

**SUBDIVISION,
PLANNED UNIT DEVELOPMENT, &
ZONING AMENDMENT STAFF REPORT****Date: January 6, 2022**

<u>NAME</u>	John Dorland (Cowles, Murphy, Glover & Associates, Agent)
<u>SUBDIVISION NAME</u>	High Pointe Subdivision
<u>LOCATION</u>	4251 Bit and Spur Road (South side of Bit and Spur Road at the South terminus of Horloesther Court East).
<u>CITY COUNCIL DISTRICT</u>	District 5
<u>PRESENT ZONING</u>	R-1, Single-Family Residential District
<u>PROPOSED ZONING</u>	R-2, Two-Family Residential District
<u>AREA OF PROPERTY</u>	12 Lots / 2.7± Acres
<u>CONTEMPLATED USE</u>	<p>Subdivision approval to create twelve (12) legal lot of record from a single metes-and-bounds parcel; Planned Unit Development Approval to allow reduced front, side, and rear yard setbacks, reduced lot sizes, and increased site coverage for a proposed subdivision; and Rezoning from R-1, Single-Family Residential District, to R-2, Two-Family Residential District.</p> <p>It should be noted, however, that any use permitted in the proposed district would be allowed at this location if the zoning is changed. Furthermore, the Planning Commission may consider zoning classifications other than that sought by the applicant for this property.</p>
<u>TIME SCHEDULE FOR DEVELOPMENT</u>	Not Provided
<u>ENGINEERING COMMENTS</u>	

Subdivision: FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review and/or signature by the City Engineer):

- A. Provide all of the required information on the SUBDIVISION PLAT (i.e. signature blocks, signatures, certification statements, written legal description, required notes, legend, scale, bearings and distances) that is required by the current Alabama State Board of Licensure for Professional Engineers and Land Surveyors.
- B. Provide reference, on the map and the description, to a monumented corner.
- C. Provide and label the monument set or found at each subdivision corner.
- D. Add a graphic scale.
- E. Add a legend or label everything.
- F. Add street names to the vicinity map.
- G. Provide a written legal description and matching bearing and distance labels for the proposed subdivision boundary.
- H. Redraw the proposed subdivision boundary to be a thicker/heavier line so that it is easily differentiated from the other lines on the Plat.
- I. Rename the Detention Area between LOT 6 and 7 to "Common Area (DETENTION).
- J. Show and label the proposed roadway parcel as Private Road or Common Area.
- K. The proposed ROW along Bit and Spur Rd should be a constant width. Do not dedicate additional ROW as shown around the entrance. That area can be part of the Private Roadway.
- L. Provide the amount of right-of-way dedication (square feet).
- M. Delete all of the proposed work from the Plat.
- N. Show and label the existing storm drainage pipe that runs south from Bit and Spur Road. This pipe will require a Public Drainage Easement. The width and alignment of the easement shall be coordinated with, and approved by, the Engineering Dept. (attn. G. Davis) prior to submitting the Plat for signatures. The width will required to allow vehicular and equipment access.
- O. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- P. Provide the Surveyor's Certificate.
- Q. Provide the Surveyor's and Owner's (notarized) signatures.
- R. This area has been designated by the City Engineer as an area prone to localized flooding. Add a note to the SUBDIVISION PLAT stating that the development must provide stormwater detention for the 100 year (post-development) frequency storm event and limit the release rate to the 2 year (predevelopment) frequency storm event.
- S. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 22 - #80) the Subdivision will receive historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control) as follows: 6,000 sf for the entire development.
- T. Add a note that a Land Disturbance permit will be required for any land disturbing activity in accordance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.
- U. Add a note that the approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit.
- V. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved.

- W. Add a note that all existing and proposed detention facilities, common areas, and wetlands shall be the responsibility of the Property Owner(s), and not the responsibility of the City of Mobile.
- X. Add a note that all easements shall remain in effect until vacated through the proper Vacation process.
- Y. Email a pdf copy of the FINAL SUBDIVISION PLAT and LETTER OF DECISION to the Permitting Engineering Dept. for review at land.disturbance@cityofmobile.org prior to obtaining any signatures. No signatures are required on the drawing.
- Z. After addressing all of the FINAL SUBDIVISION PLAT review comments provide the ORIGINAL (with all signatures except for the Planning Commission, Traffic Engineering, and City Engineer), one (1) copy, and a transmittal letter to the Engineering Permitting Department. They can be dropped off at 205 Government St. or mailed to PO Box 1827, Mobile, AL, 36633.

Planned Unit Development:

1. Provide a thicker solid line for the outline of the development contained in the PUD.
2. Show and label the existing storm drainage pipe system that runs along the western property line and the proposed drainage easement.
3. Label the roadway as Common Area or Private ROW or Common Area (Private Road).
4. ADD THE FOLLOWING NOTES TO THE PUD SITE PLAN:
 - a. Any work performed in the existing ROW (right-of-way) such as driveways, sidewalks, utility connections, grading, drainage, irrigation, or landscaping will require a ROW permit from the City of Mobile Engineering Permitting Department (208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII).
 - b. A Land Disturbance Permit application shall be submitted for any proposed land disturbing activity with the property. A complete set of construction plans including, but not limited to, drainage, utilities, grading, storm water detention systems and paving will need to be included with the Land Disturbance permit. This Permit must be submitted, approved, and issued prior to beginning any of the construction work.
 - c. Any and all proposed land disturbing activity within the property will need to be submitted for review and be in conformance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.
 - d. Each Lot Owner shall be required to submit a Single Family Residential Affidavit application with the initial construction of a single family dwelling or other impervious surface (driveway, shed, slab, asphalt, gravel, etc.). The application shall include a site plan showing the proposed improvements and a verification that the amount of impervious area is less than or equal to the approved amount of impervious area provided in the subdivision detention design.
 - e. The proposed detention facility shall be maintained as it was constructed and approved. The Land Disturbance Permit application for any proposed construction includes a requirement of a Maintenance and Inspection Plan (signed and notarized by the Owner) for the detention facility. This Plan shall run with the land and be recorded in the County Probate Office prior to the Engineering Department issuing their approval for a Final Certificate of Occupancy.

