

ENTERPRISE 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. Add legible street names to the vicinity map.
- C. Label the information for the adjoining lots to the south. The proposed lot SE of LOT 1 (180' x 480') should also be labeled.
- D. Provide and label the monument set or found at each subdivision corner.
- E. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- F. Provide the Surveyor's Certificate and Signature.
- G. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- H. 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.
- I. 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.
- J. 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.
- K. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- L. 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: I-65 West Service Road is an ALDOT maintained roadway. Lot 1 is limited to one curb cut to I-65 West Service Road and Lot 2 is limited to two curb cuts to Western America Circle, 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).

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).

MAWWS Comments: No comments.

The plat illustrates the proposed 2-lot, 6.0± acres subdivision located on the West side of West I-65 Service Road South, 533'± South of Western America Drive, in Council District 5. The applicant states the property is served by public water and sewer.

The site has been given a District Center 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 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. District Center districts may be served by transit and include development of an intensity and design that supports transit use.

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 site is composed of one metes-and-bounds parcel and four legal lots of record, which were originally approved at the May 5, 1977 meeting of the Planning Commission as part of a larger commercial subdivision that was recorded in Mobile County Probate Court. Re-subdivision of the four lots as part of a smaller commercial subdivision was approved at the February 2, 1978

meeting of the Planning Commission and was also recorded in Mobile County Probate Court. Most recently, re-subdivision of the four lots into one single legal lot was approved at the February 5, 2004 meeting of the Planning Commission, but has since expired. The purpose of this application is to re-subdivide the four legal lots of record and a portion of the metes-and-bounds parcel into two legal lots of record.

It should be noted that the design of proposed Lot 1 excludes a portion of its parent parcel, but not as an additional, proposed legal lot. Considering Subdivision review ensures development is correlated with adjacent developments and public utilities and services; and ensures that the subdivision meets the minimum standards set forth in the Subdivision Regulations, such subdivision of an existing metes-and-bounds parcel will require Planning Commission approval. Therefore, holdover of the request may be appropriate to allow the applicant to include the remainder of the parcel from which Lot 1 is proposed to be subdivided.

Proposed Lot 1 is irregularly shaped, with 179.77'± of frontage on West I-65 Service Road South, to the East, an ALDOT-maintained limited access route with a 300' right-of-way width; and 220.58'± of frontage on Western America Drive, to the West, a minor street with curb and gutter requiring a 50' right-of-way width. Proposed Lot 2 is also irregularly shaped with 318.53'± of frontage along Western America Drive, and 291.08'± along Western America Circle, a closed-end minor street with curb and gutter also requiring a 50' right-of-way width. Adequate rights-of-way are illustrated along all streets to which the proposed lots have frontage; therefore, no additional dedications should be required.

It should be noted that the widths of the portions of proposed Lot 1 along which it has frontages are large enough to be potentially re-subdivided and, in accordance with Section V.D.3. of the Subdivision Regulations, are not exclusive of unusable land thus contributing to a depth more than 3.5 times its widths at its potential building setbacks. Such a design may also be regarded as a "panhandle" lot, which is generally discouraged by Section V.D.1. of the Subdivision Regulations; the exception being the approval of lots located where varied and irregularly-shaped lot designs are common, and the informality of design is consistent with other lots in the vicinity. Planning Commission approval of various irregularly shaped lots within the immediate vicinity of the subject site may facilitate approval of this request, but will require waivers of Sections V.D.1. and V.D.3. of the Subdivision Regulations. Also, if approved, a note should be required on the Final Plat stating further re-subdivision of the Lot 1 will not be allowed until additional public street frontage is provided.

Irrespective of their shapes, and of the width-to-depth ratio of proposed Lot 1, both lots would satisfy the minimum size requirements of the Subdivision Regulations for lots served by public water and sanitary sewer, and are appropriately labeled on the preliminary plat. The 25' minimum building setback line is also illustrated along all street frontages. This information should be retained on the Final Plat, or a table providing the same information should be provided on the Final Plat, if approved.

Regarding access management, proposed Lot 1 should be limited to one curb cut to Western America Drive and one curb cut to West I-65 Service Road South; and proposed Lot 2 should be limited to one curb cut to Western America Drive, and one curb cut to Western America Circle.

