

**PLANNED UNIT DEVELOPMENT
& SUBDIVISION STAFF REPORT****Date: May 1, 2014****DEVELOPMENT NAME**

Tilcor Subdivision

SUBDIVISION NAME

Tilcor Subdivision

LOCATION5442 U.S. Highway 90 West
(West side of U.S. Highway 90 West, 325'± North of
Tillmans Corner Parkway)**CITY COUNCIL
DISTRICT**

District 4

PRESENT ZONING

B-3, Community Business District

AREA OF PROPERTY

2 Lots/ 0.4± acres

CONTEMPLATED USEPlanned Unit Development approval to allow shared access
between two building sites, and Subdivision approval to create two legal lots from one metes and
bounds parcel.**TIME SCHEDULE
FOR DEVELOPMENT**

None given.

**ENGINEERING
COMMENTS****Subdivision**

The following comments should be addressed prior to acceptance and 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).
- B. Add a note to the SUBDIVISION PLAT stating that a Land Disturbance permit will be required for any land disturbing activity in accordance with the of the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17 , Ordinance #65-007 & #65-045), latest edition. Storm water detention may be required for any existing development (since 1984) that did not receive Land Disturbance permitting and for any future addition(s) and/or land disturbing activity.
- C. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 21 - # 91) the Lot will receive historical credit of impervious area towards storm water detention requirement per the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17, Ordinance #65-007 & #65-045), latest edition. Coordinate

with City Engineering Department staff to establish the exact amount prior to the submittal of the Land Disturbance Permit application.

- D. 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.
- 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 that sidewalk is required to be constructed along the frontage of each lot, or parcel, at time of development, unless a sidewalk waiver is approved.
- I. Remove the County Engineer's signature block from the Plat. The County Engineer no longer signs plats within the municipal limits of the City of Mobile.

Planned Unit Development

- 1. Any work performed in the existing ROW (right-of-way) such as driveways, sidewalks, utility connections, grading, drainage, irrigation, or landscaping will require a ROW permit from the City of Mobile Engineering Department (208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII).
- 2. Any and all proposed land disturbing activity within the property will need to be submitted for review and be in conformance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17, Ordinance #65-007 & #65-045); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.
- 3. Add a note to the PUD Plan stating that the proposed development must comply with the following Engineering Department Policy Letters:
 - i. 5-13-2009 Policy Letter (Car wash drains and dumpster pads to drain to Sanitary Sewer System)

TRAFFIC ENGINEERING **COMMENTS**

US Highway 90 is an ALDOT maintained roadway. Driveway number, size, location and design to be approved by ALDOT and Traffic Engineering and conform to AASHTO standards. Traffic Engineering concurs with the modification and closure of the northern driveways. The existing southern driveway, illustrated to remain as is, will also need to be modified to a standard driveway curb cut. The skew will need to be straightened and the placement shifted as much as practical to improve the left turn movement into the site. If the cross-access to the shopping center west of this site is to be maintained, the access point will need to be reconstructed with proper ingress/egress. Currently it appears as though extra asphalt was laid to transition over the curb from the shopping center. Additional comments may be necessary with a revised PUD to relocate the proposed building outside the front setback.

Revised for the May 15th meeting: US Highway 90 is an ALDOT maintained roadway. Each lot should be limited to one curb-cut each, with size, location and design to be approved by ALDOT and Traffic Engineering and conform to AASHTO standards. The southern driveway has been

revised to show an improved radius on the south side of the driveway. Prior to issuance of any permits, the applicant will need to provide verification from ALDOT regarding their approval of the driveway modifications. If the cross-access to the shopping center west of this site is to be maintained, the access point will need to be reconstructed with proper ingress/egress. Currently it appears as though extra asphalt was laid to transition over the curb from the shopping center. The current PUD site plan is unclear regarding this connection, as the asphalt stops short of the existing curb and the new 6" concrete curb on-site does not connect to the existing curb in the shopping center parking lot. Two handicap spaces are listed on the parking data table, however only one is illustrated. All 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 61-929 and City Code Chapters 57 and 64).

FIRE DEPARTMENT

COMMENTS

All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.

MAWSS

MAWSS has water and sewer available, but a Capacity Assurance application for sewer service has not been applied for. MAWSS cannot guarantee sewer service until the Capacity application is approved by Volkert Engineering Inc.

