots therefrom without first having recorded the plat of such subdivision as is herein provided. Each day in violation is considered a separate offense.

**SECTION .09 DEFINITIONS**

The following words or phrases shall have the specific meaning given below when interpreting and administering these regulations:

***AASHTO***

American Association of State Highway and Transportation Officials.

***Access Street***

(See Street Functional Classification)

***Administrative Subdivisions***

Subdivisions involving five lots or less and do not require infrastructure improvements. Additionally, a resurvey of previously recorded lots may be reviewed administratively, provided that no additional lots are created.

***Agriculture***

The use of land for crop production or raising of livestock including generally accepted outdoor farm animals (i.e. cows, goats, horses, pigs, barnyard fowl, etc.) not to include cats, dogs and other house pets.

***ALDOT***

Alabama Department of Transportation

***Alley***

Any public right-of-way designed primarily for vehicular access to the back or side of premises otherwise abutting on a street.

***Applicant***

Any legally authorized person or group of persons who has officially submitted a complete application subject to these regulations.

***Arterial Street***

(See Street Functional Classification)

***Best Management Practices***

Any activities, prohibitions, practices, procedures, programs, or other measures designed to prevent or reduce the discharge of pollutants directly or indirectly into waters of the United States. Shall include but are not limited to those measures specified in the Alabama stormwater best management practice handbooks for municipal, industrial/commercial, and construction activity and those measures identified by applicable federal, state or local agencies.

***Block***

A lot, parcel, or group of lots or parcels bounded entirely by the centerline of public rights-of-way, except any access alleys internal to the block, or by public property, or by natural features that prevent future development as specified in these regulations.

***Centralized sewer system***

A sanitary sewer collection system in which sewage is carried from individual lots by a system of pipes to a central treatment and disposal plant.

***City engineer***

Any individual, firm, or city official designated by the City of Montevallo to provide engineering services in the administration of these regulations.

***Clearing***

The removal of trees and brush from the land, not including the ordinary mowing of grass or the maintenance of previously cleared land.

***Collector Street***

*(See Street Functional Classification)*

***Comprehensive Plan***

The official general development plan for the City of Montevallo adopted by the Planning Commission and the City Council in 2004, including any official specific development plan, program, or policy adopted by the City under the guidance of the general development plan.

***Concept Plan***

A plan that demonstrates overall and general development concepts prior to preparation of a master plan. The Concept Plan shall be developed in concurrence with municipal representatives and Shelby County Development Services staff.

***Condominium***

Real estate, portions of which are designated for separate ownership and the remainder of which is designated for common ownership solely by the owners of those portions. Real estate is not a condominium unless the undivided interests in the common elements are vested in the unit owners.

***Condominium Subdivision***

A division of land on the basis of condominium ownership, requiring submission of a final plat for recording which depicts the size, location, area, horizontal and vertical boundaries, and volume of each condominium unit contained in the condominium subdivision, as well as the nature, location and size of common areas.

***Conservation Area***

Any parcel or undeveloped land conserved in its natural state for perpetuity through conservation easements or other legal means.

***Conservation Easement***

A nonpossessory interest of a holder in real property imposing limitations or affirmative obligations, the purposes of which include retaining or protecting natural, scenic, or open-space values of real property, assuring its availability for agricultural, silvicultural, forest, recreational, or open-space use, protecting natural resources, maintaining or enhancing air or water quality, or preserving the historical, architectural, archaeological, paleontological, or cultural aspects of real property.

***Conservation Subdivision***

A grouping or clustering of buildings on small lots, with the largest part of the site remaining in open land or conservation areas.

***Core Area***

The mixed-use activity center or “downtown” of each community.

***Curb Cut***

The opening along a curb line at which point vehicles may enter or leave a roadway.

***Curb or curb line***

The inside vertical face of a masonry curb, the center line of a valley gutter, or the edge of the pavement where no curbs or gutters exist.

***Dedication***

The deliberate assignment of land by its owners for any general or public uses, reserving to himself no other rights than such as are compatible with the full exercise and enjoyment of the public uses to which the property has been devoted.

***Development Approvals***

Approvals for the development of land including, but not limited to, building permits, building inspections, Certificates of Completion, site plan approvals, subdivision approvals, and zoning approvals.

***Development Pattern***

The arrangement of streets, blocks, lots, and open spaces that impacts the use of private or public lands, provision of public services, and the efficiency of development that may be occurring at different times or among different landowners and developers in the same area. These regulations recognize the following specific development patterns which are further described and specified in these regulations:

Conventional; Conservation; and Form-based, including a core area, focus area, transition area, and rural area.

***Dwelling Unit***

A building or portion of a building designed for the principal residence of a single housekeeping unit.

***Easement***

The right to use property owned by another for specific purposes.

***Engineer***

A professional engineer licensed by the State of Alabama Board of Registration for Professional Engineers and Surveyors to practice engineering in the State of Alabama.

***Exception***

The approval of an alternative means of meeting the intent of specific subsections of these regulations. Exceptions are granted by staff after written application and justification from the applicant. Exceptions are authorized in the Streets Networks, Block and Lot Standards in Article 3 and 4 and may also be allowed in the Engineering and Technical Standards in the appendices.

***Family Subdivision***

A subdivision of land into no more than five parcels, including remnant parcels, for the purpose of dividing land among the following designated legally related family members: spouse, siblings, children, grandchildren, parents, grandparents, or step-related individuals of the same status. Application for a family subdivision must include an affidavit acknowledging that subdivided lots may only be transferred, sold or leased to the above referenced family members.

***Final Development Plan – (Preliminary Plat)*** – Professionally prepared documents including the full engineering drawings necessary to construct all required improvements for the subject division of land. Where there are no improvements required, the preliminary plat shall demonstrate the general layout of the proposed division of land.

***First Order Stream – (1<sup>st</sup> Order Stream)***

A stream that carries water flow year-round in a typical (non-drought) year and are channels which have no tributaries feeding into them.

***Final Plat***

The record map delineating the layout of lots, streets, and utilities when land is subdivided; the legal record-keeping document that is recorded in the Office of the Judge of Probate.

***Focus Area***

An intensely developed area adjacent to and supporting the core area.

***Functional Classification***

(See *Street Functional Classification*).

***Grading***

Any act by which soil is cleared, stripped, stockpiled, excavated, scarified, or filled or any combination thereof.

***Horticulture***

The use of land for the growing of fruits, vegetables, flowers, or ornamental plants.

***Infrastructure Improvements***

Infrastructure improvements may include, but are not limited to, street construction, drainage structures, utility lines, turn lanes, traffic signals, or any other improvement that may impact the public, as determined by the municipal or City Engineer.

***Internal Access Street***

A street internal to a site or parcel that is larger than a typical block, which street mimics the design standards and design elements of public streets and divides the site into development blocks to better serve the purpose and intent of these regulations.

***ISO Rating***

In each fire district, Insurance Services Office (ISO) analyzes relevant data and assigns a Public Protection Classification (ISO RATING) — a number from 1 to 10. Class 1 represents exemplary fire protection, and Class 10 indicates that the area's fire-suppression program does not meet ISO's minimum criteria.

***Land Disturbance.***

Any land change which may result in soil erosion from water or wind, or movement of sediments, directly or indirectly, to the MS4 and/or community waters, including, but not limited to, construction activities, clearing, dredging, grading, excavating, transporting and filling of land.

***Land Trust***

A private, non-profit conservation organization formed to protect natural resources, such as productive farm and forest land, natural areas, historic structures, and recreational areas. Land Trusts purchase and accept donations of conservation easements.

***Link***

A portion of a street defined by two nodes.

***Local Street***

(See Street Functional Classification)

***Lot***

A parcel of land proposed to be platted and available for sale according to these regulations.

***Lot Type***

The design specifications for lots is based upon the type and intended function of the lot, the proposed development pattern and context of the block in which lots are proposed to be platted, and the general context of the subdivision.

***Lot Lines***

The legal perimeter or boundary of a lot:

- |              |  |
|--------------|--|
| <i>Front</i> | The line of a lot abutting the right-of-way and toward which the design of the site and buildings on the lot are primarily oriented.   |
| <i>Rear</i>  | The line which is opposite, most distant, and more or less parallel to the front lot line. Where no such line exists due to the irregular shape, the rear lot line shall be interpreted as furthest point on the lot at which an imaginary line at least as wide as the minimum lot frontage and which is parallel to the front lot line can occur within the boundaries of the lot. |
| <i>Side</i>  | Any lot line that is not a front or rear lot line.   |

***Lot Standards***

The minimum requirements for proposed lots. These regulations establish lot standards with respect to:

- |                 |  |
|-----------------|--|
| <i>Lot Area</i> | The measurement of the surface bounded by the lot lines.   |
| <i>Frontage</i> | The linear dimension of the lot line fronting on a public right-of-way.  |
| <i>Setbacks</i> | The line that is associated with a lot line that establishes the minimum distance from which any structure shall be permitted. Where a setback is stated as a range with a |

minimum and maximum, it shall be interpreted as a “build-to” line within which a building line for structures on the lot shall be established.

*Access* A means of vehicular entrance onto the lot from a public street, private street or other access street (driveways, drive aisles, internal access streets and access easements).

***Master Plan***

A plan depicting the proposed development of property including the physical and functional interrelationships between uses and facilities that are proposed to be phased over a period of time.

***Minor Subdivision***

A division of previously unplatted land into five lots or less, including remnant parcels, and includes no street, drainage, or other public improvements.

***Node***

The intersection of two or more streets, or a cul-de-sac. A stub to adjacent property shall not count as a node.

***Non-Administrative Subdivisions***

Subdivisions involving more than five lots, or requiring infrastructure improvements, or otherwise require Planning Commission approval.

***On-site sewer system***

A septic tank or similar installation on an individual lot that uses an aerobic bacteriological process or equally satisfactory process for the elimination of raw sewage, subject to the approval of the Alabama Shelby County Public Health.

***On-site water system***

A well or other similar installation on an individual lot which provides a water supply to any structures or uses upon the lot, subject to the approval the Alabama Shelby County Public Health.

***Open Space***

An area of a site, lot, block, or development that is set aside from development of structures other than structures accessory and essential to the function of the open space, and which area is designed to serve a specific function associated with the development of sites, lots or blocks. These regulations recognize the following categories of open space which are further described and specified in these regulations: Formal; Natural; and Remnant.

***Parent Parcel***

A parcel of land as it existed on the 1982 Shelby County tax maps.

***Planned Unit Development***

A development approach, which may include mixed uses and densities within one development site and which may include multiple phases of development described in a master plan for the development. The approved master plan shall establish the development regulations for the project (subject to the engineering standards set forth in Appendix F).

***Planning Commission***

The City of Montevallo Planning Commission.

***Plat***

A map or plan, prepared by a surveyor licensed in the state of Alabama, which proposes a subdivision. These Regulations recognize the following types of plats which are further described and specified in these regulations: Administrative; Major Subdivisions; Development Plans; and Exemptions.

***Plat Correction***

The identification of surveyed lots for individual ownership based upon actual construction of buildings; the survey plat shall be in conformance with an approved plan, a recorded final plat, and result in no additional units, lots or tracts; the combination of two platted lots into one lot; the movement of one lot

line that affects the size and shape of not more than four lots and results in no additional lots; the division of one platted lot, recorded prior to February 8, 1971, into two or more lots.

***Pre-application Conference***

A meeting between a potential applicant and municipal and Administrative staff used to discuss the subject property, development ideas, and the review process.

***Preliminary Plat – (Final Development Plan)***

Professionally prepared documents including the full engineering drawings necessary to construct all required improvements for the subject division of land. Where there are no improvements required, the preliminary plat shall demonstrate the general layout of the proposed division of land.

***Public or Community Facilities***

Facilities and infrastructure necessary to serve the broader general welfare of the public or specific development or community, such as schools, library, community recreation centers, parks and open space, fire, police, emergency management facilities.

***Reservation***

The setting aside of land or an easement for the future acquisition by the public, whether by dedication, purchase or other legal means, for future use of the public.

***Riparian Buffer***

A tract of land on either side of all 1st, 2nd and 3rd Order Streams. The Riparian Buffer is measured by a line extending for a fixed linear surface distance of fifty feet from the stream bank for 1st, 2nd and 3rd Order Streams.

***Roadway***

That portion of a street between the regularly established curb lines, or that part of a street or alley devoted to vehicular traffic.

***Rural Area***

Areas outside of municipalities and suburbanized areas that enjoy established rural characteristics.

***Second Order Stream (2<sup>nd</sup> Order Stream)***

A stream that results from the confluence of two 1<sup>st</sup> order streams or one 1<sup>st</sup> order and one 2<sup>nd</sup> order stream and carries water flow year-round in a typical (non-drought) year.

***Council of the City of Montevallo***

The chief legislative body of the City of Montevallo, Alabama.

***Sidewalk area***

That portion of a street not included in the roadway and devoted in whole or in part to pedestrian traffic.

***Silviculture***

The care and cultivation of forest trees, including site preparation, planting, pruning, thinning and harvesting.

***Stream or River***

A course of running water usually flowing in a particular direction in a definite channel and discharging into some other course of running water or body of water. Includes all of the following:

- a) Any perennial stream or river or portion thereof; and
- b) Any intermittent stream or river or portion thereof; and
- c) Any lake, impoundment, or similar standing body of water that does not lie entirely within a single parcel of land.

***Stream Bank***

The uppermost limit of the active stream channel, usually marked by a break in slope, as determined by an Alabama Licensed Surveyor or Professional Engineer.

***Street Functional Classification***

A category identifying the general purpose and continuity of the street in relation to the Countywide street network. (See *Street Design Type*). These regulations recognize the following functional classifications which are further described and specified in these regulations: Arterial; Collector; Local; and Access.

***Street or Right-of-way***

The area of land dedicated or deeded to the public for common usage by the public for travel, and associated design elements that establish the character of the area for public use.

***Street Classifications***

- Arterial* A street of considerable continuity that provides accessibility to other portions of the County or the region, but also provides connections and access to points along its route. Arterial streets are characterized by few interruptions, except at major community destinations.
- Collector* A street of moderate continuity that provides direct and continuous access between adjacent neighborhoods or districts. Collector streets are occasionally interrupted or diverted by neighborhood destinations or important natural features.
- Local* A street of limited continuity that provides access to abutting property over short distances. Local streets are interrupted frequently by neighborhood destinations, topographical obstacles or natural features, off-sets in the street grid, or limited applications of dead-end streets.
- Access* A street of little continuity designed solely for access to lots or interior of blocks, and not designed for through traffic.

***Street Design Elements***

The different elements generally present in all rights of way necessary to serve the functional classification of the street, support adjacent land uses, and appropriately accommodate the multiple users and uses of the right-of-way, but whose specific design varies based on the proposed development pattern and context of the subdivision. These regulations recognize the following street design elements which are further described and specified in these regulations: Vehicle Lanes; Street Border; Buffer Area; Pedestrian Area; Median; and Bicycle Facilities.

***Street Design Type***

The specific design of the cross-section of the right-of-way as it relates to the immediate adjacent land uses and the appropriate accommodation of the multiple users and uses for the right-of-way. (See *Street Design Elements*) These regulations recognize the following street design types which are further described and specified in these regulations: Standard Arterial; Standard Collector; Standard Local; Rural Parkway; Rural Drive; Neighborhood Street; Pedestrian Street; Main Street; Boulevard; Access Alley; and Access Lane.

***Subdivider or applicant***

Any individual, firm, association, syndicate, co-partnership, corporation, trust or any other legal entity commencing proceedings under these regulations to effect a subdivision of land hereunder for himself or for another.

***Subdivision***

The development and division of a lot, tract or parcel of land into two or more lots, plats, sites or otherwise for the purpose of establishing or creating a subdivision through sale, lease or building development. The term “subdivision”, wherever used herein, encompasses and includes, but is not limited to, condominium subdivision. Development includes, but is not limited to, the design work of lot layout, the construction of drainage structures, the construction of buildings or public use areas, the planning and construction of public streets, and public roads, and the placement of public utilities. A subdivision does not include the construction or development of roads or buildings on private property to be used for agricultural purposes.

***Submittal Conference***

A meeting between an applicant and staff to review the presence of all required documents and maps.

***Surveyor***

A professional land surveyor licensed by the State of Alabama Board of Registration for Professional Engineers and Land Surveyors.

***The Montevallo City Council***

The chief legislative body of the City of Montevallo, Alabama.

***Third Order Stream (3<sup>rd</sup> Order Stream)***

A stream resulting from the confluence of two 2<sup>nd</sup> order streams that carries water flow year round in a typical (non-drought) year.

***Transit Facility***

The property, equipment, and improvements, whether public or privately owned, that are used, constructed, maintained, controlled, or operated to provide mass transportation for passengers or to provide for the movement of people.

***Utilities***

Facilities and infrastructure necessary to serve the development of specific lots, including sanitary sewer, water supply, storm water, electric, cable, fiber optic, phone, and gas.

***Viewshed***

A visually sensitive area that is visible from a defined observation point.

***Waiver***

A waiver allows an applicant to forego compliance with a specific regulation contained herein. The granting of a waiver must be recommended by the Administrator or City Engineer and approved by the Planning Commission. Requests for waivers shall be submitted in writing, clearly stating the justification. Waivers will not be considered if deemed to be in conflict with the goals and policies of the Comprehensive Plan.

**SECTION .10 ADMINISTRATION AND INTERPRETATION**

**A. General Administration.**

1. Administration.

The Administrator of the City of Montevallo shall administer all provisions of these regulations pursuant to the Development Services Agreement in consultation with the City Engineer. It shall be the Department's responsibility to accept applications on behalf of the municipality according to these regulations, and to keep records of all proceedings under these regulations.

2. Enforcement.

It shall be the duty of the municipality to enforce these regulations in consultation with the City Engineer.

3. Duties.

All officials and employees of the City of Montevallo charged with the duty or authorized to issue permits, utility connections, licenses or certificates shall conform to the provisions of these regulations. No permit, utility connection, license or certificate for any use, building or purpose shall be issued if it conflicts with the provisions of these regulations, and any such issuance shall be null and void.

**B. General Interpretation**

1. Rules of Construction. Unless the context clearly indicates otherwise, the following rules of construction shall apply to these regulations:

- a) All words shall have the customary dictionary meaning, unless specifically defined in these regulations.
  - b) The present tense includes the future tense and the future tense includes the present tense.
  - c) The singular includes the plural and the plural includes the singular.
  - d) Lists of examples prefaced by “including the following,” “such as,” or other similar preface shall not be construed as exclusive and shall not preclude an interpretation of the list including other similar and non-mentioned examples.
  - e) A reference to an administrative official shall refer to that official or his or her designee.
2. Graphics and Commentary Notes. Graphics and commentary notes used in these regulations are to aid interpretation of the text, unless otherwise specifically stated. In the event of a conflict or ambiguity between a graphic or commentary note and the text, the text shall control.
  3. Computations of Time. Unless specifically stated in individual sections, wherever these regulations state a time period, it shall be interpreted as follows:
    - a) The day of the act, event, or other means which commences the time period shall not be counted.
    - b) The last day of the time period shall be included in the time period, unless it is a Saturday, Sunday, or legal holiday, in which case the next working day shall end the time period.
    - c) Whenever the time period is expressed to require a formal submittal to the Administrator, the time period shall end at 4:00 P.M. on the last day of the time period.
    - d) Any time period expressed in years shall include a full calendar year from the act, event or other means which commences the time period.
  4. Resources, Guides, and Industry Standards
    - a) Resources, guides, and industry standards, recognized as authority in the planning and design of communities may be used as a supplement to interpreting these regulations. Any use of such resources guides, and industry standards shall be subject to the approval of the City of Montevallo upon a determination that the content is consistent with the Comprehensive Plan, and the purpose and intent of these regulations.
    - b) These materials shall only be used to aid in the interpretation and application of these regulations, and shall not be used to modify, contradict, or in any way change the standards and requirements of these regulations.
    - c) Any resource, guide, or industry standard approved by the City of Montevallo shall be listed in Appendix C and at least one copy shall be kept on file in Shelby County Development Services.

### C. Official Interpretation

The Administrator of the City of Montevallo shall make all interpretations under these regulations necessary to administer and implement the regulations.

#### 1. Authority.

The Administrator, in consultation with the City Engineer and City Attorney, may make an Official Interpretation and Applicability Statement in instances where it is determined that the plain language of the regulations, when applied to a specific circumstance, could lead to two or more reasonable interpretations which result in substantively different outcomes.

#### 2. Process.

An Official Interpretation and Applicability Statement shall:

- a) Be made in writing and filed with the Planning Commission by placing it on the agenda of a regularly scheduled meeting;
  - b) Be effective immediately following Planning Commission approval, unless a longer period is stated in the interpretation or unless the Planning Commission tables the Interpretation and Applicability Statement and calls a public hearing to amend the regulations which are subject to the interpretation;
  - c) Be incorporated into this ordinance in Appendix B and upon its effective date control all future situations similar to the specific circumstance;
  - d) Be effective until:
    - (1) It is replaced by a different Official Interpretation and Applicability Statement;
    - (2) It is overruled by an appeal according to these regulations; or
    - (3) It is amended, altered, or repealed by a text amendment to the section of the regulations that the interpretation addressed.
3. Criteria. In making an Official Interpretation and Applicability Statement, the following criteria shall apply:
- a) Sound professional planning and engineering standards and principles;
  - b) The Comprehensive Plan and any other official plans or programs developed under the guidance of the Comprehensive Plan;
  - c) The purposes and intent statements of these regulations with priority given to any specific intent statements associated with the section or chapter in which the interpretation issue arose; and
  - d) Any resources, guides, or industry standards cited in these regulations or consistent with the Comprehensive Plan goals, or purpose and intent statements of these regulations.

**D. Waivers and Exceptions**

The Planning Commission of the City of Montevallo is the only authority that may grant waivers. Exceptions, on the other hand, require the approval of the Administrator and the City Engineer. Requests for waivers or exceptions must be submitted in writing to Administrator and/or the City Engineer, as appropriate. The granting of a waiver or exception must not violate the intent of these regulations.

## ARTICLE 2. DEVELOPMENT PATTERNS

### 2.01 Development Patterns

#### SECTION .01 DEVELOPMENT PATTERNS

##### A. Intent

In achieving the purposes of these regulations stated in Section 1.03, this Article has the following specific intent:

1. To establish planning guidelines and a framework that links these regulations with overall planned goals of the City of Montevallo's Comprehensive Plan.
2. To provide progressive, adaptable development regulations to balance economic development with desired community character.
3. To enable a different intensity of development, and to establish supporting development patterns and facilities, based on the suitability of the land for a particular subdivision.
4. To place all proposed subdivisions of land in a context that relates to its surrounding areas and to the regional context.
5. To provide a basis for efficient and coordinated private and public development decisions, as well as a strategic system to prioritize private and public investment in more efficient development patterns.
6. To recognize that different development patterns and land development intensity will require different community design characteristics, and thus development design solutions, appropriate to the context of each proposed division of land, must be enabled.
7. To direct the anticipated growth to lands most suitable to accommodate the growth.

##### B. Development Patterns

All subdivisions must implement one of three possible development patterns:

1. Conventional Development represents the development occurring prior to the adoption of the City of Montevallo Comprehensive Plan. The following subdivision types follow the Conventional Subdivision process as detailed in Article 3, Administrative and Conventional Subdivision Standards.
  - a) Administrative Subdivisions involve five lots or less and do not require infrastructure improvements. Additionally, a resurvey of previously recorded lots may be reviewed administratively, provided that no additional lots are created. Administrative subdivisions are reviewed by staff and do not require a Planning Commission hearing. The plat types identified in *Table 2-1* below are reviewed as Administrative Subdivisions.
  - b) Non-Administrative Subdivisions involve more than five lots, require infrastructure improvements, or otherwise require Planning Commission approval. These subdivisions require staff review and Planning Commission approval. Depending on the scale of the proposed project, the plat types identified in *Table 2-2* below may be required. See Article 3, Administrative and Conventional Subdivision Standards.

<b>TABLE 2-1</b>		<b><i>DO NOT REQUIRE PUBLIC HEARING BEFORE PLANNING COMMISSION</i></b>
<b>Administrative Conventional Plats</b>	<b>MINOR SUBDIVISION</b>	The division of previously unplatted land into five lots or less, including remnant parcels, and includes no street, drainage, or other public improvements. All lots must front a paved public right-of-way.
	<b>RESURVEY</b>	The reconfiguration or consolidation of legally subdivided lots that does not result in any additional lots and does not include any land that was not part of the originally recorded lots.
	<b>PLAT CORRECTION</b>	A resurvey that is based upon actual construction of attached structures; the survey plat shall be consistent with an approved plan or a recorded final plat and results in no additional units, lots, or tracts than on the approved plan or plat.

<b>TABLE 2-2</b>		<b><i>REQUIRE PUBLIC HEARING BEFORE PLANNING COMMISSION</i></b>
<b>NON-ADMINISTRATIVE CONVENTIONAL PLATS</b>	<b>MAJOR SUBDIVISION W/O INTERIOR IMPROVEMENTS</b>	The subdivision of land into more than 5 lots and does not include any interior infrastructure improvements. This type case requires submission to and approval of a final plat by the Planning Commission.
	<b>MAJOR SUBDIVISION W/ INTERIOR IMPROVEMENTS</b>	The subdivision of land into more than 5 lots and contains interior infrastructure improvements. This case type may require the submission to and approval of a master plan ( <i>see § 3.02 B.2.</i> ) in addition to a preliminary plat by the Planning Commission. The final plat will be reviewed administratively.
	<b>RURAL SUBDIVISION</b>	The subdivision of land into five lots or less that are not required to front on a paved public road, and require no internal infrastructure improvements. Each lot in a rural subdivision must total at least 10 acres. A proposed rural subdivision located within a beat that has no zoning must score as Tier II or Tier III in the Land Suitability Criteria ( <i>see §2.02</i> ). Rural subdivisions must meet the minimum access management requirements, as determined by the City Engineer, and require final plat approval by the Planning Commission.
	<b>RESUBDIVISION</b>	The subdivision of land contained within a previously recorded subdivision. This case type may require the submission and approval of a master plan ( <i>see §3.02.B.2</i> ) and/or a preliminary plat and/or a final plat by the Planning Commission.
	<b>CONDOMINIUM</b>	Real estate, portions of which are designated for separate ownership and the remainder of which is designated for common ownership solely by the owners of those portions. Real estate is not a condominium unless the undivided interests in the common elements are vested in the unit owners. All streets must be designed pursuant to the Engineering Standards in Appendix F. This type case requires the submission and approval of a master plan by the Planning Commission; the final plat is reviewed administratively.  Non-Administrative Condominium Plats involve more five units and/or require infrastructure improvements.

- (1) Rural Subdivisions are subdivisions of land into five lots or less which may not front on a paved public road or require infrastructure improvements. Each lot in a rural subdivision must contain at least 10 acres. Proposed rural subdivisions may require infrastructure improvements. Contact the City Engineer’s office to determine if any infrastructure improvements are required. Rural subdivisions require final plat approval by the Planning Commission.
- (2) Conservation Development provides incentives for the preservation of key natural resources through development patterns that preserve and enhance rural character; review and approval follows the Conventional Subdivision process. *See Article 4, Conservation Subdivision Standards.* Depending on the scale of the proposed project, the plat types identified in *Table 2-3* below may be required.
- (3) Form Based Development implements the “Neighborhood/Village Center” concept of the City of Montevallo Comprehensive Plan, with more intensely developed “Cores” and “Focus Areas”, and less-intensely developed “Transition Areas” and “Rural Areas.”

The review process for a form-based development is organized so that the applicant receives staff and Planning Commission input and approvals throughout the process. Plan types identified in *Table 2-4* below, may be required for form-based developments. *See Article 5, Form-based Subdivision Standards.*

<b>TABLE 2-3</b>		
<b>CONSERVATION PLATS</b>	MASTER PLAN	A plan whose total units are based upon the Housing Density Determination of Article 4.04.D, depicting the proposed development of property including the physical and functional interrelationships between uses and facilities that are proposed to be phased over a period of time.
	PRELIMINARY PLAT	The general layout for a proposed division of land that is not an Administrative Plat. The preliminary plat is used to evaluate proposed development and supporting infrastructure and facilities, in order to determine if all County regulations may be met and if the design is suitable for the land.
	FINAL PLAT	The record map delineating the layout of lots, streets, and utilities when land is subdivided. The final plat is the legal record-keeping document that is recorded in the Office of the Judge of Probate.

<b>TABLE 2-4</b>		
<b>FORM-BASED DEVELOPMENT</b>	CONCEPT PLAN	A Plan that demonstrates overall and general development concepts prior to preparation of a master plan. The formulation of this concept plan will demonstrate the feasibility of a Form-Based Development consistent with the intent of the regulations of Article 5 and the Comprehensive Plan. The Concept Plan shall be developed in concurrence with a working group that includes the Department of Development Services (DDS) staff and members of the Shelby County Planning Commission.
	MASTER PLAN (FORM BASED)	A plan that establishes the general form of the proposed development and directs the preparation of the Regulating Plan. The plan shall be developed with considerable community input/involvement and demonstrate compliance with the goals and objectives of the Comprehensive Plan.
	REGULATING PLAN	The regulatory plan implementing the approved master plan, that provides the standards of development for land use, infrastructure, community form, and building design.
	FINAL DEVELOPMENT PLAN	A plan for the development of one or more lots in compliance with the approved regulating plan.
	FINAL PLAT	The record map delineating the layout of lots, streets, and utilities when land is subdivided; it shall be consistent with the final development plan. The final plat is the legal record-keeping document that is recorded in the Office of the Judge of Probate.



### ARTICLE 3. ADMINISTRATIVE AND CONVENTIONAL SUBDIVISION STANDARDS

- 3.01 CONVENTIONAL SUBDIVISION INTENT AND APPLICABILITY
- 3.02 CONVENTIONAL SUBDIVISION PROCEDURES
- 3.03 STREET DESIGNS
- 3.04 STREET NETWORKS, BLOCKS, LOTS
- 3.05 OPEN SPACE

#### SECTION .01 CONVENTIONAL SUBDIVISIONS INTENT AND APPLICABILITY

##### A. Intent.

It is the intent of the Conventional Subdivision Standards to:

1. Provide context-based design standards, appropriate to this specific development pattern, in addition to the General Planning and Design standards for all subdivisions in Article 5.
2. Allow some appropriate level of Conventional Subdivision development patterns as an option on all property, except where existing regulations, specific plans, or existing development patterns for adjacent areas would indicate otherwise.
3. Establish Conventional Subdivisions as a base upon which to build incentives for development more in conformance with the Comprehensive Plan.
4. Ensure that when Conventional Subdivisions do occur they have planning and design standards comparable to subdivisions in the vicinity to ensure the overall quality of growth, within a logical and planned framework.

##### B. Applicability.

A Conventional Subdivision represents development practices prevalent in the municipality prior to adoption of these regulations. These standards recognize that these development patterns will continue. Different intensities of Conventional Subdivision development patterns may be warranted based upon the site context.

#### SECTION .02 CONVENTIONAL SUBDIVISION PROCEDURES

##### A. Administrative Subdivisions *see Article 2.01(B)(1)(a)*

###### 1. Submittal Conference.

A submittal conference is required prior to acceptance of any application for an administrative subdivision. This conference will be to review the presence of all documents and maps required pursuant to the submittal requirements of *Appendix A*. It is suggested that applicants schedule an appointment to ensure staff availability.

###### 2. Official Application and Fee.

An applicant for a subdivision request must submit five copies of the maps and documents meeting the requirements of *Appendix A* and a complete application to Shelby County Development Services with the official filing fee in the municipality's approved schedule of fees.

###### 3. Notice.

Upon acceptance of a complete application, the Administrator shall send notice by first class mail to the owner(s) of record of all abutting property. The notice shall state the purpose of the review, indicate that the plat is on file for public review at Shelby County Development Services offices during normal business hours. Failure of any owner to receive notice shall not invalidate the application.

###### 4. Administrative Review.

The Administrator shall review all complete applications for a subdivision request according to the following criteria:

- a) The proposed land division is in accordance with the general development characteristics and policies of the Comprehensive Plan, and any other plan or program of the municipality adopted under the general guidance of the Comprehensive Plan;
  - b) The proposed land division is consistent with the general development patterns of the area, so that it will not unduly or adversely affect current and future planned development opportunities on adjacent land;
  - c) All parcels, including any proposed development, are in conformance with the zoning regulations applicable to the subject property;
  - d) The application is in conformance with the subdivision regulations;
  - e) The applicant has met the terms of the Land Disturbance Ordinance;
  - f) All proposed lots will have adequate water and wastewater facilities. The City of Montevallo makes no representation that any lot eligible for approval by the Alabama Shelby County Public Health for a septic tank will be approved;
  - g) Minor subdivisions must front a paved and dedicated public right-of-way; frontage requirements may be waived for a family subdivision; frontage requirements may also be waived for rural subdivisions provided demonstration of a legal instrument ensuring the provision of access to a public right-of-way.
  - h) The application is in conformance with any approved development plans or Plat correction that has been previously approved and recorded final plat; and
  - i) The application satisfies all eligibility standards for the specific type of administrative plat.
5. Required Revisions.

Upon completion of the administrative review, the Administrator shall notify the applicant of all deficiencies. The applicant must resubmit revised maps and documents within 90 days for additional review. If the applicant fails to submit the revised documents with 90 days, the case will be void and the applicant must reapply for subdivision approval and pay the required fees.

6. Decision.

Within 30 days of the date of application the Administrator shall notify the applicant in writing of one of the following actions:

- a) The application *is approved* in compliance with these regulations. The Administrator and City Engineer shall affix their signatures and the date.
- b) The application *is not approved*. The Administrator shall state specifically what deficiencies exist.

