

LYLE MACHINERY CO. SUBDIVISION

Engineering Comments: FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review and/or signature by the City Engineer):

- A. Provide all of the required information on the SUBDIVISION PLAT (i.e. signature blocks, signatures, certification statements, written legal description, required notes, legend, scale, bearings and distances) that is required by the current Alabama State Board of Licensure for Professional Engineers and Land Surveyors.
- B. Check the POB legal reference shown in the legal description and the map.
- C. Check the bearing of the third leg of the boundary.
- D. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- E. Add a note that a Land Disturbance permit will be required for any land disturbing activity in accordance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.
- F. Add a note that the approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit.
- G. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved.
- H. Add a note that all existing and proposed detention facilities, common areas, and wetlands shall be the responsibility of the Property Owner(s), and not the responsibility of the City of Mobile.
- I. Add a note that all easements shall remain in effect until vacated through the proper Vacation process.
- J. Email a pdf copy of the FINAL SUBDIVISION PLAT and LETTER OF DECISION to the Permitting Engineering Dept. for review at land.disturbance@cityofmobile.org prior to obtaining any signatures. No signatures are required on the drawing.

Traffic Engineering Comments: Rangeline Road and US Highway 90 are ALDOT controlled facilities. Driveway number, size, location, and design to be approved by Traffic Engineering, and ALDOT where applicable, and conform to AASHTO standards.

Urban Forestry Comments: Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties [Act 929 of the 1961 Regular Session of the Alabama Legislature (Acts 1961, p. 1487), as amended, and City Code Chapters 57 and 65]. Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from undeveloped residential sites, developed residential sites in historic districts, and all commercial sites will require a tree removal permit.

Fire-Rescue Department Comments: All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance (2012 International Fire Code).

Fire apparatus access is required to be within 150' of all commercial and residential buildings. A fire hydrant is required to be within 400' of non-sprinkled commercial buildings and 600' of sprinkled commercial buildings.

The preliminary plat illustrates the proposed 1-lot, 5.5± acre subdivision which is located on the North side of Halls Mill Road, 690'± West of Rangeline Service Road South, extending to the East side of U.S. Highway 90 West, within Council District 4. The applicant states that the subdivision is served by city water and the Mobile County Water, Sewer, and Fire Protection Authority for sanitary sewer service. The purpose of this application is to create one (1) legal lot of record from one (1) metes-and-bound parcel.

The site has been given a District Center (DC) land use designation per the Future Land Use Plan and Map adopted May 18, 2017 by the Planning Commission. The Future Land Use Plan and Map complements and provides additional detail to the Development Framework Maps in the Map for Mobile, adopted by the Planning Commission at its November 5, 2015 meeting.

This designation applies across the city to larger areas of existing mixed-use character or where such character is encouraged. These areas will include moderate to high-density residential (minimum densities of 6 du/ac) in dynamic, horizontal or vertical mixed-use environments, to provide a balance of housing and employment.

District Centers generally serve several surrounding neighborhoods and may even have a city-wide or region-wide reach. As such, they are often anchored by a major commercial or institutional employer such as a shopping mall or a medical center.

Depending on location and assigned zoning, residential areas in District Centers may incorporate a mix of housing types, ranging from mid-rise multifamily buildings containing apartments and lofts, to townhouses and detached single-family homes. Major civic cultural institutions and public spaces provide regional and neighborhood destinations.

District Centers should be designed to induce pedestrian activity, with high quality streetscapes connecting the different components of a center as well as the center to its surrounding area. DC districts may be served by transit and include development of an intensity and design that supports transit use.

It should be noted that the Future Land Use Plan and Map components of the Map for Mobile Plan are meant to serve as a general guide, not a detailed lot and district plan. In many cases the designation of the new Future Land Use Map may match the existing use of land, but in others the designated land use may differ from what is on the ground today. As such, the Future Land Use Plan and Map allows the Planning Commission and the City Council to consider individual cases based on additional information such as the classification request, the surrounding development, the timing of the request, and the appropriateness and compatibility of the proposed use and, where applicable, the zoning classification.

Subdivision review examines the site with regard to promoting orderly development, protecting general health, safety and welfare, and ensuring that development is correlated with adjacent developments and public utilities and services, and to ensure that the subdivision meets the

minimum standards set forth in the Subdivision Regulations for lot size, road frontage, lot configuration, etc.

