

ROLLING MEADOWS ESTATES SUBDIVISION

PHASE TWO

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: 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.

Mobile Area Water and Sewer Systems Comments: MAWSS has only water services available.

The plat illustrates the proposed 8.4± acre, 8-lot subdivision, which is located on the South side of Howells Ferry Road, 900'± West of Colleton Drive, within the Planning Jurisdiction. The applicant states that the site is served by public water and individual septic tanks.

The purpose of this application is to re-subdivide two existing legal lots of record into eight lots.

This is essentially the same application which was approved by the Commission at its meeting of February 4, 2010, as a gated private street subdivision. When the Final Plat was presented to County Engineering for signing, it was rejected due to a County requirement that the lot lines extend to the center of the private street, not just abutting the right-of-way line as required by the City of Mobile Subdivision Regulations. The applicant has now revised the plat to reflect the County requirement and the lot lines are illustrated as extending to the centerline of the private street. However, as this contradicts Section VIII.E.2.g of the City Subdivision Regulations, which refers to lots *abutting* private streets, the plat should be revised to illustrate the lot lines not extending into the street right-of-way in order to be considered for approval under the City's Subdivision Regulations.

The applicant is proposing to construct a new 50' wide gated private street directly accessible from Howells Ferry Road. It should be noted that Section VIII of the Subdivision Regulations permits modifications to standard regulatory requirements under three circumstances: 1) Unusual difficulties, generally related to natural circumstances, where the normal application of the Regulations would cause undue hardship; 2) Innovative design, which can include cluster or Traditional Neighborhood Development subdivisions, as well as town-homes, terrace houses, multi-family projects, and commercial development; or 3) family subdivisions, which allow a private street to serve up to 5 lots. The applicant has submitted justification for the proposed 8-lot gated community. There is a large pond to the rear (South) of the property, which, for various reasons, the applicant would like to keep private. Trespassing to the pond for fishing and partying has been a problem for the applicant. The applicant feels that a secured private gate would help deter future activity. The applicant also states that, although this is primarily a family subdivision to create lots for children, three additional lots were added to help fund road

construction. Also, the adjacent subdivision to the East, Colleton Place, contains a substantial number of small lots, which may further justify the applicant's request for an innovative subdivision. The proposed private street should be constructed to full compliance with Section VIII.E. of the Subdivision Regulations regarding private streets and a copy of the maintenance covenant furnished to Planning prior to signing of the Final Plat.

Since the original 2010 approval for this subdivision, there have been changes to the Major Street Plan, and this section of Howells Ferry Road is now a component of that plan requiring a 120' right-of-way width. Since the current right-of-way along Howells Ferry Road as indicated to be 80' on the plat, dedication would be required to provide 60' from the centerline of Howells Ferry Road. This would, in-turn, require the revision of the minimum building setback line along Howells Ferry Road to be 25' from any required dedication, and would also require revisions to the location of the proposed gate to the private street. The original approval of the subdivision was for an electronic gate with a two-vehicle stacking area (34') between the right-of-way line and the gate. Although not mentioned in the applicant's narrative accompanying this application, assuming the gate is still to be electronically activated, the gate should be at least 34' from the right-of-way line after required dedication. If the gate is not to be electronically activated, a 51' three-vehicle stacking area between the right-of-way line and the gate would be required. The lot size for Lot 1 should also be revised to indicate the size after required dedication. Adequate radii, in compliance with Section V.B.16. of the Subdivision Regulations, should be provided at the intersection of the private street with Howells Ferry Road.

As proposed, each lot has substantial frontage along the private street. If approved, and as a means of access management, a note should be placed on the Final Plat stating that each lot is limited to one curb cut to the private street, with the size, location, and design to be approved by County Engineering and in conformance with AASHTO standards. A note should also be required stating that Lot 1 is denied direct access to Howells Ferry Road.

The minimum building setback line should be illustrated on the Final Plat, as on the preliminary plat, as measured from the edge of the private street right-of-way.

The legal description should be corrected to indicate that the property is in Mobile County, not Baldwin County.

