

## **TILLMAN'S CORNER SOUTH 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. Remove the City of Mobile Traffic Engineering Dept. Note from the plat. This note has never been required, the Traffic Engineering Department is not referenced in the State Code Section 11-52-30(b). This is a reference to county jurisdiction within the state.
- B. 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.
- C. Correct the year listed in the various signature blocks to 2017.
- D. Revise the plat to label the proposed LOT with a designator (i.e. LOT 1, LOT A).
- E. Remove one of the duplicate planning commission approval statements.
- F. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- G. Add a note to the SUBDIVISION PLAT stating that a Land Disturbance permit will be required for any land disturbing activity in accordance 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.
- H. Add a note to the Plat stating that 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.
- I. 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.
- J. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- K. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the ORIGINAL (with all other signatures) and one (1) copy (signatures not required) of the revised Final Plat to the Engineering Department.

Traffic Engineering Comments: U.S. Highway 90 West is an ALDOT maintained roadway. The site is limited to one curb cut to U.S. Highway 90 West and no more than two curb cuts to Halls Mill Road, with size, location and design to be approved by ALDOT (where applicable) and Traffic Engineering and conform to AASHTO standards. Any new 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).

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).

MAWSS Comments: None provided

The plat illustrates the proposed 0.7± acre, 1-lot subdivision which is located on the East side of U.S. Highway 90 West, extending to the West side of Halls Mill Road, and is in Council District 4. The applicant states that the subdivision is served by both public water and sanitary sewer.

The purpose of this application is to amend a condition of approval on a previously approved 1-lot Subdivision. The previously approved subdivision required dedication to provide 35' from the centerline of Halls Mill Road, which is designated as a Minor Arterial, and a required 70 foot right-of-way. The applicant is now requesting a reduced setback to accommodate dedication. The subject site was included in a Subdivision application that was approved at the Planning Commission's March 9, 2017 and April 20, 2017 meetings. In both cases, the building setback lines were approved with a more stringent minimum building setback line than the applicant is now requesting. The most recent approval allowed for a 20' minimum building setback along Halls Mill Road, and the applicant now requests a 15' minimum building setback along Halls Mill Road. The applicant provided a site plan depicting the proposed layout of the site and as it is approved now, a portion of the dumpster enclosure and a portion of an overhead canopy would be within the setbacks. Therefore, the applicant is requesting a 15' minimum building setback in lieu of the 20' setback along Halls Mill Road, to eliminate the conflict between the proposed structures and the setbacks. The applicant also states that there is no room on the site to shift the items to avoid a setback compliance issue.

While an additional reduction in the required setback along Halls Mill Road would allow the development as proposed, it would also set a precedent for other properties along this segment of Halls Mills Road to make similar request. The Planning Commission should consider the possibility that the applicant is simply proposing to develop the site in a manner that does not comply with the regulations. Also, it should be noted that a variance request will also be required to address setbacks required by the Zoning Ordinance, for both the request at hand as well as the most recently approved request.

The site has been given Mixed Commercial Corridor land use designation, per the recently adopted Future Land Use Plan and Map. 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.

This land use designation mostly applies to transportation corridors west of I-65 serving primarily the low-density (suburban) residential neighborhoods. Mixed Commercial Corridors 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.

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.

The lot size is labeled on the preliminary plat in square feet and acres, and should be retained on the Final Plat, if approved. It should be noted that the proposed lot would exceed the required lot size minimum in Section V.D.2. of the Subdivision Regulations.

