



Agenda Item # 11

SUB-002996-2024 & SUB-SW-002972-2024

View additional details on this proposal and all application materials using the following link:

[Applicant Materials for Consideration – Subdivision](#)

[Applicant Materials for Consideration – Sidewalk Waiver](#)

DETAILS

Location:

2301 McFarland Road

Subdivision Name:

Anglebrook Subdivision

Applicant / Agent:

Heather Bell, Sawgrass Consulting

Property Owners:

D. R. Horton, Inc.

Current Zoning:

R-1, Single-Family Suburban District

Future Land Use:

Low Density Residential

Applicable Codes, Policies, and Plans:

- Unified Development Code
- Subdivision Regulations
- Map for Mobile Comprehensive Plan

Proposal:

- Subdivision approval to create 108 legal lots of record.
- Waive construction of a sidewalk along McFarland Road.

Commission Considerations:

1. Subdivision proposal with eight (8) conditions; and
2. Sidewalk Waiver request.


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PLANNING COMMISSION VICINITY MAP - EXISTING AERIAL



The site is surrounded by residential units. Commercial units lie southwest of the site.

APPLICATION NUMBER <u> 11 </u> DATE <u> July 18, 2024 </u>	 NTS
APPLICANT <u> Anglebrook Subdivision </u>	
REQUEST <u> Subdivision, Sidewalk Waiver </u>	

SITE HISTORY

The site was the subject of a two-lot subdivision, CYN-CLIF-SCO, Schambeau, Nichols Division, approved by the Mobile County Commission in July 2022.

Lot 1 of that subdivision was subsequently approved as Anglebrook Subdivision by the County Commission.

The area of the proposed subdivision was annexed into the City of Mobile in July 2023 and was subsequently assigned its current R-1, Single-Family Residential Suburban zoning classification. Construction of streets within the proposed subdivision was begun, but as the site is now within the City, the Final Plat must be approved by the Planning Commission according to the City's Subdivision Regulations.

The site has never been before the Board of Zoning Adjustment.

STAFF COMMENTS

Engineering Comments:

Subdivision:

FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review):

- A. Provide all of the required information on the SUBDIVISION PLAT (i.e. signature blocks, signatures, certification statements, written legal description, required notes, legend, scale, bearings and distances) that is required by the current Alabama State Board of Licensure for Professional Engineers and Land Surveyors.
- B. Provide and label the monument set or found at each subdivision corner.
- C. Provide the recording data for the previously dedicated ROW on McFarland Rd.
- D. Label every proposed drainage easement as "PRIVATE"; except that the drainage easement between LOT 76, 77, 90, and 91 shall be labeled as "PUBLIC".
- E. Provide a table of "PROPOSED WEIGHTED RUNOFF COEFFICIENT (Cw)" for each LOT.
- F. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- G. Add a note that the proposed roadway and stormwater improvements shall be complete and approved prior to issuing any residential construction permits.
- H. Provide the as-built certification form, test reports, etc. and as-built plans for the proposed infrastructure prior to providing a copy of the FINAL PLAT to the Engineering Dept. for FINAL PLAT review.
- I. The street must be submitted for acceptance by the Mobile City Council prior to submitting the Final Plat for City Engineer signature.
- J. Email a pdf copy of the FINAL SUBDIVISION PLAT and LETTER OF DECISION to the Permitting Engineering Dept. for review at land.disturbance@cityofmobile.org prior to obtaining any signatures. No signatures are required on the drawing.

Sidewalk Waiver:

It appears that there is sufficient room within the proposed ROW for the construction of a sidewalk that could be approved through the Permit process.

Traffic Engineering Comments:

The shown future development of this Subdivision will require a traffic impact study. Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Any required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Article 3, Section 64-3-12 of the City's Unified Development Code.

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 [Act 929 of the 1961 Regular Session of the Alabama Legislature (Acts 1961, p. 1487), as amended, and City Code Chapters 57 and 65]. Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from undeveloped residential sites, developed residential sites in historic districts, and all commercial sites will require a tree removal permit.

Fire Department Comments:

All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance (2021 International Fire Code). Fire apparatus access is required to be within 150' of all non-sprinklered commercial buildings and within 300' of all sprinklered commercial buildings. Fire water supply for all commercial buildings will be required to meet the guidance of Appendices B and C of the 2021 International Fire Code. The minimum requirement for fire hydrants is to be within 400' of non-sprinkled commercial buildings, within 600' of sprinkled commercial buildings, and within 100' of fire department connections (FDC) for both standpipes and sprinkler systems.

Planning Comments:

Subdivision

The purpose of this application is to create 108 legal lots of record from one (1) existing legal lot of record. The site is served by public water and sanitary sewer services.

