

THE PRESERVE SUBDIVISION, PHASE 3

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 43 lot, 12.4 ± acre subdivision which is located on the West side of Dawes Lane Extension, 160' ± South of Dawes Creek Drive, extending to the East side of Airport Road and is located within the Planning Jurisdiction. The applicant states that the subdivision is served by public water and sanitary sewer (South Alabama Utilities).

The overall site most recently appeared before the Planning Commission at the May 3, 2018 meeting as a three phase subdivision. The overall master plan illustrated the 140-lot development in three phases for the 38.8 + acre site. Phase I consisted of 48 lots, Phase 2 consisted of 49 lots, and Phase 3, as proposed, will consist of 43 lots. There are additional areas within each phase that are designated for “common area”. The purpose of this specific application is to create 43 legal lots of record, two new common areas/ detention pounds, and to allow connectivity to Phase 1 and Phase 2 of the development.

The site has frontage along 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 identifies the right-of-way width of Airport Road as “R.O.W Varies”. The labeling of the right-of-way width should be revised to reflect dedication of 60' as measured from the centerline along Airport Road, and the resulting minimum right-of-way width. 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 and adjusted for any right-of-way dedication.

The lot sizes are labeled in square feet and acres, with the largest lot proposed to be 10,916 square feet and the smallest lot to be 7,277 square feet. All lots will roughly be 60' in width and 130' to 150' in depth, thus meeting the size requirements and depth to width ratio requirements

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

As a means of access management, each lot should be limited to one curb-cut each to the streets internal to the development, and denied direct access to Airport Road. The size, design and location of all curb-cuts should be approved by County Engineering and comply with AASHTO standards. All roads proposed within the subdivision must be built to County Engineering standards and accepted by the County, prior to the signing of the plat for each phase for recording.

As mentioned, two common areas/ detention ponds are depicted on the preliminary plat. A note should be placed on the Final Plat stating that maintenance of the common areas are the responsibility of the subdivision's property owners, and not Mobile County.

If required by County Engineering, a temporary turn-around at the western stub of Aquila Lane should be provided and maintained until such time Airport Road is improved with asphalt or concrete and conforms to County Engineering standards.

