

**PLANNED UNIT DEVELOPMENT &  
SUBDIVISION STAFF REPORT****Date: October 19, 2006****DEVELOPMENT NAME** The Pines at The Preserve Subdivision**DEVELOPMENT NAME** The Pines at The Preserve Subdivision**LOCATION** North side of Girby Road, 3/10 mile $\pm$  East of Lloyd's Lane extending to the East side of Lloyd's Lane, 600' $\pm$  North of Girby Road, and extending to the West side of Campground Branch Creek and the South side of Scenic West Place Subdivision**CITY COUNCIL  
DISTRICT** District 6**PRESENT ZONING** R-2, Two-Family Residential**AREA OF PROPERTY** 159 Lots / 84.2 $\pm$  acres**CONTEMPLATED USE** Amend Planned Unit Development Approval to allow reduced lot widths and sizes, reduced building setbacks, and increased site coverage in a single-family residential subdivision.**TIME SCHEDULE  
FOR DEVELOPMENT** Immediately**ENGINEERING****COMMENTS** Provide detention for 100-year storm with a 10-year release rate. The existing receiving stream is compromised and the culvert @ Girby Road is reportedly undersized. Therefore, a complete analysis of the existing and proposed conditions will be required. In addition, the development will not be permitted for Land Disturbance unless the culvert at Girby Road has a capacity to handle a 50-year storm.

The flood zones shown on the preliminary plat should be revised to more accurately delineate the FEMA designated flood zones.

Dedication of a drainage easement of the flood way and portion of the flood zone containing the actual drainage way will be required. A study of the distance from the top of bank to top of bank of the drainage way plus 15 feet for maintenance vehicle access will be required for drainage easement.

Detention should be accomplished above the 100-year flood elevation. And, the predevelopment runoff coefficient to be used for the existing wetland areas should be accurate for wetland areas.

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. The applicant is responsible for verifying if the site contains wetlands. The site can be checked against the National Wetlands Inventory on the COM web site Environmental Viewer. If the site is included on the NWI, it is the applicant's responsibility to confirm or deny the existence of regulatory wetlands.

### **TRAFFIC ENGINEERING**

#### **COMMENTS**

Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Traffic Engineering requires traffic calming measures for "straight" sections of roadway over 650 feet in length with location and design to be approved by 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 commercial projects shall comply with the 2003 International Fire Code and Appendices B-G as adopted by the City of Mobile on July 6, 2004. All One- or Two-Family residential developments shall comply with Appendices B, C and D of the 2003 International Fire Code as adopted by the City of Mobile on July 6, 2004. Development of one or two family dwellings where the numbers of dwelling units exceed 30 shall be provided with separate access roads or all dwelling units shall be equipped throughout with an approved automatic sprinkler system.

### **REMARKS**

The applicant is requesting Planned Unit Development (PUD) and Subdivision approvals to allow reduced lot widths and sizes, reduced building setbacks, and increased site coverage, in a single-family residential subdivision consisting of 159 individual lots.

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.

A previous PUD and Subdivision recently approved in August allowed 136 lots on 82.7+ Acres, in a similar configuration. That plan was approved subject to the following conditions:

- 1) full compliance with the Traffic Engineering comments (*driveway number, size, location and design to be approved by Traffic Engineering and conform to AASHTO standards, traffic calming measures should be included in the development.*);
- 2) full compliance with Engineering comments (*Provide detention for 100-year storm with a 10-year release rate. The existing receiving stream is compromised and the culvert at Girby Road is reportedly undersized. Therefore, a complete analysis of the existing and proposed conditions will be required. In addition, the development will not be permitted for Land Disturbance unless the culvert at Girby Road has a capacity to handle a 50-year storm. The flood zones shown on the preliminary plat should be revised to more accurately delineate the FEMA designated flood zones. Dedication of a drainage easement of the flood way and portion of the flood zone containing the actual drainage way will be required. A study of the distance from the top of bank to top of bank of the drainage way plus 15 feet for maintenance vehicle access will be required for drainage easement. Detention should be accomplished above the 100 year flood elevation. And, the predevelopment runoff coefficient to be used for the existing wetlands areas should be accurate for wetland areas. Must comply with all stormwater and flood control ordinances. Any work performed in the right of way will require a right of way permit. The applicant is responsible for verifying if the site contains wetlands. The site can be checked against the National Wetlands Inventory on the COM web site Environmental Viewer. If the site is included on the NWI, it is the applicant's responsibility to confirm or deny the existence of regulatory wetlands.*);
- 3) the provision of a street stub to the land locked parcel to the North in the vicinity of Lots 44-55; and
- 4) that the applicant obtain all necessary federal, state and local permits and ordinances.