The site fronts onto McFarland Road, a component of the Major Street Plan identified as a minor arterial road with a planned 100-foot right-of-way. As dedication was recorded to provide an additional 20 feet along McFarland Road with the previous subdivision, there is currently more than a 50-foot right-of-way from the centerline of McFarland Road; therefore, no dedication would be required. If approved, the right-of-way width of McFarland Road should be retained on the Final Plat. The plat should be revised to label McFarland Road with its current right-of-way width from the centerline of McFarland Road along the site's frontage.

The preliminary plat indicates a Common Area on the North and South sides of the entrance street (Anglebrook Road North) off McFarland Road with a 25-foot minimum building setback line off both streets, and this should be retained on the Final Plat, if approved. Throughout the rest of the subdivision, a 25-foot minimum building setback line is illustrated along all lot frontages and Common Area frontages. This should be retained on the Final Plat, if approved.

All lots and Common Areas are dimensioned on the preliminary plat and labeled with their areas in both square feet and acres. All proposed lots meet the minimum size requirements of Section 6.C.2(b)(2) of the Subdivision Regulations for residential lots located within an area designated as Suburban in the Unified Development Code. The lot dimensions should be retained on the Final Plat, if approved, as well as the lot size labels, or a table should be furnished on the Final Plat providing the lot sizes in both square feet and acres. Proposed Lots 22, 23, 24, 46

and 47 would exceed the depth-to width ratio of Section 6.C.3. of the Subdivision Regulations and would require a waiver of that section, if approved. No lot number label was provided on Lot 77; therefore, the plat should be revised to label Lot 77.

It should be noted that proposed Lot 108 is intended to be a multi-family development within the proposed single-family subdivision. This concept was approved when the subdivision was originally reviewed and approved by the County Commission prior to annexation. As there is no zoning within the unincorporated areas of the County, this concept was allowable. However, now that the site is within the City of Mobile, Lot 108 cannot be developed for multi-family residential use until its area is rezoned to at least an R-3, Multi-Family Residential Suburban classification. The ZONING table on the preliminary plat should be revised to R-1, Single-Family Residential Suburban on the Final Plat, if approved.

One (1) of the proposed streets into the subdivision is indicated to be over 600 feet in length terminating in a cul-de-sac. Section 6.B.3. of the Subdivision Regulations states that closed-end streets shall not, ordinarily, be over 600 feet in length. Therefore, if approved, a waiver of Section 6.B.3. would be required. All proposed streets are indicated to have a compliant 50-foot right-of-way, and the right-of-way width of all streets should be retained on the Final Plat, if approved.

The names of the proposed streets are provided on the preliminary plat and should be coordinated with Engineering to avoid any duplicate street names within the Mobile City limits.

There are numerous Common Areas proposed within the subdivision. Therefore, a note should be required on the Final Plat, if approved, stating that the maintenance of all Common Areas is the responsibility of the property owners and not the City of Mobile. The preliminary plat also indicates numerous drainage and utility easements throughout the site. Therefore, if approved, a note should be placed on the Final Plat stating that no structure shall be constructed or placed in any easement without permission of the easement holder.

There are multiple corner lots, each requiring a 25-foot corner radius where the proposed streets will intersect, per Section 6.C.6. A table on the plat indicates the site will comply with this requirement and should be retained on the Final Plat, if approved.

Sidewalk Waiver

As mentioned, the applicant plans to develop a 108-lot single-family residential subdivision on the site. As such, full compliance with the UDC standards is required which includes the provision of sidewalks along all street frontages.

The applicant seeks relief from the requirement to provide a sidewalk along the McFarland Road frontage. The applicant's narrative is available via the link on the first page of this report. The narrative references that there are no existing sidewalks in the project area and that it should also be noted that this project was originally approved and permitted without sidewalks along McFarland Road when the subdivision was reviewed under the County's jurisdiction. It is further noted that this project was midway through construction when it was annexed into the City of Mobile.

The preliminary plat indicates that sidewalks are to be provided along interior street frontages.

While there are no sidewalks within the vicinity of the subject site, there is a Mobile County public school on the East side of McFarland Road adjacent to the North side of the site. and a grocery store and retail center on the South side of the site. Thus, as properties are developed, the possibility of increased pedestrian traffic to those

sites exists. Engineering states that it appears that there is sufficient room within the proposed ROW for the construction of a sidewalk that could be approved through the Permit process.

SUBDIVISION CONSIDERATIONS

Standards of Review:

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.

