

Creekwood Rezoning Request

Baldwin County Commission – July 16, 2024

Process and Vision

- Applicant followed process defined by Baldwin County to determine suitability and best course of action for Property.
- Property Currently zoned RSF-3












Intersection:	RSF-3 Permitted within:	RSF-4 Permitted within:	B-3 Permitted within:	B-4 Permitted within:
CR 13 & CR 32	0.50 miles	0.25 miles	0.1 miles	Not permitted
SR 181 & CR 32	0.50 miles	0.25 miles	0.25 miles	0.1 miles

When a parcel intersects the distance boundary specified above, only the parcel area within 500 feet from such boundary shall be permitted for the proposed rezoning.

Meeting the Criteria

Factor Summary:

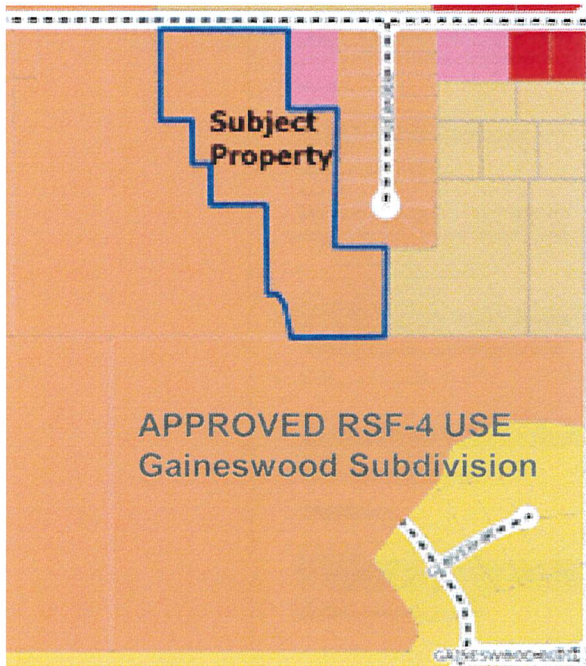
- Factors do not necessarily carry equal weight.
- Staff review is based on information provided by the applicant and other readily available information.

 #1	 #2	 #3	 #4	 #5	 #6
Compatible with development pattern?	Change of conditions since originally zoned?	Proposal conform to Master Plan?	Conflicts with public improvements?	Adverse affect to traffic?	Consistent with development pattern?
 #7	 #8	 #9	 #10	 #11	
Logical expansion of adjacent zoning?	Timing appropriate given development trends?	Environmental or Historic impact?	Adverse impact on health, safety, & wellness?	Other appropriate matters?	

Citizen Letters of Concern

- **Not compatible with District 39** – compliant with District 39
- **Density** – Density supported within radius nodes and consistent with existing adjacent uses. Density change yields the addition of 13 lots.
- **Traffic concerns** – traffic study conducted – west turn lane recommended

Surrounding Density/ Approvals



BALDWIN COUNTY,
ALABAMA

Planning and Zoning Department

Main Office - 251.580.1655
22251 Palmer St.
Robertsdale, AL 36567

Foley Office - 251.972.8523
201 East Section Ave.
Foley, AL 36535

Preliminary Plat
Case # SPP23-000003

Issue Date: 05/05/2023 / Expiration Date: 05/05/2025

Applicant

Barbara Gamer
2039 Main Street
Daphne AL 36526
Goodwyn Mills Cawood, LLC

Property Owner

KIMMER DEVELOPMENT COMPANY INC, THE
143 MYRTLEWOOD LN
MOBILE, AL 36608

Site Information

Parcel ID Number: 05-56-02-03-0-000-012.000
Number of Proposed lots/units: 174
Proposed Subdivision Name: Gaineswood Subdivision Phase 2
Total acreage to be subdivided: 72

Staff Comments:

§ 4.5.3 Effective Period of Preliminary Plat

The approval of a Preliminary Plat shall be effective for a period of 2 years, at the end of which time final approval of the subdivision must have been obtained from the Baldwin County Planning Director and County Engineer or municipal planning commission, although the plat need not yet be signed and filed with the Probate Judge (See Section 4.6.6 Recording of Final Plat). Any plat not receiving final approval within the period of time set forth herein shall be null and void, and the applicant shall be required to resubmit a new application for Preliminary Plat subject to all subdivision regulations and filing fees. However, upon written request from the applicant stating the reasons for such request, the Baldwin County Planning and Zoning Commission, upon advice from the Baldwin County Planning Director or his/her designee, may extend the effective period of the Preliminary Plat up to twenty-four additional months.

