



Agenda Item #: 4
SUB-002498-2023

View additional details on this proposal and all application materials using the following link:

[**Applicant Materials for Consideration**](#)

DETAILS

Location:

3905 Lloyd Station Road

Subdivision Name::

MoCoLink Subdivision

Applicant / Agent:

Rowe Engineering & Surveying

Property Owner:

City of Mobile and Mobile County

Current Zoning:

R-1, Single-Family Residential Suburban

Future Land Use:

Parks and Open Space

Applicable Codes, Policies, and Plans:

- Unified Development Code
- Subdivision Regulations
- Map for Mobile Comprehensive Plan

Proposal:

- Subdivision approval to create two (2) legal lots from existing metes-and-bounds parcels.

Commission Considerations:

- Subdivision proposal with eleven (11) conditions.

Report Contents:

	Page
Context Map	2
Site History	3
Staff Comments	3
Commission Considerations	5
Exhibits	6

MOCOLINK SUBDIVISION



APPLICATION NUMBER 4 DATE July 20, 2023



NTS

SITE HISTORY

The subject site consists of three (3) metes-and-bounds parcels. A portion of one of the parcels consists of Lot 1, Farley Subdivision, an eight (8)-lot subdivision, recorded in 1971. Other than Lot 1, Farley Subdivision, none of the site has been before the Planning Commission or the Board of Zoning Adjustment. The site does not appear to have ever been developed. However, a strip between the West side of the L & N Railroad right-of-way and the Alabama Power easement was once the right-of-way for the abandoned Mobile & Bay Shore Railroad.

STAFF COMMENTS

Engineering Comments:

FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review):

- 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. Review and revise the written legal description and/or boundary labels for LOT 1. There is curve and line data that doesn't match. Also, check the west line bearing.
- C. Provide a note that a 25' riparian buffer may be required, during development, along the edge of anything considered by ADEM to be a water of the state.
- D. Show and label all flood zones. New maps went into effect on June 5, 2020.
- E. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an A, AE, or X (shaded) flood zone designation. BFE = 11.
- F. Label the ROW that is dedicated to public ROW for Lipscomb Landing Rd. or provide the recording data for it.
- G. Dedicate the corner radius (25' minimum or as approved by the City Engineer and Traffic Engineer) at the southwest corner of LOT 2 to the City of Mobile, and list the amount of dedicated acreage.
- H. Label the two (2) proposed Drainage Easements shown on LOT 1 as "PRIVATE" or provide the recording data for each easement.
- I. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 24 - #86) LOTS 1 and 2 will receive historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control) as follows: LOT 1 – NONE AND lot 2 – NONE.
- 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. Revise NOTE #13. It is listed as "13)" and "14)".
- L. Email a pdf copy of the FINAL SUBDIVISION PLAT and LETTER OF DECISION to the Permitting Engineering Dept. for review at land.disturbance@cityofmobile.org prior to obtaining any signatures. No signatures are required on the drawing.

Traffic Engineering Comments:

Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Any required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in 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 [Act 929 of the 1961 Regular Session of the Alabama Legislature (Acts 1961, p. 1487), as amended, and City Code Chapters 57 and 65]. Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from undeveloped residential sites, developed residential sites in historic districts, and all commercial sites 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 (2021 International Fire Code). Fire apparatus access is required to be within 150' of all commercial and residential buildings. A fire hydrant is required to be within 400' of non-sprinkled commercial buildings and 600' of sprinkled commercial buildings.

Planning Comments:

The purpose of this request is to subdivide three (3) existing metes-and-bounds parcels into two (2) legal lots of record.

The subject site has frontage on Lloyds Station Road and Lipscombs Landing, both minor streets without curb and gutter. Lipscombs Landing is not identified on the preliminary plat, nor is a current right-of-way width provided. Therefore, the plat should be revised to label Lipscombs Landing by name, and provide the current right-of-way width on the Final Plat, if approved. Lipscombs Landing has an unspecified right-of-way; therefore, it appears to have a compliant width. Lloyd Station Road has a compliant 60-foot right-of-way; therefore, no dedication would be required. As on the preliminary plat, the Final Plat should retain the right-of-way width of Lloyd Station Road. Per Section 6.B.12. of the Subdivision Regulations, dedication of a corner radius should be required at the Southwest corner of Lot 2 (25' minimum or as approved by the City Engineer and Traffic Engineer).

The preliminary plat does not illustrate the 25-foot minimum building setback line along the street frontages. Therefore, the plat should be revised to illustrate the 25-foot minimum building setback line along all street frontages, if approved.

