

**PLANNED UNIT DEVELOPMENT &
SUBDIVISION STAFF REPORT****Date: June 5, 2008**

<u>NAME</u>	Longleaf Gates Subdivision
<u>SUBDIVISION NAME</u>	Longleaf Gates Subdivision
<u>LOCATION</u>	North side of Girby Road 1800'± West of Rue Preserve, and extending Northwest to Lloyds Lane.
<u>CITY COUNCIL DISTRICT</u>	District 6
<u>PRESENT ZONING</u>	R-2, Two-Family Residential District
<u>AREA OF PROPERTY</u>	163 Lot / 84.2 ± Acres
<u>CONTEMPLATED USE</u>	Planned Unit Development Approval to amend a previously approved Planned Unit Development to allow a private street, gated subdivision, and a public street subdivision, both with reduced lot sizes, reduced front yard and side yard setbacks, and increased site coverage, and Subdivision approval to create 163-lots.
<u>TIME SCHEDULE FOR DEVELOPMENT</u>	<i>Phase One:</i> Roads under construction, with home construction anticipated to begin by October 2008; <i>Phase Two:</i> schedule to be determined after Phase One is completed.
<u>ENGINEERING COMMENTS</u>	Show Minimum Finished Floor Elevation (FFE) on plans and plat for all lots located within the X-Shaded and AE Flood Zones. No fill allowed within a special flood hazard area without providing compensation or completing a flood study showing that there is no rise for the proposed fill within the special flood hazard area. Must comply with all storm water and flood control ordinances. Cannot concentrate storm water runoff to an adjacent property without a release agreement or a private drainage easement. 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 show 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 provide detention for any impervious area added since 1984 in excess of 4,000 square feet. Any work performed in the right of way will require a right of way permit. Need to verify that there is sufficient capacity for the receiving drainage system (i.e. downstream culvert at Girby Rd) to accept drainage from this property.

TRAFFIC ENGINEERING**COMMENTS**

Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Final approval for all driveways, proposed and existing will be given upon submittal of final plans.

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. Shall comply with Section 508.5.1 of the 2003 IFC.

REMARKS

The applicant is requesting Planned Unit Development Approval to amend a previously approved Planned Unit Development to allow a private street, gated subdivision, and a public street subdivision, both with reduced lot sizes, reduced front yard and side yard setbacks, and increased site coverage, and Subdivision approval to create 163-lots. Planned Unit Development approval is required to allow a private street, gated subdivision, reduced lot sizes, reduced front yard and side yard setbacks, and increased site coverage for any zoning district.

The site was approved by the Planning Commission at its June 21, 2007 meeting as a two-phase, 159-lot subdivision and Planned Unit Development. As with the previously approved application, Phase One will be gated and served by private streets, while Phase Two will contain public streets – although nowhere in the current application is it stated that the streets in Phase Two will be public.

A previous PUD and Subdivision combined application was approved by the Planning Commission in November 2006. The 2006 application included 184 lots on 84.2 ± acres, in a *generally* similar two phase configuration with public streets.

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.

It appears that the plat and site plan do not include the full extent of the parcels set aside for “future development,” specifically an area of land along the creek along the Northeastern boundary of the site. The drawings should be revised to account for the entirety of all parcels. It

also appears that the parcels comprising the “future development” area are split-zoned, thus rezoning applications should be included with future applications to develop the area.

The applications currently under consideration depict a two-phased development, where Phase One consists of 137 lots on $36.3 \pm$ acres, of which 18 lots will be designated for townhomes (not proposed in the previous application). Phase Two will consist of 26 lots on $5.8 \pm$ acres for single-family townhomes. The remaining 42.1 acres are set aside for future single-family residential development. Phase One is proposed to be a gated community with private streets, common areas and alleys, while Phase Two is proposed to have (public?) streets, with no street-linkage to Phase One. Phase Two will also include a street-stub to 10-acres of adjacent land-locked property. It appears that the area reserved for future development may also eventually include private streets (due to provision of a proposed street stub from Phase One).