The applicant has submitted a revised preliminary plat illustrating the planned development of the total 84.2+ acres. In this application, the applicant illustrates a two phase development; Phase One consists of 133 single-family lots to be constructed on 36+ acres of the total 84.2+ acres, and Phase Two illustrates 26 town home lots on 5+ acres.

The PUD is required to allow the reduced lot widths, increased density, and reduced setbacks for innovative design. The project as proposed consists of 133-lots to be constructed on 36+ acres and 26 lots on 5+ acres. The typical lots proposed in Phase One are 50-feet wide with depths varying from 100-feet to 120-feet. The minimum lot size proposed is 5,000 square feet with a minimum front setback of 15-feet, with a 3-foot and 7-foot minimum side yard setback, and an 8-foot minimum rear setback. The detached

single-family residences are to be constructed will range in size from 1,850 to 2,200 square feet. The residences will consist of pre-approved plans from which builders may select. Approval of the maximum building site coverage up to 45% is requested in order to construct the maximum 2,200 square foot building footprint on the minimum lot size of 5,000 square feet.

In Phase Two of the development are 40-foot wide lots with depths approximately 152-feet. The minimum lot size proposed is 5000 square feet with a minimum front setback of 10-feet.

The applicant states that common area will be provided for stormwater detention, landscaping and green areas, along with areas located in designated flood plain areas and wetlands; however, 2.1± acres of wetland area must be disturbed, permitted, and mitigated for the development of this project. It should be noted that some areas shown on the previous plan as wetlands are not incorporated into some lots.

The site adjoins a creek and as such the area may be considered environmentally sensitive; thus the approval of all applicable federal, state and local agencies would be required. Additionally, there are wetlands on the site, some of which encroach into some lots; and while reduced lot widths and sizes are allowed, the applicant should submit documentation prior to the recording of the final plat, which illustrates that there is adequate buildable area (5,000 square feet based on the minimum lot) for those lots containing wetlands.

In terms of the Subdivision application, the site fronts Girby Road, a planned major street which has an existing right-of-way of 80-feet. The major Street Plan calls for 100-feet of right-of-way, thus the dedication of adequate right-of-way to provide 50-feet from the centerline of Girby Road should be required.

Section V.B.1 of the Subdivision Regulations state that “the street layout shall provide for the future projection into unsubdivided lands adjoining of a sufficient number...to provide convenient circulation.” As illustrated on the Vicinity map, the site adjoins multiple parcels to the North and West that are land locked. The provision of one street stub between Lots 152 and 153 is illustrated on the preliminary plat, and should be required for this development. Additionally, one street stub to the undeveloped 10 acre tract should be sufficient to allow the traffic flow from this R-3 undeveloped site to flow through the town home development. A stub from Phase One of the development would be detrimental as it would allow traffic to bypass the access point to Lloyd’s Lane. It should be noted that a street stub is not recommended to the East as the site borders a creek, and the Commission typically has not required street stubs to adjacent properties when the stub adjoins a waterway. Furthermore, street stubs were not required for the subdivision adjacent to the East.

The site as proposed illustrates all minor streets with adequate right-of-way. The streets into the proposed development would create cul-de-sacs approximately 800 feet and longer, exceeding the 600 foot length recommended in Section V.B.6. of the Subdivision

Regulations. The provision of traffic calming devices approved by Traffic Engineering near the midpoint of these streets should be required.

It appears that each lot meets the minimum size requirements for developments with access to public water and sewer. Due to the size of the proposed development, it is requested that the applicant revise the preliminary plat to provide the size of each lot in square feet on the plat, either as a table or as a label for each individual lot.

