

**PLANNED UNIT DEVELOPMENT  
& SUBDIVISION STAFF REPORT****Date: April 5, 2012****DEVELOPMENT NAME** Pinehurst Subdivision, Re-subdivision of Lot 3, Block 116**SUBDIVISION NAME** Pinehurst Subdivision, Re-subdivision of Lot 3, Block 116**LOCATION** Southern terminus of Schaub Avenue**CITY COUNCIL  
DISTRICT** District 6**PRESENT ZONING** R-1, Single-Family Residential District**AREA OF PROPERTY** Subdivision 2 Lots / 0.2 ± acres  
Planned Unit Development 2 Lots / 0.2 ± acres**CONTEMPLATED USE** Planned Unit Development approval to allow reduced lot sizes and reduced lot widths in a proposed subdivision.**TIME SCHEDULE  
FOR DEVELOPMENT** Immediately**ENGINEERING  
COMMENTS**

1. Any work performed in the existing ROW (right-of-way) such as driveways, sidewalks, utility connections, drainage, irrigation, or landscaping will require a ROW permit from the City of Mobile Engineering Department (208-6070) and must comply with the City of Mobile ROW code and ordinances. 2. Any proposed development within the proposed property must comply with the Storm Water Management and Flood Control Ordinance of the City of Mobile. 3. A complete set of construction plans for the site work (including drainage, utilities, grading, storm water systems, paving) will be required to be submitted with the Land Disturbance permit. These plans are to be submitted and approved prior to beginning any of the construction work. 4. A 4' wide sidewalk must be constructed along the entire road frontage; or a sidewalk waiver must be submitted. 5. A geotechnical report will be required to verify the proposed pavement sections. 6. Any drainage to offsite drainage and/or detention facilities will need to have engineering calculations verifying the capacity of the existing systems; and, the applicant will need to provide written permission from the owner(s) of the existing drainage and detention facility(ies).

**TRAFFIC ENGINEERING  
COMMENTS**

Driveway number, size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. The driveway to Lot 1 from the proposed hammerhead should be 10' to match the proposed driveways for the other three lots.

**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 (State Act 61-929 and City Code Chapters 57 and 64).

Tree removal permits are required from Urban Forestry before removing or trimming 24" DBH or larger Live Oak Trees from proposed Lot 1.

Tree removal permits are required from the Mobile Tree Commission before removing any trees within the right of way. This includes the unopened right of way North of proposed Lot 1.

**FIRE DEPARTMENT****COMMENTS**

All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.

Fire apparatus access is absolutely essential to successful fire fighting and rescue operations for emergency vehicles of various sizes and operational needs. Access roads must be designed to provide the fire department with the required access to all structures on a site. The 2009 International Fire Code as amended and adopted has already taken into consideration possible worst-case scenarios to provide guidance for minimum acceptance standards, therefore concluding 150 feet as the threshold for the placement of a turnaround.

The turnaround (preferably the 96 foot diameter cul-de-sac) is to be located at the end of the roadway or within 150 feet of the end of the roadway to limit the backing distance of an emergency vehicle to a maximum of 150 feet.

Fire hydrants shall be provided in accordance with Appendix C of the 2009 IFC for the protection of buildings, or portions of buildings, hereafter constructed (C101.1 Scope), be provided along required apparatus roads and adjacent public streets (C102.1 Fire hydrant locations). In addition; fire hydrants shall be spaced and located such that all points on streets and access roads adjacent to a building are within distances listed in table C105.1 of the 2009 IFC.

**REMARKS**

The applicant is requesting Planned Unit Development approval to allow reduced lot sizes and reduced lot widths in a proposed subdivision.

The development site, as it exists currently, was part of the original Pinehurst Plat, and consists of two existing 50-foot wide, 5,000 square-foot area lots (Lots 1 and 2, Block 116, Pinehurst Subdivision); and one 100-foot wide, 10,000 square-foot lot (Lot 3, Block 116, Pinehurst Subdivision). All of the lots are legal lots of record. The right-of-ways abutting the lots, a portion of Schaub Avenue and a portion of McMurray Street, are not currently constructed.

The applicant wishes to keep the two existing 50-foot wide legal lots of record and subdivide the 100-foot wide lot into two 50-foot wide lots. The applicant also plans to construct the remaining portion of Schaub Avenue and construct a modified hammerhead turnaround on the portion of

McMurray Street. The applicant is not requesting any setback or site coverage relief with this application, only relief for lot width and size. The PUD only pertains to the proposed Lots 3A and 3B, as Lots 1 and 2 are existing.

Planned Unit Development 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. PUD approval is site plan specific, thus any changes to the site plan must be approved by the Planning Commission.

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.

