

**PLANNED UNIT DEVELOPMENT
& SUBDIVISION STAFF REPORT****Date: February 7, 2008****SUBDIVISION NAME**

Montecito Subdivision

DEVELOPMENT NAME

Montecito Subdivision

LOCATION

Northwest corner of Demetropolis Road and Halls Mill Road, extending to the East side of Government Boulevard at the West terminus of Lansdowne Drive

**CITY COUNCIL
DISTRICT**

District 4

AREA OF PROPERTY

3-Lots/ 28.1± Acre

CONTEMPLATED USE

Planned Unit Development Approval to allow 14 apartment buildings (366 units) and a clubhouse on a single building site and Subdivision approval to create three legal lots from a legal lot of record.

**TIME SCHEDULE
FOR DEVELOPMENT**

Immediate

ENGINEERING**COMMENTS**

Must comply with all storm water and flood control ordinances. Any work performed in the right of way will require a right of way permit. All storm water should tie subsurface to a City of Mobile or ALDOT (public) storm drainage system; no water can be concentrated onto an adjacent property without a release agreement. Analysis of the receiving system will be required to determine if the existing system has the capacity to receive the additional flow.

TRAFFIC ENGINEERING**COMMENTS**

Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Traffic impact study was received and reviewed. Access drive #1 must line up with Lansdowne Drive. Developer will install traffic signal on Government Boulevard at Lansdowne Drive and Site Access drive #1 as well any improvements to the intersection. The developer will also be responsible for the recommended intersection improvements at Halls Mill and Demetropolis. Detailed plans for improvements must be approved by Engineering and Traffic Engineering.

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).

FIRE DEPARTMENT**COMMENTS**

All projects must comply with the requirements of the 2003 International Fire Code, including Appendices B through D, with local amendments, and the 2003 International Existing Building Code.

REMARKS

The applicant is seeking Subdivision approval to create three legal lots and Planned Unit Development approval, to allow 14 apartment buildings (366 units) and a clubhouse on a single building site.

The proposed 28.1± acre, 3-lot subdivision fronts Government Boulevard (U.S. Highway 90), which has right-of-way illustrated as 250-feet, Halls Mill Road, 70-feet of right-of-way and Demetropolis Road, 70-feet of right-of-way. All streets meet the required right-of-way as required by the Major Street Component of the Comprehensive Plan. However, due to the location and size of the development, access management is a concern. Therefore, the proposed development is required to submit a Traffic Impact Study to allow Traffic Engineering and Urban Development to assess the traffic volume and patterns, existing and proposed.

Planned Unit Development review, stated in Section 64-5. of the Zoning Ordinance, 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.

The applicant is proposing a 366 unit apartment complex with fourteen three-story apartment buildings, an outdoor pool with a clubhouse building, and a mail kiosk on approximately 17.2 acres. There is also a Future Development area of approximately 1.5 acres. A total of 592 surface parking spaces are provided, which slightly exceeds the 549 spaces that are required by the Zoning Ordinance.

Access to the proposed apartment development on Lot 1 will be via a driveway from Government Boulevard (U.S. Highway 90): an access point is also proposed to Demetropolis Road. The proposed driveway to Government Boulevard should provide access to Government Boulevard for Lot 3, due to its limited road frontage, which would require an additional PUD application. Proposed Lot 1 will have approximately 120 feet of frontage onto Government Boulevard, Lot 2 will have approximately 1,148 feet, and Lot 3 approximately 55 feet.

Access management is a concern due to the location of the proposed lots, the presence of a major street, the traffic volumes along the major street, the presence of an entrance/exit to another large subdivision across the street from the site, and the close proximity to the Knollwood Drive/Government Boulevard intersection. The location of the existing entrance/exit to Lansdowne Subdivision and the proposed location of the entrance/exit into the proposed apartment complex, and the out parcels generally, raises concerns of conflicts relating to turning movements. Furthermore, the volume of traffic generated by the apartment complex, the adjacent Lansdowne Subdivision, and the nearby Knollwood Drive/Government Boulevard intersection at this location is of great concern. As illustrated on the preliminary plat it seems that the apartment complex entrance and the entrance to the existing Lansdowne Subdivision may not require redesign/relocation; however, the Traffic Impact Study will determine if redesign or relocation would be necessary.

It should be noted that the WAVE transit system appears to have a route (Route 12) along this section of Government Boulevard. It should also be pointed out that Government Boulevard is a four-lane roadway at this location, with a median, and that it is likely that the proposed apartment complex would generate residential traffic associated with local business, educational, retail and food-related services.

