



City of Loxley Planning Commission Regular Meeting
Thursday, February 26, 2026
5:30 PM

Call to Order

New Business:

Item 1. Consideration of Minutes of January 29, 2026, Planning Commission Meeting.

Item 2. **PL26-2** – 6 Lot Subdivision – Preliminary / Final Plat
Public Hearing Required

Description: The applicant seeks Preliminary/Final Plat for 6-Lot Subdivision on 7.72 Acres

General Location: The subject property is located on the east side of County Rd 55 just south of Barlow Road (PIN – 68157)

- >Applicant Report
- >Public Comments
- >Planning Commission Comments & Discussion
- >Close Public Comments
- >Action by Planning Commission

Item 3. **PL26-3** – Chelsey Subdivision – Preliminary / Final Plat
Public Hearing Required

Description: The applicant seeks Preliminary/Final Plat approval for 37 Lot Subdivision on 80.18 Acres.

General Location: The subject property is located on the north side of Mosley Rd, approximately 1/4 mile east of Spring Rd S and continuing for 1 ¼ miles. (PIN – 83598)

- >Staff Report
- >Applicant Report
- >Public Comments
- >Planning Commission Comments & Discussion
- >Close Public Comments
- >Action by Planning Commission

Item 4. **PL26-4** – Eastwood Hills Subdivision – Preliminary Plat
Public Hearing Required

Description: The applicant seeks Preliminary Plat approval for 65-Lot Subdivision on
37.5 acres.

General Location: The subject property is located just south of US Hwy 90
and is southwest of the US Hwy 90 and Jenkins Farm Rd intersection. (PIN – 67555)

- >Staff Report
- >Applicant Report
- >Public Comments
- >Planning Commission Comments & Discussion
- >Close Public Comments
- >Action by Planning Commission

Other Business:

Adjourn

**MINUTES OF A REGULAR MEETING OF THE LOXLEY PLANNING COMMISSION HELD
ON THE 29TH DAY OF JANUARY 2026**

The Planning Commission of the City of Loxley convened in Regular Session at City Hall on the 29th day of January 2026 at 5:30 P.M. The meeting was called to order by Chairman Kenneth L. Folsom and upon roll call the following were found to be present: Chairman Folsom, Randy Smith, Chris McCall, Jimmy Canaan, George Trent, and Pam Knight. Absent: Beth Lovell, and Melissa Lawrence. The Chairman stated that a quorum of members was present and that the meeting was open for the transaction of business. Community Development Director and City Engineer Greg Smith, City Attorney Shawn Alves, and acting secretary Kate Whalley were also present at the meeting.

Item 1. Consideration of Minutes

The minutes of the December 11, 2025, regular meeting were distributed and presented for consideration of approval. A motion was made by Commissioner Trent to approve the minutes as presented. The motion was seconded by Commissioner Smith, and a unanimous vote of approval was recorded by those members present.

Item 4. PL25-30 – Azalea Gardens 2 – Final Plat

The applicant requested final plat approval for seventy-three (73) residential lots on approximately 30.6 acres located south of County Road 68 within the Azalea Gardens subdivision.

Greg Smith presented the staff report outlining required revisions and noting that infrastructure improvements had been completed. Staff recommended approval subject to listed corrections and outside agency approvals.

A motion was made by Commissioner Smith to approve the final plat as presented contingent upon compliance with all staff recommendations, including revision of the road name to Tyron Court, correction of the broadband provider to Brightspeed, addition of a note requiring installation of all required sidewalks prior to issuance of certificates of occupancy, completion of all punch list items, and receipt of all required outside agency approvals. The motion was seconded by Commissioner Canaan, and a unanimous vote of approval was recorded by those members present.

Item 5. PL25-31 – Ivey Ridge – Final Plat

The applicant requested final plat approval for sixty-eight (68) residential lots on approximately 38.47 acres within the Settlement at Loxley PUD, commonly known as Ivey Ridge.

Greg Smith presented the staff report and noted that required improvements had been completed and that staff recommended approval subject to minor revisions and required approvals.

A motion was made by Commissioner Trent to approve the final plat as presented contingent upon compliance with all staff recommendations, including revision of certificate language to reflect 'City,' addition of a note requiring installation of sidewalks prior to issuance of certificates of occupancy, submission of original performance bonds, completion of all punch list items, and receipt of all required outside agency approvals prior to signature. The motion was seconded by Commissioner Knight, and a unanimous vote of approval was recorded by those members present.

PL24-000013 through PL24-000016 – Haddon Lakes Phases 6–10 – 24-Month Preliminary Plat Extension

The applicant requested a 24-month extension of the previously approved Preliminary Plat for Phases 6–10 of the Haddon Lakes subdivision.

Greg Smith presented the request and reported that development activity was ongoing. Staff recommended approval of the extension.

A motion was made by Commissioner Smith to approve the 24-month Preliminary Plat Extension as presented. The motion was seconded by Commissioner Knight, and a unanimous vote of approval was recorded by those members present.

PL24-000024 through PL24-000028 – Haddon Lakes Phases 1–5 – 24-Month Preliminary Plat Extension

The applicant requested a 24-month extension of the previously approved Preliminary Plat for Phases 1–5 of the Haddon Lakes subdivision.

Greg Smith presented the request and staff recommended approval.

A motion was made by Commissioner Trent to approve the 24-month Preliminary Plat Extension as presented. The motion was seconded by Commissioner Smith, and a unanimous vote of approval was recorded by those members present.

Item 3. PL25-29 – Roan’s Mill Phase 2 – Preliminary Plat

The applicant requested preliminary plat approval for thirty-seven (37) residential lots on approximately 12.69 acres within the Roan’s Mill (Roan’s Creek North PUD) development.

PUBLIC HEARING

Greg Smith presented the preliminary plat and outlined staff recommendations including inclusion of open space areas, construction of the service road and eight-foot asphalt walking trail, platting of common areas, and construction of the cabana and pool within this phase. No additional public comments were received. Chairman Folsom closed the Public Hearing.

A motion was made by Commissioner Smith to approve the preliminary plat as presented contingent upon compliance with all staff recommendations, including inclusion of designated open space areas, construction of the service road and eight-foot asphalt trail, platting of detention and park areas as common areas, construction of the Cabana and Pool in Phase 2, installation of required ADA ramps and signage, provision of performance bonds where required, and receipt of all outside agency approvals. The motion was seconded by Commissioner Trent, and a unanimous vote of approval was recorded by those members present.

Item 2. SP25-16 – Vision of Loxley Apartments – Site Plan

The applicant requested site plan approval for a 420-unit apartment complex on approximately 41.09 acres located east of State Highway 59 within the Vision of Loxley PUD.

Greg Smith presented the proposed development and reviewed parking requirements, phasing, and required outside agency approvals. Staff recommended approval subject to listed conditions.

A motion was made by Commissioner Trent to approve the site plan as presented contingent upon compliance with all staff recommendations, including submission and approval of a Landscaping Plan, obtaining all required outside agency approvals prior to construction, receipt of engineering approval prior to issuance of a building permit, and obtaining a land disturbance permit prior to site development. The motion was seconded by

Commissioner Knight, and a unanimous vote of approval was recorded by those members present.

Item 6. ZC25-16 – Mosley Road Rezoning – Zoning Change

The applicant requested rezoning of approximately 437 acres located along Mosley Road from A-O Agriculture-Open to R-1A Single Family Residential.

PUBLIC HEARING

Greg Smith presented the rezoning request. Public comments were received expressing concerns regarding traffic safety, fire protection, utility availability, flooding, and consistency with the Comprehensive Plan’s Rural/Agricultural designation. Chairman Folsom closed the Public Hearing.

A motion was made by Commissioner Smith to recommend denial of the zoning request to the City Council based on inconsistency with the Comprehensive Plan’s Rural/Agricultural designation, traffic and access concerns, fire protection concerns, and utility availability concerns. The motion was seconded by Commissioner Trent, and a unanimous vote of denial recommendation was recorded by those members present.

Item 7. ZC25-17 – Loxley Land PUD – Zoning Change

The applicant requested rezoning of approximately 78 acres located south of County Road 64 to Planned Unit Development (PUD).

PUBLIC HEARING

Greg Smith presented the proposed development. Public comments were received expressing concerns regarding traffic, stormwater, utilities, and fire protection. Chairman Folsom closed the Public Hearing.

A motion was made by Commissioner Trent to recommend approval of the zoning request to the City Council contingent upon compliance with all staff recommendations, including required walking trails, roadway and sidewalk standards, dedication of right-of-way along County Road 64, installation of sidewalks, required buffering, required parking standards, and coordination of intersection alignment with adjacent developments. The motion was seconded by Commissioner Canaan, and a unanimous vote of approval was recorded by those members present.

Item 8. ZC25-12 – Twin Lakes PUD – Zoning Change

The applicant requested rezoning of approximately 97 acres located near County Road 64 and Cabinet Shop Road to Planned Unit Development (PUD).

PUBLIC HEARING

Greg Smith presented the revised proposal. Public comments were received expressing concerns regarding traffic, flooding, and environmental impacts. Chairman Folsom closed the Public Hearing.

A motion was made by Commissioner Canaan to recommend approval of the zoning request to the City Council contingent upon compliance with all staff recommendations, including construction of amenity areas and walking trails, dedication of additional right-of-way, installation of required sidewalks, detailed landscape buffering, revision of parking standards, and compliance with outside agency approvals. The motion was seconded by Commissioner Trent, and a unanimous vote of approval was recorded by those members present.

Item 9. ZC25-14 – Bertolla 101 PUD – Zoning Change

The applicant requested rezoning of approximately 101 acres located northeast of the intersection of County Road 64 and Cabinet Shop Road to Planned Unit Development (PUD).

PUBLIC HEARING

Greg Smith presented the proposed PUD development. Public comments were received expressing concerns regarding traffic impacts, Cabinet Shop Road improvements, stormwater, fire protection, and residential density. Chairman Folsom closed the Public Hearing.

A motion was made by Commissioner Trent to recommend approval of the zoning request to the City Council contingent upon compliance with all staff recommendations and incorporation of the discussed conditions, including paving of Cabinet Shop Road with coordination with Baldwin County, provision of a future stub-out for access onto Cabinet Shop Road, alignment of proposed entrances with adjacent developments, installation of sidewalks on both sides of internal streets, and required buffering consisting of natural buffer areas supplemented with fencing along the perimeter. The motion was seconded by Commissioner Canaan, and a unanimous vote of approval was recorded by those members present.

There being no further business to come before the meeting, the same was on motion duly made, seconded, unanimously carried, and regularly adjourned.

Kenneth L. Folsom

Chairman

ATTEST:

Kate Whalley

Acting Secretary



TO: Mr. Kenny Folsom, Chairman and
Members of the Planning Commission

DATE: February 26, 2026

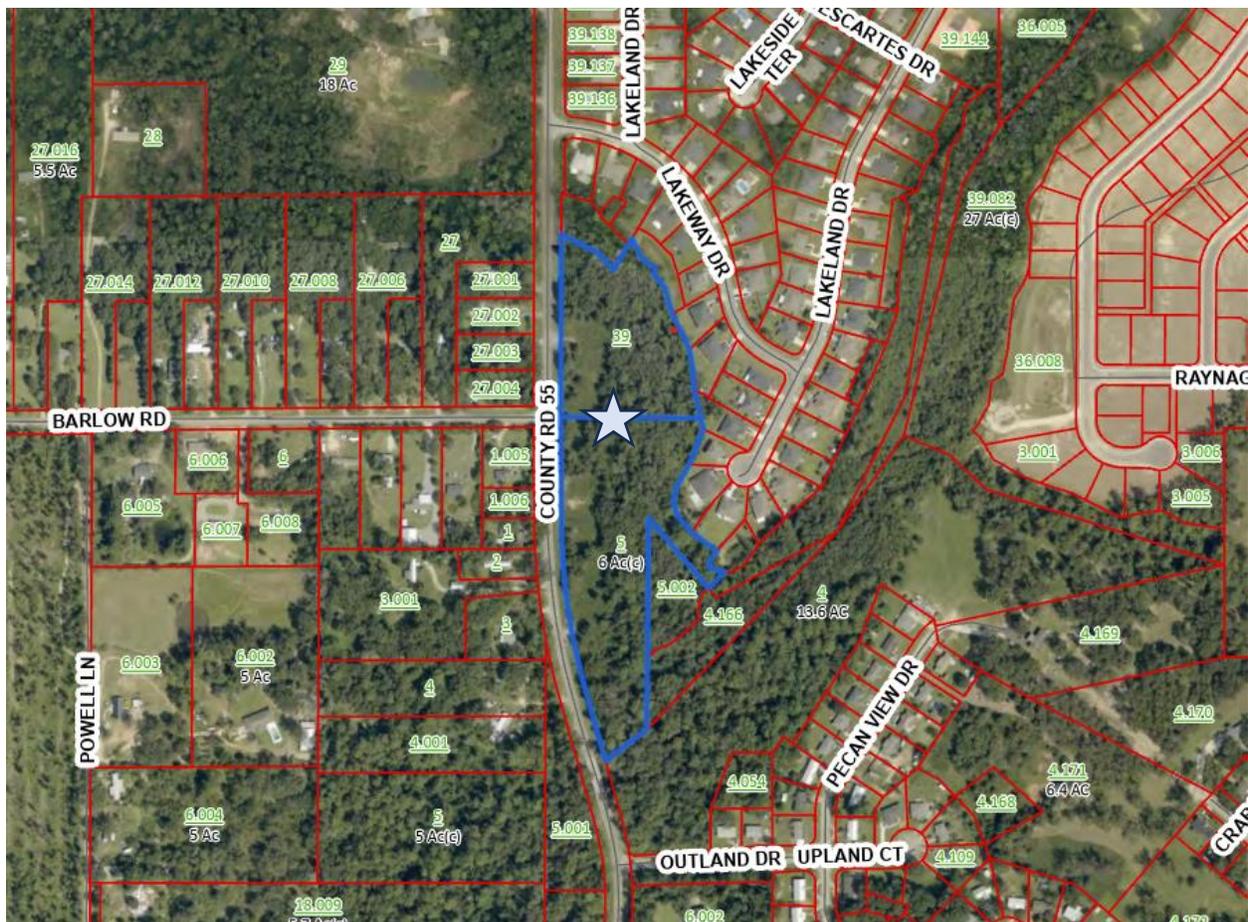
FROM: Gregory Smith, PE
City Engineer/Public Works Director

SUBJECT: PL26-000002 – Hwy 55 Subd – Preliminary and Final Plat

OVERVIEW: Mike Thomas of Bluewater Design Group seeks preliminary and final plat approval for the Hwy 55 Subd plat. The subject property is located at the east side of Co. Rd. 55, across from Barlow Rd (PIN – 29427, 68157) outside of the City Limits of Loxley. The subject application requires a public hearing, and all public notice requirements have been met.