Approved By: Mary Booth, Subdivision Coordinator

GAINESWOOD PHASE II

A SUBDIVISION LOCATED IN SECTION 3, TOWNSHIP 7 SOUTH, RANGE 2 EAST
BALDWIN COUNTY, ALABAMA

CERTIFICATION OF OWNERSHIP AND CONVEYANCE

WE, the undersigned, do hereby certify that we are the owners of the above described property, and that we have the right to convey the same.

ACKNOWLEDGMENT OF NOTARY PUBLIC OFFICE

Notary Public for Baldwin County, Alabama. My commission expires on 12/31/2024.

CERTIFICATION OF APPROVAL BY THE BALDWIN COUNTY PLANNING AND ZONING COMMISSION

On this 16th day of July, 2024, the Baldwin County Planning and Zoning Commission has reviewed the subdivision map for Gaineswood Phase II and has approved the same for filing.

CERTIFICATION OF APPROVAL BY THE BALDWIN COUNTY PLANNING DIRECTOR

On this 16th day of July, 2024, the Baldwin County Planning Director has reviewed the subdivision map for Gaineswood Phase II and has approved the same for filing.

CERTIFICATION OF APPROVAL BY THE BALDWIN COUNTY ENGINEER

On this 16th day of July, 2024, the Baldwin County Engineer has reviewed the subdivision map for Gaineswood Phase II and has approved the same for filing.

CERTIFICATION OF APPROVAL BY BALDWIN COUNTY ERT APPROVING

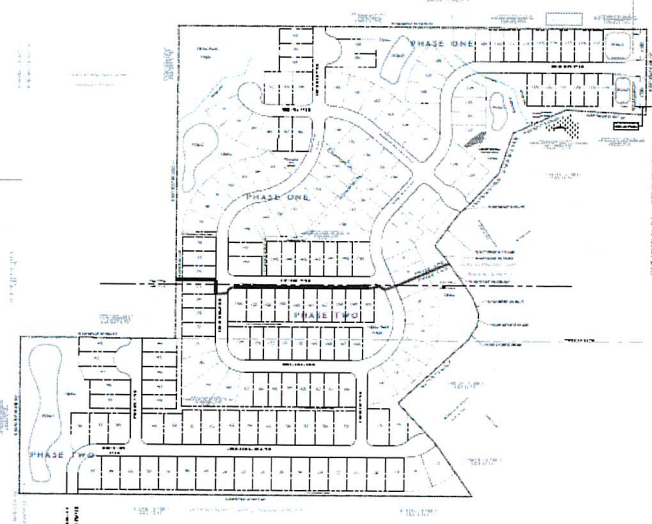
On this 16th day of July, 2024, the Baldwin County ERT Approving has reviewed the subdivision map for Gaineswood Phase II and has approved the same for filing.

CERTIFICATION OF APPROVAL BY STATE-LEASED INTERNET TELEPHONE PROVIDER

On this 16th day of July, 2024, the State-Leased Internet Telephone Provider has reviewed the subdivision map for Gaineswood Phase II and has approved the same for filing.

CERTIFICATION OF APPROVAL BY BALDWIN COUNTY ELECTRICITY PROVIDER

On this 16th day of July, 2024, the Baldwin County Electricity Provider has reviewed the subdivision map for Gaineswood Phase II and has approved the same for filing.



NO.	DATE	REVISION
1	7/16/24	Initial
2		
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LEGAL DESCRIPTION

Section 3, Township 7 South, Range 2 East, Baldwin County, Alabama. The subdivision map for Gaineswood Phase II shows the following legal description:

LEGAL DESCRIPTION FROM SURVEY

The subdivision map for Gaineswood Phase II was surveyed by [Surveyor Name] and is based on the following survey data:

GENERAL REMARKS AND NOTES

The subdivision map for Gaineswood Phase II was prepared by [Surveyor Name] and is based on the following survey data:

PLANNING COMMISSION CERTIFICATION

The Baldwin County Planning and Zoning Commission has reviewed the subdivision map for Gaineswood Phase II and has approved the same for filing.

