



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 § 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 OCTOBER 26, 1999 and have attached for the use by the Probate Office.

Dated: 12-13-99

Brenda B. Fail
Brenda B. Fail, Secretary

534265

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

2000 February -23 2:31PM

Instrument Number 534265 Pages 5
Recording 12.50 Mortgage
Deed Min Tax
Index DP 1.00
Archive
Adrian T. Johns, Judge of Probate

DECELERATION/LEFT TURN LANE
Sheet No. 117 AIDOT Drawings

Design Speed	Taper	Lane	Stop Condition INCL Taper
40 MPH	190'	135'	325'
50 MPH	230'	195'	425'
55 MPH	250'	215'	465'
60 MPH	270'	230'	500'
65 MPH	290'	260'	550'
70 MPH	300'	300'	600'
75 MPH	315'	335'	650'
80 MPH	330'	370'	700'

Where street grade, curvature, or other factors affect taper and lane length to a degree which reasonably precludes using standard lengths, the City engineer (in conjunction with the County Engineer where needed) shall stipulate reduced taper and lane lengths where, in his judgment, it is necessary to do so.

Variances from these guidelines shall be approved on a case by case basis by the Planning Commission based upon need demonstrated by City staff and/or the applicant.

Developers shall be required to complete design and construction of all development impact improvements and have them inspected and approved by City staff before the City will approve a final subdivision plat for that development.

SECTION 6-3. Landscaping and Buffers

SECTION 6-4. BLOCKS

SECTION 6-5. LOTS FOR RESIDENTIAL SUBDIVISION

J. Street rights-of-way and pavement shall be adequate to accommodate the type and volume of traffic anticipated to be generated thereon. Where

substantial volumes of traffic may be generated, the Planning Commission may require a study, prepared by a professional traffic engineer, to estimate average daily traffic, and peak hour traffic, generation and to make recommendations in regard to access, needed rights-of-way, traffic and turning lanes, special design requirements for streets within the subdivision and their intersections with streets adjoining the subdivision, the need for traffic signalization, pavement striping, and traffic control signs. The cost of the study shall be paid for by the applicant.

Because frequent driveways, median breaks and curb cuts can be a severe impediment to the proper functioning of major streets, cross-access easements, minimum driveway separations, shared driveways and frontage roads are encouraged to control and prevent this problem. Serious consideration will be given by the Planning Commission to these issues on arterial streets and major thoroughfares. Design solutions should be considered during the planning stages of all projects.

SECTION 6-6. DRAINAGE AND INUNDATION

SECTION 6-7. UTILITIES, GENERAL REQUIREMENTS

SECTION 6-8. WATER SYSTEMS

SECTION 6-9. SEWAGE SYSTEMS

SECTION 6-10. EASEMENTS

ARTICLE IX

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SECTION 9-2. SPECIAL REQUIREMENTS

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- B. Street rights-of-way and pavement shall be adequate to accommodate the type and volume of traffic anticipated to be generated thereon. Where substantial volumes of traffic may be generated, the Planning Commission may require a study, prepared by a professional traffic engineer, to estimate average daily traffic, and peak hour traffic, generation and to make recommendations in regard to needed rights-of-way, traffic and turning lanes, special design requirements for streets within the subdivision and their intersections with streets adjoining the subdivision, the need for off-site improvements such as sidewalks and bikeways, traffic signalization, center left turn and decel lanes, drainage culverts and channels, pavement striping and marking, and traffic control signs. The cost of the study shall be paid for by the applicant.

Because frequent driveways, median breaks and curb cuts can be a severe impediment to the proper functioning of major streets, cross-access easements, minimum driveway separations, shared driveways and frontage roads are encouraged to control and prevent this problem. Serious consideration will be given by the Planning Commission to these issues on arterial streets and major thoroughfares. Design solutions should be considered during the planning stages of all projects.

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E. Buffering shall be incorporated into subdivisions to adequately screen and buffer any adjacent single family or multi-family development from commercial activities. Required landscaping and fencing shall at a minimum, be provided in accordance with Section 6-3 Landscaping & Buffers.