As on the preliminary plat, the lot sizes should also be labeled on the Final Plat (with Lot 1 revised after any required dedication), or a table should be furnished providing the same information.

The plat indicates a 50' wide water pipeline easement running across the property. If approved, a note should be placed on the Final Plat stating that no structures are to be placed within this easement.

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.

The site is located in the county. Therefore, if approved, a note should be placed on the Final Plat stating that any lots developed commercially and adjoin residentially developed property must provide a buffer, in compliance with Section V.A.8 of the Subdivision Regulations.

While the site is located in the county, compliance with the City of Mobile storm water and flood control ordinances will be required. A letter from a licensed engineer certifying compliance with the City's storm water and flood control ordinances should be submitted to the Mobile County Engineering Department and the Planning Section of Mobile Urban Development prior to the issuance of any permits.

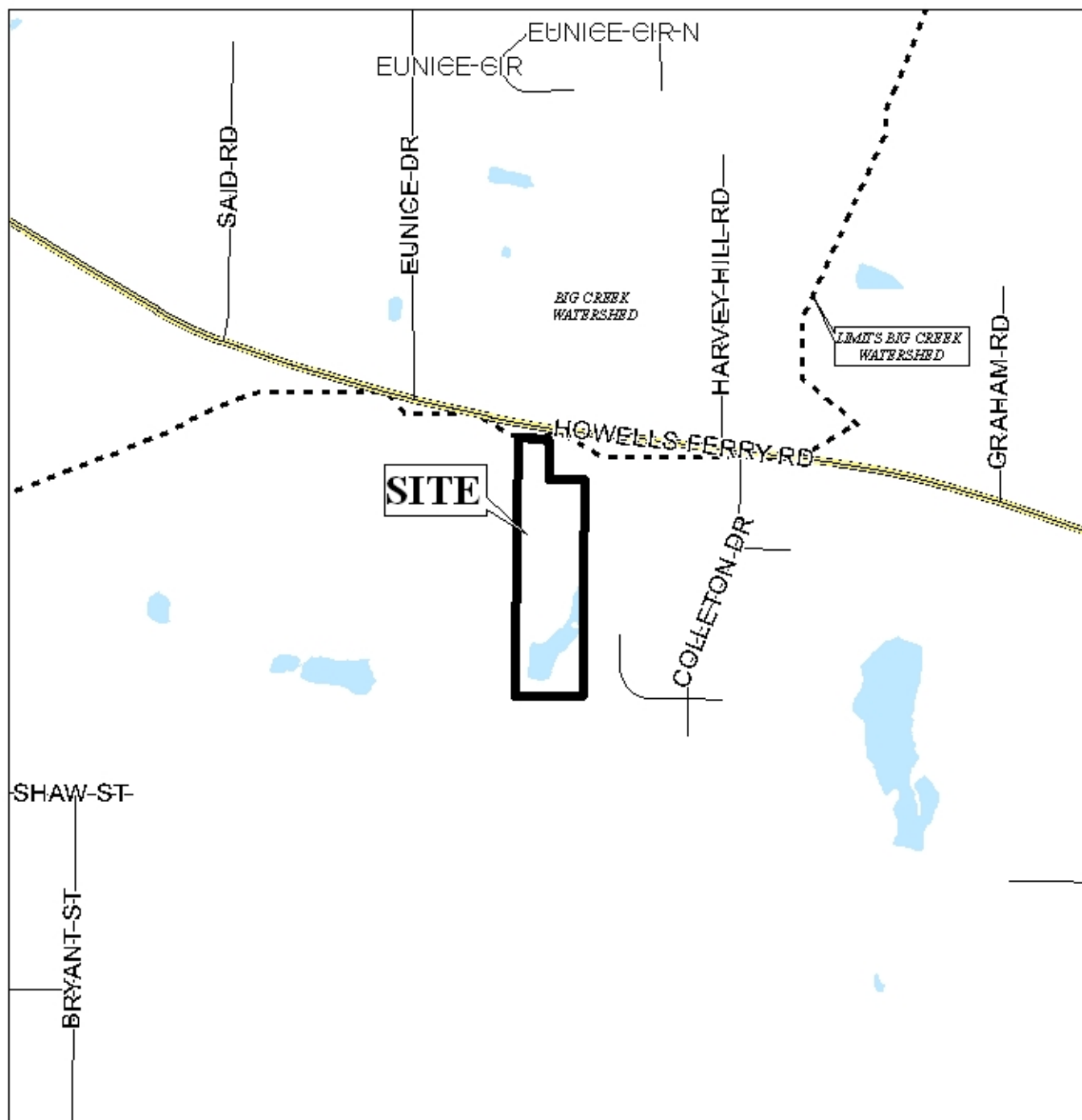
Based on the preceding, this application is recommended for tentative approval, subject to the following conditions:

- 1) revision of the plat to indicate the lot lines abutting the private street right-of-way and not extending into it to its centerline;
- 2) construction of the private street to full compliance with Section VIII.E. of the Subdivision Regulations, and the furnishing of a copy of the maintenance covenants to Planning, prior to signing the Final Plat;
- 3) dedication to provide 60' from the centerline of Howells Ferry Road;
- 4) revision of the plat to indicate the 25' minimum building setback line as measured from any required dedication;
- 5) revision of the plat to indicate a 51' gate setback from the dedicated right-of-way line if the gate is not electronically activated, or a 34' setback if the gate is electronically activated;
- 6) provision of adequate radii, in compliance with Section V.B.16. of the Subdivision Regulations, at the intersection of the private street and Howells Ferry Road;
- 7) placement of a note on the Final Plat stating that each lot is limited to one curb cut to the private street, with the size, location and design to be approved by County Engineering and conform to AASHTO standards;
- 8) placement of a note on the Final Plat stating that Lot 1 is denied direct access to Howells Ferry Road;
- 9) illustration of the 25' minimum building setback line as measured from the private street right-of-way;
- 10) correction of the legal description to indicate the property is in Mobile County, not Baldwin County;
- 11) labeling of each lot with its size in square feet and acres, or the furnishing of a table on the Final Plat providing the same information, with the size for Lot 1 revised to indicate its size after any required dedication;
- 12) placement of a note on the Final Plat stating that no structures are to be placed in the 50' water pipeline easement across the property;
- 13) placement of a note on the Final Plat stating that approval of all applicable federal, state, and local agencies is required for endangered, threatened, or otherwise protected species, if any, prior to the issuance of any permits or land disturbance activities;
- 14) placement of a note on the Final Plat stating that any lots developed commercially and adjoin residentially developed property shall provide a buffer in compliance with Section V.A.8. of the Subdivision Regulations;
- 15) placement of a note on the Final Plat stating that if the Private Street is not constructed and maintained to the appropriate city or county standard, and is ultimately dedicated for

public use and maintenance, 100 percent of the cost of the improvements required to bring the street up to the prevailing standard shall be assessed to the property owners at the time the Private Street is dedicated, with said assessment to run with the land to any subsequent property owners; and

- 16) placement of a note on the Final Plat stating *“development must comply with the Mobile County Flood Damage Prevention Ordinance. Development shall be designed to comply with the stormwater detention and drainage facility requirements of the City of Mobile stormwater and flood control ordinances, and requiring submission of certification from a licensed engineer certifying that the design complies with the stormwater detention and drainage facility requirements of the City of Mobile stormwater and flood control ordinances prior to the issuance of any permits. New public roads shall be constructed and paved to standards for County Maintenance, and accepted by Mobile County, while new private roads shall be constructed and paved to minimum County or Subdivision Regulation standards, whichever are greater.”*

