

CITY OF ORANGE BEACH

COMMUNITY PRESERVATION AND GROWTH MANAGEMENT PLAN



ADOPTED NOVEMBER 14, 2006

2007 - 2020

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PREFACE

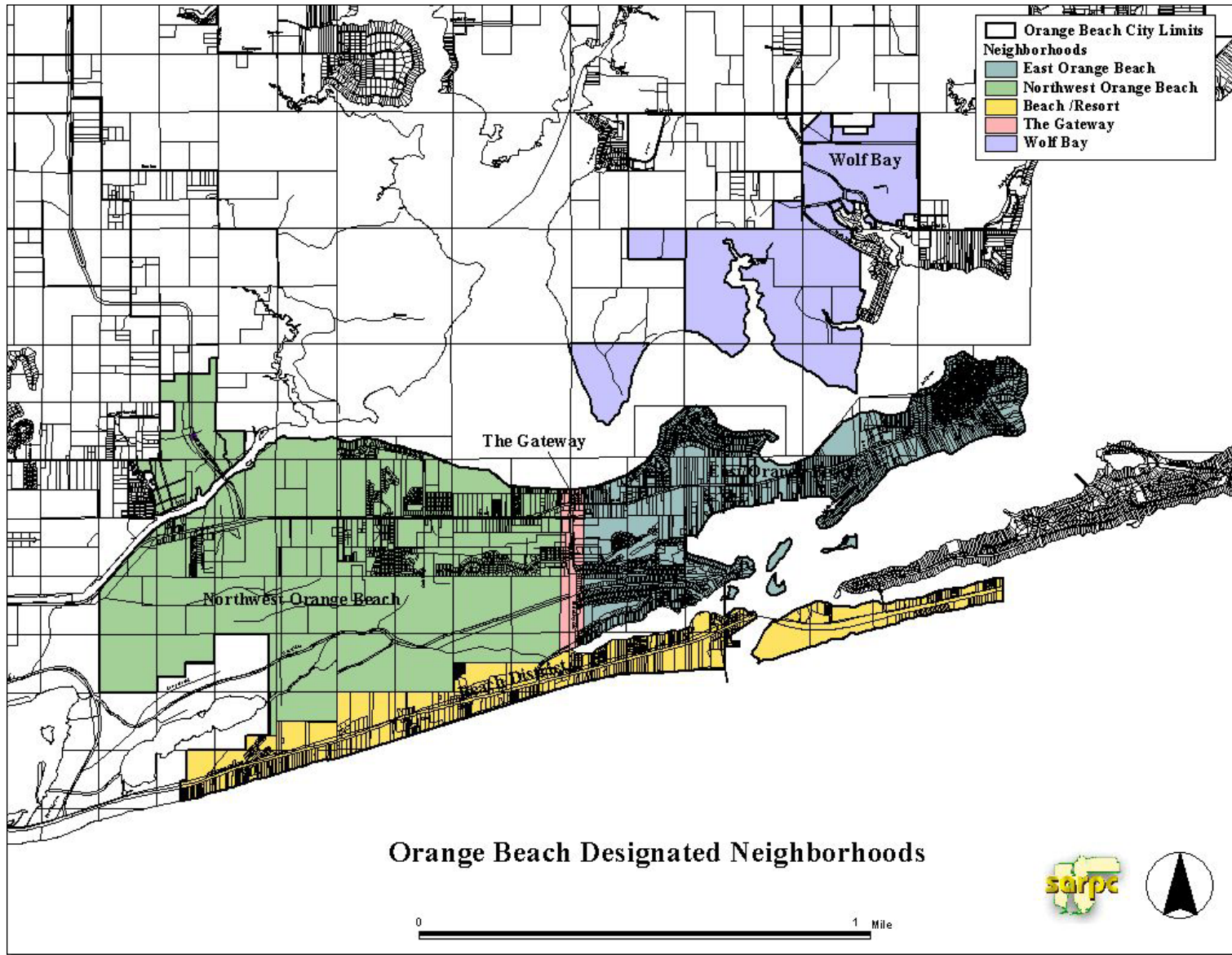
Our Comprehensive Planning Program has been and will continue to be an ongoing process. The City of Orange Beach believes that economic, environmental, cultural, and social values are inseparably related. The quality of life so valued by its citizens depends on economic opportunity for all, while preserving rural beauty and natural resources, and providing for a thriving, diverse community. This challenge has been met as the City seeks to find the balance through planning.

As part of the planning process, the City Council created Horizon 20/20. This project was a visioning plan for the future created from four special interest groups of citizens that consisted of Transportation, Land Use Zoning and Comprehensive Plan Update, Education, Culture and Quality of Life and Environment. Horizon 20/20 was endorsed by City Council and used as a basis for this Plan.

As the City looks to the future, it anticipates growth through self-reliance, innovation, and community investment. Orange Beach values and nurtures our existing businesses, and heartily welcome appropriate new business to the City. In addition to encouraging new growth, the City supports the protection of the predominantly rural nature of lands recently annexed and continues to support protection of our air, water and land resources.

The future of Orange Beach lies with following a vision and plan for the future. The City will seek participation and collaboration from all segments of our community in assessing needs, evaluating performance and modifying this ongoing planning process.

Recognizing that Orange Beach is comprised of several unique and different communities we adopt and embrace our diversity by developing Mission Statements for each area. A map depicting the different neighborhoods follows this page with the Mission Statements following. The Mission Statements are incorporated throughout the Plan.





Mission Statement

Mission Statement for the City of Orange Beach

The Comprehensive Plan seeks to maintain and advance Orange Beach as a *Resort Destination* by achieving the following:

1. Promoting a city of neighborhoods featuring Traditional Neighborhood Design (TND) characteristics to enhance relaxed lifestyles and foster family values. This approach to land-use planning and urban design promotes the building of pedestrian friendly neighborhoods with a mix of uses, housing types and costs, lot sizes and density, architectural variety, a central meeting place such as a community center, a network of narrow streets and alleys, and defined development edges;
2. Improving mobility by creating a pedestrian-oriented environment and establishing some form of mass transit to lessen the dependence on the automobile;
3. Emphasizing water, fishing and nature related recreational activities;
4. Encouraging economic development to furnish diversity in employment opportunities;
5. Preserving the natural environmental beauty of the area;
6. Protecting and enhancing property values and marketability of homes, residences and commercial property through modifying existing zoning laws and adopting specific urban design criteria; and
7. Adopting guidelines to preserve and improve public health, safety, comfort, appearance, and protection against natural disasters within the City of Orange Beach.

Mission Statement for the Gateway District

Highway 161 serves as the only north-south corridor in the city. Geographically defined as all properties located along Highway 161, the Gateway District presently contains the municipal office complex, municipal justice center, medical arts building, and small to medium-sized businesses. The eastern edge of the Gulf State Park is also located in this district as well as the eastern starting point for



the Backcountry Trail. There are some single-family dwellings located near the Marina Road intersection. Future plans are for the City to build a civic center and a possible school on properties south of City Hall. Also, the proposed Wolf Bay Bridge will be in this district north of the Highway 161/180 intersection and will connect Orange Beach with the Josephine and Lillian communities to the north with the future goal of extending the expressway to Interstates 10 and 65.

The Comprehensive Plan seeks to create a “city identity” by converting segments of Highway 161 into an aesthetically-improved boulevard and implementing architectural standards for new development in this district. To accomplish this, the Plan will promote the following:

1. Working with the Alabama Department of Transportation to construct a median in Highway 161 that will contain trees and landscaping for aesthetic and traffic calming purposes;
2. Establishing architectural standards for new buildings containing urban design standards, defined signage, harmonized exterior colors, buffered parking and revised setbacks;
3. Creating a pedestrian-oriented area along the right-of-way of Highway 161 with improved sidewalks for pedestrian and bicycle traffic, trees and landscaping, and pedestrian amenities such as benches and fountains; and
4. Developing the roadway between the Highway 161/180 intersection and the proposed Wolf Bay Bridge with trees and heavy landscaping that will serve as a gateway into Orange Beach.

Mission Statement for the Beach Resort District

The Beach Resort District is situated along Highway 182 and contains Romar Beach, Alabama Point and Perdido Key. This district encompasses all beachfront properties and properties located between Highway 182 and the Gulf State Park, Cotton Bayou and Old River. In May 2005, the City established the Beach Overlay District which specifies architectural standards, landscaping guidelines and pedestrian-oriented areas for new development along Highway 182.

Developments in this district provide the base for the local economy. Mid to high-rise condominiums and hotels are predominantly south of Highway 182 on the beachfront. A few of these developments, such as the Perdido Beach Resort and Island House Hotel, do have supporting commercial elements. Perdido Key, which is between Perdido Pass and the Alabama/Florida state line, has multi-



family developments on both sides of Highway 182 and very limited commercial development. Along the north side of Highway 182 west of Perdido Pass, retail, restaurants, and low-rise condominiums are present. Single-family dwellings in this district have decreased during the past several years. However, there are several single-family residential Planned Unit Developments in this district that include Beachside, Grande Key, Palm Harbor, River Run, Romar Villas, Sherill's Landing and Village of Tannin.

The Comprehensive Plan seeks to keep development in the Beach Resort District adhering to the Beach Overlay District requirements including walk paths in the area to encourage pedestrian traffic to sustain and enhance commercial development and to take advantage of beachfront amenities. Also, the City seeks additional beach access areas along Highway 182. To accomplish this, the Plan will promote the following:

1. Continuing to implement stringent guidelines for architectural standards, tiered buildings, buffered parking and heavy landscaping per the Beach Overlay District;
2. Incorporating sidewalks and pedestrian amenities within required landscaping of proposed developments to support pedestrian traffic between developments;
3. Establishing pedestrian crosswalks in strategic locations along Highway 182; and
4. Examining additional beach access points to compliment the public accesses at Romar Beach, Cotton Bayou and Florida Point.

Mission Statement for the Bear Point/East Orange Beach/Terry Cove Neighborhood

This neighborhood is located east of Highway 161, north of Cotton Bayou, Terry Cove and Bayou St. John and south of Wolf Bay, Bay La Launch and Arnica Bay. The area contains several single-family residential neighborhoods which include Bear Point, East Orange Beach, Gulf Bays Tract, Terry Cove, Marina Road and Cotton Bayou. Also, marinas containing small retail, restaurants, and low-rise condominiums are in this area, with most being situated along Terry Cove.

The Comprehensive Plan attempts to maintain and develop single-family residential neighborhoods through modern design standards, thus assuring neighborhoods with unique qualities and charm. In addition, the Plan preserves marinas with supporting businesses since the fishing industry is part of the heritage of Orange Beach. To accomplish this, the Plan will promote the following:



1. Separating this neighborhood district into several neighborhoods with each neighborhood recommending and identifying actions ensuring that each will thrive and improve as Orange Beach continues to grow;
2. Establishing a district along Canal Road (Highway 180) from Wilson Boulevard eastward to Bear Point that will sustain single-family residential development;
3. Emphasizing and encouraging Traditional Neighborhood Design (TND) for each neighborhood; and
4. Continuing to accommodate marinas near waterways and businesses common to water-based communities (i.e., bait shops, boat repairs, small retail stores, restaurants), but the businesses will only be allowed if it is harmonious with the areas and the integrity of the neighborhood in which it is located is maintained.

Mission Statement for the Northwest Orange Beach Neighborhood

This neighborhood is located west of Highway 161, south of Wolf Bay and the Intracoastal Canal Waterway (ICW) and north of the Gulf State Park and stretches to the west corporate limits. The incorporated area along the Foley Beach Express north of the ICW is also in this neighborhood. This neighborhood is the least developed part of Orange Beach. However, two mixed-used developments, The Wharf and Bama Bayou, and a mixed-residential development, Cypress Village, are currently under construction in this district. Several single-family neighborhoods are in this area and include Lauder Place, Gulf Bay Road, Beaver Creek, Captain's Cove and Easy Street.

The Comprehensive Plan understands that this neighborhood provides an opportunity for mixed-residential and commercial development that will be integral to the future of Orange Beach, while at the same time, sustaining existing single-family residential neighborhoods. To accomplish this, the Plan will promote the following:

1. Encouraging commercial development that will bring economic vitality to the community and simultaneously be sensitive and compatible with the surrounding area;
2. Promoting mixed-residential developments with a mixture of housing types to accomplish a more balanced community;



3. Integrating Traditional Neighborhood Design into single-family residential developments;
4. Requiring future residential developments to design streets that connect to existing adjacent neighborhoods and limiting the use of cul-de-sacs but also cognizant of the wetlands in the area; and
5. Creating neighborhood plans for existing and future single-family residential neighborhoods as this area continues to develop.

Mission Statement for the Wolf Bay Development Neighborhood

The Wolf Bay Development Neighborhood contains all annexed lands east of Wolf Bay and north of Bay La Launch and Arnica Bay. The northern part of the proposed Wolf Bay Bridge will terminate in this district, and plans show a road linking the bridge and Orange Beach to existing roads and Interstates 10 and 65 to the north. Single-family residential is the current primary land use on this side of the bay with limited marina and commercial usage in the Pirate's Cove area and along the bay front.

The Comprehensive Plan seeks to further single-family residential development in this area and promote marina development along the bays. In addition, this area is conducive for golf course developments that are typical for resort communities. Once the Wolf Bay Bridge and supporting roads are completed, the Plan encourages a scenic roadway landscape plan as this area will serve as an entrance into Orange Beach. To achieve this, the Plan will promote the following:

1. Emphasizing and encouraging Traditional Neighborhood Design (TND) in single-family residential development;
2. Developing marinas near the bay and businesses common to water-based communities (i.e., bait shops, boat repairs, small retail stores, restaurants);
3. Developing golf courses and resorts similar to those in other tourists communities; and
4. Incorporating a tree and landscaping plan for the roadway leading to the Wolf Bay Bridge.



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POPULATION AND ECONOMY

GOAL: Promote desirable residential environments while encouraging sound economic growth.

The purpose of this section is to provide an overview of the City's present and future population and economy.

Population

OBJECTIVE:

- **Maintain the quality of life that is currently enjoyed by the residents to ensure that Orange Beach remains a desirable residential community.**

Population Estimates

The 2005 Special Census conducted by the U.S. Census shows Orange Beach's year round population as 5,330, an increase of 41 percent from 2000. Table 1 summarizes Orange Beach's population growth.

**TABLE 1
SUMMARY OF POPULATION GROWTH
ORANGE BEACH
1990 – 2005**

1990 Population	2,253
2000 Population	3,784
2005 Estimated Population	5,330

U.S. Special Census 2005



Age

The 2005 Special U.S. Census indicates that the median age in Orange Beach is 46 years old. Approximately 25.2 percent of the population is between the ages of 25 and 44. This group is generally referred to as the most economically productive age group. The age group between 5 and 24 comprise 19 percent of the total population. Senior citizens, those persons that are 65 years and older, comprise 17.9 percent of the total population. It is interesting to note the unique population distribution. The city's older population, 65+ years old, is closely split between males and females. Figure 1 illustrates the percent distribution of population by sex and age groups in Orange Beach.

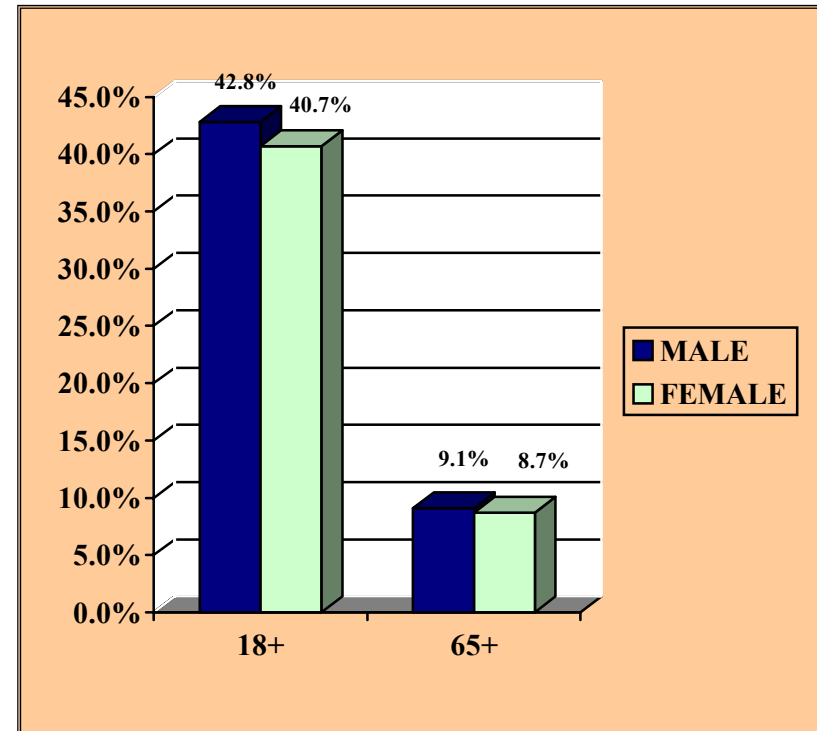
Sex

According to the 2005 Special Census females represent 48.9 percent of the population, of which 40.7 percent are over the age of 18. Males represent 51.1 percent of the total population with 57.2 percent of all males under 18 years of age.

Race

The 2005 Census shows the white population of Orange Beach representing 5,185 or 97.3 percent of the total population; 1.5 percent of the population is black; 3.9 percent of the population is Hispanic or Latino and 2.4 percent is American Indian, Alaska Native, Asian or some other race.

**FIGURE 1
PERCENT DISTRIBUTION OF POPULATION BY SEX
AND SELECTED AGE GROUP
ORANGE BEACH
2005**



U.S. Special Census 2005



Households

There are 2,399 households in Orange Beach with 2.22 persons per household according to the 2005 Special Census. Just over 64.4 percent of all households are classified as family households with the majority of these being married-couple families (53.6%). Of these family households, only 15.8 percent have children who live with them. There are 555 (23.1%) households with individuals under 18 years and 682 (28.4%) households with individuals 65 years and older. Non-family households comprise the remaining 35.6 of all households. See Table 2.

Population Projections

It is extremely difficult to project population with a high degree of accuracy given that population data is generally only collected every ten years. As such, it is preferable to provide high and low projections with the values in-between being defined as an area of probability or the interval wherein the future population is expected to fall. The larger or high population projections are based on straight-line calculations using the 2005 Special Census. When calculated this results in population projections of 6,356 for the year 2010 and 8,408 for year 2020. Population projections according to residential building permits issued, are 8,130 for year 2010 and 13,730 for year 2020. Figure 2 illustrates of the “Area of Probability” with regard to the City’s permanent or year-round population; projections also shown as a dotted line are the 7,146 condominium units that have been approved. (Based on Census established vacancy rates and persons per household, 3,663 additional persons will reside in Orange Beach when these units are completed.) This estimate also

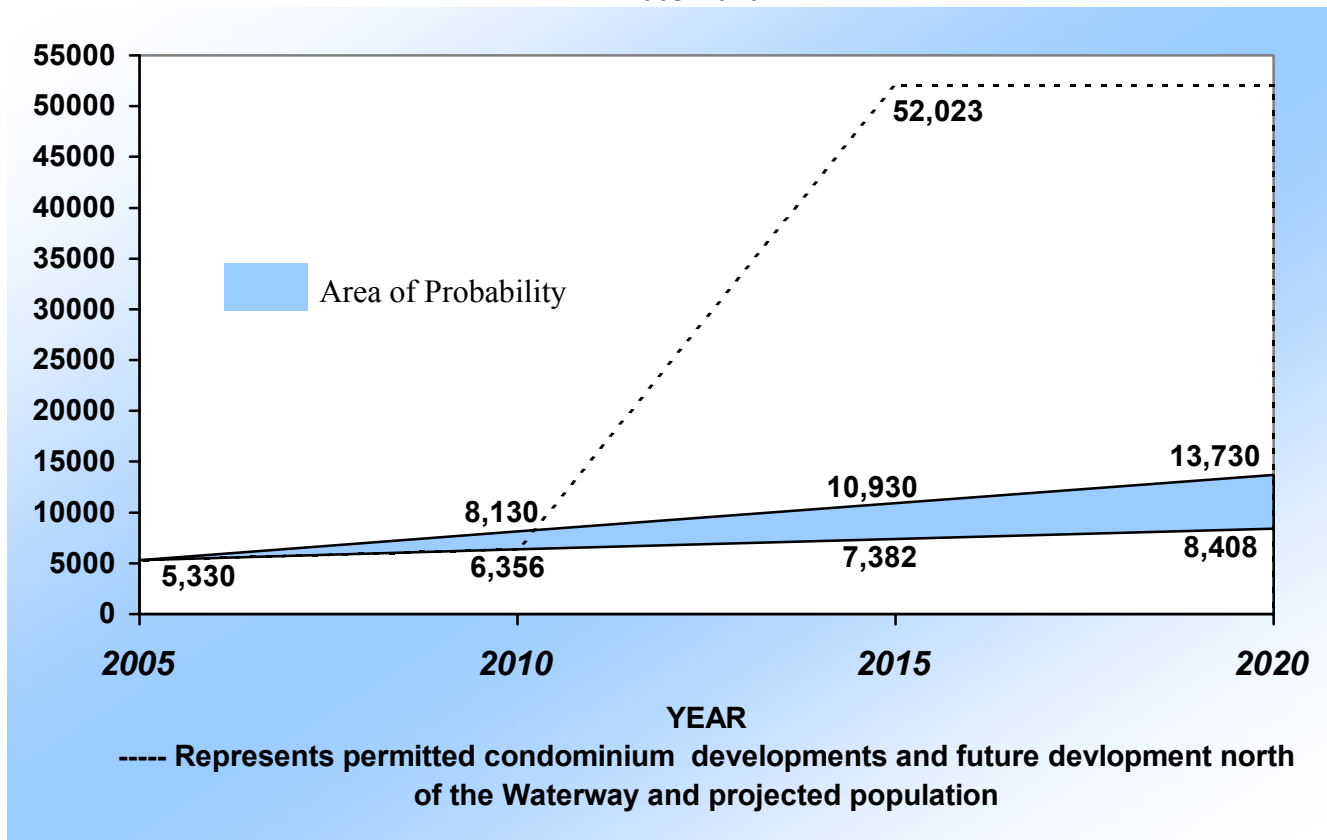
TABLE 2 HOUSEHOLDS BY PERSONS IN HOUSEHOLDS ORANGE BEACH 2005		
<u>PERSONS</u>	<u>NUMBER</u>	<u>HOUSEHOLDS PERCENT</u>
Family Households	1,545	64.4
With own children under 18 years	509	21.2
Married-Couple family	15,285	53.6
With own children under 18 years	378	15.8
Female householder, no husband present	154	6.4
With own children under 18 years	83	3.5
Non-family Households	854	35.6
Householder living alone	647	27.0
Householder 65 years and over	211	8.8
Households with individuals under 18 years	555	23.1
Households with individuals 65 years and over	682	28.4
Average Household Size	2.22	
Average Family Size	2.63	

Source: U.S. Special Census 2005



includes recently annexed land and other property north of the Intracoastal Canal. At such time development occurs this could produce an additional 5,000 acres and 39,952 persons residing in Orange Beach. This growth will be fully realized with the completion of a bridge over the Intracoastal Canal at Highway 161.

