

**PLANNED UNIT DEVELOPMENT
& SUBDIVISION STAFF REPORT****Date: October 3, 2013****DEVELOPMENT NAME**

Longleaf Gates Subdivision, Phase Two

SUBDIVISION NAME

Longleaf Gates Subdivision, Phase Two

North side of Girby Road extending to the East terminus of Whitebark Drive.

**CITY COUNCIL
DISTRICT**

District 6

AREA OF PROPERTY

61 Lots / 42.2± Acres

CONTEMPLATED USE

Planned Unit Development Approval to allow a private street subdivision, and Subdivision approval to create 61 legal lots of record from an existing metes and bounds parcel.

**TIME SCHEDULE
FOR DEVELOPMENT**

None given.

**ENGINEERING
COMMENTS**

Subdivision: The following comments should be addressed prior to acceptance and signature by the City Engineer: a.) Provide all of the required information on the Plat (i.e. signature blocks, signatures, certification statements, required notes, legend). b.) Add a note to the Plat stating that a Land Disturbance Permit will be required for any site improvements on the property. These improvements may require storm water detention. The Permit submittal shall be in accordance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17, Ordinance #65-007 & #65-045). c.) Add a signature for the Owner (notarized), Surveyor, Planning Commission and Traffic Engineer. d.) Add a note to the Plat stating that the approval of all applicable federal, state, and local agencies (including all stormwater runoff, wetland and floodplain requirements) would be required prior to the issuance of a permit for any land disturbance activity. e.) 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).

Planned Unit Development: 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). The applicant must also contact ALDOT – Ninth Division to see if any ALDOT Permits are required for this proposed project. 1) Any and all proposed development will need to be in conformance with the Storm Water Management and

Flood Control Ordinance (Mobile City Code, Chapter 17, Ordinance #65-007 & #65-045); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control. A flood study will be required for the proposed development. 2) A complete set of construction plans for the site work – including, but not limited to, drainage, utilities, grading, storm water detention systems, paving, and all above ground structures, will be required to be submitted with the Land Disturbance permit. These plans are to be submitted and approved prior to beginning any of the construction work. 3) It is recommended that the applicant consider revising Lots 11-13, and any others, to keep the Lots outside of the Special Flood Hazard Zones so that the property is not encumbered by the Flood Zone requirements. 4) Must comply with all Engineering Department Policy Letters: i.) 5-13-2009 Policy Letter (Car wash drains and dumpster pads to drain to Sanitary Sewer System) ii) 8-4-2004 Policy Letter (Video inspection of new Storm Sewer System Piping) iii.) 3-18-2004 Policy Letter (Additional subdivision street requirements).

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 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 sewer service has not been applied for. MAWSS cannot guarantee sewer service until the Capacity application is approved by Volkert Engineering, Inc.

REMARKS

The applicant is seeking Planned Unit Development Approval to allow a private street subdivision, and Subdivision approval to create 61 legal lots of record from an existing metes and bounds parcel. The site is located in Council District 6, and according to the applicant is served by public water and sanitary sewer services.

The site is the Future Development area of Longleaf Gates Subdivision, Phase One, Revised Plat, which was approved by the Commission in April, 2009. That was a private street gated subdivision with reduced lot sizes, reduced front yard and side yard setbacks, and increased site coverage. The current application is for a private street subdivision in which all lot sizes meet the required minimum size, no reduced setbacks are proposed, and no increased site coverage allowance is proposed. As access is strictly via the existing street stub of Whitebark Drive in Phase One, the proposed phase would also be a gated subdivision, albeit the gates would be the existing gates within Phase One. Since a private street is proposed, Planned Unit Development Approval is required.

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.

It should first be noted that the site is still split-zoned. Most of the site is zoned R-2, Two-Family Residential. There is an area of R-3, Multi-Family Residential, and B-2, Neighborhood Business, along the Eastern boundary of the subdivision, outside of any proposed lots but within a large common area. The 2009 subdivision approval specifically required rezoning applications to correct the split zoning within this area be submitted in conjunction with other future applications, but such was not submitted with this application. Since the subdivision is intended as a single-family development, it is recommended that the rezoning request be to R-1, Single-Family Residential.

The proposed lots, as depicted, meet the minimum size and frontage requirements as regulated by the Subdivision Regulations. The proposed 25' minimum building setback line is depicted and should also be shown on the Final Plat, if approved. Each lot is labeled with its size in square feet and acres and this, too, should also be shown on the Final Plat, or a table should be furnished on the Final Plat providing the same information, if approved. As the area containing the proposed lots is zoned R-2, a note should be required on the Final Plat stating that each lot is limited to 40% maximum site coverage by all structures.

