

CEFCO SPRINGHILL MOBILE SUBDIVISION

Engineering Comments: The following comments should be addressed prior to submitting the FINAL PLAT for acceptance and 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. Show the location, width, and purpose of existing and proposed easements.
- C. Provide and label the monument set or found at each subdivision corner.
- D. Provide a legible legend.
- E. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- F. Provide the Surveyor's Certificate and Signature.
- G. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- H. Add a note to the SUBDIVISION PLAT stating 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.
- I. Add a note to the Plat stating 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.
- J. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of development, unless a sidewalk waiver is approved.
- K. Provide a copy of the FINAL PLAT to the Engineering Dept. for review prior to obtaining any signatures.
- L. Provide a copy of the Final Plat along with the original when submitting for City Engineer signature.

Traffic Engineering Comments: Springhill Avenue (US Highway 98) is an ALDOT maintained roadway. Site is limited to no more than one curb cut per street frontage, with size, location and design to be approved by ALDOT (where applicable) and Traffic Engineering and conform to AASHTO standards. Any new on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.

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 (State Act 61-929 and City Code Chapters 57 and 64). Preservation status is to be given to the 66 inch Live Oak tree. Any work on or under this tree is to be permitted and coordinated with Urban Forestry; removal to be permitted only in the case of disease or impending danger. Tree protection barriers shall be placed a distance of 10 feet around the Live Oak prior to land disturbance and during construction activities, and no site development may occur within 5 feet the Live Oak, per Section 64-4.H.5. of the Zoning Ordinance. The 9 overstory trees and 2 understory trees planted for compliance with the 2008 Planned Unit Development must be retained on the site; however, they may be relocated on the site with the appropriate permits.

Removal of trees in the right-of-way will require an application to and approval by the Mobile Tree Commission.

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).

MAWSS Comments: MAWSS has water and sewer services available, but a Capacity Assurance application for **additional** sewer services has not been applied for. MAWSS cannot guarantee **additional** sewer service until a Capacity application is approved by Volkert Engineering Inc.

The plat illustrates the proposed 1-lot, 1.4± acre subdivision which is located at the Northwest corner of Springhill Avenue and Mobile Street within Council District 1. The applicant states that the subdivision is served by city water and sanitary sewer. The purpose of this application is to remove a condition of a previous Subdivision granting tree preservation status to the 66" Live Oak tree on the property that was approved at the January 7, 2016 Planning Commission Meeting.

The lot fronts both Springhill Avenue and Mobile Street. Springhill Avenue, a planned major street as shown on the Major Street Plan Component of the Comprehensive Plan, requires a 100' right-of-way width. Mobile Street is a proposed major street with curb and gutter that requires a right-of-way width of 80'; dedication was not required in 2008 due to the impact it would have on an existing structure. As complete redevelopment of the site is proposed, dedication to provide 40' from the centerline along Mobile Street should now be required. No additional right-of-way will be required along Springhill Avenue.

It should be noted that the revised site plan depicts the dedication of a 15' wide strip of the subject property along Mobile Street to the City of Mobile.

Being that the subject site has frontage along both Springhill Avenue and Mobile Street, the applicant must ensure that the property lines at this intersection provide a compliant curb radius. The Final Plat, if approved, should be revised to illustrate a dimensioned curb radius in compliance with Section V.D.6. of the Subdivision Regulations.

The Subdivision Regulations require a minimum distance of 25' setback from the front property line to all buildings on site. The plat depicts a minimum setback line distance of 25' along Springhill Avenue; however only a minimum setback line distance of 20' is shown along Mobile Street, which is allowed by the Zoning Ordinance.

Because the proposed Subdivision will result in a lot with multiple structures, the applicant should either submit a Planned Unit Development application, or demolish some of the existing structures so only one remains prior to the signing of the final plat.

Springhill Avenue is an ALDOT managed facility. As a means of access management, the note should be retained on the Final Plat stating that the proposed lot is limited to one curb cut to Springhill Avenue and one curb cut to Mobile Street, with the size, location and design to be approved by Traffic Engineering and conform to AASHTO standards.

The preliminary plat does depict the proposed lot size in square feet and in acres as required by Section V.D.2. of the Subdivision Regulations. This information should be retained on the Final Plat, if approved.

As previously mentioned, the subject site appeared before the January 7, 2016 Planning Commission meeting, in which the Commission approved the applicant's request to create one legal lot of record from two legal lots of record in order to construct a service station/convenience store.