OWNERS: TR PEED PROPERTIES L L C

★ SUBJECT PROPERTY



ADJACENT ZONING: This property is within the Extra-Territorial Jurisdiction of the City of Loxley. The subject property is in BC Planning District 12, and zoned RSF-3 (Residential Single Family). The property on the east and south sides of this parcel are also zoned RSF-3. The property immediately north is zoned RSF-2 (Residential Single Family). The property to the west (across CR 55) is zoned RSF-1, 2 & 3.

UTILITIES:

Water:	City of Loxley
Sewer:	B.C.S.S.
Electric:	Baldwin EMC
Phone:	Brightspeed

ANALYSIS: The subject property consists of approximately 7.72± acres. The applicant is proposing preliminary and final plat approval for 6 lots. The smallest proposed lot is Lot 5 (49,351 sf), and the largest proposed lot is Lot 6 (65,924 sf). The subject plat appears to be in compliance with the City of Loxley Subdivision Regulations except as noted below. No public improvements are proposed as of this time. Lots 1 & 6 only have limited upland area for building a home.

These lots will share 3 common driveways (2 lots per driveway)

Please see the attached plat.

RECOMMENDATION: Staff recommends approval of the subject application contingent upon the following conditions:

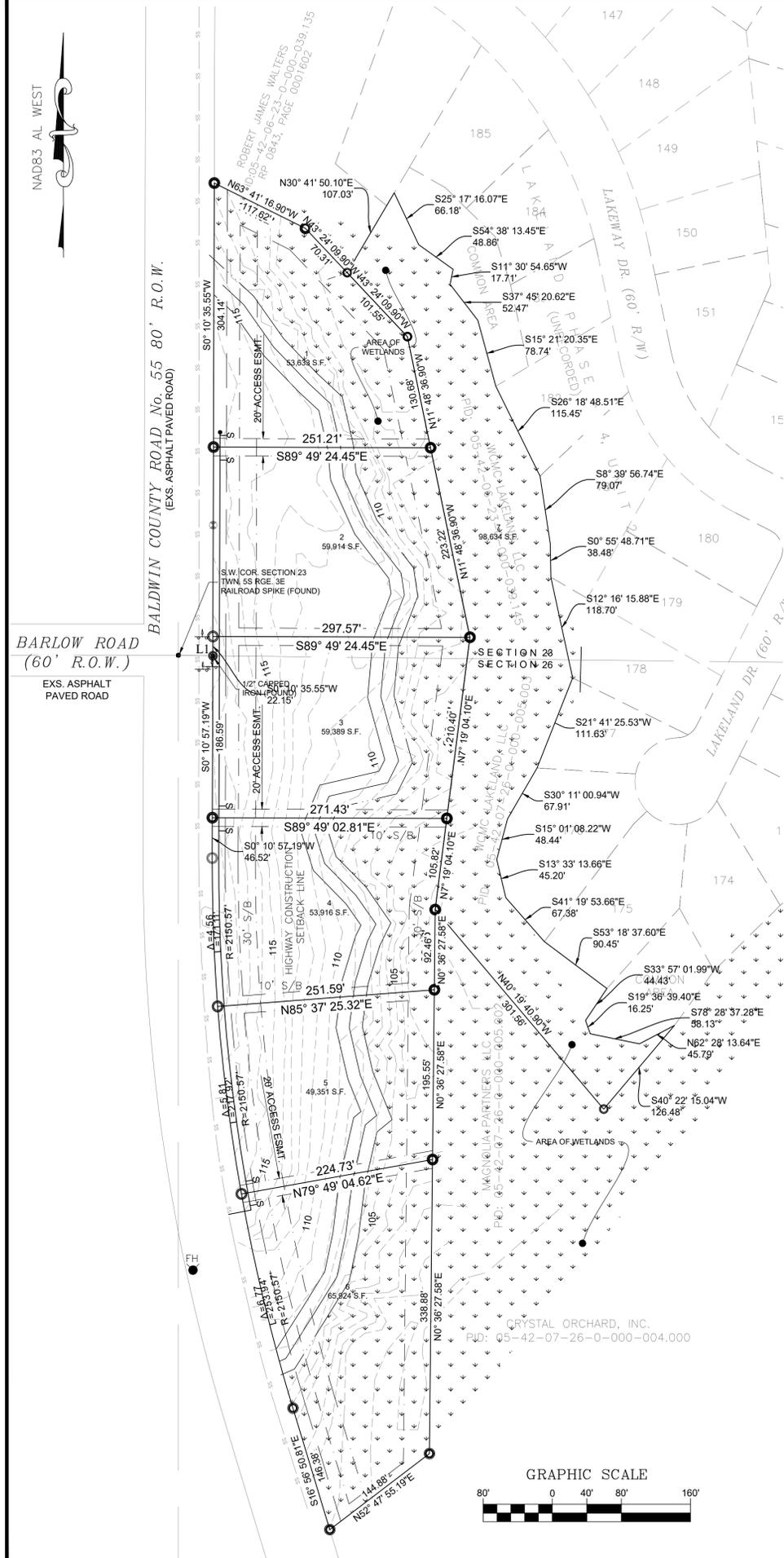
1. Provide administrative Site Plan approval from BC Planning and Zoning. In accordance with the ETJ Agreement between Loxley and Baldwin County
2. Provide Letters of Availability for all proposed Utility Providers.
3. Submit copy of Wetland Delineation of this subject property.
4. Revise the Certificate of Final Plat Approval and Water Certificate to change the “Town” to “City” in several locations.

Attachments

FINAL PLAT OF HIGHWAY 55 SUBDIVISION

A SUBDIVISION OF AN AREA OF LAND LOCATED IN
SECTION 23 & 26, TWN. 5 SOUTH, RGE 3 EAST
BALDWIN COUNTY, ALABAMA
ZONED USE: RSF-3, SINGLE FAMILY RESIDENCE

CR55 SUBDIVISION SITE DATA TABLE	
TOTAL NUMBER OF LOTS	6
LAND USE	SINGLE FAMILY RESIDENCE
CURRENT ZONING	RSF-3
MAX BUILDING HEIGHT	35
MAX DENSITY ALLOWED	3.0 UNITS PER ACRE
PROPOSED DENSITY	0.78 UNITS PER ACRE
FRONT / BACK SETBACK	30 FT
SIDE SETBACK	10 FT
SIDE SETBACK ABUTTING ROAD	30 FT
MIN LOT WIDTH AT ROW	40 FT
MIN LOT WIDTH AT BSL	80 FT
TOTAL ACREAGE	7.72 ACRES
MIN LOT SIZE REQUIRED	10,000 SF
MIN LOT SIZE PROVIDED	49,351 SF
LINEAR FOOTAGE OF ROADWAY	0 LF



CERTIFICATE OF FINAL PLAT APPROVAL

I, HEREBY CERTIFY THAT THE SUBDIVISION PLAT FOR SUBDIVISION HAS BEEN FOUND TO COMPLY WITH THE SUBDIVISION REGULATIONS OF THE TOWN OF LOXLEY, ALABAMA, WITH THE EXCEPTION OF SUCH VARIANCES, IF ANY, AS ARE NOTED IN THE MINUTES OF THE PLANNING COMMISSION AND THAT IT HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE PROBATE JUDGE OF BALDWIN COUNTY, ALABAMA.

_____, 2023.
CHAIRMAN, PLANNING COMMISSION
BUILDING OFFICIAL, TOWN OF LOXLEY
TOWN CLERK, TOWN OF LOXLEY

CERTIFICATE OF APPROVAL BY BALDWIN EMC
THE UNDERSIGNED, AS AUTHORIZED BY BALDWIN EMC, HEREBY APPROVES THE WITHIN PLAT FOR THE RECORDING OF THE SAME IN THE PROBATE OFFICE OF BALDWIN COUNTY, AL, THIS ____ DAY OF _____, 2023.

AUTHORIZED REPRESENTATIVE OF BALDWIN EMC

CERTIFICATE OF APPROVAL BY BALDWIN COUNTY SEWER SERVICE
THE UNDERSIGNED, AS AUTHORIZED BY BALDWIN SEWER SERVICE, HEREBY APPROVES THE WITHIN PLAT FOR THE RECORDING OF THE SAME IN THE PROBATE OFFICE OF BALDWIN COUNTY, AL, THIS ____ DAY OF _____, 2023.

AUTHORIZED REPRESENTATIVE OF BALDWIN COUNTY SEWER SERVICE

CERTIFICATE OF APPROVAL BY LOXLEY UTILITIES
THE UNDERSIGNED, AS AUTHORIZED BY LOXLEY UTILITIES, HEREBY APPROVES THE WITHIN PLAT FOR THE RECORDING OF THE SAME IN THE PROBATE OFFICE OF BALDWIN COUNTY, AL, THIS ____ DAY OF _____, 2023.

AUTHORIZED REPRESENTATIVE OF LOXLEY UTILITIES

CERTIFICATE OF APPROVAL BY BALDWIN COUNTY ENGINEER
THE UNDERSIGNED, AS AUTHORIZED BY BALDWIN COUNTY ALABAMA, HEREBY APPROVES THE WITHIN PLAT FOR THE RECORDING OF THE SAME IN THE PROBATE OFFICE OF BALDWIN COUNTY, AL, THIS ____ DAY OF _____, 2023.

AUTHORIZED REPRESENTATIVE OF BALDWIN COUNTY, AL

CERTIFICATE OF APPROVAL BY BALDWIN COUNTY, AL PLANNING DIRECTOR
THE UNDERSIGNED, AS AUTHORIZED BY BALDWIN COUNTY, AL HEREBY APPROVES THE WITHIN PLAT FOR THE RECORDING OF THE SAME IN THE PROBATE OFFICE OF BALDWIN COUNTY, AL, THIS ____ DAY OF _____, 2023.

AUTHORIZED REPRESENTATIVE OF LOXLEY UTILITIES

CERTIFICATE OF APPROVAL BY THE BALDWIN COUNTY E-911 ADDRESSING
THE UNDERSIGNED, AS AUTHORIZED BY BALDWIN COUNTY E-911, HEREBY APPROVES THE ROAD NAMES AS DEPICTED ON THE WITHIN PLAT AND HEREBY APPROVES THE WITHIN PLAT FOR THE RECORDING OF SAME TO THE PROBATE OFFICE OF BALDWIN COUNTY, AL, THIS ____ DAY OF _____, 2023.

AUTHORIZED REPRESENTATIVE OF BALDWIN COUNTY, AL

FLOOD ZONE STATEMENT:
THE PROPERTY CONTAINED WITHIN THIS SUBDIVISION DOES LIE IN A FLOOD PRONE AREA (ZONE X & ZONE A) AS DETERMINED BY THE FEDERAL EMERGENCY AGENCY'S FEDERAL INSURANCE RATE MAP PANEL NO. 01003C0660M, EFFECTIVE DATE 4/19/19.

TOPOGRAPHY STATEMENT
THE SITE'S EXISTING TOPOGRAPHY IS SHOWN AT 1 FOOT INTERVALS AND IS BASED UPON THE NAVD 88 DATUM

EASEMENT STATEMENT
A 15' UTILITY / DRAINAGE EASEMENT SHALL BE PROVIDED ALONG ALL REAR AND SIDE LOT LINES AS REQUIRED FOR MAINTENANCE ACCESS

STATE OF ALABAMA COUNTY OF BALDWIN

THE UNDERSIGNED, CLAYTON LYNCH, REGISTERED LAND SURVEYOR, LICENSE NO. 34331, STATE OF ALABAMA, AND GLEN ANGUS, OWNER(S), HEREBY CERTIFY THAT THIS PLAT OR MAP WAS MADE PURSUANT TO A SURVEY MADE BY SAID SURVEYOR AND THAT SAID SURVEY AND THIS PLAT OR MAP WERE MADE AT THE INSTANCE OF SAID OWNER, THAT THIS PLAT OR MAP IS A TRUE AND CORRECT MAP OF LANDS SHOWN THEREIN AND KNOW AS HIGHWAY 55 SUBDIVISION SHOWING THE SUBDIVISIONS INTO WHICH IT IS PROPOSED TO DIVIDE SAID LANDS, GIVING THE LENGTH, AND ANGLES OF THE BOUNDARIES OF EACH LOT AND ITS NUMBER, SHOWING THE STREETS, ALLEYS, AND PUBLIC GROUNDS, GIVING THE LENGTH, WIDTH AND NAME OF EACH STREET, AS WELL AS THE NUMBER OF EACH LOT AND BLOCK, AND SHOWING THE RELATIONS OF THE LANDS TO THE GOVERNMENT SURVEY; AND THAT IRON PINS HAVE BEEN INSTALLED AT ALL LOT CORNERS AND CURVE POINTS AS SHOWN AND DESIGNATED ON SAID PLAT OR MAP. SAID OWNER ALSO CERTIFIES THAT IT IS THE OWNER OF SAID LANDS AND THAT THE SAME ARE NOT SUBJECT TO ANY MORTGAGE. (EXECUTIONS AND ACKNOWLEDGMENTS BY SURVEYOR AND OWNER).

WCMC LAKELAND LLC - GLEN ANGUS

SOUTHERN CROSS SURVEYING - CLAYTON LYNCH

NOTARY'S ACKNOWLEDGMENT OF THE CERTIFICATE SHALL BE SUBSTANTIALLY IN FORM, AS FOLLOWS.