The site has frontage on Halls Mill Road, a minor arterial road included in the Major Street Plan, with a required 70-foot right-of-way at this location. The site has additional frontage on Rangeline Service Road South, a marginal access street with a required 40-foot right-of-way. The preliminary plat lists both street's rights-of-way as "varies", and as such, should be revised on the Final Plat to illustrate compliant right-of-way widths labeling each width from the center line. *Existing minimum right-of-way widths must be depicted on the final plat. If the right-of-way width does not meet the minimum required by the Major Street Plan, dedication will be required.*

The plat indicates a 25-foot minimum building setback line along Halls Mill Road which should be retained on the Final Plat, adjusted for dedication if approved. No minimum building setback is shown along Rangeline Service Road South. As such, if approved, the Final Plat should be revised to include a compliant setback along both frontages, adjusting for dedication as needed. The proposed lot meets the minimum size requirements of the Subdivision Regulations. As on the preliminary plat, the lot size label in both square feet and acres should be retained on the Final Plat, or a table should be furnished on the Final Plat providing the same information, adjusted for dedication, if approved.

It should also be noted that neither the preliminary plat nor the site plan submitted to staff illustrates a sidewalk along either Halls Mill Road or Rangeline Service Road South. Sidewalks are required along the street frontages of all new developments and redevelopments within the city, per the Subdivision Regulations, and as required by the City's Complete Streets Policy adopted by City Council in 2011. As such, a sidewalk should be constructed along Halls Mill Road and Rangeline Service Road South at the time of development; or, the applicant may request Sidewalk Waiver Approval from the Planning Commission to waive this requirement.

Rangeline Road and US Highway 90 are ALDOT controlled facilities. As per the Traffic Engineering comments, the driveway number, size, location, and design are to be approved by Traffic Engineering, and ALDOT where applicable, and conform to AASHTO standards. If approved, a note should be required on the Final Plat stating these comments.

Lastly, it should be noted that the required fees associated with this application have not yet been paid. A balance of \$161.56 remains outstanding.

Based on the preceding the Subdivision request is recommended for Holdover to the July 21st meeting to allow the applicant time to pay the associated fees for the application. Fees should be submitted by the June 21st filing deadline.

Revised for the July 21st meeting:

The applications were heldover from the June 16, 2022 meeting to allow the applicant time to pay the associated fees for the application. The necessary fees were paid on July 6, 2022. No additional information was requested or provided.

Based on the preceding, the plat meets the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval subject to the following conditions:

- 1) revision of the Final Plat to illustrate the right-of-way width for Halls Mill Road as 70', adjusting for dedication as needed;*
- 2) revision of the Final Plat to illustrate the right-of-way width for Rangeline Service Road South as 40', adjusting for dedication as needed;*
- 3) revision of the Final Plat to illustrate a compliant 25-foot minimum building setback line along Rangeline Service Road South, adjusting for dedication as needed;*
- 4) retention of the 25-foot minimum building setback line along Halls Mill Road on the Final Plat, adjusted for dedication as needed;*
- 5) retention of the lot size label in both square feet and acres on the Final Plat, or the furnishing of a table on the Final Plat providing the same information;*
- 6) placement of a note on the Final Plat stating no structures shall be constructed within any easement without the permission of the easement holder, if applicable;*
- 7) compliance with the Engineering comments: (FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review and/or signature by the City Engineer): A. Provide all of the required information on the SUBDIVISION PLAT (i.e. signature blocks, signatures, certification statements, written legal description, required notes, legend, scale, bearings and distances) that is required by the current Alabama State Board of Licensure for Professional Engineers and Land Surveyors. B. Provide reference, on the map and the description, to a monumented corner. C. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 26 - #76) LOTS 1 and 2 will receive historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control) as follows: LOT 1 – NONE and LOT 2 –NONE. D. Add a note that a Land Disturbance permit will be required for any land disturbing activity in accordance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control. E. Add a note that the approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit. F. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved. G. Add a note that all existing and proposed detention facilities, common areas, and wetlands shall be the responsibility of the Property Owner(s), and not the responsibility of the City of Mobile. H. Add a note that all easements shall remain in effect until vacated through the proper Vacation process. I. Email a pdf copy of the FINAL SUBDIVISION PLAT and LETTER OF DECISION to the Permitting Engineering Dept. for review at land.disturbance@cityofmobile.org prior to obtaining any signatures. No signatures are required on the drawing. J. After addressing all of the FINAL SUBDIVISION PLAT review comments provide the ORIGINAL (with all signatures except for the Planning Commission, Traffic Engineering, and City Engineer), one (1) copy, and a transmittal letter to the Engineering Permitting Department. They can be dropped off at 205 Government St. or mailed to PO Box 1827, Mobile, AL, 36633.);*