A note on the plat indicates that a 10' drainage and utility easement is dedicated along the front of all lots and along the side of lot lines abutting a right-of-way. Other lots are indicated to have an easement crossing the lots. Although the 25' minimum building setback line would negate the construction of any structure within the dedicated 10' easement within the setback, a note should be required on the Final Plat stating that no structure may be constructed within any easements.

The site has frontage on Girby Road, a component of the Major Street Plan with a planned 100' right-of-way. As the plat indicates a current right-of-way width varying from 80' to 90' along the Girby Road frontage, dedication would be required to provide 50' from the centerline of Girby Road. Revision of the labeled size of the Southern common area may be necessary due to the dedication. Proposed streets within the subdivision are indicated to have a compliant 50' right-of-way, and cul-de-sacs to have a compliant 60' radius as required by Section V.B.14. of the Subdivision Regulations for closed-end streets without a central median. As a means of access control, a note should be required on the Final Plat stating that each lot and common area

is limited to one curb cut, with the size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. A note should also be required on the Final Plat stating that the Southern common area is denied direct access to Girby Road.

As all streets within the subdivision are to be private streets, the development of such should be in compliance with Section VIII of the Subdivision Regulations pertaining to private streets. Section VIII.E.1.a. does not allow private streets to serve adjacent properties, and it appears that the street stub in the Northwest portion appears to serve property not owned by the applicant. The 2009 approval conditioned additional street-stub connections will be required to adjacent public streets and landlocked properties (for emergency access only). Therefore, this stub should be replaced by a compliant 60' radius cul-de-sac with a shortened street stub labeled as "emergency access only" leading to the vacant property to the West. As on the plat, the streets should be labeled as "Private Street" on the Final Plat. A note would be required on the Final Plat stating that maintenance of the private streets is the responsibility of the property owners. And a note should be required on the Final Plat stating that if the private streets are not constructed and maintained to the appropriate City standard, and ultimately dedicated for public use and maintenance, 100 percent of the cost of the improvements required to bring the street up to the prevailing standards shall be assessed to the property owners at the time the private streets are dedicated, with the assessment running with the land to any subsequent property owners.

A large portion of the site is indicated to be common areas. The area adjacent to the East side of Lot 18 is not identified, but a telephone conversation with the engineer indicates this is to also be a common area; therefore, the plat should be revised to label this area as such with its size in square feet and acreage. A note should be required on the Final Plat stating that the maintenance of the common areas (detention areas) is the responsibility of the property owners.

Wetlands and a floodplain associated with Campground Creek are present on the site. The presence of floodplains and wetlands indicate 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.

Two copies of a revised site plan incorporating all conditions of approval for the PUD should be furnished to Planning prior to signing the Final Plat for the Subdivision.

With minor revisions, the Subdivision and PUD could be considered for approval. However, due to the fact that the correction of the split zoning was a condition of the approval for Phase One and no rezoning application was ever submitted, both applications should be heldover to the November 21st meeting to allow the applicant to submit such rezoning application, and to make revisions to the plat and site plan. The rezoning application, revised plat and revised site plan should be submitted no later than October 21st.

