

SEA ISLAND 90 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. Check the FLOOD DAMAGE PREVENTION ORDINANCE NOTE. It references a Mobile County Ordinance.
- C. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 20 - #91) 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 – 10,000 sf and LOT 2 – 2,000 sf.
- D. 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.
- E. After addressing all of the FINAL SUBDIVISION PLAT review comments provide the ORIGINAL (with all signatures except for the Planning Commission, Traffic Engineering, and City Engineer), one (1) copy, and a transmittal letter to the Engineering Permitting Department. They can be dropped off at 205 Government St. or mailed to PO Box 1827, Mobile, AL, 36633.

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 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 [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-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). 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.

The preliminary plat illustrates the proposed 2-lot, 1.8± acre subdivision which is located on the West side of U.S. Highway 90 West, 100'± South of I-10 Industrial Parkway, extending to the South side of I-10 Industrial Parkway, 300'± West of U.S. Highway 90 West, within Council District 4. The applicant states that the subdivision is served by city water and sanitary sewer

systems. The purpose of this application is to create two (2) legal lots of record from two (2) metes-and-bounds parcels.

The site has been given a Mixed Commercial Corridor (MCC) and Light Industry (LI) land use designation, per the Future Land Use Plan and Map adopted May 18, 2017 by the Planning Commission. 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.

Mixed Commercial Corridor (MCC)

This land use 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 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.

Light Industry (LI)

This land use designation applies to an array of modern, low-impact industrial uses that include assembly and processing, warehousing, distribution and wholesaling facilities. The bulk of the light industrial use must be contained within a building or facility. If a light industrial use requires outside storage, the storage must be limited in area and appropriately screened from view in accordance to specific zoning requirements. This designation may also include uses such as complementary offices and retail.

LI also includes areas that may be regarded as "industrial business", where the land uses include business administration and logistics operations for industrial concerns, building trade contractors facilities and advance research facilities, as well as stand-alone educational, scientific and industrial research facilities, or any combination of those facilities located in light industrial and technology parks. Many parcels used for industrial business are smaller and scattered throughout Mobile. For this reason, these parcels are not singled out in the FLUM, but rather are addressed through zoning.

Light industrial uses are characterized by attractive, accessible and connected development, compatible with the character of surrounding neighborhoods. Development may take the form of planned campuses in park-like settings or unified design corridors, with consideration to factors such as site and building orientation, building design, landscaping and buffering, lighting, continuity of pedestrian networks, access and connectivity to transit and to freight transportation.

Heavy commercial and, in some cases, high-density residential land uses may serve as transitions between LI and other, lower-intensity land use designations. Protection buffers may also be required by zoning.

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 of 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 the 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 Lot 1 is undeveloped, however there is an existing commercial development on the proposed Lot 2. No setback issues will be created if the new property lines are approved, as proposed.

The site has frontage on U.S. Highway 90 West, a major street, and I-10 Industrial Parkway, a minor street with no curb or gutter. As a major street, U.S. Highway 90 West, should have a minimum right-of-way width at this location of 180-feet. The preliminary plat depicts the existing right-of-way as being 120-feet, which appears to be incorrect, as the right-of-way appears to be a compliant 180-feet. If approved the Final Plat should be revised to correctly depict the existing right-of-way along U.S. Highway 90 West, with dedication to provide 90-feet from the centerline, if necessary. As a minor street with no curb or gutter, I-10 Industrial Parkway has an existing compliant right-of-way of 60-feet, requiring no dedication.

The preliminary plat shows the required 25-foot setbacks along both street frontages, which will need to be adjusted to accommodate possible dedication. It should be noted that the requisite dedication may result in the existing structure being placed within the front setback, which is allowable, and would only apply to future additions.

The lot sizes are provided in acres, but not square feet, and exceed the minimum lot size requirements of Section V.D.2. of the Subdivision Regulations. If approved, the lot sizes should be provided in square feet and acres, adjusted for dedication.

