

## **KESCO SUBDIVISION, REVISED**

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 a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- C. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the red-line markup, the ORIGINAL (with all other signatures) and one (1) copy of the revised original (signatures not required) of the revised Final Plat to the Engineering Department.

Traffic Engineering Comments: Government Boulevard (US Highway 90) and its Service Road are ALDOT maintained roadways. Lot is limited to one curb cut each to Government Boulevard Service Road and Sullivan Avenue and two curb cuts to Fairway Drive 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 2015-116 and City Code Chapters 57 and 64). Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from a commercial site will require a tree removal permit.

Fire 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).

The applicant is requesting a revision to the conditions imposed on a previously approved subdivision request.

The site has been given a Mixed Commercial Corridor (MCC) land use designation, per the Future Land Use Plan and Map, adopted on 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 land use designation mostly applies to transportation corridors west of I-65 serving primarily the low-density (suburban) residential neighborhoods. MCC includes a wide variety of retail, services and entertainment uses.

This designation acknowledges existing commercial development that is spread along Mobile's transportation corridors in a conventional strip pattern or concentrated into shorter segments of a corridor.

Over time, new development and redevelopment in Mixed Commercial Corridors is encouraged to raise design quality, improve connectivity to surrounding neighborhoods; improve streetscapes; and improve mobility and accessibility for all users of the corridor.

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 on 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 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.

At the May 3, 2018 meeting, the Commission granted Tentative Approval to the site, subject to several conditions. While the plat has since been recorded reflecting compliance with the May 2018 conditions, the applicant now wishes to alter the following conditions; 1) the limitation of one curb cut to Fairway Drive, and 2) denial of direct access to the Government Boulevard Service Road. The applicant now proposes one curb cut to the Government Boulevard Service Road and two curb cuts to Sullivan Avenue.

The original plan for the development of the site, upon which the May 2018 tentative approval was based, proposed a 10,000 square foot retail and office space, with 7,000 square feet of associated warehouse space, loading dock and 50 parking spaces.

The plan has been revised, and the retail and office space enlarged to 11,500 square feet (all other areas and spaces are the same). With the revised plan, access to the Government Boulevard Service Road is proposed as a one-way drive into the site, with the one-way circulation exiting to Fairway Drive. A second, two-way drive to Fairway is also proposed, as well as the proposed drive to Sullivan Avenue.

As indicated in the Traffic Engineering comments, with ALDOT and Traffic Engineering approval, and conformance to AASHTO standards, the allowance of the additional curb cuts may be appropriate.

The lots size is provided in square feet and acres, and exceeds the minimum lot size requirements of Section V.D.2. of the Subdivision Regulations. If approved, this information should be retained on the Final Plat.

The site has frontage along Government Boulevard, Fairway Drive, and Sullivan Avenue. Both Fairway Drive and Sullivan Avenue are minor arterial streets with curb and gutters; and the plat illustrates compliance.

Government Boulevard is a major street on the Major Street Plan, and the Plan indicates that it should have a 250'± minimum right-of-way at this location. The revised preliminary plat depicts Government Boulevard as having an existing right-of-way of 236', which is in keeping with the right-of-way acquired per the ALDOT plans when Government Boulevard was originally planned and built. As previously indicated in the May 2018 staff report, the Major Street Plan does not appear to reflect the fact that the Government Boulevard right-of-way, from approximately Pleasant Valley Road, east to Pinehill Drive, is depicted as 236 feet on the original ALDOT plans for Government Boulevard, and at Pleasant Valley Road to the west, is where the road widens to the 250 foot right-of-way width. As additional widening is unlikely along this segment of Government Boulevard, and as the Major Street Plan may have overlooked this change in right-of-way widths on the original plans for Government Boulevard, the Commission chose to grant a waiver of Sections V.B.2. and VII.A.2. of the Subdivision Regulations, to require any additional right-of-way dedication for this site, and these waivers still seem appropriate.

The revised preliminary plat does illustrate the proper corner radius at both Fairway Drive and Sullivan Avenue, and Government Boulevard and Fairway Drive, as required by Section V.D.6. of the Subdivision Regulations, and should be retained on the Final Plat, if approved.

The revised preliminary plat does illustrate the 25' minimum building setback along all frontages and should be retained on the Final Plat, if approved.