7. Appeal.

If the Administrator does not approve the application, the applicant may appeal the decision to the Planning Commission by submitting a written request for appeal within 30 days of the Administrator's notification. Such appeal shall be treated as an application for a preliminary plat according to these regulations.

8. Recording.

Any approved administrative plat shall be recorded in the Office of the Judge of Probate of Shelby County by the City of Montevallo prior to being effective or the issuance of any building permits.

**B. Non-Administrative Subdivisions** *see Article 2.01(B)(1)(b)*

1. Conceptual Development Plan Conference.

A conceptual development plan conference shall be convened for any development requiring a master plan as defined herein. The conference shall be comprised of staff and the City Engineer for the purpose of the review of the proposed development and identifying alternative concepts for the proposed development.

2. Pre-Application Conference.

A pre-application conference is **required** for all non-administrative subdivisions, at a regularly scheduled Planning Commission meeting to review and discuss the proposed development.

3. Submittal Conference.

A submittal conference with staff is **required** prior to acceptance of any application. The purpose of this conference will be to review the presence of all documents and maps required pursuant to the submittal requirements of *Appendix A*. An appointment shall be made to ensure staff availability.

4. Master Plan.

A master plan shall be required for any of the following conditions:

- a) Any Conventional Subdivision that will result in multiple phases through more than one final plat;
- b) Any preliminary plat that encompasses 40 acres or more or 100 lots or more;
- c) Any development that includes more than one land use or different zoning districts under any applicable zoning regulations, such as a Planned Residential Development.

The master plan must meet the submittal requirements described in *Appendix A* and must be reviewed and approved by the Planning Commission. Any amendments, modifications, changes or deletions will require submission of an amended master plan for review and approval by the Planning Commission.

5. Preliminary Plat.

a) Official Application and Fee.

Application for a conventional plat shall require the submission of five (5) copies of the maps and all other documents pursuant to *Appendix A* and a completed application to the Administrator with the officially approved filing fees. Only complete applications shall be accepted and scheduled for a hearing by the Planning Commission.

b) Notice.

Upon scheduling of the Planning Commission hearing and at least 14 days prior to said hearing, notice shall be sent by certified mail to the owner(s) of record of all abutting property by the Administrator. The notice shall state the purpose of the review, indicate that the preliminary plat is on file for public review at the Administrative offices during normal business hours, and that the public shall have a right to be heard at the Planning Commission review hearing, and indicate the date, time and location of the hearing. Failure of any owner to receive notice shall not invalidate the application.

## c) Administrative Review.

The Administrator will distribute the maps and other documents to the City Engineer, Department of Public Works, the Montevallo Water Authority and the Fire Department and retain one copy in the Administrator's office for public review and distribution to staff. The Administrator shall review all complete applications for a preliminary plat according to the following criteria:

- (1) The proposed land division is in accordance with the general development characteristics and policies of the Comprehensive Plan and any other plan or program of the municipality adopted under the general guidance of the Comprehensive Plan; and
- (2) The proposed land division is consistent with the general development patterns of the area, so that it will not unduly or adversely affect current and future planned development opportunities on adjacent land; and
- (3) All parcels, including any proposed development, are in conformance with any zoning regulations applicable to the subject property; and
- (4) The application is in conformance with the subdivision regulations; and,
- (5) Compliance with the Land Disturbance Ordinance; and,
- (6) All proposed lots will have adequate water and wastewater facilities. Neither the municipality nor Shelby County makes any representation that a lot eligible for approval by the Alabama Shelby County Public Health unit for a septic tank will be approved; and
- (7) The application is in conformance with any approved development plans.

## d) Official Report.

The Administrator shall compile the comments of all reviewing agencies as a formal report on the application to the Planning Commission prior to the public hearing, with one copy provided to the applicant. The report shall analyze the application with respect to the planning and design standards, specific subdivision standards, and the technical standards of these regulations, and policies and procedures of the Planning Commission. The report may make a recommendation to the Planning Commission regarding their decision.

## e) Additional Studies.

After initial review, further studies or technical reports, such as traffic, drainage calculations, flood hazards, soil suitability for on-site septic, or wetland delineation, necessary for the Planning Commission to assess the application may be required. The Planning Commission shall establish a reasonable deadline for submission of this information.

## f) Planning Commission Review.

The Planning Commission shall hear a formal presentation by both staff and the Applicant. The Planning Commission shall accept public testimony from all persons who desire to be heard in favor of or in opposition to specific compliance of the application with these regulations. The Planning Commission shall deliberate the application according to the following criteria:

- (1) The proposed land division is in accordance with the general development characteristics and policies of the Comprehensive Plan, and any other plan or program of the municipality adopted under the general guidance of the Comprehensive Plan;
- (2) The proposed division is in accordance with the general development patterns and character of the vicinity in which it is located;
- (3) Any phasing of the subdivision and the schedule for development of final plats is clearly indicated and demonstrates a logical and well-planned development pattern.
- (4) The proposed land division is not contrary to the public health, safety, and welfare;

- (5) The proposed development is in compliance with the terms of the Land Disturbance Ordinance;
  - (6) All parcels, including any proposed development, are in conformance with the zoning regulations applicable to or proposed for the subject property;
  - (7) Any impacts, modifications, conditions or mitigation identified or recommended in specific studies or technical reports associated with the application;
  - (8) The plat is designed in compliance with regard to all other governmental regulations, (e.g. zoning, flood plains, etc.), which may impact development of the land and the applicant has secured all necessary approvals from other public agencies.
- g) Decision.
- At the hearing, the Planning Commission shall take one of the following actions:
- (1) Approve the application for a preliminary plat.
  - (2) Approve the application with conditions of approval. The approval shall specifically state the conditions of the Planning Commission approval, which shall then become a requirement of the final plat. Any waivers or modifications requested by the applicant at the time of application shall be specifically stated as conditions;
  - (3) Continue consideration until a date certain. The application may be continued to another regularly scheduled Planning Commission meeting. A continuance shall only be made on the grounds for the need of additional information or the need for further technical studies which bring into question the ability of the application to meet all requirements of these regulations. The continuance shall specifically state what additional information is required of the applicant at the continued hearing. No preliminary plat shall be continued more than twice;
  - (4) A case may be tabled when an applicant fails to appear to present a case or when a complete resubmission of an alternative design of the subdivision is necessary, suggested or required by the Planning Commission.
  - (5) Deny the application, specifically stating the grounds for denial.
- h) Appeal.
- If the Planning Commission does not approve the application, the applicant may appeal the decision to the City Council of the City of Montevallo or to the court of appropriate jurisdiction. The purpose of hearing the appeal is to determine if there is sufficient reason to request that the Planning Commission reconsider its earlier decision.
- i) Effect of Approval.
- Approval of a preliminary plat shall not be deemed as final acceptance of any plan, improvements, or development proposals. This approval is authorization to proceed with the staking of streets and lots in preparation for improvements, pursuant to the following:
- (1) No grading or clearing may commence prior to the approval of the preliminary plat and the accompanying Land Disturbance Permit. In the event that an applicant violates this provision, no development approvals will be issued until all site violations have been remedied. Development approvals include, but are not limited to, building permits, building inspections, Certificates of Occupancy, site plan approvals, subdivision approvals, and zoning approvals.
  - (2) The applicant shall design all required improvements pursuant to the standards contained within these regulations.
  - (3) Detailed construction plans, engineering calculations, and estimates shall be prepared, by an engineer licensed to practice engineering in the State of Alabama, in accordance with

the approved preliminary plat, the required improvements and specifications in the standards contained within these regulations. These plans shall be presented to the City Engineer for review, supported by analysis, and engineering calculations. Construction plans shall be approved by the City Engineer in writing.

- (4) No construction of any improvements, clearing, or grading may commence prior to the approval by the City Engineer of all engineering and detailed construction plans. Applicant must notify the City Engineer at least forty-eight (48) hours in advance of commencement of construction or to request an inspection of such work.
- (5) Construction shall not commence on any improvement until engineering drawings have been approved by the City Engineer. Construction must be performed in a workmanlike manner, in conformance with approved engineering drawings, to the usual construction tolerances. Failure to comply may prevent recording of the final plat and the transfer of lots.
- (6) No work activities may begin until all considerations of the Land Disturbance Ordinance have been met and a Land Disturbance Permit issued.

j) Deviations from the Preliminary Plat.

Any deviations proposed from the approved preliminary plat shall be submitted in writing and may only be approved according to the following criteria:

- (1) They are minor deviations that do not impact the number or relationship of lots within the plat, the streets and public facilities within the plat, or any property outside of the plat including its future development potential.
- (2) Any deviation is the minimum deviation necessary to fulfill the development concept approved in the approved preliminary plat,
- (3) The need for the deviations is due to physical circumstances that could not have been reasonably discovered at the time of the preliminary plat;
- (4) The deviations result in no material change in the development concept approved in the preliminary plat;
- (5) The final plat shall be in conformance with all other criteria for approval and all other provisions of these regulations.

k) Expiration of Preliminary Plat Approval.

The preliminary plat shall be effective for a period of two years from the date of the resolution of Planning Commission approval. Upon expiration of preliminary plat approval, final plat approval may not be given until a new preliminary plat has been submitted and approved by the Planning Commission. However, the Planning Commission may grant an extension up to one additional year if it determines that re-review of a lapsed preliminary plat is not necessary.

## 6. Final Plat

### a) Official Application and Fee.

Application for approval of a final plat shall require the submission of five (5) copies of the final plat and a complete application pursuant to the requirements of Appendix A to the Administrator with the official filing fee identified in the City of Montevallo schedule of fees.

### b) Administrative Review.

The Administrator, in coordination with the City Engineer, the Department of Public Works, the Montevallo Water Authority and the Fire Department shall review all complete applications for a final plat according to the following criteria:

- (1) The proposed land division is consistent with an approved preliminary plat, including the satisfaction of any specific conditions for approval of a preliminary plat.
- (2) The proposed land division is in accordance with the general development characteristics and policies of the Comprehensive Plan, and any other plan or program of the municipality adopted under the general guidance of the Comprehensive Plan;
- (3) The proposed land division is consistent with the general development patterns of the area, so that it will not unduly and adversely affect current and future planned development opportunities on adjacent land;
- (4) All parcels are in conformance with any zoning regulations applicable to the subject property;
- (5) The application is in conformance with the subdivision regulations.
- (6) Executed sufficient financial guarantee (bond) of public improvements and construction and acceptance of drainage improvements.

### c) Decision.

Within 30 days of the date of application the Administrator shall notify the applicant in writing of one of the following actions:

- (1) Approved – The application is approved in compliance with these regulations. The Administrator and City Engineer shall affix their signatures and the date.
- (2) Not approved – The application is not approved. The Administrator shall state specifically what deficiencies exist.

### d) Required Signatures.

Prior to submitting the record map, the applicant shall have secured the signatures of the surveyor, the owners, the mortgagor, and the fire chief. Following approval of the final plat, and subject to compliance with the final engineering requirements, performance bonds, or maintenance agreements, the final plat shall be circulated for the signatures of the City Engineer and the Planning Commission.

### e) Recording.

Any approved final plat shall have all required signatures and be recorded in the Office of the Probate Judge of Shelby County, Alabama at the applicant's expense by the City of Montevallo prior to being effective.

## SECTION .03 STREET DESIGNS

- A. **Example Street Cross-sections.** The following are example street cross-sections. The cross-sections and standards illustrate planning and urban design concepts, and may be the basis for engineering and construction documents. The City Engineer in consultation with the Administrator

may require additions or alterations to existing design elements based upon traffic and transportation analysis, and subject to the appropriate context and applicability of each street type.

<b>NEIGHBORHOOD STREET – CONVENTIONAL</b>	
EXAMPLE PLAN AND CROSS-SECTION	
MINIMUM ROW WIDTH	60' (LOCAL) (Shown above) 62' (COLLECTOR)
TRAVEL LANES	2
TRAVEL LANE WIDTH	11' (LOCAL) 12' (COLLECTOR)
SHOULDER	2' landscape strip, 5' sidewalk, and 1' additional graded shoulder
BUFFER AREA	2' Landscape Strip
PEDESTRIAN AREA*	5' sidewalk
BICYCLE AREA	None (combined with vehicle flow)
UTILITY LOCATION	10' U/A outside of sidewalk
ACCESS LIMITATION	See Lot Access standards in Article 3, 4 or 5.
TYPICAL FRONT YARD**	<ul style="list-style-type: none"> <li>• 10' – 40' lawn/setback (LOCAL)</li> <li>• 25' Natural Vegetation Buffer; or 40' – 100; lawn/setback (COLLECTOR)</li> </ul>
APPLICABILITY	This street design is applicable for any conventional or conservation application for local or collector streets. Application as a collector will require larger lot sizes.

\* See Table 5-2 for Pedestrian Facility Requirements. Where Table 5-2 requires no sidewalks, or a sidewalk on only one side, the minimum width for the pedestrian facility shall be added to the Buffer Area.

\*\* Typical Front Yard refers only to the typical and appropriate design of the transition between the right-of-way and the private lots. Further restrictions on building location and site design may be included in other applicable zoning or subdivision regulations.

RURAL DRIVE	
EXAMPLE PLAN AND CROSS-SECTION	
MINIMUM ROW WIDTH	60'
TRAVEL LANES	2
TRAVEL LANE WIDTH	9', for very low flow conditions; otherwise, greater widths may be required.
SHOULDER	4' shoulder minimum
BUFFER AREA	14' landscape/utility area
PEDESTRIAN AREA	<ul style="list-style-type: none"> <li>• None – if alternative integrated trail system available to neighborhood; or</li> <li>• 4' path on one side</li> </ul>
UTILITY LOCATION	10' u/a inside ROW
ACCESS LIMITATION	See Lot Access standards in Article 3 or 4.
TYPICAL FRONT YARD*	25' Natural Vegetation Buffer
APPLICABILITY	This special street section is applicable in any development pattern or in rural areas, as determined by the City Engineer. It provides primary access to residential uses, and may function as a collector or local street.

\* Typical Front Yard refers only to the typical and appropriate design of the transition between the right-of-way and the private lots. Further restrictions on building location and site design may be included in other applicable zoning or subdivision regulations.

<b>RURAL PARKWAY</b>	
<p>EXAMPLE PLAN AND CROSS-SECTION (TWO LANE WITH MEDIAN SHOWN)</p>	
MINIMUM ROW WIDTH	90' – two-lane; Multilane – consult with City Engineer
TRAVEL LANES	2 – 4
TRAVEL LANE WIDTH	12'
SHOULDER	4' shoulder minimum
BUFFER AREA	14' landscape strip and utility area
PEDESTRIAN AREA	<ul style="list-style-type: none"> <li>None – if alternative integrated trail system available to neighborhood; otherwise, additional ROW may be required to provide multiuse trail or path.</li> </ul>
BICYCLE FACILITY	None (combined with vehicle flow)
MEDIAN	30' center median
UTILITY LOCATION	In buffer area
ACCESS LIMITATION	See Lot Access standards in Article 3 or 4.
TYPICAL FRONT YARD*	25' Natural Vegetation Buffer
APPLICABILITY	This special street section is applicable in any development pattern or in rural areas, as determined by the City Engineer. It provides primary access within the neighborhood as well as connections to adjacent areas. This street type is not intended for direct access. It may function as an arterial or collector street.

\* Typical Front Yard refers only to the typical and appropriate design of the transition between the right-of-way and the private lots. Further restrictions on building location and site design may be included in other applicable zoning or subdivision regulations.

ACCESS EASEMENT	
EXAMPLE PLAN AND CROSS-SECTION (TWO WAY RESIDENTIAL SHOWN)	
MINIMUM EASEMENT WIDTH	22' (residential) 22' (commercial or mixed use)
TRAVEL LANES	1 Yield lane
TRAVEL LANE WIDTH	14' one-way, paved (residential) 18' two-way paved with valley gutters (commercial or mixed use)
SHOULDER	None
BUFFER AREA	4' landscape or grassed strip
UTILITY LOCATION	<ul style="list-style-type: none"> <li>In access easement</li> </ul>
ACCESS LIMITATION	None
APPLICABILITY	This special classification street provides rear or mid-block access to residential or non-residential uses on a block, particularly where conditions prohibit individual front-loaded access to each lot, or where non-residential areas require access to rear parking areas, loading areas, or internal service courts.

\* Typical Front Yard refers only to the typical and appropriate design of the transition between the right-of-way and the private lots. Further restrictions on building location and site design may be included in other applicable zoning or subdivision regulations.

**SECTION .04 STREET NETWORKS, BLOCKS, AND LOTS**

The following specific standards shall supplement the General Planning and Design standards in Article 5 for Street Networks, Blocks, and Lots for Conventional Subdivisions.

**A. Street Networks**

## 1. General Street Layout.

In the absence of a master street plan and subject to topography and anticipated future land uses, street layouts shall generally follow the location guidelines in Commentary Table 3-1: General Street Layout.

<b>FUNCTIONAL CLASSIFICATION</b>	<b>Lots less than 30,000 sf</b>	<b>Lots 30,000 sf to 2 acres</b>	<b>Lots greater than 2 acres</b>
<b>ARTERIAL</b>	Approximately every $\frac{3}{4}$ to $1\frac{1}{4}$ miles	Approximately every 1 to 2 miles	Only major County or State Routes
<b>COLLECTOR</b>	Approximately every $\frac{3}{8}$ to $\frac{3}{4}$ miles	Approximately every $\frac{1}{2}$ to 1 mile	As necessary
<b>LOCAL</b>	Approximately every 300' to 1,000'	Approximately every 660' to 1,320'	As necessary

## 2. Access Connectivity – Residential.

The Comprehensive Plan of the City of Montevallo embraces the concept of connectivity of developments. The City of Montevallo Planning Commission may require that street connectivity be provided pursuant to the theme of the following commentary table (Table 3-2). All developments will be reviewed relative to potential street connectivity, the nature of the surrounding properties and the merits of the individual development.

<b>NUMBER OF DWELLING UNITS</b>	<b>CONNECTIONS TO TRANSPORTATION SYSTEM</b>
LESS THAN 200	One connection to a major roadway
MORE THAN 200	Multiple connections to transportation system may be required

## 3. Access Connectivity – Non Residential.

Access management is reviewed on a case by case basis. Generally, nonresidential developments will require two (2) access points. However, the municipality and the City Engineer may restrict access for developments less than 5,000 square feet and may require additional access for developments more than 100,000 square feet. Such developments will be reviewed relative to access, existing and potential transportation characteristics, configuration of the surrounding properties and the merits of the individual development.

## 4. Stubbed Streets.

A network of residential streets is at the core of the framework of a transportation system. In this regard, it is the intentions of these regulations to ensure the appropriate provision of street stub connections to developable adjoining properties. As such, stub streets may be required by the Planning Commission to ensure connectivity when adjoining properties are developed. Development plans will be reviewed relative to this future connectivity.

When required, stubs shall be developed according to the following:

- a) Any Collector or Arterial streets platted as part of a Conventional Subdivision shall be continued to the boundaries of the tract to be subdivided.
- b) Local streets should be stubbed to avoid long dead end streets and complete the overall general network in subsection 1, above.
- c) All streets shall connect with any streets already platted to its boundary on adjacent property.
- d) Stub streets shall not exceed 200 feet without providing a turnaround which conforms to the cul-de-sac standards below.
- e) All street stubs shall provide a sign at the end indicating that the street will be a future through street at the time the adjacent property is subdivided.

5. Cul-de-sacs.

Cul-de-sacs shall be limited as follows:

- a) Cul-de-sacs shall not exceed 1,000 feet measured from the nearest intersecting street with direct access to regional transportation network.
- b) Circles shall terminate with a property line radius of at least fifty-five (55) feet and an outside gutter radius of at least forty (40) feet. Circles to accommodate school buses or other large vehicles may be required and shall terminate with a property line radius of at least sixty-six (66) feet and outside gutter radius of at least fifty (50) feet.
- c) Where a center island is desired, design should be submitted and approved by the City Engineer.

6. Exceptions.

Exceptions to the street network standards may be approved based on the following criteria:

- a) An alternative to the street network standards in this section would better preserve prominent topographical or natural features.
- b) Predominant transportation patterns or other obstructions would make connectivity according to these standards inappropriate based on sound planning principles.
- c) All feasible alternatives that provide better connectivity and minimize cul-de-sacs and cul-de-sac lengths have been explored.
- d) Wherever exceptions to the street network standards are granted, the Planning Commission may require alternative means of connections for pedestrians or bicycles at more frequent intervals than is provided by the proposed street network.
- e) Wherever exceptions to the street network standards are granted, the Planning Commission may further limit the development intensity in the specific area impacted in order to implement sound planning practices and promote the public health, safety, and welfare.
- f) Any alternative layout that does not impair the ability of potential future development on adjacent property.
- g) Any such exception that does not undermine the goals and policies of the Comprehensive Plan.

**B. Block Standards.**

The Comprehensive Plan of the City of Montevallo recognizes that the traditional, concentrated, connected street and block configuration is a most efficient form of development that builds community character. The Planning Commission, based upon the recommendations of staff and the City Engineer may require traditional street and block standards depending on traffic demand, need for pedestrian mobility, topographic and other natural conditions, and the existing street systems of existing developments, among other factors.

**C. Lot Standards**

Lot standards are detailed in Article 6 – General Planning and Design Standards and the municipal zoning regulations.

**D. Lot Access Limitations**

In addition to lot access limitations specified in the **General Planning and Design Standards** (*Article 6*), or the municipal zoning regulations, staff and the City Engineer may limit individual residential lot access and may additionally utilize AASHTO standards identified in *A Policy on Geometric Design of Highways and Streets, 5th Edition*, American Association of State Highway and Transportation Officials (AASHTO “Green Book”).

**1. Corner Lots in Residential Subdivisions**

Corner lots shall contain 25 percent more lot area than interior lots for the purpose of guaranteeing sufficient lot width for safe access. Furthermore, corner lots shall access from the minor street near the property line most distant from the intersection.

**2. Non-residential Access**

Access to non-residential properties will require individual approval by the City Engineer.

**E. Failure to Comply**

Construction shall not commence on any improvement until engineering drawings have been approved by the City Engineer. Construction must be performed in a workmanlike manner, in conformance with approved engineering drawings, to the usual construction tolerances. Failure to comply may prevent recording of the final plat and the transfer of lots.

**SECTION .05 OPEN SPACE**

Neighborhood recreational spaces required at 200 square feet per dwelling unit, for all conventional subdivisions containing 20,000-square-foot lots and smaller. Eighty percent (80percent) of all dwelling units in the subdivision must be located within approximately one-fourth mile of usable open space, measured by the most direct dedicated public or private pedestrian connection. Nearby public parks, with appropriate pedestrian connections, will be recognized as usable open space.

## ARTICLE 4. CONSERVATION SUBDIVISION STANDARDS

- 4.01 CONSERVATION SUBDIVISION INTENT AND APPLICABILITY
- 4.02 CONSERVATION SUBDIVISION PROCEDURES
- 4.03 OPEN SPACE
- 4.04 STREET DESIGNS
- 4.05 STREET NETWORKS, BLOCKS, LOTS

### SECTION .01 CONSERVATION SUBDIVISION INTENT AND APPLICABILITY

#### A. Intent

A conservation subdivision, not a part of a form based development, provides incentives for the preservation of key natural resources in public or private protection and ensures development patterns that preserve and enhance the natural features and open spaces on the land.

#### B. Applicability

The conservation subdivision option is available in all qualifying areas of the municipality, pursuant to Article 2. The applicant must comply with all other applicable regulations, unless superseded by the provisions of this Article. A conservation subdivision shall include a minimum of 20 acres, or as otherwise determined by the Planning Commission.

### SECTION .02 CONSERVATION SUBDIVISION PROCEDURES

#### A. Conceptual, Pre-Application and Submittal Conferences Required

##### 1. Conceptual Development Plan Conference

A conceptual development plan conference shall be convened for any conservation subdivision proposed. The conference shall be comprised of staff and the City Engineer for the purpose of developing the conservation concepts for the proposed development.

##### 2. Pre-Application Conference

A pre-application conference is required for all conservation subdivisions, at a regularly scheduled Planning Commission meeting to review and discuss the proposed development.

##### 3. Submittal Conference

A submittal conference with staff is required prior to acceptance of any application. The purpose of this conference will be to review the presence of all documents and maps required pursuant to the submittal requirements of Appendix A and to determine the housing density pursuant to Article 4.04 D. An appointment shall be made to ensure staff availability.

#### B. Concept Plan.

A concept plan shall be used to demonstrate overall and general development concepts prior to preparation of a proposal for a conservation subdivision. The concept plan shall be based upon the housing densities identified in *Section 4.04.D. Housing Density Determination*. Upon achieving consensus with staff that the concept plan advances the goals and objectives of the Comprehensive Plan and meets all applicable requirements herein, the applicant may proceed with the preparation of a master plan.

#### C. Master Plan Required.

A Master Plan shall be required for any conservation subdivision.

#### D. Preliminary Plat

##### 1. Official Application and Fee.

Application for a Conservation Plat shall be the same as a conventional subdivision and require the submission of five (5) copies of the maps and all other documents pursuant to *Appendix A* and

a completed application to the Administrator with the officially approved filing fees. Only complete applications shall be accepted and scheduled for a hearing by the Planning Commission.

2. Notice.

Upon scheduling of the Planning Commission hearing and at least 14 days prior to said hearing, notice shall be sent by certified mail to the owner(s) of record of all abutting property by staff. The notice shall state the purpose of the review, indicate that the preliminary plat is on file for public review at the Administrative offices during normal business hours, and that the public shall have a right to be heard at the Planning Commission public hearing, and indicate the date, time and location of the hearing. Failure of any owner to receive notice shall not invalidate the application.

3. Administrative Review.

The Administrator will distribute the maps and other documents to the City Engineer, Department of Public Works, the Montevallo Water Authority and the Fire Department and retain one copy in the Department's office for distribution to staff and public review. The Administrator shall review all complete applications for a preliminary plat according to the following criteria:

- a) The proposed land division is in accordance with the general development characteristics and policies of the Comprehensive Plan, and any other plan or program of the municipality adopted under the general guidance of the Comprehensive Plan; and
- b) The proposed land division is consistent with the general development patterns of the area, so that it will not unduly or adversely affect current and future planned development opportunities on adjacent land; and
- c) All parcels, including any proposed development, are in conformance with any zoning regulations applicable to the subject property; and
- d) The application is in conformance with the subdivision regulations; and
- e) All proposed lots will have adequate water and wastewater facilities. City of Montevallo makes no representation that any lot eligible for approval by the Shelby County Public Health Department for a septic tank will be approved; and
- f) The application is in conformance with any approved development plans.

4. Official Report.

Prior to the hearing, the Administrator shall compile the comments of all reviewing agencies as a formal report on the application to the Planning Commission prior to the public hearing and one copy provided to the applicant. The report shall analyze the application with respect to the planning and design standards, specific subdivision standards, and the technical standards of these regulations, and policies and procedures of the Planning Commission. The report may make a recommendation to the Planning Commission regarding their decision.

5. Additional Studies.

After review further studies or technical reports, such as traffic, drainage calculations, flood hazards, soil suitability for on site septic, or wetland delineation, necessary for the Planning Commission to assess the application may be required. The Planning Commission shall establish a reasonable deadline for submission of this information.

6. Planning Commission Review.

The Planning Commission shall hear a formal presentation by both staff and the applicant. The Planning Commission shall accept public testimony from all persons who desire to be heard in favor of or in opposition to specific compliance of the application with these regulations. The Planning Commission shall deliberate the application according to the following criteria:

- a) The proposed land division is in accordance with the general development characteristics and policies of the Comprehensive Plan, and any other plan or program of the municipality adopted under the general guidance of the Comprehensive Plan;
- b) The proposed Conservation Subdivision Framework (*Table 4-1*) associated with the parcel is accurate and acceptable based on the criteria in these regulations;
- c) The proposed division is in accordance with the general development patterns and character of the vicinity in which it is located;
- d) Any phasing of the subdivision and the schedule for development of final plats is clearly indicated and demonstrates a logical and well-planned development pattern.
- e) The proposed land division is not contrary to the public health, safety, and welfare;
- f) All parcels, including any proposed development, are in conformance with any zoning regulations applicable to or proposed for the subject property;
- g) Any impacts, modifications, conditions or mitigation identified or recommended in specific studies or technical reports associated with the application;
- h) The plat is designed in compliance with regard to all other governmental regulations, (e.g. zoning, flood plains, etc.), which may impact development of the land and the applicant has secured all necessary approvals from other public agencies.

7. Decision.

At the hearing, the Planning Commission shall take one of the following actions:

- a) *Approve* the application for a preliminary plat.
- b) *Approve* the application for a preliminary plat *with conditions*. The approval shall specifically state the conditions of the Planning Commission approval, which shall then become a requirement of the final plat. Any waivers or modifications requested by the applicant at the time of application shall be specifically stated as conditions;
- c) The application may be *Continued* to another regularly scheduled Planning Commission meeting. A continuance shall only be made on the grounds for the need of additional information or the need for further technical studies which bring into question the ability of the application to meet all requirements of these regulations. The continuance shall specifically state what additional information is required of the applicant at the continued hearing. No preliminary plat shall be continued more than twice;
- d) A case may be *Tabled* when an applicant fails to appear to present a case or when a complete resubmission of an alternative design of the subdivision is necessary, suggested or required by the Planning Commission.
- e) *Deny* the application, specifically stating the grounds for denial.

8. Appeal.

If the Planning Commission does not approve the application, the applicant may appeal the decision to the City Council of the City of Montevallo or to the court of appropriate jurisdiction. The purpose of hearing the appeal is to determine if there is sufficient reason to request that the Planning Commission reconsider its earlier decision.

9. Effect of Approval.

Approval of a preliminary plat shall not be deemed final acceptance of any plan, improvements, or development proposals. This approval is authorization to proceed with the staking of streets and lots in preparation for improvements. Upon approval, the applicant shall provide the following before commencing any construction:

- a) No grading or clearing may commence prior to the approval of the preliminary plat. In the event that an applicant violates this provision, no development approvals will be issued until all site violations have been remedied. Development approvals include, but are not limited to, building permits, building inspections, Certificates of Occupancy, site plan approvals, subdivision approvals, and zoning approvals.
- b) The applicant shall design all required improvements pursuant to the standards contained within these regulations.
- c) Detailed construction plans, engineering calculations, and estimates shall be prepared, by an engineer licensed to practice engineering in the State of Alabama, in accordance with the approved preliminary plat, the required improvements and specifications in the standards contained within these regulations. These plans shall be presented to the City Engineer for review, supported by analysis, and engineering calculations. Construction plans shall be approved by the City Engineer in writing.
- d) No construction of any improvements, clearing, or grading may commence prior to the approval by the City Engineer of all engineering and detailed construction plans. Applicant must notify the City Engineer at least 48 hours in advance of commencement of construction or to request an inspection of such work.
- e) Construction shall not commence on any improvement until engineering drawings have been approved by the City Engineer. Construction must be performed in a workmanlike manner, in conformance with approved engineering drawings, to the usual construction tolerances. Failure to comply may prevent recording of the final plat and the transfer of lots.
- f) Compliance with the terms of the Land Disturbance Ordinance and the issuance of a Land Disturbance Permit.

10. Deviations from the preliminary plat.

Any deviations proposed from the approved preliminary plat shall be submitted in writing and may only be approved according to the following criteria:

- a) They are minor deviations that do not impact the number or relationship of lots within the plat, the streets and public facilities within the plat, or any property outside of the plat including its future development potential.
- b) Any deviation is the minimum deviation necessary to fulfill the development concept approved in the approved preliminary plat,
- c) The need for the deviations is due to physical circumstances that could not have been reasonably discovered at the time of the preliminary plat;
- d) The deviations result in no material change in the development concept approved in the preliminary plat;

- e) The final plat shall be in conformance with all other criteria for approval and all other provisions of these regulations.

11. Expiration of preliminary plat approval.

Approval of the preliminary plat shall be effective for a period of two years following the date of the Resolution of the Planning Commission approval. Upon expiration of preliminary plat approval, final plat approval may not be given until a new preliminary plat has been submitted and approved. However, the Planning Commission may grant an extension up to one additional year if it determines that re-review of a lapsed preliminary plat is not necessary.

**E. Final Plat**

1. Official Application and Fee.

Application for approval of a final plat shall require the submission of five (5) copies of the final plat and a complete application pursuant to the requirements of *Appendix A* to the Administrator with the official filing fee identified in the municipality's approved schedule of fees.

2. Administrative Review.

The Administrator, in coordination with the City Engineer, Department of Public Works, the Montevallo Water Authority and the Fire Department shall review all complete applications for a final plat according to the following criteria:

- a) The proposed land division is consistent with an approved preliminary plat, including the satisfaction of any specific conditions for approval of a preliminary plat.
- b) The proposed land division is in accordance with the general development characteristics and policies of the Comprehensive Plan, and any other plan or program of the municipality adopted under the general guidance of the Comprehensive Plan;
- c) The proposed land division is consistent with the general development patterns of the area, so that it will not unduly and adversely affect current and future planned development opportunities on adjacent land;
- d) All parcels are in conformance with any zoning regulations applicable to the subject property;
- e) The application is in conformance with the subdivision regulations.
- f) Executed sufficient financial guarantee (bond) of public improvements and construction and acceptance of drainage improvements.

3. Decision.

Within 30 days of the date of application the staff shall notify the applicant in writing of one of the following actions:

- a) The application is approved in compliance with these regulations. The Chair of the Planning Commission and City Engineer shall affix their signatures and the date.
- b) The application is not approved. Staff shall state specifically what deficiencies exist.