The subject site is served by public water and sanitary sewer services, and the proposed lots exceed the minimum size requirements of the Subdivision Regulations. As on the preliminary plat, the lot size labels in both square feet and acres should be retained on the Final Plat, revised for any required dedication, or a table should be furnished on the Final Plat providing the same information.

The site contains several drainage, utility and access easements within. Note #9 on the preliminary plat should be revised to state that no structure may be constructed or placed within any easement without the permission of the easement holder, if approved.

As per the Traffic Engineering comments, the driveway number, size, location, and design are to be approved by Traffic Engineering and conform to AASHTO standards. Any required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in the City's Zoning Ordinance.

SUBDIVISION CONSIDERATIONS

Standards of Review:

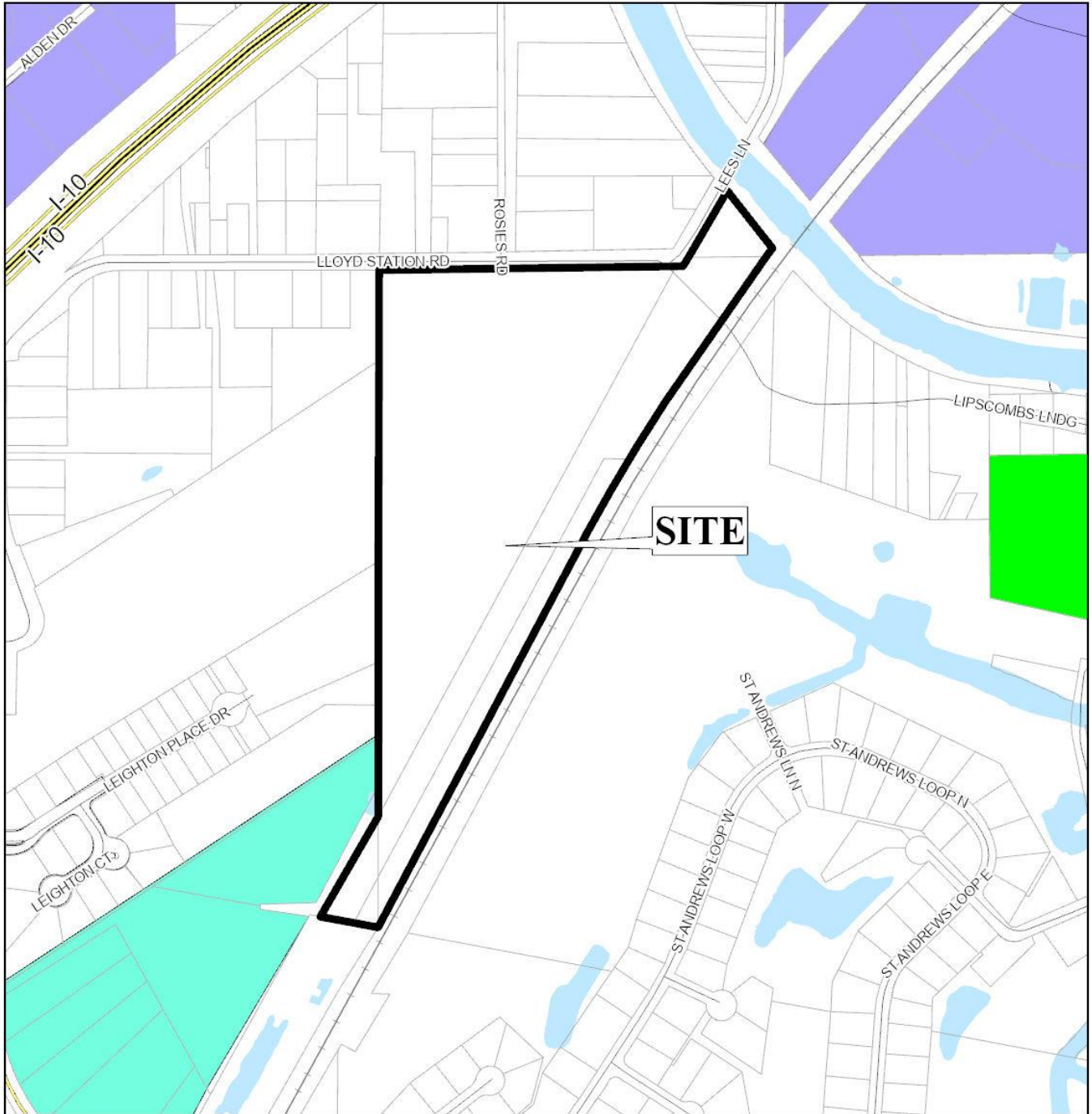
Subdivision review examines the site with regard to promoting orderly development, protecting general health, safety and welfare, and ensuring that development is correlated with adjacent developments and public utilities and services, and to ensure that the subdivision meets the minimum standards set forth in the Subdivision Regulations for lot size, road frontage, lot configuration, etc.

