



OFFICIAL AGENDA  
BOARD OF ADJUSTMENTS & APPEALS  
CITY OF STARKVILLE, MISSISSIPPI  
MEETING OF WEDNESDAY, JANUARY 27, 2016  
2<sup>ND</sup> FLOOR CITY HALL – COMMUNITY DEVELOPMENT,  
110 West Main Street, 4:00 PM

- I. CALL TO ORDER
- II. ROLL CALL
- III. CONSIDERATION OF THE OFFICIAL AGENDA
- IV. NEW BUSINESS  
    VA 16-01 Request for Variance from Right of Way and Road requirements for proposed Adelaide Subdivision Phase I on South Montgomery Street north of the Claiborne retirement community.
- V. PLANNER REPORT
- VI. ADJOURN





THE CITY OF STARKVILLE  
COMMUNITY DEVELOPMENT DEPT  
CITY HALL, 110 WEST MAIN STREET  
STARKVILLE, MISSISSIPPI 39759

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**STAFF REPORT**

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**TO:** Members of the Board of Adjustments & Appeals  
**FROM:** Daniel Havelin (662-323-2525 ext. 3136)  
**SUBJECT:** VA 16-01 Request for Variance from Right of Way and Road requirements for proposed Adelaide Subdivision Phase I on South Montgomery Street north of the Claiborne retirement community.  
**DATE:** January 27, 2016

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**AREA:**

The subject property is located on the west side of South Montgomery north of the Claiborne retirement community in an R-4A zone.

**PROPOSED USE & BACKGROUND:**

The applicant, Ramsey Partners, LP, is requesting a variance from several requirements in the Subdivision and Street regulations for the development of Phase I of the Adelaide subdivision. The applicant appeared before the Planning and Zoning Commission on December 8, 2015. The Commission recommended approval of the rezoning. The Board of Aldermen heard the request on January 19, 2016 and approved the rezoning request. The applicant is now in the process of applying for Preliminary Plat with the Planning and Zoning Commission. As part of that application process, the applicant is requesting relief by way of Variance from the Board of Adjustment and Appeals.

The applicant is developing a style of subdivision commonly found throughout the United States called a Traditional Neighborhood Development (TND). TNDs are developed in a similar style as older neighborhoods in the area. The houses are positioned closer to the street with front porches facing the road. Parking is typically either on the side or in the rear of the house. For this phase of the development, parking will be located at the rear of the house and access by way of a private alley. In an effort to preserve existing vegetation and create open green space for the residence, Phase I of the Adelaide is proposing to have a one way street entering the property and a one way street exiting the property with a 60' wide landscape median. The right of way for each proposed one-way street is 40', which is less than the 50' required (Variance Request #1). One-way streets are not permitted nor do they have a specified width in the current City code. The applicant is proposing 13' wide streets with on-street parking (total of 20'), which is less than the minimum 28' required. This is similar to the existing City street of West Main Street. West Main Street has +/- 15' wide roads with no parking and an +/-18' wide landscaped median (Variance Request #2). For the one-way streets, the applicant is proposing using a 6" "ribbon" curb that is flush with the roadway on the inside and a 6" "post" curb on the outside of the street. The City's minimum standard is a 24" curb and gutter. (See

Attachment 3-4). A variance on the curb design will be required (Variance Request #3). Please see Attachments 1-5.

**Variance Requests:**

1. Appendix B- Subdivisions, Article VI, Sec. 1, 6, A- Street right-of-way width shall not be less than the following: Minor Streets 50 foot minimum
2. Appendix B- Subdivisions, Article VI, Sec. 1, 6, B- Minimum roadway width shall be as follows: Minor streets, 31 feet back of curb to back of curb
3. Chapter 98 - Streets, sidewalks and other public places, Article I- In General, Sec. 98-84. - Curbs and gutters

**VARIANCE REQUESTS:**

*APPENDIX B – SUBDIVISIONS*

*ARTICLE VI. - MINIMUM DESIGN STANDARDS*

*Sec. 1. - Street plan.*

6. *The proposed street system of the subdivision shall extend existing streets or projections at the same or greater width, but in no case less than the required minimum width.*

a. *Street right-of-way width shall not be less than the following:*

*Expressways, arterial streets and freeways, as specified by the comprehensive plan. [\[2\]](#)*

