

**PLANNED UNIT DEVELOPMENT
& SUBDIVISION STAFF REPORT****Date: August 8, 2013****DEVELOPMENT NAME**

Claremont Hillcrest Subdivision

SUBDIVISION NAME

Claremont Hillcrest Subdivision

LOCATION6354 Sarasota Drive
(Northeast corner of Sarasota Drive and Hillcrest Road).**CITY COUNCIL
DISTRICT**

District 6

AREA OF PROPERTY

2 Lots / 0.3 ± Acre

CONTEMPLATED USE

Planned Unit Development Approval to allow a reduced lot size and reduced setback in a residential subdivision.

**TIME SCHEDULE
FOR DEVELOPMENT**

None given.

**ENGINEERING
COMMENTS**

There doesn't appear to be adequate room on LOT 1 to provide a standard residential driveway. An existing power pole and concrete S inlet limits the space available to install a driveway along Sarasota Drive. A driveway to Hillcrest Rd is not recommended. If the Planning Commission approves the Subdivision the following comments should be addressed prior to review, acceptance and signature by the City Engineer: 1) Provide all of the required information on the Final Plat (i.e. signature blocks, signatures, certification statements, legal description, required notes). 2) Provide a signature block and signature from the Traffic Engineering Department. 3) Add a note to the Plat stating that storm water detention will be required for any future addition(s) and/or land disturbing activity in accordance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17, Ordinance #65-007 & #65-045). 4) Add a note to the Plat that 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 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). 5) Provide a separate drawing showing the location of a proposed driveway for LOT 1, including, but not limited to, all overhead and underground utilities. This drawing must be approved by the City Engineer and the Traffic Engineer.

**TRAFFIC ENGINEERING
COMMENTS**

Driveway number, size, location and design to be approved by Traffic Engineering, and conform to AASHTO standards. Lot 1 is denied access to Hillcrest Road.

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.

MAWSS COMMENTS

MAWSS has water and sewer services available, but a Capacity Assurance application for additional sewer service has not been applied for. MAWSS cannot guarantee additional sewer service until the Capacity application is approved by Volkert Engineering, Inc.

REMARKS

The applicant is seeking Planned Unit Development Approval to allow a reduced lot size and reduced setback in a residential subdivision, and Subdivision approval to resubdivide an existing lot of record and a metes-and-bounds parcel into two lots of record.

The applicant originally submitted only a subdivision application, heard at the June meeting. This report now addresses the addition of the PUD request.

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 / Subdivision plat will require approval 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 plat illustrates the proposed 2 lot, 0.3± acre subdivision which is located at the Northeast corner of Sarasota Drive and Hillcrest Road, in Council District 6. The applicant states that the subdivision is served by both public water and sanitary sewer services.

The subject site contains a legal lot of record (Lot 1, Claremont Subdivision), recorded in 1956, and a metes-and-bounds parcel created in 2006 by the City's vacation of a portion of an

unopened 30' wide parallel service road and 10' wide planting strip along Hillcrest Road. The applicant proposes to reduce the original lot width from 75' to 65.25', and add 10' to the vacated right-of-way/planting strip to create a second lot which would be 50' wide.

The site fronts onto Sarasota Drive with a compliant 50' right-of-way, and Hillcrest Road, a component of the Major Street Plan, with a compliant 50' from the centerline of such; therefore, no dedication would be required. If approved, as a means of access management, a note should be required on the Final Plat stating that each lot is limited to one curb cut to Sarasota Drive, with the size, location and design of each curb cut to be approved by Traffic Engineering and conform to AASHTO standards. A note should also be required stating that Lot 1 is denied access to Hillcrest Road.

Proposed Lot 2 would contain a compliant 8,210 square feet, but Lot 1 would contain only 6,240 square feet, well short of the 7,200 square feet required by Section V.D.2. of the Subdivision Regulations. And Lot 1 is proposed to be 50' wide which is also in violation of Section V.D.2. of the Subdivision Regulations, which requires residential lots to be at least 60' wide at the building setback line. The plat illustrates the standard 25' minimum building setback line for both proposed lots along Sarasota Drive; however, only a 15' minimum building setback line is proposed for Lot 1 along Hillcrest Road, as opposed to the 25' required by Section V.D.9. of the Subdivision Regulations.

Revised for the August 8th meeting:

The Subdivision was heldover from the June 6th meeting at the applicant's request and an accompanying Planned Unit Development application was subsequently submitted to allow the reduced lot size and the reduced building setback along Hillcrest Road, both for proposed Lot 1.

