

## **THE PRESERVE SUBDIVISION, PHASE 1**

Engineering Comments: Must comply with the Mobile County Flood Damage Prevention Ordinance. Development shall be designed to comply with the storm water detention and drainage facility requirements of the City of Mobile storm water and flood control ordinances, and requiring submission of certification from a licensed engineer certifying that the design complies with the storm water detention and drainage facility requirements of the City of Mobile storm water and flood control ordinances prior to the issuance of any permits. New public roads shall be constructed and paved to standards for County Maintenance, and accepted by Mobile County, while new private roads shall be constructed and paved to minimum County or Subdivision Regulation standards, whichever are greater.

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). Projects outside the City Limits of Mobile, yet within the Planning Commission Jurisdiction fall under the State or County Fire Code (2012 IFC).

MAWSS Comments: No comments were provided.

The plat illustrates the proposed 49 lot, 31.2  $\pm$  acre subdivision which is located on the West side of Dawes Lane Extension, 150'  $\pm$  South of Dawes Creek Drive, and is located within the Planning Jurisdiction. The applicant states that the subdivision is served by public water and sanitary sewer.

The purpose of this application is to create 49 legal lots of record and two commons areas from a metes-and bounds-parcel and two existing legal lots of record. The proposed subdivision is identified as Phase 1 indicating additional phases will follow.

The site has frontage along Dawes Lane Extension, a paved minor street with ribbon curb and gutter. As a minor street, this street requires a 50' right-of-way width according to the Major Street Plan component of the Comprehensive Plan. The preliminary plat illustrates Dawes Lane Extension as having a 60' right-of-way width and, if approved, should be retained on the Final Plat. The site also fronts Airport Road, a proposed major street per the Major Street Plan. As a major street, Airport Road requires a 120' right-of-way width. The preliminary plat does not provide the right-of-way width of Airport Road. If approved, the Final Plat should illustrate a minimum right-of-way width of 60' as measured from the centerline along Airport Road. The subdivision should be denied access to Airport Road until it is improved with asphalt or concrete to County Engineering standards.

The 25' minimum building setback lines are depicted on the plat and if approved, should be retained on the Final Plat.

The lot sizes are labeled in square feet and acres with the largest lot proposed to be 11,697 square feet and the smallest lot to be 7, 599 square feet with all lots roughly being 60' in width and 120' to 140' in length, thus meeting the size requirements and depth to width ratio

requirements. If approved, this information should be retained on the Final Plat or a table should be provided furnishing the same information.