The PUD is required to allow the reduced lot widths, increased density, and reduced setbacks for innovative design as well as private streets. The minimum lot sizes shown on the site plan and plat, and the requested setbacks and site coverages are as follows:

Phase One (private streets)

- Minimum Single-Family lot size: $50 \times 108 = 5,400$ square feet
 - Minimum building setback lines
 - 72 Lots (1-11 and 56-119)
 - Front (from ROW): 15 feet
 - Side: 5 feet each side (10 feet total)
 - Rear: 8 feet
 - 47 Lots (12-58)
 - Front (from ROW): 15 feet
 - Side: 3 feet and 7 feet (10 feet total)
 - Rear: 8 feet
 - Maximum building site coverage: 50 % (40% allowed by right in R-2 district)
- Minimum Town House lot size: 33×108 feet = 3,564 square feet
 - Minimum building setback lines
 - Front (from ROW): 10 feet
 - Side: 0 feet each side
 - Rear: 8 feet
 - Maximum building site coverage: 75 % (40% allowed by right in R-2 district)

Phase Two (public? streets)

- Minimum lot size: $40 \times 152 = 6080$ SF
- Minimum building setback lines
 - Front (from ROW): 10 feet
 - Side: 0 feet
 - Rear: 8 feet
- Maximum building site coverage: 75 % (40% allowed by right in R-2 district)

It should be pointed out that maximum development of the site with single-family homes could result in approximately 206 dwelling units in the Phase One and Two area, and another 206 dwelling units in the future development area, for a total of 412 dwelling units. Since the site is zoned R-2, however, up to 386 dwelling units in the Phase One and Two areas, and 772 dwelling units total could be accommodated on the overall site. Therefore, it appears that the proposed development will not maximize the development potential for Phases One and Two.

The applicant states that *“Longleaf Gates will be a continuation of the traditional neighborhood plan underway at The Preserve with the added feature of being a ‘gated’ community.”* The applicant goes on to state *“The proposed family oriented community will afford opportunities not present within most other communities of Mobile along with providing the residents a neighbor friendly yet secure environment similar to that which exists in the historic neighborhoods of Mobile.”*

The applicant states that the development will utilize “Smart Growth” design concepts that have already been applied in the neighboring development (The Preserve), and includes increased density, lot sizes less than the 7,200 SF minimum with common open space, reduced setbacks, a mixture of housing types, design control, alternative traffic calming devices, and wetlands preservation.

The site fronts Girby Road, a planned major street which has an existing right-of-way of 80-feet. The Major Street Plan component of the Comprehensive 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. The site also abuts Lloyds Lane, a minor street with adequate right-of-way.

Access management is a concern due to the reduced size of the lots and the proximity to a proposed major street. A note should be placed on the site plan and plat stating that direct access to Girby Road and Lloyd’s Lane is denied for all lots and common areas, and each lot (and common area if required for maintenance purposes) should be limited to one curb-cut each onto any street (no curb-cut limit onto alleys), with the size, design and location to be approved by Traffic Engineering and comply with AASHTO standards.

Approximately 3.6 acres of common areas are depicted on the site plan. Some of the common areas include storm water detention facilities which will be shared between the Phase One and Phase Two developments. A “pigeonaire/guard house” is also proposed at the center of a traffic circle. A 1,500 square foot club house and 1,555 square foot pool are depicted in the Northwest corner of Phase One (previously located in the Northeast corner). Off-street parking will be provided for the clubhouse, however the site plan appears to indicate that it may be parking that backs into the private-street right-of-way. A note should be placed on the site plan and plat stating that maintenance of the common areas shall be the responsibility of the property owners.

There is also a note on the site plan and plat stating that “all road right of way and alley right of way areas are privately owned and operated.” This statement, as written, would include Phase Two. *In fact, nothing in the documentation submitted with the application states that the roads in Phase Two are public.* The site plan and plat should be revised to clearly indicate which roads are public and which are private.

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, which encroaches 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 for those lots containing wetlands.