**FIGURE 2
HISTORIC AND PROJECTED YEAR-ROUND POPULATION
ORANGE BEACH
2005-2020**



Source: US. Special Census, 2005 Projections: South Alabama Regional Planning Commission



Seasonal Population

Orange Beach experiences a large visiting population influx. The primary attractions are the Gulf Coast beaches and water related activities. Calculations for seasonal population projections for year 2005 and occupancy rates for hotel/motel are illustrated in Table 3. Winter months (December, January and February) are typically considered off season months, though as seen in Table 3 the estimated population never drops below 10,000. It is assumed that spring and summer visitors have a shorter length of stay (3 to 7 days) than those visitors in fall and winter, whose stay may be extended over several months.

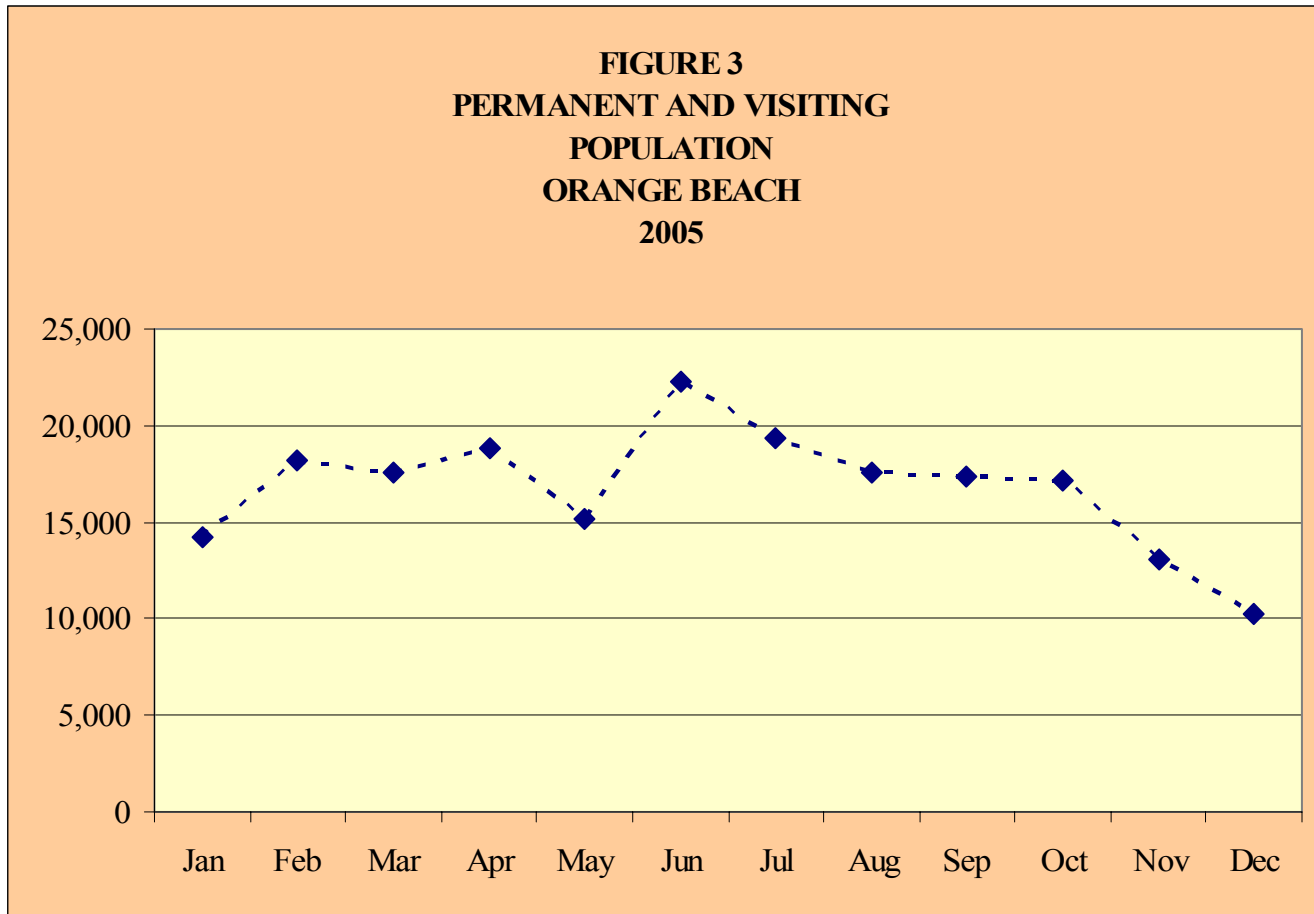
It should be noted here that Orange Beach's year-round population is estimated at 5,330 in the 2005 Special Census. Figure 3 illustrates seasonal population for Orange Beach in 2005.

<u>Month</u>	<u>Permanent Population</u>		<u>Percent Seasonal Units Occupied</u>	<u>Number Seasonal Units Occupied</u>	<u>Seasonal Population 2005 Persons</u>	<u>Permanent And Seasonal Population</u>
	<u>Units</u>	<u>Persons</u>				
January	2,423	5,330	58.8**	4,437	8,874	14,204
February	2,423	5,330	85.4**	6,444	12,888	18,218
March	2,423	5,330	81.1**	6,119	12,238	17,568
April	2,423	5,330	89.8**	6,775	13,550	18,880
May	2,423	5,330	65.2**	4,919	9,838	15,168
June	2,423	5,330	83.2	6,778	16,945	22,275
July	2,423	5,330	74.6**	5,628	14,070	19,400
August	2,423	5,330	65.0	4,904	12,260	17,590
September	2,423	5,330	79.8	6,021	12,042	17,372
October	2,423	5,330	78.2	5,900	11,800	17,130
November	2,423	5,330	51.6	3,893	7,786	13,116
December	2,423	5,330	32.9	2,482	4,964	10,294
Average Monthly Population	2,423	5,330	72.5	5,119	12,206	16,768

Source: 2005 Special Census; Alabama Gulf Coast Convention & Visitors Bureau, Hotel Occupancy Summary; SARPC Calculations

Notes: ** – data based on re-opened units only

*** – most closed, 4-6 nights due to Hurricane Dennis



Source: Alabama Gulf Coast Convention and Visitors Bureau, Hotel Occupancy Summary Gulf Shores, Orange Beach for 2005; SARPC Calculations



Economy

OBJECTIVE:

- Ensure that commercial and business developments are compatible and complimentary to the residential communities and sensitive to the natural and environmental resources.

Education

An important aspect of any city’s economy is the educational attainment of its citizens. This has a direct effect upon the income and types of employment which exist in a community. Orange Beach is a tourist/retirement community; therefore the local economy is tied to tourism and its related services. Generally in a tourist-based economy, the education levels of citizens are not as crucial a factor as in other communities.

As Table 4 illustrates, Orange Beach is generally above Baldwin County in educational attainment for persons 25 years old and over. The City is currently investigating the possibility of establishing a municipal school system. Generally, attainment of higher educational levels by Orange Beach’s citizens exceeds that of the County’s.

**TABLE 4
EDUCATIONAL ATTAINMENT FOR PERSONS 25 YEARS OLD AND OVER
ORANGE BEACH AND BALDWIN COUNTY
2000**

	<u>Orange Beach</u>		<u>Baldwin County</u>	
	<u>No. of Persons</u>	<u>Percent</u>	<u>No. of Persons</u>	<u>Percent</u>
Less than 9th grade	63	2.1	4,197	4.4
9th to 12th grade, no diploma	286	9.5	13,061	13.6
High school graduate (incl equivalency)	859	28.6	28,428	36.3
Some college, no degree	814	27.1	22,456	16.7
Associate degree	243	8.1	5,722	6
Bachelor's degree	463	15.4	14,225	14.8
Graduate or professional degree	278	9.2	7,921	8.2
TOTAL	3,006	100.0	96,010	100.0

Source: U.S. Census, 2000, Summary Tape File 3; SARPC Calculations



Income

In reviewing the economy this plan examines the populations' buying power or its personal wealth. It is one of the factors which is reflected in improving facilities and living standards. It is also an indicator of the deficiencies in these same units of society. In a tourist/resort economy, the influence of income is diluted. Therefore, decisions on buying land, houses, retail goods and services are not only dependent upon the income of the populace, but also are influenced by tourist/resort involvement. Such decisions, in turn, influence the various types of land use which prevail in such a community.

Table 5 shows that in Orange Beach household income is, in general, higher than in Baldwin County. The 2000 Census reports the median household income in 1999 in Orange Beach as \$40,542, almost identical to Baldwin County with a median income of \$40,250. Of all households in Orange Beach, just over 15.9 percent have incomes less than \$15,000. This again is similar to the percent of households in the County (15.7%). In the upper income ranges, over 34.2 percent of Orange Beach households earn \$50,000 or more, compared to 38.7 percent of the County's households.

**TABLE 5
HOUSEHOLD INCOME IN 1999
ORANGE BEACH AND BALDWIN COUNTY
2000**

	<u>Orange Beach</u>		<u>Baldwin County</u>	
	<u>Households</u>	<u>Percent</u>	<u>Households</u>	<u>Percent</u>
Less than 10,000	149	8.2	4,874	8.8
\$10,000 - \$14,999	140	7.7	3,834	6.9
\$15,000 - \$19,999	120	6.6	3,480	6.3
\$20,000 - \$24,999	139	7.7	3,846	6.9
\$25,000 - \$29,999	104	5.7	3,793	6.9
\$30,000 - \$34,999	136	7.5	3,795	6.9
\$35,000 - \$39,999	106	5.9	3,862	7.0
\$40,000 - \$49,999	148	7.5	6,493	11.6
\$50,000 - \$59,999	163	3.6	5,236	9.5
\$60,000 - \$74,999	224	9.0	5,672	10.2
\$75,000 - \$99,000	169	12.4	5,216	9.4
\$100,000 - \$124,999	72	9.3	2,102	3.8
\$125,000 - \$149,999	52	4.0	1,092	2.0
\$150,000 - \$199,999	38	2.1	1,034	1.9
\$200,000 or more	<u>51</u>	<u>2.8</u>	<u>1,027</u>	<u>1.9</u>
TOTAL	1,811	97.2	54,329	98.1
Median Income	40,542		40,250	

Source: U.S. Census, 2000 Summary Tape File 3



Per capita income is a useful and comparative tool when determining a community’s buying power. According to the 2000 U.S. Census the per capita income for Baldwin County residents is \$20,826. In the City of Orange Beach, the per capita income is \$27,082.

Poverty

The 2000 Census shows there are 67 families that have incomes below the poverty level. This represents 6.2 percent of Orange Beach’s families.

Labor Force

Employment typically generates population growth as well as provides a source of income for the purchase of homes, retail goods and local services. In addition, the businesses, which provide employment, generate revenues and, in turn, support governmental services.

Civilian Labor Force

Table 6 shows civilian labor force by sex for Orange Beach and Baldwin County. Orange Beach’s civilian labor force, like that of other Baldwin County municipalities, has relied primarily on the private sector for employment. The labor force of an area is, by definition, persons 16 years old or over, who are employed or are actively seeking employment. In 2000, the City’s labor force totaled 2,114 representing 62.7 percent of the City’s population 16 years and older.

TABLE 6 CIVILIAN LABOR FORCE BY SEX - 16 YEARS AND OVER ORANGE BEACH AND BALDWIN COUNTY 2000					
Sex/Labor Force Status	Orange Beach		Baldwin County		Orange Beach
	Households	Percent	Households	Percent	as Percent of County
Civilian Labor Force	2,114	100.0	68,751	100.0	3.3
Employed	2,049	60.8	6,293	95.7	3.2
Unemployed	65	1.9	2,813	4.3	2.3
Not in Labor Force	1,256	N/A	44,296	N/A	2.8
Male	1,359	100.0	35,626	100	3.8
Employed	1,135	63.4	34,042	95.5	3.3
Unemployed	55	3.1	1,395	4.5	3.9
Not in Labor Force	596	N/A	17,422	N/A	3.4
Female	1,582	100.0	30,334	100.0	5.2
Employed	914	57.8	28,896	95.2	3.1
Unemployed	10	0.6	1,418	4.8	0.7
Not in Labor Force	658	N/A	26,873	N/A	2.4
N/A Not applicable					

Source: U.S. Census 2000, Summary Tape File 3; SARPC Calculations



Occupation and Class of Worker

Table 7 illustrates the largest employers in Orange Beach. Table 8 shows four occupational groupings represented 50.33 percent of Orange Beach’s population employed labor force; Sales/Related, Management including farmers, Construction and Food preparation/serving related. These groups support the City’s resort economy and retirement community.

<u>Business</u>	<u>Number of Employees</u>
Perdido Beach Resort	350
City of Orange Beach	246
Sunshine Restaurants	100
Destin Development-Restaurants	100
Winn Dixie	95
Brunos	70
Columbia Southern University	70
Bayside	70
Island House Hotel	50

Source: Alabama Gulf Coast Chamber of Commerce

	<u>ORANGE BEACH</u>	
	<u>Number</u>	<u>Percent</u>
Architecture/Engineering	7	0.32%
Arts/Designs/Entertainment/Sports/Media	44	1.98%
Building/Grounds Cleaning/Maintenance	106	4.78%
Business/Financial	54	2.43%
Community/Social Services	23	1.26%
Computer and mathematical	0	0
Construction/Extraction	242	10.92%
Education/Training/Library	64	2.89%
Farming/Fishing/Forestry	10	0.45%
Food Preparation/Serving Related	215	9.70%
Healthcare Practitioner/Technician	52	2.35%
Healthcare Support	43	1.94%
Installation/Maintenance/Repair	97	4.37%
Legal	25	1.13%
Life/Physical/Social Science	0	0
Management incl Farmers//Farm Mgrs	305	13.76%
Office Administrative Support	191	8.62%
Personal Care Service	61	2.75%
Production	53	2.39%
Protective Service	48	2.17%
Sales/Related	353	15.92%
Transportation/Material Moving	92	4.15%
TOTAL	2,085	94.28%

Source: Alabama Gulf Coast Area Chamber of Commerce
ESRI Business Information Solutions, 2003



Household Income

Table 9 indicates that Orange Beach’s and Baldwin County’s working populations are primarily composed of private wage and salary workers, at 75.5 percent and 71.1 percent respectively. Self-employed workers represent 12.6 percent of Orange Beach’s employed persons, which was much higher than the County’s 8.5 percent, again reflecting the resort/retail orientation of the local economy.

	<u>Orange Beach</u>		<u>Baldwin County</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Private for-profit wage and salary workers	1,548	75.5%	44,766	71.1%
Private not-for-profit wage and salary workers	51	2.5%	3,997	6.4%
Local government workers	129	6.3%	4,709	7.5%
State government workers	50	2.4%	2,675	4.3%
Federal government workers	13	0.6%	1,300	2.1%
Self-employed workers	258	12.6%	5,327	8.5%
Unpaid family workers	0	0.0%	164	0.3%
TOTAL	2,049	100.0%	62,938	100.0%

Source: U.S. Census, 2000 Summary Tape File 3



Place of Work

Approximately 47 percent of all Orange Beach’s workers 16 years old and over work in Orange Beach, as shown in Table 10. There are several possible explanations for this: 1) the types of businesses located in Orange Beach did not employ the skills of the local labor force; and/or 2) the size of the local labor force exceeds the employment opportunities in Orange Beach.

The community’s economic base is analyzed further by examining its economic structure to determine whether it is more involved with exporting its goods and services or servicing the local market.

Employment by Industry

Construction is the largest significant employment category in Orange Beach, with 16.6 percent of the employed work force in 2003 (see Table 11). Retail trade comprises 14.98 percent of the employed work force followed closely by accommodation/food services with 12.99 percent. It should be noted here that although retail sales is third in the employment category it is a significant part of the Orange Beach economy. According to the Monthly Economic Update provided by the Alabama Gulf Coast Convention and Visitors Bureau, the retail sales for the Alabama Gulf Coast in 2005 equals more than \$505,000,000.

<u>Living in Orange Beach</u>	
Work in Orange Beach	942
Work outside Orange Beach	1,052

Source: U. S. Census, 2000 Summary Tape File 3



**TABLE 11
POPULATION BY INDUSTRY
ORANGE BEACH
2003**

	<u>Orange Beach</u>	
	<u>Number</u>	<u>Percent</u>
Accommodation/Food Service	288	13
Admin; Support/Waste Mgmt Services	77	3.5
Agri/Forestry/Fishing/Hunting	9	0.4
Arts/Entertainment/Recreation	107	4.8
Construction	356	16.1
Education Services	73	3.3
Finance/Insurance	42	1.9
Health Care/Social Services	87	4.0
Information	44	2.0
Manufacturing	93	4.2
Mining	8	0.4
Other Services (Except Public Admin)	108	4.9
Prof/Scientific/Tech Services	136	6.1
Public Administration	46	2.1
Real Estate/Rental/Leasing	132	6.0
Retail Trade	332	15.0
Transportation/Warehousing	89	4.0
Utilities	8	0.4
Wholesale Trade	55	2.5
Misc.	127	5.4
TOTAL	2,217	100.0

Source: Alabama Gulf Coast Chamber of Commerce

Tourism

The overall economic impact of visitor’s expenditures is a chain effect of both direct and indirect impacts. *Direct* impacts are expenditures that pay wages, earn income and pay taxes. *Indirect* effects are more jobs, wages, salaries, income and tax revenues from the income expenditures of those *direct* recipients. The sum result is the economic impact of travelers.

The Economic Impact of Alabama Travel Industry 2005 prepared by the Center of Business & Economic Development at Auburn University states that “73% of all revenues in Gulf Shores, Orange Beach and Foley is attributed to visitor spending.

Previously there has been no retail center or place that provides a *sense of place* for Orange Beach residents. The lack of a retail center has caused visitors to travel to neighboring communities to shop. In fall 2006, the first phase of the Wharf located on the Intracoastal Canal allows this area to become a “place”. There are strip centers located along Beach Blvd. and Canal Rd. that provide basics such as groceries, pharmacies and hardware.

The majority of businesses in Orange Beach are of retail or service trade, which are supported by the populace and tourists of the community. Orange Beach’s sales tax is broken down as follows: 3.0 percent City, 2.0 percent



County and 4.0 percent State, equaling 9.0 percent retail tax rate. The lodging tax is 5.0 percent. Table 12 describes Orange Beach’s sales and lodging tax revenue for fiscal years 2000 through 2005.

Tourism has an economic impact in all areas, even extending to *traditional* service industries such as medical services, dry cleaners, etc. As a result of the increasing tourism and the permanent as well as seasonal population in Orange Beach, businesses are increasing as well. Natural resources attracted the population initially and service-based businesses have followed. It should be noted here that condominium/resort hotels have dominated the types of developments along the beach.

<u>Fiscal Year</u>	<u>Sales and Lodging Tax Revenue</u>	<u>Percent of Revenue</u>
2000	\$6,936,395	63.7
2001	\$7,018,978	61.3
2002	\$7,969,248	61.1
2003	\$8,751,778	61.5
2004	\$9,992,371	50.6

Source: City of Orange Beach



Development Construction

Listed in Table 13 are the types of construction activities in Orange Beach between the years 2000 – 2005.

TABLE 13 TYPE OF CONSTRUCTION ACTIVITY CITY OF ORANGE BEACH 2000 - 2005					
		<u>Units</u>			<u>Units</u>
2000	Residential - Single Units	122	2003	Residential - Single Units	164
	Residential - Multi Units	377		Residential - Multi Units	438
	Commercial	9		Commercial	9
	Industrial	0		Industrial	0
	Other	194		Other	216
2001	Residential - Single Units	111	2004	Residential - Single Units	251
	Residential - Multi Units	242		Residential - Multi Units	511
	Commercial	7		Commercial	0
	Industrial	0		Industrial	0
	Other	206		Other	166
2002	Residential - Single Units	113	2005	Residential - Single Units	147
	Residential - Multi Units	102		Residential - Multi Units	568
	Commercial	8		Commercial	12
	Industrial	0		Industrial	5
	Other	202		Other	93
<p>"Commercial" includes parking structures "Other" includes churches, schools, utility buildings and structures other than buildings.</p>					

Source: U.S. Census; SARPC



Workforce

As a tourist economy, Orange Beach relies heavily on the hospitality and retail sector workforce. As noted in the Baldwin County Economic Outlook, the College of Business at the University of Alabama suggests that a retail trade multiplier of 1.4 jobs be used per 1,000 square feet of retail space to determine the number of jobs needed to support the retail establishment. (This does not include the projected 350,000 square feet of retail space for the *WHARF*.) Also noted, direct support jobs are provided for every condominium unit placed in tourism rental service. Currently there are 6,664 condominium units in Orange Beach, with another 7,604 condominium units placed into service in the future. Using the number of current condominiums and the jobs created per unit and using the percentage of seasonal units occupied found in Table 4 of this section, the lowest number of employees will be needed in November (8,940) and the highest number of employees will be needed in April (15,558). This number does not include current Hotel/Motel units (881), or future hotel/motel units (398), or the 1.3 indirect jobs created per condominium unit.

Recommendations

1. Throughout the planning period, Orange Beach should continue to promote beautification and conservation efforts and incorporate same into the Zoning Ordinance and Subdivision Regulations.
2. Encourage commercial and business developments to be compatible and harmonious with the residential community and environmental resources.
3. Ensure that all commercial and business developments complement the resort/tourism economy.
4. Encourage a variety of development types including retirement focused communities.
5. Require developments to respond to employment needs with housing initiatives and transportation initiatives.



LAND USE

GOAL: Efficiently manage and regulate land use to be consistent with the City's Mission Statement and more specifically with each Neighborhood Mission Statement as set forth in this document.

The purpose of this land use section is to identify and depict existing land use patterns and to set forth the physical plan for the future development of the City of Orange Beach. This section designates the appropriate location for future land uses and establishes policies regarding the location and development of all land uses.

