

FOREWORD

A subdivision is defined as the development and division of a lot, tract, or parcel of land into **two (2) or more lots, plats, sites**, or otherwise for the purpose of establishing or creating a subdivision through the **sale, lease, or building development of the lot or lots**. Further explanation of the definition and any exemptions from these subdivision regulations can be found in Section 2-1-60 of these regulations.

Any individual who plans to develop and/ or divide a parcel of land in the City should consult with the City Engineer early in the planning phase of the development to assure compliance with these regulations.

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ARTICLE I

PURPOSE AND POLICY

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SECTION 1-1 PURPOSE AND POLICY

The subdivision regulations set out herein have been adopted pursuant to authority granted by Code of Alabama 1975, § 11-24-1(b) to establish procedures and standards for the design and development of proposed subdivisions or additions to existing subdivisions within the subdivision jurisdiction of The City of Oxford, Alabama. These regulations shall be applicable to the development of any subdivision within the City's subdivision jurisdiction, and shall include, at a minimum, the minimum size of lots, the planning and construction of all public streets and roads, drainage structures, and proper placement of public utilities to be located in a subdivision. Additionally, unless waived by the Oxford City Council, these regulations shall also apply to the City's plat approval for developments within the territorial jurisdiction of a municipal planning commission; provided, however, that in such instance, the City's approval shall be limited to the approval required in Code of Alabama 1975, § 11-52-30(b) regarding approval of plats, and shall not include enforcement.

By Resolution 2021-77 of the Oxford City Council, adopted on the 13th day of July, 2021, and pursuant to the powers and jurisdiction granted by Code of Alabama 1975, § 11-24-1 et seq., the Oxford City Council does hereby set a policy to exercise the power and authority to review, approve, and disapprove plats for all subdivisions within the subdivision jurisdiction of The City of Oxford, Alabama. The City of Oxford further does hereby exercise the authority to inspect any development within its subdivision jurisdiction to ensure that there are no violations of its rules and regulations, to charge fees for said inspection as set out in Section 1-3 of these regulations and authorized under Code of Alabama 1975, § 11-24-3, and to enforce these regulations as provided in Section 1-4 and authorized in Code of Alabama 1975, § 11-24-3.

The regulations set out herein shall be in force and applicable to the development of all subdivisions in the subdivision jurisdiction of the City of Oxford from and after the date of adoption by resolution. Subdivision regulations previously in place in City of Oxford are hereby repealed and rescinded.

These regulations shall be in effect and shall apply to the development of any subdivision within the subdivision jurisdiction of The City of Oxford as defined in Section 2-1-60 from and after thirty (30)

days from the date of the City's filing a certified copy of these regulations with the Probate Judge. No street or road shall be accepted and maintained by the City, nor shall any utilities or City services be extended to the subdivision, unless and until the requirements set forth in these regulations have been complied with and the subdivision has been given final approval by The City of Oxford.

It is not the purpose of these regulations to govern the acceptance of roads or streets for maintenance by the Oxford City Council. The current policy for acceptance of roads and bridges by the Oxford City Council is available at the office of the City Engineer. [See Appendix V]

SECTION 1-2 TITLE

The regulations shall hereafter be known, cited and referred to as the City of Oxford Subdivision Regulations.

SECTION 1-3 FEES

The City of Oxford has established the following schedule of fees, as authorized under Code of Alabama 1975 Section 11-24-3, to cover costs associated with the inspection and review of subdivision developments. The total fee is dependent on the type of subdivision (as defined in Section 2-1-61) and is a **guide** as to the charges that will be incurred by the developer. The developer is responsible for **all** charges, including inspection and testing, incurred by the City during the subdivision approval process. The fee schedule is as follows:

- (1) Permit to Develop: A permit fee of \$ 25 (*City may charge up to \$ 25 under amended law*); and
- (2) Minor Subdivision Fee: \$ 100 plus \$ 10 per lot/ site in the development; or
- (3) Major Subdivision Fee: \$ 100 plus \$ 30 per lot.

SECTION 1-4 ENFORCEMENT AND VIOLATIONS

Pursuant to authority granted under Code of Alabama 1975, § 11-24-3(d), the City of Oxford shall enforce the provisions of these regulations by the issuance of citations issued by a City license inspector appointed by the Oxford City Council to enforce these regulations. Acting under authority granted in Code of Alabama 1975, § 11-24-3(d) and § 40-12-10, the City license inspector may issue a citation for the failure to properly obtain the permit to develop required under Section 3-6 and/or for any other violations of these regulations or of Code of Alabama 1975, § 11-24-1 *et seq.*

As authorized by Code of Alabama 1975, § 11-24-3(a), the fine for noncompliance of any provisions of these regulations shall be \$1000 per lot that has been sold, offered for sale, transferred, or leased. A separate citation shall be issued for each violation.

All fines shall be paid to the City of Oxford within thirty (30) days of the issuance of a citation by the City license inspector, and all fines shall be doubled upon the failure to remit the fine within thirty (30) days of the issuance of the citation.

In addition to the issuance of citations for violation of these regulations, the City of Oxford retains the right to seek an injunction against any developer or owner who fails to comply with these regulations as provided in Code of Alabama 1975, § 11-24-3(b), and may bring action against a developer or owner to compel compliance with these regulations in the event that work on the subdivision has been completed in violation of these regulations and the requirements of Code of Alabama 1975, § 11-24-1 *et seq.*

SECTION 1-5 AMENDMENTS

The City of Oxford may adopt amendments to these regulations. Procedures to adopt amendments are detailed in Section 10-4.

ARTICLE II

DEFINITIONS

2-1 DEFINITION OF TERMS

SECTION 2- 1 DEFINITION OF TERMS

- 2-1-1 ACCESS: Deeded portion of property or lot that provides travel way to a city, county, or state road. All access must have thirty (30) foot minimum width from the city, county, or state road to the building site. [Parcels excluded in Section 2-1-60(d) must have a minimum of sixty (60) foot access along with any lot in a subdivision of land covered by these regulations which has the ability to be further divided to provide additional building sites/ lots.]
- 2-1-2 ADT (AVERAGE DAILY TRAFFIC): total volume of vehicles during a given time period, in whole days, as measured during a non-holiday weekday.
- 2-1-3 ALLEY: A public right-of-way primarily designed to serve as a secondary access to the side or rear of those properties whose principal frontage is on some other street.
- 2-1-4 APPLICANT: The owner of land proposed to be subdivided or a person designated in writing by the legal owner as his or her representative.
- 2-1-5 APPLICATION ASSEMBLY: The packet of materials that the developer is required to submit with his or her application for proposed plat approval.
- 2-1-6 ARTERIAL: A term used to describe a road or street whose primary purpose is to connect areas that produce a large amount of trip generation. These routes have a dual function to move traffic and to provide access to land uses, particularly the high trip-generating commercial activities. In terms of counties, major and minor collector routes, as classified by the Federal Highway Administration, may require treatment as this type of route even though they are termed collector roads.
- 2-1-7 BLOCK: A tract of land bounded by streets, or by a combination of streets and public parks, cemeteries, railroad right-of-way, shorelines of waterways or other boundary lines.
- 2-1-8 BUILDING: Any structure built for the support, shelter, or enclosure of persons, animals, chattels, or movable property of any kind, and includes any structure.
- 2-1-9 BUILDING SETBACK LINE: A line parallel to the property over which no structure may be erected.

- 2-1-10 COLLECTOR: A route whose primary function is to collect traffic from an area and move it to the arterial street system while also providing substantial service to abutting land use, and which typically does not have extensive continuity.
- 2-1-11 CONSTRUCTION PLANS: Plans detailing the design and requirements for the construction of public improvements. These plans shall detail such items as the location of all existing and proposed roads, plan and profiles of all roads, curve data, hydraulic data, etc. (See Section 4-2 for complete list of items required.)
- 2-1-12 CORNER LOT: A lot which occupies the interior angle at the intersection of street lines.
- 2-1-13 COUNTY: Any county in Alabama.
- 2-1-14 CITY MANAGER: The duly designated Administrator or Clerk of the appropriate city
- 2-1-15 CITY COUNCIL: The City Council of any city in Alabama.
- 2-1-16 CITY ENGINEER: The duly designated Engineer of the City of Oxford, Alabama.
- 2-1-17 CITY SPECIFICATIONS: All construction specifications which are included in these regulations and any special specifications required by the City Engineer or other state or local entity based upon the particular development.
- 2-1-18 CUL-DE-SAC: A minor street with only one outlet and having an appropriate terminal for the safe and convenient reversal of traffic movement.
- 2-1-19 DAY: A calendar day.
- 2-1-20 DEDICATION: The transfer of property from private to public ownership.
- 2-1-21 DEVELOPER: The owner of land proposed to be subdivided or a person designated in writing by the legal owner as his or her representative.
- 2-1-22 DEVELOPMENT: The design work of lot layout, the construction of drainage structures, the construction of buildings or public use areas, the planning and construction of public streets and public roads, and the placement of utilities, and any other applicable construction or improvement required or included in a certain subdivision project.
- 2-1-23 DEPTH OF LOT: The mean horizontal distance between the front and rear lot lines.
- 2-1-24 DOUBLE FRONT LOT: A lot having frontage on two (2) non-intersecting streets as distinguished from a corner lot.
- 2-1-25 EASEMENT: A grant by the property owner of use, by the public, a corporation, or person(s) of a strip of land for specified purposes or as created by operation of law.