The narrative furnished with the PUD notes that the proposed Lot 1 is similar to lots in the immediate area, and states that the purpose of the subdivision is to build a home for the applicant's mother.

With regard to the claim that the lot is similar to others in the immediate area, there are no other similar lots within Claremont Subdivision. However, immediately North of the site is Revised Hillcrest Trace Subdivision, with reduced street frontage setbacks of 20', increased site coverage, and reduced lot sizes averaging about 6,400 square feet±, approved via a PUD in 2003. And directly North of proposed Lot 1, Lot 12 of that subdivision was granted further relief for a 12' setback along Hillcrest Road via a revised one-lot subdivision and amended PUD in 2008. Since Lot 12 is a corner lot with a corner radius curve, it is smaller than the average 6,400 square-foot± lots of the rest of that subdivision and contains 6,359 square feet. Proposed Lot 1 would contain 6,240 square feet, only slightly less than that of neighboring Lot 12 directly to the North. As opposed to the lots to the North having 20' front setbacks, proposed Lot 1 would still maintain the standard 25' front setback along Sarasota Drive, but would have a greater setback of 15' along Hillcrest Road as opposed to the lesser 12' setback along Hillcrest Road of that lot directly to the North. No increase in site coverage allowance is requested for proposed Lot 1 of this subdivision.

As per the narrative, the purpose in creating proposed Lot 1 is to allow for the construction of a home for the applicant's mother. Section V.D.1. of the Subdivision Regulations allows for an innovative subdivision in the case of a family division as in this instance. And although the proposed Lot 1 is not in character with the other lots within Claremont Subdivision, the fact that other similar lots are within the immediate vicinity directly North of the site, and the fact that greater street setbacks are proposed than those to the North, waivers of Sections V.D.2., V.D.5, and V.D.9 of the Subdivision Regulations would seem in order.

Since no reduction in side or rear setbacks or increased site coverage allowance was requested with the PUD, the site plan and Final Plat should be revised to illustrate the standard 8' side and rear setback lines along the North and East sides of Lot 1, and a note should be placed on the revised site plan and Final Plat stating that Lot 1 is limited to 35% maximum site coverage by all structures. Sidewalks will be required as a part of new construction on Lot 1.

As on the preliminary plat, the lots should be labeled on the Final Plat with their sizes in both acres and square feet, or a table should be furnished on the Final Plat providing the same information.

The relocation of the common property line will cause setback, building and fire code issues for the existing carport on Lot 2. The carport should either be removed or relocated, with the appropriate permits. Since the carport is portable, relocating to an appropriate location should not be an issue.

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:** With waivers of Sections V.D.2., V.D.5, and V.D.9 of the Subdivision Regulations, the application is recommended for Tentative Approval, subject to the following conditions:*

- 1) placement of a note on the Final Plat stating that each lot is limited to one curb cut to Sarasota Drive, with the size, location and design to be approved by Traffic Engineering, and conform to AASHTO standards;*
- 2) placement of a note on the Final Plat stating that Lot 1 is denied access to Hillcrest Road;*
- 3) 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;*
- 4) 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;*
- 5) subject to the Engineering comments: [There doesn't appear to be adequate room on LOT 1 to provide a standard residential driveway. An existing power pole and concrete*