- 8) placement of a note on the Final Plat stating the Traffic Engineering comments: (Springhill Avenue is an ALDOT controlled Facility. Driveway number, size, location, and design to be approved by ALDOT and Traffic Engineering and conform to AASHTO standards.);
- 9) compliance with the Urban Forestry comments: (Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties [Act 929 of the 1961 Regular Session of the Alabama Legislature (Acts 1961, p. 1487), as amended, and City Code Chapters 57 and 65]. Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from undeveloped residential sites, developed residential sites in historic districts, and all commercial sites will require a tree removal permit.); and
- 10) compliance with the Fire-Rescue Department comments: (All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance (2012 International Fire Code). Fire apparatus access is required to be within 150' of all commercial and residential buildings. A fire hydrant is required to be within 400' of non-sprinkled commercial buildings and 600' of sprinkled commercial buildings.)

Revised for the August 4th meeting:

The applications were heldover from the July 21, 2022 meeting at the request of the applicant. No additional information was requested or provided.

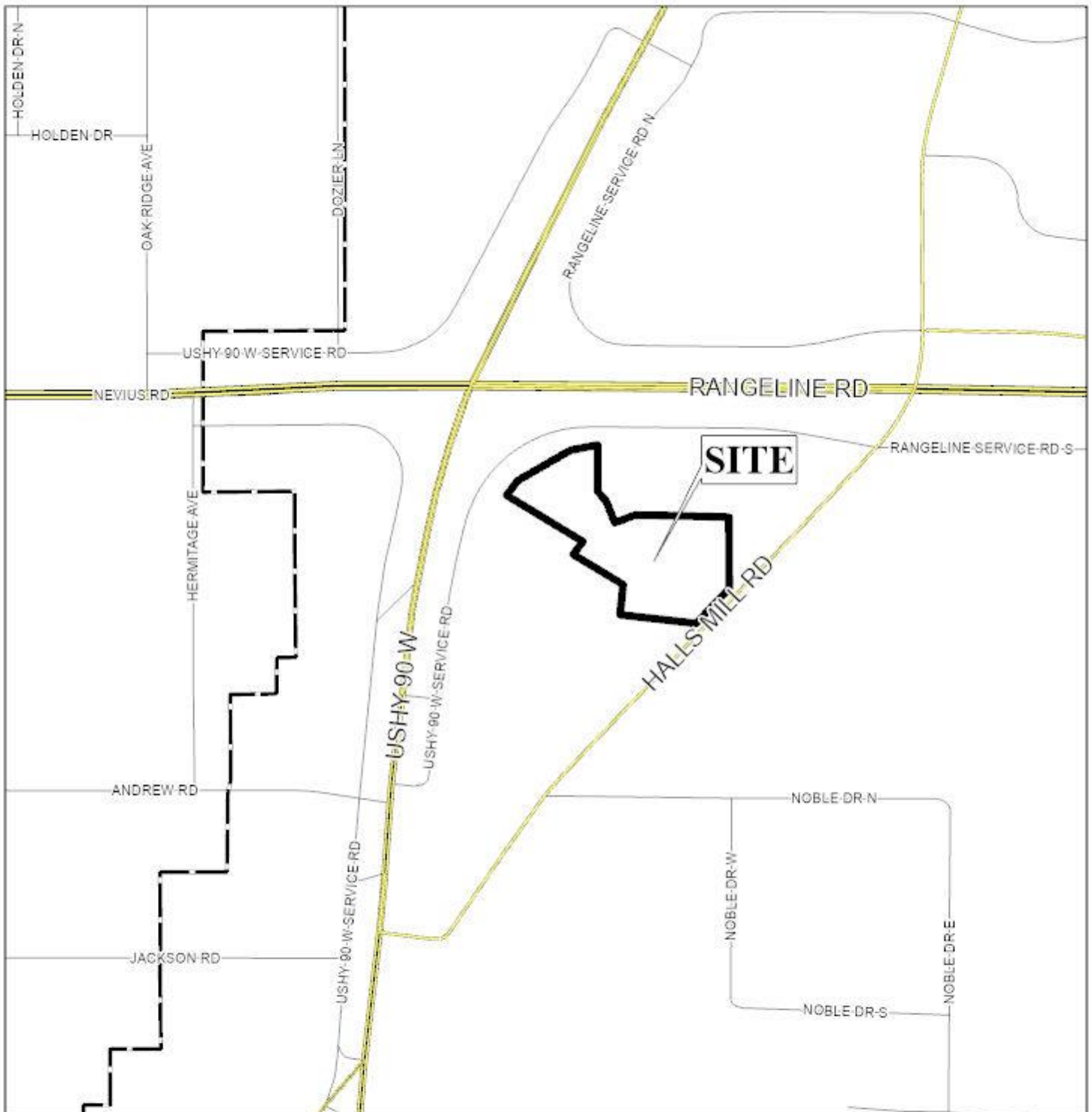
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LOCATOR MAP