REMARKS

The applicant is requesting Planned Unit Development approval to allow shared access between two building sites and Subdivision approval to create two legal lots of record from one metes and bounds parcel.

The existing site is partially developed. Aerial photos from 2010 show multiple structures on the site however, the applicant has stated that the multiple buildings "have been removed or will be removed in conjunction with the proposed construction". The proposed Lot B is currently developed with a restaurant and the proposed Lot A is proposed for redevelopment with a restaurant.

Planned Unit Development review examines the site with regard to its location to ensure that it is generally compatible with neighboring uses; that adequate access is provided without generating excess traffic along minor residential streets in residential districts outside the PUD; and that natural features of the site are taken into consideration. PUD review also examines the design of the development to provide for adequate circulation within the development; to ensure adequate access for emergency vehicles; and to consider and provide for protection from adverse effects of adjacent properties as well as provide protection of adjacent properties from adverse effects from the PUD. PUD approval is site plan specific, thus any changes to the site plan must be approved by the Planning Commission.

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 preliminary plat illustrates the lots of adequate size and meeting the minimum requirements of the Subdivision Regulations. The lot sizes, in square feet and acres, are shown on the preliminary plat and should be retained on the Final Plat, if approved.

The plat also illustrates a 60' minimum building setback line along U.S. Highway 90 instead of the 25' minimum building setback requirement of the Subdivision Regulations. The reason for the increase in the minimum building setback line is because U.S. Highway 90 is a planned major street as shown on the Major Street Plan Component of the Comprehensive Plan. The Major Street Plan requires a 250' right-of-way width for this portion of U.S. Highway 90, or 125' from centerline. Because the current right-of-way width along the subject site is 180', or 90' from centerline, the dedication of an additional 35' would be required, however due to the existing structure located on Lot B, an increased setback in lieu of dedication is recommended.

The site currently has 3 existing curb-cuts. The applicant is proposing to remove one of the existing curb-cuts. As US Highway 90 is an ALDOT controlled facility, any curb-cut modifications will require their approval. Thus, the site should be limited to a total of 2 curb-cuts with the size, design and location to be approved by Traffic Engineering, ALDOT, and in conformance with AASHTO standards.

It should be noted there is a discrepancy between the revised 2-lot subdivision plat and the site plan. The site plan depicts the entire site as Lot A, but illustrates a dashed line through the lot indicating one portion of the site as 111' wide and the other portion as 89' wide. The preliminary plat depicts the site as Lot A and Lot B with both proposed lots being 100' wide each. Also, the site plan does not reflect the 60' minimum building setback line as illustrated on the preliminary plat. A revised site plan should be submitted to address the inconsistency between the preliminary plat and the site plan.

The applicant has submitted a site plan illustrating the placement of the buildings, dumpster locations, and landscaping; however, the illustration of frontage trees and perimeter trees are not depicted on the site plan. The site plan should be revised to depict the lot sizes in square feet and acres, provide the frontage and total landscaping calculations, and the total number of frontage trees and perimeter trees. A total of 29 trees, to include: 6 frontage trees, 20 perimeter trees, and 3 parking trees will be required. A revised site plan will be required prior to issuance of any permits for the site, and prior to the signing of the Final Plat.

The site plan depicts a total of 43 parking spaces for the entire site. The entire site is required to provide 38 parking spaces due to the existing and proposed restaurant uses. However, the site is proposed as 2 separate lots which would require Lot B to provide 21 parking spaces and Lot A to provide 17 parking spaces. Lot A does not have enough parking spaces to accommodate 17 vehicles, thus shared parking will be needed. A revised narrative requesting shared access as well as shared parking will be required.

It should be noted there is only one handicap space indicated and striped on the site plan, in front of the existing restaurant. The accessible parking space and access aisle is 14' wide, which is not

wide enough to accommodate a handicap accessible van. The site plan illustrates a second striped area, however, there is no designated handicap accessible space indicated on the plan.

The proposed second building is a restaurant with a drive-thru. Section 64-4.F.2 of the Zoning Ordinance addresses design standards for drive-thru business. All queuing spaces must be 9 feet wide by 20 feet long. Each drive-thru lane must provide a minimum of 3 queuing spaces between the order station and the service window, and a minimum of 3 queuing spaces from the street right-of-way to the service window. The site plan does not illustrate queuing spaces nor does it illustrate the location of a menu board and service window. A revised site plan to illustrate the locations of the menu board(s), service window(s), and queuing spaces will be required.