OBJECTIVES:

- **Ensure that all new and existing land uses will be adequately served by facilities, and that all site plan reviews consider the availability of public services and facilities not already committed to other development projects.**
- **Manage future growth and development using the City's Comprehensive Plan, Zoning Ordinance, and Future Land Use Map including revisions thereto, as a guide. The subdivision of land will be regulated subject to the City's Subdivision Regulations, and also the requirements for compatibility of adjacent land uses, including buffers between significantly different types of land uses (e.g., commercial and low-density residential) which will be regulated by the City's Zoning Ordinance.**
- **Continue to require, maintain and promote a safe and efficient transportation network in future developments.**
- **Include requirements in the City's Zoning Ordinance for non-residential land uses, as shown on the Future Land Use Map, that promote economic development while protecting the City's character and natural resources.**
- **Continue to eliminate land uses inconsistent with the character of the area or with the Future Land Use Map. This should be accomplished through eliminating nonconforming uses and the requirement that all proposed site plans and subdivisions conform to the Future Land Use Map.**
- **Encourage the protection of natural resources from the possible negative impacts of development activities and require that future land uses be coordinated with appropriate topography and soil conditions.**
- **Encourage rehabilitation of deteriorating areas and the removal of dilapidated structures.**



Inventory and Analysis

The inventory and analysis of the existing land use patterns are an integral part of the community planning process because the future development of Orange Beach will be based on strengthening the positive aspects of present and past land use patterns.

As stated in the preface and for purpose of future development, the Comprehensive Plan divides Orange Beach into five districts. The Mission Statements for the City and each district follow:

Mission Statement for the City of Orange Beach

The Comprehensive Plan seeks to maintain and advance Orange Beach as a **Resort Destination** by achieving the following:

1. Promoting a city of neighborhoods featuring Traditional Neighborhood Design (TND) characteristics to enhance relaxed lifestyles and foster family values. This approach to land-use planning and urban design promotes the building of pedestrian friendly neighborhoods with a mix of uses, housing types and costs, lot sizes and density, architectural variety, a central meeting place such as a community center, a network of narrow streets and alleys, and defined development edges.
2. Improving mobility by creating a pedestrian-oriented environment and establishing some form of mass transit to lessen the dependence on the automobile;
3. Emphasizing water, fishing and nature related recreational activities;
4. Encouraging economic development to furnish diversity in employment opportunities;
5. Preserving the natural environmental beauty of the area;
6. Protecting and enhancing property values and marketability of homes, residences and commercial property through modifying existing zoning laws and adopting specific urban design criteria; and
7. Adopting guidelines to preserve and improve public health, safety, comfort, appearance, and protection against natural disasters within the City of Orange Beach.



Mission Statement for the Gateway District

Highway 161 serves as the only north-south corridor in the city. Geographically defined as all properties located along Highway 161, the Gateway District presently contains the municipal office complex, municipal justice center, medical arts building, and small to medium-sized businesses. The eastern edge of the Gulf State Park is also located in this district as well as the eastern starting point for the Backcountry Trail. There are some single-family dwellings located near the Marina Road intersection. Future plans are for the City to build a civic center and a possible school on properties south of City Hall. Also, the proposed Wolf Bay Bridge will be in this district north of the Highway 161/180 intersection and will connect Orange Beach with the Josephine and Lillian communities to the north with the future goal of extending the expressway to Interstates 10 and 65.

The Comprehensive Plan seeks to create a “city identity” by converting segments of Highway 161 into an aesthetically-improved boulevard and implementing architectural standards for new development in this district. To accomplish this, the Plan will promote the following:

1. Working with the Alabama Department of Transportation to construct a median in Highway 161 that will contain trees and landscaping for aesthetic and traffic calming purposes;
2. Establishing architectural standards for new buildings containing urban design standards, defined signage, harmonized exterior colors, buffered parking and revised setbacks;
3. Creating a pedestrian-oriented area along the right-of-way of Highway 161 with improved sidewalks for pedestrian and bicycle traffic, trees and landscaping, and pedestrian amenities such as benches and fountains; and
4. Developing the roadway between the Highway 161/180 intersection and the proposed Wolf Bay Bridge with trees and heavy landscaping that will serve as a gateway into Orange Beach.

Mission Statement for the Beach Resort District

The Beach Resort District is situated along Highway 182 and contains Romar Beach, Alabama Point and Perdido Key. This district encompasses all beachfront properties and properties located between Highway 182 and the Gulf State Park, Cotton Bayou and Old River. In May 2005, the City established the Beach Overlay District which specifies architectural standards, landscaping guidelines and pedestrian-oriented areas for new development along Highway 182.



Developments in this district provide the base for the local economy. Mid to high-rise condominiums and hotels are predominant south of Highway 182 on the beachfront. A few of these developments, such as the Perdido Beach Resort and Island House Hotel, do have supporting commercial elements. Perdido Key, which is between Perdido Pass and the Alabama/Florida state line, has multi-family developments on both sides of Highway 182 and very limited commercial development. Along the north side of Highway 182 west of Perdido Pass, retail, restaurants, and low-rise condominiums are present. Single-family dwellings in this district have decreased during the past several years. However, there are several single-family residential Planned Unit Developments in this district that include Beachside, Grande Key, Palm Harbor, River Run, Romar Villas, Sherill's Landing and Village of Tannin.

The Comprehensive Plan seeks to keep development in the Beach Resort District adhering to the Beach Overlay District guidelines and requiring walking paths in the area to encourage pedestrian traffic to sustain and enhance commercial development and to take advantage of beachfront amenities. Also, the City seeks additional beach access areas along Highway 182. To accomplish this, the Plan will promote the following:

1. Continuing to implement stringent guidelines for architectural standards, tiered buildings, buffered parking and heavy landscaping per the Beach Overlay District;
2. Incorporating sidewalks and pedestrian amenities within required landscaping of proposed developments to support pedestrian traffic between developments;
3. Establishing pedestrian crosswalks in strategic locations along Highway 182; and
4. Examining additional beach access points to compliment the public accesses at Romar Beach, Cotton Bayou and Florida Point.

Mission Statement for the Bear Point/East Orange Beach/Terry Cove Neighborhood

This neighborhood is located east of Highway 161, north of Cotton Bayou, Terry Cove and Bayou St. John and south of Wolf Bay, Bay La Launch and Arnica Bay. The area contains several single-family residential neighborhoods which include Bear Point, East Orange Beach, Gulf Bays Tract, Terry Cove, Marina Road and Cotton Bayou. Also, marinas containing small retail, restaurants, and low-rise condominiums are in this area, with most being situated along Terry Cove.



The Comprehensive Plan attempts to maintain and develop single-family residential neighborhoods through modern design standards, thus assuring neighborhoods with unique qualities and charm. In addition, the Plan preserves marinas with supporting businesses since the fishing industry is part of the heritage of Orange Beach. To accomplish this, the Plan will promote the following:

1. Separating this neighborhood district into several neighborhoods with each neighborhood recommending and identifying actions ensuring that each will thrive and improve as Orange Beach continues to grow;
2. Establishing a district along Canal Road (Highway 180) from Wilson Boulevard eastward to Bear Point that will sustain single-family residential development and will limit multi-family residential development;
3. Emphasizing and encouraging Traditional Neighborhood Design (TND) for each neighborhood; and
4. Continuing to accommodate marinas near waterways and businesses common to water-based communities (i.e., bait shops, boat repairs, small retail stores, restaurants), but the businesses will only be allowed if it is harmonious with the areas and the integrity of the neighborhood in which it is located is maintained.

Mission Statement for the Northwest Orange Beach Neighborhood

This neighborhood is located west of Highway 161, south of Wolf Bay and the Intracoastal Canal Waterway (ICW) and north of the Gulf State Park and stretches to the west corporate limits. The incorporated area along the Foley Beach Express north of the ICW is also in this neighborhood. This neighborhood is the least developed part of Orange Beach. However, two mixed-used developments, The Wharf and Bama Bayou, and a mixed-residential development, Cypress Village, are currently under construction in this district. Several single-family neighborhoods are in this area and include Lauder Place, Gulf Bay Road, Beaver Creek, Captain's Cove and Easy Street.

The Comprehensive Plan understands that this neighborhood provides an opportunity for mixed-residential and commercial development that will be integral to the future of Orange Beach, while at the same time, sustaining existing single-family residential neighborhoods. To accomplish this, the Plan will promote the following:

1. Encouraging commercial development that will bring economic vitality to the community and simultaneously be sensitive and compatible with the surrounding area;



2. Promoting mixed-residential developments with a mixture of housing types to accomplish a more balanced community;
3. Integrating Traditional Neighborhood Design into single-family residential developments;
4. Requiring future residential developments to design streets that connect to existing adjacent neighborhoods and limiting the use of cul-de-sacs but also cognizant of the wetlands in the area; and
5. Creating neighborhood plans for existing and future single-family residential neighborhoods as this area continues to develop.

Mission Statement for the Wolf Bay Development Neighborhood

The Wolf Bay Development Neighborhood contains all annexed lands east of Wolf Bay and north of Bay La Launch and Arnica Bay. The northern part of the proposed Wolf Bay Bridge will terminate in this district, and plans show a road linking the bridge and Orange Beach to existing roads and Interstates 10 and 65 to the north. Single-family residential is the current primary land use on this side of the bay with limited marina and commercial usage in the Pirate's Cove area.

The Comprehensive Plan seeks to further single-family residential development in this area and promote marina development along the bays. In addition, this area is conducive for golf course developments that are typical for resort communities. Once the Wolf Bay Bridge and supporting roads are completed, the Plan encourages a scenic roadway landscape plan as this area will serve as an entrance into Orange Beach. To achieve this, the Plan will promote the following:

1. Emphasizing and encouraging Traditional Neighborhood Design (TND) in single-family residential development;
2. Developing marinas near the bay and businesses common to water-based communities (i.e., bait shops, boat repairs, small retail stores, restaurants);
3. Developing golf courses and resorts similar to those in other tourists communities; and
4. Incorporating a tree and landscaping plan for the roadway leading to the Wolf Bay Bridge.



Existing Land Use Area

This section collects information on the existing use of land in Orange Beach. If more than one use occurs on a parcel of land, excluding vacant portions of the land, the dominant use determines the category. This Plan uses thirteen categories to describe existing land use. A brief description of each category follows:

Land Use Categories

Single-Family Residential District

Most of Orange Beach comprise of single-family residential areas that are typically defined as a collection of individual lots with each lot containing one single-family, detached dwelling unit. Single-family neighborhoods are scattered throughout the city. Prevalent single-family neighborhoods include Bear Point, Terry Cove Harbor, East Orange Beach, Marina Road, Cotton Bayou, Gulf Bay Road, Lauder Place and Beaver Creek. Several single-family Planned Unit Developments are located along the beach.

The Zoning Ordinance currently permits duplexes in single-family areas, provided that the lot has a lot width of 75 feet and lot size of 10,500 square feet. Duplex developments have mostly occurred along Marina Road.

The single-family residential category also allows other conventional residential dwellings such as mobile or manufactured homes. Mobile homes are located in the Oak Ridge subdivision and in several mobile home parks in northwest Orange Beach. Mobile homes are also on various lots in Bear Point.

Multi-Family Residential District (Low to Medium)

This residential district contains townhomes, apartments and low to mid-rise multi-family residential developments geared toward low to medium density usage. Most of these developments are located along Highway 180 and the north side of Highway 182.

Multi-Family Residential District (High)

This residential district is primarily located within the Beach Overlay District, more specifically the south side of Highway 182 and on Perdido Key. This district is responsible for generating significant revenue for Orange Beach and is also the more prone to natural



disasters. High density multi-family developments are allowed to exceed twenty floors, provided parking is provided partially or entirely within the main structure. Some developments may contain supporting commercial elements.

Mixed Use District

Mixed Use Districts coincide with the Planned Unit Developments by offering a mixture of residential and commercial developments. The goals are to provide an environment with retail stores, restaurants, entertainment entities and residential dwellings in one locale and to encourage pedestrian traffic. The Wharf and Bama Bayou (formally Riverwalk) are examples of mixed use developments.

Commercial District

Retail trade and services, restaurants, and offices are prevalent in commercial districts and are located along the major roads of Orange Beach, Highways 161, 180 and 182. These businesses are instrumental in supporting the local economy. Commercial uses that are mixed with other uses such as condominiums or marinas are in the Mixed Use District or Marina District.

Marina District

Marinas are near designated waterways and are suitable for, but not limited to, water recreational activities, charter boat fishing, boat docking, boat services, restaurants, retail shops, and multi-family developments. Marinas in Orange Beach are located along Cotton Bayou, Terry Cove, Arnica Bay and Wolf Bay.

Open Resource Valuable District

This district contains delineated wetlands, forest lands, and nature preserves that are located throughout Orange Beach and are environmentally sensitive to development. The federal and state governments regulate some of these lands.

Parks/Recreation District

This district includes lands dedicated to leisure and organized recreational activities. The City operates recreational facilities that include the Recreational Center, Tennis Center, Aquatic Center, Waterfront Park, Art Gallery, Sportsplex, and the recently acquired Orange Beach Golf Center. Like the Multi-Family Residential District, the Parks/Recreation District helps bring revenue to the community through hosting sporting tournaments.



State Parks

More than eight percent of the properties located in the City of Orange Beach are state park lands owned by the State of Alabama. The City has three public beach accesses that provide parking and boardwalks to the beach. These access points are Romar Beach, Cotton Bayou and Florida Point. The State also has public boat launches at Cotton Bayou, across from beach access, and Boggy Point, located at the end of Marina Road. The remaining state park lands in the city are located in the Gulf State Park.

Governmental District

Administrative offices, municipal services (i.e., fire, police, library, senior center), and municipally-owned buildings are located in the Governmental District. City Hall, Community Development, Main Fire Station, Justice Center U.S. Post Office, Orange Beach Community Center, Public Library, and the Medical Arts Pavilion are municipal buildings in this district.

Industrial District

This district is dedicated to light and heavy industrial activities. Light industrial activities include processing, handling and creating products in addition to research and technological processes. Heavy industrial activities may include manufacturing, assembling, fabricating, processing, bulk handling, storing, and heavy trucking. Industrial areas in Orange Beach are located on the Intracoastal Canal Waterway just west of the Foley Beach Express.

Institutional District

This district includes educational and religious facilities.

Utilities District

This area includes sewer, water, electrical and telephone infrastructure.



Existing Land Use Analysis

The corporate limits of the City of Orange Beach contain 8,540 acres. Table 14 shows the current zoning for existing land uses.

Residential

Residential development is the largest use of developed land in Orange Beach. Single-family dwellings comprise a vast majority of residential developments, with multi-family residential and mobile homes following second and third, respectively. Although single-family residential is the largest land use, multi-family units outnumber the single-family units almost 2.5 to 1. The multi-family developments are primarily located along the beach and on Canal Road near Terry Cove. Mobile homes are situated primarily in the Oak Ridge subdivision and in scattered locations in the northwestern part of the city. Bear Point does contain mobile homes, but most are being replaced by single-family dwellings.

**TABLE 14
EXISTING ZONING FOR LAND USE
ORANGE BEACH
2006**

	Acres Zoned	Percent Zoned
Residential		
Single Family (detached units)	1,855.39	19.7
Mobile Homes	177.38	2.1
Multi-Family (Low to Medium)	94.95	1.1
Multi-Family (High)	326.71	3.8
Mixed Use	1,792.00	21.0
Commercial	1,060.28	12.4
Marina	324.61	3.8
State Park	191.69	2.2
Agricultural	1,235.98	14.5
Industrial	27.18	0.3
Governmental	378.54	4.4
Annexed – To Be Determined	1,252.66	14.7

Source: City of Orange Beach; Calculations SARPC

Table 14 indicates that there are 1,855.39 acres zoned for single-family residential use. The single-family residential zoning districts are RS-1, RS-2, and RS-3.

There are 177.39 acres designated for mobile home residential usage. MHP (Mobile Home Park) and MHS (Mobile Home Subdivision) are the two zoning districts geared toward mobile home residency. However, MHS does permit single-family detached dwellings.



Multi-Family Residential

There are four zoning districts that support multi-family residential development. These districts are Multi-Family Residential (RM-1 and RM-2) and Beach Resort (BR-1 and BR-2). RM-2, BR-1 and BR-2 are located mostly along Highway 182 on the beachfront. Multi-family residential can range from low to medium density (apartments, townhomes, and low to mid-rise condominiums) to high density (high-rise condominiums). Orange Beach has a total of 421.66 acres in one of these four zoning districts.

Commercial

Commercial properties include retail, service, and wholesale establishments and restaurants. There are 1,060.28 acres zoned for commercial purposes and carry either the GB (General Business) or NB (Neighborhood Business) zoning designation. Most commercial properties are located along Highway 180 from the Highway 161 intersection westward and also on the north side of Highway 182.

Industrial

Industrial (I-1) properties entail light to heavy industrial activities. There are 27.18 acres zoned Industrial. Industrial properties are situated in the northwestern part of Orange Beach on Canal Road west of the Foley Beach Express and near the Intracoastal Canal.

Commercial Water Dependent

Marine Resort (MR) properties are located in the back bays and can be found along Cotton Bayou, Terry Cove, Arnica Bay and Wolf Bay. While water recreational activities, charter boat fishing and boat services are primarily permitted, restaurants, small retail, and multi-family residential developments are also allowed. There are 324.61 acres zoned as Marine Resort.

Planned Unit Development

Planned Unit Developments (PUD) comprise 1,792 acres and offer a mixed use of residential and commercial development. The Wharf and Bama Bayou (formally Riverwalk) Cypress Village, Orange Beach Marina, Terry Cove Harbor, and the Village of Tannin are example of PUD developments in Orange Beach.



Agricultural

Agricultural (AG) lands are located on the outer fringes of the corporate limits, and as Orange Beach continues to grow, these lands will disappear and replaced with residential and commercial developments. There are 1,235.98 acres zoned Agricultural.

Public/Quasi-Public

Public service, educational, health, recreational and other cultural facilities are important in developing and sustaining a community. These facilities are imperative for providing healthy, functional and pleasant living conditions and are major elements that enhance the quality of life in the area and attract new residents. Orange Beach has 378.54 acres zoned Governmental (GOV) that provide municipal government offices and recreational facilities. Municipal and recreational facilities are also located in other zoning districts such as General Business, Neighborhood Business and Marine Resort.

Annexed – To Be Determined

This area consists of land recently annexed and consists of 1,252.66 acres located north of the Intracoastal Canal Waterway, Wolf Bay and Bay La Launch. Annexed lands equal 14.7% of the total land area.

Land Use Relationships

The compatibility of one land use with another in its physical or spatial relationship is a primary factor in the location of new developments. The Orange Beach Zoning Ordinance and this Comprehensive Plan deal directly with the physical relationships of land use types, especially in definition and mapped location of zoning districts. Industrial uses are not normally compatible with low-density residential uses. Thus, there should be horizontal distance, a transitional land use type, or a physical buffer between the two uses. However, the physical relationship between a neighborhood business such as a convenience store and a residential area could be much closer.

The compatible location of land use types also achieve broader goals of the entire community such as adequate light, air and safety; economically it promotes and conserves the value of land, buildings, and structures; and it promotes the public health, safety, comfort and general welfare of the community. Table 15 outlines general land use types, indicating its basic compatibility and incompatibility with each other.



**TABLE 15
LAND USE RELATIONSHIPS
ORANGE BEACH
2006**

	Residential			Commercial			Industry	Community Facilities						Transportation					Utilities			
	Agriculture	Single- Fam.	Multi -Fam.	General	Neighborhood	Highway		Light	Openspace	Elementary	Middle/ Hight	College	Parks	Municipal Buildings	Terminal & Transfer Fac.	Arterial	Major	Collector	Local	Water Supply	Sewage Treatment	Solid Waste Disposal
AGRICULTURE	*	*	*	*		*	*	*	*	*	*	*		*	*	*	*	*	*	*	*	
RESIDENTIAL																						
Single-Family	*	*			*			*	*	*		*										
Multi-Family	*		*	*	*	*		*	*	*	*	*		*	*	*						
COMMERCIAL																						
General	*		*	*	*	*	*							*	*							
Neighborhood		*	*	*	*	*					*	*					*	*				
Highway	*		*	*	*	*	*						*	*	*							
INDUSTRIAL	*			*		*	*						*	*	*			*	*	*		
COMMUNITY FACILITIES																						
Schools	*	*	*					*	*	*	*	*					*	*				
Parks	*	*	*		*			*	*	*	*	*	*					*	*	*	*	*
Municipal Buildings					*						*	*					*	*				
TRANSPORTATION																						
Terminal & Transfer Facilities	*					*	*						*	*	*			*	*	*		
Thoroughfares	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
UTILITIES																						
Sewer Service Plant	*						*	*			*		*	*				*	*	*		
Water Service Plant	*						*	*			*		*	*				*	*			

Source: South Alabama Regional Planning Commission

* Denotes Compatibility



Proposed Future Land Use

The Future Land Use in Orange Beach has been developed using the aforementioned Mission Statements in this section. The Future Land Use Map is a visual representation of the thrusts of these statements. Figure 4 illustrates the Future Land Use of Orange Beach.

Single-Family Residential District (50.0%)

Single-family residential will remain the predominant land use in Orange Beach. The single-family, detached home will be the center of this district and will be prevalent in the residential neighborhoods of Bear Point, Terry Cove Harbor, East Orange Beach, Marina Road, Cotton Bayou, Gulf Bay Road, Lauder Place and Beaver Creek. The Wolf Bay Development Neighborhood will also be an area of future single-family residential development. To prevent Orange Beach from following the over-development path that many resort communities have taken, the City plans to dedicate the Bear Point peninsula from Wilson Boulevard eastward as a single-family neighborhood. Planned Unit Developments offering mixed residential usage, such as Cypress Village, will also have single-family elements.

Multi-Family Residential District – Low to Medium (3.7%)

Townhomes, apartments, and low to mid-rise multi-family developments (not exceeding twenty floors) will continue in this district and will be located along Highways 180 and 182 for traffic accessibility.

Multi-Family Residential District – High (5.0%)

Multi-family residential development in this district will be located on the south side of Highway 182 and on Perdido Key and will conform to the requirements of the Beach Overlay District in regard to architectural standards, heavy landscaping and a pedestrian-oriented area. Some may contain supporting commercial elements. The Grand Harbour PUD along Terry Cove is also in this district. Developments in this district may exceed twenty floors, provided parking is provided partially or entirely within the structure. This district has and will continue to support the local economy.



Mixed Use District (3.2%)

The Mixed Use District will continue to correlate with the Planned Unit Development concept in providing a mixture of residential and commercial development. The Wharf and Bama Bayou are two such developments located along the Foley Beach Express. Some multi-family residential developments along the beach will have supporting retail and restaurants that will encourage pedestrian traffic in the Beach Resort area.