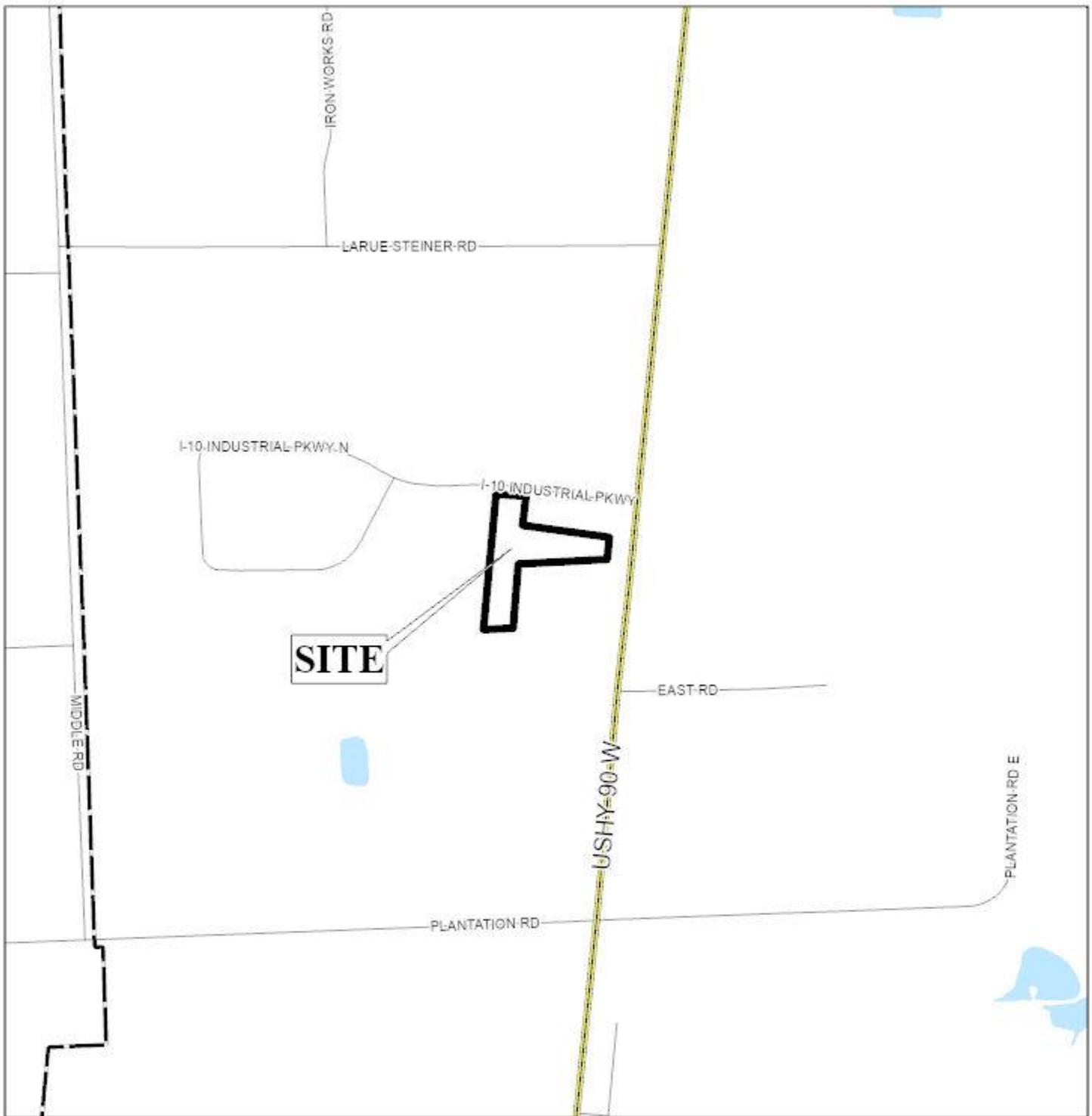
As per the Traffic Engineering comments, the driveway number, size, location, and design are to be approved by Traffic Engineering and conform to AASHTO standards. A note should be required on the Final Plat stating these comments.

As proposed, Lot 1 exceeds the maximum width-to-depth ratio of Section V.D.3. of the Subdivision Regulations, by 117-feet. There are other, similarly shaped lots in the area, therefore a waiver of Section V.D.3. of the Subdivision Regulations, may be appropriate.