4. Required Signatures.

Prior to submitting the record map, the applicant shall have secured the signatures of the surveyor, the owners, the mortgagor, and the local fire district chief. Following approval of the final plat, and subject to compliance with the final engineering requirements, performance bonds, or maintenance agreements, the final plat shall be circulated for the signatures of the City Engineer and the Planning Commission.

5. Recording.

Any approved final plat shall have all required signatures and be recorded in the Office of the Probate Judge of Shelby County, Alabama, by staff prior to being effective.

F. **Density Calculations.**

The density of any proposed conservation subdivision shall be based upon Tables 4-1 and 4-2. Lot calculations must be reviewed and approved prior to making application for the review of a preliminary plat.

<b>TABLE 4-2: CONSERVATION SUBDIVISION FRAMEWORK</b>	
<b>LEVEL I</b>	<b>TABLE 4-1: CONSERVATION DENSITY LEVEL</b>
	<b>I</b>
	<ul style="list-style-type: none"> <li>• R-4, Multiple Dwelling District</li> <li>• R-2, Single Family District</li> </ul>
	<b>II</b>
	<ul style="list-style-type: none"> <li>• R-1, Single Family District</li> <li>• E-1, Estate District</li> </ul>
<b>II</b>	<ul style="list-style-type: none"> <li>• A-R, Agricultural-Residential District</li> </ul>
<b>LEVEL I</b>	<ul style="list-style-type: none"> <li>• Clustered residential subdivisions calculated at 7 lots per acre, (gross calculation).</li> <li>• Supporting non-residential development.</li> <li>• Sewers may be permitted in a public right-of-way.</li> </ul>
<b>LEVEL II</b>	<ul style="list-style-type: none"> <li>• Clustered residential subdivisions calculated at 1 ½ lot per acre, (gross calculation).</li> <li>• Supporting non-residential development at a rural scale.</li> <li>• Sewers may be permitted in a public right-of-way.</li> </ul>
<b>LEVEL III</b>	<ul style="list-style-type: none"> <li>• Clustered residential subdivisions calculated at a density of 1 lot per 2 ½ acres, (gross calculation).</li> <li>• Sewers may be permitted in a public right-of-way.</li> </ul>

**SECTION .03 STREET DESIGNS**

A. **Example Street Cross-sections.** The following are example street cross-sections. The cross-sections and standards illustrate planning and urban design concepts, and upon approval by the City Engineer may be the basis for engineering and construction documents. The City Engineer reserves the right to alter the design elements or require additional design elements based on traffic and transportation analysis, and subject to the appropriate context and applicability of each street type.

<b>NEIGHBORHOOD STREET</b>	
EXAMPLE PLAN AND CROSS-SECTION	
MINIMUM ROW WIDTH	60' (LOCAL) (Shown above) 62' (COLLECTOR)
TRAVEL LANES	2
TRAVEL LANE WIDTH	11' (LOCAL) 12' (COLLECTOR)
SHOULDER	2' landscape strip, 5' sidewalk, and 1' additional graded shoulder
BUFFER AREA	2' Landscape Strip
PEDESTRIAN AREA*	5' sidewalk
BICYCLE AREA	None (combined with vehicle flow)
UTILITY LOCATION	10' U/A outside of sidewalk
ACCESS LIMITATION	See Lot Access standards in Article 3, 4 or 5.
TYPICAL FRONT YARD**	<ul style="list-style-type: none"> <li>• 10' – 40' lawn/setback (LOCAL)</li> <li>• 25' Natural Vegetation Buffer; or 40' – 100; lawn/setback (COLLECTOR)</li> </ul>
APPLICABILITY	This street design is applicable for any conventional, conservation or form based application of local or collector streets. Application as a collector will require larger lot sizes.

\* See Table 5-2 for Pedestrian Facility Requirements. Where Table 5-2 requires no sidewalks, or a sidewalk on only one side, the minimum width for the pedestrian facility shall be added to the Buffer Area.

\*\* Typical Front Yard refers only to the typical and appropriate design of the transition between the right-of-way and the private lots. Further restrictions on building location and site design may be included in other applicable zoning or subdivision regulations.

<b>RURAL DRIVE</b>	
EXAMPLE PLAN AND CROSS-SECTION	
MINIMUM ROW WIDTH	60'
TRAVEL LANES	2
TRAVEL LANE WIDTH	9', for very low flow conditions; otherwise, greater widths may be required.
SHOULDER	4' shoulder minimum
BUFFER AREA	14' landscape/utility area
PEDESTRIAN AREA	<ul style="list-style-type: none"> <li>• None – if alternative integrated trail system available to neighborhood; or</li> <li>• 4' path on one side</li> </ul>
UTILITY LOCATION	10' u/a inside ROW
ACCESS LIMITATION	See Lot Access standards in Article 3 or 4.
TYPICAL FRONT YARD*	25' Natural Vegetation Buffer
APPLICABILITY	This special street section is applicable in any development pattern or in rural areas, as determined by the City Engineer. It provides primary access to residential uses, and may function as a collector or local street.

\* Typical Front Yard refers only to the typical and appropriate design of the transition between the right-of-way and the private lots. Further restrictions on building location and site design may be included in other applicable zoning or subdivision regulations.

<b>RURAL PARKWAY</b>	
<p>EXAMPLE PLAN AND CROSS-SECTION (TWO LANE WITH MEDIAN SHOWN)</p>	
MINIMUM ROW WIDTH	90' – two-lane; Multi-lane – consult with City Engineer
TRAVEL LANES	2 – 4
TRAVEL LANE WIDTH	12'
SHOULDER	4' shoulder minimum
BUFFER AREA	14' landscape strip and utility area
PEDESTRIAN AREA	<ul style="list-style-type: none"> <li>None – if alternative integrated trail system available to neighborhood; otherwise, additional ROW may be required to provide multi-use trail or path.</li> </ul>
BICYCLE FACILITY	None (combined with vehicle flow)
MEDIAN	30' center median
UTILITY LOCATION	In buffer area
ACCESS LIMITATION	See Lot Access standards in Article 3 or 4.
TYPICAL FRONT YARD*	25' Natural Vegetation Buffer
APPLICABILITY	This special street section is applicable in any development pattern or in rural areas, as determined by the City Engineer. It provides primary access within the neighborhood as well as connections to adjacent areas. This street type is not intended for direct access. It may function as an arterial or collector street.

\* Typical Front Yard refers only to the typical and appropriate design of the transition between the right-of-way and the private lots. Further restrictions on building location and site design may be included in other applicable zoning or subdivision regulations.

ACCESS EASEMENT																
EXAMPLE PLAN AND CROSS-SECTION (TWO WAY RESIDENTIAL SHOWN)																
	<table border="1"> <tr> <td>MINIMUM EASEMENT WIDTH</td> <td>22' (residential) 22' (commercial or mixed use)</td> </tr> <tr> <td>TRAVEL LANES</td> <td>1 Yield lane</td> </tr> <tr> <td>TRAVEL LANE WIDTH</td> <td>14' one-way, paved (residential) 18' two-way paved with valley gutters (commercial or mixed use)</td> </tr> <tr> <td>SHOULDER</td> <td>None</td> </tr> <tr> <td>BUFFER AREA</td> <td>4' landscape or grassed strip</td> </tr> <tr> <td>UTILITY LOCATION</td> <td>In access easement</td> </tr> <tr> <td>ACCESS LIMITATION</td> <td>None</td> </tr> <tr> <td>APPLICABILITY</td> <td>This special classification street provides rear or mid-block access to residential or non-residential uses on a block, particularly where the Access Limitation standards prohibit individual front-loaded access to each lot, or where non-residential areas require access to rear parking areas, loading areas, or internal service courts.</td> </tr> </table>	MINIMUM EASEMENT WIDTH	22' (residential) 22' (commercial or mixed use)	TRAVEL LANES	1 Yield lane	TRAVEL LANE WIDTH	14' one-way, paved (residential) 18' two-way paved with valley gutters (commercial or mixed use)	SHOULDER	None	BUFFER AREA	4' landscape or grassed strip	UTILITY LOCATION	In access easement	ACCESS LIMITATION	None	APPLICABILITY
MINIMUM EASEMENT WIDTH	22' (residential) 22' (commercial or mixed use)															
TRAVEL LANES	1 Yield lane															
TRAVEL LANE WIDTH	14' one-way, paved (residential) 18' two-way paved with valley gutters (commercial or mixed use)															
SHOULDER	None															
BUFFER AREA	4' landscape or grassed strip															
UTILITY LOCATION	In access easement															
ACCESS LIMITATION	None															
APPLICABILITY	This special classification street provides rear or mid-block access to residential or non-residential uses on a block, particularly where the Access Limitation standards prohibit individual front-loaded access to each lot, or where non-residential areas require access to rear parking areas, loading areas, or internal service courts.															

\* Typical Front Yard refers only to the typical and appropriate design of the transition between the right-of-way and the private lots. Further restrictions on building location and site design may be included in other applicable zoning or subdivision regulations.

**SECTION .04 STREET NETWORK, BLOCKS, LOTS**

**A. Street Networks**

1. General Street Layout.

The streets and lot layouts shall be designed and located in a manner that maintains and preserves the natural topography, involves minimal grading, shortens road lengths and lot frontages, and minimizes any other disturbances of land and natural features.

2. Access Connectivity – Residential.

The Comprehensive Plan of the City of Montevillo clearly embraces the concept of connectivity of developments. The Planning Commission, based upon the recommendations of staff and the City Engineer, may require that street connectivity be provided pursuant to the theme of the following commentary table (Table 4-3). All developments will be reviewed relative to potential street connectivity, the nature of the surrounding properties and the merits of the individual

<b>COMMENTARY TABLE 4-3: ACCESS CONNECTIVITY (RESIDENTIAL)</b>	
<b>NUMBER OF DWELLING UNITS</b>	<b>CONNECTIONS TO TRANSPORTATION SYSTEM</b>
LESS THAN 200	One connection to a major roadway
MORE THAN 200	Multiple connections to transportation system may be required

development.

3. Access Connectivity – Non Residential.

Access management is reviewed on a case by case basis. Generally, nonresidential developments will require two (2) access points. However, staff and the City Engineer may restrict access for developments less than 5,000 square feet and may require additional access for developments more than 100,000 square feet. Such developments will be reviewed relative to access, existing and potential transportation characteristics, configuration of the surrounding properties and the merits of the individual development.

4. Stubbed Streets.

A network of residential streets is at the core of the framework of a transportation system. In this regard, the Planning Commission wishes to ensure the appropriate provision of street stub connections to developable adjoining properties and may require such features. Stubbed streets will be available for connectivity when adjoining properties are developed. Development plans will be reviewed relative to this future connectivity, based upon the recommendations of staff and the City Engineer.

In general, stubs shall be required according to the following:

- a) Any collector or arterial streets platted as part of a conservation subdivision shall be continued to the boundaries of the tract to be subdivided.

- b) Local streets should be stubbed to avoid long dead-end streets and complete the overall general network in subsection 1, above.
  - c) All streets shall connect with any streets already platted to its boundary on adjacent property.
  - d) Stub streets shall not exceed 200 feet without providing a turnaround which conforms to the cul-de-sac standards below.
  - e) All street stubs shall provide a sign at the end indicating that the street will be a future through street at the time the adjacent property is subdivided.
5. Cul-de-sacs.

Cul-de-sacs shall be limited as follows:

- a) Cul-de-sacs shall not exceed 1,000 feet measured from the nearest intersecting street with direct access to the regional transportation network.
  - b) Circles shall terminate with a property line radius of at least fifty-five (55) feet and an outside gutter radius of at least forty (40) feet. Circles to accommodate school buses or other large vehicles may be required and shall terminate with a property line radius of at least sixty-six (66) feet and outside gutter radius of at least fifty (50) feet.
  - c) Proposed center island design shall be submitted to the City Engineer for review and approval.
6. Exceptions.

Exceptions to the street stub and cul-de-sac requirements may be approved to preserve prominent topographical or natural features, based on the following criteria:

- a) Construction of the connection or alternative layouts that do not require long cul-de-sacs are unfeasible and would result in substantial additional construction costs to cross the natural feature.
- b) The topographical or natural feature qualifies as a Conservation Area according to this Article and is being preserved on the plat.

**B. Block Standards**

All residential lots and dwellings shall be grouped into clusters. Each cluster shall contain no more than the number of dwelling units specified in Table 4-4.

<b>TABLE 4-4: MAXIMUM CLUSTER SIZE</b>	
<b>CONSERVATION DENSITY LEVEL</b>	<b>MAXIMUM CLUSTER SIZE</b>
<b>Level I</b>	25 dwelling units
<b>Level II</b>	20 dwelling units
<b>Level III</b>	15 dwelling units

Conservation subdivisions may include more than one residential cluster, provided that each cluster shall be separated by a buffer or conservation area. The buffer between clusters shall be at least 200 feet wide and include no disturbed areas of land other than streets or pedestrian trails.

**C. Lot Standards**

There shall be no minimum lot size for Conservation Subdivisions. Conservation Subdivisions shall be allowed to vary the lot sizes on the developed parcel in order to fit the same number of units on the developed parcel as the Conservation Density Level would allow, while still preserving significant land areas.

Lots shall be configured so that buildable portions of each lot are located in the area that causes the least disturbance during construction activity. In addition to the required preserved areas, the largest amount of area possible on each lot shall be kept in or restored to its natural vegetative state.

**D. Housing Density Determination**

The maximum number of lots in the conservation subdivision shall be determined by dividing the total area of the tract of land by the minimum lot size specified in the Conservation Subdivision Framework (*Table 4-2*).

**E. Density Bonus**

If the applicant proposes to conserve more than 50 percent of the total property, additional density bonuses may be granted based upon the recommendation of the staff and approval by the Planning Commission.

**SECTION .05 OPEN SPACE**

**A. Minimum Open Space**

The Conservation Subdivision Standards requires that a minimum of 20 percent of the original parcel be preserved from development.

**B. Conservation Area Criteria**

All Conservation Areas shall meet the following criteria:

1. All portions of the conservation area shall have significant natural features or habitats worthy of preservation for environmental, aesthetic and recreation benefits. Areas of the development site that best meet these criteria shall be preserved from development and take priority in determining the best layout for the site.
2. Up to 50 percent of the conservation area may be land that is undevelopable due to other laws or ordinances.
3. The conservation area shall be contiguous, based upon consistent and substantial linkages of natural systems. While a Conservation Subdivision may involve more than one preserved area, no single contiguous conservation area shall be less than five acres or 15 percent of the site, whichever is greater.

4. Thin bands of preserved areas shall be avoided to prevent erosion through “edge conditions.” Areas less than 100-feet wide shall be excluded from the conservation area calculations.
5. All lots shall be within 300 feet of the conservation area as measured by the most direct pedestrian connection or shall directly abut the conservation area.
6. The conservation area shall be usable and accessible by residents; however, trails or other accessories should be designed to avoid fragmenting conservation areas and to minimize impact on conservation areas.
7. The conservation area may be designated for assignment and management by a common ownership association of current and future lot owners or dedicated to the municipality subject to the municipality’s acceptance in its sole discretion. The municipality may approve the assignment of the preserved area to another public or non-profit entity in its sole discretion.

**C. Primary Conservation Area Elements**

The following are considered primary conservation area elements and are required to be included within the open space, unless the applicant demonstrates that this provision would constitute an unusual hardship and be counter to the purposes of this article:

1. The 100-year floodplain;
2. Stream buffers as required in Article 6, Section 6.05 ;
3. Slopes of 25 percent or greater and of at least 5,000 square feet contiguous area;
4. Wetlands that meet the definition used by the Army Corps of Engineers pursuant to the Clean Water Act;
5. Populations of endangered or threatened species, or habitat for such species;
6. Archaeological sites, important historic sites, cemeteries and burial grounds;
7. Other significant natural features and scenic viewsheds, such as ridge lines, peaks and rock outcroppings, particularly, those that can be seen from public roads.

**D. Secondary Conservation Area Elements**

The following are considered Secondary Conservation Area Elements and should be included within the Open Space to the maximum extent feasible.

1. Existing healthy, native forests of at least one acre contiguous area;
2. Individual existing healthy trees greater than having eight (8) inches caliper, as measured at breast height (4’6” from ground);
3. Prime agricultural lands of at least ten acres contiguous area;
4. Existing trails that connect the tract to neighboring areas.

**E. Uses of Conservation Area**

1. Permitted Uses
2. Uses of conservation areas may include the following:
  - a) Conservation of natural, archeological or historical resources;
  - b) Meadows, woodlands, wetlands, wildlife corridors, game preserves, or similar conservation-oriented areas;
  - c) Walking or bicycle trails, provided they are constructed of porous paving materials;
  - d) Passive recreation areas, such as open fields;

- e) Active recreation areas, including golf courses, provided that they are limited to no more than 50 percent of the total conservation areas and are not located within primary conservation areas. Active recreation areas may include impervious surfaces. Active recreation areas in excess of this limit must be located outside of the protected Conservation Area.
- f) Agriculture, horticulture, silviculture or pasture uses, provided that all applicable best management practices are used to minimize environmental impacts, and such activities are not conducted within primary conservation areas;
- g) Landscaped stormwater management facilities, community wastewater disposal systems and individual wastewater disposal systems located on soils particularly suited to such uses. Such facilities shall be located outside of primary conservation areas;
- h) Easements for drainage, access, and underground utility lines;
- i) Other conservation-oriented uses compatible with the purposes of this ordinance.

3. Prohibited Uses

Uses of conservation areas shall not include the following:

- a) Roads, parking lots and impervious surfaces, except as specifically authorized in the previous sections;
- b) Agricultural and forestry activities not conducted according to accepted Best Management Practices;
- c) Other activities as determined by the Applicant and recorded on the legal instrument providing for permanent protection.

**F. Legal Restrictions**

1. Permanent Conservation

Designation, dedication of other legal restrictions on future development of the preserved property in perpetuity shall be filed with the plat for any proposed conservation subdivision.

2. Management Plan

A detailed ownership and management plan for the preserved area shall be filed with the plat for any proposed conservation subdivision. The plan shall:

- a) Identify the owner, entity responsible for maintenance, and long-term funding strategies such as homeowner's fees or assessments.
- b) Demonstrate the financial feasibility of the ownership and maintenance program.
- c) Specify guidelines for how the maintenance of the conservation area, and any facilities eligible for location in the conservation area will occur.
- d) Include cost estimates for maintenance, including staffing, operation, or insurance costs, if any.
- e) Identify a board and procedures for oversight of and enforcement of the Management Plan.

3. Ownership and Management

Options for ownership and management of preserved area include:

- a) Dedication to the municipality or other public entity subject to acceptance by and at the sole discretion of the municipality or other public entity.
- b) Creation of or dedication to a non-profit entity capable of carrying out the ownership and management plan.

- c) Creation of a Homeowners and/or Leaseholders Association capable of carrying out the ownership and management plan.
- d) Establishment of an endowment where the principal generates sufficient annual interest to cover the yearly costs of ownership and maintenance of the preserved area.
- e) Dedication to a private or not-for-profit entity such as a land trust or similar conservation-oriented organization with the legal authority and financial capacity to accept such dedications.
- f) Dedication of a conservation easement on the conservation area to any of the above entities with a right of enforcement in favor of the municipality stated in the easement.
- g) Any management organization shall be *bona fide* and in perpetual existence and the conveyance instrument shall contain an appropriate provision for retransfer in the event the organization becomes unable to carry out its function.

#### 4. Right of Enforcement

In the event the party responsible for maintenance of the open space fails to maintain all or any portion in reasonable order and condition according to the management plan, the municipality may assume responsibility for its maintenance and may enter the premises and take corrective action, including provision of extended maintenance. The cost of such maintenance may be charged to the Management Entity, or the individual property owners according to their pro-rata share based on the Management Plan. Costs may include administrative costs in taking such actions as well as penalties as provided under these regulations. Such costs shall become a lien on all subdivision properties.

#### 5. Municipal Review

The legal restrictions and ownership and management plan shall be subject to review and approval by the City Attorney.

**Commentary** . Conservation subdivisions provide at least two development incentives in exchange for the permanent preservation of open space. First, the conventional lot sizes required of subdivisions is not required, and blocks and lots can be laid out in the most efficient manner, saving on roads, utilities, and other development costs by “clustering” the developed portion of the site. Second, these regulations provide a “density bonus” for development - above what would be permitted under conventional regulations.



## ARTICLE 5. FORM-BASED SUBDIVISION STANDARDS

- 5.01 FORM-BASED SUBDIVISION INTENT AND APPLICABILITY**
  - 5.02 FORM-BASED SUBDIVISION PROCEDURES**
  - 5.03 STREET DESIGNS**
  - 5.04 STREET NETWORKS, BLOCKS, LOTS**
  - 5.05 OPEN SPACE**
- 

### SECTION .01 FORM-BASED SUBDIVISION INTENT AND APPLICABILITY

- A. **Intent.** Form-Based Developments (FBD) implement the “Neighborhood/Villager Center” concept of the Comprehensive Plan of the City of Montevallo, with more intensely developed neighborhood centers having a core or focus area, and less-intensely developed transition areas and rural areas.
- B. **Applicability.** The FBD process is intended to add flexibility to allow innovation in development applications that better advance the goals and policies of the Comprehensive Plan. New development proposals utilizing the FBD process must:
  - 1. Involve 20 acres or more.
  - 2. Include at least a Core Area and a Focus Area.
  - 3. Apply multiple uses under a single integrated development.
  - 4. Applications will include a concurrent rezoning request to the Special District, Plan Implementation District (SD:PID) during the Regulating Plan approval process.

Alternatively, the above requirements may be waived for developments proposed as an extension of an established FBD Regulating Plan. If applicable, such application will include a concurrent request for PID designation pursuant to the established FBD Regulating Plan.

### Section .02 Form-Based Subdivision procedures

#### A. Concept Plan.

A Concept Plan shall be used to demonstrate overall and general development concepts prior to preparation of a detailed FBD proposal. The Concept Plan shall be developed in concurrence with a working group that includes the staff and members of the Planning Commission. Upon achieving consensus that the Concept Plan advances the goals and objectives of the Comprehensive Plan and meets all applicable requirements, the applicant may proceed with the preparation of a Master Plan.

#### B. Master Plan.

The Master Plan shall be developed with considerable community input/involvement and demonstrate compliance with the goals and objectives of the Comprehensive Plan. It is at this point where the land suitability of the subject property identifies meeting the intent of the Comprehensive Plan and the regulations of this Article. In particular, the location must demonstrate that it satisfies street and block framework upon which the Regulating Plan is to be created. Therefore, the Master Plan must include enough engineering, particularly with respect to topography, to determine the feasibility of the proposed FBD. The Master Plan shall be reviewed by the Planning Commission; its approval shall initiate the Regulating Plan process.

##### 1. Applicability.

The Master Plan shall illustrate through maps and documentation, the physical and functional interrelationships among the various uses and activities of the proposed FBD. The Master Plan shall serve as the framework for development of the FBD Regulating Plan.

##### 2. Eligibility.

A Master Plan may be prepared by an applicant, or the Town on its own initiative, with the consent and participation of all property owners within the plan area.

##### 3. Public Input.

A Master Plan shall be developed through an intensive planning and design process applicable to the scope and scale of the proposed project. This process shall include such open meetings, dialogues and/or design sessions necessary to sufficiently address the planning and design aspects and impacts of the project. The number of public meetings shall be based upon the scope and scale of the project and its impacts on the surrounding community, as determined at approval of the Concept Plan. Notice of all public sessions shall be given in a manner consistent with the scope of the proposed project, at the expense of the applicant. The open public sessions shall at a minimum address the following topics specifically:

- a. Issues and goals for the project consistent with the Comprehensive Plan.
- b. Establishment of the street and block network upon which the Regulating Plan is to be created.
- c. Land use, transportation, and community design alternatives identifying the forms of development within the specific areas of the project, including design of and relationships between buildings, open spaces, utilities, rights-of-way or other public spaces, or any other element of the development site.

4. Review Process.

The Master Plan shall be officially reviewed and approved by the Planning Commission.

5. Effect of Approval.

The Master Plan shall establish the general form of the proposed development and direct the preparation of the Regulating Plan.

**C. Regulating Plan.**

A Regulating Plan shall be used to set all standards for development. It shall be accompanied by all plans, maps, codes and guidelines necessary for implementation.

1. Applicability.

Subsequent to approval of the Master Plan by the Planning Commission, the applicant may proceed with the development of the Regulating Plan. In addition to all submittal requirements identified in *Appendix A*, a Regulating Plan shall:

- a) Include a narrative statement on how and why the Regulating Plan conforms with the Comprehensive Plan, and any specific plan or program officially approved under the guidance of the Comprehensive Plan.
- b) Demonstrate compliance with the standards of Articles 5 & 6, or apply alternative standards that meet the goals of the Comprehensive Plan and the purpose and intent of these regulations in an equal or better manner.
- c) Include site development codes and architectural guidelines. These codes will establish the Zoning Regulations for the subject development through a rezoning to Plan Implementation District (PID).
- d) Include detailed renderings, illustrations and dimensions of typical buildings, lots and blocks, streetscapes, public, civic, and open spaces.
- e) Specify general or specific land uses allowed for each block, lot, or building type.

2. Review Criteria.

The Regulating Plan shall be reviewed subject to:

- a) The proposed plan demonstrating compliance with the goals and objectives of the Comprehensive Plan, and any other plans or programs adopted by the County.

- b) The plans, elevations, regulations, codes, and development guidelines being consistent with the approved Master Plan.
  - c) The plan meeting the purpose and intent of these regulations.
3. Review Process.
- The Regulating Plan and concurrent rezoning to PID shall be officially reviewed and approved by the Planning Commission.
4. Effect of Approval.
- Subsequent to approval of the Regulating Plan, final development plan(s) may be prepared that are consistent with the Regulating Plan. Any amendments, modifications or alterations to the approved Regulating Plan will require the review and approval of the Planning Commission. Any change proposed to the approved Regulating Plan, shall provide sufficient justification, including but not limited to engineering, environmental, or cultural issues, conflicts with other federal, state or local laws or regulations.

**D. Final Development Plan.**

Upon approval of a Regulating Plan, any landowner may submit an application for the physical development of all or part of the planned area, consistent with the approved Regulating Plan. A Pre-application Conference is required prior to the submission of a Final Development Plan. The Final Development Plan shall include all information required in Appendix A, for review by the Department of Development Services. Within 30 days of this application, the Staff shall either approve or deny the application, based on the following criteria:

1. Compliance with the approved Regulating Plan, subject to any conditions of approval; and
2. Consistency with all planning and design concepts, descriptive references, illustrations, and artistic renderings used in association with the Regulating Plan approval.

**E. Final Plat.**

The Final Development Plan shall not be a substitute for the preparation and approval of a Final Plat. A Final Plat subject to the process and standards of Section 3.02 (B) (6) is required for all Form Based Developments. The Final Plat and the Final Development Plan may be submitted and reviewed simultaneously.

**SECTION .03 STREET DESIGNS**

**A. Example Street Cross-sections.**

The cross-sections and standards illustrate planning and urban design concepts, and upon approval by the County Engineer may be the basis for engineering and construction documents. The County Engineer reserves the right to require additional or alter existing design elements based on traffic and transportation analysis, and subject to the appropriate context and applicability of each street type, provided they better implement the goals and policies of the Comprehensive Plan as determined by staff.

<b>BOULEVARD</b>	
<p>EXAMPLE PLAN AND CROSS-SECTION</p> <p>(FOUR LANE NON-RESIDENTIAL SHOWN)</p>	
MINIMUM ROW WIDTH	84' - Two-lane; varies with amenity zone and sidewalks 105' - Four-lane; varies with amenity zone and sidewalks
TRAVEL LANES	2-4
TRAVEL LANE WIDTH	11' - 12'
SHOULDER	15.5' behind c/g
BUFFER AREA	4' - 8' Amenity Zone. Medium ornamental trees with a canopy height above 14' at maturity shall be placed approximately 25' - 40' on center in tree wells. Tree wells shall be at least 4' width in all directions and have at least 20 square feet of pervious surface.
PEDESTRIAN FACILITY	9 - 15' sidewalks (including 4'-8' amenity zone)
BICYCLE FACILITY	None (combined with vehicle flow)
MEDIAN	15' median landscaped with Large Canopy or Medium Ornamental trees approximately every 30' to 60' and include lawn or other ground cover.
UTILITY LOCATION	In rear access easement preferred
ACCESS LIMITATION	See Lot Access standards in Article 3, 4, or 5.
TYPICAL FRONT YARD*	40' - 100' lawn / setback; or Street-front buildings; or 10' - 20' courtyards or landscape buffer
APPLICABILITY	This special street section is generally applicable in the Core and Focus Areas of the Form-based Development patterns to support residential and non-residential and mixed uses. It provides a civic amenity and gateway to the neighborhood and serves to transition between different land uses along higher classed / higher volume streets. It can serve as an arterial street or collector street.

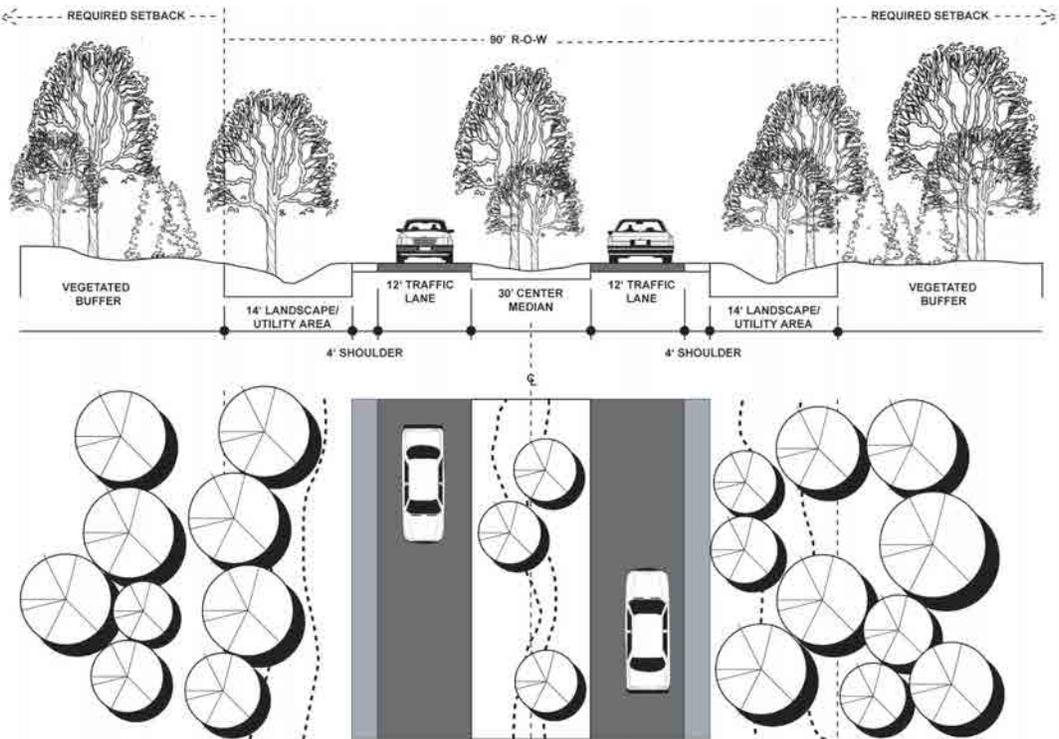
\* Typical Front Yard refers only to the typical and appropriate design of the transition between the right-of-way and the private lots. Further restrictions on building location and site design may be included in other applicable zoning or subdivision regulations.

<b>MAIN STREET</b>	
<p>EXAMPLE PLAN AND CROSS-SECTION (FOUR LANE SHOWN)</p>	
MINIMUM ROW WIDTH	82' - Two-lane 105' - Four-lane; varies with amenity zone and sidewalks
TRAVEL LANES	2-4
TRAVEL LANE WIDTH	11'
SHOULDER	18' Designated angled parking (60 degree)/ 2' Curb and gutter
BUFFER AREA	4' - 8' Pedestrian Amenity Zone. Medium ornamental trees with a canopy height above 14' at maturity shall be placed approximately 25' - 40' on center in tree wells. Tree wells shall be at least 4' width in all directions and have at least 20 square feet of pervious surface.
PEDESTRIAN AREA	12.5' sidewalk, includes Amenity Zone
UTILITY LOCATION	In rear access easement
ACCESS LIMITATION	See Lot Access standards in Article 3, 4, or 5.
TYPICAL FRONT YARD*	Street-front buildings
APPLICABILITY	This special street section is generally applicable in the Core Areas of the Form-based Development patterns to support non-residential or mixed uses. It serves as the primary route and focal point of the area and it can serve as an arterial or collector street.

\* Typical Front Yard refers only to the typical and appropriate design of the transition between the right-of-way and the private lots. Further restrictions on building location and site design may be included in other applicable zoning or subdivision regulations.