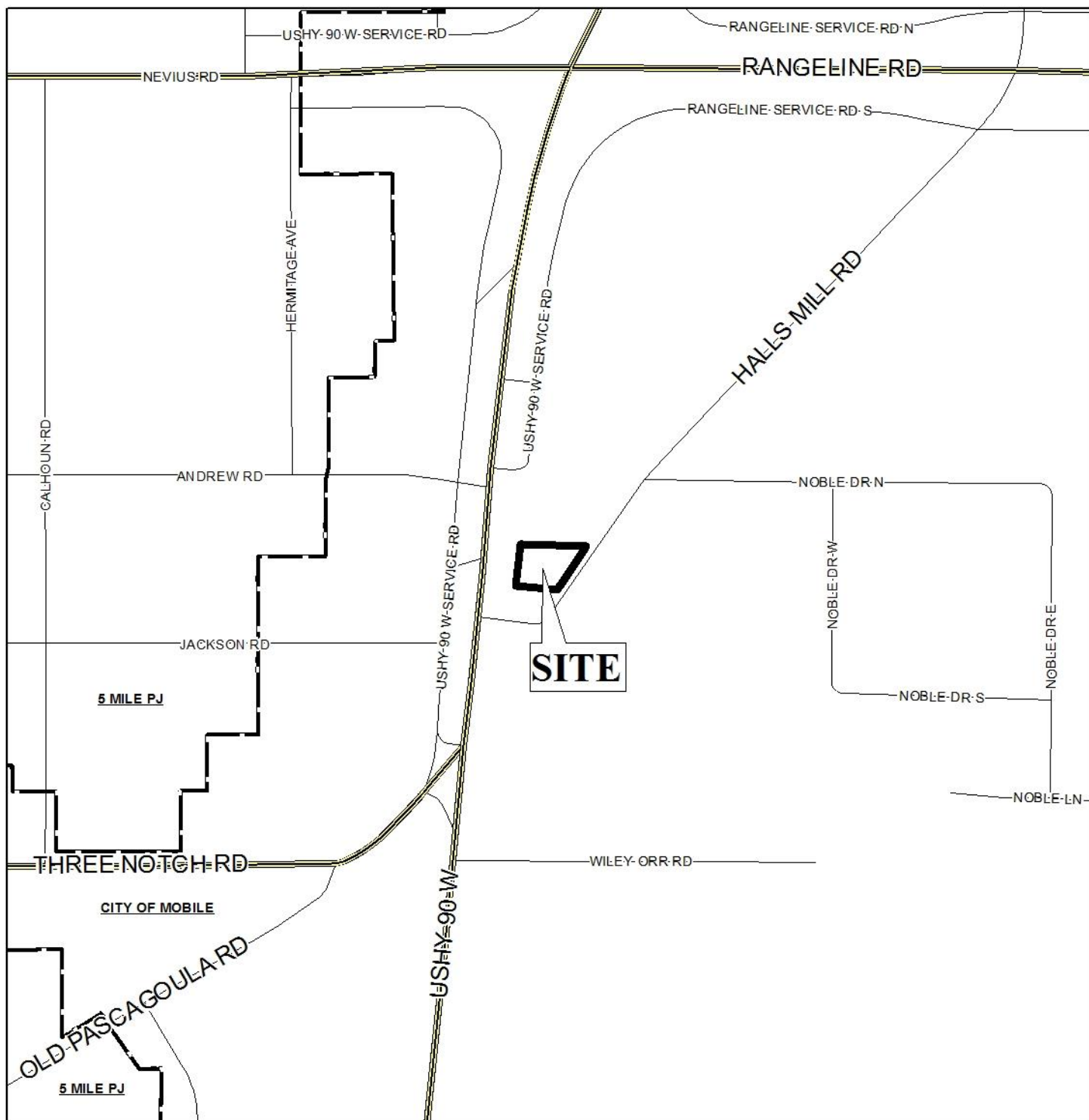
The site has frontage along U.S. Highway 90 West and Halls Mill Road. U.S. Highway 90 West is an ALDOT controlled right-of-way and is a major street on the Major Street Plan, and as such requires a 250' right-of-way. The preliminary plat illustrates an existing right-of-way of 255', thus no dedication is required. Halls Mill Road is a Minor Arterial street in this area, and as such should have a 70' right-of-way. The preliminary plat illustrates an existing 50' wide right-of-way, making dedication to provide 35' from the centerline necessary.

It should be noted that the site has an existing shared curb cut to the existing oil change business to the South, however, as the shared access is in the right-of-way, and not on private property, it was determined that a Planned Unit Development was not required. As a means of access management, the lot should be limited to the existing shared curb cut along U.S. Highway 90 West and two curb cuts to Halls Mill Road, with size, location and design to be approved by ALDOT where necessary as well as Traffic Engineering and conform to AASHTO standards.

