

GREEN HARVEST SUBDIVISION

Engineering Comments: Must comply with all stormwater and flood control ordinances. Any work performed in the right-of-way will require a right-of-way permit. Drainage easements and/or Hold Harmless agreements must be provided from any affected property owner for increased and/or concentrated stormwater discharge.

Traffic Engineering Comments: Driveway numbers, size, location and design to be approved by Traffic Engineering and conform to AASHTO standards.

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 61-929 and City Code Chapters 57 and 64). Preservation status granted for all 50" and larger trees. All work under the canopies is to be permitted and coordinated with Urban Forestry, removal to be permitted by Urban Forestry only in the case of disease or impending danger. Exact curb cut locations and location of the proposed street and internal circulation drive should also be coordinated with Urban Forestry to ensure that no trees 50" and larger are effected.

Fire Department Comments: All commercial projects shall comply with the 2003 International Fire Code and Appendices B through G as adopted by the City Of Mobile on July 6, 2004. All One- or Two-Family residential developments shall comply with Appendices B, C and D of the 2003 International Fire Code as adopted by the City of Mobile on July 6, 2004.

The plat illustrates the proposed 14 lot, 32.1 ± acres subdivision which is located on the Northwest corner of Demetropolis Road and Halls Mill Road, extending to the East side of Government Boulevard at the termini of Landsdowne Drive and Drexel Drive and is in City Council District 4. The subdivision is served by public water and sanitary sewer.

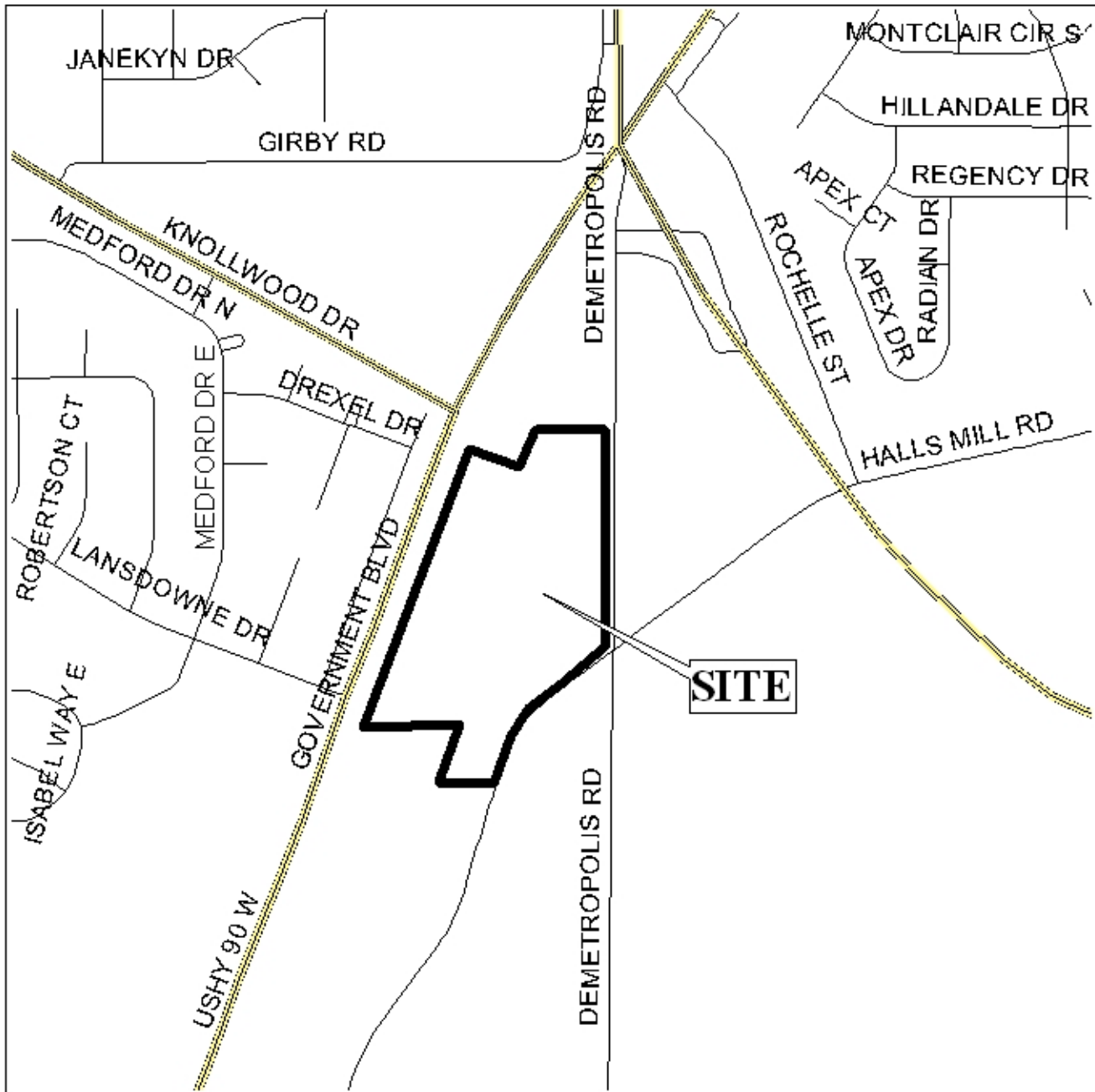
This site has been the subject of numerous applications since 1994, including consideration for rezoning, subdivision and Planned Unit Development approval. The original rezoning from R-1 to B-3 in 1994, which was adopted by the City Council, included multiple conditions that have not been fulfilled because the site has not been developed. Furthermore, a 1998 variance granting a waiver of one of the 1994 rezoning conditions expired, as the applicant did not secure any licenses or permits within the allocated six-month timeframe. In 1997, the site was subdivided into two lots, and final plats were recorded. In 2003, Lot 2 was further subdivided, but a final plat was only provided for the smaller lot of the subdivision. Finally, rezoning, subdivision and PUD approval was given in February 2004 for the entirety of Lots 1 and 2 (created in 1997), however, no final plats were submitted within the one-year timeframe, and the applicant did not attempt to obtain City Council approval of the rezoning.