**RURAL PARKWAY**

EXAMPLE PLAN AND CROSS-SECTION  
 (TWO LANE WITH MEDIAN SHOWN)

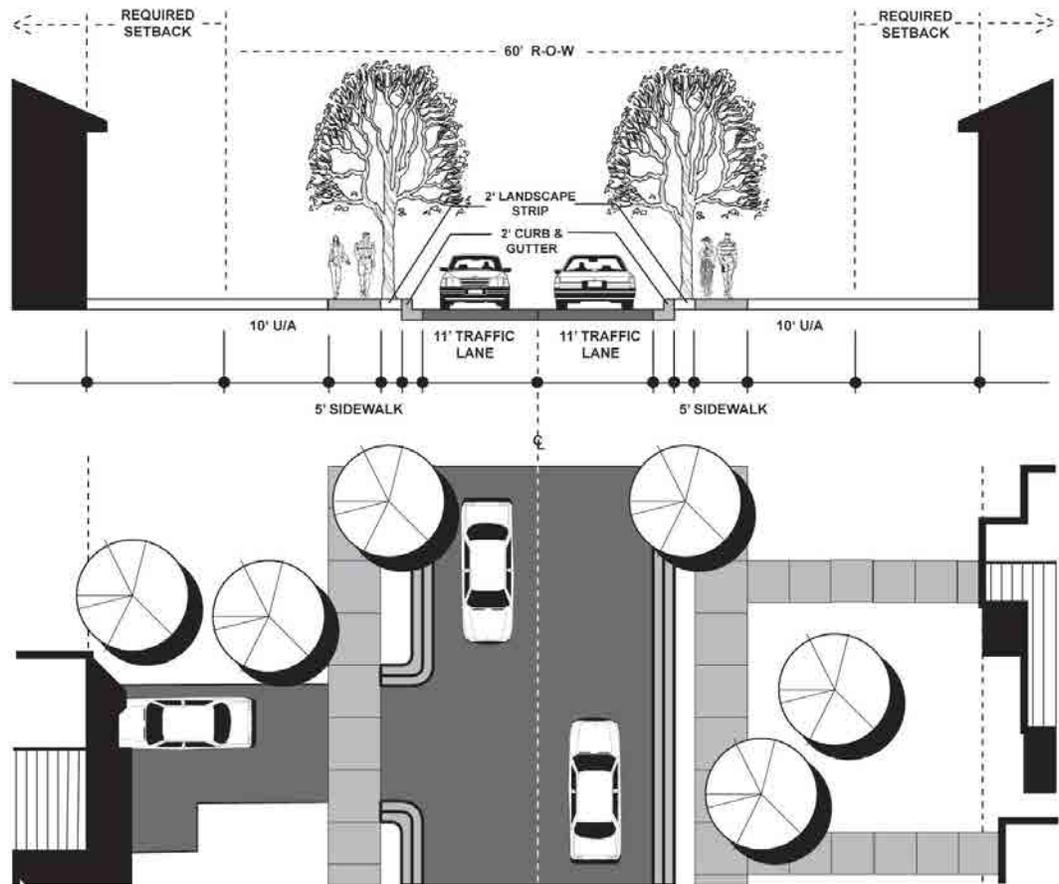


MINIMUM ROW WIDTH	90' - two-lane; Multi-lane - consult with County Engineer
TRAVEL LANES	2 - 4
TRAVEL LANE WIDTH	12'
SHOULDER	4' shoulder minimum
BUFFER AREA	14' landscape strip and utility area
PEDESTRIAN AREA	None - if alternative integrated trail system available to neighborhood; otherwise, additional r-o-w may be required to provide multi-use trail or path.
BICYCLE FACILITY	None (combined with vehicle flow)
MEDIAN	30' center median
UTILITY LOCATION	In buffer area
ACCESS LIMITATION	See Lot Access standards in Article 3, 4, or 5.
TYPICAL FRONT YARD*	25' Natural Vegetation Buffer
APPLICABILITY	This special street section is applicable in any development pattern or in any rural area (Tier III) of the county. It provides primary access within a neighborhood or rural area as well as connections to adjacent areas. This street type is not intended for direct access. It may function as an arterial or collector street.

\* Typical Front Yard refers only to the typical and appropriate design of the transition between the right-of-way and the private lots. Further restrictions on building location and site design may be included in other applicable zoning or subdivision regulations.

**NEIGHBORHOOD STREET – FORM BASED**

EXAMPLE PLAN AND CROSS-SECTION



MINIMUM ROW WIDTH	60' (LOCAL) (Shown above) 62' (COLLECTOR)
TRAVEL LANES	2
TRAVEL LANE WIDTH	11' (LOCAL) 12' (COLLECTOR)
SHOULDER	2' curb and gutter
BUFFER AREA	2' Landscape Strip
PEDESTRIAN AREA*	5' sidewalk
BICYCLE AREA	None (combined with vehicle flow)
UTILITY LOCATION	10' U/A outside of sidewalk
ACCESS LIMITATION	See Lot Access standards in Article 3, 4 or 5.
TYPICAL FRONT YARD**	10' - 40' lawn/setback (LOCAL) 25' Natural Vegetation Buffer; or 40' - 100; lawn/setback (COLLECTOR)
APPLICABILITY	This street design is applicable for any conventional, conservation or form based application of local or collector streets. Application as a collector will require larger lot sizes.

\* See Table 6-2 for Pedestrian Facility Requirements. Where Table 6-2 requires no sidewalks, or a sidewalk on only one side, the minimum width for the pedestrian facility shall be added to the Buffer Area.

\*\* Typical Front Yard refers only to the typical and appropriate design of the transition between the right-of-way and the private lots. Further restrictions on building location and site design may be included in other applicable zoning or subdivision regulations.

<b>PEDESTRIAN STREET</b>	
EXAMPLE PLAN AND CROSS-SECTION	
MINIMUM ROW WIDTH	62'
TRAVEL LANES	2
TRAVEL LANE WIDTH	11'
SHOULDER	2' curb and gutter
BUFFER AREA	4' - 8' Pedestrian Amenity Zone. Medium ornamental trees with a canopy height above 14' at maturity shall be placed approximately 25' - 40' on center in tree wells. Tree wells shall be at least 4' width in all directions and have at least 20 square feet of impervious surface.
PEDESTRIAN AREA	8' - 12' sidewalk
BICYCLE FACILITY	None (combined with vehicle flow)
UTILITY LOCATION	In rear access easement
ACCESS LIMITATION	See Lot Access standards in Article 3, 4, or 5.
TYPICAL FRONT YARD*	Street-front buildings; or 10' - 20' Courtyards
APPLICABILITY	This special street section is generally applicable in the Core Areas of the Form-based Development patterns to support non-residential or mixed uses. It serves as secondary routes and side streets, and can serve as a local or collector street.

- \* Typical Front Yard refers only to the typical and appropriate design of the transition between the right-of-way and the private lots. Further restrictions on building location and site design may be included in other applicable zoning or subdivision regulations.

<b>RURAL DRIVE</b>	
EXAMPLE PLAN AND CROSS-SECTION	
MINIMUM ROW WIDTH	60'
TRAVEL LANES	2
TRAVEL LANE WIDTH	9', for very low flow conditions; otherwise, greater widths may be required.
SHOULDER	4' shoulder / Rural edge
BUFFER AREA	14' vegetated area
PEDESTRIAN AREA	None - if alternative integrated trail system available to neighborhood; or 4' path on one side
UTILITY LOCATION	10' u/a inside r-o-w
ACCESS LIMITATION	See Lot Access standards in Article 3, 4, or 5.
TYPICAL FRONT YARD*	25' Natural Vegetation Buffer
APPLICABILITY	This special street section is applicable in any development pattern or in any rural area (Tier III) of the town. It provides primary access residential uses within the neighborhood. It may function as a collector or local street.

\* Typical Front Yard refers only to the typical and appropriate design of the transition between the right-of-way and the private lots. Further restrictions on building location and site design may be included in other applicable zoning or subdivision regulations.

<b>ACCESS EASEMENT</b>	
<p>EXAMPLE PLAN AND CROSS-SECTION (TWO WAY RESIDENTIAL SHOWN)</p>	
MINIMUM EASEMENT WIDTH	22' (residential) 22' (commercial or mixed use)
TRAVEL LANES	1 Yield lane
TRAVEL LANE WIDTH	14' one-way, paved (residential) 18' two-way, paved with valley gutters (commercial or mixed use)
SHOULDER	none
BUFFER AREA	4' landscape or grassed strip
UTILITY LOCATION	In access easement
ACCESS LIMITATION	none
APPLICABILITY	This special classification street provides rear or mid-block access to residential or non-residential uses on a block, particularly where the Access Limitation standards prohibit individual front-loaded access to each lot, or where non-residential areas require access to rear parking areas, loading areas, or internal service courts.

\* Typical Front Yard refers only to the typical and appropriate design of the transition between the right-of-way and the private lots. Further restrictions on building location and site design may be included in other applicable zoning or subdivision regulations.

## SECTION .04 STREET NETWORK, BLOCKS, LOTS

### A. Street Layout and Connectivity

#### 1. General Street Layout.

Streets shall be laid out to form an interconnected grid, except for locations where topography or natural features are intervening and over-riding priorities. In such cases, an alternative connection shall be provided, land-use restrictions appropriate to disconnected streets shall be in place.

#### 2. Street Connectivity.

Form-based Subdivisions shall provide street connectivity according to the grid pattern and the Block Standards established in Sub-section B, below.

#### 3. Street Stubs.

Street connections to abutting unsubdivided property, to property capable of re-subdivision, or to any existing stub street adjacent to the property shall be provided at intervals equal to or less than the maximum block lengths established in Sub-section B., below.

- a) All streets shall connect with any streets already platted to its boundary on adjacent property.
- b) Where required, street stubs shall provide a temporary turn-around subject to the following:
  - (1) Street stubs serving four or fewer dwelling units may provide a dead end.
  - (2) Street stubs serving up to eight dwelling units shall provide a T-shaped turnaround with a 20-foot by 60-foot turn-around pad centered at the end of the street.
  - (3) Street stubs serving up to 12 dwelling units shall provide circular turn-around with a radius between 30 and 42 feet.
  - (4) Stub street shall not be permitted to serve more than 12 dwelling units.
  - (5) All street stubs shall provide a sign at the end indicating that the street will be a future through street at the time the adjacent property is subdivided.

#### 4. Cul-de-sacs.

Cul-de-sacs shall be limited as follows:

- a) Cul-de-sacs shall not exceed more than 600 feet measured from an intersecting and connected street to the end of the circle terminating the cul-de-sac.
- b) Cul-de-sacs shall not have more than 16 dwelling units on a single cul-de-sac.
- c) Circles shall have a radius between 30 and 42 feet. The radius may extend up to 60 feet if a center island is provided. Where a center island is provided the clear travel lanes between 20 and 24 feet at all locations.
- d) The perimeter of the “block” formed by the outside boundaries of all lots fronting on the cul-de-sac, shall not exceed the block sizes established in sub-section B., below.

#### 5. Exceptions.

Exceptions to the street stub and cul-de-sac requirements may be approved to preserve prominent topographical or natural features, based on the following criteria:

- a) Construction of the connection or alternative layouts that don't require long cul-de-sacs are unfeasible and would result in substantial additional construction costs to cross the natural feature.
- b) The topographical or natural feature qualifies as Open Space according to this Article and is being preserved on the plat.

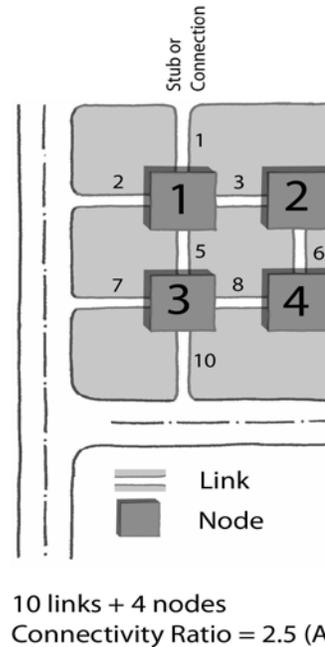
- c) Wherever connections to the connectivity standards are granted, the Planning Commission may require alternative means of connections for pedestrians or bicycles at more frequent intervals than provided by the street network.

6. Alternative Compliance.

Parcels proposed for subdivision that are larger than 30 acres may propose a Connectivity Ratio as a means of alternative compliance for Street Connectivity and Block Sizes. The connectivity ratio shall be the number of “links” divided by the number of “nodes”.

- a) A “link” shall refer to a portion of the street defined by two “nodes.”
- b) A “node” shall be the intersection of two or more streets, or a cul-de-sac. A stub to adjacent property shall not count as a node.
- c) The Connectivity Ratio shall be according to Table 5-1.

TABLE 5-1: ALTERNATIVE COMPLIANCE / CONNECTIVITY RATIO	
MINIMUM CORE AREA RATIO	1.8
MINIMUM FOCUS AREA RATIO	1.4



B. **Block Types and Sizes.** All blocks in Form-based Subdivisions shall be one of the types identified in Table 5-2.

<b>TABLE 5-2: FORM-BASED SUBDIVISION BLOCK TYPES</b>	
<b>BLOCK TYPE</b>	<b>CHARACTERISTICS</b>
<b>FOCAL POINT</b>	<ul style="list-style-type: none"> <li>• Four block faces fronting on public streets.</li> <li>• Small blocks used entirely for Open Space or Civic Uses.</li> <li>• Located at key visibility points in the neighborhood or center.</li> <li>• Establishes a focal point for more intense uses fronting on adjacent blocks.</li> <li>• Typically square or rectangular with proportions between 1:1 and 1:1.5, but occasionally can have an irregular shape.</li> </ul>
<b>STANDARD</b>	<ul style="list-style-type: none"> <li>• Four block faces fronting on public streets.</li> <li>• Roughly rectangular with a proportions between 1:1 and 1:2</li> <li>• Short block faces designed for more intense use, a greater mix of uses, and more frequent connections of pedestrian-oriented streets to handle the development intensity more efficiently.</li> <li>• Accommodates two tiers of lots.</li> <li>• May be arranged to create frequent T-intersections for local streets to discourage through traffic.</li> </ul>
<b>IRREGULAR</b>	<ul style="list-style-type: none"> <li>• Irregular shape due to either natural features or topography, or due to prevailing street patterns of surrounding areas.</li> <li>• May have fewer or greater than four block faces, or may have curvilinear block faces.</li> <li>• Used to adjust to topography, discourage through traffic on local streets, or deflect or terminate views along streetscapes with prominent buildings or focal points.</li> <li>• Should not be used where two or more smaller standard blocks could be used.</li> <li>• No more than 25 percent of the blocks in a subdivision may be Irregular.</li> </ul>

1. Maximum Block Sizes. Blocks in Form-based Subdivisions shall have the maximum sizes specified in **Table 5-3**. Distances are measured from or along the centerline of streets forming the boundaries of the block.

<b>TABLE 5-3: FORM-BASED SUBDIVISION BLOCK STANDARDS</b>				
<b>BLOCK TYPE</b>	<b>CORE AREA</b>	<b>FOCUS AREA</b>	<b>TRANSITION AREA</b>	<b>RURAL AREA</b>
<b>FOCAL POINT</b>	Minimum Length: 150' Maximum Length: 300' Maximum Perimeter: 800'	Minimum Length: 150' Maximum Length: 400' Maximum Perimeter: 1100'	Use the standards for Subdivisions in Articles 3 or 4 for the applicable Land Suitability Level.	Use the standards for Subdivisions in Articles 3 or 4 for the applicable Land Suitability Level.
<b>STANDARD</b>	Minimum Length: 250' Maximum Length: 400' Maximum Perimeter: 1400'	Minimum Length: 250' Maximum Length: 660' Maximum Perimeter: 1980'		
<b>IRREGULAR</b>	Minimum Length: 200' Maximum Length: 600' Maximum Perimeter: 1800'	Minimum Length: 200' Maximum Length: 800' Maximum Perimeter: 2400'		

2. Perimeter Blocks

Blocks on the perimeter of the property being subdivided which are formed by the streets, any stub streets, and the subdivision boundary with property that may be subdivided in the future, shall not exceed 60 percent of the maximum perimeter in **Table 5-3**.

- C. **Lot Standards.** In addition to the General Planning and Design standards in Article 6, the following lot standards shall apply to Form-based Subdivisions.

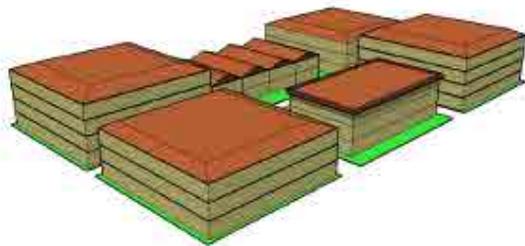
1. Residential Lots. Form-based Subdivision shall be allowed residential lots according to the locations noted in *Table 5-4*. Following *Table 5-4* each lot type is displayed with its context, block setting, and site-specific standards.

<b>TABLE 5-4: RESIDENTIAL LOT TYPES</b>			
<b>LOT TYPES</b>	<b>ALLOWED LOT TYPES AND COMMUNITY AREA</b>		
	<b>TRANSITION</b>	<b>FOCUS</b>	<b>CORE</b>
<b>MIXED-USE LOT</b>			<input checked="" type="checkbox"/>
<b>MULTI-DWELLING LOT</b>			<input checked="" type="checkbox"/>
<b>TOWN LOT</b>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<b>SMALL LOT</b>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<b>NEIGHBORHOOD LOT</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<b>CONVENTIONAL LOT</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>SUB-URBAN LOT</b>	<input checked="" type="checkbox"/>		
<b>LARGE LOT</b>	<input checked="" type="checkbox"/>		
<b>ESTATE LOT</b>	<input checked="" type="checkbox"/>		
<b>COUNTRY LOT</b>	<input checked="" type="checkbox"/>		

TABLE 5-4: RESIDENTIAL LOT TYPES			
LOT TYPES	ALLOWED LOT TYPES AND COMMUNITY AREA		
	TRANSITION	FOCUS	CORE
RURAL LOT	☑		

**MIXED-USE LOT**  
 Mixed-use lots are subject to the Non-residential Core Area Lot Standards in C.2 below.

**MULTI-DWELLING LOT**



Block Context

**NEIGHBORHOOD CONTEXT:** The multi-dwelling lot is appropriate for use in the Core Area and in limited application in Focus Areas as a transition from the Core Area of Form-based Developments

**BLOCK APPLICABILITY:** Multi-dwelling lots should generally not exceed more than 25% of the block.

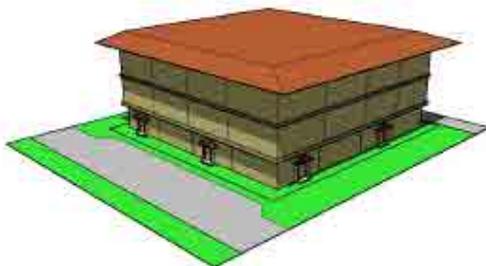
**STREET DESIGN TYPES:** Multi-dwelling lots may front on any portion of the block bounded by the following street types (see section 5.03.B.)

- PEDESTRIAN STREET
- BOULEVARD

**ACCESS TYPES:** Multi-dwelling lots are subject to the following lot access types and limitations(See section 6.02.F, Table 6-6):

- DRIVE AISLES\*
- INDIVIDUAL FRONT-LOADED DRIVEWAYS\*
- REAR ACCESS LANES

\* Limited to no more than 15% of the lot width, or 24 feet in width, whichever is less.



Lot Context

**LOT STANDARDS**

Frontage: No minimum, and no more than 50% of a Block face.

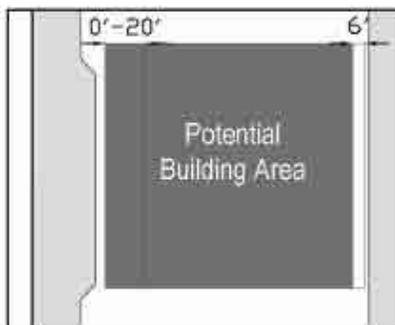
Area: No minimum, and no more than 25% of a Block area

Front Building Line: 0' – 20'

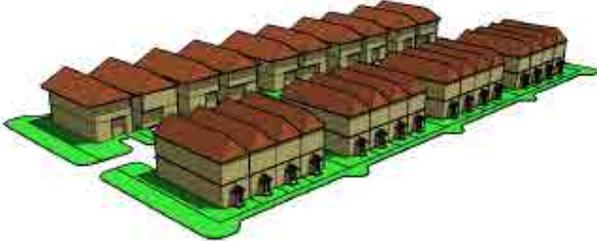
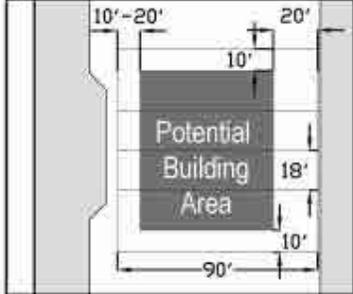
Side Building Line: 0' [a]; or 6' – 20'

Rear Building Line: 20' minimum ; or 6' minimum if lot accessed by a Rear Access Lane

[a] requires reciprocal party wall agreements on each lot.



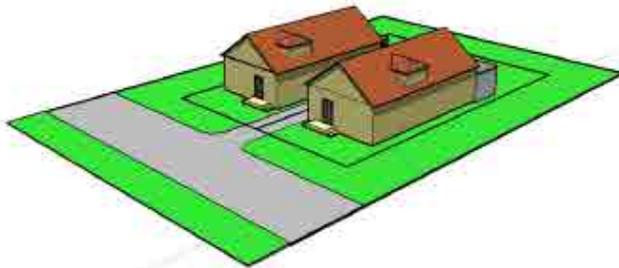
Lot Standards

TOWN LOT											
<p data-bbox="115 856 285 888"><b>Block Context</b></p> 	<p data-bbox="878 491 1479 659"><b>NEIGHBORHOOD CONTEXT:</b> Town Lots are appropriate in Core Areas and Focus Areas of Form-based Developments. The most narrow options (18' to 24') should only be allowed in Core Areas where higher density is appropriate.</p> <p data-bbox="878 674 1471 737"><b>BLOCK APPLICABILITY:</b> Town lots should generally not exceed more than 18 lots per block face.</p> <p data-bbox="878 758 1495 852"><b>STREET DESIGN TYPES:</b> Town Lots may front on any portion of the block bounded by the following street types (see section 5.03.B.)</p> <ul data-bbox="878 863 1187 957" style="list-style-type: none"> <li>▪ PEDESTRIAN STREET</li> <li>▪ BOULEVARD</li> <li>▪ NEIGHBORHOOD STREET</li> </ul>										
<p data-bbox="115 1262 256 1293"><b>Lot Context</b></p> 	<p data-bbox="878 978 1503 1073"><b>ACCESS TYPES:</b> Town Lots are subject to the following lot access types and limitations(See section 6.02.F, Table 6-6):</p> <ul data-bbox="878 1083 1146 1146" style="list-style-type: none"> <li>▪ DRIVE AISLES*</li> <li>▪ REAR ACCESS LANES</li> </ul> <p data-bbox="878 1157 1438 1220">* Limited to no more than 15% of the lot width of combined lots, or 24 feet in width, whichever is less.</p>										
<p data-bbox="115 1686 282 1717"><b>Lot Standards</b></p> 	<p data-bbox="878 1304 1057 1335"><b>LOT STANDARDS</b></p> <table data-bbox="919 1335 1300 1482"> <tr> <td>Frontage:</td> <td>18' – 36'</td> </tr> <tr> <td>Area:</td> <td>1,800 sq. ft.</td> </tr> <tr> <td>Front Building Line</td> <td>10' – 20'</td> </tr> <tr> <td>Side Building Line:</td> <td>0' [a]</td> </tr> <tr> <td>Rear Building Line:</td> <td>30' +</td> </tr> </table>	Frontage:	18' – 36'	Area:	1,800 sq. ft.	Front Building Line	10' – 20'	Side Building Line:	0' [a]	Rear Building Line:	30' +
Frontage:	18' – 36'										
Area:	1,800 sq. ft.										
Front Building Line	10' – 20'										
Side Building Line:	0' [a]										
Rear Building Line:	30' +										

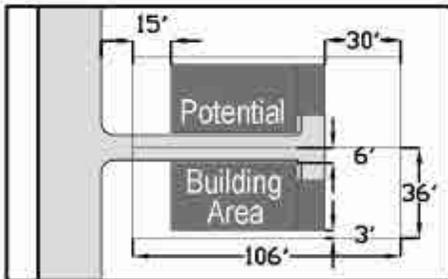
**SMALL LOT**



**Block Context**



**Lot Context**



**Lot Standards**

**NEIGHBORHOOD CONTEXT:** Town Lots are appropriate in Core Areas and Focus Areas of Form-based Developments. The most narrow options (18' to 24') should only be allowed in Core Areas where higher density is appropriate.

**BLOCK APPLICABILITY:** Town lots should generally not exceed more than 18 lots per block face.

**STREET DESIGN TYPES:** Town Lots may front on any portion of the block bounded by the following street types (see section 5.03.B.)

- PEDESTRIAN STREET
- BOULEVARD
- NEIGHBORHOOD STREET

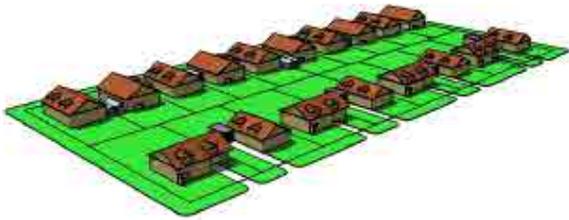
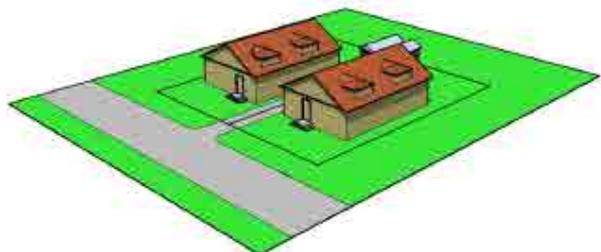
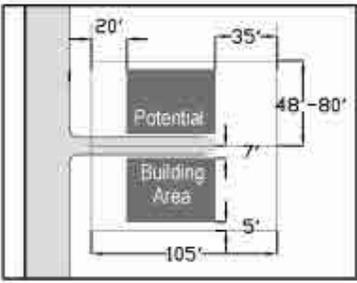
**ACCESS TYPES:** Town Lots are subject to the following lot access types and limitations (See section 6.02 F, Table 6-6):

- DRIVE AISLES\*
- REAR ACCESS LANES

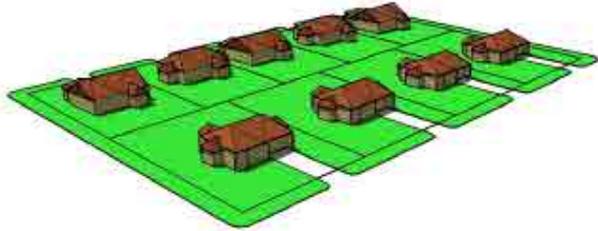
\* Limited to no more than 15% of the lot width of combined lots, or 24 feet in width, whichever is less.

**LOT STANDARDS**

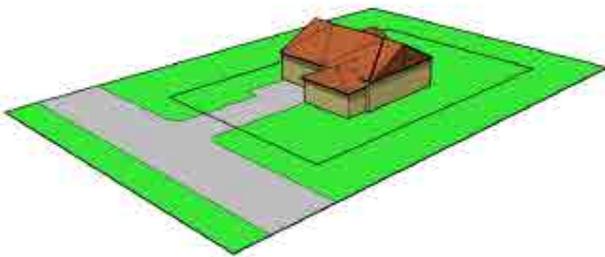
Frontage:	18' – 36'
Area:	1,800 sq. ft.
Front Building Line	10' – 20'
Side Building Line:	0' [a]
Rear Building Line:	30' +

NEIGHBORHOOD LOT											
 <p><b>Block Context</b></p>	<p><b>NEIGHBORHOOD CONTEXT:</b> Neighborhood Lots are appropriate in Focus Areas and Transition Areas of Form-based Developments.</p> <p><b>BLOCK APPLICABILITY:</b> Neighborhood Lots should generally not exceed more than 12 lots per block face.</p> <p><b>STREET DESIGN TYPES:</b> Neighborhood Lots may front on any portion of the block bounded by the following street types (see section 5.03.B.)</p> <ul style="list-style-type: none"> <li>▪ <b>BOULEVARD</b></li> <li>▪ <b>NEIGHBORHOOD STREET</b></li> </ul> <p><b>ACCESS TYPES:</b> Neighborhood Lots are subject to the following lot access types and limitations (See section 6.02.F, Table 6-6):</p> <ul style="list-style-type: none"> <li>▪ <b>SHARED FRONT-LOADED DRIVEWAYS*</b></li> <li>▪ <b>INDIVIDUAL FRONT-LOADED DRIVEWAYS*</b></li> <li>▪ <b>REAR ACCESS LANES</b></li> </ul> <p>* Limited to no more than 15% of the lot width, or 12 feet in width, whichever is less.</p>										
 <p><b>Lot Context</b></p>	<p><b>LOT STANDARDS</b></p> <table border="0"> <tr> <td>Frontage:</td> <td>48' – 60'</td> </tr> <tr> <td>Area:</td> <td>5,000 sq. ft.</td> </tr> <tr> <td>Front Building Line:</td> <td>20' – 40'</td> </tr> <tr> <td>Side Building Line:</td> <td>3' / 9' [b]</td> </tr> <tr> <td>Rear Building Line:</td> <td>35' +</td> </tr> </table>	Frontage:	48' – 60'	Area:	5,000 sq. ft.	Front Building Line:	20' – 40'	Side Building Line:	3' / 9' [b]	Rear Building Line:	35' +
Frontage:	48' – 60'										
Area:	5,000 sq. ft.										
Front Building Line:	20' – 40'										
Side Building Line:	3' / 9' [b]										
Rear Building Line:	35' +										
 <p><b>Lot Standards</b></p>											

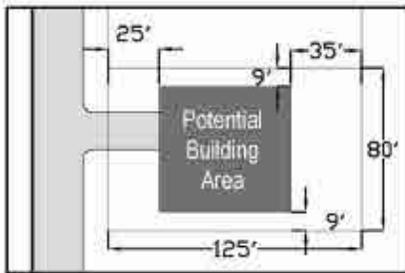
**CONVENTIONAL LOT**



**Block Context**



**Lot Context**



**Lot Standards**

**NEIGHBORHOOD CONTEXT:** Conventional Lots are appropriate in Transition Areas, or in a limited application in to provide unique properties in Focus Areas of Form-based Developments

**BLOCK APPLICABILITY:** Conventional Lots should generally not exceed more than 10 lots per block face.

**STREET DESIGN TYPES:** Conventional Lots may front on any portion of the block bounded by the following street types (see section 5.03.B.)

- **BOULEVARD**
- **NEIGHBORHOOD STREET**

**ACCESS TYPES:** Conventional Lots are subject to the following lot access types and limitations(See section 6.02.F, Table 6-6):

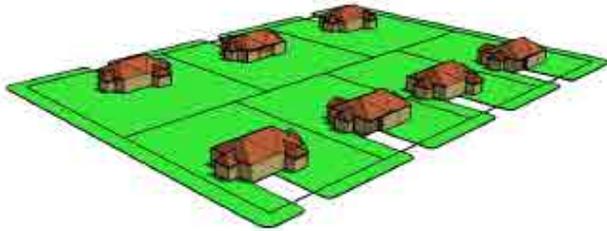
- **SHARED FRONT-LOADED DRIVEWAYS\***
- **INDIVIDUAL FRONT-LOADED DRIVEWAYS\***
- **REAR ACCESS LANES**

\* Limited to no more than 15% of the lot width, or 20 feet in width, whichever is less.

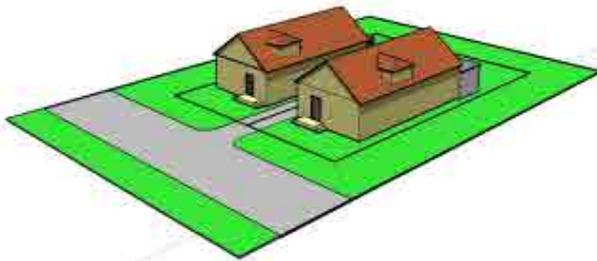
**LOT STANDARDS**

Frontage:	80' +
Area:	10,000 sq. ft.
Front Building Line	25' +
Side Building Line:	8' / 18' [b]
Rear Building Line:	35' +

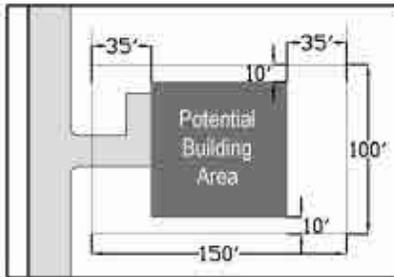
**SUB-URBAN LOT**



**Block Context**



**Lot Context**



**Lot Standards**

**NEIGHBORHOOD CONTEXT:** Sub-urban Lots are appropriate in Transition Areas, or in a limited application in to provide unique properties in Focus Areas of Form-based Developments.

**BLOCK APPLICABILITY:** Sub-urban Lots should generally not exceed more than 6 - 8 lots per block face.

**STREET DESIGN TYPES:** Sub-urban Lots may front on any portion of the block bounded by the following street types (see section 5.03.B.)