- f. The approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit. The Owner/Developer is responsible for acquiring all of the necessary permits and approvals.
- g. The proposed development must comply with all Engineering Department design requirements and Policy Letters.

Rezoning: No Comments.

TRAFFIC ENGINEERING

COMMENTS

Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards.

URBAN FORESTRY

COMMENTS

Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties [Act 929 of the 1961 Regular Session of the Alabama Legislature (Acts 1961, p. 1487), as amended, and City Code Chapters 57 and 65]. Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from undeveloped residential sites, developed residential sites in historic districts, and all commercial sites will require a tree removal permit.

FIRE DEPARTMENT

COMMENTS

All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance (2012 International Fire Code). Fire apparatus access is required to be within 150' of all commercial and residential buildings. A fire hydrant is required to be within 400' of non-sprinkled commercial buildings and 600' of sprinkled commercial buildings.

REMARKS

The applicant is requesting Subdivision approval to create twelve (12) legal lots of record from a single metes-and-bounds parcel; Planned Unit Development Approval to allow reduced front, side, and rear yard setbacks, reduced lot sizes, and increased site coverage for a proposed subdivision; and Rezoning from R-1, Single-Family Residential District, to R-2, Two-Family Residential District. The applicant is proposing to have the new development served by a gated, private street.

The site has been given a Low Density Residential (LDR) land use designation, per the Future Land Use Plan and Map, adopted on May 18, 2017 by the Planning Commission. The Future Land Use Plan and Map complements and provides additional detail to the Development Framework Maps in the Map for Mobile, adopted by the Planning Commission at its November 5, 2015 meeting.

This designation applies to existing residential neighborhoods found mostly west of the Beltline or immediately adjacent to the east side of the Beltline.

The primary land use in the LDR districts is residential and the predominant housing type is the single-family housing unit, detached or semi-detached, typically placed within a street grid or a network of meandering suburban streets. The density in these districts ranges between 0 and 6 dwelling units per acre (du/ac).

These neighborhoods may also contain small-scale, low-rise multi-unit structures at appropriate locations, as well as complementary retail, parks and civic institutions such as schools, community centers, neighborhood playgrounds, and churches or other religious uses if those uses are designed and sited in a manner compatible with and connected to the surrounding context. The presence of individual ancillary uses should contribute to the fabric of a complete neighborhood, developed at a walkable, bikeable human scale.

It should be noted that the Future Land Use Plan and Map components of the Map for Mobile Plan are meant to serve as a general guide, not a detailed lot and district plan. In many cases the designation on the new Future Land Use Map may match the existing use of land, but in others the designated land use may differ from what is on the ground today. As such, the Future Land Use Plan and Map allows the Planning Commission and City Council to consider individual cases based on additional information such as the classification request, the surrounding development, the timing of the request, and the appropriateness and compatibility of the proposed use and, where applicable, the zoning classification.

Subdivision review examines the site with regard to promoting orderly development, protecting general health, safety and welfare, and ensuring that development is correlated with adjacent developments and public utilities and services, and to ensure that the subdivision meets the minimum standards set forth in the Subdivision Regulations for lot size, road frontage, lot configuration, etc.

The lot fronts Bit and Spur Road, a minor street without curb and gutter, and therefore should have a minimum right-of-way of 60-feet. The preliminary plat does not state the existing right-of-way width, but does depict a 10-foot wide strip to be dedicated to the City of Mobile. If approved, the Final Plat should be revised to clearly depict dedication to provide 30-feet from the centerline of Bit and Spur Road.

The proposed lot and common area sizes are provided in square feet and acres, and do not meet the minimum standards, with the smallest lot being 6,640± square feet. As such, if approved, this information should be retained on the Final Plat, adjusted for any dedication, if applicable. Furthermore, a waiver of Section V.D.2. of the Subdivision Regulations, will be required. It should be noted that The Gates Subdivision on the North side of Bit and Spur, and approved by the Planning Commission in 1986 is a private street development with lots as small as 4,750 square feet. The Gates also has reduced setbacks and increased site coverage as approved by the Planning Commission.

The preliminary plat submitted requests that the lots be allowed front setbacks of six feet, side setbacks of three feet, and rear setbacks of eight feet. The applicant is also requesting the standard 40% site coverage allowed in an R-2 district. If approved, this information should be noted on the Final Plat.

Regarding access management, a note should be placed on the Final Plat stating Traffic Engineering comments, if approved.

It should be noted that there is an existing dwelling on the site currently. If approved, demolition permits will be required for the structure, prior to the signing of the Final Plat.

PUD review examines the site with regard to its location to ensure that it is generally compatible with neighboring uses; that adequate access is provided without generating excess traffic along minor residential streets in residential districts outside the PUD; and, that natural features of the site are taken into consideration. PUD review also examines the design of the development to provide for adequate circulation within the development; to ensure adequate access for emergency vehicles; and, to consider and provide for protection from adverse effects of adjacent properties as well as provide protection of adjacent properties from adverse effects from the PUD.

In pursuit of these purposes, the objectives to be met by a PUD are as follows: a) to encourage innovative and diversified design in building form and site development; b) flexibility, to permit greater flexibility in the location and arrangement of buildings and uses than is generally possible under district regulations; c) to encourage the most efficient and sustainable use of land, especially tracts in the inner part of the city that remain undeveloped or that are appropriate for re-development; d) to preserve and protect as urban amenities the natural features and characteristics of land; e) to encourage the provision of common open space through efficient site design; and, f) to encourage optimum use of available public utilities, streets and community facilities.

It is very important to note that PUD review is site plan specific; therefore *any* future changes to the overall site plan must be submitted for PUD review. Furthermore, PUD approvals expire after one year if no permits are obtained.

The site plan submitted depicts twelve proposed single-family dwellings, with six shared driveways between them to the proposed private street, a common parking area with eight parking spaces, and a detention area. A wall is depicted at the front of the development along Bit and Spur Road, but no mention is made on the site plan of the height or materials of the wall. If approved, this information should be provided on the site plan.