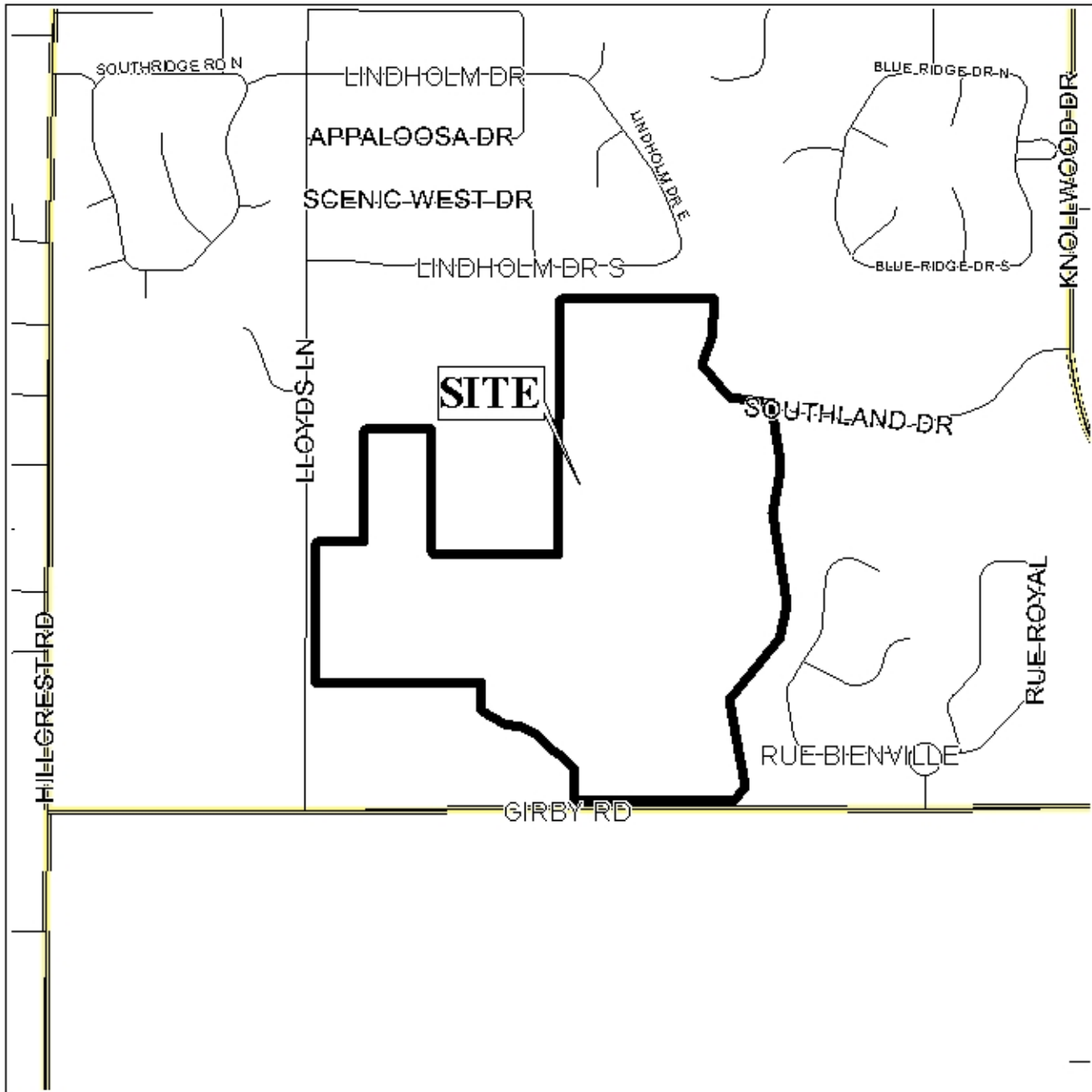
### **RECOMMENDATION**

**Planned Unit Development** Based upon the preceding, this application is recommended for approval subject to the following conditions: 1) full compliance with the Traffic Engineering comments (driveway number, size, location and design to be approved by Traffic Engineering and conform to AASHTO standards, traffic calming measures should be included in the development; 2) full compliance with Engineering comments (*Provide detention for 100-year storm with a 10-year release rate. The existing receiving stream is compromised and the culvert @ Girby Road is reportedly undersized. Therefore, a complete analysis of the existing and proposed conditions will be required. In addition, the development will not be permitted for Land Disturbance unless the culvert at Girby Road has a capacity to handle a 50-year storm. The flood zones shown on the preliminary plat should be revised to more accurately delineate the FEMA designated flood zones. Dedication of a drainage easement of the flood way and portion of the flood zone containing the actual drainage way will be required. A study of the distance from the top of bank to top of bank of the drainage way plus 15 feet for maintenance vehicle access will be required for drainage easement. Detention should be accomplished above the 100-year flood elevation. And, the predevelopment runoff coefficient to be used for the existing wetland areas should be accurate for wetland areas. 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. The applicant is responsible for verifying if the site contains wetlands. The site can be checked against the National Wetlands Inventory on the COM web site Environmental Viewer. If the site is included on the NWI, it is the applicant's responsibility to confirm or deny the existence of regulatory wetlands.*); 3) labeling of all lots with size in square feet, or provision of a table with the lot size information on the plat; and 4) that the applicant obtain all necessary federal, state and local permits.