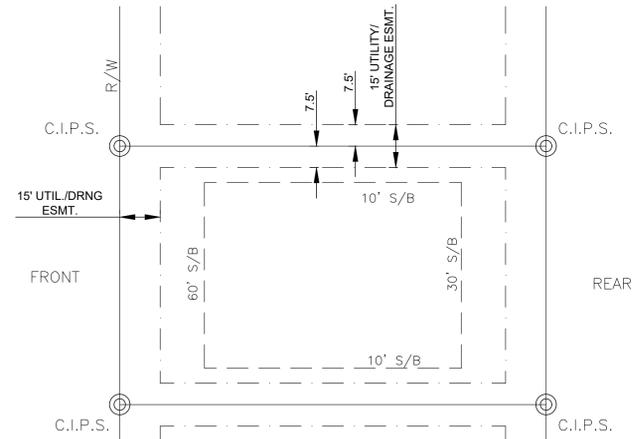
STATE OF ALABAMA
COUNTY OF BALDWIN
I, HEATHER LETTS, AS NOTARY PUBLIC, IN AND FOR SAID COUNTY AND STATE, DO HEREBY CERTIFY THAT CLAYTON LYNCH, WHOSE NAME IS SIGNED TO THE FOREGOING CERTIFICATE AS A SURVEYOR, AND GLEN ANGUS WHOSE NAME IS SIGNED TO SAME AS OWNER, ALL OF WHOM ARE KNOWN TO ME, ACKNOWLEDGED BEFORE ME, ON THIS DATE THAT AFTER HAVING BEEN DULY INFORMED OF THE CONTENTS OF SAID CERTIFICATE, THEY EXECUTED SAME VOLUNTARILY AS SUCH INDIVIDUALS (OR IN ANY OTHER CAPACITIES) WITH FULL AUTHORITY THEREFOR.

GIVEN UNDER MY HAND AND SEAL THIS ____ DAY OF _____, 2023.

NOTARY PUBLIC (SEAL)

DRIVEWAY NOTES

- 1) DEVELOPER TO INSTALL DRIVEWAYS PRIOR TO APPROVAL OF FINAL PLAT.
- 2) DRIVEWAYS MUST BE PERMITTED THROUGH BALDWIN COUNTY AND WILL REQUIRE A COMMERCIAL TURNOUT PERMIT FOR EACH COMMON DRIVEWAY.
- 3) THE PORTION OF THE COMMON DRIVEWAY OUTSIDE OF THE PUBLIC ROW AS SHOWN HERON IS PRIVATE AND WILL NOT BE MAINTAINED BY BALDWIN COUNTY.



TYP. LOT BUILDING SETBACK LAYOUT
N.T.S.

LEGAL DESCRIPTION

TRACT III, INST 1319647
COMMENCING AT THE SOUTHWEST CORNER OF SECTION 23, TOWNSHIP 5 SOUTH, RANGE 3 EAST, BALDWIN COUNTY, ALABAMA; THENCE SOUTH 89 DEGREES 59 MINUTES 41 SECONDS EAST FOR 40.00 FEET TO A 1/2 INCH IRON ROD LOCATED ALONG THE EAST RIGHT OF WAY LINE OF COUNTY ROAD #55 (80' R/W) AND BEING THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES 06 MINUTES 39 SECONDS WEST ALONG SAID EAST RIGHT OF WAY LINE FOR 233.11 FEET TO A POINT OF CURVATURE OF SAID EAST RIGHT OF WAY LINE; THENCE ALONG SAID CURVED RIGHT OF WAY LINE, BEING A CURVE TO THE LEFT HAVING A RADIUS OF 2150.57 FEET, CHORD BEARING SOUTH 8 DEGREES 27 MINUTES 15 SECONDS EAST AND CHORD DISTANCE OF 640.57 FEET FOR AN ARC LENGTH OF 642.96 FEET TO THE POINT OF TANGENCY OF SAID EAST RIGHT OF WAY LINE; THENCE SOUTH 17 DEGREES 01 MINUTES 09 SECONDS EAST ALONG SAID EAST RIGHT OF WAY LINE FOR 146.38 FEET; THENCE NORTH 52 DEGREES 43 MINUTES 37 SECONDS EAST FOR 144.88 FEET; THENCE NORTH 00 DEGREES 33 MINUTES 13 SECONDS EAST FOR 626.67 FEET; THENCE NORTH 7 DEGREES 10 MINUTES 50 SECONDS EAST FOR 316.22 FEET; THENCE NORTH 11 DEGREES 56 MINUTES 51 SECONDS WEST FOR 353.93 FEET; THENCE NORTH 43 DEGREES 32 MINUTES 24 SECONDS WEST FOR 171.86 FEET; THENCE NORTH 63 DEGREES 49 MINUTES 31 SECONDS WEST 117.92 FEET TO A POINT LOCATED ALONG SAID EAST RIGHT OF WAY LINE; THENCE SOUTH 00 DEGREES 00 MINUTES 19 SECONDS WEST ALONG SAID EAST RIGHT OF WAY LINE FOR 544.26 FEET TO THE POINT OF BEGINNING.

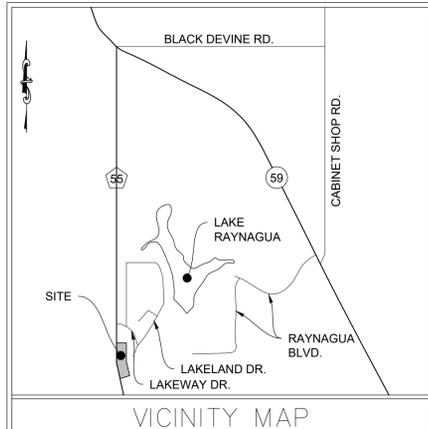
OWNER/DEVELOPER
TR PEED PROPERTIES, LLC
52350 HIGHWAY 225
STOCKTON, AL 36579

SUBDIVIDER
TR PEED PROPERTIES, LLC
52350 HIGHWAY 225
STOCKTON, AL 36579

SURVEYOR
SOUTHERN CROSS SURVEYING
CLAYTON LYNCH, P.L.S.
AL REG. NO. 34331
21074 HIGHWAY 25
COLUMBIANA, AL
(205) 613-5613

ENGINEER
BLUEWATER DESIGN, LLC
778 SCOUT CREEK TRAIL
HOOVER, AL 35244
(205) 283-8824

UTILITY PROVIDERS
SANITARY SEWER - BALDWIN COUNTY SEWER SERVICE
POTABLE WATER - TOWN OF LOXLEY WATER DEPARTMENT
ELECTRICAL SERVICE - BALDWIN EMC



VICINITY MAP

REVISIONS	NO.	DATE	APPR.
DESIGNED	M.A.T.	Detailed	P.B.
PROJECT NAME	CR 55 SUBDIVISION		
	FINAL PLAT		
	CLIENT		
	T.R. PEED PROPERTIES, LLC		
PROJECT NO.	WCMC-003		
	P1		
P.O. Box 217 PELL CITY, AL 35125 PHONE: (205) 283-8824 EMAIL: BMD217@BELLSOUTH.NET			
BLUEWATER DESIGN, LLC CONSULTING ENGINEERS - PELL CITY, AL			
FINAL PLAT			



TO: Mr. Kenny Folsom, Chairman and
Members of the Planning Commission

DATE: February 26, 2026

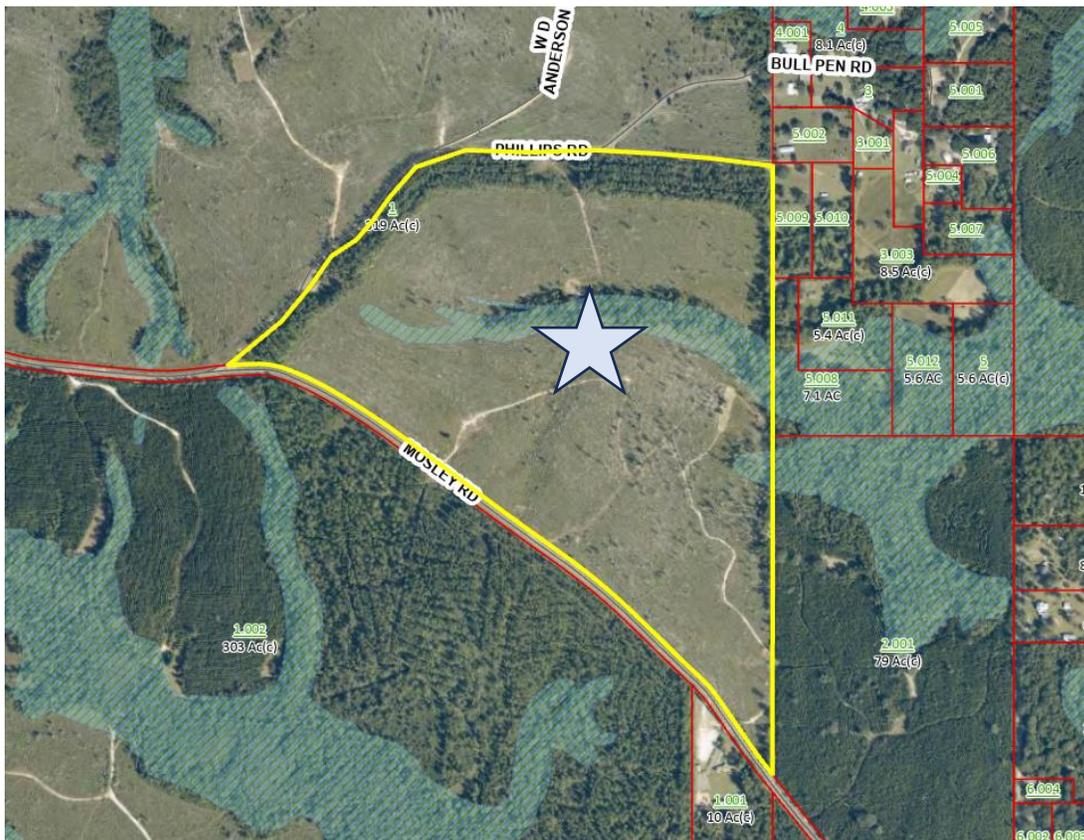
FROM: Gregory B. Smith, PE
Community Development Dir/City Engineer

REPORT DATE: 02-20-2026

SUBJECT: PL26-000003 – Chelsey Ridge – Preliminary/Final Plat

OVERVIEW: Amanda Weygand of Weygand Wilson Surveying seeks Preliminary/Final Plat approval for 38 Lot on 125+/-acres. The subject property is located on the north side of Mosley Rd, approximately 1/4 Mile East of Spring Rd S and continuing for 1 ¼ miles (PIN – 75244 & 62839). A public hearing is required; appropriate notice has been given.

 **SUBJECT PROPERTY:**



ADJACENT ZONING: The subject property is in the City of Loxley and **there is a pending Zoning Change application for this property to be re-zoned from A-O to R-1A Single Family Residential.** The properties to the south(across Mosley Rd), to the north and west are also in the City of Loxley and is currently zoned A-O Agriculture Open. The property to the east is in Unincorporated Baldwin County and are Unzoned.

ANALYSIS:

All of the proposed lots front on and have direct access to Mosley Rd.

The smallest proposed lot is 100’x520’ (52,000 sf 1.19 Acres)

Residential Single Family (R-1A) Standards:

Min Lot Area	12,000 square feet
Min Lot Width	100’
Min Front Yard Setback	35’
Min Rear Yard Setback	30’
Min Side Yard Setback	12’
Min Side Yard Abutting St	35’
Max Building Area of Lot	30%
Max Building Height	35’

Comments: If the Planning Commission recommends approval of this application to the City Council, such approval should be subject to the following conditions:

1. Provide Metes and Bounds legal description of the property boundary including section, township and range.
2. Amount of acreage to be subdivided.
3. The large lots that only have 30 ft access (flag) to Mosley Rd, should be revised so that the minimum width for access is 50 ft wide. This would allow for future development of these parcels.
4. When more than one (1) sheet is required, an index sheet of the same size shall be filed as a key, showing the entire subdivision.
5. Revise the Certificate of Final Plat Approval to change the “Town” to “City” is several locations.
6. Add Certificate of Electrical Provider (Baldwin EMC), so they can sign the Final Plat.
7. All required outside agency approvals (e.g., Baldwin County, ALDOT, ADEM, USACE, etc.) shall be obtained, in the event the property is developed.
8. The applicant shall comply with all applicable City of Loxley regulations upon any future development of the subject property.

Attachments

CHESLEY RIDGE SUBDIVISION

CITY OF LOXLEY - BALDWIN COUNTY - ALABAMA
SECTION 3 TOWNSHIP 4 SOUTH RANGE 3 EAST
A 38 LOT RESIDENTIAL SUBDIVISION

STATE OF ALABAMA
COUNTY OF Baldwin

The undersigned, Trent Wilson, Professional Land Surveyor, License No. 34764, State of Alabama, and Loxley Timberlands LLC, owner, hereby certify that this plat or map was made pursuant to a survey made by said surveyor and that said survey and this plat or map were made at the instance of said owner, that this plat or map is a true and correct map of lands shown therein and known as Chesley Ridge Subdivision showing the subdivisions into which it is proposed to divide said lands, giving the length, and angles of the boundaries of each lot and its number, showing the streets, alleys, and public grounds, giving the length, width and name of each street, as well as the number of each lot and block, and showing the relations of the lands to the government survey; and that iron pins have been installed at all lot corners and curve points as shown and designated on said plat or map.

I, Trent Wilson, surveyor, also certify that all parts of this map of survey have been completed in accordance with the current requirements of the Standards of Practice for Surveying in the State of Alabama to the best of my knowledge, information, and belief.

Loxley Timberlands LLC, owner also certifies that it is the owner of said lands and that the same is subject to a mortgage held by _____ who hereunder join in this Certification.

Surveyor: _____ Date: _____
Trent Wilson

Owner: _____ Date: _____
Edwin J. Spence (Member)
Loxley Timberlands LLC (Owner)

Mortgage Holder: _____
Signature of Authorized Agent
Name of Mortgage Holder

STATE OF ALABAMA
COUNTY OF _____

I, _____, as Notary Public, in and for said County and State, do hereby certify that Trent Wilson, whose name is signed to the foregoing certificate as surveyor, acknowledged before me, on this date that after having been duly informed of the contents of said certificate, executed same voluntarily as such individual (or in any other capacities) with full authority therefor.
Given under my hand and seal this day of _____, 20__.

Notary Public _____ (Seal)

STATE OF ALABAMA
COUNTY OF _____

I, _____, as Notary Public, in and for said County and State, do hereby certify that Edwin J. Spence, whose name is signed to the foregoing certificate as Member of Loxley Timberlands LLC, acknowledged before me, on this date that after having been duly informed of the contents of said certificate, executed same voluntarily as such individual (or in any other capacities) with full authority therefor.
Given under my hand and seal this day of _____, 20__.