- 2-1-26 EXPRESSWAY OR FREEWAY: Facilities that accommodate a high volume of traffic through the prohibiting of ingress and egress except at controlled intervals. Freeways involve complete control of access while expressways permit at grade intersections at infrequent intervals. The expressway or freeway has only one function - to carry traffic.
- 2-1-27 ENGINEERING PLAN: A post construction record giving details of construction and locations of improvements as they were built or installed.
- 2-1-28 FINAL PLAT: A plat of a tract of land which meets the requirements of these regulations and is in form for recording in the Office of the Probate Judge of the appropriate county.
- 2-1-29 FLOODPROOFING: Any combination of structural or nonstructural additions, changes, or adjustments which reduce or eliminate flood damage to real property, or improved real property, water supply and sanitary sewer facilities, electrical systems, and structures and their contents.
- 2-1-30 FLOODWAY: The stream channel and the portion of the adjacent floodplain which must be reserved solely for the passage of flood-waters in order to prevent an increase in upstream flood heights of more than one (1) foot above the predevelopment conditions. For the purpose of these regulations, floodways shall be defined and governed by the City's Flood Damage Prevention Ordinance.
- 2-1-31 LAND SUBJECT TO FLOODING: For the purpose of these regulations, land subject to flooding shall be defined in the City's Flood Damage Prevention Ordinance.
- 2-1-32 FLOOD, ONE HUNDRED (100) YEAR: A flood that has, on the average, a one (1) percent chance of being equaled or exceeded in any given year.
- 2-1-33 FLOOD, TEN (10) YEAR: A flood that has, on average, been equaled or exceeded at a frequency of once every ten (10) years.
- 2-1-34 FLOOD, TWENTY-FIVE YEAR: A flood that has on average been equaled or exceeded at a frequency of once every twenty-five (25) years.
- 2-1-35 HARDSHIP: An unusual situation on the part of an individual property owner which will not permit the full utilization of property. A hardship exists only when it is not self-created.
- 2-1-36 HEALTH DEPARTMENT: Alabama State Department of Public Health or appropriate county Health Department.
- 2-1-37 IMMEDIATE FAMILY MEMBER: As defined in *Black's Law Dictionary*, a person's parents, spouse, children, and siblings.
- 2-1-38 LICENSED ENGINEER: An engineer properly licensed and registered in the State of Alabama in good standing with the Alabama State Board of Licensure for Professional

Engineers and Land Surveyors.

- 2-1-39 LICENSE INSPECTOR: The person or persons appointed by the City Of Oxford to enforce the City's subdivision regulations pursuant to Code of Alabama 1975, § 11-24-3, utilizing the authority granted to a license inspector under Code of Alabama 1975, § 40-12-10.
- 2-1-40 LICENSED LAND SURVEYOR: A land surveyor properly licensed and registered in the State of Alabama in good standing with the Alabama State Board of Licensure for Professional Engineers and Land Surveyors.
- 2-1-41 LOT: A tract, plot, or portion of a subdivision or other parcel of land intended as a unit for the purpose, whether immediate or future, of transfer of ownership, lease or rental, or for building development.
- 2-1-42 MARGINAL ACCESS: A service road or other treatment used to provide adequate protection of properties in cases where an arterial runs through or near a subdivided area.
- 2-1-43 MAJOR SUBDIVISION: See Section 2-1-61(a), Subdivision Categories.
- 2-1-44 MINOR ROAD OR STREET: A route used to connect collector roads in a road system and service only the residents of that road.
- 2-1-45 MINOR SUBDIVISION: See Section 2-1-61(b), Subdivision Categories.
- 2-1-46 MONUMENT: A permanent object serving to indicate a limit or to mark a boundary.
- 2-1-47 OWNER: Any person, group of persons, firm or firms, corporation or corporations, or any other legal entity having legal title to or sufficient proprietary interest in the land sought to be subdivided under these regulations.
- 2-1-48 OWNER' S ENGINEER: The licensed engineer who is the agent of the owner or developer of land which is proposed to be subdivided or which is in the process of being subdivided.
- 2-1-49 PERMANENT REFERENCE POINTS: As defined by the Minimum Technical Standards set out and required by the Alabama Society of Professional Land Surveyors.
- 2-1-50 PERMIT FEE: The fee assessed to obtain the permit to develop required in Section 3-6.
- 2-1-51 PERMIT TO DEVELOP: An instrument issued by the City of Oxford following the approval of a proposed plat by the City of Oxford and which authorizes the developer to proceed with the development of the subdivision.
- 2-1-52 PROPOSED PLAT: A plan for a subdivision of land which is submitted for approval to

develop the subdivision as required in Section 3 of these subdivision regulations and Code of Alabama 1975, § 11-24-2.

- 2-1-53 PROBATE JUDGE: The Judge of Probate of any county.
- 2-1-54 RESUBDIVISION: A change in a map of an approved or recorded subdivision plat if such change affects any street layout on such map or area reserved thereon for public use, or any lot line; or if it affects any map or plan legally recorded prior to the adoption of any regulations controlling subdivisions.
- 2-1-55 ROAD OR STREET: A public right-of-way for vehicular traffic that affords the principal means of access to abutting property.
1. CITY ROAD: Public road maintained by the city. A road which has been dedicated to the public and is used by the public is not a city road, unless it has been accepted into the city road system through construction, acceptance or prescription as set out herein.
 2. COUNTY ROAD: Public road which has been accepted into the county road system through construction by the county, dedication and formal acceptance by the county commission, or prescription and is maintained by the county. A road which has been dedicated to the public and is used by the public is not a county road, unless it has been accepted into the county road system through construction, acceptance or prescription as set out herein.
 3. PUBLIC ROAD: A street or road that has been constructed for public use, established by statutory proceedings, or dedicated for public use. A public road may or may not be a city road.
 4. PRIVATE ROAD: Road which has not been dedicated to the public and is not owned or maintained by the city, county, or state whether or not it has public access.
 5. STATE ROAD: Public road owned or maintained by the state of Alabama.
- 2-1-56 SETBACKS: A setback is synonymous to "building setback line". See 2-1-9.
- 2-1-57 SINGLE TIER LOT: A lot which backs upon a street, a railroad, a physical barrier, or a residential or non-residential use, and to which access from the rear of the lot is usually prohibited.
- 2-1-58 SKETCH PLAN: Drawing submitted prior to the preparation of the Proposed Plat (or Final Plat in cases of minor subdivisions) to enable the applicant to save time and expense in reaching general agreement with the County Engineer as to the form of the plat and the objectives of these regulations.
- 2-1-59 SUBDIVIDER: Any person who (1) having an interest in land, causes it, directly or

indirectly, to be divided into a subdivision or who (2), directly or indirectly, sells, leases, or develops, or offers to sell, lease, or develop, or advertises for sale, lease, or development, any interest, lot, parcel, site, unit, or plat in a subdivision, or who (3) is employed by or directly or indirectly controlled by, or under direct, or indirect common control with any of the foregoing.

2-1-60 SUBDIVISION: As defined in Code of Alabama 1975, § 11-24-1(a)(4), the development and division of a lot, tract, or parcel of land into two (2) or more lots, plats, sites, or otherwise for the purpose of establishing or creating a subdivision through the sale, lease, or building development of the lot or lots.

EXCLUSIONS: A subdivision shall not include any of the following:

- a. The construction or development of roads or buildings on private property to be used for agricultural purposes. See, Code of Alabama 1975, § 11-24-1(a)(4);
- b. The public acquisition by purchase or donation of strips of land for the widening or opening of streets;
- c. Property divided between immediate family members as provided in Code of Alabama 1975, § 11-24-2(d);
- d. The division of land into parcels greater than five (5) acres wherein all of the following criteria are met and shown on a plat to be filed in the judge of probate with a certificate on the plat stating that all criteria are met.
- e.
 - (i) frontage on existing roads of each parcel is at least 60 feet,
 - (ii) the extension of public utilities is not required , and
 - (iii) in the opinion of the developer's licensed engineer, there will be no additional storm water runoff created.
- e. Parcels which qualify for exemptions from subdivision criteria and rules and regulations imposed by the State Board of Health pursuant to Code of Alabama 1975, § 22-26-7 provided they also meet all of the criteria set out in (d)(i), (ii), and (iii) above;

2-1-61 SUBDIVISION CATEGORIES:

- a. SUBDIVISION, MAJOR: All subdivisions not classified as a minor subdivision.
- b. SUBDIVISION, MINOR: Any subdivision with parcels or lots five (5) [(see section 2-1-60(d)] acres or less fronting on an existing city or county road that does not involve any new street (or road) or the extension of public facilities, does not require the creation of any public improvements, and does not, in the opinion of the

developer's licensed engineer with the concurrence of the City Engineer, create any additional storm water runoff.

- 2-1-62 SUBDIVISION JURISDICTION: All areas inside the corporate limits of Oxford, AL
- 2-1-63 SURETY: A surety bond as a guarantee as approved by the City or their authorized agent.
- 2-1-64 TERRITORIAL JURISDICTION OF MUNICIPAL PLANNING COMMISSION: As provided in Code of Alabama 1975, § 11-52-30(a), all land located in the municipality and all land lying within five miles of the corporate limits of the municipality and not located in any other municipality. In the case of any such nonmunicipal land lying within five miles of more than one municipality having a planning commission, the jurisdiction shall terminate at a boundary line equidistant from the respective corporate limits of such municipalities.
- 2-1-65 VARIANCE: Permission to depart from the literal requirements of these subdivision regulations by virtue of unique hardship due to special circumstances regarding property to be developed. A waiver of the strictest letter of the regulations upon substantial compliance without sacrificing the spirit and purpose of the regulations.
- 2-1-66 WATERCOURSE: Any depression serving to give direction to a flow of water, having a bed and defined banks. The definition shall also include other generally or specifically designated areas where flooding may occur. The flow of water need not be on a continuous basis, but may be intermittent resulting from the surface runoff of precipitation.
- 2-1-67 WIDTH OF LOT: The mean horizontal distance between the two side lot lines.