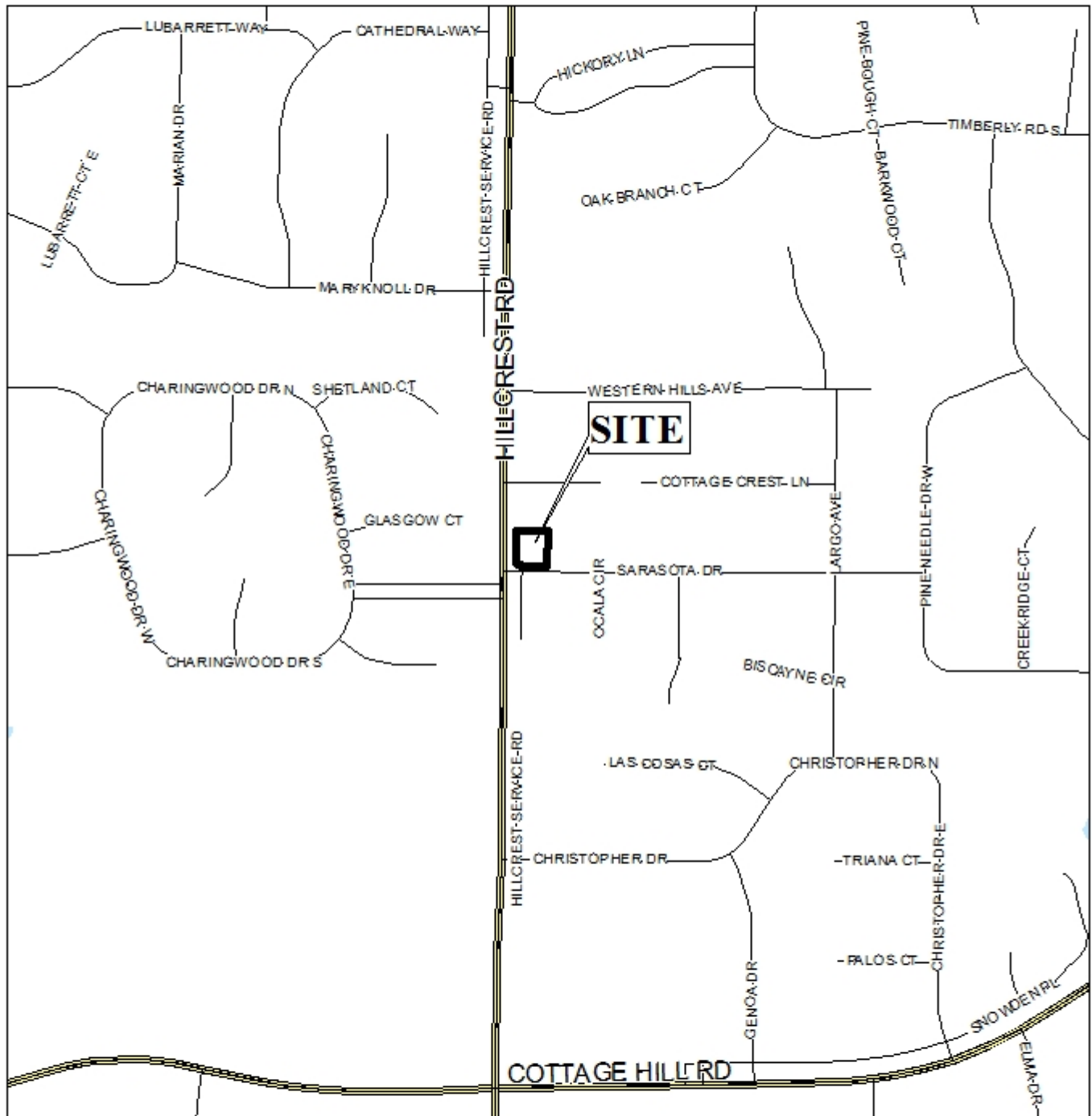
S inlet limits the space available to install a driveway along Sarasota Drive. A driveway to Hillcrest Rd is not recommended. If the Planning Commission approves the Subdivision the following comments should be addressed prior to review, acceptance and signature by the City Engineer: 1) Provide all of the required information on the Final Plat (i.e. signature blocks, signatures, certification statements, legal description, required notes). 2) Provide a signature block and signature from the Traffic Engineering Department. 3) Add a note to the Plat stating that storm water detention will be required for any future addition(s) and/or land disturbing activity in accordance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17, Ordinance #65-007 & #65-045). 4) Add a note to the Plat that 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 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). 5) Provide a separate drawing showing the location of a proposed driveway for LOT 1, including, but not limited to, all overhead and underground utilities. This drawing must be approved by the City Engineer and the Traffic Engineer];

- 6) subject to the Traffic Engineering comments: (Driveway number, size, location and design to be approved by Traffic Engineering, and conform to AASHTO standards. Lot 1 is denied access to Hillcrest Road);*
- 7) subject to the 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);*
- 8) subject to the 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);*
- 9) submittal of two (2) copies of a revised site plan to the Planning Section of Urban Development prior to signing of the Final Plat; and*
- 10) completion of the Subdivision process prior to any request for permits.*

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

- 1) placement of a note on the site plan stating that each lot is limited to one curb cut to Sarasota Drive, with the size, location and design to be approved by Traffic Engineering, and conform to AASHTO standards;*
- 2) placement of a note on the site plan stating that Lot 1 is denied access to Hillcrest Road;*
- 3) revision of the site plan to illustrate the 8' side and rear setback lines along the North and East sides of Lot 1;*
- 4) placement of a note on the site plan stating that Lot 1 is limited to 35% maximum site coverage by all structures;*
- 5) submittal of two (2) copies of a revised site plan to the Planning Section of Urban Development prior to signing of the Final Plat; and*
- 6) compliance with all other municipal codes and ordinances.*

LOCATOR MAP



APPLICATION NUMBER 15 & 16 DATE August 8, 2013
APPLICANT Wayne Wolf
REQUEST Planned Unit Development



PLANNING COMMISSION VICINITY MAP - EXISTING ZONING







The site is surrounded by single family residential units.

