

**SUBDIVISION &
ZONING AMENDMENT STAFF REPORT****Date: February 6, 2020****APPLICANT NAME**

Wolf Ridge Properties, LLP

SUBDIVISION NAME

Wolf Ridge Business Park Subdivision

LOCATION1806 Wolf Ridge Road
(East side of Wolf Ridge Road, 225'± South of Holleman Drive).**CITY COUNCIL
DISTRICT**

Council District 2

PRESENT ZONING

B-3, Community Business District, and I-1 Light Industry District

PROPOSED ZONING

B-3, Community Business District, and I-1 Light Industry District

AREA OF PROPERTY

25 Lots / 155.0± Acres

CONTEMPLATED USE

Subdivision Approval to create 25 legal lots of record from two (2) existing metes-and-bounds parcels, and Rezoning from B-3, Community Business District, and I-1 Light Industry District, to B-3, Community Business District, and I-1 Light Industry District.

It should be noted, however, that any use permitted in the proposed district would be allowed at this location if the zoning is changed. Furthermore, the Planning Commission may consider zoning classifications other than that sought by the applicant for this property.**ENGINEERING
COMMENTS****Subdivision:** 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. Show and label the name of the proposed ROW. Also, label if the ROW is going to PRIVATE or PUBLIC.
- D. Provide a written legal description and matching bearing and distance labels for the proposed subdivision. None of the written labels match the bearings listed in the written legal description.
- E. Label each individual Common Area that is separated by private property or ROW. It appears that there are three (3) distinct Common Areas.
- F. Provide a Drainage Easement on LOT 25 to allow for the passage of upstream stormwater runoff. The width and alignment of the easement shall be coordinated with, and approved by, the City Engineer.
- G. Show and label each and every Right-Of-Way and easement.
- H. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- I. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photos (FLIGHT 23- #67 and FLIGHT 24- #69) the proposed 25 LOTS will have to share the 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 1-25 – 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. Add a note to the plat stating that all proposed detention facilities, common areas, and wetlands shall be the responsibility of the Property Owner(s), and not the responsibility of the City of Mobile.
- L. Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process.
- M. The proposed private road shall be constructed in accordance with current Engineering Department policy letters and design criteria. This would allow the potential for future acceptance of the roadway (and dedicated ROW) by the City.
- N. Provide the as-built certification form, test reports, etc. and as-built plans for the proposed infrastructure prior to providing a copy of the FINAL PLAT to the Engineering Dept. for FINAL PLAT review.
- O. The street must be submitted for acceptance by the Mobile City Council prior to submitting the Final Plat for City Engineer signature.
- P. 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.
- Q. 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.

Rezoning:

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. A Land Disturbance Permit application shall be submitted for any proposed land disturbing activity with the property. A complete set of construction plans including, but not limited to, drainage, utilities, grading, storm water detention systems and paving will need to be included with the Land Disturbance permit. This Permit must be submitted, approved, and issued prior to beginning any of the construction work.
3. Any and all proposed land disturbing activity within the property will need to be submitted for review and be in conformance 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.
4. A 25' riparian buffer may be required, during development, along the edge of anything considered by ADEM to be a water of the state.
5. Any existing or proposed detention facility shall be maintained as it was constructed and approved. The Land Disturbance Permit application for any proposed construction includes a requirement of a Maintenance and Inspection Plan (signed and notarized by the Owner) for the detention facility. This Plan shall run with the land and be recorded in the County Probate Office prior to the Engineering Department issuing their approval for a Final Certificate of Occupancy.
6. 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. The Owner/Developer is responsible for acquiring all of the necessary permits and approvals.
7. The proposed development must comply with all Engineering Department design requirements and Policy Letters.

TRAFFIC ENGINEERING**COMMENTS**

Each lot is limited to one curb cut to the proposed roadway. Lot 1 and Lot 24 are denied direct access to Wolf Ridge Road. Driveway 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 (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 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.

TIME SCHEDULE**FOR DEVELOPMENT**

Not specified.

REMARKS

The applicant is requesting Subdivision Approval to create 25 legal lots of record from two (2) existing metes-and-bounds parcels, and Rezoning from B-3, Community Business District, and I-1 Light Industry District, to B-3, Community Business District, and I-1 Light Industry District. The applicant states that the site is served by public water and sewer services.

The site has been given both a Light Industry (LI) land use designation, and a Low Density Residential (LDR) land use designation, per the Future Land Use Plan and Map, adopted on 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.

A Light Industry 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.

A Low Density Residential designation applies to existing residential neighborhoods found mostly west of the Beltline or immediately adjacent to the east side of the Beltline.

The primary land use in the LDR districts is residential and the predominant housing type is the single-family housing unit, detached or semi-detached, typically placed within a street grid or a network of meandering suburban streets. The density in these districts ranges between 0 and 6 dwelling units per acre (du/ac).

These neighborhoods may also contain small-scale, low-rise multi-unit structures at appropriate locations, as well as complementary retail, parks and civic institutions such as schools, community centers, neighborhood playgrounds, and churches or other religious uses if those uses are designed and sited in a manner compatible with and connected to the surrounding context. The presence of individual ancillary uses should contribute to the fabric of a complete neighborhood, developed at a walkable, bikeable human scale.

