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Article 1  GENERAL PROVISIONS

§1.1. Authority

Under the authority of Chapter 52, Title II of the Code of Alabama 1975, as amended, which provisions are made a part hereof, these regulations governing the Subdivision of land are hereby adopted by the Planning Commission of the City of Calera, hereinafter referred to as “the Commission,” at its regular meeting of July 25, 1988, as prescribed by law. A copy of these regulations shall be certified to the City Clerk of the City of Calera, and to the Probate Judge of Shelby County, Alabama.

1.1.1. Authority: The Subdivision Regulations (§1.4) of the City of Calera, hereinafter referred to as “the City,” state that from time to time the Commission may adopt amendments to these Regulations. In accordance with §1.4 this amendment is hereby adopted by the Commission, at a called meeting for Public Hearing after giving due notice as required by law.

1.1.2. Application: From and after the date of these Subdivision Regulations, every plat of land that is a subdivision, as defined herein, shall be prepared, presented for approval, and recorded as required herein.

All development within the subdivision jurisdiction of the City including land-lease developments and condominiums, whether or not plats or deeds are to be recorded, and including the construction of two or more buildings or primary structures, together with the necessary drives and ways of access, that may or may not be subdivided into lots, blocks and streets, shall be subject to the provisions of these Regulations. These provisions shall also be deemed to include single principal structures and additions proposed to an existing multiple building or site development. Plans for all such developments shall be submitted to and for approval by the Commission.

No Building Permit and no Certificate of Occupancy shall be issued for any parcel of land created by subdivision, as defined herein, unless a Final Plat of such subdivision has been approved and recorded as required by these regulations. No grading, excavation, or other disturbance of land; and no construction of any public or private improvements for the purpose of constructing a subdivision shall take place or be commenced except in conformity with these regulations.

No subdivider, proposing to make or having made a subdivision, shall proceed with any construction work on the proposed subdivision, including grading, before obtaining Preliminary Plat approval and shall not convey title to any lot before obtaining from the Commission Notice of Final Plat Approval and acceptance of the plat.

§1.2. Jurisdiction

From and after the date of August 1, 1988, these regulations shall govern each and every subdivision of land in all areas of the City as now or hereafter established within the boundary of the City; provided however, that where the City now or in the future is authorized to exercise and does in fact exercise subdivision control outside its municipal boundaries, such areas shall be included in the jurisdiction of these regulations.

§1.3. Separability and Severability

The provisions of this Act are severable. Should any article, section, subsection or provision of these regulations be declared by a court of competent jurisdiction to be invalid or unconstitutional, such decision shall not affect the validity or unconstitutionality of these regulations or any part thereof other than the part so declared to be invalid or unconstitutional.

§1.4. Amendments

The Commission may from time to time adopt amendments that will tend to increase the effectiveness of these regulations or expedite the approval of subdivision plats. These regulations and amendments thereto may be changed or amended by the Commission after a public hearing by due notice as required by law.

§1.5. Penalty

The City Attorney shall initiate any appropriate action or procedure to prevent such unlawful subdivision of land and to prevent the occupancy of such subdivision...
of land under the authority conferred by Chapter 52, Title 11 of the Code of Alabama 1975, as amended.

§1.6. Definitions

Certain terms used in these Regulations shall have the meanings provided herein. Terms not defined herein shall have the meaning provided in the Zoning Ordinance, the City Code, or Sections 11-52-30 through 11-52-36 of the Code of Alabama 1975, as amended. Otherwise, the conventional meaning of such term shall apply.

1.6.1. Interpretation. The Zoning Administrator is hereby authorized to make a final determination of any term used in these Regulations. In case of a dispute over such interpretation a written appeal of the Zoning Administrator's determination may be filed with the Commission. Such appeal must be filed within fifteen (15) days of such determination.

1.6.2. Use of Words. In the interpretation of these Regulations, the provisions and rules of this Section shall be observed and applied, except where the context clearly requires otherwise.

Words used or defined in one tense or form shall include other tenses and derivative forms. Words in the singular shall include the plural; and words in the plural shall include the singular. The masculine gender shall include the feminine; and the feminine gender shall include the masculine. The word "shall" is mandatory. The word "may" is permissive. The word "person" includes an individual, firm, association, organization, partnership, trust, company, or corporation.

In case of any conflict between the text of these Regulations and any caption, illustration, figure, or other graphic material, the text shall govern.

1. ACCESS: A way or means of approach to provide vehicular or pedestrian entry or exit to a property.

2. ACCESS DRIVE. A private drive providing vehicular access between a public or private street and a parking area within a land development.

3. ACCESS MANAGEMENT: The preservation of level of service, road capacity and safety on public streets through the regulation of intersections and driveways along such streets.

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

5. APPLICANT: Anyone who is duly authorized to submit subdivision plats for review and apply for any form of subdivision approval with respect to a development site. An applicant may be the property owner, an attorney representing the property owner, or any person having written authority from the property owner. Where a development site has more than one property owner, the applicant shall obtain written authority from all other owners to act on their behalf. This written authority shall be provided in any form that the City Attorney determines to be appropriate. The applicant shall inform the City of the identities of all property owners involved in the request or the corporate name if owned by a corporation.

6. APPLICATION: The application forms and all accompanying documents required by these Regulations or other regulations for the approval of a subdivision plat or site plan.

7. BLOCK: A unit of land bounded by streets or a combination of streets, public land (excluding Alleys), public parks, cemeteries, railroad rights-of-way, watercourses, or any other barrier to the continuity of development.

8. BUILDING LINE: A line shown on a plat indicating the minimum allowable distance between any structure and a lot line.

9. BUILDING SETBACK: The line, generally parallel to a lot line or street right-of-way line, indicating the minimum distance between the lot line and the face of the building, as required by the Zoning Ordinance. In those cases where the Building Line and the Building Setback are not identical, the greater of the two shall take precedence.

10. CITY: The City of Calera, Alabama.
11. CITY COUNCIL or COUNCIL: The chief legislative body of the City of Calera, Alabama.

12. CITY ENGINEER. See “Engineer.”

13. COMPREHENSIVE PLAN: The official public document prepared in accordance with §11-52-8 of the Code of Alabama 1975, as amended, consisting of maps, charts, and textual material, that constitutes a policy guide to decisions about the future development of the City of Calera.

14. COUNTY: Chilton or Shelby County, Alabama, as applicable to the subdivision application.

15. CROSS ACCESS: A driveway providing access between two or more abutting lots so that a driver need not enter the public thoroughfare system to access one of said sites from another. Cross access drives are privately maintained and do not include the term "alley".

16. CUL-DE-SAC: A local street with only one outlet, and having the closed end terminated by a vehicular turn-around.

17. CULVERT: A structure with appurtenant works, which carries a watercourse under or through an embankment or fill.

18. CURB or CURB LINE: The inside vertical face of a vertical curb, the center line of a valley gutter, or the edge of the pavement where no curb or gutters exist.

19. DEAD END STREET: A street having no outlet at one end.

20. DEDICATION: The deliberate assignation 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.

21. DETENTION BASIN or DETENTION POND: A basin designed to drain completely after retarding stormwater runoff by temporarily storing the runoff and releasing it at a predetermined rate.

22. DEVELOPER: The legal or beneficial owner(s) of a lot or parcel or any land proposed for inclusion in a development, including the holder of an option, contract to purchase, or a lease.

23. DEVELOPMENT: The division of a parcel of land into two (2) or more parcels (see “Subdivision”) including land-lease developments and condominiums, whether or not plats or deeds are to be recorded; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any buildings; any condominium development; any use or change in use of any buildings or land; any extension of any use of land or any clearing, grading, or other movement of land, for which an approved development plan is required pursuant to these Regulations or other codes and ordinances of the City. Excluded from this definition are areas to be cleared of trees and other vegetation not exceeding one (1) acre in size, provided that no more than one such area is created on any lot of record.

24. DRAINAGE EASEMENT: A right granted by a landowner to a grantee, allowing the use of private land for storm water management purposes.

25. DRAINAGE FACILITIES: Structural and nonstructural elements designed to collect stormwater runoff and convey it away from structures and through the roadway right-of-way in a manner, which adequately drains sites and roadways and minimizes the potential for flooding and erosion.

26. DRIVEWAY: A private drive providing access between a street or access drive and a parking area or other vehicular circulation area.

27. EASEMENT: Authorization by a property owner of the use by another and for a specified purpose of any designated part of that owner’s property. These Regulations recognize only those easements created through valid legal instruments and recorded in the Office of the Probate Judge and those established by the City through continuous and historic use.

28. ENGINEER or REGISTERED ENGINEER: A Professional Engineer and registered by the State of Alabama.
Board of Registration for Professional Engineers and Surveyors.

a. CITY ENGINEER: That Engineer, so designated by the City of Calera or his designee.

b. PROJECT ENGINEER: That Engineer retained by the Applicant.

29. ENGINEERING PLAN: Plans prepared by an engineer registered in the State of Alabama showing details of the design and construction of required improvements in a proposed subdivision.

30. EROSION: The wearing away of the ground surface as a result of the movement of wind, water, and/or ice.

31. EROSION CONTROL: Measures and actions that are to be taken to control potential erosion and sedimentation problems.

32. FINAL PLAT: The map or plan or record of all or a portion of a subdivision, and any accompanying materials, which is presented for final approval as required in these Regulations.

33. FINAL PLAT APPROVAL: The official action of the Commission taken on a preliminarily approved plat, after all conditions, engineering plans and other requirements have been completed or fulfilled and the required improvements installed, or guarantees properly posted for their completion; or approval conditioned upon the posting of such guarantees.

34. FLOODPLAIN: An area adjacent to a watercourse, which area is subject to flooding as the result of the occurrence of an intermediate regional flood and which area thus is so adverse to past, current or foreseeable construction or land use as to constitute a significant hazard to public health and safety and to property. Floodplains are identified by the Federal Flood Insurance Program.

35. FRONTAGE ROAD: A street parallel to and adjacent to a major highway or street that provides access to abutting properties.

36. GRADE: The slope of land or a built feature such as a street, specified in percentage terms.

37. GRADING: The movement of dirt, top soil, grass, native material, landscaping or other forms of surface material which will result in a difference of six (6) inches or greater from the original elevation.

38. GRADING PLAN: A topographic map of a planned subdivision with sufficient perimeter area to provide a clear definition of the initial elevations, watercourses, vegetative cover and drainage patterns. In addition, a grading plan includes one (1) foot contours, spot elevations, and flow arrows. The plan is sufficient in detail and scale to determine limits and depths of excavations, fills and removal of native vegetation. A grading plan must be signed and sealed by a Registered Engineer.

39. HEALTH DEPARTMENT: The County or State Health Department.

40. IMPROVEMENTS: Those physical additions and changes to the land that may be necessary to produce usable and desirable developments including but not limited to driveways, landscaping, streets, sidewalks, curbs and gutters, sewer, and stormwater control facilities.

41. INTERSECTION SIGHT DISTANCE: The length of the line of sight between a motorist, stopped at an intersection, and the nearest intersection, driveway, alley or other signalized or non-signalized access point to the left or to the right of the motorist. See also "Sight Triangle, Clear".

42. LOT: A parcel or portion of land in a subdivision or plat of land, separated from other parcels or portions by description as on a subdivision of record or survey map or by metes and bounds.

43. LOT AREA: The area contained within the boundary lines of a lot.

44. LOT LINE: A line bounding a lot that divides one lot from another or from a street or any other public or private space.

45. LOT OF RECORD: Any validly recorded lot, that complies with all currently applicable laws, ordinances, and regulations. (See also “Nonconforming Lot of Record”)
46. LOT TYPES:
   a. CORNER LOT: A lot abutting two or more streets at their intersection. If the two streets form an angle of more than 135 degrees, as measured at the point of intersection of their center lines, the lot shall not be considered a corner lot.
   b. DOUBLE-FRONTAGE LOT: A lot, other than a corner lot, which has frontage on more than one street.
   c. FLAG LOT: A parcel of land which does not have the required minimum lot width at the front lot line but has direct access to a public street through a narrow strip of and which is part of the same lot. The lot lines of the narrow portion of the lot (the flag pole) are parallel or nearly parallel.
   d. REVERSE FRONTAGE LOT: A Double-Frontage Lot in which access to the lot, and its front lot line, are located along the street of lesser classification.