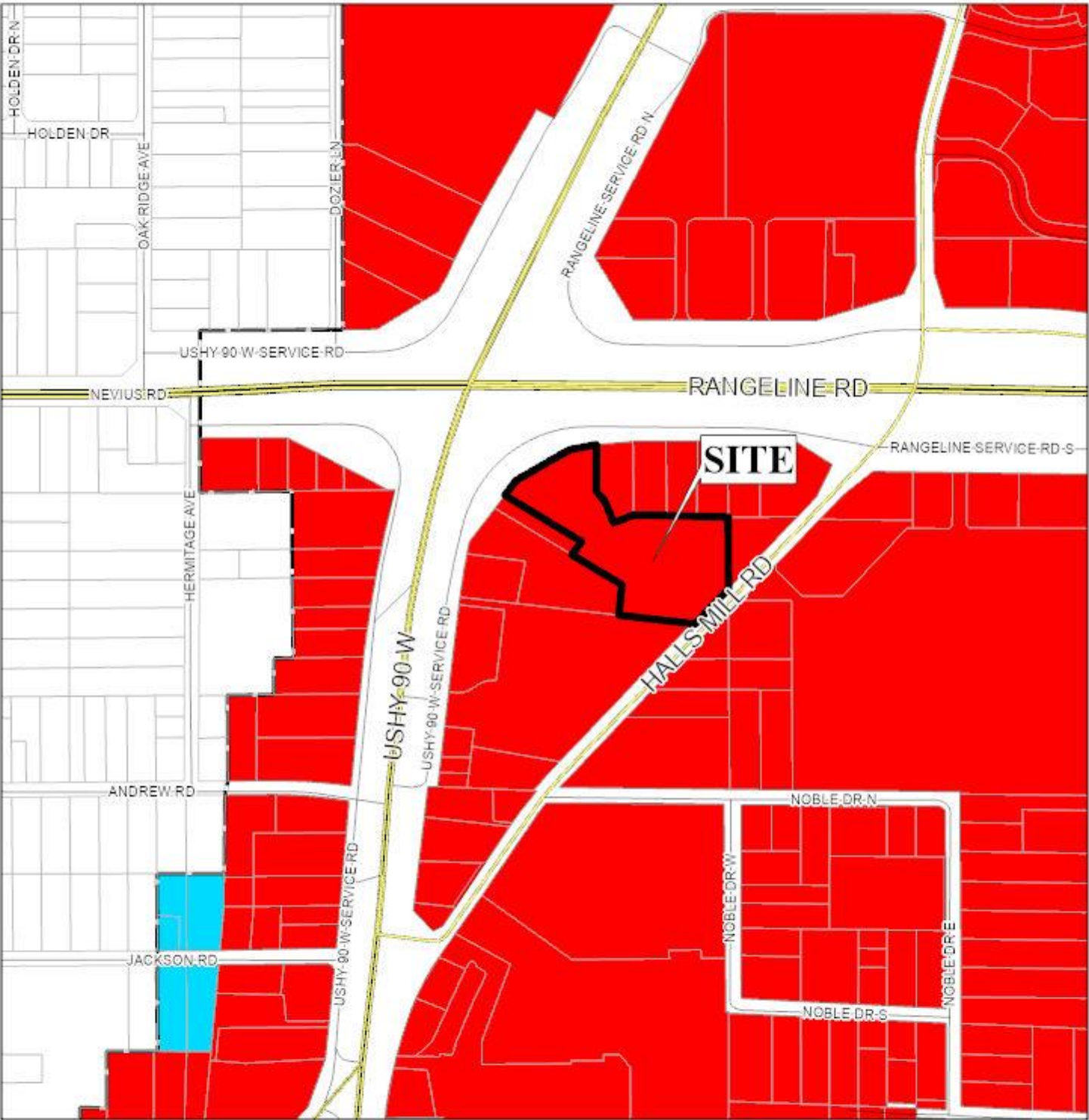
APPLICATION NUMBER 1 DATE August 4, 2022

