

## **BURLINGTON & SIERRA MASTER PLAN**

### **SUBDIVISION**

Engineering Comments: Must comply with the Mobile County Flood Damage Prevention Ordinance. Development shall be designed to comply with the storm water detention and drainage facility requirements of the City of Mobile storm water and flood control ordinances, and requiring submission of certification from a licensed engineer certifying that the design complies with the storm water detention and drainage facility requirements of the City of Mobile storm water and flood control ordinances prior to the issuance of any permits. New public roads shall be constructed and paved to standards for County Maintenance, and accepted by Mobile County, while new private roads shall be constructed and paved to minimum County or Subdivision Regulation standards, whichever are greater.

Fire-Rescue Department Comments: Projects outside the City Limits of Mobile, yet within the Planning Commission Jurisdiction fall under the State or County Fire Code. (2012 IFC).

MAWSS Comments: MAWSS has No water or sewer services available. Both water and sewer could be made available by extending both mains approximately 3350 feet. A Capacity application would have to be certified by Volkert Engineering Inc.

The plat illustrates the proposed 256-lot, 96.9 ± acre subdivision which is located at the Northwest corner of Eliza Jordan Road South and Airport Boulevard, in the Planning Jurisdiction. The applicant states that the subdivision is served by public water and sanitary sewer systems.

The purpose of this application is to create 256 legal lots of record from three metes-and-bounds parcels which will include the construction of new streets. It should be noted that the site is also included as Lot 2 of the accompanying Eliza Jordan Corner Subdivision due to a pending sales transaction for this property. The Subdivision is proposed in phases – Burlington Phase One and Burlington Phase Two, Sierra Estates Phase One and Sierra Estates Phase Two.

The site fronts Airport Boulevard and Eliza Jordan Road South which are both components of the Major Road Plan with planned 100' rights-of-way. As the current right-of-way width along both frontages is 80', dedication sufficient to provide 50' from the centerline of each would be required. The 25' minimum building setback line is only indicated along the existing frontages of Airport Boulevard and Eliza Jordan Road. This should be revised on the Final Plat so as to be measured from any required street frontage dedication. None of the internal lots have an indicated minimum building setback line; therefore, the plat should be revised to indicate the 25' minimum building setback line along all street frontages.

Access management is a concern along Airport Boulevard and Eliza Jordan Road South; therefore, a note should be required on the Final Plat, if approved, stating that Lots 1 and 36, Sierra Estates Phase One, are denied access to Airport Boulevard, and Lots 51 and 52, Burlington Phase One, are denied access to Eliza Jordan Road South. The plat indicates three common areas without any designated access points. Therefore, dedicated access within the Subdivision should be provided to all common areas. Access should be denied to the common

area along Eliza Jordan Road South from that road. Access should be denied to Thornburg Drive (private road) and Calvert Road North, both along the West side of the site. All lots and common areas should be limited to one curb cut each, with the size, location and design to be approved by Mobile County Engineering.

No lot areas are indicated on the preliminary plat. The plat should be revised to indicate the lot sizes in both square feet and acres. Lots 1 and 36, Sierra Estates Phase One, and Lots 51 and 52, Burlington Phase One, should be revised to indicate lot sizes after any required street frontage dedication.

Section V.D.2. of the Subdivision Regulations establishes minimum lot dimensions and areas. The plat scales to indicate that many of the proposed lots are of substandard width (less than 60' wide at the building setback line) and/or of substandard size (less than 7,200 square feet). Many of the lots are only 50' wide at the setback line and contain as little as 6,900 square feet. And Section V.D.3. states that the depth of lots shall not be more than 3.5 times the width of the lot at the building setback line. Several of the lots exceed the allowable ratio. As there was no justification submitted with the application to allow substandard lot dimensions and areas as an innovative subdivision, and as there are no existing innovative subdivisions within the area approved by the Commission, the subject application cannot be considered for approval as presented.

No drainage easements associated with the common areas, or any easements for that matter, are indicated on the plat. If any easements are proposed, they should be indicated on the preliminary plat.

Development of the site will require the construction of new streets. Therefore, the Final Plat should not be signed until a County Letter of Acceptance for the constructed streets is provided.