47. MAINTENANCE BOND: Financial security filed by the developer with the City to secure structural integrity of all required improvements as well as the functioning of said improvements for an initial period of time.

48. MONUMENT: A permanent object serving to mark a boundary.

49. OPEN SPACE: Any parcel or area of land or water, either publicly or privately owned, set aside, dedicated, designated, or reserved for the private use or enjoyment of owners or occupants of land adjoining such open space, or for the public at large.

50. OWNER: The person having the right of legal title to, beneficial interest in, or a contractual right to purchase a lot or parcel of land.

51. PASSAGE, PEDESTRIAN: A pedestrian-only connector that provides shortcuts through long blocks or from a cul-de-sac to an adjacent street.

52. PERFORMANCE BOND: Financial security filed by the developer with the City to assure the construction of all required improvements at a specified time in the future. Also referred to as a "Bond".

53. PLANNING COMMISSION or COMMISSION: The City of Calera Planning Commission.

54. PRELIMINARY PLAT: A map and related materials indicating the proposed layout of a development submitted for preliminary approval in accordance with these Regulations.

55. PRELIMINARY PLAT APPROVAL: The conferral of certain rights prior to final approval after specific elements of a development plan have been agreed upon by the Commission and the applicant.

56. PRIVATE STREET: Any street for vehicular travel, which is privately owned and maintained.

57. PROBATE JUDGE: The Judge of Probate for Chilton or Shelby County, Alabama, as applicable to the application.

58. PUBLIC IMPROVEMENT: Any improvement, facility, or service, together with customary improvements and appurtenances thereto, necessary to provide for public needs as: vehicular and pedestrian circulation systems, storm sewers, flood control improvements, water supply and distribution facilities, sanitary sewage disposal and treatment, public utility and energy services.


60. RESERVE STRIP: A strip of land, smaller than a lot, and retained in private ownership as a means of controlling access to land dedicated or intended to be dedicated to street or other public use.

61. RESUBDIVISION: A combination, recombination, or splitting of previously recorded lots or tracts of contiguous land for the purpose of creating additional lots or enlarging existing ones.

62. RIGHT-OF-WAY: A strip of land used or intended to be used for passage of the general public, and occupied or intended to be occupied by a street, road, bicycle...
path, crosswalk, utilities, railroad or similar facility; and dedicated to the City in fee simple, or by other legal means such as prescription.

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

64. RUNOFF: That part of precipitation, which flows over the land.

65. SHARED ACCESS: A driveway, alley, or other access facility connecting two or more contiguous sites to a public street.

66. SIDEWALK: A paved path provided for pedestrian use usually located at the side of a street and within the right-of-way.

67. SIGHT DISTANCE: The length of street visible to the driver of a passenger vehicle at any given point in the street when viewing is unobstructed by traffic. See also “Sight Triangle, Clear” and “Intersection Sight Distance”.

68. SIGHT TRIANGLE, CLEAR: An area of unobstructed vision at an intersection defined by a line of sight between points at a given distance from the intersection of the street centerlines. See also “Intersection Sight Distance”.

69. SIGNIFICANT CHANGE IN TRIP GENERATION: A change in the use of a property, including land, structures, or facilities, or an expansion of the size of structures or facilities causing an increase in the trip generation of the property exceeding ten (10) percent (either peak or daily) and 100 vehicles per day more than the existing use for all streets under local jurisdiction; or exceeding twenty-five (25) percent (either peak or daily) and 100 vehicles per day more than the existing use for all roads under state jurisdiction.

70. STOPPING SIGHT DISTANCE: The distance required by a motorist to stop a vehicle traveling at or near the design speed of a thoroughfare before reaching a traffic-controlled intersection or stationary object in their path.

71. STREET: A public right-of-way for vehicular and pedestrian traffic whether designated as a street, highway, thoroughfare, parkway, throughway, road, avenue, boulevard, land, place, or however otherwise designated, excepting, however, an alley.

72. STREET CLASSIFICATION: The classification of streets based upon their individual function, as follows:

a. ARTERIAL OR ARTERIAL STREET: A highway or street intended mainly to carry through traffic and to connect major activity centers.

b. COLLECTOR or COLLECTOR STREET: A street intended to carry traffic from local streets to arterial streets.

c. LOCAL STREET: A street intended mainly to provide access to adjoining property and uses, providing access to and from individual lots.

d. MARGINAL ACCESS STREET: A service road that runs parallel to an arterial street. Its purpose is to separate through traffic from local traffic, and to provide controlled access to abutting properties. See also “Frontage Road.”

73. STREET, HALF: A street, or any extension of an existing street, along and roughly parallel to a lot line such that less than the entire required right-of-way and street improvements, longitudinally, would be located on one property.

74. STREET, STUB: A portion of a street used as an extension to an abutting lot that may be developed in the future.

75. STRUCTURE: Anything constructed or erected that requires rigid and permanent location on or attachment to the ground; including, but not limited to, buildings, signs, towers, monuments, statues, and walls; but not including telephone and other utilities poles, overhead wires, retaining walls and terrace walls, wire fences, and any other thing less than three (3) feet in height.

76. SUBDIVIDER: See “Applicant”.

77. SUBDIVISION: The division of a lot, tract, or parcel of land into two (2) or more lots, plats, sites or other divisions of land, whether described by metes and bounds or by any other description, for
the purpose, whether immediate or future, of sale or of building development. It includes resubdivision and, when appropriate to the context, relates to the process of subdividing or to the land or territory subdivided. For the purposes of these Regulations, all Subdivisions are considered Developments, see “Development.”

a. LARGE LOT SUBDIVISION: A residential subdivision with a minimum lot size of three (3) acres.

b. SMALL LOT SUBDIVISION: A subdivision with a lot size less than three (3) acres.

78. SUBDIVISION REGULATIONS or THESE REGULATIONS: The Subdivision Regulations of the City of Calera, Alabama together with all applicable design and construction standards in the Public Works Manual.

79. SURVEYOR or REGISTERED SURVEYOR: A Land Surveyor and registered by the State of Alabama Board of Registration for Professional Engineers and Land Surveyors.

80. SWALE: A constructed watercourse shaped or graded in earth materials and stabilized with vegetation, for the conveyance and water quality improvement of storm runoff.

81. VALLEY CURB or GUTTER: A concrete channel with a “V”-shaped profile installed at roadside to capture and convey storm runoff.

82. WATERCOURSE: A permanent or intermittent stream, river, brook, run, creek, channel, swale, pond, lake or other body of surface water, carrying or holding surface water, whether natural or manmade.

83. WATER SUPPLY: The system made up of water sources, treatment facilities, and conveyance systems to provide potable water to the community.

84. ZONING ORDINANCE: The Zoning Ordinance of the City of Calera, Alabama.
Article 2 PROCEDURE

To obtain approval of a proposed subdivision, the Applicant shall submit to the Commission a Preliminary Plat including all design prints required by the City Engineer, a vicinity sketch, a list of the names and addresses of owners of record of parcels of land immediately adjoining the proposed subdivision, and a Final Plat prepared in accordance with the requirements as set forth in these regulations. No owner of land or subdivider shall proceed with improvements or sale of land subdivided without the written approval of the Commission.

§2.1. Application for Approval

2.1.1. The Applicant and/or Project Engineer shall consult with the City Engineer early in or prior to the design effort.

2.1.2. The Applicant shall submit to the Office of Zoning and Engineering four (4) sets of plans for consideration of Preliminary Plat approval twenty-one (21) days prior to the Planning Commission Meeting.

2.1.3. The Applicant shall submit with the plans two (2) copies of the drainage and other relevant calculations.

2.1.4. The Applicant shall submit with the plans a completed copy of the Preliminary Plat Requirements included in Appendix B. Each item shall be checked as either "P" for provided, "D" for disputed, or "N/A" for not applicable. If "D" is checked, provide all necessary documentation to support this.

2.1.5. The City will not review plans unless all required information is submitted to the City for consideration.

2.1.6. Clearing and grubbing, erosion control, and rough grading shall not be permitted prior to Preliminary Plat approval. Nor shall the installation of any permanent structures such as storm pipe, utility pipe, storm structures, etc. be permitted without prior approval of the City.

The Applicant should consult with the City Engineer and Zoning Administrator to determine the need for buffers or other landscaping that may be required by the Zoning Ordinance, if applicable, so that existing vegetation may be set aside toward such requirements.

2.1.7. The City Engineer shall submit his written recommendations to the Commission by the time of its hearing on said plat.

§2.2. Fees and Notice

2.2.1. To partially defray the cost of filing said application, notifying interested parties, investigation, and holding a hearing upon the Preliminary Plat, a fee as set from time to time by the Council shall be paid to the City at the time of filing the application, together with the cost of giving legal notice.

2.2.2. Notice by certified mail to abutting property owners shall be mailed fourteen (14) days prior to the hearing on the Preliminary Plat.

2.2.3. When application is made for approval of a subdivision under the provisions of §2.8, a Final Plat fee as set from time to time by the Council, together with the cost of giving legal notice, shall be paid to the City at the time of filing the application.

§2.3. Preliminary Plat Approval

The Commission shall approve, approve conditionally, or disapprove a Preliminary Plat within thirty (30) days after the submission thereof at its regular meeting. If approved conditionally, the conditions and reasons therefore shall be stated and if necessary, the Commission may require the subdivided to submit a revised Preliminary Plat. If any of the requirements are modified or waived, the reasons for such shall be specified. If the Commission should disapprove the Preliminary Plat, the reasons for such action shall be stated and if possible, recommendations be made on the basis of which the proposed subdivision would be approved. One (1) copy of the Preliminary Plat as acted upon by the Commission shall be retained at City Hall, one (1) copy forwarded to the City Engineer, and one (1) copy returned to the Applicant. The approval of the Preliminary Plat shall not be deemed final acceptance but rather an expression of approval of the subdivision layout as proposed on the Preliminary Plat.

§2.4. Effect of Preliminary Plat Approval

Approval of the Preliminary Plat is authorization that the subdivider may proceed with the staking of streets and lots.
in preparation for construction of improvements and for Final Platting pursuant to the bonding requirements set forth in Article 5 Required Improvements; Bonding.

2.4.1. Preliminary Plat Approval is revocable and is to be considered only as approval of the design, with the understanding that the Commission, the City Engineer, Water Authority, and Health Department will examine the grades of streets, the types of improvements, the layout of drainage and sewerage systems and the water system, and may modify any engineering or construction details submitted by the Applicant when required for the protection of the public interest.

2.4.2. Preliminary Plat approval shall be effective for twelve (12) months unless extended by the Commission. Subdivisions, the Final Plats of which are not submitted within this time limit, must be resubmitted for approval as new applications; provided, however, that if a Final Plat of a part of the subdivision shall have been approved within said period, approval of the Preliminary Plat shall automatically be extended for twelve (12) months from the date of Final Plat Approval of that part of the subdivision, and the same automatic extension shall govern in subsequent cases of submission of a Final Plat of part of the subdivision; provided, further, that at any time after the expiration of the initial twelve (12) month period during which the Preliminary Plat Approval is effective, the Commission may notify the Applicant of changes it will require to meet new or changed conditions. A corrected Preliminary Plat with all conditions fulfilled shall be submitted prior to the construction or installation of any improvements.

2.4.3. Upon Preliminary Plat Approval, the Commission shall notify the Applicant in writing of such approval.

§2.5. Engineering Plan

2.5.1. Prior to construction or installation of any improvements, the Applicant shall furnish all plans and information necessary for the engineering consideration and approval for the construction of the proposed improvements as requested by the City Engineer. Such Engineering Plan may include only the portion of the approved Preliminary Plat, which the Applicant proposes to develop at the time.