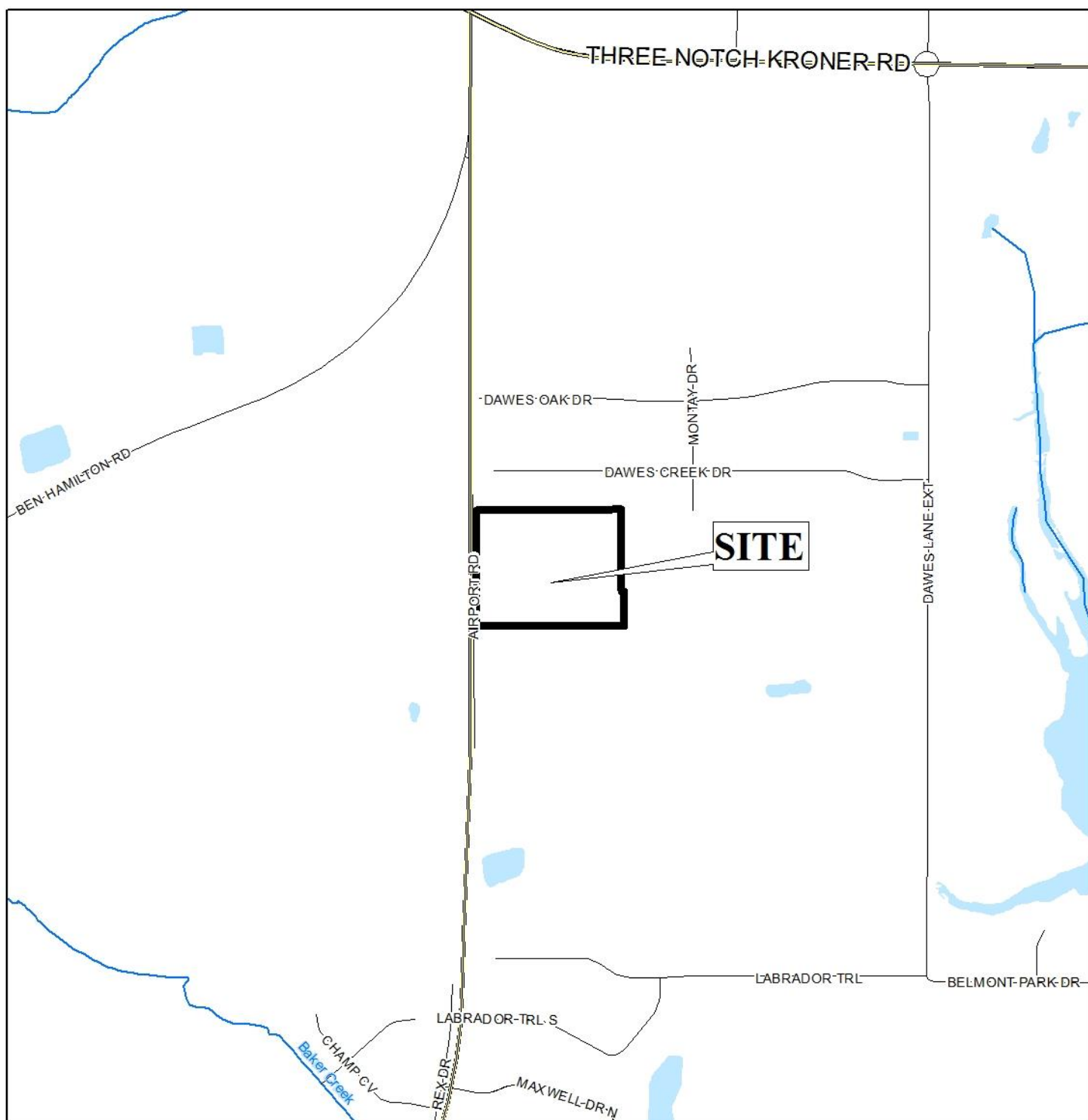
Based upon the proceeding that application is recommended for Tentative Approval, subject to the following conditions:

- 1) retention of the dedication to allow 60' right-of-way from centerline for the proposed Airport Road major street;
- 2) revision of the plat to depict the minimum right-of-way width along Airport Boulevard after dedication;
- 3) all roads proposed within the subdivision must be built to County Engineering standards and accepted by the County, prior to the signing of the plat for each phase for recording;
- 4) retention of the lot sizes in square feet and acres;
- 5) retention of the 25' minimum building setback lines, and provision of the setback lines for common areas, where they abut rights-of-way;
- 6) placement of a note on the Final Plat stating each lot and the two common areas are limited to one curb-cut each to the streets internal to the development, and denied direct access to Airport Road. The size, design and location of all curb-cuts to be approved by County Engineering and comply with AASHTO standards;
- 7) placement of a note on the Final Plat stating that any lots which are developed commercially and adjoin residentially developed property must provide a buffer, in compliance with Section V.A.8. of the Subdivision Regulations;
- 8) placement of a note on the Final Plat stating that maintenance of the common areas are the responsibility of the subdivision's property owners, and not Mobile County.
- 9) compliance with 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.”and

- 10) compliance with Fire comments: “Projects outside the City Limits of Mobile, yet within the Planning Commission Jurisdiction fall under the State or County Fire Code (2012 IFC)”.