Considerations:

If the Planning Commission considers approving the Subdivision request, the following conditions could apply:

1. Revision of the plat to label Lipscombs Landing on the Final Plat;
2. Revision of the plat to provide the current right-of-way width of Lipscombs Landing on the Final Plat;
3. Retention of the right-of-way width of Lloyds Station Road on the Final Plat;
4. Dedication of a corner radius at the Southwest corner of Lot 2 (25' minimum or as approved by the City Engineer and Traffic Engineer);
5. Revision of the plat to illustrate a 25-foot minimum building setback line along all street frontages, as measured from any required frontage dedication;
6. Retention of the lot size labels in both square feet and acres, revised for any required dedication, or the furnishing of a table on the Final Plat providing the same information;
7. Placement of a note on the Final Plat stating that no structure may be constructed or placed within any easement without the permission of the easement holder;
8. Compliance with all Engineering comments noted in this staff report;
9. Placement of a note on the Final Plat stating the Traffic Engineering comments noted in this staff report;
10. Compliance with all Urban Forestry comments noted in this staff report; and,
11. Compliance with all Fire Department comments noted in this staff report.

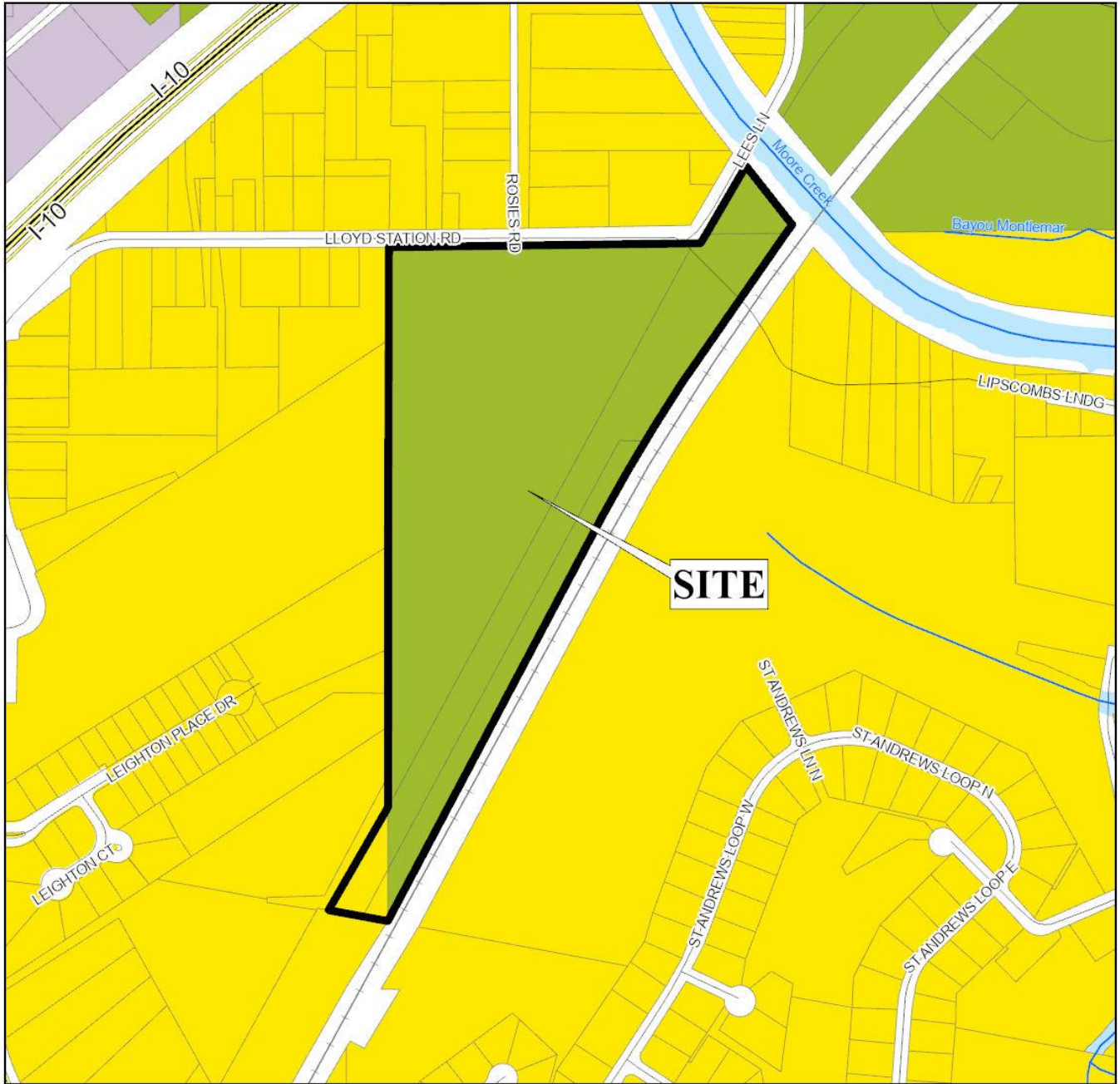
LOCATOR ZONING MAP



APPLICATION NUMBER	4	DATE	July 20, 2023
APPLICANT	MoCoLink Subdivision		
REQUEST	Subdivision		