2.5.2. The Engineering Plan shall be reviewed by the appropriate authorities, and the review shall take into consideration, in addition to the requirements set out in these Regulations, conformance with the applicable standards and regulations of the City and of other agencies concerned. The City will conduct a review of each submission to ascertain general confirmation to these Regulations. However, it is the responsibility of the Project Engineer and Surveyor to assure that all Federal, State and local requirements have been fully met and the design and surveys are professionally done. Any requirement of the City that has not been met shall be specifically stated with supporting documentation provided.

The City will review the submissions free of charge twice. If subsequent submissions are required, the subdivider shall reimburse the City for all charges by the City Engineer pertaining to the review at the City Engineer’s normal billing rate. The City reserves the right to hire a consultant, where necessary, for review of applications. Consultant fees, where such review is deemed necessary, shall be the responsibility of the Applicant.

2.5.3. The Engineering Plan shall show accurately, and in sufficient detail for their construction or installation, the design of all proposed improvements in the subdivision. At a minimum it shall provide the following information:

1. Profiles showing existing ground surface and proposed street grades, including extensions for a reasonable distance beyond the limits of the proposed subdivision.

2. Typical cross sections of the proposed grading, roadways, and sidewalks; and profiles of all sanitary and storm sewer lines.

3. The location, sizes, and invert elevations of existing and proposed sanitary sewer and drainage facilities; the location and sizes of existing and proposed water lines; and any other data relating to
PROCEDURE

utilities and drainage facilities that may be necessary to complete their installation.

4. The location and results of soil percolation tests if individual sewage disposal systems are proposed.

5. The Engineering Plan shall be signed and sealed by a Registered Engineer.

2.5.4. The City Engineer shall notify the Applicant of the approval or disapproval of the Engineering Plan. In the case of approval, specific changes, if any, required to be made shall be stated. In the case of disapproval, the grounds for such disapproval shall be stated.

2.5.5. Before starting construction, necessary arrangements must be made between the subdivider and the City Engineer for adequate laboratory and construction inspection to insure that the proposed improvements shall comply with the requirements of the City of Calera. All testing shall be the responsibility of the subdivider and shall be done by an approved Testing Laboratory at the expense of the subdivider.

§2.6. Final Plat Filing and Execution

2.6.1. The subdivider shall file the Final Plat and three copies thereof with the Commission at least fourteen (14) days prior to the date of the Commission meeting at which the Final Plat is to be considered.

2.6.2. All Final Plats shall have been signed and executed by all necessary parties (except the Commission and the City) before being filed with the Commission.

§2.7. Final Plat Approval

2.7.1. The Commission shall approve or disapprove of the Final Plat within thirty (30) days after the date of submission unless the Applicant agrees to an extension of that time. If the Final Plat is disapproved, the grounds for disapproval shall be stated in the records of the Commission. The action of the Commission shall be shown on the Final Plat with the date of action shown over the signature of the person authorized by the Commission to sign such plats.

2.7.2. Final Plat Approval carries with it the condition that the Commission must be notified in writing by the City Engineer that either: (1) all required improvements have been satisfactorily installed and completed by the Applicant, or: (2) a bond has been posted to secure the same, before such Final Plat is signed as approved by the Commission and before said plat is submitted to the Council for acceptance of any public ways or lands.

2.7.3. Final Plat Approval shall be null and void if the plat is not recorded in the Office of the Probate Judge within sixty (60) days after the date of approval, unless application for an extension of time is made in writing during said sixty (60) day period to the Commission and granted.

§2.8. Final Plat Fees and Recording

2.8.1. To partially defray costs of filing said application, notifying interested parties, investigation, and holding a hearing on a final plat, a fee, as may be set from time to time by the Council, shall be paid to the City at the time of filing of the application, together with the cost of giving legal notice.

2.8.2. Notice by certified mail to abutting lot owners shall be mailed ten (10) days prior to the hearing.

2.8.3. The Final Plats shall be filed for record in the Office of the Probate Judge by the Applicant after Commission and Council approval, as appropriate, is affixed thereupon. The Applicant shall then notify the City Clerk, via a letter, copy to City Engineer, with the map book, volume and page numbers where the Final Plat is recorded.

§2.9. Subdivisions, Resubdivisions, and Exceptions

2.9.1. except as provided in §2.9.4 and §2.9.5 below, all applications for the subdivision of land shall be submitted to the Commission for approval.

2.9.2. For subdivisions containing five (5) lots or less with access for each of said lots fronting on a dedicated and paved public road with no public improvements required, Application shall consist of a Final Plat prepared according to §3.3 for
recording in the County Probate Office. The plat shall be approved by the City Engineer and Commission Chairman after field reviews are completed and other applicable approvals have been obtained.

2.9.3. For subdivisions containing five (5) lots or less with some of said lots having no access fronting on a dedicated and paved public road, Applications shall be submitted to the Office of Zoning and Engineering for administrative approval. Such subdivisions may be referred to the Commission if deemed necessary by the Zoning Administrator.

2.9.4. Exceptions to Required Approval. The following subdivisions are exempt from the provisions of these Regulations and from any requirement for approval to subdivide. The City may require documentation to substantiate a claim of exemption:

1. Subdivision of land by testamentary or in testate provisions;
2. Subdivision of land by court order including, but not limited to, judgments of foreclosure; and
3. Subdivision of land, which existed prior to the effective date of these Regulations as a single contiguous parcel and is not within a recorded subdivision and which involves no roadway, drainage, or other public improvements into no more than two parcels, including remnant parcels.

2.9.5. For subdivisions containing minimum lot areas of twenty (20) acres with or without access to any public road. Applications shall consist of a Final Plat prepared according to §3.3 for recording in the Office of the Probate Judge, except accurate dimensions, bearings, deflection angles, etc., may be omitted if the lots can be accurately described such as: S ½ of the NW ½ of the SW ¼ of Section 11, Township 19 South, Range 2 West. The plat shall be approved by the City Engineer and Commission Chairman after reviews are completed.

2.9.6. Subdivisions fronting on other than City streets, located outside the corporate limits, may require approval of the County Highway Department and/or Alabama Department of Transportation. Therefore, approvals by the Commission of subdivisions within its jurisdiction, outside the corporate limits, does not imply approval by other authorities. Approvals of such Highway Departments for street intersections with and accesses onto roads under such authorities shall not be implied by any action of the Commission, the City Engineer, nor the Council.

§2.10. Vacation of Public Lands

The vacation of public ways is a function of the Council. However, the effect of vacating public ways establishes new property lines of abutting properties in the centers of such vacated ways. The Applicant shall therefore, within a reasonable amount of time after the passage of the resolution assenting to the vacation thereof by the Council, submit a Final Plat indicating old property lines removed and establishing new ones, for the approval of the Commission. That Final Plat shall include certification, including affected property owners, and by a Registered Surveyor.
Article 3  PLAT REQUIREMENTS

Except as provided in §2.9.4 and §2.9.5, the following plat requirements shall apply.

§3.1. Preliminary Plat

3.1.1. The Preliminary Plat shall show the following:

1. Title, graphic scale, written scale, north arrow, date, and name, signature and registration number of surveyor and engineer. The scale shall be enough to accurately portray existing conditions and proposed improvements.

2. Topography: Based on U. S. Geological Survey, or U. S. Coast and Geodetic Survey sea level datum. On grades of five percent (5) or less, contours shall be shown as one (1) ft intervals. On grades between five (5) percent and ten (10) percent, contours shall be shown at two (2) ft intervals. On grades greater than ten (10) percent, contours shall be shown at five (5) ft intervals unless otherwise specified by the Commission.

3. Names of all streets, highways, or roads including certification by the applicable E-911 addressing authority.

4. Rights-of-way and Easements: The location, dimensions, and purposes of all easements shall be shown. All street rights-of-way and roadway or pavement widths shall be shown. Approximate locations and dimensions will be permitted.

5. Utilities: Location of existing or proposed utilities on or adjacent to the tract to be subdivided, including size and elevation. Utilities (except single lot service lines) shall be in dedicated easements.

6. Lot lines, lot and block numbers and approximate dimensions.

7. Purpose of subdivision. (Residential, Industrial, Office Park, etc.)

8. Proposed Street Lights and Signs: Location, size, and type.

9. Public Facilities: All proposed public facilities, including schools, parks, and public open spaces, shall be shown.

10. Location: Quarter section, section, township, and range with approximate ties to all existing quarter section or section corners within or close to the proposed subdivision.

11. Names and addresses of the owners of the property, including existing mortgages and subdivider.

12. Names and addresses of record owners of adjoining lots or parcels of land.

13. Certificates of, or letter from the Health Department indicating their approval of the proposed water supply and sanitary facilities, if not proposed as an extension to the City of Calera’s water and sanitary sewer systems.

14. Any other information that may be considered necessary by the Commission for full and proper consideration of the proposed subdivision.

3.1.2. If any portion of the land of the proposed subdivision is subject to inundation by storm drainage, overflow, or ponding of local storm water, such fact and portion shall be clearly shown and identified.

§3.2. Vicinity Sketch

A vicinity sketch or key map shall be shown on or accompany the Preliminary Plat. This sketch or map shall show all existing subdivisions, streets and tract lines of acreage parcels and right-of-way widths of all streets abutting the proposed subdivision. It shall also show how streets and alleys in the proposed subdivision may connect with existing and proposed streets and alleys in neighboring subdivisions or undeveloped property to produce the most advantageous development of the entire neighboring area.

§3.3. Final Plat

3.3.1. Prior to submitting the Final Plat, the Project Engineer and Surveyor of record shall submit to the City three (3) copies of record drawings. The record drawings shall indicate and specifically name any deviations from the Preliminary Plat. The record drawings shall include, as a minimum, all needed as-built data for the sanitary sewer, storm sewer, potable water, natural gas and road plan/profiles. The Developer’s Engineer shall also submit to the City Engineer one (1) electronic copy of the record drawings in
either a .dwg, .dgn or .dxf format. All record drawings must be submitted in State Plane Coordinates (Alabama West NAD83).

3.3.2. All corners shall be set prior to Final Plat submission.

3.3.3. All easements shall be field located and indicated on the Final Plat.

3.3.4. Final Plat shall specifically designate drainage easements that are a part of the subdivision’s overall drainage system that may not at any time be fenced over.

3.3.5. Final Plat shall specifically state that maintenance of all drainage easements shall be the lot owner's responsibility.

3.3.6. Detention facilities shall be maintained by the owner unless dedicated as approved by the Commission and Council and shown on the Final Plat.

3.3.7. The Final Plat shall be submitted electronically and shall be referenced to an accepted section corner based on the U.S. Government survey of the area. A resurvey of a part of a subdivision, previously referenced to an accepted section corner, may be referenced to the original survey. All items shown on the Preliminary Plat shall also be shown on the Final Plat except as provided below.

1. Contours may be eliminated unless otherwise specified by the Commission.

2. Right-of-way lines, easements, and property lines shall be shown with accurate dimensions and bearings; deflection angles, radii, arcs, and central angles of all curves. "As Built" drawings of required street, drainage and utilities improvements shall be submitted to the City Engineer or bonded, prior to, or with, submittal of the final plat for approval.

3. All Governmental Accounting Standards Board (GASB) Statement 34 information shall be provided in tabular form, including linear footage of street, sidewalk, curbing, water main, sanitary sewer main, storm sewer, and acreage in rights-of-way.