Considerations:

If the Planning Commission considers approving the Subdivision request, and with waivers of Section 6.B.3. and Section 6.C.3. of the Subdivision Regulations, the following conditions could apply:

1. Retention of the right-of-way width of McFarland Road and all internal streets on the Final Plat;
2. Retention of the 25-foot minimum building setback line along all street frontages;
3. Retention of the note on the Final Plat stating that maintenance of all common areas and stormwater detention areas is the responsibility of the property owners and not the City of Mobile;
4. Placement of a note on the Final Plat stating that no structure shall be constructed or placed in any easement without permission of the easement holder;
5. Compliance with all Engineering comments noted in this staff report;
6. Placement of a note on the Final Plat stating all Traffic Engineering comments noted in this staff report;
7. Compliance with all Urban Forestry comments noted in this staff report; and,
8. Compliance with all Fire Department comments noted in this staff report.

SIDEWALK WAIVER CONSIDERATIONS

Standards of Review:

The Mobile City Council adopted a “Complete Streets” policy on May 31, 2011. The purpose of the Complete Streets Policy is to support the design and construction of streets to enable safe access to all users, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and abilities.

Sidewalks are typically encouraged, even in industrial developments, although the appropriateness of sidewalks should also take into account the existing infrastructure in the area, i.e., does the construction of the existing roadway safely allow for a sidewalk to be utilized.

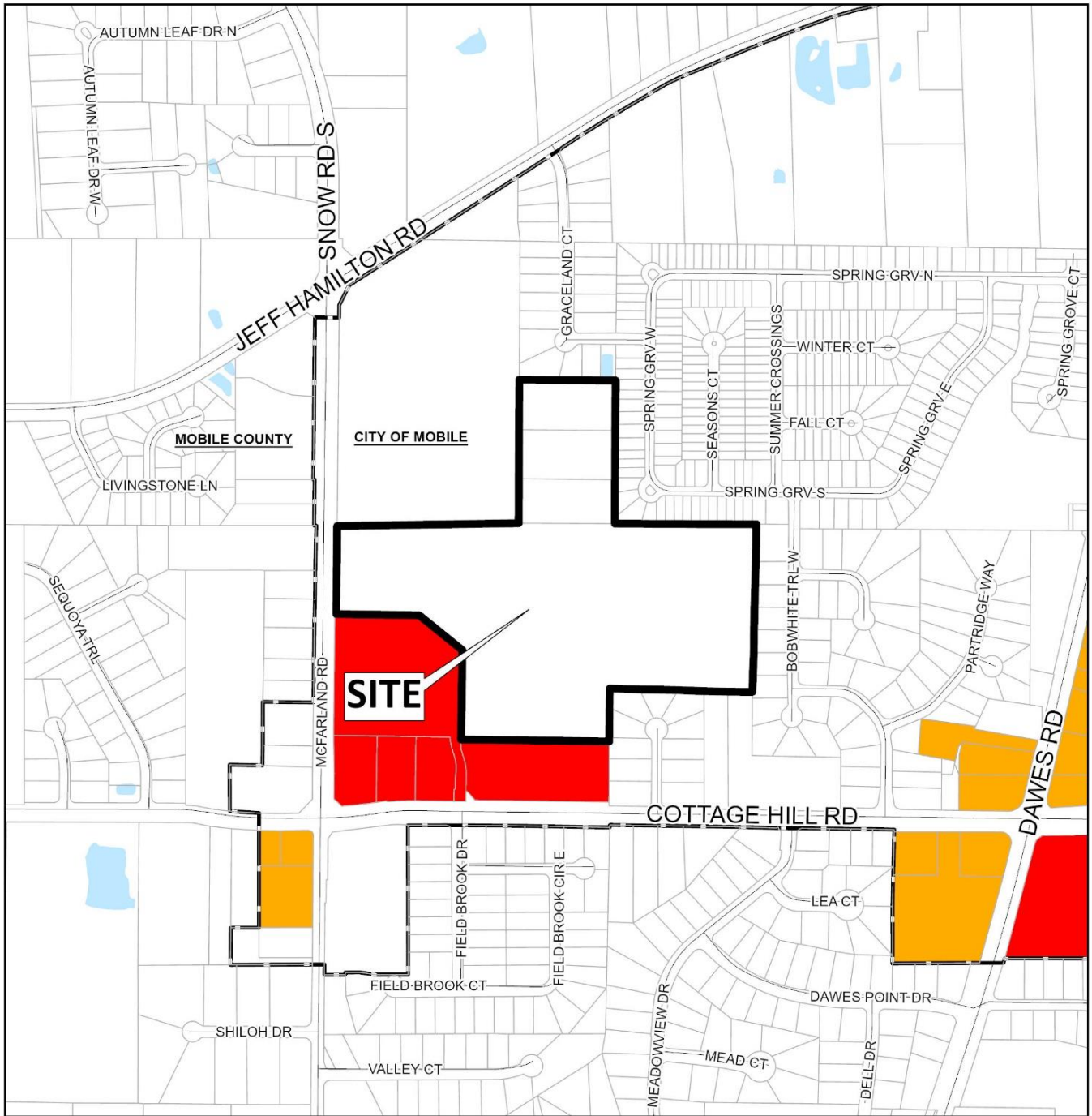
Considerations:

In rendering a decision, the Planning Commission should evaluate the following factors:

1. The City of Mobile Complete Streets Policy which supports the design and construction of streets for all users, including pedestrians;

2. The existing infrastructure in the area, such as adequate room for construction of a sidewalk, as well as connectivity to existing sidewalks and future sidewalks; and
3. Engineering comments, which indicate that there is sufficient room within the ROW, or within the property, for the construction of a sidewalk along McFarland Road that could be permitted through the Land Disturbance/ROW Permit process.

