

## **PALMER'S AIRPORT COMMERCIAL PARK** **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. Show and label each and every Right-Of-Way and easement.
- C. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 16 - #74) LOTS LOTS 1, 2, 3, & 4 will share the 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 – 6,000 sf, LOT 2 – 3,000 sf, LOT 3 – NONE, and LOT 4 – 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](mailto:land.disturbance@cityofmobile.org) prior to obtaining any signatures. No signatures are required on the drawing.

Traffic Engineering Comments: Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Any required 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 [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 four (4) lot, 21.0± acre subdivision located on the West side of Schillinger Road South at the West terminus of Thomas Road, extending to the Southeast corner of Airport Boulevard and Dawes Road, and the Northeast corner of Dawes Road and Glider Avenue, within Council District 6. The applicant states that the subdivision is served by city water and sanitary sewer systems. The purpose of this application is to create four (4) legal lots of record from multiple parcels consisting of existing legal lots of record and metes and bounds parcels.

The site has been given District Center (DC), Low Density Residential (LDR), and Mixed Commercial Corridor (MCC) land use designations, 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.

#### District Center

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.

#### Low Density Residential

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.

#### Mixed Commercial Corridor

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; improved 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 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 Airport Boulevard, a major street per the Major Street Plan, which has existing compliant 140-foot right-of-way; therefore, no dedication would be required. As on the preliminary plat, the right-of-way width of Airport Boulevard should be retained on the Final Plat, if approved.

The site has frontage on Dawes Road, a minor arterial street without curb-and-gutter, which has an existing compliant 60-foot right-of-way; therefore, no dedication would be required. As on the

recorded plat, the right-of-way width of Dawes Road should be retained on the Final Plat, if approved.

The site has frontage on Glider Avenue, a minor street without curb-and-gutter, which has an existing 50-foot right-of-way and should have a minimum 60-foot right-of-way. Therefore, dedication to provide 30-feet from the centerline of Glider Avenue should be required, if approved.

The site has frontage on Schillinger Road South, a principal arterial street per the Major Street Plan, has an existing 90-foot right-of-way; therefore, dedication to provide 50-feet to the centerline should be required, if approved.

Furthermore, dedication of the corner radius at Dawes Road and Glider Avenue per Section V.D.6 of the Subdivision Regulations should be required, if approved.

The preliminary plat submitted indicates a proposed 25-foot minimum building setback line along Airport Boulevard, Dawes Road, Glider Avenue, and Schillinger Road South, and this should be retained on the Final Plat, if approved.

Based on the preliminary plat, the proposed four (4) lots exceed the minimum size requirements of the Subdivision Regulations. If approved, the lot sizes in square feet and acres on the Final Plat.

The preliminary plat depicts existing drainage and utility easements. If approved, a note should be placed on the Final Plat stating that no structure is allowed in any easement, without the approval of the easement holder.

The preliminary plat contains a note stating that easements along the lot lines of Bates Commercial Park, Resubdivision, Unit One will be extinguished with the recording of this subdivision plat. This should be coordinated with City Engineering prior to signing of the Final Plat.

As per the Traffic Engineering comments, the driveway number, size, location, and design are to be approved by Traffic Engineering and conform to AASHTO parking standards. If approved, a note should be required on the Final Plat stating these comments: Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Any required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.

It should be noted that proposed Lots 1 and 2 have existing shared access that may have existed prior to the site being annexed into the City of Mobile in 2007. If any new development of the property is proposed, the site will need to comply with the Zoning Ordinance requirements.