The applicant states:

Application Narrative

The property at 4251 Bit & Spur Road is currently under contract by a local developer who would like to subdivide and rezone the property as shown to create a single family, twelve (12) lot high-end residential subdivision. The property is currently a single lot consisting of approximately 2.75-acres with one (1) curb cut located at Bit & Spur Road. The proposed residential subdivision would keep the single curb cut at Bit & Spur Rd but incorporate a new split driveway with a gated entrance. Due to the existing tight curb on Bit & Spur Road, the position of the curb cut will be shifted slightly to the northeast (closer to Old Shell Road), maximizing the sight distance for the curb cut/driveway and creating a safer turn-in and turn-out for vehicles.

In connection with the proposed development, the developer has submitted an application for rezoning of the property which requests a change of the current zoning classification of R-1 to a zoning classification of R-2. The main reason for this request is increased building site coverage—the current zoning classification of R-1 restricts the building site coverage of each lot to 35%, whereas a classification of R-2 permits up to 40% building site coverage for each lot. As stated above, the proposed subdivision will be a single-family, high-end residential community. To clarify, there will be no two-family residences permitted within this proposed subdivision. The request for rezoning is merely to permit each lot up to 40% building site coverage, if desired by future owners.

A landscape architect has been retained by the developer to design an upscale landscape and lighting plan to mirror the image and vision of the Spring Hill Village Master Plan design standards, especially along Bit & Spur Road. An exclusive architect has also been retained to develop house plans and specifications for the subdivision along with strict architectural standards and guidelines in order to ensure the development itself will retain a cohesive upscale design.

While there is not an existing sidewalk on the southeast side of Bit & Spur, the developers propose to construct and install a six foot (6') wide concrete sidewalk along Bit & Spur Road in front of the property. The sidewalk will start at the existing edge of pavement to allow for a heavy landscaped green space between the sidewalk and the proposed brick wall along Bit & Spur Road. The entrance into the subdivision will consist of brick pavers which then transition seamlessly into a private concrete drive, flanked with concrete curb and gutter. The sidewalk inside the subdivision, which will be required to be built at the time of construction of a residence on each lot, will also be required to be constructed with brick pavers. The driveways for each house will consist of brick pavers or scored concrete and are generally planned to be shared driveways, built on lot lines to be shared between adjacent houses. The shared driveways are intended to provide more greenspace within the subdivision and will also be designed to allow additional off-street parking at each residence. Two (2) car garages are planned for each residence. The common area parking will be designated as overflow parking as the same may be needed on occasion.

The stormwater system for the subdivision development will be designed for each lot to consist a maximum of eighty-five percent (85%) of impervious area which includes all building areas under roof, driveways, sidewalks, patios, etc. Therefore, each lot will be required to have a minimum of fifteen percent (15%) of the lot area to be landscaped or in a pervious state. The stormwater will be released in the rear of the property, via the existing drainage easement, just as it also does now. In addition, all stormwater will be contained on-site prior to being released at a control rate within the common area located in the rear of the subdivision, and in the underground storm system. Minor surface storage may also be utilized in the common parking area, in the front of the subdivision. Stormwater will be released at the predevelopment two (2) year release rate for a one hundred (100) year post-development storm.

The proposed subdivision may look to be similar to the Gates Subdivision, which is just across Bit & Spur to the northwest of the property. However, unlike the Gates, the lots in the proposed subdivision are all larger in size, there are minimum setback requirements

on all sides of the proposed lots (i.e. no home could be built on the actual property line), and all residences will be subject to very strict architectural standards. The smallest proposed lot in the subdivision consists of approximately 6,650 sf and the largest proposed lot in the new subdivision consists of approximately 7,950 sf.

MAWSS currently has water and sewer services in place which serve the existing two-story house located on the property. The system will be modified in connection with the subdivision development design ensuring that each lot will have access to MAWSS water and sewer system. The current system has been analyzed for adequate sewer capacity and fire flow capacity and both the current sewer and fire flow capacities exceed the anticipated demand required of the subdivision.

Representatives from Alabama Power Company have met on-site with the engineer and developers and has agreed to modify the power system in this area accordingly in order to meet the needs of the subdivision development.

The proposed private street appears to have a non-compliant right-of-way. Section VIII.E.2.c. of the Subdivision Regulations requires that private streets have a minimum right-of-way of 50 feet, and the plat depicts a right-of-way that varies between 31-feet and 61-feet wide. The right-of-way width should be revised to be the minimum required width for its entirety. This may result in some of the lots being somewhat reduced in size.

Section VIII.E.2. has several other requirements that need to be addressed. First, the plat is required to have utility easements acceptable to the appropriate provider of utility services within the Subdivision, and there are none depicted. Second, the Final Plat should contain a note stating that the street is privately maintained and not dedicated to the public. Next, a note is required on the Final Plat stating that if the street is not constructed and maintained to City standards that 100% of the cost of the improvements will be assessed to the property owners (it should be noted that if the street is developed with a sub-standard right-of-way, it would not be eligible for City maintenance). Finally, a letter sealed by either a registered land surveyor or civil engineer must be submitted along with the required five copies of the Final Plat, stating that all of the requirements of Section VIII.E.2. of the Subdivision Regulations have been met.

As stated in Section 64-9. of the Zoning Ordinance, the intent of the Ordinance and corresponding Zoning Map is to carry out the comprehensive planning objective of sound, stable and desirable development. While changes to the Ordinance are anticipated as the city grows, the established public policy is to amend the ordinance only when one or more of the following conditions prevail: 1) there is a manifest error in the Ordinance; 2) changing conditions in a particular area make a change in the Ordinance necessary and desirable; 3) there is a need to increase the number of sites available to business or industry; or 4) the subdivision of land into building sites makes reclassification of the land necessary and desirable.

The site is bounded by R-1, Single-Family Residential property on all side, with property to the West being utilized as a convent.

Section 64-9 of the Zoning Ordinance states that new R-2 districts should be a minimum of four (4) acres in size, if not abutting an existing commercial zoning district. The subject property (2.7±

acres) does not abut a commercial zoning district, and thus does not comply with this guideline. The applicant does not state which of the four conditions prevail that would justify the proposed rezoning; however, by virtue of submitting the subdivision application it would logically follow that the subdivision of land into building sites makes reclassification of the land necessary and desirable. Furthermore, the proposed development appears to be compatible with surrounding developments, specifically The Gates directly across Bit and Spur Road.