3.3.8. The Final Plat shall also include the following (refer also to Article 6 Required Improvements, Bond):

1. A statement signed by the City Engineer that the subdivider has complied in full of one of the following alternatives:
   a. All streets shown on the plat have been graded and improved; and all sewage, water, and drainage facilities have been installed in accordance with the requirements of these regulations, with the action of the Commission in giving Preliminary Plat Approval, and in accordance with City specifications; OR
   b. A Performance Bond, approved as to form by the City Attorney and with surety satisfactory to the Commission, securing the design and installation of these improvements, utilities, and facilities within the period fixed by the Commission; OR
   c. A certified check or letter of credit, drawn on an approved bank and payable to the City, in an amount adequate for the completion of all improvements, utilities, and facilities; OR
   d. An assessment petition, approved by the City Attorney, whereby the City is placed in an assured position to make these improvements and to install these utilities and facilities at any time and without any cost to the City.

2. The purpose for which sites are dedicated or reserved, it being understood that any reservations of areas shall be subject to the proper zoning, if applicable.

3. The minimum building setback line on all lots and other sites in those areas subject to the Zoning Ordinance, and in all other areas, existing or proposed Building Lines.

4. The location and description or monuments. (Iron pipes shall be designated by a small open circle at point of installation.)

5. Reference to recorded subdivision plats of adjoining platted land, by map, book, volume and page number.

6. Space for approval of the City Engineer, Zoning Administrator, and the Commission.
7. Where a street or alley has been vacated, a note shall be shown on the plat indicating such and referring to the recorded instruments of vacation by deed book and page number.

8. If there are existing structures on land proposed to be subdivided, three (3) copies of a survey plot plan showing the exact locations of such structures with their relation to the proposed subdivision shall accompany the Final Plat, one (1) of which shall be forwarded to the City Engineer.

9. The Final Plat shall be accompanied by three (3) copies of any protective covenants running with the land in form recording. Notes on the plat shall reference the covenant. If the subdivision contains common open space, retention ponds or other amenities for the use of subdivision residents, provisions shall be made and included for a homeowner or residents association or other means for maintaining the common open space or other amenity.

10. On all plats when there is no mortgage, whether there is a dedication of property for street purposes or not, a certificate substantially in form as shown in Appendix A-1.

11. On all plats when there is a mortgage, whether there is a dedication of property for street purposes or not, a certificate substantially in form as shown in Appendix A-2:

12. Notary's acknowledgement of the certificate referred to in 9 or 10 above, substantially in form as shown in Appendix A-3. (Multiple Notary acknowledgements may be necessary, as required for Notary's Certification).

13. Recommendations and approvals by the City Engineer and the Commission, as shown in Appendix A-4.

14. On all plats where there is a dedication of land for public purposes whether in the form of new streets, parks, additional right-of-way for existing streets, or merely curve radii where there were angle corners formerly existing, a resolution substantially in form as shown in Appendix A-5.
Article 4  DESIGN STANDARDS

All proposed subdivisions shall conform to the Zoning Ordinance where said Ordinance is in effect. Whenever land to be subdivided embraces any part of a highway, street, or road so designated on any county or regional plan, such part of such proposed public way shall be platted by the same width as indicated on such county or regional plan. The design standards of this Article shall be the minimum standards allowable for development. Standards above the minimum may be required by the Commission or the City Engineer. Detailed construction specifications and engineering requirements may be obtained from the City Engineer and from the Public Works Manual. (Also see the APPENDIX)

The Commission shall not grant any variance modification, or waiver of the requirements of this Article unless recommended by the City Engineer.

For the purposes of this Article, residential subdivisions, or portions thereof, shall be categorized as: 1) very low density - lots larger than 30,000 sf, 2) low density - lots of 20,001 -30,000 sf; 2) medium density - lots of 8,500-20,000 sf; 3) high density - lots less than 8,500 sf and any duplex, triplex, townhouse or multiple family development

§4.1. Street Plan

All streets shall be designed in accordance with all applicable requirements of this §4.1 and §2.1 of the Public Works Manual. The design standards of this Section are intended to ensure connectivity throughout the City street network to avoid congestion on major streets and to ensure safe access and mobility for motorists, pedestrians, bicyclists and the handicapped.

4.1.1. Topography. All streets shall be platted along contour elevations which will result in minimum grades and greater visibility wherever practical, with consideration given to the anticipated use of the land.

4.1.2. Consistency with Land Use. The proposed street layout shall be made according to good land planning practices for the type development proposed and shall be coordinated with the street systems of the surrounding areas.

4.1.3. Connectivity.

1. A proposed subdivision shall provide multiple direct connections in its local street system to and between local destinations, such as parks, schools, and shopping, without requiring the use of arterial streets. See Figure 4.1.3A.

2. Each development shall incorporate and continue all collector or local streets stubbed to the boundary of the development plan by previously approved development, whether built or not.

3. To provide adequate internal connectivity within a subdivision or planned development, the street network shall have a connectivity index of not less than:
   a. 1.0 for very low density residential and agricultural uses
   b. 1.2 for low density residential development
   c. 1.4 for medium density residential and non-residential development

Figure 4.1.3A Street Network Patterns and Connectivity
d. 1.6 for high density residential and mixed-use development

The connectivity index is measured as the number of street “links” divided by the number of “nodes”. A link is a street segment between two intersections or from an intersection to a cul-de-sac or street stub. This includes street segments leading from the adjoining street network or adjacent development. Nodes include intersections, cul-de-sacs and curves with a design speed of 15 mph or slower. They do not include the end of street stubs or intersections with the adjoining street network. See Figure 4.1.3B.

Figure 4.1.3B Measuring Connectivity

4. Stub Streets and Temporary Turnarounds. To ensure future street connections where a proposed development abuts unplotted land or a future development phase of the same development, street stubs shall be provided for access to all abutting properties or to logically extend the street system into surrounding areas. All street stubs shall be provided with temporary turnarounds.

a. The right-of-way of stub streets shall extend to the property line. The area necessary for the temporary turnaround outside the normal right-of-way shall be contained within a temporary easement, which shall automatically dissolve when the street is extended and approved by the City.

b. The length of temporary turnarounds shall be in accordance with §4.1.11.

c. Paving and utilities shall be extended far enough to serve the developing lots.

d. The restoration and extension of the street shall be the responsibility of the future developer of the abutting land.

5. The alignment, location, width and grade of streets within a proposed subdivision shall be coordinated with other existing
and planned streets within the general area.

4.1.4. The platting of any land, the purpose of which is to deny access to rights-of-way is prohibited, except as otherwise provided herein.

4.1.5. Street right-of-way widths shall be dependent upon street design and classification as provided in Table 4.1.5 and as further specified in §2.1 Street Design Standards in the Public Works Manual.

<table>
<thead>
<tr>
<th>Land Use Context</th>
<th>Street Type</th>
<th>Minimum ROW</th>
</tr>
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<tbody>
<tr>
<td>Low Density Residential</td>
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<tr>
<td></td>
<td>Collector</td>
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<tr>
<td>Medium Density Residential</td>
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<td>60 ft</td>
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<td>Collector</td>
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<tr>
<td>High Density Residential, Neighborhood Mixed-Use and Non-Residential</td>
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<tr>
<td></td>
<td>Collector</td>
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<tr>
<td>General Mixed-Use and Non-Residential</td>
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<td>70 ft</td>
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<tr>
<td></td>
<td>Collector</td>
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<tr>
<td>Frontage Road</td>
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<td>45 ft</td>
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</table>

*Rights-of-way are based on two-lane road sections. The Commission, upon a recommendation by the City Engineer, may require a median, turn lanes, acceleration and deceleration lanes, or additional travel lanes.

4.1.6. Subdivisions along or including existing or dedicated or platted streets or highways where rights-of-way are inadequate to meet these minimum standards, shall provide additional rights-of-way to meet these standards.

1. The applicant shall provide or dedicate additional right-of-way and/or easement if it is determined by the City Engineer that the additional right-of-way and/or easement is necessary for street improvements, such as acceleration/deceleration lanes, as established on the approved Access Plan in accordance with §4.2.2.

2. On low density residential streets, paved turnouts may be required for access of mail trucks to mailboxes.

3. Half streets will not be permitted except in such cases where there exists a half street contiguous thereto. Half streets, however, will not be permitted as an extension or continuation of an existing half street.

4. Existing Streets. Subdivisions that adjoin or include existing streets shall dedicate additional right-of-way (ROW) as necessary to meet the minimum standards specified in the Public Works Manual. When any part of the subdivision is on both sides of the existing street, the entire additional ROW shall be provided. When the subdivision is located only on one (1) side of an existing street, one half (1/2) of the required ROW, measured from the centerline of the existing ROW, shall be provided. In rolling or hilly terrain, construction easements may be required to ensure that appropriate front and back slopes are developed.

4.1.7. Alleys. Alleys shall be required in commercial or industrial districts if it is determined by the Planning Commission that alleys will be necessary in providing safe access to abutting sites in accordance with the provisions of §4.2 Access Management. Alleys may be approved by the Commission in medium and higher density residential developments as alternative locations for rear access, above-ground utilities, garbage pick-up, and/or mail service. Alleys shall be dimensioned subject to §2.7 of the Public Works Manual.

4.1.8. Paving. All public streets and access streets shall be paved as specified in the Public Works Manual.

4.1.9. Horizontal and Vertical Alignment; Stopping Sight Distance. Street alignment shall be designed to eliminate sharp curves and street jogs.

1. Proposed design speeds shall be designated by the Project Engineer on the plan profile sheets submitted with the preliminary plans. Design speeds shall be in accordance with §2.9 of the Public Works Manual.

2. No street plan will be approved with intersections with offsets less than 125 ft between street centerlines.
3. Streets shall intersect as nearly at right angles as possible and in no case at an angle of less than sixty (60) degrees.

4. Grades of all streets shall comply with good engineering practice, as provided in the Public Works Manual.

5. Stopping Sight Distance shall be based on the design speed of the street as provided in §2.3 of the Public Works Manual.

4.1.10. Clear Sight Triangle. An unobstructed, clear sight triangle shall be established at all intersections and access points to streets according to the required intersection sight distances in §2.3 of the Public Works Manual.

4.1.11. Dead end streets.

1. Dead end streets of 150 feet or less in length shall require a hammerhead turnaround or as otherwise approved by the City Engineer.

2. Dead end streets longer than 150 feet shall have a vehicular turnaround as approved by the City Engineer in accordance with §2.2 of the Public Works Manual. Alternative designs, including hammerheads, eyebrows and closes, may be approved by the City Engineer where such alternative best suits the natural features of the site and provides sufficient access for emergency response vehicles. The Planning Commission may require a planting circle within a cul-de-sac in accordance with §2.2 of the Public Works Manual. See Figure 4.1.11.

3. Dead end streets shall not exceed 600 feet in length.

4. Dead end streets of more than 200 ft in length, as measured from centerline of intersection, will not be approved unless actual construction work has been started on future development for extending the dead-end street at the time of plat recording in Probate Office. If construction work has not been started at the time of plat recording in Probate Office, a circle with the outside gutter radius tangent to the dead-end property line, at the point for future extension, will be required. Circle design will be as included in these regulations.

4.1.12. Intersections. Curb radii shall be sized to provide safe turning movements appropriate to the desired travel speed along the intersecting streets in accordance with §2.4 of the Public Works Manual.

4.1.13. Sidewalks. Sidewalks shall be provided as required in §2.1 of the Public Works Manual and constructed in accordance with §3.9 of the Manual.

1. A planting strip as required in §2.1 of the Manual shall be provided between the back of curb and sidewalk, except where the Commission determines that topography; tree preservation or conservation; right-of-way characteristics; or other conditions...
dictate that the planting strip requirement be modified.

2. Pedestrian ramps in accordance with ADA requirements shall be provided at intersections of streets requiring sidewalks.

3. Cul-de-sacs within medium or higher density residential subdivisions or districts may be required to provide a permanent pedestrian passage, within an easement for such purposes, to adjacent streets. The easement shall not be less than twelve (12) ft. The design of the passage shall be as approved by the City Engineer. The Commission's decision shall take into consideration proximity to schools, parks, places of assembly and to what degree the requirement for such a passage would increase the safety and convenience of pedestrians in reaching such destinations.

