

WOODBERRY FOREST ADDITIONS 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.

Fire-Rescue Department Comments: Subdivision layout and design must comply with the requirements of the 2003 International Fire Code, including Appendices B through D, as adopted by the City of Mobile. Commercial buildings and sites within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2003 International Fire Code, including Appendices B through D, as adopted by the City of Mobile, and the 2003 International Existing Building Code, as appropriate.

MAWWS Comments: MAWSS has water and sewer service available, but a Capacity Assurance application for sewer service has not been applied for. MAWSS cannot guarantee sewer service until the Capacity application is approved by Volkert Engineering, Inc.

The plat illustrates the proposed 92-lot, 47.9 acre \pm subdivision which is located on the West side of Air Terminal Drive, 1500' \pm North of Dawes Road and extending Southwest to the Northern terminus of Selby Phillips Drive. The applicant states that the subdivision is served by public water and public sewer.

The purpose of this application is to subdivide several meets and bounds parcels into 91 residential lots, one large commercial lot, and associated common and detention areas.

This site has been the subject of several previous Planning Commission applications. The site was approved for 78 lots in March, 2008, with two subsequent extensions of approval in 2009 and this year. The site has also been approved to allow 83 lots, as part of a larger approval in March, 2005, which has since expired; and was approved for 91 lots (including property not included in this application), which has also expired.

Most of the lots do not meet the requirements of Section V.D.2. of the Subdivision Regulations, either for minimum lot width, minimum lot size, or both. The residential lots range in size from 6,144 square feet to 29,203 square feet. Further, the applicant failed to provide any justification of hardship or innovative design as required under Section VIII of the Subdivision Regulations.

As mentioned in the 2008 Staff Report for this site, it appears that a portion of a parcel was divided off in 1999 (parcel R022707260000011.001.), without benefit of going through the Subdivision process; the parcel is also land-locked. Secondly, it appears that the application does not include the segment of parcel R022707260000011. that extends to Twelve Oaks Drive. Also, the proposed subdivision appears to abut two land-locked parcels to the North and/or West.

In 2008, research by staff resulted in the discovery that Planning Commission approval for the Springfield Subdivision in October, 1999, required the applicant at the time to submit a deed

creating R022707260000011.001., thus connecting the larger land-locked parcel to the strip to Twelve Oaks Drive – which may have been recorded as right-of-way, but never built to County standards. The applicant should verify this information to support their subdivision application, and so revise the plat to clearly indicate why the parcels or land are not included in the application, and why street-stubs to adjacent land-locked property may not be necessary.

The site has frontage on two proposed major streets and two minor streets. The East side of the site is bounded by Air Terminal Drive/Wilson Road West, a major street as shown on the Major Street Plan Component of the Comprehensive Plan. Air Terminal Drive/Wilson Road West was recently constructed by Mobile County, and is in the process of being completed via the roundabout connection with Dawes Road. A 100-foot wide right-of-way is required for this roadway, thus the subdivision should be redesigned to provide 50-feet of right-of-way, as measured from the centerline of Air Terminal Drive/Wilson Road West. The South side of the site is bounded by the proposed alignment of the Grelot Road Extension, also a major street as shown on the Major Street Plan Component of the Comprehensive Plan. The plat should depict dedication of right-of-way sufficient to provide 50-feet from the centerline of the proposed alignment. This dedication is depicted on the Preliminary Plat where the common area abuts the proposed alignment, but not where the proposed commercial lot 92 abuts the alignment. Where Air Terminal Drive/Wilson Road West meets the proposed Grelot Road alignment, dedication sufficient to comply with Section V.B.16. of the Subdivision Regulations regarding curb radii may be required. It should be noted that this intersection may be aligned with the new roundabout being constructed in this area, and, as such, dedication for curb radii may not be necessary. If this is the case, appropriate documentation should be provided and/or revision of the plat should occur.

The site also has frontage to the street-stub for Shelby Phillips Drive, a minor street with adequate right-of-way, and potentially frontage on an unbuilt street-stub connecting to Twelve Oaks Drive. The unbuilt street-stub has a right-of-way width of 60-feet, thus is adequate.

