

TRIFECTA DEVELOPMENT 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. Review and revise the written legal description. Latest tax parcel information indicates that the parcel includes a portion of Lot 2 of Rangeline Road Subdivision.
- C. Show and label all flood zones.
- D. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation.
- E. Show and label the adjacent Floodway.
- F. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- G. Provide the Surveyor's Certificate and Signature.
- H. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- I. 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.
- J. 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.
- K. 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.
- L. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- M. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the ORIGINAL (with all other signatures) and one (1) copy (signatures not required) of the revised Final Plat to the Engineering Department.

Traffic Engineering Comments: Rangeline Road Service Road is an ALDOT maintained roadway. Lot A is limited to one curb cut to Rangeline Road Service Road, with size, location and design to be approved by ALDOT and 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 2015-116 and City Code Chapters 57 and 64).

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: No comments.

The plat illustrates the proposed 1-lot, 1.2± acre subdivision which is located on the West side of Rangeline Road Service Road, 2/10± mile South of CSX Railroad within Council District 4. The applicant states that the subdivision is served by city water and sanitary sewer systems. The purpose of this application is to create a legal lot of record from one legal lot and one metes-and-bound parcel.

The site has been given a Low Density Residential land use designation, per the recently adopted Future Land Use Plan and Map. 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 to existing residential neighborhoods found mostly west of the Beltline or immediately adjacent to the east side of the Beltline. The primary land use in the LDR districts is residential and the predominant housing type is the single-family housing unit, detached or semi-detached, typically placed within a street grid or a network of meandering suburban streets. The density in these districts ranges between 0 and 6 dwelling units per acre (du/ac).

These neighborhoods may also contain small-scale, low-rise multi-unit structures at appropriate locations, as well as complementary retail, parks and civic institutions such as schools, community centers, neighborhood playgrounds, and churches or other religious uses if those uses are designed and sited in a manner compatible with and connected to the surrounding context. The presence of individual ancillary uses should contribute to the fabric of a complete neighborhood, developed at a walkable, bikeable human scale.

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.

The Planning Commission approved a 4-lot subdivision, denoted as Rangeline Road Subdivision, Unit Two, which included the subject site at its February 5, 2009 meeting. Subsequently, at the February 4, 2010 Planning Commission meeting, the 4-lot subdivision received approval for a one-year extension by the Planning Commission. The applicant now wishes to resubdivide the property by combining two of the four approved lots into a single lot.

The subject lot has frontage on Rangeline Road Service Road, part of Rangeline Road, an ALDOT facility. According the Future Land Use Map and Major Street Plan, Rangeline Road is considered to be a principal arterial street, without curb and gutter, that requires a 300-foot wide right-of-way width, inclusive of the service roads. The preliminary plat illustrates the right-of-

way distance as “Varies (approx. 400’)” along Rangeline Road. The Final Plat, if approved, should be revised to indicate the minimum existing right-of-way width.

The 25-foot minimum building setback line is depicted on the preliminary plat along Rangeline Road Service Road, and as such, should be retained on the Final Plat, if approved.

There is a 7.5’ drainage and utility easement depicted along the Western perimeter of the proposed Lot A. If approved, a note should be provided on the Final Plat stating that no structures are to be erected within any easement.

The proposed lot exceeds the 7,200 square foot minimum lot size requirement for lots served by public water and sanitary sewer systems; and the lot size information is indicated in both square feet and in acres. If approved, the lot size information should be retained in both square feet and in acres on the Final Plat.

As a means of access management, a note should be placed on the Final Plat stating that Lot A is limited to one curb cut to Rangeline Road Service Road, with any changes in the size, location and design to be approved by Traffic Engineering (and ALDOT, if necessary) and conform to AASHTO standards.