The site plan fails to illustrate the location of proposed signage. While each lot will be a separate legal lot of record, which will allow 1 freestanding sign, 1 multitenant sign, and 1 wall sign for each business. If the applicants wish to deviate from the standard sign allowance, sign information must be included with the site plan requesting the total number of signs for each business and illustrating the locations of the signs. All proposed signage must be depicted on the site plan.

The site is not adjacent to residential uses; therefore it is not subjected to buffer requirements. However, as the proposed redevelopment will provide more than 25 parking spaces, lighting of the parking area and site must comply with Sections 64-4.A.2 and 64-6.A.8 of the Zoning Ordinance, which includes the submission of a photometric plan to ensure the lighting does not bleed over onto adjacent properties and roadways.

Two dumpsters are depicted on the site plan and do appear to be enclosed on all three sides. However, there is no indication that the dumpster will be connected to sanitary sewer. The site plan should be revised to indicate if the dumpsters will be connected to sanitary sewer. It should also be noted, when submitting for a building permit, detailed plans illustrating the dumpster within a wooden or brick enclosure of at least 6 feet, but not to exceed 8 feet, in height will be required.

The site appears to have access to the shopping center located behind it; however, based on aerial photos, cross access appears to have existed since at least 1975. Due to the history of shared access between the two sites requiring the shopping center to be included in the PUD application would seem unnecessary at this time.

A sidewalk will be required for the proposed development, thus the site plan should be revised to depict a sidewalk along U.S. Highway 90, or an application for a sidewalk waiver should be submitted prior to the approval of any permits.

The geographic area defined by the city of Mobile and its planning jurisdiction, including this site, may contain Federally-listed threatened or endangered species as well as protected non-game species. Development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species.

RECOMMENDATION

Subdivision: Based upon the preceding, the application is recommended for holdover until the June 5, 2014 meeting to be heard in conjunction with the associated PUD.

Planned Unit Development: Based upon the preceding, the application is recommended for holdover until the June 5, 2014 meeting, with revisions due by Thursday, May 8, 2014 to address the following:

- 1) revise the site plan to reflect the preliminary plat to include the total number of lots and the dimensions of the lots;
- 2) revise the site plan to depict the 60' minimum building setback line;
- 3) placement of a note on the site plan stating the site is limited to a total of 2 curb-cuts to U.S. Highway 90 West, with the size, design and location to be approved by Traffic Engineering, ALDOT, and in conformance with AASHTO standards.;
- 4) revise the site plan to depict the lot sizes in square feet and acres;
- 5) revise the site plat to provide the landscaping frontage and total landscaping calculations;
- 6) revise the site plan to depict frontage trees and perimeter tress;
- 7) submission of a revised narrative requesting shared access as well as shared parking;
- 8) revise the site plan to illustrate the location of the menu board(s), service window(s), and queuing spaces;
- 9) retention of dumpsters on the site plan;
- 10) placement of a note on the site plan stating dumpsters will be enclosed on all three sides and connected to sanitary sewer;
- 11) retention of 24' wide drive aisles as depicted on site plan;
- 12) revise the site plan to depict the location of wall and freestanding signage for the site;
- 13) revise the site plan to depict sidewalk along U.S Highway 90, or submit a sidewalk waiver request;
- 14) placement of a note on the site plan stating that approval of all applicable Federal, state and local agencies is required for endangered, threatened or otherwise protected species;
- 15) compliance with Engineering comments: *"1. Any work performed in the existing ROW (right-of-way) such as driveways, sidewalks, utility connections, grading, drainage, irrigation, or landscaping will require a ROW permit from the City of Mobile Engineering Department (208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII).2. Any and all proposed land disturbing activity within the property will need to be submitted for review and be in conformance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17, Ordinance #65-007 & #65-045); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.3. Add a note to the PUD Plan stating that the proposed development must comply with the following Engineering Department Policy Letters: i. 5-13-2009 Policy Letter(Car wash drains and dumpster pads to drain to Sanitary Sewer System)";*
- 16) compliance with Traffic Engineering comments: *"US Highway 90 is an ALDOT maintained roadway. Driveway number, size, location and design to be approved by ALDOT and Traffic Engineering and conform to AASHTO standards. Traffic Engineering concurs with the modification and closure of the northern driveways. The existing southern driveway, illustrated to remain as is, will also need to be modified to a standard driveway curb cut. The skew will need to be straightened and*