Commercial District (7.9%)

The Commercial District has and will continue to be important to the local tax base. Retail trade and services, restaurants, and offices are located primarily along Highways 161, 180 and 182. Commercial uses that are mixed with other uses such as condominiums or marinas are in the Mixed Use District or Marina District.

Marina District (0.8%)

This district will continue to develop in the same manner as before by providing properties suitable for, but not limited to, water recreational activities, charter boat fishing, boat docking, boat services, restaurants, retail shops, and multi-family developments. Lands adjacent to Terry Cove, Cotton Bayou and Wolf Bay are prime areas for marina development.

Open/Resource Valuable District (15.7%)

This district contains delineated wetlands, forest lands, and nature preserves that are located throughout Orange Beach. Future development must be cognizant of these environmentally-sensitive areas. Federal and state agencies regulate some of these land and has and will continue to provide input on developments near these areas.

Parks/Recreation District (3.0%)

Recreation is a quality of life issue that attracts residents and tourist to Orange Beach. The City of Orange Beach operates facilities and parks that provide leisure and organized recreational activities local residents and visitors. Such facilities include the Recreational Center, Tennis Center, Aquatic Center, Waterfront Park, Art Gallery, Sportsplex, and the Orange Beach Golf Center. The Sportsplex frequently hosts sporting events such as the SEC Women's Soccer Tournament that brings tourism to the area.



State Parks (8.2%)

The state parks provide another recreational amenity to the area. The eastern edge of the Gulf State Park abuts Highway 161, and Catman Road serves as the eastern starting point for the Backcountry Trail which connect with the beach area and the City of Gulf Shores. Also, the City has three public beach accesses that provide parking and boardwalks to the beach. These access points are Romar Beach, Cotton Bayou and Florida Point. The State of Alabama is currently constructing restroom facilities at Florida Point and Cotton Bayou. There are future plans for a restroom facility at Romar Beach. Orange Beach has two public boat launches that are located on state park properties. The launches are located at Boggy Point at the end of Marina Road and at Cotton Bayou directly north of the beach access.

Governmental District (1.2%)

Administrative offices, municipal services (i.e., fire, police, library, senior center), and municipally-owned buildings are located in the Governmental District. City Hall, Community Development, U.S. Post Office, Orange Beach Community Center, Public Library, and the Medical Arts Pavilion are public buildings in this district. Future municipal buildings and complexes will be located in this district. The City is planning to build a civic center south of City Hall.

Industrial District (0.2%)

This district is dedicated to light and heavy industrial activities. The trend is for this district to be near the Intracoastal Canal Waterway due to water transportation along the canal. Currently, industrial properties are found on Canal Road directly west of the Foley Beach Express.

Institutional District (0.5%)

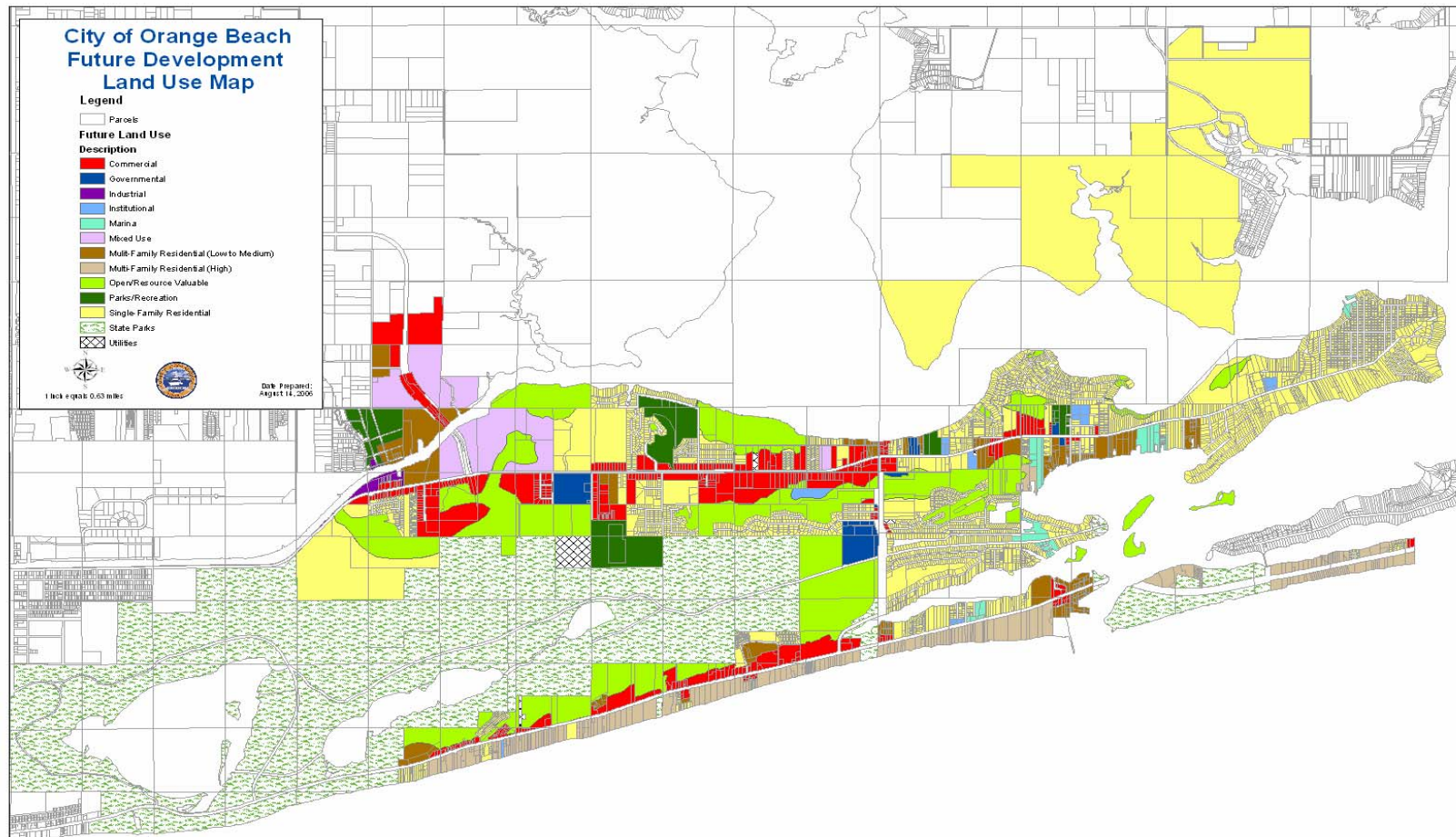
The Institutional District will continue to contain educational and religious facilities.

Utilities District (0.5%)

The Utilities District will continue to contain sewer, water, electrical and telephone infrastructure. The City plans to move the wastewater treatment facility south of its present location.



**FIGURE 4
FUTURE LAND USE MAP
ORANGE BEACH
2006**



Source: City of Orange Beach



Annexed Land

The direction of growth for the City is limited to the north and northeast. In the past ten years, the City has annexed properties north of the Intracoastal Canal Waterway along the Foley Beach express in accordance with an agreement with the City of Gulf Shores. Also annexed were approximately 2,000 acres near Josephine northeast of Wolf Bay.

The Cities of Orange Beach and Gulf Shores recently agreed that the Foley Beach Express to Russian Road will serve as a dividing line between the two municipalities for future growth. Basically, Gulf Shores is on the West side of the Expressway and Orange Beach is on the East side.

The City will continue to respond to and honor appropriate individual annexation petitions in the growth areas. The property will be zoned as the annexation is completed.

Horizons 20/20

In the fall of 2005, the City of Orange Beach initiated Horizons 20/20 to establish a visioning plan for the future. Horizons 20/20 established four interest groups comprising of community volunteers. The groups met various times between October and December to formulate a vision for Orange Beach. City staff members facilitated the meetings. The groups covered Zoning/Land Use, Environmental, Quality of Life and Transportation. The following provides a brief summary and list of recommendations from each group:

Zoning/Land Use

The **Zoning/Land Use Interest Group**, consisting of 20 plus members, met six times and discussed a variety of development and growth issues ranging from planning and zoning to construction. The group discussed in detail several important issues that included (1) existing and future developments along the beach and Canal Road; (2) the future of Bear Point; (3) definition and use of PUD; (4) the importance of a comprehensive land use plan; (5) future growth and development areas; (6) condominiums; (7) neighborhood based land use plans; and (8) density versus height of development projects as well as many other issues.

As a result of the discussions, the group developed a list of recommendations for growth and development in the City. Those recommendations are as follows:



Growth Management and Zoning Policies:

1. Develop a series of growth management policies for development and redevelopment in Orange Beach which considers smart growth designs, transportation, utilities, economic development and housing.
2. Rewrite the PUD portion of the zoning code to allow planned residential developments with a required minimum size of less than 5 acres.
3. Establish a wide range of residential standards to provide more diverse housing opportunities. Look at workforce housing options.
4. Encourage mix uses of commercial and residential in large tract development which would decrease the dependency on the automobile.
5. Manage future growth and development using the City's Comprehensive Plan, Zoning Ordinance and Future Land Use Plan Map as guides for future development.
6. Encourage rehabilitation or removal of substandard structures.
7. Continue to eliminate non-conforming uses and structures where possible.
8. Develop water base resources such as a City Marina, Robinson Island, boat launches and estuaries.
9. Encourage development that will make Orange Beach a vital, attractive place to live, work, and visit.
10. Continue to explore State enabling legislation giving Alabama Cities the option of infrastructure impact fees.
11. Complete a rewrite of the zoning ordinance to include narrowing of uses and allowable densities in some of the districts.

Neighborhood-Based Land Use Plans:

12. Design neighborhood plans to preserve and enhance the unique qualities, charm and potential of each individual neighborhood. Plans should be both short-term (1 to 5 years) and long-term (5 to 10 years) in nature.
13. Involve neighborhood input in formulating the neighborhood base plans.
14. Develop architectural and site design guidelines for the neighborhood base plans and use development tools such as PUD and Overlays to implement the guidelines.
15. Establish residential densities for low, moderate and high-density developments. These densities will be the guides for creative residential options identified in the neighborhood plans through examples like a "pattern book".
16. Preserve the character of residential neighborhoods by encouraging new or renovated structures to be compatible with the neighborhood and adjacent structures.



17. Each pedestrian-oriented design of development should encourage features that enliven the street. Examples include period street lights, brick crosswalks, brick sidewalks, boulevards, street trees and neighborhood banners.
18. Explore the possibilities of Urban Villages in the newly annexed and developing areas of Orange Beach.

Environmental

The **Environment Interest Group**, consisting of 20 plus members, met five times and discussed a variety of environmental topics including ecotourism, wetland and coastal management, recycling, water quality and stormwater management, landscaping and tree protection. At the final meeting the group drafted a summary report of the key topics discussed and made recommendations for reducing the environmental impacts of developments. Those recommendations are as follows:

1. Encourage the City Council to maintain, support and adequately finance the administration, monitoring and enforcement of the landscape and tree protection regulations.
2. Recommend the adoption of a city-wide comprehensive landscape plan to include a “Gateway Corridor” and modern development standards.
3. Recommend that beach maintenance efforts be included in the comprehensive planning process to ensure that the City has the ability to regulate activities and administer beach cleaning/litter control programs.
4. Encourage adoption of polices to require retention of sand during development and to effectively place dredge sand onto the beaches.
5. Commit to maintaining an engineered beach status according to FEMA guidelines.
6. Implement a water quality plan to systematically test and report water quality in our coastal waters.
7. Encourage the City Council to maintain strict stormwater design criteria and keep efficient staff to assure property installation, protection and maintenance of drainage facilities.
8. Develop and implement a Wetland Conservation Plan and pursue delegation of permitting and enforcement of a comprehensive conservation plan administered by the City.
9. Develop and implement a structured and effective wildlife rescue plan.
10. Encourage continued promotion of environmentally responsible public and private development incorporating resource and energy conservation.
11. Ensure ecotourism programs are maintained and continue to develop programs and activities centered on our unique coastal environment.



Quality of Life

The **Quality of Life Interest Group**, consisting of 20 plus members, met five times and discussed a variety of topics that included quality of life, education and culture. At the final meeting the group drafted a summary report of the key topics discussed and made recommendations for reducing the environmental impacts of developments. Those recommendations are as follows and can also be found in the Community Facilities and Services section of this Plan.

1. Work with developers to expand landscaping in the community.
2. Continue the partnership between South Baldwin Regional Medical Center and the City.
3. Continue to explore possibility of more specialized physicians in Orange Beach such as dermatologist.
4. Explore an enhanced school system for the children of Orange Beach.
5. Look at ways to retain Baldwin County education tax money for use in the local schools.
6. Look at ways to educate the community on the facts of a local district if an election for such is held.
7. Continue to explore ways to expand adult education opportunities on the island.
8. Encourage a variety of development types to include retirement communities which are rich in amenities for the retirement age population.
9. Increase the number of indoor and outdoor pavilions for the use of residents and tourists.
10. Increase the size and programs available at the art center.
11. Increase the number of publicly owned boat launches and picnic areas.
12. Increase the number of public beach parking areas.
13. Inform the public about boat and water safety.
14. Support the fire and police departments in its future facility expansions.
15. Support staffing in all departments of the City to provide service levels expected by the citizens of Orange Beach.

Transportation

The **Transportation Interest Group**, consisting of 20 plus members, met a total of five times between October and December of 2005 with members from the Baldwin County Highway Department and the Alabama Department of Transportation making appearances at the meetings. The group compiled a list of transportation short term and long term priorities and recommendations to present to the Planning Commission and City Council. On December 14, 2005, the group also presented its recommendations to Governor Bob Riley on ways to address existing and future south Baldwin County traffic congestion concerns and the inadequacy of



the transportation infrastructure to support a successful hurricane evacuation program. One of the major concerns of this group occurred when ALDOT announced major delays in the widening of Canal Road.

The group developed a list of short term and long terms recommendations. Short term recommendations range from 1 to 5 years, while long term recommendations are from 5 to 10 years. The recommendations are as follows:

Short Term Recommendations

1. Construct the Cross Island Connector extending the Foley Beach Express to Highway 182.
2. Continue to expedite the widening of Canal Road between the Foley Beach Express eastward to Highway 161.
3. Establish a beach cleaning program.
4. Build roadway drainage improvements.
5. Develop a sidewalk/bike master plan.
6. Implement street, bridge and gateway beautification (signs, landscaping, fencing, lighting).
7. Construct additional boat launches.
8. Install public parking facilities on Perdido Beach Blvd. at beach accesses.

Long Term Recommendations

9. Construct the Wolf Bay Bridge.
10. Develop a park and ride system.
11. Implement a beach trolley.
12. Complete the County 83 extension to Interstates 10 and 65.

Urban Design Criteria

The purpose of this section is to examine aesthetic improvements and to provide an aesthetically pleasing and prosperous community by examining the relationship between people and their physical environment.

Objective

Urban design can be defined as a discipline concerned with the functional and visual relationships between people and their physical environment. It also examines the ways in which these relationships can be enhanced. Urban design is therefore directly involved with several significant areas of urban planning. These areas include housing, transportation, utilities, open space and commerce. The



underlying assumption in the practice of urban design is that the physical environment can be desirably formed, using certain design techniques and methods.

To a great extent, the character of a community is established by the design of its elements. Such elements include public and private buildings, streets and parking areas, parks and open space and neighborhoods. The design of individual elements provides an impression of a community, and together gives a sense of community image.

Rapidly growing cities, such as Orange Beach, often lack time to establish good urban design. When development occurs rapidly, there is no time for an area to acquire a particular character or sense of place. Each new building, street, park or neighborhood is designed autonomously. This often results in areas that, although not ugly, are not attractive. Even though each individual element may be attractive, the whole is not. Orange Beach has three critical areas, Highway 180 (Canal Road), Highway 182 (along the beach), and Highway 161.

Entrances into the City of Orange Beach

City gateways or entrances are those immediate surroundings first perceived by the traveler entering the community. These gateways or entrances can be local streets or large freeways and are approaches to the community that give the traveler a first and often lasting impression. These gateways can visually establish a "sense of place" and heighten the travelers' anticipation of arrival.

Orange Beach's gateways are located on Highway 182 near the Gulf State Park at the western city limits and on Perdido Key at the eastern city limits. Also, the Foley Beach Express north of the Intracoastal Canal Waterway serves as the northern gateway into the city. The Wolf Bay Bridge, when completed, will serve as another gateway. Heavy landscaping and eliminating overhead utility lines should be emphasized in the gateway area. Subdivision entrances should also be considered as gateways into residential neighborhoods. These entrances can be important as it provides a sense of neighborhood for subdivision residents and should be attractively designed. This can be achieved through landscaping guidelines in the Zoning Regulations.

Streetscapes

The discipline of urban design contains many elements. It accompanies every visual aspect of an urban area's physical development. The merging point for many of these elements is the street or streetscape. Streetscape is a significant component of urban design. Streetscape consists of many basic elements (landscaping, signage, utilities, street furniture, lighting, seasonal decorations, etc.). A



positive, harmonious streetscape can foster a positive overall impression of the community. If the opposite exists, then a less than favorable impression is made.

Landscaping

Landscaping is important to urban design, since it enhances both street and building design. Moreover, people are attracted to a natural environment and usually respond positively to "green" places. Thus, landscaping is particularly beneficial to residential and commercial/business developments. It softens the harshness of the cityscape. For commercial developments, landscaping can actually promote patronage by providing an attractive environment and ambience suitable for shopping. Parking lots that are bermed and treated with plantings and trees are much more attractive to the user and passerby than lots lacking such treatment.

Landscaping a neighborhood, particularly tree planting, can provide visual beauty, relief from the climate and maintenance benefits. Shaded grass requires less watering and shaded homes require less use of interior air conditioning. Trees can actually reduce the ambient air temperature by several degrees. Landscaped cul-de-sacs and oval turnarounds provide an almost park-like environment for homes clustered around these streets. Landscaping residential areas abutting arterials and collectors provides a softer, more attractive image than that provided by fencing or stone walls. Landscaping can require less maintenance than walls or fences if designed properly. If the latter are used as buffers, climbing or clinging vegetation can soften the stark wall or fence façade. Landscape plans are currently mandatory for all multi-family residential and commercial developments in Orange Beach. The City has adopted protective guidelines for heritage and protected trees and requirements for the planning of landscaping areas. If heritage or protected trees are removed, then the developer is required to replace the trees to preserve the tree canopy of the area and to protect the environment and enhance the natural beauty of Orange Beach.

Utilities

Improved protective coatings for underground wiring, trenching and conduit technologies, combined with tree trimming and drainage costs, have made placing utilities underground a more prevalent practice. Innovative, cost-cutting equipment is currently available to rapidly locate underground interruptions. This technology lowers maintenance costs. In addition, the electric, telephone and cable television companies can economize and operation by using common trenching. However, the short-term costs of providing above-ground utilities are lower when such facilities are already present.

Aesthetically, underground utilities are superior. The sight of poles along rear lot easements or within street right-of-ways is unattractive. It has been argued that pad-mounted equipment for underground utilities is just as unattractive as aerial equipment. In



these cases, the design solution is to landscape areas immediately surrounding this equipment to provide screening. Underground utilities, switches and transformers can be cost-effective by reducing vandalism, maintenance costs and traffic hazards. The Subdivision Regulations currently require new residential developments to place all utilities underground.

Visual Clutter

Visual clutter is the unplanned, disorganized arrangements of signs, utility poles and equipment, and street furniture. Visual clutter makes a streetscape unattractive and often, unsafe. Excessive aerial utility lines, unscreened utility pads, abandoned cars, excessive off-street parking, street elements that produce visual disharmony or distraction constitute, billboards (particularly those present at city entrances), and litter and inappropriate refuse dumping or storage are examples of visual clutter. Most visual clutter in Orange Beach is minor in nature and primarily comprises of unscreened trash receptacle areas, abandoned and storm-damaged houses and inappropriate refuse. Billboards are present along the beach in four locations; however, these billboards will not be replaced if damaged by a storm or become dilapidated due to age. The City works diligently to prevent visual clutter in the community.

Street Furniture

Street lights, traffic signals, directional signs, bus shelters or transit rider seating, tree grates, telephone booths, fire hydrants, information kiosks, drinking or decorative fountains, litter baskets, step railings and decorative door knockers can all be described as street furniture. Streetscapes are, in large measure, defined and enhanced by the orderly, disciplined installation of street furniture. Street furniture gives character and quality to a streetscape, while making the area more attractive to pedestrians. It acts to convert a harsh street scene to a more sensitive human/pedestrian scale. The city influences the design of traffic signals, directional signs, fire hydrants and litter containers. Design and installation standards for other furniture elements are derived from the private sector. The private sector occasionally responds in a well-planned and designed fashion. The Neighborhood Plans will have street furniture standards to coordinate and give each neighborhood a distinct identity.

Sidewalks

Although sidewalks are discussed in the Transportation part of this Plan, it is elaborated in this section. In designing sidewalks, several questions need to be asked. Are sidewalks necessary for the safety of children playing in the neighborhood or traveling to a nearby store? Are sidewalks necessary for children to walk to and from school and recreational facilities? Are sidewalks necessary for adults to access neighborhood centers or business areas? Are sidewalks necessary to safely provide fitness and recreational opportunities for adults and the handicapped?



Orange Beach has installed sidewalks in several places in the city. Presently, sidewalks are located on the north side of Canal Road from Highway 161 eastward to Bear Point, along the east side of Highway 161 from Canal Road to Highway 182, and on the west side of Highway 161 from Canal Road to Catman Road. On Highway 182 or Perdido Beach Boulevard, there are pedestrian/bike paths on both sides of the road. The Beach Overlay District requires new developments along Highway 182 to dedicate the first 20 feet or 10 percent of lot depth, whichever is less, to a pedestrian-oriented area that will contain an 8-foot wide sidewalk and pedestrian amenities with landscaping. The City seeks to move pedestrian and bike traffic from the current Highway 182 path to the pedestrian-oriented area sidewalk. This Plan recommends that landscaping be provided in the narrow strip between Canal Road and the sidewalk. Not only would it visually enhance the area, but also it would serve as a safety factor for pedestrians.

Sidewalks are an important urban design element. They provide the basis for and support of the use of street furniture. The use of a mailbox, a telephone booth, low level street lighting, a drinking or decorative fountain, information kiosk, bus shelter, etc. is linked to a defined pedestrian transportation network.

