

SMITH'S HIGHLANDS SUBDIVISION, BLOCK 2, **RESUBDIVISION OF LOTS 1 & 2**

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. Provide and label the monument set or found at each subdivision corner.
- C. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- D. Provide the Surveyor's Certificate.
- E. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- F. 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.
- G. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 21 - #69) the Lot(s) will receive the following historical credit of impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control), as follows: LOT A – 2,500 SF; LOT B – 800 SF. The applicant may wish to coordinate with City Engineering Department staff to establish the exact amount prior to the submittal of the Land Disturbance Permit application.
- H. 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.
- I. 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.
- J. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- K. 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: Moffett Road is an ALDOT maintained roadway. Lot A is denied access to Moffett Road and is limited to one curb cut to Mississippi Street. Lot B is denied access to the 20' alley and is limited to one curb cut to Mississippi Street. Driveway size, location and design to be approved by 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. If Lot B is to remain residential in nature although zoned B-2, access to the alley can be permissible.

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 2-lot, 0.7± acre subdivision which is located at the Northwest corner of Moffett Road and Mississippi Street within Council District 7. The applicant states that the subdivision is served by city water and sanitary sewer systems. The purpose of this application is to subdivide two exiting lots in order to re-orient the lot line between the lots.

The site has been given a Mixed Commercial Corridor (MCC) 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 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 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 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.

As previously stated, the applicant desires to relocate the interior lot line between the proposed lots A and B. The existing dwelling will be located solely on the proposed Lot A, and not straddle a property lot line as it does in its current configuration. And, the two existing ancillary shed structures and an existing carport will be sited on the proposed Lot B.

The subject lots have frontage on both Moffett Road and Mississippi Street. According to the Future Land Use Map and Major Street Plan, Moffett Road is considered to be a principal arterial street that requires a 100' wide right-of-way width. The preliminary plat illustrates the right-of-way width as 100' along Moffett Road, and as such, such be retained on the Final Plat, if approved. Mississippi Street is a minor street that requires a 50' wide right-of-way width. The preliminary plat illustrates the right-of-way width as 50' along Mississippi Street, and, if approved, should be retained on the Final Plat.

Being that the subject site has frontage along both Moffett Road and Mississippi Street, the applicant must ensure that the property lines at this intersection provide a compliant curb radius. The Final Plat, if approved, should be revised to illustrate a dimensioned curb radius in compliance with Section V.D.6. of the Subdivision Regulations.

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

Both lots exceed the 7,200 square foot minimum lot size requirements for lots served by public water and sanitary sewer systems. The lot size information is indicated in both square feet and in acres and should be retained on the Final Plat, if approved.

As a means of access management, a note should be placed on the Final Plat stating that both Lots A and B are limited to one curb-cut each to Mississippi Street, with any changes in the size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Additionally, Lot A will be denied access along Moffett Road.