Previous approvals for the site required the construction of Grelot Road Extension where it occurs adjacent to the site. This was due to access to the subdivision being limited at the time to Shelby Phillips Drive. As Air Terminal Drive/Wilson Road West have now been constructed, construction of Grelot Road Extension would not be necessary.

New street construction for this subdivision is proposed, including construction of two cul-de-sacs. Section V.B.14. of the Subdivision Regulations require a cul-de-sac turnaround to have a 120-foot diameter. The Preliminary Plat appears to depict a turnaround diameter of less than 120 feet, however no dimension is shown and scaling can sometimes be inaccurate. The applicant should label the size of the cul-de-sacs, and, if appropriate, modify them to meet the 120-foot width diameter requirement. The other streets appear to have a 50-foot width right-of-way, which meets the basic requirements of Section V.B.14., however, the right-of-way widths are not depicted, and the plat should be modified to depict them.

Access management for the subdivision, if approved, will be a concern given the major streets in the area. The proposed Lots 1 and 43 are corner lots facing the proposed subdivision street and Air Terminal Drive/Wilson Road West. As such, a note on the plat denying Lots 1 and 43 access to Air Terminal Drive/Wilson Road West should be placed on the Final Plat, if approved. All

residential lots should be limited to one curb cut, with the size, design, and exact location of each curb cut to be approved by County Engineering and comply with AASHTO standards. The proposed Lot 92, which is labeled as a commercial lot on the Preliminary Plat, should be limited to one curb cut to Air Terminal Drive/Wilson Road West, and one curb cut to Grelot Road Extension (at such time as Grelot Road Extension is constructed to County standards), with the size, design, and exact location of the curb cuts to be approved by County Engineering and comply with AASHTO standards. Further, Lot 92 is depicted with frontage along the extension of Selby Phillips Drive, which is a residential street. A note should be placed on the Final Plat, if approved, denying Lot 92 access to Selby Phillips Drive.

The 25-foot minimum building setback line is not depicted along all rights-of ways, and the plat should be revised to depict the 25-foot minimum building setback line along all rights-of-way, inclusive of any required dedications.

While the site is in Mobile County, it will have to comply with the City of Mobile storm water and flood control ordinances. A note should be placed on the Final Plat, if approved, stating that the development will 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. Certification is to be submitted to the Planning Section of Urban Development and County Engineering.

The geographic area defined by the city of Mobile and its planning jurisdiction, including this site, may contain Federally-listed threatened or endangered species as well as protected non-game species. Development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species.

This site is located in the County, thus 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.

Based on the preceding, this application is recommended for holdover until the October 21, 2010, meeting, with revisions and documentation due to the Planning section by October 6, 2010, to address the following:

- 1) submission of documentation demonstrating that there is a hardship on the site or that the design is innovative as stated in Section VIII of the Subdivision Regulations;
- 2) revision of the plat to clearly indicate that access to adjacent land-locked parcels is addressed through deeds or public rights-of-way, and provision of supporting documentation;
- 3) revision of the plat to depict required dedication along Air Terminal Drive/Wilson Road West to provide 50 feet, as measured from the centerline of Air Terminal Drive/Wilson Road West;
- 4) revision of the plat to depict dedication sufficient to provide 50 feet for the proposed right-of-way for Grelot Road Extension;

