

**PLANNED UNIT DEVELOPMENT &  
SUBDIVISION STAFF REPORT**

**Date: September 16, 2004**

<b><u>DEVELOPMENT NAME</u></b>	Mount Island Place Subdivision
<b><u>SUBDIVISION NAME</u></b>	Mount Island Place Subdivision and La Louisiana Plantation II Subdivision
<b><u>LOCATION</u></b>	<b>Mount Island:</b> East side of Mount Island Drive East, 170'± North of Airport Boulevard, extending to the West terminus of Old Government Street <b>La Louisiana Plantation II:</b> Northeast corner of Airport Boulevard and Mount Island Drive East
<b><u>CITY COUNCIL DISTRICT</u></b>	District 5
<b><u>PRESENT ZONING</u></b>	R-1, Single-Family Residential
<b><u>AREA OF PROPERTY</u></b>	<b>Mount Island Place:</b> 3.9± acres                      10 Lots <b>La Louisiana Plantation II:</b> .6± acres                      1 Lot
<b><u>CONTEMPLATED USE</u></b>	<b>Mount Island Place:</b> Single-family residential subdivision with reduced setbacks and a private street. <b>La Louisiana Plantation II:</b> Continued Use as Parking Facility/Future Development
<b><u>TIME SCHEDULE FOR DEVELOPMENT</u></b>	Six-nine months

**ENGINEERING  
COMMENTS**

Since this property does not have frontage on Mount Island Place, all lots on the property will be issued one address at the termination of Old Government Street. In addition, all city services (garbage and trash pick-up) must be accessed from Old Government Street. Stormwater detention for all impervious areas located on the southernmost portion of the property, currently proposed as La Louisiana Plantation II Subdivision, should be provided in the Mount Island Place Subdivision detention pond. The parking lots were constructed in several different projects and detention was never provided. Therefore, this should be brought into compliance with this development. Must comply with all stormwater and flood control ordinances. Any work performed in the right of way will require a right of way permit.

**TRAFFIC ENGINEERING**

**COMMENTS**

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

**URBAN FORESTRY**

**COMMENTS**

Any work on or under the 40” Live Oak located on the East side of Lot 9, the 50” Live Oak located on Lot 7, the 50” Live Oak located on Lot 6, the 40” Live Oak located on Lot 5 and 6, and the 40” Live Oak located on Lot 5 are to be permitted and coordinated with Urban Forestry; removal to be permitted only in the case of disease or impending danger.

**REMARKS**

The applicant has submitted a Planned Unit Development application to allow a private road, single-family residential subdivision with reduced setbacks; and two subdivision applications to allow 10 lots fronting a private road (Mount Island Place), and one lot fronting Airport Boulevard (La Louisianan Plantation II).

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.

There is an extensive history associated with the site. In October 1994, PUD and subdivision applications for a 12 lot subdivision with a private street were considered by the Planning Commission. The applications were denied because some of the lots did not meet the minimum size requirements of the Subdivision Regulations; the proposed street did not meet the standards adopted by the Planning Commission for a private road; and there were questions about the use of the 10’ park strip as access to lots within a private development.

In January 1995, the Commission denied a 10-lot subdivision with a private road. Those applications were denied because the development contemplated access to the lots via the designated park strip along the West property line.

The current application proposes 10 lots fronting a private road and having reduced front and side yard setbacks. The application states that the property faces unusual difficulties because of the 10-foot park strip along the West property line and the number of large, old live oaks on the property. The application goes on to state that a 25-foot right-of-way is requested for the private street, rather than the 50-foot wide right-of-way required by the Subdivision Regulations. The applicant states that the 25-foot wide right-of-way would allow for the maximum utilization of the lots and would allow the developer to work around the large oaks located on almost each lot. Discussions with the applicant

have indicated that a 35' private road right-of-way would be possible. The applicant also proposes a modified turn around at the south end of the private road that would "allow emergency, mail, garbage, etc. easy access." It should be noted, however, municipal garbage service will not access the private street—all garbage and trash must be brought to Old Government Street.

Urban Forestry has conducted a site visit, and there are many trees that are recommended for preservation.

The Subdivision Regulations allow private road subdivisions for innovative design such as a traditional neighborhood development, gated community or patio homes. The Commission has in the past considered subdivisions with reduced setbacks as justification for a private road.

Section VIII. of the Subdivision Regulations allows the Planning Commission to modify the 50-foot right-of-way requirement where "topographic or other extraordinary or exceptional characteristics" exist; however, the "modification shall be the minimum modification that will make possible the reasonable subdivision of the land."