FLUM LOCATOR MAP



APPLICATION NUMBER 4 DATE July 20, 2023

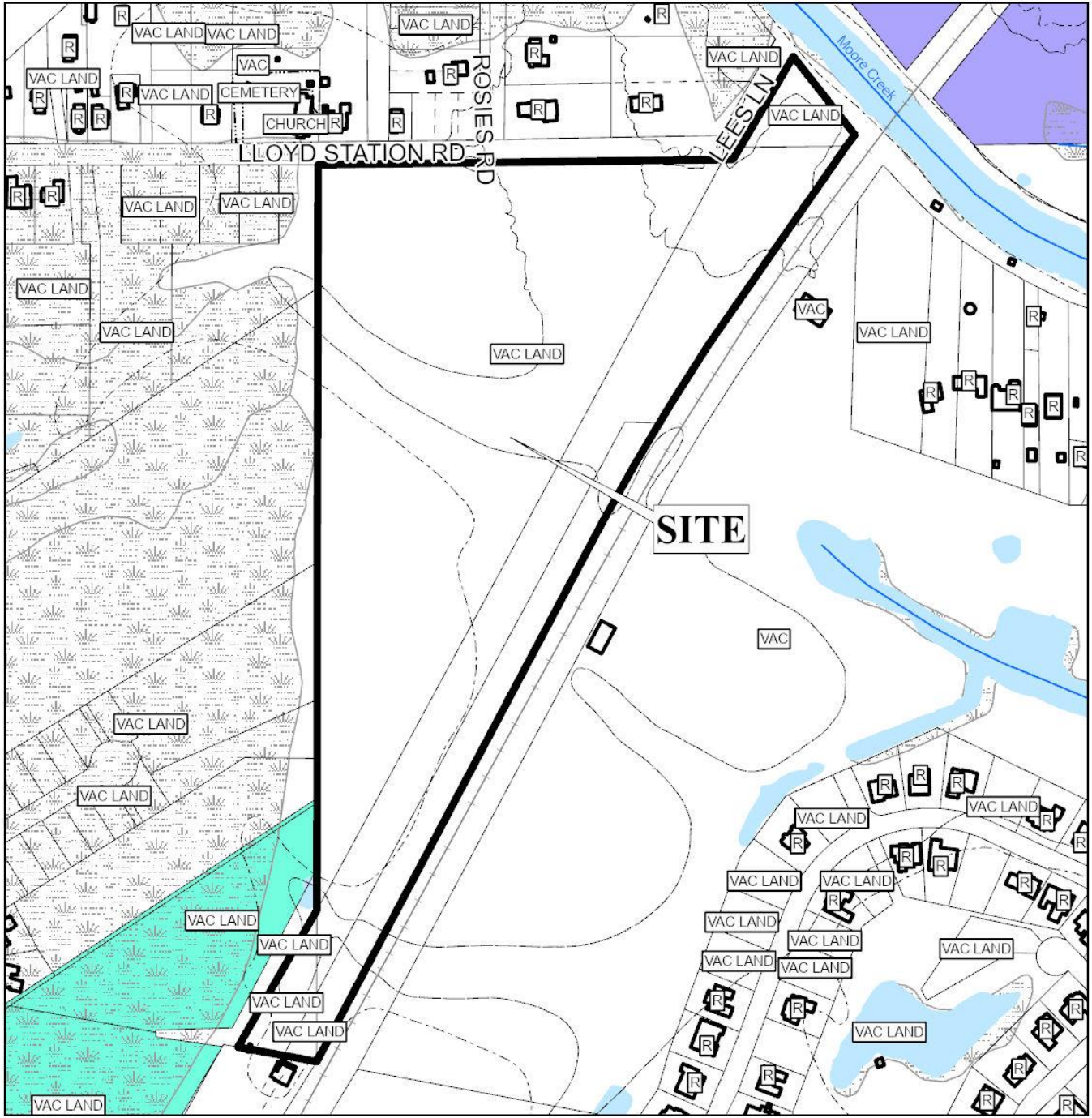
APPLICANT MoCoLink Subdivision

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 | |



MOCOLINK SUBDIVISION

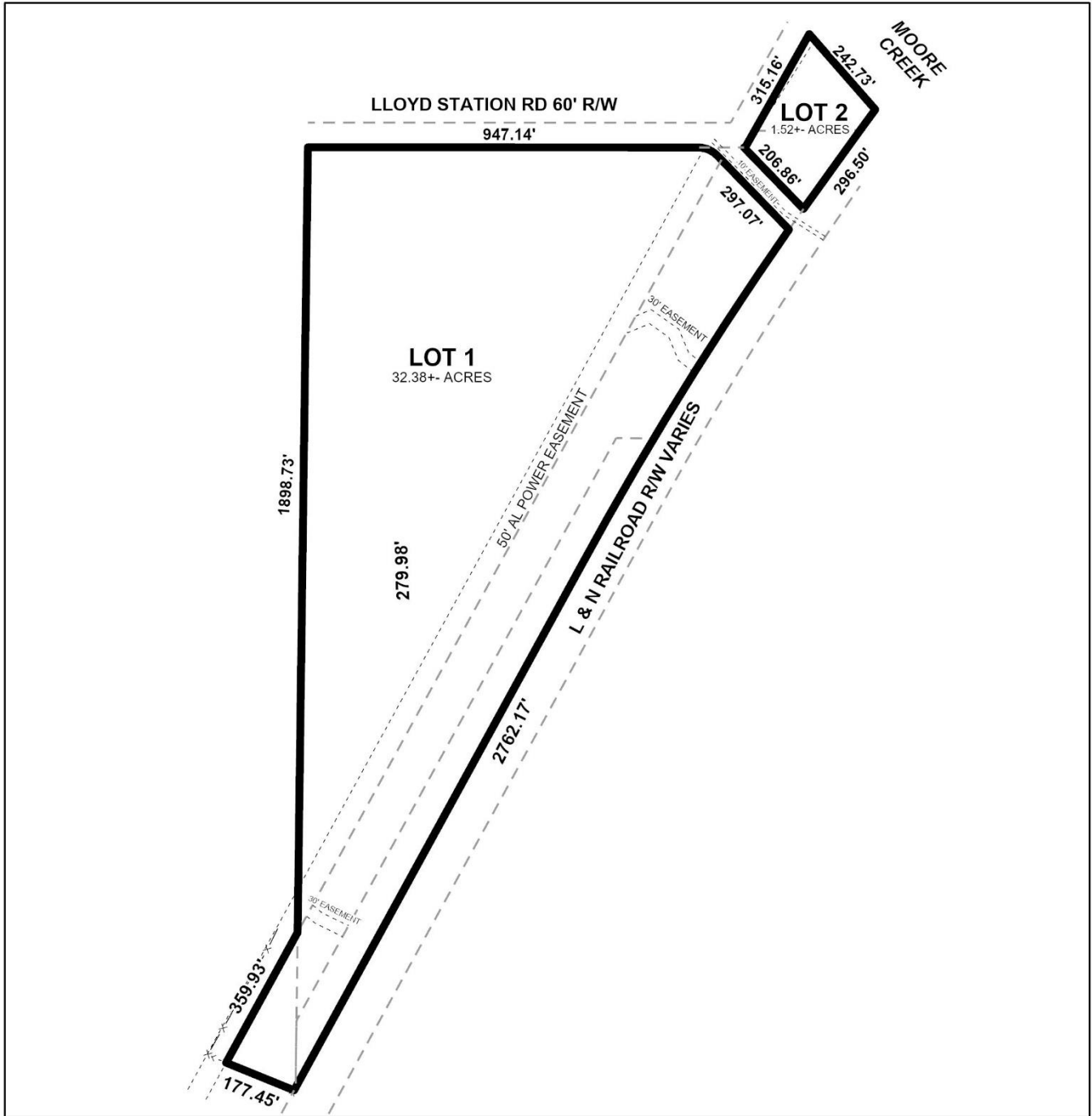


APPLICATION NUMBER 4 DATE July 20, 2023

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



DETAIL SITE PLAN



APPLICATION NUMBER <u>4</u>	DATE <u>July 20, 2023</u>	 NTS
APPLICANT <u>MoCoLink Subdivision</u>		
REQUEST <u>Subdivision</u>		

ZONING DISTRICT CORRESPONDENCE MATRIX		LOW DENSITY RESIDENTIAL (LDR)	MIXED DENSITY RESIDENTIAL (MXDR)	DOWNTOWN (DT)	DISTRICT CENTER (DC)	NEIGHBORHOOD CENTER - TRADITIONAL (NC-T)	NEIGHBORHOOD CENTER - SUBURBAN (NC-S)	TRADITIONAL CORRIDOR (TC)	MIXED COMMERCIAL CORRIDOR (MCC)	LIGHT INDUSTRIAL (LI)	HEAVY INDUSTRY (HI)	INSTITUTIONAL LAND USE (INS)	PARKS & OPEN SPACE (POS)	DOWNTOWN WATERFRONT (DW)	WATER DEPENDENT USES (WDWRU)
RESIDENTIAL - AG	R-A														
ONE-FAMILY RESIDENCE	R-1	■				■		■					□		
TWO-FAMILY RESIDENCE	R-2	■				■		■					□	○	
MULTIPLE-FAMILY	R-3	○	■			■	■						□	○	
RESIDENTIAL-BUSINESS	R-B		○			■		■					□	○	
TRANSITIONAL-BUSINESS	T-B		○		■	■	■	■					□		