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 site was the subject of a 3-lot, 155± acre subdivision, Wolf Ridge Business Park Subdivision, submitted for the March 19, 1998 Commission meeting, but which was withdrawn at that meeting at the applicant's request. Subsequently, a 36-lot subdivision was submitted for the site for the November 5, 1998 Commission meeting, and heldover to the November 19th meeting, at which time it was approved. However, only Lot 1, which fronted on Wolf Ridge Road and consisted of 4.57 acres, was recorded. The remainder of the approved subdivision expired. The applicant now proposes to create 25 legal lots of record from the remainder of the property in the 1998 subdivision which was not recorded.

It should be noted that the current application was submitted as containing 155± acres, which was the entire area of the 1998 subdivision application. But that erroneously included the one recorded lot of the previous subdivision which has now been excluded via a revised preliminary plat. The current revised plat contains approximately 150 acres.

In conjunction with the 1998 subdivision request, the applicant requested rezoning from R-1 to B-3, and R-1 to I-1, for the site. The rezonings were also recommended for approval in conjunction with the subdivision, and the rezoning amendments were adopted in March, 1999 by the City Council. The internal configuration of the original district lines was based upon the alignment of the proposed internal street as approved in the previous (1998) subdivision. Due to

wetlands issues within the site, there is a need for a street re-alignment from the originally proposed street alignment, and the common boundary of the adopted zoning districts must also be shifted to conform to the proposed street re-alignment and internal lot lines so as to eliminate any split zoning.

The site fronts Wolf Ridge Road, which is a component of the Major Street Plan as Inner Ring Road, with a planned 100' right-of-way. The preliminary plat indicates a current 140' right-of-way along Wolf Ridge Road. As dedication was required with the 1999 Rezoning to provide a 10' widening strip along the East side of Wolf Ridge Road, which was provided, no further dedication would be required. Therefore, the plat should be revised to remove the further 10' dedication along the East side of Wolf Ridge Road. The plat does not provide a 25' minimum building setback line along street frontages. Therefore, the plat should be revised to provide a 25' minimum building setback line along all street frontages.

The width of the proposed interior street is not provided on the preliminary plat. As a minimum 50' width is required for minor streets, and as the street scales at a 50' width, the plat should be revised to indicate at least a 50' width for the proposed street. The proposed street should also be named on the Final Plat. The proposed street terminates in a cul-de-sac, and a table on the plat indicates a compliant 60' radius (120' diameter). The table also indicates compliant 25' radii curves for the entrance from Wolf Ridge Road for the proposed street. This table should be retained on the Final Plat.

All lots, except Lot 25, are labeled with their size in both square feet and acres. The Common Areas are not labeled with their sizes. Therefore, the plat should be revised to also label Lot 25 and all Common Areas with their sizes in both square feet and acres, or a table should be furnished on the Final Plat providing the same for all lots.

The plat indicates various drainage and utility easements across the site. Therefore, a note should be required on the Final Plat stating that no structure may be constructed or placed within any easement. The plat indicates two areas as Common; therefore, a note should be required on the Final Plat stating that maintenance of the Common Areas is the responsibility of the property owners. A large area within the East and North portion of the overall site is not indicated to be subdivided, is not proposed as a lot, and is not indicated as Common Area as it is on the Rezoning site plan. Therefore, the plat should be revised to label this area as Common Area, and this area should also be labeled with its size in both square feet and acres on the Final Plat, or its size should be included in a table along with the lot sizes.

Proposed Lots 2 and 3 abut the South terminus of Smith Drive, which is an unopened public right-of-way within Wolf Ridge Manor Subdivision, Second Sector. Therefore, a note should be required on the Final Plat stating that Lots 2 and 3 are denied direct access to Smith Drive.

It should be noted that the preliminary plat was submitted as Wolf Ridge Business Park Subdivision, and a revised plat was submitted as Wolf Ridge Business Park Subdivision, Phase II. If approved, that revised name (Phase II) should be used for recording purposes to avoid confusion.

As per the Traffic Engineering comments, each lot is limited to one curb cut to the proposed roadway. Lot 1 and Lot 24 are denied direct access to Wolf Ridge Road. Driveway 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. A note should be required on the Final Plat stating these comments.

In order to prevent split zoning within the subdivision, the accompanying Rezoning should be completed prior to signing the Final Plat for the subdivision.

As stated in Section 64-9. of the Zoning Ordinance, the intent of the Ordinance and corresponding Zoning Map is to carry out the comprehensive planning objective of sound, stable and desirable development. While changes to the Ordinance are anticipated as the city grows, the established public policy is to amend the ordinance only when one or more of the following conditions prevail: 1) there is a manifest error in the Ordinance; 2) changing conditions in a particular area make a change in the Ordinance necessary and desirable; 3) there is a need to increase the number of sites available to business or industry; or 4) the subdivision of land into building sites makes reclassification of the land necessary and desirable.

The subject site is bordered to the North by R-1 zoning, and to the East by I-1 zoning. To the South it is bordered by R-1 and I-1 zoning. The site abuts R-1 zoning along its West side, and further West across Wolf Ridge Road is R-1 and B-2, Buffer Business zoning.

The applicant states the following to address the rationale for the zoning request:

B-3 Request

At the time of the 1999 Zoning Amendment, the request was based on a lot layout which did not take into account the wetland characteristics of the property. The layout depicted on the accompanying drawing has been arranged to utilize the uplands necessitating a change in the proposed roadway alignment. This request is to extend the B-3 Zoning so that the lot laying on the Northwestern side of the proposed roadway will not be split zoned. We are asking to remove the stipulation that an 8-foot privacy fence be constructed along the rear property lines of lots 2 through 9 due to the heavily wooded area and wetlands creating a natural buffer. If the residential lots backing up to lots 2 through 6 are ever developed the 8 foot privacy fence will be required at that time.

