

ARCATA WOODS SUBDIVISION

Engineering Comments: Must comply with the Mobile County Flood Damage Prevention Ordinance.

The plat illustrates the proposed 427 lot, 229.3 ± acre subdivision which is located at the West terminus of Belmont Park Drive, extending to the South side of Ben Hamilton Road at the South terminus of Mose Circle (private street). The subdivision is served by public water and sewer systems.

The purpose of this application is to create a 427-lot subdivision from five parcels and one lot. The preliminary plat depicts a total of eight phases, with from 40 to 100 lots per phase. It should be noted that a count by staff of the lots depicted on the preliminary plat results in 446 lots, rather than 427 lots as labeled on the plat.

The site fronts onto Ben Hamilton Road, Dawes Lane Extension and Belmont Park Drive. All three roads are minor streets with adequate rights-of-way. All three roads appear to have a pavement width of approximately 18 feet, and lack curb and gutter.

While the site does not have any frontage on existing major streets, the proposed Airport Road – Airport Road Extension major street bisects the site. According to the Major Street Plan component of the Comprehensive Plan, the right-of-way for the proposed Airport Road – Airport Road Extension major street should be 100-feet in width. Therefore, the preliminary plat should be revised to accommodate the proposed major street.

The proposed 60-foot roadway connection on the East side, linking the first phase of the site to the intersection of Dawes Lane Extension and Belmont Park Drive, appears to include property for which no letters of authorization are included within the application packet. As the proposed roadway would result in the subdivision of land from these parcels, the applicants must provide evidence that the owners of these parcels have given their consent to subdivide their property. Furthermore, lots of record must be created for the parcels in question due to existing structures on the properties.

A 60-foot wide roadway easement on the West side of the site is included in the legal description for the site and depicted on the preliminary plat. Access to the site via this easement should be denied, or the parcel in question should be included as part of the application, and the easement provided as a legitimate public right-of-way or private street.

Multiple traffic calming devices have been depicted on the preliminary plat. Communication with the Mobile County Engineering Department indicates that additional traffic calming devices may be necessary due to the non-intersected straight length of some of the proposed roads.

Generally, blocks lengths provided within the development meet the minimum requirements of Section V.C.1. of the Subdivision Regulations. It should be pointed out that the roads surrounding the proposed “Phase Seven” essentially create a “superblock” with limited North-

South access within the development: an interior street linking “Phase Five” to “Phase Eight,” through “Phase Seven” would facilitate pedestrian, vehicular and emergency access within the development.

The overall site is bounded by between seven or eight land-locked parcels (the question of how many relates to the design of the proposed road on the Eastern side of the site). The development, as currently designed, appears to provide access or street stubs to three or four of these parcels. The subdivision should be redesigned to provide access to all land-locked parcels abutting the site.

Three detention areas are depicted on the preliminary plat. Two of the detention areas appear to either have frontage on a proposed street, or access from a street via a greenspace common area. The Eastern most detention area does not appear to be accessible via an easement or common area, and does not front a proposed street. The plat should be revised to provide some form of dedicated access to the detention area to allow maintenance of the detention facility.

It should also be noted that the Eastern most detention area is adjacent to an area of land over 12 acres in size, with no indication of its use or status as it relates to the development. There are also several smaller areas that are unaccounted for in terms of common area or development. The plat should be revised to fully account for and label all land included as part of the development.

The plat for the Duncan Subdivision, from which a lot will be used for the proposed development, depicts a drainage easement that is not reflected on the preliminary plat for this application. The preliminary plat should be revised to depict this easement.

As previously mentioned, the preliminary plat is labeled as providing 427 lots, yet repeated staff counts indicate a total of 446 lots. The discrepancy between the labeled and counted lots should be resolved.

It appears that each lot meets the minimum size requirements for developments with access to public water and sewer. Due to the size of the development, it is requested that the applicant revise the preliminary plat 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 25-foot minimum building setback line, required in Section V.D.9., is not shown for the subdivision, but would be required on the final plat, if approved.

