

KENNY DO SUBDIVISION

Engineering Comments: FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for 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) that is required by the current Alabama State Board of Licensure for Professional Engineers and Land Surveyors.
- B. Add street names to the vicinity map.
- C. Dedicate the corner radius (15') at the southwest and the southeast corner of LOT 1 to the City of Mobile, and list the amount of dedicated acreage.
- D. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- E. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 26 - #79) LOT 1 will receive some historical credit of impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control. Coordinate with City Engineering Department staff to establish the exact amount prior to the submittal of the Land Disturbance Permit application.
- F. Provide a copy of the FINAL SUBDIVISION PLAT and LETTER OF DECISION to the Engineering Dept. for review. No signatures are required on the drawing. Place the information for the Subdivision Plat on the PLAT Review sign-in sheet.
- G. After addressing all of the FINAL SUBDIVISION PLAT review comments 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. Place the information for the Subdivision Plat on the PLAT Review sign-in sheet.

Traffic Engineering Comments: Lot 1 is limited to no more than its existing curb cuts with any changes to 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.

Urban Forestry Comments: No heritage trees on lot(s) or trees in right-of-way, but the following still applies.

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-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).

The plat illustrates the proposed 1-lot, 0.8± acre subdivision which is located on the Northeast corner of Airport Boulevard and Pinehill Drive, extending to the Northwest corner of Airport Boulevard and Morgan Avenue, within Council District 1. The applicant states that the

subdivision is served by city water and sanitary sewer systems. The purpose of this application is to create one (1) legal lot of record from four legal lots of record.

The site has been given a Traditional Corridor (TC) land use designation, per the 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 land use designation generally applies to transportation corridors east of I-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).

Depending on their location (and as allowed by specific zoning), TC designations 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 multifamily 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.

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.

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 Proposed Plat illustrates right-of-way widths of 40 feet along Morgan Avenue, 45 feet along Pinehill Drive, and states that the right-of-way varies along Airport Boulevard. Morgan Avenue and Pinehill Drive are both minor streets with curb and gutter and have a right-of-way width requirement of 50 feet per the Subdivision Regulations. Airport Boulevard is a major street, and as such, requires an 80 foot right-of-way per the Major Street Plan. At the December 18, 2008 meeting of the Planning Commission, a subdivision was approved for 2356 Airport Boulevard conditioned upon the applicant revising the Final Plat to depict existing rights-of-way widths for Airport Boulevard (the West half of the subject property) and Pinehill Drive as well as dedication sufficient to provide 25 feet from the centerline of Pinehill Drive and 40 feet from the centerline of Airport Boulevard.

As the rights-of-way illustrated on the proposed plat are deficient, if approved, the Final Plat should be amended to depict existing rights-of-way widths for Morgan Avenue, Pinehill Drive and Airport Boulevard as well as dedication sufficient to provide 40 feet from the centerline of Airport Boulevard and 25 feet from the centerline of both Morgan Avenue and Pinehill Drive as necessary. Dedication of a corner radius in compliance with Section V.D.6. of the Subdivision Regulations at both the Northwest corner of Airport Boulevard and Morgan Avenue, and at the Northeast corner of Airport Boulevard and Pinehill Drive, will be required. In addition, the revision of minimum building setback lines adjusted for dedication will be required.

The lot size labels in both square feet and acres should be retained on the Final Plat or a table should be furnished on the Final Plat providing the same information. As a means of access management, a note containing the Traffic Engineering comments should be placed on the Final Plat.

Additionally, at its March 24, 2009 meeting, the City Council approved a request by the owner at the time to rezone 2356 Airport Boulevard from R-1, Single-Family Residential District, to B-2, Neighborhood Business District, and did so under the following conditions:

- 1) provision of a buffer to comply with Section 64-4.D.1. of the Zoning Ordinance;
- 2) compliance with Section 64-4.D.9. of the Zoning Ordinance, with regard to dumpsters;
- 3) denial of access to Airport Boulevard

The applicant should be advised that these conditions will be applicable to the subject property until such time as the property is rezoned.