Reduced width and area lots are commonplace in Pinehurst, mainly owing to the age of the original subdivision, as well as the recent development patterns within the Subdivision as a whole. As such, creation of two new 50-foot wide, 5,000 square-foot lots would seem to be within character for the area. However, the issue that must be addressed is that of access.

As previously stated, the site fronts Schaub Avenue to the East, and Lot 1 fronts McMurray Street to the North and Schaub Avenue to the East. Schaub Avenue is a closed-end street depicted with an adequate right-of-way of 60 feet. The Schaub Avenue right-of-way extends 200 feet south of McMurray Street to its terminus. Section V.B.6. requires a turnaround be provided for closed-end streets. Sections V.B.14. and V.B.15. of the Subdivision Regulations require a circular cul-de-sac with a right-of-way diameter of 120 feet and a roadway width of 96 feet.

The applicant wishes to construct Schaub Avenue to city standards to the terminus and provide a turnaround consistent with a modified 120-foot hammerhead as outlined in the 2009 International Fire Code, which has been adopted by the City of Mobile. The applicant proposes to construct the turnaround at the intersection of Schaub Avenue and McMurray Street, utilizing existing right-of-way. While this could ordinarily be considered an acceptable alternative to Sections V.B.14. and V.B.15., the Fire Code also states that the turnaround must be within 150 feet of the end of the roadway to limit the backing distance of an emergency vehicle to a maximum of 150 feet. In this case, the end of the roadway is 200 feet from the turnaround, and thus not compliance with the Fire Code. The Mobile Fire-Rescue Department has made this same point in their comments for this case.

Because of non-compliance with the Fire Code, a waiver for the turnaround would be inappropriate. As such, the PUD and Subdivision applications should be denied.

**RECOMMENDATION**

**Subdivision:** The plat does not meet the minimum requirements of the Subdivision Regulations and is recommended for denial for the following reasons:

- 1) non-compliance with Sections V.B.14. and V.B.15. of the Subdivision Regulations regarding right-of-way widths and roadway widths; and
- 2) non-compliance with the International Fire Code.

**Planned Unit Development:** Based upon the preceding, this application is recommended for denial for the following reasons:

- 1) the subdivision does not comply with Sections V.B.14. and V.B.15. of the Subdivision Regulations regarding right-of-way widths and roadway widths; and
- 2) the subdivision does not comply with the International Fire Code.

## LOCATOR MAP



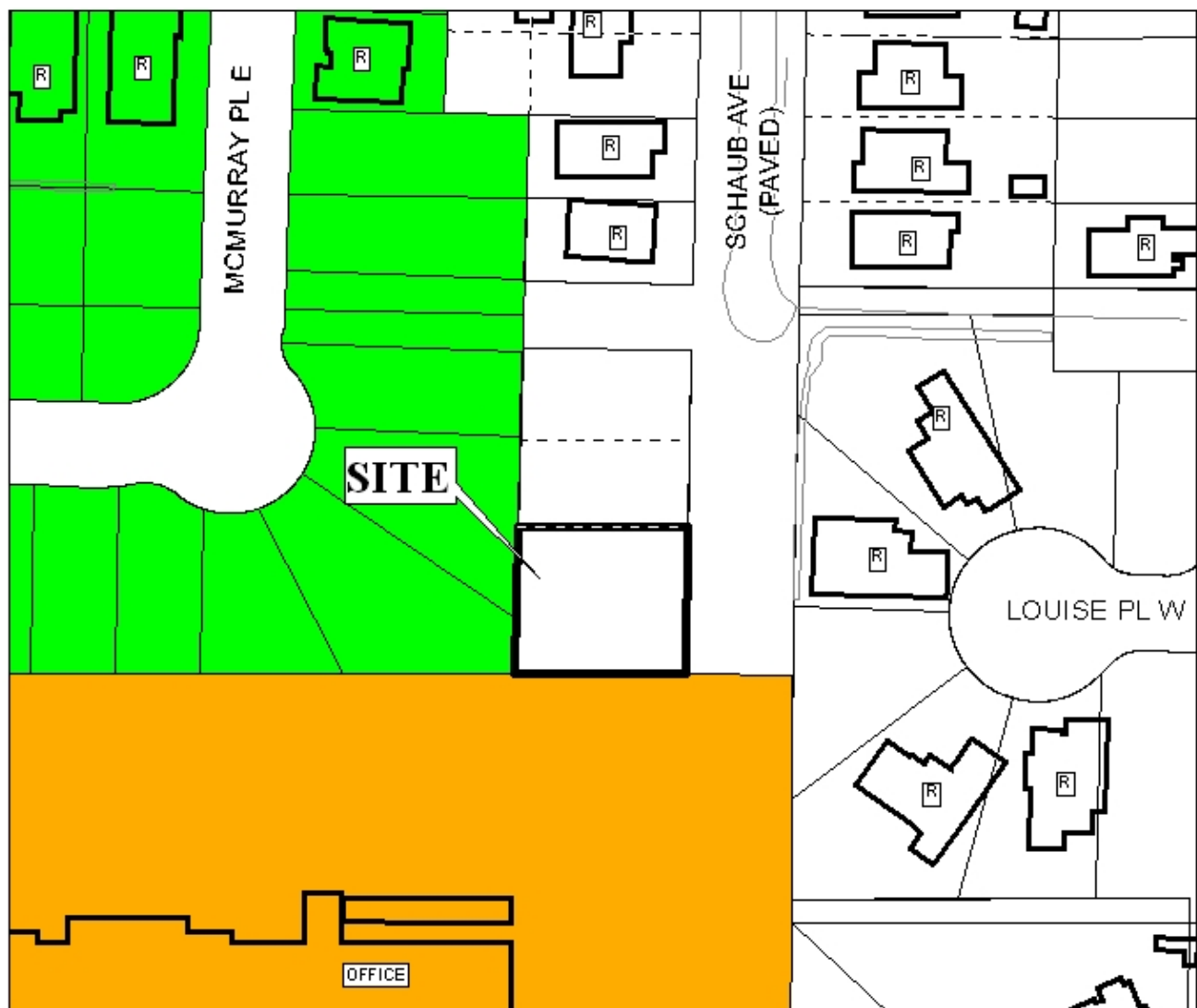
APPLICATION NUMBER 8 & 9 DATE April 5, 2012

