

WESLEY STATION SUBDIVISION

Engineering Comments: Must comply with all storm water and flood control ordinances. Any increase in impervious area in excess of 4,000 square feet will require detention. Any work performed in the right of way will require a right of way permit. Drainage from any new dumpster pads cannot discharge to storm sewer; must have connection to sanitary sewer.

Traffic Engineering Comments: Driveway number, size, location, and design to be approved by Traffic Engineering 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 (State Act 61-929 and City Code Chapters 57 and 64).

Fire Department Comments: All projects must comply with the requirements of the 2003 International Fire Code, including Appendices B through D, as adopted by the City of Mobile, and the 2003 International Existing Building Code, as appropriate.

The plat illustrates the proposed 4.3 acre \pm , 4 lot subdivision which is located at the Southeast corner of Airport Boulevard and Wesley Avenue, in Council District 6. The applicant states that the subdivision is served by both public water and sanitary sewer.

The purpose of this application is to resubdivide three existing lots into four lots, and to relocate a drainage and utility easement along a proposed lot line. The three-lot configuration was approved by the Planning Commission at its July 22, 2010 meeting, and the approval included curb-cut limitations and specific buffering requirements as follows:

- 1) *the provision of an eight-foot high wooden privacy fence and vegetative buffer where the site adjoins residential zoning;*
- 2) *placement of a note on the final plat stating that no structures, parking or driveway(s) may be constructed within the southern 50 feet (between Wesley Avenue and the West right-of-way line of Henckley Avenue);*
- 3) *depiction and labeling of the 35-foot vegetative buffer along the southern boundary of the site, from the West right-of-way line of Henckley Avenue, as shown on the preliminary plat;*
- 4) *provision of a 35' vegetative buffer along the entire southern property line at the time of development – to include infill planting if necessary to block visibility and light from adjacent residential properties;*
- 5) *depiction and labeling of the 10-foot vegetative buffer along the eastern boundary of the site, as shown on the preliminary plat;*
- 6) *compliance with Engineering comments: “Realignment of drainage system subject to review of City Engineer. The final approved location of the drainage easement, if approved to be altered from existing, may differ from that shown on the preliminary plat submitted for Planning Commission. Must comply with all stormwater and flood control ordinances. Any increase in impervious area in excess of 4,000 square feet will require detention. Any work performed in the right-of-way will require a right-of-way permit, in*

addition to any required land disturbance permits. Drainage from any new dumpster pads cannot discharge to storm sewer; must have connection to sanitary sewer;"

- 7) completion of the utility and drainage easement vacation process prior to the recording of the final plat;*
- 8) placement of a note on the final plat stating that Lot 1 should be limited to one curb-cut onto Airport Boulevard and one curb-cut onto Wesley Avenue, Lot 2 should be limited to one curb-cut onto Airport Boulevard, and Lot 3 should be limited to one curb-cut onto Wesley Avenue, to be within the northern 50-feet of the lot, with the size, design, and location of all curb-cuts are to be approved by the Planning Section of Urban Development and Traffic Engineering, and comply with AASHTO standards;*
- 9) placement of a note on the final plat stating that access to Henckley Avenue and the unopened right-of-way of Government Street is denied;*
- 10) labeling of each lot with its size in square feet, or placement of a table on the plat with the same information; and,*
- 11) placement of a note on the final plat stating that approval of all applicable federal, state, and local agencies for endangered, threatened, or otherwise protected species is required prior to the issuance of any permits or land disturbance activities.*

It should also be pointed out that the adopted zoning amendment for the site from 2004 includes additional conditions above and beyond those required by the subdivision approval.

The subdivision was originally recorded with drainage and utility easements running both North-South, and East-West through the site. The West half of the East-West easement is proposed to be relocated from the Northern third of the site to the middle of the site to line up with the Eastern portion of the East-West easement. The recorded easement proposed to be relocated was vacated by City Council Resolution #47-548 on December 7, 2010. The plat indicates the relocated easement as two parallel easements along a proposed lot line with the Northern portion for sanitary sewer and the Southern portion for drainage and utilities.

The proposed lots, as depicted, meet the minimum size and frontage requirements as regulated by the Subdivision Regulations. Proposed Lot 2 exceeds the maximum depth ratio of Section V.D.3. of the Subdivision Regulations. The lot area size is not depicted on the plat in square feet, and this information should be shown on the Final Plat, if approved. The 25-foot minimum building setback line is not depicted, and this should also be shown along all public street frontages on the Final Plat, if approved.