ARTICLE III

APPROVAL OF SUBDIVISION PLATS

- 3-1 APPROVAL OF SUBDIVISION PLATS
- 3-2 SKETCH PLAN
- 3-3 PROPOSED PLAT SUBMISSION
- 3-4 REVIEW BY CITY ENGINEER
- 3-5 CITY APPROVAL OF PLAT
- 3-6 PERMIT TO DEVELOP
- 3-7 CONSTRUCTION OF MAJOR SUBDIVISION
- 3-8 FINAL PLAT APPROVAL

SECTION 3-1 APPROVAL OF SUBDIVISION PLATS

This section details the **general** steps necessary to achieve approval of a subdivision in the City of Oxford. A flow chart is included in Appendix II further outlining this process.

SECTION 3-2 SKETCH PLAN

Whenever the subdivision of a tract of land is proposed within the jurisdiction of these regulations, the developer, or subdivider, is urged to consult early and informally with the City Engineer. The subdivider may submit sketch plans and data showing existing conditions within the site and in its vicinity along with the proposed layout and development of the subdivision. The purpose of this sketch plan review is to afford the subdivider an opportunity to avail himself of the advice and assistance of the City Engineer in order to facilitate the subsequent preparations and approval of plans.

SECTION 3-3 PROPOSED PLAT SUBMISSION

Following sketch plan review or in the event the subdivider does not submit a sketch plan for review, the subdivider shall submit a **complete** Application Assembly to the City engineer for review of the proposed plat. The application shall be submitted at least 30 days prior to any consideration for proposed plat approval by the City Planning Board. The Proposed Plat Application Assembly shall include each of the following:

- (1) A letter stating that the proposed plat is being submitted for review. This letter shall state the developer's intent as to the final ownership of any new roads included on the proposed plat, if applicable. (The developer is reminded to refer to Appendix V

for the City's Road Acceptance Policy);

- (2) Application for Proposed Plat Review (Appendix II);
- (3) At least four (4) copies of the proposed plat **prepared in accordance with the requirements** detailed in Section 4-1 of these regulations;
- (4) Construction Plans for all required improvements **prepared in accordance with the requirements** detailed in Section 4-2 of these regulations (Major Subdivisions only);
- (5) A letter from the Health Department detailing field review by the Health Department for the general lot layout has been completed;
- (6) Any variances requested accompanied by detailed supporting documentation;
- (7) The names and addresses of each adjoining landowner and utility entitled to notice pursuant to Code of Alabama 1975, §11-24-2(b)

Failure to submit a complete Proposed Plat Application Assembly initially shall delay the consideration of such plat for approval by the City Engineer and the City Commission.

SECTION 3-4 REVIEW BY CITY ENGINEER

The City Engineer shall use this minimum thirty day (30) day period to review the submitted Application Assembly and ensure its compliance with these regulations. In the event the Application Assembly does not meet these regulations, the City Engineer shall notify the developer that it is deficient. No further action will be taken by the City Planning Board or City Engineer until and unless the developer shall correct the deficiencies and resubmit the corrections to the City Engineer for his approval.

If upon completion of the review the City Engineer determines that the Application Assembly complies with these regulations, he or she shall notify the developer in writing to that effect.

SECTION 3-5 CITY PLANNING BOARD APPROVAL OF PROPOSED PLAT

Once the City Engineer verifies that the Application Assembly meets the City Regulations and, if applicable, the developer provides the required surety, the Proposed Plat shall be submitted to the City Planning Board for their approval at the next regularly scheduled City Planning Board meeting. Pursuant to Code of Alabama 1975, § 11-24-2(b), the City Planning Board shall recommend approval of the proposed plat to the City Council in the event that the City Engineer has

determined that the proposed plat meets these regulations.

SECTION 3-6 PERMIT TO DEVELOP

Following the approval of the Proposed Plat by the City Of Oxford and an approved storm water permit by Alabama Department of Environmental Management and submittal of all required fees [See Section 1-3] the City Engineer shall issue a Permit to Develop for the Proposed Plat for a fee of \$25. The Permit to Develop allows the developer to proceed with construction of the development in compliance with these regulations. Additionally, the developer may **offer** lots in the proposed subdivision for sale, transfer, or lease ; **provided, however, that no sale, transfer, or lease may be completed or recorded until after the final plat has been recorded in office of the Probate Judge pursuant to the requirements of Code of Alabama 1975, § 11-24-2(c)**. In the event the proposed subdivision is a major subdivision and the developer wishes to have the final plat signed and recorded prior to the completion of the construction of infrastructure, the City Engineer shall require the developer to submit a detailed construction estimate covering all proposed infrastructure for approval. Once the City Engineer receives and approves this detailed construction estimate, the **developer** shall be required to provide an acceptable surety to the City of Oxford equal to 150% of the estimated cost of installing all improvements, including, but not limited to, grading, paving of the streets, and installation of all required utilities and fees encountered during execution of improvements. The developer shall also submit a statement guaranteeing submittal of as-built construction plans, professional engineer certificate and a two-year maintenance bond upon completion of construction [See Appendix I].

SECTION 3-7 CONSTRUCTION OF MAJOR SUBDIVISION

Once the permit to develop has been issued, the developer of a major subdivision may proceed with construction of the proposed subdivision in accordance with these regulations. The developer should refer to Article V for detailed requirements pertaining to construction. The developer of a minor subdivision shall proceed in accordance with the requirements set out in Section 3-8 of these regulations.

The developer shall have one (1) year from the date of issuance of the permit to develop to begin substantial work on the proposed development. If work does not begin within the one (1) year time frame, the proposed plat must be resubmitted to the City Engineer and City Planning Board for approval as if the plat had never been submitted.

If any changes in the development plans of the approved proposed plat are required for any reason, the developer shall submit the proposed changes to the City Engineer **prior** to construction or implementation of the proposed changes. Approval of the City Engineer shall be required before any changes are constructed. Any changes or deviations from the approved proposed plans prior to the City Engineer's approval shall be in violation of these regulations and shall be subject to removal or correction at the expense of the developer.

Changes to the proposed subdivision construction plans that do not change the overall layout of the subdivision may be reviewed and approved by the City Engineer without the requirement of the proposed plat having to be resubmitted for approval by the City Planning Board. Any changes that do change the overall layout of the subdivision shall require the proposed plat to be resubmitted for approval by the City of Oxford.

SECTION 3-8 FINAL PLAT APPROVAL

A final plat shall be submitted to the City Engineer for approval of the proposed subdivision once one of the following criteria has been met:

- (A) When infrastructure construction is complete for a major subdivision and the following have been submitted;
 - (1) A final as-built set of plans
 - (2) Four copies of the approved Final Plat
 - (3) A letter from the health department certifying compliance of the subdivision with their regulations if applicable
- (B) An acceptable surety bond is provided and the following have been submitted
 - (1) A letter guaranteeing submittal of as-built plans
 - (2) Professional engineer construction certification
 - (3) A 2 year maintenance bond (See Section 7-3)
- (C) Immediately following approval of the proposed plat for minor subdivisions.

Final plat approval does not include the acceptance of roads. If the developer desires to have the roads accepted into the City road system by the City Council, he or she shall comply with the procedures for road acceptance set out in Appendix V. Developers of major subdivisions whose infrastructure has been constructed to be privately owned and maintained shall have their surety bond released following the signing of the final plat and completion of all construction.

Once the final plat has been signed and recorded pursuant to these regulations and Code of Alabama 1975, § 11-24-2(c), the developer may proceed with the actual sale, transfer, or lease of any lots, sites, etc. No building development shall take place until the final plat has been recorded in the office of the Judge of Probate pursuant to these regulations and Code of Alabama 1975, § 11-24-2(c).

ARTICLE IV

PLAT AND PLAN REQUIREMENTS

- 4-1 PROPOSED PLAT REQUIREMENTS
- 4-2 CONSTRUCTION PLAN REQUIREMENTS
- 4-3 FINAL PLAT REQUIREMENTS

SECTION 4-1 PROPOSED PLAT REQUIREMENTS

The Proposed Plat shall be prepared by a licensed land surveyor and shall be clearly and legibly drawn at a convenient scale of not less than one (1) inch equals one hundred (100) feet, and the sheets shall be numbered in sequence if more than one (1) sheet is used. The sheet size shall be of such size as is acceptable for filing in the Office of the Probate Judge. The Proposed Plat shall include the following:

- (1) Name and addresses of owners of record;
- (2) Proposed name of subdivision, date, north point, scale and location;
- (3) Name and seal of licensed land surveyor;
- (4) Vicinity map showing location of the subdivision;
- (5) Exact boundaries of the tract of land being subdivided, shown with bearings and distances;
- (6) Sufficient data to determine readily and reproduce on the ground the location, bearing, and length of every street line, lot line, boundary line, and block line, whether straight or curved, including the radius, central angle, point of tangency, tangent distance, and arcs and chords; the relation of the land so platted to the Government Survey of the appropriate County; and "Point of beginning" as referred to in the written description;
- (7) Names and addresses of the owners of land immediately adjoining the tract of land being subdivided, as the names appear on the plats in the County Tax Assessor or Revenue Commissioner's office;
- (8) Wooded areas, marshes, and any other conditions affecting the site;
- (9) The location of existing streets, buildings, water courses, railroads, transmission lines, drainage structures, public utilities, jurisdiction lines, and any public utility easements on and adjacent to the tract being subdivided;

- (10) The names and locations of adjoining subdivisions and streets, with reference to recorded plats by record name;
- (11) Proposed rights-of-way or easements including locations, widths, purposes, and street numbers;
- (12) Proposed lot lines with bearings and distances and lot and block numbers;
- (13) Proposed building setback lines;
- (14) Proposed parks, school sites, or other public open spaces, if any;
- (15) Size of required drains for each lot;
- (16) Site data, which includes:
 - a. Acreage in total tract;
 - b. Smallest lot size;
 - c. Total number of lots;
 - d. Linear feet in streets;
- (17) Any area within or adjacent to the proposed subdivision subject to inundation by the 100-year flood projections as defined by the City Flood Damage Prevention Ordinance;
- (18) The following endorsements and certificates shall be submitted with and placed on the Proposed Plat (see Appendix I for sample certificates):
 - a. Licensed Land Surveyor's Certificate and Description of Land Platted;
 - b. Licensed Engineer's Certificate of Engineering Design (Proposed Plat Statements);
 - c. Dedication by owner;
 - d. A notary's Acknowledgment of the Dedication Certificate referred to in "c";
 - e. A Certificate of Approval by the appropriate electric utility distributor;
 - f. A Certificate of Approval by the appropriate water and sewer utility;
 - g. A Certificate of Approval by the City Engineer of the City of Oxford;
 - h. Certificate of Approval by the City of Oxford Planning Board;
 - i. A Certificate of Approval by the appropriate County Health Department (if septic

tanks and/or wells are necessary).