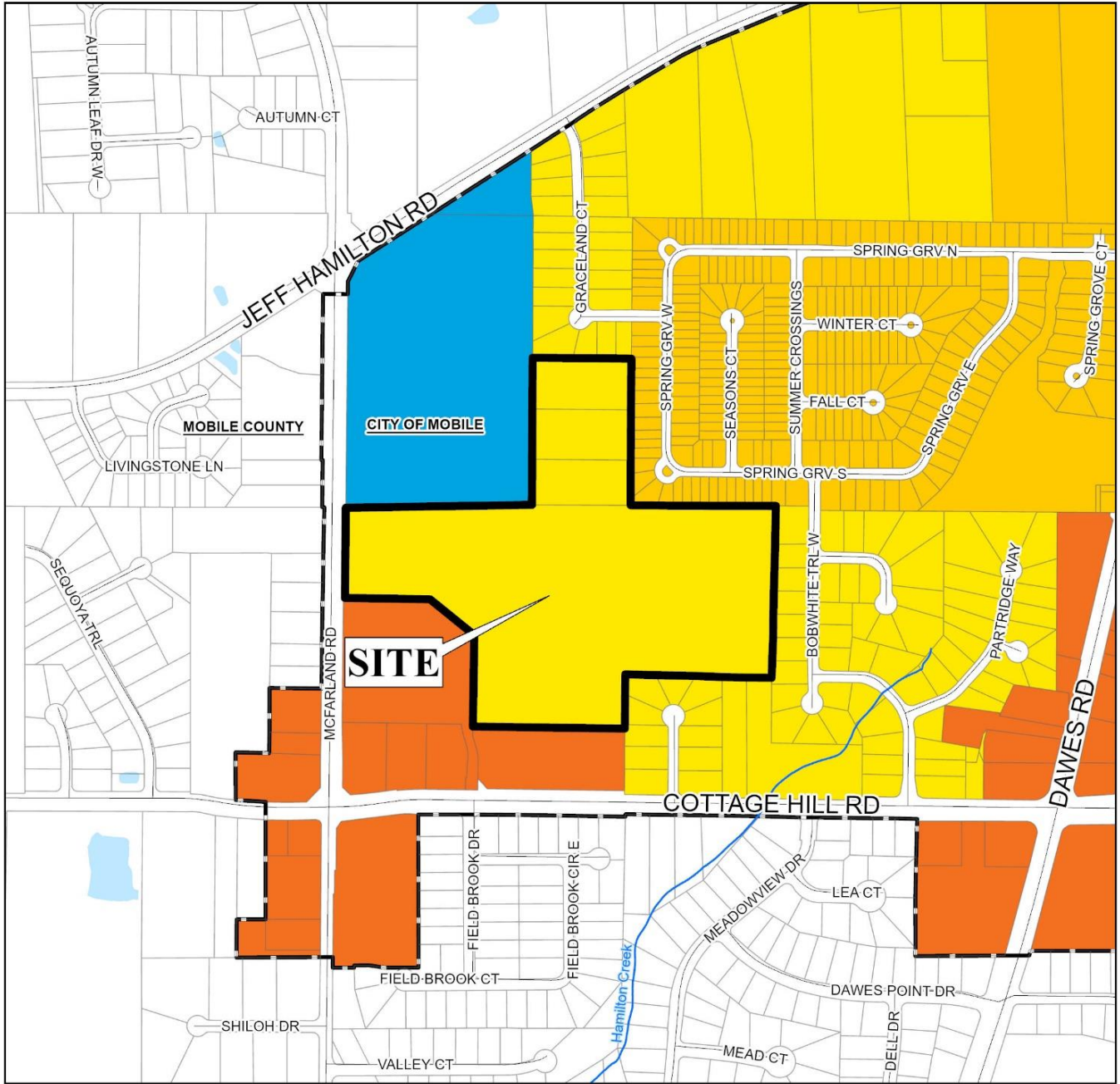
LOCATOR ZONING MAP



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FLUM LOCATOR MAP



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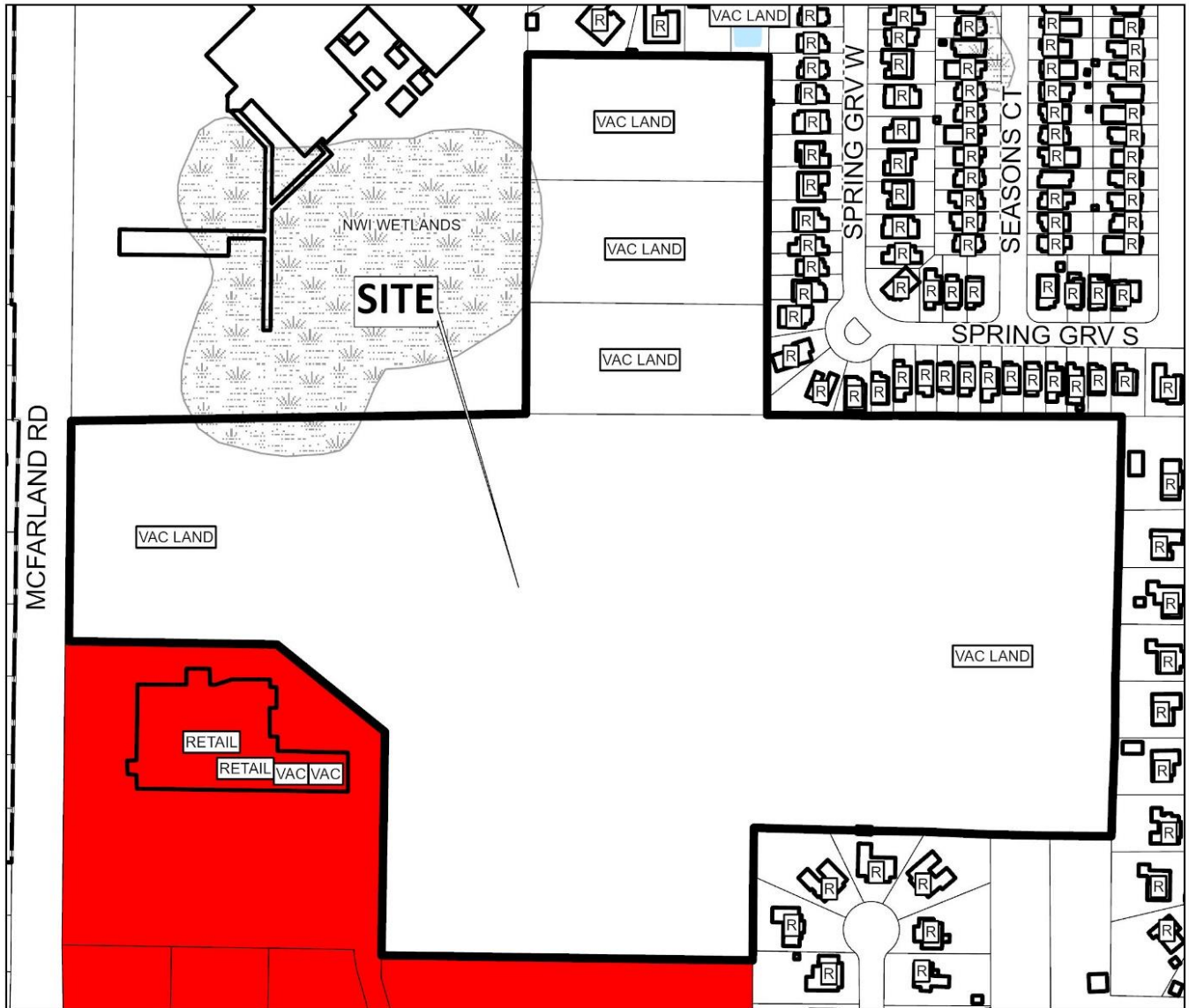
APPLICANT Anglebrook Subdivision

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- | | | | |
|---|--|---|---|
| ■ Low Density Residential | ■ Neighborhood Center - Traditional | ■ Downtown Waterfront | ■ Parks & Open Space |
| ■ Mixed Density Residential | ■ Neighborhood Center - Suburban | ■ Light Industry | ■ Water Dependent |
| ■ Downtown | ■ Traditional Corridor | ■ Heavy Industry | |
| ■ District Center | ■ Mixed Commercial Corridor | ■ Institutional | |