APPLICANT Lyle Machinery Co. Subdivision

REQUEST Subdivision



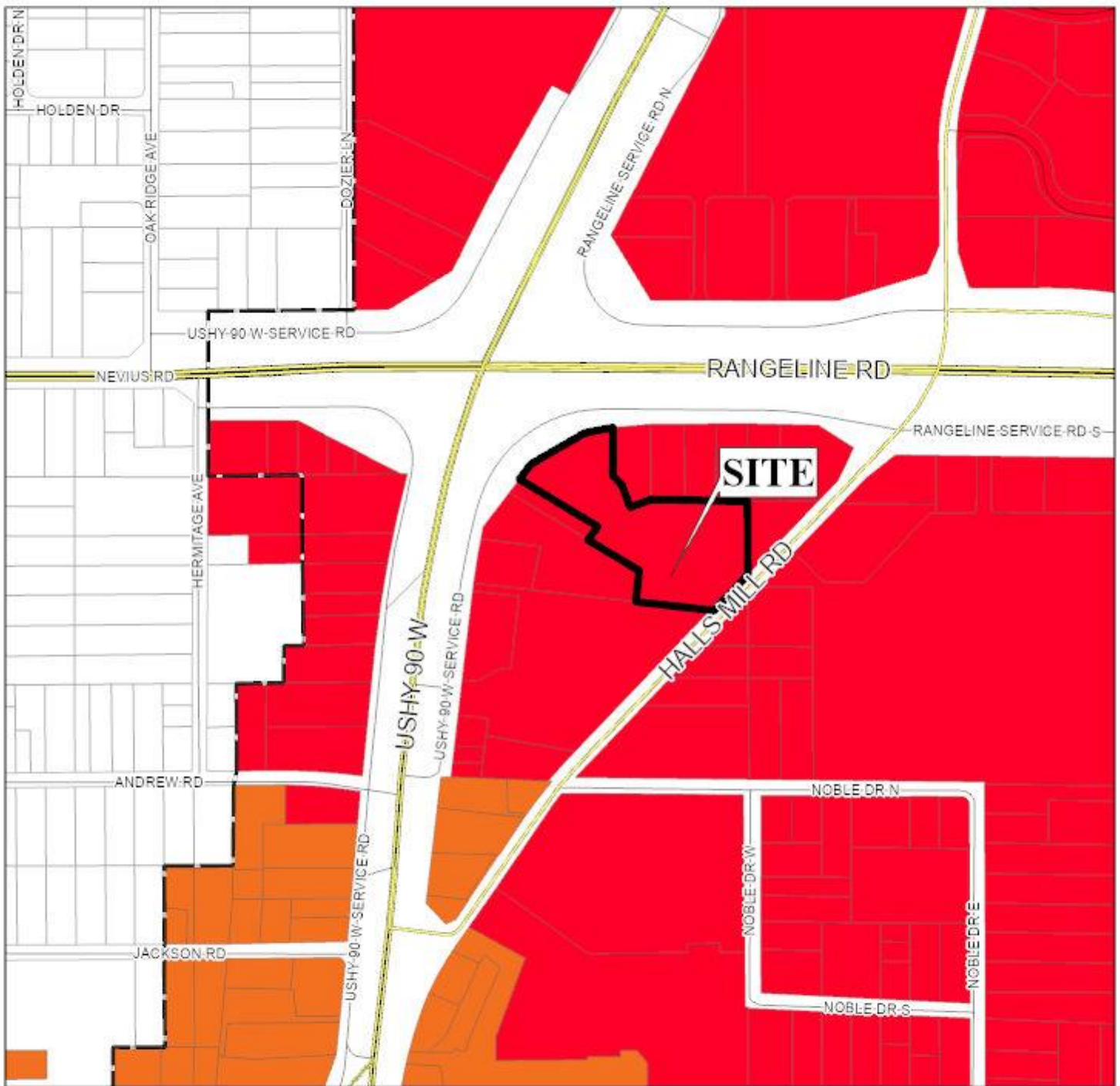
LOCATOR ZONING MAP



APPLICATION NUMBER 1 DATE August 4, 2022
APPLICANT Lyle Machinery Co. Subdivision
REQUEST Subdivision



