

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 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 a 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 Selby 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 Selby 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.

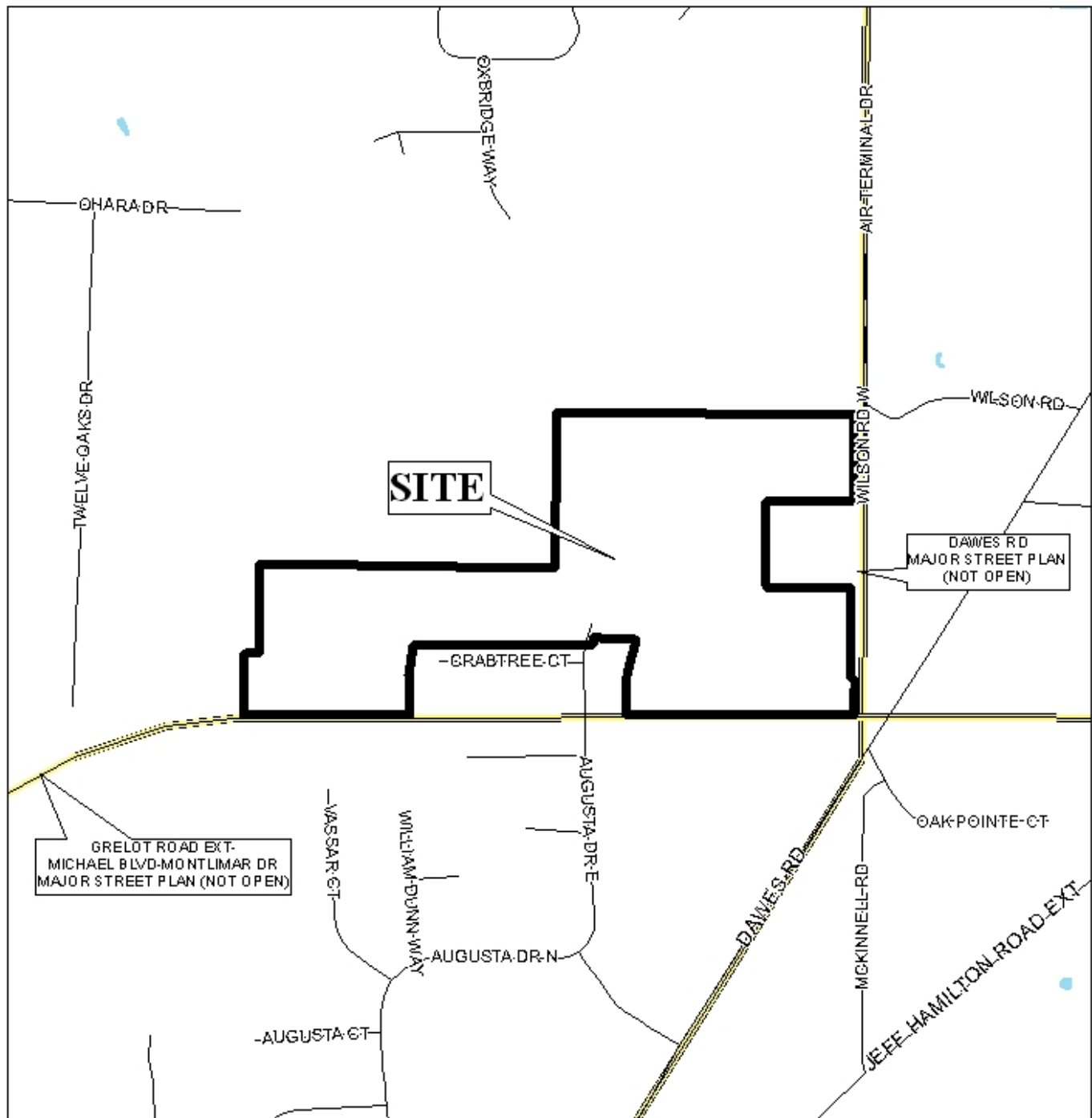
This site is located in the County, thus any lots which are developed commercially and adjoin residentially developed property must provide a buffer, in compliance with Section V.A.8. of the Subdivision Regulations.