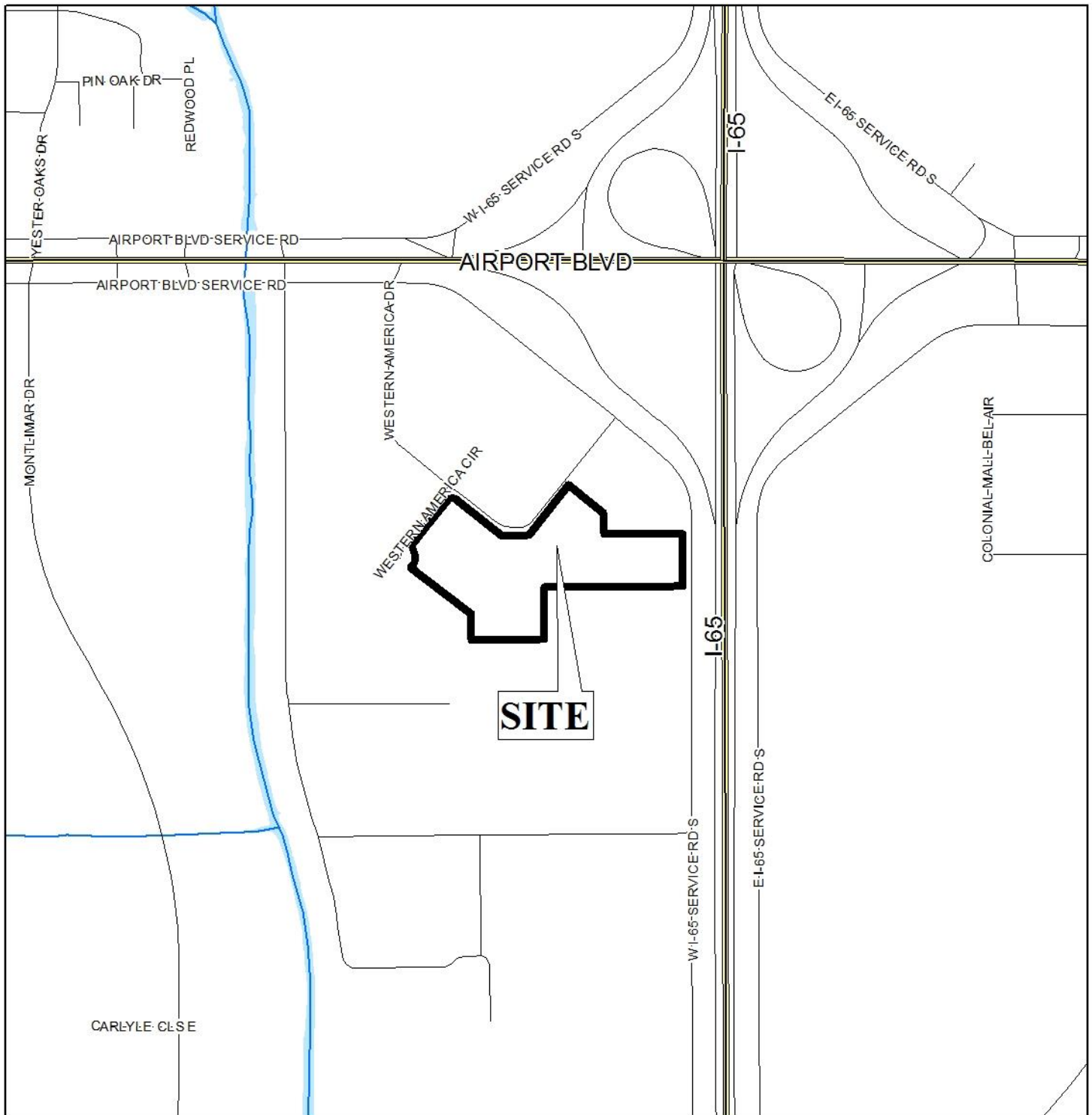
Any changes in the sizes, locations or designs of any curb cuts should be approved by Traffic Engineering and ALDOT, if applicable, and conform to AASHTO standards. This information will need to be indicated as a note on the Final Plat, if approved.