- **BOULEVARD**
- **NEIGHBORHOOD STREET**

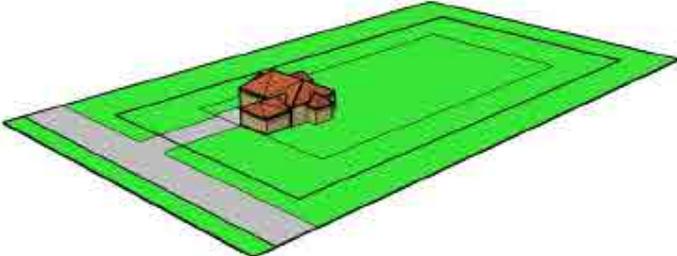
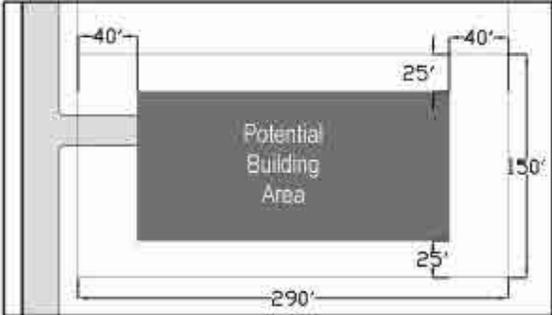
**ACCESS TYPES:** Sub-urban Lots are subject to the following lot access types and limitations(See section 6.02.F, Table 6-6):

- **SHARED FRONT-LOADED DRIVEWAYS\***
- **INDIVIDUAL FRONT-LOADED DRIVEWAYS\***
- **REAR ACCESS LANES**

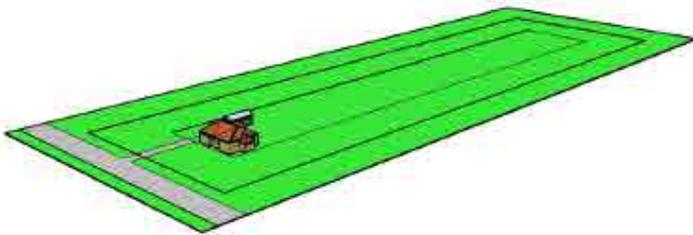
\* Limited to no more than 15% of the lot width, or 20 feet in width, whichever is less.

**LOT STANDARDS**

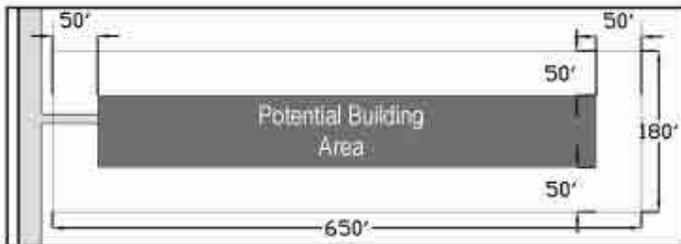
Frontage:	100' +
Area:	15,000 sq. ft.
Front Building Line	35' +
Side Building Line:	10' / 20' [b]
Rear Building Line:	35' +

LARGE LOT											
<p data-bbox="115 1037 256 1066"><b>Lot Context</b></p> 	<p data-bbox="878 554 1484 680"><b>NEIGHBORHOOD CONTEXT:</b> Large Lots are appropriate in Transition Areas, or in a limited application in to provide unique properties in Focus Areas of Form-based Developments</p> <p data-bbox="878 699 1507 894"><b>BLOCK APPLICABILITY:</b> Large Lots should generally be located in areas that begin to “transition from the block structure to more rural development patterns. In areas where they exist within a block structure to provide unique properties, Large Lots should not exceed more than 4 lots per block face.</p> <p data-bbox="878 919 1463 982"><b>STREET DESIGN TYPES:</b> Large Lots may front on of the following street types (see section 5.03.B.)</p> <ul data-bbox="878 989 1175 1115" style="list-style-type: none"> <li>▪ RURAL PARKWAY</li> <li>▪ RURAL DRIVE</li> <li>▪ BOULEVARD</li> <li>▪ NEIGHBORHOOD STREET</li> </ul>										
<p data-bbox="115 1623 282 1652"><b>Lot Standards</b></p> 	<p data-bbox="878 1142 1500 1241"><b>ACCESS TYPES:</b> Large Lots are subject to the following lot access types and limitations(See section 6.02.F, Table 6-6):</p> <ul data-bbox="878 1247 1341 1339" style="list-style-type: none"> <li>▪ SHARED FRONT-LOADED DRIVEWAYS*</li> <li>▪ INDIVIDUAL FRONT-LOADED DRIVEWAYS*</li> <li>▪ PRIVATE EASEMENTS*</li> </ul> <p data-bbox="878 1356 1484 1419">* Limited to no more than 12 feet in width at the access point and within the frontage area..</p> <p data-bbox="878 1444 1062 1474"><b>LOT STANDARDS</b></p> <table data-bbox="915 1482 1295 1633"> <tr> <td>Frontage:</td> <td>150' +</td> </tr> <tr> <td>Area:</td> <td>1 acre</td> </tr> <tr> <td>Front Building Line</td> <td>40' +</td> </tr> <tr> <td>Side Building Line:</td> <td>20' / 50' [b]</td> </tr> <tr> <td>Rear Building Line:</td> <td>40' +</td> </tr> </table>	Frontage:	150' +	Area:	1 acre	Front Building Line	40' +	Side Building Line:	20' / 50' [b]	Rear Building Line:	40' +
Frontage:	150' +										
Area:	1 acre										
Front Building Line	40' +										
Side Building Line:	20' / 50' [b]										
Rear Building Line:	40' +										

**ESTATE LOT**



**Lot Context**



**Lot Standards**

**NEIGHBORHOOD CONTEXT:** Estate Lots are appropriate in Transition Areas, or in a limited application in to provide unique properties in Focus Areas of Form-based Developments.

**BLOCK APPLICABILITY:** Estate Lots should generally be located in areas that begin to “transition from the block structure to more rural development patterns. In areas where they exist within a block structure to provide unique properties, Estate Lots should not exceed more than 4 lots per block face.

**STREET DESIGN TYPES:** Estate Lots may front on any of the following street types (see section 5.03.B.)

- **RURAL PARKWAY**
- **RURAL DRIVE**
- **BOULEVARD**
- **NEIGHBORHOOD STREET**

**ACCESS TYPES:** Estate Lots are subject to the following lot access types and limitations(See section 6.02.F, Table 6-6):

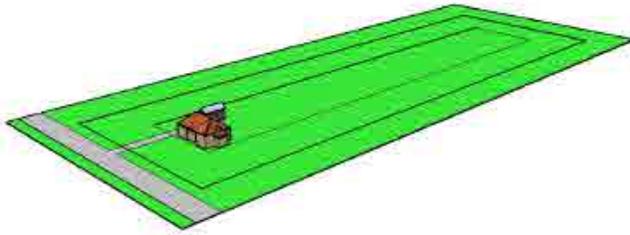
- **SHARED FRONT-LOADED DRIVEWAYS\***
- **INDIVIDUAL FRONT-LOADED DRIVEWAYS\***
- **PRIVATE EASEMENTS\***

\* Limited to no more than 12 feet in width at the access point and within the frontage area.

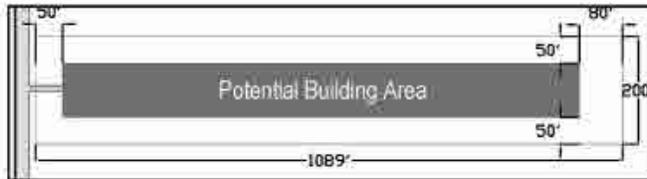
**LOT STANDARDS**

Frontage:	180' +
Area:	2.5 acres
Front Building Line:	50' +
Side Building Line:	50' / 100' [b]
Rear Building Line:	50' +

**COUNTRY LOT**



**Lot Context**



**Lot Standards**

**NEIGHBORHOOD CONTEXT:** Country Lots are appropriate in Transition Areas and Rural Areas of Form-based Developments.

**BLOCK APPLICABILITY:** Country Lots should generally be located in more rural development patterns without a block structure.

**STREET DESIGN TYPES:** Country Lots may front on any of the following street types (see section 5.03.B.)

- RURAL PARKWAY
- RURAL DRIVE

**ACCESS TYPES:** Country Lots are subject to the following lot access types and limitations(See section 6.02.F, Table 6-6):

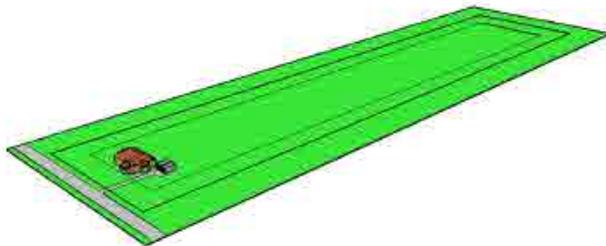
- SHARED FRONT-LOADED DRIVEWAYS\*
- INDIVIDUAL FRONT-LOADED DRIVEWAYS\*
- PRIVATE EASEMENTS\*

\* Limited to no more than 12 feet in width at the access point and within the frontage area.

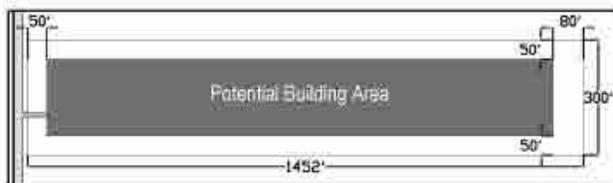
**LOT STANDARDS**

Frontage:	200' +
Area:	5 acres
Front Building Line:	50' +
Side Building Line:	50' / 100' [b]
Rear Building Line:	80' +

**RURAL LOT**



**Lot Context**



**Lot Standards**

**NEIGHBORHOOD CONTEXT:** Rural Lots are appropriate in Transition Areas and Rural Areas of Form-based Developments.

**BLOCK APPLICABILITY:** Rural Lots should generally be located in more rural development patterns without a block structure.

**STREET DESIGN TYPES –** Rural Lots may front on any of the following street types (see section 5.03.B.)

- RURAL PARKWAY
- RURAL DRIVE

**ACCESS TYPES –**Rural Lots are subject to the following lot access types and limitations(See section 6.02.F, Table 6-6):

- SHARED FRONT-LOADED DRIVEWAYS\*
- INDIVIDUAL FRONT-LOADED DRIVEWAYS\*
- PRIVATE EASEMENTS\*

\* Limited to no more than 12 feet in width at the access point and within the frontage area.

**LOT STANDARDS**

Frontage:	300' +
Area:	10 acres
Front Building Line:	50' +
Side Building Line:	50' / 100' [b]
Rear Building Line:	80' +

2. Non-residential Lots. Form-based Subdivisions shall be allowed non-residential lots according to Table 5-5.

TABLE 5-5: NON-RESIDENTIAL LOT TYPES AND STANDARDS (UNDER REVISION)								
LOT TYPES	ALLOWED LOT TYPES AND LAND SUITABILITY			MINIMUM LOT AREA	MINIMUM LOT FRONTAGE*	MINIMUM SETBACKS*		
	TRANSITION	FOCUS	CORE			FRONT	SIDES	REAR
CORE LOT			☑	2,400 sq. ft. to 1 acre	24'	0' – 15'	0' <sup>a</sup>	20'
SMALL LOT			☑	1 - 3 acre	120'	20'	20'	30'
STANDARD LOT			☑	3 -5 acres	200'	20'	20'	30'
LARGE LOT				5 + acres	300'	50'	20'	30'

- \* Where a setback is expressed as a range, the lower number shall indicate the minimum setback and the higher number shall indicate the maximum “build-to” line within which a front building line shall be established.
- \*\* Core Lots may have a zero setback, provided the structure has a party wall meeting all building code standards, and there are no more than eight lots total in a single attached row.

- D. **Lot Access.** In addition to any lot access limitations based on the specific Street Design Types in the General Planning and Design standards of Article 6, individual lot access shall be limited as follows:

1. Residential Lot Access Limitations

TABLE 5-6: RESIDENTIAL LOT ACCESS MINIMUM SEPARATION						
COMMUNITY AREA	FUNCTIONAL CLASSIFICATION					
	LOCAL		COLLECTOR		ARTERIAL	
	FROM INTERSECTION *	FROM OTHER ACCESS*	FROM INTERSECTION *	FROM OTHER ACCESS*	FROM INTERSECTION *	FROM OTHER ACCESS **
CORE	120'	60'	120'	120'	150'	150'
FOCUS	120'	60'	120'	120'	150'	150'
TRANSITION	120'	60'	120'	120'	150'	150'

- \* Minimum separation of access points from intersections is measured from the centerline of the access point to the street edge of the intersecting street.
- \*\* Minimum separation between access points is measured from centerline to centerline of the access points. For residential access, this measurement may be averaged among all access points on a single block face.

2. Residential Access Widths. The widths of residential lot access shall be no greater than 15 percent of lot frontage at the right-of-way line for front access or side access on corner lots. The approach to the street may taper an additional three to five feet total on each side, provided the access at the street edge is in no case wider than 24 feet.

3. Non-residential Lot Access Limitations

<b>TABLE 5-7: NON-RESIDENTIAL LOT ACCESS MINIMUM SEPARATION</b>						
<b>COMMUNITY AREA</b>	<b>FUNCTIONAL CLASSIFICATION</b>					
	<b>LOCAL</b>		<b>COLLECTOR</b>		<b>ARTERIAL</b>	
	<b>FROM INTERSECTION*</b>	<b>FROM OTHER ACCESS* *</b>	<b>FROM INTERSECTION*</b>	<b>FROM OTHER ACCESS* *</b>	<b>FROM INTERSECTION*</b>	<b>FROM OTHER ACCESS**</b>
<b>CORE</b>	120'	150'	150'	200'	150'	300'
<b>FOCUS</b>	N/A	N/A	N/A	N/A	N/A	N/A
<b>TRANSITION</b>	N/A	N/A	N/A	N/A	N/A	N/A

\* Minimum separation of access points from intersections is measured from the centerline of the access point to the street edge of the intersecting street.

\*\* Minimum separation between access points is measured from centerline to centerline of the access points.

4. Non-residential Access Widths. The widths of non-residential lot access shall be no greater 15 percent of lot frontage at the right-of-way line for front access or side access on corner lots. In no case shall the access be greater than 35 feet at the lot frontage, excluding any area of the access way that includes a landscape median.

**SECTION .05 OPEN SPACE**

**A. Minimum Required Open Space.**

Table 5-8 specifies the minimum amount of open space which shall be provided for each lot. Open space may be public or private and common, depending on the suitability and acceptability of the open space to the applicable public entity responsible for management of the open space. The open space requirement is independent of any lot or dimension standards and building coverage standards that may apply to property by other regulations. However, proper site design can allow areas of the site to meet both the open space requirement of the subdivision regulations and any additional standards.

<b>TABLE 5-8: MINIMUM OPEN SPACE REQUIREMENT</b>				
<b>DEVELOPMENT PATTERN</b>	<b>RESIDENTIAL USES</b>	<b>NON-RESIDENTIAL</b>	<b>FORMAL OPEN SPACE BONUS</b>	<b>REMNANT OPEN SPACE LIMITATION</b>
<b>CORE AREA</b>	400 s.f. per dwelling unit	15percent of Floor Area	4x At least 50percent of open space requirement shall be Formal	Only up to 25percent of the open space requirement
<b>FOCUS AREA</b>	600 s.f. per dwelling unit	N/A	2x At least 25percent but no more than 50percent of open space requirement shall be Formal	Only 50percent of the open space requirement

\* All Open Space shall meet the planning and design standards of Article 6, Section 6.03.

**Commentary** . Open space is an essential part in completing “Communities of Place.” However, in contrast to Conventional Subdivisions, open space plays a key civic or community function. Therefore, the appropriate design and location, as much as the quantity, will ensure that open space can fulfill its intended function. Table 5-8 establishes standards and bonus requirements, which in association with the location requirements of Table 5-9 guide the design, amount, and location of open space toward this goal, distinguishing primarily whether the open space is “Natural” - requiring larger areas to perform its desired function, or “Formal” - allowing smaller

**B. Location.**

Required open space shall be located according to Table 5-9 Open Space Locations:

<b>TABLE 5-9: OPEN SPACE LOCATIONS</b>		
<b>USE</b>	<b>FORMAL OPEN SPACE</b>	<b>NATURAL OPEN SPACE</b>
<b>RESIDENTIAL</b>	Within 660 feet of any lot it is intended to serve.	Within 1320 feet of any lot it is intended to serve
<b>NON-RESIDENTIAL</b>	On the same block or immediately adjacent block and within 300 feet of the any lot it is intended to serve.	Within 800 feet of any lot it is intended to serve and directly connected to the lot by a pedestrian facility.

\* Measured by the most direct pedestrian connection.

In addition to the specific distance requirements in Table 5-9, the following location guidelines should be used when designing subdivisions and determining the most appropriate locations and designs of open space.

1. Open space locations should be consistent with the most desirable natural habitats for animals and with preservation of significant natural resources such as sensitive and natural vegetation, natural grades, or prominent geological formations.
2. Priority should be given to areas that provided the most visible impact. This shall mean impact to people who travel in and around the subdivision as well as for future lot owners within the subdivision.
  - a) Formal open space should be located at prominent focal points within a subdivision.
  - b) Natural open space should be located along prominent ridges, valleys and view corridors.
3. Open space should be located to provide the greatest connectivity of open space systems with adjacent and future development sites.
  - a) Formal open spaces should be located at key points where planned future transportation systems, such as streets, trails, or greenways will provide greater future visibility and accessibility.
  - b) Natural open spaces should be located in areas that have the greatest potential for future expansion and connectivity to similar land areas on adjacent sites.
4. Open space should be located in areas that maximize its functional characteristics.
  - a) Formal open space should be centered in areas that will have the greatest population density or development intensity.

- b) Natural open spaces should be located in areas where its ecological, aesthetic, and recreational impact will be the greatest.
- c) All open space shall be located where the greatest pedestrian access is achieved.

**C. Additional Limitations.**

The area of any water body, such as a lake, stream or pond, shall only contribute to the general open space requirement an amount of 50 percent of its actual area.

**D. Credits.**

Existing adjacent open space may be credited to a development's required open space subject to the following.

1. Any existing public open space meeting the area and location standards of this section may be credited toward the development's open space requirement.
2. Any existing private common open space meeting the area and location standards of this section may be credited toward the developments open space requirement provided:
  - a) Only private common open space that is in excess of the minimum requirements of this section as it relates to existing development may be credited;
  - b) Plats, agreements or other formal documents indicate a legal right to use and access of the existing open space by future lot owners of the new development, subject to review by the Town Attorney.

**E. Open Space Dedication or Easements.**

Required open space shall require either the dedication to a public entity or designation of open space easements, or other similar development restrictions, on the final plat. The dedication or easement shall also be accompanied by detailed information on the permanent preservation, protection, and maintenance of the open space. Where open space will be private and common, this shall include the name of the management entity, anticipated maintenance programs and annual costs, and proposed operating budgets of the managing entity.

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## ARTICLE 6. GENERAL PLANNING AND DESIGN STANDARDS

- 6.01 STREET DESIGN**
- 6.02 STREET NETWORKS, BLOCKS AND LOTS**
- 6.06 OPEN SPACE**
- 6.04 STORM WATER**
- 6.05 STREAM BUFFERS**
- 6.06 LAND DISTURBANCE PROVISIONS**
- 6.07 UTILITIES**
- 6.08 PUBLIC FACILITIES**

### SECTION .01 STREET DESIGN

The standards in this Section should be used as a planning guide when platting streets for public approval. The standards provide planning and urban design principles, and upon approval may be the basis for engineering and construction documents. All engineering approvals are subject to review and approval of the City Engineer.

#### A. Intent.

In achieving the purposes of these regulations stated in Section 1.03, this Section has the following specific intent:

1. To recognize streets and rights-of-way as a significant public asset, and emphasize the importance of the design of these areas in supporting adjacent land uses and development patterns, and in determining the community character.
2. To establish a framework to develop balanced street designs that accommodate all potential uses of the street, so that the interests of a single mode of transportation do not unnecessarily compromise other modes of transportation.
3. To introduce planning and urban design solutions and options for the physical design of rights-of-way, while maintaining functional classifications and engineering standards for the entire network of streets in the community.
4. To create a means to evaluate the appropriate allocation of design elements within the rights-of-way, based on the function of the street within the network, the character of the surrounding area, and the immediate development pattern and land uses supported by the rights-of-way.

#### B. Street Design Elements

All street designs shall include each of the following street design elements in order to provide complete streets appropriately balancing the multiple and shared use of the right-of-way. Included under each element are design variations that may be applied to various street designs, depending on the desired function, and the development patterns and land uses to be supported by that portion of the street.

1. Travel Lanes – The area of the roadway dedicated for moving vehicles. There are two basic types of travel lanes:
  - a) Through Lanes – Lanes that are dedicated to the clear, unobstructed movement of vehicles in a single direction. Lane widths are basically a function of the desired design speed and the functional classification of the street.
  - b) Turn Lanes – Lanes that occupy short distances approaching major intersections or major entrance points and allow turning vehicles to exit through lanes for acceleration and deceleration. Because turn lanes increase the widths of roads and increase the overall speeds and volume of roads they should be limited in application. For efficient use of the right-of-way and to avoid excessively wide road widths, turn lanes may transition from other design elements in the right-of-way (median areas for left-turn lanes or on-street parking areas for right-turn lanes)

2. **Median** – A center landscape area separating opposing travel lanes. Landscape medians can introduce better civic design and green space to the streetscape on boulevard or rural parkway street designs. It is typically raised and separated from the road surface with a curb and gutter, although in rural or less-formal settings it may have a natural edge to perform better stormwater management for the road system. Vegetated medians greater than 14 feet wide in non-residential areas and greater than 20 feet wide in residential areas may be counted toward the open space requirement [See Section 5.03 for open space requirements.]
3. **Street Border** – An area of transition between the finished street and other functions in the right-of-way, including the edge of the finished street. The street border typically includes a shoulder or on-street parking, and each includes the edge treatment for the finished street.
  - a) **On-street Parking** – An area of the roadway that permits parked vehicles. On-street parking may be either designated (indicated by striping) or undesignated (areas where parking is permitted but not specifically designated with markings.) Designated parking may either be parallel or angled. Undesignated parking is parallel and is typically used in conjunction with Yield Lanes.
  - b) **Shoulder** – A small transition of the paved surface to the impervious ground cover adjacent to the roadway. The shoulder is typically paved with the same surface as the roadway but may include porous surfaces to infiltrate run-off and provide better stormwater management for the roadway system. The shoulder provides a buffer between the travel lanes and the street edge where on-street parking is not permitted, and can provide for bicycle facility or emergency stopping areas where appropriate.
  - c) **Edge Treatment** – Edge treatments provide the physical termination of the street pavement, and support the chosen stormwater treatment design for the street. The dimensions of the edge treatment may be incorporated into the other elements of the street border (shoulder, on-street parking, bicycle lanes) where those elements are provided. See Appendix F (Engineering Standards) for appropriate curb and gutter or drainage swale design specifications. Alternative “green edges” (alternative to conventional curb and gutter) which infiltrate stormwater runoff at the road side are encouraged, but are subject to discretionary review and approval by the City Engineer.
4. **Buffer Area** – The transition area between the edge of the finished street and the pedestrian area, buffering pedestrians from moving vehicles and providing landscape and community design amenities. The design of buffer areas along the rights of way is the primary determinant of the character of the community. Certain street classifications and type are appropriate for specific landscape standards.
  - a) **Tree Lawn / Landscape Strip** – An area of formal manicured lawn, providing opportunities for street trees if the area is wider than five feet.
  - b) **Pedestrian Amenity Area** – An area of expanded sidewalks or solid surface immediately adjacent to the roadway including pedestrian amenities such as benches or other seating, public art, bicycle parking, and regularly spaced tree-well or landscape beds. This type of Buffer Area should only be used on streets with dedicated on-street parking, where parked cars provide a buffer between pedestrians and moving vehicles.
  - c) **Swale and Vegetated Area** – A shallow roadside depression for the conveyance and infiltration of storm water, typically including rough or natural vegetation between the roadway and pedestrian facility or private property.
5. **Pedestrian Area** – the area of the right-of-way reserved for pedestrians and creating a transition from the streetscape to private lot areas. (*See* Subsection D. Pedestrian Facility Requirements, below for specific facility requirements).

- a) Sidewalk – A paved pedestrian facility directly parallel to the roadway and providing direct connections at all street intersections or designated mid-block locations. Five (5) feet minimum width is required for all sidewalks.
  - b) Path – A paved or stabilized porous surface for pedestrians adjacent to the roadway but may meander in a manner that is not equidistant from the street. A path is often associated with some other open space adjacent to the right-of-way, such as a greenway or a park, where duplication of a pedestrian facility in the right-of-way is unnecessary.
  - c) Bicycle / Pedestrian Trail - A paved or stabilized porous surface for pedestrians and bicycles that follows the same general patten as the street network, but may meander to accommodate natural features or provide a more desirable and direct non-vehicular route. A minimum of 10 feet width is required to allow bicycles and pedestrians to share the space, or to provide for two-way pedestrian travel on a single side of the street. Similar to a path, it is often associated with some other open space adjacent to the right-of-way, such as a greenway or a park, where duplication of a pedestrian facility in the right-of-way is unnecessary.
6. Bicycle Facilities – The area of the right-of-way that accommodates bicycle travel, which is either part of the finished street or separated from the street, and which is either shared by bicyclists (with vehicles or pedestrians) or dedicated for bicycle travel only.
- a) *Bicycle Lanes* – Areas of the roadway immediately adjacent to Travel Lanes but specifically designated for bicycle use. Bicycle lanes can either be dedicated or shared. Dedicated lanes are completely separate from Travel Lanes, indicated by a stripe, colored or painted pavement, or periodic reflectors and are five to six feet wide adjacent to the outer-most travel lane. Shared lanes are wider lanes for both vehicles and bicycles, at least 14 feet wide (including shoulder without bicycle hazards such as storm inlets) typically indicated by road signs and pavement markings. Local streets and streets where design speeds are 25 mph or below do not usually have bike lanes as bicycle and vehicle flow is “combined” and can safely share the same area.
  - b) Bicycle / Pedestrian Trail- (See subsection 5.c., above)
7. Other Design Elements – Three other general elements are included for the appropriate design of the streets and rights-of-way.
- a) Utility Locations – The location of utilities impacts the function and aesthetics of the street. Typical cross-sections in articles 3 and 4 identify suggested locations in the right-of-way.
  - b) Access Limitations – An essential part of the function and aesthetics of public rights-of-way is balancing access to lots with the uniform design of the rights-of-way along its length. All street types contain access limitations appropriate to its function and design.
  - c) Typical Front Yard – Typical front yard refers to the design of the lot that creates a transition from the public rights-of-way to the private areas of individual lots. The design of the frontage of lots along a block impacts what street design type is appropriate. These regulations identify the following general types of lot frontages in association with the cross-sections of specific street design types in Articles 3 and 4: natural buffer, landscape buffer or screen, yard and setback, courtyard, and street-front buildings.

### C. Street Functional Classifications and Design Types.

Each development pattern specified in Article 2 provides examples of street designs used in the appropriate context. Therefore each street shall have both a Functional Classification based on its role in the overall street network, and a design type, based on its context, the adjacent development pattern, and the land uses supported by the street.

1. General Functional Classifications. The general classifications are based on the standard functional classification hierarchy and all but the local street can be used to support both

residential and non-residential uses, with specific street design elements dependent upon the supported adjacent land use.

- a) *Arterial* – A street of considerable continuity that provides accessibility to other portions of the City or the region, but also provides connections and access to points along its route. Arterial streets are characterized by few interruptions, except at major community destinations.
  - b) *Collector* – A street of moderate continuity that provides direct and continuous access between adjacent neighborhoods or districts. Collector streets are occasionally interrupted or diverted by neighborhood destinations or important natural features.
  - c) *Local* – A street of limited continuity that provides access to abutting property over short distances. Local streets are interrupted frequently by neighborhood destinations, topographical obstacles or natural features, off-sets in the street grid (i.e. “T-intersections”), or limited applications of dead-end streets. Local streets should have high connectivity to other local, collector, or arterial streets, but be designed to discourage through traffic and accommodate high pedestrian or bicycle traffic.
  - d) *Access* – A street of little continuity designed solely for access to lots or interior of blocks, and not designed for through traffic.
2. Specific Design Types. Each functional classification may have a variety of eligible street design types providing for better context-based design of street systems. These regulations account for the following specific design types. Each design type accounts for variations in the street-design elements and allocation of the rights-of-way are developed based on the specific purpose of the street and supported development patterns for a particular street section, and may vary along any single functional street classification.
- a) Neighborhood Street.
  - b) Rural Drive.
  - c) Rural Parkway.
  - d) Pedestrian Street.
  - e) Main Street.
  - f) Boulevard
  - g) Access Easement

Table  
6-1

<b>TABLE 6-1: GENERAL FUNCTIONAL CLASSIFICATION AND SPECIFIC STREET DESIGN TYPES</b>	
<b>FUNCTIONAL CLASSIFICATION</b>	<b>DESIGN TYPES</b>
<b>ARTERIAL STREETS</b>	<ul style="list-style-type: none"> <li>• Rural Parkway</li> <li>• Main Street</li> <li>• Boulevard</li> </ul>
<b>COLLECTOR STREETS</b>	<ul style="list-style-type: none"> <li>• Rural Parkway</li> <li>• Neighborhood Street</li> <li>• Pedestrian Street</li> <li>• Main Street</li> <li>• Boulevard</li> </ul>
<b>LOCAL STREETS</b>	<ul style="list-style-type: none"> <li>• Rural Drive</li> <li>• Neighborhood Street</li> <li>• Pedestrian Street</li> </ul>
<b>ACCESS STREETS</b>	<ul style="list-style-type: none"> <li>• Access Easement</li> </ul>

indicates the eligible design types for each street functional classification.

D. **Pedestrian Facility Requirements.** Table 6-2 shall serve as a guide for pedestrian facility requirements on all public and private streets. The Planning Commission shall have the authority to waive or modify this requirement.

<b>TABLE 6-2: PEDESTRIAN FACILITY REQUIREMENTS</b>				
		<b>ARTERIAL</b>	<b>COLLECTOR</b>	<b>LOCAL</b>
<b>RESIDENTIAL STREETS</b>	<b>LESS 1 DU/ACRE</b>	Not required	Not required	Not required
	<b>1 TO 4 DU/ACRE</b>	4' path(both sides); or 10' to 12' pedestrian/bicycle trail (one side)	5' sidewalk (one side); or 10' to 12' pedestrian/bicycle trail (one side)	5' sidewalk (one side)
	<b>4 TO 8 DU/ACRE</b>	6' sidewalk (both sides); or 10' to 12' pedestrian/bicycle trail (one side)	5' sidewalk (both sides)	5' sidewalk (both sides)
	<b>GREATER THAN 8 DU/ACRE</b>	10' sidewalk (both sides)	8' sidewalk (both sides)	8' sidewalk (both sides)
<b>REQUIREMENTS TO BE DETERMINED BY THE PLANNING COMMISSION, IN CONSULTATION WITH STAFF, CONSISTENT WITH THE GOALS, OBJECTIVES AND POLICIES OF THE COMPREHENSIVE PLAN.</b>				

\* Where no pedestrian facility is required on one or both sides of the street, at least five feet shall be added to the Buffer/Utility area.

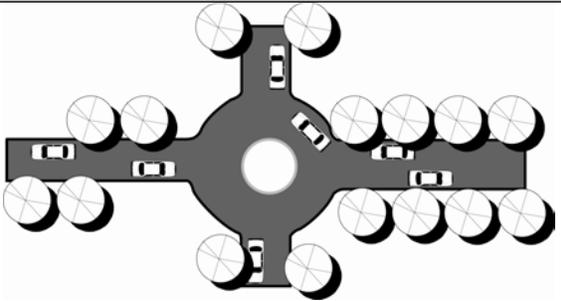
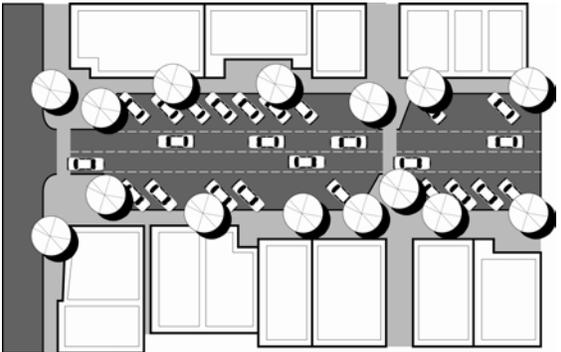
**E. Intersection Design**

Street Intersections.

- a) Streets shall be laid out to intersect at right angles to the greatest extent practical.
- b) Streets across an intersection shall either aligned with each other, or be offset by at least 150 feet at the centerline.
- c) Intersections of Access Easements or Lanes and streets shall be designed the same as driveways, maintaining any pedestrian crossings at grade with a continuous surface.

**F. Traffic Calming.**

To maintain the function, desired speed, and appropriate streetscape and intersection designs specified in this Section, traffic calming measures may be introduced into the street design. All traffic calming designs shall be based on sound engineering principles and are subject to approval by Planning Commission based upon the recommendations of staff and the City Engineer. Table 6-3 identifies the types and description of traffic calming designs.

<b>TABLE 6-3: TRAFFIC CALMING DESIGNS</b>		
<b>ROUNDAABOUT</b>	<p>A circular raised island centered in the intersection, around which traffic flows. Unlike traffic circles, roundabouts require geometric alterations to the intersection and are used on higher-volume streets to allocate rights-of-way among competing movements.</p>	
<b>“BULB-OUT,” CURB PROJECTIONS, OR NECK DOWNS</b>	<p>Curb extensions placed at mid-block locations or at intersections which narrow the street to provide “visible friction” for vehicles and shorter crossing distances for pedestrians. These are often used in conjunction with on-street parking to help define parking areas from vehicle travel lanes.</p>	

### G. Private Streets

All streets required to be platted according to these regulations shall be public, except that the Planning Commission, in its sole discretion, may allow subdivisions to contain private streets.

1. All streets shall be platted as separate parcels.
2. All streets shall be under control of a single private entity that demonstrates it has the organizational and financial capacity to maintain streets over time.
3. Streets shall meet all standards of these regulations, including all design elements of the rights-of-way included in sub-section B above.
4. All streets shall have adequate official public access for maintenance of any public facilities and to ensure the public safety of future lot owners.
5. In any circumstance where connectivity to adjacent parcels is required by these regulations, the connectivity shall be provided and a general public easement across the private streets and pedestrian facilities establishing the connectivity shall be provided.
6. A note on the plat shall indicate:
 

“The access serving this lot is private and its maintenance is NOT a public responsibility. The access is not eligible for acceptance by the County except upon re-platting of the property in compliance with these regulations or upon re-construction of the access by the landowners subject to the standards of these regulations for public streets.”
7. Any other condition the Planning Commission deems appropriate to meet the purposes and intent of these regulations.
8. All designs shall conform to Appendix F, Engineering Standards.