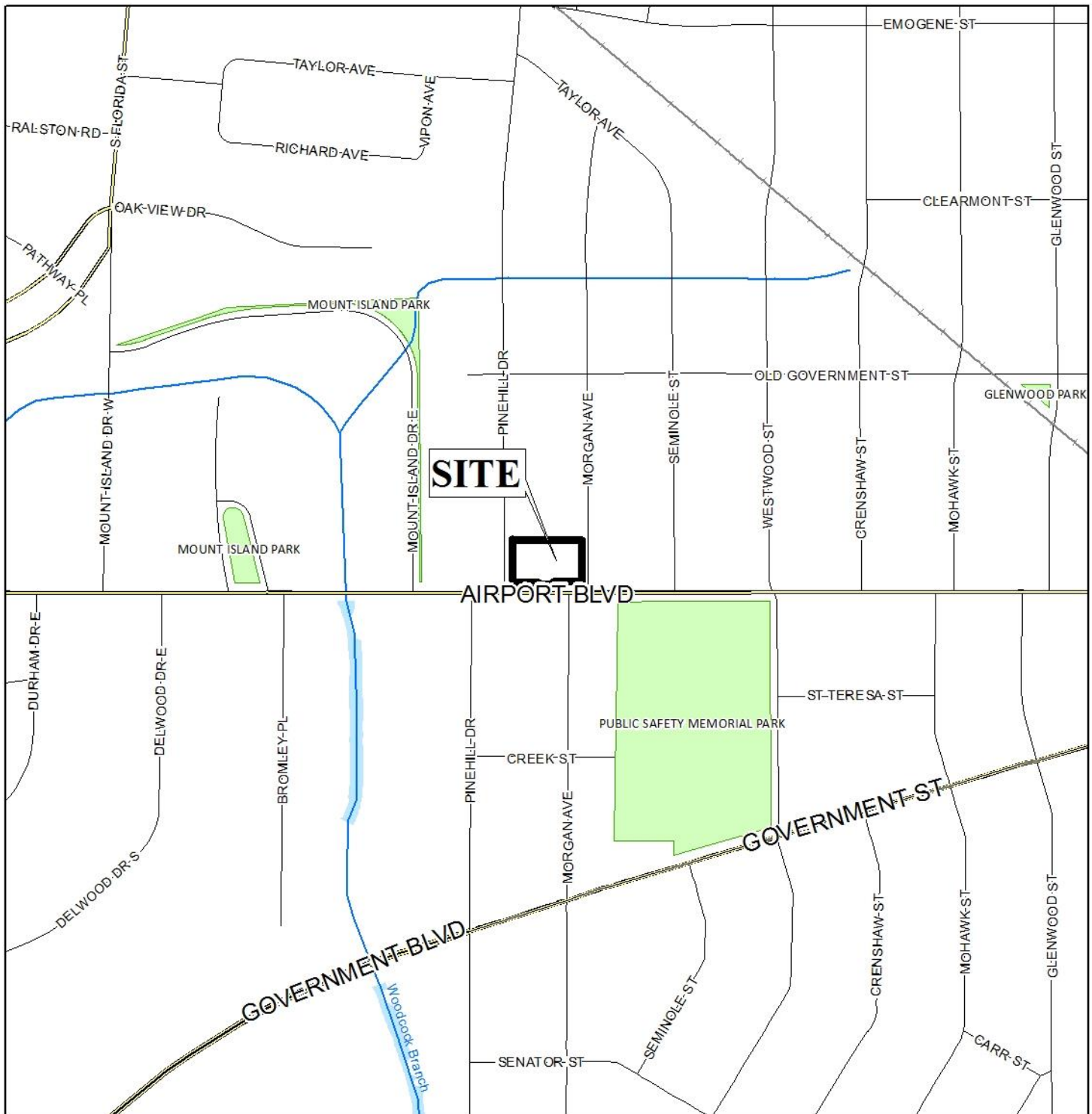
Based upon the preceding, the plat meets the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval, subject to the following conditions:

- 1) retention of the lot size labels in both square feet and acres on the Final Plat or the furnishing of a table on the Final Plat providing the same information, adjusted for dedication;
- 2) provision of dedication sufficient to provide 25 feet as measured from the centerline of both Morgan Avenue and Pinehill Drive, as appropriate;
- 3) provision of dedication sufficient to provide 40 feet as measured from the centerline of Airport Boulevard, as appropriate;
- 4) provision of a corner radius in compliance with Section V.D.6. of the Subdivision Regulations at the Northwest corner of Airport Boulevard and Morgan Avenue and at the Northeast corner of Airport Boulevard and Pinehill Drive;
- 5) revision of the minimum building setback, adjusted for dedication;
- 6) compliance with the Engineering comments: *FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for 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) that is required by the current Alabama State Board of Licensure for Professional Engineers and Land Surveyors. B. Add street names to the vicinity map. C. Dedicate the corner radius (15') at the southwest and the southeast corner of LOT 1 to the City of Mobile, and list the amount of dedicated acreage. D. Provide the Surveyor's, Owner's (notarized), Planning Commission, and*

Traffic Engineering signatures. E. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 26 - #79) LOT 1 will receive some historical credit of impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control). Coordinate with City Engineering Department staff to establish the exact amount prior to the submittal of the Land Disturbance Permit application. F. Provide a copy of the FINAL SUBDIVISION PLAT and LETTER OF DECISION to the Engineering Dept. for review. No signatures are required on the drawing. Place the information for the Subdivision Plat on the PLAT Review sign-in sheet. G. After addressing all of the FINAL SUBDIVISION PLAT review comments 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. Place the information for the Subdivision Plat on the PLAT Review sign-in sheet.

- 7) *placement of a note on the Final Plat stating the Traffic Engineering comments: (Lot 1 is limited to no more than its existing curb cuts with any changes to 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.);*
- 8) *compliance with the Urban Forestry comments: [No heritage trees on lot(s) or trees in right-of-way, but the following still applies. 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.]; and*
- 9) *compliance with the 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).].*

LOCATOR MAP



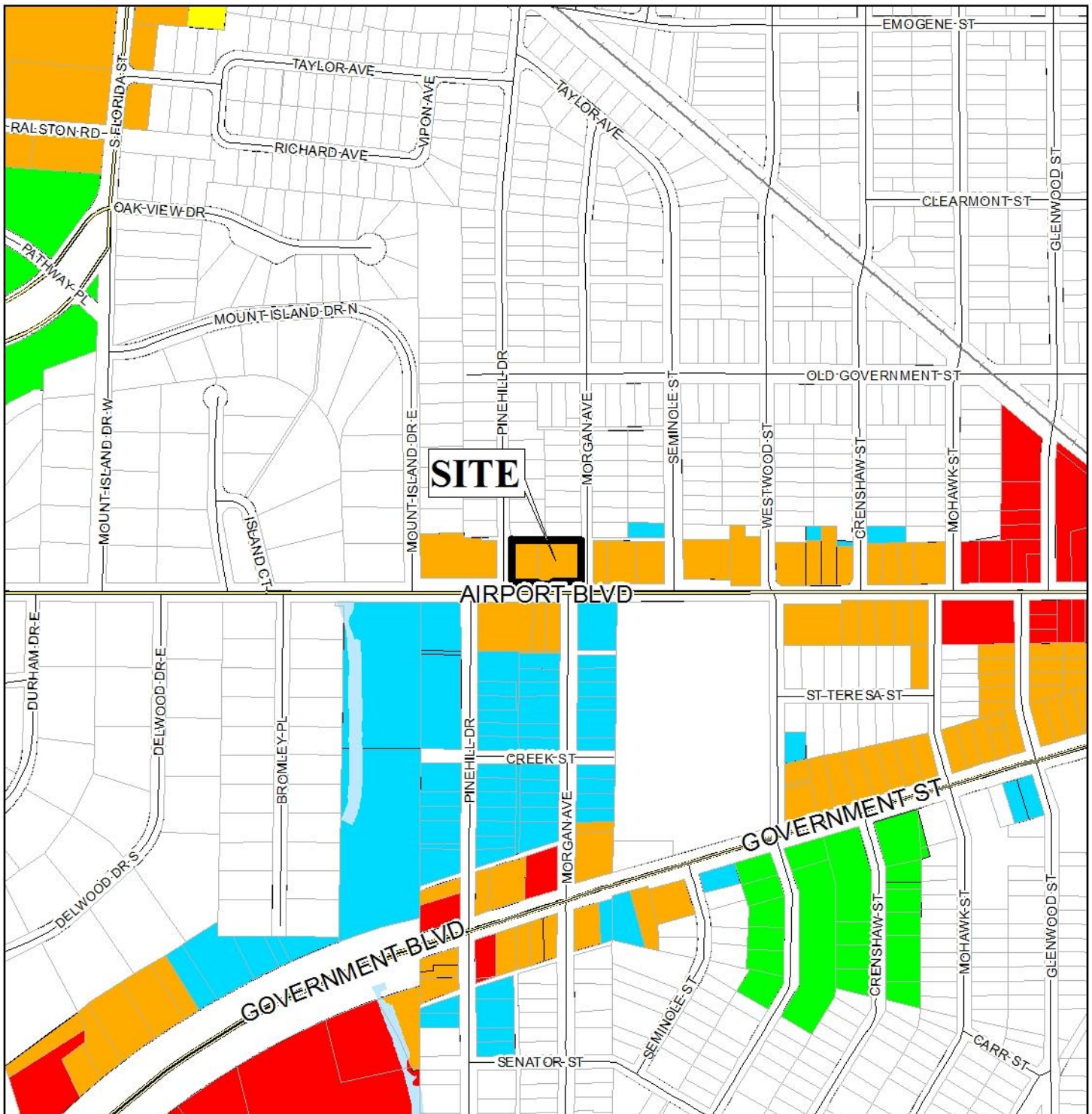
APPLICATION NUMBER 4 DATE November 7, 2019