FLUM LOCATOR MAP



APPLICATION NUMBER 1 DATE August 4, 2022

APPLICANT Lyle Machinery Co. Subdivision

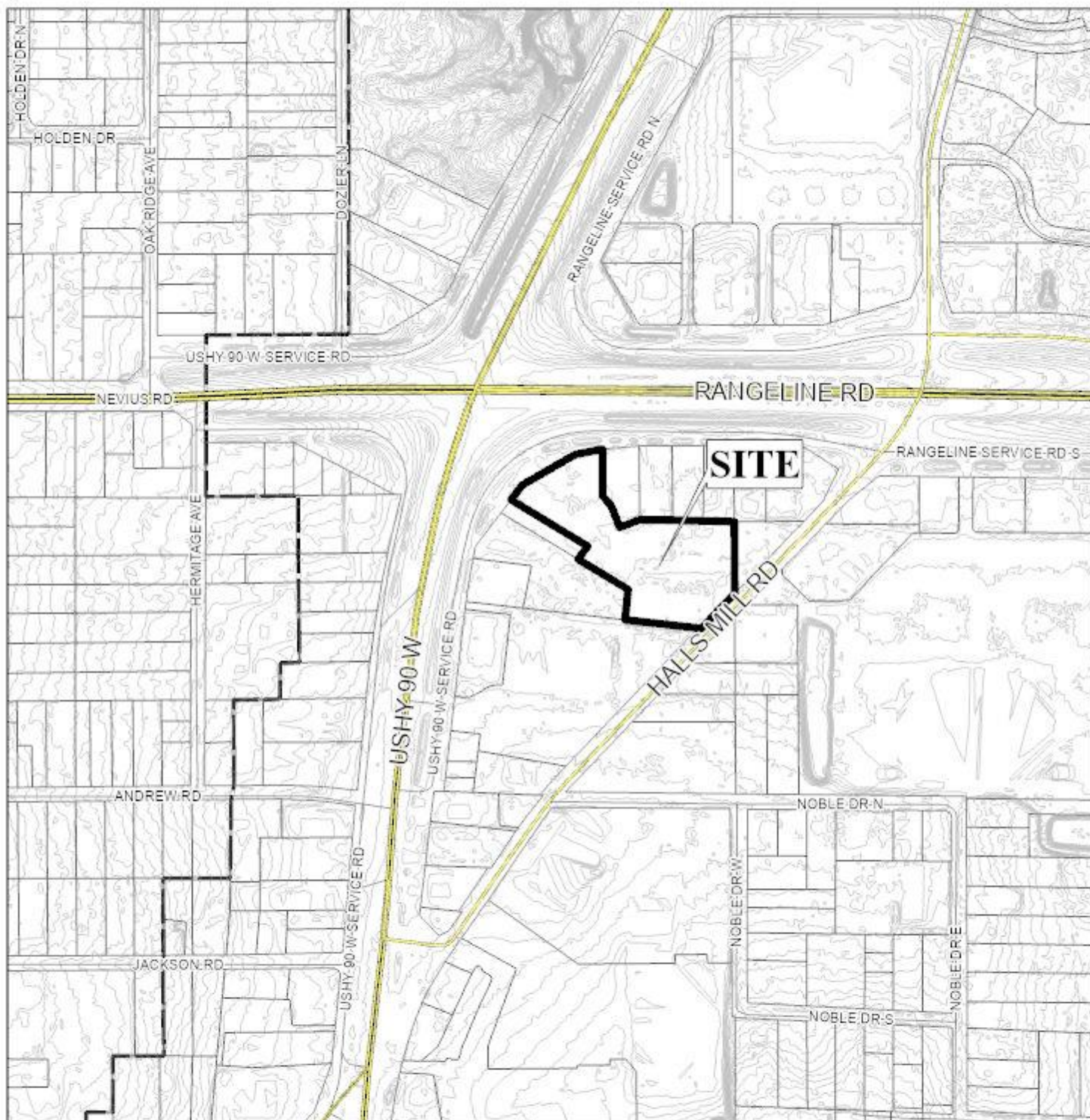
REQUEST Subdivision

Layer2