The purpose of this application is to create a 14-lot subdivision from multiple lots of record. Previously, an application was submitted for the Commission's November 3rd 2005 meeting. At that meeting, the Commission recommended a holdover until the December 1st meeting to allow the applicant time to submit a revised plat and a legal description reflecting the entire lots of record for the site plus any conditions associated with the approved 1994 rezoning. Subsequently, a new application was submitted, including the entirety of Lots 1 and 2. While the new application includes the entire property, it does not provide for a service road as required by the rezoning; but rather proposes a nonexclusive easement for an internal circulation drive. Therefore, the condition that Lots 3 through 14 cannot be recorded until the rezoning requirement for a service road along Government Boulevard has been addressed should be required. However, Lots 1 and 2 may be recorded prior to the removal of this condition.

The site fronts Government Boulevard, a planned major street and has an existing right-of-way in compliance with the Major Street Plan. Therefore, as a means of access management, the placement of a note on the final plat stating that the site be allowed a maximum of three curb cuts to Government Boulevard, with the location, size, and design to be approved by ALDOT and Traffic Engineering, should be required.

The plat meets the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval subject to the following conditions: 1) Lots 3 through 14 not be recorded until the rezoning requirement for a service road along Government Boulevard has been addressed; 2) the placement of a note on the final plat stating that the site be allowed a maximum of three curb cuts to Government Boulevard, with the location, size, and design to be approved by ALDOT and Traffic Engineering; 3) full compliance with Urban Forestry comments (*Preservation status granted for all 50" and larger trees. All work under the canopies is to be permitted and coordinated with Urban Forestry, removal to be permitted by Urban Forestry only in the case of disease or impending danger. Exact curb cut locations and location of the proposed street and internal circulation drive should also be coordinated with Urban Forestry to ensure that no trees 50" and larger are effected.*); and 4) full compliance with City Engineering comments (*Must comply with all stormwater and flood control ordinances. Any work performed in the right-of-way will require a right-of-way permit. Drainage easements and/or Hold Harmless agreements must be provided from any affected property owner for increased and/or concentrated stormwater discharge*).

