

## **PLANTATION MEMORIAL GARDENS SUBDIVISION**

Engineering Comments: Need to provide a court recorded release agreement for all effected downstream properties or provide detention for the 100 year storm event with a 2 year release since the discharge will be onto an adjacent private property. Any increase in impervious area in excess of 4,000 square feet will require detention. 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. Drainage from any dumpster pads cannot discharge to storm sewer; must have connection to sanitary sewer.

Traffic Engineering Comments: Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. The 30' (approximate) between the face of curb on Bear Fork Road and the proposed entrance gate to the cemetery is sufficient for stacking only one passenger vehicle or light truck when the gate is closed.

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 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.

The plat illustrates the proposed 25.0 acre  $\pm$ , 1 lot subdivision which is located on South side of Bear Fork Road at the South terminus of Jarrett Road, and is in Council District 7. The applicant states that the subdivision is served by both public water and sanitary sewer.

The purpose of this application is to create a 25-acre lot from a 113.5 acre parcel: the remainder of the site will be reserved for future development, with the exception of a 0.11 acre parcel that is utilized for a MAWSS pumping station, and is not included as part of the application.

The site was considered by the Planning Commission at its June 16, 2011 meeting for Subdivision and Planning Approval, to allow a multi-phase cemetery. After public comments and discussion, the applications were denied by the Commission. The applicant appealed the Planning Approval denial to the City Council, which approved the request at its July 26, 2011 meeting.

The site fronts onto Bear Fork Road, a minor street with an adequate 80-foot right-of-way. Two proposed major streets cross the overall site: the Red Creek-Eight Mile Creek Parkway and Middle Ring Road, with proposed rights-of-way of 200 feet and 100 feet, respectively. The preliminary plat and site plan for the proposed 25-acre lot depicts a 50-foot reservation for future right-of-way along the West property line to accommodate the proposed Middle Ring Road, however, this should either be depicted as an outright dedication, or as additional setback with a note stating that is to allow the future development of Middle Ring Road. As the proposed lot is not apparently within the path of the proposed Red Creek-Eight Mile Creek Parkway, no

reservation is depicted, however, future phases of the cemetery will be required to accommodate the parkway in some manner.

While Bear Fork Road is a minor street, access management is a concern. The site plan depicts one curb-cut onto Bear Fork Road, although the proposed lot has nearly 900 feet of frontage onto Bear Fork Road. To ensure consistency with the submitted site plan, the proposed lot should be limited to one curb-cut to Bear Fork Road, with the size, design and location to be approved by Traffic Engineering and Planning, and to comply with AASHTO standards.

The 25-foot minimum building setback line along Bear Fork Road is depicted on the detailed preliminary plat, and a 75-foot setback is depicted along the Western boundary, to accommodate the proposed right-of-way for Middle Ring Road and the setback. These setbacks are not depicted on the overall preliminary plat that shows the entirety of the parcel – the proposed lot and the future development area. The “50’ reservation for future road” label should be removed, and instead be relabeled as a “50’ setback in-lieu of dedication for future road” for the plat. The overall plat should also depict these setbacks.

It should be pointed out that MAWSS obtained a 0.1 acre parcel for a pump station, and it appears that the parcel was created in 2006 without the appropriate application for Subdivision approval. MAWSS has stated in writing that they do not wish to participate in the application.

Portions of the parent parcel are encumbered by wetlands and floodplains associated with Eight Mile Creek. The presence of wetlands and floodplains indicate that the area may be environmentally sensitive; therefore, the approval of all applicable federal, state and local agencies would be required for floodplain and wetland issues prior to the issuance of any permits or land disturbance activities.

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.

Finally, a note should be placed 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.