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.

LOCATOR



APPLICATION NUMBER 5 DATE September 16, 2010

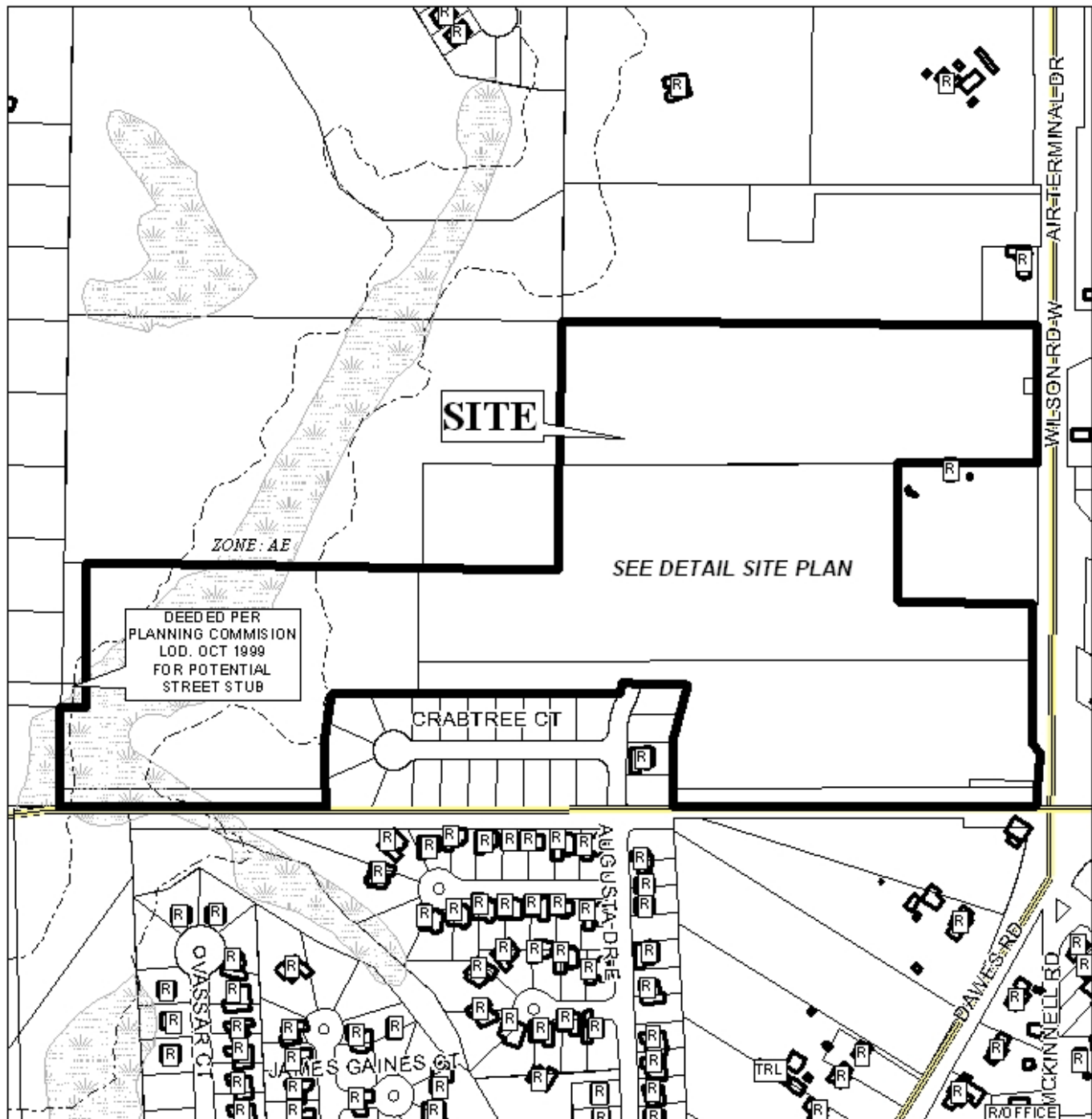
APPLICANT Woodberry Forest Additions Subdivision