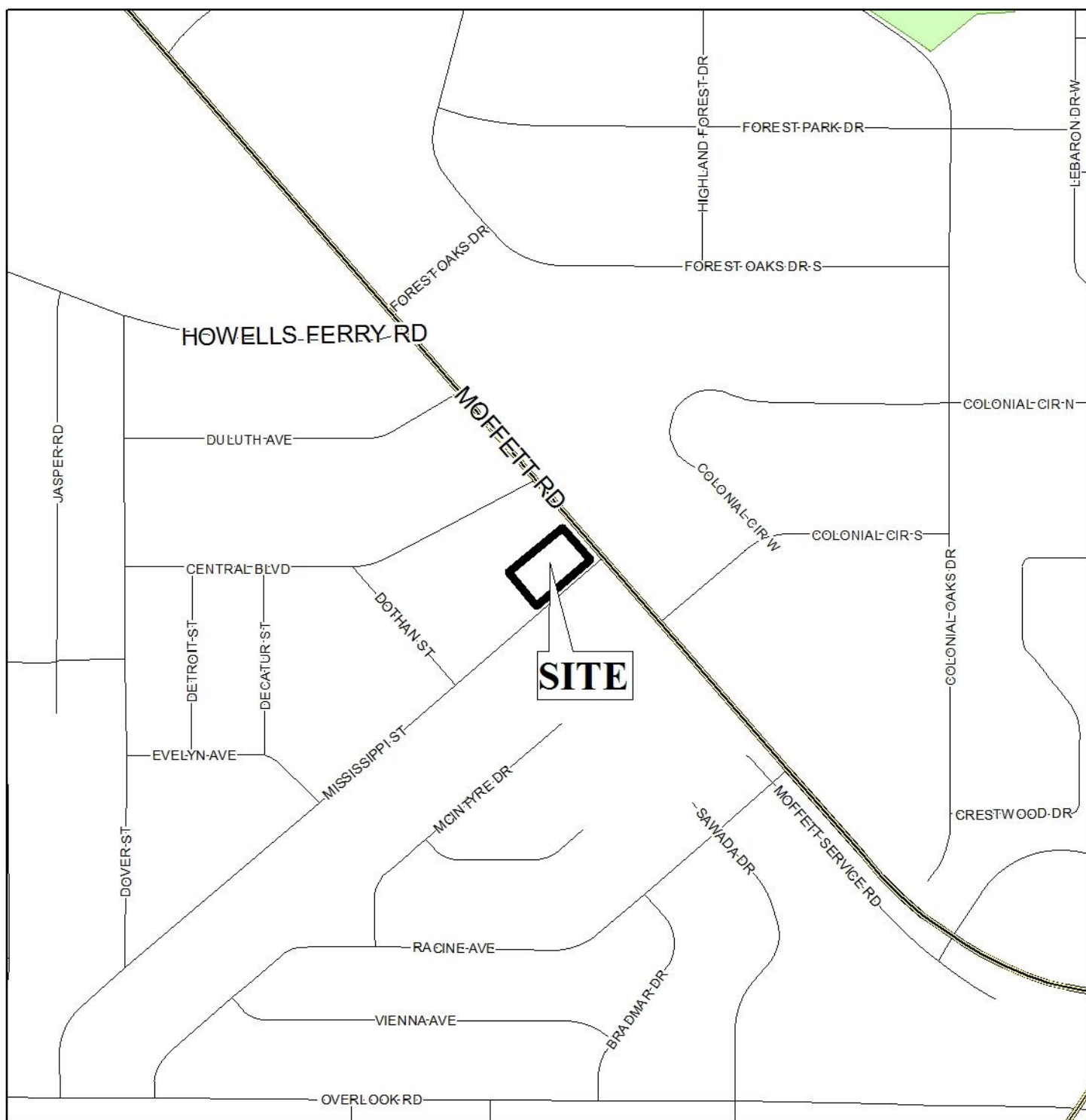
It should be noted that the site is commercially-zoned, and while a zero-foot side-yard setback is allowed by the Zoning Ordinance, a 10-foot setback is required when a residential use abuts a commercial use, even within a commercial district. Thus, the proposed subdivision may result in a Zoning Ordinance violation. Furthermore, the subdivision will result in accessory buildings on a lot without a primary structure, which is also a Zoning Ordinance violation.

Finally, the proposed location of the internal lot line will create Building and Fire Code compliance problems, as structures will require fire-rating of walls, soffits, eaves, and roofs due to the setback.

Based upon the proceeding, this application is recommended for Denial due to the following reasons:

- 1) Creation of Zoning Ordinance setback violations for residential/commercial;
- 2) Creation of accessory buildings on a lot without a primary structure Zoning Ordinance violations; and
- 3) Building and Fire Code fire-rating/setback violations.