The site has closed-end streets that exceed 600 feet. Thus, a waiver of Section V.B.6 of the Subdivision Regulations would be required. The plat indicates a compliant turnaround right-of-way diameter of 120 feet and this should be retained on the Final Plat, if approved. Some of the streets which contain more than 30 lots have only one access point. Appendix D of the IFC, requires two points of access for single-family subdivisions with 30 or more lots. Therefore, the applicant should either obtain written approval from the State Fire Marshall to allow one point of access for portions of the Subdivision containing more than 30 lots, or the plat should be revised to provide a second access point for those portions.

The site has property lines at an intersection corner. Section V.D.6. of the Subdivision Regulations requires that *"property lines at street intersection corners shall be arcs having radii of at least 10 feet or shall be chords of such arcs."* The curb radii is depicted on the preliminary plat, and if approved should be depicted on the Final Plat as well.

This site is located in Mobile County, thus a note should be placed on the Final Plat stating that any lots which are developed commercially and adjoin residentially developed property must provide a buffer, in compliance with Section V.A.8. of the Subdivision Regulations.

The site will have to comply with the City of Mobile storm water and flood control ordinances. A note regarding this requirement should appear on the Final Plat.

It has been brought to staff's attention that property owners to the West of the site dispute the West boundary line of the Subdivision as encroaching into Thornburg Drive (private street) and into a recorded easement for ingress and egress. They claim adverse possession to a fence line within the Subdivision boundary running parallel with the West boundary. Depending upon the resolution of this matter, access points to those adjacent land-locked properties (Parcels R022709290000011 and R022709290000011.001) may be necessary as per Section V.B.1. of the Subdivision Regulations. This, combined with the numerous other deficiencies on the plat, would warrant the denial of this application.

**RECOMMENDATION** This application is recommended for denial due to the following reasons:

- 1) many of the lot dimensions and lot areas are not compliant with Section V.D.2. of the Subdivision Regulations;
- 2) some of the lots are not compliant with Section V.D.3. of the Subdivision Regulations with respect to the lot width-to-depth ratio;
- 3) no justification has been provided to allow this as an innovative subdivision;
- 4) some portions of the Subdivision contain 30 or more lots on streets with only one access point, contrary to Appendix D of the 2012 IFC; and
- 5) depending upon the resolution of the disputed Western boundary line and easement for ingress and egress to Parcels R022709290000011 and R022709290000011.001, access points to those land-locked parcels may be necessary.

***Revised for the November 19th meeting:***

*This application was heldover from the October 15th meeting at the applicant's request. The applicant has submitted a revised plat and documentation addressing the reasons for staff's recommendation for denial.*

*Pertaining to the reduced lot sizes and width-to-depth ratios on some of the lots, the applicant has submitted justification to allow this as an innovative Subdivision citing two other Commission-approved Subdivisions in the Jurisdiction, Colleton Place in 2007, and Briargrove in 2009, which were approved as innovative containing similar lots. The smaller and narrower-deeper lots would be on higher and flatter areas of the site and would be intended as starter homes. Both of those cited Subdivisions contained a mixture of the smaller lots and much more spacious lots as is proposed for the subject site.*

*The revised plat still indicates the lots on the East-West closed-end street within Burlington, Phase Two, as having only one point of access, that being from the East. As Appendix D of the IFC requires two points of access for single-family subdivisions with 30 or more lots, the applicant should obtain written approval from the State Fire Marshall to allow one point of access for this portion of the Subdivision prior to signing the Final Plat.*

*The applicant has revised the plat to provide access to the land-locked properties adjacent to the West of the proposed Subdivision via a 20' easement for ingress and egress across the rear of Lots 3 – 16, Sierra Estate, Phase One. Therefore, a note should be placed on the Final Plat stating that Lots 3 – 16 are denied access to this easement and to the adjacent Thornburg Drive (private street). A note should be placed on the Final Plat stating that Lots 3 – 16, Sierra Estate, Phase One, are not allowed to place or construct any structure within the 20' easement for ingress and egress. Lots 1 and 2, Sierra Estate, Phase One, adjoin Calvert Road North to the West; therefore, a note should be required on the Final Plat stating that those lots are denied access to Calvert Road North.*