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



ENVIRONMENTAL LOCATOR MAP



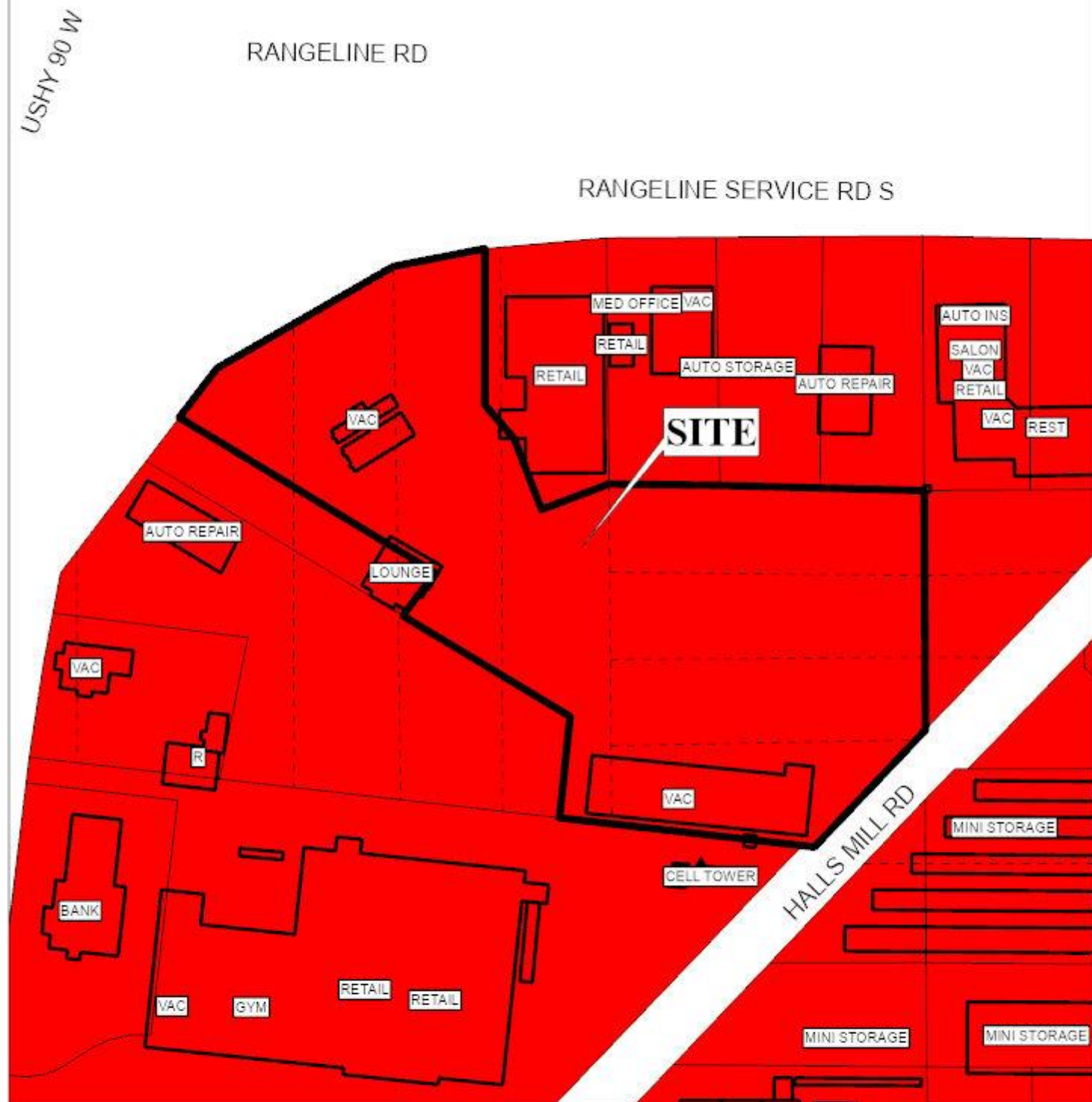
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REQUEST_____Subdivision_____