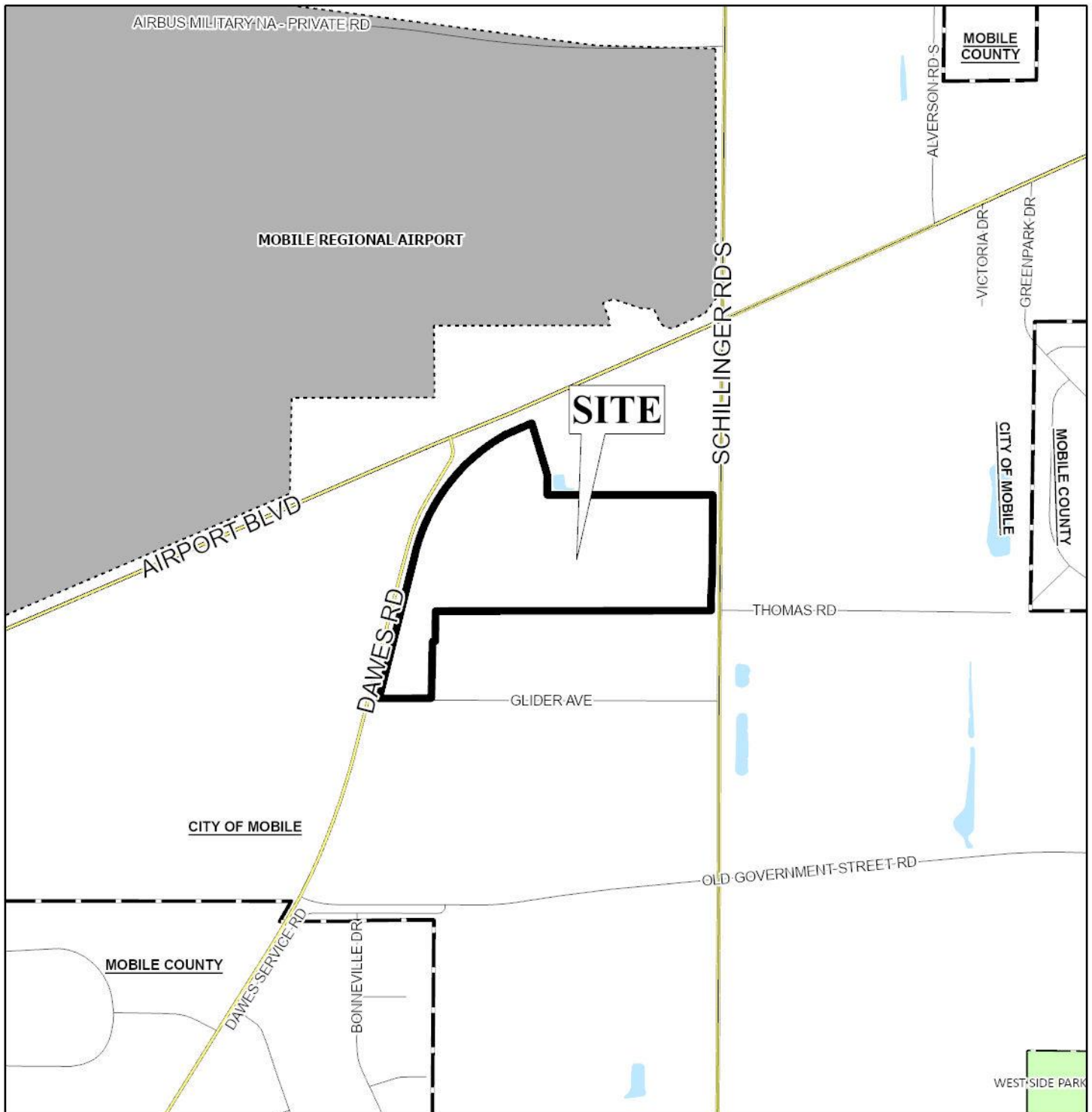
As illustrated the submitted plat meets the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval subject to the following conditions:

- 1) dedication to provide 50-feet to the centerline of Schillinger Road South;
- 2) dedication of corner radius at the corner of Dawes Road and Glider Avenue;
- 3) dedication to provide 30-feet to centerline of Glider Avenue;
- 4) retention of the right-of-way widths of Airport Boulevard and Dawes Road;

- 5) retention of 25-foot minimum building setback line along public frontages, adjusted for dedication on the Final Plat;
- 6) coordination with City Engineering to relocate the existing easement and extinguish the existing one prior to the signing of the Final Plat;
- 7) placement of a note should be placed on the Final Plat stating that no structure is allowed in any easement, without the approval of the easement holder;
- 8) 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. Show and label each and every Right-Of-Way and easement. C. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 16 - #74) LOTS LOTS 1, 2, 3, & 4 will share the 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 – 6,000 sf, LOT 2 – 3,000 sf, LOT 3 – NONE, and LOT 4 – 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.*)
- 9) placement of a note on the Final Plat stating the Traffic Engineering comments: (*Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards.*);
- 10) 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
- 11) 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.)*