**Subdivision** With a waiver of Section V.D.2., the plat will meet the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval subject to the following conditions: 1) full compliance with the Traffic Engineering comments (driveway number, size, location and design to be approved by Traffic Engineering and conform to AASHTO standards, traffic calming measures should be included in the development; 2) full compliance with Engineering comments (*Provide detention for 100-year storm with a 10-year release rate. The existing receiving stream is compromised and the culvert @ Girby Road is reportedly undersized. Therefore, a complete analysis of the existing and proposed conditions will be required. In addition, the development will not be permitted for Land Disturbance unless the culvert at Girby Road has a capacity to handle a 50-year storm. The flood zones shown on the preliminary plat should be revised to more accurately*

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# LOCATOR MAP



APPLICATION NUMBER 28 & 29 DATE August 17, 2006

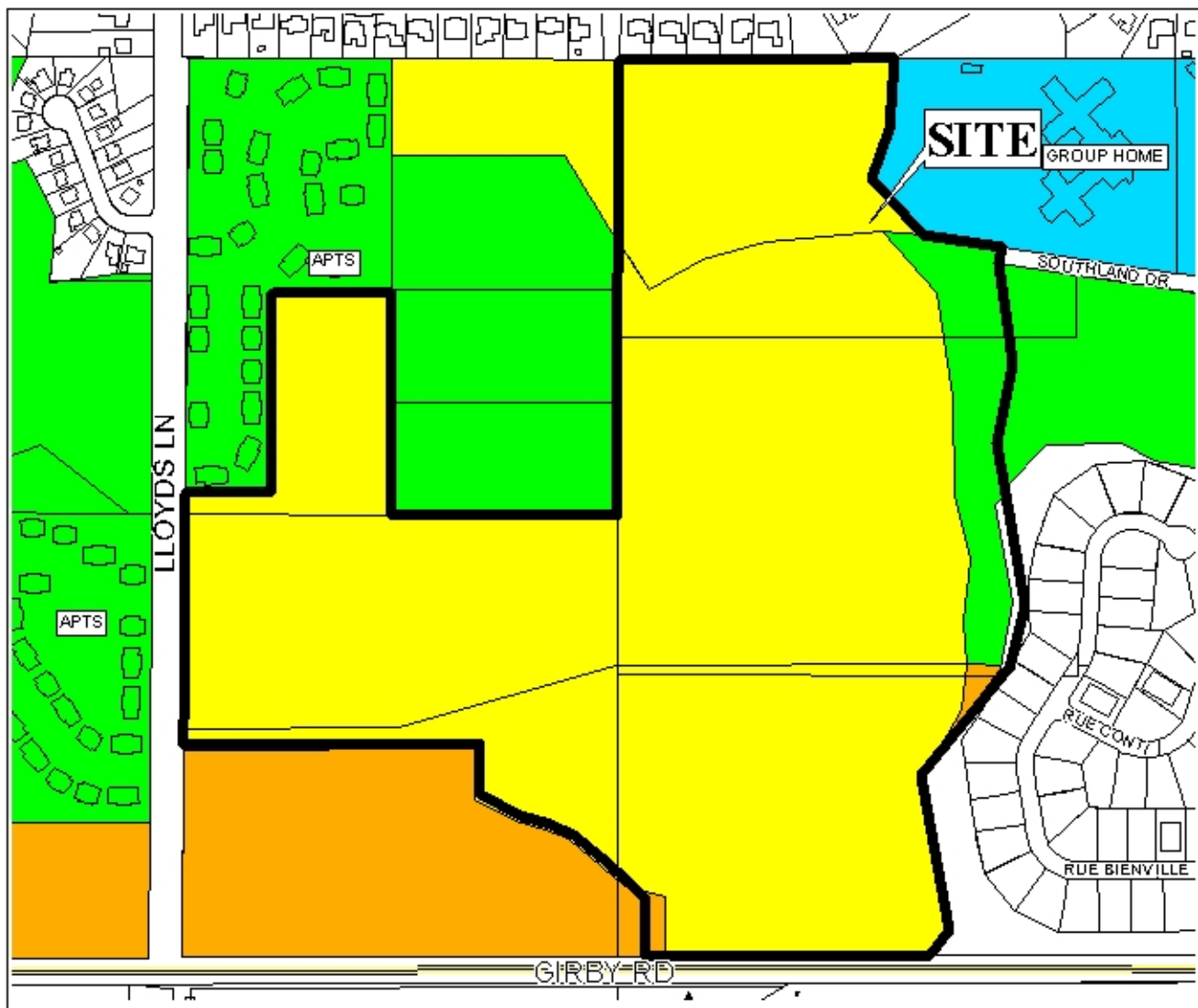
APPLICANT The Pines at the Preserve Subdivision

REQUEST Subdivision, Planned Unit Development



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## PLANNING COMMISSION VICINITY MAP - EXISTING ZONING















The site is surrounded by single-family residential units. Apartments are located to the west of the site. A group home is located to the east of the site. A school is located to the south of the site.