Notary Public _____ (Seal)

STATE OF ALABAMA
COUNTY OF _____

I, _____, as Notary Public, in and for said County and State, do hereby certify that _____, whose name is signed to the foregoing certificate as Authorized Agent for _____, Mortgage Holder, acknowledged before me, on this date that after having been duly informed of the contents of said certificate, executed same voluntarily as such individual (or in any other capacities) with full authority therefor.
Given under my hand and seal this day of _____, 20__.

Notary Public _____ (Seal)

CERTIFICATE OF APPROVAL BY THE CITY OF LOXLEY ENGINEER
The undersigned, as City Engineer of Loxley, Alabama, hereby approves the within part for the recording of same in the Probate Office of Baldwin County, Alabama, this ___ day of ____, 20__.

City Engineer _____

I hereby certify that the subdivision plat for subdivision has been found to comply with the Subdivision Regulations of the Town of Loxley, Alabama, with the exception of such variances, if any, as are noted in the minutes of the Planning Commission and that it has been approved for recording in the Office of the Probate Judge of Baldwin County, Alabama.

This the ___ day of ____, 20__.

Chairman, Planning Commission _____

Building Official, Town of Loxley _____

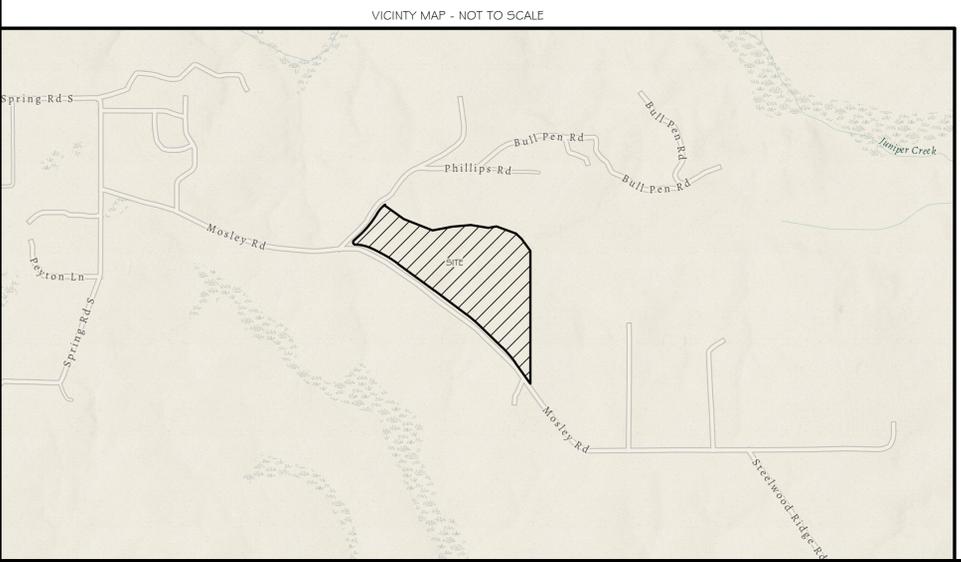
Town Clerk, Town of Loxley _____

CERTIFICATE OF APPROVAL BY THE BALDWIN COUNTY HEALTH DEPARTMENT
The lot(s) on this plat are subject to approval or deletion by the Baldwin County Health Department. No representation is made that any lot on this plat will accommodate an Onsite Sewage System (OSS). The appropriateness of a lot for wastewater sewage treatment and disposal shall be determined when an application is submitted. If permitted, the lot approval may contain certain conditions which restrict the use of the lot or obligate the owners to special maintenance and reporting requirements, and these are on file with said health department and are made a part of this plat as set out hereon.
Signed this ___ day of ____, 20__.

Authorized Signature _____

BALDWIN COUNTY E-911 ADDRESSING
The undersigned, as authorized by the Baldwin County E-911 Board, hereby approves the road names as depicted on the within plat and hereby approves the within plat for the recording of same in the Probate Office of Baldwin County, Alabama, this ___ day of ____, 20__.

Authorized Signature _____



OWNER:
LOXLEY TIMBERLANDS LLC
P.O. Box 904
Gulf Shores, AL 36547

Trent Wilson PLS #34764
Weygand Wilson Surveying LLC
229 E. 20th Ave., Suite 10
Gulf Shores, AL 36542
Phone: (251)-975-7555



Trent Wilson PLS #34764
Weygand Wilson Surveying LLC
229 E. 20th Ave., Suite 10
Gulf Shores, AL 36542
Phone: (251)-975-7555

RIGHT OF WAY FOR MOSLEY ROAD
EXISTING 60' RW
PROVIDED BY BALDWIN COUNTY
HIGHWAY DEPARTMENT BY DIGITAL
FILE AND ROLL MAP PROJECT # 0205212

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C01	470.00	18.47	18.47	S 52°31'44" W
C02	470.00	101.56	101.37	S 49°03'03" W
C03	1530.00	25.10	25.10	S 30°47'22" W
C04	1530.00	100.71	100.13	S 37°08'08" W
C05	1530.00	100.02	100.01	S 36°53'00" W
C06	1530.00	100.31	100.29	S 40°38'02" W
C07	1530.00	101.04	101.02	S 44°24'18" W
C08	1530.00	22.55	22.55	S 46°43'07" W
C09	35.00	83.54	85.08	N 21°14'21" W
C10	630.00	289.24	286.71	N 76°28'00" W
C11	2030.00	119.74	119.72	N 61°37'27" W
C12	2030.00	100.36	100.35	N 58°11'05" W
C13	2030.00	100.07	100.06	N 55°41'03" W
C14	2030.00	18.60	18.60	N 54°00'54" W
C15	5030.00	27.81	27.81	N 53°15'59" W
C16	2030.00	91.13	91.13	N 52°08'58" W
C17	2030.00	98.31	98.31	N 49°28'34" W
C18	2030.00	65.63	65.63	N 47°09'45" W
C19	1830.00	35.83	35.83	N 45°40'31" W
C20	1830.00	98.37	98.31	N 43°42'31" W
C21	1830.00	105.01	105.00	N 40°23'31" W
C22	1830.00	102.11	102.10	N 37°08'59" W
C23	45.00	27.19	26.77	S 72°48'41" W

NOTES:
1. BEARINGS BASED ON ASTRONOMIC NORTH AS OBTAINED BY GPS OBSERVATION.
2. SUBJECT PROPERTY HAS BEEN SCALED ONTO FEMA COMMUNITY PANEL # 0103030535M, DATED 4/19/2019 AND FOUND TO LIE IN ZONE 'X'.

RE-ZONING TO: R-1A
Minimum Lot Area 12,000 square feet
Minimum Lot Width at Building Line 100 feet
Minimum Depth of Front Yard 35 feet
Minimum Depth of Rear Yard 30 feet
Minimum Width of Each Side Yard 12 feet
Minimum Side Yard Abutting Street 35 feet

CHESLEY RIDGE SUBDIVISION

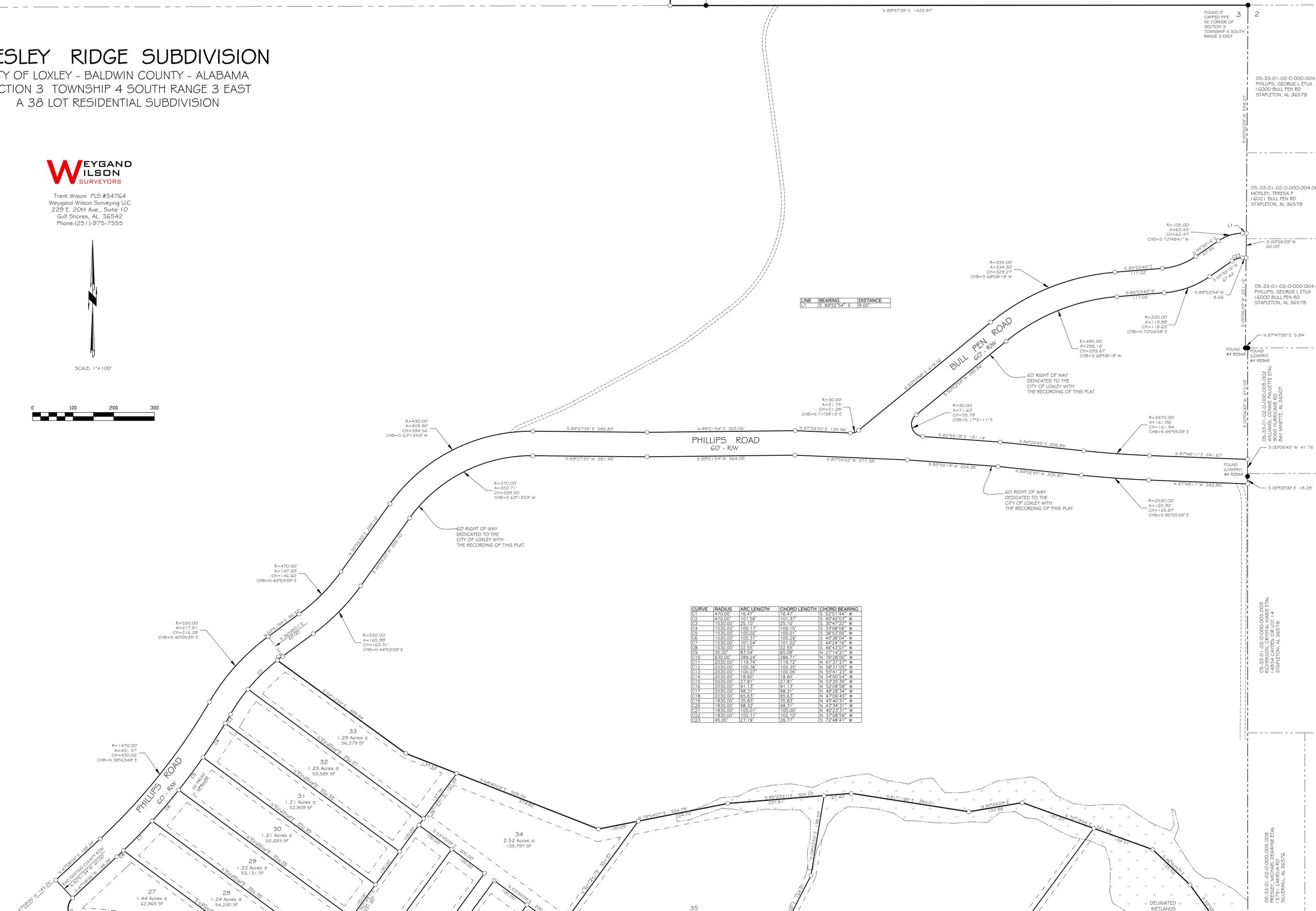
CITY OF LOXLEY - BALDWIN COUNTY - ALABAMA
SECTION 3 TOWNSHIP 4 SOUTH RANGE 3 EAST
A 38 LOT RESIDENTIAL SUBDIVISION



Trent Wilson PLS #347C4
Weygand Wilson Surveying LLC
229 E. 20th Ave., Suite 10
Gulf Shores, AL 36542
Phone: (251)-975-7555



SCALE: 1"=100'



LINE	BEARING	DISTANCE
L1	S 89°52'54" E	19.00'

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	470.00'	16.47'	16.47'	S 52°51'44" W
C2	470.00'	101.56'	101.37'	S 45°40'03" W
C3	1530.00'	25.19'	25.10'	S 30°42'23" W
C4	1530.00'	100.17'	100.15'	S 33°08'06" W
C5	1530.00'	100.92'	100.91'	S 36°53'00" W
C6	1530.00'	100.51'	100.29'	S 40°35'04" W
C7	1530.00'	101.94'	101.02'	S 44°24'16" W
C8	1530.00'	22.55'	22.53'	S 48°43'07" W
C9	35.00'	83.54'	65.08'	N 21°14'21" W
C10	630.00'	289.24'	286.71'	N 76°28'00" W
C11	2030.00'	119.74'	119.72'	N 61°32'23" W
C12	2030.00'	100.36'	100.35'	N 58°31'05" W
C13	2030.00'	100.07'	100.06'	N 55°41'23" W
C14	2030.00'	15.60'	15.60'	N 54°05'54" W
C15	5030.00'	27.81'	27.81'	N 53°35'59" W
C16	2030.00'	91.13'	91.13'	N 52°05'58" W
C17	2030.00'	98.31'	98.31'	N 49°28'34" W
C18	2030.00'	65.63'	65.63'	N 47°09'45" W
C19	1830.00'	35.83'	35.83'	N 45°40'51" W
C20	1830.00'	98.32'	98.31'	N 43°34'31" W
C21	1830.00'	105.01'	105.00'	N 40°23'31" W
C22	1830.00'	102.11'	102.10'	N 37°08'59" W
C23	45.00'	27.19'	26.77'	S 72°48'41" W