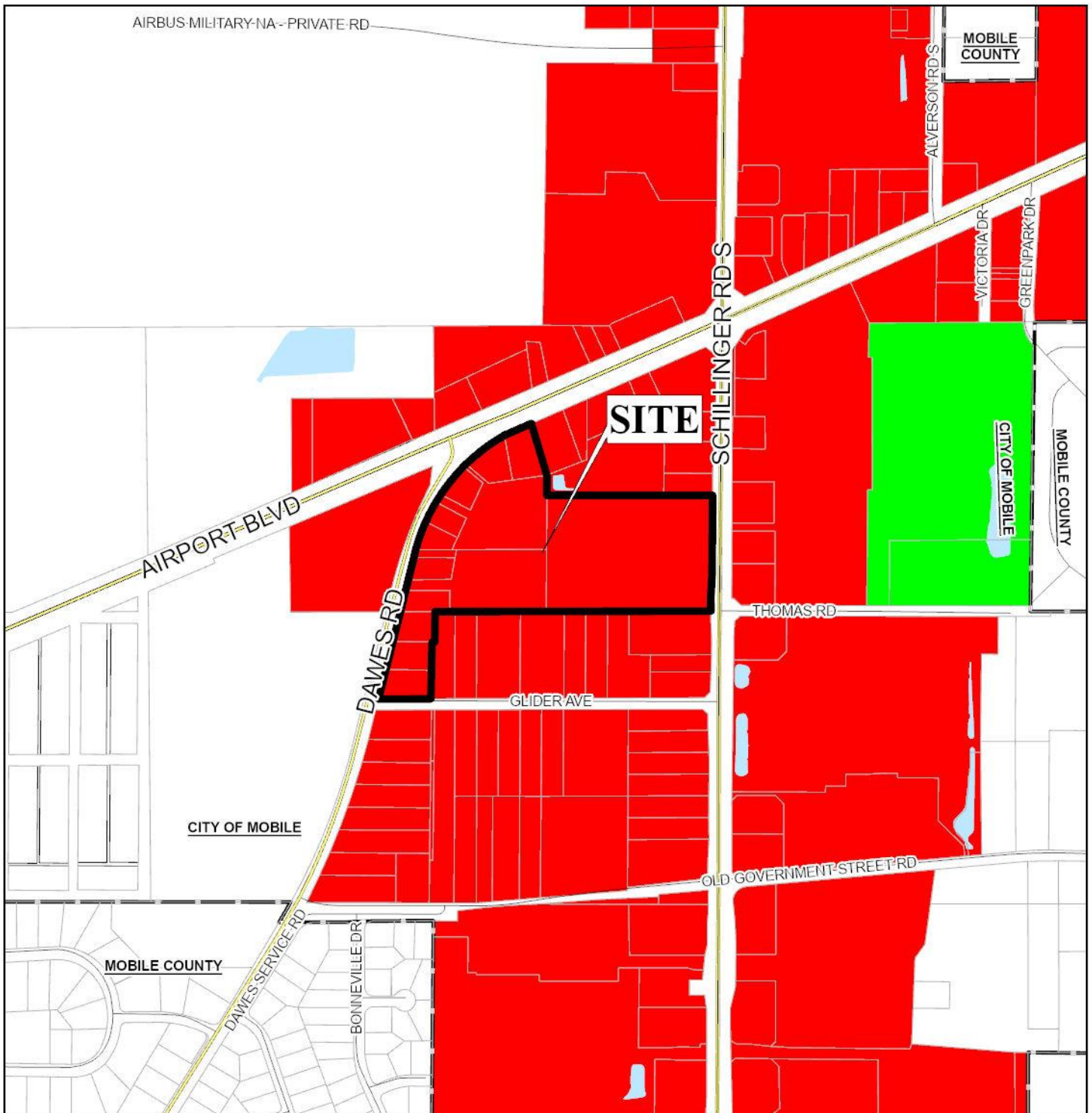
# LOCATOR MAP



APPLICATION NUMBER 3 DATE December 1, 2022  
 APPLICANT Palmer's Airport Commercial Park Subdivision  
 REQUEST Subdivision