SECTION 4-2 CONSTRUCTION PLAN REQUIREMENTS

At the time of submission of a Major Subdivision Proposed Plat, the applicant shall also submit Construction Plans for all required improvements as part of the Proposed Plat Application Assembly required under Section 3-3. All plans shall meet the minimum standards of design and general requirements for the construction of public improvements as set forth in these regulations. Construction Plans shall be drawn at a scale of not less than one (1) inch equals fifty (50) feet, and map sheets shall be of the same size as the Proposed Plat. Construction Plans shall be prepared by a licensed engineer. The following construction plans shall be included:

- (1) Street plan containing all of the following information:
 - a. Location of all proposed and existing streets or rights-of-way in or adjacent to the subdivision;
 - b. Width of existing and proposed rights-of-way and easements;
 - c. Road numbers/names;
 - d. Plan and profile of all proposed streets, showing natural and finished grades drawn to a scale of not less than one (1) inch equals one hundred (100) feet horizontal and one (1) inch equals ten (10) feet vertical;
 - e. Cross sections of proposed streets at a minimum of 50' stations or as required by the City Engineer;
 - f. Curve data for the centerline of each street: Delta, Tangent, and Radius;
 - g. Location of all required sidewalks and crosswalks;
 - h. Location of all proposed utilities and required utility easements.
 - i. Size and location of side drains required for each lot.
- (2) Storm Drainage Plan containing all of the following information:
 - a. Location of proposed drainage ways, streams, and ponds in the subdivision;
 - b. Topography at suitable contour intervals, as approved by the City Engineer, to show proposed drainage;
 - c. Location, size, and invert elevations of proposed drainage structures including culverts, bridges, pipes, drop inlets, and top elevations of head walls, etc., showing details on Drainage Plan, including conduit schedule;

- d. Construction details of typical manholes, connections, and other drainage structures proposed;
 - e. Area of land contributing run-off to each drainage structure along with run-off calculations and applicable coefficients depending on method used [i.e. Rational method: runoff coefficient (C), rainfall intensity (I), catchment area (A), and the discharge at the structure (Q)].
 - f. Location of easements and rights-of-way for drainage ways and maintenance access thereof;
 - g. Typical cross-sections of each drainage way;
 - h. Direction of water flow throughout subdivision and compatibility with existing drainage.
 - i. Locations and calculations of required detention ponds.
- (3) Sanitary Sewer Plan, if applicable, containing the location of all existing and proposed sewers, location of sewer laterals, location of each manhole and other sewage system appurtenances including lift stations, oxidation ponds, and treatment plants, and the plan and profile of the sewage system. Construction details of typical manholes, connections, and other proposed sewage structures should also be shown. Sewer mains shall not be constructed under roadways unless no other viable solution is possible.
 - (4) Water Distribution Plan containing the location and size of water distribution system including pipes, valves, fittings, hydrants, high-pressure pumping equipment, etc.
 - (5) Electric Distribution Plan containing the location of all poles or subsurface facilities as necessary to serve each lot or parcel of land within the subdivision.
 - (6) Gas Distribution Plan, if applicable, containing the location of all above ground and subsurface facilities as necessary to serve each lot or parcel of land in the subdivision.
 - (7) Copy of approved storm-water permit from Alabama Department of Environmental Management

SECTION 4-3 FINAL PLAT REQUIREMENTS

The final plat shall be identical to the proposed plat with the exception of the certificate detailed in Section 4-1-18(h) and Section 4-1-18(b) which is for proposed plat submission. This certificate shall be replaced with the appropriate certificate for final plat submission found in Appendix I.

ARTICLE V

DEVELOPMENT STANDARDS

- 5-1 MINIMUM STANDARDS
- 5-2 GENERAL REQUIREMENTS
- 5-3 ROAD OR STREET PLAN
- 5-4 DESIGN STANDARDS
- 5-5 BLOCKS
- 5-6 LOTS

SECTION 5-1 MINIMUM STANDARDS

In addition to the requirements established herein, the following minimum requirements are established for all subdivision plats:

- (1) All applicable statutory provisions;
- (2) The special requirements and rules of the Health Department and/or appropriate state agencies;
- (3) The rules and standards of the Alabama Department of Transportation if the subdivision or any lot contained therein abuts a state highway;
- (4) The rules and standards of the Alabama Department of Environmental Management (ADEM) and any other appropriate state or federal agencies;
- (5) The standards and regulations adopted by all boards, commissions, agencies, and officials of the City of Oxford;
- (6) The standards, specifications and rules of appropriate utility companies.
- (7) Requirements of the City of Oxford Flood Damage Prevention Ordinance

Plat approval may be withheld if the subdivision is not in conformity with the above guidelines or the policy and purpose of these regulations as established in Article I of these regulations.

SECTION 5-2 GENERAL REQUIREMENTS

5-2-1 CHARACTER OF THE LAND

Development of any land within the floodplain shall be governed by the City of Oxford Flood Damage Prevention Ordinance. This ordinance shall supplement these regulations to govern floodplain/ floodway issues.

5-2-2 SUBDIVISION NAME

The proposed name of the subdivision shall not duplicate, or too closely approximate phonetically, the name of any other subdivision in the area covered by these regulations. The City Planning Board shall have final authority to reject the name of the subdivision. Such rejection shall be made at the Proposed Plat Review stage.

5-2-3 WATERBODIES AND WATERCOURSES

If a tract being subdivided contains a water body, or portion thereof, lot lines shall be so drawn as to distribute the entire ownership of the water body among adjacent lots. The City Engineer may approve an alternative plan provided the ownership of and responsibility for safe maintenance of the water body is so placed that it will not become a City responsibility. No public roadways will be approved which provide access across dams nor will any part of a lake dam be allowed on the public road right-of-way, unless suitable safety measures are provided.

SECTION 5-3 ROAD OR STREET PLAN

The arrangement, character, extent, location, and grade of all roads shall be laid out according to good land planning principles and shall be integrated with all existing and planned roads. Consideration for the planning of new roads shall include topographical conditions, orientating to vistas, public convenience and safety, and the proposed uses of land to be served by them. All lots must have access to a city, county, or state road as defined in Section 2-1-1.

5-3-1 CONTINUATION OF ADJOINING ROAD SYSTEM

Proposed new roads shall extend existing roads or their projections at the same or greater width, but in no case less than the minimum required width, unless for reasons of topography or design, the City Engineer deems variations necessary.

5-3-2 MARGINAL ACCESS ROADS

Where, in the opinion of the City Engineer, development which abuts or has included within the proposed subdivided area any arterial, the City Engineer may require a marginal access road or other treatment which may be necessary to provide for the adequate protection of properties, and to afford separation of through and local traffic.

5-3-3 ADDITIONAL WIDTH ON EXISTING ROADS:

Subdivisions that adjoin existing streets with inadequate right-of-way shall dedicate additional right-of-way to meet the minimum street width requirements.

- (1) The entire right-of-way shall be provided where any part of the subdivision is on both sides of the existing street.
- (2) When the subdivision is located on only one side of an existing street, a minimum of one-half (1/2) of the required right-of-way, measured from the centerline of the existing street, shall be provided.

5-3-4 ROAD NAMES

Proposed roads, which are obviously in alignment with others existing, shall bear the assigned names of the existing roads. The City Council and/or the appropriate county 911 Board shall assign Road names.

5-3-5 VACATING A ROAD OR EASEMENT

Vacation of a road or easement shall be in accordance with the procedures set out in Code of Alabama 1975, § 23-4-1 et seq., if by the City, and Code of Alabama 1975, § 23-4-20 et seq., if by abutting land owners.

5-3-6 FRONTAGE ON IMPROVED ROADS

No subdivision shall be approved unless the area to be subdivided shall have frontage on, and access from:

- (1) an existing state, county or city road or
- (2) public road shown upon an approved plat recorded in the Appropriate County Probate Judge's office.

Any such street or highway must be suitably improved with the width and right-of-way required by these subdivision regulations or be secured by an improvement guarantee required under these subdivision regulations.