There are several issues regarding the proposal. "Smart Growth" is more than just reduced lot sizes and open space preservation: it includes connectivity to adjacent developments, support for modes of transportation other than the private car, and normally encourages a mixture of residential and commercial uses so that auto-based trips can be replaced by bicycle or walking-based trips. Higher densities are also usually associated with some level of proximity to public transportation. Generally, "Smart Growth" developments are not gated, as that defeats the purpose of connectivity to the greater city context: there are few to no gated developments within Mobile's historic districts. The development, however, will benefit the region by allowing more people to live in a smaller area within the city limits (thus reducing the demand for greenfield development in the county), and the protection of wetlands will potentially result in beneficial habitat preservation (if the wetlands are actually preserved and protected).

It should also be pointed out that the development is not on a public transit route and, due to a previously approved sidewalk waiver, no sidewalks will be provided by the development along Girby Road and Lloyds Lane: residents will be fully dependent upon their automobiles for access to goods and services.

Access is another concern. The proposed 137-lot Phase One private street development will have only two points of access, and appears to link to 42 acres of undeveloped land reserved for future development. The proposed 26-lot Phase Two townhome development on a (public?) street includes a street-stub to adjoining undeveloped property that appears to include approximately 20 acres of land in R-2 and R-3 zoning districts, thus there is potential for substantial development. Combined, it would appear that both the private-street development and the (public?) street development may lack adequate connections to ensure public safety in case of a fire or criminal activity. It is recommended that the applicant consider another connection to a public street for the future development area, and that an additional street-stub be provided to the land-locked property from the future development area (even if the connection is only to allow emergency access). Furthermore, Section VIII.E.b. of the Subdivision Regulations states *"Subdivisions in which Private Streets are allowed shall not be adjacent to large undeveloped potentially landlocked tracts of property where a street stub would be required."* At the June 2007 meeting of the Planning Commission, it was determined that the additional access could be provided for emergency vehicles only.

The applicant is requesting that Phase One of the proposed subdivision be a gated community with a private street (and perhaps Phase Two). Section VIII. of the Subdivision Regulations permits modifications to standard regulatory requirements under three circumstances: 1) Unusual difficulties, generally related to natural circumstances, where the normal application of the Regulations would cause undue hardship; 2) Innovative design, which can include cluster or Traditional Neighborhood Development subdivisions, as well as townhomes, terrace houses, multi-family projects, and commercial development; or 3) Family subdivisions, which allow a private street to serve up to 5 lots. The proposed provision of a gate for the subdivision indicates "innovative" design, however, if the subdivision is approved, the gate must remain operational

and in use as a condition of the continuation of private street status. Full compliance with Section VIII.E. of the Subdivision Regulations will be required regarding the private street.

Due to the size of the proposed development, it is requested that the applicant revise the plat and site plan 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.

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, it should be pointed out that some of the lots will have slopes exceeding 13%, which will make home construction more challenging than typically found in the Mobile. As some of the lots with these slopes include townhome sites, retaining walls will likely be required. Building permits are required for all retaining walls, and any wall four (4) feet tall or more, as measured from the base of the footing, will additionally require certification from an engineer.

RECOMMENDATION

Planned Unit Development Based upon the preceding, and with the requirement that Phase Two will have public streets, this application is recommended for approval subject to the following conditions:

- 1) Revision of the site plan to encompass the entirety of the parcels associated with the “future development” area;
- 2) Submission of applications to correct split-zoning conditions in the “future development” area in conjunction with the other future applications that will be required for the area;
- 3) Revision of the site plan to eliminate any parking for the clubhouse that may require backing into the street right-of-way;
- 4) Placement of a note on the site plan stating that maintenance of the common areas is the responsibility of the homeowners (association);
- 5) Placement of a note on the site plan identifying which streets are private (for both phases), and that they are privately maintained and not dedicated to the public;
- 6) Placement of a note on the site plan stating that additional street-stub connections will be required in the “future development area” – to adjacent public streets and landlocked properties (for emergency access only);
- 7) Placement of a note on the site plan and plat stating that direct access to Girby Road and Lloyd’s Lane is denied for all lots and common areas, and each lot (and common area if required for maintenance purposes) should be limited to one curb-cut each, and each alley is limited to one curb-cut on each end, with the size, design and location to be approved by Traffic Engineering and comply with AASHTO standards;
- 8) full compliance with the Traffic Engineering comments (*Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Final approval for all driveways, proposed and existing will be given upon submittal of final plans*);
- 9) full compliance with Engineering comments (*Show Minimum Finished Floor Elevation (FFE) on plans and plat for all lots located within the X-Shaded and AE Flood Zones. No fill allowed within a special flood hazard area without providing compensation or*