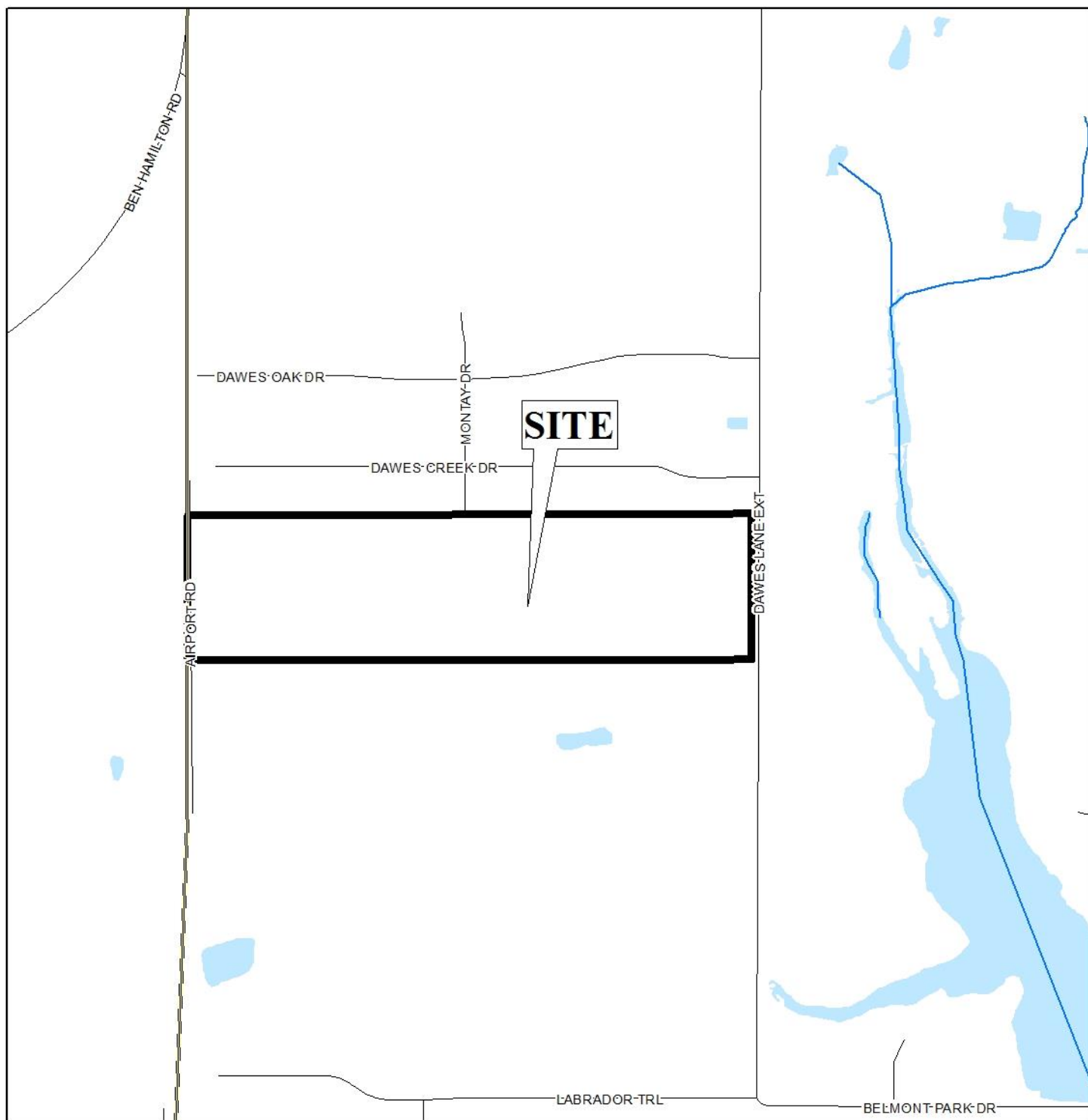
It should also be pointed out that the legal description and preliminary plat include Lots 3 and 4 of "Atchison Estates, Resubdivision of Lot 3," nothing was provided with the application to indicate that the lots were purchased by the applicant, or that the current property owner has authorized the application. If the applicant does not own the lots, and if the property owner has not authorized their inclusion, the current application should be denied.

It should be pointed out that this development is just Phase 1, of multiple possible phases. The current plat identifies Lot 49 as "Future Development". However there is no overall composite plan showing all proposed phases, thus staff has no information regarding the ultimate proposed number of lots, or the total number of access points for the subdivision and overall development.

Based on the preceding, the application is recommended for Holdover to the May 3<sup>rd</sup> meeting so that the following can be addressed:

- 1) an overall plan for The Preserve Subdivision, depicting all proposed phases to be submitted by Monday, April 16<sup>th</sup> ;
- 2) revision of the proposed subdivision to accommodate the proposed Airport Boulevard major street to depict the right-of-way width and dedication as plan required per the major street plan; and
- 3) proof of ownership of Lots 3 and 4 of "Atchison Estates, Resubdivision of Lot 3 by the applicant, or authorization by the property owner to make the application.