APPLICATION NUMBER 28 & 29 DATE August 17, 2006

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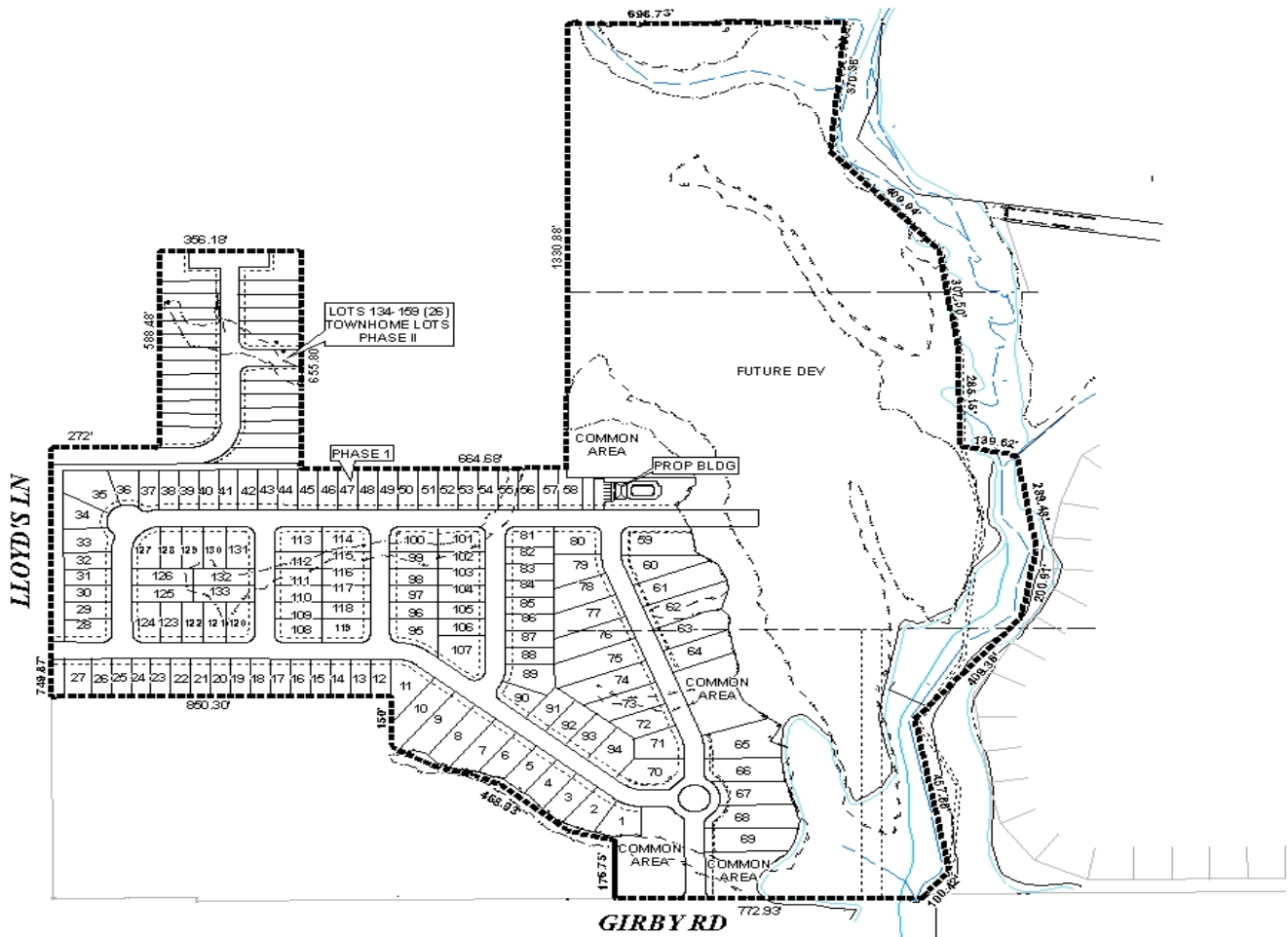
LEGEND  R-1  R-2  R-3  R-4  R-5  H-5  B-1  LB-2  B-2  B-3  B-4  B-5  I-1  I-2

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LEGEND              



# SITE PLAN



The site plan illustrates the proposed development

APPLICATION NUMBER 16 & 17 DATE October 19, 2006

APPLICANT The Pines at The Preserve Subdivision

REQUEST Subdivision, Planned Unit Development

LEGEND



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