Multiple easements are illustrated on the preliminary plat, including: 15' and 7.5' drainage easements in the Northwest and Northeast of proposed Lot 1, respectively; a 15' utility easement along a portion of West I-65 Service Road to which Lot 1 has frontage; and 7.5', 20' and 15' drainage and utility easements in the North, East, South, and West of proposed Lot 2, respectively. As such, if approved, a note should be required on the Final Plat stating no structures shall be constructed in any easement.

Based on the preceding the plat is recommended for Holdover to the July 6, 2017 meeting, with revisions and any additional labels and fees submitted by June 8, 2017, to allow the applicant to address the following:

- 1) submit a revised preliminary plat to include the remainder of the parcel from which Lot 1 is proposed to be subdivided, including additional fees and mailing labels.

LOCATOR MAP



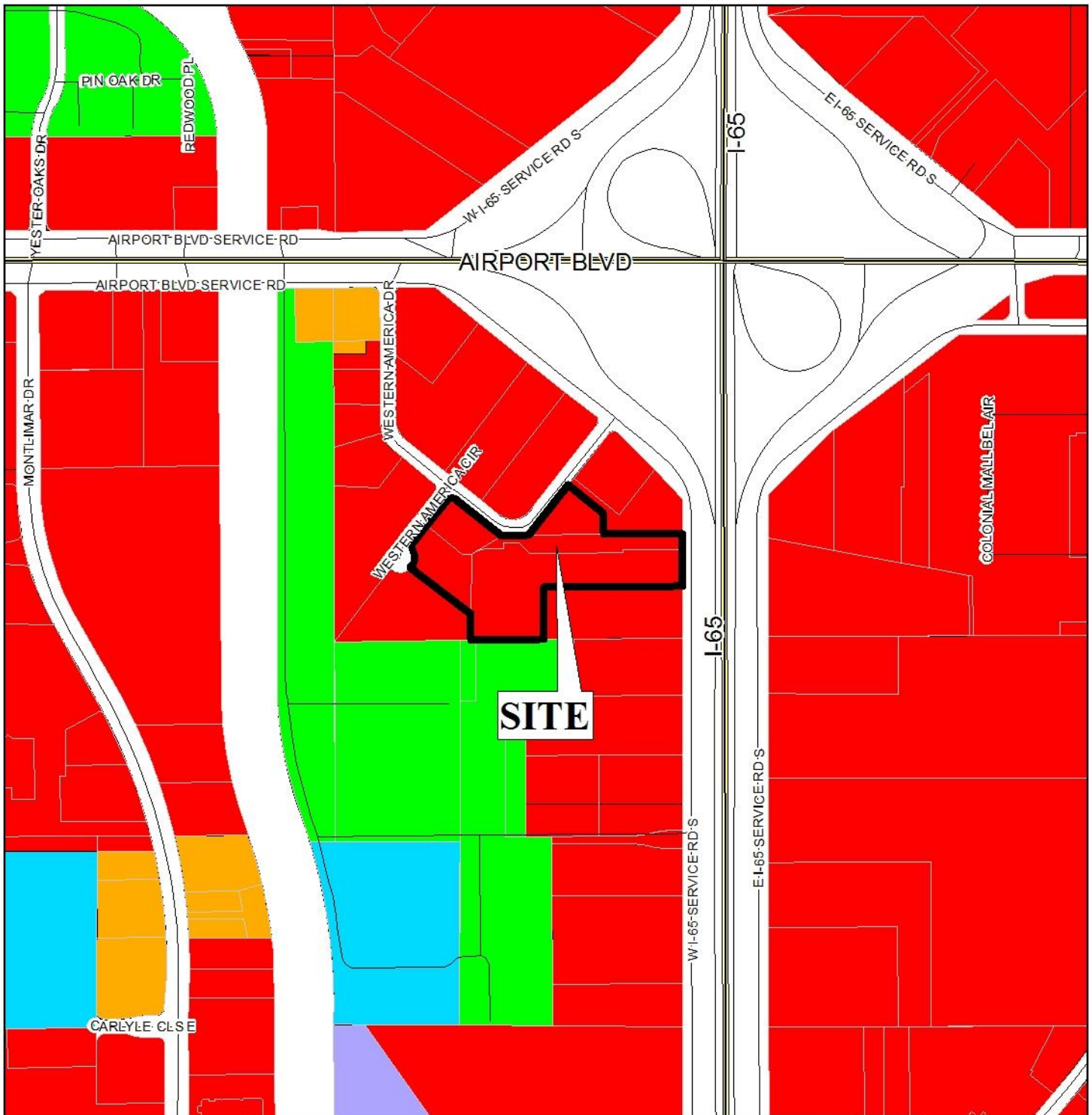
APPLICATION NUMBER 3 DATE June 1, 2017

APPLICANT Enterprise Subdivision

REQUEST Subdivision



LOCATOR ZONING MAP



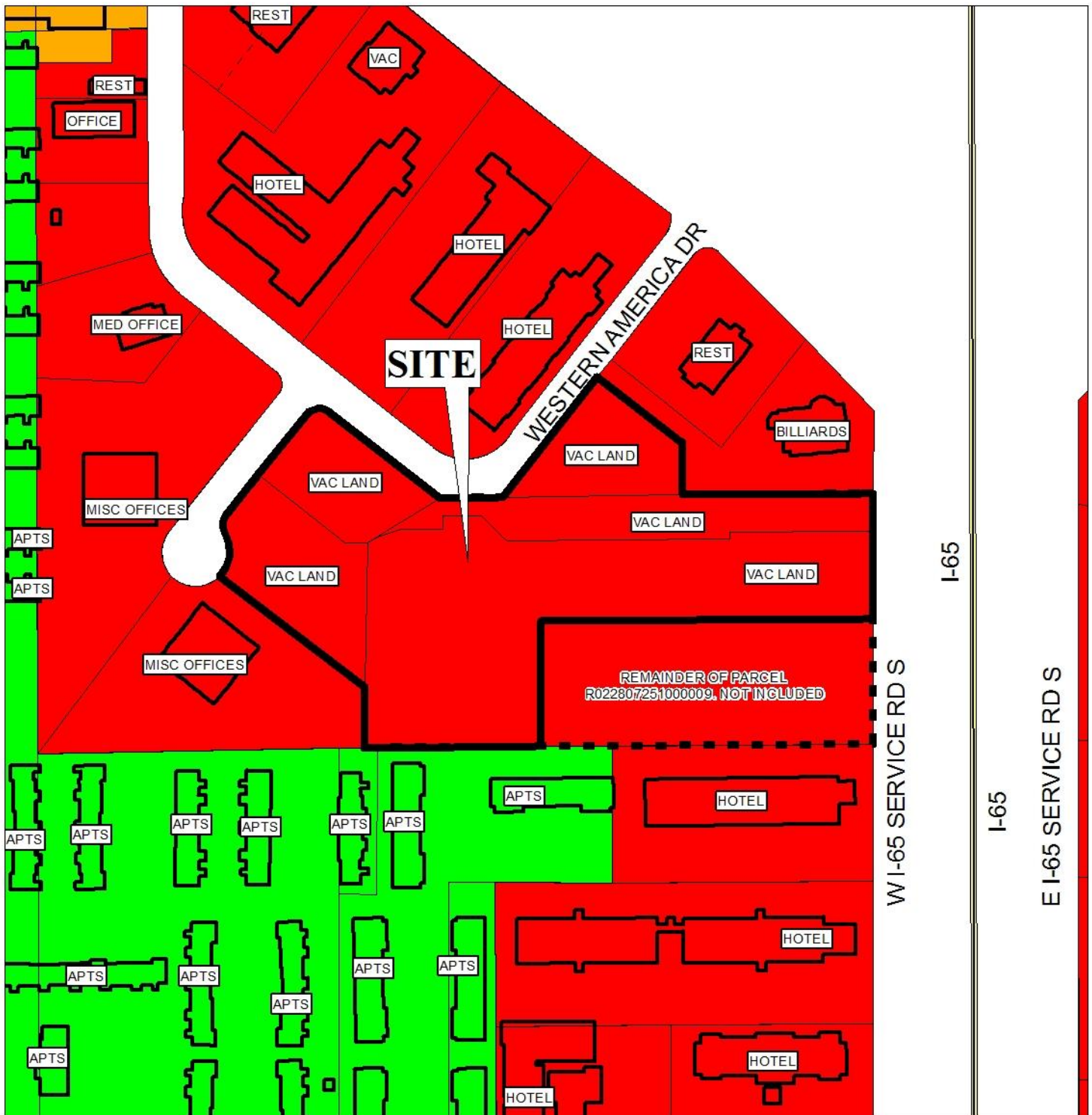
APPLICATION NUMBER 3 DATE June 1, 2017

APPLICANT Enterprise Subdivision

REQUEST Subdivision



ENTERPRISE SUBDIVISION