# LOCATOR MAP



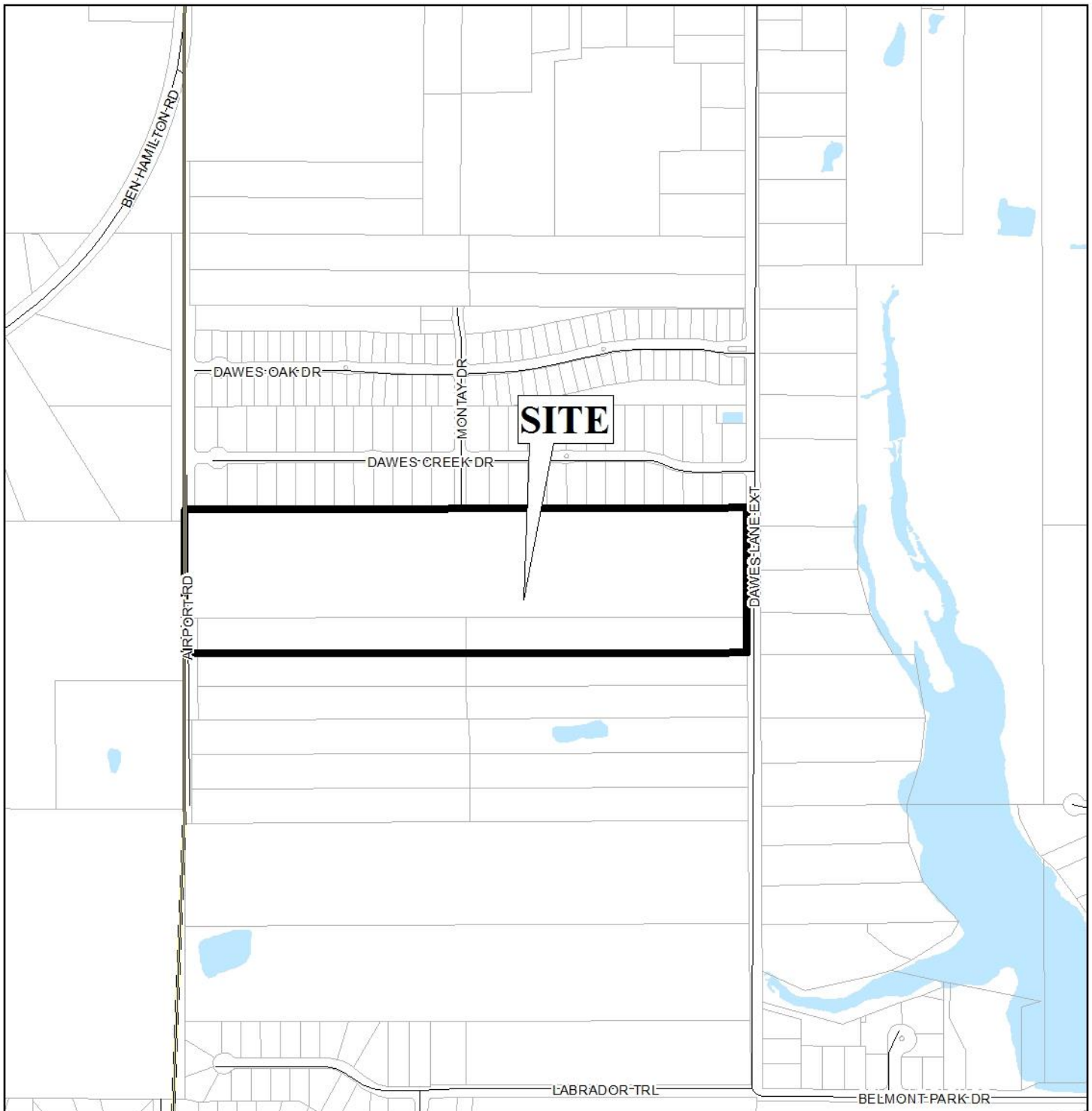
APPLICATION NUMBER 7 DATE April 5, 2018

APPLICANT The Preserve Subdivision, Phase I

REQUEST Subdivision



