

STOKLEY CORNER 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. Dedicate the corner radius (25' minimum or as approved by the City Engineer and Traffic Engineer) at the northeast corner of LOT 1 to the City of Mobile, and list the amount of dedicated acreage.
- C. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- D. 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.
- E. 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.
- 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 to the plat stating that all 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 to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process.
- I. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- J. 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 Street (US Highway 90) is an ALDOT maintained roadway. Lot 1 is limited to one curb cut to Government Street and no more than two curb cuts to Stocking Street. Lot 2 is limited to one curb cut to Church Street. Driveway 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).

MAWSS Comments: No comments.

The plat illustrates the proposed 2-lot, 1.3±-acre subdivision located at the Southwest corner of Government Street and Stocking Street, extending to the North side of Church Street, 200'± West of Stocking Street, in Council District 2. The applicant states the site is served by public water and sanitary sewer systems.

The purpose of this application is to create two (2) legal lots of record from two (2) metes-and-bounds parcels.

It should be noted that the site was recently the subject of multiple variances approved at the November 5, 2018 meeting of the Board of Zoning Adjustment; one (1) of which was to allow shared access between the two (2) proposed lots.

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.

Proposed Lot 1 has been given a Traditional Corridor land use designation, and proposed Lot 2 has been given a Mixed 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. These land use designations mostly apply, respectively, to: transportation corridors east of Interstate 65, which serve as the primary commercial and mixed-use gateway to Downtown and the city's traditional neighborhoods (equivalent to Map for Mobile's Traditional Neighborhoods); and, residential areas located between Downtown and the Beltline, where the predominant character is that of a traditional neighborhood laid out on an urban street grid.

Traditional Corridor designations, depending on their location (and as allowed by specific zoning), incorporate a range of moderately scaled, single-use commercial buildings holding retail or services; buildings that combine housing units with retail and/or office; a mix of housing types, including low- or mid-rise multi-family structures ranging in density from 4 to 10 du/ac; and, attractive streetscapes and roadway designs that safely accommodate all types of transportation – transit, bicycling, walking and driving. In these areas, special emphasis is placed on the retention of existing historic structures, compatible infill development, and appropriate access management.

Mixed Density Residential areas should offer a mix of single-family homes, townhouses, 2- to 4-residential unit buildings, accessory dwellings, and low- to mid-rise, multi-family apartment buildings. The density varies between 6 and 10 dwelling units per acre, depending on the mix, types, and locations of the housing as specified by zoning.

Like Low Density Residential areas, Mixed Density Residential areas may also incorporate compatibly scaled and sited complementary uses, such as: neighborhood retail and office uses; schools, playgrounds and parks; and, churches and other amenities that create a complete neighborhood fabric and provide safe, convenient access to daily necessities.

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.

Proposed Lot 1 has frontage along Government Street and Stocking Street. Proposed Lot 2 has frontage along Government Street and Church Street. Government Street is a major street which requires a 100' right-of-way; and Stocking and Church Streets are both minor streets with curb and gutter, each requiring a 50' right-of-way. Adequate right-of-way is illustrated along all streets, thus no additional dedications should be required.

Revision of the plat to illustrate dedication of a 25' corner radius at the intersection of Government Street and Stocking Street should be required, if approved, per Section V.D.6. of the Subdivision regulations.

It should be noted that proposed Lot 2 is substandard in width, which contributes to a lot depth greater than the 3.5 ratio allowed by the Subdivision Regulations. The lot appears, however, to have existed in its current configuration prior to current regulations, thus waivers of Sections V.D.2. and V.D.3. may be appropriate.

The lots meet the minimum size requirements for lots served by public water and sanitary sewer systems, and are appropriately labeled in square feet and acres on the preliminary plat. This information should be retained on the Final Plat, if approved, adjusted for dedication; or, provision of a table on the Final Plat providing the same information may suffice.

Regarding access management, Lot 1 should be limited to one (1) curb cut to Government Street and no more than two (2) curb cuts to Stocking Street; and, Lot 2 should be limited to one (1) curb cut to Church Street. Also, any changes in the sizes, locations, or designs of the curb cuts are to be approved by ALDOT, where applicable along Government Street, and Traffic Engineering, and should conform to AASHTO standards.

Finally, the 25' minimum building setback line is illustrated along all street frontages, in compliance with Section V.D.9. of the Subdivision Regulations, and should be retained on the Final Plat, if approved, adjusted for dedication.