I-1 Request

At the time of the 1999 Zoning Amendment, the request was based on a lot layout which did not take into account the wetland characteristics of the property. The layout depicted on the accompanying drawing has been arranged to utilize the uplands necessitating a change in the proposed roadway alignment. This request is to extend the I-1 zoning so that the lots laying on the Southeast side of the proposed roadway will not be split zoned.

Two areas of the site are proposed to be rezoned due to the fact that the proposed interior street will no longer align with the route proposed in the original, but unrecorded, 1998 subdivision. Instead of running East from Wolf Ridge Road and turning 90 degrees to the North, the new

proposed street will still run East from Wolf Ridge Road, but will then make a gradual curve to the left and head Northeast. Therefore, it will not allow some proposed lots to be completely within the current zoning boundary lines, and the boundary lines must be shifted to accommodate the proposed subdivision lot lines in order to eliminate the possibility of split zoning on some of the lots. A small area along the Southeast arc of the proposed street and within the current B-3 zone must be rezoned to I-1, and a larger area along the West side of the proposed street and within the current I-1 zone must be rezoned to B-3.

In order to have consistent conditions apply to each revised zoning district, and to avoid conflict with the conditions of approval of the previous rezonings, the legal descriptions for each proposed district must include the entirety of the current zoning district, excluding that portion which is proposed to be removed from that district, and including that portion proposed to be added to that district. The applicant has submitted such for each proposed rezoning amendment.

It should be noted that the original rezoning request was heard at the November 5, 1998 Commission meeting, but heldover to the November 19th meeting to allow the applicant to submit Voluntary Conditions and Use Restrictions for each proposed rezoning. Those were submitted and incorporated into the rezoning approvals. Such have also been submitted by the applicant for the two proposed rezonings.

For the B-3 district, the applicant proposes to prohibit the following uses: ambulance service, auto/truck fleet maintenance, automotive repair, automotive towing and storage yard, bar/nightclubs, pool hall, teen club, carnivals and circus, correction/penal institutions, race track and automobile paint and body shop. The applicant furthermore voluntarily self-imposes the following conditions: all development of B-3 lots shall carry stipulation that an 8-foot privacy fence shall be constructed along the rear property line when it adjoins residentially developed property.

For the I-1 district, the applicant proposes to prohibit the following uses: poultry dressing, sand blasting, seafood processing, sewer septic tank service, shooting range-outdoor, veterinary hospital-livestock, animal shelter, carriage service/stabling and composting facility.

The applicant has demonstrated that the subdivision of land into building sites makes reclassification of the land necessary and desirable, especially in this instance to eliminate the possibility of split zoning within a proposed subdivision.

RECOMMENDATION

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

- 1) revision of the plat to provide a 25' minimum building setback line along all street frontages;
- 2) revision of the plat to indicate at least a 50' width for the proposed internal street;
- 3) revision of the plat to provide a name for the proposed internal street;

- 4) retention of the curve radius table on the Final Plat;
- 5) retention of the lot size labels on the Final Plat, or the furnishing of a table on the Final Plat providing the same information;
- 6) revision of the plat to label Lot 25 and all Common Areas with their sizes in both square feet and acres, or the inclusion of this information in a table on the Final Plat;
- 7) placement of a note on the Final Plat stating that no structure may be constructed or placed within any easement;
- 8) placement of a note on the Final Plat stating that maintenance of the Common Areas is the responsibility of the property owners;
- 9) revision of the plat to identify the large areas in the North and East portion of the site as Common Areas, and labeled with their size in both square feet and acres on the Final Plat, or the inclusion of this information in a table along with the lot sizes;
- 10) placement of a note on the Final Plat stating that Lots 2 and 3 are denied direct access to Smith Drive;
- 11) retention of the name of Wolf Ridge Business Park Subdivision, Phase II on the Final Plat;
- 12) 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. Provide and label the monument set or found at each subdivision corner. C. Show and label the name of the proposed ROW. Also, label if the ROW is going to PRIVATE or PUBLIC. D. Provide a written legal description and matching bearing and distance labels for the proposed subdivision. None of the written labels match the bearings listed in the written legal description. E. Label each individual Common Area that is separated by private property or ROW. It appears that there are three (3) distinct Common Areas. F. Provide a Drainage Easement on LOT 25 to allow for the passage of upstream stormwater runoff. The width and alignment of the easement shall be coordinated with, and approved by, the City Engineer. G. Show and label each and every Right-Of-Way and easement. H. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. I. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photos (FLIGHT 23- #67 and FLIGHT 24- #69) the proposed 25 LOTS will have to share the 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 1-25 – 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. Add a note to the plat stating that all proposed detention facilities, common areas, and wetlands shall be the responsibility of the Property Owner(s), and not the responsibility of the City of Mobile. L. Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process. M. The proposed private road shall be constructed in accordance with current Engineering Department policy letters and design criteria. This would allow the potential for future acceptance of the roadway (and dedicated ROW) by the City.*

N. Provide the as-built certification form, test reports, etc. and as-built plans for the proposed infrastructure prior to providing a copy of the FINAL PLAT to the Engineering Dept. for FINAL PLAT review. O. The street must be submitted for acceptance by the Mobile City Council prior to submitting the Final Plat for City Engineer signature. P. 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. Q. 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.];

- 13) placement of a note on the Final Plat stating the Traffic Engineering comments: *(Each lot is limited to one curb cut to the proposed roadway. Lot 1 and Lot 24 are denied direct access to Wolf Ridge Road. Driveway 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.);*
- 14) compliance with the 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). 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.];*
- 15) 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)];* and
- 16) completion of the Rezoning process prior to signing the Final Plat.