LOCATOR MAP



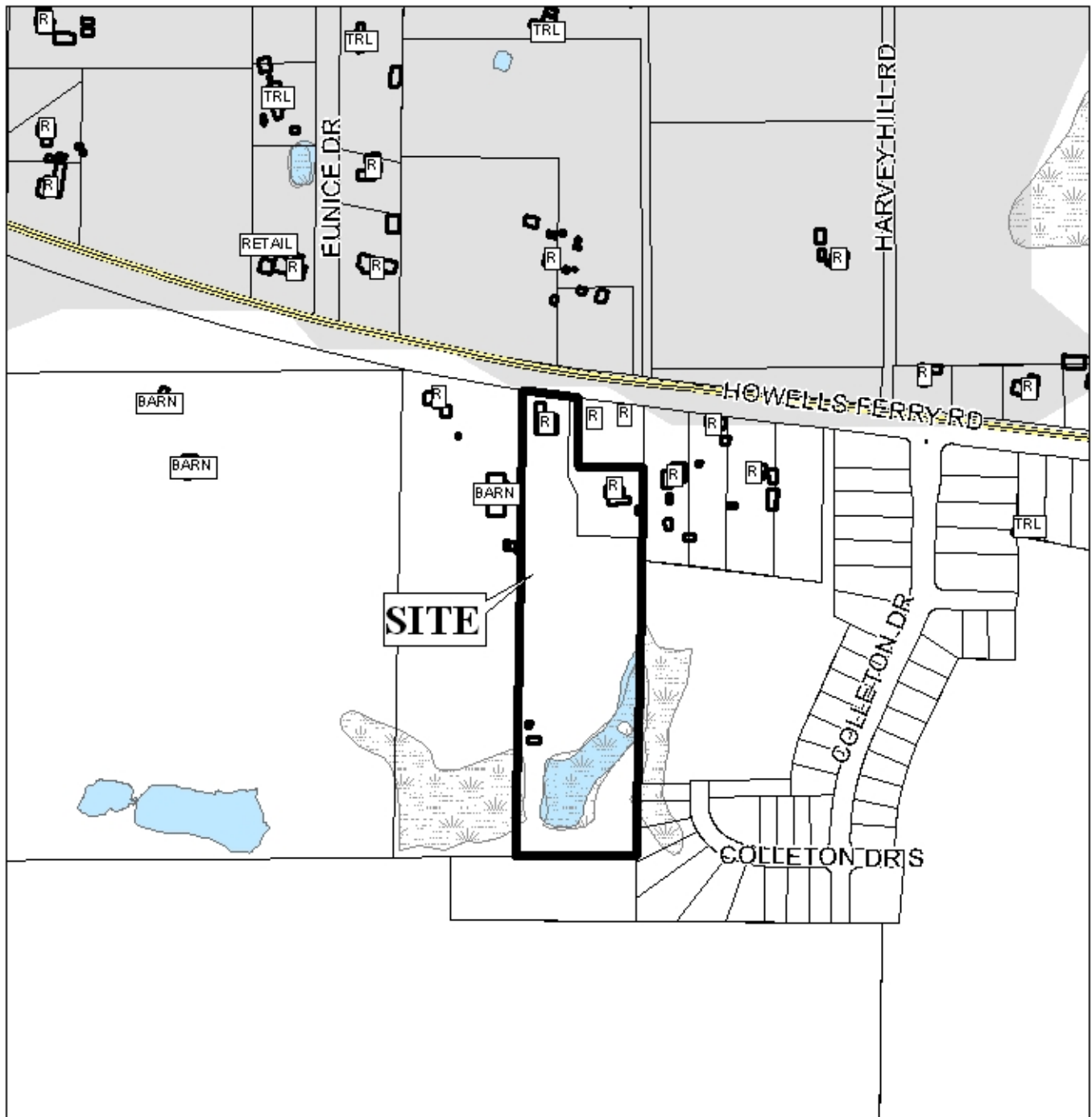
APPLICATION NUMBER 10 DATE November 17, 2011

APPLICANT Rolling Meadows Estates Subdivision, Phase 2

REQUEST Subdivision



ROLLING MEADOWS ESTATES SUBDIVISION, PHASE 2



APPLICATION NUMBER 10 DATE November 17, 2011

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
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ROLLING MEADOWS ESTATES SUBDIVISION, PHASE 2