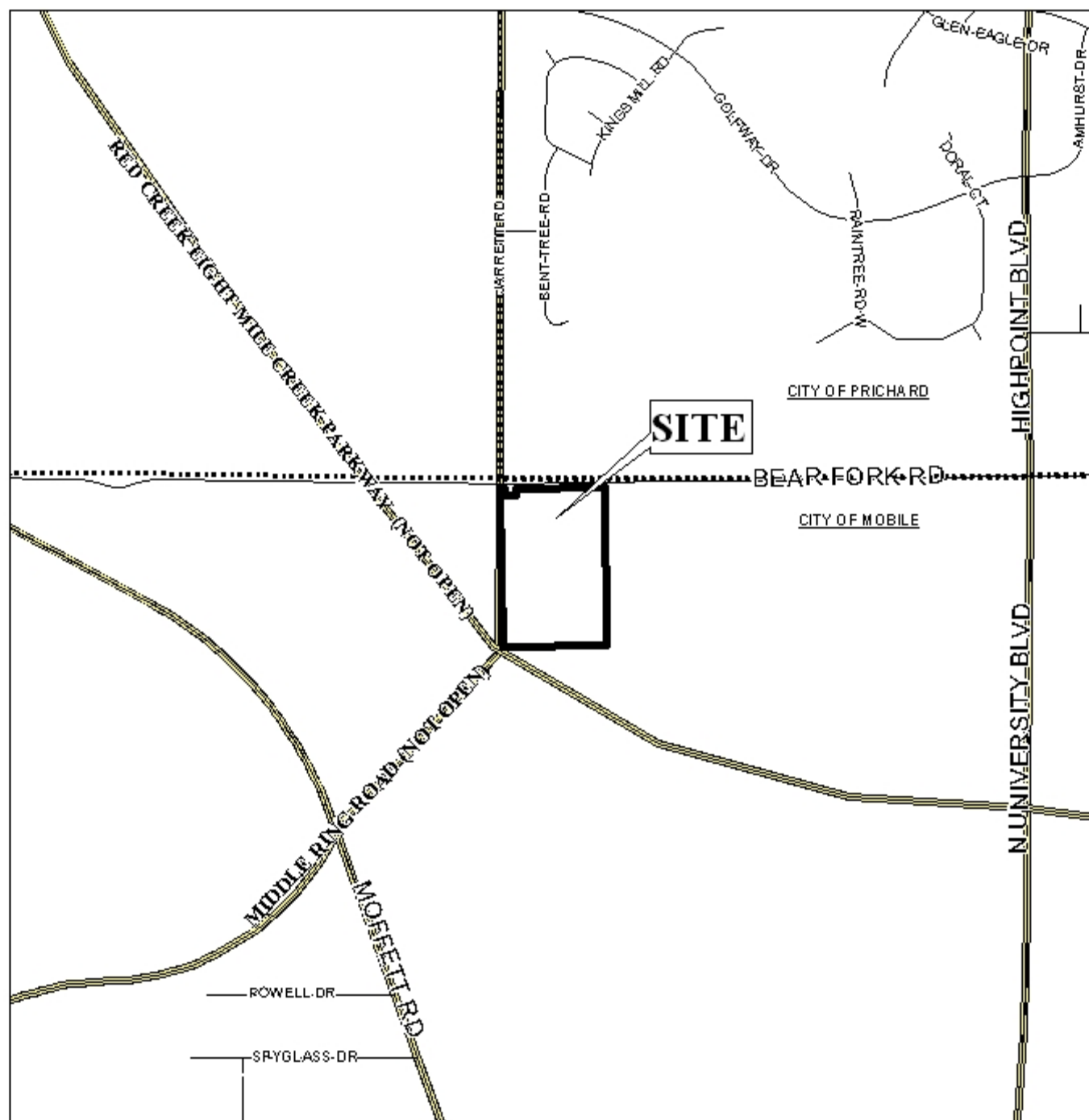
Based upon the preceding, the request is recommended for Tentative Approval, subject to the following conditions:

- 1) Placement of a note on the final plat stating that the lot is limited to one (1) curb-cut onto Bear Fork Road and denied access to the proposed Middle Ring Road, with the size, design and location of curb-cuts to be approved by Traffic Engineering and conform to AASHTO standards;
- 2) Compliance with Traffic Engineering comments (*Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. The 30’ (approximate) between the face of curb on Bear Fork Road and the proposed*

*entrance gate to the cemetery is sufficient for stacking only one passenger vehicle or light truck when the gate is closed.);*

- 3) Compliance with Engineering comments (*Need to provide a court recorded release agreement for all effected downstream properties or provide detention for the 100 year storm event with a 2 year release since the discharge will be onto an adjacent private property. Any increase in impervious area in excess of 4,000 square feet will require detention. 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. Drainage from any dumpster pads cannot discharge to storm sewer; must have connection to sanitary sewer.);*
- 4) Revision of the site plan to depict the 25-foot minimum building setback from both the Bear Fork Road and proposed Middle Ring Road frontages;
- 5) Revision of the label for Middle Ring Road to depict the future right-of-way as a “50’ setback in-lieu of dedication for future road;”
- 6) 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;
- 7) 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
- 8) Placement of a note on the final plat stating that approval of all applicable federal, state and local agencies is required for floodplain and wetland issues prior to the issuance of any permits or land disturbance activities.