4. Sidewalks shall be required along public street frontages involving industrial development only in the following cases:

   a. the site is within 1,000 ft of existing or planned commercial or medium or high-density residential development as measured along street centerlines

   b. the site lies between two areas that would otherwise be required to have sidewalks per these Regulations and the distance between such areas is not more than 2,000 ft measured along street centerlines

   Sidewalks shall be placed on one or both sides of the street and of a width as would be most consistent with the requirements for abutting land uses (existing or as projected in the Comprehensive Plan).

§4.2. Access Management

The street layout shall be coordinated with the existing and planned street systems of the surrounding areas. The standards of this Section shall apply to all streets. The purposes of this Section are to promote the overall safety of motorists, bicyclists, and pedestrians; to reduce interference with through traffic by other vehicles entering, leaving, and crossing streets; to assure safe access to and from streets by emergency vehicles; and to preserve the traffic capacity of streets. Refer to Figures 4.2A.
1. Approval for Specific Use. Accesses existing as of the effective date of these Regulations, are approved for the existing use only. Accesses approved under these standards shall be approved for the use specified in the Access Plan. Changes in use that would increase traffic or change the types of vehicles accessing the site shall require a new approval of access. When a site existing at the time of these standards is redeveloped to create a “significant increase in trip generation”, the existing accesses shall be brought into conformity with these requirements.

2. Expiration of Approval. Access Plans for non-residential uses, including related off-site street improvements, shall be constructed within two (2) years of approval, or the approval shall terminate.

3. Prohibition of Unsafe Access. Notwithstanding any other provisions of these standards, an access, which demonstrates a potential threat or danger to the public and/or which could affect the safe, efficient flow of traffic, may be denied following a recommendation from the City Engineer, based on commonly accepted and applied traffic engineering principles.

4.2.2. Access Plan. An Access Plan is required for subdivision, resubdivision, development, redevelopment and changes in use. The Access Plan may be submitted as a part of the site plan, or, in the case of the issuance of a residential building permit, the information may be included on the plot plan. A separate access permit shall be required for each dwelling. The Access Plan shall specify the intended use of the property.

1. For Non-residential Uses. The Access Plan shall be drawn to a scale of not less than one (1) inch equals fifty (50) feet and shall include:
   a. driveway locations and length of lot lines abutting streets
   b. distances from adjacent intersections
   c. access sight distance relative to vertical or horizontal curves and the normal operating speed/grade/lane configuration of the street
   d. the area proposed for street construction on the right-of-way, including the width and length of driveways and acceleration/deceleration lanes, radius of curves, typical pavement section, type of concrete curbs and relocations of sidewalks
   e. location of existing overhead and underground utilities, fire hydrants, and drainage structures, and proposed utility relocations
   f. right-of-way and street improvements proposed for dedication to the City; and
   g. a traffic-control plan, which shall include signage to be maintained by the contractor during construction.

2. For Residential Uses. Access Plans for single-family dwellings and duplexes shall include the distance of the proposed driveway from lot lines, abutting streets and driveways on abutting lots; the driveway width and radius of driveway curves; and the location of existing utilities, drainage structures, and fire hydrants.

4.2.3. Guidelines. For all developments and changes in use, the City Engineer shall make a recommendation to the Commission regarding requests for access:

1. Access to a corner lot should be permitted only from the street of lesser classification or lower average daily traffic, except as otherwise specified herein.

2. Access to streets shall be provided to lots either by means of shared access (alleys or shared driveways), frontage roads, or direct access (non-shared driveways). The number and location of access points shall be in accordance with the standards in §2.8 of the Public Works Manual.

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

4. Access Easements. In the subdivision of property, the Commission may require shared access easements or other conditions that require multiple lots to have shared access to arterials or collector streets such as through the use of alleys, shared driveways, or frontage or access roads. Such requirements shall be considered for both residential and non-residential subdivisions where application of the access spacing standards of this Section would prevent direct access along arterials and collector streets. Frontage roads should be used only when they can be designed properly to provide safe and efficient access for properties.

a. Shared access easements should be provided wherever it is possible to construct a continuous access drive or alley connecting one street to another. In such cases, the access drive or alley shall be constructed by the developer and may be considered for maintenance by the City. Where it is not feasible to create such an easement, the Commission may require a private access easement as described below.

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

4.2.4. At access points adequate throat length shall be provided for stacking space, as specified in §2.8 of the Public Works Manual. The minimum length may be increased, provided the City Engineer finds that anticipated traffic volumes and commonly accepted and applied traffic engineering principles justify the need for longer, controlled throat length.

4.2.5. Storage and Turn Lanes.

1. Left-turn storage lanes. Approval of access to an arterial or to a collector street may be conditioned upon the provision of a left-turn storage lane. The requirement and design of each storage lane, including the paved approach, bay, and departure tapers, shall be determined from the recommendations of a traffic study and approved by the City Engineer based on commonly accepted and applied traffic engineering principles.

2. Turn Lanes on Collectors and Local Streets. Right and left turn lanes at intersections may be required by the City Engineer based upon existing or required traffic studies. Such lanes shall be accommodated in the dedication of additional right-of-widths on existing streets or in the planned right-of-way of proposed streets. Design requirements, including width and storage length, shall be determined from the recommendations of the applicable traffic study and approved by the City Engineer based on commonly accepted and applied traffic engineering principles. Continuous two-way left-turn lanes shall be discouraged. Medians instead should be provided to control access between intersections on collector streets. Spacing between
median openings shall be determined by the City Engineer.

4.2.6. Acceleration and Deceleration Lanes. Approval of access to an arterial or a collector street may be conditioned upon construction of a deceleration lane as provided in §2.8 of the Public Works Manual. The length of taper and total length shall be determined based on commonly accepted and applied traffic engineering principles. The dimensions of the deceleration lane may be minimized, provided that, it is determined by the City Engineer that, the following conditions exist, based on commonly accepted and applied traffic engineering principles: exceptional topographic constraints or unusual site conditions at the driveway location (such as in-place utility or drainage features) which would make strict application of the standard exceptionally and/or practically difficult or unduly harsh; and the reduction would not constitute a threat or danger to the safe and efficient flow of traffic.

4.2.7. Acceleration Lanes for Non-residential Uses. In instances of unusual topography or for traffic safety considerations, the City Engineer may require the construction of an acceleration lane for non-residential uses. The length of taper and total length shall be determined based on commonly accepted and applied traffic engineering principles.

4.2.8. Reserve Strips. Reserve strips controlling access to streets, alleys, and public grounds shall not be permitted unless their control is placed with the Council under conditions approved by the Commission.

§4.3. Blocks and Lots

4.3.1. Blocks:

1. Blocks shall be laid out with special attention given to the type of use contemplated and to the requirements of §4.2 Access Management. Blocks intended for commercial or industrial use shall be designed specifically for such use, with consideration of off-street loading and unloading, and off-street parking facilities, and access thereto.

2. Blocks shall not exceed 1,320 feet in length and shall be wide enough to allow two (2) tiers of lots of appropriate depth, except where abutting upon major streets, limited access streets, or railroads, or where other situations make this requirement impracticable.

3. One or more improved pedestrian passages, not less than ten (10) feet in width, shall be provided and entirely cross any block that is more than 800 feet long at a location as approved by the Commission.

4. The foregoing dimensions may be adjusted by the Commission where the type of use or nature of the topography requires such modification.

4.3.2. Lots:

1. The platting of lots for building purposes will not be allowed in any floodway. Areas subject to periodic flooding or excessive flows or surface runoff will not be acceptable for development unless the subdivider makes necessary provisions to eliminate such flooding.

2. Lot sizes, and configurations shall be made with due regard to topographic conditions, contemplated use, and the surrounding area. A resubdivision, or a subdivision in an area already subdivided, shall be compatible in character with the surrounding neighborhood or as may be otherwise recommended in a plan adopted by the City.

3. Where easements for public utilities, storm or sanitary sewers are contemplated, the lot lines shall be located in such manner as to facilitate the construction of such improvements and the maintenance thereof.

4. Lot area and widths shall meet or exceed minimum zoning and health requirements in the area in which the property is located, but the Commission may impose greater requirements if it finds that a proposed subdivision, though meeting minimum zoning requirements, would tend to depreciate the value of surrounding or adjacent properties, or would impose an undue burden on the City in furnishing public service to the area.
5. Lot lines shall be substantially at right angles to the streets except on curves where they shall be radial.

6. Where the distance between rear lot corners on double tiered lots would be less than ten (10) ft the radial lines shall be deviated so that the distance between rear lot corners will be a minimum of ten (10) ft.

7. Every lot shall abut on a street unless specifically exempted by the Zoning Ordinance.

8. Double-frontage lots shall be avoided when practical. Double frontage lots will be permitted only where necessary to provide separation of residential development from major streets or to overcome specific disadvantages of topography and orientation. A planted buffer at least ten (10) feet wide and across which there shall be no right of access shall be provided along the line of lots abutting such major street or disadvantageous use.

9. Flag lots shall not be permitted.

10. When land is subdivided into parcels larger than normal, building lots shall be designed so as to allow for future resubdivision and extension of future streets.

11. For subdivisions inside the City’s subdivision jurisdiction but outside the municipal limits, lots shall conform to the requirements in Table 4.3.2

<table>
<thead>
<tr>
<th>Table 4.3.2 Lot Requirements Outside City Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min. Width at Building Line</td>
</tr>
<tr>
<td>Single family detached (except corner lots)</td>
</tr>
<tr>
<td>Manufactured Home</td>
</tr>
<tr>
<td>Residential Corner Lots</td>
</tr>
<tr>
<td>Non-residential</td>
</tr>
</tbody>
</table>

§4.5. Easements

Easements shall be not less than ten (10) ft in width except in cases of double-tiered lots where a width of five (5) feet from each tier will be permitted. Where there exists a storm water ditch, creek or any other such watercourse, the easement shall be of sufficient width that such watercourse may be installed and maintained efficiently. The location of any storm water ditch, creek or watercourse shall not be changed without the approval of the Commission upon recommendation of the City Engineer.

§4.6. Public Uses

Wherever a park, neighborhood recreational space, school site, or other areas for public use shown on an official map or plan adopted by the Commission is located in whole or in part within the proposed subdivision, the Commission shall seek to secure reservation of the necessary land for such use. Such reservation shall remain in effect only during the duration of the preliminary proposal to afford the appropriate government agency the opportunity to coordinate its acquisition of such area with the development of the proposed subdivision.

§4.7. Private Subdivisions

4.7.1. Improvements within proposed private subdivisions shall meet regular subdivision standards and the private status shall not be effective until Final Plat recording.

4.7.2. A gate may be established after construction to limit access.

4.7.3. The private status of the subdivision shall be clearly stated on the recorded Final Plat.

4.7.4. As long as the subdivision remains private, the roads, structures and drainage shall be maintained by the developer and/or property owners. This shall be clearly stated to those who purchase a parcel(s) within the subdivision and shall be stated in writing on each property deed. The procedure for
accomplishing this shall be outlined in a letter to the Commission for the file.

4.7.5. A subdivision will not be considered as a “Private Subdivision” if the proposed development prevents access or “land locks” adjoining property.

4.7.6. If a private subdivision is recorded in the County Probate Office and the property owners (100%) at some future date desire to eliminate the private subdivision and substitute in its place a City maintained subdivision, the owners must petition the City for tentative approval. If the City gives tentative approval of the petition, the owners shall submit subdivision plans to the Commission including improvements and repairs that may be required according to the Subdivision Regulations effective on the date of the petition. It shall be the responsibility of the owners to prepare a revised Final Plat according to §3.3 for approval and recording to the Probate Judge.

§4.8. Utilities

4.8.1. All subdivision shall be provided with sanitary sewerage systems as approved by the City Engineer and the Health Department. On-site systems shall not be used where lots are less than 15,000 sf in area.

4.8.2. All subdivisions shall be provided with water distribution systems as approved by the City Engineer and Health Department.