Based on the preceding, this application is recommended for Tentative Approval subject to the following conditions:

- 1) retention of the dedicated corner radius at Fairway Drive and Sullivan Avenue per Section V.D.6. of the Subdivision Regulations;
- 2) retention of the dedicated corner radius at Government Boulevard and Fairway Drive per Section V.D.6. of the Subdivision Regulations;
- 3) retention of the lot size in square feet and acres;
- 4) retention of the 25' minimum building setback line along all frontages;
- 5) compliance with 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 a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing. C. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the red-line markup, the ORIGINAL (with all other signatures) and one (1) copy of the revised*

*original (signatures not required) of the revised Final Plat to the Engineering Department.*

- 6) placement of a note on the final plat requiring full compliance with Traffic Engineering comments (*Government Boulevard (US Highway 90) and its Service Road are ALDOT maintained roadways. Lot is limited to one curb cut each to Government Boulevard Service Road and Sullivan Avenue and two curb cuts to Fairway Drive 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.*);
- 7) compliance with 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 2015-116 and City Code Chapters 57 and 64).*); and
- 8) compliance with Fire 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).*).

# LOCATOR MAP



APPLICATION NUMBER 2 DATE March 21, 2019

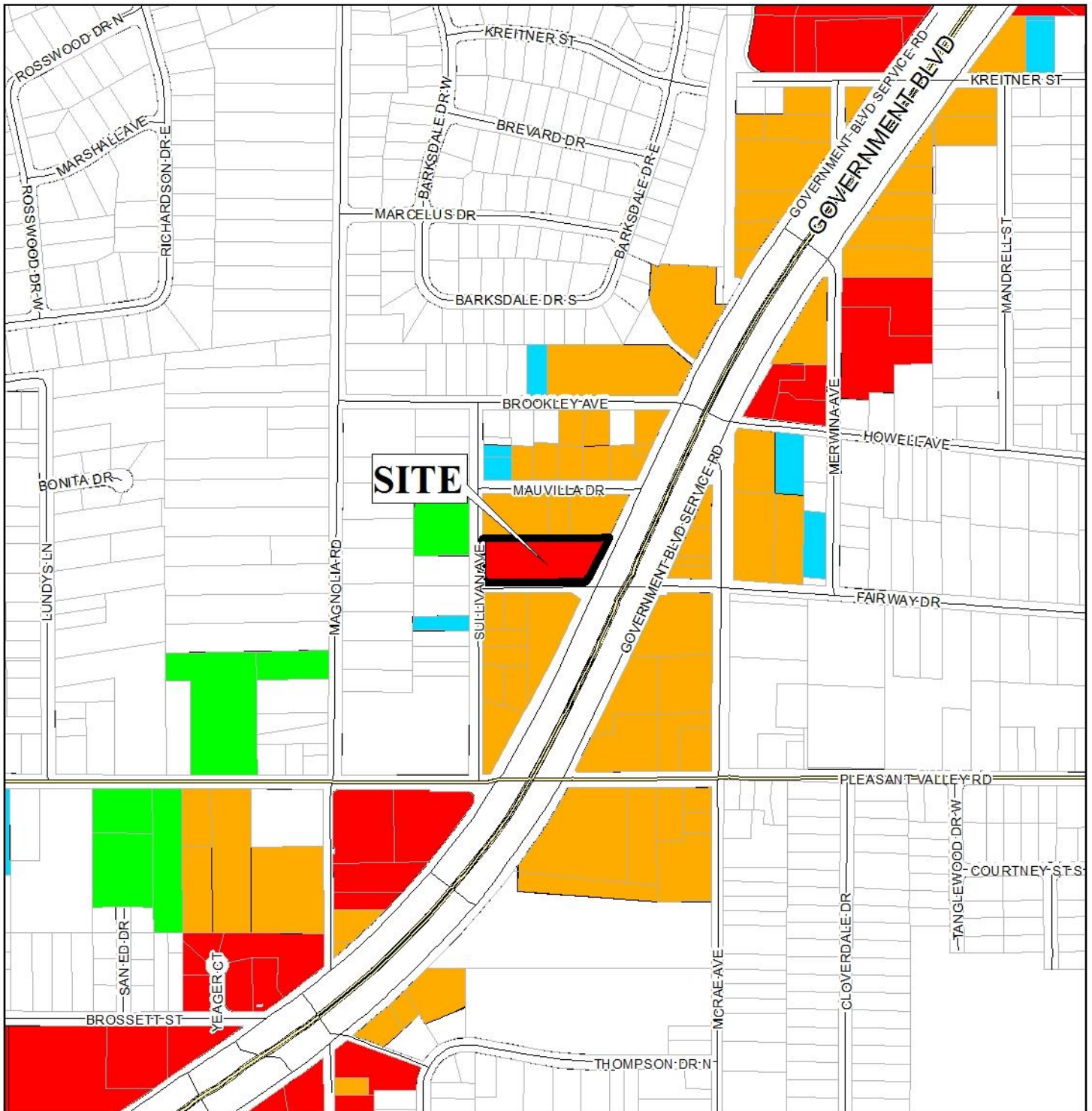
APPLICANT KESCO Subdivision, Revised

REQUEST Subdivision



NTS

# LOCATOR ZONING MAP



APPLICATION NUMBER 2 DATE March 21, 2019

APPLICANT KESCO Subdivision, Revised

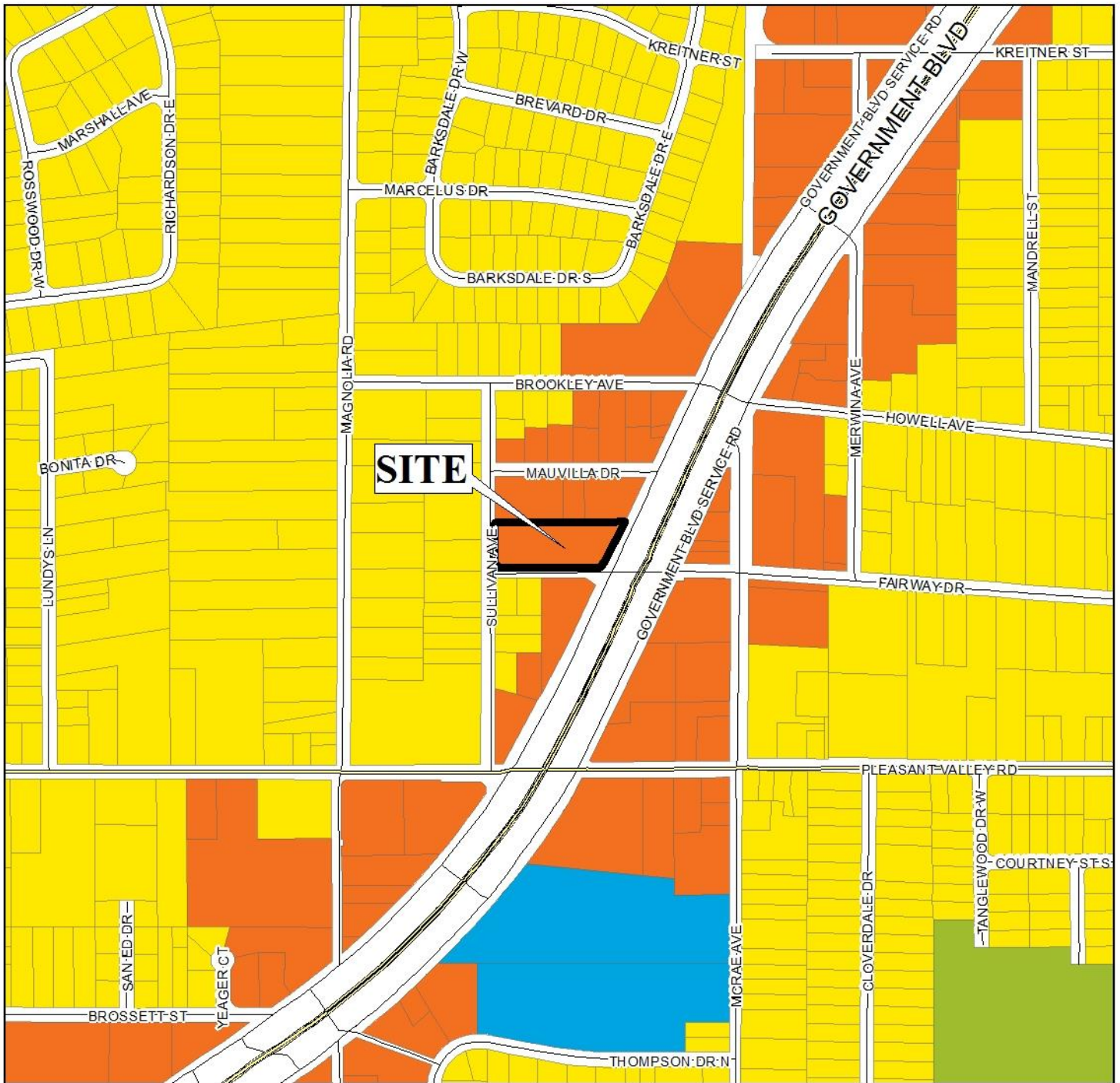
REQUEST Subdivision



NTS



# FLUM LOCATOR MAP



APPLICATION NUMBER 2 DATE March 21, 2019

APPLICANT KESCO Subdivision, Revised

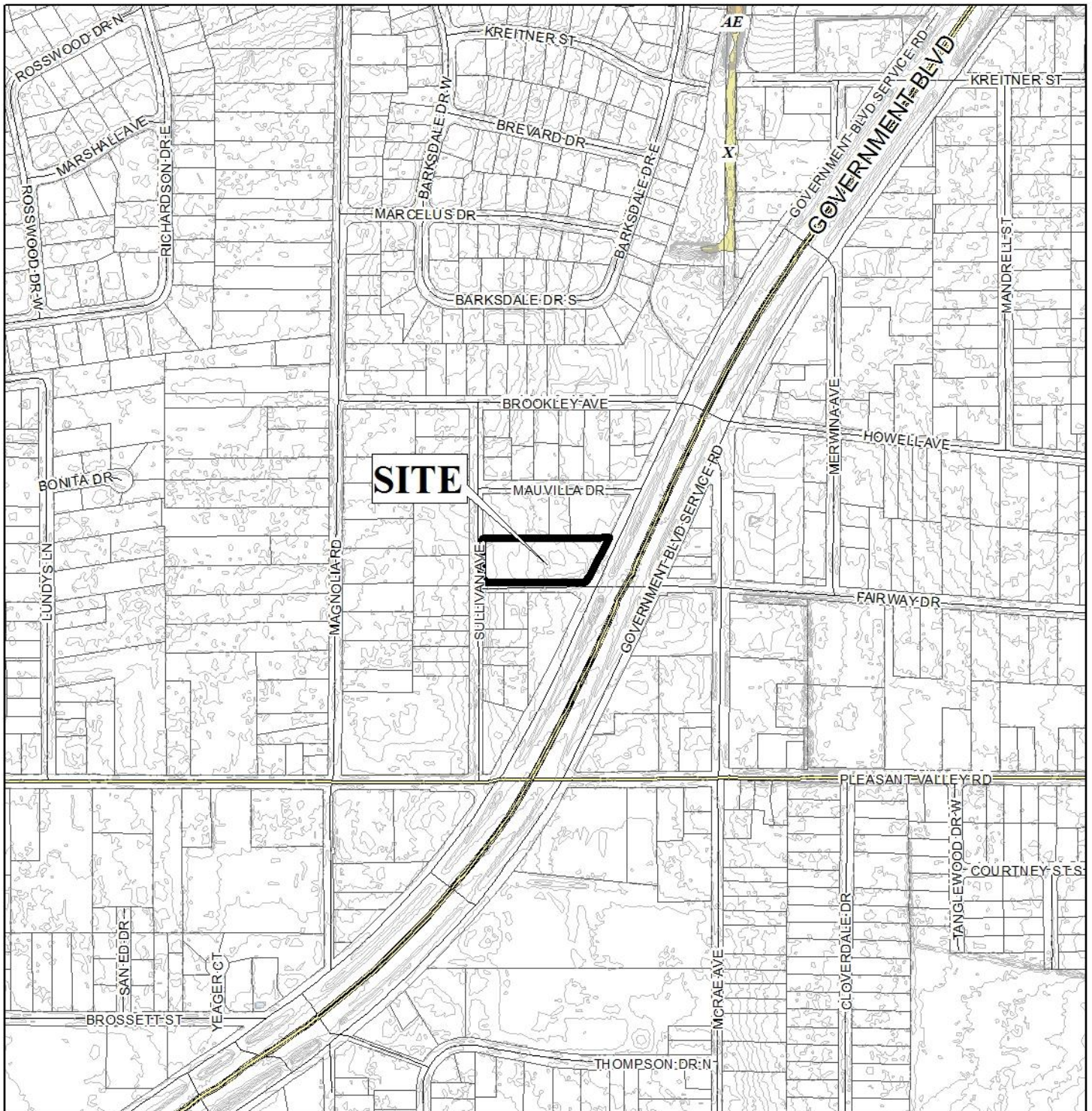