APPLICANT Kenny Do Subdivision

REQUEST Subdivision



LOCATOR ZONING MAP



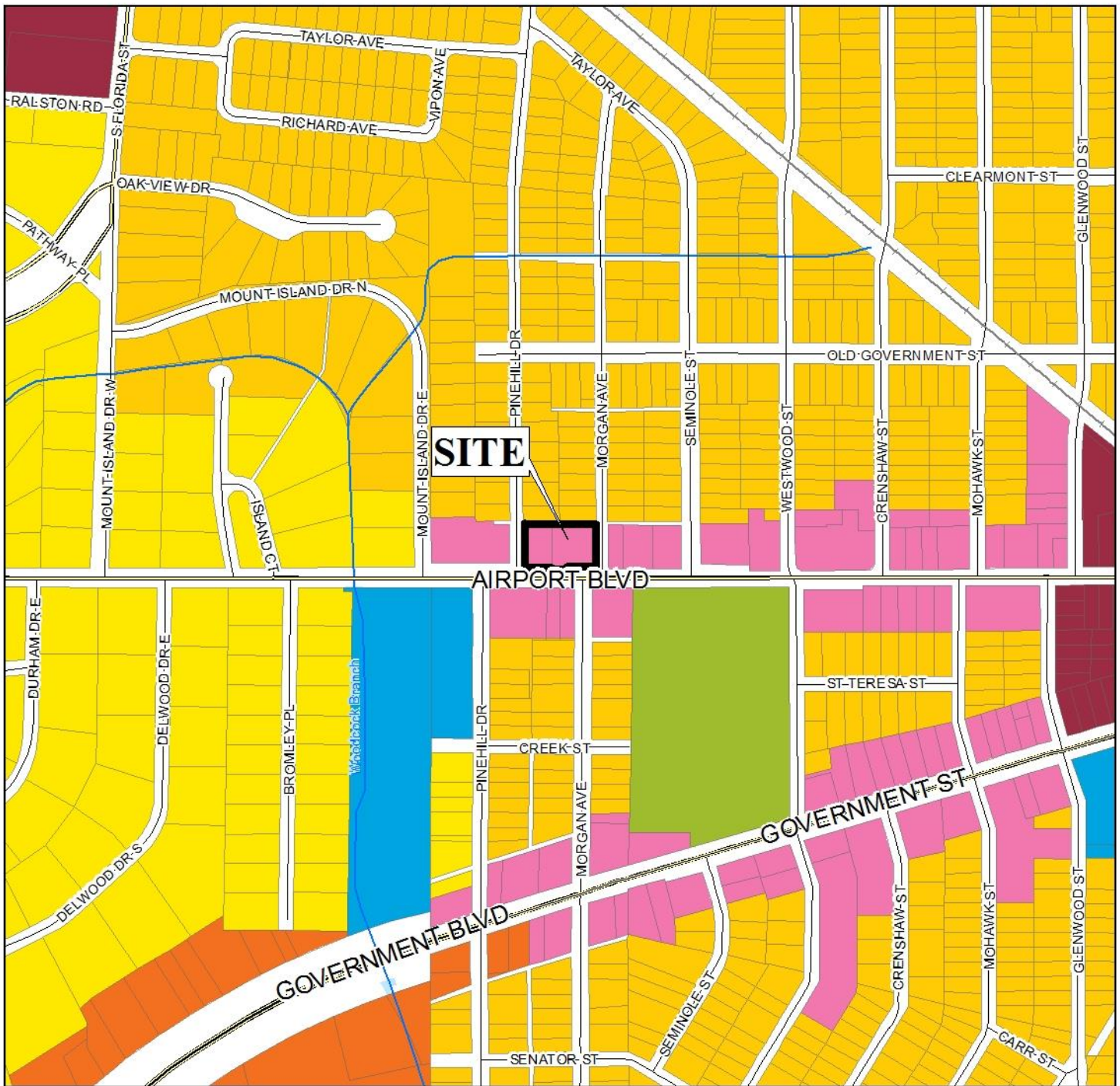
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APPLICANT Kenny Do Subdivision