completing a flood study showing that there is no rise for the proposed fill within the special flood hazard area. Must comply with all storm water and flood control ordinances. Cannot concentrate storm water runoff to an adjacent property without a release agreement or a private drainage easement. 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 show 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 provide detention for any impervious area added since 1984 in excess of 4,000 square feet. Any work performed in the right of way will require a right of way permit. Need to verify that there is sufficient capacity for the receiving drainage system (i.e. downstream culvert at Girby Rd) to accept drainage from this property.);

- 10) Full compliance with Fire 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. Shall comply with Section 508.5.1 of the 2003 IFC.*);
- 11) 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).*);
- 12) Labeling of all lots with size in square feet, or provision of a table with the lot size information on the plat;
- 13) Revision of the site plan and plat to also include site coverage information for the lots;
- 14) Development of the site to be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species;
- 15) Obtain all necessary federal, state and local permits for wetlands and floodplain issues;
- 16) 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;
- 17) Provision of a revised PUD site plan to the Planning Section of Urban Development prior to the signing of the final plat; and
- 18) Full compliance with all other municipal codes and ordinances.

Subdivision With a waiver of Section V.D.2., and with the requirement that Phase Two will have public streets, the plat will meet the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval subject to the following conditions:

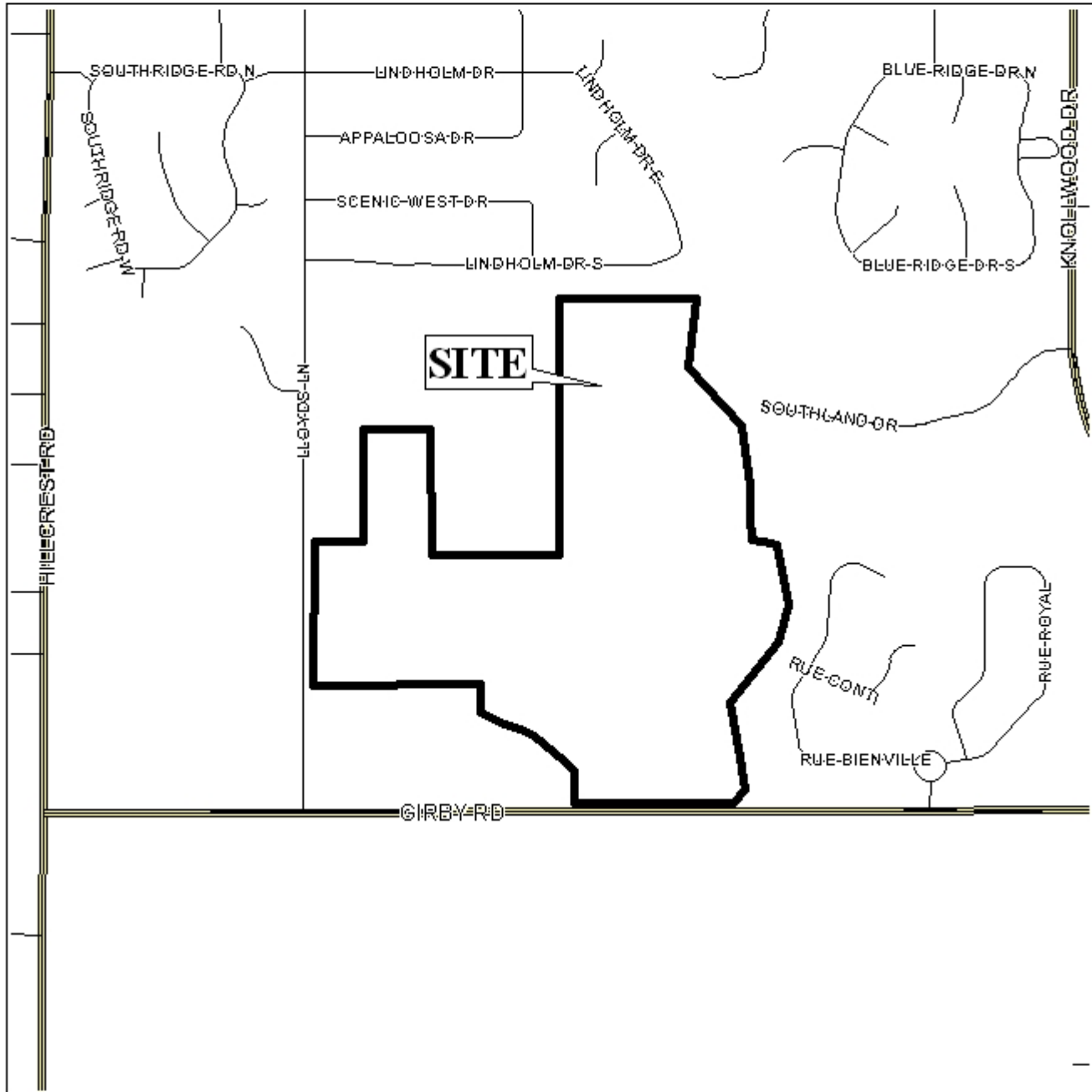
- 1) Revision of the plat to encompass the entirety of the parcels associated with the “future development” area;
- 2) Submission of applications to correct split-zoning conditions in the “future development” area in conjunction with the other future applications that will be required for the area;
- 3) Placement of a note on the plat stating that maintenance of the common areas is the responsibility of the homeowners (association);
- 4) Placement of a note on the plat stating that additional street-stub connections will be required in the “future development area” – to adjacent public streets and landlocked properties (for emergency access only);
- 5) Placement note on the site plan and plat stating that direct access to Girby Road and Lloyd’s Lane is denied for all lots and common areas, and each lot (and common area if required for maintenance purposes) should be limited to one curb-cut each, and each alley