Based upon the preceding, the application is recommended for Denial, for the following reasons:

- 1) will set precedent within the area for reduced setbacks;
- 2) will encourage development in a manner that does not comply with the regulations; and
- 3) will not comply with setbacks required by the Zoning Ordinance.

# LOCATOR MAP



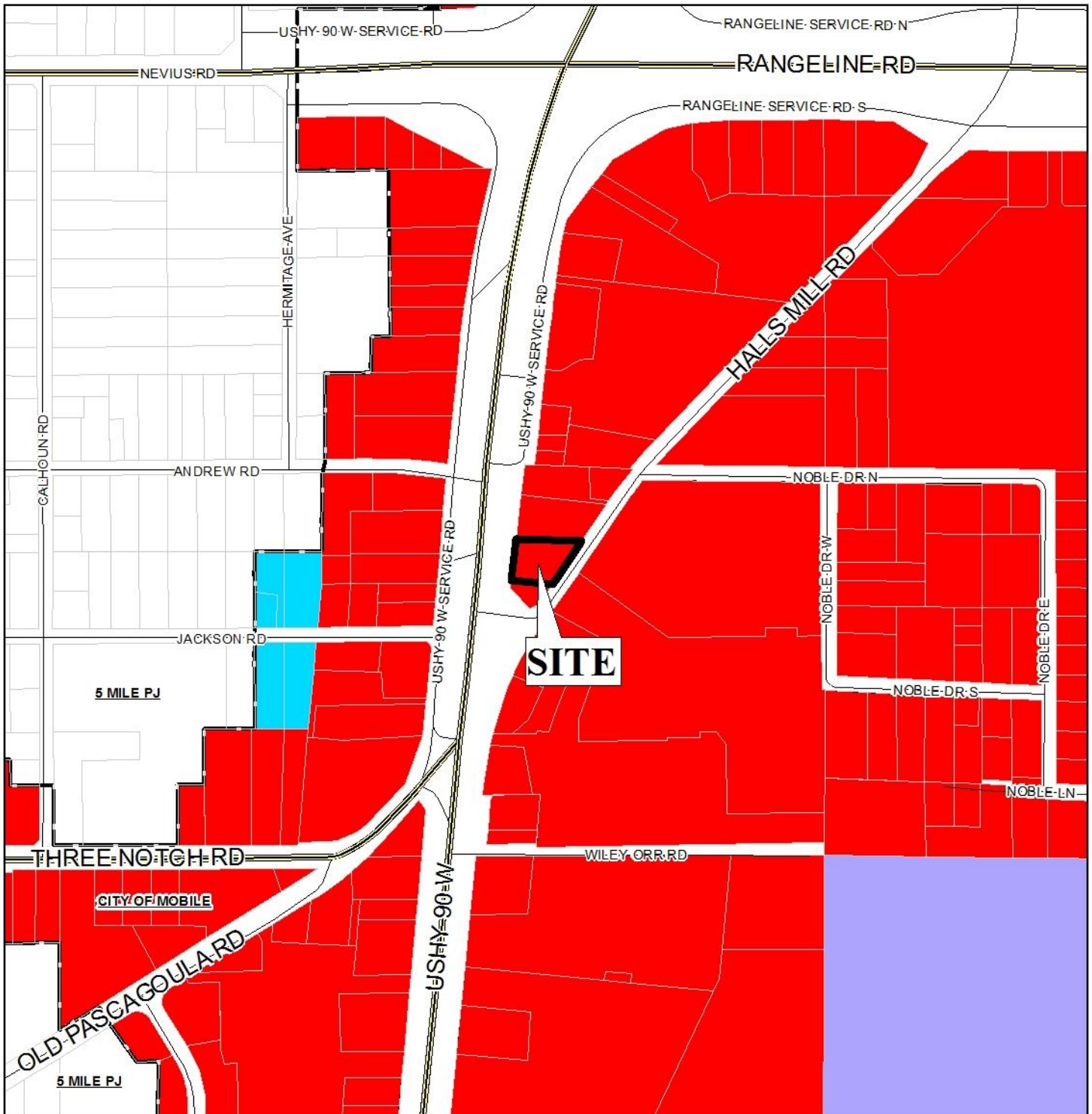
APPLICATION NUMBER 4 DATE June 15, 2017

APPLICANT Tillman's Corner South Subdivision

REQUEST Subdivision



# LOCATOR ZONING MAP



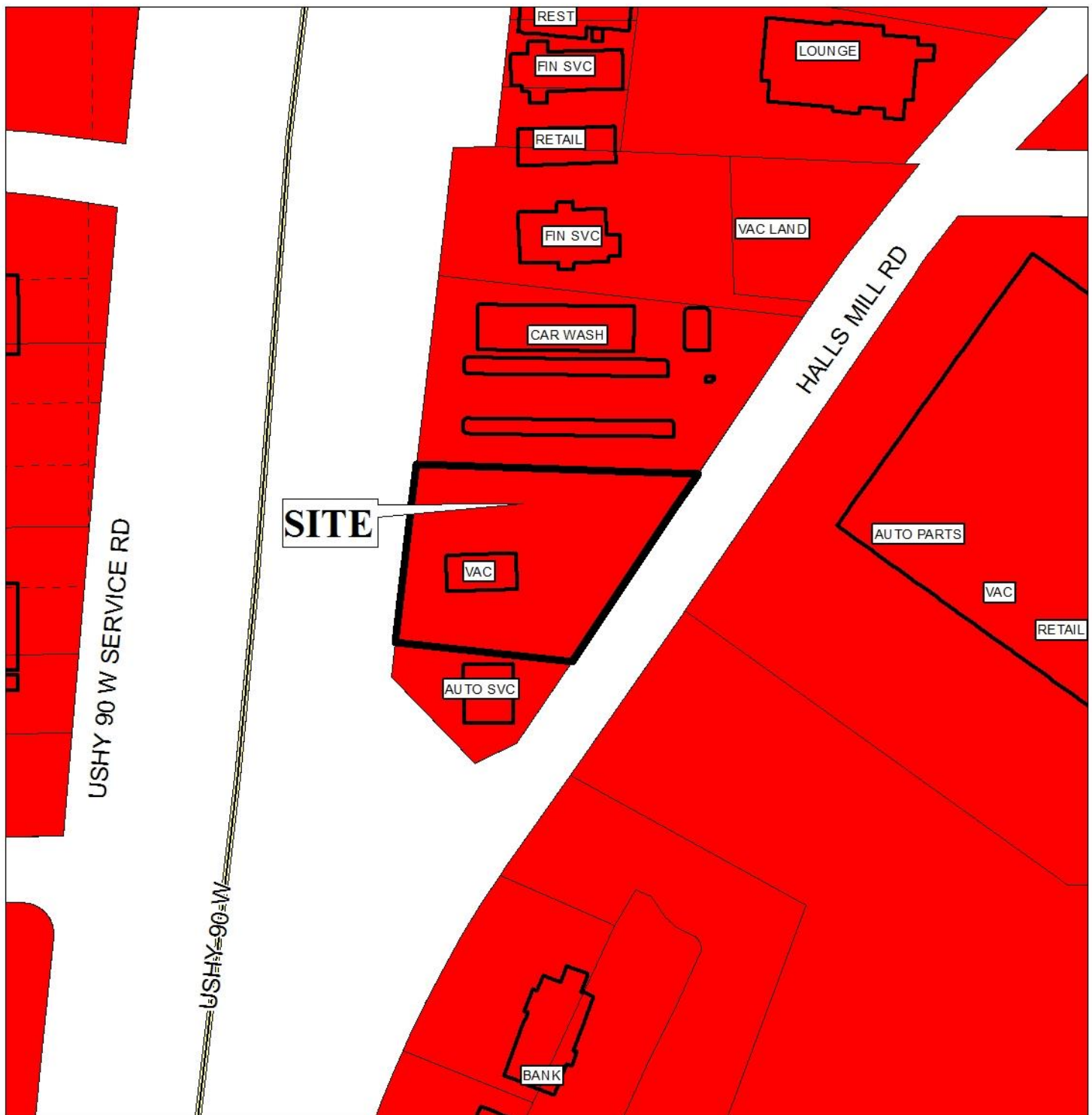
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REQUEST Subdivision