REQUEST Subdivision



FLUM LOCATOR MAP



APPLICATION NUMBER 4 DATE November 7, 2019

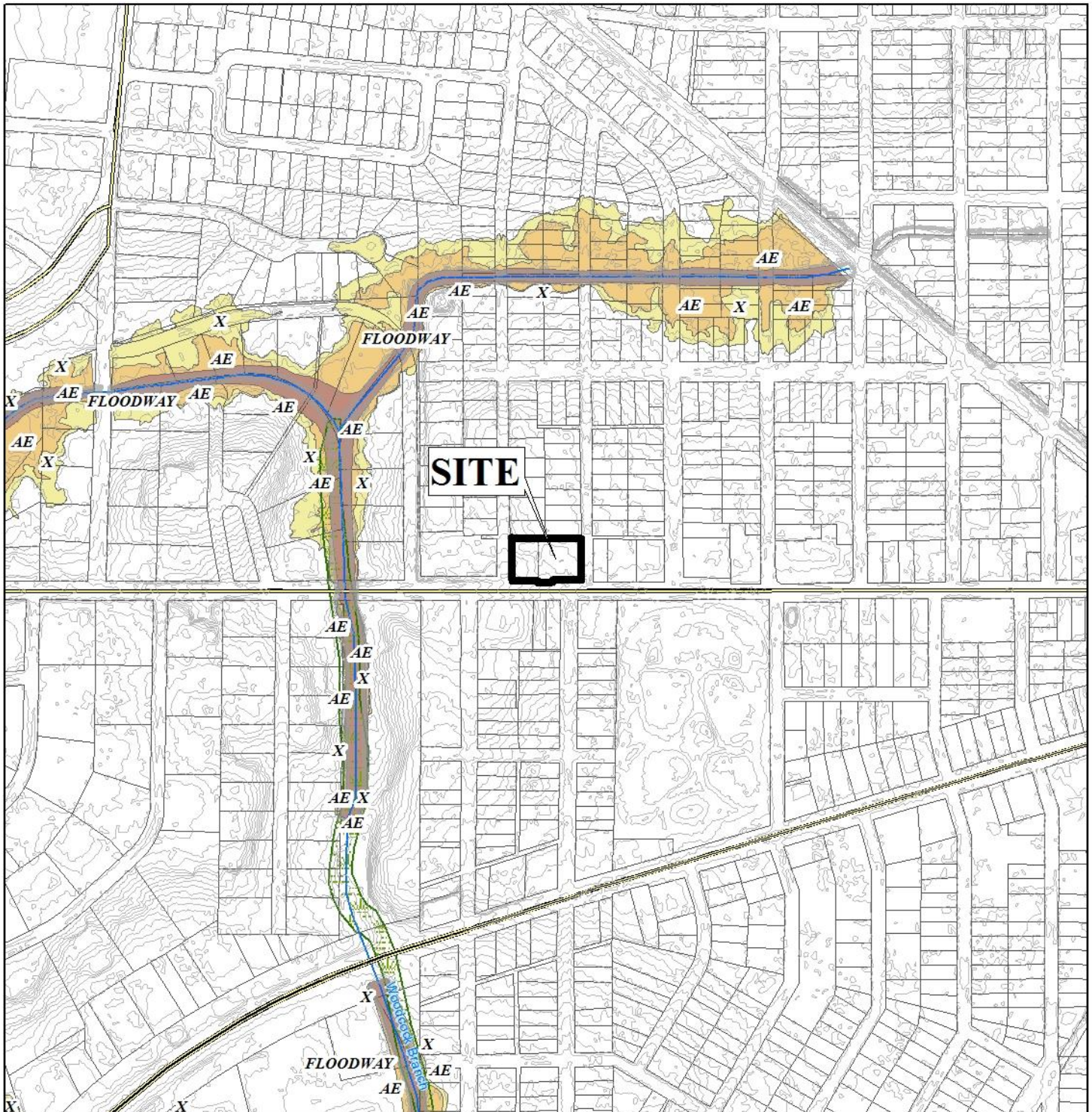
APPLICANT Kenny Do Subdivision