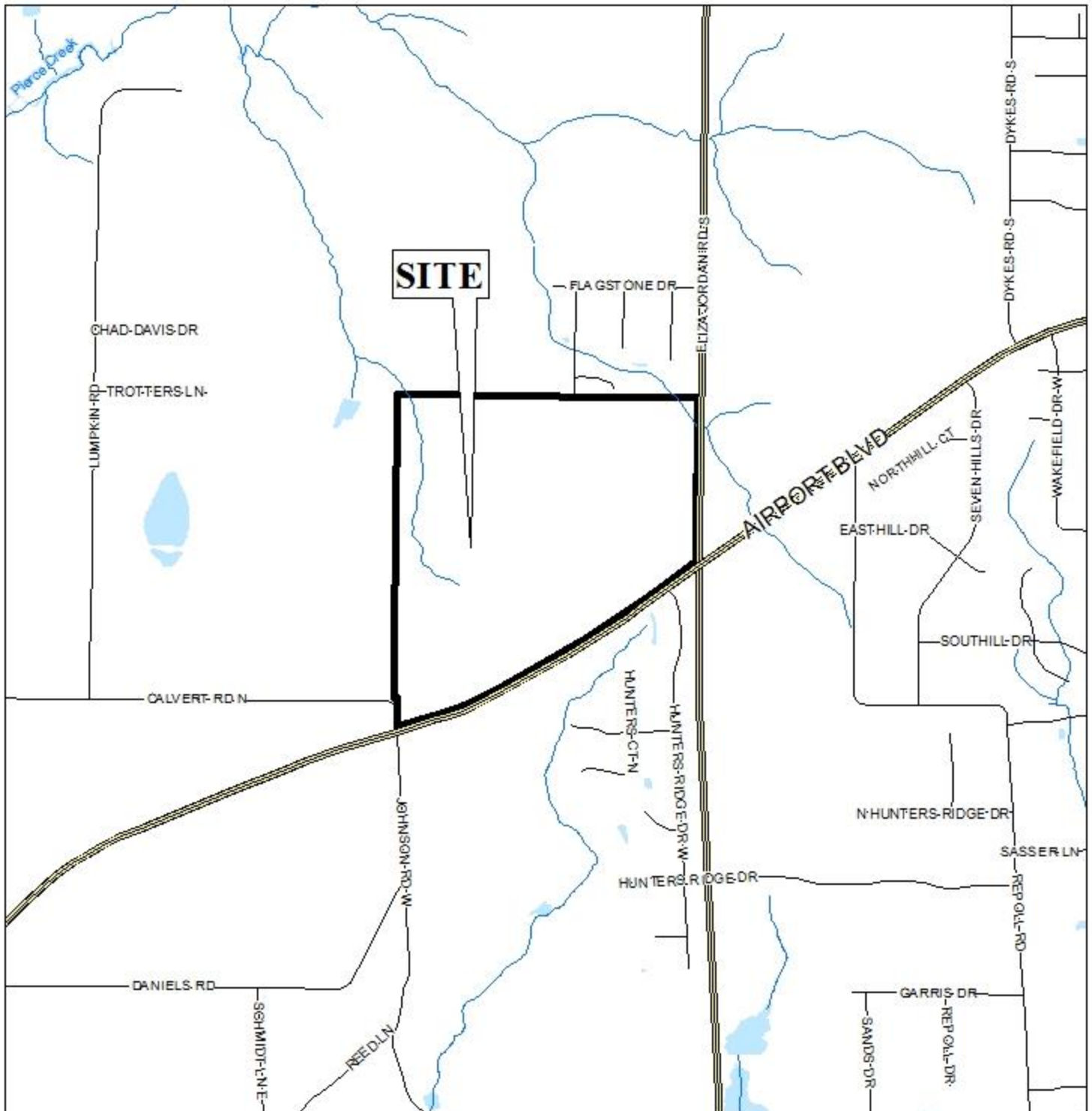
*The revised plat does not address some of the other deficiencies initially noted in the proposed Subdivision. The two large common areas on the West have been provided with access points; however, the common area along Eliza Jordan Road South still has no access point indicated. An internal access to this common area must be provided, not one from Eliza Jordan Road South, prior to signing the Final Plat.*