Rezoning: Based upon the preceding, staff recommends that the following condition exists to support the recommendation of approval of the rezoning request to B-3, Community Business District, and I-1, Light Industry District:

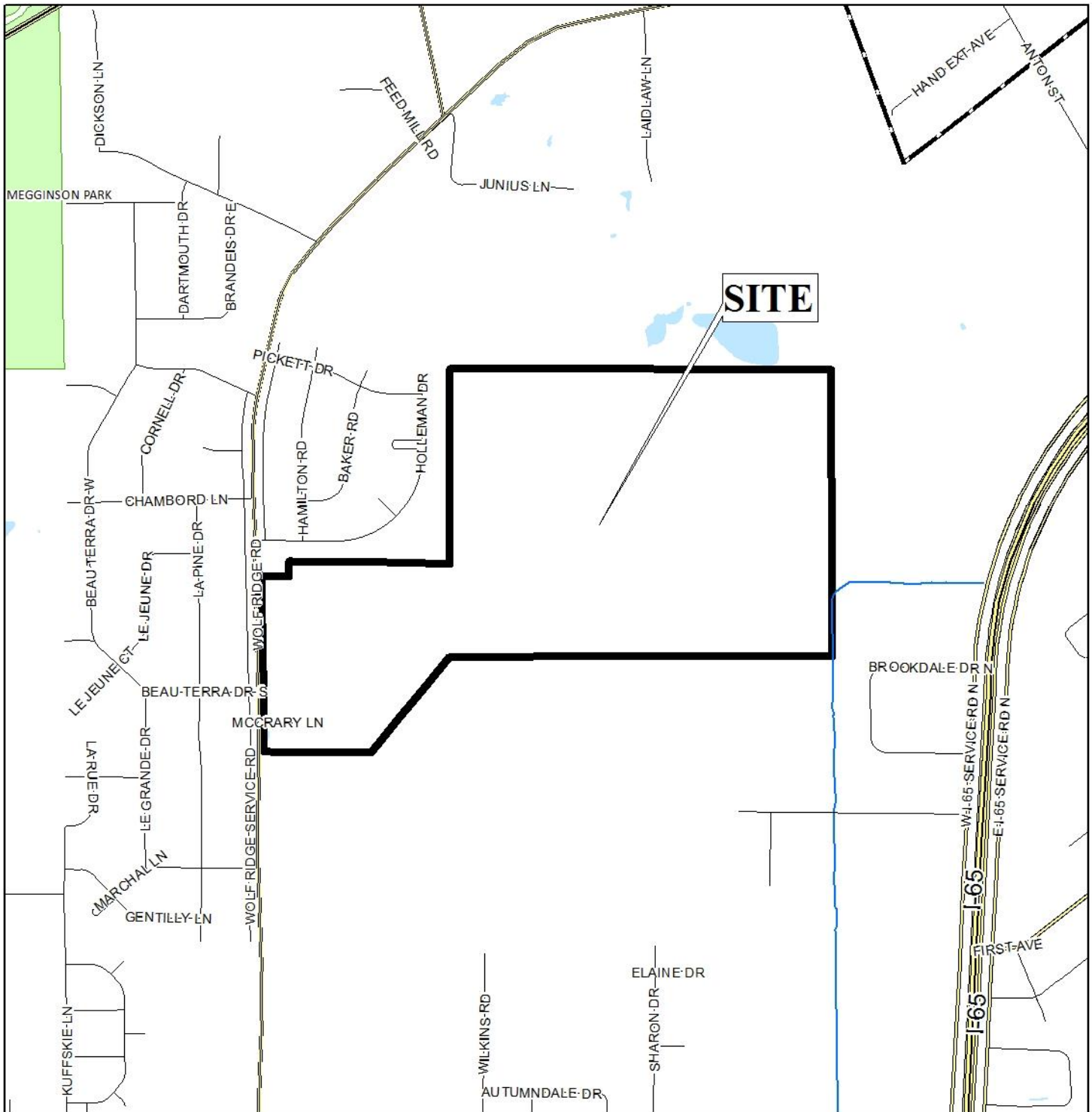
- a) subdivision of land into building sites makes reclassification of the land necessary and desirable.

The recommendation of approval is subject to the following conditions:

- 1) subject to the Voluntary Conditions and Use Restrictions submitted by the applicant and attached to the Amendment;
- 2) subject to the 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. A Land Disturbance Permit application shall be submitted for any proposed land disturbing activity with the property. A complete set of construction plans including, but not limited to, drainage, utilities, grading, storm water detention systems and paving will need to be included with the Land Disturbance permit. This Permit must be submitted, approved, and issued prior to beginning any of the construction work.
3. Any and all proposed land disturbing activity within the property will need to be submitted for review and be in conformance 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.
4. A 25' riparian buffer may be required, during development, along the edge of anything considered by ADEM to be a water of the state.
5. Any existing or proposed detention facility shall be maintained as it was constructed and approved. The Land Disturbance Permit application for any proposed construction includes a requirement of a Maintenance and Inspection Plan (signed and notarized by the Owner) for the detention facility. This Plan shall run with the land and be recorded in the County Probate Office prior to the Engineering Department issuing their approval for a Final Certificate of Occupancy.
6. 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. The Owner/Developer is responsible for acquiring all of the necessary permits and approvals.
7. The proposed development must comply with all Engineering Department design requirements and Policy Letters.];
- 3) completion of the Rezoning process prior to signing the Final Plat for the Subdivision; and
 - 4) full compliance with all municipal codes and ordinances.