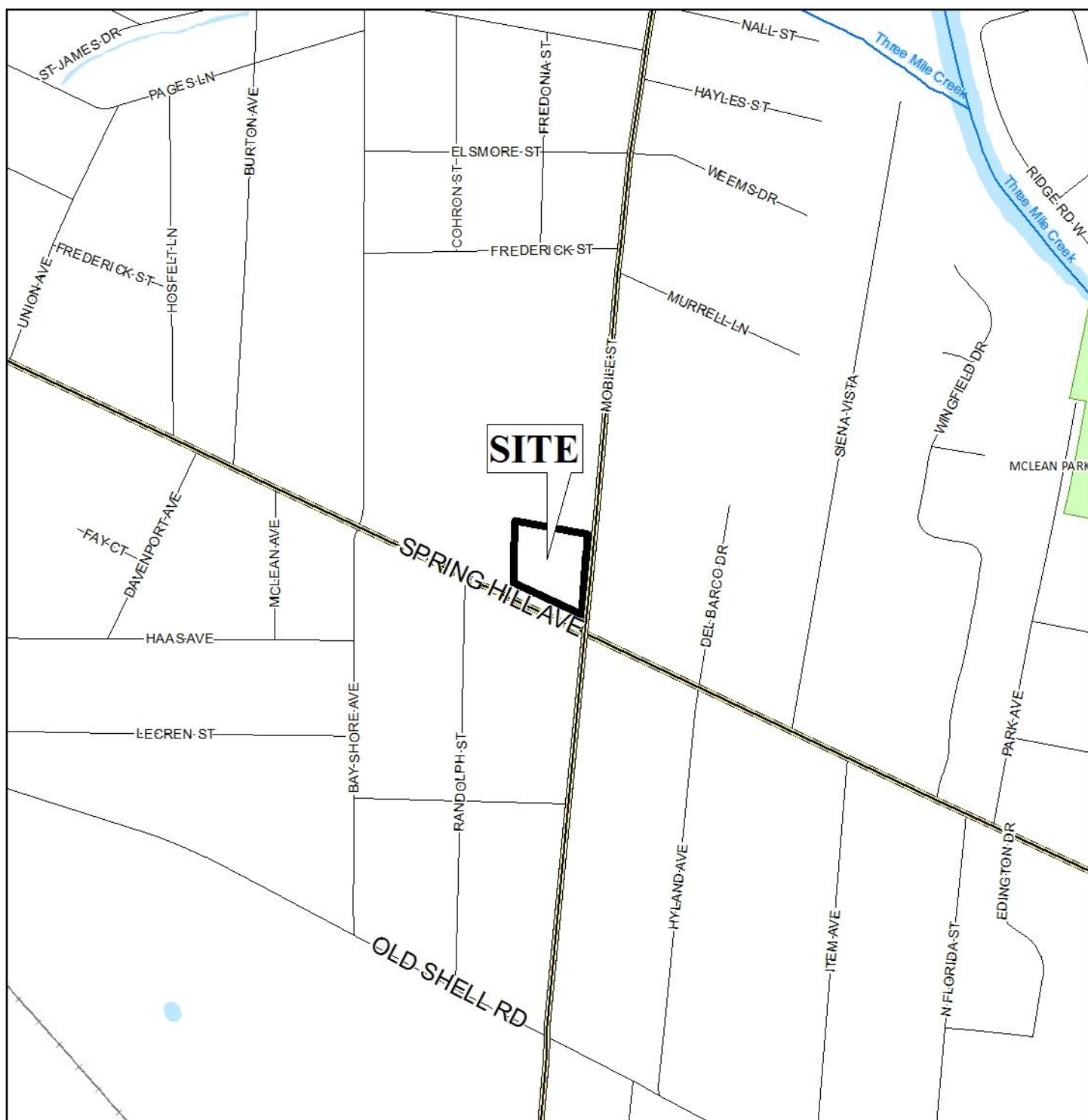
The applicant desires the removal of condition #9 from the January 11, 2016 Letter of Decision that states "*Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties (State Act 61-929 and City Code Chapters 57 and 64). Preservation status is to be given to the 66 inch Live Oak tree.*" The applicant insists that the developers are unable to work around the large tree due to its current location on site; however, condition #9 further states that the removal of the tree is only permitted in the case of impending danger or disease, which neither case has been addressed and/or justified.

In an effort to justify the removal of the 66" Live Oak tree, the applicant submitted 5 proposed site plans for redevelopment of the site. Each of the proposed site plans depict various layouts as it pertains to the fuel dispensers and canopy location; yet, other site improvements, such as the building, remained unchanged in each of the five site plans submitted. Reducing the size of the building by 1,000 to 2,500 square feet, in addition to reducing the size of the canopy and eliminating 1-2 fuel dispenser stations, will significantly reduce the number of parking spaces needed; thus, providing more available space to work with on site. Additionally, by altering the existing access driveway along Mobile Street, as opposed to creating a new access driveway, compliant vehicular flow and accessibility, as well as preservation of the 66" Live Oak tree, can be achieved.