The applicant is proposing a “multi-family” PUD residential development, and consequently, PUD landscape area requirements apply. Section 64-5.C.2. of the Zoning Ordinance requires 700 square feet of open space per dwelling unit, which cannot include streets, drainageways, parking areas, service areas and land covered by buildings. Furthermore, compliance with the tree and landscaping requirements of the Zoning Ordinance will be required due to the proposed B-3 zoning of the site. Information on the site plan indicates that adequate area will be available for compliance with the landscaping requirements of the Zoning Ordinance. Additional information regarding compliance with the tree requirements must be submitted with the request for permits to develop the site.

Finally, 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.

RECOMMENDATION

Subdivision: Based on the preceding the Subdivision request is recommended for recommended Holdover until the February 21st meeting, with revisions and additional information due by January 22nd, so that the following items can be addressed:

- 1) The submission and approval of a Traffic Impact Study by Traffic Engineering and Urban Development Departments.

Planned Unit Development: Based on the preceding the PUD request is recommended for Holdover until the February 21st meeting, with revisions and additional information due by January 22nd, so that the following items can be addressed:

- 1) provision of a Traffic Impact Study (TIS), per the request of Traffic Engineering.

Revised for the February 7th meeting:

The application was heldover from the January 17th meeting to allow staff to review the Traffic Impact Study (TIS).

RECOMMENDATION

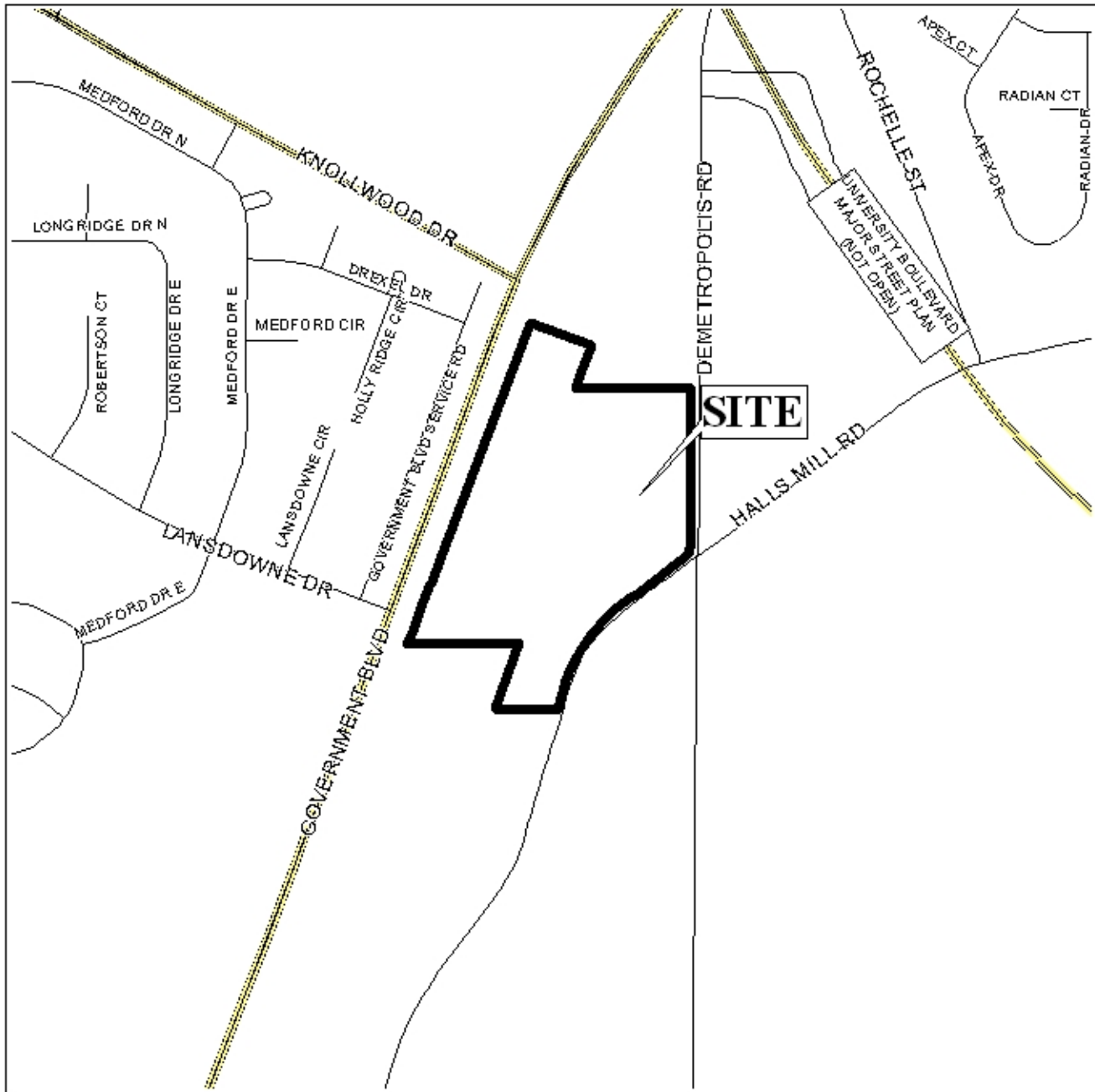
Subdivision: *Based upon the preceding, this application is recommended for Approval subject to the following condition:*