the placement shifted as much as practical to improve the left turn movement into the site. If the cross-access to the shopping center west of this site is to be maintained, the access point will need to be reconstructed with proper ingress/egress. Currently it appears as though extra asphalt was laid to transition over the curb from the shopping center. Additional comments may be necessary with a revised PUD to relocate the proposed building outside the front setback.”;

- 17) *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 61-929 and City Code Chapters 57 and 64).”;*
- 18) *compliance with Fire comments: “All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.”; and*
- 19) *full compliance with all other municipal codes and ordinances.*

Revised for the May 15th meeting:

This application was heldover from the May 1st meeting at the applicants’ request. The applicant submitted revised site plans on Wednesday April 30, 2014 addressing some of staff’s recommendations listed in the previous report. However, due to the fact the revised site plans were received the day before the Planning Commission meeting, staff did not have adequate time to review the plans or route the plans to the appropriate sections for review/ revised comments.

The majority of the recommendations listed in the previous report have been addressed with the exception of a few requirements. Two specific items mentioned in the previous report address the labeling and illustration of accessible parking spaces and the construction of a sidewalk along U.S Highway 90.

As mentioned in the previous report, there is only one accessible parking space in front of the existing restaurant on Lot B, that is indicated and striped on the site plan. The accessible parking space and access aisle is 14’ wide, which is not wide enough to accommodate a van, thus the spacing should be modified to allow a 16’ wide van accessible space. The site plan also illustrates a second striped area in front of the proposed restaurant on Lot A, however, there is no designated accessible space indicated on the site plan. It should be pointed out that although this site is presented as a PUD, if each business were to stand separately each business would be required to provide a separate van accessible parking space for each establishment. Thus, both the existing and proposed restaurants should each provide one 9’ wide van accessible parking space and striped access aisle for a total width of 16’, and signage.

The construction of a sidewalk for the site has raised some concern with the applicant. While the applicant has stated that during a discussion with ALDOT it was their interpretation that the construction of a sidewalk along U.S Highway 90 West may not be desirable; the submission of a sidewalk waiver will still be required prior to the approval of any permits.

The site plan depicts 43 total parking spaces in comparison to the 45 spaces that are listed in the “Parking Data” table. The “Parking Data” table should be revised to coincide with the total number of parking spaces illustrated on the site plan. Also, according to aerial photos the existing restaurant has an existing free standing sign that appears to be located in one of the

spaces which will eliminate one of the proposed parking spaces, thus the site plan should be revised to reflect this.

It should be noted the existing restaurant has a wall sign that extends above the roofline. Section 64-11.6.e of the Zoning Ordinance prohibits any portion of a roof-mounted sign to extend above the facade of the building. Any new wall signage, or any modification of the existing non-conforming sign (other than refacing) will require full compliance.

There appears to be an error on the site plan regarding the property line between the proposed Lot A and Lot B. The site plan depicts two separate dashed lines to indicate the centerline between the two lots. This should be revised to eliminate one of the dashed property lines, to reflect the proposed subdivision. Two revised PUD copies depicting proposed and existing features on the site will be required prior to the signing of the Final Plat.

RECOMMENDATION

***Subdivision:** Based upon the preceding, the application is recommended for Tentative Approval, subject to the following conditions:*