- 5) revision of the plat to depict compliance with Section V.B.16 regarding curb radii for the intersection of Air Terminal Road/Wilson Road West, or submission of appropriate documentation showing that the intersection will be aligned with the roundabout and will not be a traditional intersection;
- 6) revision of the plat to depict 120-foot diameter cul-de-sac right-of-ways;
- 7) revision of the lot layout and size as necessary due to right-of-way dedications and changes;
- 8) labeling of the width of all rights-of-way and cul-de-sacs;
- 9) depiction of the 25-foot minimum building setback line along all right-of-way frontages;
- 10) placement of a note on the Final Plat denying Lots 1 and 43 access to Air Terminal Road/Wilson Road West;
- 11) placement of a note on the Final Plat limiting all residential lots (Lots 1-91) to one curb cut with the size, design, and location of all curb cuts to be approved by Mobile County Engineering and conform to AASHTO standards;
- 12) placement of a note on the Final Plat denying Lot 92 access to Selby Phillips Drive;
- 13) placement of a note on the Final Plat limiting Lot 92 to one curb cut to Air Terminal Road/Wilson Road West with the size, design, and location of all curb cuts to be approved by Mobile County Engineering and conform to AASHTO standards;
- 14) placement of a note on the Final Plat limiting Lot 92 to one curb cut to Grelot Road Extension at such time as Grelot Road Extension is constructed to County standards, with the size, design, and location of all curb cuts to be approved by Mobile County Engineering and conform to AASHTO standards;
- 15) Placement of a note on the Final Plat stating that the development will 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. Certification is to be submitted to the Planning Section of Urban Development and County Engineering;
- 16) Placement of a note on the Final Plat stating that development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species; and
- 17) Placement of a note 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.

Revised for the October 21, 2010 meeting

This application was heldover at the September 16, 2010, meeting to allow the applicant to correct several deficiencies on the site plan, as well as provide required documentation. The applicant submitted a revised plat as well as a written justification narrative for the reduced lot widths and sizes.

The new plat incorporates all of the previously requested modifications. Due to required right-of-way dedications, as well as modifications of the cul-de-sacs to 60-foot radii, the lot sizes of the proposed residential lots now range from 5,768 square feet to 29,002 square feet.

The applicant states that the subdivision is innovative due to the smaller lot sizes designed for small bungalow and patio homes with front garages. What is an innovative subdivision is a matter for the Commission to decide, however, Section VIII of the Subdivision Regulations does specifically cite patio homes (and by extension similar bungalow homes) as an example.

The revised plat indicates all required dedications for major streets. All dedication areas should be properly labeled as such. Also, documentation has been submitted indicating that the intersection of Air Terminal Drive/Wilson Road West and Grelot Road Extension is incorporated into the new traffic circle design in the area. As such, traditional curb radius requirements do not apply at this intersection, and a waiver of Section V.B.16. of the Subdivision Regulations regarding curb radii for this intersection only is appropriate.

There are some issues with the 25-foot minimum building setback line on the plat. The minimum building setback line is not depicted for Lot 92 along Shelby Phillips Drive. The minimum building setback line should be depicted along all public rights-of-way. The minimum building setback line appears to be depicted at less than 25 feet along the edges of the cul-de-sacs, and should be modified to reflect a 25-foot minimum building setback line.