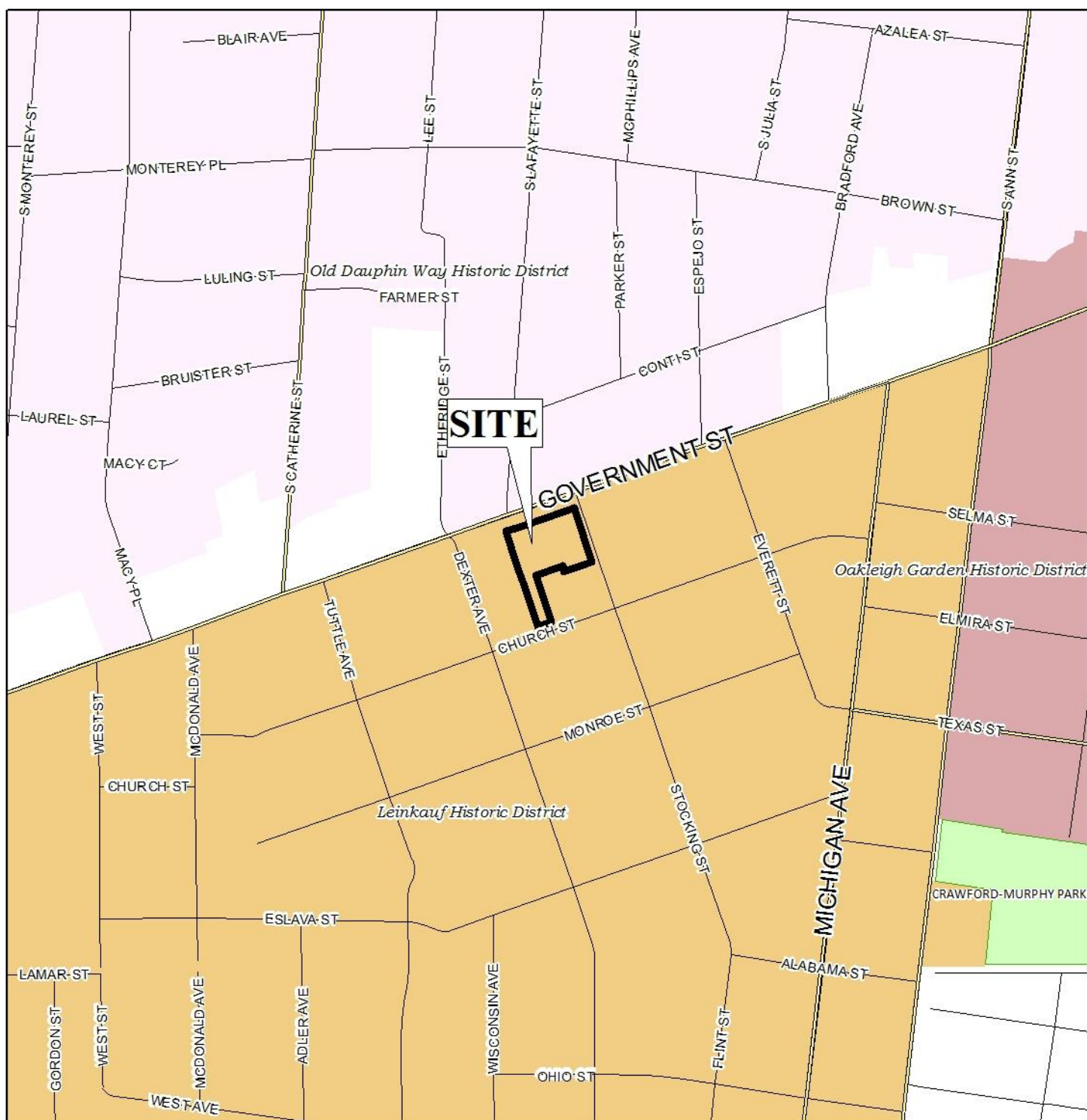
With waivers of Sections V.D.2. and V.D.3., the subdivision meets the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval, subject to the following conditions:

- 1) revision of the plat to illustrate dedication of a 25' corner radius at the intersection of Government Street and Stocking Street, per Section V.D.6. of the Subdivision regulations;
- 2) retention of the lot sizes in square feet and acres on the Final Plat, or placement of a table on the Final Plat providing the same information, adjusted for dedication;
- 3) placement of a note on the Final Plat stating Lot 1 is limited to its existing curb cuts(s), and Lot 2 is limited to one (1) curb cut each to Government Street and Church Street, with any changes in their sizes, locations, or designs to be approved by Traffic Engineering and conform to AASHTO standards;
- 4) retention of the 25' minimum building setback line along all street frontages, adjusted for dedication;
- 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) Dedicate the corner radius (25' minimum or as approved by the City Engineer and Traffic Engineer) at the northeast corner of LOT 1 to the City of Mobile, and list the amount of dedicated acreage. C) Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. D) 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. E) 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. 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 to the plat stating that all 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 to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process. I) Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing. J) 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 to comply with the following Traffic Engineering comments: *(Government Street (US Highway 90) is an ALDOT maintained roadway. Lot 1 is limited to one curb cut to Government Street and no more than two curb cuts to Stocking Street. Lot 2 is limited to one curb cut to Church Street. Driveway 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). 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.);*
- 8) compliance with 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).); and,*
- 9) completion of the Subdivision process prior to any requests for new construction.