LOCATOR MAP



APPLICATION NUMBER 10 DATE December 1, 2005

APPLICANT Green Harvest Subdivision

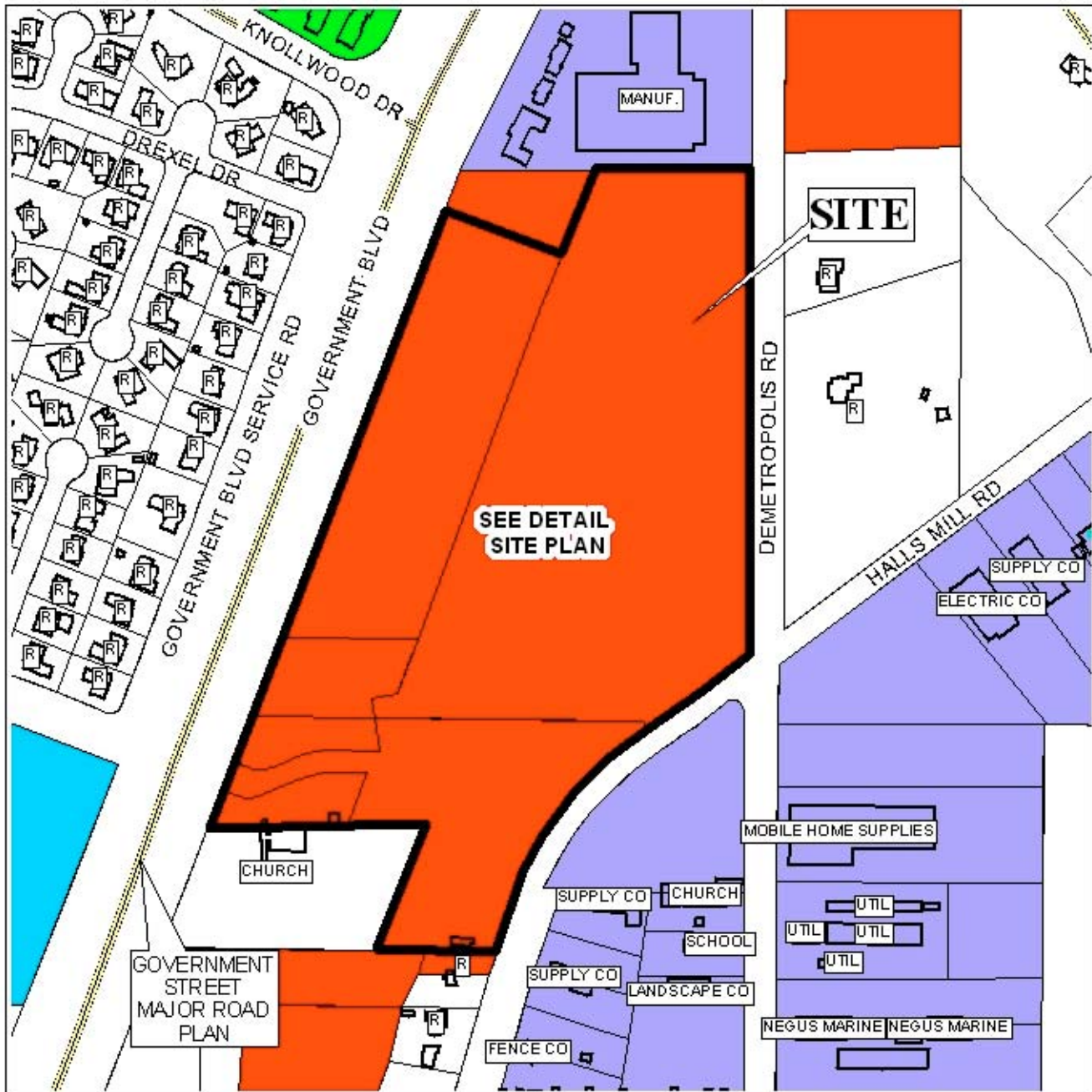
REQUEST Subdivision

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GREEN HARVEST SUBDIVISION



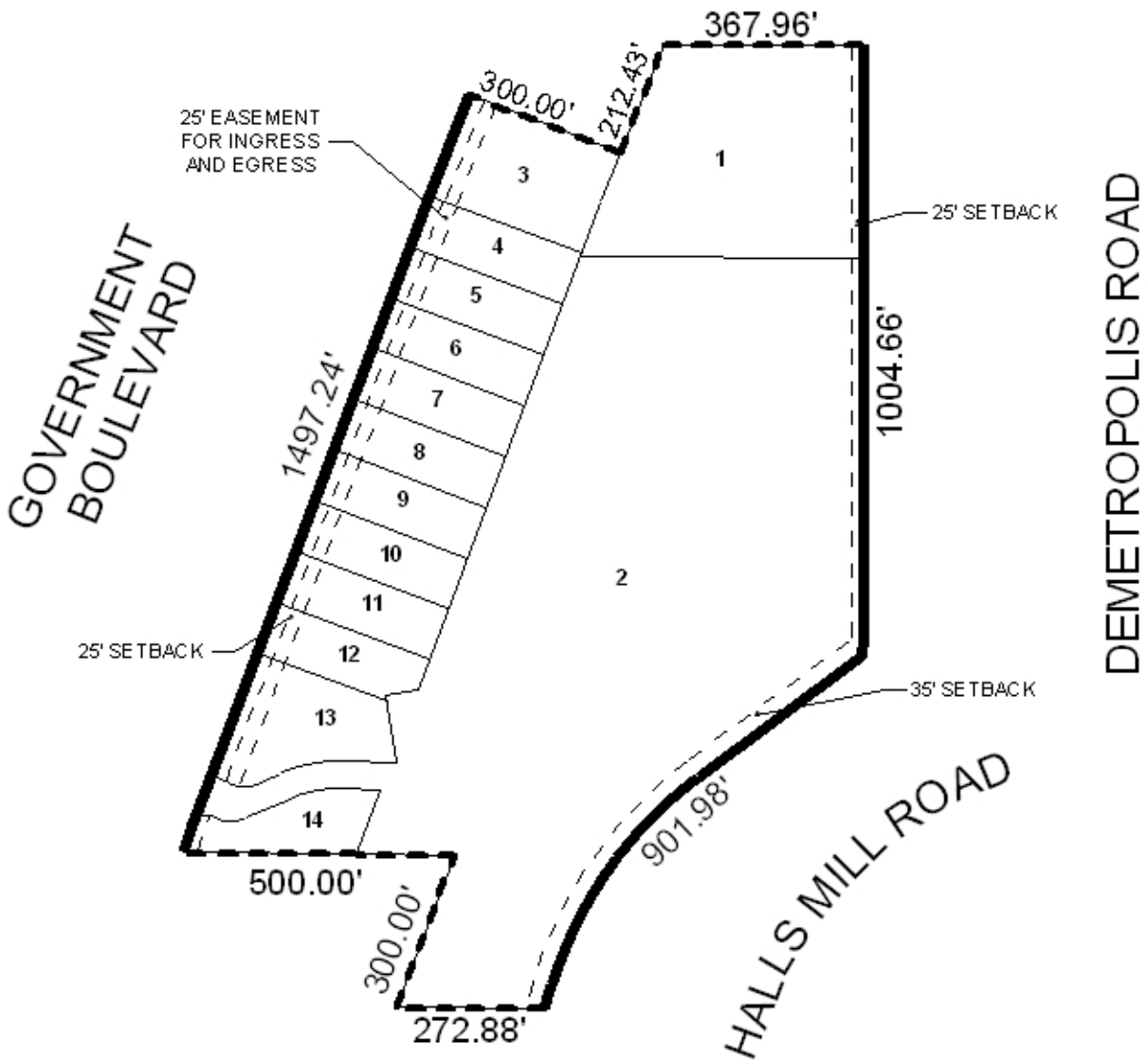
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LEGEND

R-1	R-2	R-3	R-A	R-B	H-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2
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DETAIL SITE PLAN



APPLICATION NUMBER 10 DATE December 1, 2005

APPLICANT Green Harvest Subdivision

REQUEST Subdivision



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