RECOMMENDATION

Subdivision: Based upon the preceding, and with a waiver of Section V.D.2. of the Subdivision Regulations, the application is recommended for Tentative Approval, subject to the following:

- 1) revision of the Final Plat to show the existing right-of-way along Bit and Spur Road, with dedication to provide 30-feet from the centerline, if necessary;
- 2) revision of the plat to provide a minimum 50-foot wide right-of-way for the proposed private road;
- 3) revision of the plat to include utility easements acceptable to the appropriate provider of utility services within the Subdivision;
- 4) placement of a note stating that if the street is not constructed and maintained to City standards that 100% of the cost of the improvements will be assessed to the property owners, if dedicated to the City;
- 5) revision to accommodate any other requirements of Section VIII.E.2. of the Subdivision Regulations;
- 6) retention of the front, rear and side yard setbacks on the Final Plat;
- 7) placement of a note stating that site coverage is limited to a maximum of 40 percent;
- 8) retention of the lot sizes in square feet and acres, adjusted for dedication;
- 9) placement of a note on the Final Plat stating that maintenance of the detention area is the responsibility of the property owners;
- 10) full compliance with Engineering comments: (*FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review and/or signature by the City Engineer): A. Provide all of the required information on the SUBDIVISION PLAT (i.e. signature blocks, signatures, certification statements, written legal description, required notes, legend, scale, bearings and distances) that is required by the current Alabama State Board of Licensure for Professional Engineers and Land Surveyors. B. Provide reference, on the map and the description, to a monumented corner. C. Provide and label the monument set or found at each subdivision corner. D. Add a graphic scale. E. Add a legend or label everything. F. Add street names to the vicinity map. G. Provide a written legal description and matching bearing and distance labels for the proposed subdivision boundary. H. Redraw the proposed subdivision boundary to be a thicker/heavier line so that it is easily differentiated from the other lines on the Plat. I. Rename the Detention Area between LOT 6 and 7 to "Common Area (DETENTION). J. Show and label the proposed roadway parcel as Private Road or Common Area. K. The proposed ROW along Bit and Spur Rd should be a constant width. Do not dedicate additional ROW as shown around the entrance. That area can be part of the Private Roadway. L. Provide the amount of right-of-way dedication (square feet). M. Delete all of the proposed work from the Plat. N. Show and label the existing storm drainage pipe that runs south from Bit and Spur Road. This pipe will require a Public Drainage Easement. The width and alignment*

of the easement shall be coordinated with, and approved by, the Engineering Dept. (attn. G. Davis) prior to submitting the Plat for signatures. The width will required to allow vehicular and equipment access. O. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer. P. Provide the Surveyor's Certificate. Q. Provide the Surveyor's and Owner's (notarized) signatures. R. This area has been designated by the City Engineer as an area prone to localized flooding. Add a note to the SUBDIVISION PLAT stating that the development must provide stormwater detention for the 100 year (post-development) frequency storm event and limit the release rate to the 2 year (predevelopment) frequency storm event. S. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 22 - #80) the Subdivision will receive historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control) as follows: 6,000 sf for the entire development. T. Add a note that a Land Disturbance permit will be required for any land disturbing activity in accordance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control. U. Add a note that the approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit. V. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved. W. Add a note that all existing and proposed detention facilities, common areas, and wetlands shall be the responsibility of the Property Owner(s), and not the responsibility of the City of Mobile. X. Add a note that all easements shall remain in effect until vacated through the proper Vacation process. Y. Email a pdf copy of the FINAL SUBDIVISION PLAT and LETTER OF DECISION to the Permitting Engineering Dept. for review at land.disturbance@cityofmobile.org prior to obtaining any signatures. No signatures are required on the drawing. Z. After addressing all of the FINAL SUBDIVISION PLAT review comments provide the ORIGINAL (with all signatures except for the Planning Commission, Traffic Engineering, and City Engineer), one (1) copy, and a transmittal letter to the Engineering Permitting Department. They can be dropped off at 205 Government St. or mailed to PO Box 1827, Mobile, AL, 36633.);

- 11) placement of a note on the Final Plat stating Traffic Engineering comments: (Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards.);
- 12) compliance with Urban Forestry comments: (Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties [Act 929 of the 1961 Regular Session of the Alabama Legislature (Acts 1961, p. 1487), as amended, and City Code Chapters 57 and 65]. Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from undeveloped residential sites, developed residential sites in historic districts, and all commercial sites will require a tree removal permit.);
- 13) compliance with Fire Department comments: (All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance (2012 International Fire Code). Fire apparatus access is required to be within 150' of all

- commercial and residential buildings. A fire hydrant is required to be within 400' of non-sprinkled commercial buildings and 600' of sprinkled commercial buildings.); and*
- 14) submittal to and approval by Planning and Zoning of a revised PUD site plan (hard copy and .pdf), prior to signing the Final Plat.

Planned Unit Development: Based upon the preceding, this application is recommended for Approval, subject to the following conditions:

- 1) revision of the site plan to show the existing right-of-way along Bit and Spur Road, with dedication to provide 30-feet from the centerline, if necessary;
- 2) revision of the site plan to provide a minimum 50-foot wide right-of-way for the proposed private road;
- 3) revision of the site plan to include utility easements acceptable to the appropriate provider of utility services within the Subdivision;
- 4) placement of a note stating that if the street is not constructed and maintained to City standards that 100% of the cost of the improvements will be assessed to the property owners, if dedicated to the City;
- 5) revision to accommodate any other requirements of Section VIII.E.2. of the Subdivision Regulations;
- 6) retention of the front, rear and side yard setbacks on the site plan;
- 7) placement of a note stating that site coverage is limited to a maximum of 40 percent;
- 8) retention of the lot sizes in square feet and acres, adjusted for dedication;
- 9) placement of a note on the site plan stating that maintenance of the detention area is the responsibility of the property owners;
- 10) full compliance with Engineering comments: (*FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review and/or signature by the City Engineer): A. Provide all of the required information on the SUBDIVISION PLAT (i.e. signature blocks, signatures, certification statements, written legal description, required notes, legend, scale, bearings and distances) that is required by the current Alabama State Board of Licensure for Professional Engineers and Land Surveyors. B. Provide reference, on the map and the description, to a monumented corner. C. Provide and label the monument set or found at each subdivision corner. D. Add a graphic scale. E. Add a legend or label everything. F. Add street names to the vicinity map. G. Provide a written legal description and matching bearing and distance labels for the proposed subdivision boundary. H. Redraw the proposed subdivision boundary to be a thicker/heavier line so that it is easily differentiated from the other lines on the Plat. I. Rename the Detention Area between LOT 6 and 7 to "Common Area (DETENTION). J. Show and label the proposed roadway parcel as Private Road or Common Area. K. The proposed ROW along Bit and Spur Rd should be a constant width. Do not dedicate additional ROW as shown around the entrance. That area can be part of the Private Roadway. L. Provide the amount of right-of-way dedication (square feet). M. Delete all of the proposed work from the Plat. N. Show and label the existing storm drainage pipe that runs south from Bit and Spur Road. This pipe will require a Public Drainage Easement. The width and alignment of the easement shall be coordinated with, and approved by, the Engineering Dept. (attn. G. Davis) prior to submitting the Plat for signatures. The width will required to allow vehicular and equipment access. O. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer. P. Provide the Surveyor's*