RECOMMENDATION

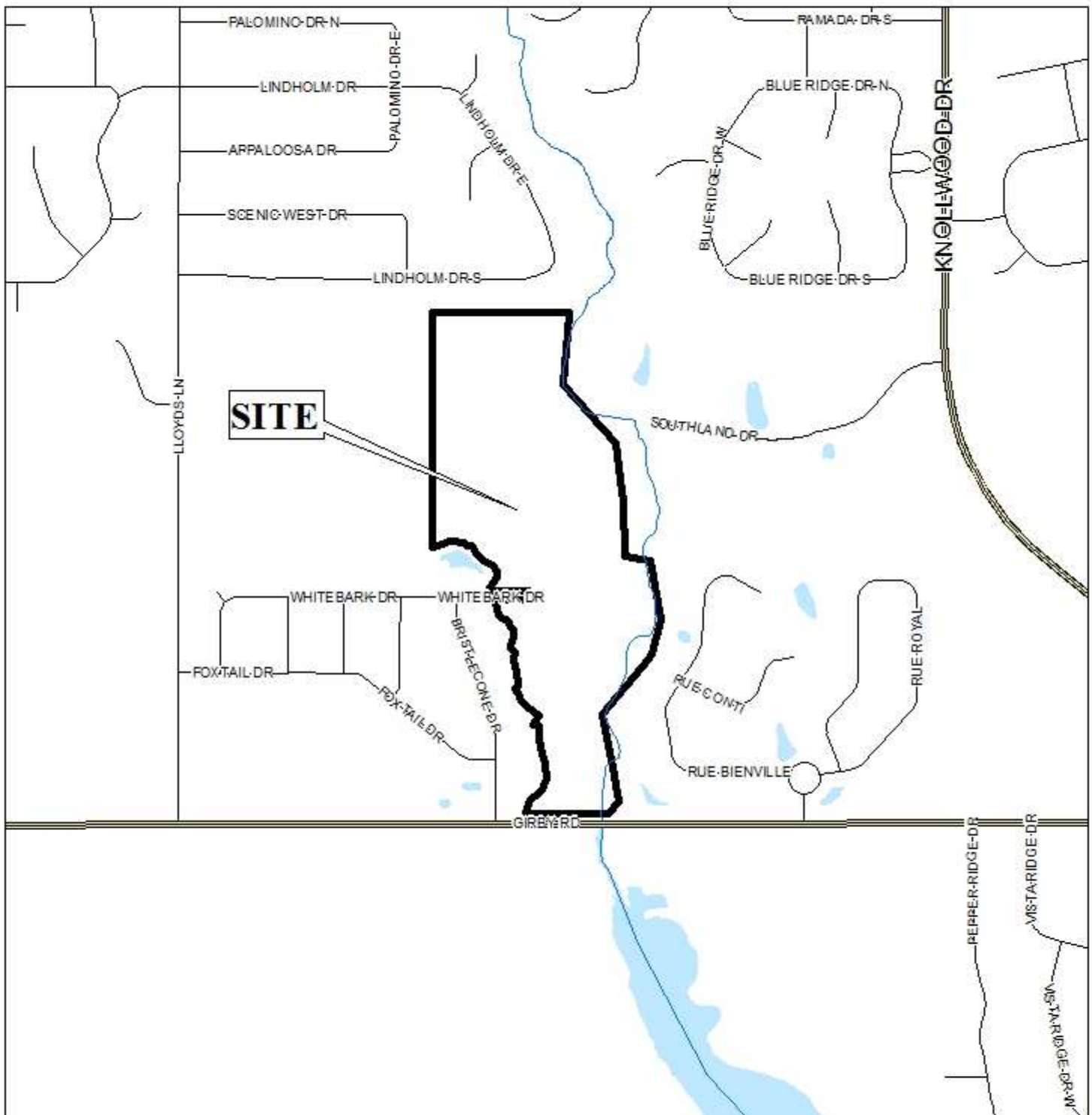
Subdivision: Based on the preceding, the subdivision is recommended for holdover to the meeting of November 21st in order to allow the applicant to submit a rezoning application to eliminate the split zoning within the Eastern portion of the site, and to revise the plat to address the following items:

- 1) illustration of the required dedication along Girby Road to provide 50' from the centerline;
- 2) revision of the labeled size of the Southern common area following the required dedication along Girby Road;
- 3) revision of the plat to label the area adjacent to the East of Lot 18 as a common area and also labeled with its size in square feet and acreage;
- 4) revision of the plat to indicate a compliant 60' radius cul-de-sac instead of a street-stub at the West terminus of Magpie Drive, with a shortened street-sub off it labeled "emergency access only" leading to the vacant property to the West.

Planned Unit Development: Based upon the preceding, the PUD application is recommended for holdover to the meeting of November 21st in order to allow the applicant to submit a rezoning application to eliminate the split zoning within the Eastern portion of the site, and to revise the site plan to address the following items:

- 1) illustration of the required dedication along Girby Road to provide 50' from the centerline;
- 2) revision of the labeled size of the Southern common area following the required dedication along Girby Road;
- 3) revision of the site plan to label the area adjacent to the East of Lot 18 as a common area and also labeled with its size in square feet and acreage;
- 4) revision of the site plan to indicate a compliant 60' radius cul-de-sac instead of a street-stub at the West terminus of Magpie Drive, with a shortened street-sub off it labeled "emergency access only" leading to the vacant property to the West.