# LOCATOR ZONING MAP

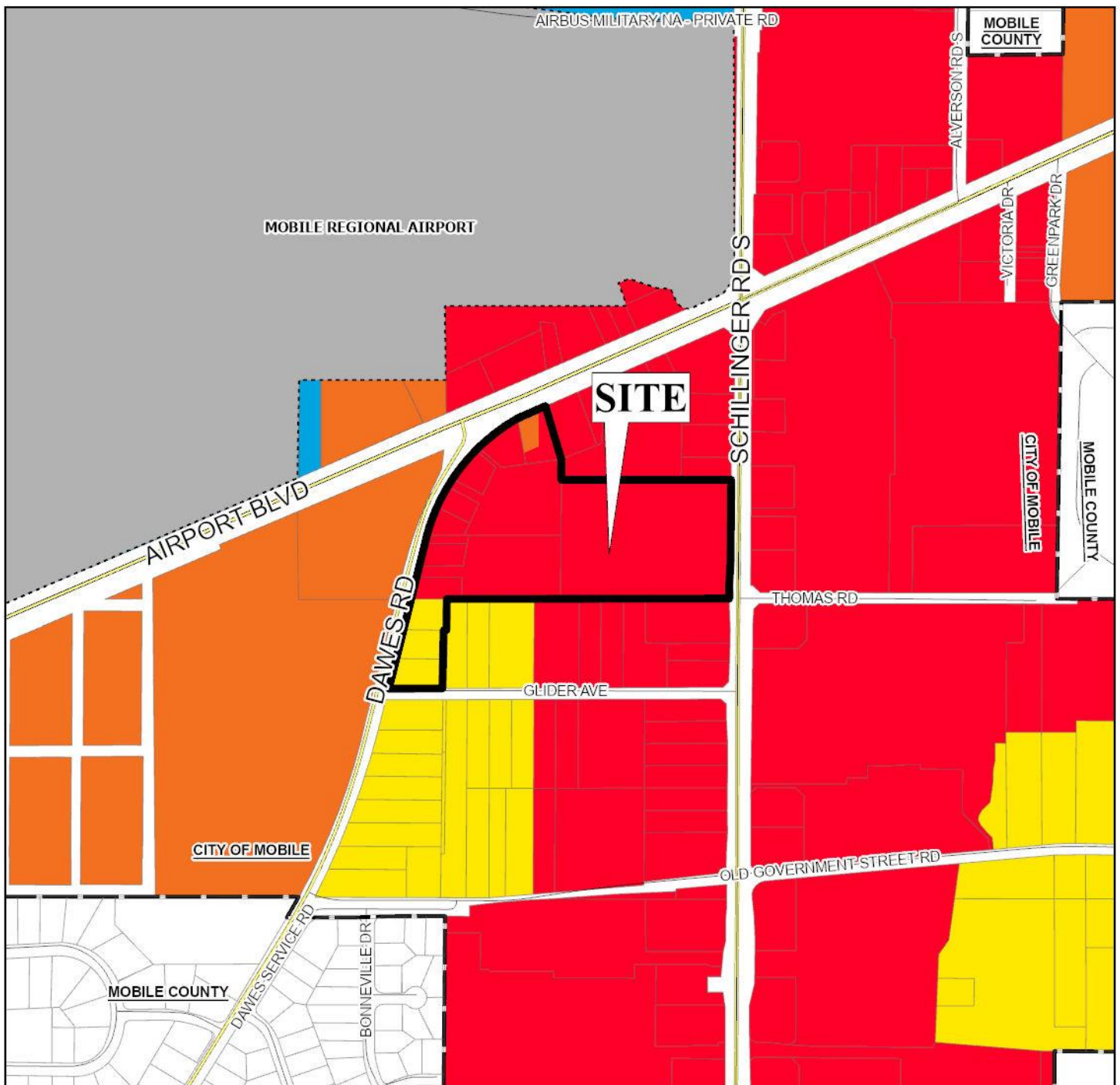


APPLICATION NUMBER 3 DATE December 1, 2022  
APPLICANT Palmer's Airport Commercial Park Subdivision  
REQUEST Subdivision