05-33-01-02-0-000-004.000
PHILLIPS, GEORGE L ETUX
16000 BULL PEN RD
STAPLETON, AL 36578

05-33-01-02-0-000-004.001
MOSLEY, TERESA F
16021 BULL PEN RD
STAPLETON, AL 36578

05-33-01-02-0-000-004.000
PHILLIPS, GEORGE L ETUX
16000 BULL PEN RD
STAPLETON, AL 36578

05-33-01-02-0-000-005.002
WILLIAMS, CONNIE PAULLETTE ETAL
8500 JAMMETTE, AL 36507

05-33-01-02-0-000-005.009
WILLIAMS, CONNIE PAULLETTE ETAL
8500 JAMMETTE, AL 36507

05-33-01-02-0-000-005.008
PRESLEY, MICHAEL DEWAYNE ETAL
1575 J. CAVALLA RD
SILVERHILL, AL 36576

DELIMITATED WETLANDS



TO: Mr. Kenny Folsom, Chairman and
Members of the Planning Commission

DATE: February 26, 2026

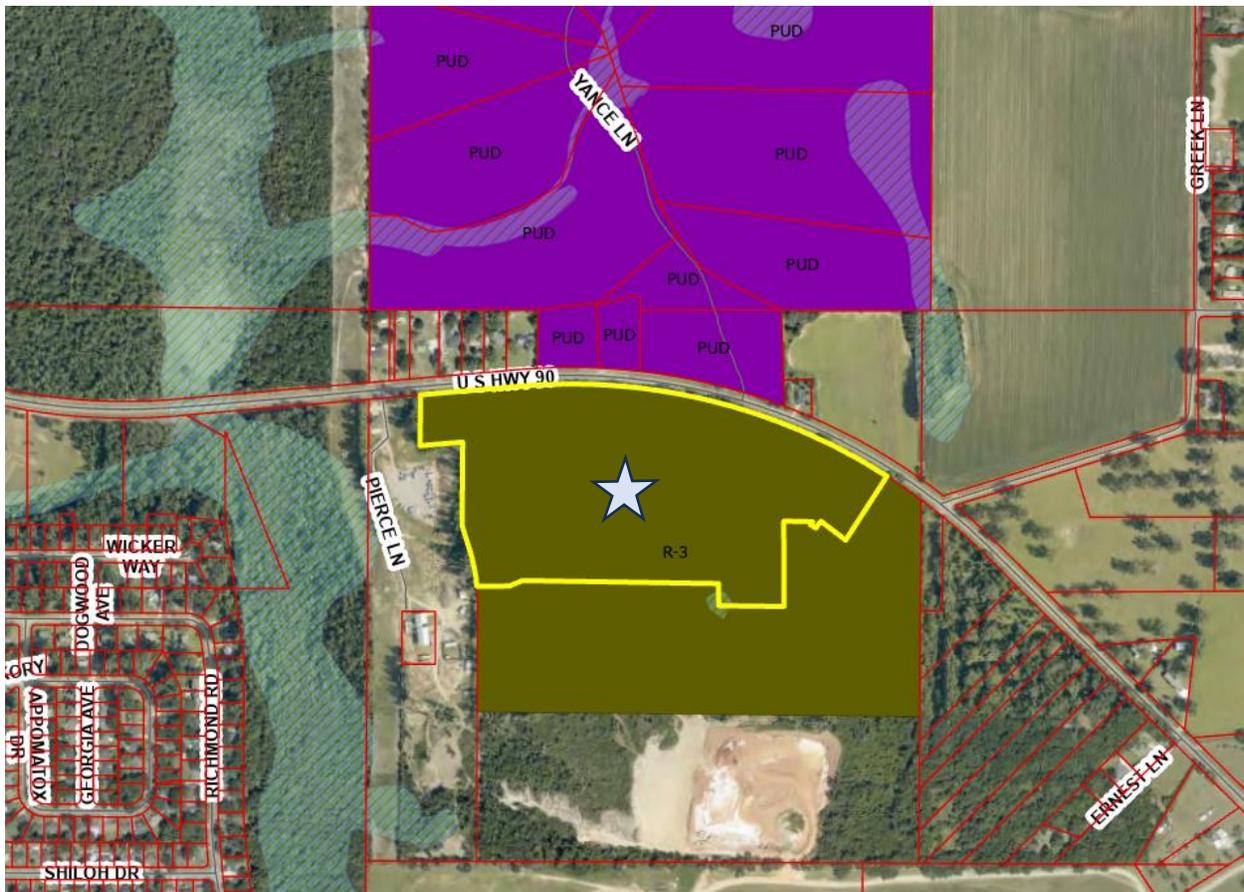
FROM: Gregory Smith, PE
City Engineer/Public Works Director

SUBJECT: PL26-000004 – Eastwood Hills, Ph 1 – Preliminary Plat

OVERVIEW: Sawgrass Engineering on behalf of the owner seeks preliminary plat approval for a 65 Lot Subdivision on 37.5 Acres. The subject property is located just south of US Hwy 90 and is southwest of the US Hwy 90 and Jenkins Farm Rd intersection. (PIN – 67555). A public hearing is required; appropriate notice has been given.

OWNER(S): Asphalt Services, Inc.

★ SUBJECT PROPERTY



ADJACENT ZONING: This property was recently annex and zoned Garden Patio Home (GPH-1) (Ordinance No. 2025-48 & 2025-49) All of the surround property is also located in BC Planning District 7. The property across US 90, shown in purple, is within the City of Loxley and is zoned PUD (Planned Unit Development).

ANALYSIS: This application consists of approximately 37.5± acres. The applicant is proposing preliminary plat approval for 65 lots.

Setbacks Provided:

Front Yard	Side Yard	Side Yard Abutting Street	Rear Yard
30 feet	10 feet	15 feet	20 feet

Lot Dimensions:

Min Lot Width	Smallest Lot Size
60 feet	8,400 Square Feet

Building Details:

Min Building Area % of Lot Area	Max Building Height	Parking	Density
100%	2 stories / 35 feet	1 space per bedroom	N/A

Please see the attached plats.

RECOMMENDATION: Staff recommends approval of the subject application contingent upon the following conditions. Other than the items listed below, the subject plat appears to be in compliance with the City of Loxley Subdivision Regulations:

1. Clarify the Electrical Provider. The Construction Plans and Plat indicate Riviera Utilities, but there is Letter from Baldwin EMC included in the application.
2. Update the TIS to reference the current subdivision layout. The one in the study appears different than what's currently proposed.
3. Several of the proposed R/W's are labeled as 60 ft, but appear to only be 50 ft wide. Revise accordingly.
4. Provide location of all proposed STOP, Street, and Speed Limit signs. Signs shall be decorative signs that meet current specifications of the City of Loxley.
5. It's recommended that the proposed cross-walks be moved closer to the intersections to align better with traversing sidewalks on either side and also to allow the STOP bars to be nearer to the cross-traffic.
6. Streets shall be graded to a minimum line of seven (7) feet back of the curb line with a rise of not less than eight (8) inches or more than fifteen (15) inches from the flow line of the gutter.
7. Label proposed street names on plan views of all construction plan sheets.

8. Provide Temporary Turn-around at the south end of Tulip Dr. *A temporary T and L shaped turnabout shall be provided on all temporary dead-end streets, with notation on the subdivision plat that land outside the normal street right-of-way shall revert to abutters whenever the street is continued.*
9. Provide construction plans for the required turn-lane on US 90.
10. Provide layout of proposed streetlights.
11. Provide a note on the Construction Plans stating:
Utility installation across or in roadways should occur prior to any roadbed processing of the subgrade. Once asphalt is placed, it should not be open cut without written permission of the City of Loxley.
12. All required outside agency approvals (e.g., Baldwin County, ALDOT, ADEM, USACE, etc.) shall be obtained, in the event the property is developed.
13. The applicant shall comply with all applicable City of Loxley regulations upon any future development of the subject property.

Utilities:

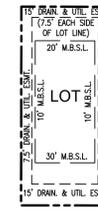
14. Provide Utility Easement for Ex. Water Main along US 90 that appears to be on this subject property.
15. Separate Water Irrigation services are not required.
16. Water service needs to be shown for the BCSS Lift Station area.

Attachments

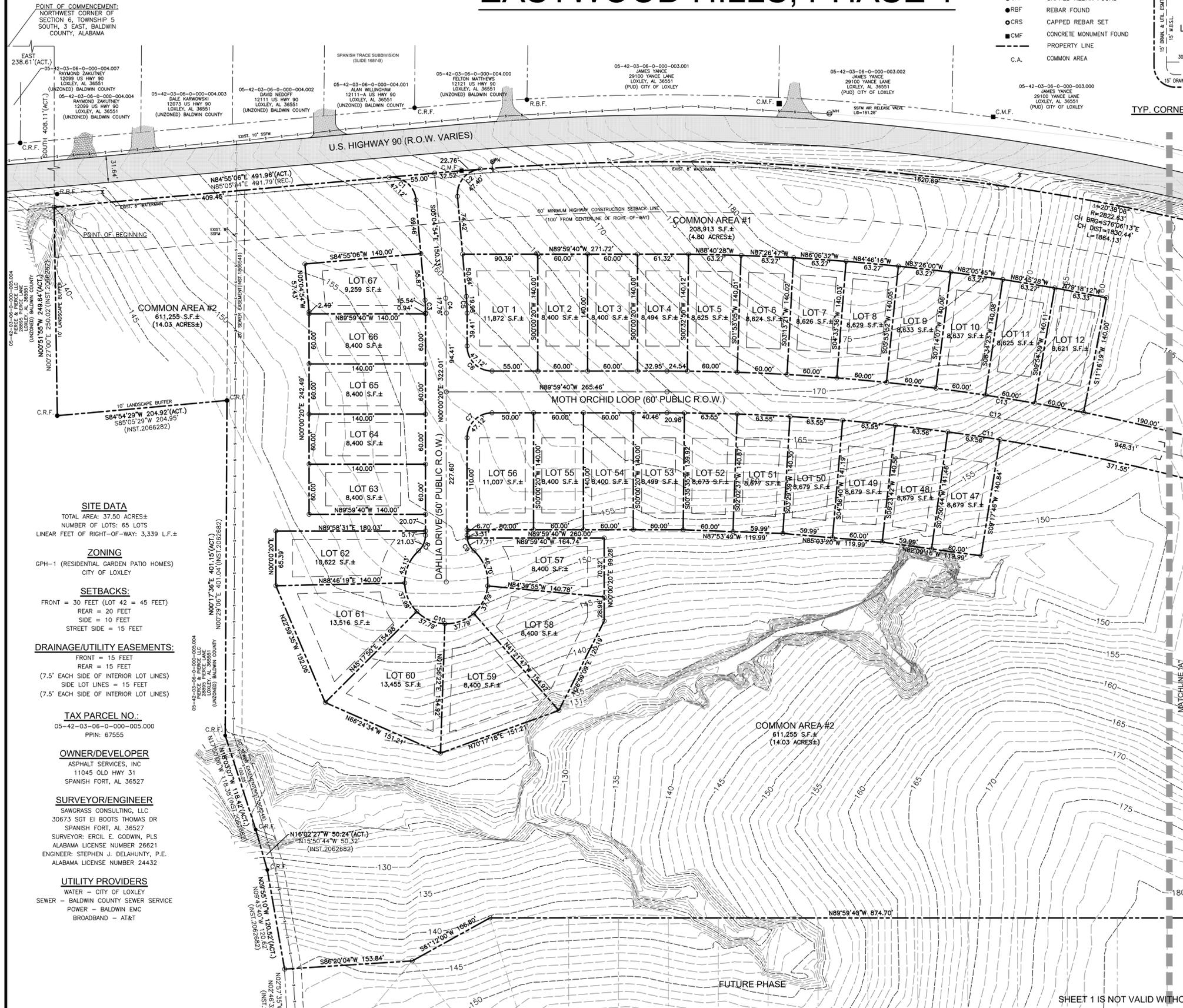
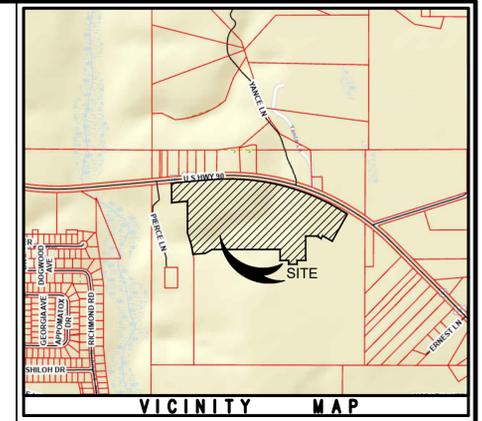
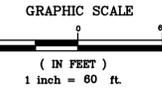
EASTWOOD HILLS, PHASE 1

LEGEND

- CRF CAPPED REBAR FOUND
- RBF REBAR FOUND
- CRS CAPPED REBAR SET
- CMF CONCRETE MONUMENT FOUND
- PROPERTY LINE
- COMMON AREA



TYP. CORNER LOT DETAIL TYP. LOT DETAIL



CURVE#	RADIUS	DELTA	CHORD	CHORD DIST.	ARC LENGTH
C1	30.00'	90°00'00"	N5°04'54"W	42.43'	47.12'
C2	30.00'	90°31'12"	S4°10'42"W	42.62'	47.40'
C3	175.00'	5°05'14"	N2°32'17"W	15.53'	15.54'
C4	200.00'	5°05'14"	N2°32'17"W	17.75'	17.76'
C5	225.00'	5°05'14"	N2°32'17"W	19.97'	19.98'
C6	30.00'	90°00'00"	S4°59'40"E	42.43'	47.12'
C7	30.00'	90°00'00"	S4°59'40"E	42.43'	47.12'
C8	25.00'	48°11'23"	N2°06'01"E	20.41'	21.03'
C9	25.00'	48°11'23"	S2°05'21"E	20.41'	21.03'
C10	50.00'	27°22'46"	S8°59'40"E	66.67'	241.19'
C11	2515.79'	20°07'01"	N7°56'10"W	878.78'	883.31'
C12	2540.79'	29°31'59"	N7°51'34"W	1295.19'	1309.64'
C13	2565.79'	28°19'03"	N7°50'09"W	1255.23'	1268.09'

CURVE#	RADIUS	DELTA	CHORD	CHORD DIST.	ARC LENGTH
C14	30.00'	91°16'04"	N2°14'37"W	42.89'	47.79'
C15	30.00'	91°16'04"	S6°70'12"W	42.89'	47.79'
C16	125.00'	21°23'05"	S10°41'53"W	46.38'	46.65'
C17	100.00'	21°23'05"	S10°41'53"W	37.11'	37.32'
C18	75.00'	21°23'05"	S10°41'53"W	27.83'	27.99'
C19	30.00'	90°00'00"	N4°50'20"E	42.43'	47.12'
C20	30.00'	90°00'00"	S4°59'40"E	42.43'	47.12'
C21	2515.78'	5°36'51"	N6°43'05"W	246.42'	246.51'
C22	30.00'	91°11'33"	N16°07'53"W	42.87'	47.75'
C23	30.00'	88°51'29"	N7°35'38"E	42.00'	46.53'
C24	30.00'	91°07'43"	N16°05'58"W	42.84'	47.71'
C25	30.00'	91°07'43"	S7°51'45"W	42.84'	47.71'

SURVEYORS NOTES:

- INFORMATION USED TO PERFORM AND PRODUCE THIS SURVEY ARE PREVIOUS SURVEYS, BY THIS FIRM OR OTHERS, DEEDS OF RECORDS AND/OR OTHER INFORMATION AS PROVIDED BY THE CLIENT. NO TITLE SEARCH, OPINION OR ABSTRACT WAS PERFORMED BY THIS FIRM OR BY OTHERS UNDER THE DIRECTION OF THIS FIRM. IN ADDITION, THERE MAY BE OTHER INSTRUMENTS OF RECORD WITHIN THE OFFICE OF THE JUDGE OF PROBATE, AS WELL AS OTHER UNRECORDED INSTRUMENTS WHICH COULD ENCUMBER AND/OR AFFECT THE BOUNDARIES OF THIS PROPERTY THAT WERE NOT FURNISHED AT THE TIME OF SURVEY.
- BASIS OF BEARING: BASED ON GRID NORTH AS DETERMINED BY RTK GPS AND REFERENCED TO NAD83, ALABAMA WEST STATE PLANE COORDINATES.
- DATE OF FIELD WORK: JUNE, 2019 THRU JANUARY, 2025
- I HAVE CONSULTED THE FEDERAL INSURANCE ADMINISTRATION MAP, COMMUNITY PANEL NUMBERS 0100300540M, EFFECTIVE APRIL 19, 2019, AND HAVE FOUND THAT THE DESCRIBED PROPERTY IS LOCATED IN ZONE "X" (UNSHADED), AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, NO FIRM BASE FLOOD ELEVATION REQUIRED.
- FINISHED FLOOR ELEVATION OF DWELLINGS SHALL BE A MINIMUM OF 1 FOOT ABOVE ADJACENT ROADWAY CENTERLINE.
- ANY FLOOD ZONES GIVEN OR SHOWN ON THE FACE OF THIS DRAWING ARE SCALED FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE MAPS (SCALED ONLY)
- LOTS ARE SUBJECT TO THE FOLLOWING DRAINAGE AND UTILITY EASEMENT(S) UNLESS OTHERWISE SHOWN HEREON:
FRONT OF ALL LOTS AND COMMON AREAS = 15 FEET
REAR OF ALL LOTS AND COMMON AREAS = 15 FEET (7.5 FEET EACH SIDE OF LOT/Common AREAS)
SIDE LOT LINES AND COMMON AREAS = 15 FEET (7.5 FEET EACH SIDE OF LOT/Common AREA)
- HIGHWAY CONSTRUCTION SETBACK ALONG U.S. HIGHWAY 90 IS 100 FEET FROM THE CENTERLINE OF RIGHT-OF-WAY AT THE TIME OF RECORDING.