# LOCATOR ZONING MAP



APPLICATION NUMBER 7 DATE April 5, 2018

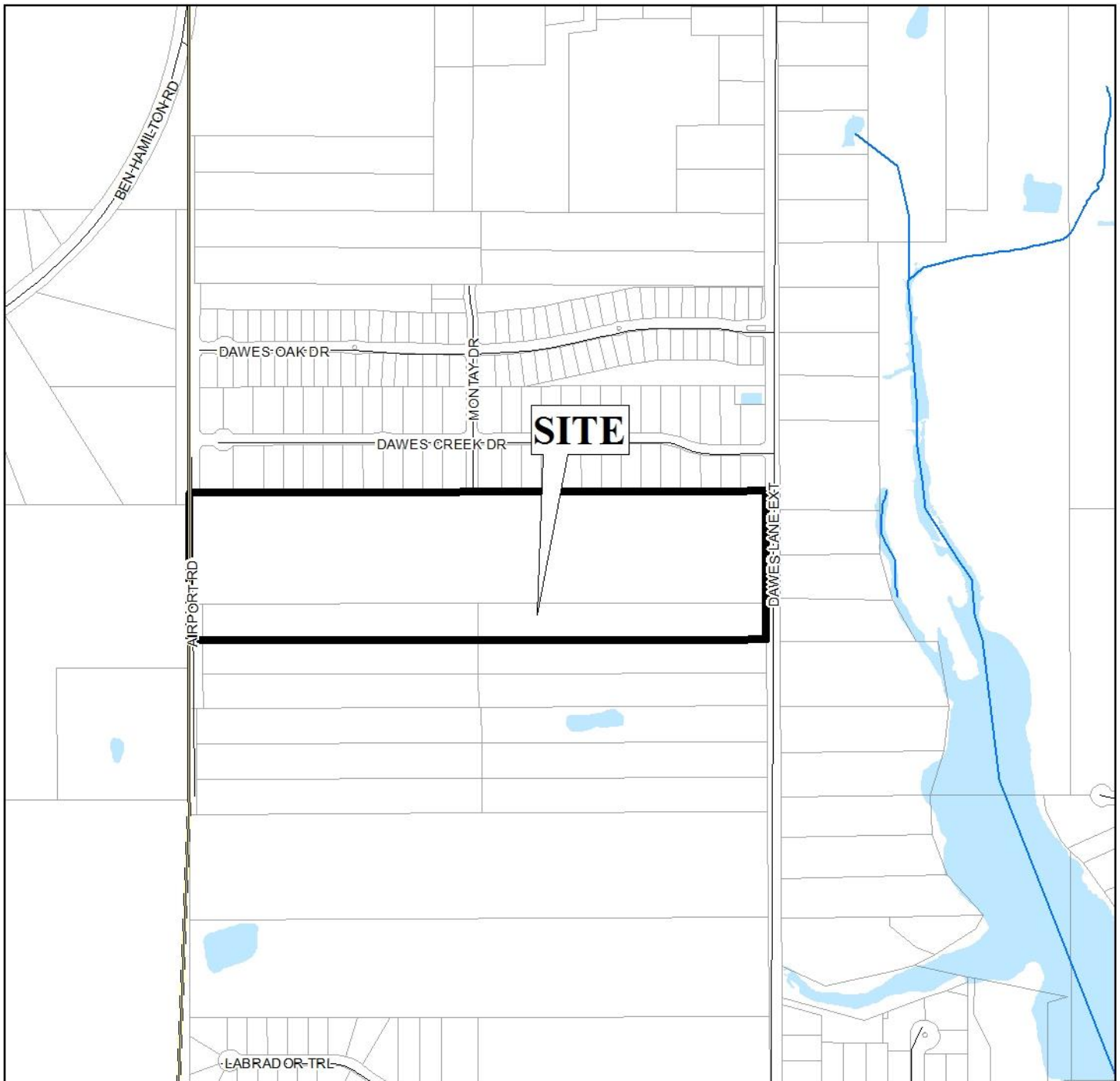
APPLICANT The Preserve Subdivision, Phase I