Greenspaces and detention areas are depicted on the preliminary plat. All common areas, whether greenspaces, detention areas, or other, should be labeled as such, and a note should be placed on the final plat, if approved, stating that maintenance of all common areas shall be the responsibility of the subdivision’s property owners.

Phasing for the development of the site appears to begin on the Eastern side of the site, depending upon an access road 1,300 ± feet in length linking the development to the intersection of Dawes Lane Extension and Belmont Park Drive. This end of the site is nearer to other major

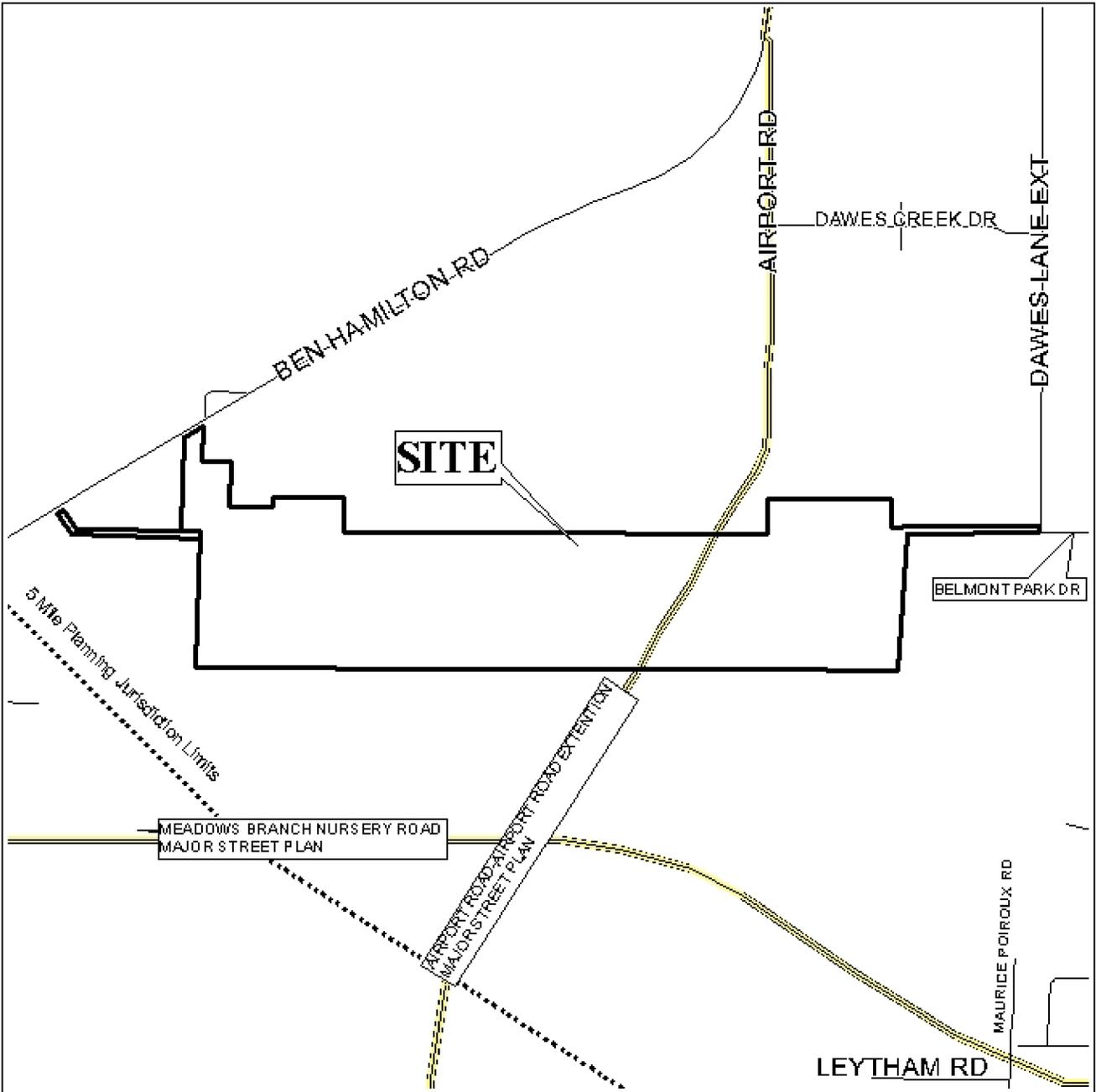
streets such as McDonald Road and Theodore-Dawes Road West, however, it would seem more appropriate to Urban Development staff if the first two phases of development start on the Western side, at Ben Hamilton Road. Ben Hamilton Road appears to be better maintained, and thus better able to accommodate the considerable traffic that this development will generate due to the number of proposed lots.

