

**SUBDIVISION, PLANNING APPROVAL  
PLANNED UNIT DEVELOPMENT  
& SIDEWALK WAIVER STAFF REPORT**

**Date: February 7, 2008**

**DEVELOPMENT NAME**

County Club of Mobile

**SUBDIVISION NAME**

Country Club of Mobile Subdivision

**LOCATION**

4101 Wimbledon Drive West  
(North and South sides of Wimbledon Drive West, 200'±  
West of Turnin Lane, extending to the East and South sides  
of Country Club Road, and the North side of Airport  
Boulevard, ¼ mile± West of South McGregor Avenue).

**CITY COUNCIL  
DISTRICT**

Council District 5

**AREA OF PROPERTY**

2 lots /189.6 ± acres

**CONTEMPLATED USE**

Planning Approval and Planned Unit Development  
Approval to amend previously approved applications for an existing country club in an R-1  
Single-Family Residential District and to allow multiple buildings on multiple building sites.

**TIME SCHEDULE  
FOR DEVELOPMENT**

Immediate.

**ENGINEERING  
COMMENTS**

Provide detention for all impervious area constructed post-1984. It is the responsibility of the applicant to look up the site in the City of Mobile (COM) GIS system and verify if NWI wetlands are depicted on the site. If the COM GIS shows wetlands on the site, it is the responsibility of the applicant to confirm or deny the existence of wetlands on-site. If wetlands are present, they should be depicted on plans and/or plat, and no work/disturbance can be performed without a permit from the Corps of Engineers. 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. Based on information provided by the applicant, it appears that multiple power and light poles would prevent the construction of City standard sidewalk.

**TRAFFIC ENGINEERING  
COMMENTS**

Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards.

**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 must comply with the requirements of the 2003 International Fire Code, including Appendices B through D, as adopted by the City of Mobile, and the 2003 International Existing Building Code, as appropriate.

**REMARKS**

The applicant is seeking Subdivision Approval to create two lots from various metes and bounds parcels; to amend previously approved Planning Approval and Planned Unit Development Approval applications to allow the expansion of a country club in an R-1, Single-Family Residential District, and to allow multiple buildings on multiple building sites.

The site is located in Council District 5, and according to the applicant is served by public water and sanitary sewer.

The purpose of these applications is to allow construction of a new 13,500 sq.ft, single-story maintenance facility, with approximately 2,050 sq. ft. of office space, on the south side of the Mobile Country Club (adjacent to the North side of Airport Boulevard, West of PineBrook Shopping Center).

A portion of the overall site fronts Wimbledon Drive which is a planned major street as illustrated on the Major Street Plan and as such requires a 100-foot right-of-way. Approximately 12 years ago, the applicant received Planning Approval for additional construction, and the dedication of additional right-of-way was not required. More recently in 2004 the applicant received approvals for a new physical fitness building near the main building on Wimbledon Drive. Due to the size of the proposed additions in proportion to the existing development, the Commission's legal counsel provided an opinion which states "that the City will have to use its powers of eminent domain to acquire the necessary property for the widening." The request now before the Commission is considerably smaller than the previous requests, and is not even on the portion of the site abutting Wimbledon Drive.

With regard to the Subdivision request, as stated above, the purpose of the application is to incorporate multiple metes and bounds parcels into two legal lots of record. The plat submitted illustrates the required 25' building setback, and labels each lot in acres – which given the overall size of the lots would be acceptable in lieu of square feet.

The review required for Planning Approval examines the applicant's location and site plan with regard to transportation, parking and access, public utilities and facilities, traffic congestion and hazard, and to determine if the proposal is in harmony with the orderly and appropriate development of the district. Planning Approval is site plan and use specific, thus any future changes to the site or operation of the facilities will require additional Planning Approval.

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. Planned Unit Development Approval is site plan and use specific, thus any future changes to the site or operation of the facilities will require additional Planned Unit Development Approval.

As the reviews for Planning Approval and Planned Unit Development (PUD) Approval are similar, these reviews will be combined for the purpose of this report.

As indicated on the site plan, access to this facility is to be via a new drive to Airport Boulevard, a major street with existing right-of-way of 140' at this location. As Airport Boulevard is a major street, access management is a concern. The narrative submitted with the application indicates that the access drive is to be gated, however the site plan submitted indicates that the only gated area is from the drive to what appears to be the maintenance area. If approved, the drive from Airport should be gated to limit its use to maintenance vehicles or vehicles of those individuals located in the 2,050 sq ft of office space, and to deter any use of this drive by the public. The gate should be located at or near the 25' building setback line to allow a vehicle to completely enter the site prior to approaching the gate.