REQUEST Subdivision



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# FLUM LOCATOR MAP



APPLICATION NUMBER 7 DATE April 5, 2018

APPLICANT The Preserve Subdivision, Phase I

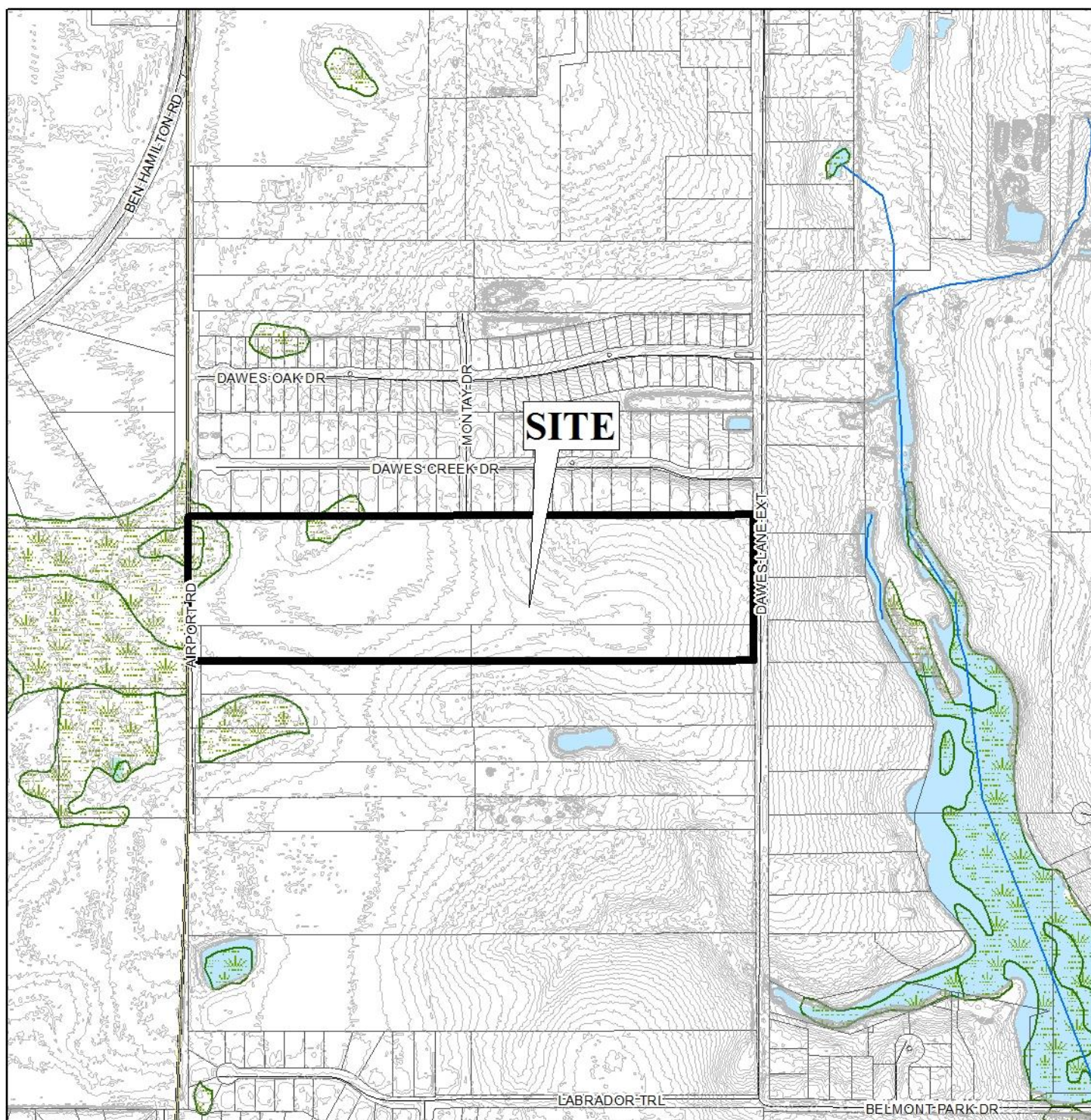