Certificate. Q. Provide the Surveyor's and Owner's (notarized) signatures. R. This area has been designated by the City Engineer as an area prone to localized flooding. Add a note to the SUBDIVISION PLAT stating that the development must provide stormwater detention for the 100 year (post-development) frequency storm event and limit the release rate to the 2 year (predevelopment) frequency storm event. S. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 22 - #80) the Subdivision will receive historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control) as follows: 6,000 sf for the entire development. T. Add a note that a Land Disturbance permit will be required for any land disturbing activity in accordance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control. U. Add a note that the approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit. V. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved. W. Add a note that all existing and proposed detention facilities, common areas, and wetlands shall be the responsibility of the Property Owner(s), and not the responsibility of the City of Mobile. X. Add a note that all easements shall remain in effect until vacated through the proper Vacation process. Y. Email a pdf copy of the FINAL SUBDIVISION PLAT and LETTER OF DECISION to the Permitting Engineering Dept. for review at land.disturbance@cityofmobile.org prior to obtaining any signatures. No signatures are required on the drawing. Z. After addressing all of the FINAL SUBDIVISION PLAT review comments provide the ORIGINAL (with all signatures except for the Planning Commission, Traffic Engineering, and City Engineer), one (1) copy, and a transmittal letter to the Engineering Permitting Department. They can be dropped off at 205 Government St. or mailed to PO Box 1827, Mobile, AL, 36633.);

- 11) placement of a note on the Final Plat stating Traffic Engineering comments: (*Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards.*);
- 12) compliance with Urban Forestry comments: (*Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties [Act 929 of the 1961 Regular Session of the Alabama Legislature (Acts 1961, p. 1487), as amended, and City Code Chapters 57 and 65]. Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from undeveloped residential sites, developed residential sites in historic districts, and all commercial sites will require a tree removal permit.*);
- 13) compliance with Fire Department comments: (*All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance (2012 International Fire Code). Fire apparatus access is required to be within 150' of all commercial and residential buildings. A fire hydrant is required to be within 400' of non-sprinkled commercial buildings and 600' of sprinkled commercial buildings.*); and
- 14) submittal to and approval by Planning and Zoning of a revised PUD site plan (hard copy and .pdf), prior to signing the Final Plat.

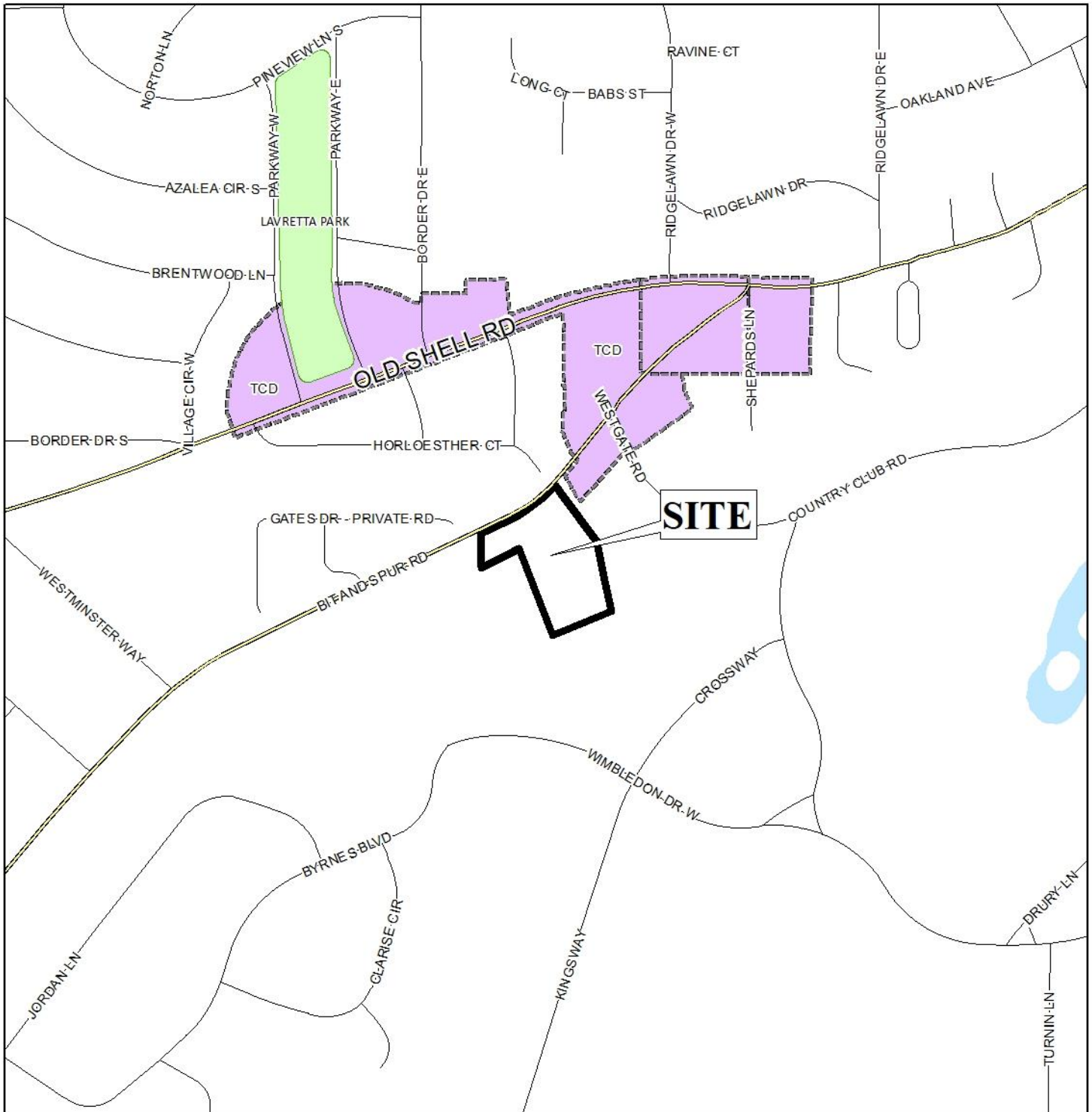
Rezoning: Based on the preceding, this application is recommended for Approval for the following reason:

- 1) the subdivision of land into building sites makes reclassification of the land necessary and desirable

The rezoning should be subject to the following conditions:

- 1) completion of the Subdivision process; and
- 2) full compliance with all municipal codes and ordinances.

LOCATOR MAP



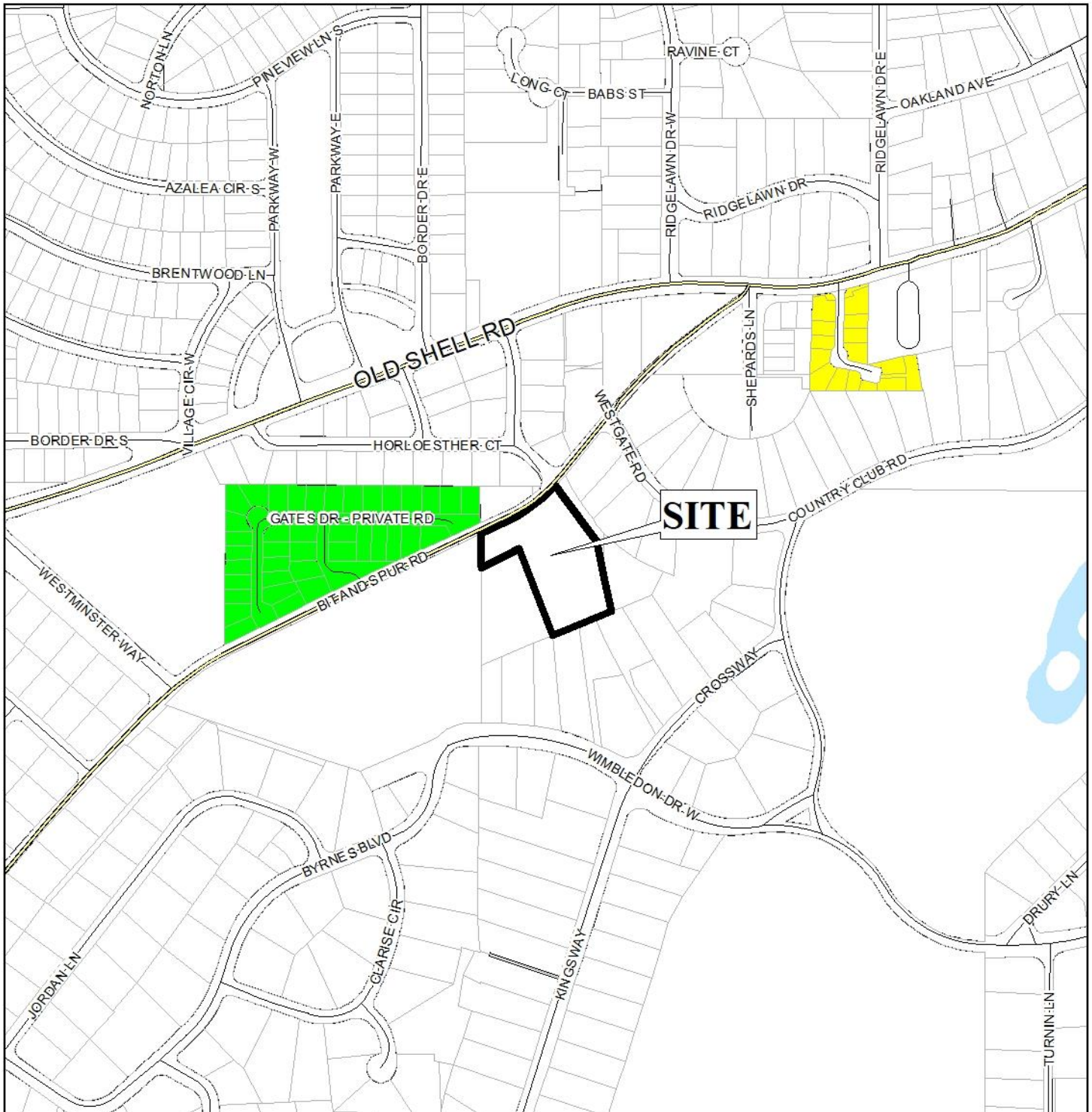
APPLICATION NUMBER 7 DATE January 6, 2022