The plat meets the minimum requirements of the Subdivision Regulations, with a waiver of Section V.D.3. of the Subdivision Regulations, and is recommended for Tentative Approval subject to the following conditions:

- 1) dedication to provide 90-feet to the centerline of U.S. Highway 90 West, if necessary;
- 2) retention of the right-of-way for I-10 Industrial Parkway;
- 3) retention of the 25-foot minimum building setback line along both frontages, adjusted for dedication, if necessary;
- 4) 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, if necessary;
- 5) compliance with the 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. Check the FLOOD DAMAGE PREVENTION ORDINANCE NOTE. It references a Mobile County Ordinance. C. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 20 - #91) 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 – 10,000 sf and LOT 2 – 2,000 sf. D. 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. E. After addressing all of the FINAL SUBDIVISION PLAT review comments provide the ORIGINAL (with all signatures except for the Planning Commission, Traffic Engineering, and City Engineer), one (1) copy, and a transmittal letter to the Engineering Permitting Department. They can be dropped off at 205 Government St. or mailed to PO Box 1827, Mobile, AL, 36633.);
- 6) placement of a note on the Final Plat stating the 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 Section 64-6 of the City's Zoning Ordinance.);
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LOCATOR MAP

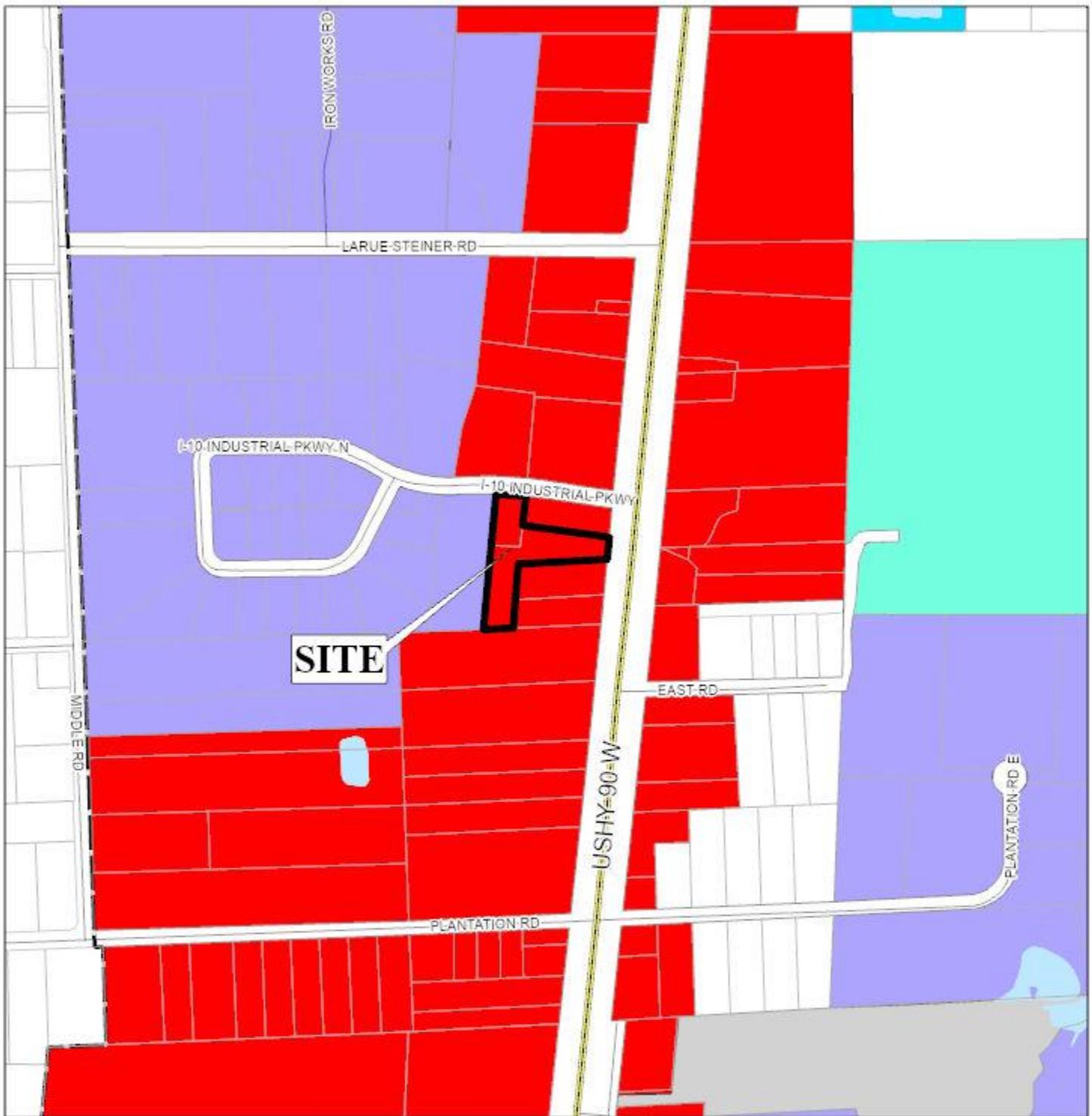


APPLICATION NUMBER 6 DATE May 5, 2022
APPLICANT Sea Island 90 Subdivision
REQUEST Subdivision