# FLUM LOCATOR MAP



APPLICATION NUMBER 3 DATE December 1, 2022

APPLICANT Palmer's Airport Commercial Park Subdivision

REQUEST Subdivision

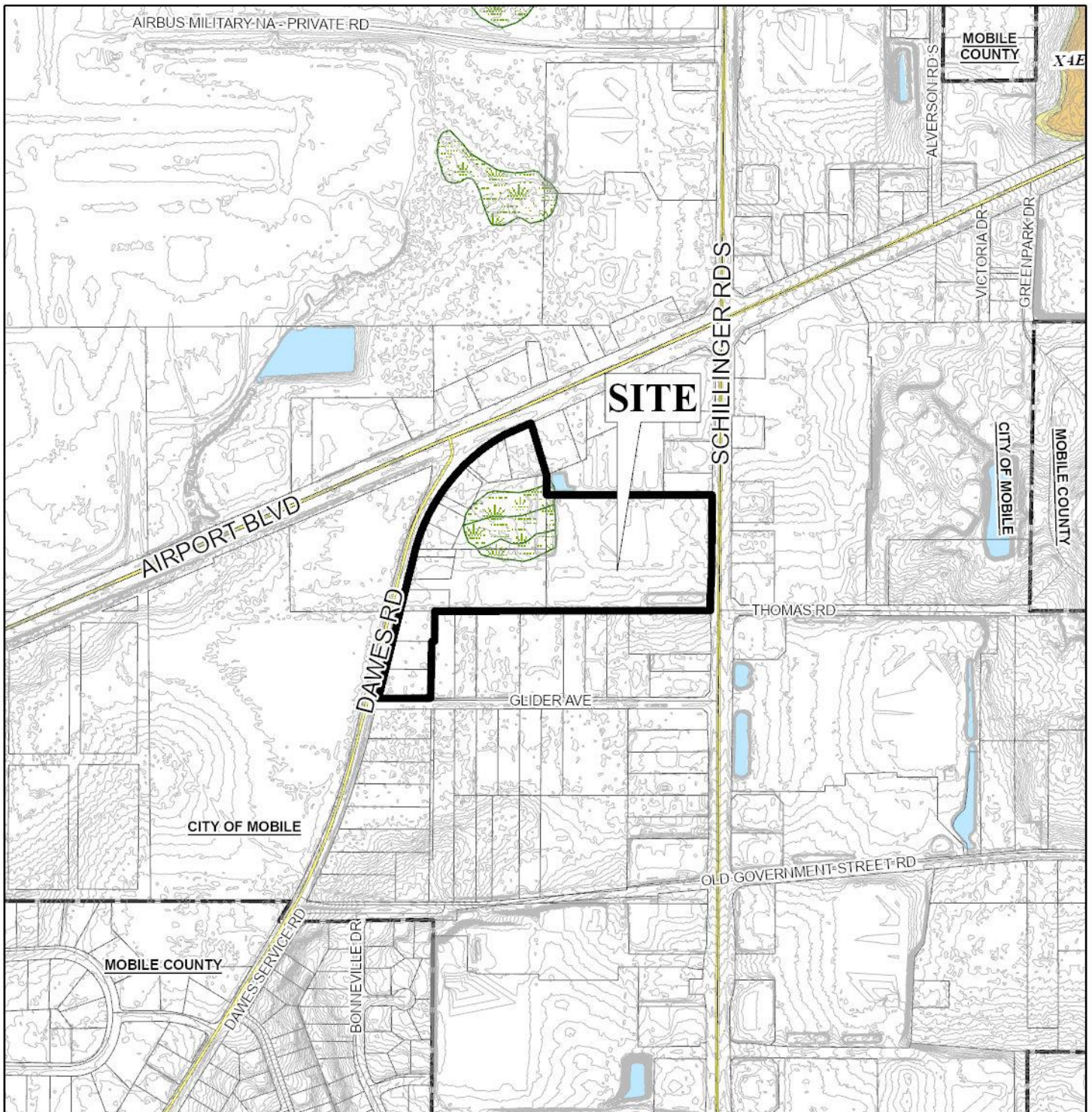
Layer2

<span style="color: yellow;">■</span> Low Density Residential	<span style="color: red;">■</span> Downtown	<span style="color: pink;">■</span> Traditional Corridor	<span style="color: purple;">■</span> Heavy Industry
<span style="color: orange;">■</span> Mixed Density Residential	<span style="color: darkred;">■</span> District Center	<span style="color: brown;">■</span> Mixed Commercial Corridor	<span style="color: blue;">■</span> Institutional
	<span style="color: darkblue;">■</span> Neighborhood Center - Traditional	<span style="color: grey;">■</span> Downtown Waterfront	<span style="color: green;">■</span> Parks & Open Space
	<span style="color: lightblue;">■</span> Neighborhood Center - Suburban	<span style="color: lightgrey;">■</span> Light Industry	<span style="color: darkblue;">■</span> Water Dependent