# LOCATOR MAP



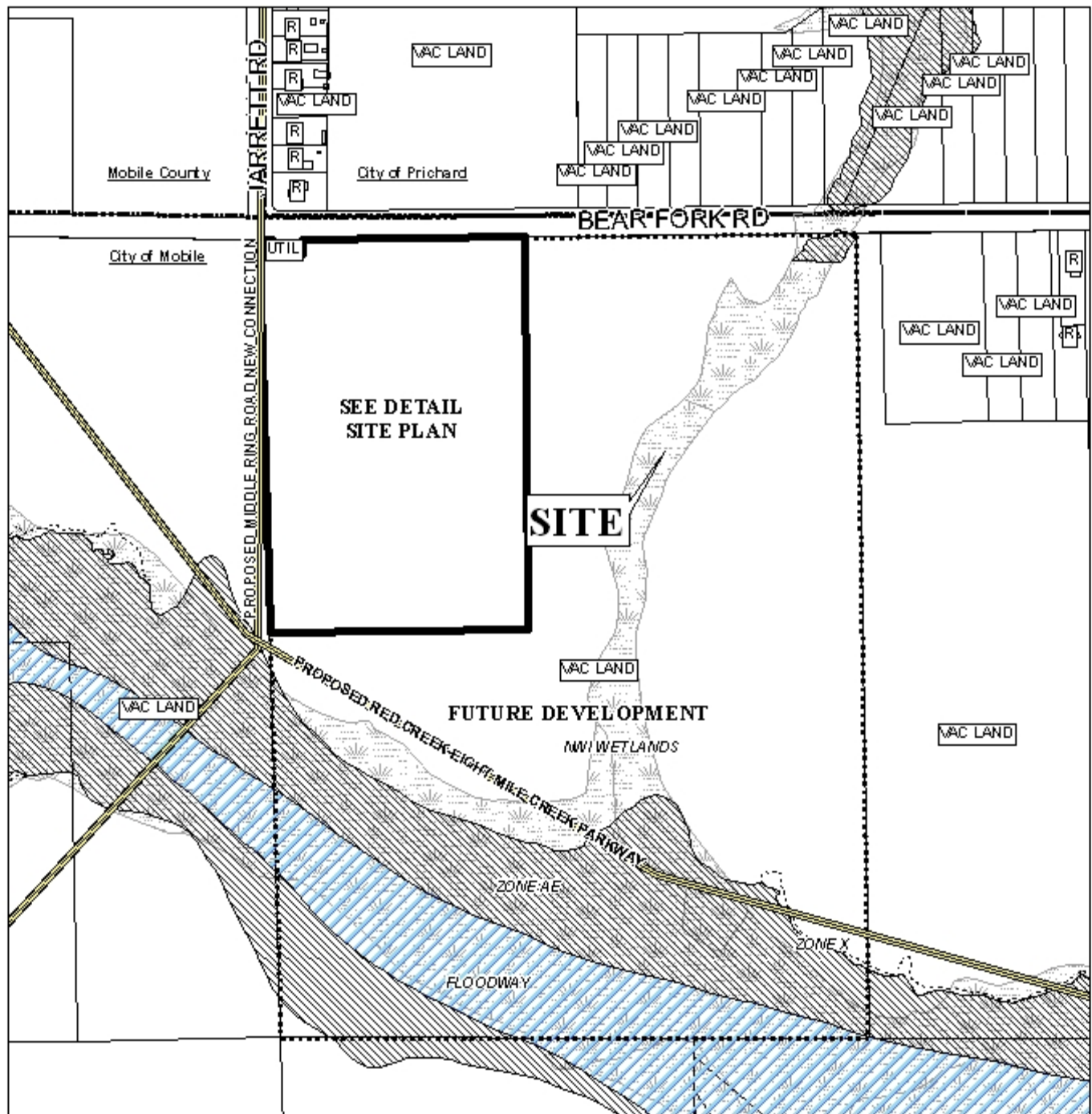
APPLICATION NUMBER 11 DATE September 1, 2011