5-3-7 TOPOGRAPHY AND ARRANGEMENT

- (1) All proposed roads shall be properly integrated with the existing system of roads.
- (2) All arterials shall be properly related to special traffic generators such as industries, business districts, schools, churches, and shopping centers; to population densities, and to the pattern of existing and proposed land uses.
- (3) Minor roads as defined in Section 2-1-44 shall be laid out to conform as much as possible to the topography, to discourage use by through traffic, to permit efficient drainage and utility systems, and to require the minimum number of streets necessary to provide convenient and safe access to property.
- (4) The rigid rectangular gridiron street pattern need not necessarily be adhered to, and the use of curvilinear streets, cul-de-sacs, or U-shaped roads shall be encouraged where such use will result in a more desirable layout.
- (5) Proposed roads shall be extended to the boundary lines of the tract to be subdivided, unless prevented by topography or other physical conditions, or unless in the opinion of the City Engineer, such extension is not necessary or desirable for the coordination of the layout of the subdivision or with the existing layout of the most advantageous future development of adjacent tracts.
- (6) In business and industrial developments, the roads and other access ways shall be planned in connection with the grouping of buildings, location of rail and port facilities, and the provision of alleys, truck loading and maneuvering area, and walks and parking areas so as to minimize conflict of movement among the various types of traffic, including pedestrian.

5-3-8 ACCESS TO ARTERIALS

Where a subdivision borders on or contains an existing or proposed arterial, the City may require that access to such arterial be limited by one of the following means:

- (1) The subdivision of lots so as to back onto the arterial and front onto a parallel minor road; with no access to be provided from the arterial, and screening to be provided in a strip of land along the rear property line of such lots;
- (2) A series of cul-de-sacs, U-shaped streets, or short loops entered from and designed generally at right angles to such a parallel street, with the rear lines of their terminal lots backing onto the arterial;
- (3) A marginal access or service road (separated from the arterial by a planting or grass strip and having access thereto at suitable points).

5-3-9 EXCESS RIGHT-OF-WAY OR EASEMENTS

Right-of-way or easement widths in excess of the standards designated in these regulations shall be required whenever, due to topography, additional width is necessary to provide adequate earth slopes. Such slopes shall not be in excess of three horizontal to one vertical.

5-3-10 RAILROADS, ARTERIALS, AND MAJOR THOROUGHFARES

Railroad rights-of-way, arterials, and expressways where so located as to affect the subdivision of adjoining lands shall be treated as follows:

- (1) In residential districts, a buffer strip at least 25 feet in depth in addition to the normal depth of the lot required in the district shall be provided adjacent to the railroad right-of-way, arterial, or expressway. This strip shall be part of the platted lots and shall be designated on the plat with the statement, "This strip is reserved for screening. The placement of structures hereon is prohibited";
- (2) In areas proposed for business, commercial, or industrial uses, the nearest road extending parallel or approximately parallel to the railroad shall, wherever practical, be at a sufficient distance therefrom to ensure suitable depth for commercial or industrial sites;
- (3) Roads parallel to the railroad when intersecting a road that crosses the railroad at grade shall, to the extent practical, be at a distance of at least 150 feet from the railroad right-of-way. Such distance shall be determined with due consideration of the minimum distance required for future separation of grades by means of appropriate approach gradients.

5-3-11 CUL-DE-SACS

Dead end roads shall be provided with a turnaround having a roadway diameter of at least eighty (80) feet and a right-of-way diameter of at least one hundred (100) feet. Temporary Cul-de-Sacs shall be constructed under same regulations as streets.

5-3-12 INTERSECTIONS

Road intersections shall be laid out as follows:

- (1) Adequate sight distance shall be provided at all intersections. For Average Daily Traffic (ADT) less than 2500, the Alabama Department of Transportation's (hereinafter "ALDOT") "County Road Design Policy" shall be used. [Example: A 35 mph design speed for the through road would translate into 355 feet of required sight distance.] For roads with ADT over 2500, the American Association of State Highway and Transportation Officials (AASHTO) "A Policy on Geometric Design of Highways and

Streets” shall be used. [Example: A 35 mph design speed for the through road would need 400 feet of required sight distance.]

- (2) Roads shall be laid out so as to intersect as nearly as possible at right angles. A proposed intersection of two (2) new roads at an angle of less than seventy-five (75) degrees shall not be acceptable. An oblique road should be curved approaching an intersection and should be approximately at right angles for at least one hundred (100) feet therefrom. Not more than two (2) roads shall intersect at any one point unless specifically approved by the City Planning Board;
- (3) Proposed new intersections along one side of an existing road shall, wherever practical, coincide with any existing intersections on the opposite side of such street. Road jogs with centerline offsets of less than 125 feet shall not be permitted except where the intersected road has separated dual drives without median breaks at either intersection. Where minor roads intersect collector or arterials, their alignment shall be continuous. Intersections of arterials shall be at least eight hundred (800) feet apart. Where a road intersects a state highway, the design standards of the Alabama Department of Transportation shall apply;
- (4) Minimum curb radius at the intersection of two (2) minor roads shall be at least twenty (20) feet; and minimum curb radius at an intersection involving a collector road shall be at least twenty-five (25) feet;
- (5) Intersections shall be designed with a flat grade wherever practical. In hilly or rolling areas, at the approach to an intersection, a leveling area shall be provided having not greater than a five percent (5%) grade at a distance of twenty (20) feet, measured from the nearest edge line of pavement of the intersecting road;
- (6) The cross-slopes on all roads, including intersections, shall be five percent (5%) or less;
- (7) Property lines at road intersections shall be rounded with a minimum radius of twenty (20) feet.
- (8) Where any road intersection will involve earth banks or existing vegetation inside any lot corner that would create a traffic hazard by limiting visibility, the applicant shall cut such ground and/or vegetation (including trees) in connection with the grading of the public right-of-way to the extent deemed necessary to provide an adequate sight distance.

SECTION 5-4 DESIGN STANDARDS

Regardless of whether or not the developer intends to seek City acceptance of roads in the subdivision, the following design standards shall be considered minimum decision requirements for

all subdivisions. It is the responsibility of the developer to communicate and schedule with the City Engineer prior to initiating any and all steps of the road building process. In addition to other penalties prescribed by law and by these regulations, any road construction performed without the knowledge and inspection of the City Engineer will not be considered for acceptance by the City. Refer to Section 5-4-4(1) for notification of work requirements and Section 1-1 regarding acceptance of roads and streets for City maintenance.

If the City establishes separate requirements for non-residential subdivisions, they shall be such as the City Engineer deems appropriate, but shall in no event be less than the requirements of residential subdivisions, unless the developer is granted a variance under the procedures set out in Article XIII.

5-4-1 RIGHT-OF-WAY WIDTHS

<u>Street Type</u>	<u>Right-of-Way Widths</u>
Freeway	220 Feet
Arterial Street	120 Feet
Collector Street	60 Feet
Minor Street & Cul-de-Sac	60 Feet
Alleys	30 Feet
Marginal Access Roads	Included in Arterial ROW

Additional Width on Existing Roads

Subdivisions that adjoin existing roads shall dedicate additional right-of-way to meet the above minimum road ROW width requirements.

- The entire ROW shall be provided where any part of the subdivision is on both sides of the existing road.
- When the subdivision is located on only one side of an existing road, one-half (1/2) of the required ROW, measured from the center line of the existing roadway, shall be provided.

5-4-2 PAVEMENT & ROADBED WIDTHS

<u>Street Type</u>	<u>Minimum Pavement Width</u>
Freeway	as required
Arterial Street	as required
Collector Street	as required
Minor Street & Cul-de-Sac	24 Feet
Alleys	20 Feet

<u>Street Type</u>	<u>Minimum Roadbed Width</u>
Freeway	as required
Arterial Street	as required
Collector Street	as required

Minor Street & Cul-de-Sac
Alleys

24 Feet
20 Feet

All roads shall have a minimum pavement width of 22 feet with a minimum shoulder width of 4 feet. For standard sections, a minimum front slope shall not be steeper than 4:1 and back slopes shall not be steeper than 3:1. [See Typical Section]

5-4-3 GEOMETRIC DESIGN

(1) TYPICAL SECTIONS

Curb and Gutter Section- See Appendix VI

(2) ROADS WITH LESS THAN 2500 ADT

All streets shall be designed to conform to the Alabama Department of Transportation "County Road Design Policy, Design Criteria for New and Reconstructed Roadways and Bridges with less than 2,500 ADT".

(3) ROADS WITH GREATER THAN OR EQUAL TO 2500 ADT

All streets shall be designed to conform to AASHTO's "A Policy on Geometric Design of Highways and Streets".

(4) The maximum grade on all roads shall not exceed 15% slope.

Any specifications for geometric design not covered by these regulations shall be governed by the applicable publication listed above.

5-4-4 ROAD CONSTRUCTION REQUIREMENTS

Construction of all roads shall meet the following minimum requirements and conform to the Alabama Department of Transportation's "Standard Specifications for Highway Construction". Best Management Practices for erosion control shall be used throughout construction and development. The developer shall be responsible for all erosion control in accordance with ADEM regulations and for securing any required permits by ADEM.