CERTIFICATION OF APPROVAL BY THE CITY OF BALDWIN PUBLIC UTILITIES

On this 16th day of July, 2024, the City of Baldwin Public Utilities has reviewed the subdivision map for Gaineswood Phase II and has approved the same for filing.

CERTIFICATION OF APPROVAL BY THE CITY OF BALDWIN PUBLIC UTILITIES

On this 16th day of July, 2024, the City of Baldwin Public Utilities has reviewed the subdivision map for Gaineswood Phase II and has approved the same for filing.



GMC

2024 Map Series
Effective 6/1/2024
1:25,000 Scale
www.gmc.com

NO.	DATE	REVISION
1	7/16/24	Initial
2		
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7		
8		
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10		

GAINESWOOD PHASE II
BALDWIN COUNTY, ALABAMA

PP-01
GAINESWOOD

Traffic – Existing Predictions

Table 1 provides a summary of the Synchro results, including level of service (LOS) and average delay for the overall intersection and for individual approaches. All four intersections have an overall LOS of A or B in both the AM and PM peak hours (with all approaches at LOS C or better with the exception of the eastbound approach at Hwy 181, which is LOS D).

TABLE 1
Intersection Analysis - Existing Conditions

	CR 32 / US 98		CR 32 / CR 13		CR 32 / Hwy 181		CR 34 / CR 13	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
AM Peak								
Intersection	B	11.6	A	5.5	B	18.4	A	10.0
EB	C	21.1	A	4.3	D	39.3	A	8.9
WB	B	13.0	A	6.3	B	15.0	B	10.2
NB	B	11.6	A	4.4	B	14.8	B	10.1
SB	A	6.9	A	5.5	B	11.9	A	10.0
PM Peak								
Intersection	B	10.1	A	5.1	B	17.4	A	8.7
EB	C	22.1	A	5.8	C	30.9	A	8.7
WB	C	12.1	A	4.5	B	13.9	A	8.4
NB	B	11.3	A	4.8	B	14.9	A	8.6
SB	A	7.1	A	4.5	B	12.9	A	8.9

Traffic – Projections

TABLE 3 - Projected Intersection Volumes with Proposed Project

	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
AM PEAK HOUR												
CR 32 / US 98												
Projected 2027 volume with approved development trips	20	466	26	93	220	46	69	42	17	64	93	200
Creekwood trips			1	1						3	1	3
Total	20	466	27	94	220	46	69	42	17	67	94	203
CR 32 / CR 13												
Projected 2027 volume with approved development trips	22	92	49	90	79	49	9	132	9	46	294	113
Creekwood trips			1	1				2		3	7	3
Total	22	92	50	91	79	49	9	134	9	49	301	116
CR 32 / Hwy 181												
Projected 2027 volume with approved development trips	112	268	41	162	148	128	81	154	53	28	206	255
Creekwood trips	2					10	27	5	5		2	
Total	114	268	41	162	148	138	108	159	58	28	208	255
CR 34 / CR 13												
Projected 2027 volume with approved development trips	56	206	18	51	169	31	21	40	16	27	175	53
Creekwood trips	1	2			1							
Total	57	208	18	51	170	31	21	40	16	27	175	53
PM PEAK HOUR												
CR 32 / US 98												
Projected 2027 volume with approved development trips	20	327	45	239	489	66	50	59	17	27	77	140
Creekwood trips			4	4				1		2	1	2
Total	20	327	49	243	489	66	50	60	17	29	78	142
CR 32 / CR 13												
Projected 2027 volume with approved development trips	10	72	25	75	90	22	25	296	21	27	171	41
Creekwood trips			3	2				9		2	5	2
Total	10	72	28	77	90	22	25	305	21	29	176	43
CR 32 / Hwy 181												
Projected 2027 volume with approved development trips	45	216	42	236	322	76	55	244	78	53	173	212
Creekwood trips	6					31	19	3	3		6	
Total	51	216	42	236	322	107	74	247	81	53	179	212
CR 34 / CR 13												
Projected 2027 volume with approved development trips	35	117	11	20	155	35	30	94	36	17	83	22
Creekwood trips	1	1	0		1		1			0		
Total	36	118	11	20	156	35	31	94	36	17	83	22

Traffic – Future Predictions

Table 4 provides a summary of the Synchro results, including level of service (LOS) and average delay for the overall intersection and for individual approaches. All intersections are at LOS C or better. The only approach at LOS D is the eastbound approach at Hwy 181. The addition of project trips will not result in capacity issues.