LOCATOR MAP



APPLICATION NUMBER 7 DATE February 6, 2020

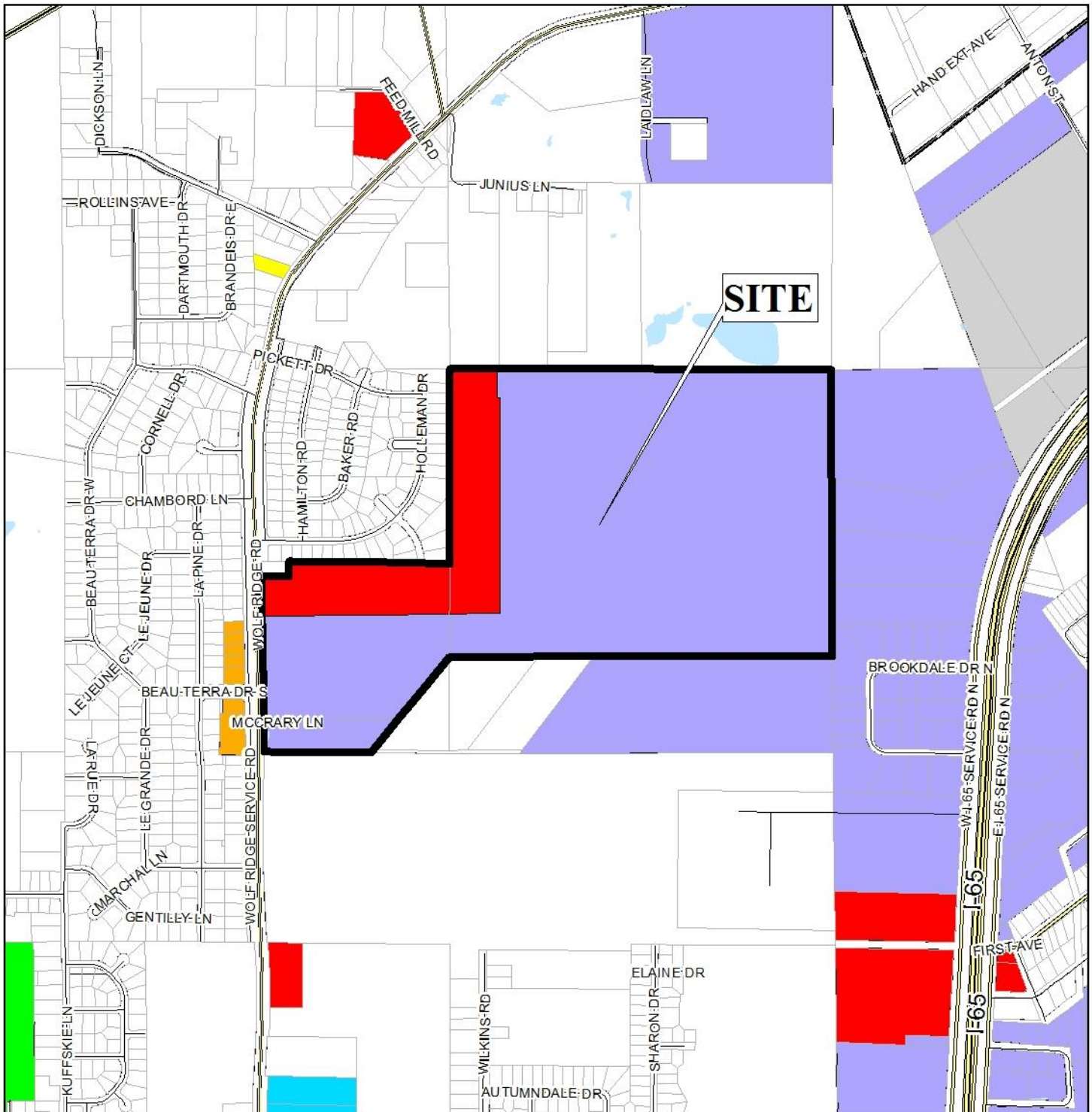
APPLICANT Wolf Ridge Business Park Subdivision
Subdivision, Rezoning from I-1 and B-3 to B-3 (for proposed lots 1-9)

REQUEST and I-1 (for proposed lots A and 10-24)