## **SECTION .02 STREET NETWORKS, BLOCKS, AND LOTS**

### **A. Intent**

In achieving the purposes of these regulations stated in Section 1.03, this Section has the following specific intent:

1. To plan streets within an orderly system of blocks and lots, with logical connections to existing, planned and potential future streets.
2. To recognize blocks and lots as the fundamental element of development patterns and the key mechanism for record keeping for the future transactions regarding land proposed to be subdivided.
3. To create development patterns that are capable of efficiently accommodating immediate and planned uses, but that are also more resilient to pressures from future growth and potential redevelopment.
4. To ensure that all blocks, lots, and other land areas have adequate access to streets, pedestrian facilities, and utilities necessary to support the proposed and anticipated future development.
5. To create development patterns capable of stimulating more options for modes of travel.
6. To emphasize relationship of community design, street design, street networks, and development patterns through appropriate context-based standards for blocks and lots.

### **B. Street Networks**

Street networks for all proposed subdivisions shall be made in accordance with good land planning practices. At a minimum this shall include the following general standards, subject to the specific standards for each type of subdivision in Articles 3 and 4:

1. Streets shall be in conformance with any applicable regional, County, local, or area plan that identifies a future need for specific street facilities.
2. Streets shall be platted along contour elevations which result in the minimum grades.
3. Subdivisions shall provide for the continuation of arterial and collector streets to surrounding areas wherever practical.
4. Streets and street names shall reflect the continuation of any existing streets on immediately adjacent lands.
5. A tract divided into lots substantially larger than called for under these regulations, or where rural lots are created, shall be arranged to permit:
  - a) the opening of future streets in compliance with these regulations; and,
  - b) a logical pattern of re-subdivision with minimal future disruption to buildings and structures that are proposed to be built under the original subdivision.

The Planning Commission or staff may restrict building locations and site elements to permit future re-subdivision in compliance with these regulations, and require a sketch plan of re-subdivision demonstrating potential future division in compliance with all regulations to be submitted with the preliminary plat.

### **C. Block Patterns and Size**

All subdivisions shall create a logical pattern of blocks within the planned street network in order to accommodate the appropriate subdivision of land into individual lots. The size, shape, and layout of blocks are generally determined with regard to:

1. Street networks, street designs, and the need for convenient and safe access and circulation among all modes of transportation;

2. Lot size requirements as specified by these regulations or any applicable zoning regulations;
3. Limitations and opportunities of topography; and
4. Designed open spaces and networks.

The specific size, shape and layout of blocks is determined by the type of subdivision proposed, and is further regulated by the specific standards in Articles 3 and 4.

**D. Lot Arrangement and Size.**

All lots shall be arranged to provide adequate building sites, site design, and open space. The size, arrangement, frontage, and access of lots are generally determined with regard to:

1. The street design upon which the lot fronts.
2. The lot design standards, including frontage requirements, size, setbacks, and access standards required by these regulations;
3. Anticipated uses of the lot, including allowed uses and required site design or other standards of any applicable zoning regulation;
4. Natural features, including topography, vegetation, drainage courses, and flood hazards; and
5. Accommodations and availability of utilities.
6. Flag lots require a minimum road frontage of thirty (30) feet, as measured at the right-of-way.

The specific type, size, shape, and arrangement of lots is determined by the type of subdivision proposed, and is further regulated by the specific standards in Articles 3 and 4.

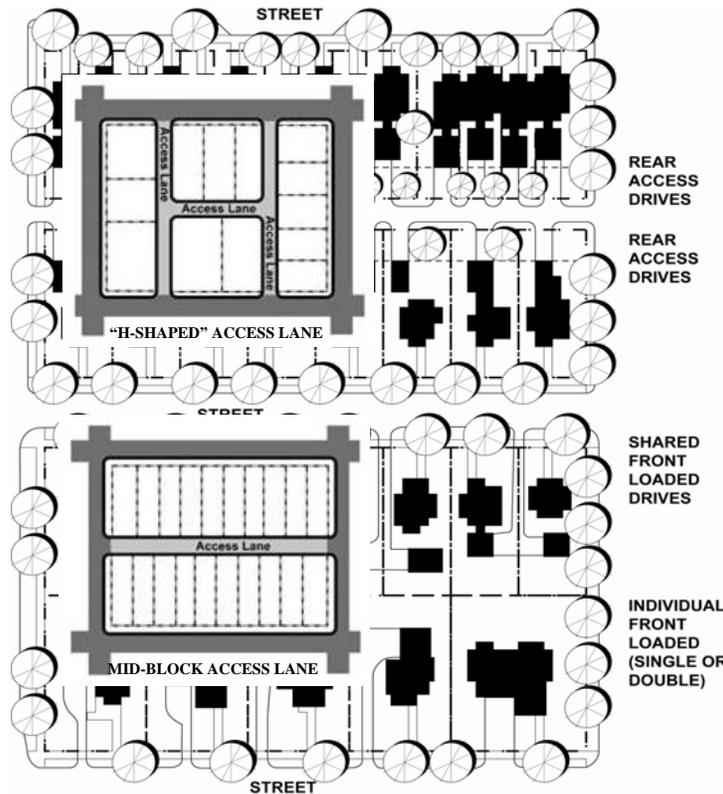
**E. Lot Lines.**

In general all lots shall meet the following requirements:

1. Frontage. All lots shall have a frontage on a paved, public street, or where specifically permitted elsewhere in these regulations on a private street.
2. Side Lot Lines. All side lot lines shall be at right angles to the right-of-way line, or where permitted the private street lines. On curved rights-of-way or streets, side lot lines shall be radial to that line.
3. Rear Lines. Rear lot lines shall be established at a depth sufficient to permit two-tiers of lots on each block. Double frontage lots or lots that back up to streets shall not be permitted.

**F. Lot Access.**

1. Access Types. In general, lots shall be permitted direct vehicular access to neighborhood streets, pedestrian streets, rural drives, main streets, boulevards, and access easements. Generally, lots are not permitted direct vehicular access to high volume collectors or arterials. Specific individual lot access shall be further regulated by the specific lot standards in Articles 3 and 4.



Access strategies should balance the desired lot types. These images show how wide or narrow lots can accommodate access while maintaining an attractive streetscape.

2. *Pedestrian Crossings.*

Where sidewalks are utilized, pedestrian roadway crossings shall be designed to provide maximum visibility and safety for pedestrians. Intersections where pedestrian crossings are provided shall have curb ramps that meet ADA standards. The design engineer should exercise particular care to provide for positive drainage at these curb access locations.

3. *Street Types in Context.*

Access to lots shall be limited by the specific Lot Access standards in Articles 3 or 4. These standards may be altered by any specific access management policy or program adopted for specific streets in the City. **Table 6-4** below represents the available street types and their appropriate subdivision type.

<b>TABLE 6-4: STREET TYPES IN CONTEXT</b>		
<b>Street Design</b>	<b>Functional Classification</b>	<b>Subdivision Type</b>
Boulevard	Arterial or Collector	
Main Street	Arterial or Collector	
Rural Parkway	Arterial or Collector	Conventional Conservation
Pedestrian Street	Collector or Local	
Rural Drive	Collector or Local	Conventional Conservation
Neighborhood Street	Collector or Local	Conventional Conservation
Private Access Easement	Easement	Conventional Conservation

**G. Restrictions on Private Access Easements.**

Private access easements shall be limited to only the following circumstances:

1. A single access easement shall provide access to no more than eight lots.
2. A note on the plat shall indicate:

“The access easement serving this lot is private and its maintenance is **NOT** the responsibility of the City of Montevallo or Shelby County; access easements are not eligible for public dedication.”

**Commentary** - Curb-cuts, or vehicle access points in the case of streets without curbs, are the portion of the right-of-way that provides direct vehicle access from streets to individual lots. While access to lots is essential, access points produce interruptions in the pedestrian area, can disrupt vehicle flows, limit the availability of on-street parking, and can disrupt the streetscape - particularly on streets with narrower lots where front building facades will form a large part of the streetscape. Minimizing these disruptions by incorporating alternative access strategies can best achieve the purposes of these regulations.

## **Section .03 Open Space**

### **A. Intent**

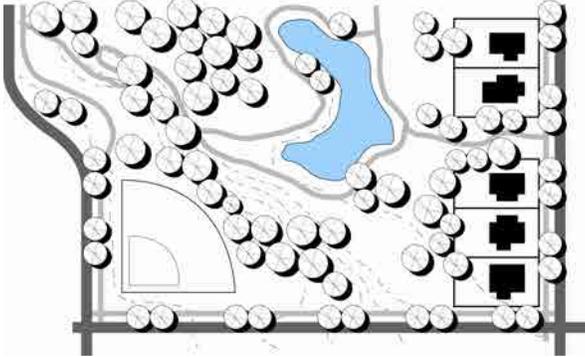
In achieving the purposes of these regulations stated in Section 1.03, this Section has the following specific intent:

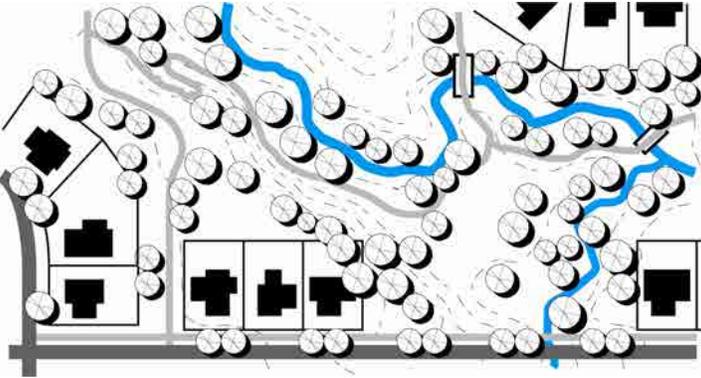
1. To recognize open space, whether public, common, or private, as a key component to shaping the character of the community.
2. To value the design, function, and perceptual impact of open space rather than solely the quantity.
3. To establish a hierarchy of diverse open space types, and create minimum standards appropriate to the context and function of open space in support of adjacent development patterns.
4. To increase citizens' access to a wider variety of quality open spaces.
5. To relate constructed elements on streets, blocks, and lots, to open space and create focal points for the community, neighborhood, district, or development site.
6. Create meaningful connections and greater perceived impact by locating open spaces proximate to open spaces on adjacent sites or within a hierarchy and community wide system of open spaces.
7. To integrate natural systems into the design of common or public open spaces to allow open space to serve multiple aesthetic, recreational, and ecological functions.

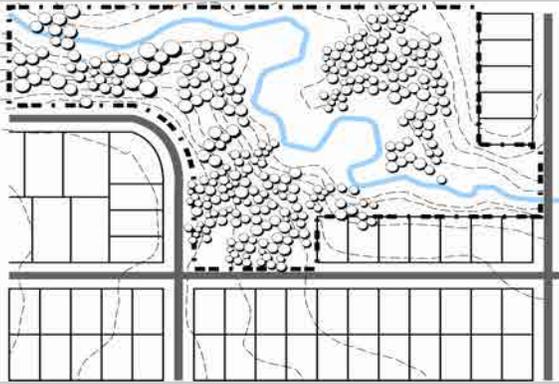
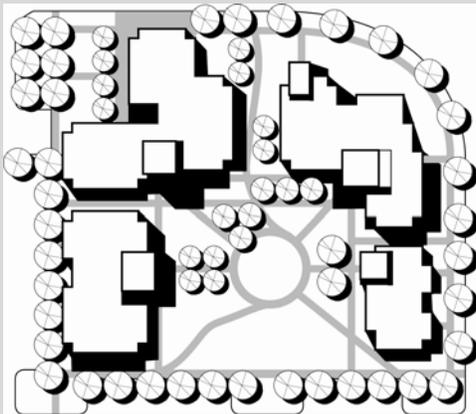
### **B. Open Space Categories, Types, and Design Standards.**

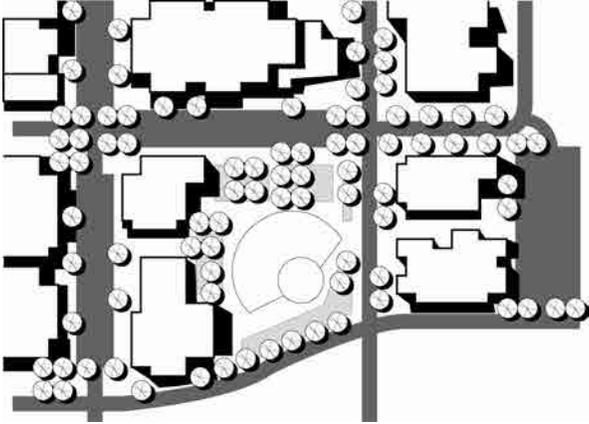
These regulations recognize three different types of open space which may be used to meet open space requirements for the various types of subdivisions: remnant open space, natural open space, and formal open space. Each category may have different types, design standards, applicability requirements, and limitations, due to the design function of the open space, the suitability of land for use as a particular type of open space, and the utility of the category of open space to the overall development pattern.

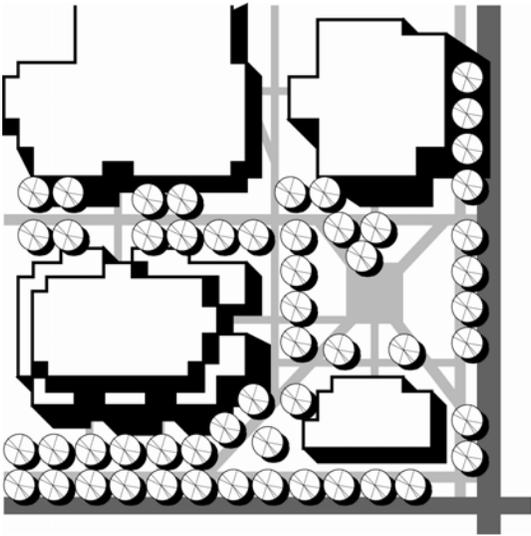
1. **Remnant Open Space.** Remnant open space is typically not developable either due to regulations or site conditions, and serves no designed purpose other than to be open, permeable ground area or to buffer other land uses. Remnant open space is most appropriate in limited application to provide site-specific benefits to individual private lots. Because it provides little cumulative or community benefit to the overall development pattern, there is little added value in consolidating and designing sites and subdivisions around remnant open space and the application of remnant green space in meeting overall open space requirements may be limited. Examples include extra yard areas, lawn or landscape areas that surround site entrances or monument signs, required parking lot screening and landscape areas, or other undeveloped landscape areas.
2. **Natural Open Space.** Natural open space is most appropriate in neighborhoods, rural areas, or at the edges of mixed-use developments. It can also be used at any location where significant natural features exist and warrant preservation. Natural open space typically provides multiple benefits including environmental, aesthetic, or recreational functions and therefore adds value to the community when consolidated and integrated into site designs. The three basic design types of natural open space are parks, greenways, or conservation areas.
3. **Formal Open Space.** Formal open space is most appropriate in convenient, easily accessible locations benefiting a large number of people that live in or frequent the area. Typically this will be at the center of a residential neighborhood or in a mixed-use, commercial, or employment district. Formal open space by its nature creates a civic design amenity and gathering place at strategic locations, and therefore adds value to the community as a focal point for all surrounding development. The basic design types for formal open space are: green, plaza, courtyard, playground, streetscape amenity, or pocket park.

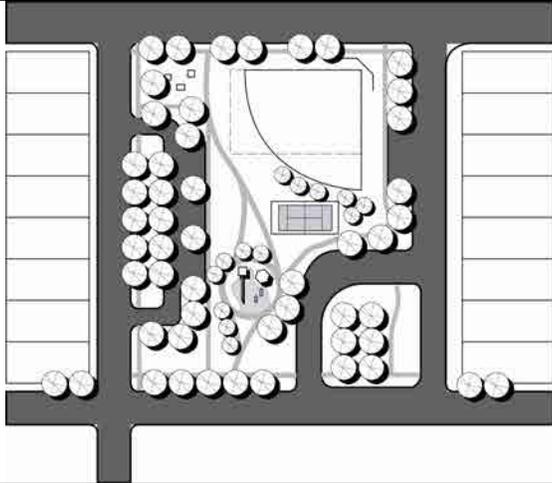
<b>PARK</b>	
	
<b>CATEGORY</b>	Natural
<b>DESCRIPTION</b>	An undeveloped area for unstructured recreation. A park has a predominantly natural landscape although small portions may be designed and constructed for aesthetic purposes, formal gatherings, and structured recreation purpose. Areas developed for structured recreation should not account for more than 25 percent of the total park area.
<b>RECOMMENDED SIZE</b>	Natural parks should be at least five acres or 2/3 of any block upon which it is located, whichever is less.

<b>GREENWAY (WITH TRAIL)</b>	
	
<b>CATEGORY</b>	Natural
<b>DESCRIPTION</b>	An undeveloped area of continuous linear natural features, often following a stream, floodplain, or road corridor. A greenway should be usable for recreation and non-motorized transportation, through primitive hiking trails or a formal multi-use trail at least 10 feet in width but occupying no more than 1/3 the width of the greenway. It includes few constructed improvements except for those to enhance travel or recreational use.
<b>RECOMMENDED SIZE</b>	Greenways should be at least one linear mile but sized and located based on opportunity to provide greater significant continuity throughout a development and to areas beyond the development area, and at least 30 feet wide at all locations.

<b>CONSERVATION AREA</b>	
	
<b>CATEGORY</b>	Natural
<b>DESCRIPTION</b>	An undeveloped area that contains significant natural features or habitat worthy of preservation, and which provide environmental, aesthetic, and recreational benefits. Features such as large stands of trees, water elements, or prominent topography characterize conservation areas. It contains little or no constructed improvements or maintained landscape other than trails to access the conservation area.
<b>RECOMMENDED SIZE</b>	The size of a conservation area should be based on the site characteristics and potential continuity of similar natural features in the area, along with the potential to connect to adjacent natural areas.
<b>GREEN</b>	
	
<b>CATEGORY</b>	Formal
<b>DESCRIPTION</b>	An open space for unstructured recreation or aesthetic landscaping. A green is bordered by public right-of-ways on at least two sides. Front building facades and/or formal edge landscaped elements define any boundaries of the green not bordered by public rights-of-way. Generally there are few constructed elements except as an entry to the green or a gathering place created as a focal point for the green.
<b>RECOMMENDED SIZE</b>	Greens should be between ¼ acre and three acres, but cover at least 1/3 of the block upon which it is located. The size of greens should be coordinated with the height of surrounding buildings to

	maintain a ratio of building height to green between 1:1 and 1:4
<b>PLAZA</b>	
	
<b>CATEGORY</b>	Formal
<b>DESCRIPTION</b>	An open space for civic purposes and commercial activities. A plaza is bordered by public right-of-ways on at least one side. Building facades define any boundaries of a plaza not bordered by public rights of way. A plaza is largely comprised of constructed materials to withstand heavy pedestrian traffic, but contains intermittent lawns, landscape beds, or trees in a formal pattern.
<b>RECOMMENDED SIZE</b>	Plazas should be between 1/8 and two acres. The size of plazas should be coordinated with the height of surrounding buildings to maintain a ratio of building height to plaza between 1:1 and 1:4.

<b>COURTYARD</b>	
	
<b>CATEGORY</b>	Formal
<b>DESCRIPTION</b>	A small open space accessible to the public streets but generally serving one or a few surrounding buildings. Courtyards are primarily bordered by building facades, but have at least one side fully or partially bordered by a public right-of-way. A courtyard is largely comprised of constructed materials to withstand heavy pedestrian traffic, but contains intermittent formal landscape elements.
<b>RECOMMENDED SIZE</b>	A courtyard should be between 400 square feet to 1/8 acre, but be coordinated with the height of surrounding buildings to maintain a building

	height to courtyard width ratio between 2:1 and 1:2.
<b>PLAYGROUND</b>	
	
<b>CATEGORY</b>	Formal
<b>DESCRIPTION</b>	An open space designed and equipped for structured recreation. A formal playground may be part of larger formal or natural open space. Playgrounds boundaries are defined by either fences, playing surfaces, or other similar constructed feature encompassing the play equipment. Formal playgrounds are often used as a focal point for a neighborhood, particularly when designed as part of a green or park.
<b>RECOMMENDED SIZE</b>	Playgrounds should be between 400 square feet to ¼ acres.

<b>POCKET PARK</b>	
	
<b>CATEGORY</b>	Formal
<b>DESCRIPTION</b>	A small open space with pedestrian access used for aesthetic landscaping, small informal gathering and recreation, or occasional public seating (such as a pocket park designed in conjunction with a transit stop). Pocket parks are often designed as gateway features along a corridor, at entrances to a neighborhood or district, or as the focal point.
<b>RECOMMENDED SIZE</b>	Pocket parks should be between 100 square feet and ¼ acre.

<b>STREETSCAPE AMENITY</b>	
<i>Graphic Under Revision</i>	
<b>CATEGORY</b>	Formal
<b>DESCRIPTION</b>	A landscape area of significant continuity designed as a focal point of a roadway. In order to be counted as open space, the median shall be wide enough and include pedestrian access, public art, or enhanced landscape design similar to a green.
<b>RECOMMENDED SIZE</b>	Medians used for the boulevard or rural parkway street design types may be counted toward any open space requirement if: <ul style="list-style-type: none"> <li>• It exceeds 14 feet wide for non-residential areas; or</li> <li>• It exceeds 20 feet wide in residential areas.</li> </ul>

**C. Required Open Space**

The specific size, type, and location of open space required for each proposed subdivision is determined by the type of subdivision proposed, and is further regulated by the specific standards in Articles 3 and 4

**SECTION .04 STORMWATER FACILITIES**

**A. Intent**

In achieving the purposes of these regulations stated in Section 1.03, this Section has the following specific intent:

1. Protect people and property from the hazards of flooding and excess stormwater run-off, and to mitigate future risks of damage associated with the division and development of land.
2. Minimize the amount of impervious surfaces directly connected to stormwater systems, and establish infiltration into the ground water as the preferred treatment strategy.
3. To allow more flexibility in the design of development patterns and sites to promote more regional or watershed-based solutions to stormwater management.
4. Reduce the amount of runoff entering the stormwater system and, alternatively, into the natural wetlands.
5. Reduce the speed of flow of runoff that enters the stormwater system and into natural wetlands.
6. Reduce the pollutant and sediment levels in runoff that enters the stormwater system and into the natural wetlands.
7. To develop a stormwater system that reduces the quantity and speed of flow entering natural wetlands.
8. To encourage creative designs and development patterns that allow land areas to perform multiple functions in terms of landscape design, flood hazard mitigation, open space and recreation and stormwater treatment, allowing for more efficient development of parcels, blocks, and lots.

**B. Drainage Plan**

All subdivisions shall contain a drainage plan submitted with the preliminary plat.

1. The drainage plan shall be designed to handle drainage from the development of all parcels within the subdivision assuming full build-out of all lots proposed in the development. The design shall incorporate impacts of all other known and planned development activity and make

reasonable assumptions about future development on other lots and parcels, and identify any opportunities for joint management of stormwater among other potential development parcels.

2. The drainage plan should consider the implementation of stormwater Best Management Practices to minimize the detrimental effects of stormwater runoff.
3. The design engineer shall be required to provide a letter that the drainage plan has been designed in such a manner that the development will not adversely affect downstream properties. (*No Adverse Effects Letter*)
4. In the development of property, it is often necessary to route the drainage through a constructed drainage system. In order to allow water to flow through the property without trespassing, easements must be provided for the entire drainage system; maintenance of all parts of the drainage system outside of the rights-of-way through the easement is the responsibility of the affected property owners and/or the Homeowners Association. The following note must be placed on all plats:

*“The City of Montevallo is not responsible for the maintenance of any easements shown on this plat outside of the public rights-of-way. All easements on this map are for public utilities, sanitary sewers, storm sewers, storm ditches and may be used for such purposes to serve the property both within and without the subdivision.”*

#### **C. Stormwater Best Management Practices**

Stormwater Best Management Practices (BMPs) refers to the process by which stormwater is either converted to runoff or is delivered into the groundwater or natural wetlands. The BMP used for individual development sites should be based upon the specific site conditions. *Table 6-5: Stormwater Best Management Practices* identifies the types and applicability of BMPs.

**TABLE 6-5: STORMWATER BEST MANAGEMENT PRACTICES**

<b>BMP</b>	<b>DESCRIPTION AND CHARACTERISTICS</b>	<b>PLANNING CONSIDERATIONS</b>
<b>INFILTRATION SYSTEMS</b>	<p>Systems that infiltrate stormwater into the ground before it leaves the site. Infiltration's systems have the greatest capacity to both reduce stormwater runoff quantity and ensure runoff water quality.</p> <p>Examples are:</p> <ul style="list-style-type: none"> <li>• Infiltration basins;</li> <li>• Alternative paving surfaces such as porous pavement, modular perforated concrete or stabilized permeable surfaces; and</li> <li>• Infiltration trenches or wells</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure that groundwater does not impact drinking water supply or monitor infiltration system to ensure pollutants are removed if it does enter drinking water.</li> <li>• Use only where permeability of soils is sufficient.</li> <li>• Consider maintenance system or long-term permeability of soils.</li> <li>• Avoid compaction of soil and ensure stability of soil where infiltration occurs.</li> <li>• Use porous pavement or stabilized porous surfaces only where traffic will be low or infrequent, snow removal or treatment will be minimal, and sediment in runoff will be low.</li> </ul>
<b>CONSTRUCTED WETLAND SYSTEMS</b>	<p>Systems similar to retention and detention systems except that a substantial portion of the water surface area or bottom area contains wetland vegetation.</p> <p>Examples are:</p> <ul style="list-style-type: none"> <li>• Wetland basins; and</li> <li>• Wetland channels</li> </ul>	<ul style="list-style-type: none"> <li>• Use only where substantial study had ensured that conditions will ensure the long term survival of wetland vegetation species.</li> <li>• Consider conditions between runoff events, seasonal fluctuations in selecting wetland vegetation, and degree that groundwater could provide water during low periods.</li> <li>• Use with additional treatment to remove large sediments from runoff prior to reaching vegetated area.</li> </ul>
<b>RETENTION SYSTEMS</b>	<p>Systems that capture a volume of runoff and store it until it is displaced by infiltration or by the next runoff event, such that a permanent pool of water is present between runoff events. Retention systems can reduce runoff quantity and improve quality prior to runoff using infiltration in conjunction with the retention system.</p> <p>Examples are:</p> <ul style="list-style-type: none"> <li>• Retention or wet ponds.</li> </ul>	<ul style="list-style-type: none"> <li>• Design retention systems as an amenity for development, with enhance aesthetics and landscape elements, and include pedestrian access.</li> <li>• Use additional BMPs such as infiltration, constructed wetlands, and biofiltration wherever possible.</li> </ul>
<b>FILTRATION SYSTEMS</b>	<p>Systems that use some combination of granular filtration media such as sand, soil, peat, or gravel to filter pollutants from stormwater prior to converting it to runoff. Filtration systems primarily deal with quality of runoff and are most appropriate on small, individual sites or dense areas where land necessary for other BMPs is not available.</p> <p>Examples are:</p> <ul style="list-style-type: none"> <li>• Surface filters and underground filters;</li> <li>• Biofilters or bioretention areas;</li> <li>• Vegetated swales; and</li> <li>• Grass filter strips.</li> </ul>	<ul style="list-style-type: none"> <li>• Incorporate bioretention areas or vegetated filters into parking lot landscape edges, landscape buffers, or other required landscape areas wherever possible.</li> </ul>
<b>DETENTION SYSTEMS</b>	<p>Systems that capture a volume of runoff and temporarily store if for release into the stormwater system without a significant permanent pool between runoff events. Detention systems can control the quantity or runoff, but do little to control the quality of runoff.</p> <p>Examples are;</p> <ul style="list-style-type: none"> <li>• Detention basins or ponds; and</li> <li>• Underground detention vaults</li> </ul>	<ul style="list-style-type: none"> <li>• Use only as an exception, based on a clear showing that all other methods are impractical based on characteristics of the land.</li> <li>• Use only for situations that simply require reduced peak discharges to minimize downstream flooding.</li> <li>• Wherever possible, use in conjunction with other BMPs to reduce runoff quantity and eliminate pollutants.</li> <li>• Design detention basins for potential ancillary uses during dry periods wherever possible.</li> <li>• Detention basins shall be subject to additional limiting design factors such as depth, location, screening, or other site factors to ensure efficient and safe site design.</li> </ul>

**SECTION .05 STREAM BUFFERS**

**A. Intent**

In achieving the purposes of these regulations stated in Section 1.03, this Section has the following specific intent:

1. To promote public health, safety, and welfare of the citizens of City of Montevallo and Shelby County.
2. To preserve the water quality and environmental integrity of the Coosa River Basin and its 1st, 2nd and 3rd order streams.
3. To mitigate future threats to public health associated with diminished water quality.

**B. Stream Buffer Requirements**

1. Stream buffers for the 1st, 2nd and 3rd order streams shall consist of land within 50 feet of the stream bank.
2. Stream buffers for 1st, 2nd and 3rd order streams shall include two distinct zones with each zone having its own set of allowable uses and vegetative targets as specified in Section 5.05.C.
3. Upon the recommendation of staff and approval of the Planning Commission, a person may modify the buffer requirements noted above by utilizing a buffer averaging method. Should a buffer averaging method be used, the average buffer area for the subject property must be equal to 75 feet for 4th or higher order streams and 50 feet for 1st, 2nd and 3rd order streams. Furthermore, in utilizing a buffer averaging method, in no instance shall the buffer zone be less than 25 feet. In considering any modification, attention will be given to maintaining natural vegetation, eliminating or minimizing run-off and preventing stream degradation.
4. Stream buffers must be shown on the following: master plan, final development plan, preliminary plat and final plat.

**C. Stream Buffer Zones**

Buffer zones shall be composed of two distinct zones: (1) streamside zone and (2) outer zone. Each zone shall have its own set of allowable uses and vegetative targets as described below.

1. Streamside Zone – Zone 1
  - a) The function of the streamside zone is to protect the water quality, physical and ecological integrity of the stream ecosystem.
  - b) The streamside zone will begin at the stream bank of the active channel and extend a minimum of 25 feet for the affected waterways.
  - c) Allowable uses within this zone are restricted to:
    - i) Flood control structures and activities;
    - ii) Pervious footpaths approaching and running adjacent to the river/stream;
    - iii) Road and public utility crossings;
    - iv) Boat/canoe launching facilities;
    - v) Restoration projects to restore stream bank integrity and native vegetation;
    - vi) Maintenance, repair, and extension of any public and private utility lines or related infrastructure;
  - d) The streamside zone must be retained in its undisturbed natural vegetative state, except for modifications required for allowed uses noted in “c”, above.

- e) No motorized vehicles or equipment to be operated in the streamside zone, except as necessary for construction or maintenance as allowed in “c”, above.

2. Outer Zone – Zone 2

- a) The function of the outer zone is to protect key components of the stream and forest, provide distance between upland development and the streamside zone, protect stream forest for water quality, and to prevent encroachment into the stream buffer and to filter runoff from development.
- b) The outer zone will begin at the outer edge of the streamside zone and extend a minimum of 50 feet for 4th or higher order streams and 25 feet for 1st, 2nd and 3rd order streams.
- c) Allowable uses within the outer zone are restricted to:
  - i) Those uses allowed in the streamside zone – Zone 1
  - ii) Pervious biking or hiking paths;
  - iii) Drainage facilities required to meet the stormwater requirements of the subject development;
  - iv) Invasive species control and/or removal;
  - v) Additional passive recreational uses;
  - vi) Tree clearing and undergrowth removal limited to the minimum required for uses as stated above or as required to maintain
- d) The vegetative target for the outer zone is to restore and preserve vegetation native to the region. Allowable uses shall be designed, constructed and maintained to minimize footprint of the use and the required clearing of natural forest and to prevent erosion and sediment pollution both during and after construction.
- e) No motorized vehicles or equipment to be operated in the outer zone, except as allowed in the streamside zone and as noted in “c”, above. Also, no motorized vehicles shall be allowed on trails except for emergency and maintenance vehicles.

**D. Stream Buffer Maintenance, Management and Restrictions.**

- 1. The stream buffer, including wetlands and floodplains, shall be managed to protect and restore the unique value of these resources. Management includes specific prohibitions or limitations on alteration of the natural conditions of the resources within the setback to include, but not be limited to the following:
  - a) Clearing of trees and vegetation or landscaping with non-native vegetation, except as reasonably necessary to accomplish the allowable uses as set forth in these regulations.
  - b) Soil disturbance by grading, stripping, or other practices, except as reasonably necessary to accomplish the allowable uses as set forth in these regulations.
  - c) Dumping of waste.
  - d) Drainage by ditching, under drains, or other systems, except as allowed in Appendix F above.
  - e) Use, storage, or application of pesticides, herbicides and fertilizers, except as allowed in Section E.
  - f) Housing.
  - g) Storage of motorized vehicles or operation of same, except for emergency use.
- 2. Roads, bridges, and trails are permitted within the stream buffer, subject to the provisions above. Furthermore, any right-of-way should be the minimum width needed to allow for necessary maintenance and installation.