TABLE 4
Intersection Analysis - Future Conditions

	CR 32 / US 98		CR 32 / CR 13		CR 32 / Hwy 181		CR 34 / CR 13	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
AM Peak								
Intersection	B	12.9	A	6.5	C	22.0	B	12.5
EB	C	21.1	A	4.8	D	51.4	A	10.0
WB	B	13.5	A	7.5	B	13.7	B	12.7
NB	B	14.1	A	5.0	B	18.3	B	13.1
SB	A	7.7	A	6.9	B	14.9	B	12.3
PM Peak								
Intersection	B	10.8	A	5.9	C	25.2	A	9.8
EB	C	22.5	A	6.9	D	53.9	A	9.7
WB	B	13.1	A	5.0	B	15.7	A	9.4
NB	B	11.7	A	5.6	B	17.7	A	9.8
SB	A	7.8	A	5.2	B	17.6	B	10.1

Traffic - School

Table 5 provides a summary of the Synchro results, including level of service (LOS) and average delay for the overall driveway intersections and for individual approaches. All three driveways have an overall LOS of A in both the AM and PM peak hours (with all approaches at LOS C or better).

TABLE 5
School Driveway Intersection Analysis

	CR 32 / w. driveway		CR 32 / middle driveway		CR 32 / e. driveway	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
AM Peak						
Intersection	A	2.0	A	4.5	A	0.6
EB	A	8.4	A	0.1	A	1.5
WB	A	0.0	A	0.0	A	0.0
SB	B	14.6	C	15.9	A	0.0
PM Peak						
Intersection	A	1.8	A	1.9	A	0.2
EB	A	0.3	A	0.0	A	7.8
WB	A	0.0	A	0.0	A	0.0
SB	B	13.1	B	13.1	A	0.0

Traffic - Summary

CONCLUSIONS / RECOMMENDATIONS

This analysis has shown that the intersections in the study area are currently operating at LOS A or B, and that the trips from the proposed Creekwood project will not degrade the level of service beyond acceptable levels. Based on ALDOT Access Management Manual guidelines, a westbound left turn lane is recommended at the project's eastern access driveway into the development. The required length is 475' including a 180' taper.

Conclusion

We believe we have addressed all citizen concerns pertaining to the rezoning. Others may be addressed during site plan approval.

We have followed the process and direction as suggested by Staff and dictated by the Comprehensive Plan.

We respectfully request approval to rezone the portion of the Creekwood Property to RSF-4.

Existing Traffic Counts

Four-hour turning movement counts were conducted at the four intersections from 7:00 – 9:00am and 4:00 – 6:00pm. The intersection TMCs were conducted on Wednesday May 15, 2024. The elementary school driveway counts were conducted from 7:00 – 9:00am and 2:00 – 4:00pm on Tuesday May 21, 2024. Printouts of the TMCs with AM and PM peak hour summaries are included in **Appendix B**. For the school driveway counts, only entering and exiting turns were counted. Through volumes were estimated from counts conducted at the CR 32 / Hwy 181 intersection.

Existing Conditions Capacity Analysis

Intersection capacity analysis using Synchro was conducted for existing AM and PM peak hour conditions. Synchro printouts for existing conditions are presented in **Appendix C**. **Table 1** provides a summary of the Synchro results, including level of service (LOS) and average delay for the overall intersection and for individual approaches. All four intersections have an overall LOS of A or B in both the AM and PM peak hours (with all approaches at LOS C or better with the exception of the eastbound approach at Hwy 181, which is LOS D).