LOCATOR MAP



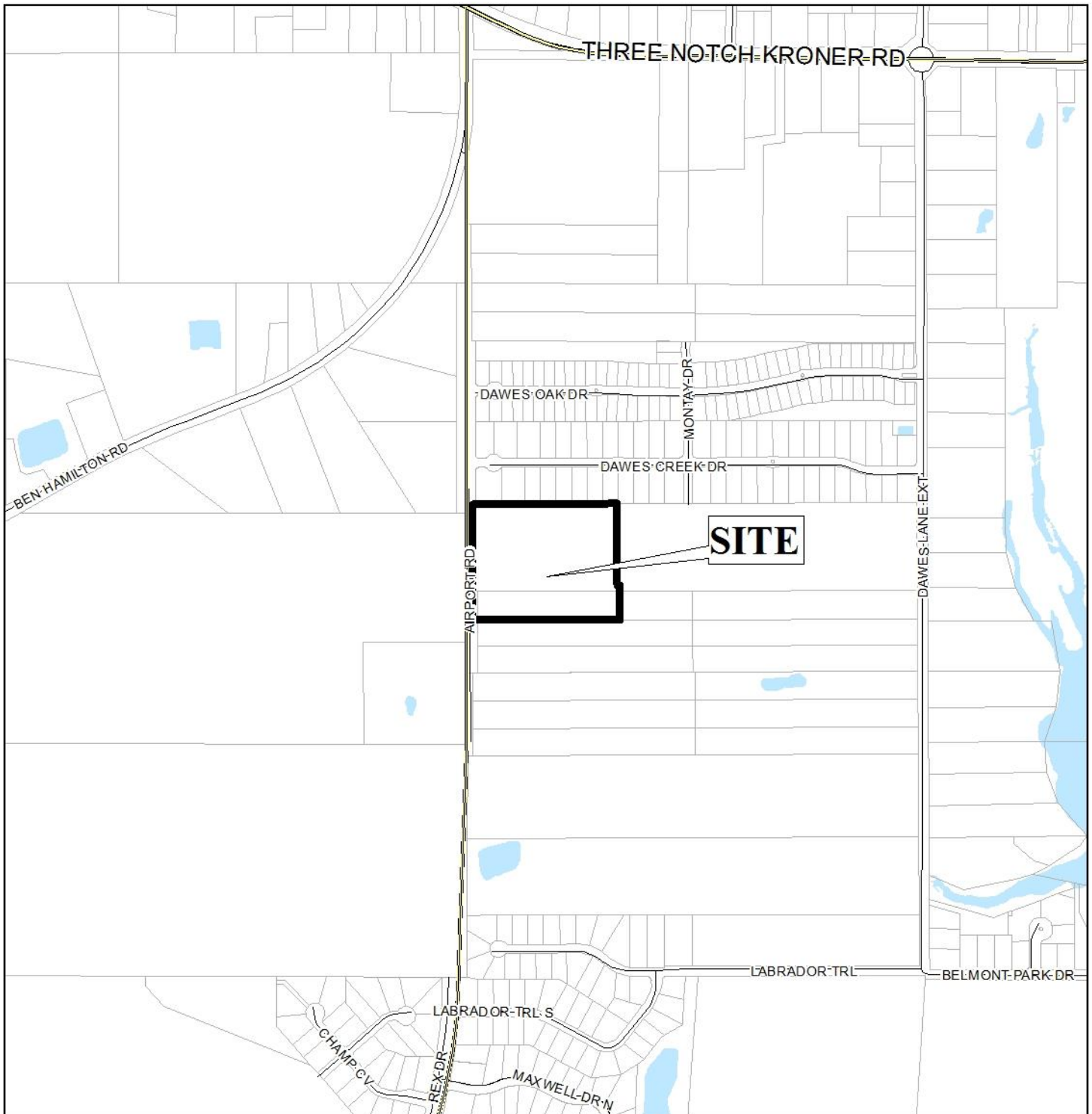
APPLICATION NUMBER 9 DATE August 16, 2018