Other points that should be addressed by the applicant are the environmental issues or concerns relating to the pesticide building, the location of any detention facility, if required, and approval of the fueling tanks/system by the Mobile Fire Department. Additionally, signage on Airport Boulevard indicating trucks (or vehicles) entering the street may be appropriate East of the drive to notify motorists of that potential. While there are no such signs existing along this section of Airport Boulevard, the site in question has not had access in the past and the natural buffer that is to remain would appear as if the land is undeveloped and therefore it would appear as if there were no access.

The plan illustrates significant natural buffers along the East, West and South property lines. These buffers far exceed the minimum requirements of the Zoning Ordinance, and given the nature of the use of the property are more appropriate than a simple 6' wooden privacy fence.

Given the water features on the site as well as the naturalized wooded buffering along the East, West and South property lines, the 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.

With regard to the Sidewalk Waiver Request, the applicant contends that the sidewalk should be waived because there are not existing sidewalks present in along this section of Airport Boulevard and the existing light and power poles would conflict with sidewalk location.

The applicant is correct in that there are no existing sidewalks in this area. However, the Commission has rarely allowed the absence of sidewalks in an area as justification for the granting of a sidewalk waiver. Based on the site plan and cross-section provided by the applicant, it appears that the existing power poles and light poles, which range from 2' to 5' from the property line would conflict with the sidewalk if placed in the standard location. Given the distance remaining from light poles to the back of curb, 8', it is questionable if the placement of a 4' sidewalk within that area would be desirable. On the other hand, the provision of a sidewalk in that area would seem more desirable than pedestrians walking along this section of Airport Boulevard with no sidewalk or defined or delineated walking path.

### **RECOMMENDATION**

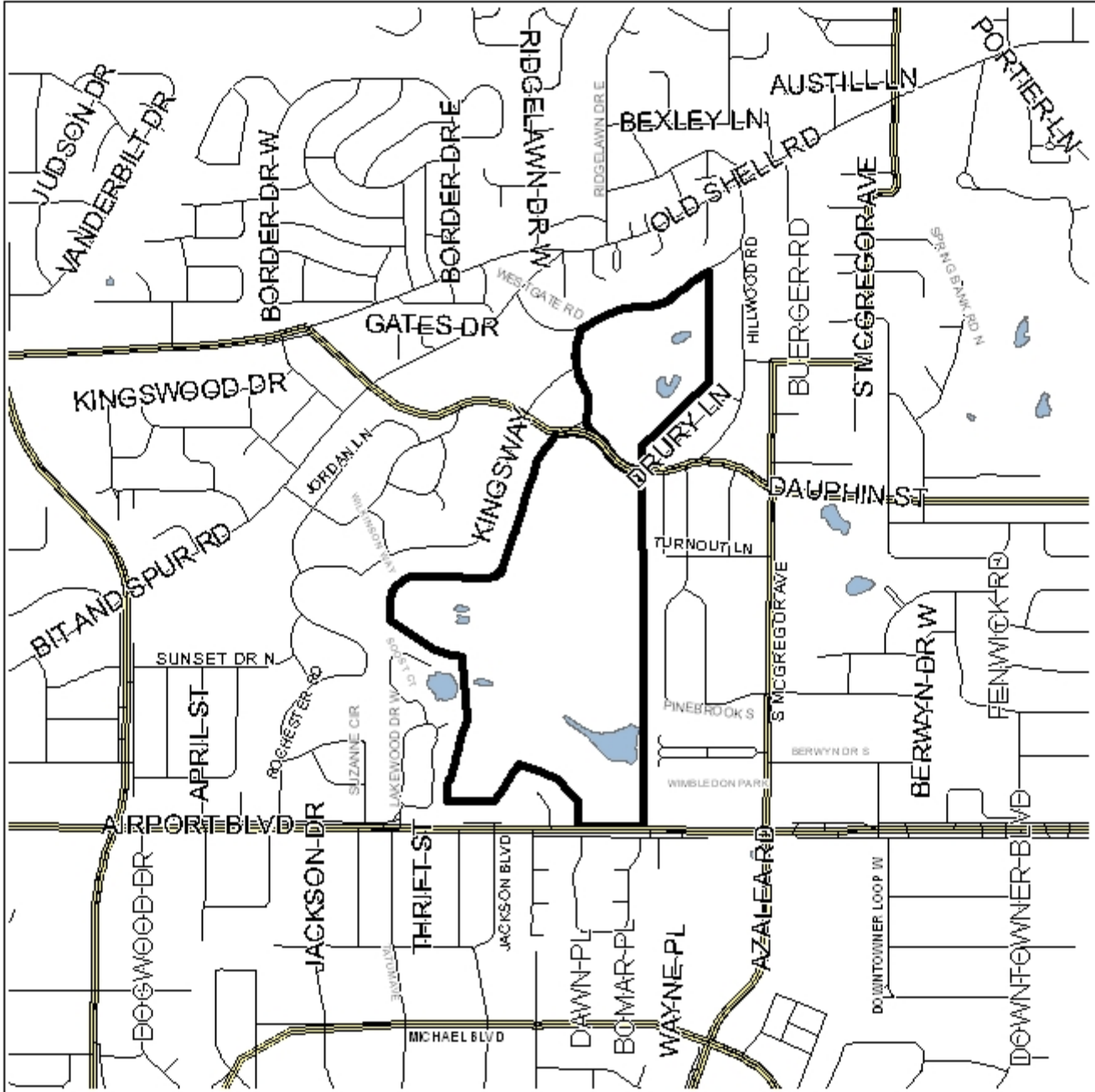
**Subdivision:** Based upon the preceding, this application is recommended for holdover until March 6 to allow the application to be considered with the accompanying Planning Approval, Planned Unit Development, and Sidewalk Waiver applications.