- 1. access drive #1 must line up with Lansdowne Drive;*
- 2. developer will install traffic signal on Government Boulevard at Lansdowne Drive and Site Access drive #1 as well any improvements to the intersection;*
- 3. the developer will also be responsible for the recommended intersection improvements at Halls Mill and Demetropolis; and*
- 4. detailed plans for improvements must be approved by Urban Development, Engineering and Traffic Engineering.*

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LOCATOR MAP



APPLICATION NUMBER 10 & 11 DATE February 7, 2008

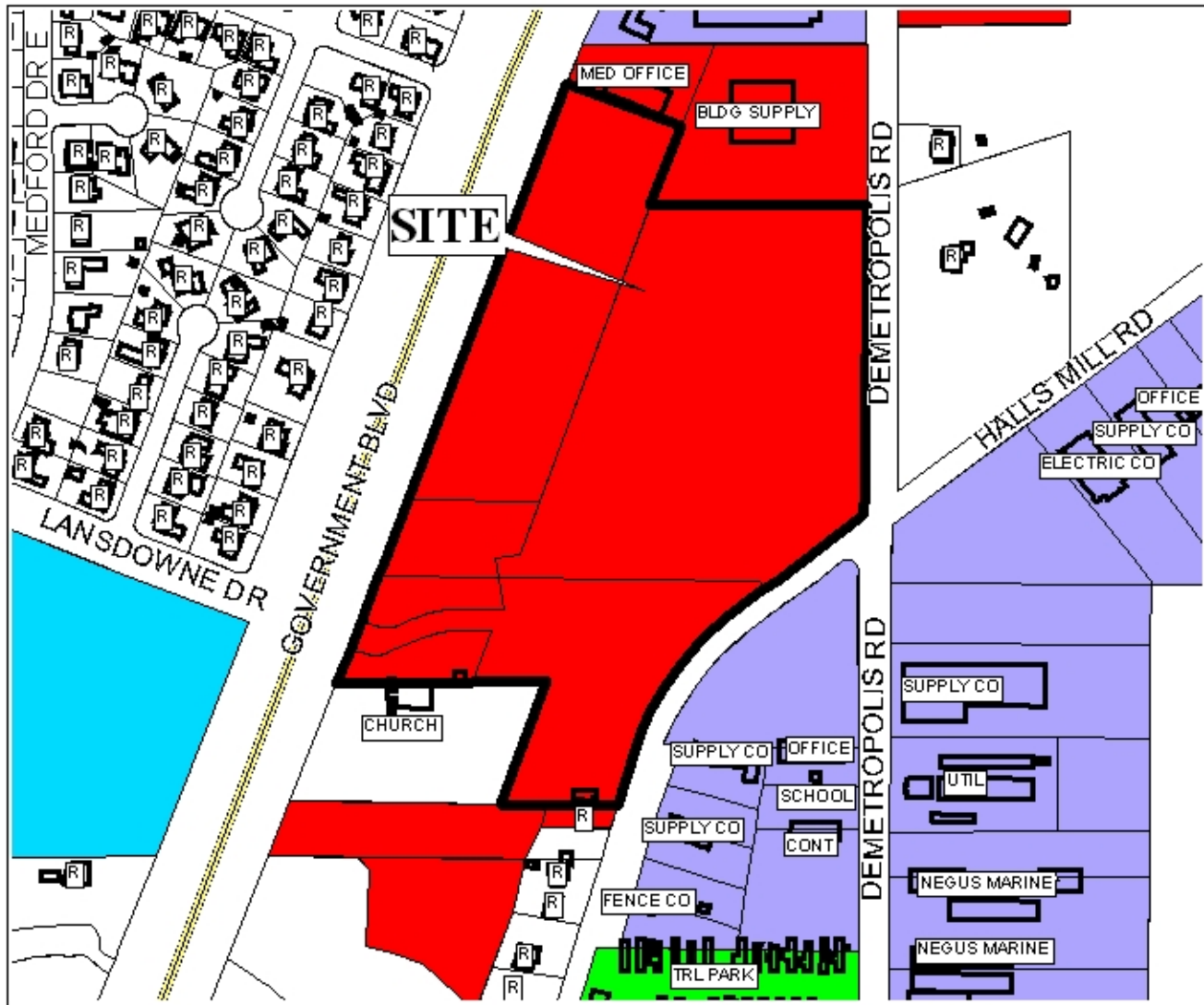
APPLICANT Montecito Subdivision