3. In all land modifications, on-site and non-structural stormwater management alternatives will be preferred over larger facilities within the stream buffer, and the cleared area will be limited to the area required for construction and adequate maintenance access in constructing stormwater management facilities, with material dredged or otherwise removed to be stored outside the buffer.

**E. Fertilizers, Herbicides and Pesticides**

The use of herbicides and pesticides within the required stream buffer shall be limited to those necessary to control insects and vermin, or the spot spraying of noxious and invasive or non-native vegetative species. No pesticide, herbicide, or insecticide containers that are not closed and waterproof shall be stored, even temporarily, within the buffer zone.

**F. Flood Damage Prevention Ordinance.**

Nothing herein shall be construed as superseding the Flood Damage Prevention Ordinance. In the case of conflicts, the most stringent condition shall apply, as determined by the City Engineer.

**SECTION .06 LAND DISTURBANCE PROVISIONS**

**A. Intent**

In achieving the purposes of these regulations, as stated in Section 1.03, and the Land Disturbance Ordinance of the City of Montevallo, Alabama (Ordinance. No. 052410-300), this Section has the following specific intent:

1. To protect those area subject to severe erosion, and off-site areas which are vulnerable to damage from erosion and/or sedimentation.
2. To plan for erosion control before land disturbing activities commence.
3. To limit exposed areas to the shortest feasible time and to minimize the size of the area to be exposed at any one time.
4. To control surface water runoff, regardless of source, to reduce erosion and sediment loss.
5. To minimize accelerated erosion off development sites.

**B. Design and Performance of Erosion Control Measures**

1. No land disturbing activities shall be conducted within the City prior to obtaining a Land Disturbance Permit. No Land Disturbance Permit will be considered prior to the approval of a preliminary plat or regulating plan.
2. Cut and fill slopes shall be no greater than 2:1.
3. Clearing and grading of natural resources, such as forests and wetlands, shall *not* be permitted, except in compliance with the Land Disturbance Ordinance. Clearing techniques that retain natural vegetation and drainage patterns shall be used to the satisfaction of the City Engineer.
4. Clearing shall not begin until all sediment control devices have been installed, stabilized and permitted.
5. Phasing shall be required on all sites disturbing more than 20 acres; the size of each phase to be established at plan review.
6. Erosion control requirements meet all requirements of the Land Disturbance Ordinance and shall include the following:
  - a) Techniques that protect steep slopes and natural drainage ways shall be used.
  - b) Soil stockpiles must be stabilized or covered at the end of each workday.
  - c) The entire site must be stabilized at the close of construction.

- d) Techniques that divert runoff past disturbed slopes shall be employed.
- e) Dust control techniques shall be employed.
- 7. Sediment control requirements may include, but are not limited to:
  - a) Settling basins, sediment traps, or tanks and perimeter controls; or,
  - a) Settling basins that are designed in a manner that allows adaptation to provide long term stormwater management, if required; or,
  - b) Protection for adjacent properties by a vegetated buffer strip in combination with perimeter controls; or,
  - c) Infiltration basins, porous pavement systems and infiltration trenches or wells, or bio filters.
- 8. Construction site access requirements shall include:
  - a) A temporary access road provided at all sites, and
  - b) Any other measures required by the City Engineer in order to ensure that sediment is not tracked onto public streets by construction vehicles or washed into storm drains.

**C. Ground Cover.**

Temporary soil stabilization must be implemented to disturbed areas to the maximum extent feasible within fourteen (14) calendar days on areas that will remain unfinished for more than 30 days. Soil stabilization refers to measures which protect soil from the erosive forces of wind, raindrop impact, and storm water runoff, and includes the growing of grass, sod, and application of mulch, straw, fabric mats, and the early application of gravel base on areas to be paved. Permanent soil stabilization must be applied to disturbed areas to the maximum extent feasible within fourteen (14) calendar days of completion of grading. A permanent vegetative cover shall be established on disturbed areas not otherwise permanently stabilized.

**D. Erosion Control Plan Required**

- 1. A copy of the applicant's National Pollutant Discharge and Elimination System (NPDES) permit and a copy of the erosion control plans approved by the Alabama Department Environmental Management (ADEM) must be submitted to staff with the application for preliminary plat (Conventional and Conservation Subdivisions).
- 2. Erosion and sediment control measures must be in place and functional before land disturbing operations begin, and must be constructed and maintained throughout the construction period as necessary.
- 3. The applicant or his/her agent shall make regular inspections of all control measures. The purpose of such inspections will be to determine the overall effectiveness of the erosion and sediment control plan and the need for additional control measures.
- 4. Building permits will not be issued and building inspections will be withheld if periodic inspections, conducted by staff, determine that erosion or sediment controls are not in-place or are not being maintained on the construction site.

**SECTION .07 UTILITIES**

**A. Intent**

In achieving the purposes of these regulations stated in Section 1.03, this Section has the following specific intent:

- 1. To provide all lots and land areas for potential future development with adequate utility services and potential access to future utility services.

2. Coordinate the efficient construction of utilities for existing, immediate, and planned future growth, and minimize needs for disruption of existing services and infrastructure throughout the area.
3. Specify appropriate locations for utilities that can best accommodate proposed and adjacent development patterns and land uses.
4. Promote the long-term efficiency, operational integrity, and maintenance of utility systems.
5. Encourage construction and maintenance of utility systems that presents the least impact on other infrastructure or improvements, natural resources, and the aesthetics of the community.

**B. Sanitary Sewer**

1. Sewer Facility Types. These regulations recognize the following basic sanitary sewer facilities:
  - a) Centralized Treatment System Connection: a connection to existing centralized systems managed by a public entity or private company.
  - b) Individual On-site Treatment System: a treatment system that serves a single lot or multiple lots.
2. Required Facilities. All lots in a proposed subdivision shall be served by adequate sanitary sewer facilities as specified in Table 5-6, Sewer Treatment Facilities.

<b>TABLE 6-6: SEWER TREATMENT FACILITIES</b>	
<b>DENSITY LEVEL</b>	<b>FACILITY REQUIREMENTS</b>
<b>LEVEL I</b>	All lots shall be served with connection to a centralized treatment system which is deemed adequate by the Alabama Shelby County Public Health to handle the additional demands and volume which shall result from the proposed subdivision.
<b>LEVEL II</b>	All lots shall be served with: <ul style="list-style-type: none"> <li>• Individual on-site treatment system meeting the Alabama Shelby County Public Health minimum standards; or</li> <li>• Connection to a centralized treatment system; where land lies within an existing eligible service area of an existing provider with services immediately available, connection may be required.</li> </ul>
<b>LEVEL III</b>	All lots shall be served with on-site individual treatment systems meeting the Alabama Shelby County Public Health minimum standards.  <i>Exception.</i> Conservation subdivisions in Level III development suitability areas may use de-centralized on-site systems meeting the Alabama Shelby County Public Health minimum standards and the additional standards in sub-section 3. below.

**3. Signature Required.**

For individual on-site treatment systems, a signature of the managing entity of the Alabama Shelby County Public Health is required on all plats as evidence that adequate sanitary facilities are provided for the proposed development. For centralized treatment systems, a signature from the authorized representative of the managing entity is required on all plats.

**C. Water**

**1. Water Supply Types.**

These regulations recognize the following basic water supply types:

- a) **Public Water Supply:** the service of potable water from a distribution system controlled by a public entity.
- b) **Individual On-site Water Supply:** the service of potable water from a well located on the property.

**2. Required Facilities.** All lots in a proposed subdivision shall be served by adequate potable water supply as specified in *Table 5-7, Water Supply Facilities*.

<b>TABLE 6-7: WATER SUPPLY FACILITIES</b>	
<b>DENSITY LEVEL</b>	<b>FACILITY REQUIREMENTS</b>
<b>LEVEL I</b>	All lots shall be served by a connection to an adequate public water supply.
<b>LEVEL II</b>	All lots shall be served by a well meeting Alabama Shelby County Public Health minimum standards. <i>Exception.</i> Lots within reasonable access of any public supply main may be required to tap into public water supply.
<b>LEVEL III</b>	All lots shall be served by a well meeting Alabama Shelby County Public Health minimum standards. <i>Exception.</i> Lots within reasonable access of any public supply main may be required to tap into public water supply.

**D. Location**

- 1. Where location of utilities in the rights-of-way, access easements, or lanes is not practical or is prohibited, utility easements, with a minimum width of ten feet shall be platted along the front, rear, and/or sides of all lots where deemed practicable by the City Engineer.
- 2. All utilities shall be placed underground, except in administrative subdivisions or as otherwise approved by the Planning Commission.
- 3. All lots, easements, and rights-of-way shall be located to eliminate unnecessary jogs or offsets in utility locations and to provide efficient connections and services to adjacent property, based on the recommendation of the City Engineer.

### **E. Required Off-Site Improvements**

When, at the discretion of the Planning Commission, based on the recommendation of the City Engineer, existing or proposed infrastructure in proximity to the subdivision are impacted by the proposed subdivision to the extent that they must be designed, constructed, expanded, or upgraded to support the general health, safety, and welfare, the Planning Commission may require the subdivider to design, construct, expand, or upgrade the infrastructure as a condition of approval.

1. Required off-site improvements may include:
  - a) Streets and rights-of-way, including construction, acquisition, extension, or connection;
  - b) Traffic control devices, including mechanical systems and geometric configurations;
  - c) Stormwater facilities, including natural and constructed systems;
  - d) Utility facilities, including easements, sanitary sewer facilities, water distribution facilities, and other service utilities;
  - e) Sidewalks or other non-vehicular pathways.
2. The Planning Commission, based on the recommendation of the City Engineer, may determine that the need for off-site improvements exceeds those generated by the proposed subdivision. In such cases, the Planning Commission may require the applicant to provide a proportionate share of the total cost of such improvements to the extent generated by the proposed subdivision. The Planning Commission may then require the applicant to deposit such proportionate share into a special account reserved to pay for the design, construction, expansion, or upgrade of the public facility.

## **SECTION .08 PUBLIC AND COMMUNITY FACILITIES**

### **A. Intent**

In achieving the purposes of these regulations in Section 1.03, this Section 6.08, Public Facilities has the following specific intent:

1. To facilitate the planning and development of public and community facilities in a timely manner in association with future development of the City.
2. To provide the opportunity to negotiate a fair and equitable price for land needed to develop public or community facilities, or alternatively to provide an incentive for land owners to dedicate land for needed facilities where the lack of facilities may otherwise constrain potential future development.
3. To encourage the integration of public and community facilities into the planning of streets, lots, and blocks so that needed facilities are located conveniently in neighborhoods and districts and serve as focal points for the community.
4. To incorporate any specific existing or future public or community facility plans in the subdivision process, and to allow these plans to serve as guides for future land subdivisions and growth.
5. To ensure that the most appropriate locations of public and community facilities are identified and considered prior to the premature commitment of these areas to conflicting development patterns.

### **B. Reservation or Dedication of Public Sites**

The Planning Commission may require the reservation of land for public facilities such as parks or other open space, schools, or public safety facilities subject to the following:

1. The area of the proposed subdivision shall be shown on an official plan of the entity responsible for the public facility as a potential site for future expansion.

2. The land shall be reserved for a period of one year to permit such land to be acquired by the appropriate public body.
3. In the event that the land may not be acquired, the applicant may propose subdivision of the land in conformance with all regulations.
4. Where the land is not shown on any official plans of an entity responsible for the public facility, but where the development may create a need for such facilities, the developer may dedicate the necessary lands. Any such dedications shall be subject to a determination of the land being adequate for a particular purpose and acceptance by the entity responsible for the public facilities.

**C. Open Space Credits**

Any land that is dedicated and accepted for public facilities, such as parks or other open space, schools, or public safety facilities may be credited to any open space required by these regulations at the sole discretion of the Planning Commission.

**SECTION .09 MAINTENANCE OF NON-PUBLIC IMPROVEMENTS**

Certain facilities, such as stormwater drainage systems, which are not within the road right-of-way, such as detention ponds, or other stormwater management facilities, ditches, sidewalks, street lights, community landscaping, etc., require on-going perpetual maintenance. The responsibility to properly maintain these improvements lies with the affected property owners and/or the development's required Homeowners Association.

As a condition of final plat approval, the developer must submit a copy of the recorded Articles of Incorporation of the Homeowners Association. Provisions to collect dues from the owners of the lots of record in the development must be provided for in an amount sufficient to carry out perpetual maintenance of said improvements. Articles of Incorporation must provide for the establishment of a board to oversee maintenance and direct the proper expenditure of funds.

The developer shall be responsible for all maintenance of such facilities until such time as a board is seated and control is turned over to said association.



**APPENDIX**

## *Appendix A – Submittal Requirements*

X Required Required, as conditions warrant	MINOR SUBDIVISION	PARCEL SPLIT RESUBDIVISION OR RESURVEY	PLAT CORRECTION	MASTER PLAN- CONVEN/CONSERV	MASTER PLAN- FBD	PRELIMINARY PLAT	FINAL PLAT
<b>Introductory Information</b>							
Graphic and written scale at 1" = 100' or greater	X	X	X	X	X	X	X
Quarter section, section, Cityship, and range with approximate ties to all existing quarter section or section corners within or in the vicinity of the proposed subdivision	X	X	X		X	X	X
Date of preparation, including latest revisions	X	X	X	X	X	X	X
North arrow	X	X	X	X	X	X	X
Name, address, and phone number of persons responsible for preparing application	X	X	X	X	X	X	X
General information section indicating number of sheets,				X	X	X	
Blank space (4"x6") on lower right of title sheet reserved for administrative use.	X	X	X	X	X	X	X
Name of subdivision	X	X	X	X	X	X	X
Name, address, and contact information of legal property owner(s)	X	X	X	X	X	X	X
<b>General Property Information</b>							
Current zoning of the property	X	X	X	X	X	X	X
General vicinity map at a scale of no smaller than 1" = 1000'	X	X	X	X	X	X	X
Legal description	X	X	X	X	X	X	X
<b>Table of Statistics</b>							
Total area of subject property	X	X	X	X	X	X	X
Area of each lot (standards for Master Plan)	X	X	X	β	X	X	X
Total number of dwelling units and lots (and by phase where applicable) (Master Plan – approximate number)				X	X	X	X

<b><i>Appendix A – Submittal Requirements</i></b>							
<b>X</b> Required Required, as conditions warrant	MINOR SUBDIVISION	PARCEL SPLIT RESUBDIVISION OR RESURVEY	PLAT CORRECTION	MASTER PLAN- CONVEN/CONSERV	MASTER PLAN- FBD	PRELIMINARY PLAT	FINAL PLAT
Total number of each different lot type (and by phase where applicable) (Master Plan Conv/Conserv– approximate number)				<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
Net and gross density by total project, by phase, and by block				<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
Average, smallest and largest block sizes by length and by perimeter, including indication of specific block numbers of the largest and smallest.				ß	ß		
Area of open space (broken into categories in Section 5.03 (B)) for total project, phase, and block.				<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
<b>Topographic Information / Existing Conditions</b>							
Existing contours based on USGS or US Coast and Geodetic Survey sea level datum: 1’ intervals for 5percent slopes or less; 2’ intervals for 5percent - 10percent; 5’ intervals for over 10percent (@avail USGS interval for PUD Master Plan & specified intervals if avail w/o specific on-site engineering)	ß	ß	ß	<b>X</b>	<b>X</b>	<b>X</b>	
General depiction of all significant natural features including large trees, large stands of trees or other important vegetation and habitats, or any other similar features. (identification of large trees not required for PUD Master Plan if tree standards included in code accompanying Plan)	<b>X</b>			<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
Soil types						<b>X</b>	
Location of all streams and identification of stream characteristics	<b>X</b>			<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
100-year flood plain	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
Any jurisdictional wetlands (as defined by the U.S. EPA and by U.S. Army Corps of Engineers)	<b>X</b>			<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
Any other existing water features (bodies of water, intermittent drainage channels, or streams)	<b>X</b>			<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>

<b><i>Appendix A – Submittal Requirements</i></b>							
X Required Required, as conditions warrant	MINOR SUBDIVISION	PARCEL SPLIT RESUBDIVISION OR RESURVEY	PLAT CORRECTION	MASTER PLAN- CONVEN/CONSERV	MASTER PLAN- FBD	PRELIMINARY PLAT	FINAL PLAT
Existing utility easements, utility facilities, or any other existing structures	X	X	X	B	B	X	X
<b>Proposed Development Information</b>							
Typical cross-sections for all rights-of-way including dimensions of all street elements identified in Articles 3 or 4						X	
Typical intersection dimensions including crosswalks, curb-radii, and site lines						X	
Identification of all rights-of-way, easements, utilities, open space, or other common use parcels. (utilities N/A for PUD Master Plan with statement of availability and standards)	X	X	X	X	X	X	X
All street names and locations of proposed street signs (statement of compliance with County and municipal regulations and 911 requirements)	X	X	X	B	B	X	X
Lot dimensions and standards as established by these regulations and/or the applicable zoning standards	X	X	X	B		X	X
Location, size, and type of all street lights						X	
Layout, location, and identification of all proposed lots and blocks, including location and sight distance of all access points to all lots	X	X	X	B	B	X	X
Street construction specifications including proposed cut and fill, construction details for paved surfaces and street edges, and horizontal and vertical sight distances at intersections (standards for PUDs)						X	
A sheet of all proposed waivers or modifications, specifically stating the standard sought to be waived or modified and all location(s) where the waiver or modification will be applied. (to extent then known for PUD Master Plan)	X	X	X	X	X	X	X
Where a development will be constructed in phases, all phase lines and a schedule showing the order of construction and approximate completion date of each				X	X	X	

<b><i>Appendix A – Submittal Requirements</i></b>							
<b>X</b> Required Required, as conditions warrant	MINOR SUBDIVISION	PARCEL SPLIT RESUBDIVISION OR RESURVEY	PLAT CORRECTION	MASTER PLAN- CONVEN/CONSERV	MASTER PLAN- FBD	PRELIMINARY PLAT	FINAL PLAT
phase.							
A landscape plan and standards for all rights-of-way and open spaces, as applicable				<b>X</b>	<b>X</b>		<b>X</b>
Drainage Plan, including calculations of pre and post development flows, profile and location of proposed stormwater facilities, evidence of all necessary approvals and permits and a Best Management Practices report.						<b>X</b>	
Location of any proposed public facilities				<b>X</b>	<b>X</b>	B	B
Proposed final grade of all areas at 2' intervals.						<b>X</b>	
<b>Site Design Information</b>							
A narrative statement on how the development conforms to the Comprehensive Plan, and any specific plan or program officially approved under the guidance of the Comprehensive Plan				<b>X</b>	<b>X</b>		
A regulating site map, accompanying code indicating use characteristics, lot types, building types, and engineering, thoroughfare, dimensional, architecture, and urban design standards for buildings, streets, and open spaces				B	<b>X</b>		
Renderings and illustrations of typical open spaces, streets, blocks, lots, and buildings				B	<b>X</b>		
<b>Adjacent Property Information</b>							
Name and mailing address of owners of adjacent lands	<b>X</b>			<b>X</b>	<b>X</b>	<b>X</b>	
Current zoning of property or “unzoned” where no zoning applies	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
Topographic information within 100' of boundaries in 5' intervals				<b>X</b>	<b>X</b>	<b>X</b>	

<b>Appendix A – Submittal Requirements</b>							
<b>X</b> Required Required, as conditions warrant	MINOR SUBDIVISION	PARCEL SPLIT RESUBDIVISION OR RESURVEY	PLAT CORRECTION	MASTER PLAN- CONVEN/CONSERV	MASTER PLAN- FBD	PRELIMINARY PLAT	FINAL PLAT
Topographic information for extensions of any stub streets up to 300' from boundary in 2' intervals						<b>X</b>	
Name and location of all streets and pedestrian facilities within 200' of the parcel boundary				ß		<b>X</b>	
Location of all easements and utility facilities within 200' of the parcel boundaries	ß	ß	ß	ß	ß	ß	ß
Location and use of all buildings on the subject property	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
Reference to recorded subdivision plats of abutting platted land by map, book, volume, and page, or designated as “unplatted”	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
<b>Certifications and Signatures</b>							
Notarized signature of property owner or agent of landowner	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
Standard signature block for all County and municipal approvals	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
Certification statement of the owners consent to dedication of any public rights-of-way or other public easements, where appropriate	<b>X</b>						<b>X</b>
Certification and description of all other easements, covenants, or common use areas	<b>X</b>	<b>X</b>	<b>X</b>			<b>X</b>	<b>X</b>
Certification or approval from State and/or County Health Department for proposed water supply and sanitary facilities	<b>X</b>	<b>X</b>	<b>X</b>			<b>X</b>	<b>X</b>
Other required Certifications and Notes	ß	ß	ß	ß	ß	ß	ß
Surveyor's certification, if applicable	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
Engineer's certification if applicable	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
Articles of Incorporation for Homeowner's Association	ß						ß

***APPENDIX B – OFFICIAL INTERPRETATIONS***

**(To be inserted as applicable.)**



## ***APPENDIX C: ENGINEERING STANDARDS***

- Section 1: General**
- Section 2: Access**
- Section 3: Lots**
- Section 4: Right of Way**
- Section 5: Easements**
- Section 6: Street Design**
- Section 7: Street Drainage Features**
- Section 8: Sidewalks**
- Section 9: Utilities**
- Section 10: Drainage Improvements**
- Section 11: Stormwater Detention**
- Section 12: Miscellaneous**
- Section 13: Inspection**
- Section 14: Bonds**
- Section 15: Acceptance of Streets**
- Section 16: Design and Construction Exceptions**
- Section 17: Vacations**
- Section 18: Standard Drawings and Details**

**APPENDIX C: ENGINEERING STANDARDS**

All property to be developed and/or any subdivision of land, shall comply with the Subdivision Regulations and City Engineering Standards.

**Section 1: General**

- 1.1 The applicant shall furnish the planning commission all plans and information necessary for engineering considerations and approval for the construction of the required improvements. Such plans and information shall be furnished separately or with preliminary plat and vicinity sketch and shall be certified by a Registered Professional Engineer licensed to practice in the state of Alabama. All improvements required shall be constructed in accordance with the standards set forth in these regulations, and under the inspection of the City Engineer or his duly authorized representative and the engineering department of the respective utility.
- 1.2 The arrangement, character, extent, location and grade of all streets shall be laid out according to good engineering land planning principals and shall be integrated with all existing and planned streets. Land abutting a proposed subdivision shall not be land-locked by the proposed subdivision.
- 1.3 Plan/Profiles of all streets showing natural and finished grades, location of all head walls, location and size of all culverts shall be furnished as a part of the preliminary plat.
- 1.4 For survey information used to support street design, stormwater design, grading design, and any and all other elements of engineering design, certification must be made that the survey data used meets Minimum Technical Standards of Land Surveying.
- 1.5 Prior to commencing construction of any improvements, plans must be approved in writing by the City Engineer.
- 1.6 The Preliminary Plat shall contain the following engineering drawings as a minimum:
  - a. Site Plan
    - i. Topography must be shown. Topography must be based on U.S. Geological Survey, or U.S. Coast and Geodetic Survey sea level datum. On grades of five percent or less, contours shall be shown at one foot intervals. On grades between five percent and ten percent, contours shall be shown at two foot intervals. On grades greater than ten percent, contours shall be shown at five foot intervals.
    - ii. Provide Quarter section, section, Township, and range with approximate ties to all existing quarter section or section corners within or in the vicinity of the proposed subdivision.
    - iii. The site plan shall include a plan view of all streets and a Drainage Plan including all proposed drainage structures.
  - b. Street Plan & Profiles
  - c. Drainage Plan & Profiles
  - d. Construction Details
  - e. Access Design (When improvements are required by the City Engineer)
    - i. Proposed improvements to existing streets which are being accessed
    - ii. Striping Plan
    - iii. Traffic Control Plan

The final plat shall be submitted on 24 x 36 inch double matte mylar. All corrections must be made in ink. No paste-up allowed.

The following notes are required on all final plats:

- a. All easements on this map are for public utilities, sanitary sewers, storm sewers, storm ditches, and may be used for such purposes to serve the property both within and without the subdivision. Shelby County is not responsible for the maintenance of any easements shown on this plat outside of the public right-of-way.
- b. Contractor and/or developer are responsible for providing building sites free of drainage problems.
- c. No further subdivision of any parcel shown hereon shall be allowed without the prior approval of the Shelby County Planning Commission.
- d. Driveways shall be restricted to the locations as shown on this plat. Driveway access permit required prior to installation of driveway(s). Contact the Shelby County Highway Department at 669-3880 to obtain access permit.
- e. This entire property is located in Flood Zone \_\_\_\_\_ as shown on the latest Federal Insurance Rate Maps (Panel Number \_\_\_\_\_), dated September 29, 2006.
- f. Maintenance of detention ponds and all associated structures and appurtenances are the responsibility of the Homeowners Association.
- g. Any construction or encroachment in a designated flood plain must comply with the Shelby County Flood Damage Prevention Ordinance.
- h. No encroachments, including structures or fill material, shall be placed within a designated flood plain unless and until a Flood Plain Development Permit has been submitted and approved by the City Engineer. All development within a designated flood plain must comply with the Shelby County Flood Damage Prevention Ordinance.
- i. Shelby County is not now, nor will be in the future, responsible for the maintenance of private roads or easements shown on this plat.

1.9 Include the following notes on plat if appropriate:

a. Sink hole note:

The subdivision shown hereon, including lots and streets, lies in an area where natural lime sinks have occurred. Lime sinks, as located and shown on the above plat, were found but not repaired, unless otherwise noted on the plat. The City of Montevallo, the City Engineer, the Planning Commission of the City of Montevallo and the individual members thereof, and all other agents, servants, or employees of the City of Montevallo, Alabama, make no representations whatsoever that the subdivision lots and streets are safe or suitable for residential construction, or for any other purposes whatsoever.

b. No lots shall have direct access to \_\_\_\_\_ Road.

1.10 Failure to Comply

Construction shall not commence on any improvement unless and until engineering drawings have been approved in writing by the City Engineer. Construction must be performed in a workmanlike manner to usual construction tolerances, in conformance with approved

engineering drawings. Failure to comply may prevent recording of final plat and the subsequent transfer of lots.

## **Section 2: Access**

- 2.1 All roadway access must adhere to Shelby County's Access Management Resolution (Appendix H).
- 2.2 The platting of any land, the purpose of which is to deny access to rights-of-way is prohibited, except as otherwise provided herein. Spite strips are prohibited.
- 2.3 If, in the opinion of the Planning Commission, it is desirable to provide street access to an adjoining property, said street shall extend to the boundary of such property. A temporary turnaround, as shown in the Standard Drawings for street cul-de-sac, shall be provided. Local streets shall be laid out such that their use by through-traffic in the subdivision will be discouraged.
- 2.4 Where subdivision streets, driveways, or easements (where allowed) make intersection with public roads, the intersection shall be made at a point on the public road that will provide an acceptable sight distance. The sight distance must be measured using American Association of State Highway and Transportation Officials (AASHTO) guidelines and recorded on the construction plans.
- 2.5 The means of ingress and egress to the public street, other than a local residential street, shall minimize traffic congestion by limiting the number of ingress and egress points to the public street. Methods such as shared drives and recorded common access points to the public street shall be used in order to minimize the number of curb cuts along such roads and highways.
- 2.6 All streets that provide for the continuation or appropriate projection of principal streets in surrounding areas and all streets that provide reasonable means of ingress and egress for surrounding acreage tracts shall be constructed to the subdivision limits as required by the Planning Commission.
- 2.7 The public road which is being accessed may require improvements. All costs associated with these improvements must be borne by the entity desiring access.
- 2.8 All lots shall access roads that are internal to the proposed development. No direct access to existing public roads is allowed without the approval of the City Engineer.
- 2.9 Where there are streets adjacent to the subject property which will be accessed by the development which are proposed or required to be retained, the City Engineer may require the street to be upgraded consistent with its proposed use.
- 2.10 With exception of Family or Rural Subdivisions, access to a public road via an easement is not acceptable for the subdivision of property or for development purposes.

## **Section 3: Lots**

- 3.1 Each lot shall front a paved public street. Lots shall not be platted where the only means of ingress and egress is by way of an easement. Exceptions to this requirement include:
  - a. Lots subdivided as a part of a Family Subdivision, which have not been transferred to someone who is not an immediate family member.
  - b. Lots that access private roads which have been approved by the Planning Commission and which have been constructed to subdivision standards.

- 3.2 Double frontage and reverse frontage lots shall be avoided, except where essential to provide separation of residential development from traffic arteries, or to overcome specific disadvantages of topography and orientation.
- 3.3 Side lot lines should normally be at right angles to streets, except on curves where they should be radial.
- 3.4 Flag Lots require a minimum road frontage (flag) of 30 feet.

#### **Section 4: Right of Way**

##### 4.1 *Minimum Right-of-Way radius*

The minimum right-of-way radius shall be 25 feet. When a proposed street intersects a Collector or an Arterial street, right-of-way sufficient to provide an adequate sight triangle may be required by the City Engineer.

##### 4.2 *Minimum street right-of-way widths*

- a. The City Engineer shall determine the classification of all streets. The widths of rights-of-way for the various streets are indicated below. Widths shall be not less than as follows:

<i>Street Type</i>	<i>Minimum Right-of-Way Width (feet)</i>
Neighborhood Street (Local)	60
Neighborhood Street (Collector)	62
Rural Drive	60
Rural Parkway (Two Lane)	90
Rural Parkway (Multi Lane)	*
Main Street (Two Lane)	82
Main Street (Four Lane)	105
Boulevard (Two Lane)	84
Boulevard (Four Lane)	105

*\* Consult with City Engineer*

- b. Design of Arterial Streets, where appropriate, will be controlled by the City Engineer. The width of the right-of-way will be determined by the design.

##### 4.3 *Accessibility*

Where a proposed subdivision has no frontage on an existing public road, or right-of-way, the subdivider must provide a suitable right-of-way for ingress and egress. The connecting road shall become a part of the street system of the proposed subdivision and is subject to all Subdivision Regulations. Subdividing or development of property shall not be allowed to land lock adjacent property.

##### 4.4 *Half-streets*

Where there exists a dedicated or platted half-street adjacent to the tract to be subdivided, the other half shall be platted. New half-streets shall be prohibited.

##### 4.5 *Additional width on existing roads*

Subdivisions that adjoin existing roads with inadequate right-of-way (less than 60 feet) must adhere to the following:

- i. The entire right-of-way (60 feet) shall be provided where any part of the subdivision is on both sides of the existing road. Said right-of-way measured 30 feet each side of and parallel to the centerline of the existing road.

- ii. When the subdivision is located on only one side of an existing road, one-half of the required right-of-way (30 feet), measured from the centerline of the existing roadway, shall be provided.

#### 4.6 *Cul-de-sacs*

The minimum right-of-way radius is 55 feet. A larger radius may be required at the discretion of the City Engineer.

### **Section 5: Easements**

- 5.1 Drainage easements are required to allow water to traverse across property without trespassing. Shelby County will not maintain any easements which are outside of the public road right-of-way. A note on the record plat is required as follows:

All easements on this map are for public utilities, sanitary sewers, storm sewers, storm ditches, and may be used for such purposes to serve the property both within and without the subdivision. Shelby County is not responsible for the maintenance of any easements shown on this plat outside of the public right-of-way.

- 5.2 Easements across lots or centered on rear or side lot lines shall be provided for utilities and drainage where necessary, and shall not be less than a total of 15 feet wide, unless otherwise approved by the City Engineer.
- 5.3 Where a subdivision is traversed by an existing or proposed watercourse, drainage way, channel or stream, there shall be provided a storm drainage easement or right-of-way conforming substantially to the lines of such existing or planned drainage way. The width of such drainage easement or right-of-way shall be sufficient to contain the ultimate channel and maintenance way for the tributary area upstream.
- 5.4 Lots and easements shall be arranged in such a manner as to eliminate unnecessary easement jogs or off-sets, and to facilitate the use of easements.
- 5.5 Easements for shared and common access drives which serve two residential properties shall be a minimum of 20 feet wide.
- 5.6 Private Access Easements which serve more than two residential properties shall be a minimum of 22 feet wide.
- 5.7 Private Access Easements which serve commercial or mixed use properties shall be a minimum of 25 feet wide.

### **Section 6: Street Design**

- 6.1 All streets shall be platted along contour elevations which will result in minimum grades and greatest visibility wherever practicable with consideration given to the anticipated uses of the land.
- 6.2 The proposed street layout shall be made according to good land planning for the type of development proposed. All streets must provide for the continuation or appropriate projection of principal streets in surrounding areas and provide reasonable means of ingress and egress for surrounding tracts.
- 6.3 The proposed street system shall be coordinated with the street system of the surrounding area. However, the number of streets converging upon any one point which would tend to promote

congestion shall be held to a minimum. The street pattern shall be in conformity with a plan for the most advantageous development of the entire community.

6.4 All streets shall be designed in accordance with Engineering Standards contained herein. The materials used must be approved by the City Engineer.

6.5 *Street Plan & Profile*

a. Street Plan & Profile for each proposed street must be submitted for review and consideration. These drawings must include:

- i. Location of all existing and proposed streets within the subdivision and adjacent to it.
- ii. Widths of existing and proposed rights-of-way.
- iii. Clear identification of right-of-way location and width for any street which is considered part of the street plan.
- iv. Proposed street signage.
- v. Street names, which are subject to Shelby County approval.
- vi. Plan & Profile views of all streets.
- vii. Typical cross-section of proposed streets.
- viii. Complete horizontal and vertical curve data for the centerline of each street. The minimum radius of horizontal curves, and minimum length of vertical curves, shall be based on design speed and sight distance.
- ix. Sidewalks.