This site is located in Mobile County, thus a note should be placed on the final plat stating that any lots which are developed commercially and adjoin residentially developed property must provide a buffer, in compliance with Section V.A.7. of the Subdivision Regulations.

Finally, the legal description may have errors relating to the establishment of the point of beginning. The application also has included an erroneous parcel number.

Based upon the preceding, the plat is recommended for Holdover until the September 21st meeting, with revisions due to Urban Development by August 29th, for the following reasons: 1) revision of the plat to accommodate the proposed Airport Road – Airport Road Extension major street, including the necessary dedication of land to Mobile County; 2) provision of letters of authorization from all property owners that will have land directly impacted by the proposed development, specifically for the 60-foot road on the East side of the development; 3) provision of additional traffic calming devices, in consultation with the Mobile County Engineering Department; 4) provision of additional road connections, to provide internal connectivity in compliance with Section V.C.1. of the Subdivision Regulations; 5) provision of connections to all abutting land-locked properties, in compliance with Section V.B.1. of the Subdivision Regulations; 6) provision of access, via identified easement, green space or directly, to all detention areas depicted on the plat; 7) identification of all portions of the site to fully account for all acreage and the manner of site development; 8) depiction of any existing drainage easements associated with previous subdivisions (Lot 1, Duncan Subdivision); 9) resolution of the total number of lots so that the number depicted on the plat reflect the number claimed on the application; 10) identification of the size of all lots in square feet, either via a table on the plat, or by the labeling of each lot, to ensure that each lot meets the minimum lot size identified in Section V.D.2. of the Subdivision Regulations; 11) depiction of the 25-foot minimum building setback line, in conformance with Section V.D.9. of the Subdivision Regulations; 12) identification and labeling of all common areas, including greenspaces, road medians, and detention areas, and placement of a note on the plat stating that maintenance of all common areas shall be the responsibility of the subdivision's property owners; 13) rephrasing of the development to start from Ben Hamilton Road, or provision of a written explanation regarding the phasing scheme for the subdivision; 14) placement of a note on the final plat stating that any lots which are developed commercially and adjoin residentially developed property must provide a buffer, in compliance with Section V.A.7. of the Subdivision Regulations; 15) revision of the legal description, if necessary, to correct any errors associated with locating the point of beginning, and provision of the correct parcel numbers for the entire site; and 16) placement of a note on the plat stating that access to the 60-foot roadway easement on the West side of site is denied, or inclusion of the parcel to provide a legitimate means of access as a public or private street.