**Planning Approval:** Based upon the preceding, this application is recommended for holdover until March 6 to allow the applicant to address issues referenced in the remarks section of the report (ie. Exact location of curb cut to Airport Boulevard and location of proposed gate, location of detention facilities, MFD approval of fuel tanks, environmental issues surrounding the pesticide building, lighting of parking facility, etc), and to allow the application to be considered with the accompanying Subdivision, Planned Unit Development, and Sidewalk Waiver applications. Additional information must be submitted by February 15.

**Planned Unit Development:** Based upon the preceding, this application is recommended for holdover until March 6 to allow the applicant to address issues referenced in the remarks section of the report (ie. Exact location of curb cut to Airport Boulevard and location of proposed gate, location of detention facilities, MFD approval of fuel tanks, environmental issues surrounding the pesticide building, lighting of parking facility, etc), and to allow the application to be considered with the accompanying Subdivision, Planning Approval, and Sidewalk Waiver applications. Additional information must be submitted by February 15.

**Sidewalk Waiver:** Based upon the preceding, this application is recommended for holdover until March 6 to allow the application to be considered with the accompanying Planning Approval, Planned Unit Development, and Sidewalk Waiver applications.

# LOCATOR MAP



APPLICATION NUMBER 34,35,36,& 37 DATE February 7, 2008

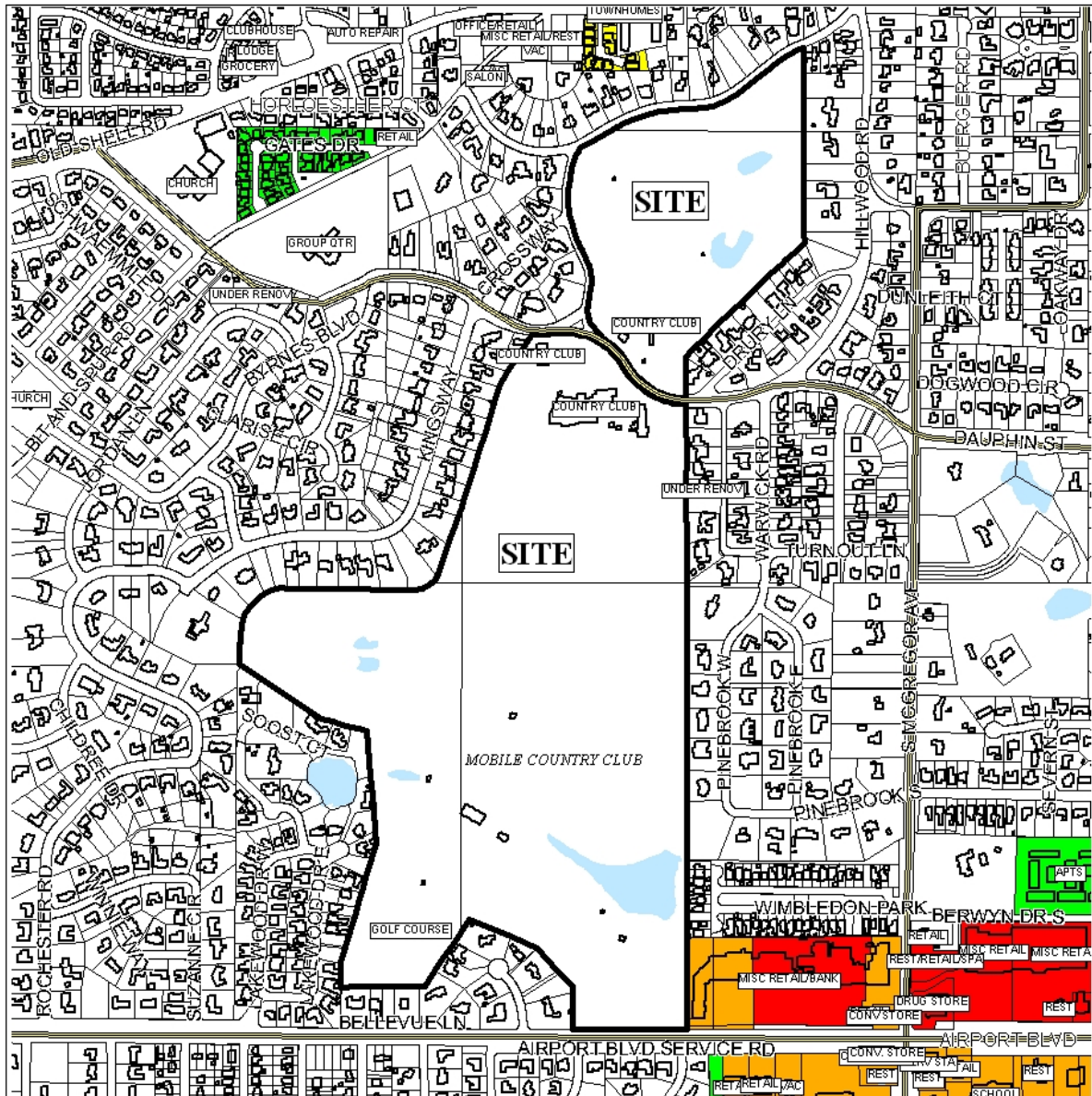
APPLICANT Country Club of Mobile Subdivision

REQUEST Subdivision, Planning Approval, PUD, Sidewalk Waiver



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# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



This site is surrounded by miscellaneous land use.

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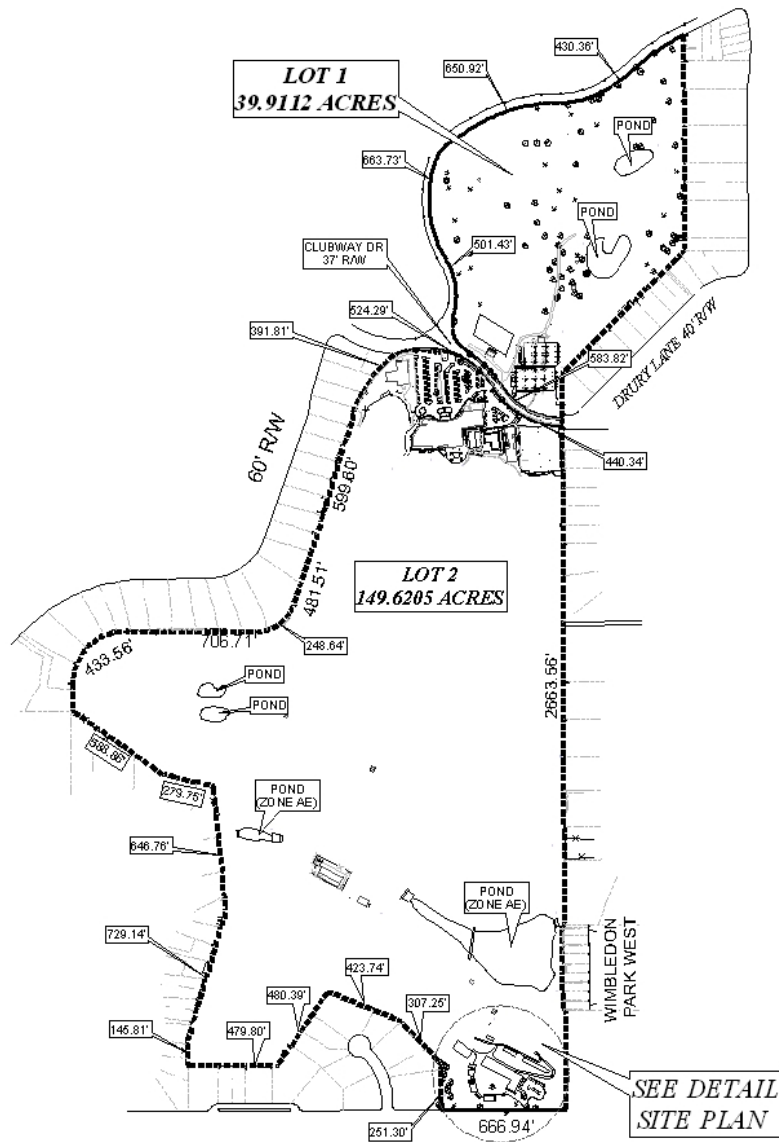
REQUEST Subdivision, Planning Approval, PUD, Sidewalk Waiver