REQUEST Subdivision

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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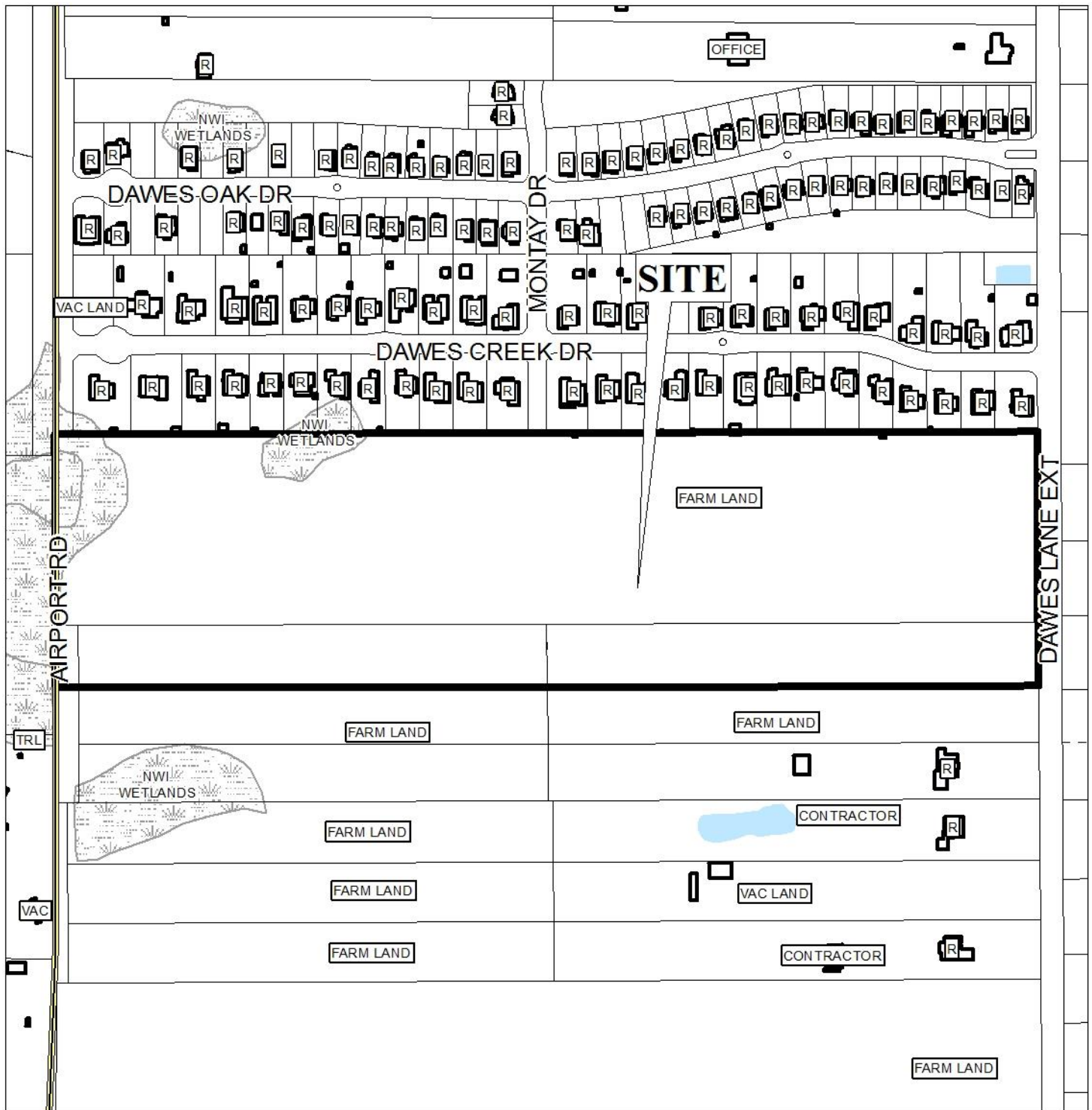
APPLICANT The Preserve Subdivision, Phase I