Lighting

Lighting is an important element of urban design and a key streetscape item. Lighting should be sought that offers higher illumination, security and safety, but consumes little energy. Collector and arterial streets, because of their greater traffic volumes, must be adequately lit. Moreover, measures should be taken to assure that right-of-way lighting best serves open space, subdivision entrances, etc. On private property, the private developer provides lighting and should consider lighting location, style and type. Currently, the opportunity to install unique street lighting is provided in private subdivisions on private streets. The City has assumed the responsibility of maintaining all street lights on public streets. Standards and specifications for these lights are enforced throughout the development process and are installed by private developers

Unique or period lighting can add a certain sense, quality and character to a neighborhood or to an area of the city. Areas with special character are the most likely candidates for novel lighting. Highway 161 contains examples of novel lighting. In the future, Canal Road east of Highway 161 and Highway 182 are other areas that could have novel lighting.

Smart Growth

Sprawling land development is gobbling up undeveloped properties at an alarming rate. In some communities, the amount of developed land is growing faster than the population. This pattern of growth forces us to be overly dependent on automobiles, increasing the pollution and damage it causes. It also destroys farmland and open spaces and pollutes more and more watersheds. At



the same time, it also contributes to a range of serious social problems. In response to these trends, citizens, public interest groups and all levels of government have begun to develop smart-growth solutions to revitalize our cities, promote more compact and transit-oriented development, and conserve open space. The Smart Growth initiative is an initiative to eliminate urban sprawl and recapture the small town quality of life that eludes most developments today. Some developments in Orange Beach, such as the Wharf and the Village of Tannin, have incorporated smart-growth concepts into its design. Future developments need to examine integrating Smart Growth design criteria into its site plans.

Conclusion

In general, Orange Beach needs to continue improving its gateways and entrances and should be cognizant of appearance so it conveys the quality and character of the community in positive light. Streetscapes use many significant urban design elements and represent a merger of these elements. Though several areas demonstrate high-quality urban design, there are several unattractive streetscapes that the City will remedy in the future through land use planning. As Orange Beach continues to grow, the City will give more attention and care to maintain and improve the visual quality and design of the community.



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HOUSING

GOAL: Encourage the availability of an adequate supply of housing to meet all residential needs of the City of Orange Beach.

The purpose of this section is to provide guidance to the private sector in providing an adequate housing supply for the existing and projected population, and to the public sector to ensure that land use controls allow for future permanent year-round and seasonal housing needs.

OBJECTIVES:

- **Encourage the private sector to provide safe and affordable dwelling units of all types through 2020 to meet the housing needs for the projected population as well as the workforce necessary to meet the economic goals of Orange Beach.**
- **Continue code enforcement programs to eliminate sub-standard housing conditions and establish criteria for making structural and livability improvements to existing housing and neighborhoods.**



Inventory

Age of Housing Stock

The 2005 Special Census estimates that there are 10,296 housing units in the City of Orange Beach. The 2000 Census demonstrates that of the existing housing units, 45.6% were built prior to 1990. The remaining 54.4% were built between 1990 and 2000. Table 16 gives a more detailed account of the age of housing structures in Orange Beach. A housing boom occurred after Hurricane Frederick devastated the Alabama coastal area in September of 1979. Luxury beachfront condominiums were the predominant type of construction. Permanent single-family residential construction was almost non-existent due to land and construction costs being accelerated by prospective developments. Many of the older homes have not been repaired to acceptable standards and have become dilapidated (occupied) housing units.

Type of Dwelling Units

According to the 2005 Special U.S. Census, only 2,399 (23.3%) of the 10,296 housing units are occupied, leaving the remaining 7,897 (76.7%) vacant. The 2000 Census determines that of the total housing stock, 27.4 percent are single-family, detached units; 71.9 percent are attached units, ranging from single-family attached to 50 units or more. Approximately 72% of the total housing stock consists of 50 or more units. Table 17 emphasizes the large percentage of multi-family units and mobile homes in housing the area's population. This high percentage of multi-family units and mobile homes is a result of the high seasonal and tourist population levels and escalating land prices that force year-round residents, with limited incomes, to occupy mobile homes or become renters. According to the 2000 U.S. Census, mobile homes represent 7.0 percent of the total dwelling units.

TABLE 16 AGE OF HOUSING STRUCTURE ORANGE BEACH 1990		
Year Structure Built	Number	Percent
1999 to March 2000	318	4.1
1995 to 1998	2,405	31.1
1990 to 1994	1,482	19.2
1980 to 1989	2,238	28.9
1970 to 1979	687	8.9
1960 to 1969	298	3.9
1940 to 1959	265	3.4
1939 or earlier	41	0.5
TOTAL	7,734	100.0

Source: U.S. Census, 2000, Summary File 3



**TABLE 17
TYPE OF DWELLING UNITS
ORANGE BEACH
2000**

Type of Dwelling Units	<u>1990</u>		<u>2000</u>	
	<u>No.</u>	<u>Percent</u>	<u>No.</u>	<u>Percent</u>
Single family units, detached	1,431	32.5	2,120	27.4
Mobile home	612	13.9	571	7.0
Other*	2,355	53.6	5,043	65.6
TOTAL	4,398	100.0	7,734	100.0

* Includes single-family attached, duplexes and multi-family, boats, R.V.s, vans, etc.

The 2000 Census identifies 74.5% of the total housing units as seasonal. Though not permanent housing units, the 4,915 seasonal units do represent a housing unit type that impacts the local economy. Table 18 illustrates occupancy of dwelling units, estimated number of units in 2005 and estimated population occupying those units.

Source: U.S. Census 2000, Summary Tape File 3, 2005 Special Census and SARPC Calculations
City of Orange Beach Building Inspection Department



**TABLE 18
ESTIMATED POPULATION BY HOUSING OCCUPANCY
BY HOUSING TYPE
CITY OF ORANGE BEACH
2005**

<u>Housing Occupancy</u>	<u>No. of Units</u>	<u>Estimated Population</u>
Occupied Housing Units	2,399	5,330*
Vacant Housing Units	7,897	14,805**
For Seasonal, Recreational, or Occasional Use	4,525	8,482**
TOTAL HOUSING UNITS	10,296	28,617

* Based on 2.2 persons per unit

** Based on 2.5 persons per unit and 25% vacancy rate

Source: 2005 Special U.S. Census
City of Orange Beach
SARPC Calculations

Table 19 gives an inventory of seasonal units by type. Table 20 gives a listing of RV parks and camps and the utilities provided.

**TABLE 19
INVENTORY OF SEASONAL UNITS
ORANGE BEACH
2006**

Hotel and Motel Units	881
RV and Camping Units	226
Mobile Home Parks	39
Rental Condominiums	<u>6,664</u>
Total Seasonal Units	<u>7,747</u>

Source: SARPC and the City of Orange Beach



**TABLE 20
RV PARKS AND CAMPS
ORANGE BEACH
2005**

<u>Name, Number and Type of Accommodation</u>			<u>Each Space has the Following Connections</u>			
<u>Name</u>	<u>Spaces</u>	<u>Type</u>	<u>Water</u>	<u>Sewer</u>	<u>Electricity</u>	<u>None</u>
Azalea Village	110	RV	110	0	110	0
Beech RV/Camper Park*	*39	Mob Hm	39	39	39	0
	56	RV	56	56	56	0
	10	RV	10	10	0	0
	20	Tents	0	0	0	20
Perdido Key	19	RV	0	19	0	0
R&R Camper Park	30	RV	0	30	0	0
Minus Spaces used						
Year-round	<20>	N/A	<20>	<20>	<20>	0
TOTAL	264					

* Locations where the number of year-round spaces have been identified. Consideration must be given by the user that shifts in the number of year-round spaces tend to vary over it me. Not all locations have been verified as to type of facilities being provided

Source: SARPC

Table 21 illustrates a generalized inventory of housing units in Orange Beach in 2005.



**TABLE 21
GENERALIZED INVENTORY OF HOUSING UNITS
ORANGE BEACH
2000 - 2005**

<u>Type of Unit</u>	<u>2000 Census</u>		<u>Percent Occupied by Type</u>	<u>Units No. Permitted</u>	<u>2000 - 2005</u>		
	<u>Units Total</u>	<u>Units Occupied</u>			<u>Estimate No. Perm. Population</u>	<u>Estimate Not Occupied</u>	<u>Estimate Seasonal</u>
Single Family	2,503	2,419	96.6	1,103	147	9	189
Mobile Homes	571	245	9.8	2	0	0	0
All Other Units	2,872	282	49.5	3,357	115	35	1,142
TOTAL	5,946	2,946	N/A	4,462	262	44	1,331

Source: 2000 U.S. Census of Population and Housing, U.S., Bureau of Census; SARPC Calculations

Note: Does not include lost units.

Owner-occupied and Renter-occupied Dwelling Units

The 2005 Special U.S. Census indicates that of the 2,399 or (72.8%) occupied housing units 1,746 are owner-occupied. The 2000 Census data reported that 653 (27.2%) of the occupied housing units are renter-occupied; 7,897 housing units are vacant; a figure which represents 76.7 percent of the City's total housing stock. Of these vacant units, 3,373 are true rental units. The remaining 4,524 housing units are for sale, seasonal use or other type of vacancy.

Monthly Cash Rent

The 2000 Census reports the median monthly rent for non-seasonal renter-occupied housing units in Orange Beach as \$658 in 2000. Of the 151 non-seasonal rental units, over 50 percent were above the median interval (\$650-699).



Value of Owner-occupied Housing

The median value of specified owner-occupied housing units for Orange Beach was \$204,500 in 2000. Over 58 percent of owner-occupied dwellings cost within the \$100,000 to \$300,000 range. There is currently a 32-unit Farmers Home Administration-assisted apartment complex for low to moderate income residents. There are no Section 8 houses and no public housing programs in Orange Beach. The 2000 U.S. Census estimates that 34.7 percent of the households in Orange Beach have low to moderate incomes.

Housing Stock Conditions

The City staff has identified single-family dwellings in varying degrees of substandard conditions. (This list includes standard conditions with slight defects that can be corrected through minor maintenance.) The City Council adopted The International Building Code and the Public Works Department is responsible for the enforcement of this code throughout the City.

Mobile Home Parks and Subdivisions

The Zoning Ordinance permits mobile homes in mobile home parks and mobile home subdivisions. There are three parks and five subdivisions in the City. There are also individual mobile homes scattered throughout the city that were in place prior to the adoption of the Zoning Ordinance.

Analysis

Population Expected to Reside in the City

Population projections for the year-round population are the result of a straight-line extrapolation based on the annual average growth rate, excluding annexations. The projected population for the years 2010 and 2020 are 6,356 and 8,408, respectively. These figures are estimates and would change if annexation occurs or population growth rates significantly change, as noted in the Population section. The seasonal population projection estimates for Orange Beach in June, 2020 is 31,807. This estimate is based on the 7,146 approved condominium units and the 83.2 percent occupancy rate as shown in Table 3 in the Population and Economy section.



Household Size

The 2005 Special Census reports 2,399 households in the city. The projected number of households in 2010 and 2020 are 2,889 and 3,821, respectively. According to the 2005 Special U.S. Census, the average household size is 2.2 persons. This is likely to remain low as a result of lower birth rates, increased longevity of the elderly and the single-oriented and late-married lifestyle trend.

Projected Year-Round Housing Needs

The preceding section identifies projected changes in household composition. These changes are the basis on which projected household needs are developed. The following assumptions have been made to project future needs:

- Households with only one or two persons are assumed to need dwelling units with two or fewer bedrooms. Three and four person households are assumed to need three bedroom units, and five or more person households are assumed to need four or more bedroom units.
- Higher income families may occupy larger dwelling units than would be required by the household size. Lower income households may, by necessity, occupy units smaller than actually needed.
- The occupied housing distribution between owner occupancy and rental occupancy reported in the 2005 Special U.S. Census was 72.8 percent owner-occupied and 27.2 percent renter-occupied. Projections will be based on 80 percent owner-occupancy and 20 percent renter-occupancy.
- The distribution among the various types of units (single-family, duplex and multi-family) will continue to shift toward multi-family housing.
- Workforce housing needs are a primary concern. As identified in the Population and Economy section, there are an estimated 15,558 persons employed in Orange Beach. Housing opportunities should be made available to allow persons working in Orange Beach to live in Orange Beach.
- In 2005, there were no persons residing in group quarters. It is assumed that this number will remain zero.



New Household Formations

The greatest housing need will be in the low to middle income groups, which will require the majority of the housing units by the year 2020.

The 2005 Special U.S. Census shows an overall vacancy of 9.2 percent for the permanent population of Orange Beach. For the purpose of this study, a 9.2 percent vacancy rate has been established. This translates into 90.8 occupancy rate for the permanent population.

The following housing needs are specifically for the year-round, permanent population. By the year 2010, 535 additional housing units are needed and by 2020, a total of 1,019 housing units will be required for the permanent population. Table 22 illustrates housing unit requirements for the permanent population.

TABLE 22 HOUSING UNIT REQUIREMENTS FOR PERMANENT POPULATION ORANGE BEACH 2005 - 2020			
<u>Housing Elements</u>	<u>2005 Permanent</u>	<u>2010 Permanent</u>	<u>2020 Permanent</u>
Population	5,330	6,356	8,408
Persons in Group Quarters	0	0	0
Persons/Occupied Units	2.2%	2.2%	2.2%
Occupied Units	2,399	2,889	3,821
Vacancy Rate	9.2	9.2	9.2
Total Units	2,619	3,154	4,173
Additional Units Required	N/A	535	1,019

Source: 2005 Special Census; SARPC Calculations



Recommendations

1. Provide appropriate zoning designations that allow adequate residential development of all types.
2. Provide sewer and water service to existing and proposed residential developments.
3. Identify rehabilitation target areas and seek funds to:
 - Demolish housing units unsuitable for rehabilitation.
 - Demolish abandoned non-residential structures.
 - Rehabilitate substandard units using financial assistance programs offered by federal and state agencies.
4. Establish a Workforce Housing Task Force to recommend programs to help provide workforce housing.



TRANSPORTATION

GOAL: Provide a safe and efficient transportation system for all residents and visitors, creating a pedestrian oriented environment and creating some form of mass transit to lessen dependence on the automobile.

The purpose of the Transportation section is to plan for future motorized and non-motorized transportation systems. An essential basis for planning transportation systems is the Land Use Element, specifically the Future Land Use Plan. The Future Land Use Plan will direct where roadway facilities are needed.

OBJECTIVES:

- Coordinate the City of Orange Beach's transportation system with the Future Land Use Plan, as well as with public safety concerns.
- Prioritize transportation improvements which enhance and maximize the efficiency of the existing system and negate the need for expensive transportation projects.
- Identify high accident locations along roadway links and at intersections and take measures to minimize these on a continuing basis.
- Require developers to bear the cost burden of roadway improvements, through impact fees, necessary to the roadway network due to traffic generated as a result of new developments.
- Actively pursue and acquire right-of-way for future roadway improvements which are necessary for adequate traffic flow and arterial spacing.
- Develop policies that will ensure the safe and effective movement of bicycles and pedestrians.
- Improve and/or provide street lighting where necessary.
- Coordinate with the State Highway department to provide an additional hurricane evacuation route as well as other improvements identified in this section.



Analysis

Before a local government can adequately plan for its future, it must assess the capability of the existing transportation system to serve current and future demand. Therefore, it is necessary to determine existing levels of service and to identify roadway deficiencies within the transportation system.

The City of Orange Beach has developed along an east-west axis. Alabama Highways 180, the northern roadway, and 182, to the south, serve as major east-west traffic carriers for the community. Primary north-south access is provided by Alabama Highway 161, as shown on Figure 5.

Limited evacuation corridors plague the area. With the continuous residential and commercial development of Orange Beach and the overall increase in tourism along the Gulf Coast, Orange Beach, whose limited access to the mainland poses a potentially serious situation for hurricane preparedness, must address this critical deficiency in the transportation network.

A large part of the seasonal/tourist population utilizes non-motorized transportation. The City at this time has not developed a multi-modal transportation plan. The City has a contract with Day Wilburn and Associates to develop a Transportation Master Plan. This plan should be completed in the near future.

Functional Classification

The functional classification system separates, divides, or groups streets by a hierarchical system based on street function. This classification system is used to balance traffic movement and accessibility on different roadways.

The classes of roadways in Orange Beach range from principal arterial, emphasizing the movement of large volumes of traffic, to local streets, emphasizing access to adjacent properties. The four basic categories of street classifications in Orange Beach are:

Principal Arterial System – The function of a principal arterial is primarily to provide major traffic movement capability, and to:

- Provide access to adjacent land.
- Carry a high percentage ratio of total vehicular miles traveled to total miles.

Principal arterials consist of (1) interstates, (2) other limited access roads, and (3) arterials without access control.



The Alabama Department of Transportation's 2000 Functional Classification of Roadways identifies Alabama Highway 182 as a principal arterial. Alabama Highway 182 traverses the city, extending west through Gulf Shores and east into Florida. It carries four lanes of through traffic and a center turning lane.

Minor Arterial System – The function of a minor arterial is to:

- Provide lower level of mobility than principal arterials, but traffic movement is still the primary purpose;
- Provide access to adjacent land, but generally does not bisect or enter neighborhoods; and
- Carry the majority of through trips and longer internal trips.

Alabama Highway 161, is classified a minor arterial by the Alabama Department of Transportation's 2000 Functional Classification of Roadways. Alabama Highway 161, the north-south arterial axis through Orange Beach, has four lanes with a center turn lane.

Collector – The function of a collector street is to:

- Provide both limited mobility and good access to adjacent land;
- Carry traffic between the local street system and the arterial system;
- Carry little, if any, through traffic; and
- Serve local areas.

Generally, major collectors are two-lane undivided streets with rather rigid traffic controls. Major collectors are often found in areas with significant traffic movement, such as industrial and business parks and retail areas. They may include flared intersections to accommodate left and right turn lanes at busier intersections. The minor collector is undivided, and may allow some parking on each side.

The main difference between collector and arterial streets is the length and type of trip accommodated. Alabama Highway 180 (Canal Road) has been classified as a major collector, rural. Classified as a major collector, Alabama Highway 180 is two lanes, except where adjacent to "The Wharf" which has been improved to four lanes with a center turn lane. Traffic counts on this collector are significantly different east and west of Alabama Highway 161, reflecting its segmented functions. West of Alabama Highway 161, the traffic volume is considerably higher than the eastern segment, where it serves only a residential area. However, in the local context, this western segment functions more as a minor arterial and the eastern segment functions as a major collector. Marina Road also functions as a major collector. Local minor collectors include Washington Boulevard, Gulf Bay Road and Bay La Launch Avenue.



Local Streets – The primary function of local streets is to:

- Provide full access to adjacent land, but with the lowest level of mobility.
- Generally carry no through traffic.

Depending upon the types of areas served and the service demands placed upon them, local streets may be sub-categorized as residential, industrial and business.

This inventory of the existing traffic circulation was prepared as a basis for determining existing and projected roadway deficiencies in Orange Beach.

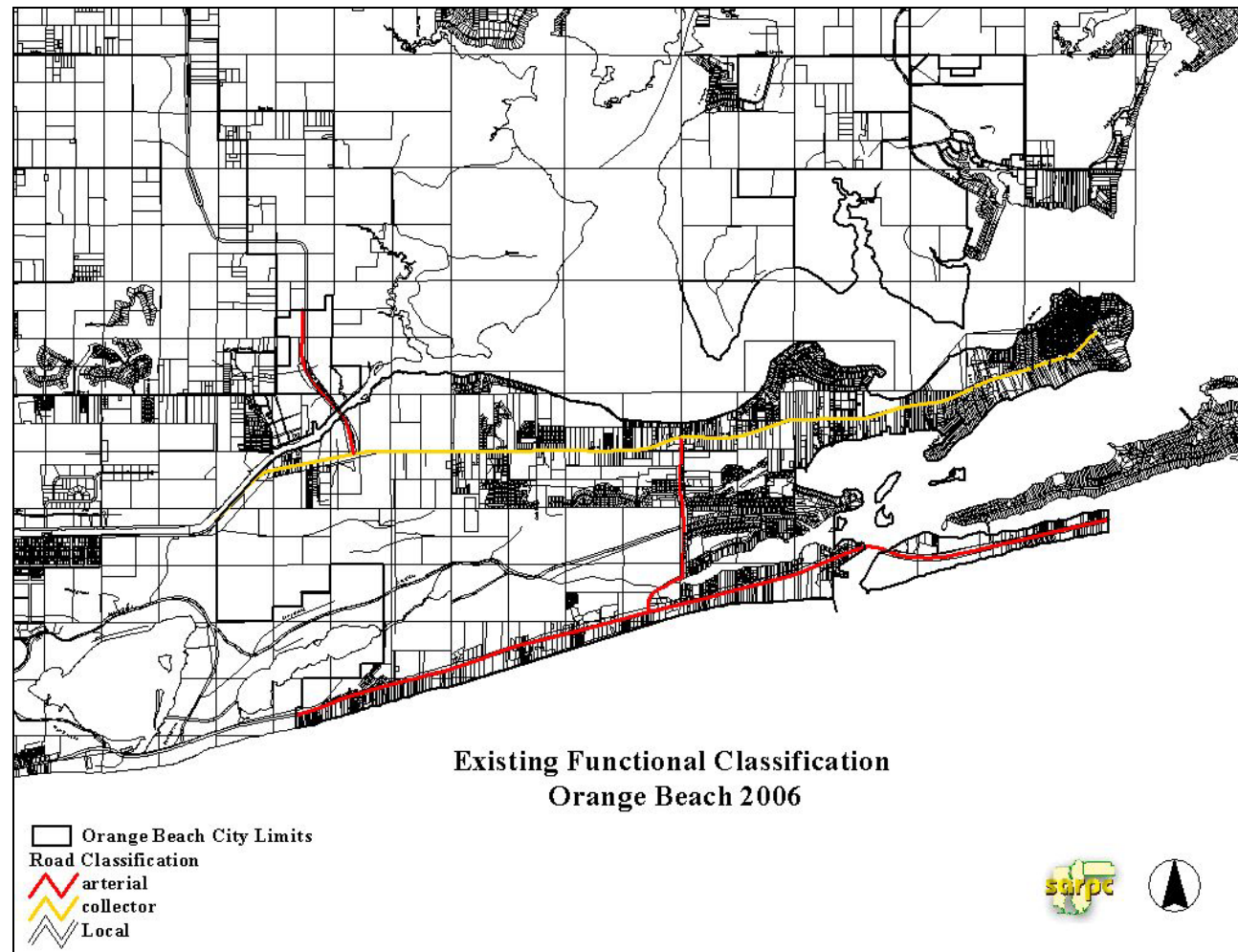
Traffic Volumes

Forecast conditions for the transportation network are tied to current traffic trends and projected forward. Current traffic conditions are described as level of service (LOS) A, B, C, D, E, or F (Table 23 describes each of these conditions). This system of describing traffic conditions is hierarchical, with LOS A being best and descending to LOS F as traffic conditions deteriorate. Service levels A through D are determined to be acceptable in an urban environment. It must be noted at this time the LOS described are for urbanized areas, so Orange Beach residents may not have the ability to tolerate LOS less than A or B.