APPLICANT Pinehurst Subdivision, Resubdivision of Lot 3, Block 116

REQUEST Subdivision, Planned Unit Development



# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



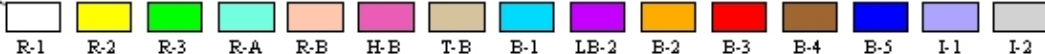
Single-family residential units are located to the north and east of the site. An office is located to the south of the site.

APPLICATION NUMBER 8 & 9 DATE April 5, 2012

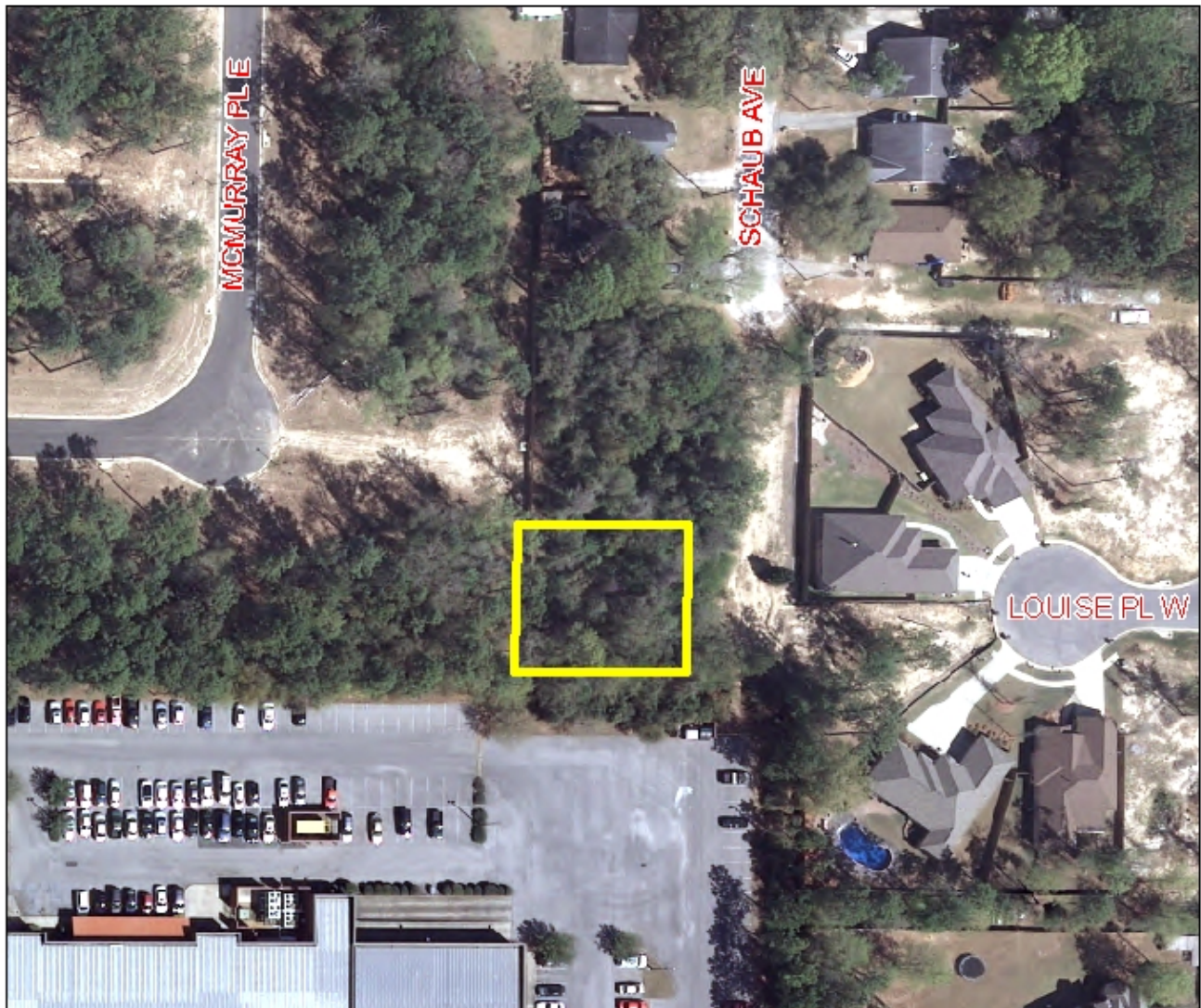
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LEGEND



## PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



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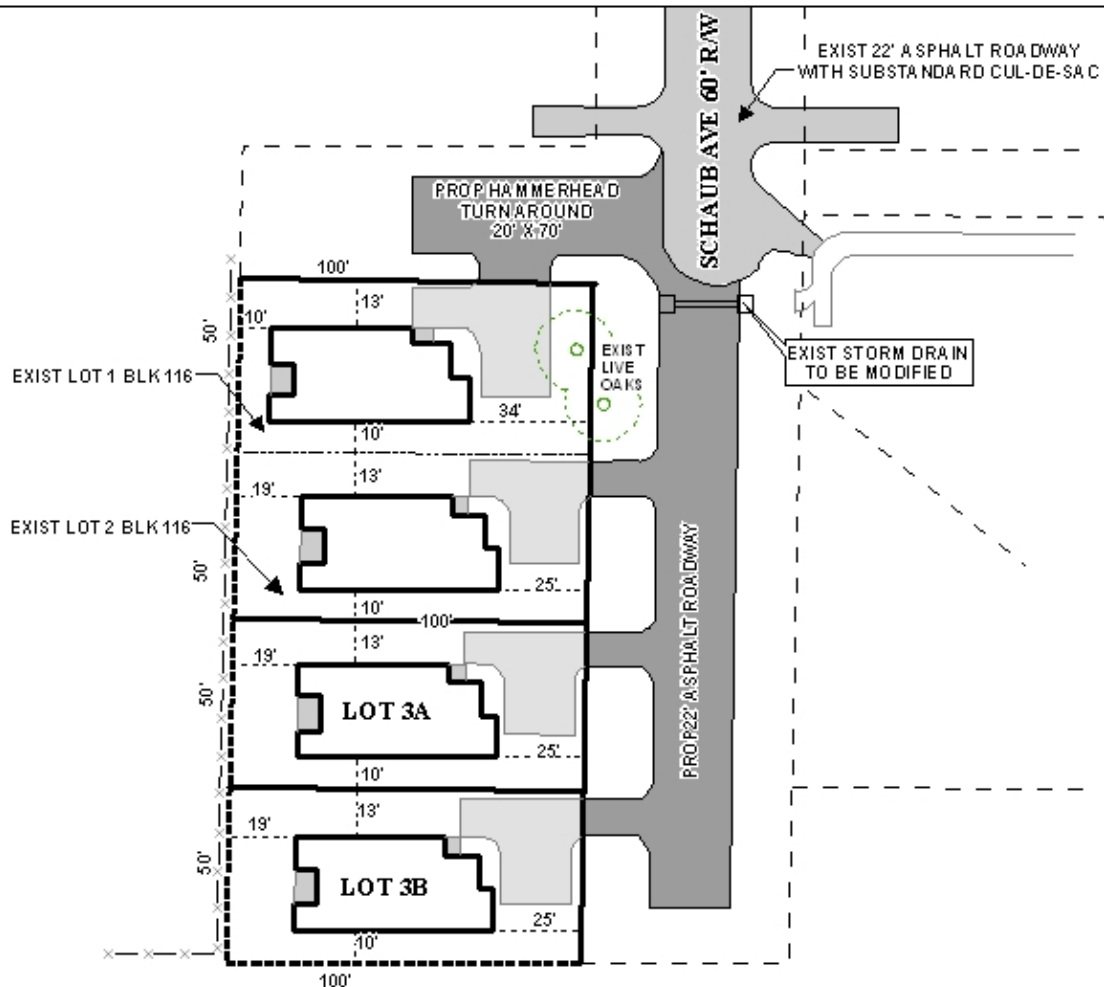
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# SITE PLAN



The site plan illustrates the proposed lot configuration, proposed residential structures, setbacks, and proposed asphalt road.

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