APPLICATION NUMBER 15 & 16 DATE August 8, 2013

APPLICANT Wayne Wolf

REQUEST Planned Unit Development

LEGEND

															NTS
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	



PLANNING COMMISSION VICINITY MAP - EXISTING ZONING

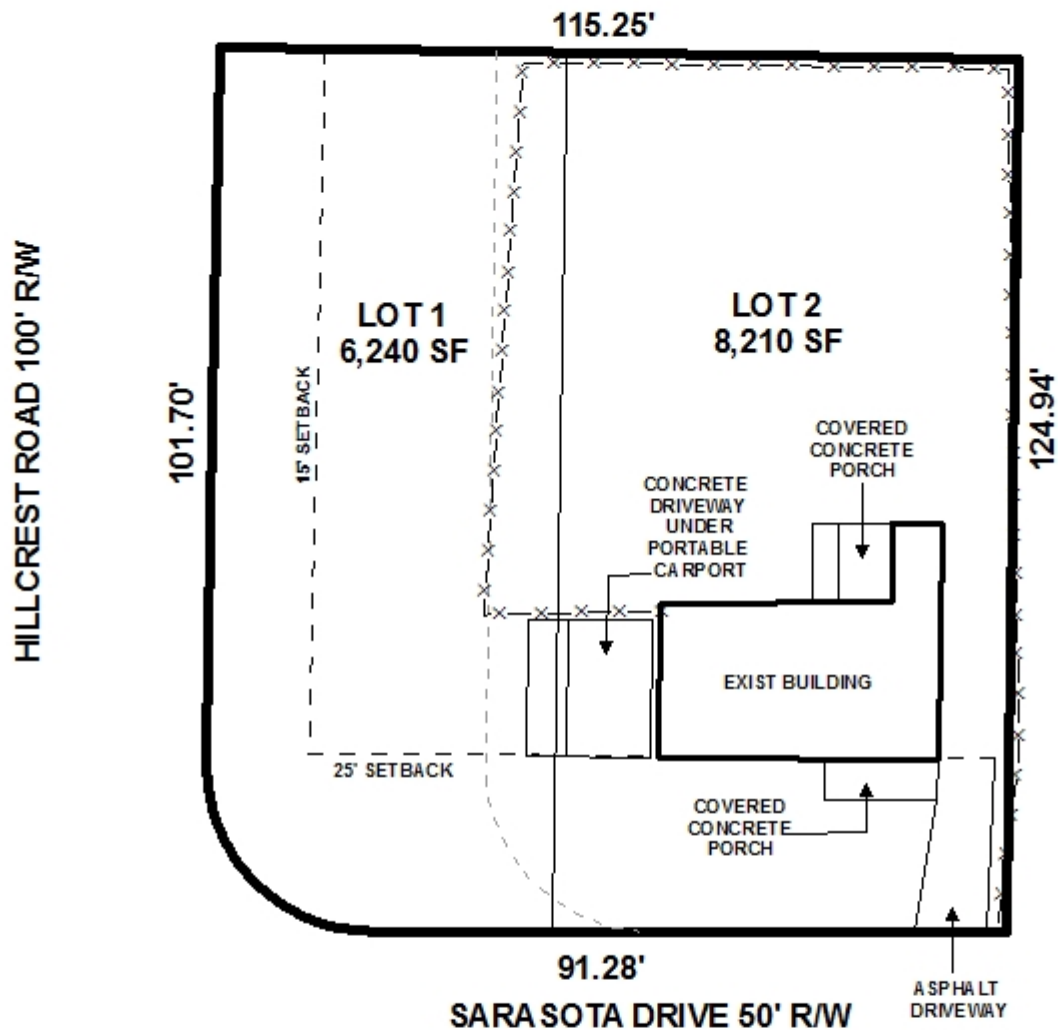


The site is surrounded by single family residential units.

APPLICATION NUMBER 15 & 16 DATE August 8, 2013



SITE PLAN



The site illustrates the setback, fence, existing building, and new lot line.

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