REQUEST Subdivision

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





# ENVIRONMENTAL LOCATOR MAP



APPLICATION NUMBER 2 DATE March 21, 2019

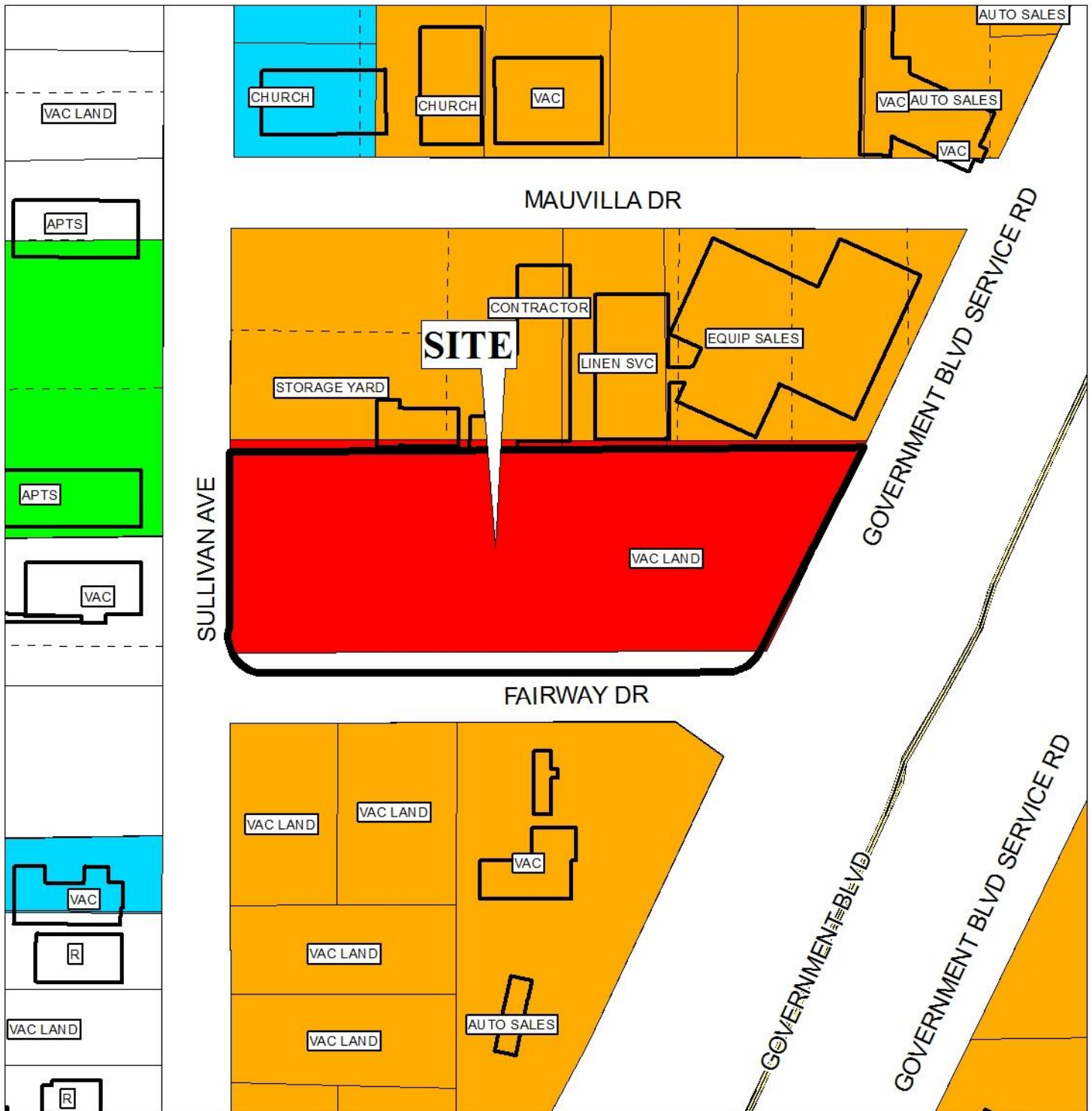
APPLICANT KESCO Subdivision, Revised

REQUEST Subdivision





# KESCO SUBDIVISION, REVISED



APPLICATION NUMBER 2 DATE March 21, 2019

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



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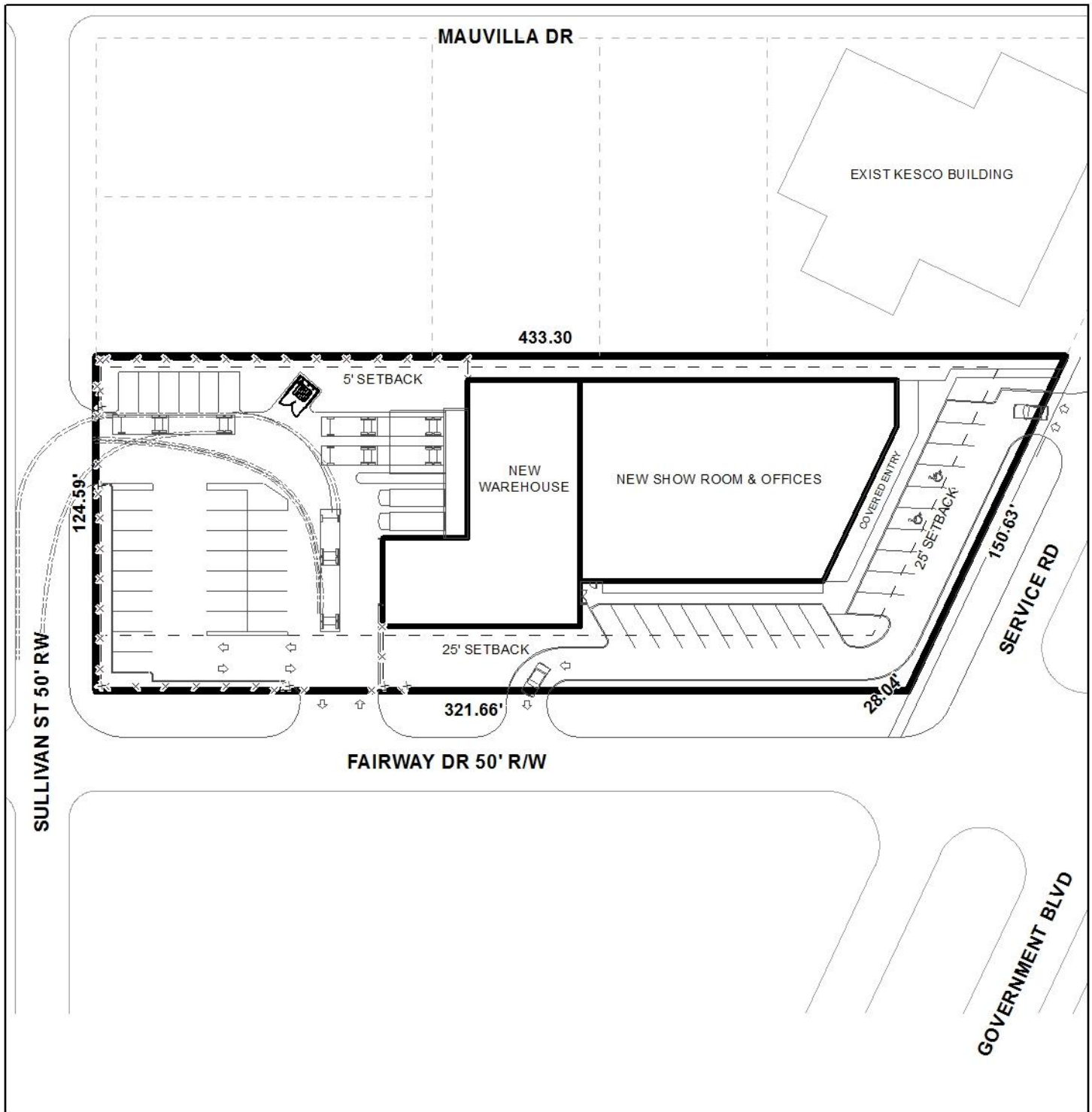