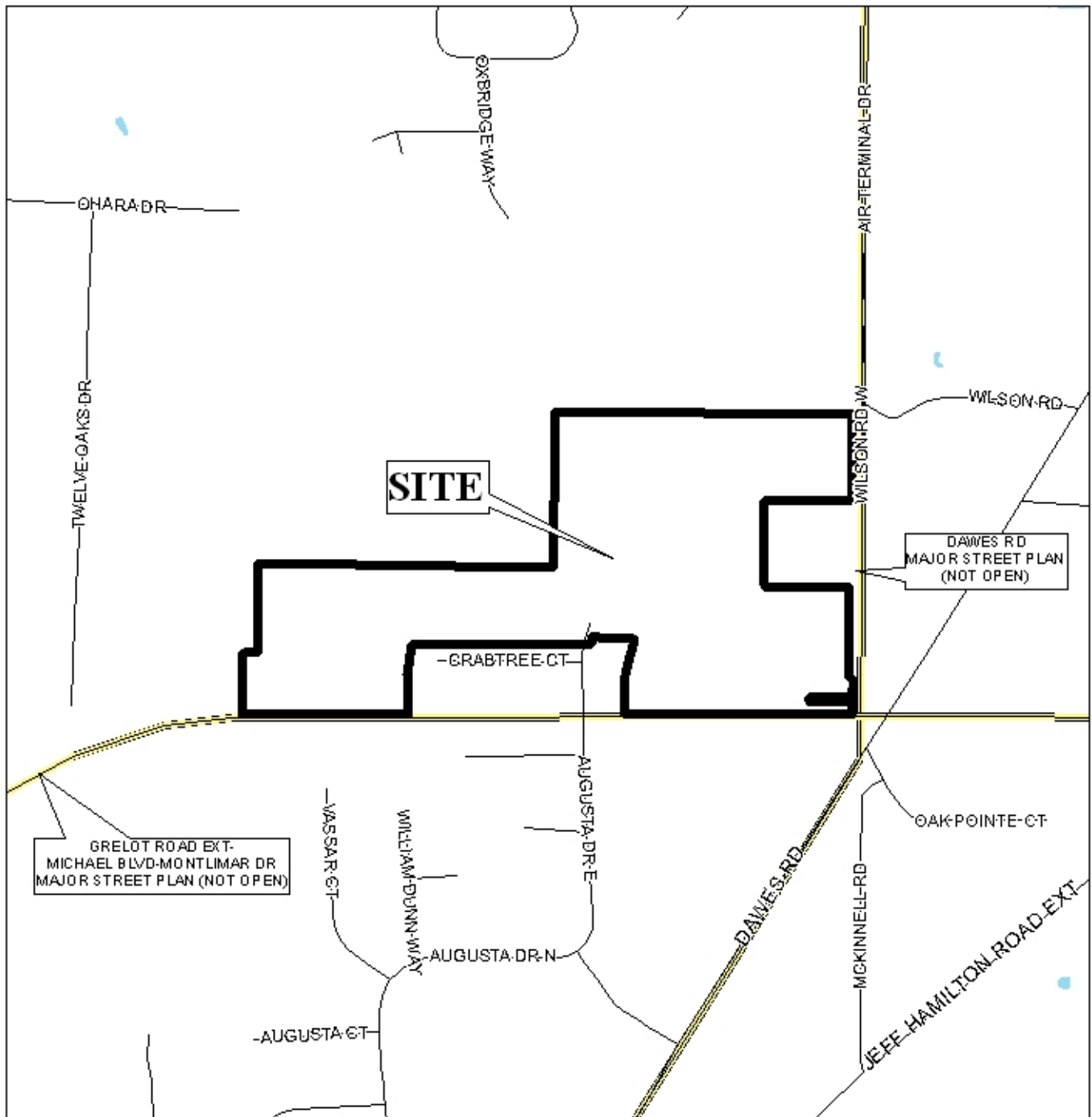
Large areas of common area and detention area of indicated on the plat. A note should be placed on the Final Plat stating that maintenance of common areas and detention areas is the responsibility of the home owners association and not the City of Mobile or Mobile County.

Lastly, all the requested notes for the plat have been placed on the plat, and these should be retained on the Final Plat.

Based on the preceding, and with a waiver of Section V.B.16. Curb Radii (radii shall not be less than 20-feet. Where an angle of intersection of less than 60-degrees is permitted, curb radii shall be increased as necessary to ensure safety) at the intersection of Air Terminal Drive/Wilson Road West only, this application is recommended for tentative approval subject to the following conditions:

- 1) retention of all notes on the Final Plat;*
- 2) depiction of the 25-foot minimum building setback line along Selby Phillips Drive on Lot 92 and along every public right-of-way;*
- 3) modification of the minimum building line along the cul-de-sacs to depict a 25-foot minimum building setback line;*
- 4) labeling of all right-of-way dedication areas as such; and*
- 5) placement of a note on the Final Plat stating that the maintenance of all common areas and detention areas are the responsibility of the homeowners association, and not the City of Mobile or Mobile County.*