NTS

LOCATOR ZONING MAP



APPLICATION NUMBER 7 DATE February 6, 2020

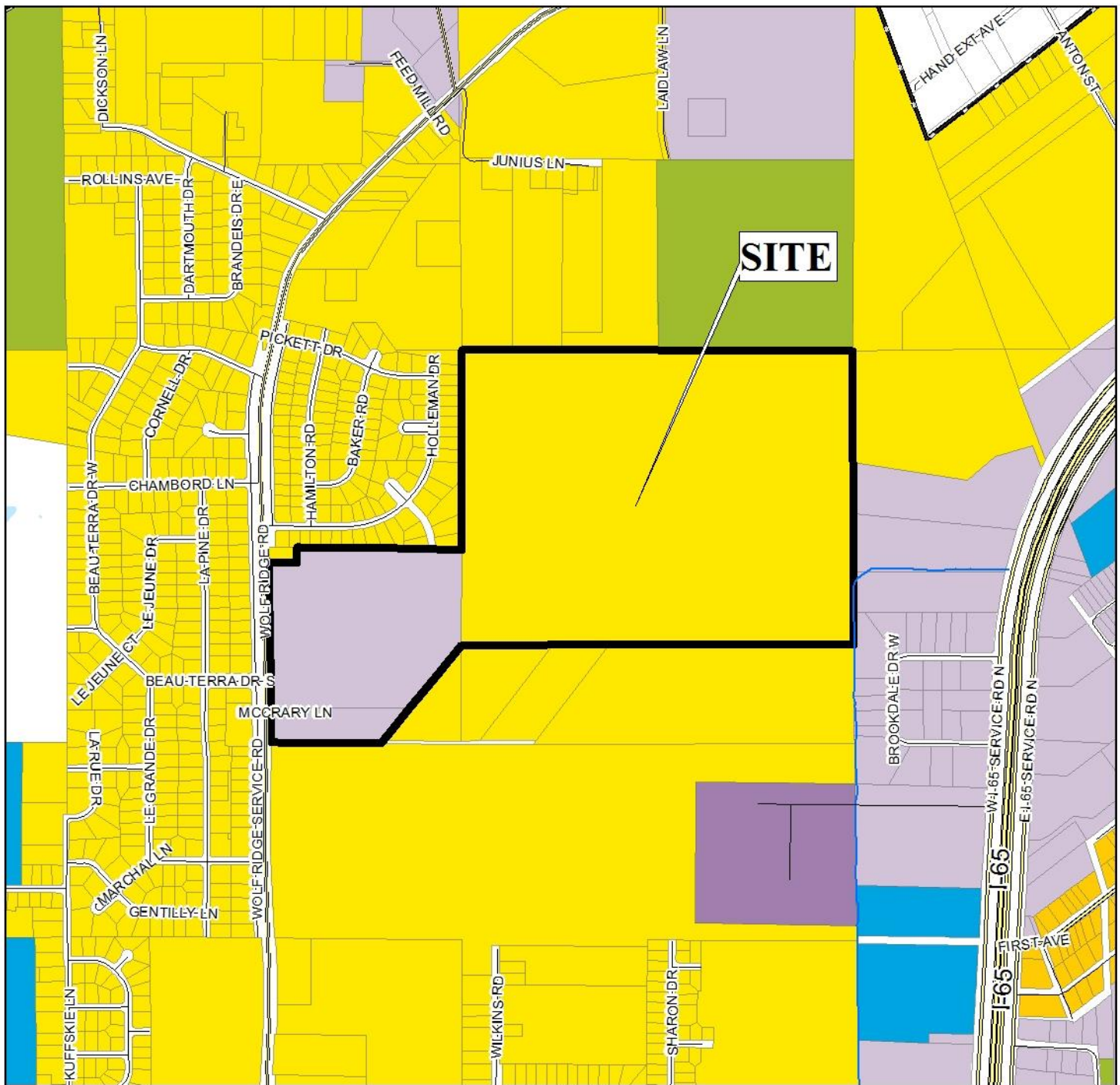
APPLICANT Wolf Ridge Business Park Subdivision
Subdivision, Rezoning from I-1 and B-3 to B-3 (for proposed lots 1-9)

REQUEST and I-1 (for proposed lots A and 10-24)