Generally lowest service levels would be expected at peak hours, which are morning and evening rush hours as well as peak beach and tourist weekends, such as Memorial Day, Labor Day, Fourth of July and during the annual Shrimp Festival. Therefore, it is possible that streets with service level A during off-peak periods may experience Level E or F conditions for one or two hours during these peak times.



**FIGURE 5
EXISTING TRANSPORTATION MAP
ORANGE BEACH
2006**



Source: SARPC



**TABLE 23
LEVEL OF SERVICE
CITY OF ORANGE BEACH
2006**

Level of Service (LOS)	Description
A	Highest LOS which describes primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at intersections is minimal.
B	Represents reasonable unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.
C	Represents stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than LOS B and long queues and/or adverse signal coordination may contribute to lower average travel speeds. Motorists will experience noticeable tension while driving.
D	Borders on a range in which small increases in traffic flow may cause substantial increase in approach delay and, hence, decreases speed. This may be due to adverse signal progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
E	This is the beginning of an inadequate network, with long queues causing excessive delays.
F	This represents traffic flow characterized at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays resulting in more traffic demands than signal capacity.

Source: Alabama Department of Transportation, 2005



Average Daily Traffic Volumes

The Plan obtained historical average daily traffic counts and the most recent traffic counts from Alabama Department of Transportation. The most recent counts available were taken during 2005. These volumes represent average daily traffic at particular locations, as shown in Table 24. Current problems in the network were identified by comparing maximum roadway capacities with actual volumes. The traffic volumes used here are to provide a general indication of problem areas or potential problem areas. Levels of Service (LOS) were derived using information from Table 24. It should be noted here the LOS shown using information from Table 25 and the traffic counts provided by the Alabama Highway Department indicates that primary transportation corridors are operating between a LOS of A and a LOS of F. Perception of a driver is also a critical factor when determining if a roadway is functioning properly. If a driver perceives that there are unnecessary delays or that a roadway is overcrowded, then that roadway is not operating at an adequate LOS. A driver would expect delays when traveling along corridors in urban or metropolitan areas, for example, Atlanta or Dallas, but these same delays are not tolerated or accepted when traveling through Orange Beach, Alabama.

All stations have shown an increase of three percent (3%) to thirty-one percent (31%) since 1999. The most significant increases occurred on Alabama Highway 161. The second largest increase in traffic over the time period was on Alabama Highway 182 at the Florida State Line, a logical outcome of the developments along the beach. Traffic along Alabama Highways 182 and 161 increased steadily from 1999 to 2005. Traffic counts from 1999 to 2005 showed a substantial increase for Alabama Highway 182 at the Florida state line.



**TABLE 24
HISTORICAL AVERAGE DAILY TRAFFIC COUNTS ON U.S. HIGHWAYS
ORANGE BEACH
1999-2005**

<u>Location</u>	<u>1999</u>	<u>2001</u>	<u>2003</u>	<u>2005</u>	<u>%Change 1999-2005</u>	<u>LOS</u>
Rt. 180 West of 161	10,900	12,820	13,870	14,590	25%	F
Rt. 180 East of 161	4,480	4,820	5,370	5,450	17%	A
Rt. 182 West of 161	18,130	17,610	18,720	18,680	3%	A
Rt. 182 East of 161	16,280	17,980	18,770	18,740	13%	B
Rt. 161	11,730	13,960	14,870	17,060	31%	A
Rt. 182 at Florida State Line	10,530	11,730	12,510	12,750	17%	A

Source: Alabama Department of Transportation 1999, 2001, 2003, 2005 (traffic count maps)



**TABLE 25
MATS MODEL CAPACITIES BY FUNCTIONAL CLASS
AVERAGE DAILY TRAFFIC, BOTH DIRECTIONS**

	<u>LOS</u>	<u>Arterial</u>				
		<u>Collector</u>	<u>Minor</u>	<u>Principal</u>	<u>Expressway</u>	<u>Freeway</u>
Two-lane	A	6,000	8,000	9,400		
	B	7,000	9,400	10,900		
	C	8,000	10,700	12,500		
	D	9,000	12,000	14,000		
	E	10,000	13,300	15,500		
Two-lane with turn	A	6,700	8,700	10,100		
	B	7,800	10,100	11,700		
	C	8,900	11,600	13,400		
	D	10,000	13,000	15,000		
	E	11,100	14,400	16,700		
Four-lane	A	12,100	16,100	18,800		
	B	14,000	18,700	21,800		
	C	16,000	21,400	24,900		
	D	18,000	24,000	28,000		
	E	20,000	26,600	31,100		
Four-lane divided	A	14,100	18,800	22,100	29,500	37,500
	B	16,400	21,800	25,700	34,300	43,700
	C	18,700	24,900	29,400	39,200	49,800
	D	21,000	28,000	33,000	44,000	56,000
	E	23,300	31,100	36,600	48,800	62,200
Six-lane divided	A		26,800	31,500	44,200	56,300
	B		31,200	36,700	51,500	65,500
	C		35,600	41,800	58,700	74,800
	D		40,000	47,000	66,000	84,000
	E		44,000	52,200	73,300	93,200
Eight-lane divided	A		40,900	59,000	75,000	
	B		47,600	68,600	87,400	
	C		54,300	78,300	99,700	
	D		61,000	88,000	112,000	
	E		67,700	97,700	124,300	

Source: Mobile Area Transportation Study



Summary

Principal Arterial - Alabama Highway 182 is the only principal arterial and travels along the beach. Its capacity meets the current and future demand. Consideration of limiting any type of high-density residential development may be a factor which helps the transportation network, particularly Alabama Highway 182, to continue to operate at a desirable LOS.

Minor Arterial - Alabama Highway 161, the sole north-south minor arterial, provides primary access to the commercial, residential and public land uses. The LOS A along this roadway could decline to LOS B if more development occurs.

The location selected for the additional north-south access will impact the transportation network, reducing traffic on parallel north-south routes and also possibly reducing traffic on Alabama Highways 182 and 161. It also will improve accessibility within Orange Beach and could promote more commercial development. The difficulty with providing an additional north-south access is there is a high likelihood that the location will be in Gulf State Park. This area is highly sensitive and a valuable natural and environmental resource.

Collector Streets - Alabama Highway 180 is a collector street serving both Orange Beach and Gulf Shores. East of Alabama Highway 161, it serves as the sole route extending to Bear Point and the northern peninsula of Orange Beach, abutting various types of residential land uses and is functioning at a level of service A. West of Alabama Highway 161, it serves as the main northern street of Orange Beach and is primary access for commercial land use and is functioning at a level of service F. With future development, it is anticipated that the present LOS for both segments will continue to decline.

Local Streets - Local streets serve residential areas and vary in condition from paved, adequately lit and well-drained to unpaved, unlit and lacking drainage ditches. The construction and paving of unpaved roadways and corresponding drainage improvements is the primary need of Orange Beach's local streets.

Sidewalks - Presently, the Subdivision Regulations address standards and conditions if sidewalks are installed. There is an existing sidewalk that is along the north side of Highway 180 from Highway 161 to Bear Point and along the east side of Highway 161 from Highway 180 to the City's Municipal Complex. Future sidewalks need to have a width of not less than eight feet to serve pedestrian and bike traffic. Pedestrian-oriented areas in the Beach Overlay District require an eight foot sidewalk for all new developments along Highway 182.



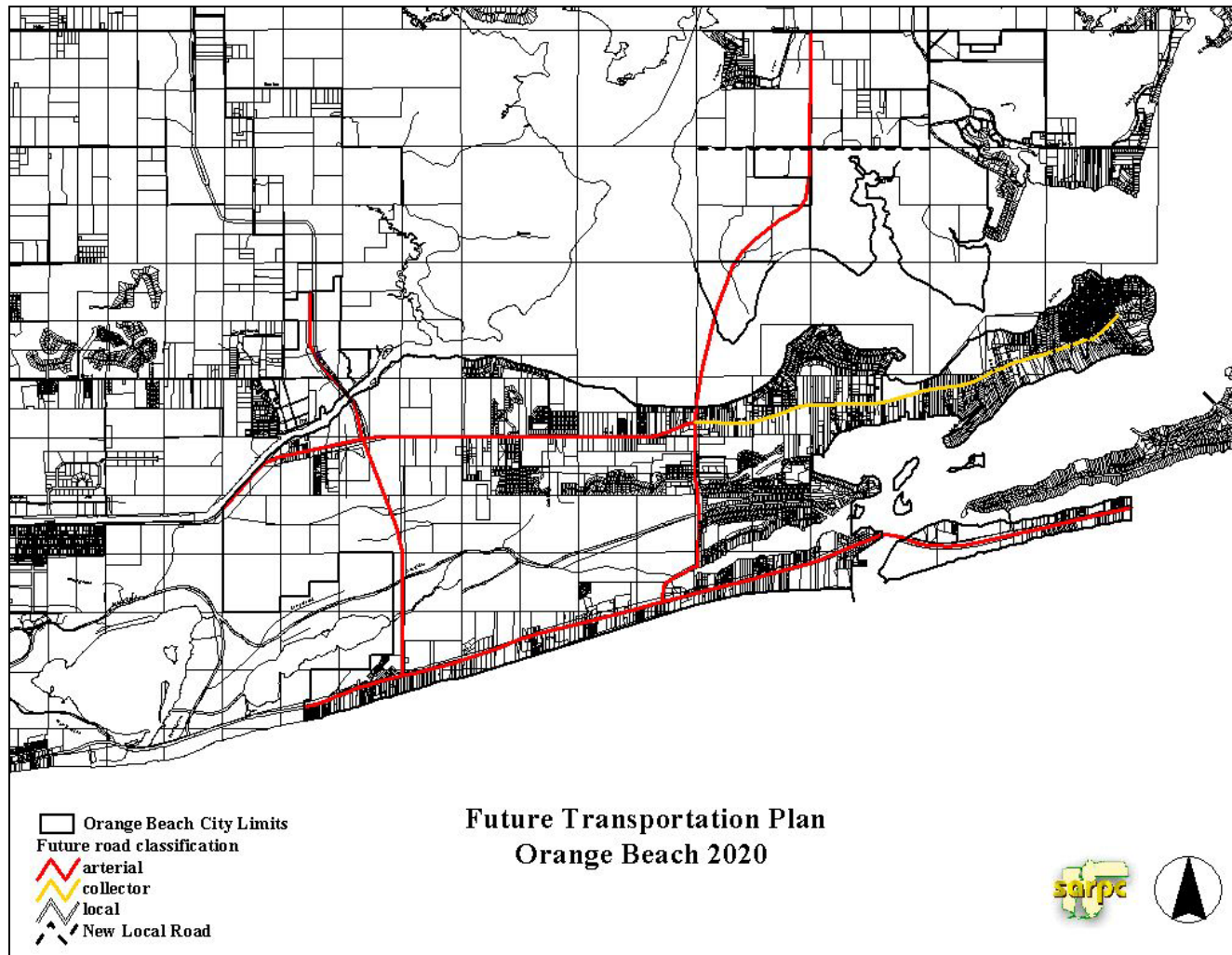
Bike Paths - There are currently no provisions for bike paths in the Subdivision Regulations. Alabama Highway 182 has a bike path in Gulf Shores, which ends at the corporate limits of Orange Beach. There is a dedicated bike path on Highway 182 in Orange Beach, the path along Highway 182 also currently serves as a pedestrian path. The sidewalk that has been installed along Highway 180 east of Highway 161 could function as a bike path.

Future Transportation Network - The Future Transportation Network can be seen in Figure 6.

With Orange Beach continuing to be an ever-increasing resort destination, transportation deficiencies will continue to plague the City. Therefore, all improvements to the transportation network should promote a pedestrian-oriented lifestyle, while lessening dependency on the automobile. The following recommendations are designed to accomplish this.



**FIGURE 6
FUTURE TRANSPORTATION MAP
2020**



Source: SARPC



Recommendations

1. Adopt and implement the Transportation Master Plan prepared by Day Wilburn and Associates as part of this plan.
2. Continue to use highway right-of-way of Highway 180 west of Highway 161 to install bike paths and landscaping adjacent to, but separate from, the pavement to facilitate bike and pedestrian traffic from neighborhoods.
3. The area located west of Alabama Highway 161, south of Wolf Bay and north of the State Park to the west corporate limits is the least developed of all the areas in Orange Beach. This area should be developed using classic Traditional Neighborhood Design. The streets should be developed using grid patterns and limiting the use of cul-de-sacs. Each development is intended to connect with future or existing adjacent developments.
4. Develop a multi-modal transportation master plan which includes non-motorized transportation.
5. Minimize ingress/egress points along Alabama Highway 182 and Highway 180 west of Highway 161.
6. Coordinate with the City of Gulf Shores in the development of more bike and pedestrian routes along Alabama Highway 182 that are separate from highway improvement.
7. Consider bike paths in all improvement projects to major roads.
8. Establish land use controls that require sidewalks with any street improvement.
9. Coordinate with the State and other transportation authorities (i.e., County, other municipalities) in the development of an additional north-south transportation corridor and evacuation route from Orange Beach.
10. Develop a local transportation improvement program which includes pavement and drainage improvements.
11. Replace street lights to pedestrian-scale street lights and install additional street lights as needed.
12. Develop a sidewalk master plan as a component of the transportation improvement program.
13. Coordinate with the State regarding through access from the State Park to the Orange Beach Post Office by way of Catman Road.
14. Coordinate with the State Highway Department to:
 - Lower the speed limit to 35 mph on Alabama Highway 182;
 - Provide a median;
 - Provide sidewalks; and
 - Provide pedestrian crosswalks with lighted signals.
15. Provide for and construct bike trails located within the right-of-way, but separate from the roadway pavement.
16. Require pedestrian-sized walkways and landscaping that encourages pedestrian mobility.
17. Design a master street plan which includes TND and Urban Design Criteria. Special attention should be given to the valuable resource designation on the Future Land Use Map.



*(From the City's Horizons 20/20)
Transportation Priorities and Recommendations*

Short Term Recommendations (1 - 5 years)

1. Construction of the Southern Evacuation Route from the Foley Beach Bridge to Hwy 182.
2. Canal Road widening (Beach Express to Highway 161).
3. Establish a beach cleaning program.
4. Improve the Highway 161 and Highway 180 intersection.
5. Build additional roadway drainage improvements.
6. Develop a sidewalk/bike master plan.
7. Implement street, bridge and gateway beautification (signs, landscape, fencing, and lighting).
8. Construct additional boat launches.
9. Install public parking facilities on Perdido Beach Blvd. at beach accesses.

Long Term Recommendations (5 - 10 years)

1. Construction of the Wolf Bay Bridge.
2. Develop a park and ride system.
3. Implement a beach trolley.
4. Complete the County Road 83 extension from I-10 to I-65.



COMMUNITY FACILITIES AND SERVICES

GOALS:

- Provide adequate professional police protection.
- Provide adequate fire protection for all citizens of the City.
- Provide educational opportunities for all school age children within the corporate limits of Orange Beach.
- Provide adequate recreation facilities, both active and passive, and open space areas for all citizens of Orange Beach through a combination of public and private facilities.

Police Protection

Inventory and Analysis

The Police Department is housed in the Orange Beach Justice Center and is administered by a Chief who is responsible to the City Administrator. Funds for the department are budgeted annually by the City Council on the basis of estimates prepared by the Chief and police staff. The Police Department operated with a \$2,904,705.00 budget for FY 2004 and is operating with a budget of \$3,436,942.00 for FY 2005. Municipal court revenues for 2004 were \$207,500.76 and were \$436,117.13 for 2005.

Current Police Department personnel include 38 full-time sworn officers, four part-time sworn officers, 10 reserve (non-sworn) volunteer officers, two secretaries, nine dispatchers and five jailers. The Patrol Division currently has 25 patrol officers. There are five officers in the Investigations Division of the Orange Beach Police Department. The division is tasked with investigating serious misdemeanors and all felony cases. Investigators are responsible for processing crime scene, interviewing witnesses, interrogating suspects, and photographing and documenting evidence. On average the case load of the division is 300 to 500 criminal cases per year.

The Marine Unit patrols the Gulf of Mexico shoreline and back waters of the city. The primary function of this unit is to assist boaters with rescue and medical emergencies and to monitor speed and safety of all boaters and personal watercraft. This division also conducts investigations of marine related thefts.



The Police Department has 36 fleet vehicles, two boats, two ATV's and two bikes. The vehicles are in satisfactory condition. Some of the 2003 and 2004 models will need to be replaced in FY 2007. Police vehicles, boats, ATV's and bikes should be evaluated each year to determine if replacements are necessary. Additional vehicles should be provided as this department grows.

The 2005 year-round population for Orange Beach is 5,330, as confirmed by U.S. Census Bureau, Special Census. The average population, including seasonal, for 2005 was 17,357. The need for additional department personnel should continue to be reviewed annually, to ensure adequate police protection for the permanent and visiting population.

The Communications Division is staffed by 11 full time dispatchers with a minimum of two dispatchers on duty at any given time. All dispatchers are APCO certified Telecommunicators and NAEMD certified Emergency Medical Dispatchers. This division is responsible for radio and telephone communications as well as all NCIC and ACJIS communications activities. This division is also responsible for all emergency and non-emergency calls for service for Police, Fire and EMS within the City of Orange Beach. The department's radio communication system operates on VHF in the 155 MHz range. The system provides police, EMS and fire dispatch as well as dispatch for the State Marine Police stationed in Orange Beach. The 155 MHz band was recently upgraded to include a trunking system that eliminated dead spots and enhanced radio communication and officer safety. The Police Department's phone system is adequate with enough incoming and outgoing lines. There are two dedicated and one roll-over 911 lines. A recording device is need that will record all radio and telephone lines.

There is currently a D.A.R.E. Division.

Table 26 illustrates the Police Department's activities for the year 2005.

TABLE 26 POLICE INFORMATION SUMMARY 2005	
<u>Calls for Service</u>	12,596
<u>Sworn Officers</u>	
Full-time	38
Part-time	4
<u>Crimes</u>	
Total	--
Homicide	0
Rape	1
Robbery	2
Assault	47
Violent Crimes	--
Burglary	30
Theft	106
Larceny	180
Vehicle Theft	12
Traffic Related	271
<u>Accidents</u>	
Total	94
Vehicle Serious Injury	7
Vehicle Fatalities	1
Pedestrian Serious Injury	0
Pedestrian Fatality	1
Accidents	
<u>Adults Jailed</u>	573
<u>Accidents at major intersections</u>	
Total	13

Source: Orange Beach Police Department



The Justice Center was built in 2002. The Orange Beach Correction Center is a self contained, 34 bed state of the art facility designed to hold misdemeanor prisoners for up to one year. The facility is also designed to hold officers in the event of a hurricane or natural disaster. The Court is in need of additional office space, storage space for records and space for an imaging system for court records. The Police Department is in need of extra space for the additional Patrol Officers expected to be hired. This addition includes additional space in the patrol muster room, report writing area and locker room.

A police sub-station/training operations center is needed north of the Intracoastal Canal. This facility is needed to house an indoor firing range, training facility and should be constructed so it can be used as an emergency operation center during storms.

Wireless security cameras need to be installed at various locations in the city to monitor public areas. Areas that should be monitored are boat ramps, public beach parking areas, municipal buildings, municipal marinas and other areas where high value targets are left unattended for long periods of time. These cameras could be placed at key intersections to monitor traffic flow and accidents.

The City of Orange Beach does not respond to calls outside of the corporate limits. By law, the City is able to exercise a police jurisdiction extending 1.5 miles beyond the city limits.

Fire Protection

Personnel

The City of Orange Beach has four fire stations. Currently, there are 42 paid fire fighters, and 12 volunteer firefighters. Forty-one of the paid fire fighters are full-time, with one fire fighter being part-time. The fire chief's office, the inspector's office and the administrative office are located adjacent to Station One.

Stations and Equipment

There are four Fire Stations in Orange Beach. Station One is located at 25853 John Snook Drive and is in need of additional storage and office space. A training tower and grounds are needed behind Station One to train incumbent and newly hired firefighters. Station Two was recently completed and is located 27280 Canal Road; Station Four is a volunteer station and is located at 28491 Ono Boulevard, and Station Three is an un-manned station located at 29422 Canal Road. Station Three is estimated to be 25 to 30 years of age and needs to be replaced. Additional stations are needed on Beach Road and on Canal Road and/or north of the Canal on newly annexed lands.



Table 27 gives an inventory of the stations and equipment.

**TABLE 27
INVENTORY OF FIRE STATIONS AND EQUIPMENT
ORANGE BEACH
2006**

Station		Description	Type
1	1996	Pierce Pumper Truck	Engine One
1	1992	Renegade Fire Truck	Engine Five
1	1999	Simon-Du Ladder Truck	Ladder one
1	1984	1953 General Pumper	THE GENERAL
1	1997	GMC Suburban	Rescue Eight
1	1999	Ford F-250 4x4 P/U Truck	Beach 11
1	2000	Fore F-350 Ambulance	Rescue 21
1	2002	Ford Excursion	Rescue 10
2	1994	GMC Suburban	Rescue two
2	1995	For F-250 P/U Truck	Brush 12
2	2001	Trailer-Boat	
2	2000	1500 GPM Pumper Amer. Eagle	Engine Two
2	2003	Enclosed Box Body Fire Truck	HazMat
2	2003	Fore 450 W/Utility Body	
2	2003	Trailer Enclosed 8x24	
3	1989	E-1 Fire Truck	Engine Three
4	1989	Grumman Pump Truck	Engine Four
	1997	Ford F-800 W/Service Body	Service Ten
Fire Admin.	2000	Dodge Ram 15000 (Fire Inspector)	Bureau Two
Fire Admin.	2004	Ford F-150 Truck	Battalion Chief
Fire Admin.	2005	Ford F-150 Truck	Training Officer
Fire Admin.	2001	For Crown Victoria	Deputy Chief
Fire Admin.	2003	Ford F-150 (Fire Marshall)	Bureau One
Fire Admin.	2006	SUV Chevy Trailblazer	Chief

Source: Orange Beach Fire Department



Vehicles and equipment should be evaluated on an annual basis and replaced as necessary. The City should take all necessary action to ensure the current or an improved ISO rating.