Based upon the preceding, this application is recommended for Denial due to the following reasons:

- 1) No justification was submitted supporting a deviation from state and local tree preservation laws that would require the removal of the 66" Live Oak tree due to disease or impending danger; and
- 2) The site plan can be reconfigured in a manner such that the size of the proposed building and canopy could be decreased, in addition to the elimination of 1 to 2 fuel dispenser stations, which will allow for increased vehicular flow and accessibility, as well as more flexibility in allowing the preservation of the 66" Live Oak tree; all possible options have not been exhausted.

LOCATOR MAP



APPLICATION NUMBER 1 DATE March 3, 2016

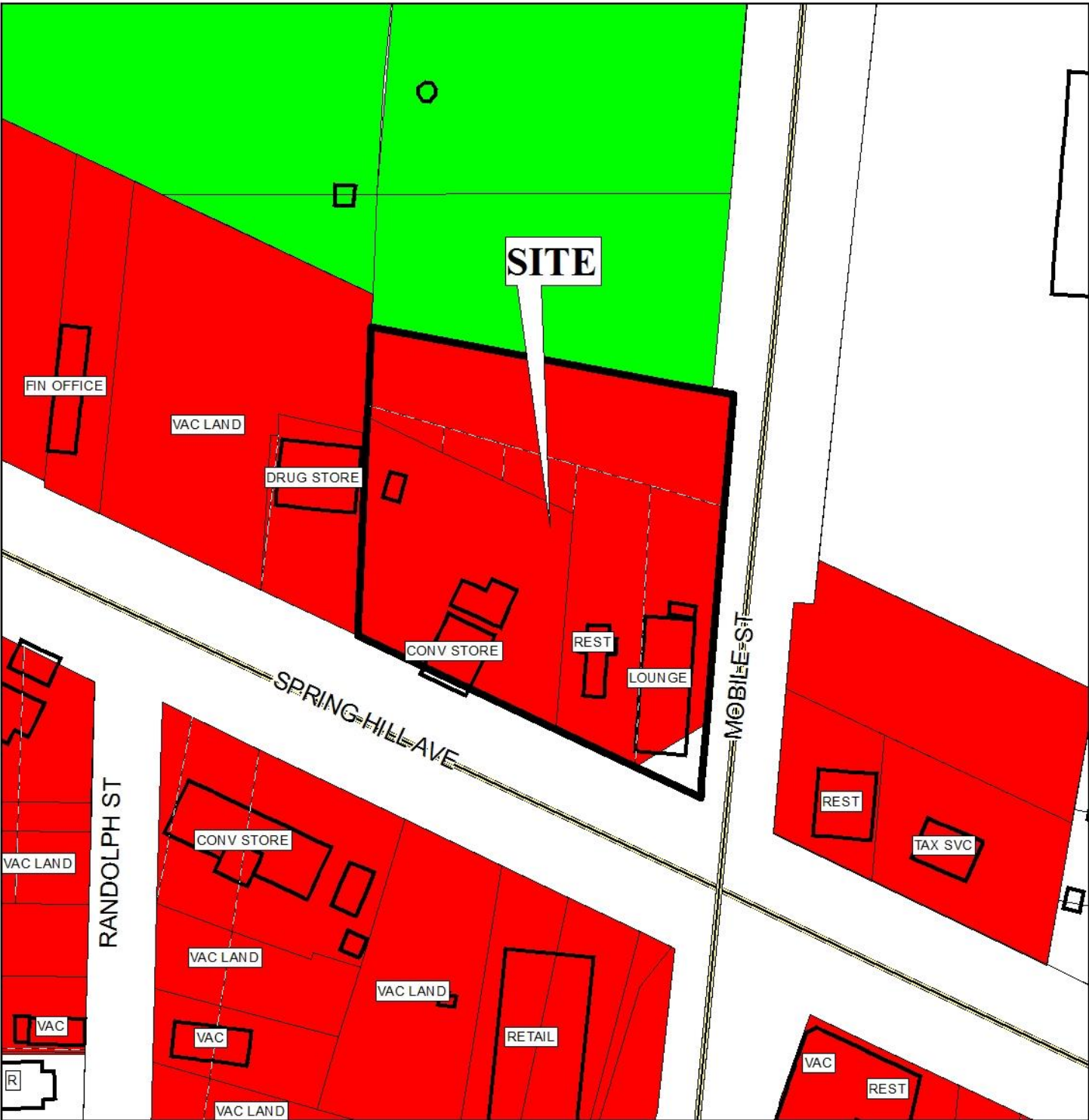
APPLICANT CEFCO Springhill Mobile Subdivison