- 1) retention of the 60' minimum building setback line on the Final Plat;*
- 2) retention of the labeling of lot sizes in square feet and acres, or the furnishing of a table on the Final Plat providing the same information;*
- 3) placement of a note on the Final Plat stating that Lot B is limited to one right in only curb-cut and Lot A is limited to one curb-cut onto U.S Highway 90 West, with the size, design, and location to be approved by Traffic Engineering and ALDOT, and conform to AASHTO standards;*
- 4) retention of the labeling of the right-of-way width of U.S Highway 90;*
- 5) submission of a sidewalk waiver prior to the signing of the Final Plat;*
- 6) placement of a note on the Final Plat stating that approval of all applicable Federal, state and local agencies is required for endangered, threatened or otherwise protected species, if any, prior to the issuance of any permits or land disturbance activities;*
- 7) compliance with Engineering comments: "The following comments should be addressed prior to acceptance and 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). B. Add a note to the SUBDIVISION PLAT stating that a Land Disturbance permit will be required for any land disturbing activity in accordance with the of the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17 , Ordinance #65-007 & #65-045), latest edition. Storm water detention may be required for any existing development (since 1984) that did not receive Land Disturbance permitting and for any future addition(s) and/or land disturbing activity. C. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 21 - # 91) the Lot will receive historical credit of impervious area towards storm water detention requirement per the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17, Ordinance #65-007 & #65-045), latest edition. Coordinate with City Engineering Department staff to establish the exact amount prior to the submittal of the Land Disturbance Permit application. D. 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. 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 that sidewalk is required to be constructed along the frontage of each lot, or parcel, at time of development, unless a sidewalk waiver is approved. I. Remove the County Engineer's signature block from the Plat. The County Engineer no longer signs plats within the municipal limits of the City of Mobile.”;

- 8) compliance with Traffic Engineering comments: “US Highway 90 is an ALDOT maintained roadway. Each lot should be limited to one curb-cut each, with size, location and design to be approved by ALDOT and Traffic Engineering and conform to AASHTO standards. The southern driveway has been revised to show an improved radius on the south side of the driveway. Prior to issuance of any permits, the applicant will need to provide verification from ALDOT regarding their approval of the driveway modifications. If the cross-access to the shopping center west of this site is to be maintained, the access point will need to be reconstructed with proper ingress/egress. Currently it appears as though extra asphalt was laid to transition over the curb from the shopping center. The current PUD site plan is unclear regarding this connection, as the asphalt stops short of the existing curb and the new 6” concrete curb on-site does not connect to the existing curb in the shopping center parking lot. Two handicap spaces are listed on the parking data table, however only one is illustrated. All on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.”;
- 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 61-929 and City Code Chapters 57 and 64).”;
- 10) compliance with Fire comments: “All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.”
- 11) submission of 2 copies of a revised PUD site plan prior to the signing of the Final Plat.

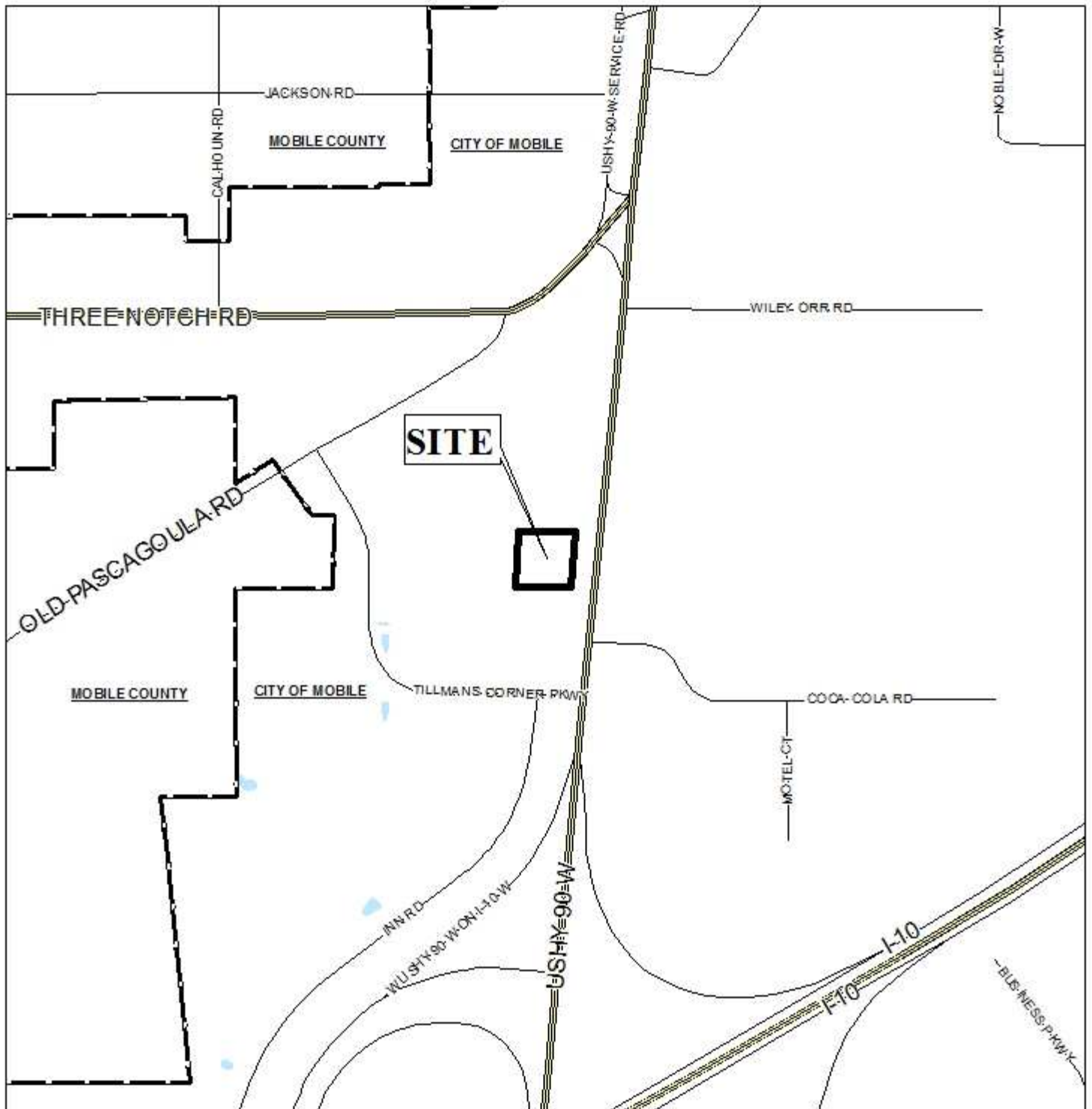
Planned Unit Development: Based upon the preceding, the application is recommended for Approval, subject to the following conditions:

- 1) retention of the 60' minimum building setback line;
- 2) retention of the frontage trees and perimeter trees on the site plan;
- 3) retention of the “Landscaping Data” chart depicting the total landscaping and frontage landscaping calculations;
- 4) retention of the lot sizes in square feet and acres;
- 5) placement of a note on the Final Plat stating that Lot B is limited to one right in only curb-cut and Lot A is limited to one curb-cut onto U.S Highway 90 West, with the size, design, and location to be approved by Traffic Engineering and ALDOT, and conform to AASHTO standards;
- 6) retention of the dumpsters on the site plan;
- 7) retention of the note on the site plan stating dumpsters will be enclosed on all three sides and connected to sanitary sewer;

- 8) retention of the 24' wide drive aisles as depicted on the site plan;
- 9) submission of a sidewalk waiver prior to the approval of any permits;
- 10) labeling of the right-of-way width of U.S Highway 90 West on the site plan;
- 11) revise site plan to remove one of the dashed lines to indicate the center property line between Lot A and Lot B matching the proposed subdivision;
- 12) revise site plan to show all existing and proposed features, including the freestanding sign in the parking space;
- 13) revise the "Parking Data" table to coincide with the number of parking spaces depicted on the site plan;
- 14) modify existing and proposed parking spaces to provide one 9-foot wide van accessible parking space with a 7- foot wide access aisle, and appropriate signage;
- 15) compliance with Engineering comments: "1. Any work performed in the existing ROW (right-of-way) such as driveways, sidewalks, utility connections, grading, drainage, irrigation, or landscaping will require a ROW permit from the City of Mobile Engineering Department (208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII). 2. Any and all proposed land disturbing activity within the property will need to be submitted for review and be in conformance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17, Ordinance #65-007 & #65-045); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control. 3. Add a note to the PUD Plan stating that the proposed development must comply with the following Engineering Department Policy Letters: i. 5-13-2009 Policy Letter(Car wash drains and dumpster pads to drain to Sanitary Sewer System)";
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- 17) 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 61-929 and City Code Chapters 57 and 64).";
- 18) compliance with Fire comments: "All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.";
- 19) lighting of the entire site to comply with Sections 64-4.A.2. and 64-6.A.8 of the Zoning Ordinance, which will include the submission of a photometric plan at the time of a land disturbance permit; and

20) full compliance with all other municipal codes and ordinances.