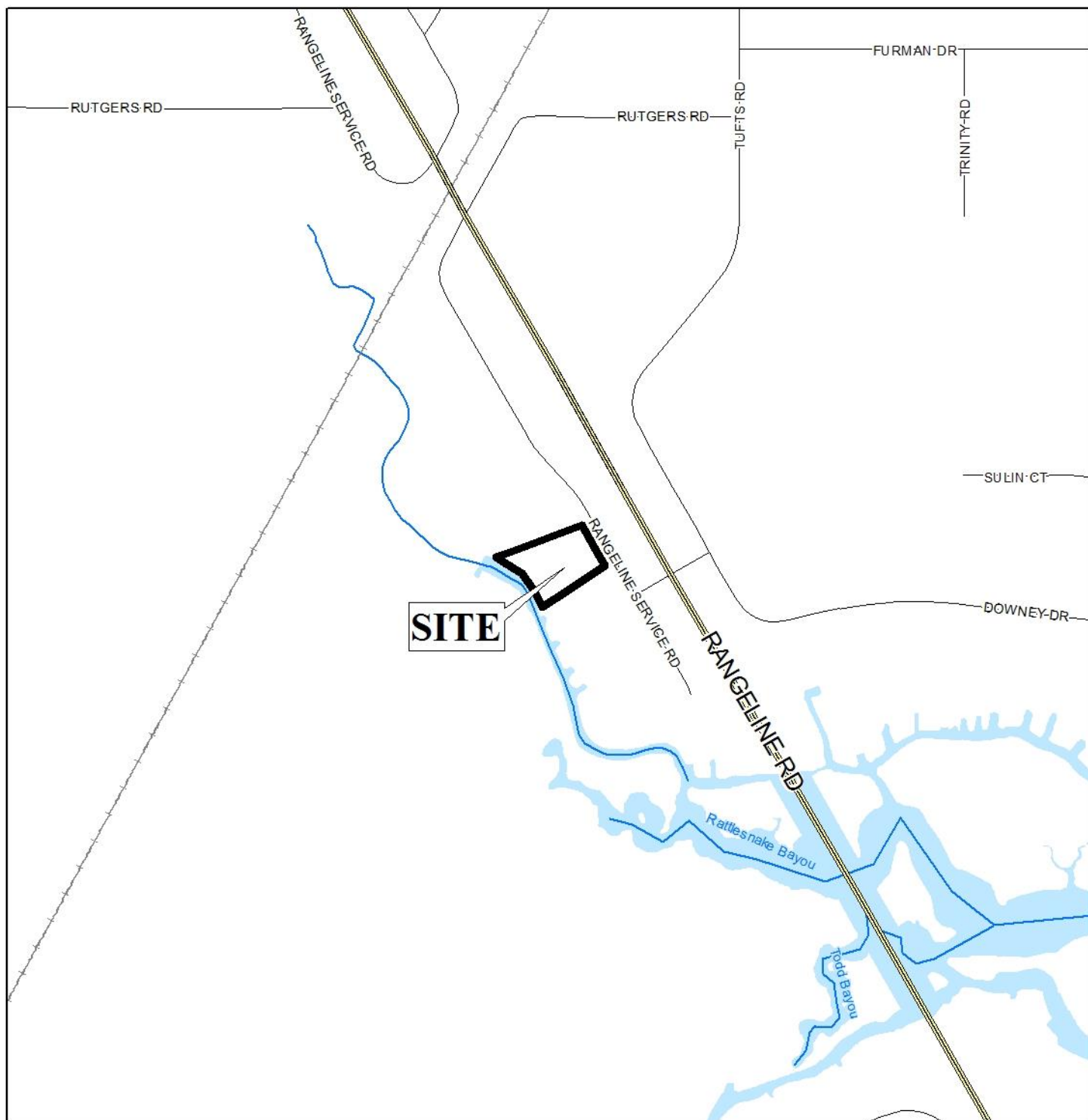
Based upon the proceeding, this application is recommended for Tentative Approval, subject to the following conditions:

- 1) Revision of the right-of-way width along Rangeline Road Service Road to label the minimum existing right-of-way width;
- 2) Retention of the 25-foot minimum setback line along Rangeline Road Service Road;
- 3) Retention of the 7.5’ drainage and utility easement;
- 4) Placement of a note stating that no structures are to be erected within any easement;
- 5) Retention of the lot size information in both square feet and in acres;
- 6) Placement of a note on the Final Plat stating that Lot A is limited to one curb cut to Rangeline Road Service Road, with any changes in the size, location and design to be approved by Traffic Engineering and ALDOT, and conform to AASHTO standards;
- 7) 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. Review and revise the written legal description. Latest tax parcel information indicates that the parcel includes a portion of Lot 2 of Rangeline Road Subdivision. C. Show and label all flood zones. D. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation. E. Show and label the adjacent Floodway. F. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer. G. Provide the Surveyor’s Certificate and Signature. H. Provide the Surveyor’s, Owner’s (notarized), Planning Commission, and Traffic Engineering signatures. I. 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*. J. 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. K. 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. L. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing. M. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the ORIGINAL (with all other signatures) and one (1) copy (signatures not required) of the revised Final Plat to the Engineering Department.);