REQUEST Subdivision





# THE PRESERVE SUBDIVISION, PHASE I

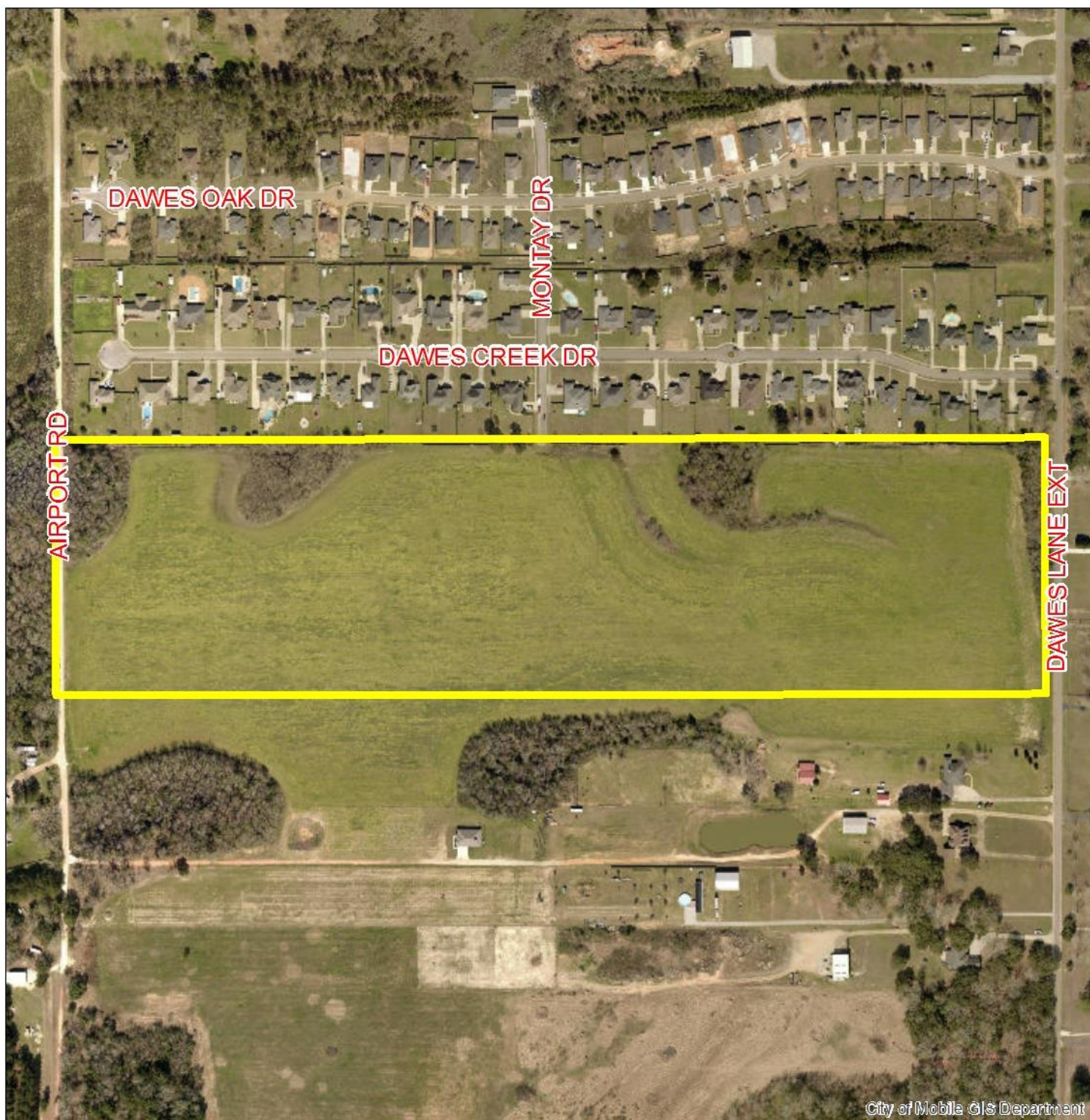


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R-A	R-3	T-B	B-2	B-5	MUN	SD-WH	T5.1
R-1	R-B	B-1	B-3	I-1	OPEN	T3	T5.2
R-2	H-B	LB-2	B-4	I-2	SD	T4	T6