The site fronts Airport Boulevard, Wesley Avenue, Henckley Avenue, and an unopened right-of-way for Government Street. The rights-of-way for Airport Boulevard and Wesley Avenue meet minimum requirements. The right-of-way width for the Henckley Avenue street stub is only 40-feet, however, direct access to Henckley is not allow via the zoning amendment restrictions or the previously approved subdivision conditions. Airport Boulevard is a proposed major street.

As Airport Boulevard is a major street, Lot 1 should be limited to one curb cut, and Lots 2 and 3 should be limited to one shared curb-cut, for a total of two curb cuts onto Airport Boulevard, and Lots 1 and 4 should each be limited to one curb-cut onto Wesley Avenue, with the curb-cut on Lot 4 as far North as possible. The size, design and location of the curb-cuts should be approved by Traffic Engineering, and conform with AASHTO standards. Access to Henckley Avenue and the unopened right-of-way for Government Street should be denied.

The previously required 50-foot no-build buffer, the 35-foot vegetative buffer, the 10-foot vegetative buffer, and the 25-foot building setback line along public streets are shown on the preliminary plat, and should also be shown on the final plat, if approved. A note should also be placed on the final plat stating that no structures, parking or driveway(s) may be constructed within the Southern 50 feet of Lots 2 and 3 between Wesley Avenue and Henckley Avenue.

The previously required 8-foot high wood privacy fence is not depicted or included as a note on the plat, thus the plat should be revised to also depict and note that an eight-foot high wooden privacy fence and vegetative buffer should be provided where the site adjoins residential zoning.

Finally, the geographic area defined by the City of Mobile and its planning jurisdiction, including this site, may contain Federally-listed threatened or endangered species as well as protected non-game species. Development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species.

Based upon the preceding, with a waiver of Section V.D.3. of the Subdivision Regulations, the application is recommended for Tentative Approval, subject to the following conditions:

- 1) the provision of an eight-foot wooden privacy fence and vegetative buffer where the site adjoins residential zoning;
- 2) placement of a note on the final plat stating that no structures, parking or driveway(s) may be constructed within the southern 50 feet (between Wesley Avenue and the West right-of-way line of Henckley Avenue);
- 3) depiction and labeling of the 35-foot vegetative buffer along the Southern boundary of the site, from the West right-of-way line of Henckley Avenue, as shown on the preliminary plat;
- 4) depiction and labeling of the 10-foot vegetative buffer along the eastern boundary of the site, as shown on the preliminary plat;
- 5) compliance with Engineering comments: *(Must comply with all storm water and flood control ordinances. Any increase in impervious area in excess of 4,000 square feet will require detention. Any work performed in the right of way will require a right of way permit. Drainage from any new dumpster pads cannot discharge to storm sewer; must have connection to sanitary sewer).*
- 6) placement of a note on the final plat stating that Lot 1 is limited to one curb-cut, and Lots 2 and 3 are limited to one shared curb-cut, for a total of two curb-cuts onto Airport Boulevard, and Lots 1 and 4 are each limited to one curb-cut onto Wesley Avenue, with the curb-cut on Lot 4 as far North as possible, with the size, design and location of all curb-cuts to be approved by the Planning Section of Urban Development and Traffic Engineering, and comply with AASHTO standards;
- 7) placement of a note on the final plat stating that access to Henckley Avenue and the unopened right-of-way of Government Street is denied;
- 8) labeling of each lot with its size in square feet, or placement of a table on the plat with the same information; and
- 9) placement of a note on the final plat stating that approval of all applicable Federal, state and local agencies for endangered, threatened or otherwise protected species is required prior to the issuance of any permits or land disturbance activities.

Revised for the February 3, 2011 meeting.