**RECOMMENDATION** With waivers of Sections V.D.2. and V.D.3. of the Subdivision Regulations, the plat meets the minimum requirements and is recommended for Tentative Approval, subject to the following conditions:

- 1) recording of the Eliza Jordan Corner Subdivision prior to the signing of the Final Plat for any phase of the Burlington or Sierra Subdivisions;*
- 2) dedication sufficient to provide 50' from the centerline of Airport Boulevard;*
- 3) dedication to provide 50' from the centerline of Eliza Jordan Road South;*
- 4) dedication of a 25' corner radius at the intersection of Airport Boulevard and Eliza Jordan Road South;*
- 5) illustration of the 25' minimum building setback line along all street frontages, revised along Airport Boulevard and Eliza Jordan Road South as to be measured from any required dedication;*
- 6) placement of a note on the Final Plat stating that Lots 1 and 36, Sierra Estates, are denied access to Airport Boulevard;*
- 7) placement of a note on the Final Plat stating that Lots 51 and 52, Burlington, Phase One, are denied access to Eliza Jordan Road South;*
- 8) revision of the plat to provide access to the common area along Eliza Jordan Road South from within the Subdivision and not from Eliza Jordan Road South;*
- 9) placement of a note on the Final Plat stating that Lots 3 – 16, Sierra Estates, Phase One, are denied access to the 20' easement for ingress and egress along the West end of the lots and are also denied access to Thornburg Drive (private street) adjacent to the West;*
- 10) placement of a note on the Final Plat stating that Lots 1 and 2, Sierra Estates, Phase One, are denied access to Calvert Road North;*
- 11) placement of a note on the Final Plat stating that Lots 3 – 16, Sierra Estates, are not allowed to place or construct any structures within the 20' easement for ingress and egress;*
- 12) placement of a note on the Final Plat stating that all lots and common areas are limited to one curb cut each, with size, location and design to be approved by Mobile County Engineering;*

- 13) *revision of the plat to label all lots with their sizes in square feet and acres, or the furnishing of a table on the Final Plat providing the same information;*
- 14) *lot sizes for Lots 1 and 36, Sierra Estates, Phase One, and Lots 51 and 52, Burlington, Phase One, to be calculated to reflect their sizes after any required dedication;*
- 15) *submittal of a County Letter of Acceptance for the constructed new streets prior to signing the Final Plat;*
- 16) *submittal of written approval from the State Fire Marshall allowing one point of access for lots within Burlington, Phase Two, prior to signing the Final Plat;*
- 17) *placement of a note on the Final Plat stating that any lots which are developed commercially and adjoin residentially developed property must provide aa buffer, in compliance with Section V.A.8. of the Subdivision Regulations;*
- 18) *compliance with Engineering comments: (Must comply with the Mobile County Flood Damage Prevention Ordinance. Development shall be designed to comply with the storm water detention and drainage facility requirements of the City of Mobile storm water and flood control ordinances, and requiring submission of certification from a licensed engineer certifying that the design complies with the storm water detention and drainage facility requirements of the City of Mobile storm water and flood control ordinances prior to the issuance of any permits. New public roads shall be constructed and paved to standards for County Maintenance, and accepted by Mobile County, while new private roads shall be constructed and paved to minimum County or Subdivision Regulation standards, whichever are greater); and*
- 19) *compliance with the Fire-Rescue Department comments: [Projects outside the City Limits of Mobile, yet within the Planning Commission Jurisdiction fall under the State or County Fire Code. (2012 IFC)].*