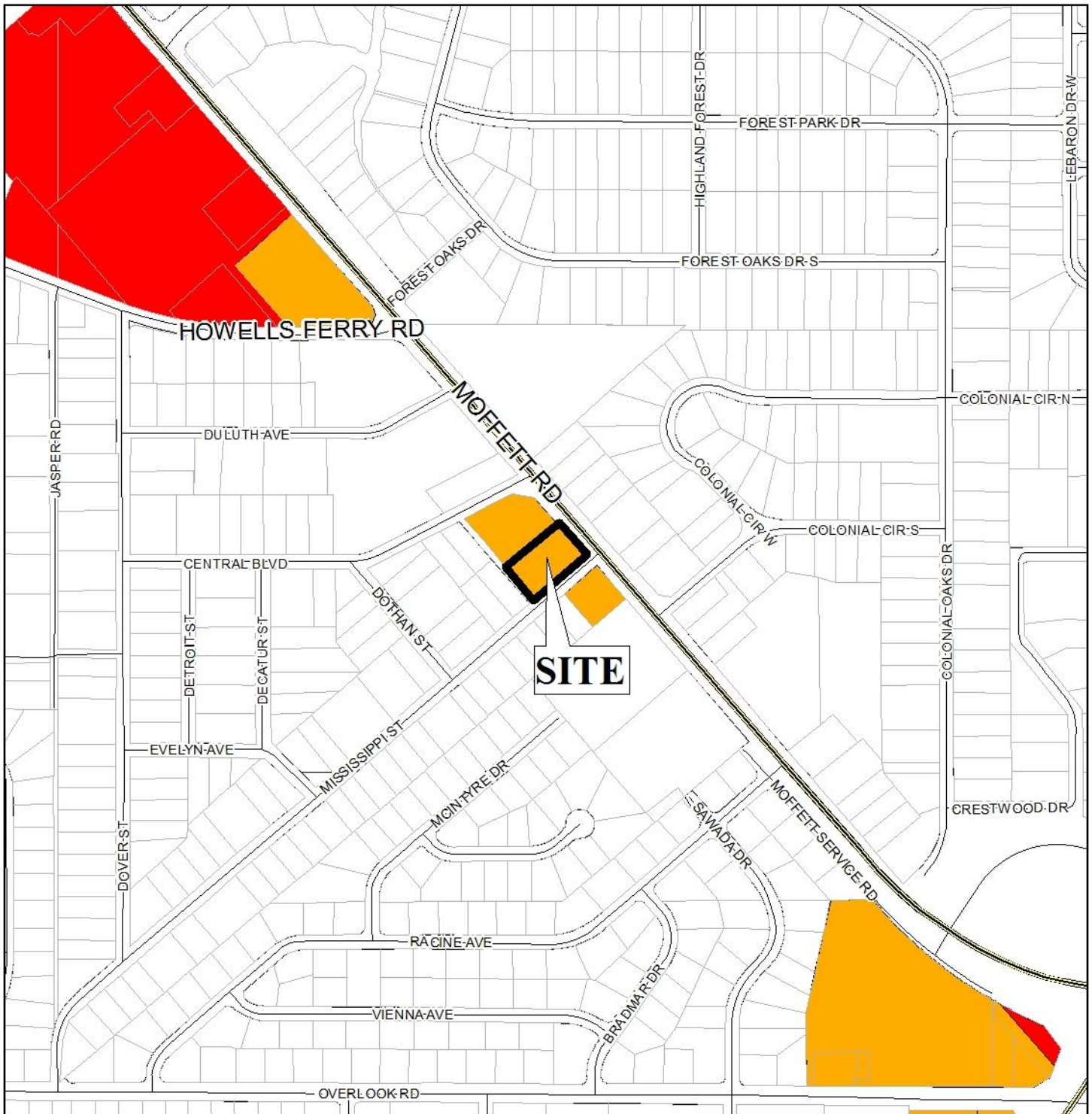
LOCATOR MAP



APPLICATION NUMBER 3 DATE July 20, 2017
 APPLICANT Smith's Highlands Subdivision, Block 2, Resubdivision of Lots 1 & 2
 REQUEST Subdivision



LOCATOR ZONING MAP



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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