HISTORIC BUSINESS	H-B			■		■		■					□		
VILLAGE CENTER	TCD					■	■						□		
NEIGH. CENTER	TCD					■	■						□		
NEIGH. GENERAL	TCD					■							□		
DOWNTOWN DEV. DDD	T-6			■									□		
DOWNTOWN DEV. DDD	T-5.1			■		■		□					□		
DOWNTOWN DEV. DDD	T-5.2			■		■							□		
DOWNTOWN DEV. DDD	T-4			■		■		□					□		
DOWNTOWN DEV. DDD	T-3			■		■							□		
DOWNTOWN DEV. DDD	SD-WH									○	○		□		
DOWNTOWN DEV. DD	SD	○	○	○	○	○	○	○		○	○		□		
BUFFER BUSINESS	B-1		□			□	■	■	■				□	○	
NEIGH. BUSINESS	B-2		○			□	■	■	■				□	○	
LIMITED BUSINESS	LB-2		○			□	■	■	■				□	○	
COMMUNITY BUSINESS	B-3				■				■			○	□	○	
GEN. BUSINESS	B-4			■					■			○	□	○	
OFFICE-DISTRIBUTION	B-5								■	■			□	□	
LIGHT INDUSTRY	I-1									■			□	□	□
HEAVY INDUSTRY	I-2										■		□		□

Zoning District Correspondence Matrix

- Directly Related
- Elements of the zoning category are related to the future LU category, but with qualifications (such as a development plan with conditions)
- Land use category is appropriate, but the district does not directly implement the category (e.g., open space in an industrial district)

Parks and Open Space (POS)

This designation applies to parkland maintained in a natural, semi-natural state, or developed with facilities and set aside for human enjoyment and recreation or for the protection of wildlife or natural habitats. Parks may include squares, playgrounds, playfields, gardens, greens, greenways and blueways, and other recreational areas and facilities that are accessible to the public. Open space may include any open piece of land, publicly or privately held, that is undeveloped (has no buildings or other built structures). This designation is not intended to identify public land acquisition or to prohibit the development potential of individual properties.

The designation applies to all existing and future parks and open space within the City, including both active and passive uses. Open space, including public access to water bodies, is generally consistent with all other land use categories, i.e., a park can be located within any other land use category, either incidental to a development or as part of a publicly-owned or publicly-sponsored local, community or regional park. Therefore, a Parks and Open Space designation is deemed consistent with all land use categories in the Future Land Use Map.