While the site is somewhat unique due to the park strip, this strip does not preclude development in accordance with all regulations. However, given the existing depth of the property (150'), in conjunction with the existing trees and constraints created by the drainage facility (Woodcock Creek), a reduction in the private street right-of-way to 35' may be appropriate.

As stated previously, use the park strip has been one of the reasons of the previous denials of applications for this property. In order to ensure that the park strip remains as such, a condition requiring the park strip to remain in its natural vegetative state would be appropriate.

One final point that must be addressed is the access from Old Government Street. While Old Government Street is a city right-of-way, the section from Pinehill Drive to the site in question is not improved to city standards. Construction of this section of Old Government Street must be accomplished prior to recording of the final plat.

**RECOMMENDATION**                      **Mount Island Place Planned Unit Development:**

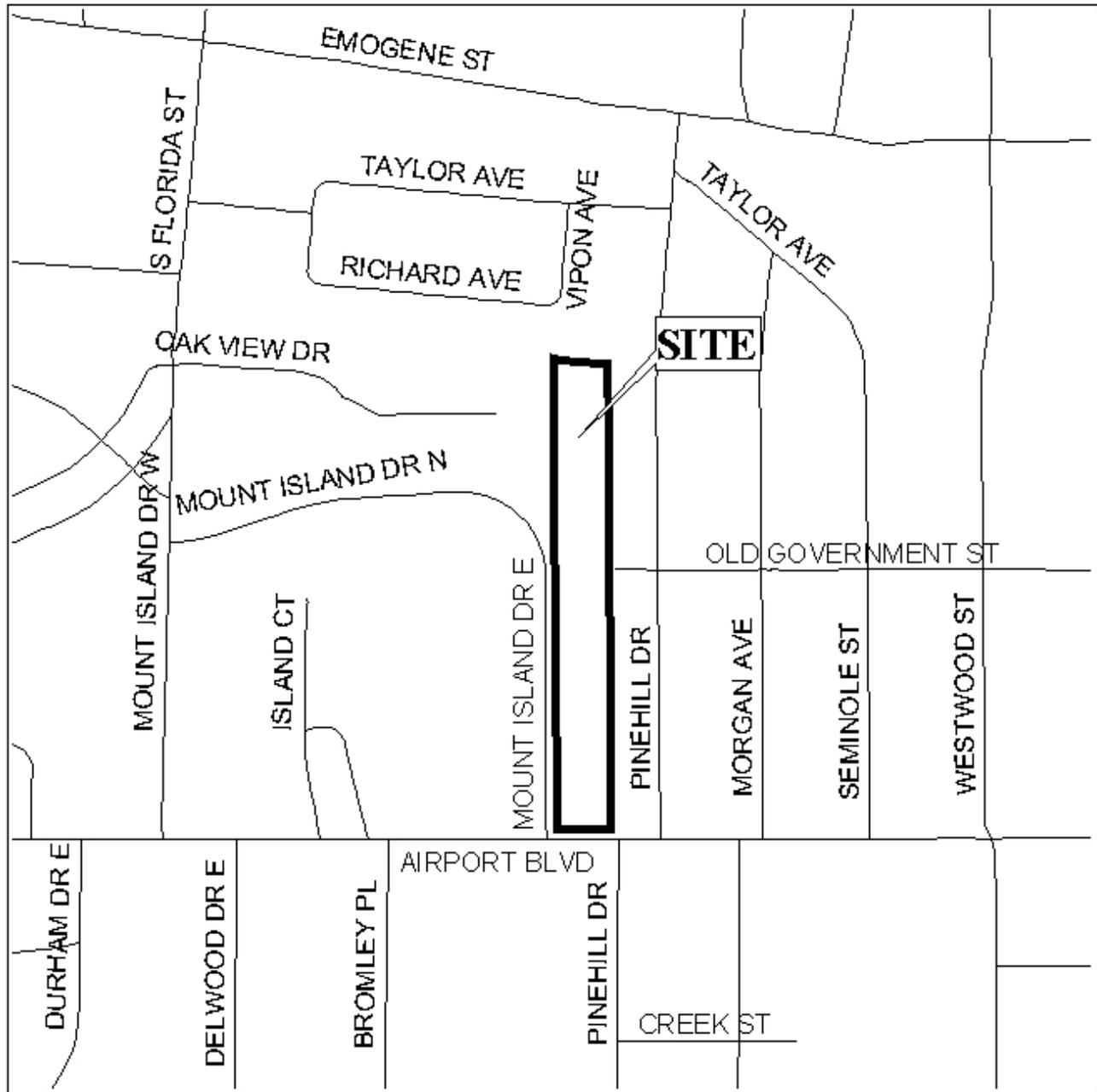
Based upon the preceding, it is recommended that this application be approved subject to the following conditions: 1) development limited to the revised plan illustrating the 35' private road right-of-way and reduced setbacks; 2) Old Government Street from Pinehill Drive to the site must be constructed prior to recording of the final plat; 3) completion of the subdivision process; 4) provision of a sidewalk along the West side of the private street; 5) the park strip along the West property line to remain in its natural, vegetative state; 6) compliance with Urban Forestry Comments (Any work on or under the 40" Live Oak located on the East side of Lot 9, the 50" Live Oak located on Lot 7, the 50" Live Oak located on Lot 6, the 40" Live Oak located on Lot 5 and 6, and the 40" Live Oak located on Lot 5 are to be permitted and coordinated with Urban Forestry; removal to be