Performance

The Fire Department supplies fire protection and emergency medical services. During fiscal year 2005, the Orange Beach Fire Department had 1,866 calls. The department responds to calls in Orange Beach and on Ono Island. Response time to the scene of a fire using only duty personnel is estimated to be three to four minutes. Volunteers are paged for each fire call and their response time extends from 6 to 8 minutes. Based on requirements of OSHA and NFPA, personnel are not allowed to enter a house fire with less than four fire fighters. Additional manpower has improved the fire departments response time.

The City has a mutual aid agreement with Gulf Shores, Foley and Escambia County, Florida. Should a fire occur in any of these communities and overwhelm that area's fire suppression resources, the other communities will provide assistance. The effectiveness of this agreement may be diluted in the event of out-of-town forces being diverted to their own local emergency.

Fire Rating

The City possesses a class three fire rating. The fire rating is tied to certain performance standards and criteria, such as the number and placement of fire hydrants, number and manning of fire houses, and number and type of apparatus, public alarm systems, etc.

Table 28 illustrates the fire departments activity from 1995 to 2005.



**TABLE 28
TEN-YEAR FIRE DEPARTMENT ACTIVITY
CITY OF ORANGE BEACH
1995 – 2005**

YEAR	1995	1996	1997	1998	1999	2000 ¹	2001	2002	2003	2004 ²	2005
FIRE CALLS	354	360	372	410	503	671	578	708	543	544	569
RESCUE	860	939	984	1,210	1,527	1,946	1,328	1,263	1,704	1,627	1,229
HAZARDOUS CONDITIONS	18	10	9	12	26	44	37	41	23	19	19
GOOD INTENT	7	8	7	13	24	78	49	27	29	25	18
FALSE CALLS	23	19	20	26	58	40	42	50	170	21	21
TOTAL CALLS	1,263	1,336	1,392	1,671	2,138	2,779	2,034	2,079	2,469	2,236	1,856

Source: Orange Beach Fire Department

- 1) Included in this year are all elevator calls and all walk-in for blood pressure checks.
- 2) Hurricane Ivan, September 16, 2006.

Schools

The Baldwin County Board of Education currently serves the residents of Orange Beach. In 1997 the Baldwin County Board of Education built a new elementary school on Wilson Boulevard. The elementary school currently serves grades K through 5 with an enrollment of 340 students. The Baldwin County Board of Education has approved expansion to the sixth grade for the past two years. All students in grades 7-12 still must travel to Gulf Shores to attend school. A new middle school is expected to be constructed within the next three years in Orange Beach.



The City of Orange Beach has begun the process of withdrawing from the Baldwin County public school system. Succinctly the City of Gulf Shores has begun the same separation to form a city school system, and each City has appointed their own Board of Education. The Orange Beach Education System plans to open the Sea, Sand and Stars Learning Center. This center is approximately 7,800 square feet with an estimated cost of \$2,000,000 which is funded by public and private investment.

Library

The City of Orange Beach adopted an ordinance creating the City Library on February 3, 1992. It was recently moved from its location adjacent to City Hall to 26267 Canal Road.

The library is open 46 hours a week and is staffed by 8 full-time and 3 part-time employees. The government and supervision of the City Library is vested in the Library Board.

The Library has 36,839 volumes with the 2005 annual circulation of 50,916. In February 2005, the library had 11,559 patrons. The number of people visiting the library per week during peak season (December 1 through March 30) was 2,028. The number of people visiting the library per week during the off-season was 1,030. The materials budget for FY 2005-2006 is \$81,948.

Listed below is the current 2005 situation, current need and the projected need of the library.

<u>Volumes</u>	Shelving Capacity:	3,186 ln. ft.
	Needed in Next 5 Years:	5,000 ln. ft.
	Needed in Next 10 Years:	7,500 ln. ft.
	Volumes in 2005:	36,839
	Projected for next 5 years:	55,000
<u>Staff</u>	Current	11
	Needed in next 5 years:	15-25(includes Branch @25)
	People visiting the library per week, peak season:	2,028
	People visiting the library per week, not peak season:	1,030
	Reference questions answered in 2005:	8,716
	Reference questions answered in 2004:	22,353
	Current square footage:	10,500
	Needed in 5 years:	25,000
	Needed in 10 years:	50,000



The Library currently does not have enough available space for its full potential operation. The library will need to double in size to accommodate the present patron base and the anticipated growth. An additional 432 linear feet of shelving is currently needed to properly shelve materials. The additional shelving is a stop-gap measure until the entire library can be expanded. The Library also needs expansion of the public parking areas.

A branch library in the vicinity of the Wharf will be needed for the growth in that area of the City. A branch library north of the Intracoastal Canal will be needed when the Wolf Bay Bridge is complete and this area becomes more developed.

Services Provided by the Library

- | | |
|--|---|
| Books | National Telephone Directories on CD-ROM |
| Books on Tape Reading Discussion Group | State and Income Tax Forms and Brochures |
| Large Print Books | Children's Summer Story Hour |
| DVD's and Videotapes | Children's Summer Reading Program |
| Music CD's | Photocopying |
| Magazines and Newspapers | Legal Forms Data Base |
| Downloadable Audio Books and E Books | Alabama Virtual Library |
| Public Access Catalog | Facsimile |
| Free Public Internet Access | Meeting Room |
| Notary Public | Access to <i>Dialog</i> Online Service |
| Reference Services | Bulletin Board for Community Announcements |
| Interlibrary Loan Service | Readers' Advisory Services |
| Word Processing Workstation | Community Information and Referral File |
| Computerized Card Catalog | Display Point for Local Artists' Work |
| Magazine Give & Take Box | Full-Text Magazine and Newspaper Articles on CD-ROM |
| Multi-Media Encyclopedia on CD-ROM | Downloadable Computer Programs (Freeware & Shareware) on CD-ROM |



The City's Library Board has developed the following goals. They are:

- Goal 1: Provide materials and services to meet the informational needs of area residents and visitors. **-Ongoing**
- Goal 2: Provide materials and services to meet educational needs. **-Ongoing**
- Goal 3: Provide materials for recreational use. **-Ongoing**
- Goal 4: Meet special needs of our community. **-Ongoing**
- Goal 5: Create and maintain progressive library environment. **-Ongoing**

Parks and Recreation

Orange Beach is home to the largest charter fishing fleet on the Gulf Coast. The City's Sportsplex and Recreation Center rival any in the Southeast. A full length Aquatics Center with lap swim and diving well along with the Tennis Center and its eight hard surface courts attract serious and recreational athletes. The Waterfront Park complete with fishing pier on Wolf Bay offers the perfect sunset viewing. A waterfront Public Library and Senior Activity Center offer programs for residents and guests of all ages. An available 300 seat Community Center is home to many special events. Natural surroundings and protection of the environment is a high priority to the City. One of the few remaining maritime forests in the country is within the city limits and the Alabama Coastal Birding Trail offers several viewing posts. A designated Backwater Canoe Trail and the Catman Road walking / biking trail are gaining much popularity. Sugar white sandy beaches are the primary draw to Pleasure Island.

Orange Beach is also home to the Southeastern Conference (SEC) Women's Soccer Championship, NAIA Softball Invitational and Regional Championships, World Championship Powerboat Offshore Racing, World Championship Red Snapper Tournament, and much more.

Recreation Center

The Recreation Center located at 4849 Wilson Boulevard, opened January 2003, and has a gymnasium, fitness center, multipurpose room, game room, and classrooms. The Recreation Center nearly exceeds its capacity for current programs. Expected community growth will require an additional recreation center complex.





Senior Activity Center

The Orange Beach Senior Activity Center opened January 2003. The center is located adjacent to the Orange Beach Library. Amenities include arts and crafts, game room, multi-purpose room, and a screened porch overlooking Wolf Bay. Senior adult programs are offered throughout the year by professional staff. Additional public parking is needed.

Aquatic Center

The Aquatic Center opened May 2002 and includes a junior Olympic swimming pool, 11 ft. diving well and separate wading pool with spray and waterfall features. The Aquatics Center offers swimming lessons, water aerobics and other activities. Many residents have requested an indoor aquatic facility. The current facility is heated and used frequently during the winter months. Senior citizens would utilize an indoor facility much more. The City's swim team practices and competes year-round and would also utilize the indoor facility. Water aerobics and lap swimming could also be offered year round.



Sportsplex



The Sportsplex, opened its Phase I facilities in the spring of 2001, now includes Phase II with additional playing fields, new field house, 1500 seat stadium with pressbox, locker rooms and a second concession stand. The Orange Beach Championship Stadium has played host to SEC teams, the University of South Alabama, Troy University, Southeastern Louisiana University, Austin Peay State University, Florida State University, UAB, University of Louisiana Lafayette, Loyola University of New Orleans, and many others.

The 2005 SEC Women's Soccer Tournament was held November 2005 at the Orange Beach Sportsplex and will also be played in this location in 2006 and 2007. Orange Beach will host the 2006 Division II Men's and Women's Soccer Championships. The Sportsplex includes softball, soccer, football, softball and baseball fields, which are regularly used for youth



sports and tournaments in the area. The Sportsplex is also a popular site for adult sports activities and tournaments with players from throughout the Southeast. Orange Beach has hosted the NAIA Region XXIII Women's Softball tournament and High School tournaments from various states

A softball complex is needed and should be designed to allow for adult tournaments year-round. After the completion of the softball stadium, a baseball stadium needs to be constructed on existing field #3. This facility will be designed to bring year-round baseball games and events. Two large pavilions are needed at the Sportsplex. At this time there is no shelter for spectators to seek shelter in case of rain or to get shade. Sports lighting is needed at the multi-purpose field. This will allow for use of this field during the winter months when the days are shorter. A stadium grandstand is needed on the south soccer field. This will allow the hosting of football and soccer games. This facility will be used for youth, middle and high school football games.

Tennis Center

This facility opened May 2002 and features eight lighted medium speed hard courts. The courts are open daily to the public from 6am to 10pm. The Tennis Center offers youth, adult and senior adult tennis programs. The center has successfully hosted (16) U.S.T.A. sanctioned tournaments that have brought over 1,000 visitors to Orange Beach. The tennis courts are in need of resurfacing. Five additional courts are needed to host larger events.

The Indian and Sea Museum

The Indian and Sea Museum, located at Snook Park, houses local artifacts and memorabilia relating to the Native American and fishing heritage. Families of early fisherman have donated supplies and collectibles that make us mindful of the challenges and achievements in the early days of our fishing industry.



Also available to the residents of Orange Beach are the numerous bayous for water sports and Gulf State Park for recreational purposes.

Table 29 shows the City-owned recreational facilities available to the population.



**TABLE 29
CITY-OWNED RECREATIONAL FACILITIES
ORANGE BEACH
2006**

<u>Site</u>	<u>Acreage</u>	<u>Location</u>	<u>Equipment</u>
Waterfront Park and “Catman”	9.5 acres	26425 Canal Rd.	(Includes Harrison Park) Restrooms, pavilions, pier, lighting, kids park
Senior Center/ Library	6.8 acres	26251 Canal Rd.	Senior Center and Library
Orange Beach Art Center	4.1 acres	26251 Canal Rd.	N/A
Rec./Aquatic/Tennis Center	18.1 acres	4863 Wilson	Building, pool, fence, tennis pro-shop and 8 lighted tennis courts
Snook Park/Sea & Indian Museum	1.9 acres		Museum
Orange Beach Fitness Park	1.5 acres		
Orange Beach Golf Center	73.7 acres	Canal Rd.	Pro-Shop, Academy Bldg., Storage Bldg., Ball Dispenser Bldg
Orange Beach Sportsplex	102.5 acres	4389 William Silvers Pkwy	Baseball and Soccer fields with bleachers and lights.
Orange Beach Community Center	3.2 acres	27235 Canal Rd.	Community Center
Robinson Island	14 acres	End of Marina Rd	N/A
James D. Snell Park (Located at the City Recreational Center)	7 acres	27235 Canal Rd.	Swing set, see-saw tetherball pole, 2 slides, 2 tire swings, monkey bar set and spring board bouncer, 4 fields (1 t-ball, 2 little league and 1 adult), 2 basketball courts, swimming pool, recreation center, community center
Bear Point Park	2.3 acres	Next to Bear Point Marina	Swing set, 2 spring rocking animals, see-saw, 1 metal square climber and 1 stub for a merry-go-round (which is missing)
Harrison Park	.6 acres	End of Park Dr. in East Orange Beach Subdivision	Pavilion and picnic area.

Source: City of Orange Beach



Interpretive Nature Center

An Interpretive Nature Center is planned to be constructed at the main trailhead of the Backcountry Trail. The facility could and should be designed to be a local attraction focusing on the city's unique history, wildlife and natural resources that are visible from the trail.

Teen Center

The Department of Justice recently awarded the City a \$290,000 grant to build a much needed teen center. This facility will provide a safe environment for youth ages 12-19 and will offer semi-structured activities. Staff will include a police liaison to mentor youth and work with full and part-time staff.

It is important that recreation facilities be easily accessible to residents, equally distributed throughout the City, and provides adequate access. The City should monitor needs of special groups, especially the youth and elderly.

Recommendations

Police Department

1. Evaluate and replace police vehicles, boats, ATV's and bikes as necessary on an annual basis. Provide additional vehicles for added personnel.
2. Construct Police Sub-station/Training Operations Center.
3. Provide for the installation of wireless security cameras.
4. Provided for needed space in the Justice Center.
5. Upgrade Communications Center Equipment.
6. Purchase recording equipment to record all radio and phone lines.

Fire Department

1. Provide for additional storage and office space to administration building.
2. Replaced Fire Station Three at Bear Point.



3. Provided for Training Tower and Training Grounds behind Station One.
4. Provide future fire stations on Beach Road, Canal Road and/or across the waterway on newly annexed lands.
5. Evaluate and replace vehicles and equipment on an annual basis and replaced as necessary.

Schools

1. Expand the elementary school.
2. Provide a middle school.
3. Support and maintain the Sea, Sand and Stars Learning Center.

Library

1. Provide the 55,000 needed volumes over the next five years.
2. Provide necessary shelving.
3. Provide additional public parking.
4. Expand the current Library building by 50,000 square feet to provide enough available space for full potential operation.
5. Provide branch library near the Wharf.
6. Provide branch library north of the Intracoastal Canal when Wolf Bay Bridge is complete.
7. Provided the needed staff for the next five years.

Parks and Recreation

1. Provide for an additional recreation center complex as needed.
2. Provide additional public parking at the Senior Citizen Center.
3. Provide an indoor swimming pool.
4. Provide a softball complex at the Sportsplex.
5. Provide a baseball stadium at the Sportsplex.
6. Construct two large pavilions at the Sportsplex.
7. Provide Sports lighting at the multi-purpose field at the Sportsplex.
8. Construct a stadium grandstand on the south soccer field of the Sportsplex.
9. Resurface existing tennis courts at the Tennis Center.
10. Construct five additional tennis courts at the Tennis Center.
11. Construct an Interpretive Nature Center at the main trailhead of the Backcountry Trail.



12. Construct a Teen Center.
13. Construct a private Municipal Marina to serve boating industry and provide public entertainment area.
14. Improve and preserve Robinson Island.
15. Provide necessary vehicles and equipment to maintain parks and recreation facilities.

(From the City's Horizon 20/20)

Quality of Life

1. Work with developers to expand landscaping in the community.
2. Continue the partnership between SBRMC and the City.
3. Continue to explore possibility of more specialized physicians in Orange Beach such as dermatologist.
4. Explore an enhanced school system for the children of Orange Beach.
5. Look at ways to retain Baldwin County education tax money for use in the local schools.
6. Look at ways to educate the community on the facts of a local district if an election for such is held.
7. Continue to explore ways to expand adult education opportunities on the island.
8. Encourage a variety of development types to include retirement communities which are rich in amenities for the retirement age population.
9. Increase the number of indoor and outdoor pavilions for the use of residents and tourists.
10. Increase the size and programs available at the art center.
11. Increase the number of publicly owned boat launches and picnic areas.
12. Increase the number of public beach parking areas.
13. Inform the public about boat and water safety.
14. Support the fire and police departments in its future facility expansions.
15. Support staffing in all departments of the City to provide service levels expected by the citizens of Orange Beach.



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UTILITIES

GOALS:

- **Coordinate with the Sanitary Sewer Department and the Orange Beach Water, Sewer and Fire Protection Authority to establish a plan to ensure that existing and projected sewer and water needs and demands are identified and provided for.**
- **Provide a stormwater management system which is both water quantity and quality sensitive and protects the life and property of the citizens of the city.**
- **Provide adequate stormwater management facilities to prevent the degradation of the quality of receiving waters.**
- **Ensure existing public stormwater management facilities are capable of meeting projected demand limiting the impact of the new development.**

Objectives

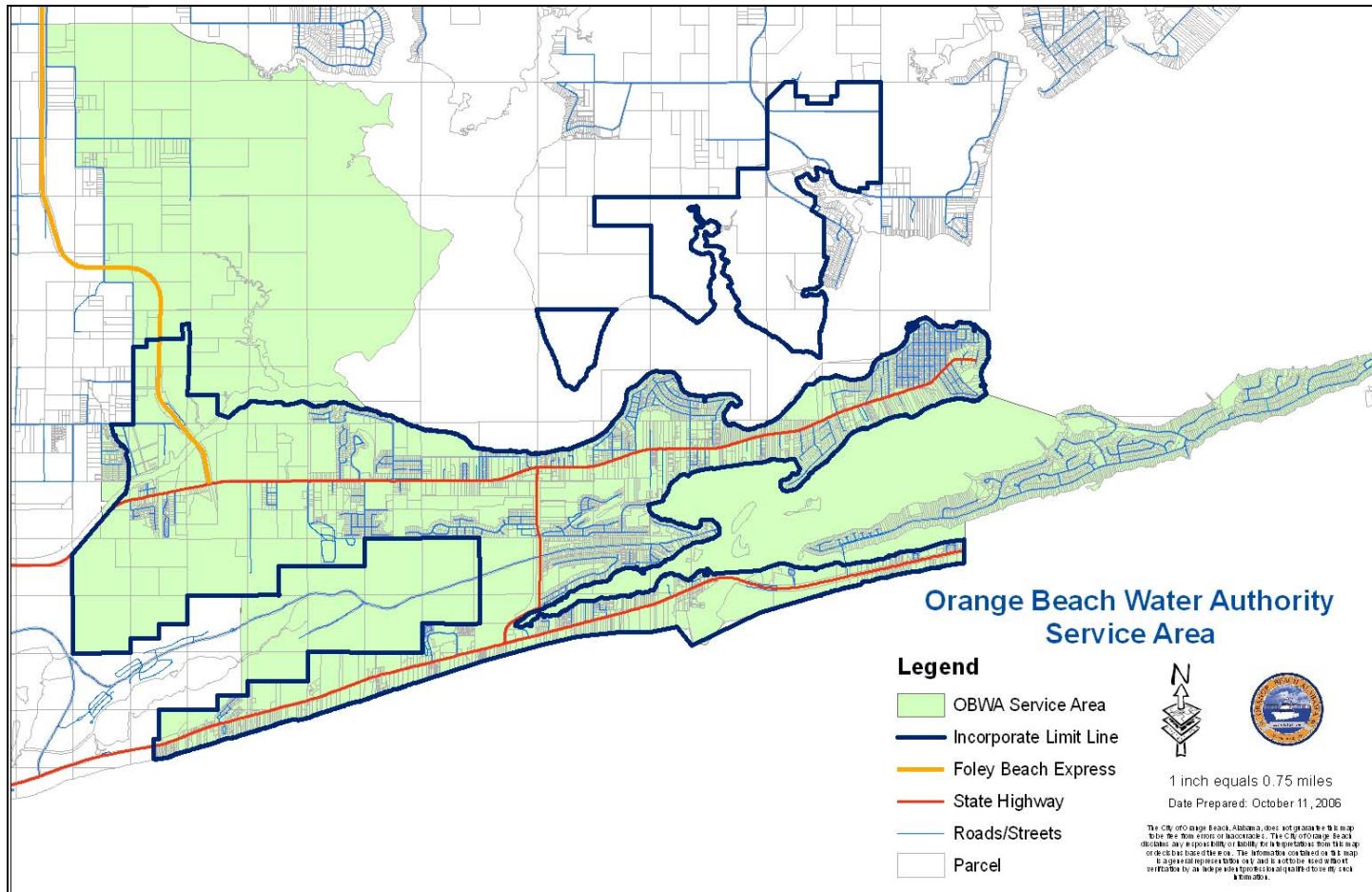
- **Provide a ten-year stormwater system for the city that allows limited five year site flooding and no structure flooding. (using desirable storm event of 10 year recurrence level, 5 year recurrence level minimum)**
- **Require all development and redevelopment of commercial, multi-family and major subdivisions to treat stormwater for quality as well as quantity.**
- **Ensure that all new and redevelopment projects have no negative off site stormwater impacts.**

Water

Water and fire protection service is supplied to approximately 5,000 Residential and Non Residential Customers through the Orange Beach Water, Sewer & Fire Protection Authority. Figure 7 illustrates the water service area.



FIGURE 7
WATER SERVICE AREA MAP
2006



Source: City of Orange Beach



Sanitary Sewer

The City of Orange Beach Water Reclamation System currently operates a 4.5 MGD plant. A new 10 MGD plant has been designed and construction has been authorized to begin early 2007.

The sewer system has approximately eight (8) miles of gravity mains and 70 miles of force mains (force mains are typically 6" to 20"). There are 24 pumping stations with several more in the design stages. Connection to the sewer system is mandatory within the city limits. Septic tank use is not legal within the corporate limits.

The City of Orange Beach Sewer System serves over 10,000 homes, condominiums, business, etc. At this time the Building Department has applications or has issued building permits for 5,700 condominium units that have not been completed at this time.

Future Improvements

- Construct a new sewer treatment plant that has capacity of 10 million gallons per day.
- Add additional tanks as needed.

Gas System

Clark Mobile Gas provides natural gas service to the City residents through a franchise agreement.