LOCATOR



APPLICATION NUMBER 4 DATE October 21, 2010

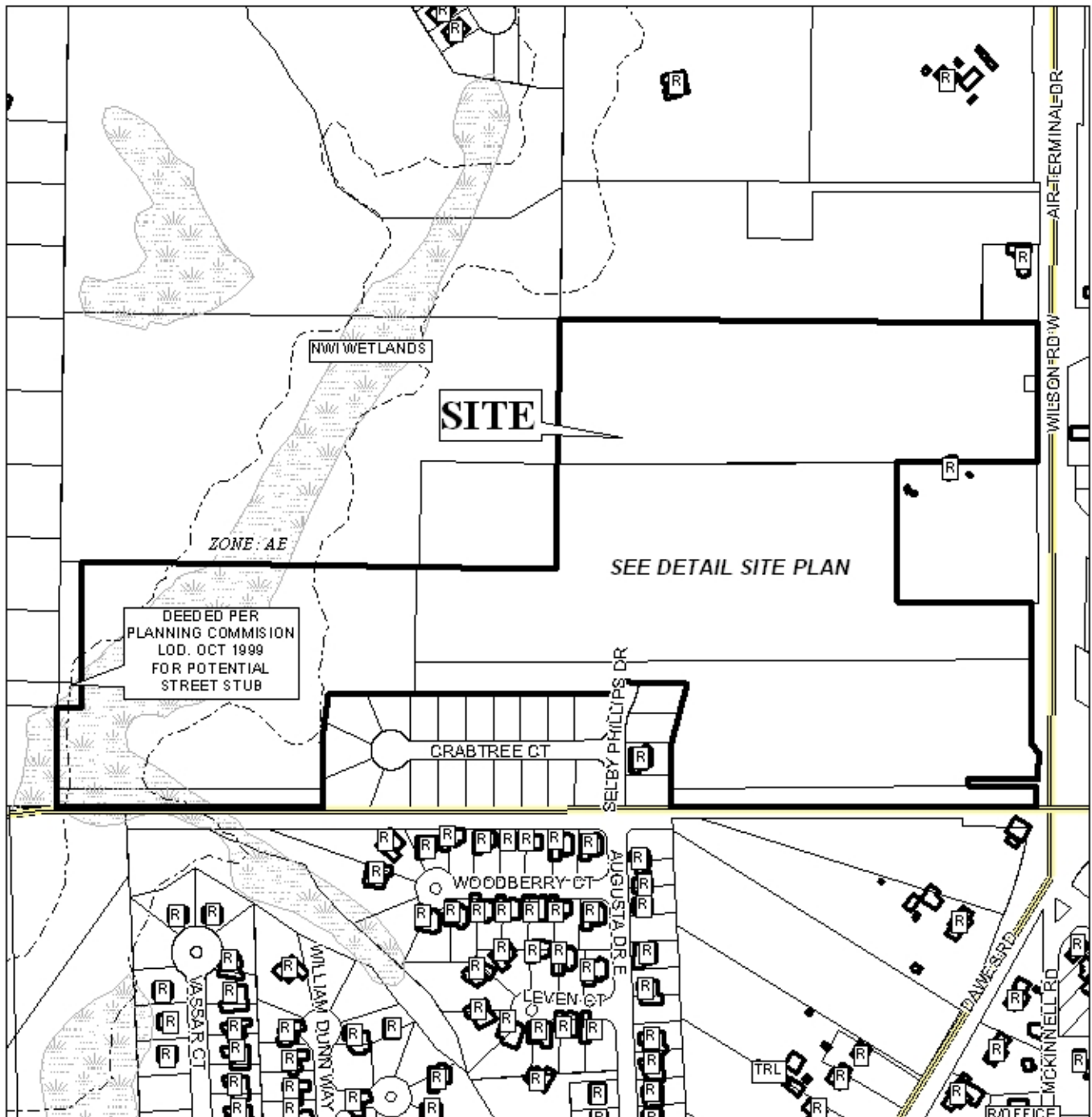
APPLICANT Woodberry Forest Additions Subdivision