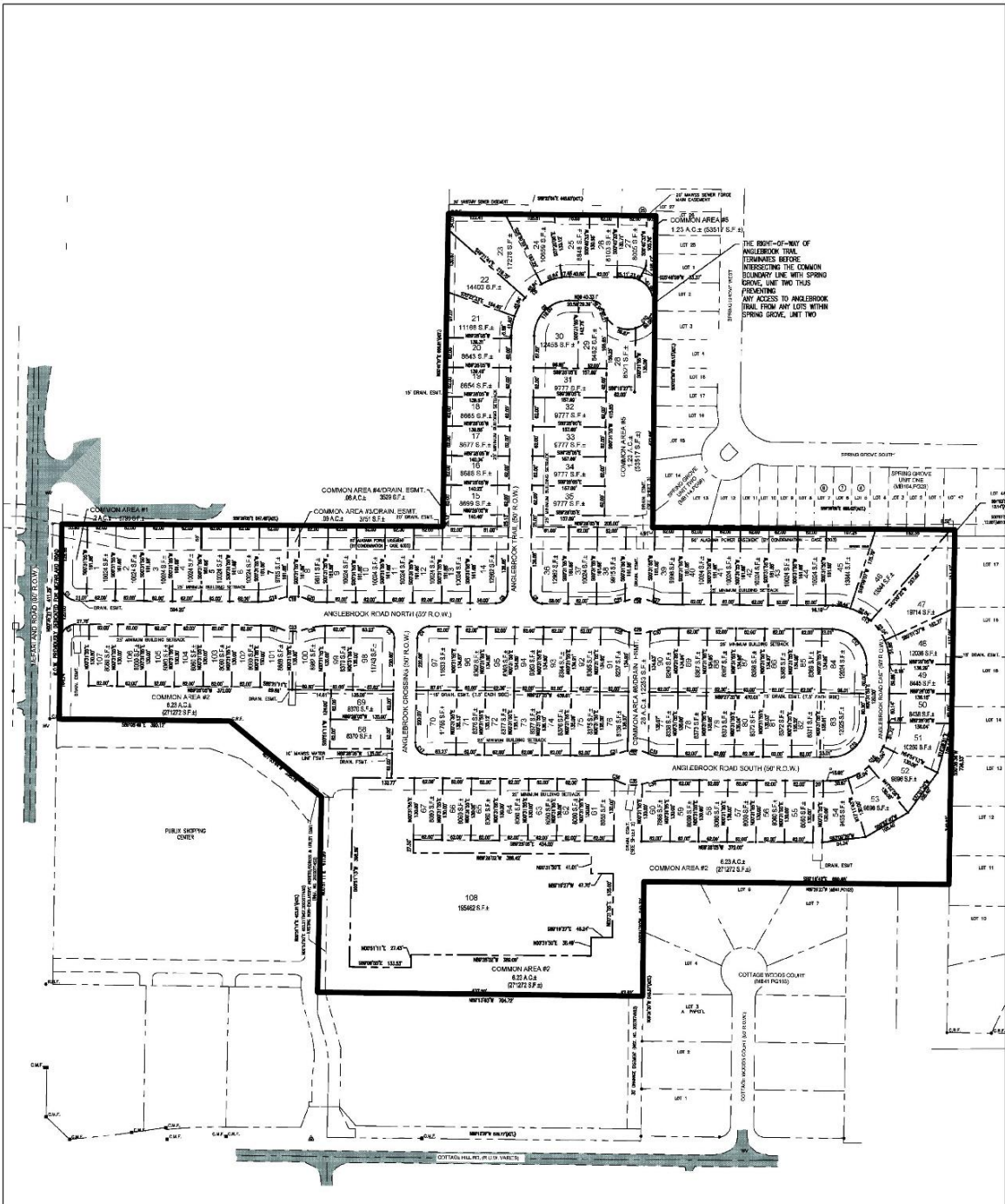
PLANNING COMMISSION VICINITY MAP - EXISTING ZONING




The site is surrounded by residential units. Commercial units lie southwest of the site.

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<table style="width: 100%; font-size: small;"> <tr> <td> R-A</td> <td> R-3</td> <td> B-1</td> <td> B-2</td> <td> B-5</td> <td> ML</td> <td> I-2</td> <td> OPEN</td> <td> T-3</td> <td> T-5.2</td> </tr> <tr> <td> R-1</td> <td> R-B</td> <td> T-B</td> <td> B-3</td> <td> CW</td> <td> MH</td> <td> PD</td> <td> SD</td> <td> T-4</td> <td> T-6</td> </tr> <tr> <td> R-2</td> <td> H-B</td> <td> LB-2</td> <td> B-4</td> <td> MM</td> <td> I-1</td> <td> MUN</td> <td> SD-WH</td> <td> T-5.1</td> <td></td> </tr> </table>			 R-A	 R-3	 B-1	 B-2	 B-5	 ML	 I-2	 OPEN	 T-3	 T-5.2	 R-1	 R-B	 T-B	 B-3	 CW	 MH	 PD	 SD	 T-4	 T-6	 R-2	 H-B	 LB-2	 B-4	 MM	 I-1	 MUN	 SD-WH	 T-5.1	
 R-A	 R-3	 B-1	 B-2	 B-5	 ML	 I-2	 OPEN	 T-3	 T-5.2																							
 R-1	 R-B	 T-B	 B-3	 CW	 MH	 PD	 SD	 T-4	 T-6																							
 R-2	 H-B	 LB-2	 B-4	 MM	 I-1	 MUN	 SD-WH	 T-5.1																								