APPLICANT The Preserve Subdivision, Phase 3

REQUEST Subdivision



LOCATOR ZONING MAP



APPLICATION NUMBER 9 DATE August 16, 2018

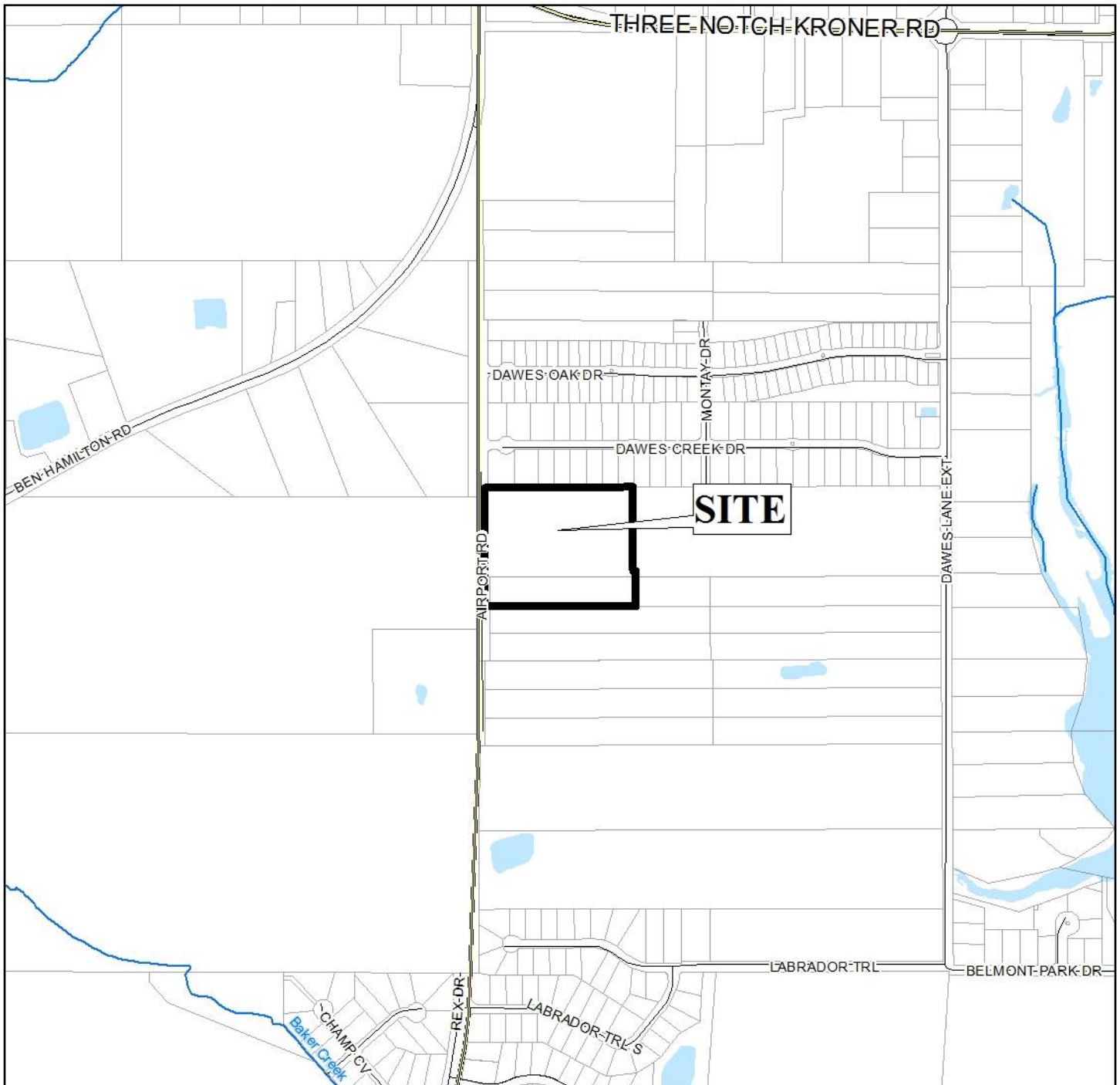
APPLICANT The Preserve Subdivision, Phase 3