REQUEST Subdivision



NTS

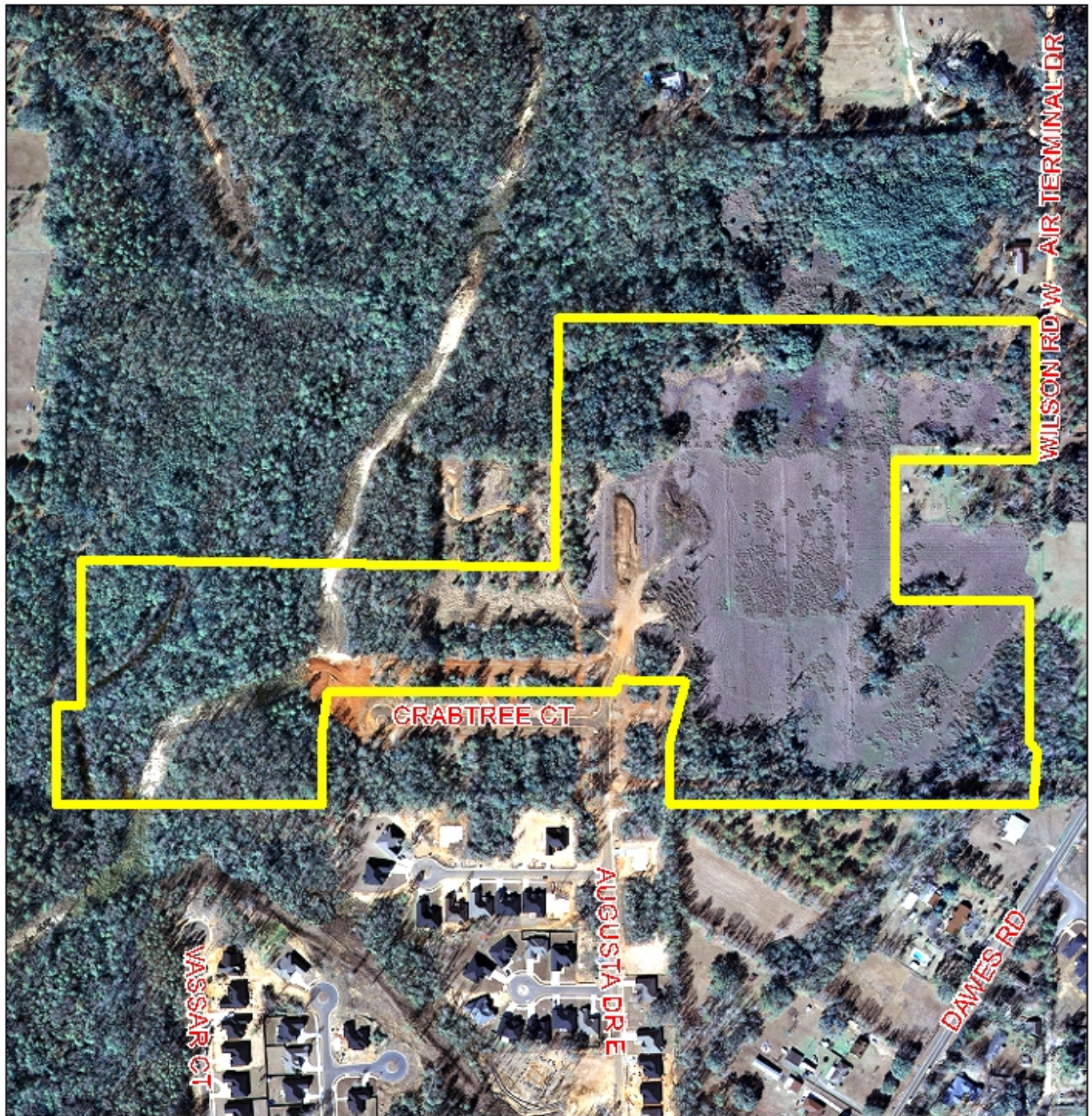
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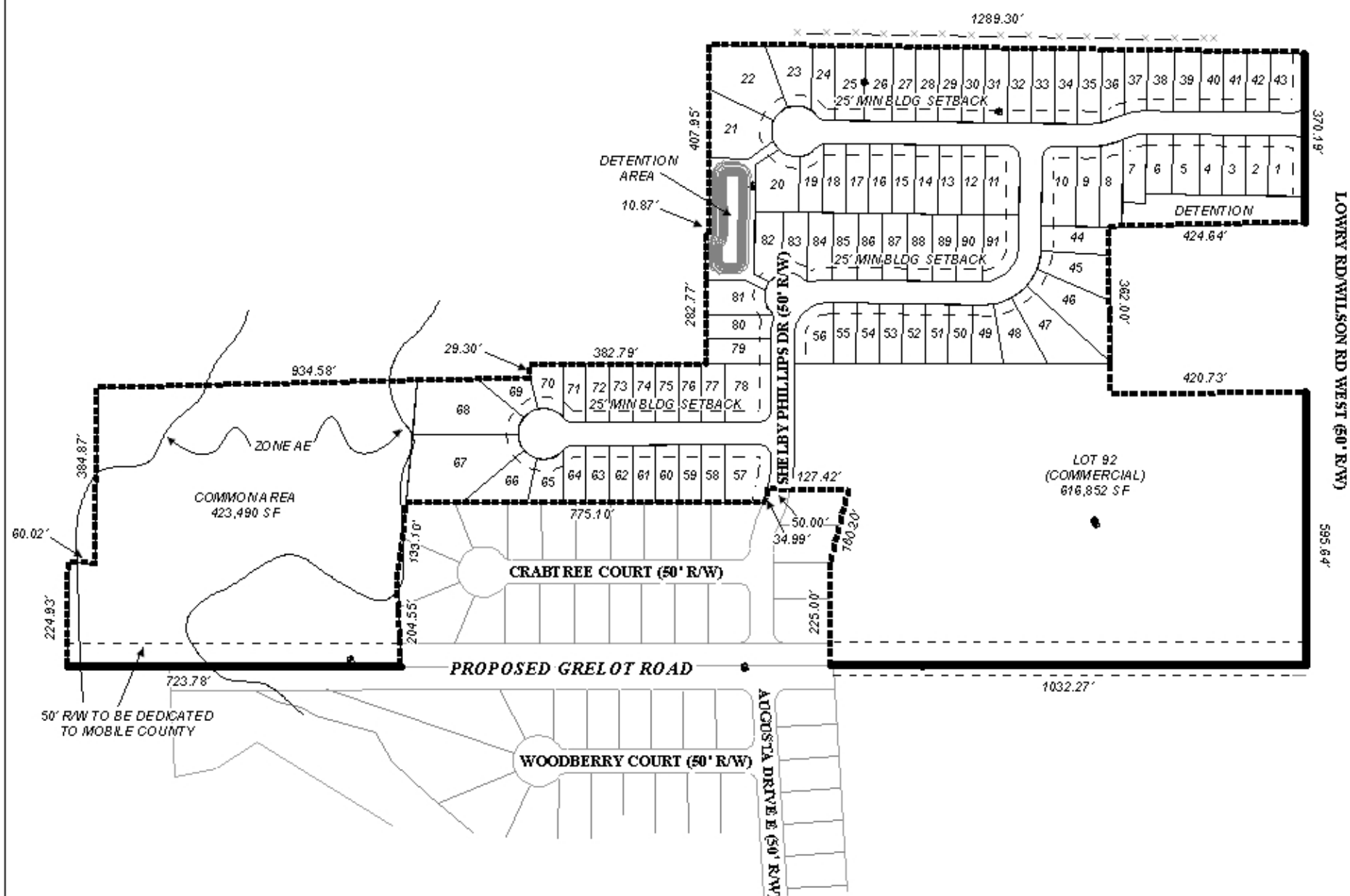
WOODBERRY FOREST ADDITIONS SUBDIVISION



APPLICATION NUMBER 5 DATE September 16, 2010



DETAIL SITE PLAN



APPLICATION NUMBER 5 DATE September 16, 2010
APPLICANT Woodberry Forest Additions Subdivision
REQUEST Subdivision