# LOCATOR MAP



APPLICATION NUMBER 2 DATE November 19, 2015

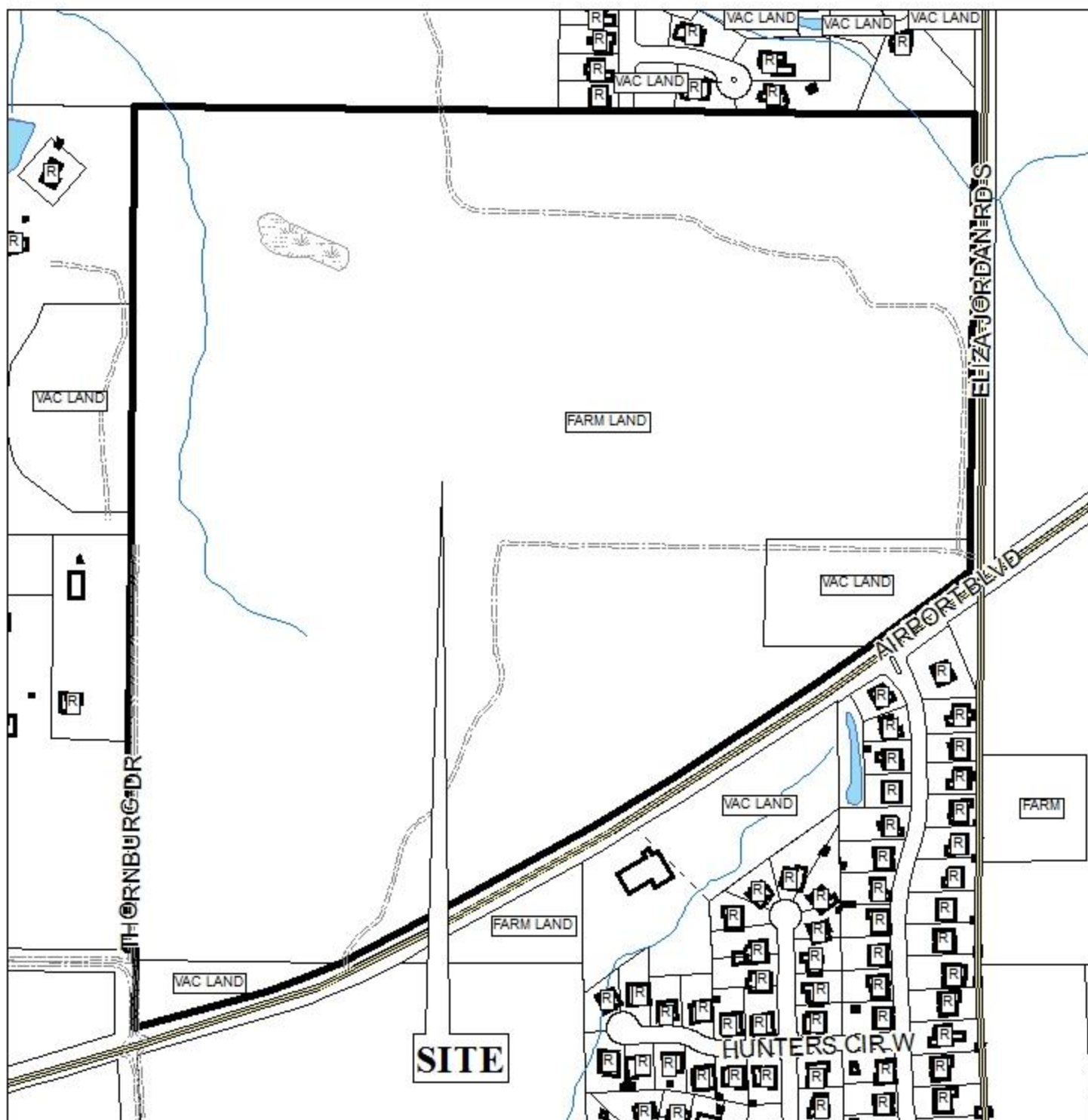
APPLICANT Burlington & Sierra Master Plan Subdivision