REQUEST Subdivision, Planned Unit Development



NTS

PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by miscellaneous land use

APPLICATION NUMBER 10 & 11 DATE February 7, 2008

APPLICANT Montecito Subdivision

REQUEST Subdivision, Planned Unit Development

LEGEND

R-1	R-2	R-3	R-A	R-B	H-B	T-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2	NTS
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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



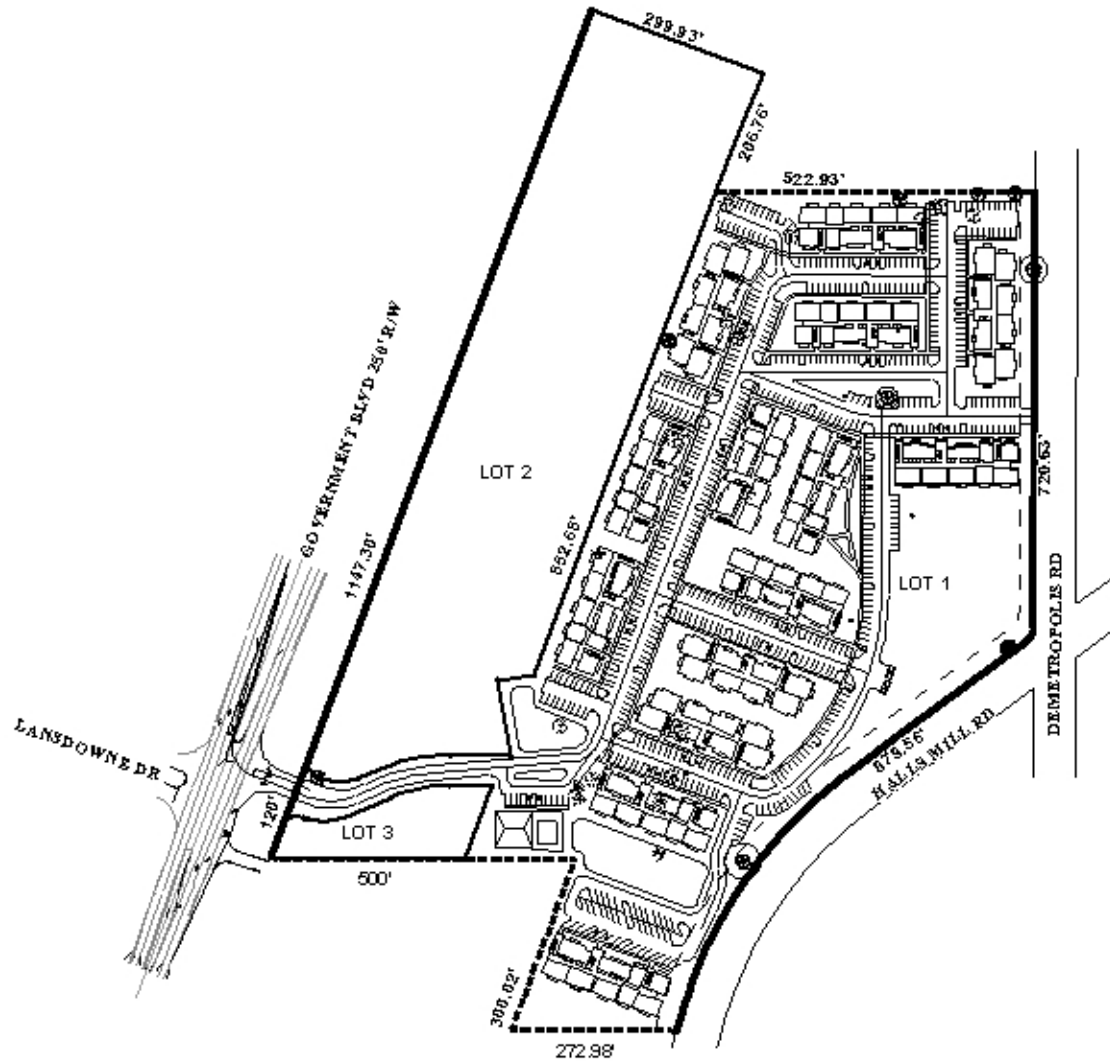
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NTS

SITE PLAN



The site plan illustrates the proposed development

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