DESCRIPTION:

BEGINNING AT A POINT ON THE SOUTH RIGHT-LINE OF U.S. HIGHWAY 90 BEING 238.61 FEET EAST AND 408.11 FEET SOUTH OF THE NORTHWEST CORNER OF SECTION 6, TOWNSHIP 5 SOUTH, RANGE 3 EAST, BALDWIN COUNTY, ALABAMA; THENCE RUN N8°45'06"E, ALONG SAID SOUTH RIGHT-OF-WAY LINE, 491.96 FEET TO A POINT; THENCE CONTINUE SOUTHEASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE AND A CURVE TO THE RIGHT HAVING A RADIUS OF 2822.63 FEET, A DELTA ANGLE OF 20°38'06", A CHORD OF WHICH BEARS S7°06'13"E, 1630.44 FEET, AN ARC LENGTH OF 1864.13 FEET TO A POINT; THENCE RUN S29°27'53"W, LEAVING SAID SOUTH RIGHT-OF-WAY OF U.S. HIGHWAY 90, 399.48 FEET TO A POINT; THENCE RUN N60°32'07"W 140.00 FEET TO A POINT; THENCE RUN S29°27'53"W, 40.29 FEET TO A POINT; THENCE RUN N60°32'07"W, 50.00 FEET TO A POINT; THENCE RUN N29°27'53"E, 9.41 FEET TO A POINT; THENCE RUN N89°59'40"W, 160.79 FEET TO A POINT; THENCE RUN S00°00'20"W, 313.74 FEET TO A POINT; THENCE RUN N89°59'40"W, 110.00 FEET TO A POINT; THENCE RUN S00°00'20"E, 50.00 FEET TO A POINT; THENCE RUN N89°59'40"W, 110.00 FEET TO A POINT; THENCE RUN N00°00'20"E, 50.00 FEET TO A POINT; THENCE RUN N89°59'40"W, 110.00 FEET TO A POINT; THENCE RUN N00°00'20"W, 140.00 FEET TO A POINT; THENCE RUN N89°59'40"W, 87.40 FEET TO A POINT; THENCE RUN S61°12'00"W, 106.80 FEET TO A POINT; THENCE RUN S86°20'04"W, 153.84 FEET TO A POINT; THENCE RUN N09°55'10"W, 120.52 FEET TO A POINT; THENCE RUN N16°02'27"W, 50.24 FEET TO A POINT; THENCE RUN N18°03'07"W, 118.42 FEET TO A POINT; THENCE RUN N00°17'36"E, 401.15 FEET TO A POINT; THENCE RUN S84°54'29"W, 204.92 FEET TO A POINT; THENCE RUN N00°51'55"W, 249.64 FEET TO THE POINT OF BEGINNING, CONTAINING 37.50 ACRES MORE OR LESS, AND LYING IN SECTION 6, TOWNSHIP 5 SOUTH, RANGE 3 EAST, BALDWIN COUNTY, ALABAMA.

I HEREBY STATE THAT ALL PARTS OF THIS SURVEY AND DRAWING HAVE BEEN COMPLETED IN ACCORDANCE WITH THE CURRENT REQUIREMENTS OF THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN THE STATE OF ALABAMA TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF.

ERIC L. GODWIN, PLS
ALABAMA LICENSE NUMBER 26621

DATE

SHEET 1 IS NOT VALID WITHOUT ALL SHEETS (TOTAL OF 2 SHEETS) ATTACHED HERETO

NUMBER:	REVISION:	DATE:

ENGINEERING - SURVEYING - CONSTRUCTION MANAGEMENT
30673 Sgt. E. I. "Boots" Thomas Drive, Spanish Fort, AL 36527 Phone: (251) 544-7900

PRELIMINARY PLAT
EASTWOOD HILLS, PH 1
ASPHALT SERVICES, INC

SCALE:	1"=60'
DATE:	JANUARY, 2026
DRAWN BY:	
CHECKED BY:	
SHEET:	1 OF 2

TRAFFIC IMPACT STUDY

Eastwood Hills
Baldwin County, AL

December 3, 2024

PREPARED FOR:
Ercil Godwin, PLS/PSM
Sawgrass, LLC



SAIN
ASSOCIATES

PREPARED BY:
Sain Associates, Inc.
Two Perimeter Park South
Suite 500 East
Birmingham, Alabama 35243
205-940-6420

SAIN PROJECT #:
24-0373

Table of Contents

Introduction & Overview 1
 Overview of Development 1
 Existing Traffic Conditions 1
 Project Study Area 1
 Existing Geometric Data 2
 Site Accessibility 2
 Existing Traffic Data 3
 Existing Capacity Analysis and Levels of Service 5
 Future “No-Build” Traffic Conditions 6
 Background Traffic Growth 6
 Future “No-Build” Capacity Analysis and Levels of Service 8
 Future “Build” Traffic Conditions 9
 Description of Proposed Development 9
 Intersection Sight Distance Evaluation 10
 Trip Generation Estimates 11
 Site-Generated Traffic Distribution 11
 Future “Build” Capacity Analysis and Levels of Service 15
 Future “Build” Turn Lane Warrant Analysis 16
 Conclusions/Recommendations 17

Figures

Figure 1: Site Location 2
 Figure 2: Existing Traffic Volumes 4
 Figure 3: Background Traffic Volumes (2028) 7
 Figure 4: Proposed Site Layout 9
 Figure 5: New Trip Distribution 12
 Figure 6: Site-generated Trips 13
 Figure 7: Future Volumes 14

Tables

Table 1: Existing Levels of Service 5
 Table 2: Background Levels of Service 8
 Table 3: Intersection Sight Distance 10
 Table 4: Trip Generation Estimate 11
 Table 5: Future Levels of Service 15
 Table 6: Right Turn Lane Warrant Evaluation – Future Volumes 16
 Table 7: Left Turn Lane Warrant Evaluation – Future Volumes 16

Appendices

- A. Proposed Site Layout
- B. Traffic Count Data
- C. Description of Levels of Service
- D. Existing Conditions Capacity Analysis
- E. Future “No-Build” Conditions Capacity Analysis
- F. Future “Build” Conditions Capacity Analysis
- G. Future “Build” Conditions Turn Lane Warrant Analysis

Other Information

Sources of information other than Sain Associates used in preparation of this traffic impact study include:

- Sawgrass Consulting, LLC
- Baldwin County, AL
- Marr Traffic, LLC
- Alabama Department of Transportation (ALDOT)
- Transportation Research Board (TRB)
- National Cooperative Highway Research Program (NCHRP)
- Google Earth

Introduction & Overview

Overview of Development

Sain Associates, Inc. examined the traffic impacts associated with a proposed residential site in Baldwin County, Alabama. The purpose of this study is to analyze the traffic conditions in the vicinity of the proposed development, determine any impacts that the proposed development may have on the existing traffic network, and recommend any improvements that may be necessary to mitigate any impacts.

Existing Traffic Conditions

Project Study Area

The study property is located on the southern side of US-90 between Pierce Lane and Jenkins Farm Road in Baldwin County. The proposed residential site is expected to contain 191 single-family residential units.

Our analysis includes a review of traffic operations at the following study intersections:

- US-90 at Bay Branch Drive
- US-90 at Robbins Boulevard
- US-90 at Access 1
- US-90 at Access 2
- US-90 at CR-66N

Figure 1 shows the site location as it relates to the surrounding roadway network. The full site plan is included in Appendix A.

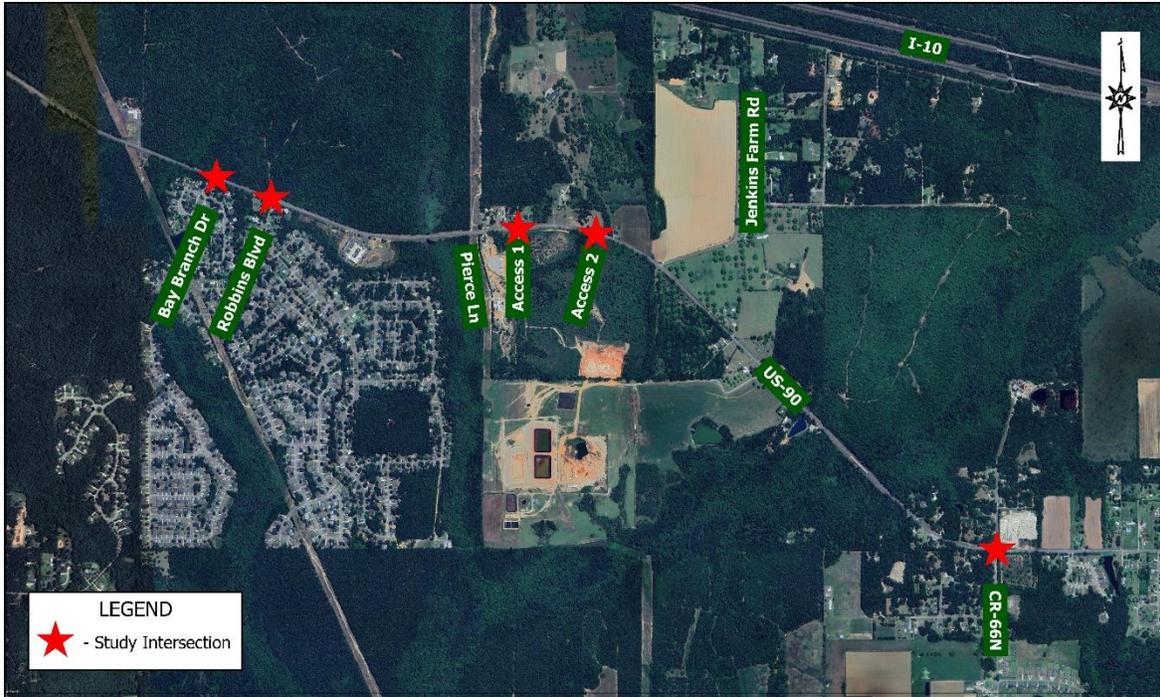


Figure 1: Site Location

Existing Geometric Data

The roadway within the study boundary exhibits the following characteristics:

- US-90 is predominately a two-lane roadway that is classified as a minor arterial. It has a posted speed limit of 55 miles per hour.
- Bay Branch Drive is a two-lane roadway that is classified as a local road. It has a posted speed limit of 25 miles per hour.
- Robbins Boulevard is a two-lane roadway that is classified as a local road. It has a posted speed limit of 25 miles per hour.
- CR-66N is a two-lane roadway that is classified as a local road north of US-90 and a major collector south of US-90. It has a posted speed limit of 15 miles per hour north of US-90 and 45 miles per hour south of US-90.

Site Accessibility

The proposed site location is currently undeveloped. The proposed site plan includes two access points to US-90, which each located on the southern side of US-90 between Pierce Lane and Jenkins Farm Road.

Existing Traffic Data

Sain Associates performed traffic data collection through sub-consultant Marr Traffic, LLC. The turning movement count data was collected at the study intersections on Thursday, November 7, 2024 during the periods of 7:00 – 9:00 AM and 4:00 – 6:00 PM for the US-90 at Bay Branch Drive and US-90 at Robbins Boulevard intersections. 24-hour turning movement counts were collected on the same day for the US-90 at CR-66N intersection.

The peak hours within the study area were determined to be the following:

- AM peak hour – 7:00–8:00 AM
- PM peak hour – 4:45–5:45 PM

The existing peak hour traffic volumes are illustrated in Figure 2, and the raw traffic count reports are included in Appendix B.