- is limited to one curb-cut on each end, with the size, design and location to be approved by Traffic Engineering and comply with AASHTO standards;
- 6) full compliance with the Traffic Engineering comments (*Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Final approval for all driveways, proposed and existing will be given upon submittal of final plans*);
 - 7) full compliance with Engineering comments (*Show Minimum Finished Floor Elevation (FFE) on plans and plat for all lots located within the X-Shaded and AE Flood Zones. No fill allowed within a special flood hazard area without providing compensation or completing a flood study showing that there is no rise for the proposed fill within the special flood hazard area. Must comply with all storm water and flood control ordinances. Cannot concentrate storm water runoff to an adjacent property without a release agreement or a private drainage easement. 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 show 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 provide detention for any impervious area added since 1984 in excess of 4,000 square feet. Any work performed in the right of way will require a right of way permit. Need to verify that there is sufficient capacity for the receiving drainage system (i.e. downstream culvert at Girby Rd) to accept drainage from this property.*);
 - 8) Full compliance with Fire 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. Shall comply with Section 508.5.1 of the 2003 IFC.*);
 - 9) 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).*);
 - 10) Provision of documentation proving that adequate buildable area is provided for all lots with wetlands;
 - 11) Labeling of all lots with size in square feet, or provision of a table with the lot size information on the plat;
 - 12) Revision of the site plan and plat to also include site coverage information for the lots;
 - 13) Development of the site to be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species;
 - 14) Obtain all necessary federal, state and local permits for wetlands and floodplain issues;
 - 15) 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;
 - 16) Compliance with Section VIII. of the Subdivision Regulations, regarding the provision of a private street;
 - 17) Designation on the plat of utility easements acceptable to the appropriate provider of utility services within the subdivision;
 - 18) Placement of a note on the plat identifying which streets are private, and that they are privately maintained and not dedicated to the public;
 - 19) Placement of a note on the plat stating that if the private street is not constructed and maintained to the appropriate City standard, and is ultimately dedicated for public use

and maintenance, 100 percent of the cost of the improvements required to bring the street up to the prevailing standard shall be assessed to the property owners at the time the private street is dedicated, with the assessment running with the land to any subsequent property owners;

- 20) Placement of a note on the plat stating that the gate must remain operational and in use as a condition of the continuation of private street status; and
- 21) Full compliance with all other municipal codes and ordinances.