6.6 *Design speeds*

a. Proposed design speeds shall be designated by the developer's engineer on the Plan & Profile sheets. Design speeds should generally not be less than 25 miles per hour (mph). The City Engineer may dictate the design speed for all streets.

b. The following minimum design speeds shall be utilized as follows:

- i. Neighborhood Street
  - Local Street - 25 mph
  - Collector Street - 35 mph
- ii. Pedestrian Street - 25 mph
- iii. Rural Drive
  - Local Street - 25 mph
  - Collector Street - 35 mph
- iv. Rural Parkway
  - Arterial – Design to be provided by the City Engineer.
  - Collector - 35 mph
- v. Main Street
  - Arterial – Design to be provided by the City Engineer.
  - Collector - 35 mph
- vi. Boulevard

Arterial – Design to be provided by the City Engineer.

Collector - 35 mph

vii. Private Access Easement

Generally, the design engineer shall provide sufficient information to ensure proper drainage function and to provide radius information sufficient for use by the intended vehicles

6.7 *Shoulders*

- a. Minimum shoulder widths are shown on the Example Street Cross Sections (Section 18, Standard Drawings and Details).
- b. Shoulders shall be graded to provide positive drainage to the drainage collection system.
- c. Minimum grade to be one-half-inch per foot.
- d. Maximum grade to be one inch per foot. In the core areas of Form Based Development, care must be exercised to provide for positive drainage away from building structures without making pedestrian travel difficult.

6.8 *Minimum pavement widths*

Minimum pavement widths are shown on the Example Street Cross Sections within the Subdivision Regulations.

6.9 *Street grades*

- a. Grades of all roads shall comply with accepted engineering practice. Road grades shall not exceed 15 percent or be less than one percent. Where maximum or near maximum grades are used, they should not run continuously for a distance of more than 400 feet.
- b. Grades approaching intersections on the minor street shall not exceed five percent equivalent elevation for a distance of not less than 100 feet from the centerline of said intersection.
- c. All roads shall be crowned in the center and have a one-fourth-inch per foot cross slope.
- d. Grades of cul-de-sacs shall not be more than five percent or less than one-and-one-half percent for the last 100 feet of paving.
- e. Intermediate turnarounds shall be designed at a maximum eight percent grade.

6.10 *Horizontal & Vertical Alignment*

- a. Minimum radii of horizontal curves shall be not less than the following:

<u>Design Speed (mph)</u>	<u>Radius (feet)</u>
20	100
25	180
30	300
35	470

- b. Minimum k values for vertical curves shall be not less than the following:

<u>Design Speed</u>	<u>k(crest)</u>	<u>k(sag)</u>
20	7	17
25	12	26
30	19	37

35

29

49

- c. There shall be a minimum tangent of 100 feet provided between all reverse curves.

#### 6.11 Intersections

- a. Roads shall intersect as nearly at right angles as possible and in no case at an angle of less than 75 degrees.
- b. Street intersections with centerline offsets of less than 150 feet shall not be permitted.
- c. The minimum curb radius at all intersections shall comply with the following chart:

<b>Intersection Curb Radii (feet)</b>			
Intersection Type	Conservation Subdivision	Form Based Subdivision	Conventional Subdivision
Local/Local	10 to 15	10 to 15	20
Local/Collector	15 to 20	15 to 20	20
Local/Arterial	15 to 25	15 to 25	20
Collector/Collector	15 to 25	15 to 25	20
Collector/Arterial	45 (entry) 25 (exit)	45 (entry) 25 (exit)	45 (entry) 25 (exit)
Private Access Easement/Local	10	10	10
Private Access Easement/Private Access Easement	10	10	10

#### 6.12 Roundabouts

- a. Roundabouts should conform to The Federal Highway Administration's "Roundabouts: An Informational Guide" (Publication No. FHWA-RD-00-067).
- b. Roundabouts are limited to the Rural Single Lane design (where possible), as shown in the FHWA guide.
- c. Each proposed roundabout must utilize pedestrian-friendly splitter islands at each proposed entry.
- d. Roundabouts shall be located at a high point to provide positive drainage (in all directions) away from the central island.
- e. Roundabout design must include all horizontal and vertical geometry, drainage, pedestrian facilities, striping and signage. The horizontal geometry of proposed roundabouts must be accurately depicted within all plan views.

#### 6.13 Subbase and Base material (minimum standards)

- a. Subbase - Developer or Contractor shall be required to furnish compaction test results on the road subbase, according to the following requirements:
- i. Finished grade shall conform to the lines, grades and cross-section as shown on the approved plan.
  - ii. The top two feet of subbase shall be shaped and compacted to 100 percent of Standard Proctor Density as determined by AASHTO T-180 and T-310 test methods.
  - iii. Depths greater than two feet below subbase, compaction is required to 95 percent Standard Proctor Density as determined by AASHTO T-180 and T-310 test methods.

- b. Aggregate Base - Base material (Alabama Department of Transportation (ALDOT) 825, Type B) consisting of crushed rock, stone particles, or slag shall contain an approved filler of sand or other fine mineral filler. Required six inch base of this material shall be spread without segregation and may be placed and compacted to full depth in one layer. Required base layer of greater than six inches shall be placed in approximately equal layers. Compaction shall be by vibratory, steel wheel rollers or other approved rollers to obtain 100 percent of the Laboratory Vibrated Density (LVD) as determined by ALDOT 140, 210 and 222 test methods.
  - i. A minimum of six inches of compacted graded aggregate shall be required on all roadbeds. Additional depth of base material may be required due to anticipated traffic.
  - ii. Eight inches of compacted graded aggregate shall be required for commercial collector streets and on existing county highways.
- c. Black Base - Black Base may be substituted for Aggregate base at the City Engineer's discretion. The substitution rate is fifty percent of the required aggregate base thickness (Example: three inch Black Base substituted for six inch aggregate base).
  - i. All asphalt shall be installed per ALDOT specifications (Section 429).
  - ii. Black Base (ALDOT 429C) shall be applied at a minimum rate of 110 pounds per square yard per compacted inch of thickness.

#### 6.14 *Pavement (minimum standards)*

- a. All asphalt shall be installed per ALDOT specifications (Section 429).
- b. The minimum pavement thickness for the various classifications of county streets shall be as follows:
  - i. Binder (ALDOT 429B) shall be applied at the minimum rate of 220 lbs/SY. This represents a compacted thickness of approximately two inches.
  - ii. Seal (ALDOT429A) shall be applied at the minimum rate of 125 lbs/SY. This represents a compacted thickness of approximately one inch.
- c. The City Engineer may require a geotechnical engineering report, including a specific pavement design, or may require additional subgrade preparation, base, or asphalt buildup.

#### 6.15 *Fill Within Road Right-Of-Way*

When fill material is placed within the right-of-way but not a part of subbase preparation, compaction to 95percent Standard Proctor Density as determined by AASHTO T-99 and T-310 test methods is required.

#### 6.16 *Dead End Streets*

- a. Dead End Streets longer than 200 feet, as measured from the centerline of intersection, must be designed with an appropriate cul-de-sac (circle).
- b. Dead End Streets which are stubbed for future development shall have the appropriate signage erected ("This street may be extended for future development.?).
- c. Cul-de-sacs shall terminate with a property line radius of not less than 55 feet and an outside gutter radius of not less than 40 feet. Circles to accommodate school buses or other large vehicles may be required and shall terminate with a property line radius of not less than 66 feet and outside gutter radius of not less than 50 feet.

## Section 7: Street Drainage Features

### 7.1 Culverts

- a. All pipes and culverts must be Class III reinforced concrete pipe.
- b. A special design drawing will be required for any drainage structure having a required end area of 20 square feet or more. Reinforced concrete drainage structures shall be constructed in accordance with standard drawings and specifications approved by the City Engineer. The standard drawings for many minor structures may be obtained through the Alabama Department of Transportation or some concrete companies. All drawings must bear the seal and signature of a Registered Professional Engineer licensed to practice in the state of Alabama.

### 7.2 Headwalls

Headwall with wing walls and end walls shall be installed on pipe culverts. Headwalls shall be shown on the approved plans.

### 7.3 Curb and Gutter

- a. All curb and gutter and valley gutter shall be constructed in accordance with the standard drawings contained in Section 18 (Standard Drawings and Details). Where all lots are three acres or larger and acceptable drainage plan is submitted and approved the requirement to install curb and gutter may be waived.
- b. Combination curb and gutter, valley gutter, and sidewalks shall be constructed of Portland cement concrete which has a compressive strength of 3000 PSI at 28 days. Installation shall be on a prepared subgrade and conform to the cross-section shown on the plans. The surface finish of the concrete shall have a light broomed or burlap drag texture. The edges shall be smoothed with a radius type tool.
- c. Transverse contraction joints shall be constructed at intervals not exceeding twenty 20 feet in combination curb and gutter and valley gutter. Joint depth shall be no less than one-fifth of the cross-section of concrete. Sawed contraction joints shall be done early after the concrete has set to prevent the formation of uncontrolled cracking. Expansion joints shall be constructed at immovable structures and at points of curvature for short radius curves. Filler material for expansion joints shall be approved by the City Engineer. Construction joints may be either expansion or butt-type joints.
- d. No combination curb and gutter, valley gutter or sidewalk shall be placed on frozen or soft earth or when other unsuitable conditions exist.
- e. Valley gutter may be substituted for combination curb and gutter, subject to the following conditions being satisfied:
  - i. Streets designed to a 25 mile per hour design speed.
  - ii. Streets must have an anticipated Average Daily Trips (ADT) of less than 2500 vehicles per day.
  - iii. Street grades must not exceed twelve percent.
- f. Combination curb and gutter shall be constructed on grades over 12 percent.
- g. Combination curb and gutter shall be constructed on cul-de-sacs with descending grades.

#### 7.4 *Inlets*

- a. All street inlets to be “Type S” per ALDOT standards.
  - b. Inlet box design for installation on 18 inch through 42 inch pipe shall be approved by the City Engineer. Depth for this type inlet shall not exceed ten feet from invert of inlet throat to invert of discharge pipe. Storm drain inlet shall not be supported by the storm drain pipe. Special design drawings for inlet boxes will be required for pipes larger than 42 inches in diameter. This design must be submitted with the Street Drainage Plan for approval by the City Engineer.
  - c. Catch basins and drop inlets shall be constructed if deemed necessary by the City Engineer.
  - d. Combination curb and gutter shall 24 inches wide.
  - e. Valley gutter shall be 30 inches wide.
  - f. All yard inlets shall be constructed per ALDOT standards.
- 7.5 Water will not be permitted to run down the street more than 400 feet without proper drainage structures to intercept surface water.
- 7.6 Reinforced concrete pipe and reinforced arch pipe installation shall be in accordance with current specifications of the Alabama Department of Transportation. All concrete piping shall at a minimum be Class III reinforced concrete pipe and a minimum size of 18 inches.

### **Section 8: Sidewalks**

- 8.1 Sidewalks may be required by the Subdivision Regulations in commercial or residential subdivisions. All such sidewalks shall be constructed in accordance with Section 18, Standard Drawings and Details.
- 8.2 Sidewalks may be required where deemed necessary for public safety.
- 8.3 Sidewalks shall not be required along the radius of a cul-de-sac and shall not be required along cul-de-sac streets that are less than 300 feet in length.
- 8.4 Where sidewalks are required along one side of the street, the City Engineer shall determine the appropriate side.
- 8.5 Sidewalks located within a public or private street right-of-way shall comply with the following minimum standards:
- a. Sidewalks shall be a minimum five feet wide.
  - b. Sidewalks shall be constructed of Portland cement concrete with a minimum 28 day compressive strength of 3,000 psi.
  - c. Sidewalks shall be at least four inches thick and be built upon a sub-grade compacted to a minimum 95 percent Standard Proctor Density. Where the sidewalk is a part of a driveway, thickness shall be increased to six inches.
  - d. Sidewalk installation shall be on an unfrozen prepared sub-grade and conform to the typical cross-section.
  - e. Sidewalks shall be broom finished. Contraction joints shall be tooled to a minimum depth of one and one-half-inch. Sidewalks shall have expansion joints every 25 feet and at all concrete to concrete connections, such as driveways, curbs curb ramps, and private sidewalks. Five foot

wide sidewalks shall have contraction joints every five feet. Wider sidewalks shall have contraction joints at a distance equal to the width of the sidewalk.

- f. The cross slope of a sidewalk shall be a minimum of one-quarter inch per foot and a maximum of one-half inch per foot sloping to the drainage collection system. In cases of extreme topography, the City Engineer may permit greater cross slopes. Adjustments to the cross slope should be gradual to avoid abrupt grade changes.
- g. The following chart should be used as a guide in the design of grass strip cross slopes for various street profiles. The purpose of the steeper cross slope is to minimize erosion behind the curb on steep segments.

<b>Centerline Grade of Street</b>	<b>1 to 4percent</b>	<b>Greater than 4percent</b>
Grass Strip Cross Slope	One-half inch per foot	one inch per foot

- h. Pedestrian ramps are required at all intersections. Intersections with standing curb shall have curb ramps that meet ADA standards. These ramps shall be installed prior to final plat approval.

8.6 Sidewalks within a public or private street right-of-way shall be constructed subject to the following:

- a. The shoulders shall be graded in preparation for the proposed sidewalks prior to Final Plat approval.
- b. American Disabilities Act (ADA) compliant ramps shall be constructed at all intersections prior to Final Plat approval.
- c. Developer shall Bond 100 percent of the proposed sidewalks prior to Final Plat approval.
- d. Construction of sidewalks shall be completed on each lot by the builder. Completion of the sidewalk is required in order to receive a Certificate of Occupancy.
- e. The Developer is required to repair damaged sidewalks and complete the installation along all unimproved lots within two years.
- f. Builders which construct after the total installation of sidewalks shall repair all sidewalks damaged during home construction. Repairs to the sidewalk are required to receive a Certificate of Occupancy.

8.7 Shelby County shall not accept maintenance of any public street unless and until all required sidewalks along said street have been constructed to county specifications. However, the Homeowners Association will have the responsibility to perpetually maintain all sidewalks.

### **Section 9: Utilities**

- 9.1 Public utilities shall be installed prior to Final Plat approval.
- 9.2 All utilities shall be installed as necessary to prevent the future cutting of the pavement of any street, sidewalk or other public improvement.
- 9.3 *Water mains.*

The design and specifications of the distribution system shall meet the applicable public water system requirements.

#### 9.4 Sanitary sewers

Sanitary sewers shall be installed in each subdivision and approved by The Alabama Department of Public Health. Septic tanks may be permitted by the Alabama Department of Public Health in lieu of sanitary sewer lines.

### Section 10: Drainage Improvements

#### 10.1 General

- a. The increase in stormwater runoff which occurs as a result of development has the potential to have detrimental effects on adjacent property, particularly those downstream of the development. The engineer should take this into consideration during the design of the drainage plan. A properly designed drainage plan should have no adverse effects on adjacent or downstream properties. Thus, the engineer must submit a letter with the preliminary plat which contains the following statement:

“The drainage plan for <insert project name> has been designed such that when constructed according to the plans and specifications, within usual construction tolerances, there will be no adverse effects to adjacent or downstream properties.”
- b. All subdivisions shall be provided with adequate storm drainage facilities. Any areas subject to periodic flooding caused by poor drainage facilities will not be accepted by the Planning Commission unless the Developer makes necessary provisions to eliminate such flooding. A diversion of watershed from one drainage basin into another will not be allowed for any subdivision or development.
- c. All construction within the special Flood Zones (as determined by Federal Emergency Management Agency), must adhere to Shelby County’s “Flood Damage Prevention Ordinance” (Appendix G).
- d. Drainage facilities shall be designed for a 25 year rainfall event. Design calculations shall be based on future probable development of the entire drainage area to be served or developed
- e. A complete drainage plan and contour map showing the pipe size, their locations and the areas to be drained, shall be submitted along with the profile grades and typical roadway section for approval.
- f. All existing drainage structures shall be shown on the preliminary plat.
- g. All off-site drainage, draining onto the subdivision, shall be shown on contour maps showing the areas in acres that the subdivision will have to accommodate.
- h. Drainage area and peak flow estimates must be provided for each drainage facility, as well as profiles for all new storm sewers and open ditches, with outlet velocities. Storm drainage facilities shall be designed by a Registered Professional Engineer licensed to practice in the state of Alabama. The engineer’s seal and signature shall be on all drawings.
- i. Structural capabilities for all new culverts and storm sewer pipe shall be provided. Reinforced concrete pipe shall be required for all proposed storm sewers within public easements and rights-of-way.
- j. If outlet velocities are greater than five feet per second, some type of energy dissipation will be required. If rip-rap is used, a minimum of 20 linear feet of ALDOT Class II rip-rap is required

for 18 inch and 24 inch diameter pipes. Energy dissipation for larger culverts must be designed by the engineer.

- k. Typical sections of all open ditches and swales shall be provided.
- l. Any new culvert or storm sewer pipe under the jurisdiction of the ALDOT must be approved by the ALDOT. Copies of this approval shall be provided at the time of submittal.

#### 10.2 *Drainage and Inundations*

- a. A drainage plan shall be made for each subdivision by the owner's engineer, which plan shall take into consideration the ultimate or saturated development of the tributary area in which the proposed subdivision is located. On-site stormwater detention measures may be required by the City Engineer.
- b. The storm and sanitary sewer plans shall be worked out prior to the development of the other utility plans. Engineering considerations shall give preferential treatment to 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 subdivision into a natural drainage channel. But under no condition shall storage drainage be emptied into the sanitary sewer system—or vice versa.
- c. The City Engineer may require whatever additional engineering information he deems necessary to make a decision on subdivisions and other development which contains an area of questionable drainage
- d. All development in the county shall be in compliance with Shelby County's "Flood Damage Prevention Ordinance". The applicant is urged to contact the City Engineer for a preliminary discussion on this matter prior to plan submittal.
- e. The county will not allow a diversion of watershed from one drainage basin to another for any subdivision or development of land with its jurisdiction.

### **Section 11: Stormwater Detention/Retention**

- 11.1 All development in the county subject to stormwater detention shall meet the minimum design requirements set forth in this section.
- 11.2 Detention facilities shall be designed for a 25 year, one hour rainfall at a minimum. Rainfall amounts shall be based on the latest available information.
- 11.3 Each detention facility shall provide for an emergency spillway designed to convey the 100 year rainfall event.
- 11.4 The minimum information submitted for a detention pond design shall be as follows:
  - a. Existing drainage area and peak flow to the facility.
  - b. Proposed drainage area and peak flow to the facility.
  - c. Inflow hydrograph.
  - d. Outflow hydrograph.
  - e. Storage-elevation plot.

- f. Required storage volume, in acre-feet or cubic feet.
- g. 100 year peak rainfall flow to the emergency spillway.
- h. Statement of methodology used for detention facility design. In general all detention facilities will be checked using the storage indication method. Other methodologies are acceptable.
- i. Underground detention is not acceptable.
- j. Provide for low flow ditch in reservoir.
- k. Sides shall be grassed or paved.
- l. Primary spillways must be equipped with a trash rack. Maximum opening between bars shall not exceed four inches.
- m. Overflow sections, such as emergency spillways, shall be sodded or paved.
- n. Requirements for detention facilities are as follows:
  - i. Maximum water depth in pond for design storm – Four feet.
  - ii. Maximum water depth in emergency spillway – One foot.
  - iii. Minimum (cut and fill section) dam width at the top – Five feet.
  - iv. Maximum side slope steepness – 3:1.
  - v. Geotechnical design of dam or embankment structures may be required by the City Engineer.
- o. All detention facilities shall be enclosed with a minimum five foot high black, vinyl coated chain link fence. In areas highly visible from public right-of-way, the pond will be screened from view with landscape planting as referenced in Article XXI-A Section 6 (D) of the Shelby County Zoning Ordinance.

11.5 Requirements for retention facilities (permanent lakes) shall be as follows:

- a. Due to the potential for major property damage and potential loss of life in case of failure of a dam or spillway structure, extreme care must be used in the design and construction of these features. Prior to commencing the design or construction of any of these elements, consultation with the City Engineer is required in order to establish acceptable hydrologic, hydraulic, and geotechnical design parameters. Quality control measures, designed to ensure the construction of each of these elements according to the approved plans must be specified and rigidly adhered to by the developer and contractor.
- b. Geotechnical design of dam embankment structure or stability analysis of existing dam may be required by City Engineer.
- c. Primary and Emergency spillways shall be designed and located to provide maximum safety to the public.
- d. Primary spillways must be equipped with a trash rack. Maximum opening between bars shall not exceed four inches.
- e. Where lakes are used for storm water detention, maximum fluctuation between permanent pond level and maximum pond level shall be three feet.

11.6 Detention/retention pond calculations must bear the seal and signature of a Registered Professional Engineer licensed to practice in the state of Alabama.

### 11.7 Maintenance responsibility of non-public improvements:

Certain facilities such as storm water drainage systems, which are not within the road right-of-way, such as detention ponds, or other storm water management facilities, ditches, sidewalks, street lights, community landscaping, etc., require on-going perpetual maintenance. The responsibility to properly maintain these improvements lies with the affected property owners and/or the development's required Homeowners Association.

### **Miscellaneous**

#### 12.1 *Names*

- a. No street name shall be used which will duplicate by spelling or sound otherwise be confused with the name of existing streets. Street names are subject of approval by the City of Montevallo and 911.
- b. Subdivision names and other development names shall not duplicate or be confused with existing names. Subdivision and other development names are subject to approval by the City of Montevallo.

#### 12.2 *Street Signage*

In order to insure that streets are signed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and to use the highest quality materials, developers shall acquire all street signage from the City of Montevallo. The developer will be required to pay for each sign according to the current schedule of fees established by the City Council. Required signage includes, but is not limited to; stop signs, speed limit signs, street name signs, and stub street signs.

### **Section 12: Inspection**

- 13.1 The City Engineer shall regularly inspect construction to ensure that improvements are being constructed in accordance with the approved plans and that there are no defects in materials or workmanship. If the City Engineer determines that any of the required improvements have not been properly constructed, the developer shall be responsible for correcting any defects.
- 13.2 Before construction of street and drainage the highway department inspector shall be notified no less than 48 hours in advance of any phase of operation to be started.
- 13.3 No drainage structure will be covered up until approval is given by the highway department inspector.
- 13.4 No base material shall be installed until compaction test reports have been reviewed and approved by the City Engineer.
- 13.5 The base shall be installed and inspected under the direction of the City Engineer.
- 13.6 No paving shall be installed until the base course is approved. Care must be exercised in the grading of base course to assure the appropriate crown of road.

### **Section 13: Bond**

- 14.1 Prior to the approval of the Final Plat the developer shall have installed or constructed the required improvements, or posted bond as provided for in this article.
- 14.2 Bond and Surety: Amount and Release

- a. In the event the Planning Commission may consider that the requirements need not immediately be met by the subdivider, the requirements may be modified by the execution of a bond agreement with the subdivider. Such agreement shall state that the remaining improvements are to be installed and constructed within a specified length of time as determined by the City Council with the assent of the City Engineer. All grubbing, clearing, grading, and storm drainage structures shall be constructed prior to execution of a bond agreement. A bond shall be required to insure the fulfillment of such agreement and shall be by an irrevocable letter of credit, certificate of deposit or certified check. Each bond shall be issued in the name of the City of Montevallo by a bank which is satisfactory to the City. The applicant shall not be released from said bond except by a release in writing from the City of Montevallo and shall be subject to the administrative procedures established by the City and the City Engineer on behalf of the City Council. Said release shall obligate the developer to a one year warranty as described in Section 14.2.d, on all materials, workmanship, and maintenance insured by the bond.
- b. A bond amount shall be set at 150 percent of the estimated cost of the remaining improvements. A schedule of estimated costs for all items to be bonded shall be submitted by a Registered Professional Engineer licensed to practice in the state of Alabama, or a written contractor's estimate, for review by the City Engineer. This schedule shall clearly describe the items, quantities, unit cost and total cost of the remaining improvements. Bond shall also cover any repairs to improvements previously installed.
- c. Maintenance  
As a condition of the release of a bond, Development Services shall secure from all developers an agreement in which said developer shall agree to maintain all improvements for a period of one year after the acceptance of such improvements by the Shelby County Commission.
- d. Inspection and Acceptance  
The City Engineer shall regularly inspect construction to ensure that improvements are being constructed in accordance with the approved plans and that there are no defects in materials or workmanship. If the City Engineer determines that any of the required improvements have not been properly constructed, the developer shall be responsible for correcting any defects. Wherever a surety covers the cost of improvements, the subdivider and the surety company shall be severally and jointly liable for completing the improvements according to plans and specifications. Upon completion of the improvements, the subdivider shall file with the Planning Commission/Department of Development Services a statement stipulating the following:
  - i. That all required improvements are complete;
  - ii. That the improvements are in compliance with the minimum standards specified by the County for their construction;
  - iii. That the developer knows of no defects from any cause in those improvements; and
  - iv. That the improvements are free and clear of any encumbrance or lien.

#### **Section 14: Acceptance of Streets**

Release of bond and subsequent acceptable maintenance warranty shall constitute acceptance of a street into the inventory for public maintenance. No street will be accepted for maintenance unless approved by the City Engineer.

#### **Section 15: Design and Construction Exceptions**

Any request to deviate or modify any of the engineering or construction requirements contained herein must be addressed to the City Engineer in writing. The request must clearly state the reason(s) that the request is being made. Any data or information that is used to support the request

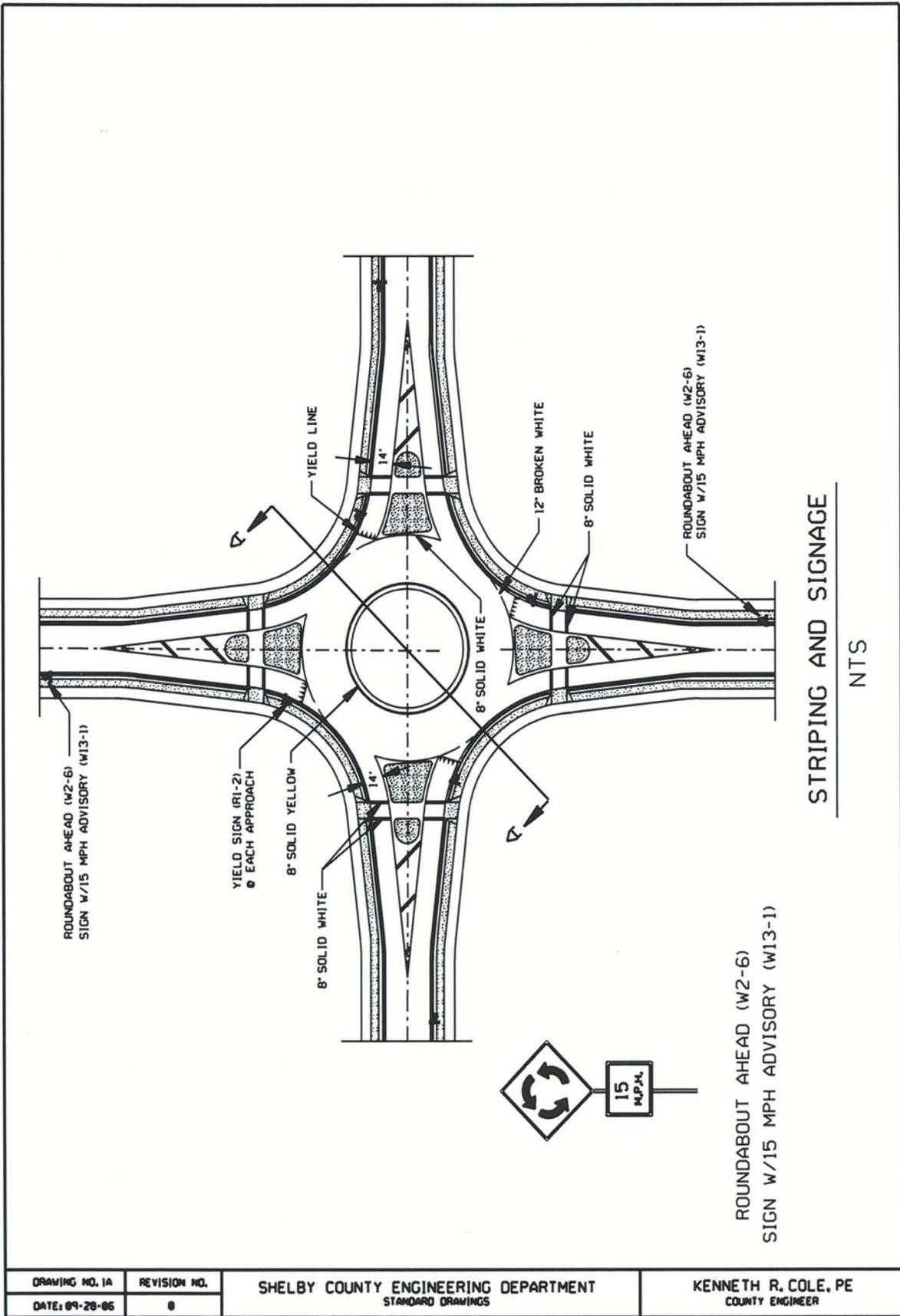
must be submitted in writing. The City Engineer has the sole authority to approve or deny the request. The City Engineer will respond in writing by approving or denying the request.

### **Section 16: Vacations**

- 17.1 Where an existing road or other right-of-way falls within a proposed subdivision tract and the developer proposes to vacate this right-of-way, the City Engineer shall review the proposed vacation to assess its potential effect on neighboring properties, and forward recommendations to the Planning Commission for consideration, where applicable.
- 17.2 The Developer is solely responsible for compliance with Alabama State Law regarding the vacation of streets, alleys, and easements.
- 17.3 No street or easement may be vacated unless such action is recommended by the City Engineer to the Shelby County Commission.
- 17.4 Where a street or alley has been vacated, a note shall be shown on the plat indicating such and referring to the recorded instrument or vacation by deed book and page number.

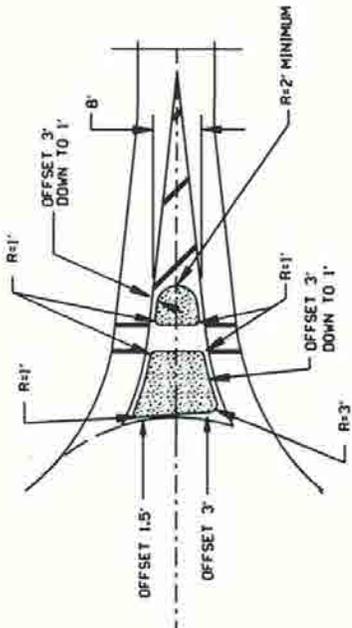
### **Section 17: Standard Drawings and Details**

- 18.1 The State of Alabama Special & Standard Highway Drawings shall be utilized as a minimum design standard for all construction not covered within these appendices.
- 18.2 The following drawings represent the minimum standards accepted by the City of Montevallo. In the event of conflict between these drawings and the State of Alabama Special & Standard Highway Drawings, the City Engineer will determine the appropriate treatment.

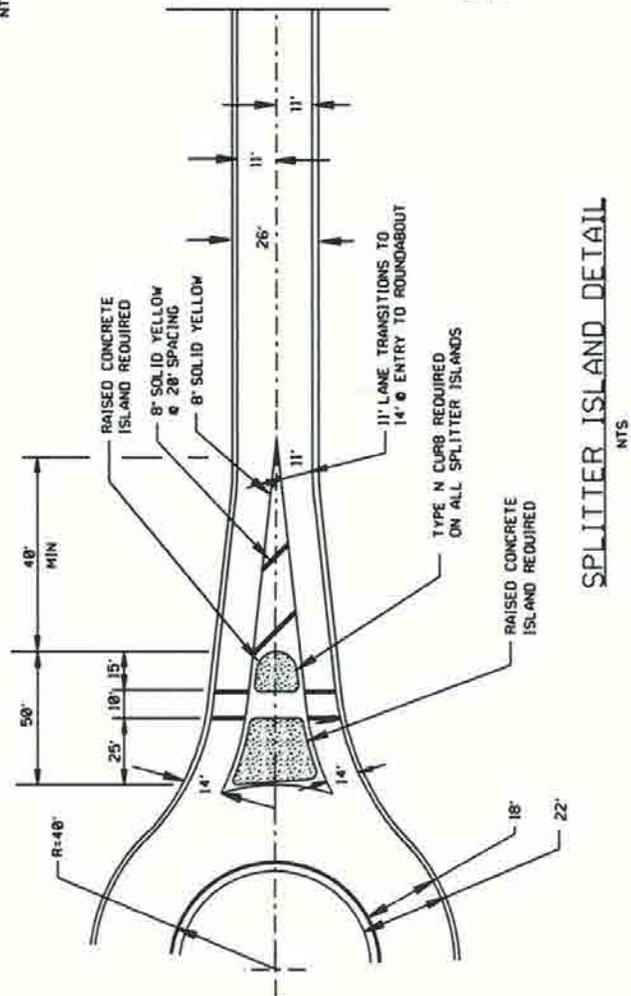


STRIPING AND SIGNAGE  
NTS

DRAWING NO. 1A	REVISION NO.	SHELBY COUNTY ENGINEERING DEPARTMENT STANDARD DRAWINGS	KENNETH R. COLE, PE COUNTY ENGINEER
DATE: 09-20-05	0		



SPLITTER ISLAND NOSE RADII AND OFFSETS  
NTS



NOTE:  
SPLITTER ISLAND DESIGNED  
TANGENT TO CENTER ISLAND

SPLITTER ISLAND DETAIL  
NTS

DRAWING NO. 18	REVISION NO.	SHELBY COUNTY ENGINEERING DEPARTMENT STANDARD DRAWINGS	KENNETH R. COLE, PE COUNTY ENGINEER
DATE: 09-26-95	8		