permitted only in the case of disease or impending danger); and, 7) full compliance with all municipal codes and ordinances.

**Mount Island Place Subdivision:** Based on the preceding, it is recommended that this application be considered under the private road section of the Subdivision Regulations, and that due to unique and/or exceptional circumstances, the private road right-of-way be modified to allow a 35' right-of-way, subject to the following conditions: 1) Old Government Street from Pinehill Drive to the site must be constructed prior to recording of the final plat; 2) full compliance with Section VII.E.2 (Standards) of the Subdivision Regulations; 3) provision of a sidewalk along the West side of the private street; 4) placement of a note on the final plat stating that the park strip along the West property line to remain in its natural, vegetative state; and, 5) compliance with Urban Forestry Comments (Any work on or under the 40" Live Oak located on the East side of Lot 9, the 50" Live Oak located on Lot 7, the 50" Live Oak located on Lot 6, the 40" Live Oak located on Lot 5 and 6, and the 40" Live Oak located on Lot 5 are to be permitted and coordinated with Urban Forestry; removal to be permitted only in the case of disease or impending danger).

**La Louisiana Plantation II Subdivision:** based on the preceding, it is recommended that this application be approved subject to the following conditions: 1) placement of a note on the final plat stating that access is limited to one curb cut to Airport Boulevard, size location and design to be approved by the Traffic Engineering Department; and 2) changes in development will necessitate a PUD and possible rezoning.