REQUEST Subdivision



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# BURLINGTON & SIERRA MASTER PLAN SUBDIVISION



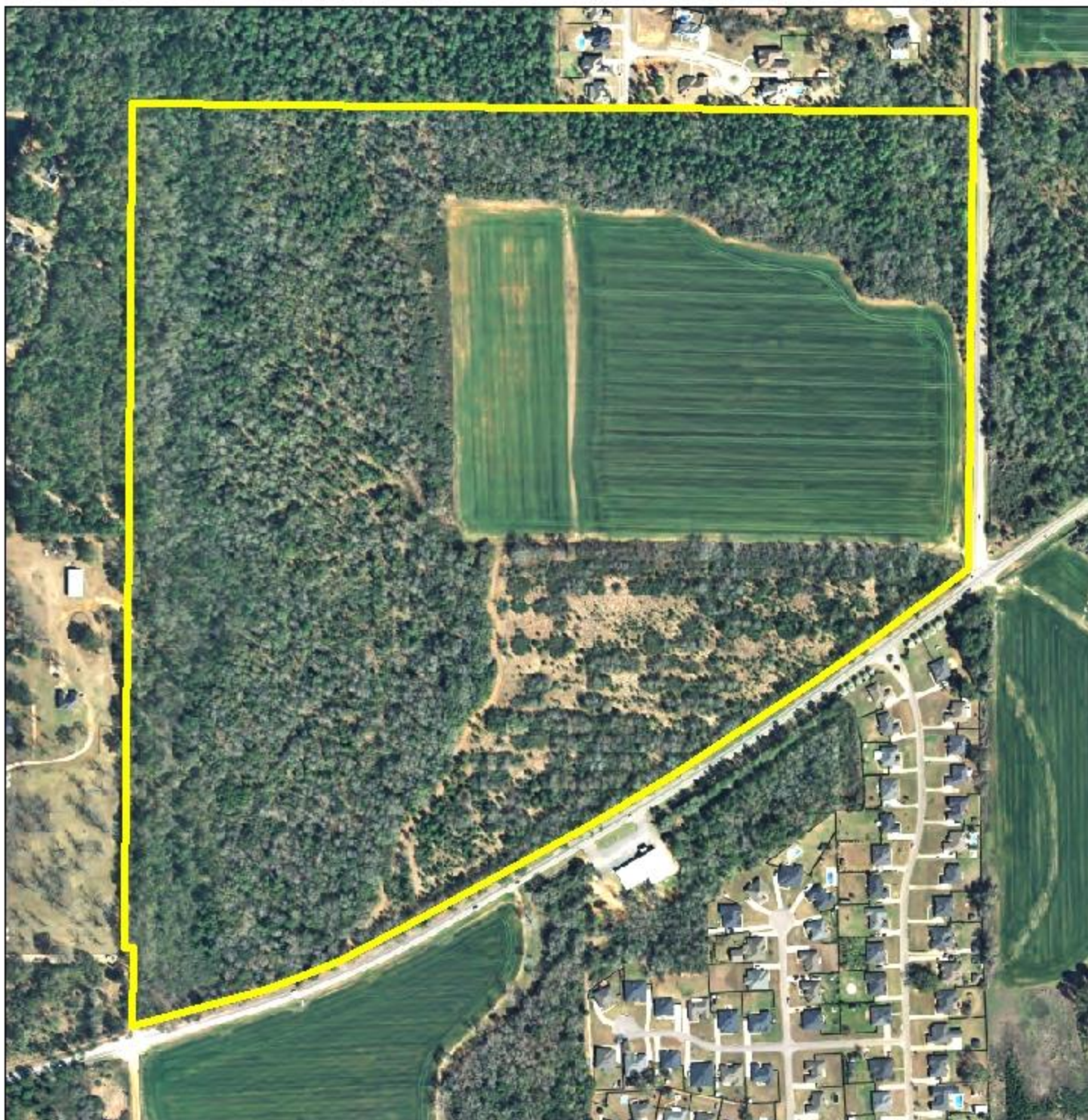
APPLICATION NUMBER 2 DATE November 19, 2015