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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 NTS

# SITE PLAN



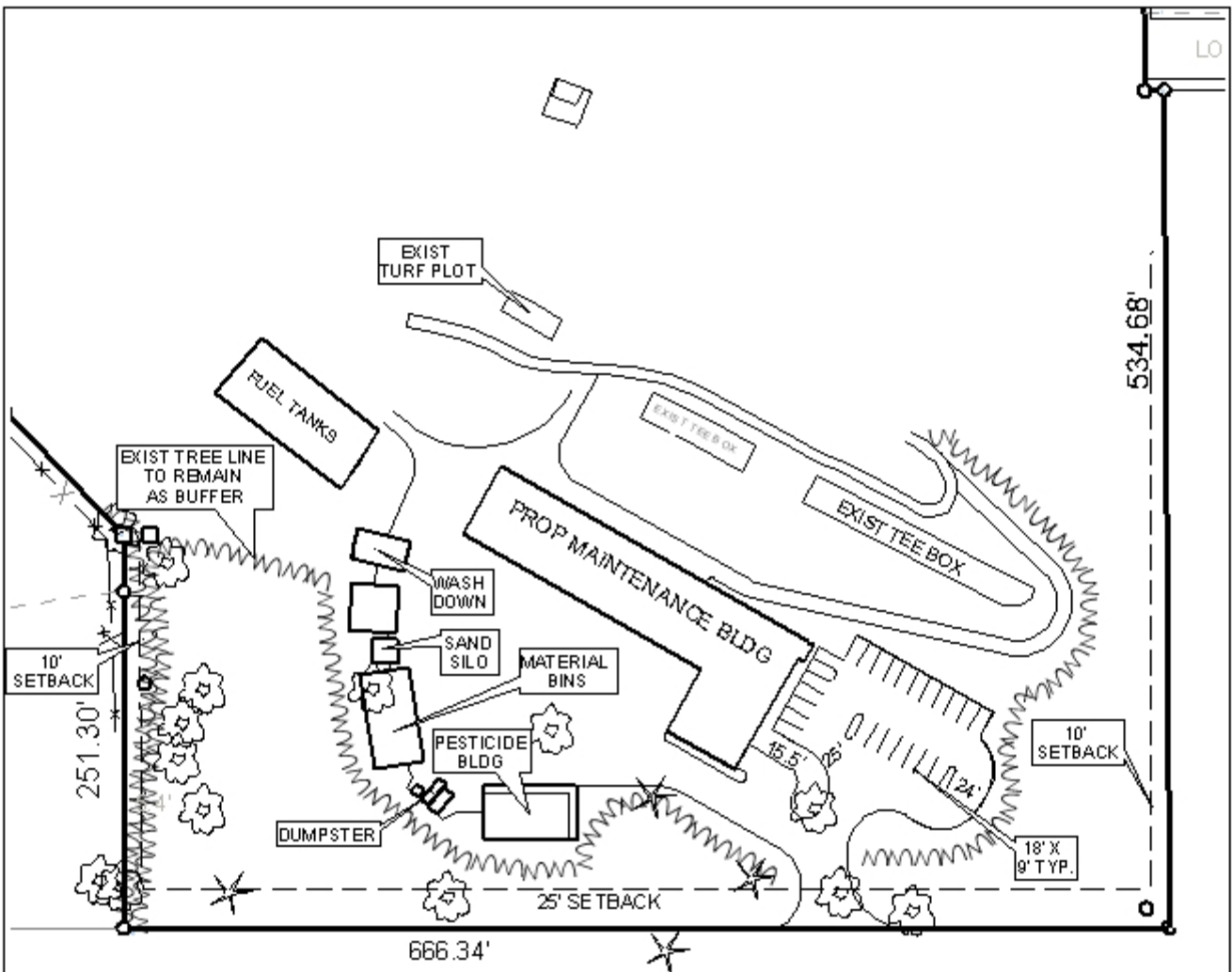
The site plan illustrates lot dimensions, road access, ponds, an overview of improvements, and adjacent lots.