LOCATOR MAP



APPLICATION NUMBER 3 DATE November 15, 2018

APPLICANT Stokley Corner Subdivision

REQUEST Subdivision



LOCATOR ZONING MAP



APPLICATION NUMBER 3 DATE November 15, 2018

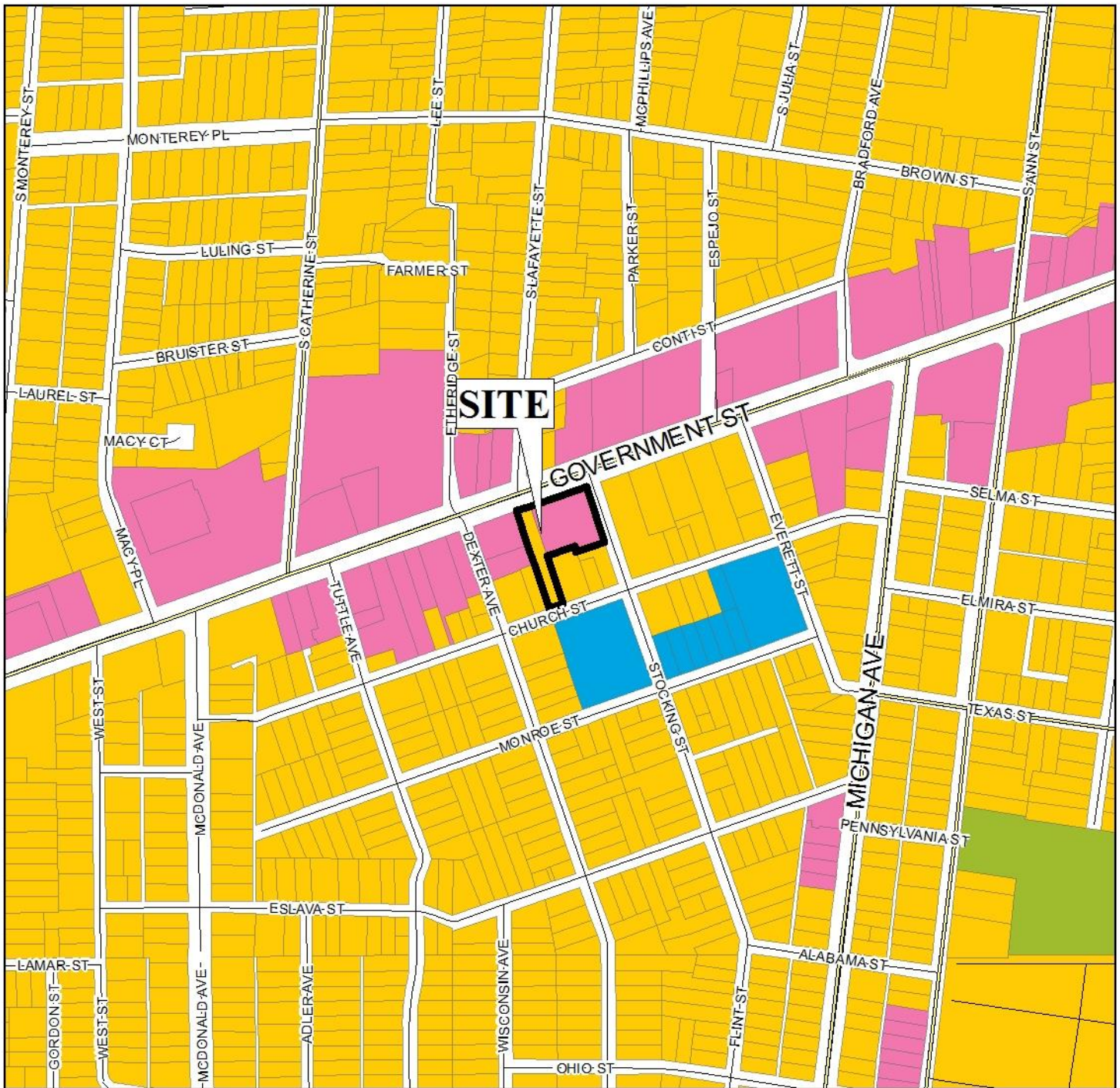
APPLICANT Stokley Corner Subdivision

REQUEST _____ Subdivision _____



NTS

FLUM LOCATOR MAP



APPLICATION NUMBER 3 DATE November 15, 2018

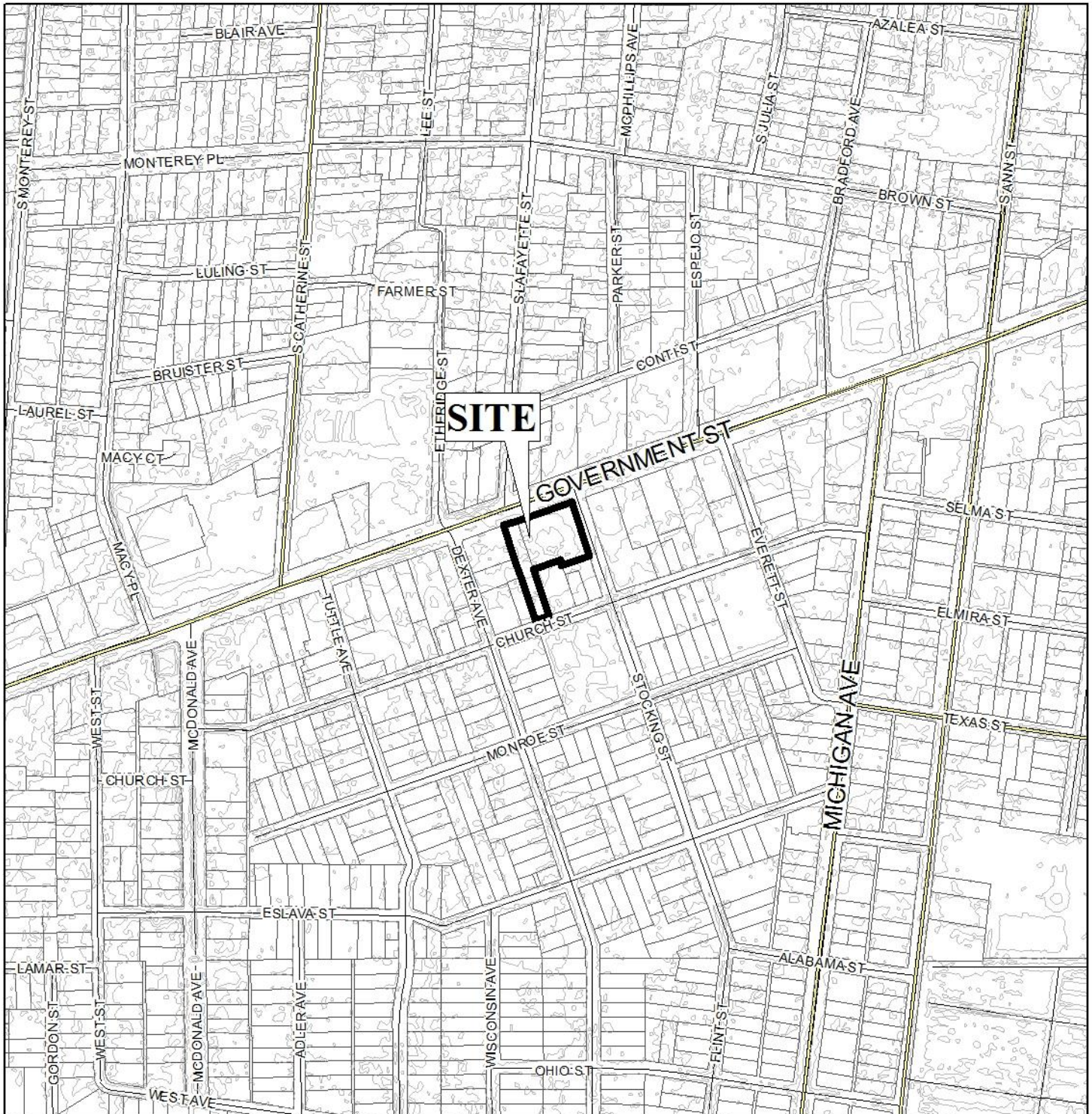
APPLICANT Stokley Corner Subdivision