REQUEST Subdivision



NTS

FLUM LOCATOR MAP



APPLICATION NUMBER 9 DATE August 16, 2018

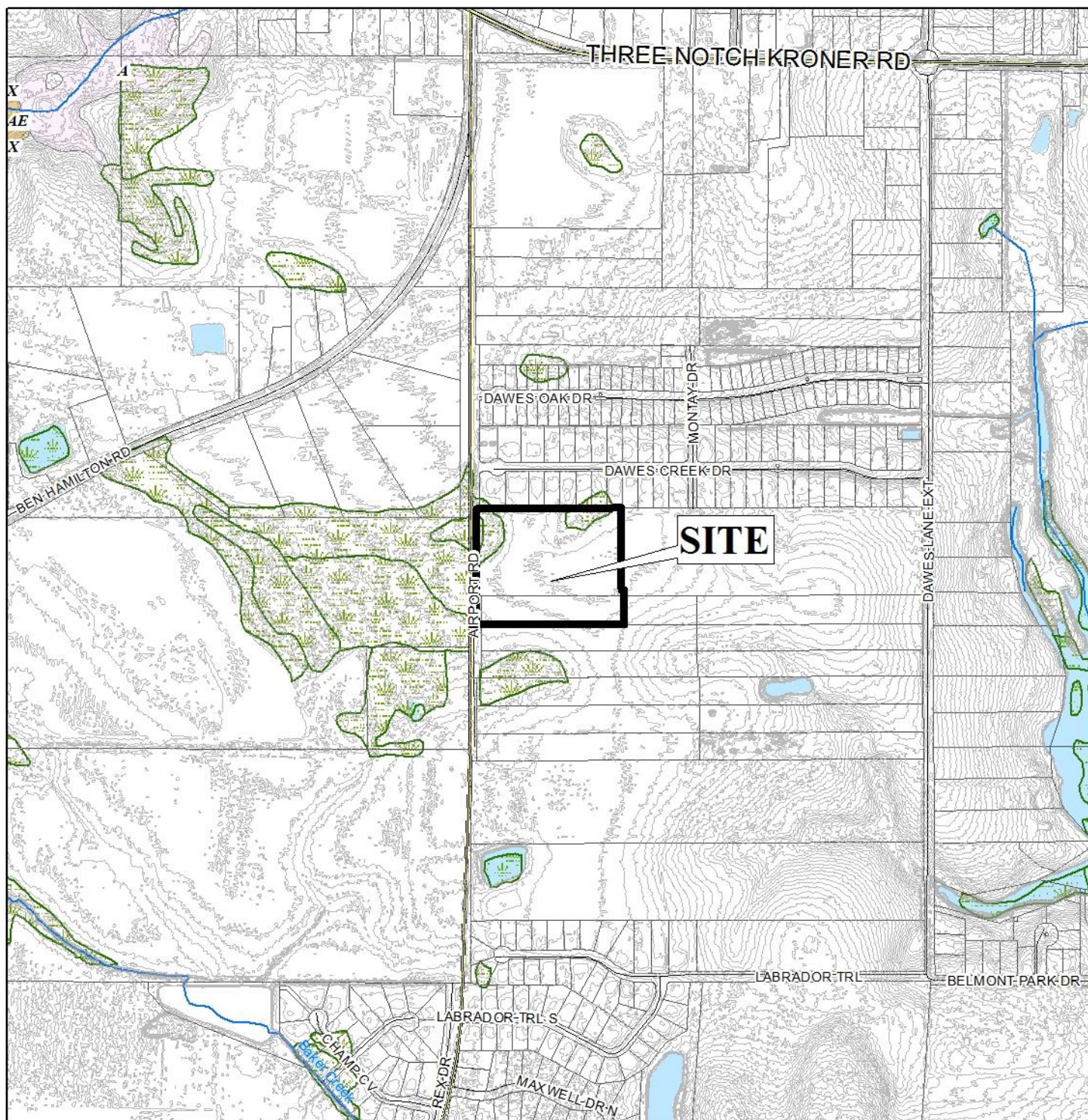
APPLICANT The Preserve Subdivision, Phase 3