- (1) Notification of Work: It shall be the duty and responsibility of the developer or contractor to give written notice to the City Engineer or his authorized agent, one working day prior to starting any phase of road construction. The developer or contractor shall notify the City Engineer or his authorized agent in writing the day work is resumed after a delay of more than five (5) working days. 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.**

- (2) Testing: The City Engineer shall determine which tests shall be scheduled and performed and shall notify the developer. The City may require the following tests: Standard tests may include but are not limited to: standard density, proof rolling, concrete air percentage and slump, other tests as directed by the City engineer.
- (3) All testing shall be charged/billed to the developer and shall be conducted by an independent testing laboratory approved by the City Engineer. Copies of all test reports are to be provided to the City Engineer before additional construction occurs.
- (4) Clearing and Grubbing: All roads shall be graded to their full right-of-way width. All areas shall be cleared of all vegetation, trees, stumps, large rocks and other objectionable or unsuitable material prior to grading or filling unless otherwise approved, in writing, by the City Engineer;
- (5) Slope Paving: Slope paving shall be required in ditches over 10% grade or as determined necessary by the City Engineer. Other alternatives must be approved by the City Engineer;
- (6) Embankment Sections: The City Engineer will have the right to approve all borrow sources; however this does not relieve the developer from full responsibility for the quality of material used. Roadway fill or embankment of earth material shall be placed in uniform layers, full width, and not exceeding eight inch thickness (loose measurement). Each layer shall be compacted so that a uniform specified density is obtained. Compaction tests shall be run at the frequency and location as directed by the City Engineer. Additional layers of fill shall not be added until directed by the City Engineer. For other than fill sections of earth material refer to Section 210 and Section 306 of the "Alabama Department of Transportation Standard Specifications for Highway Construction";
- (7) Subgrade: The subgrade shall be compacted and properly shaped prior to the placing of base materials. The top six (6) inches of the roadbed shall be modified, with the work being performed under Section 230 Roadbed Processing, of the "Alabama Department of Transportation Standard Specifications for Highway Construction". It shall be full width of regular section and extend two (2) feet outside of curb and gutter. Both sections are thirty (30) feet in width. The embankment or subgrade may be inspected by proof rolling, under the supervision of the City Engineer or his/her designee, with a fully loaded tandem axle dump truck to check for soft or yielding areas. Any unsuitable materials shall be removed and replaced with a suitable material compacted to density requirements in accordance with Section 5-4-4(6) of these regulations. Suitable material shall be determined by the City Engineer.
- (8) Base: Base course shall meet the requirements for crushed aggregate as set forth in

section 301 of the Alabama Department of Transportation Standard Specifications for Highway Construction. Base course shall have a minimum thickness of six (6) inches compacted thickness, full width of regular section and shall extend two (2) feet outside of curb sections. Both sections are thirty (30) feet in width. The density requirements for compaction shall be in accordance with Section 306 of the Alabama Department of Transportation Standard Specifications for Highway Construction.

- (9) Roadbed Width: The minimum roadbed width shall be thirty (30) feet for all sections.
- (10) Roadway Pavement: All roads and/or streets shall be paved and comply with the following:
 - a. The minimum pavement width shall be not less than twenty (24) feet on standard sections and twenty-two (22) feet for curb and gutter sections [See Section 5-4-2]. Type of curb and gutter to be used shall be approved by the City Engineer.
 - b. A bituminous pavement shall be constructed on a suitable base as approved by the City Engineer. Minimum requirements shall be two hundred pounds per square yard (200 LBS/ SY) of Bituminous Concrete Plant Mix, Binder layer type 424 and 135 pounds per square yard (135 LBS/SY) of Bituminous Concrete Plant Mix, Wearing Surface type 424. The mix shall be approved by the City Engineer and be covered in the latest memorandum recommendation from the office of the ALDOT County Transportation Engineer or as specified by the ALDOT Standard Specifications for Highway Construction, latest edition. The placement of this minimum required bituminous pavement does not relieve the developer of meeting the current policy for acceptance of roads and streets by the City of Oxford. As covered in Section 1-1, the current policy is available from the office of the City Building Department or the City Engineer.
- (11) Storm Drainage: An adequate storm drainage system based on a minimum twenty-five (25) year design storm including curb and gutter, pipes, culverts, headwalls, and ditches shall be provided for the drainage of surface water. All cross drains shall have sufficient length for required typical section and shall be installed according to ALDOT specifications. Minimum diameter of cross drain pipes shall be fifteen (15) inches. Cross drains shall be concrete pipe and shall meet or exceed the current ALDOT specifications. All other pipes shall be concrete unless approved by City Engineer. All pipes must meet or exceed ALDOT specifications. Curb and gutter sections shall be constructed as shown on typical section. No curb-only sections or valley curbs will be permitted. All curb and gutter sections must conform to ALDOT specifications.

In a subdivision with streets or roads designed on a ditch cross section, developers or owners will not be able to install side drain pipes in the ditch section except to provide a driveway access to each lot. Driveway side drains shall be a minimum of 15 inches in diameter, twenty-four (24) feet long and a maximum of thirty-two (32) feet long. No

more than two (2) drive side drains will be allowed per lot. Where a lot has two (2) drive side drains, they must be separated by at least thirty (30) feet.

- (12) Installation of Utilities: After grading is completed and approved by the City Engineer and before any roadbed processing of the subgrade is performed all of the underground utilities within the roadway prism shall be installed completely and approved by the City Engineer throughout the length of the street and across the section. Once pavement is placed, it shall not be open cut except with written permission of the City Engineer. Any utility desiring to cross the road shall go over the road or dry bore under the road. No Water or Sewer mains shall be placed under the roadway. Backfill placed in utility trenches shall be as covered in Section 5-4-4 (6) of these regulations. Temporary easements for utility installation are covered in Section 4-2-1 (h). Easements for utilities shall be a minimum of at least twenty (20) feet wide. The developer is encouraged, but not required, to place all utilities underground. All utility facilities existing and proposed throughout the subdivision shall be shown on the Proposed Plat. Proper coordination shall be established between the applicant and the applicable utility companies for the establishment of utility easements.
- (13) Signage of Subdivision: Proper signage in accordance with the "Manual of Uniform Traffic Control Devices" (MUTCD) shall be required and maintained in all subdivisions. The Developer will be responsible for the placement and maintenance of proper signage of new streets or roads until and unless the road is accepted into the City road system. A signage plan shall be submitted to the City Engineer for approval prior to the installation of any street signs. Regulatory and Warning Signs shall be in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).
- Additionally, the developer or owner of the subdivision is required to install a sign of reasonable size at the entrance of the subdivision stating "PRIVATE ROAD" and it is the responsibility of the developer or owners of the subdivision to maintain this sign until and unless the road is accepted by the City. It is also required that the plat and deeds have a statement printed on them stating that the streets are private in such a development.
- (14) Topsoil and Grassing: When all construction is completed, all slopes and shoulders shall be covered with a sufficient amount of topsoil and shall have a stand of permanent grass to prevent undue erosion, either by sprigging or seeding.
- (15) Widening and Realignment of Existing Roads: Where a subdivision borders an existing road with a right-of-way less than that specified in these regulations, the applicant shall be required to dedicate such additional areas for widening or realignment of such roads. The applicant shall dedicate existing substandard roads to the full width as required by these subdivision regulations.
- (16) Drainage Easements: Where a subdivision is traversed by a watercourse, drainage way, channel, or stream, there shall be provided a storm water easement or drainage

right-of-way conforming substantially to the lines of such watercourse, and of such width and construction as will be adequate for the purpose.

- (a) Where topography or other conditions are such as to make impractical the inclusion of drainage facilities are such as to make impractical the inclusion of drainage facilities within road rights-of-way, perpetual unobstructed easements at least twenty (20) feet in width for such drainage facilities shall be provided across property outside the road lines and with satisfactory access to the road. Easements shall be indicated on the plat. Drainage easements shall be carried from the road to a natural watercourse or to other drainage facilities.
- (b) When a proposed drainage system will carry water across private land outside the subdivision appropriate drainage rights must be secured by the applicant and indicated on the plat. Copies of these drainage easements shall be submitted with the preliminary plans.
- (c) The applicant shall dedicate, either in fee or by drainage or conservation easement, land on both sides of existing watercourses, to a distance determined by the City Engineer.
- (d) Low-lying lands along watercourses subject to flooding or overflowing during storm periods, whether or not included in areas for dedication, shall be preserved and retained as drainage ways.

SECTION 5-5 BLOCKS

- (1) Blocks shall have sufficient width to provide for two (2) tiers of lots of appropriate depths. Exceptions to this prescribed block width shall be permitted in blocks adjacent to expressways, arterials, railroads, or waterways where single-tier lots are required to separate residential development from through vehicular traffic or non-residential uses;
- (2) Blocks shall not exceed one thousand (1000) feet nor be less than five hundred (500) feet in length except as approved by the City Engineer or City Planning Board as a variance;
- (3) In long blocks, the City Engineer may require the reservation of an easement through the block to accommodate utilities, drainage facilities, or pedestrian traffic.
- (4) Pedestrian ways or crosswalks, not less than ten (10) feet wide, may be required by the City Engineer through the center of blocks more than eight hundred (800) feet long where deemed essential to provide circulation or access to schools, playgrounds, shopping centers, transportation, or other community facilities.

- (5) The developer may be required to institute a traffic-calming device as deemed necessary by the City Engineer.
- (6) Blocks designed for industrial uses shall be of such length and width as may be determined suitable by the City Engineer for prospective use.

SECTION 5-6. LOTS

Residential lots shall comply with the following requirements:

- (1) The minimum lot size where public water and/ or sewer are not provided shall be determined by the regulations of the Health Department.
- (2) The subdivision plat shall provide each lot with satisfactory access as defined in Section 2-1-1;
- (3) Where land is subdivided into larger parcels than ordinary building lots, such parcels shall be arranged so as to allow for the opening of future roads and logical further resubdivision;
- (4) Depth and width of properties reserved for commercial and industrial purposes shall be adequate to provide for off-road parking and loading for the use contemplated;
- (5) Double frontage lots shall be avoided, except where essential to provide separation of residential development from traffic arteries, or to overcome specific disadvantages to topography and orientation;
- (6) Each lot in a subdivision shall contain a flood-free building site as defined in the City's Flood Damage Prevention Ordinance (See Appendix 7).