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## DETAIL SITE PLAN



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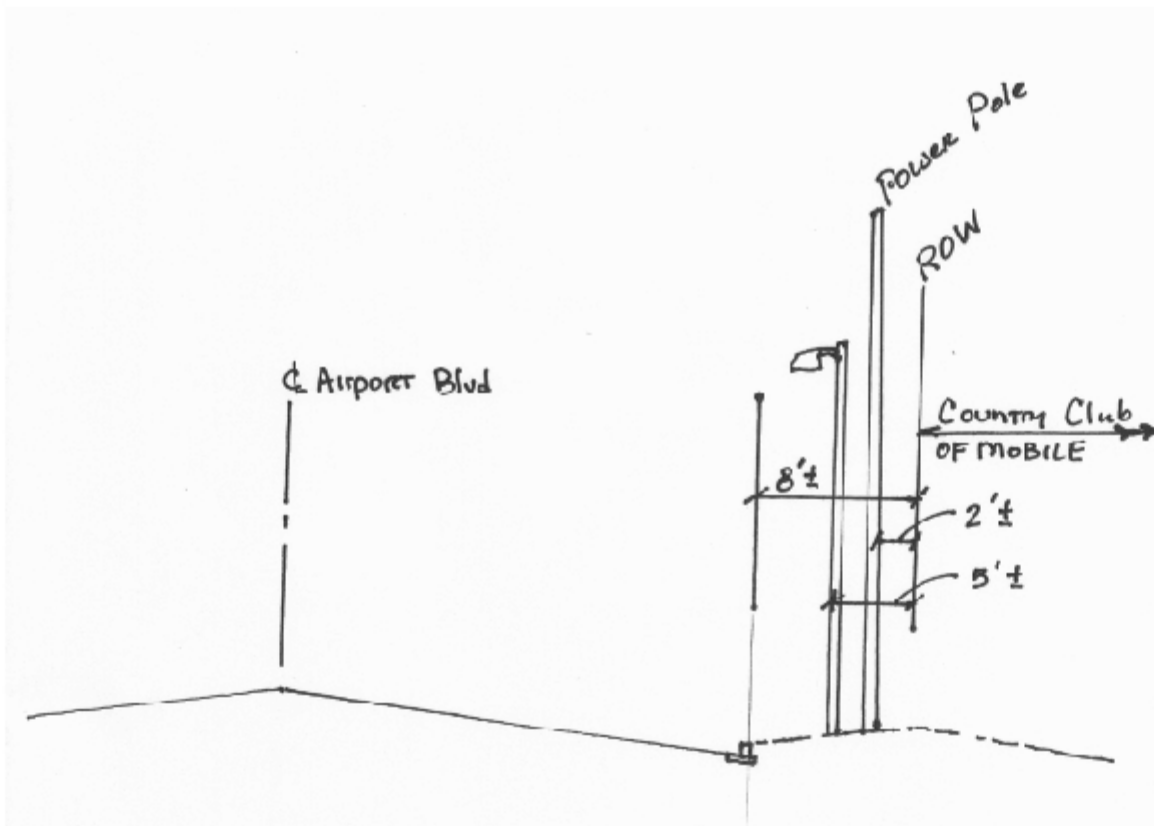
APPLICANT Country Club of Mobile Subdivision

REQUEST Subdivision, Planning Approval, PUD, Sidewalk Waiver

N  
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## CROSS SECTION DETAIL



SECTION A-A  
NOT TO SCALE

- SIDEWALK WAIVER REQUESTED:
- ① No Existing Sidewalk
  - ② Light Poles and Power Poles would conflict with sidewalk

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