TABLE 1
Intersection Analysis - Existing Conditions

	CR 32 / US 98		CR 32 / CR 13		CR 32 / Hwy 181		CR 34 / CR 13	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
AM Peak								
Intersection	B	11.6	A	5.5	B	18.4	A	10.0
EB	C	21.1	A	4.3	D	39.3	A	8.9
WB	B	13.0	A	6.3	B	15.0	B	10.2
NB	B	11.6	A	4.4	B	14.8	B	10.1
SB	A	6.9	A	5.5	B	11.9	A	10.0
PM Peak								
Intersection	B	10.1	A	5.1	B	17.4	A	8.7
EB	C	22.1	A	5.8	C	30.9	A	8.7
WB	C	12.1	A	4.5	B	13.9	A	8.4
NB	B	11.3	A	4.8	B	14.9	A	8.6
SB	A	7.1	A	4.5	B	12.9	A	8.9

Future Conditions Analysis

The intersection capacity analysis using Synchro was updated to include existing volumes (projected to the 2027 build-out year), trips from approved developments, and trips from the proposed project, for existing AM and PM peak hour conditions. Synchro printouts for future conditions are presented in **Appendix D**.

Table 4 provides a summary of the Synchro results, including level of service (LOS) and average delay for the overall intersection and for individual approaches. All intersections are at LOS C or better. The only approach at LOS D is the eastbound approach at Hwy 181. The addition of project trips will not result in capacity issues.

TABLE 4
Intersection Analysis - Future Conditions

	CR 32 / US 98		CR 32 / CR 13		CR 32 / Hwy 181		CR 34 / CR 13	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
AM Peak								
Intersection	B	12.9	A	6.5	C	22.0	B	12.5
EB	C	21.1	A	4.8	D	51.4	A	10.0
WB	B	13.5	A	7.5	B	13.7	B	12.7
NB	B	14.1	A	5.0	B	18.3	B	13.1
SB	A	7.7	A	6.9	B	14.9	B	12.3
PM Peak								
Intersection	B	10.8	A	5.9	C	25.2	A	9.8
EB	C	22.5	A	6.9	D	53.9	A	9.7
WB	B	13.1	A	5.0	B	15.7	A	9.4
NB	B	11.7	A	5.6	B	17.7	A	9.8
SB	A	7.8	A	5.2	B	17.6	B	10.1

School Driveways

Capacity analysis using Synchro was conducted for existing AM and PM peak hour conditions at the school driveways. Synchro printouts for existing volumes plus Creekwood trips are presented in **Appendix E**.

Table 5 provides a summary of the Synchro results, including level of service (LOS) and average delay for the overall driveway intersections and for individual approaches. All three driveways have an overall LOS of A in both the AM and PM peak hours (with all approaches at LOS C or better).

TABLE 5
School Driveway Intersection Analysis

	CR 32 / w. driveway		CR 32 / middle driveway		CR 32 / e. driveway	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
AM Peak						
Intersection	A	2.0	A	4.5	A	0.6
EB	A	8.4	A	0.1	A	1.5
WB	A	0.0	A	0.0	A	0.0
SB	B	14.6	C	15.9	A	0.0
PM Peak						
Intersection	A	1.8	A	1.9	A	0.2
EB	A	0.3	A	0.0	A	7.8
WB	A	0.0	A	0.0	A	0.0
SB	B	13.1	B	13.1	A	0.0

Turn Lanes at Access Points

Based on guidelines in the ALDOT Access Management Manual, for roadways with AADT greater than 6000 (which is the case for CR 32), a right turn hourly volume greater than 20 requires a right turn lane. Left turn lanes are required for turn volumes greater than 30. As shown on **Figure 1**, the worst-case estimated turn volumes at the driveways are as follows:

CR 32 at Project Driveway

WB left turns: 10 in AM peak, 30 in PM peak

EB right turns: 4 in AM peak, 12 in PM peak

Based on the above data, a westbound left turn lane is marginally required at the eastern project driveway. Additional analysis was conducted using the Excel template based on NCHRP Report 457 turn warrant criteria. **Appendix F** includes the left turn lane warrant for the access point. The data shows that **the westbound left turn lane is warranted at the eastern project driveway.**

The minimum turn lane length for a roadway with a posted speed of 55 mph is 475' based on Table 4-6 in the Access Management Manual. Although the manual states that this does not include storage length, storage is anticipated to be minimal and common practice is to accept this overall length. The recommended length of the left turn lane is therefore 475', including a 180' taper.

CONCLUSIONS / RECOMMENDATIONS

This analysis has shown that the intersections in the study area are currently operating at LOS A or B, and that the trips from the proposed Creekwood project will not degrade the level of service beyond acceptable levels. Based on ALDOT Access Management Manual guidelines, a westbound left turn lane is recommended at the project's eastern access driveway into the development. The required length is 475' including a 180' taper.