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



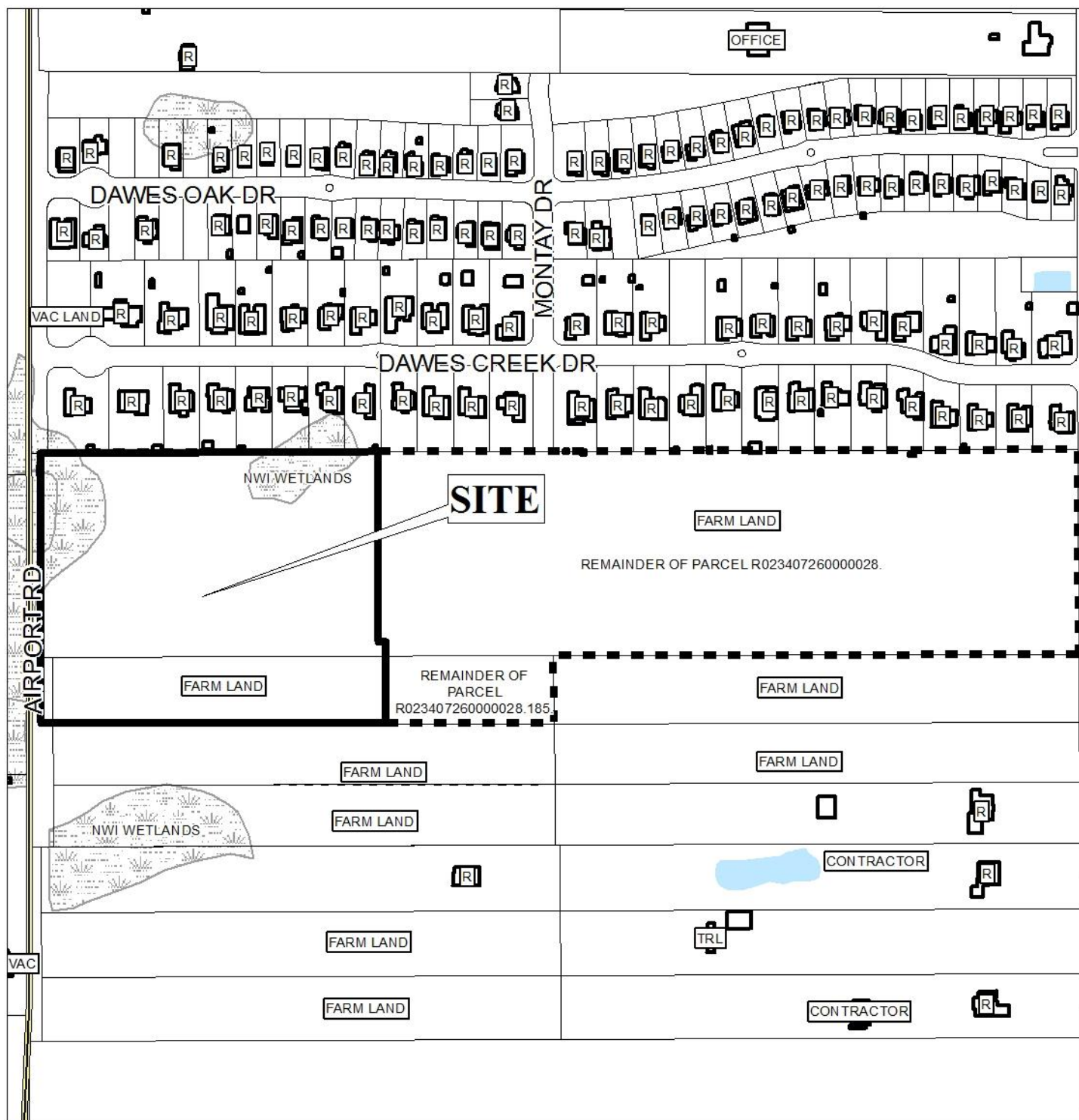
APPLICATION NUMBER 9 DATE August 16, 2018