LOCATOR MAP



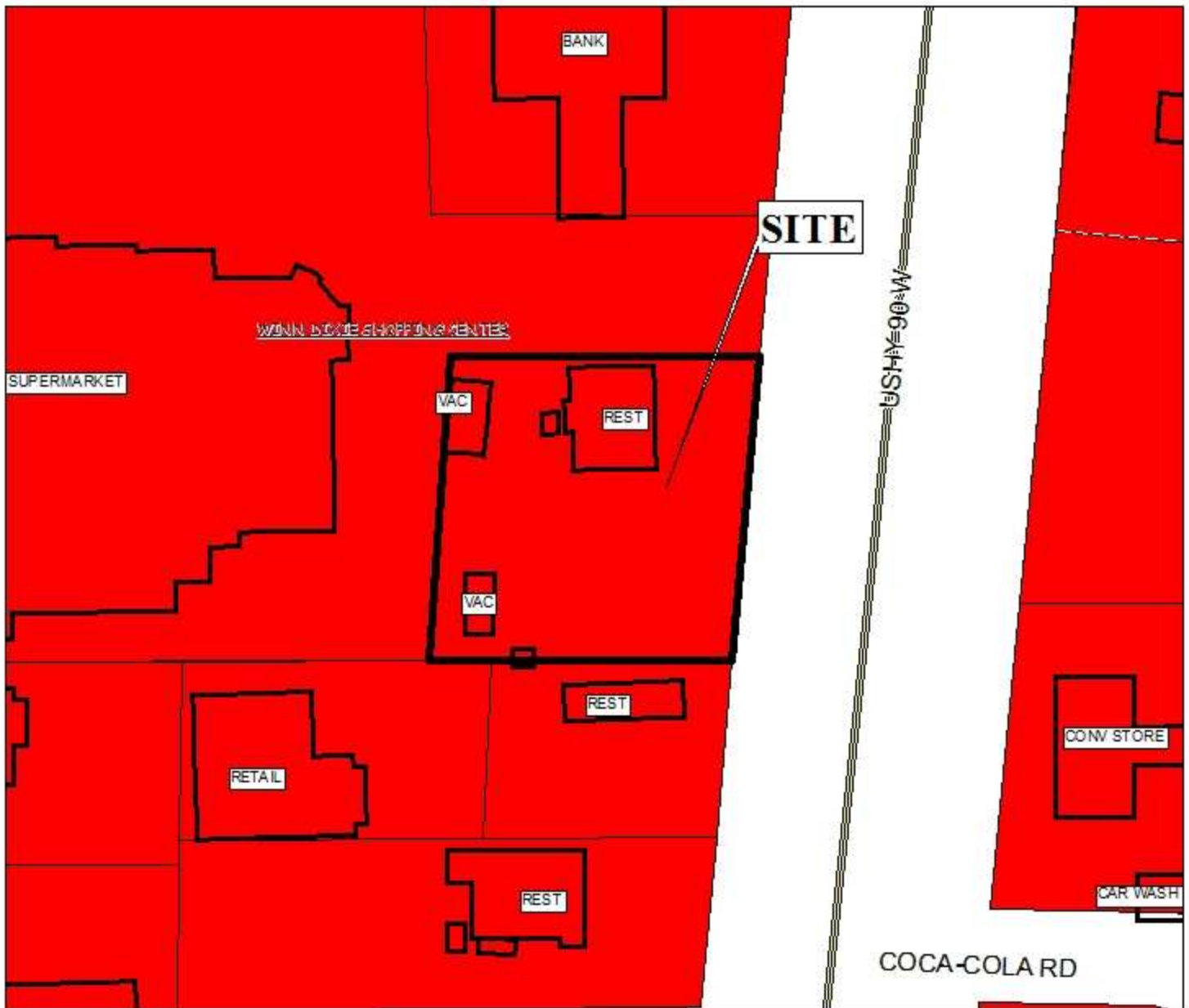
APPLICATION NUMBER 4 & 5 DATE May 15, 2014

APPLICANT Tilcor Subdivision

REQUEST Subdivision, Planned Unit Development



PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial units.

APPLICATION NUMBER 4 & 5 DATE May 15, 2014

APPLICANT Tilcor Subdivision

REQUEST Subdivision, Planned Unit Development

LEGEND



PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial units.