# ENVIRONMENTAL LOCATOR MAP



APPLICATION NUMBER 3 DATE December 1, 2022

APPLICANT Palmer's Airport Commercial Park Subdivision

REQUEST Subdivision









# PALMER'S AIRPORT COMMERCIAL PARK SUBDIVISION

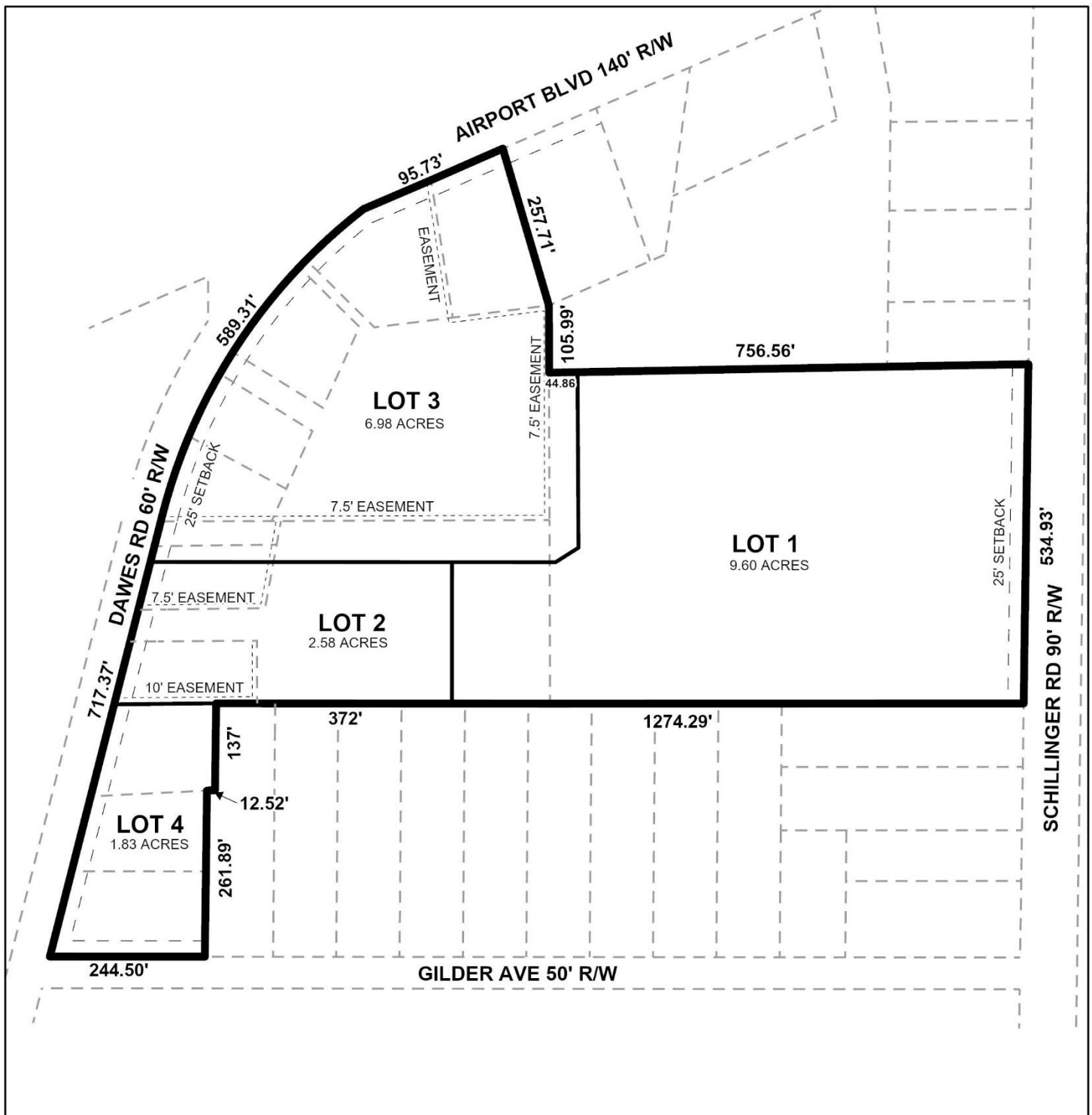


APPLICATION NUMBER 3 DATE December 1, 2022





# DETAIL SITE PLAN



APPLICATION NUMBER 3 DATE December 1, 2022  
 APPLICANT Palmer's Airport Commercial Park Subdivision  
 REQUEST Subdivision