APPLICANT High Pointe Subdivision

REQUEST Subdivision, PUD, Rezoning from R-1 to R-2



LOCATOR ZONING MAP



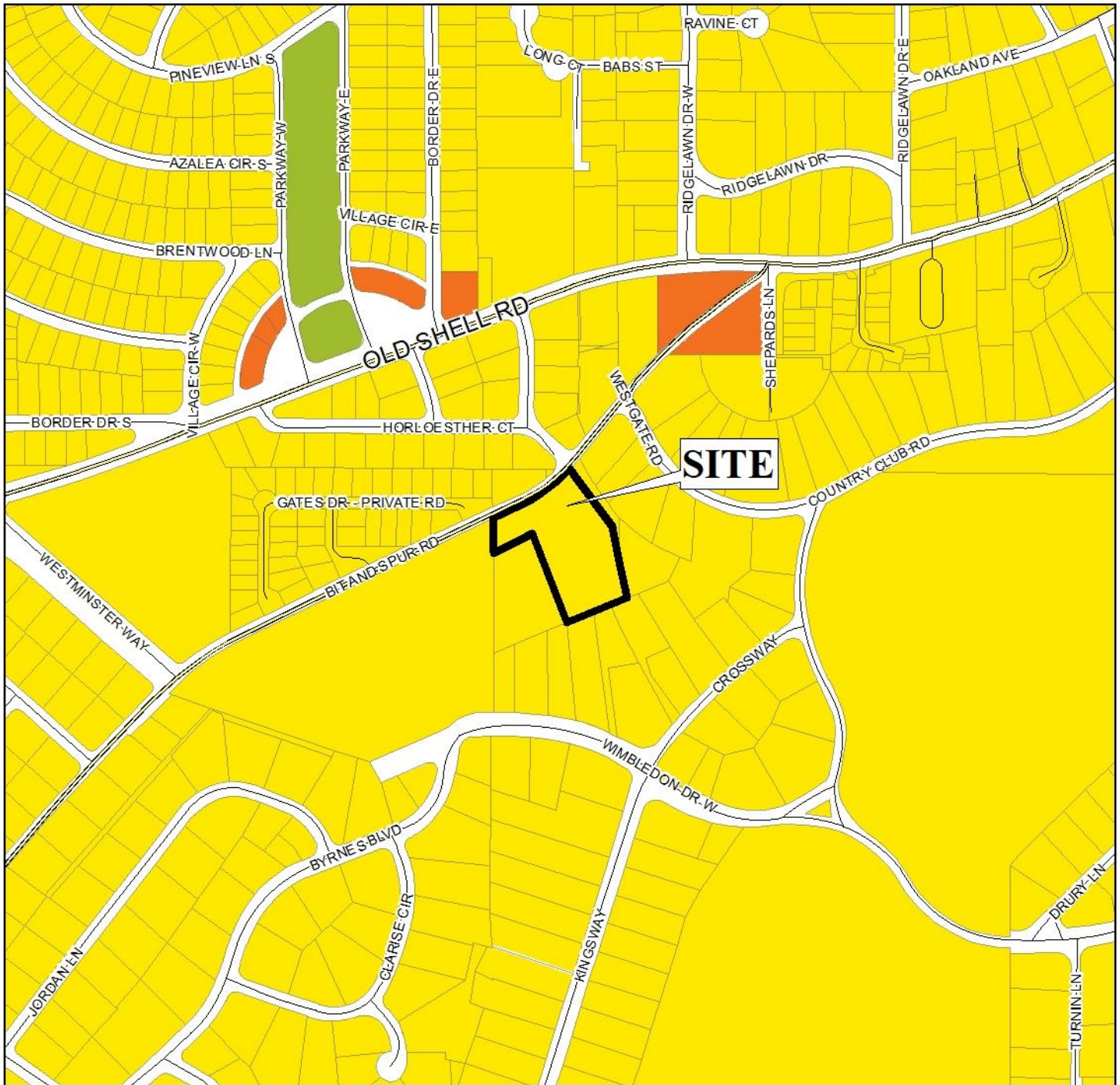
APPLICATION NUMBER 7 DATE January 6, 2022

APPLICANT High Pointe Subdivision

REQUEST Subdivision, PUD, Rezoning from R-1 to R-2



FLUM LOCATOR MAP



APPLICATION NUMBER 7 DATE January 6, 2022

APPLICANT High Pointe Subdivision

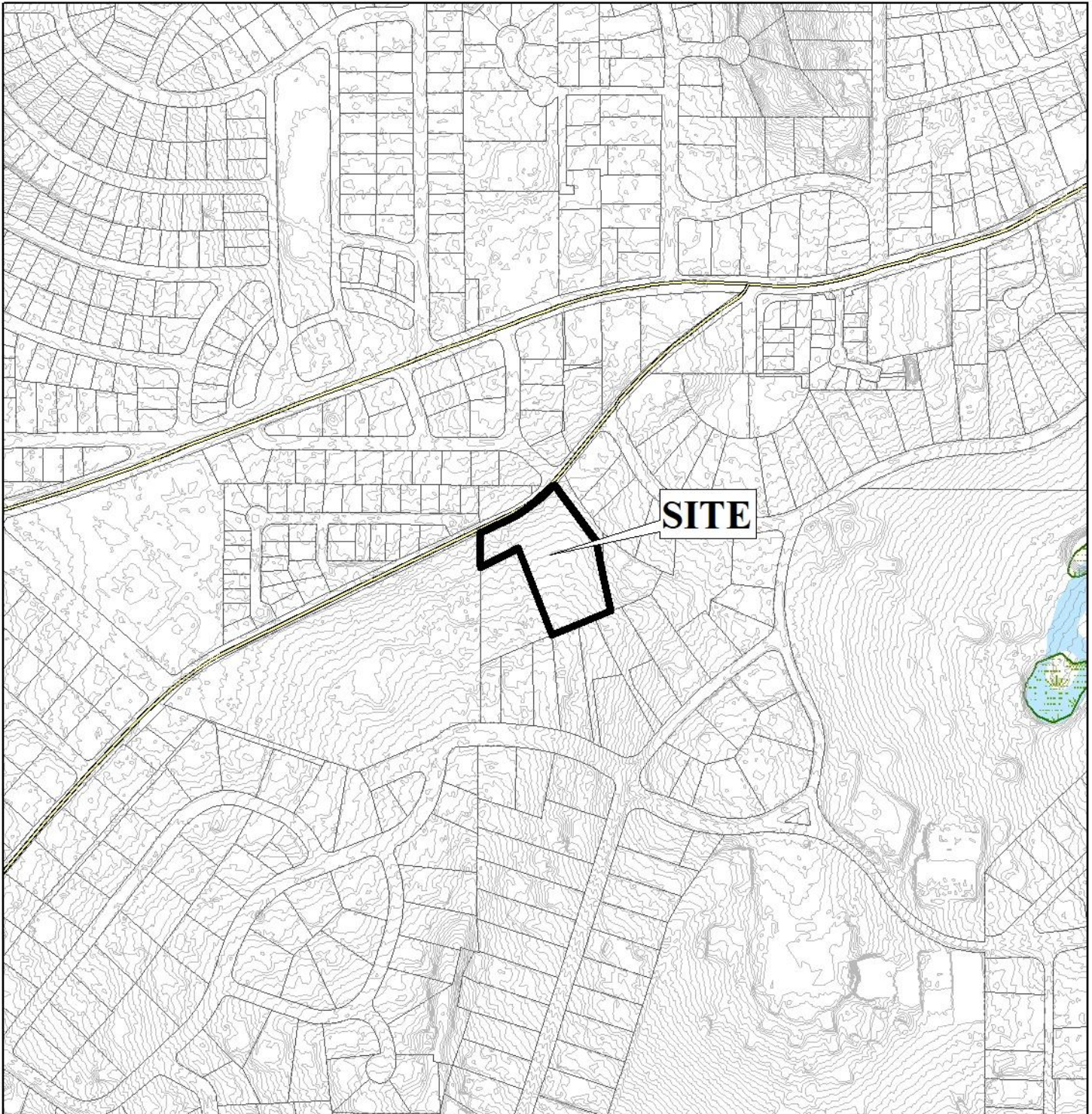
REQUEST Subdivision, PUD, Rezoning from R-1 to R-2