REQUEST Subdivison



NTS

CEFCO SPRINGHILL MOBILE SUBDIVISION



APPLICATION NUMBER 1 DATE March 3, 2016

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|-----|-----|------|-----|-----|------|-------|------|
| 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 |



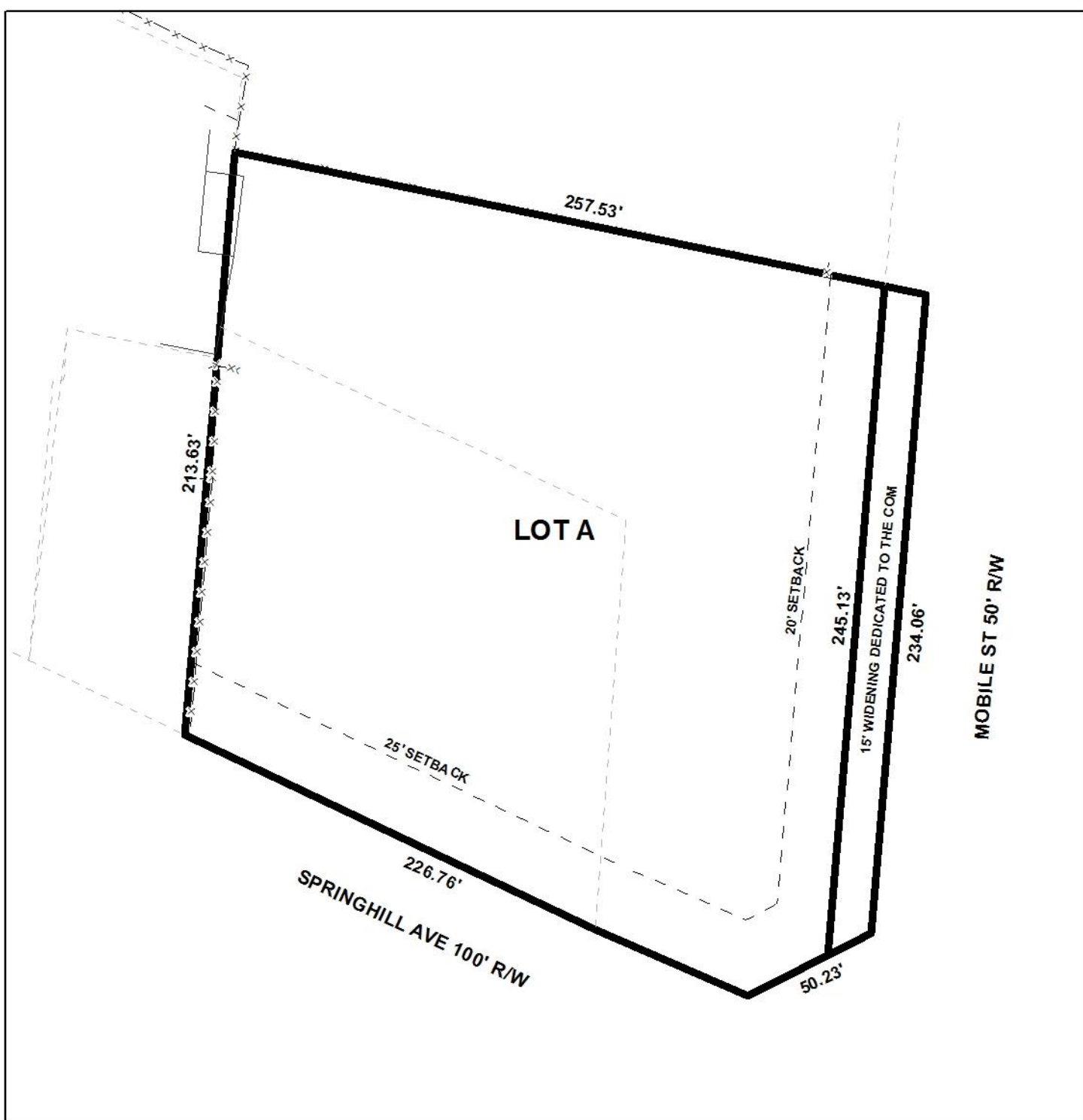
CEFCO SPRINGHILL MOBILE SUBDIVISION



APPLICATION NUMBER 1 DATE March 3, 2016



DETAIL SITE PLAN



APPLICATION NUMBER 1 DATE March 3, 2016

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REQUEST Subdivison