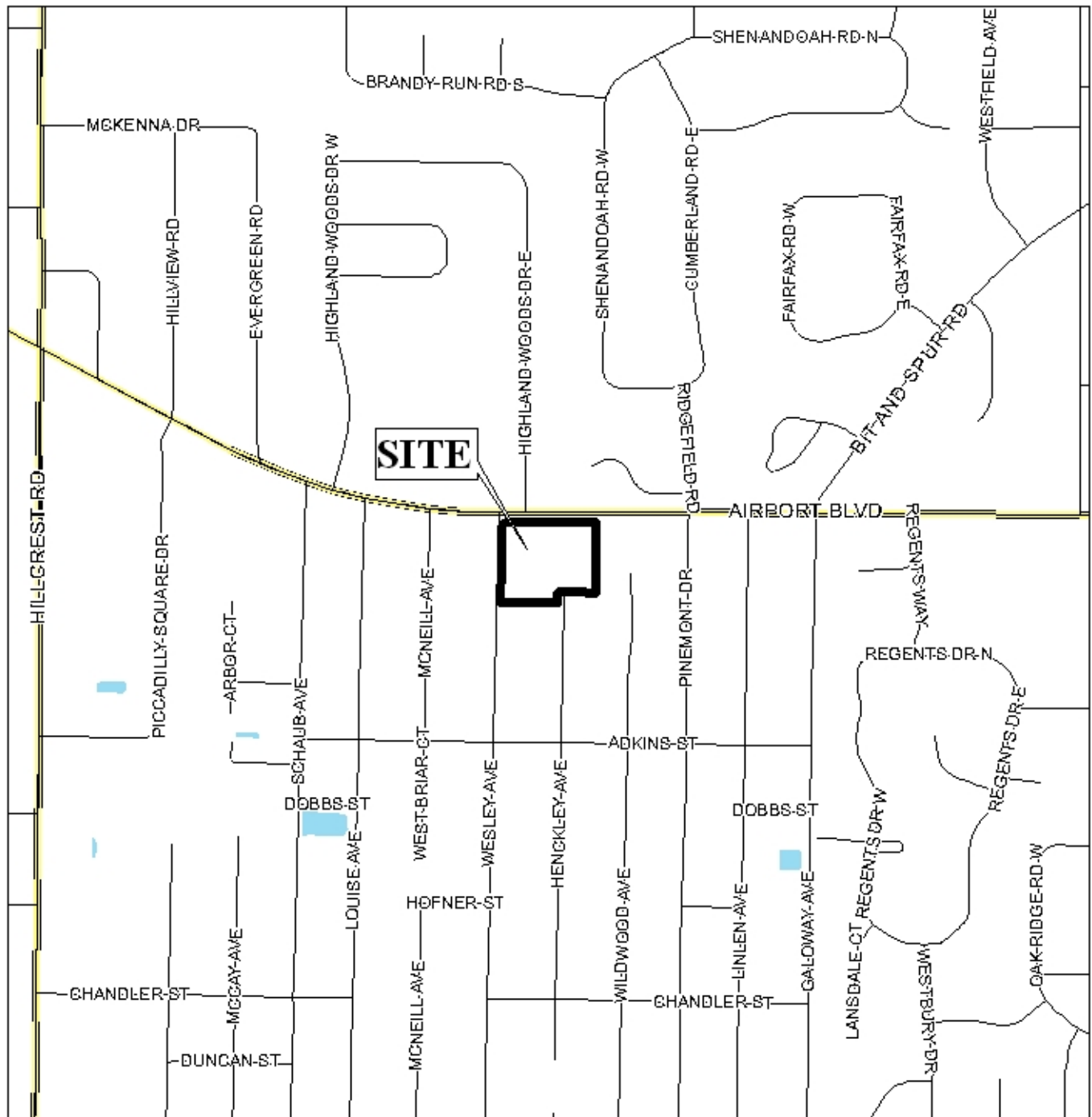
This application was heldover from the January 6th meeting to allow the applicant to obtain the approval of the owner of Lot 1 for this application. Evidence of this approval as well as additional postage (certified mail with return receipt) and labels for the owner of Lot 1 should have been submitted to the Planning Section by January 18, 2011.

As no approval letter was submitted to the Planning Section as required for the inclusion of Lot 1, and the application was not revised to exclude Lot 1, this application should be denied.