APPLICANT Plantation Memorial Gardens Subdivision

REQUEST Sub division



# PLANTATION MEMORIAL GARDENS SUBDIVISION



APPLICATION NUMBER 11 DATE September 1, 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

NTS



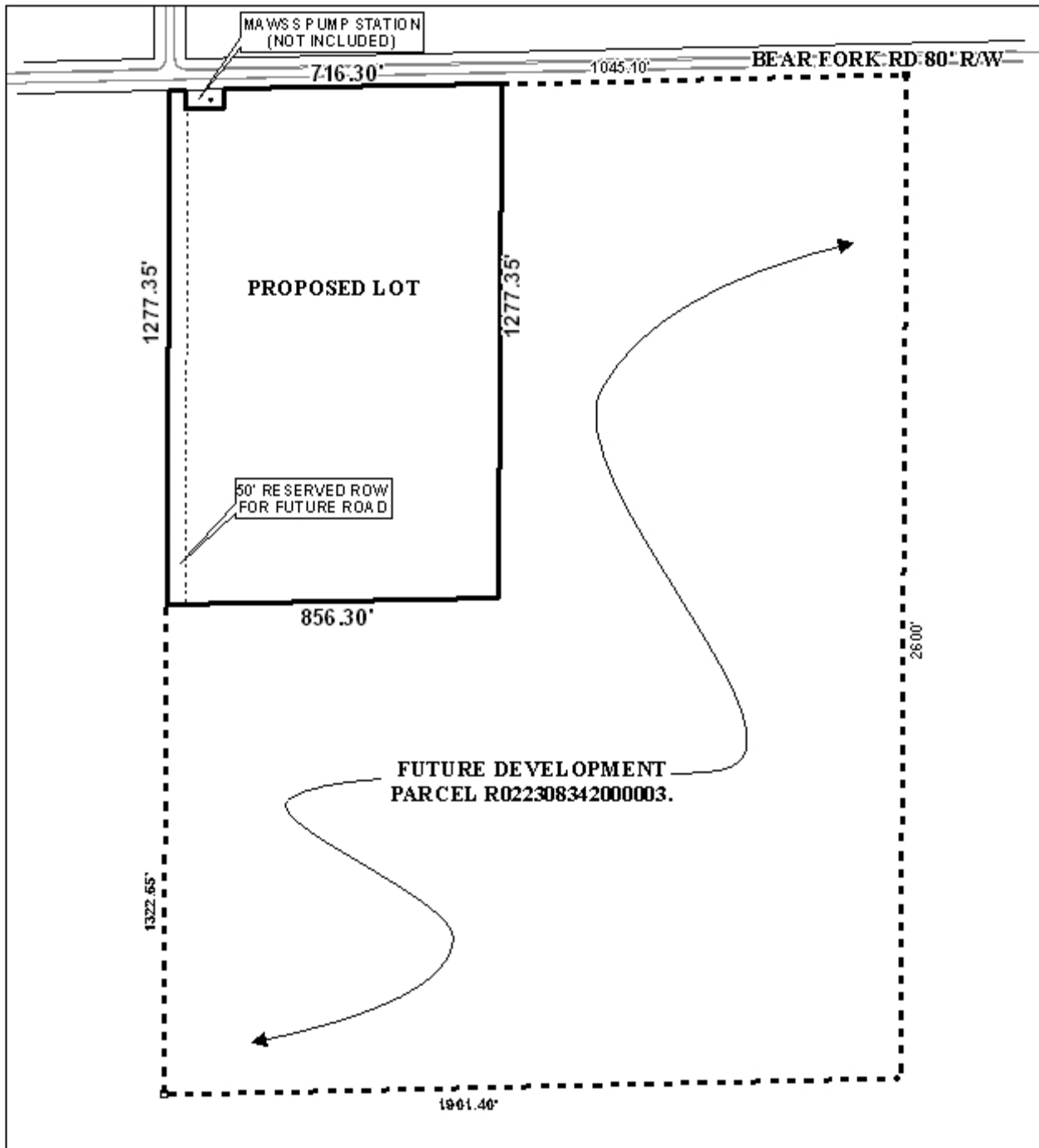
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# DETAIL SITE PLAN



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REQUEST Subdivision

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