R-A	R-3	T-B	B-2	B-5	MUN	SD-WH	T5.1
R-1	R-B	B-1	B-3	I-1	OPEN	T3	T5.2
R-2	H-B	LB-2	B-4	I-2	SD	T4	T6

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# BURLINGTON & SIERRA MASTER PLAN SUBDIVISION

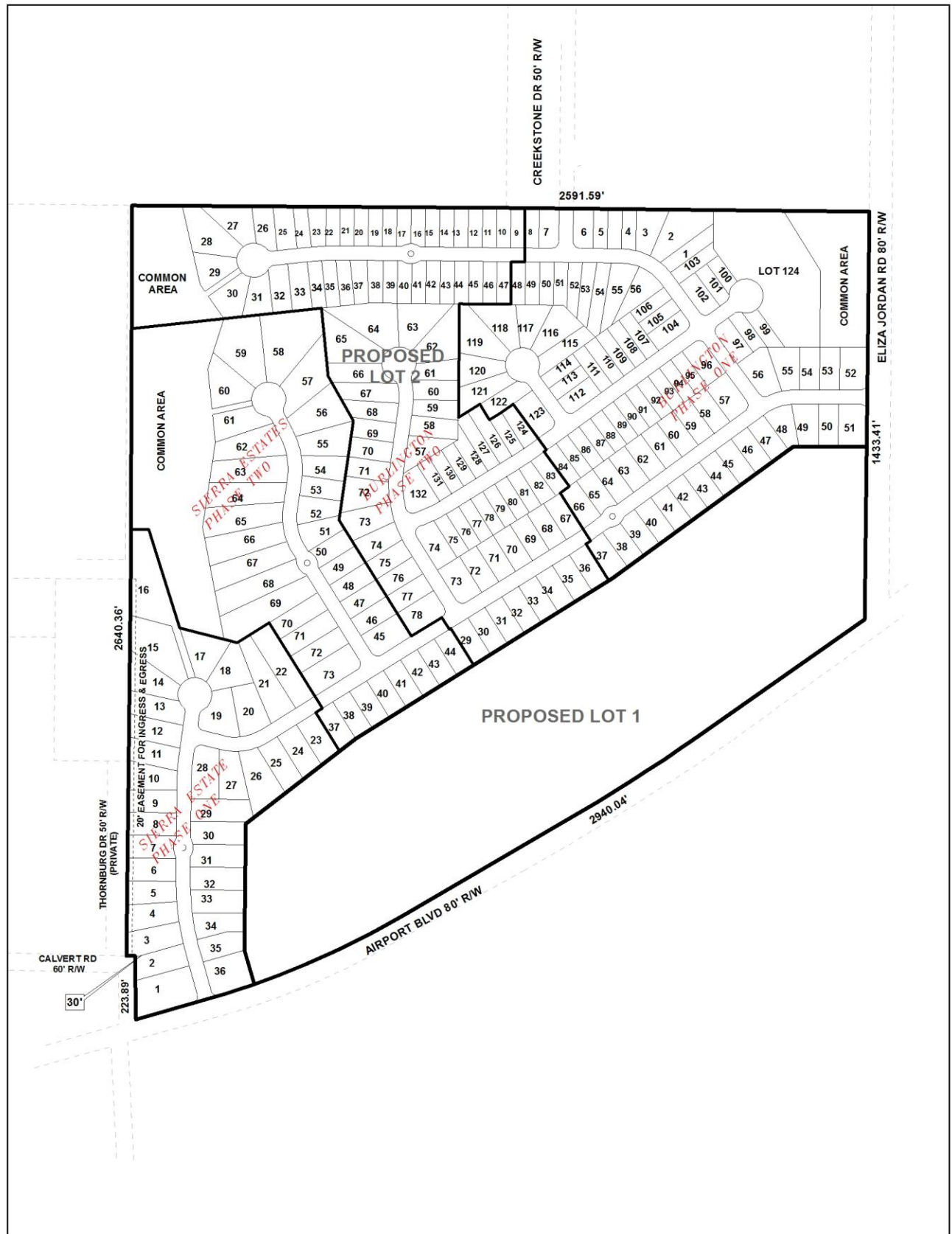


APPLICATION NUMBER 2 DATE November 19, 2015





# DETAIL SITE PLAN



APPLICATION NUMBER	2	DATE	November 19, 2015
APPLICANT	Burlington & Sierra Master Plan Subdivision		
REQUEST	Subdivision		



NTS