NTS

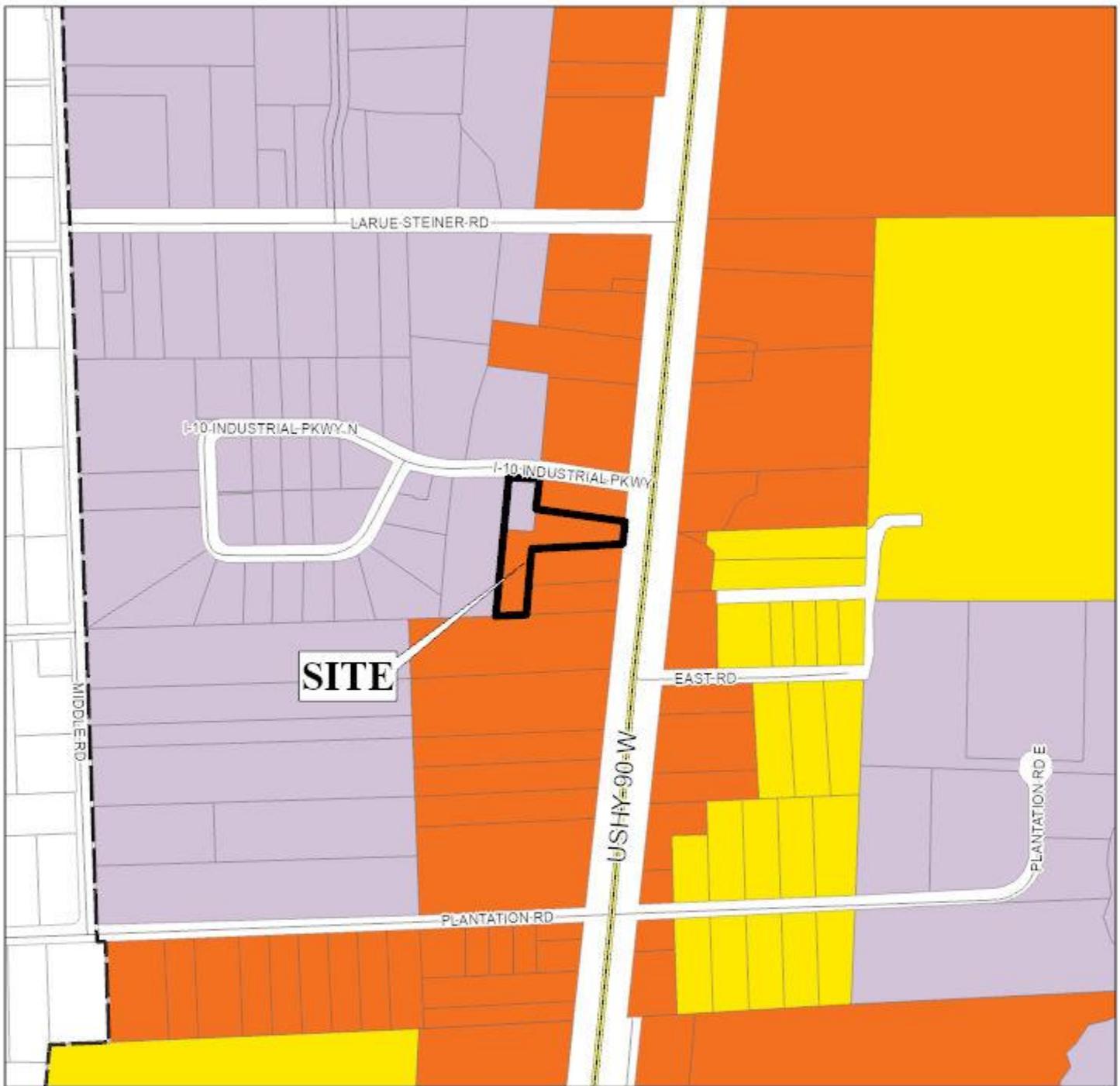
LOCATOR ZONING MAP



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FLUM LOCATOR MAP