LOCATOR MAP

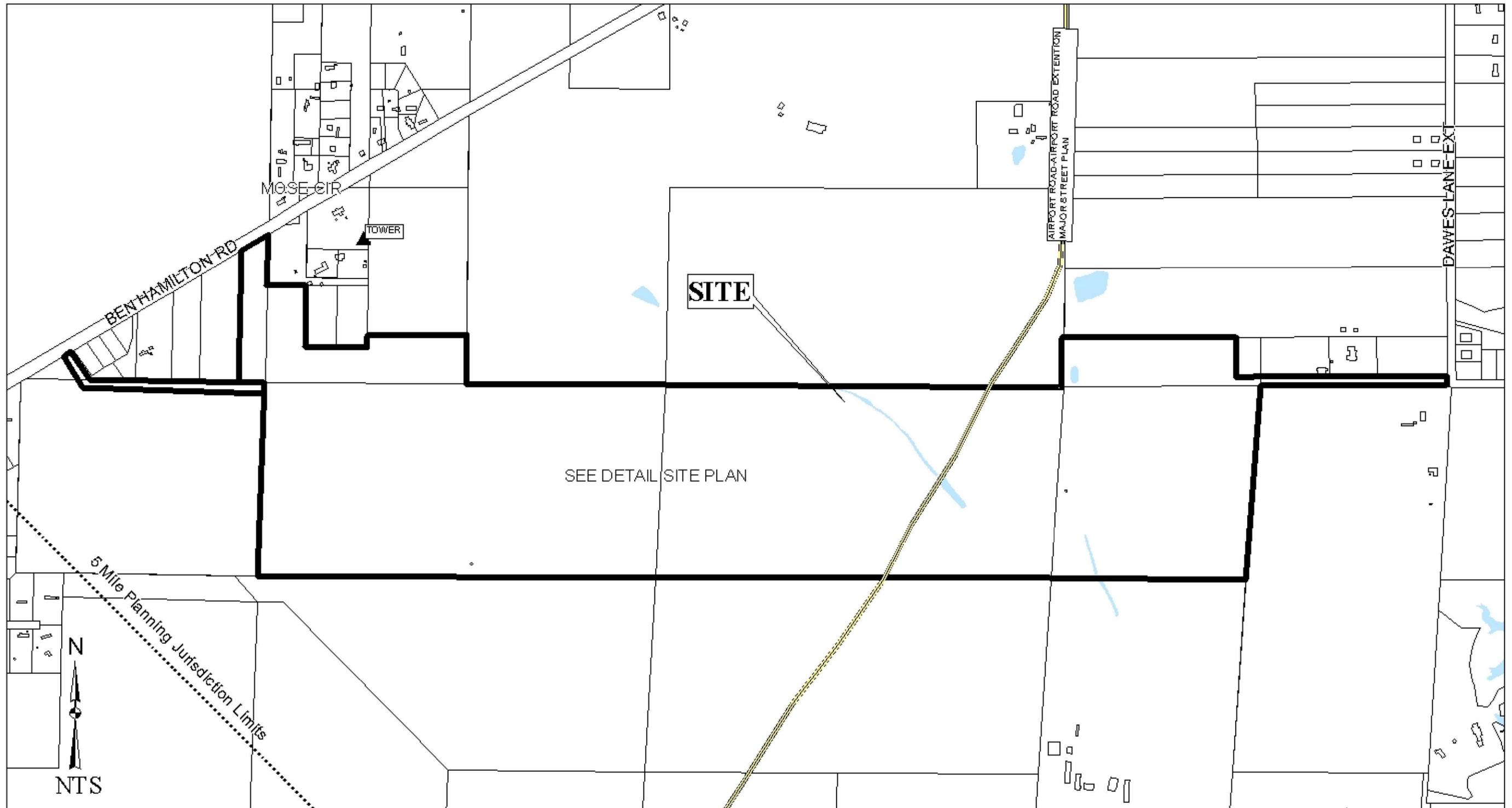


APPLICATION NUMBER 14 DATE August 17, 2006
APPLICANT Arcata Woods Subdivision
REQUEST Subdivision



NTS

ARCATA WOODS SUBDIVISION



APPLICATION NUMBER 14 DATE August 17, 2006

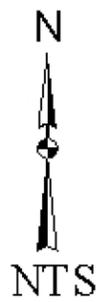
LEGEND														
	R-1	R-2	R-3	R-A	R-B	H-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2

ARCATA WOODS SUBDIVISION



- PHASE 1 - 50 LOTS
- PHASE 2 - 54 LOTS
- PHASE 3 - 50 LOTS
- PHASE 4 - 40 LOTS
- PHASE 5 - 57 LOTS
- PHASE 6 - 100 LOTS
- PHASE 7 - 33 LOTS
- PHASE 8 - 62 LOTS

- TOTAL 446 LOTS**



APPLICATION NUMBER 14 DATE August 17, 2006

LEGEND

R-1	R-2	R-3	R-A	R-B	H-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2	