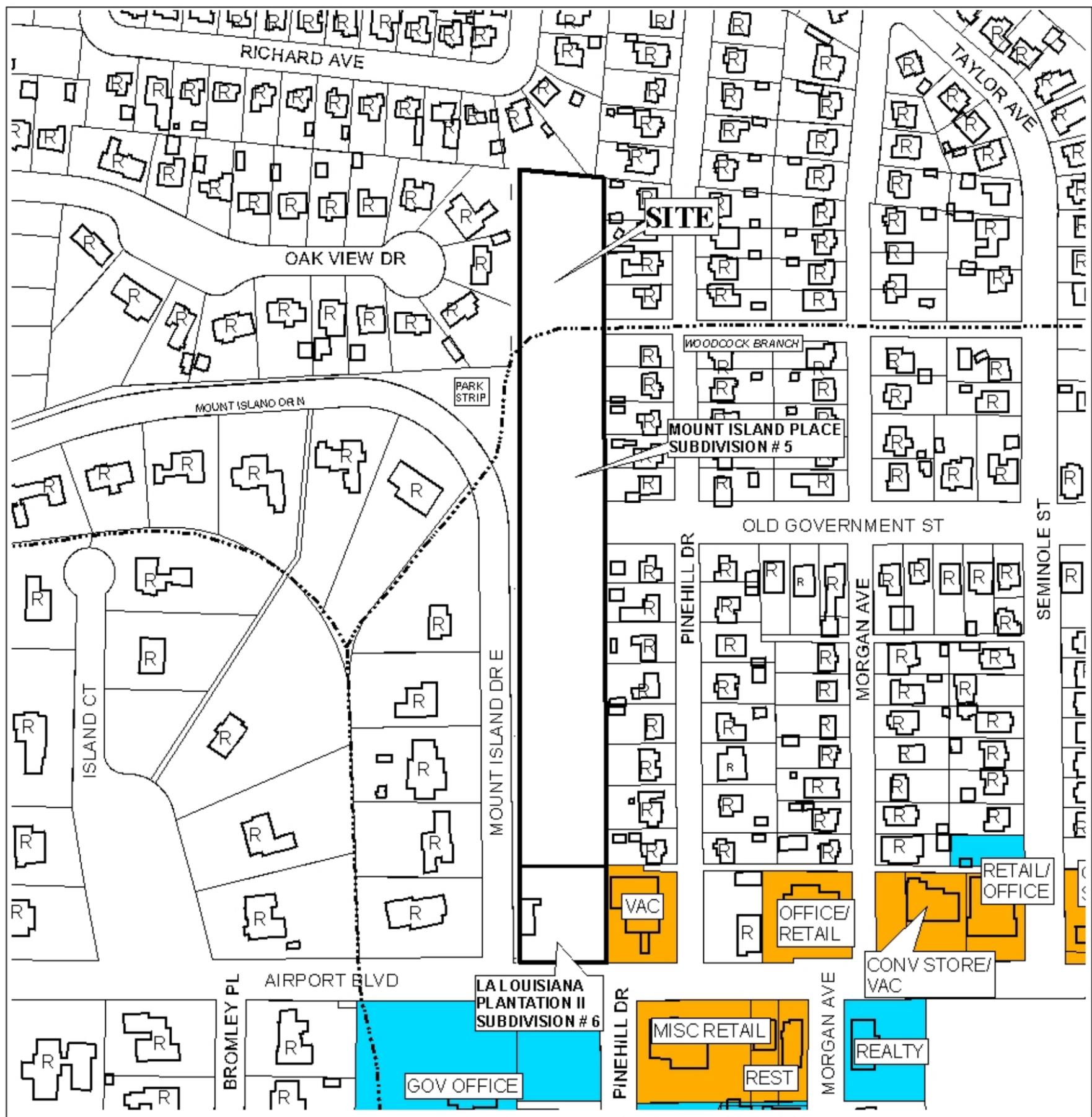
# LOCATOR MAP



APPLICATION NUMBER 4 & 5 & 6 DATE September 16, 2004  
APPLICANT Mount Island Place Subdivision  
REQUEST Planned Unit Development, Subdivision



# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



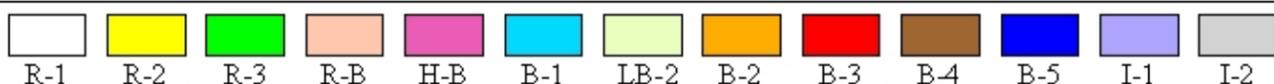
The site is surrounded by single family residential dwellings, with miscellaneous offices and retail located to the South.

APPLICATION NUMBER 4 & 5 & 6      DATE September 16, 2004

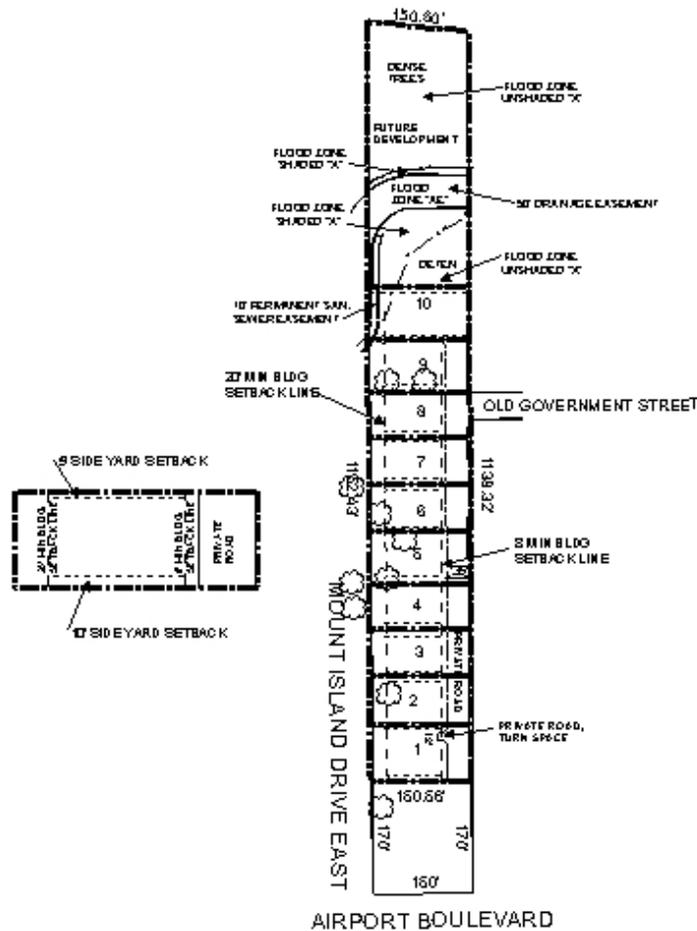
APPLICANT Mount Island Place Subdivision

REQUEST Planned Unit Development, Subdivision

LEGEND



# SITE PLAN



The site is located on the East side of Mount Island Drive East, 170' North of Airport Boulevard, extending to the West terminus of Old Government Street. The plan illustrates the proposed subdivision.

APPLICATION NUMBER 4 & 5 & 6 DATE September 16, 2004  
 APPLICANT Mount Island Place Subdivision  
 REQUEST Planned Unit Development