LOCATOR MAP



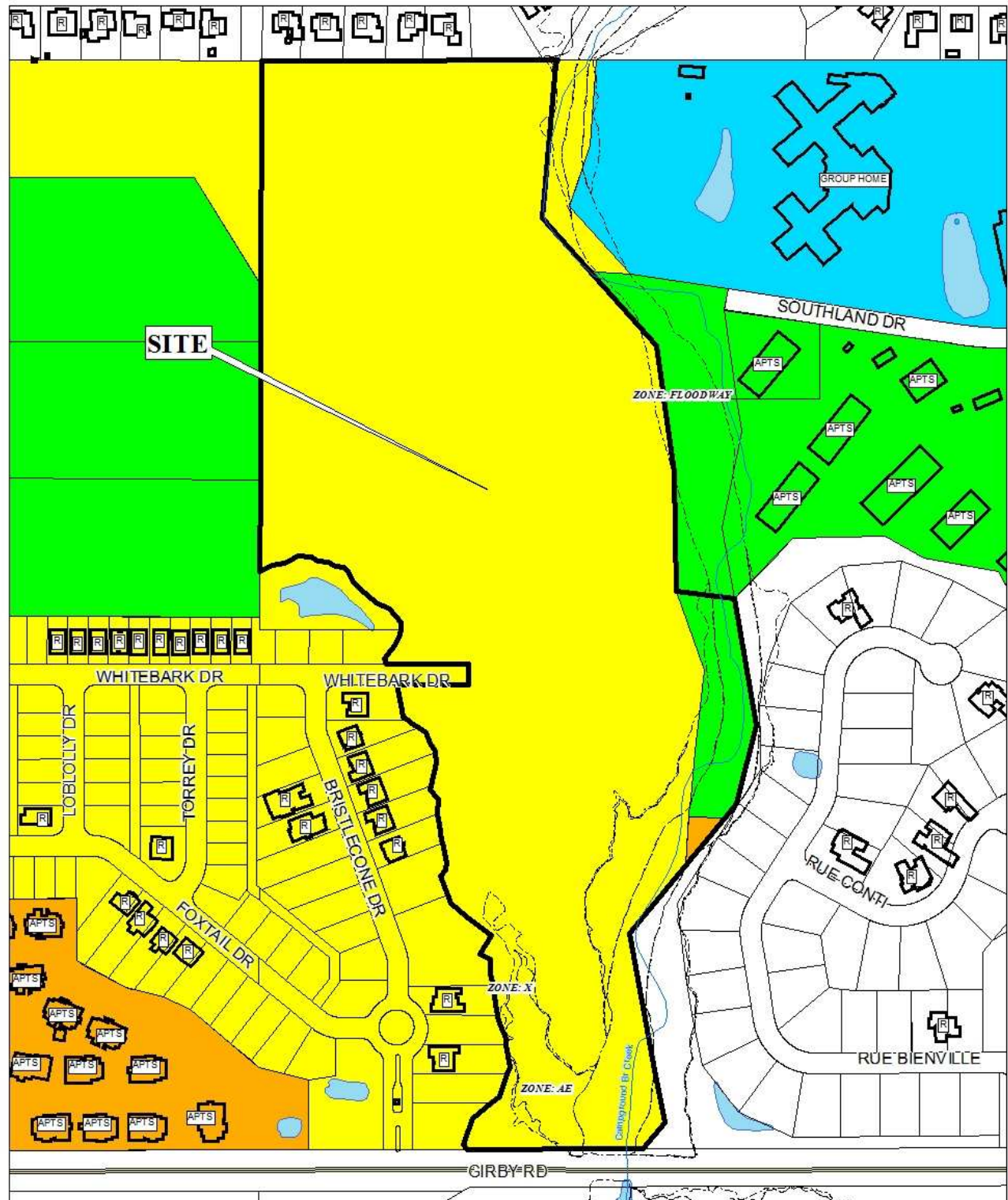
APPLICATION NUMBER 46 & 47 DATE October 3, 2013

APPLICANT Longleaf Gates Subdivision, Phase Two

REQUEST Subdivision, Planned Unit Development



PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by residential land use units.

APPLICATION NUMBER 46 & 47 DATE October 3, 2013

APPLICANT Longleaf Gates Subdivision, Phase Two

REQUEST Subdivision, Planned Unit Development

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

PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by residential land use units.