4.8.3. Fire hydrants shall be provided in accordance with §3.13.4 of the Public Works Manual. In no case shall fire hydrants be spaced greater than 500 ft. Fire hydrant requirements may be adjusted based upon a recommendation by the Fire Marshal.

4.8.4. Above-ground and underground utilities.

1. Underground utilities are required in all multi-family and high-density residential developments (as defined at the beginning of this Article and including any subdivision in which the lot width is less than or equal to sixty (60) ft) and mixed-use development.

2. For all other development types, above-ground utilities shall be permitted and shall be installed in alleys or rear lot easements in so far as practicable. Above-ground utilities shall only be permitted to cross streets as necessary to connect from one block to the next.

4.8.5. Utility appurtenances where required, such as transformer installations, sewage pumping stations, water tanks, pressure regulating stations, and other similar facilities shall be located and installed as approved by the City Engineer.

§4.9. Street Trees

4.9.1. In high density residential developments (as defined at the beginning of this Article and including any subdivision in which the lot width is less than or equal to sixty (60) ft) and in non-residential and mixed-use developments, street trees shall be provided in planting strips or in tree wells at the back of curb.

4.9.2. Street trees shall be selected from Table 4.9. Canopy trees should be used wherever possible; however, understory trees may be necessary for adequate clearance under overhead utility lines.

4.9.3. Required street trees shall be provided at an average spacing no greater than fifty (50) ft.

4.9.4. In the design of new streets and redesign of existing streets, the location of underground utility lines and street trees and the width of the planting strip shall be planned as necessary to accommodate street trees without interference with the utilities or access thereto.

4.9.5. The location of street trees in regard to traffic signs, street lighting, intersections, driveways and other improvements shall be approved by the City Engineer prior to installation.

<table>
<thead>
<tr>
<th>Table 4.9 Approved Street Trees</th>
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</thead>
<tbody>
<tr>
<td><strong>Canopy Trees</strong></td>
</tr>
<tr>
<td>Willow Oak Quercus phellos</td>
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<tr>
<td>Zelkova Zelkova serrata</td>
</tr>
<tr>
<td>Chinese Elm Ulmus parvifolia</td>
</tr>
<tr>
<td>American Elm Ulmus americana</td>
</tr>
<tr>
<td>'Liberty'</td>
</tr>
<tr>
<td>Gingko Ginko biloba</td>
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<tr>
<td>Shumard Oak Quercus schumardii</td>
</tr>
<tr>
<td>Green Ash Fraxinus pennsylvanica</td>
</tr>
<tr>
<td>Understory Trees</td>
</tr>
<tr>
<td>--------------------------</td>
</tr>
<tr>
<td>Okame Cherry</td>
</tr>
<tr>
<td>Trident Maple</td>
</tr>
<tr>
<td>Chinese Pistache</td>
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<tr>
<td>Eastern Redbud</td>
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</tbody>
</table>
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Article 5 IMPROVEMENTS

§5.1. General Requirements.
All improvements required under these regulations shall be constructed in accordance with the specifications and under the supervision of the City Engineer and to its satisfaction. All sewers, drains, water and gas lines, and other underground structures shall in general not be located under the roadway and shall be installed before streets, sidewalks or alleys are paved, with connections to the property line at each lot and permanently marked.

There shall be no land disturbing activity until proof of ADEM NOR coverage has been provided to the City and adequate erosion control measures have been installed and approved.

§5.2. Street Construction
All streets shall be constructed in accordance with Article 3 of the Public Works Manual and the following provisions:

5.2.1. Base material shall be approved by the City Engineer in accordance with §3.1 of the Public Works Manual. The City Engineer may require testing of any material proposed for use as a base. This testing shall be at the expense of the Applicant or contractors. Also see §5.4.

5.2.2. Should double bituminous surface treatment paving be approved for use, the subdivider shall provide an improvement agreement and bond or a maintenance agreement and bond on the roadway, whichever is applicable, in compliance with Article 6.

5.2.3. Where shoulders are required, they shall be designed in accordance with §2.5 of the Public Works Manual.

5.2.4. A geotechnical report shall be submitted for slopes greater than 33% (3:1) or ten (10) ft in height.

§5.3. Traffic Control and Signs
5.3.1. Traffic Control and Signs Construction. All necessary signing for construction areas shall be the responsibility of the Applicant. Traffic control devices shall conform to the latest Alabama Manual on Uniform Traffic Control Devices.

5.3.2. Regulatory, Warning and Miscellaneous Signs. The Applicant shall be responsible for the placement of proper signing of new streets or roads. A signing plan shall be submitted to the City Engineer for approval. Regulatory and Warning signs shall be in accordance with Alabama Manual on Uniform Traffic Control Devices (AMUTCD). Street name signs not in conformance with the AMUTCD shall not be maintained by the City.

§5.4. Road and Street Inspection and Testing
5.4.1. Notification of Work. It shall be the responsibility of the Applicant to give notification to the City Engineer, twenty-four (24) hours prior to starting each phase of construction. Furthermore, the City Engineer shall be notified the day work is resumed after a delay for any reason. This includes all phases of construction, clearing, grading, drainage, gutters, inlets, base, surfacing and any work that pertains to the street, road or development. Failure to notify as specified may be grounds for nonacceptance.

5.4.2. Inspection. The contractor and Applicant shall be notified of any unacceptable work found by the City Engineer.

5.4.3. Testing. Embankment density test shall be as required by the City Engineer in accordance with §3.15 of the Public Works Manual.

§5.5. Storm Water Drainage and Grading
Storm water facilities shall be designed and constructed in accord with the applicable standards of Article 3 of the Public Works Manual and the provisions herein.

5.5.1. Storm Water Detention. Developments, which produce an increase in the amount of storm water runoff, may be required to construct storm water Detention Ponds or other approved types of detention devices.

When required, the Applicant shall submit detailed engineering plans to the City Engineer including historical runoff, developed runoff, Detention Pond details, method of discharge, and other information as required for review. The Applicant shall also include the method of
maintenance for the Detention Pond after the development is completed.

5.5.2. Erosion Control Plan. The Project engineer shall submit for approval an erosion control plan as a part of the Engineering Plan. This plan shall denote proposed locations for erosion control measures to be used during construction and maintained until such time as all areas have been stabilized. The erosion control shall be in place before actual construction begins.

5.5.3. All subdivisions shall be provided with adequate storm sewers.

5.5.4. All lots shall be graded in accordance with a grading plan approved by the City Engineer, which plan shall incorporate the following minimum requirements, except when more stringent requirements are necessary and so specified by the City Engineer.

1. No lot shall shed channeled surface runoff water on to any other lot, unless such runoff is contained within an easement provided, graded and dedicated for such purpose.

2. No street pavement shall shed surface runoff water on to any lot, except to a drainage easement.

5.5.5. No subdivision or part thereof shall shed storm runoff water, either as surface runoff or an outfall from storm sewerage structures, on to any adjoining land unless such runoff is contained within an existing drainage easement, ditch, structure or right-of-way. And provided further, that such existing drainage easement, ditch, structure or right-of-way provided outfall to an established drainage channel, as approved by the City Engineer.

5.5.6. Open Channels and Ditches.

1. Open channels and ditches shall be designed so as not to create erosion.

2. Well-defined natural drainage ways which are to be left undisturbed may be considered by the City Engineer to be utilized without any improvements, provided the drainage easement includes complete drainageway.

3. Where erosion problems arise after completion of construction, the City Engineer may require corrective measures be installed before final acceptance of subdivision by the city and release of bond.

4. Ditches shall be in easements.

§5.6. Utilities

Utilities shall be designed, constructed and installed in accord with the applicable standards in Article 3 of the Public Works Manual and as provided herein:

5.6.1. Calera generally conforms to the State of Alabama Highway Department standards for accommodating utilities on Highway rights-of-way except as noted herein or in the Public Works Manual, §3.12.

5.6.2. Water, gas, and sanitary mains, and appurtenances if applicable, will be constructed prior to installation of paving with all mains being extended for service to all lots so that no subsequent cutting of pavement will be required to permit service to all lots.

5.6.3. Permits for utility installation on County or proposed County rights-of-way. Any person, firm, or corporation wishing to place a utility facility within the street rights-of-way of the County shall make application to the County Public Works Department on the proper prescribed utility permit forms.

5.6.4. Gas line installation shall be in accordance with the provisions of the developer’s contract with the City.

5.6.5. Sewer construction shall be per the Standard Specifications in the Public Works Manual.
Article 6  REQUIRED IMPROVEMENTS; BOND

§6.1. Improvements

Prior to the approval of the Final Plat the subdivider shall have (1) installed or constructed all of the required improvements and executed a maintenance agreement with bond as provided for in this Article or (2) executed an improvement agreement with bond as provided for in this Article.

§6.2. Agreement and Bond for New Subdivisions Using Existing Improvements

In the event any subdivider, either original or new, seeks approval of a Final Plat of an addition to or phase of an existing subdivision or new subdivision, and (1) access is to be provided over a street or streets already platted or (2) other improvements already the subject of an improvement or maintenance agreement are to be utilized, and such streets or other improvements have not yet been accepted for maintenance by the City, the City Engineer shall determine the estimated cost of completing and repairing the previously platted streets or other improvements as provided in §6.2.3. If the City Engineer determines that existing agreements and bonds are insufficient to secure the completion and maintenance of the streets or other improvements, the subdivider shall furnish agreements and bonds for the streets or other improvements in accordance with §6.2 prior to approval of the Final Plat of the new subdivision.

6.2.1. In the event the Commission may consider that the required improvements need not immediately be made by the subdivider, the requirements may be modified by the execution of an improvement agreement with the subdivider. Such agreement shall be on a form furnished by the Commission and shall state that the remaining improvements are to be installed and constructed, and any repairs to improvements previously installed shall be completed, within a specified length of time as determined by the City Engineer. In addition, the subdivider shall execute a maintenance agreement that shall warrant all materials and workmanship on the requirements and shall provide for maintenance on the requirements. In the event the subdivider shall have installed or constructed all of the required improvements and no improvement agreement is required, the subdivider shall execute a maintenance agreement only. The maintenance agreement shall be for a period of one (1) year after the acceptance of such improvements by the City, provided that for major streets, subdivision entrance roads or streets, or any other roads or streets utilized or expected to be utilized by heavy construction traffic for the further development of the subdivision, the period shall be three (3) years after acceptance by the City. All grubbing, clearing, grading, road base materials, and storm drainage structures shall be completed prior to execution of a maintenance agreement.

6.2.2. A bond shall be required to insure the fulfillment of both an improvement agreement and a maintenance agreement and shall be in the form of a certified check, a cashier’s check, or an automatically renewable certificate of deposit payable solely to the City of Calera and drawn on or issued by Central State Bank in Calera. The subdivider shall not be released from said bond except by a release in writing from the City.

6.2.3. An improvement bond or maintenance bond, in whatever form, shall be in an amount at least 175 percent of the estimated cost of the following:

- 100% of the total wearing course;
- 25% of the total binder/base course;
- 100% of the total sidewalks;
- Plus 100% of the estimated cost of any remaining improvements and repairs to improvements previously installed;

A schedule of estimated costs for all items to be bonded shall be submitted by a Registered Engineer for review and approval by the City Engineer. This schedule shall clearly describe the items, quantities, unit cost and total cost of the remaining improvements and any repairs to improvements previously installed.
§6.3. Inspection and Maintenance

The City Engineer shall regularly inspect construction or maintenance to ensure that improvements are being constructed or repaired in accordance with the approved plans and improvement agreement or maintenance agreement, 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 or maintained, the subdivider 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 or maintaining the improvements according to plans and specifications and for compliance with the improvement agreement or maintenance agreement. Upon completion of the improvements or maintenance of the improvements, the subdivider shall file with the Commission a statement stipulating the following:

6.3.1. That all required improvements or repairs are complete;

6.3.2. That the improvements are in compliance with the minimum standards specified by the City for their construction or maintenance;

6.3.3. That the subdivider knows of no defects from any cause in those improvements; and

6.3.4. That the improvements are free and clear of any encumbrance or lien.
Article 7  VARIANCES

§7.1. Modifications, Variance, and Waivers

If it be determined that strict compliance with
these regulations should result in
extraordinary hardship to the Applicant due
to unusual topography or conditions beyond
the control of the Applicant, then the
Commission, except as provided by in
Article 4, may modify, vary or waive such
requirements provided that such
modification, variance, or waiver will not
tend to injure or place the public health,
safety or welfare in jeopardy, nor nullify the
stated or implied intent or purpose of these
regulations, and provided further that such
modification, variance, or waiver and the
reason therefore shall be entered upon the
minutes of the Commission.