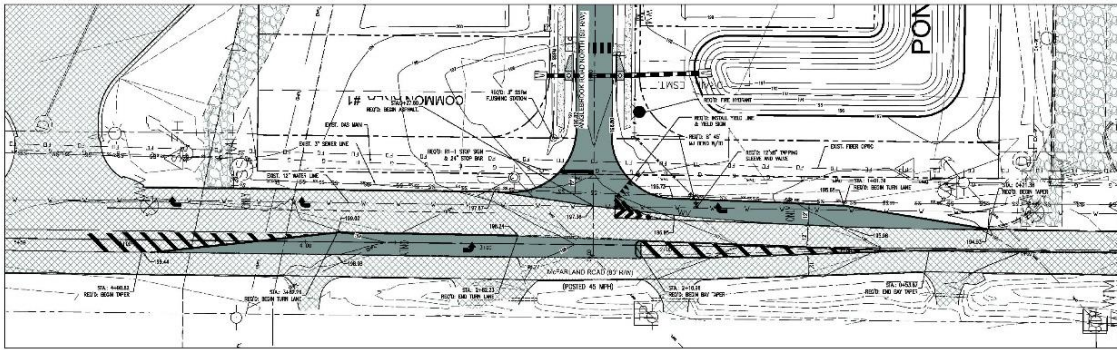
SITE PLAN



The site plan illustrates the proposed lots, common areas, easements, and setbacks.

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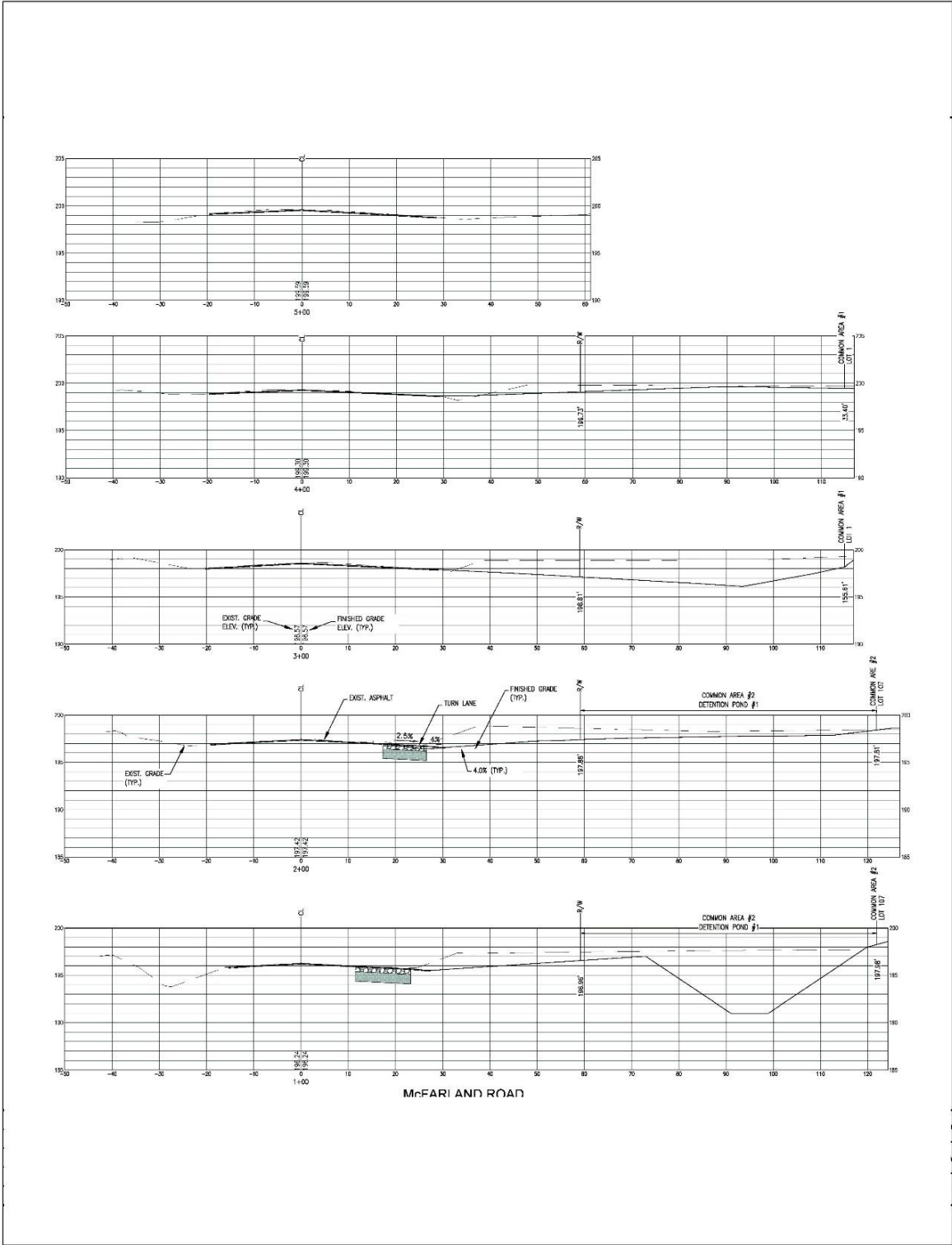
DETAIL SITE PLAN