# TILLMAN'S CORNER SOUTH SUBDIVISION



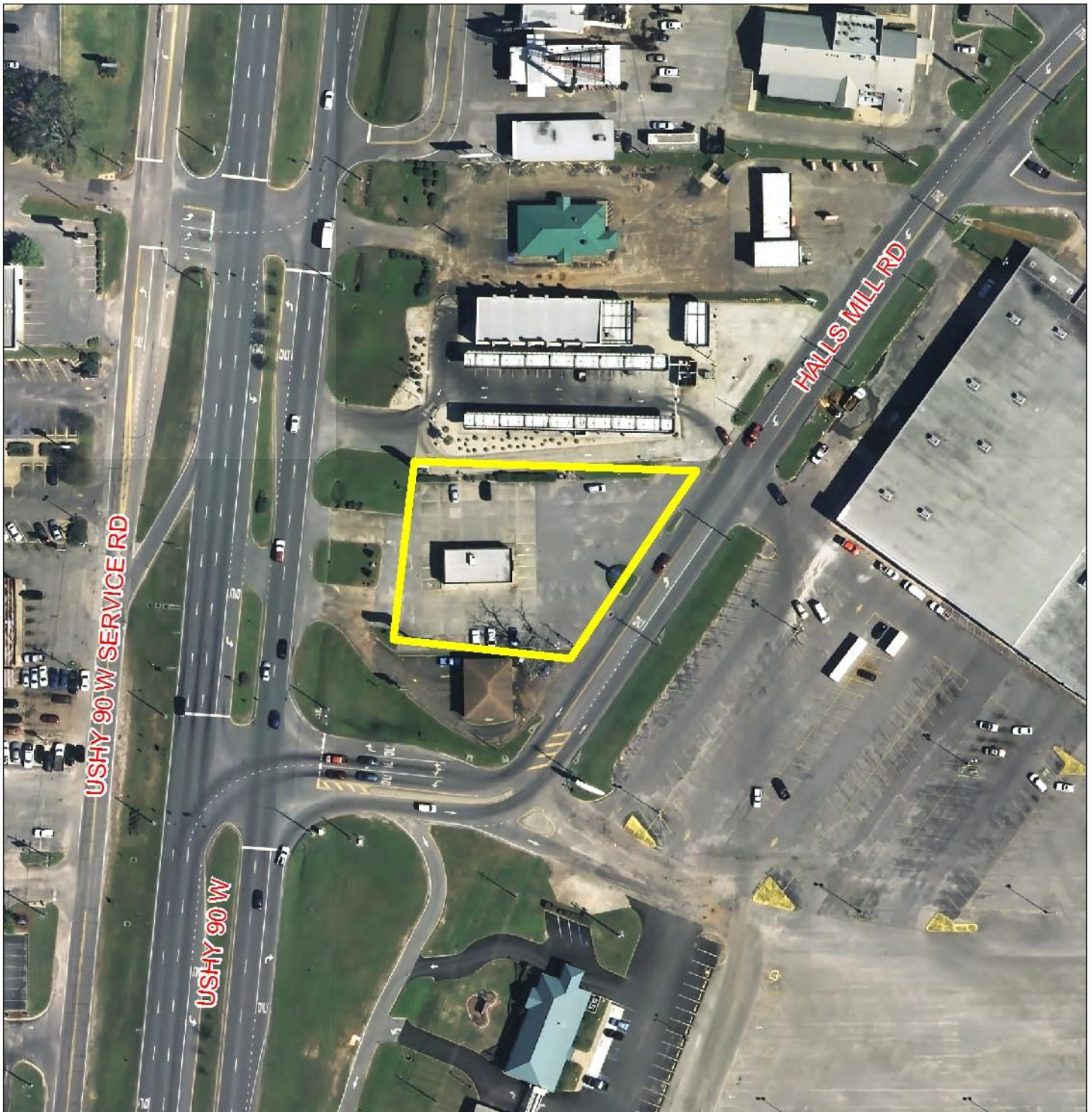
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R-A	R-3	T-B	B-2	B-5	MUN	SD-WH	T5.1
R-1	R-B	B-1	B-3	I-1	OPEN	T3	T5.2
R-2	H-B	LB-2	B-4	I-2	SD	T4	T6