*Major streets, 80-foot minimum.*

*Marginal access streets, 50-foot minimum.*

*Collector streets, 60-foot minimum.*

*Minor streets, 50-foot minimum. **(Variance Request #1)***

*Culs-de-sac, 50-foot minimum.*

*Culs-de-sac, turnabouts, 50-foot radius.*

*Alleys, 20 feet.*

b. *Minimum roadway width shall be as follows:*

*Expressways, arterial streets and freeways, as specified by the comprehensive plan.*

*Major streets, 49 feet back of curb to back of curb.*

*Collector streets, 41 feet back of curb to back of curb.*

*Minor streets, 31 feet back of curb to back of curb. **(Variance Request #2)***

*Culs-de-sac, 31 feet back of curb to back of curb.*

*Culs-de-sac turnarounds, 40 feet from center of circle to outer curb (40-foot radius).*

*Alleys, 16 feet.*

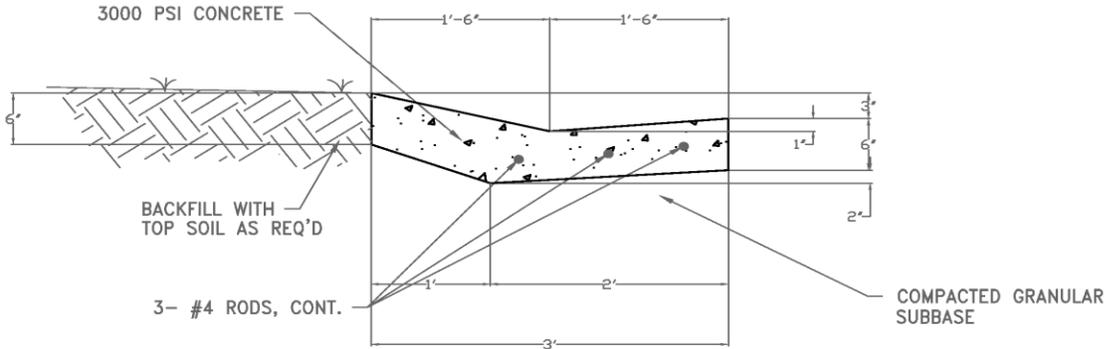
Chapter 98 - STREETS, SIDEWALKS AND OTHER PUBLIC PLACES<sup>11</sup>

ARTICLE I. - IN GENERAL

Sec. 98-84. - Curbs and gutters.

(1) Curbs and gutters shall be constructed of not less than 28-day compressive strength 3000 concrete. Under certain conditions, formed asphalt or concrete curbs may be authorized for residential area.

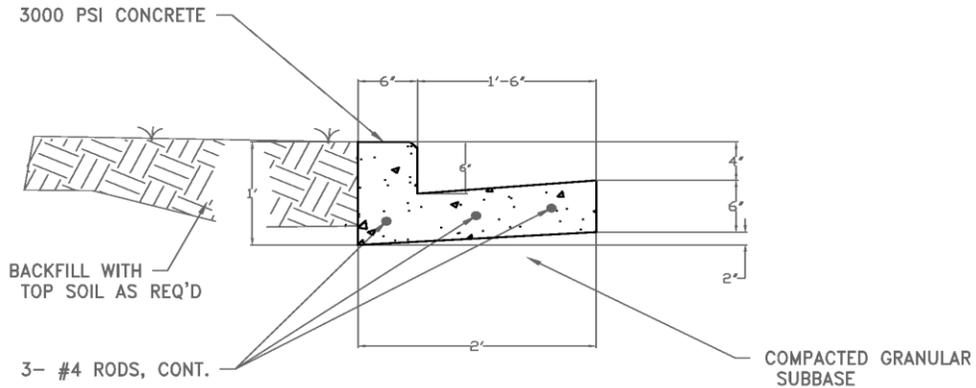
(2) Concrete curb shapes and sizes should be as detailed below. **(Variance Request #3)**



1/2" EXPANSION JOINTS ON 60'-0" INTERVALS,  
EXTEND #4 RODS 18" THRU EXP. JOINTS IN  
PLASTIC SLEEVES.

SCORE JOINTS AT 10'-0" INTERVALS.