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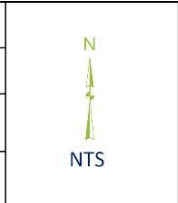
DETAIL SITE PLAN



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ZONING DISTRICT CORRESPONDENCE MATRIX		LOW DENSITY RESIDENTIAL (LDR)	MIXED DENSITY RESIDENTIAL (MXDR)	DOWNTOWN (DT)	DISTRICT CENTER (DC)	NEIGHBORHOOD CENTER - TRADITIONAL (NC-T)	NEIGHBORHOOD CENTER - SUBURBAN (NC-S)	TRADITIONAL CORRIDOR (TC)	MIXED COMMERCIAL CORRIDOR (MCC)	LIGHT INDUSTRIAL (LI)	HEAVY INDUSTRY (HI)	INSTITUTIONAL LAND USE (INS)	PARKS & OPEN SPACE (POS)	DOWNTOWN WATERFRONT (DW)	WATER DEPENDENT USES (WDWRU)
RESIDENTIAL - AG	R-A														
ONE-FAMILY RESIDENCE	R-1	■				■		■					□		
TWO-FAMILY RESIDENCE	R-2	■				■		■					□	○	
MULTIPLE-FAMILY	R-3	○	■			■	■						□	○	
RESIDENTIAL-BUSINESS	R-B		○			■		■					□	○	
TRANSITIONAL-BUSINESS	T-B		○		■	■	■	■					□		
HISTORIC BUSINESS	H-B			■		■		■					□		
VILLAGE CENTER	TCD					■	■						□		
NEIGH. CENTER	TCD					■	■						□		
NEIGH. GENERAL	TCD					■							□		
DOWNTOWN DEV. DDD	T-6			■									□		
DOWNTOWN DEV. DDD	T-5.1			■		■		□					□		
DOWNTOWN DEV. DDD	T-5.2			■		■							□		
DOWNTOWN DEV. DDD	T-4			■		■		□					□		
DOWNTOWN DEV. DDD	T-3			■		■							□		
DOWNTOWN DEV. DDD	SD-WH									○	○		□		
DOWNTOWN DEV. DD	SD	○	○	○	○	○	○	○		○	○		□		
BUFFER BUSINESS	B-1		□			□	■	■	■				□	○	
NEIGH. BUSINESS	B-2		○			□	■	■	■				□	○	
LIMITED BUSINESS	LB-2		○			□	■	■	■				□	○	
COMMUNITY BUSINESS	B-3				■				■			○	□	○	
GEN. BUSINESS	B-4			■					■			○	□	○	
OFFICE-DISTRIBUTION	B-5								■	■			□	□	
LIGHT INDUSTRY	I-1									■			□	□	□
HEAVY INDUSTRY	I-2										■		□		□

Zoning District Correspondence Matrix

- Directly Related
- Elements of the zoning category are related to the future LU category, but with qualifications (such as a development plan with conditions)
- Land use category is appropriate, but the district does not directly implement the category (e.g., open space in an industrial district)

Residential Land Use



LOW DENSITY RESIDENTIAL (LDR)

This designation applies to existing residential neighborhoods found mostly west of the Beltline or immediately adjacent to the east side of the Beltline.

The primary land use in the LDR districts is residential and the predominant housing type is the single-family housing unit, detached or semi-detached, typically placed within a street grid or a network of meandering suburban streets. The density in these districts ranges between 0 and 6 dwelling units per acre (du/ac).

These neighborhoods may also contain small-scale, low-rise multi-unit structures at appropriate locations, as well as complementary retail, parks and civic institutions such as schools, community centers, neighborhood playgrounds, and churches or other religious uses if those uses are designed and sited in a manner compatible with and connected to the surrounding context. The presence of individual ancillary uses should contribute to the fabric of a complete neighborhood, developed at a walkable, bikeable human scale.