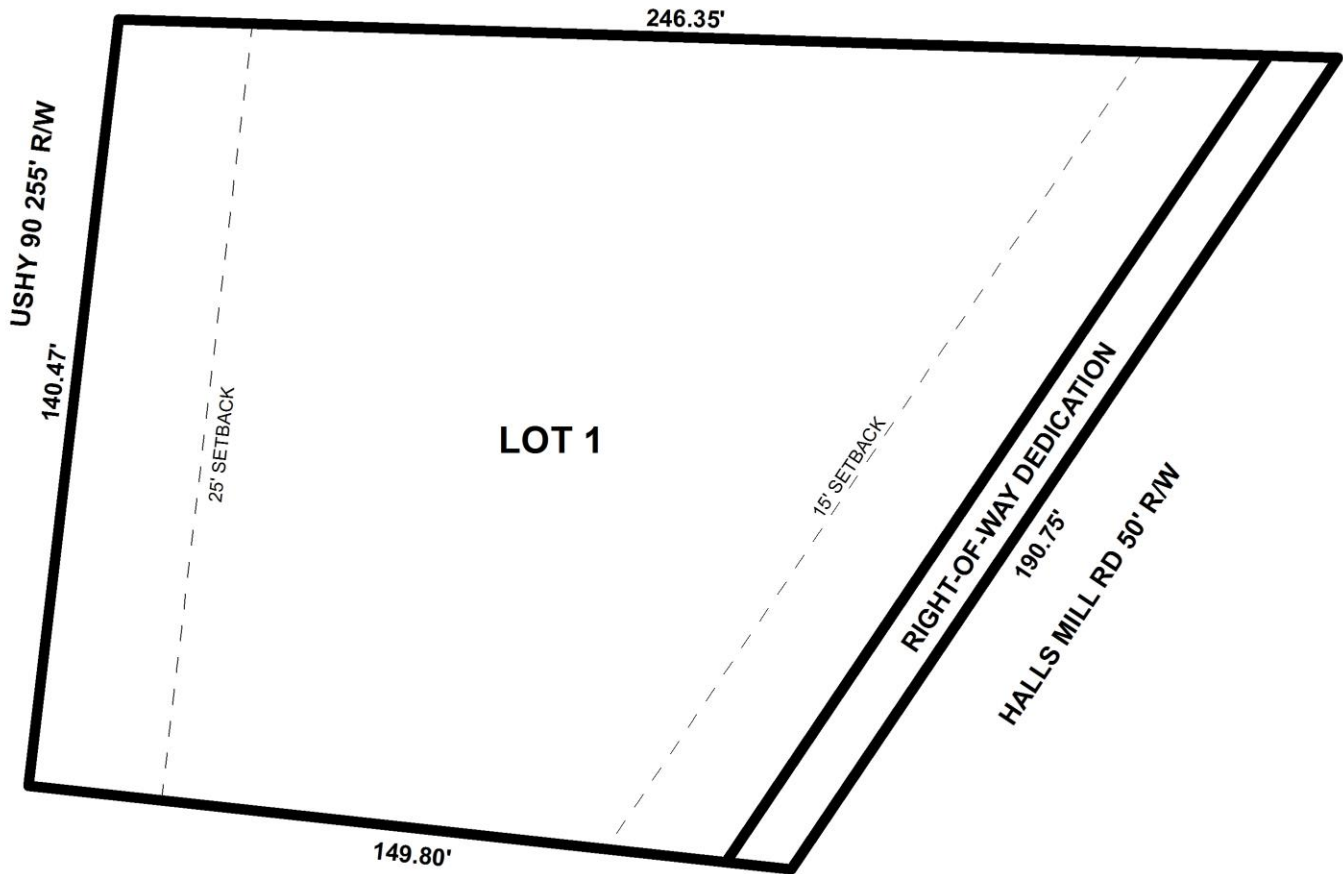
# TILLMAN'S CORNER SOUTH SUBDIVISION



APPLICATION NUMBER 4 DATE June 15, 2017



# DETAIL SITE PLAN



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APPLICANT Tillman's Corner South Subdivision

REQUEST Subdivision



NTS