§7.2. Conditions of and Applications for
Variances

7.2.1. In granting modifications, variances or
waivers, the Commission may attach such
other reasonable conditions as will, in its
judgment, justify such modifications,
variances or waivers and still maintain
substantially the objectives of these
regulations.

7.2.2. Each and every modification, variance, or
waiver of these regulations sought by a
Applicant shall be specially applied for, in
the numerical order of these regulations,
in writing by the Applicant and submitted
to the Commission which shall forward a
copy of said application to the City
Engineer immediately following the
passage of the tenth (10th) day prior to a
regular scheduled meeting of the Planning
Commission. Any condition shown on the
preliminary or Final Plat (or on
engineering plans or data called for by
§2.5 which would require a modification,
variance or waiver) shall constitute a
ground for disapproval of the preliminary
or Final Plat unless such special
application for a modification, variance, or
waiver is made.

§7.3. Modifications  Technical Requirements

7.3.1. The City Engineer may waive technical
requirements contained herein, or as
referenced by the Public Works Manual,
provided the Project Engineer and/or
Surveyor provides a written request to the
City Engineer fully documenting the
reason for request, justification of request,
and other information as required
provided the City Engineer concurs in the
submittal calculation and request. This
does not negate items contained in
accordance with §7.1 of these
Regulations.
CERTIFICATES

APPENDIX A-1

THE STATE OF ALABAMA
___________ COUNTY

The Undersigned (name), Registered Land Surveyor, State of Alabama, and (name), owner(s) hereby certify that this plat or map was made pursuant to a survey and this plat or map is a true and correct maps of lands shown therein and known as (Name of subdivision or resurvey) showing the subdivisions into which it is proposed to divide said lands, giving the length and bearings of the boundaries of each lot and its number, showing the streets, alleys and public grounds, giving the bearings, length, width and name of each street, as well as the number of each lot and block, and showing the relation of the lands to the government survey (or, if the plat is a resurvey of an existing recorded subdivision, “showing the relation of the lands to the survey of (Name of subdivision) as recorded in the office of County Probate Judge in map book (Map Book No.), page (Page No.)”) and that iron pins have been installed at all lot corners and curve points as shown and designated by small open circles on said plat or map. Said owner(s) also certifies (certify) that he (she, they, it) is (are) the owner(s) of said lands and that the same are not subject to any mortgage.

Dated _____________________ 20__.
(Execution and acknowledgement by Surveyor and Owner(s).

APPENDIX A-2

The Undersigned (name), Registered Land Surveyor, State of Alabama, and (name), owner(s) hereby certify that this plat or map was made pursuant to a survey made by said surveyor and this said survey and this plat or map were made at the instance of said owner(s); that this plat or map is a true and correct map of lands shown therein and known as (Name of subdivision or resurvey) showing the subdivisions into which it is proposed to divide said lands, giving the length and bearings of the boundaries of each lot and its number, showing the streets, alleys and public grounds; giving the bearings, length, width and name of each street, as well as the number of each lot and block, and showing the relation of the lands to the government survey (or, if the plat is a resurvey of an existing recorded subdivision, “showing the relation of the lands to the survey of (Name of subdivision) as recorded in the office of County Probate Judge in map book (Map Book No.), page (Page No.)"); and that iron pins have been installed at all lot corners and curve points as shown and designated by small open circles on said plat or map. Said owner(s) also certifies (certify) that he (she, they, it) is (are) the owner(s) of said lands and that the same are not subject to any mortgage, except a mortgage or mortgages held by the following mortgage(s):
(Name).

Dated _____________________ 20__.
(Execution and acknowledgement by Surveyor, Owner(s), and Mortgagee(s).
APPENDIX A-3

STATE OF ALABAMA
__________ COUNTY

I, (Name), as Notary Public in and for said County and State, do hereby certify that (Name of Surveyor), whose name is signed to the foregoing certificate as a surveyor, and (Name of owner) whose name is signed to the same as owner (and (Name of mortgagee), whose name is signed to the same as mortgagee), all of whom are known to me, acknowledged before me, on this date, that after having been duly informed of the contents of said certificates, the executed same voluntarily as such individuals (or in any other capacities) with full authority thereof.

Given under my hand and seal this ____ day of ________________, 20__.

___________________________
Notary Public (seal)

APPENDIX A-4

Having reviewed this plat, and the associated improvements by the owner for dedication to the City of Calera (as secured by bonds), I (Name) as City Engineer, recommend approval and acceptance by the Planning Commission, this ____ day of ________________, 20__.

Having reviewed this plat, and considered the recommendations of the City Engineer, the Planning Commission hereby by majority vote, (accepts the plat for recording) (and recommends the City Council accepts the dedications shown thereon), this the ____ day of ________________, 20__.

By ________________, Chairman

APPENDIX A-5

BE IT RESOLVED, by the Calera City Council that the assent of the body be, and the same hereby is, given to the dedication of the streets, alleys, and public grounds as shown on plat or map of (Title of plat or map), which said plat or map is certified to have been made by (Name of surveyor) as surveyor, at the instance of (Name of owner) as owner, and recommended by the Planning Commission and; said plat or map being further identified by a recital of the approval of the City Council signed by ________________, City Clerk, this the ____ day of ________________, 20__.
APPENDIX A-6: PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS:

That [Subdivider – Address]

as Principal, hereinafter called Subdivider, and [SURETY COMPANY], of [City, State], a corporation duly organized under the laws of the State of [State], as Surety, hereinafter called Surety, are held firmly bound unto

the City of Calera, Alabama, 10947 Highway 25, Calera, AL 35040

as Obligee, hereafter called City, in the amount of _________________ Dollars and no/100. ($___________).

for the payment whereof Subdivider and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, Subdivider has by written agreement dated [Date], entered into a contract with City.

☐ The installation and construction of improvements

☐ The maintenance of improvements

in accordance with maps and resolutions of the Calera Planning Commission referenced in said agreement, which agreement is by reference made a part hereof, and is hereinafter referred to as the Agreement.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that, if Subdivider shall promptly and faithfully perform said Agreement, then this obligation shall be null and void; otherwise it shall remain in full force and effect.

The Surety hereby waives notice of any alteration or extension of time made by the City.

Whenever Subdivider shall be, and declared by City to be in default under the Agreement, the City having performed City's obligations thereunder, the Surety may promptly remedy the default, or shall promptly

1) Complete the Agreement in accordance with its terms and conditions, or

2) Obtain a bid or bids for completing the Agreement in accordance with its terms and conditions, and upon determination by Surety of the lowest responsible bidder, or, if the City elects, upon determination by the City and the Surety jointly of the lowest responsible bidder, arrange for an Agreement between such Bidder and City,

and make available as work progresses (even though there should be a default or a succession of defaults under the Agreement or Agreements of completion arranged under this paragraph) sufficient funds to pay the cost of completion less the balance of the Agreement price, but not exceeding, including other costs and damages for which the Surety may be liable hereunder, the amount set forth in the first paragraph hereof. The term "balance of the Agreement price", as used in this paragraph, shall mean the total amount payable by City to Subdivider under the Agreement and any amendments thereto, less the amount properly paid by City to Subdivider.

This bond is irrevocable for [fill in period] ([fill in]) years from the date of issuance, however, it will be automatically renewed without amendment for successive periods of one (1) year each, unless at least ninety (90) days prior to the initial expiration date or any successive expiration date the issuing surety gives the Calera Planning Commission notice by registered letter to the address above that the issuing surety elects not to have this bond renewed for such additional period.

No right of action shall accrue on this bond to or for the use of any person or corporation other than the City named herein or the successors of the City.

Signed and Sealed this ___day of _____________, 20__.   [Developer]

By ____________________________________________
(As its) (seal)

[Surety company]

By ____________________________________________
(Witness) , Attorney-in-Fact
APPENDIX A-7: IMPROVEMENT AGREEMENT

STATE OF ALABAMA
COUNTY OF __________

THIS AGREEMENT entered into and between __________________________, hereinafter called the Subdivider, and the City of Calera, Alabama, hereinafter called the City, acting by and through the Calera Planning Commission, hereinafter called the Planning Commission.

WITNESSETH

WHEREAS, the Subdivider has submitted to the Planning Commission a final plat of a proposed development to be known as __________________________, and the Planning Commission has decided in accordance with Article 6 Section 6.1 of its Subdivision Regulations that, conditioned upon the agreement and bond of the Subdivider hereinafter set out and provided for, the required improvements need not be installed or constructed prior to approval of said final plat.

NOW, THEREFORE, the Subdivider agrees with the City as hereinafter set forth in paragraphs 1, 2, 3, 4, and 5 hereof.

1. The Subdivider shall by construct and install in or with respect to said proposed subdivision all improvements and utilities as defined or described by maps and resolutions of the Planning Commission dated ______________, which maps, and resolutions are incorporated herein.

2. The Subdivider further warrants all materials and workmanship for a period of one (1) year from the date such improvements and utilities are accepted by the City and shall maintain such improvements during the warranty period, except for major streets, subdivision entrance roads or streets, or any other roads or streets utilized or expected to be utilized by heavy construction traffic for the further development of the subdivision, which are warranted for three (3) years.

3. In the event the Subdivider shall fail in whole or in part to complete within said time (or such additional time, if any, as may be granted) the construction and installation provided for by paragraph 1 above, or to maintain the improvements as provided in paragraph 2 above, the City shall have the right at the cost and expense of the Subdivider to complete the same or cause the same to be completed, and the Subdivider hereby grants unto the City all rights necessary or appropriate to enable the City so to do.

4. In consideration of the premises and of the foregoing agreement of the Subdivider and of the furnishing of proper bond in accordance with Article 6 of the Subdivision Regulations to secure the faithful performance of this agreement and the actual construction and installation of the aforesaid improvements and utilities within the time specified, and the maintenance of said improvements, the Planning Commission agrees that it will not require installation or construction of the aforesaid improvements and utilities prior to approval of said plat, but that in lieu of the completion of such improvements and utilities prior to approval of said final plat it will accept the aforesaid agreement of the Subdivider and the aforesaid bond of the Subdivider.

5. The consideration for this agreement by the Subdivider is to induce the Planning Commission to grant final approval of said subdivision or plat prior to the completion of the work above described. The Subdivider further recognizes that said consideration is full, complete, and sufficient as stated and further said Subdivider recognizes the authority of said Planning Commission to enter into and execute this agreement on its behalf and on behalf of the City, and further recognizes the authority of said Planning Commission to require the improvements and work as provided in this agreement.

Executed this ___ day of _____________, 20___.

Subdivider:

By _________________________________________________
as its

Calera Planning Commission and
City of Calera by Calera Planning Commission

By _________________________________________________
as its Chairman
APPENDIX A-8: LETTER OF CREDIT

[on bank letterhead]

[date]

City of Calera, Alabama
10947 Highway 25
Calera, Al abama 35040

Letter of Credit # __________________

IRREVOCABLE STAND-BY LETTER OF CREDIT

Gentlemen:

We hereby establish our Irrevocable Stand-by Letter of Credit # ________ in your favor for the account of [subdivider], up to the aggregate of U.S. $_______________ (_______________________and no/100 U.S. Dollars).

This Letter of Credit is available by your drafts at sight for up to the aforementioned amount if drawn and presented with a “Certificate of Default” stating that [subdivider] has failed to perform on its agreement to your expectations. Each draft drawn hereunder must be marked “Drawn under [bank name] Letter of Credit #___________,” referencing the number of this credit.

