



**CERTIFICATE OF AMENDMENT**

**CERTIFICATE OF SECRETARY**

I, the undersigned Secretary of the Planning Commission of the City of Gulf Shores, hereby certify to the Probate Judge of Baldwin County, pursuant to Ala. Code S 11-52-31, that I have prepared a true, correct, and complete copy of an amendment to the Subdivision Regulations of the City of Gulf Shores, said amendment having been approved by the Planning Commission of the City during their regular meeting of November 16, 1999 and have attached for the use by the Probate Office.

534266

Dated: 12-13-99

Brenda B. Fail  
Brenda B. Fail, Secretary

State of Alabama, Baldwin County  
I certify this instrument was filed  
and taxes collected on:

2000 February -23 2:33PM

Instrument Number 534266 Pages 5  
Recording 12.50 Mortgage  
Deed Min tax  
Index DP 1.00  
Archive  
Adrian T. Johns, Judge of Probate

PUBLIC NOTICE

During their regular meeting of November 16, 1999, the Planning Commission of the City of Gulf Shores, Alabama, conducted a Public Hearing in the Council Chamber of Gulf Shores City Hall, 1905 West 1st Street, to consider amending the Subdivision Regulations of the City of Gulf Shores by adding and deleting certain language at Article VI Design and Improvement Standards, Section 6-2.B; and by adding certain language at Article XI Definitions by adding definitions for street types as follows:

Article VI

DESIGN AND IMPROVEMENT STANDARDS

\* \* \* \*

Section 6-2. Street Plan

\* \* \* \*

B. Design Requirements. The following design standards shall be considered minimum requirements and shall specifically apply to residential subdivisions. The requirements for non-residential subdivisions (see Article IX) shall be such as Planning Commission deems appropriate for the type of development and use contemplated, but in no event be less than the requirements for residential subdivisions.

1. Rights-of-Way. Minimum street rights-of-way shall not be less than the following:

- Major Arterial - - - - - 120 feet
- Minor Arterial - - - - - 100 feet
- Collector Streets- - - - - 80 feet
- Minor Street - - - - - 60 feet
- Cul-de-sac - - - - - 50 60 feet
- Marginal Access Street - - - - - 40 feet
- ~~Alley - - - - - 20 feet~~

2. Pavement Widths. Pavement width shall be not less than the following with drainage to prevent surface water from crossing roadways:

- Major Arterial - - - - - Four 12 foot lanes with turning lanes and median.
- Minor Arterial - - - - - Four 12 Foot lanes with turning lanes and, when required, median.
- Collector Street - - - - - Two or more 12 foot lanes with turning lanes, medians optional.

Minor Street - - - - - Two 10 foot lanes where onstreet parking is not provided. Where they are provided, parking lanes shall be 9 feet in width. Where a center turn lane is required, a center turn lane 12 feet in width shall be provided. Minor streets serving residential subdivisions shall provide 10 foot lanes. Minor streets serving commercial subdivision shall provide 11 foot lanes. Minor streets serving industrial subdivisions shall provide 12 foot lanes.

Marginal Access Street - - - Two 10 foot lanes except at intersections where a left turn lane is required, a center lane 12 feet in width shall be provided.

~~Alley - - - - - A minimum pavement width of 18 feet shall be provided. Such pavement shall have inverted crowns with 3/8 inch per foot transversed slope. Dead end alleys shall be prohibited.~~

\* \* \* \*

6. Property Line Radii. Property line radii at street intersections shall not be less than ~~fifteen (15)~~ twenty five (25) feet, and where the angle of the street intersection is less than ninety (90) degrees, the Planning Commission may require a greater property line radius.

\* \* \* \*

8. Curb Street Intersection Curve Radii. ~~Where curbs are installed, curb~~ At street intersections, curve radii of ~~fifteen (15)~~ twenty five (25) feet or more shall be provided at the intersections of all local streets; curve radii of ~~thirty (30)~~ thirty five (35) feet or more shall be provided at all intersections of collector streets; and curve radii of ~~forty (40)~~ forty five (45) feet or more shall be provided at all intersections of ~~major~~ arterial streets.

9. Dead End Streets. Dead-end streets shall be prohibited except when designed as a cul-de-sac. Such streets shall not exceed ~~600~~ 1,320 feet (1/4 mile) in length except where natural geographic barriers exist necessitating a greater length and shall be provided at closed end with a circular dedicated right-of-way with a diameter of not less than ~~100~~ 120 feet and a circular roadway diameter of not less than 80 feet.

If the adjacent property is undeveloped and the street must be a dead-end street temporarily, the right-of-way shall be extended to the property line. A temporary turnabout, either circular or T or L shaped, shall be provided on all temporary dead-end streets, with the notation on the subdivision plat that the land outside the normal street right-of-way shall revert to abutting property owners whenever the street is continued.

\* \* \* \*

ARTICLE XI  
DEFINITIONS

Section 11-1. DEFINITIONS

\* \* \* \*

31. STREET - a dedicated and accepted public right-of-way for vehicular traffic which affords the principal means of access to abutting property or which provides a roadway connection between major parts of the City and its environs or which collects traffic from neighborhoods and moves it to the arterial street system. The term "street" shall include ~~"expressway", "major arterial", "minor arterial", "collector", "minor street", "road", "roadway", and other classifications of streets shown in the major thoroughfare portion of the City's master plan.~~ the following:

a. Expressway or freeway - a street which has the main function to accommodate a high volume of traffic for a considerable distance through the prohibiting of ingress and egress except at controlled intervals. A freeway involves complete control of access while and expressway permits access at grade intersections at infrequent intervals.

b. Arterial - a street that connects areas which produce large numbers of trip generations. An arterial functions to move traffic and to provide access to land uses, particularly high trip generating commercial activities.

c. Collector - a street that has the primary function of collecting traffic from an area and moving it to the arterial street system while also providing substantial service to abutting land use.

d. Minor - a street whose primary function is to service abutting land uses. Subdivision streets are normally classified as minor streets.

e. Marginal Access - a street separating abutting land areas from arterial streets. A service road in commercial areas intended to remove terminal traffic from arterials and allow them to fulfill their high volume, high speed function. An access street in residential areas intended to remove local traffic from arterials and to buffer abutting residential lots from the detrimental effects of highway traffic as well as to limit the number of direct driveway accesses to arterials for safety purposes.

f. Cul-de-sac - a street with only one outlet and having an appropriate terminal for the safe and convenient reversal of traffic movement.

Brenda B. Fail, Secretary  
The Planning Commission