ARTICLE VI

INSTALLATION OF PERMANENT REFERENCE POINTS

6-1 PERMANENT REFERENCE POINTS

SECTION 6-1 PERMANENT REFERENCE POINTS

Prior to the signing of the Final Plat, permanent reference points shall have been placed in accordance with the following requirements and the Minimum Technical Standards for Land Surveying in the State of Alabama:

6-1-1 SUBDIVISION CORNER TIE

At least one corner of the subdivision shall be designated by course and distance (tie) from an accepted corner of the Government Survey of Calhoun County. The subdivision corner shall be marked with a monument and shall appear on the map with a description of bearings and distances from the Government Survey corner.

6-1-2 PROPERTY MONUMENTS

All exterior corners of the subdivision, all right-of-way- lines at the point of curvature (PC) and point of tangency (PT), and all lot corners shall be marked with an iron pin not less than one-half (1/2") inch diameter or in width, and eighteen (18) inches long, and driven so as to be flush with the finished grade. The top of the marker shall have the identifying cap of the surveyor or licensed engineer, as specified in the Minimum Technical Standards for Land Surveying in the State of Alabama.

ARTICLE VII

GUARANTEE OF CONSTRUCTION

- 7-1 SURETY
- 7-2 CONSTRUCTION, INSPECTION AND CERTIFICATION
- 7-3 RELEASE OF GUARANTEE

SECTION 7-1 SURETY

The developer or subdivider shall be responsible for all required infrastructure construction related to the subdivision. The developer shall be required to complete the full installation of all required infrastructure prior to the signing of the Final Plat or provide financial guarantee of performance under conditions set out in these regulations prior to approval of the Proposed Plat.

The guarantee of performance by the subdivider shall be a surety in a form approved by the City Engineer and in the amount detailed in Section 3-6 of these regulations. If within twenty-four (24) months after filing said surety, the subdivider has not completed all necessary construction or if, in the opinion of the City Engineer, said construction has not been satisfactorily installed, the City may take such steps as may be necessary to require performance under the bond.

SECTION 7-2 CONSTRUCTION, INSPECTION AND CERTIFICATION

The City Engineer or his designee shall monitor and periodically inspect for defects in the construction of the required improvements. The developer shall pay to the City the inspection fee as set out in Section 1-3 and authorized by Code of Alabama 1975, § 11-24-3, and the City Engineer shall not sign the final plat unless such fees have been paid at the time of application for final plat approval. If the City Engineer finds upon inspection that any of the required improvements have not been constructed in accordance with the City's adopted construction standards and specifications, the developer shall be responsible for correcting any deficiencies prior to final plat approval. Wherever the cost of improvements is covered by a surety, the developer and the Surety Company shall be severally and jointly liable for completing or paying the cost of the improvements according to specifications.

Upon completion of the improvements, the applicant shall file with the City Engineer a statement stipulating the following:

- (1) That all required infrastructure construction is complete
- (2) That these improvements are in compliance with the minimum standards specified by the City and the City Engineer for their construction;

- (3) That the developer knows of no defects in these improvements; and
- (4) That these improvements are free and clear of any encumbrances or liens.

SECTION 7-3 MAINTENANCE OF IMPROVEMENTS

Upon satisfactory completion of all improvements and approval by the City Engineer, the applicant shall be required to file a maintenance surety with the City in an amount equal to one hundred fifty (150) percent of the estimated cost for installation of the wearing surface. Said maintenance surety shall be in a form satisfactory to the City Attorney. The maintenance surety will guarantee the City that all improvements have been installed and will remain in satisfactory condition for a period of twenty-four (24) months after the date of their approval by the City Council and dedication of the same to the City.

It will be the responsibility of the developer to maintain all improvements during this twenty-four month period. The City Engineer will then inspect all improvements to ensure that they are in satisfactory condition. If any deficiency is noted during this inspection, the developer will be notified in writing and will be given sufficient time to repair the defective improvement. In the event that the developer does not make the necessary repairs the City shall utilize the surety to repair or complete the improvements.

SECTION 7-4 REDUCTION OF GUARANTEE

In those cases where an improvement guarantee has been made under Section 7-1 of these regulations, the amount of the surety may be reduced upon actual dedication of public improvements and then only to the ration that the public improvement dedicated bears to the total public improvements for the plat. In no event shall a surety be reduced below one hundred fifty (150) percent of the estimated cost for installation of the wearing surface.

SECTION 7-3 RELEASE OF GUARANTEE

Upon satisfactory completion of all improvements and approval by the City Engineer, the City Council shall authorize the release of the improvement surety bond.

ARTICLE VIII

VARIANCES

8-1 GENERAL

8-2 CONDITIONS

SECTION 8-1 GENERAL

A variance may be granted in circumstances where the developer demonstrates that extraordinary hardships or practical difficulties, such as commercial development, may result from strict compliance with these regulations. The initial application for variance shall be made to the City engineer as part of the application for proposed plat approval. The City Engineer shall review the application and the circumstances, and make a recommendation in writing to the City Of Oxford, with a copy provided to the developer, as to whether or not the variance should be granted. The engineer's report shall set out in detail the basis for the recommendation.

If the City Engineer recommends that the variance be granted, he or she may recommend that it be conditioned upon the developer complying with special requirements as set out in the variance approval. Where the City engineer has recommended granting the variance, the City planning board shall vote on the request along with proposed plat approval.

If the City Engineer recommends that the request for variance be denied, the developer may appeal that recommendation to the City planning board, which shall consider the issue at the next regularly scheduled City planning board meeting following notice of the recommendation. The City engineer or his or her designee shall be present at the City planning board meeting and shall present his or her reasons for recommending that the variance not be granted. The developer shall also be given an opportunity to be heard. A decision to grant the variance shall be made by recorded vote and shall require a majority of the membership of the City planning board.

In determining whether to grant the variance, the City engineer and the City Planning board shall make findings based upon the evidence presented to it in each specific case that:

- (a) The granting of the variance will not be detrimental to the public safety, health, or welfare or injurious to other property;
- (b) The conditions for which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property;
- (c) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner, as distinguished from a mere inconvenience, would result if the strict letter of these regulations are

carried out;

- (d) The variance will not in any manner vary the provisions of other adopted policies and regulations of the City of Oxford.

SECTION 8-2 CONDITIONS

In approving variances, the City Planning board may require such conditions as will, in its judgment, secure substantially the objectives, standards or requirements of these regulations.

The City Planning Board shall not grant any variance within the floodway unless the developer submits a study prepared by a registered professional engineer certifying that no increase in the 100-year flood level would result from the proposed development.

ARTICLE IX

CONFLICT WITH PUBLIC AND PRIVATE PROVISIONS

9-1 PUBLIC PROVISIONS

9-2 PRIVATE PROVISIONS

SECTION 9-1 PUBLIC PROVISIONS

These regulations are not intended to interfere with, abrogate, or annul any other ordinance, rule, regulation, statute, or other provision of law. Where any provision of these regulations imposes restrictions different from those imposed by any other ordinance, rule, regulation, or other provision of law, the provisions of which are more restrictive or impose higher standards shall control.

SECTION 9-2 PRIVATE PROVISIONS

These regulations are not intended to abrogate any easement, covenant or any other private agreement or restriction; provided, however, that where the provision of these regulations are more restrictive or impose higher standards or regulations than such easement, covenant, or other private agreement or restriction, the requirements of these regulations shall govern. To the extent that any easement, covenant, or private agreement is not inconsistent with these regulations or any determinations made by the City Planning Board in approving a subdivision or in enforcing these regulations, such private provisions shall be operative and supplemental to these regulations; provided, however, that neither the City of Oxford nor the City Engineer shall be responsible for enforcing, regulating, or ensuring compliance with any such easement, covenant, or other private agreement or restriction.

ARTICLE X

LEGAL PROVISIONS

- 10-1 SEVERABILITY
- 10-2 SAVINGS PROVISION
- 10-3 INCORPORATION BY REFERENCE
- 10-4 AMENDMENT PROCEDURE FOR CITY OF OXFORD

SECTION 10-1 SEVERABILITY

If any part or provision of these regulations is adjudged invalid by any court of competent jurisdiction, such judgment shall be confined to its terms and shall not affect or impair the validity of the remainder of these regulations or their application to other persons or circumstances.

SECTION 10-2 SAVINGS PROVISION

Except as expressly provided in these regulations, these regulations shall have prospective application only and shall not be construed as abating, modifying, or altering any action, including any penalty, pending under any subdivision regulations in existence on the effective date of these regulations. These regulations shall not affect the rights or liability of any person, firm, or corporation, nor operate as a waiver of any right of the City under any section or provision existing at the time of adoption of these regulations. Notwithstanding the foregoing, any application for plat approval made after the City Of Oxford's adoption of these regulations which is pending on the effective date of these regulations shall be reviewed, approved, or disapproved in accordance with these regulations, provided that the owner or developer was given written notice at the time of application that these regulations would be utilized in the approval of the subdivision's design and development.

SECTION 10-3 INCORPORATION BY REFERENCE

Code of Alabama 1975, § 11-24-1 et seq., Code of Alabama 1975, § 11-52-30, and Code of Alabama 1975, § 40-12-10 are attached hereto as Appendix IV, and are hereby specifically incorporated by reference and made a part of these regulations.

SECTION 10-4 AMENDMENT PROCEDURE FOR THE CITY OF OXFORD

The City of Oxford may adopt amendments to these regulations at a regularly scheduled meeting of the City Council. In addition, the amendments shall not take effect for thirty (30) days after the action of the City Council. Amendments adopted by the City Council shall not apply to any plat submitted prior to the date that the amendments take effect.

APPENDIX I
SAMPLE CERTIFICATES

Example A

(Proposed Plat)

CERTIFICATE OF ENGINEERING DESIGN BY A PROFESSIONAL ENGINEER

I, _____, a professional engineer licensed in the State of Alabama, License Number _____, do hereby certify that the streets and drainage system for _____ Subdivision have been designed under my supervision.