This Letter of Credit expires on [expiration date]. It shall be automatically renewed for additional one-year periods beginning on the first day of [expiration month and year] and the same day of each succeeding year. This Letter of Credit will not be automatically renewed if we send the City of Calera notice of our intention not to renew by certified mail at the address shown above at least 90 days prior to the beginning of any renewal period. All drafts drawn under and in compliance with the terms of this Letter of Credit shall be duly honored if presented and delivered with the documents set forth above to us no later than the expiration date.

[bank name]

by ____________________________

as its
APPENDIX A-9: MAINTENANCE AGREEMENT

STATE OF ALABAMA
COUNTY OF ________________

THIS AGREEMENT entered into and between _______________________, hereinafter called the Subdivider, and the City of Calera, Alabama, hereinafter called the City, acting by and through the Calera Planning Commission, hereinafter called the Planning Commission.

WITNESSETH

WHEREAS, the Subdivider has submitted to the Planning Commission a final plat of a proposed development to be known as _____________________________, and has requested the Planning Commission to give final approval of said plat and for the City to accept dedication of those items specified by Subdivider on the final plat.

NOW, THEREFORE, the Subdivider agrees with the City as hereinafter set forth in paragraphs 1, 2, 3, and 4 hereof.

1. The Subdivider warrants all materials and workmanship and shall maintain for a period of one (1) year with respect to said proposed subdivision all required improvements and utilities as defined or described by maps and resolutions of the Planning Commission dated __________ __________, which maps and resolutions are incorporated herein; provided, however, that the warranty period for major streets, subdivision entrance roads or streets, or any other roads or streets utilized or expected to be utilized by heavy construction traffic for the further development of the subdivision, is three (3) years.

2. In the event the Subdivider shall fail in whole or in part to comply with the requirements provided for by paragraph 1 above, the City shall have the right at the cost and expense of the Subdivider to complete the same or cause the same to be completed, and the Subdivider hereby grants unto the City all rights necessary or appropriate to enable the City so to do.

3. The Subdivider shall furnish proper bond in accordance with Article 6 Section 6.3 of the Subdivision Regulations to secure the faithful performance of this agreement.

4. The consideration for this agreement by the Subdivider is to induce the Planning Commission to grant final approval of said subdivision or plat and to induce the City to accept the dedications offered by Subdivider. The Subdivider further recognizes that said consideration is full, complete, and sufficient as stated and further said Subdivider recognizes the authority of said Planning Commission to enter into and execute this agreement on its behalf and on behalf of the City, and further recognizes the authority of said Planning Commission to require the improvements and work as provided in this agreement.

Executed this ____ day of _________________, 20___.

Subdivider:

By ________________________________
as its

Calera Planning Commission and
City of Calera by Calera Planning Commission

By ________________________________
as its Chairman
APPENDIX B: Preliminary Plat Requirements

GENERAL

- Pre design conference held.
- Date and title provided on each sheet.
- North Arrow, graphic scale, and written scale provided on each drawing.
- Name and registration of surveyor (signed and sealed) provided.
- Name and registration of engineer (signed and sealed) provided.
- Signed and sealed topography map provided. Map must meet Minimum Standards of Practice and include benchmark and datum source.
- Topography based on US Geological Survey or U.S. Coast and Geodetic Survey.
- Contours shown at either 1', 2' (if grades greater than 5% or less than 10%), or 5' (if greater than 10%).
- Names of all streets provided.
- Easements shown with dimensions and purpose clearly stated.
- Utilities shown with sizes indicated.
- Lot lines with approximate dimensions provided.
- Purpose of subdivision noted (existing and proposed zoning noted).
- Section Township and Range - Tie to quarter section provided.
- Names, address, and zoning of owners adjoining provided.
- Name of subdivider provided.
- Letter from health department or sewer connection provided.
- Vicinity Map showing all existing subdivisions, streets and tract lines of acreage parcels.
- Note provided that indicates that City Engineer be provided notification of work at least 24 hours prior to starting each phase of work.

GRADING AND EROSION CONTROL

- Complete grading plan provided (must also address individual lot grading).
- Erosion Control Plan Provided.
- Note provided that indicates that all permits or approvals by ADEM, ALDOT, FEMA, Corps of Engineers, and others as required will be obtained prior to disturbing areas under jurisdiction of such permits.
- Note provided that indicates there shall be no land disturbing activity until proof of ADEM NOR coverage provided to City and adequate erosion controls provided.
- All open cuts shown on plans, detail provided (compacted stone backfill required).
- Signed and sealed details provided for all retaining walls greater than 4'.
- Silt Fence detail provided.
- Slopes steeper than 3:1 have staked sod or seeded and stabilized with adequate erosion control fabric ($150 fabric or equal as min.); seeding is ALDOT seed mix and appropriate fertilizer.

STREETS AND TRAFFIC CONTROL

- Note provided that indicates no work in ALDOT or County right of ways until permit is provided to the City.
- Right of way width provided.
Pavement width provided.
Profile of all streets provided.
Street layout includes streets required by regional, county or local plan.
Street layout provides connectivity index in accordance with §4.1.3 of the Subdivision Regulations.
If proposed street ties to an existing substandard road then the improvements shall include improving the existing substandard road to City Standards.
No direct access to arterial streets
Minimum street rights-of-way conform with §4.1.5.
Curb and gutter is either 18" (min.) or valley gutter 24" (min.).
Typical cross sections shown on plans and conform with Public Works Manual, Table 2.1.
Pave ment Section detail shown on plans. Proposed paving section meets Calera minimum allowed thicknesses.
Curb and Gutter provided in cul-de-sacs with approach grade greater than 2% draining into cul-de-sac.
Posted speed limit not less than 25 mph, except in special circumstances.
Design Speed is 1.25-1.5 times posted speed and indicated on plans.
All horizontal curves and vertical curves meet §2.3 of the Public Works Manual.
Min. stopping sight distance and intersection sight distance meet §2.3 of the Public Works Manual.
Street grades are greater than 0.5% and less than 15%.
Grades approaching intersections (within 100’ of intersection) are less than 5%.
The 5% grade may be increased if there is sufficient sight distance and the supporting calculations are provided to the City Engineer and is subsequently approved.
Grades for cul-de-sacs are less than 5% for last 100’ of paving.
Intersections are 125' apart and at 60-90 deg. angles.
Intersection curb radius called out and in accordance with §2.4 of the Public Works Manual.
Embankments within right of way note max. 10" lifts, compacted to 95% min. (AASHTO T-180).
Class RCP noted or HDPE requirements noted per §4.1.
Guard rail provided in all locations as warranted.
Plans designed in accordance with Manual on Uniform Traffic Control Devices,
Traffic control and signs provided.
Plans have provisions for providing saw cut pavement edges of widened lanes and at connections to existing roadway.
Backfill crossing roadway section conforms to ALDOT specs.

UTILITIES, GENERAL

- City of Calera Standard Utility Accommodation Detail included in plans.
- Water and sewer line sizes indicated.
- Underground utilities provided for mixed-use, multi-family or high density residential (less than 60 ft lot width or 8,500 sf lot area).
- Above ground utilities provided in alley or easement at rear of lots.
- No brick storm or utility structures such as manholes, junction boxes, curb inlets, headwalls, etc. provided. Concrete construction only.

DRAINAGE AND STORMWATER

- Flood plain shown or note provided stating that development is not in Special Flood Hazard Area or Zone. Flood plain not acceptable for development unless necessary provisions provided. Development in flood plain shall meet FEMA guidelines and recommendations.
- Detailed drainage report provided (plans will not be reviewed without a complete drainage report).
- Areas subject to inundation by storm drainage clearly shown and identified.
Profile of all storm drains and open channels provided.

Downstream watercourse location not changed.

Drainage Area, Q, V, and C shown on all pipes for 25-year design storm (design storm noted).

No lots shedding channeled runoff water unless in easement, graded, and dedicated.

Trench backfill detail (with materials and compaction requirements) provided for all trenches. Stone backfill when under pavement.

Rational method is not allowed on drainage areas greater than 100 acres.

Pre and post times of concentration and calculations provided.

Weighted runoff coefficient calculations provided.

IDF and/or rainfall depths for 2, 10, 25, and 100-year design storms provided.

Pre, post, bypass, sub-basin and offsite drainage areas clearly noted.

Pre and post hydrographs provided.

Backwater calculations provided for the 25-year storm.

Gutter Calculations provided (112 driving lane maximum spread on 10-year storm per lane).

Outlet protection provided. Appropriately sized rip rap and/or energy dissipater provided.

Steps provided on all structures greater than 4’ deep.

Concentric storm manhole detail provided.

Inlet detail with steps provided.

Headwall or flared end detail provided.

Manhole detail with steps provided.

All storm pipe in right of way is Class III RCP (or IV or V per American Concrete Pipe Association).

Ditch profiles, cross section and treatment shown. Profiles note hydraulic grade line, flow line, and top of ditch (each side) elevations.

Design and Analysis for each individual ditch provided.

Min. slope for paved ditches is 0.33% and 1% (min.) for unpaved.

Complete drainage way and tie slopes of ditches included in easement.

Special designed inlets for pipes 42” and larger.

All open channels that are a part of the overall drainage system are concrete lined.

All open ditches have a 4’ flat bottom (min.) and 3:1 (max) side slopes.

Curb and Gutter provided in cul-de-sacs with approach grade greater than 2% draining into cul-de-sac.

Detention and full detention calculations provided for 2, 10, and 25-year design storms, with 100-year overflow capacity.

All detention basins are surrounded by a security fence.

Outfalls only to established drainage channels.

Pond stage storage, outlet calculations, and pond routing provided.

Max detention pond inflow information provided.

Anti-seep collar with stone bedding in pond outlet pipe provided.

Pond outlet structure detail provided (include emergency overflow provisions).

POTABLE WATER AND FIRE HYDRANTS

P  D  N/A

Water main is Ductile Iron Pipe Class 51.

Water main has separation from sewer line. Appropriate offset (18” min. vertically and 5’ horizontally) provided.

Water main easement shown.

Concentric Manhole detail with steps provided.

Continuous Roll Type K Copper Water Service Line provided.

Fire hydrant is M&H.

Fire hydrant spacing not more than 500’ and in accordance with §3.13.4 of the Public Works Manual.

Fire hydrant locations have been coordinated (and noted on plans) with City Fire Marshall.

Three-inch post hydrant or fire hydrant is provided at end of all water lines.
SEWER

☐ ☐ ☐ Sanitary system provided or letter from Health Department (note that approval must be obtained prior to final approval).
☐ ☐ ☐ Sanitary sewer easement shown.
☐ ☐ ☐ Profile of all sanitary sewer drains provided.
☐ ☐ ☐ Sewer lateral detail provided.
☐ ☐ ☐ Sewer laterals are ductile iron pipe (class 51).
☐ ☐ ☐ Sewer main is either SDR 21 or DIP Class 51.
☐ ☐ ☐ Gravity sewer slope maximum is 12%.
☐ ☐ ☐ Gravity sewer minimum slopes shall meet the Ten States Standards for each particular diameter.
☐ ☐ ☐ Sewer design in accordance with ten state standards.
☐ ☐ ☐ Drop (drop concrete encased) manhole detail provided for any sewer drop greater than 2’.
☐ ☐ ☐ Ductile iron sewer pipe required if cover is less than 3.5’ or greater than 12’.
☐ ☐ ☐ Sanitary Sewer Design flows based on 100 gpcd * 3.0 peak factor.
☐ ☐ ☐ Sewage Pumping Stations coordinated with City Engineer for criteria, design, construction, and cost responsibilities prior to preparation of Preliminary Plat and such coordination reflected on plans.
☐ ☐ ☐ Sewage force mains are ductile iron pipe with velocities greater than or equal to 2 feet per second at minimum pump discharge rate.