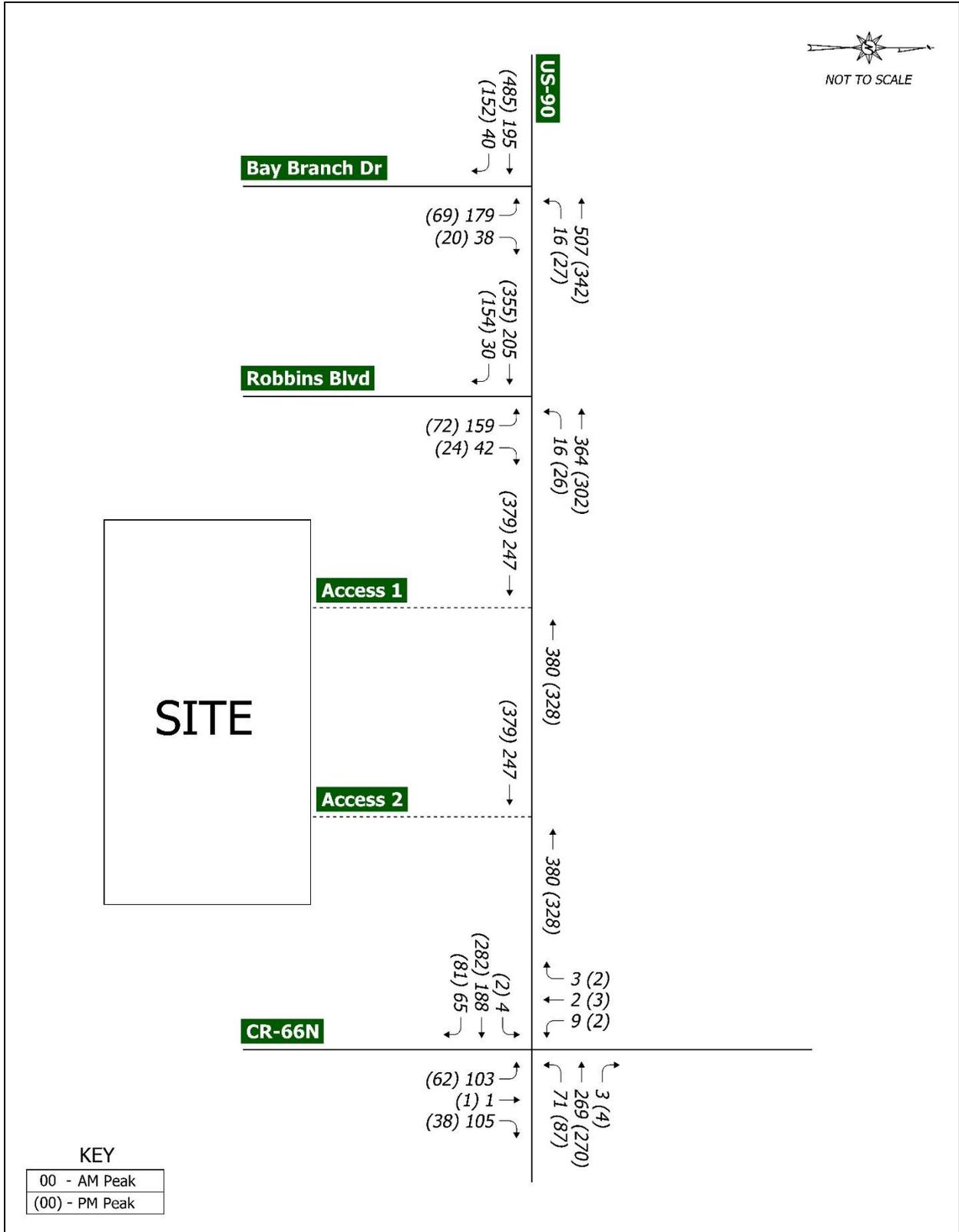


Figure 2: Existing Traffic Volumes

Existing Capacity Analysis and Levels of Service

Using the methods described in the *Highway Capacity Manual*, published by the Transportation Research Board, we analyzed the existing traffic conditions within the study area. According to this method of analysis, traffic capacities are expressed as levels of service (LOS) ranging from “A” to “F.” A detailed description of each LOS designation is included in Appendix C.

Full printouts of the existing conditions capacity analysis are provided in Appendix D, with the results summarized in Table 1.

Table 1: Existing Levels of Service

Intersection	Approach		Level of Service (LOS)	
			AM Peak	PM Peak
US-90 at Bay Branch Drive	EB	US-90	A	A
	WB	US-90	A	A
	NB	Bay Branch Dr	E	D
US-90 at Robbins Boulevard	EB	US-90	A	A
	WB	US-90	A	A
	NB	Robbins Blvd	C	C
US-90 at CR-66N	EB	US-90	A	A
	WB	US-90	A	A
	NB	CR-66N	C	C
	SB	CR-66N	C	C

According to the existing conditions capacity analysis, all of the study intersection approaches operate with a LOS D or better, except for the northbound Bay Branch Drive approach to US-90.

Future “No-Build” Traffic Conditions

Background Traffic Growth

A background traffic growth rate was determined by evaluating the historical traffic volumes at a nearby traffic counter via ALDOT's *Alabama Traffic Data* website, and a straight-line growth rate of 4.3% was determined. This growth rate was applied to the existing volumes to project volumes for the opening year 2028.

In addition to the growth rate, there is one known development that will add traffic to the study area. This planned development is anticipated to be located on the northern side of US-90, just east of St. John Street. Traffic projections for this planned development were gathered from a previous study titled “Traffic Impact Analysis for Easlan-Malbis Apartments” by Neel-Shaffer, Inc. (dated 3/19/21) and added to the projected background conditions for the study area. Additional developments may soon be in progress in the area, and those traffic volumes are expected to be captured by the projected growth rate.

The background (“No-Build”) traffic volumes are illustrated in Figure 3.

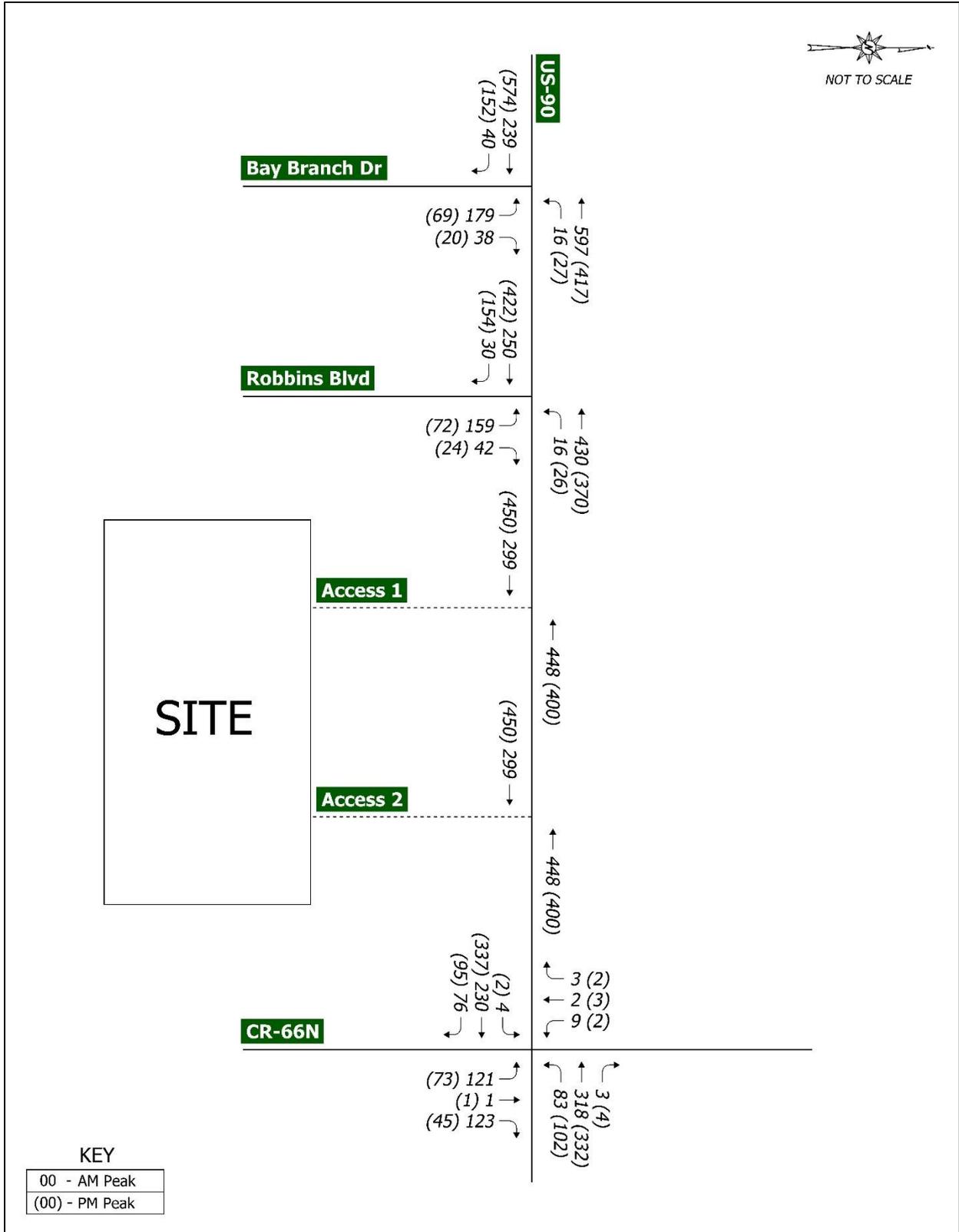


Figure 3: Background Traffic Volumes (2028)

Future “No-Build” Capacity Analysis and Levels of Service

Using the *Highway Capacity Manual* methods previously described, the background conditions were analyzed. The resulting LOS is summarized in Table 2. Full printouts of the background conditions capacity analysis are provided in Appendix E.

Table 2: Background Levels of Service

Intersection	Approach		Level of Service (LOS)	
			AM Peak	PM Peak
US-90 at Bay Branch Drive	EB	US-90	A	A
	WB	US-90	A	A
	NB	Bay Branch Dr	F	E
US-90 at Robbins Boulevard	EB	US-90	A	A
	WB	US-90	A	A
	NB	Robbins Blvd	C	C
US-90 at CR-66N	EB	US-90	A	A
	WB	US-90	A	A
	NB	CR-66N	E	D
	SB	CR-66N	C	C

According to the background conditions capacity analysis, all of the study intersection approaches are projected to operate with a LOS D or better, except for the northbound Bay Branch Drive approach to US-90 and the northbound CR-66N approach to US-90.

Future “Build” Traffic Conditions

Description of Proposed Development

The proposed site layout is shown in Figure 4. The full site plan is found in Appendix A.



Figure 4: Proposed Site Layout

Intersection Sight Distance Evaluation

Intersection sight distance was evaluated at the proposed locations of both Access 1 and Access 2 on US-90. According to AASHTO's *A Policy On Geometric Design of Highways and Streets*, the minimum required intersection sight distance (ISD) for a crossing at which the major road has a design speed of 55 MPH is 610 feet for a left turn maneuver and 530 feet for a right turn maneuver. Intersection sight distance was evaluated for both left turns and right turns from each proposed driveway. Table 3 shows the measured and required ISD from Access 1 and Access 2.

Table 3: Intersection Sight Distance

Location	Direction	Existing ISD (ft)	Min. Req. ISD (ft)	Sufficient?
Access 1	Looking west	700+	530	YES
	Looking east	625	610	YES
Access 2	Looking west	450	530	NO
	Looking east	640	610	YES

According to the intersection distance evaluation, the minimum intersection sight distance requirements were met for each movement except for when looking west from Access 2; however, it was determined that with the clearing of existing trees and vegetation, this intersection sight distance would be expected to extend roughly to the crest of the vertical curve to the west, increasing the intersection sight distance from 450' to approximately 700'. This clearing of vegetation is expected to result in adequate intersection sight distance for all proposed driveway movements.

Trip Generation Estimates

The number of vehicle trips expected to be generated by the proposed development was estimated using data provided in the Institute of Transportation Engineers' (ITE) publication *Trip Generation* (11th Edition).

Traffic generated by a proposed development is often classified in two ways: new trips or pass-by trips. New trips are defined as vehicles whose primary destination is the proposed development; these trips are assumed to return to the same direction in which they arrived. Pass-by trips are defined as vehicles that stop into a development while heading to another destination. For the proposed residential development, there were assumed to be no pass-by trips during the peak study hours.

A detailed summary of the trip generation estimates used for the proposed development is shown in Table 4.

Table 4: Trip Generation Estimate

Land Use	Land Use Code	Total Quantity	Independent Variable	Weekday	AM Peak		PM Peak	
					IN	OUT	IN	OUT
Single-Family Detached Housing	210	191	Dwelling Units	1830	34	100	115	68

Site-Generated Traffic Distribution

The directional distribution of the new trips expected to be generated by the development was estimated based on the existing traffic patterns along US-90. The new trip distributions are illustrated in Figure 5.

Using the aforementioned patterns of distribution, Sain Associates assigned the site-generated trips to the site's proposed access system. The assigned volumes were then added to the existing traffic volumes in order to produce future traffic volumes.

The trips projected to be generated by the proposed development are illustrated in Figure 6. The projected future traffic volumes following construction of the development are illustrated in Figure 7.