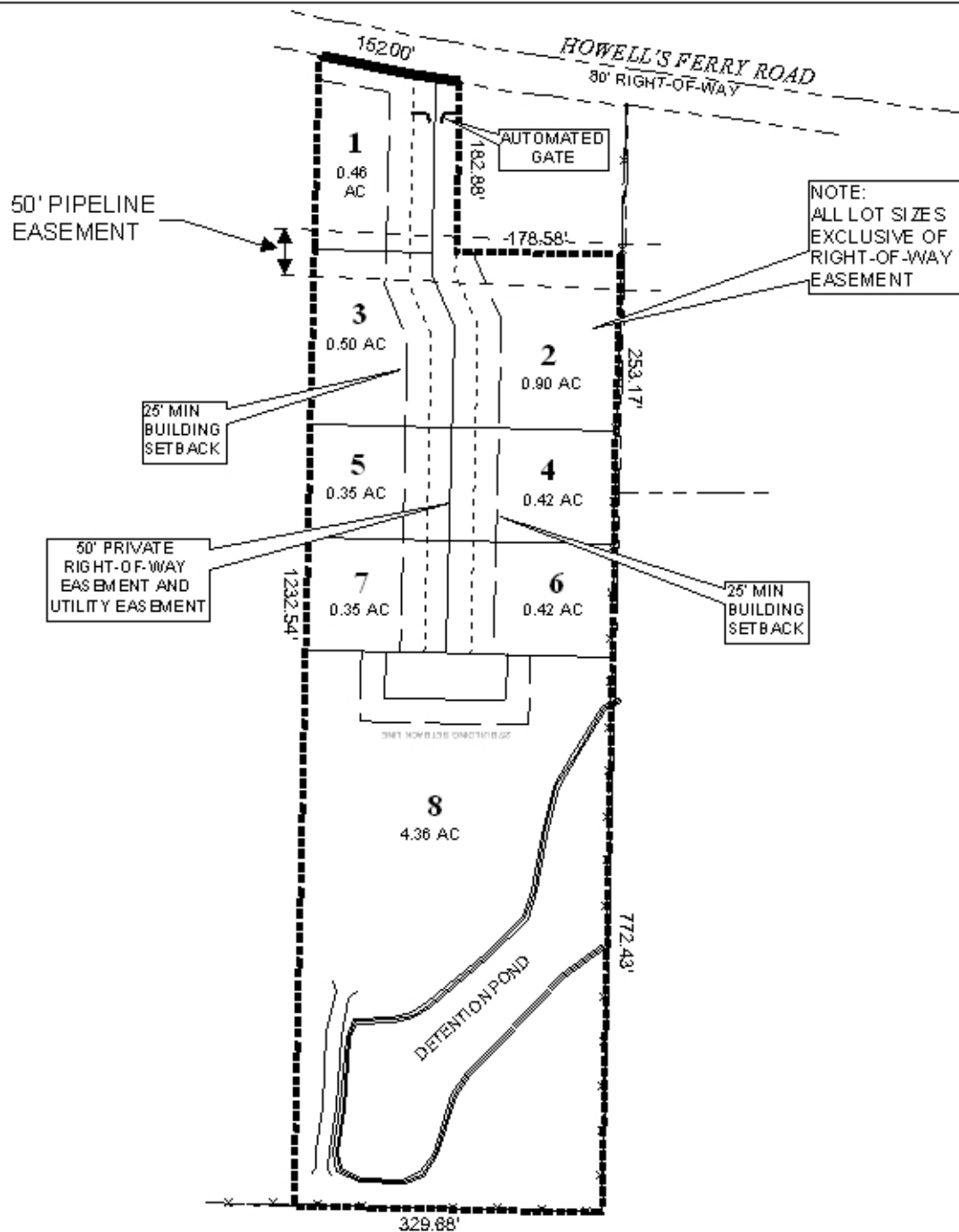


APPLICATION NUMBER 10 DATE November 17, 2011



NTS

DETAIL SITE PLAN



APPLICATION NUMBER 10 DATE November 17, 2011

APPLICANT Rolling Meadows Estates Subdivision, Phase 2

REQUEST Subdivision



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