LYLE MACHINERY CO. SUBDIVISION



APPLICATION NUMBER 1 DATE August 4, 2022

R-A	R-3	T-B	B-2	B-5	MUN	SD-WH	T5.1
R-1	R-B	B-1	B-3	I-1	OPEN	T3	T5.2
R-2	H-B	LB-2	B-4	I-2	SD	T4	T6



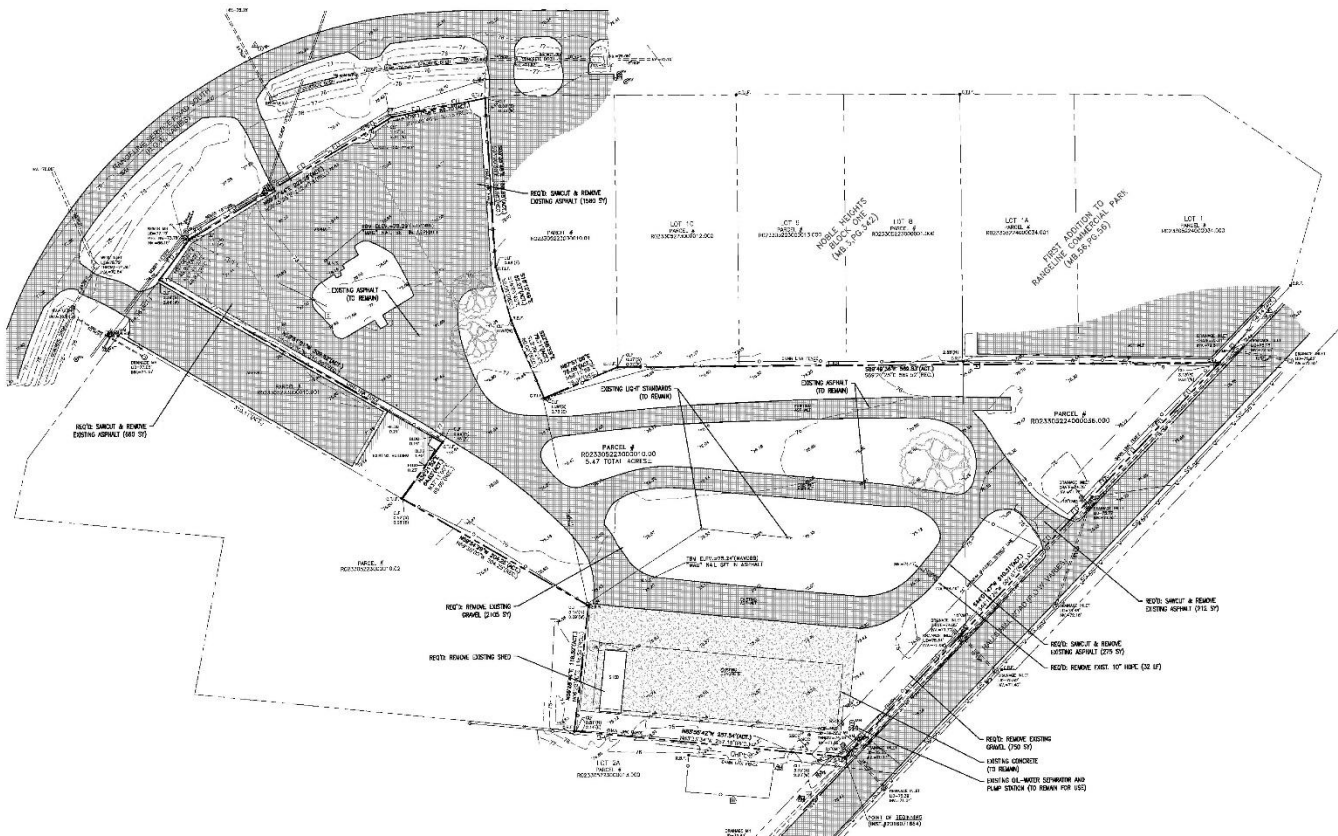
LYLE MACHINERY CO. SUBDIVISION



APPLICATION NUMBER 1 DATE August 4, 2022



SITE PLAN



This site illustrates the existing conditions.

APPLICATION NUMBER 1 DATE August 4, 2022
 APPLICANT Lyle Machinery Co. Subdivision
 REQUEST Subdivision



NTS