- 8) Compliance with Traffic Engineering comments (*Rangeline Road Service Road is an ALDOT maintained roadway. Lot A is limited to one curb cut to Rangeline Road Service Road, with size, location and design to be approved by ALDOT and Traffic Engineering and conform to AASHTO standards.*);
- 9) 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
- 10) Compliance with Fire Department comments and placement of a note (*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



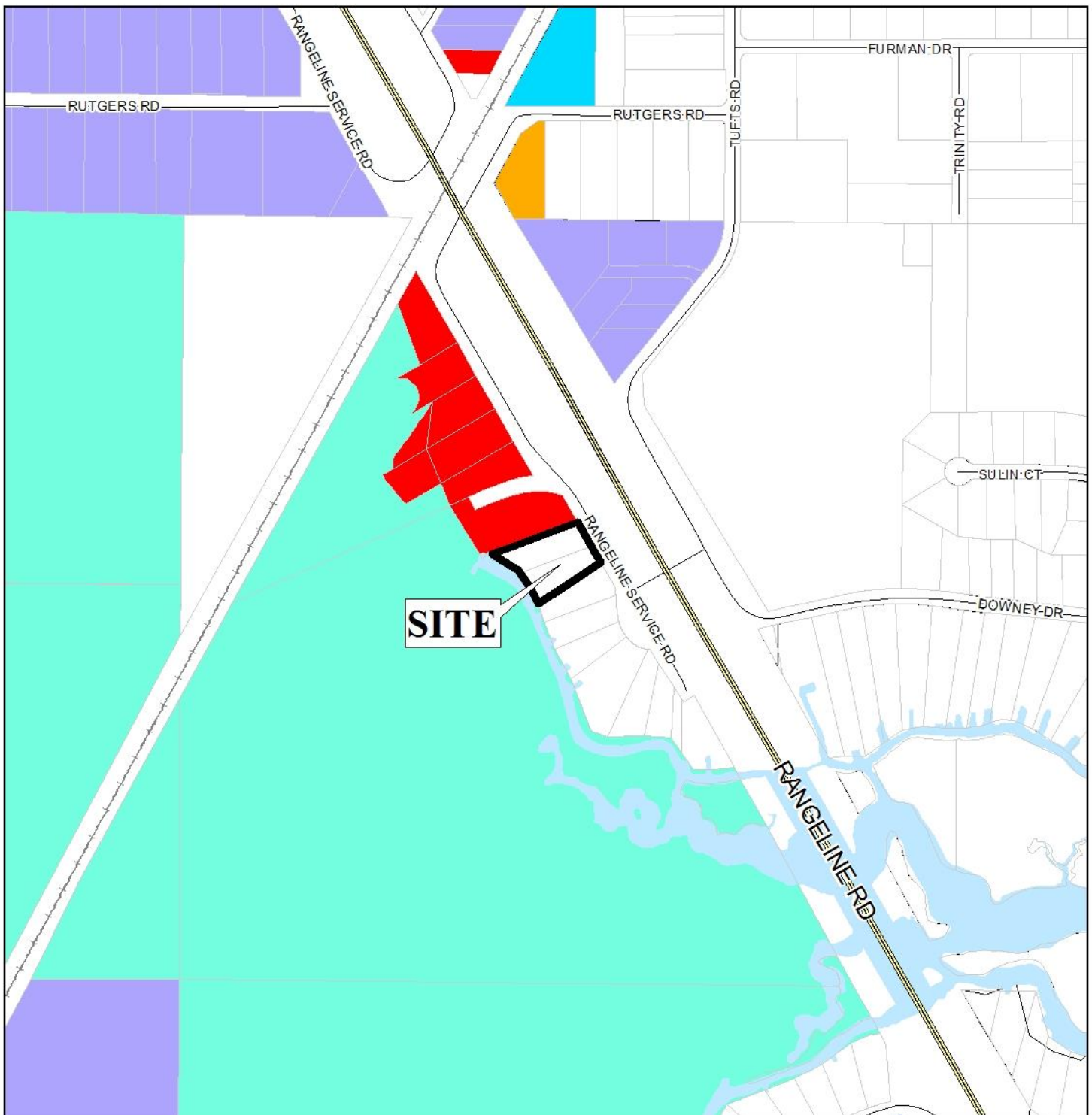
APPLICATION NUMBER 2 DATE June 15, 2017

APPLICANT Trifecta Development Subdivision

REQUEST Subdivision



LOCATOR ZONING MAP



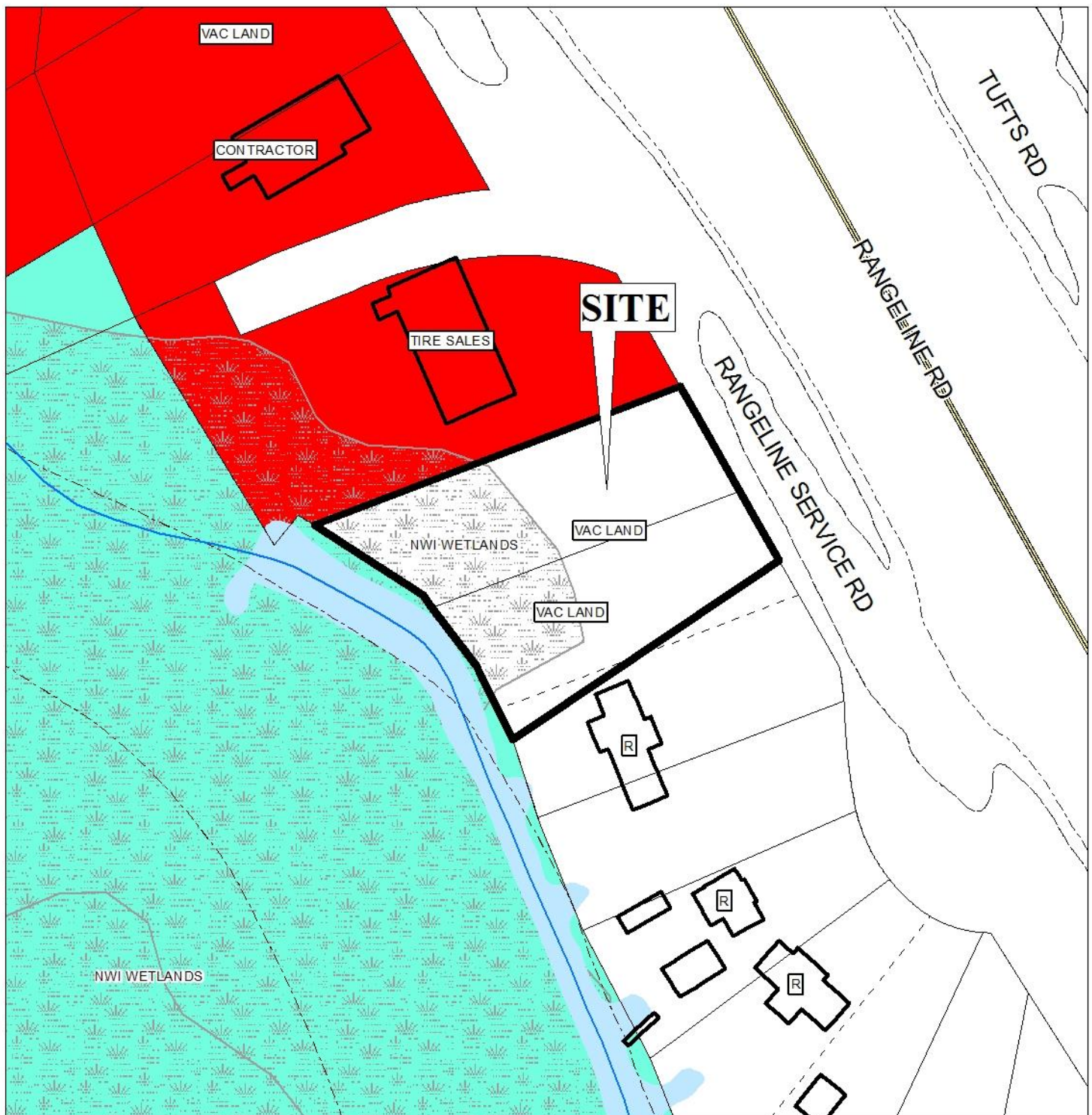
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REQUEST Subdivision