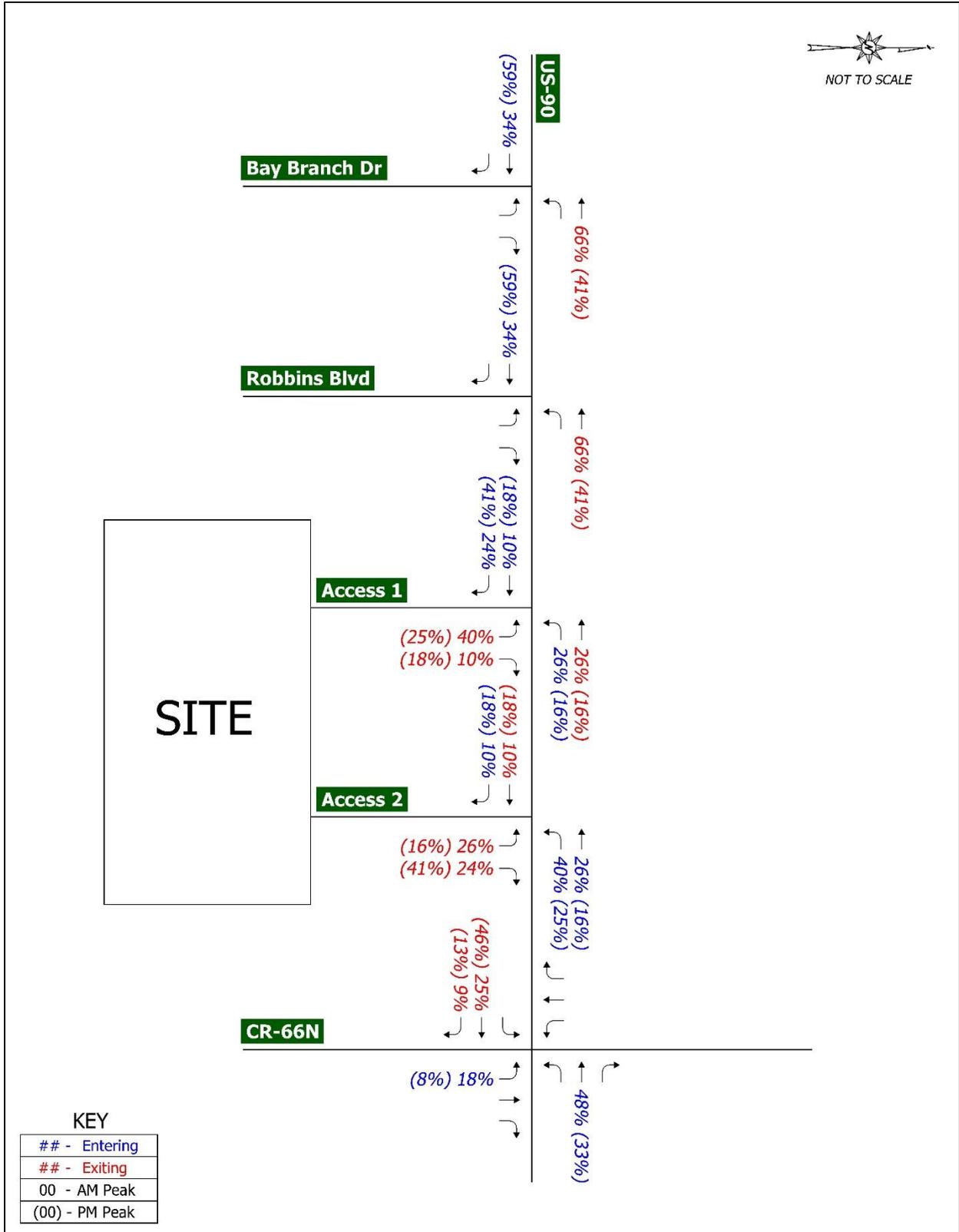


Figure 5: New Trip Distribution

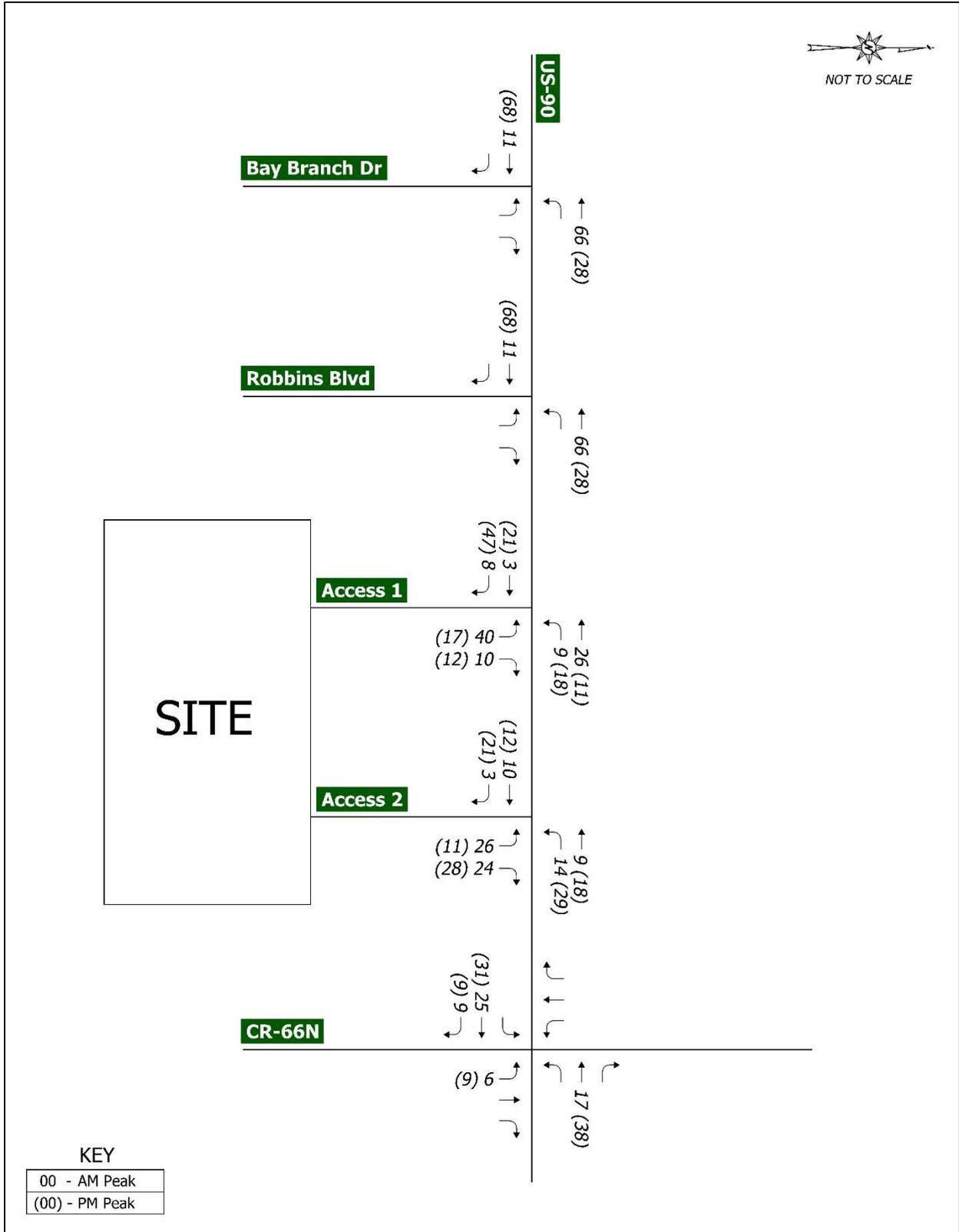


Figure 6: Site-generated Trips

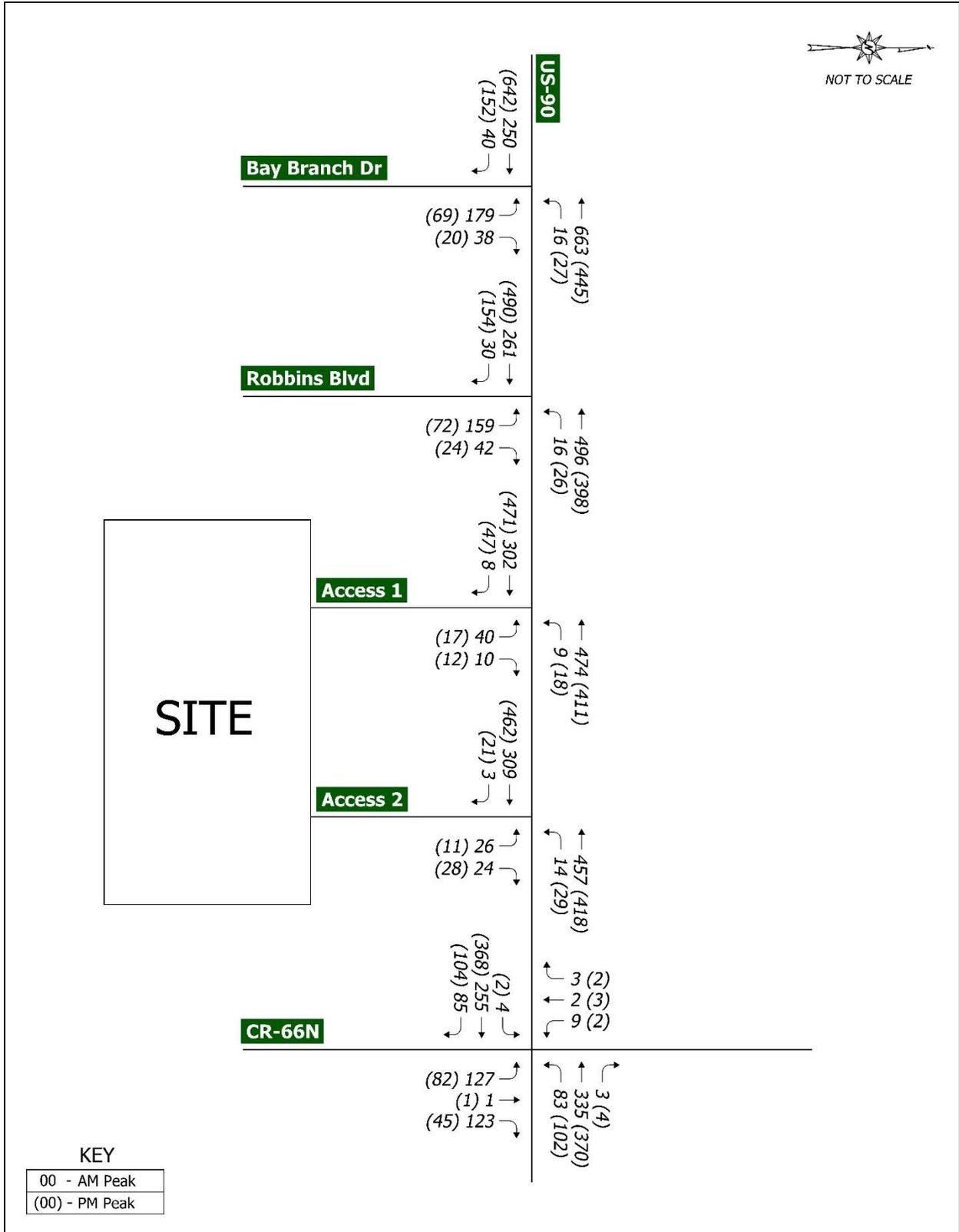


Figure 7: Future Volumes

Future “Build” Capacity Analysis and Levels of Service

Using the *Highway Capacity Manual* methods previously described, the future conditions were analyzed. The resulting LOS is summarized in Table 5. Full printouts of the future conditions capacity analysis are provided in Appendix F.

Table 5: Future Levels of Service

Intersection	Approach		Level of Service (LOS)	
			AM Peak	PM Peak
US-90 at Bay Branch Drive	EB	US-90	A	A
	WB	US-90	A	A
	NB	Bay Branch Dr	F	E
US-90 at Robbins Boulevard	EB	US-90	A	A
	WB	US-90	A	A
	NB	Robbins Blvd	C	C
US-90 at Access 1	EB	US-90	A	A
	WB	US-90	A	A
	NB	Access 1	C	C
US-90 at Access 2	EB	US-90	A	A
	WB	US-90	A	A
	NB	Access 2	B	D
US-90 at CR-66N	EB	US-90	A	A
	WB	US-90	A	A
	NB	CR-66N	F	E
	SB	CR-66N	D	C

According to the future conditions capacity analysis, all of the study intersection approaches are projected to operate with a LOS D or better following construction of the proposed development, except for the northbound Bay Branch Drive approach to US-90 and the northbound CR-66N approach to US-90. The LOS F noted for the northbound CR-66N approach to US-90 reflects an average delay of 50.1 seconds per vehicle for the AM peak period, which is 0.1 seconds past the threshold between LOS E and LOS F.

At the intersection of US-90 at CR-66N, the site-generated traffic accounts for only 3% of the traffic on the northbound approach and 6% of total intersection traffic during the AM peak hour, as well as 7% of the traffic on the northbound approach and 8% of total intersection traffic during the PM peak hour. Additionally, crash history was evaluated at this intersection for the most recent 3-year period, and 13 crashes were reported. Within a 12-month period from October 2023 to September 2024, 9 crashes were reported, 7 of which were a type susceptible to correction by the installation of a traffic signal or all-way stop control.

Future “Build” Turn Lane Warrant Analysis

Utilizing the information contained in NCHRP Report 457, turn lane warrant analyses were performed using the future traffic volumes. The inputs and results from these warrants are summarized in Table 6 and Table 7. Full printouts of the future conditions turn lane warrant analysis are provided in Appendix G.

Table 6: Right Turn Lane Warrant Evaluation – Future Volumes

Intersection	Approach	Peak Period	INPUT		OUTPUT	
			Advancing Volume (VPH)	Turning Volume (VPH)	Minimum Turning Volume (VPH)	Meets Warrant Volume Threshold?
US-90 at Access 1	EB	AM	310	8	23	NO
		PM	518	47	15	YES
US-90 at Access 2	EB	AM	312	3	23	NO
		PM	483	21	16	YES

According to the future conditions right turn lane warrant analysis, the eastbound right turn volumes at both Access 1 and Access 2 meet the minimum volume thresholds for warranting a right turn lane.

Table 7: Left Turn Lane Warrant Evaluation – Future Volumes

Intersection	Approach	Peak Period	INPUT			OUTPUT	
			Advancing Volume (VPH)	Opposing Volume (VPH)	Turning Volume (VPH)	Limiting Advancing Volume (VPH)	Meets Warrant Volume Threshold?
US-90 at Access 1	WB	AM	483	310	9	686	NO
		PM	429	518	18	354	YES
US-90 at Access 2	WB	AM	471	312	14	562	NO
		PM	447	483	29	313	YES

According to the future conditions left turn lane warrant analysis, the westbound right turn volumes at both Access 1 and Access 2 meet the minimum volume thresholds for warranting a left turn lane.

Conclusions/Recommendations

Based on the observations and analysis documented in this report, Sain Associates makes the following conclusions/recommendations:

- Following the future conditions capacity analysis, all study intersection approaches are expected to operate with LOS D or better after construction of the proposed development, with the exception of the northbound Bay Branch Drive approach to US-90 and the northbound CR-66N approach to US-90.
- The accesses for the proposed development should be constructed as follows:
 - Access 1
 - Construct a three-leg intersection on US-90 approximately 500' east of Pierce Lane. The southern leg should include one entering lane and one exiting lane.
 - Construct the eastbound right turn lane approaching Access 1 with a total length of 475' (295' of full width length, and 180' of taper length).
 - Construct the westbound left turn lane approaching Access 1 with a total length of 475' (295' of full width length, and 180' of taper length).
 - Access 2
 - Construct a three-leg intersection on US-90 approximately 0.2 miles west of Jenkins Farm Road. The southern leg should include one entering lane and one exiting lane.
 - Construct the eastbound right turn lane approaching Access 2 with a total length of 475' (295' of full width length, and 180' of taper length).
 - Construct the westbound left turn lane approaching Access 2 with a total length of 475' (295' of full width length, and 180' of taper length).
- Prior to opening, clear vegetation to ensure sufficient intersection sight distance is present for each proposed access driveway, notably for the sightline looking west from Access 2.
- At the intersection of US-90 at CR-66N, ALDOT and the County could consider potential improvements that could help to improve the LOS and/or reduce the crash frequency. Those improvements could include a northbound right turn lane on the CR-66N approach, all-way stop control, roundabout construction, or traffic signalization. If signalization were to be considered at this intersection, the construction of eastbound and westbound left turn lanes would be beneficial.