REQUEST Subdivision



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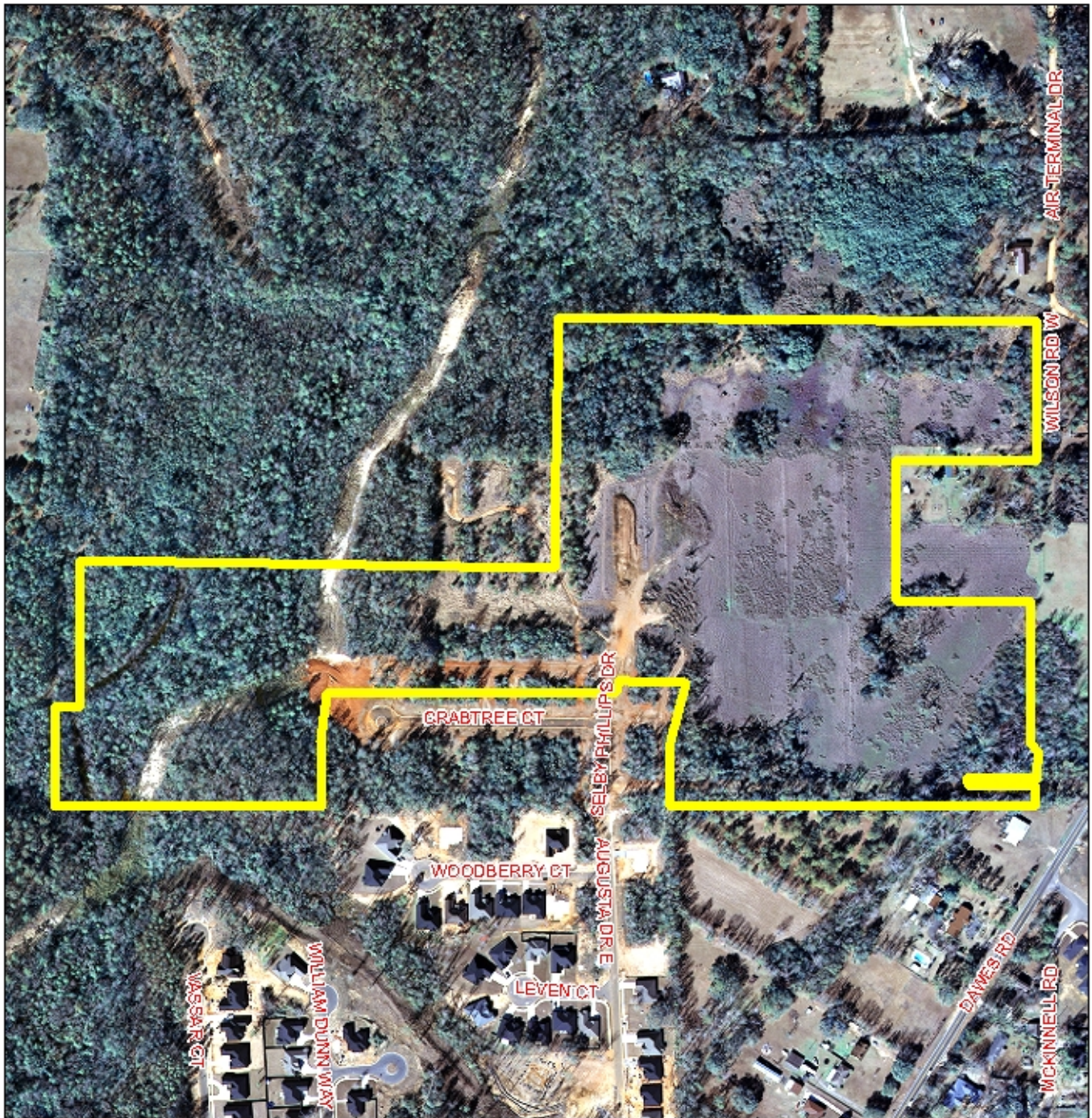
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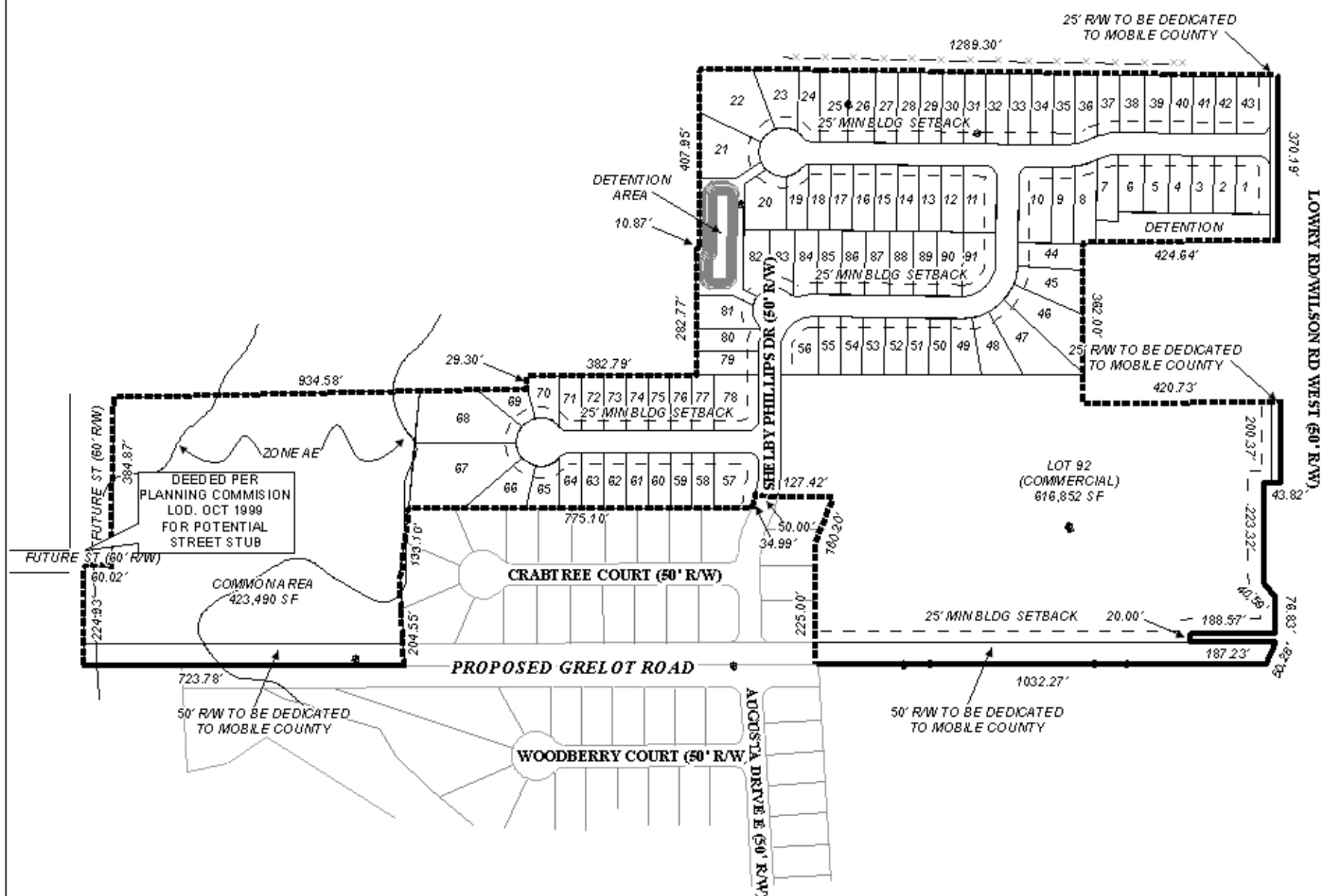


APPLICATION NUMBER 4 DATE October 21, 2010



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DETAIL SITE PLAN



APPLICATION NUMBER 4 DATE October 21, 2010

APPLICANT Woodberry Forest Additions Subdivision

REQUEST Subdivision