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



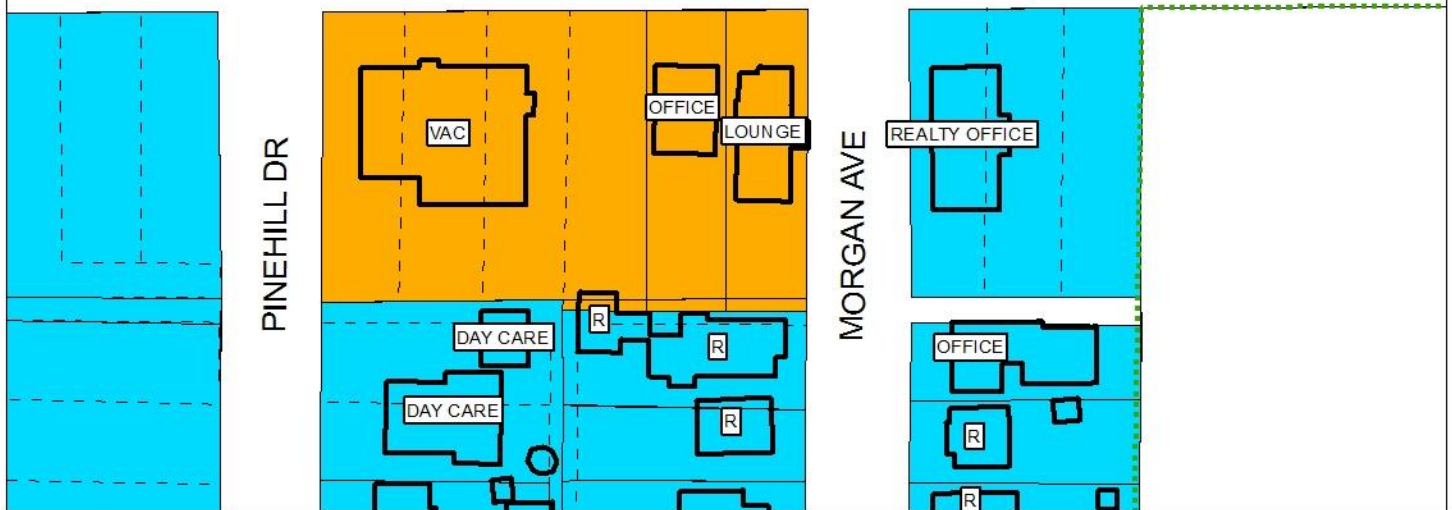
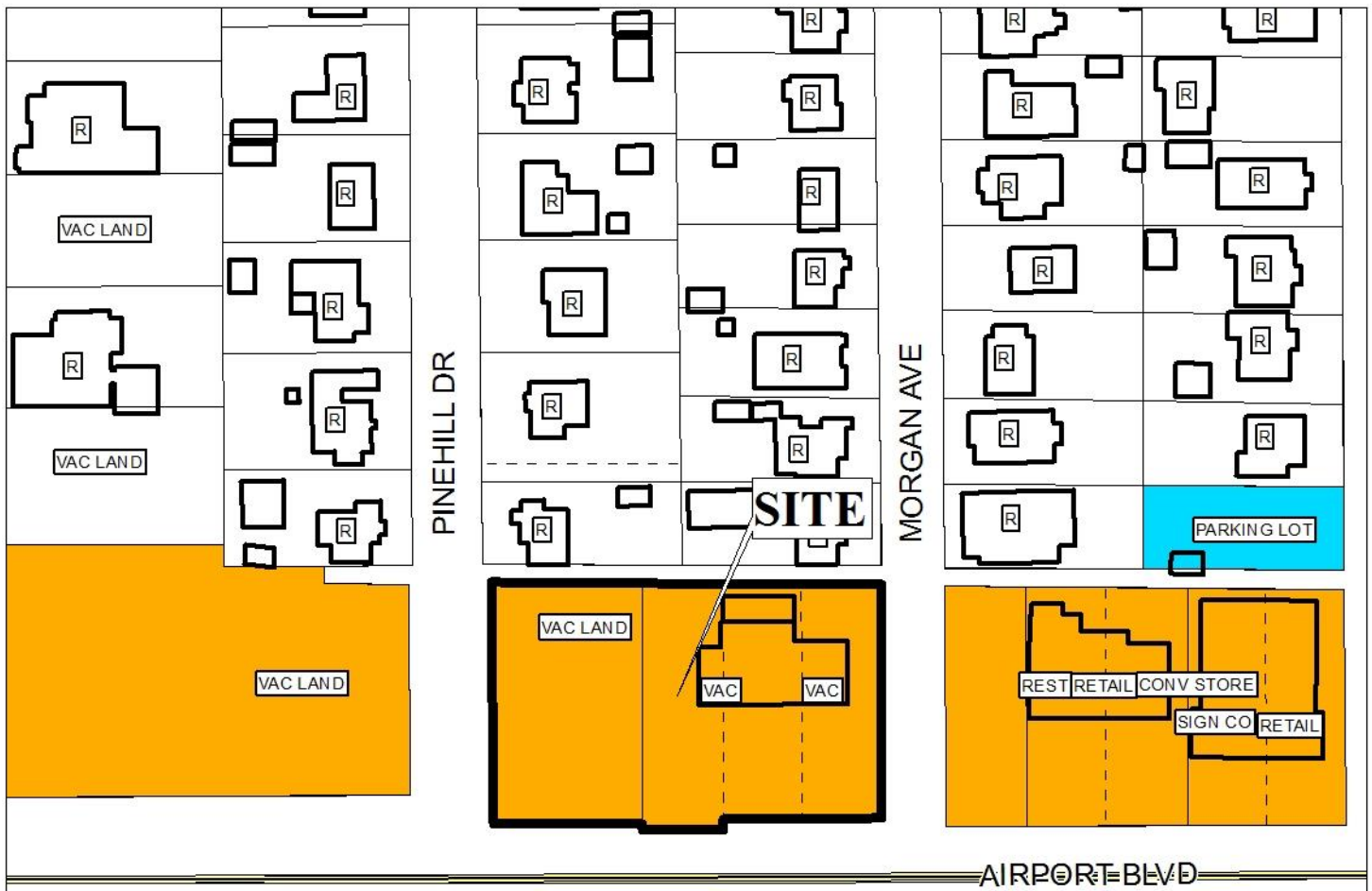
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KENNY DO SUBDIVISION



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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