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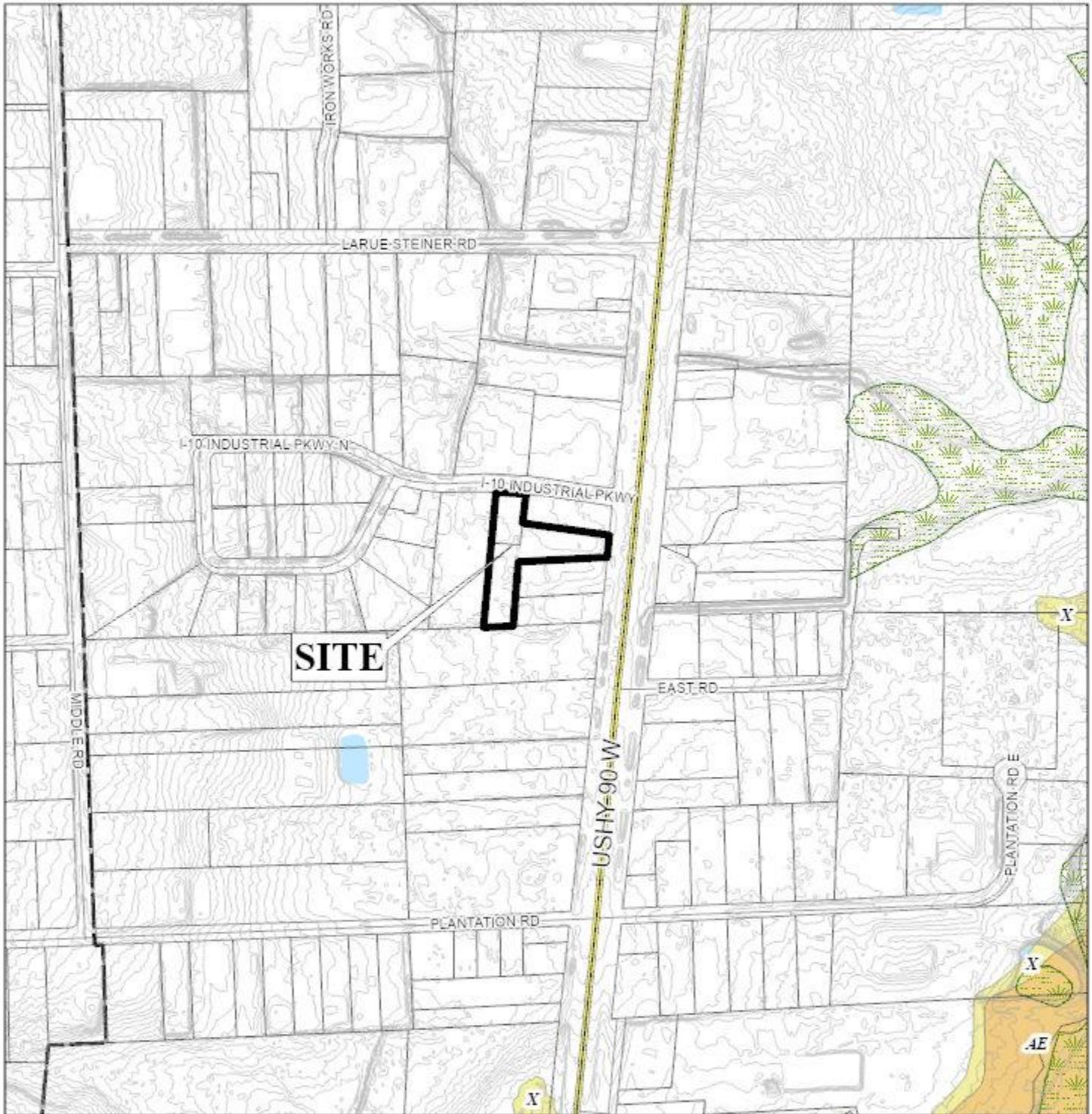
REQUEST Subdivision