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# DETAIL SITE PLAN

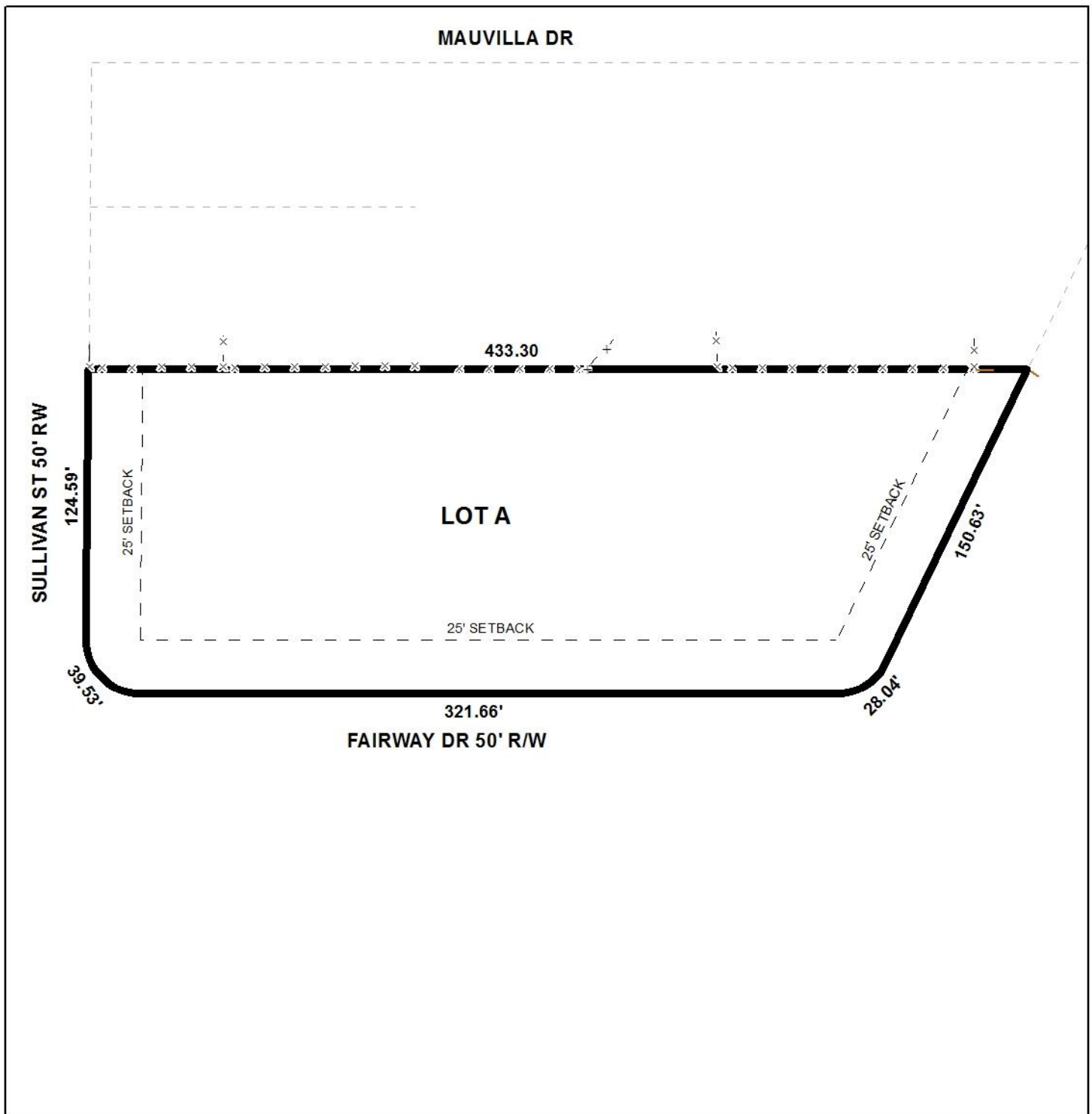


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# DETAIL SITE PLAN



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