I further certify that the drainage system has been designed to meet the _____ year storm criteria. This design will ensure that all drainage waters occurring during a storm of less than _____ year storm magnitude will flow within the rights-of-way or drainage easements indicated as such on the official plat for this subdivision.

I further certify that the streets are designed for a design speed of _____ to meet applicable design criteria for safety, geometry, profile, and typical sections according to the Alabama Department of Transportation's "County Road Design Policy."**

NAME _____

P.E.# _____

TITLE _____

FIRM _____

DATE _____

** Refer to Section 5-4-3 for correct design criteria depending on ADT.

Example B

(Final Plat)

SURVEYOR'S CERTIFICATE AND DESCRIPTION OF LAND PLATTED

STATE OF ALABAMA
COUNTY OF _____

I, (name of surveyor), a Licensed Professional Land Surveyor in the State of Alabama, for (Survey Company) state that this is a plat of an actual field survey of lots through _____, inclusive of (Name of Subdivision), more particularly described as follows:

DESCRIPTION
(Out boundary Description)

I further state that this survey and plat meets the Minimum Technical Standards as set forth by the Alabama State Board of Licensure for Professional Engineers and Land Surveyors in Rule 330-X-14-.05 (G) on March 31, 1990 (or most current revised rule) to the best of my knowledge, information and belief.

This the _____ day of _____, 20____.

____(Signature of Surveyor)_____

____(Typed Name of Surveyor) _____

Alabama License # _____

Note: One of the following notary's acknowledgments must appear for each Surveyor's Certificate (see example E-1 and E-2). Surveyor's name should be used in the Acknowledgement.

Example C

(Final Plat)

ENGINEER'S CERTIFICATE OF ENGINEERING DESIGN AND CONSTRUCTION

I, _____, a professional engineer licensed in the State of Alabama, License Number _____, do hereby certify that the streets and drainage system for _____ Subdivision have been designed and constructed under my supervision in accordance with the construction plans submitted to the City Engineer.

I further certify that the drainage system has been designed and constructed to meet the _____ year storm criteria. This design will ensure that all drainage waters occurring during a storm of less than _____ year storm magnitude will flow within the rights-of-way or drainage easements indicated as such on the official plat for this subdivision.

I further certify that the streets are designed and constructed for a design speed of _____ to meet applicable design criteria for safety, geometry, profile, and typical sections according to the Alabama Department of Transportation's "County Road Design Policy." **

I further certify that I have checked all test reports and that all base material, concrete, and asphalt have been installed in accordance with the typical sections, profiles and plan details and meet minimum requirements as set out in the most current edition of the State of Alabama Department of Transportation's Standard Specifications for Highway Construction.

I further certify that all Federal and State permits required for construction of the subdivision were obtained and complied by during construction.

NAME _____

P.E.# _____

TITLE _____

FIRM _____

DATE _____

** Refer to Section 5-4-3 for correct design criteria depending on ADT.

Example D

(Final Plat)
DEDICATION

I, _____, the owner(s) of said lands surveyed by _____, do hereby certify that title was and is vested in said owner(s) and join in the foregoing statement made by said _____, and as stated in Code of Alabama 1975, § 35-2-50 et seq., do hereby certify that it was and is my (our) intention to divide said lands into lots as shown by said plat and do hereby dedicate, grant, and convey for public use the streets, alleys and public grounds as shown on said plat.

Signed and sealed in the presence of:

Property Owner

Note: One of the following notary's acknowledgments must appear for each Dedication Certificate (see example E-1 and E-2). Owner's name should be used in Acknowledgement.

In cases where a subdivision is to remain private, the above dedication (Example D) shall state that the "streets, alleys, and public grounds shall remain private grounds as shown on said plat."

Example of (E-1)

ACKNOWLEDGMENT

STATE OF ALABAMA)
COUNTY OF _____)

I, _____, Notary Public in and for said County, in said State, hereby certify that (corporate officer's name), whose name as (title) of the (corporation name), is signed to the foregoing instrument, and who is known to me, acknowledged before me on this day that, being informed of the content of the instrument, he/she as such officer and with full authority, executed the same voluntarily for and as the act of said corporation.

GIVEN under my hand and official seal this _____ day of _____, 20____.

NOTARY PUBLIC

Example of (E-2)

ACKNOWLEDGMENT

STATE OF ALABAMA)
COUNTY OF _____)

I, _____, Notary Public in and for said County, in said State, hereby certify that (owner's or surveyor's name), whose name is signed to the foregoing instrument, and who is known to me, acknowledged before me on this day that, being informed of the content of the instrument, executed the same voluntarily.

GIVEN under my hand and official seal this _____ day of _____, 20____.

NOTARY PUBLIC

Example F

(Final Plat)

CERTIFICATE OF APPROVAL BY THE (insert name of electric utility)

The undersigned, as authorized by the (name of electric utility) hereby approved the within plat for the recording of same in the Probate Office of _____ County, Alabama, this _____ day of _____, 20____.

(Electric utility authorized signature)

Example G

(Final Plat)

**CERTIFICATE OF APPROVAL BY THE
(insert name of water and sewer, if available, utility)**

The undersigned, as authorized by the (name of water and sewer utility) hereby approved the within plat for the recording of the same in the Probate Office of _____ County, Alabama, this the _____ day of _____, 20____.

(water and sewer utility authorized signature)

Example H

(Final Plat)

CERTIFICATE OF APPROVAL BY THE CITY ENGINEER

The undersigned, as City Engineer of the City of _____, Alabama, hereby certifies approval of this plat for the recording of same in the Probate Office of _____ County, Alabama, this _____ day of _____, 20____.

City Engineer
City of _____, Alabama

Example I

(Final Plat)

**CERTIFICATE OF APPROVAL BY THE _____ COUNTY HEALTH
DEPARTMENT**

The undersigned, as authorized by the _____ County Health Department, Alabama, hereby certifies this subdivision meets the approval of the _____ County Health Department subject to certain conditions of approval and/or lot deletions on file with the said health department, which conditions are made a part of this approval as if set out hereon. I hereby approve the within plat for the recording of same in the Probate Office of _____ County, Alabama, this _____ day of _____, 20____.

Health Officer

Example J

Certificate of Guarantee by Developer

I, _____ do hereby guarantee that the following requested items will be submitted to the City of Oxford Engineering Department upon completion of construction of all infrastructure of _____ subdivision:

- 1) A final As-built set of plans
- 2) A signed certification of construction by a Professional Engineer (See Appendix I of Regulations)
- 3) A 1 year maintenance surety bond (See Section 7-3 of regulations)

Signed: _____
(Owner/Developer)

Date: _____

Signed: _____
(Authorized City Representative)

Date: _____

STATE OF ALABAMA)
)
CALHOUN COUNTY)

I _____, Notary Public in and for said State and County, hereby certify that _____, whose name is signed to the foregoing instrument, and who is known to me, acknowledged before me on this day that, being informed of the content of the instrument, executed the same voluntarily.

Given under my hand and official seal on this the _____ day of _____, 20____.

_____(NOTARIAL SEAL) Notary Public

My Commission expires: _____

APPENDIX II
SUBDIVISION FLOWCHART
SAMPLE FORMS

APPLICATION FOR PROPOSED PLAT REVIEW

DATE: _____

1. Name of Subdivision _____

2. Name of Applicant _____ Phone _____

Address _____

3. Owner of Record _____

Address _____

4. Engineer _____ Phone _____

Address _____

5. Land Surveyor _____ Phone _____

Address _____

6. Attorney _____ Phone _____

Address _____

7. Subdivision Location: _____

8. Total Acreage _____ Number of Lots _____

9. Has this plan been before the Planning Board in the past? _____ If yes, have any changes been made since this plans was last before the Planning Board? _____

If so, describe the changes _____

10. List all adjacent property owner(s) name and addresses.

1. _____

2. _____

3. _____

4. _____

5. _____

6. _____

11. Attach four (4) copies of proposed plat.

12. Attach two (2) copies of construction plans.

APPENDIX III
AMENDMENTS

APPENDIX IV

APPLICABLE STATE LAWS

APPENDIX V

ACCEPTANCE OF ROADS AND STREETS FOR CITY OF OXFORD MAINTENANCE

As stated in Section 1-1, the purpose of these regulations is not to provide acceptance of roads into the City of Oxford maintenance system, but rather to provide approval of the design and layout of a proposed subdivision as required by Code of Alabama 1976, 11-24-1.

The Oxford City Council, by Resolution, has adopted the road design standards of these Subdivision Regulations as part of their acceptance policy for roads and streets.

In addition, the roadway pavement layer shall a minimum of two hundred pounds per square yard (200 LBS/SY) of bituminous concrete plant mix, binder, type 424B $\frac{3}{4}$ " Maximum Aggregate Size Mix, and one hundred thirty-five pounds per square yard (135 lbs/sy) wearing surface layer Type 424a $\frac{1}{2}$ " Maximum Aggregate Size Mix.

After the Subdivision receives approval from the City of Oxford and the roadway pavement meets these acceptance requirements, the developer or owner may request, in writing, to the City Engineer for the start of a one-year maintenance period. After City of Oxford approval, the developer shall maintain this road(s) for the two-year maintenance period. At the end of the two years, the road shall be returned to the same or similar condition as it was at the beginning of the two-year period, as determined by the City Engineer. The developer or owner shall then request acceptance, in writing, to the City Engineer. The City Engineer shall present his recommendation to the City Council.

APPENDIX VI

TYPICAL SECTIONS

APPENDIX VII

Flood Damage Prevention Ordinance