RECOMMENDATION: *Based on the preceding, this application is recommended for denial for the following reasons:*

- 1) the applicant did not receive approval from the owner of Lot 1 for its inclusion in this subdivision; and*
- 2) the subdivision was not revised to exclude Lot 1.*

LOCATOR



APPLICATION NUMBER 2 DATE February 3, 2011

APPLICANT Wesley Station Subdivision

REQUEST Subdivision



NTS

WESLEY STATION SUBDIVISION



APPLICATION NUMBER 2 DATE February 3, 2011

LEGEND

R-1	R-2	R-3	R-A	R-B	H-B	T-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2
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WESLEY STATION SUBDIVISION

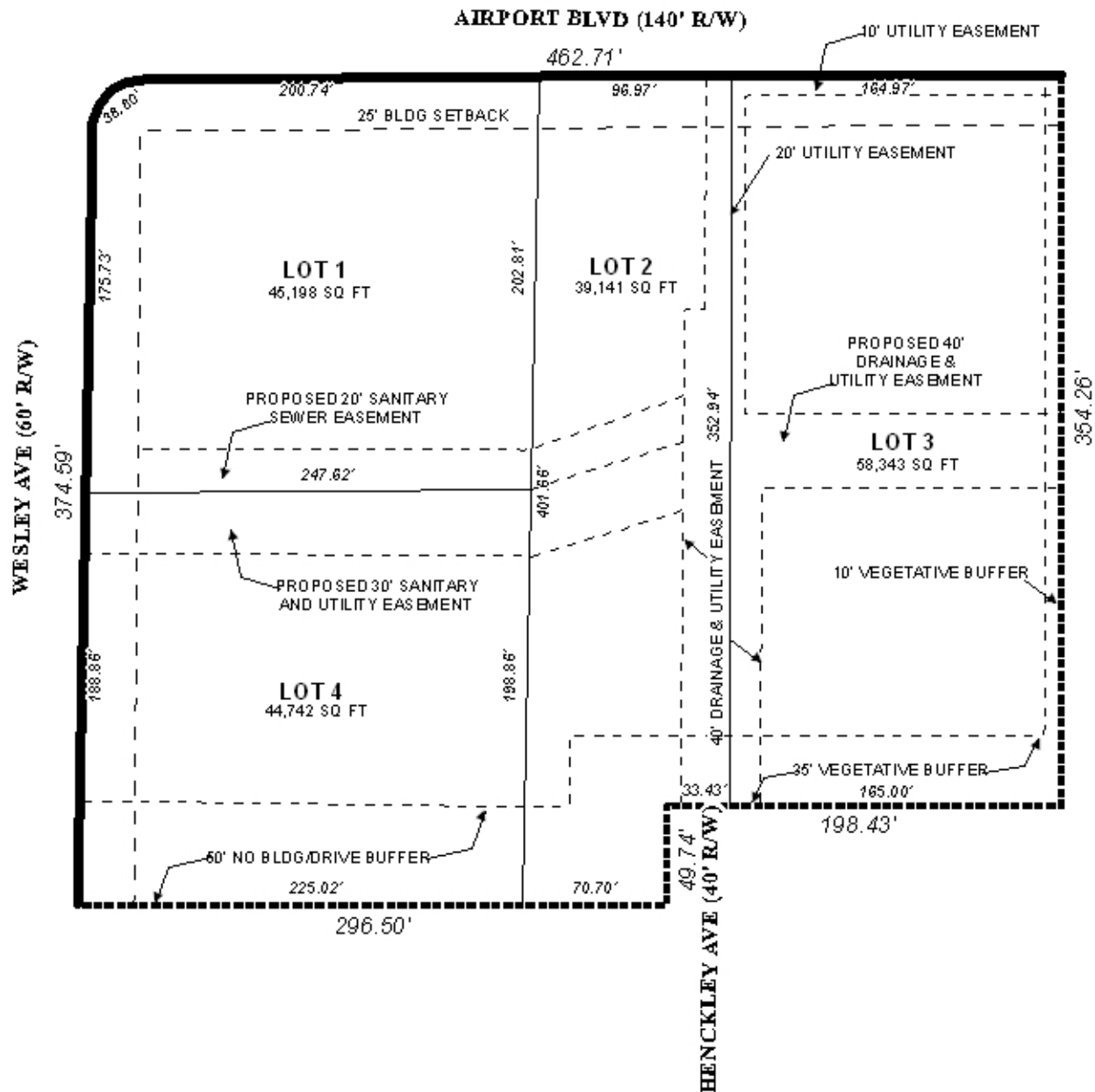


APPLICATION NUMBER 2 DATE February 3, 2011



NTS

DETAIL SITE PLAN



APPLICATION NUMBER 2 DATE February 3, 2011

APPLICANT Wesley Station Subdivision

REQUEST Subdivision



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