ROLL-OVER CURB and GUTTER

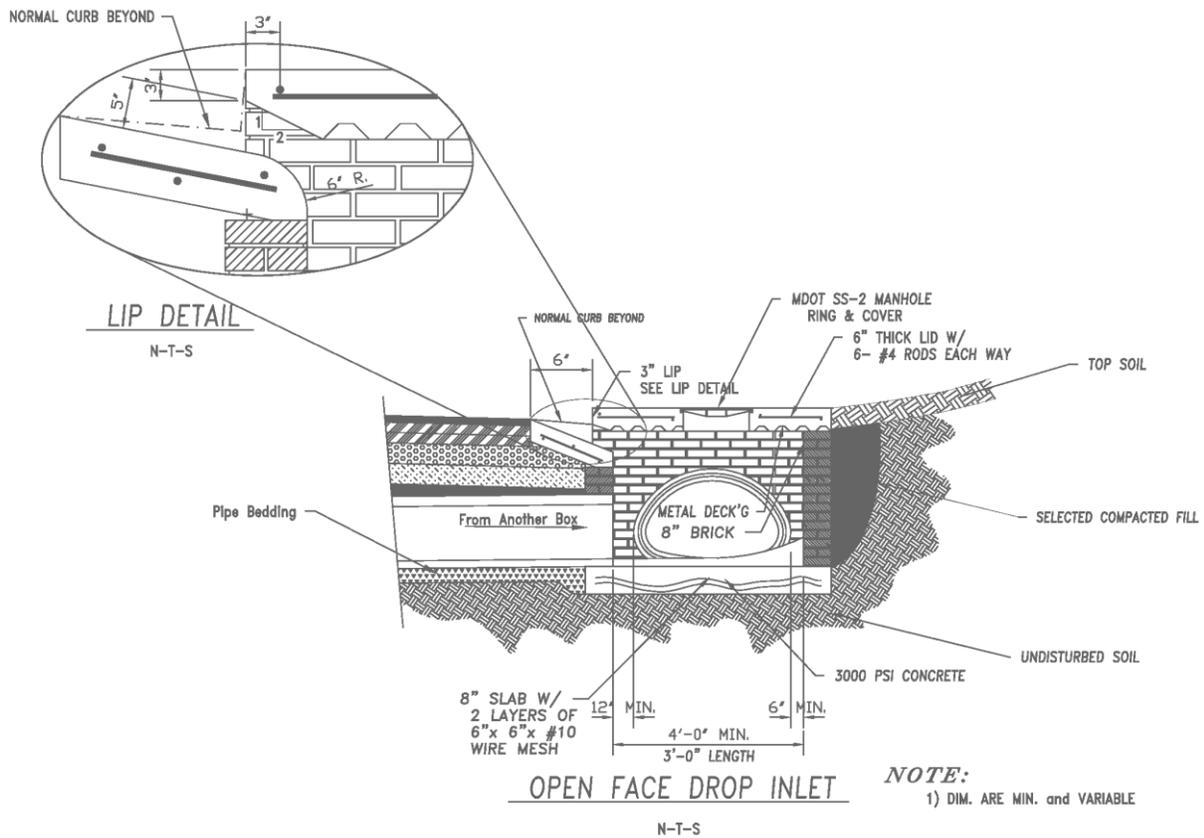


1/2" EXPANSION JOINTS ON 60'-0" INTERVALS,  
EXTEND #4 RODS 18" THRU EXP. JOINTS IN  
PLASTIC SLEEVES.

SCORE JOINTS AT 10'-0" INTERVALS.

CONVENTIONAL CURB and GUTTER





(9) Driveways entering streets are to be a 90 degree angle to the street center line or as close to this angle as possible.

(10) Driveways shall be constructed so as to permit passenger vehicles to enter or leave the street without bumping or dragging and shall not obstruct the flow of water. Builders shall not tear out or modify curbs or streets to construct driveways without obtaining permission from street department or building department.

(Ord. No. 2011-4, § D, 12-6-11)

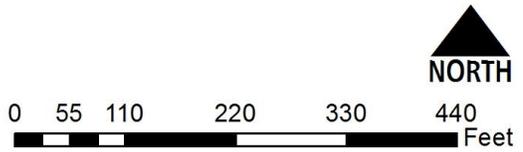
**VARIANCE REQUEST REQUIREMENTS:**

Appendix A, Article VI, Section K outlines four conditions a Variance request needs to meet:

To authorize an appeal in specific cases such variance from the terms of this ordinance [may be issued] as will not be contrary to the public interest where, owing to special conditions, a literal enforcement of the provisions of this ordinance would result in unnecessary hardship. A variance from the terms of this ordinance shall not be granted by the board of adjustments and appeals unless and until a written application for a variance shall be submitted, demonstrating:

1. That special conditions and circumstances exist which are peculiar to the land, structure, or building involved, and the same conditions are not applicable to other land, structures and buildings in the same district.
2. That literal interpretation of the provisions of this ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same district under the terms of this ordinance.
3. That the special conditions and circumstances have not resulted from the actions of the applicant.
4. That granting the variance requested will not confer on the applicant any special privilege that is denied by this ordinance to other lands, structures or buildings in the same district. In granting any variance, the board of adjustments and appeals shall have the authority to prescribe appropriate conditions and safeguards in conformity with this ordinance. Violation of such conditions and safeguards, when made a part of the terms under which the variance is granted, shall be deemed a violation of this ordinance. Under no circumstances shall the board of adjustments and appeals grant a variance to permit a use other than a use permitted generally, or by special exception, in the district involved, nor shall a variance be granted to any use expressly or by implication prohibited by the terms of this ordinance in said district.

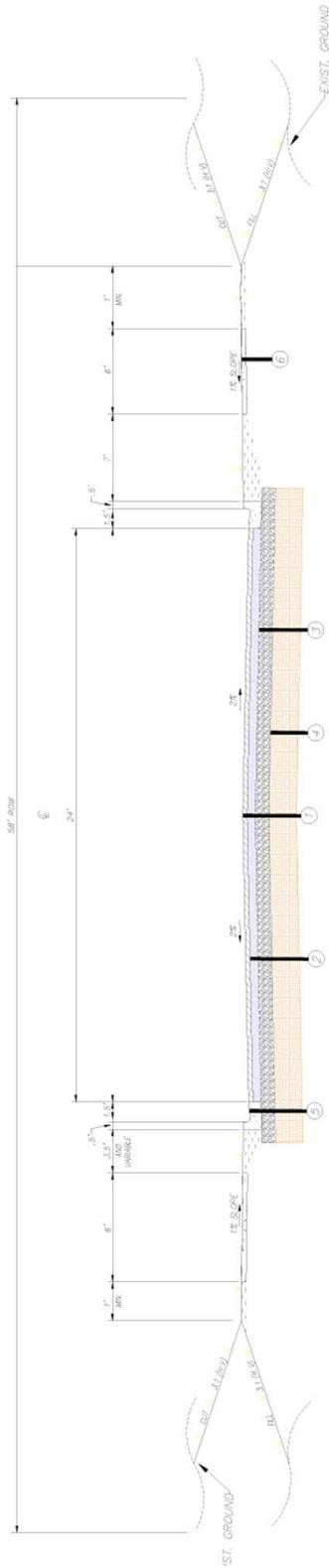
Attachment 1  
VA 16-01 Aerial



Legend



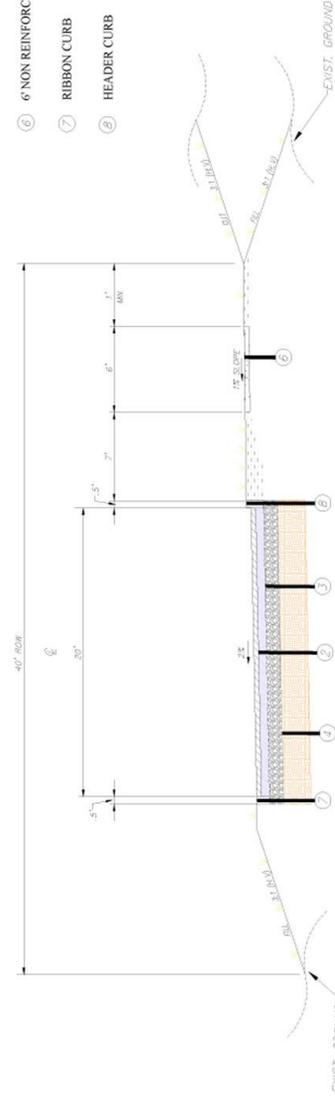
# Attachment 3



NOT TO SCALE

## TYPICAL TWO-WAY SECTION

- ① 2" SURFACE COURSE ASPHALT PAVEMENT
- ② 4" BASE COURSE ASPHALT PAVEMENT
- ③ 6" CRUSHED STONE COMPACTED TO 95% STANDARD PROCTOR
- ④ DESIGN SUBGRADE COMPACTED TO 95% STANDARD PROCTOR
- ⑤ COMBINATION CURB AND GUTTER
- ⑥ 6" NON REINFORCED SIDEWALK
- ⑦ RIBBON CURB
- ⑧ HEADER CURB