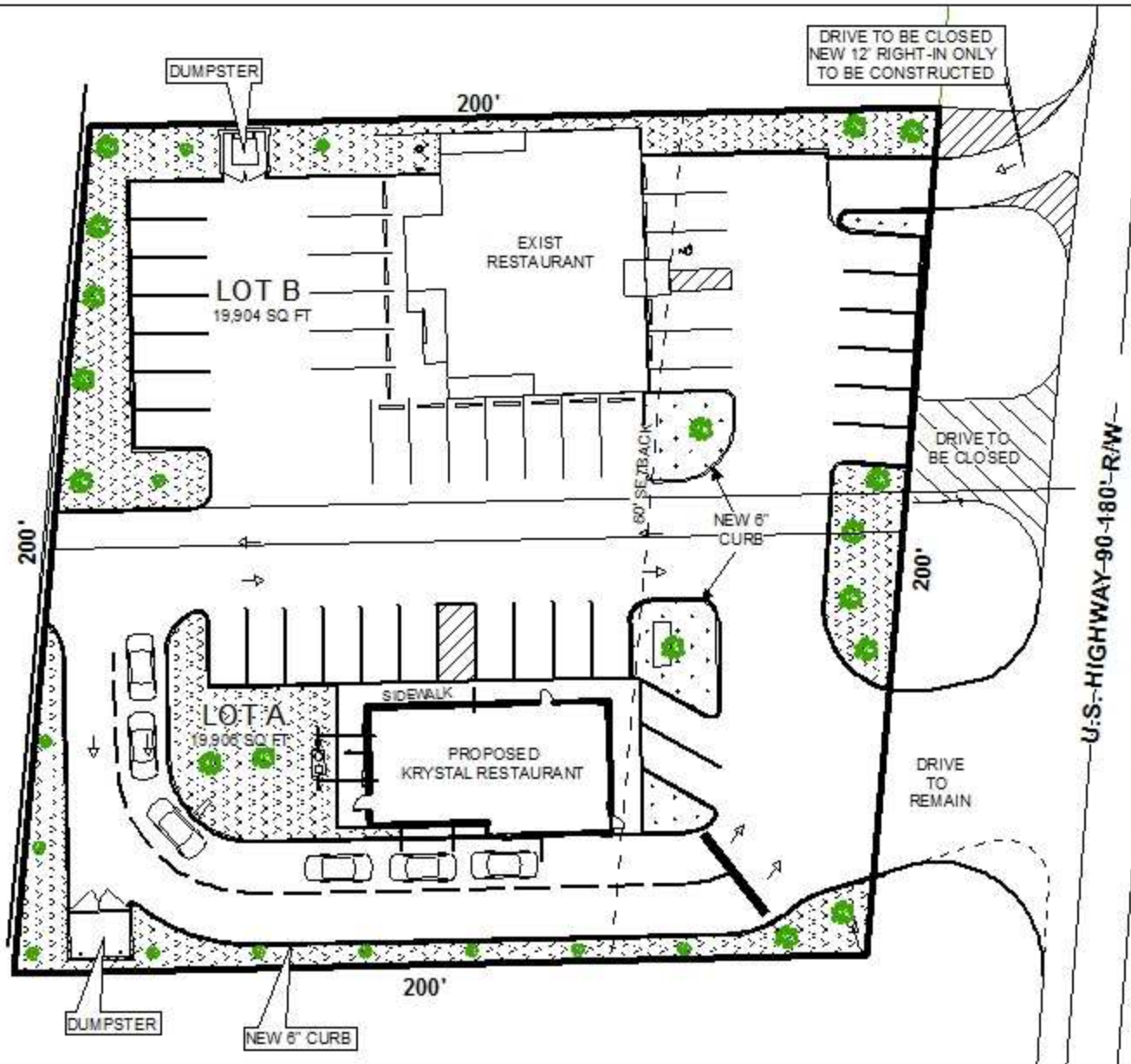
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APPLICANT Tilcor Subdivision

REQUEST Subdivision, Planned Unit Development



SITE PLAN



The site plan illustrates the existing building, proposed building and parking, setback, and drives.

APPLICATION NUMBER 4 & 5 DATE May 15, 2014

APPLICANT Tilcor Subdivision

REQUEST Subdivision, Planned Unit Development