NTS

FLUM LOCATOR MAP



APPLICATION NUMBER 7 DATE February 6, 2020

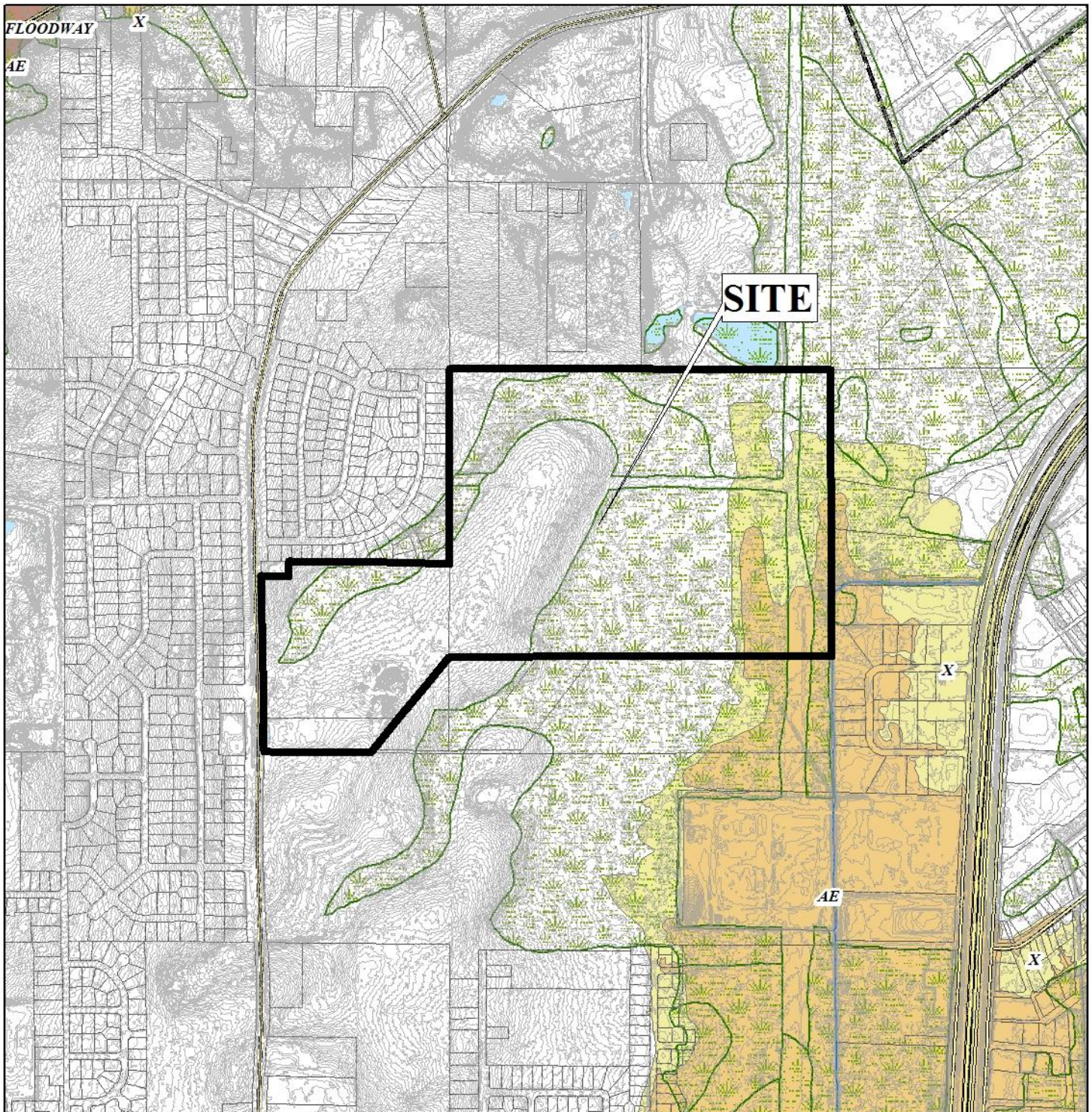
APPLICANT Wolf Ridge Business Park Subdivision
Subdivision, Rezoning from I-1 and B-3 to B-3 (for proposed lots 1-9)

REQUEST and I-1 (for proposed lots A and 10-24)

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



APPLICATION NUMBER 7 DATE February 6, 2020

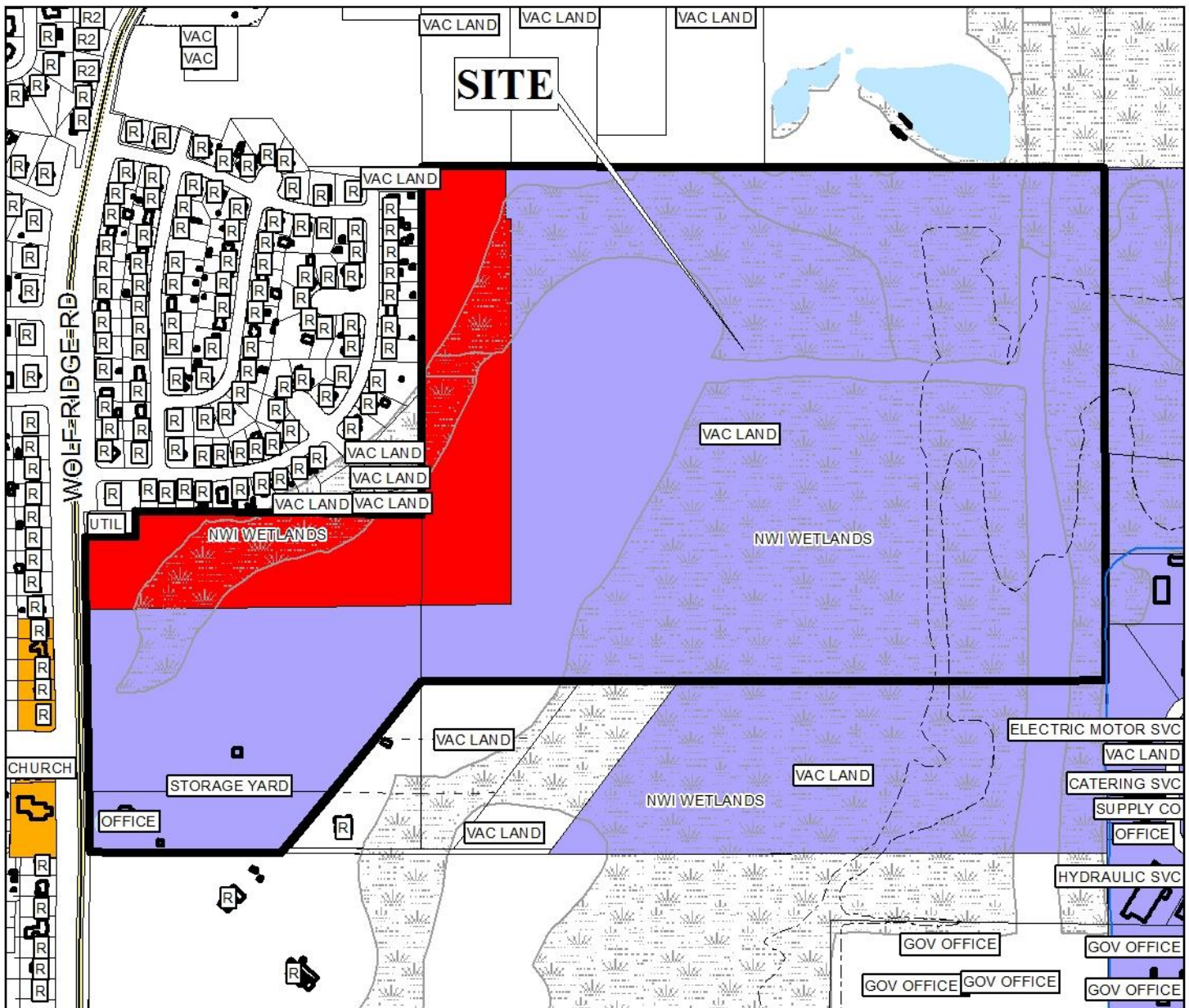
APPLICANT Wolf Ridge Business Park Subdivision
Subdivision, Rezoning from I-1 and B-3 to B-3 (for proposed lots 1-9)