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 3 DATE November 15, 2018

APPLICANT Stokley Corner Subdivision

REQUEST Subdivision



NTS

STOKLEY CORNER SUBDIVISION



APPLICATION NUMBER 3 DATE November 15, 2018

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



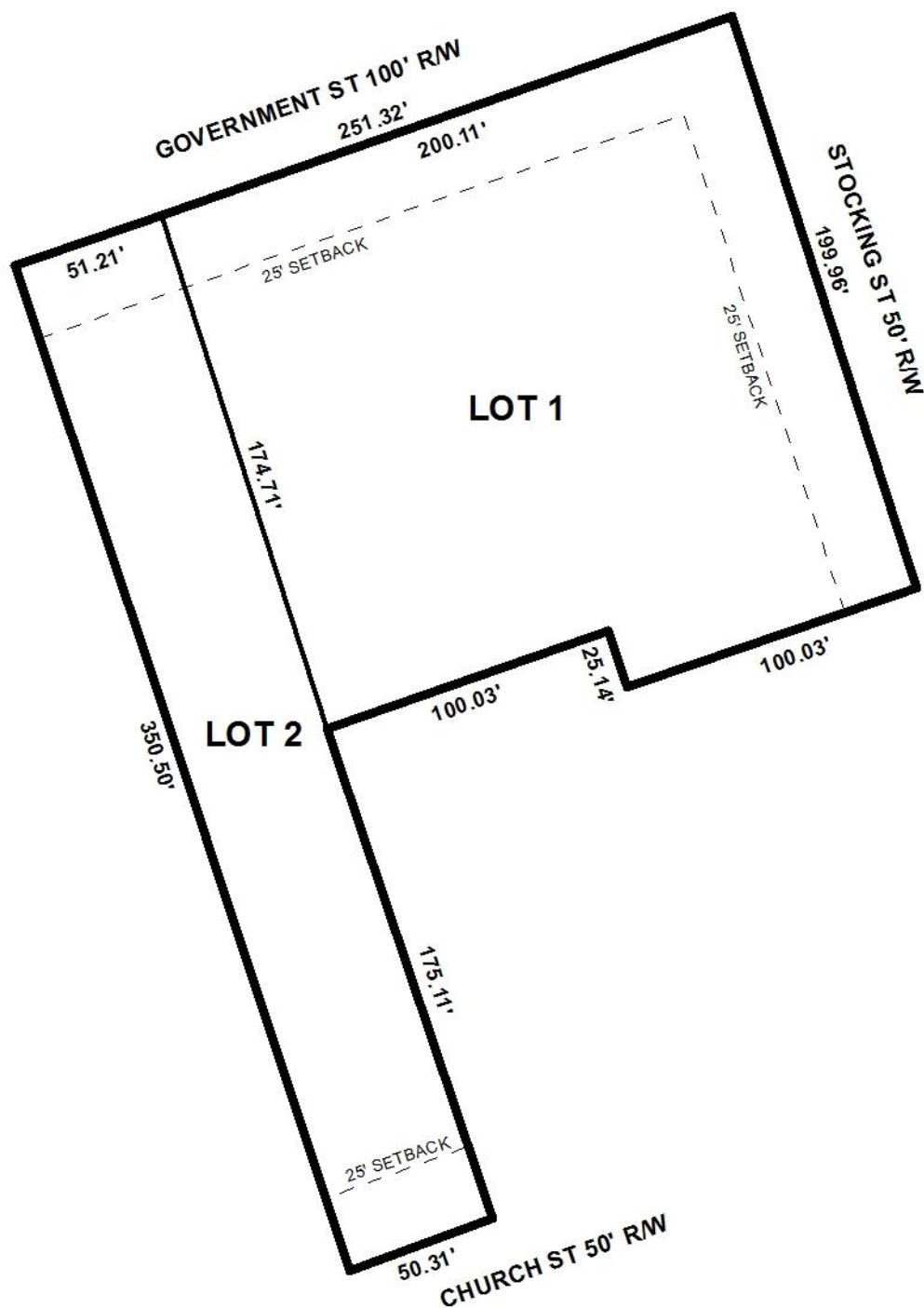
STOKLEY CORNER SUBDIVISION



APPLICATION NUMBER 3 DATE November 15, 2018



DETAIL SITE PLAN



APPLICATION NUMBER 3 DATE November 15, 2018

APPLICANT Stokley Corner Subdivision

REQUEST Subdivision