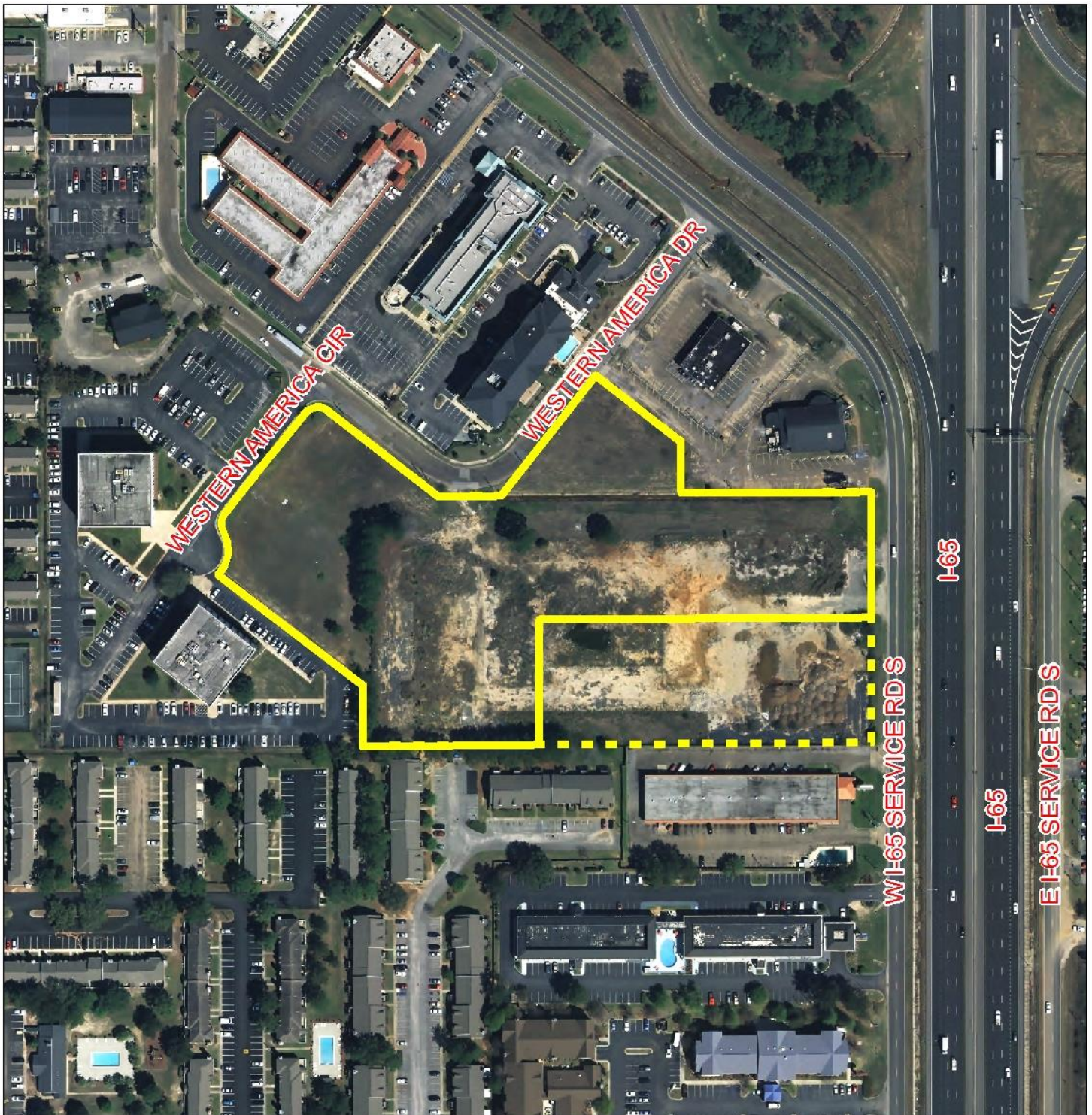


APPLICATION NUMBER 3 DATE June 1, 2017

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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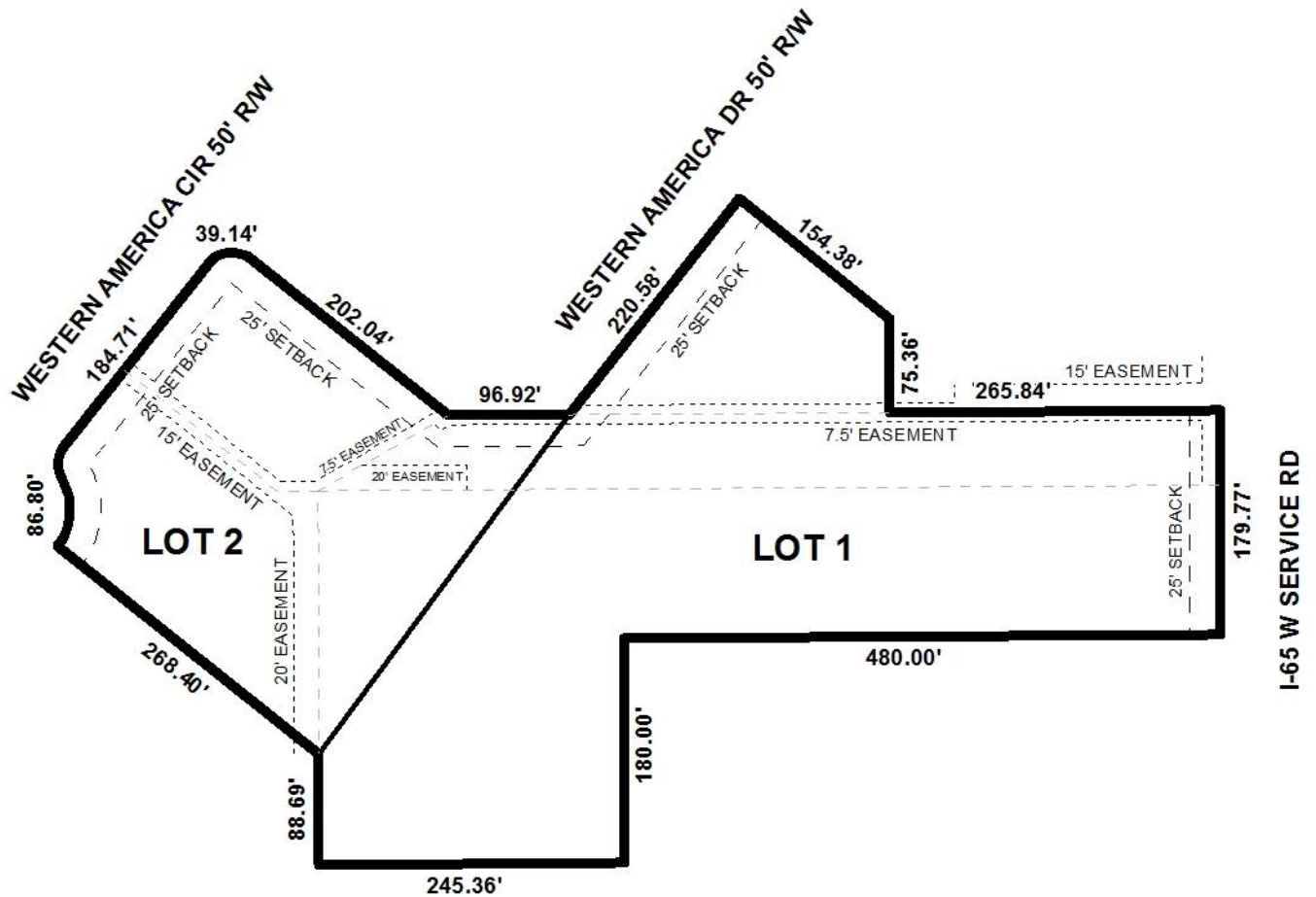


APPLICATION NUMBER 3 DATE June 1, 2017



NTS

DETAIL SITE PLAN



APPLICATION NUMBER 3 DATE June 1, 2017

APPLICANT Enterprise Subdivision

REQUEST Subdivision