REQUEST and I-1 (for proposed lots A and 10-24)



NTS

PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by residential and commercial units.

APPLICATION NUMBER 7 DATE February 6, 2020

APPLICANT Wolf Ridge Business Park Subdivision
Subdivision, Rezoning from I-1 and B-3 to B-3 (for proposed lots 1-9)

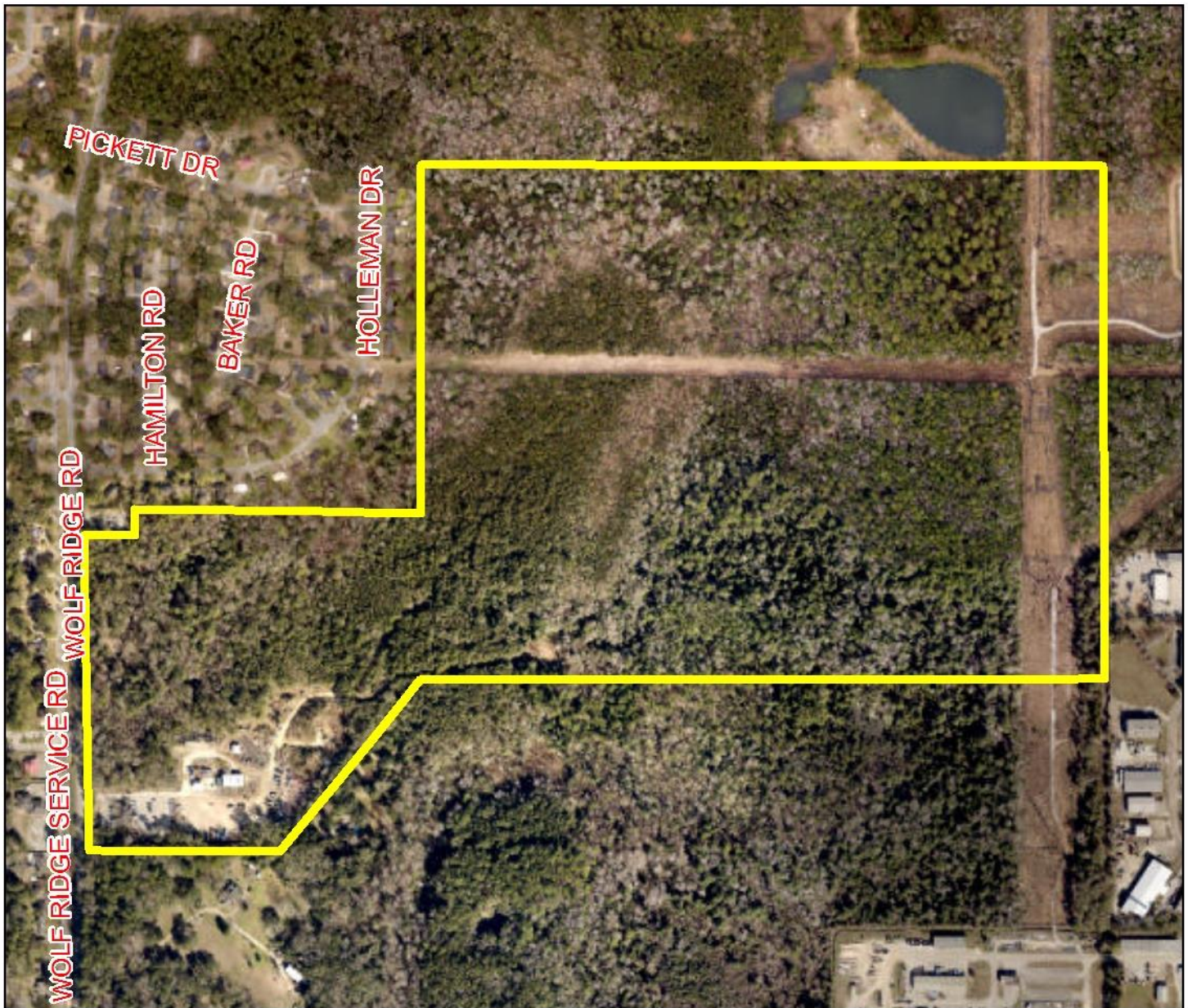
REQUEST and I-1 (for proposed lots A and 10-24)

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



PLANNING COMMISSION

VICINITY MAP - EXISTING AERIAL



The site is surrounded by residential and commercial units.

APPLICATION NUMBER 7 DATE February 6, 2020

APPLICANT Wolf Ridge Business Park Subdivision
Subdivision, Rezoning from I-1 and B-3 to B-3 (for proposed lots 1-9)

REQUEST and I-1 (for proposed lots A and 10-24)