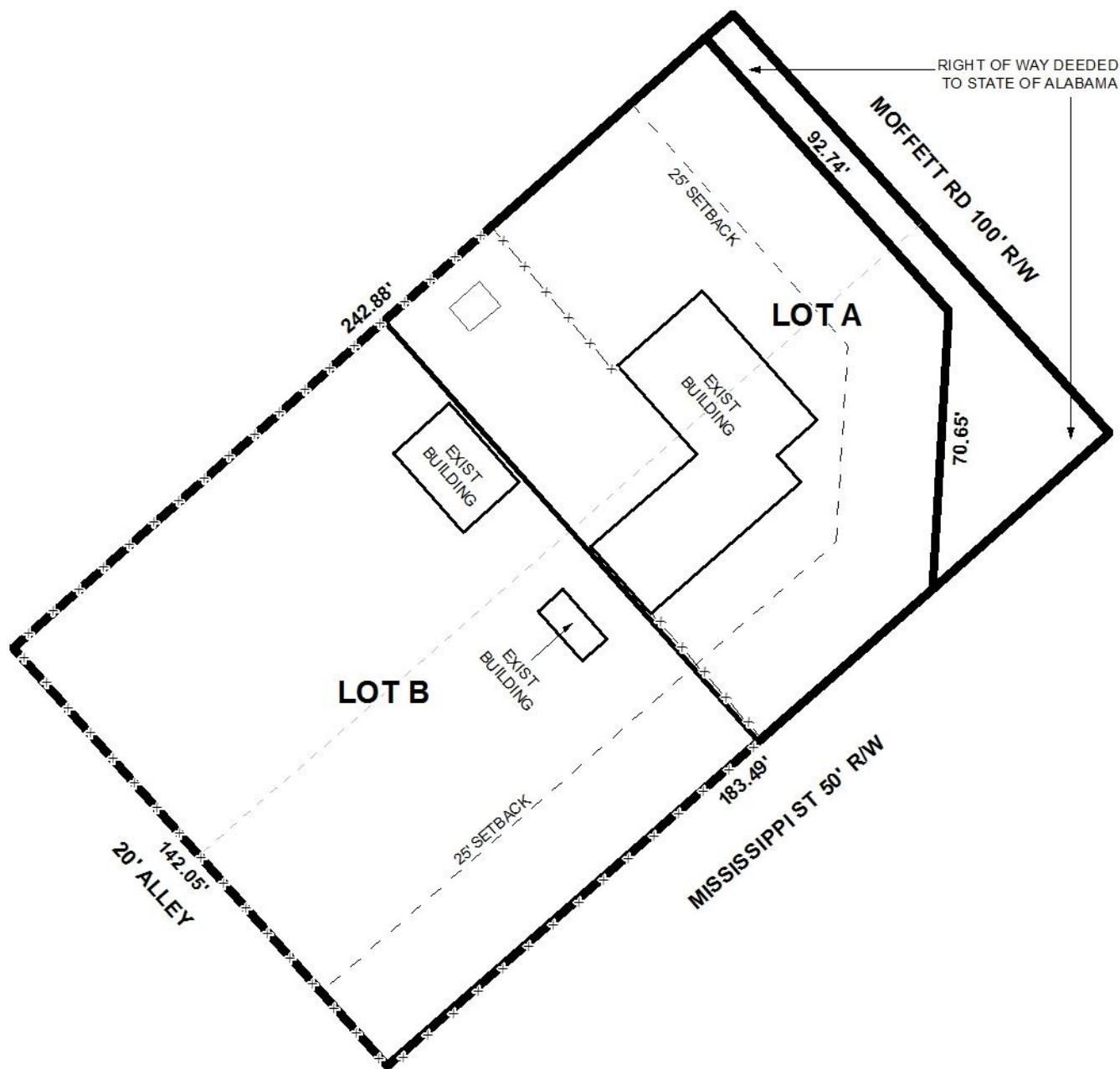
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DETAIL SITE PLAN



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