LOCATOR MAP



APPLICATION NUMBER 42 & 43 DATE June 5, 2008

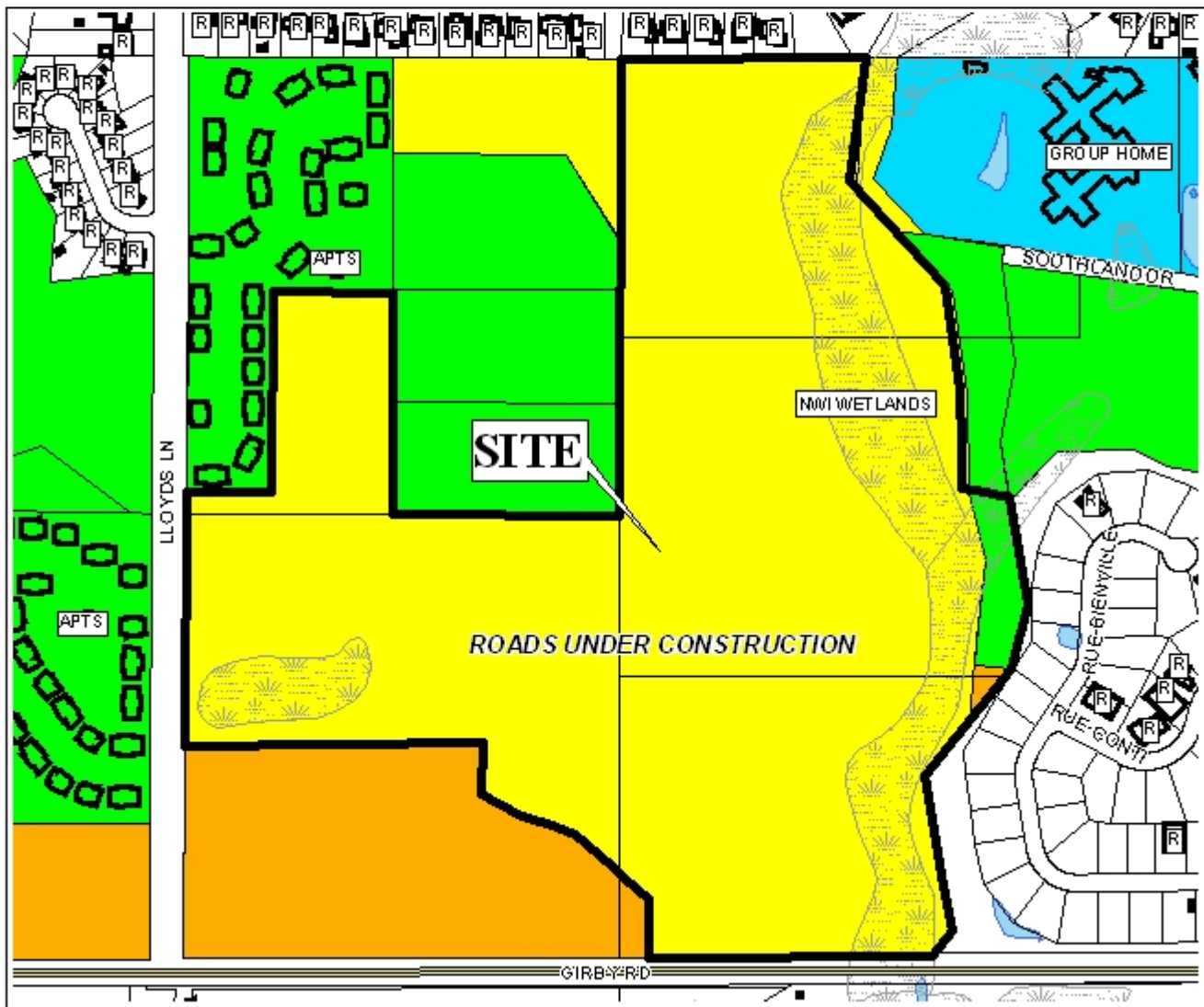
APPLICANT Longleaf Gates Subdivision

REQUEST Subdivision, Planned Unit Development



NTS

PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



This site is surrounded by residential landuse
with business landuse to the northeast and southwest.