APPLICANT The Preserve Subdivision, Phase 3









REQUEST Subdivision



















THE PRESERVE SUBDIVISION, PHASE 3



APPLICATION NUMBER 9 DATE August 16, 2018

 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



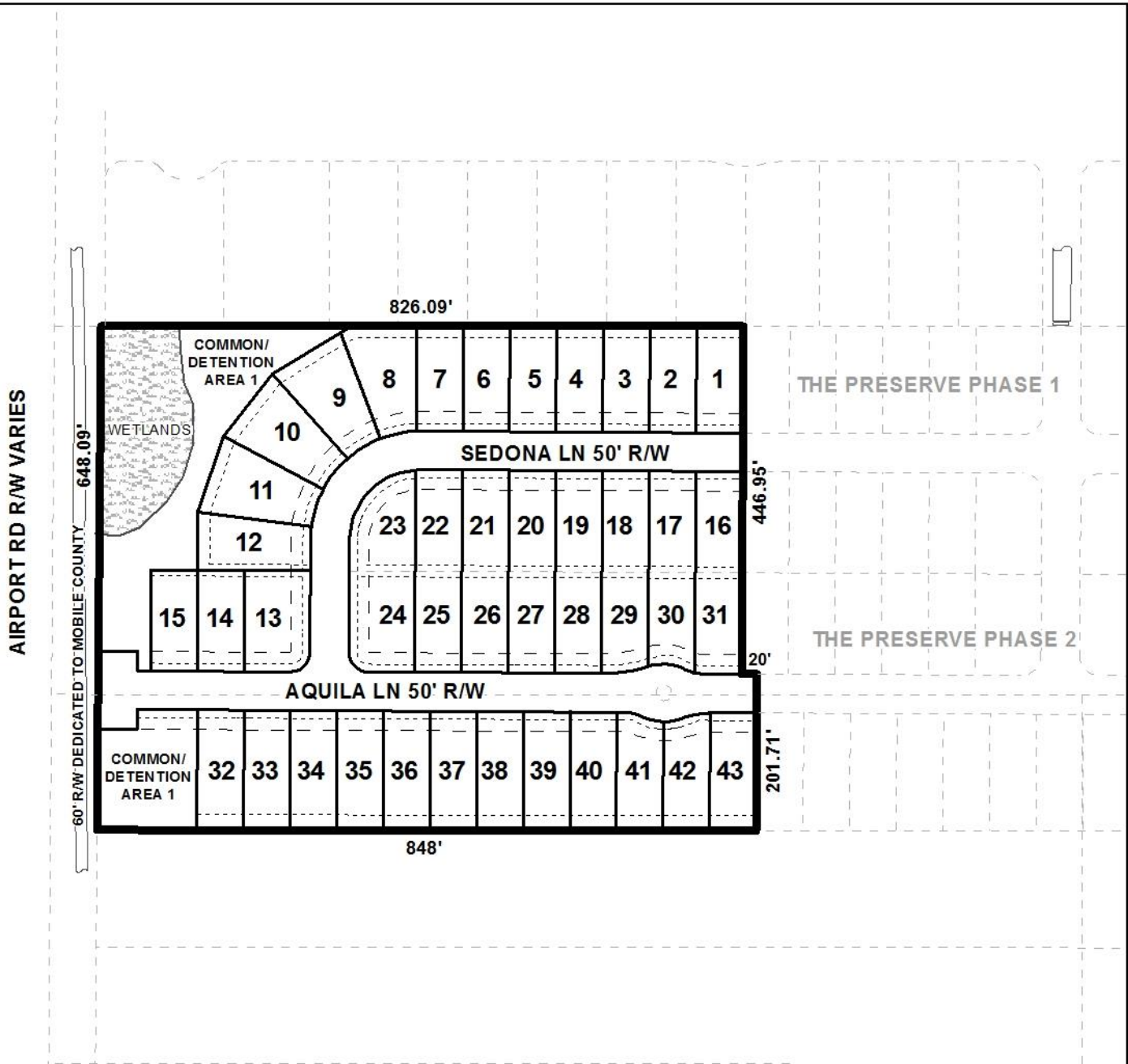
THE PRESERVE SUBDIVISION, PHASE 3



APPLICATION NUMBER 9 DATE August 16, 2018



DETAIL SITE PLAN



APPLICATION NUMBER 9 DATE August 16, 2018

APPLICANT The Preserve Subdivision, Phase 3

REQUEST Subdivision