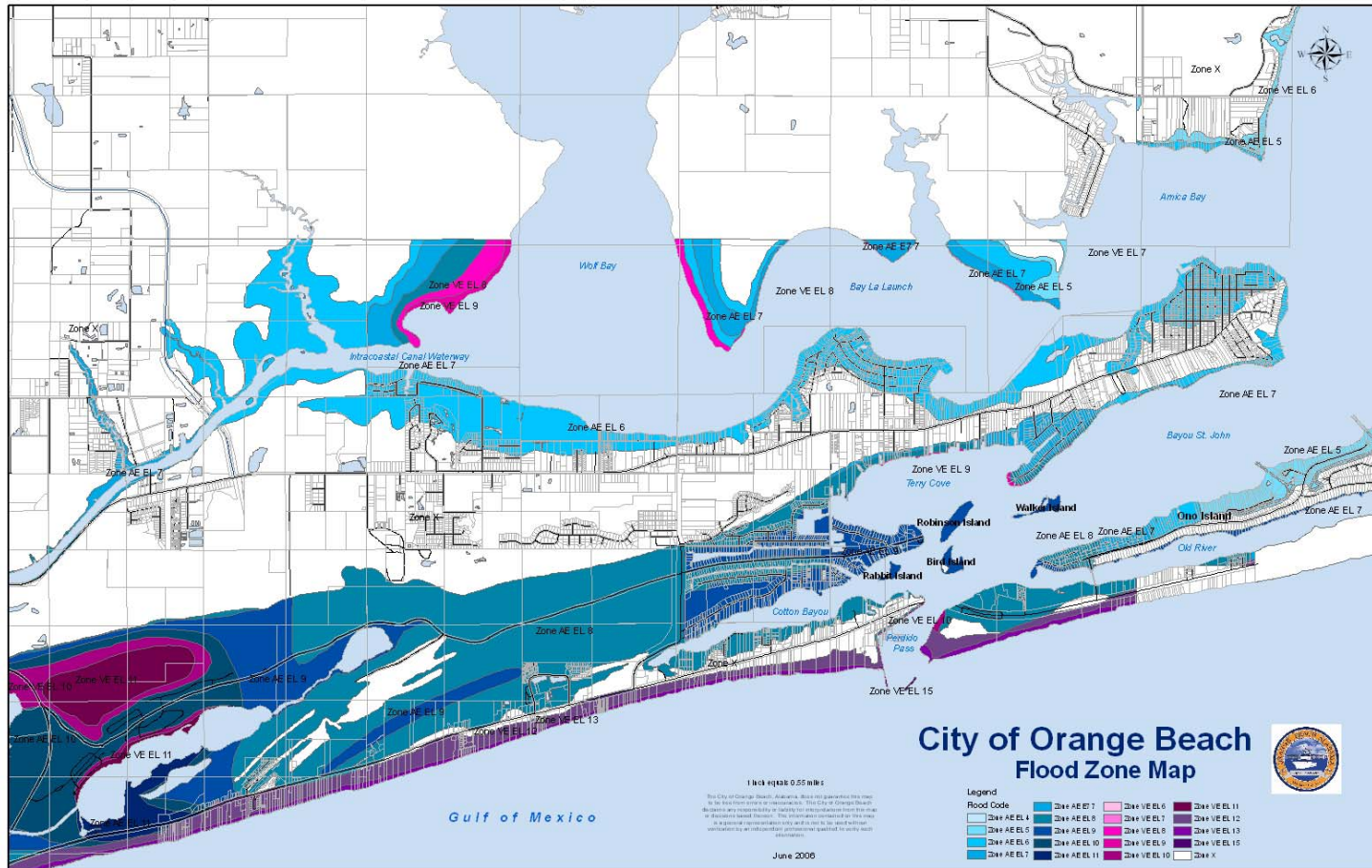
Drainage

Drainage in this environmentally-sensitive City is a critical issue. The natural drainage has been impacted by development of street, residential and commercial activities. To compensate for the interruption of the natural flow, man-made drainage ditches have been installed.

The terrain varies from 30-foot-high drylands to coastal marshlands and tidal flats. Hydric soils, which support the plant and animal life of wetlands, abound and these provide natural drainage. The shorelines are prone to erosion and marshlands and wetlands are prone to silting and disruption from adjacent development. Figure 8 shows the City's Flood Zone Map.



FIGURE 8
ORANGE BEACH FLOOD ZONE MAP
2006



Source: City of Orange Beach



Existing Conditions

The city is currently performing a stormwater infrastructure assessment to support the creation of Geographic Information System data providing locations, size and topography of all public drainage infrastructure within the city limits. Non-point pollution, specifically stormwater runoff, contributes to the decline of certain receiving waters. Stormwater has also been shown to contain elevated levels of lead and other heavy metals, nutrients, and bacteria. Steps should be taken to ensure new development has no impact on existing systems. This can be accomplished by limiting discharge from new developments.

Plan Implementation

Effective drainage implementation involves a significant capital improvement plan that will provide for all drainage objectives. Capital improvement plans should be reviewed and coordinated with the appropriate regulatory/environmental agencies and other agencies where coordination will result in reduced long range capital expenditures.

It will be necessary to continue to monitor and regulate all new developments including but not limited to commercial, multi-family and major subdivision residential development. Review should occur through the Planning Commission and Engineering and Environmental Department. Site plans will be reviewed for proper regulatory water quality and quantity design and surface water impacts as well as for conformance to the city stormwater quality requirements to ensure no adverse effects to adjacent properties or the receiving city stormwater systems.

Solid Waste Management

Solid Waste Disposal

The City of Orange Beach has a mandatory ordinance for solid waste disposal. Solid Waste disposal is provided through a franchise agreement that exists between the City and an independent contractor, Allied Waste. The City maintains regular pickup for residential leaf and limb yard debris.

According to the *Regional Solid Waste Needs Assessment for Region VII, November 16, 2003* the average per capita daily waste generation rate is 5.33 pounds. Using the average monthly population found in the Population and Economy section of 17,357 and multiplying the average per capita daily waste generation rate, the average daily waste generated in Orange Beach is approximately 1,388 tons.



Disposal Facility

The Magnolia Sanitary Landfill is the only sanitary landfill in Baldwin County and was opened in 1972. In 1980, operational plans were required and were revised in 1984. Under Alabama Department of Environmental Management's (ADEM) regulation, the operational plan is still current and acceptable practices are followed.

Hazardous Waste

Hazardous waste is monitored by ADEM. All households are exempt from ADEM regulation. Businesses are responsible for their own waste and should contact ADEM if there is any question as to whether or not the business may be generating hazardous waste. ADEM will then make a determination if hazardous waste is being generated.

Recycling

Recycling service is provided by Baldwin County. There are currently recycling bins behind the Community Center on Canal Road and behind the Community Development offices on Oak Ridge Drive.

Telephone

GulfTel provides telephone service to Orange Beach and is the only local telephone service provider.

Recommendations

Water

1. Coordinate the Water Authorities Long-Range Plan with the Capital Improvements Programs.
2. Establish a system to ensure Water, Sewer and Fire Protection is provided for each proposed development.



Sanitary Sewer

1. Coordinate Sanitary Sewer Long-Range Plans with the Capital Improvements Programs.
2. Require connection to sanitary sewer if connection service line is available.

Drainage

1. Complete the drainage infrastructure assessment and converted to Geographic Information System for access by public, Public Works Department, Community Development Department, Engineering and Environmental Department, and other departments.
2. Analyze Geographic Information System data and drainage basins for determination of capital needs.
3. Coordinate with the Alabama Department of Transportation on future capital improvements which that agency will be implementing.
4. Implement Capital Improvement Plan to address existing stormwater management facility deficiencies.
5. Explore stormwater utility opportunities to ensure needed funded.
6. Prioritize capital expenditures to ensure that existing facility deficiencies be given first priority, replacement of facilities second priority, and future facility needs third priority.
7. Require new development to ensure silt and sediment are contained on site to lessen impacts on receiving waters.
8. Establish routine inspection of construction sites to ensure compliance with water rules and regulations.
9. Establish monitoring and testing schedule of public outfalls to identify major pollutant sources using National Pollution Discharge Elimination System (USEPA) guidelines.
10. Continue to require that design of conduits, inlets, and retention and detention basins shall be based on criteria established in the city stormwater management regulations.
11. Implement a periodic inspection program, following private development completion, to ensure development complies with the permit requirements and private facilities are maintained and functioning properly.



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PLAN IMPLEMENTATION

GOAL: To ensure the implementation of the City's *Community Preservation and Growth Management Plan*.

Objectives

- Provide an orderly and timely schedule for implementation of the City's *Community Preservation and Growth Management Plan*.

The purpose of this section is to establish a realistic and timely schedule to implement the City's Community Preservation and Growth Management Plan. Table 30 established this schedule.



**TABLE 30
IMPLEMENTATION SCHEDULE
CITY OF ORANGE BEACH
2007 – 2020**

Note: This table is listed as number 5 in Capital Improvements

Project No.	<u>Project Description</u>	2007	2008	2009	2010	2011 - 2015	2016 - 2020
	Population and Economy						
1	Throughout the planning period Orange Beach should continue to promote beautification and conservation efforts and incorporate same into the Zoning Ordinance and Subdivision Regulations.						
2	Encourage commercial and business development to be compatible and harmonious with the residential community and environmental resources.						
3	Ensure that all commercial and business developments complement the resort/tourism economy.						
4	Encourage a variety of development types including retirement focused communities.						
5	Require developments to respond to employment needs with housing initiatives and transportation initiatives.						
	Land Use						
6	Develop a series of growth management policies for development and redevelopment in Orange Beach which considers smart growth designs, transportation, utilities, economic development and housing.						
7	Rewrite the PUD portion of the zoning code to allow planned residential developments with a required minimum size of less than 5 acres.						
8	Establish a wide range of residential standards to provide more diverse housing opportunities. Look at workforce housing options.						



Project No.	<u>Project Description</u>	2007	2008	2009	2010	2011 - 2015	2016 - 2020
9	Encourage mix uses of commercial and residential in large tract development which would decrease the dependency on the automobile.						
10	Manage future growth and development using the City’s Comprehensive Plan, Zoning Ordinance and Future Land Use Plan Map as guides for future development.						
11	Encourage rehabilitation or removal of substandard structures.						
12	Continue to eliminate nonconforming uses and structures where possible.						
13	Develop water base resources such as a City Marina, Robinson Island, boat launches and estuaries.						
14	Encourage development that will make Orange Beach a vital, attractive place to live, work, and visit.						
15	Continue to explore State enabling legislation giving Alabama Cities the option of infrastructure impact fees.						
16	Complete a rewrite of the zoning ordinance to include narrowing of uses and allowable densities in some of the districts.						
	<i>Neighborhood-Based Land Use Plans</i>						
17	Design neighborhood plans to preserve and enhance the unique qualities, charm and potential of each individual neighborhood. Plans should be both short-term (1 to 5 years) and long-term (5 to 10 years) in nature.						
18	Involve neighborhood input in formulating the neighborhood base plans.						
19	Develop architectural and site design guidelines for the neighborhood base plans and use development tools such as PUD and Overlays to implement the guidelines.						



Project No.	<u>Project Description</u>	2007	2008	2009	2010	2011 - 2015	2016 - 2020
20	Establish residential densities for low, moderate and high-density developments. These densities will be the guides for creative residential options identified in the neighborhood plans through examples like a “pattern book”.						
21	Preserve the character of residential neighborhoods by encouraging new or renovated structures to be compatible with the neighborhood and adjacent structures.						
22	Each pedestrian-oriented design of development should encourage features that enliven the street. Examples include period street lights, brick crosswalks, brick sidewalks, boulevards, street trees and neighborhood banners.						
23	Explore the possibilities of Urban Villages in the newly annexed and developing areas of Orange Beach.						
	<i>Horizon 20/20 Environmental</i>						
24	Encourage the City Council to maintain, support and adequately finance the administration, monitoring and enforcement of the landscape and tree protection regulations.						
25	Recommend the adoption of a city-wide comprehensive landscape plan to include a “Gateway Corridor” and modern development standards.						
26	Recommend that beach maintenance efforts be included in the comprehensive planning process to ensure that the City has the ability to regulate activities and administer beach cleaning/litter control programs.						
27	Encourage adoption of polices to require retention of sand during development and to effectively place dredge sand onto the beaches.						
28	Commit to maintaining an engineered beach status according to FEMA guidelines.						
29	Implement a water quality plan to systematically test and report water quality in our coastal waters.						



Project No.	<u>Project Description</u>	2007	2008	2009	2010	2011 - 2015	2016 - 2020
30	Encourage the City Council to maintain strict stormwater design criteria and keep efficient staff to assure property installation, protection and maintenance of drainage facilities.						
31	Develop and implement a Wetland Conservation Plan and pursue delegation of permitting and enforcement of a comprehensive conservation plan administered by the City.						
32	Develop and implement a structured and effective wildlife rescue plan.						
33	Encourage continued promotion of environmentally responsible public and private development incorporating resource and energy conservation.						
34	Ensure ecotourism programs be maintained and continue to develop programs and activities centered around our unique coastal environment.						
	<i>Horizon 20/20 Quality of Life</i>						
35	Work with developers to expand landscaping in the community.						
36	Continue the partnership between South Baldwin Regional Medical Center and the City.						
37	Continue to explore possibility of more specialized physicians in Orange Beach such as dermatologist.						
38	Work with developers to expand landscaping in the community.						
39	Support staffing in all departments of the City to provided service level expected by the citizens of Orange Beach.						
	Housing						
40	Provide appropriate zoning designations that allow adequate residential development of all types.						



Project No.	<u>Project Description</u>	2007	2008	2009	2010	2011 - 2015	2016 - 2020
41	Provide sewer and water service to existing and proposed residential developments.						
42	Identify rehabilitation target areas and seek funds to: <ul style="list-style-type: none"> • Demolish housing units unsuitable for rehabilitation; • Demolish abandoned non-residential structures; and • Rehabilitate substandard units using financial assistance programs offered by federal and state agencies. 						
43	Establish a Workforce Housing Task Force to recommend programs to help provide workforce housing.						
	Transportation						
44	Adopt and implement the Transportation Master Plan prepared by Day Wilburn and Associates as part of this plan.						
45	Continue to use highway right-of-way of Highway 180 west of Highway 161 to install bike paths and landscaping adjacent to, but separate from, the pavement to facilitate bike and pedestrian traffic from neighborhoods.						
46	The area located west of Alabama Highway 161, south of Wolf Bay and north of the State Park to the west corporate limits should be developed using classic Traditional Neighborhood Design. The streets should be developed using grid patterns and limiting the use of cul-de-sacs. Each development is intended to connect with future or existing adjacent developments.						
47	Develop a multi-modal transportation master plan which includes non-motorized transportation.						
48	Minimize ingress/egress points along Alabama Highway 182 and Highway 180 west of Highway 161.						



Project No.	<u>Project Description</u>	2007	2008	2009	2010	2011 - 2015	2016 - 2020
49	Coordinate with the City of Gulf Shores in the development of more bike and pedestrian routes along Alabama Highway 182 that are separate from highway improvement.						
50	Consider bike paths in all improvement projects to major roads.						
51	Establish land use controls that require sidewalks with any street improvement.						
52	Coordinate with the State and other transportation authorities (i.e., County, other municipalities) in the development of an additional north-south transportation corridor and evacuation route from Orange Beach.						
53	Develop a local transportation improvement program which includes pavement and drainage improvements.						
54	Replace street lights to pedestrian-scale street lights and install additional street lights as needed.						
55	Develop a sidewalk master plan as a component of the transportation improvement program.						
56	Coordinate with the State regarding through access from the State Park to the Orange Beach Post Office by way of Catman Road.						
57	Coordinate with the State Highway Department to:						
	• Lower the speed limit to 35 mph on Alabama Highway 182;						
	• Provide a median;						
	• Provide sidewalks; and						
	• Provide pedestrian crosswalks with lighted signals.						
58	Provide for and construct bike trails located within the right-of-way, but separate from the roadway pavement.						



Project No.	<u>Project Description</u>	2007	2008	2009	2010	2011 - 2015	2016 - 2020
59	Require pedestrian-sized walkways and landscaping that encourages pedestrian mobility.						
60	Design a master street plan which includes TND and Urban Design Criteria. Special attention should be given to the valuable resource designation on the Future Land Use Map.						
	<i>Horizons 20/20 Transportation Priorities and Recommendations</i>						
	<i>Short Term Recommendations (1 - 5 years)</i>						
61	Construction of the Southern Evacuation Route from the Foley Beach Bridge to Hwy 182.						
62	Canal Road widening (Beach Express to Highway 161).						
63	Establish a beach cleaning program.						
64	Improve the Highway 161 and Highway 180 intersection.						
65	Build additional roadway drainage improvements.						
66	Develop a sidewalk/bike master plan.						
67	Implement street, bridge and gateway beautification (signs, landscape, fencing, and lighting).						
68	Construct additional boat launches.						
69	Install public parking facilities on Perdido Beach Blvd. at beach accesses.						
	<i>Long Term Recommendations (5 - 10 years)</i>						
70	Construction of the Wolf Bay Bridge.						
71	Develop a park and ride system.						
72	Implement a beach trolley.						



Project No.	<u>Project Description</u>	2007	2008	2009	2010	2011 - 2015	2016 - 2020
73	Complete the County Road 83 extension from I-10 to I-65.						
	Community Facilities and Services						
	<u>Police Department</u>						
76	Evaluate and replace police vehicles, boats, ATV's and bikes as necessary on an annual basis. Provide additional vehicles for added personnel.						
77	Construct Police Sub-station/Training Operations Center.						
78	Provide for the installation of wireless security cameras.						
79	Provided for needed space in the Justice Center.						
80	Upgrade Communications Center Equipment.						
81	Purchase recording equipment to record all radio and phone lines.						
	<u>Fire Department</u>						
82	Provide for additional storage and office space to administration building.						
83	Replaced Fire Station Three at Bear Point.						
84	Provided for Training Tower and Training Grounds behind Station One.						
85	Provide future fire stations on Beach Road, Canal Road and/or across the waterway on newly annexed lands.						
86	Evaluate and replace vehicles and equipment on an annual basis and replaced as necessary.						
	<u>Schools</u>						
87	Expand the elementary school.						
88	Provide a middle school.						
89	Support and maintain the Sea, Sand and Stars learning Center.						



Project No.	<u>Project Description</u>	2007	2008	2009	2010	2011 - 2015	2016 - 2020
	<u>Library</u>						
90	Provide the 55,000 needed volumes over the next 5 years.	■	■	■	■		
91	Provide necessary shelving.	■	■	■	■		
92	Provide additional public parking.		■				
93	Expand the current Library building by 50,000 square feet to provide enough available space for full potential operation.	■	■				
94	Provide branch library near the Wharf.	■	■	■			
95	Provide branch library north of Waterway when Wolf Bay Bridge is complete.	■	■	■			
96	Provided the needed staff for the next 5 years.	■	■	■	■		
	<u>Parks and Recreation</u>						
97	Provide for an additional recreation center complex as needed.	■	■	■			
98	Provide additional public parking at the Senior Citizen Center.	■	■				
99	Provide an indoor swimming pool.	■	■	■			
100	Provide a softball complex at the Sportsplex.	■	■	■			
101	Provide a baseball stadium at the Sportsplex.	■	■	■			
102	Construct two large pavilions at the Sportsplex.	■	■	■			
103	Provide Sports lighting at the multi-purpose field at the Sportsplex.	■	■	■			
104	Construct a stadium grandstand on the south soccer field of the Sportsplex.	■	■	■	■		
105	Resurface existing tennis courts at the Tennis Center.	■					
106	Construct five additional tennis courts at the Tennis Center.	■	■				
107	Construct an Interpretive Nature Center at the main trailhead of the Backcountry Trail.		■				
108	Construct a Teen Center.	■					



Project No.	<u>Project Description</u>	2007	2008	2009	2010	2011 - 2015	2016 - 2020
109	Construct a private Municipal Marina to serve boating industry and provide public entertainment area.						
110	Improve and preserve Robinson Island.						
111	Provide necessary vehicles and equipment to maintain parks and recreation facilities.						
	<i>Horizon 20/20</i>						
	Quality of Life						
112	Work with developers to expand landscaping in the community.						
113	Continue the partnership between South Baldwin Regional Medical Center and the City.						
114	Continue to explore possibility of more specialized physicians in Orange Beach such as dermatologist.						
115	Explore an enhanced school system for the children of Orange Beach.						
116	Look at ways to retain Baldwin County education tax money for use in the local schools.						
117	Look at ways to educate the community on the facts of a local district if an election for such is held.						
118	Continue to explore ways to expand adult education opportunities on the island.						
119	Encourage a variety of development types to include retirement communities which are rich in amenities for the retirement age population.						
120	Increase the number of indoor and outdoor pavilions for the use of residents and tourists.						
121	Increase the size and programs available at the art center.						
122	Increase the number of publicly owned boat launches and picnic areas.						
123	Increase the number of public beach parking areas.						
124	Inform the public about boat and water safety.						



Project No.	<u>Project Description</u>	2007	2008	2009	2010	2011 - 2015	2016 - 2020
125	Support the fire and police departments in its future facility expansions.						
126	Support staffing in all departments of the City to provide service levels expected by the citizens of Orange Beach.						
	Utilities						
127	Provide necessary vehicles and equipment for all departments.						
	Water						
124	Coordinate the Water Authorities Long-Range Plan with the Capital Improvements Programs.						
125	Establish a system to ensure Water, Sewer and Fire Protection is provided for each proposed development.						
	Sanitary Sewer						
126	Coordinate Sanitary Sewer Long-Range Plans with the Capital Improvements Programs.						
127	Require connection to sanitary sewer if connection service line is available.						
	Drainage						
128	Complete drainage infrastructure assessment and convert to Geographic Information System for access by public, Public Works Department, Community Development Department, Engineering and Environmental Department, and other departments.						
129	Analyze Geographic Information System data and drainage basins to determination capital needs.						
130	Coordinate with the Alabama Department of Transportation on future capital improvements which that agency will be implementing.						
131	Implement Capital Improvement Plan to address existing stormwater management facility deficiencies.						
132	Explore stormwater utility opportunities to ensure needed funded.						



Project No.	<u>Project Description</u>	2007	2008	2009	2010	2011 - 2015	2016 - 2020
133	Prioritize capital expenditures to be sure that existing facility deficiencies be given first priority, replacement of facilities second priority and future facility needs third priority.						
134	Require new developments to ensure silt and sediment are contained on site to lessen impacts on receiving waters.						
135	Establish routine inspection of construction sites to ensure compliance with water rules and regulations.						
136	Establish monitoring and testing schedule of public outfalls to identify major pollutant sources using National Pollution Discharge Elimination System (USEPA) guidelines.						
137	Continue to require that design of conduits, inlets, and retention and detention basins shall be based on criteria established in the city stormwater management regulations.						
138	Implement a periodic inspection program, following private development completion, to ensure development complies with the permit requirements and private facilities are maintained and functioning properly.						