Layer2

- | | | |
|-----------------------------------|---------------------------|--------------------|
| Downtown | Traditional Corridor | Heavy Industry |
| District Center | Mixed Commercial Corridor | Institutional |
| Neighborhood Center - Traditional | Downtown Waterfront | Parks & Open Space |
| Neighborhood Center - Suburban | Light Industry | Water Dependent |



ENVIRONMENTAL LOCATOR MAP



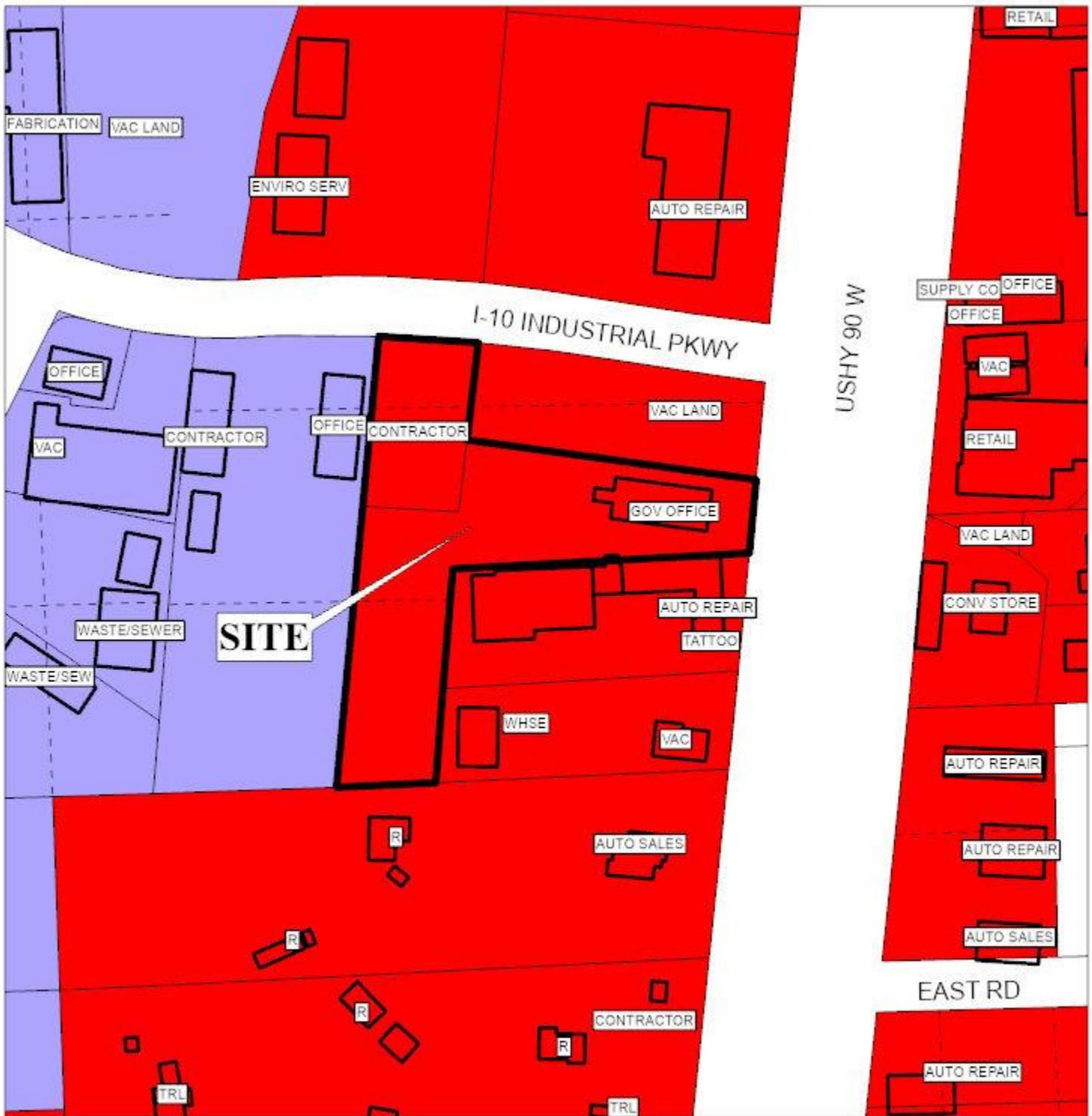
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SEA ISLAND 90 SUBDIVISION



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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 |



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NTS

SITE PLAN



This site plan illustrates the proposed lots and setbacks.

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