Low Density Residential	Neighborhood Center - Traditional	Downtown Waterfront	Parks & Open Space
Mixed Density Residential	Neighborhood Center - Suburban	Light Industry	Water Dependent
Downtown	Traditional Corridor	Heavy Industry	
District Center	Mixed Commercial Corridor	Institutional	



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ENVIRONMENTAL LOCATOR MAP



APPLICATION NUMBER 7 DATE January 6, 2022

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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by residential units.

APPLICATION NUMBER 7 DATE January 6, 2022

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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



PLANNING COMMISSION

VICINITY MAP - EXISTING AERIAL



The site is surrounded by residential units.

APPLICATION NUMBER 7 DATE January 6, 2022

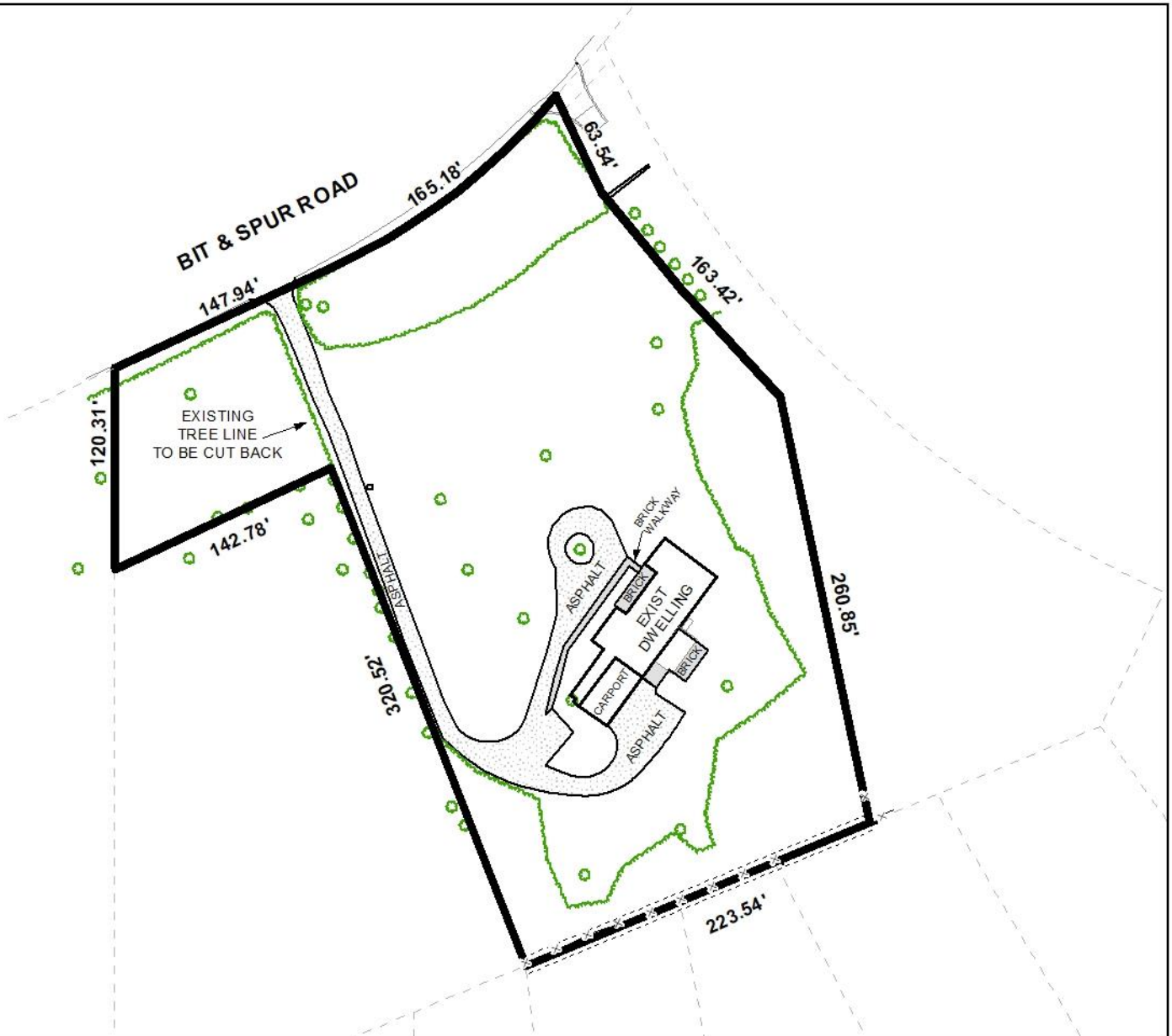
APPLICANT High Pointe Subdivision

REQUEST Subdivision, PUD, Rezoning from R-1 to R-2



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EXISTING SITE PLAN



The site plan illustrates existing building and surfaces to be removed.

APPLICATION NUMBER 7 DATE January 6, 2022

APPLICANT High Pointe Subdivision

REQUEST Subdivision, PUD, Rezoning from R-1 to R-2



SITE PLAN



The site plan illustrates proposed lots, parking area, landscaping and easements.

APPLICATION NUMBER 7 DATE January 6, 2022
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