# THE PRESERVE SUBDIVISION, PHASE I

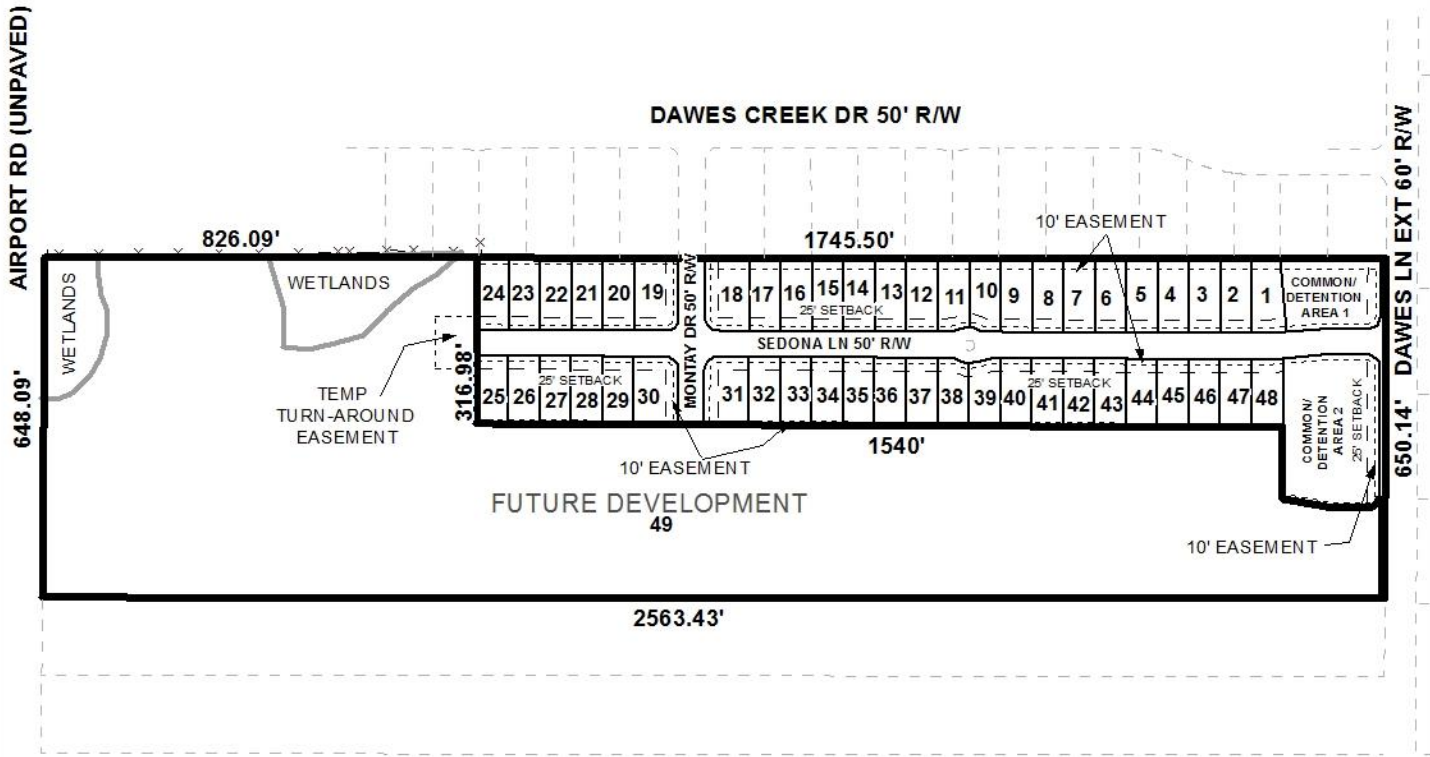


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# DETAIL SITE PLAN



APPLICATION NUMBER 7 DATE April 5, 2018

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REQUEST Subdivision