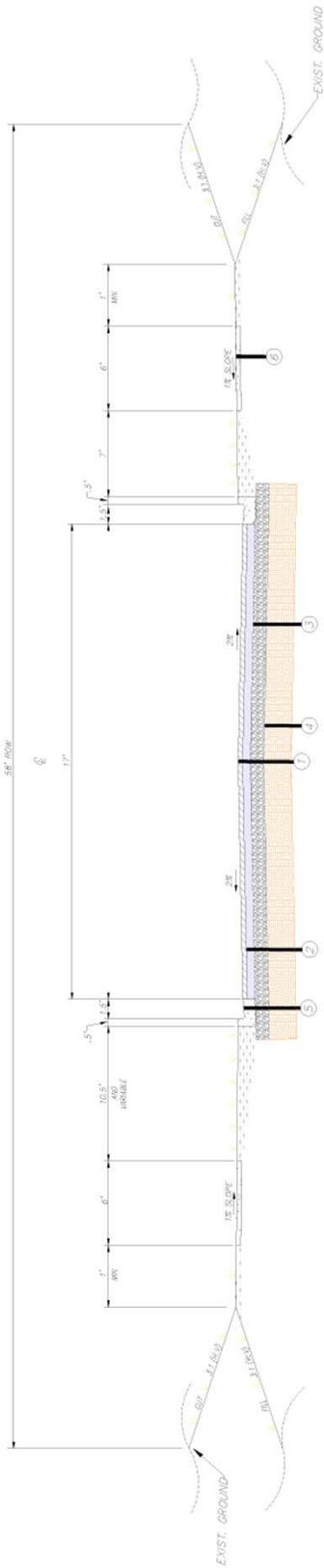


NOT TO SCALE

## TYPICAL ONE-WAY SECTION

\*ALTERNATE PAVEMENT SECTION: 5" PORTLAND CEMENT CONCRETE PAVEMENT MAY BE USED IN PLACE OF ASPHALT LAYERS AND CRUSHED STONE BASE

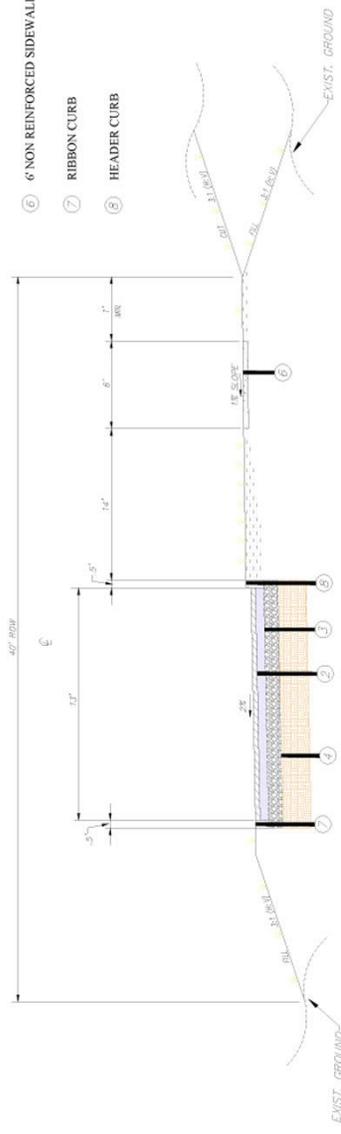
# Attachment 4



NOT TO SCALE

**TYPICAL TWO-WAY SECTION WITH BULB-OUT**

- 1 2" SURFACE COURSE ASPHALT PAVEMENT
- 2 4" BASE COURSE ASPHALT PAVEMENT
- 3 6" CRUSHED STONE COMPACTED TO 95% STANDARD PROCTOR
- 4 DESIGN SUBGRADE COMPACTED TO 95% STANDARD PROCTOR
- 5 COMBINATION CURB AND GUTTER
- 6 6" NON REINFORCED SIDEWALK
- 7 RIBBON CURB
- 8 HEADER CURB



NOT TO SCALE

**TYPICAL ONE-WAY SECTION WITH BULB-OUT**

\*ALTERNATE PAVEMENT SECTION: 5" PORTLAND CEMENT CONCRETE PAVEMENT MAY BE USED IN PLACE OF ASPHALT LAYERS AND CRUSHED STONE BASE

Attachment 5



Phase I