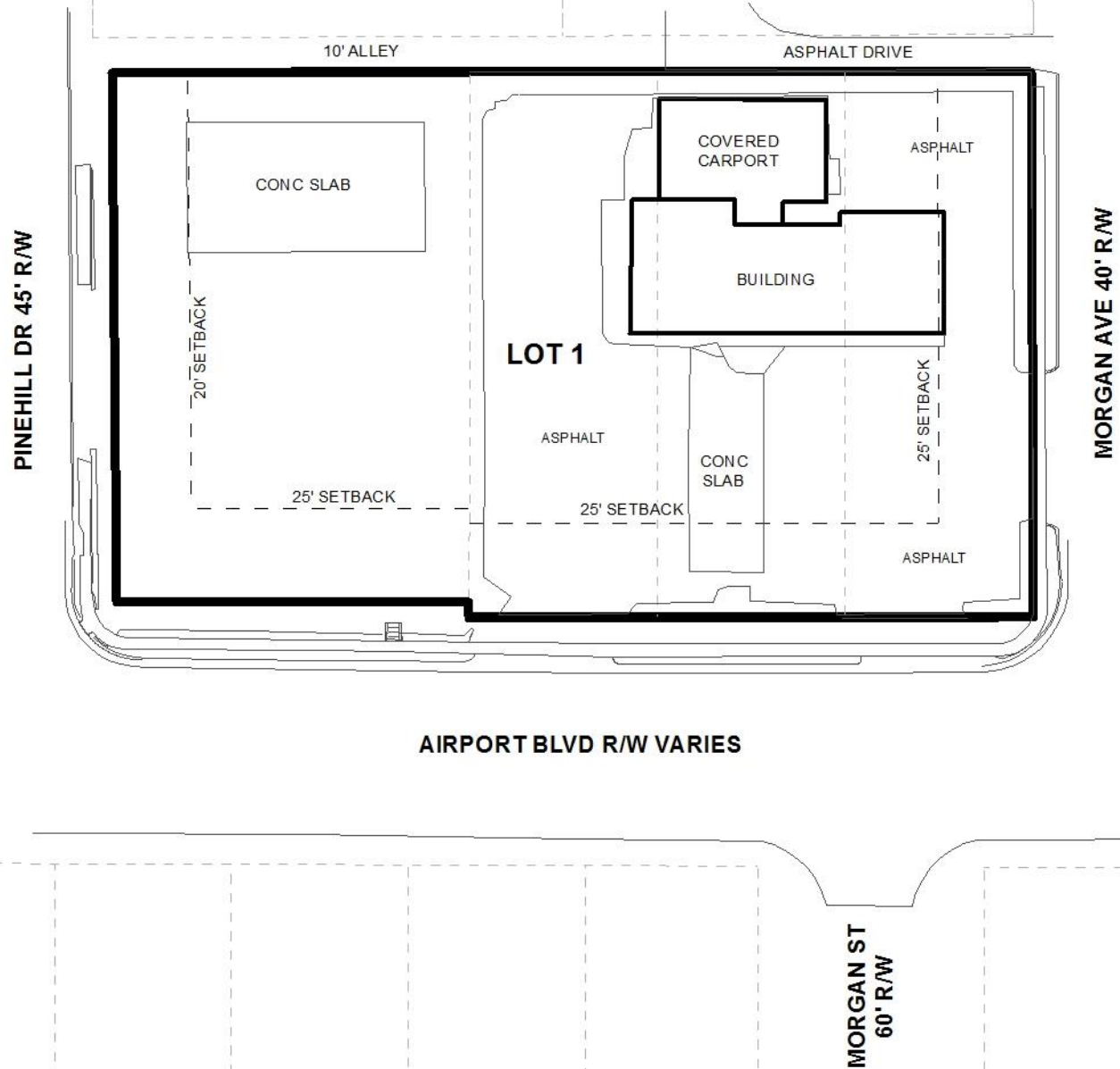
KENNY DO SUBDIVISION



APPLICATION NUMBER 4 DATE November 7, 2019



DETAIL SITE PLAN



APPLICATION NUMBER 4 DATE November 7, 2019
APPLICANT Kenny Do Subdivision
REQUEST Subdivision