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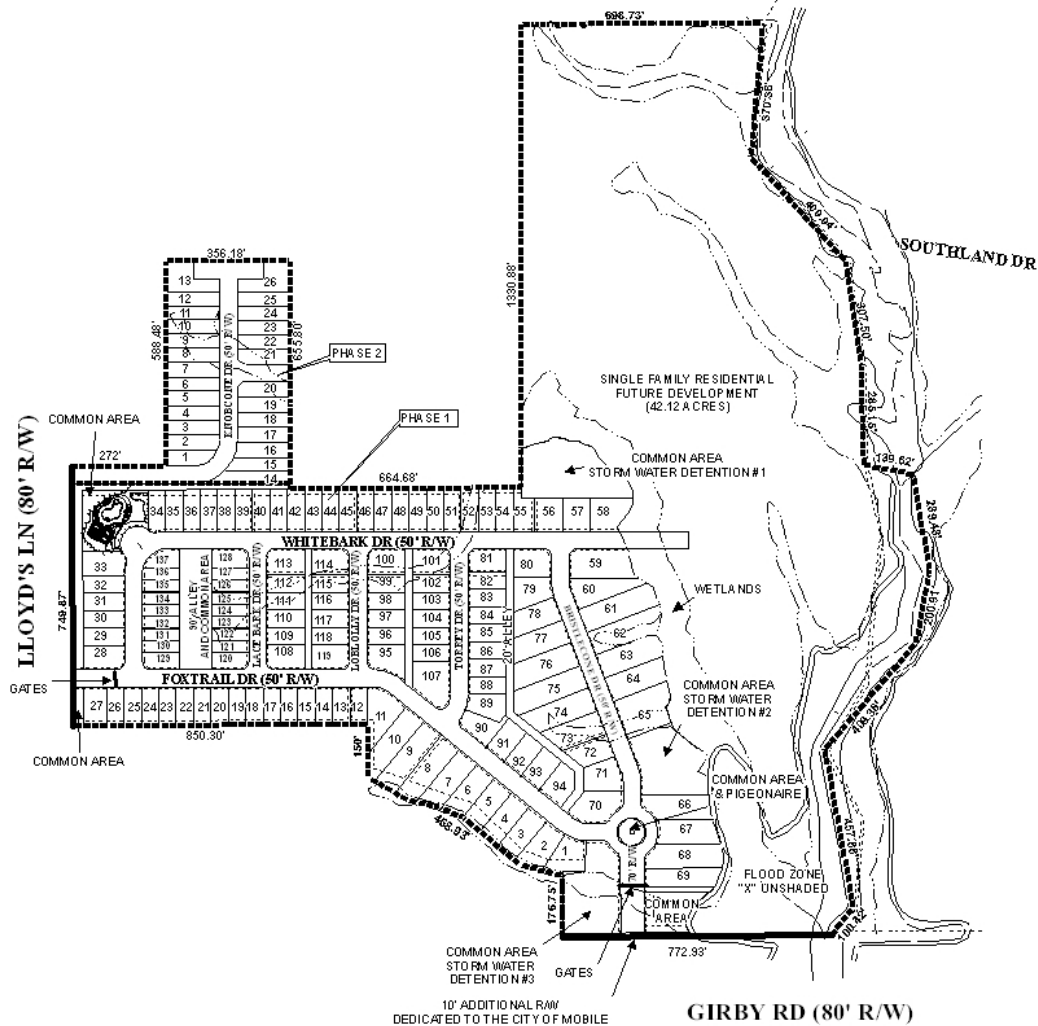
APPLICANT Longleaf Gates Subdivision

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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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SITE PLAN



The site plan illustrates the proposed development

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REQUEST Subdivision, Planned Unit Development