APPLICATION NUMBER 46 & 47 DATE August 5, 2013

APPLICANT Longleaf Gates Subdivision, Phase Two

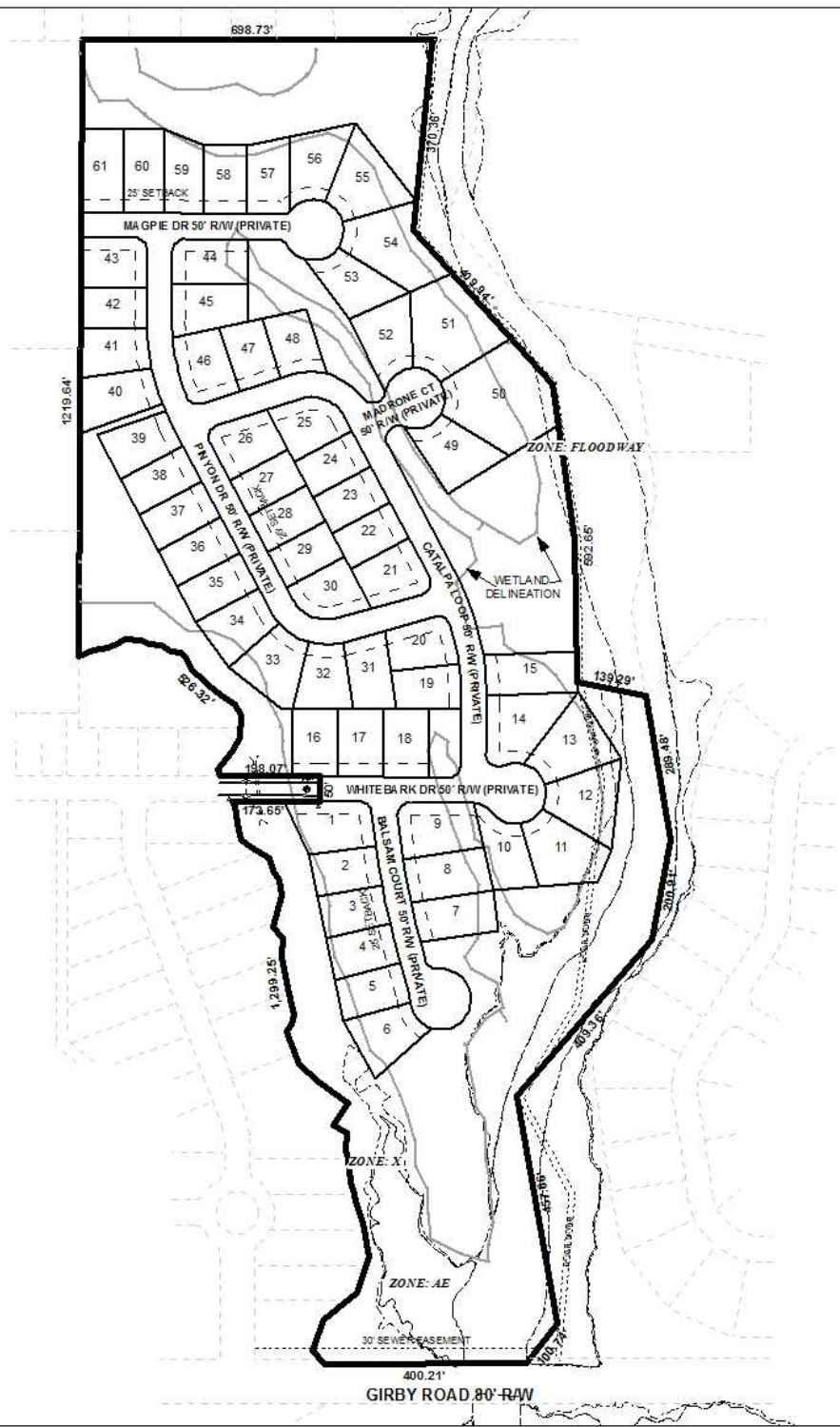
REQUEST Subdivision, Planned Unit Development

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



SITE PLAN



46 & 47

APPLICATION NUMBER <u> xxx </u> DATE <u>October 3, 2013</u>		 NTS																														
APPLICANT <u>Longleaf Gates Subdivision, Phase Two</u>																																
REQUEST <u>Subdivision, Planned Unit Development</u>																																
LEGEND <table border="0"> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>R-1</td> <td>R-2</td> <td>R-3</td> <td>R-A</td> <td>R-B</td> <td>H-B</td> <td>T-B</td> <td>B-1</td> <td>LB-2</td> <td>B-2</td> <td>B-3</td> <td>B-4</td> <td>B-5</td> <td>I-1</td> <td>I-2</td> </tr> </table>																		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
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																		