

**PLANNED UNIT DEVELOPMENT &
SUBDIVISION STAFF REPORT****Date: June 18, 2009**

<u>NAME</u>	UNO Subdivision, Phase Two
<u>SUBDIVISION NAME</u>	UNO Subdivision, Phase Two
<u>LOCATION</u>	2889 Sollie Road (East side of Sollie Road, 245'± South of Shadow Creek Drive).
<u>CITY COUNCIL DISTRICT</u>	District 6
<u>PRESENT ZONING</u>	R-2, Two-Family Residential District & R-3, Multi-Family Residential District
<u>AREA OF PROPERTY</u>	17 Lots/10.3± Acres
<u>CONTEMPLATED USE</u>	Planned Unit Development Approval to amend a previously approved Planned Unit Development to allow the construction of a single-family residential development, and Subdivision approval to create 17-lots from a metes and bounds parcel.
<u>TIME SCHEDULE FOR DEVELOPMENT</u>	<i>Phase One:</i> Subdivision (UNO Subdivision, Phase One and Planned Unit Development approval has been granted by the Planning Commission for the Apartment Complex and permits for construction for Phase One have been issued to the general contractor. <i>Phase Two:</i> Subdivision (UNO Subdivision, Phase Two and Planned Unit Development) pending Planning Commission approval.
<u>ENGINEERING COMMENTS</u>	Comments shall be issued to applicant following plan review for land disturbance.
<u>TRAFFIC ENGINEERING COMMENTS</u>	Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. A Traffic Impact Study has been submitted and accepted for this project. The connection shown between the single family units and the apartment complex is to be an emergency access only and should be gated, as defined by the Traffic Impact Study.

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**

No Comments

REMARKS

The applicant is requesting Planned Unit Development Approval to amend a previously approved Planned Unit Development to allow the change in development of a single-family residential development, and Subdivision approval to create a 17-lot subdivision from a metes and bounds parcel.

The proposed 10.3± acre, 17-lot subdivision fronts Sollie Road, which is illustrated as having variable right-of-way. Sollie Road is a major street; therefore, dedication of 50-feet from the centerline of Sollie Road is required by the Major Street Component of the Comprehensive Plan. However, due to the location and size of the development, access management is also a concern; therefore, the placement of a note on the Final Plat denying direct access to Sollie Road from lots 7, 9 and 10 would be required. Additionally, As Lots 6, 8 and 13 are corner lots, a note should be placed on the Final Plat limiting each lot to one curb cut each, with the size, design and location to be approved by Traffic Engineering and conform to AASHTO standards.

It should be noted that sufficient radii be approved by Engineering prior to the signing of the Final Plat.

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 site was approved by the Planning Commission at its April 17, 2008 meeting as a two-phase, 1-lot subdivision and Planned Unit Development to incorporate an additional means of ingress/egress from the proposed Phase Two 17-lot single-family development. As the submitted and approved Traffic Impact Study (TIS) recommended Phase One (apartment complex) provide an alternate means of ingress and egress to be used only in emergencies. As

with the previously approved application, Phase One will not be changed and as previously mentioned has been permitted for construction.

It should be noted that a slight change in the plan to be more suitable to the topography than the previously approved Subdivision and Planned Unit Development (PUD) applications; therefore necessitates the resubmittal and approval by the Commission. Whereas, the change is considered slight all departments that reviewed the previous applications require review and comments to these changes so that the changes meet the minimum requirements of all codes and ordinances.

The applications currently under consideration depict only the affected-Phase Two development, consisting of 17 lots on 10.3± acres. The change from the previously approved PUD consists of changes to the street configuration and the addition of a full cul-de-sac.

It should be noted that if this subdivision is approved it would create two separate parcels not included in the subdivision; therefore, a note should be placed on the Final Plat stating that further subdivision of these remaining parcels would be required prior to development.

As illustrated on the preliminary plat, the site contains wetlands, which indicates that the area may be environmentally sensitive; therefore, the approval of all applicable federal, state and local agencies would be required 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.

Detention/retention or common areas are depicted on the preliminary plat; therefore, a note should be placed on the Final Plat stating maintenance of these areas will be the responsibility of the property owners.

RECOMMENDATION **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 maintenance of the common areas is the responsibility of the homeowners (association);
- 2) placement of a note on the site plan and Final Plat stating that direct access to Sollie Road is denied for lots 7, 9, 10 and common areas, and each lot (and common area if required for maintenance purposes) should be limited to one curb-cut each, with the size, design and location to be approved by Traffic Engineering and comply with AASHTO standards;
- 3) full compliance with the Traffic Engineering comments (*The connection shown between the single family units and the apartment complex is to be an emergency access only and should be gated, as defined by the Traffic Impact Study*).
- 4) placement of a note on the site plan and Final Plat limiting corner lots 6, 8 and 13 to one curb cut each, with the size, design and location to be approved by Traffic Engineering and comply with AASHTO standards;

- 5) full compliance with 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).*);
- 6) labeling of all lots with size in square feet, or provision of a table with the lot size information on the plat;
- 7) development of the site to be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species;
- 8) a note should be placed on the site plan stating that further subdivision of these remaining parcels would be required prior to development;
- 9) obtain all necessary federal, state and local permits for wetlands and floodplain issues;
- 10) use of "best management practices" during site development, in compliance with Section V.A.5. of the Subdivision Regulations, to minimize erosion and sedimentation during site development;
- 11) provision of a revised PUD site plan to the Planning Section of Urban Development prior to the signing of the final plat; and
- 12) full compliance with all other municipal codes and ordinances.

Subdivision The plat meets the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval, subject to the following conditions:

- 1) the dedication of sufficient right-of-way along Sollie Road to provide 50-feet from the centerline of Sollie Road;
- 2) placement of a note on the site plan and Final Plat stating that direct access to Sollie Road is denied for lots 7, 9, 10 and common areas, and each lot (and common area if required for maintenance purposes) should be limited to one curb-cut each, with the size, design and location to be approved by Traffic Engineering and comply with AASHTO standards;
- 3) a note should be placed on the Final Plat stating that further subdivision of these remaining parcels would be required prior to development;
- 4) full compliance with the Traffic Engineering comments and the placement of a note on the Final Plat stating (*The connection shown between the single family units and the apartment complex is to be an emergency access only and should be gated, as defined by the Traffic Impact Study*).
- 5) placement of a note on the site plan and Final Plat limiting corner lots 6, 8 and 13 to one curb cut each, with the size, design and location to be approved by Traffic Engineering and comply with AASHTO standards;
- 6) labeling of all lots with size in square feet, or provision of a table with the lot size information on the plat;
- 7) development of the site to be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species;
- 8) obtain all necessary federal, state and local permits for wetlands and floodplain issues;