TRIFECTA DEVELOPMENT SUBDIVISION



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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



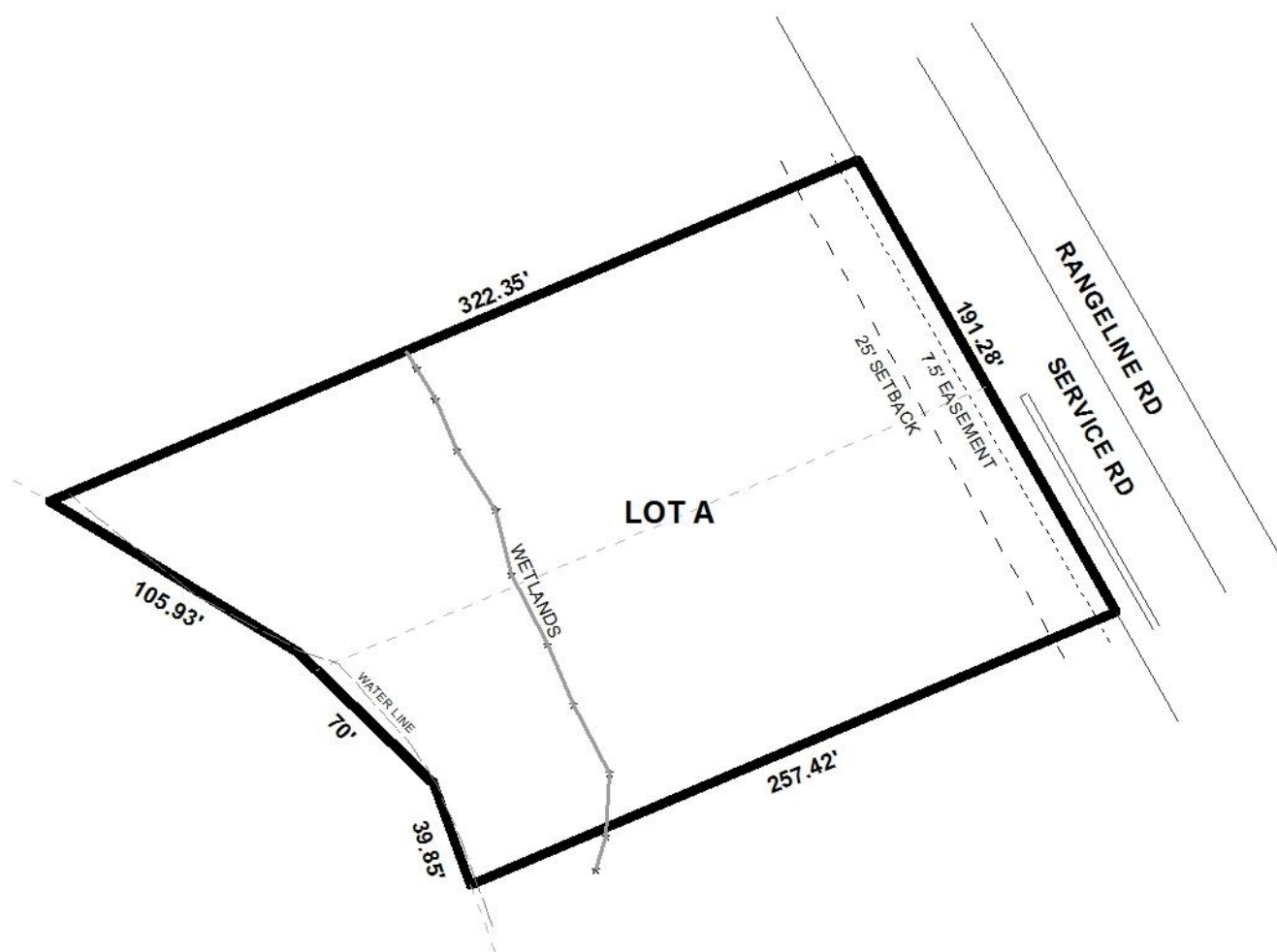
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DETAIL SITE PLAN



APPLICATION NUMBER 2 DATE June 15, 2017

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REQUEST Subdivision



