

HERON LANDING SUBDIVISION

Engineering Comments: The FEMA flood zone and required finished floor elevation is required on each lot affected by the AE and X-shaded flood zones. Engineering recommends a note on the plat that disturbance of the wetlands is not allowed without a permit from the US Army Corps of Engineers. Must comply with all stormwater and flood control ordinances. Any work performed in the right of way will require a right of way permit. The applicant is responsible for verifying if the site contains wetlands. The site can be checked against the National Wetlands Inventory on the COM web site Environmental Viewer. If the site is included on the NWI, it is the applicant's responsibility to confirm or deny the existence of regulatory wetlands.

Traffic Engineering Comments: Driveway number, sizes, location and design to be approved by Traffic Engineering and ALDOT, 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).

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 20.7 ± acre, 20 lot subdivision which is located at the South side of Dauphin Island Parkway, 70'+ East of Willowdale Street, extending to the West side of Doyle Street, 600'+ South of Dauphin Island Parkway, and is in Council District 4. The subdivision is served by public water and sanitary sewer.

The applicant intends to resubdivide five lots into a twenty-lot subdivision, which will include six lots fronting onto Dog River, and a large common area that will encompass an existing canal and wetlands area on the site.

The site fronts on Dauphin Island Parkway, a major street with adequate right-of-way, and has a portion of the site abutting Doyle Street, a minor street lacking curb and gutter. The existing right-of-way for Doyle Street where the site abuts it is 50-feet, which is not adequate due to the street lacking curb and gutter. Since Doyle Street dead-ends at Dog River, and due to the limited number of homes served by the street, it is recommended that the minimum building setback from Doyle Street for the site in question be increased to provide 55 feet, as measured from the centerline of Doyle Street. Access to Doyle Street from Lot 5 should be denied.

The proposed Lot 1 has frontage on both the proposed residential street and Dauphin Island Parkway. The frontage on Dauphin Island Parkway is only 25-feet, and no justification is provided for the 25 by 320 foot long strip to be part of the proposed Lot 1. It is recommended, therefore, that the subdivision application be revised to include the remainder of Schulz Commercial Subdivision (two lots of which are already included as part of the application) so

that the strip of land can be combined with the commercial properties fronting Dauphin Island Parkway, rather than as part of the proposed residential Lot 1.

Primary access to the site will be via a proposed public street that intersects Dauphin Island Parkway. Since Dauphin Island Parkway is major street and an ALDOT facility, there are access concerns. Access to Dauphin Island Parkway should be restricted, however, curb-cut limitations will be recommended upon the receipt of a revised application. It should be noted that curb-cuts and the roadway intersection with Dauphin Island Parkway must be approved by Traffic Engineering and ALDOT, and conform to AASHTO standards.

The 25-foot minimum building setback line from the right-of-way edge is not depicted for all proposed lots, and will be required (from the right-of-way setback) on the final plat.

The site was the subject of two subdivision cases and a rezoning case in 2002, all of which were approved. The final plats for the subdivisions were recorded, and the rezoning was approved by City Council with conditions. The rezoning case changed the front portion of the site from R-1, One-Family Residence District, to B-2, Neighborhood Business District, however, none of the conditions for approval of the rezoning have been met, and that portion of the site has not been developed. The proposed subdivision will create a split-zoning condition for Lot 18, thus it is recommended that the applicant include rezoning as part of the application for Planning Commission approval. It should also be noted that Lot 19 would be commercially zoned, with access only onto the proposed minor residential street; it is recommended that Lot 19 also be rezoned to R-1 to reduce potential use conflicts.

Proposed Lots 6 – 11 do not comply with the recommended depth to width ratio in Section V.D.3. of the Subdivision Regulations. Due to the proximity to Dog River and the potential presence of wetlands, a waiver of Section V.D.3. may be appropriate.

It should also be noted that the final plats for the subdivisions approved in 2002 depicted drainage easements and sanitary sewer easements that are not depicted on the current application's preliminary plat. The plat should be revised to show all easements that occur on the site, as they may affect the applicant's ability to develop the site.

The Southern portion of the site is bounded by Dog River, and the site is partially bisected by a canal that connects to an existing drainage easement. Wetlands associated with Dog River may occur on a portion of the site. The site, additionally, appears to be partially located in the "100" and "500" year flood zones, as depicted on FEMA maps. The site also appears to be in an area subject to hurricane-related storm surge. The presence of wetlands and floodplains indicate that the area may be environmentally sensitive; therefore, the approval of all applicable federal, state and local agencies would be required prior to the issuance of any permits or land disturbance activities.

Based upon the preceding, this application is recommend for Holdover until the August 3rd meeting to allow the applicant to revise the plat and application by July 10th to include: 1) depiction of any drainage and sanitary sewer easements; 2) depiction of FEMA flood zone and required finished floor elevation information; 3) revision of the Subdivision application to

include the remainder of the Schulz Commercial Subdivision so that the strip of land associated with the proposed Lot 1 can instead be made part of the commercial lots fronting Dauphin Island Parkway; and 4) application for rezoning to remove any split-zoning condition for proposed Lot 18, to convert proposed Lot 19 to a residential zoning district, and to convert the strip of Lot 1 to a commercial zoning designation, if the strip is combined with the commercial lots fronting Dauphin Island Parkway.

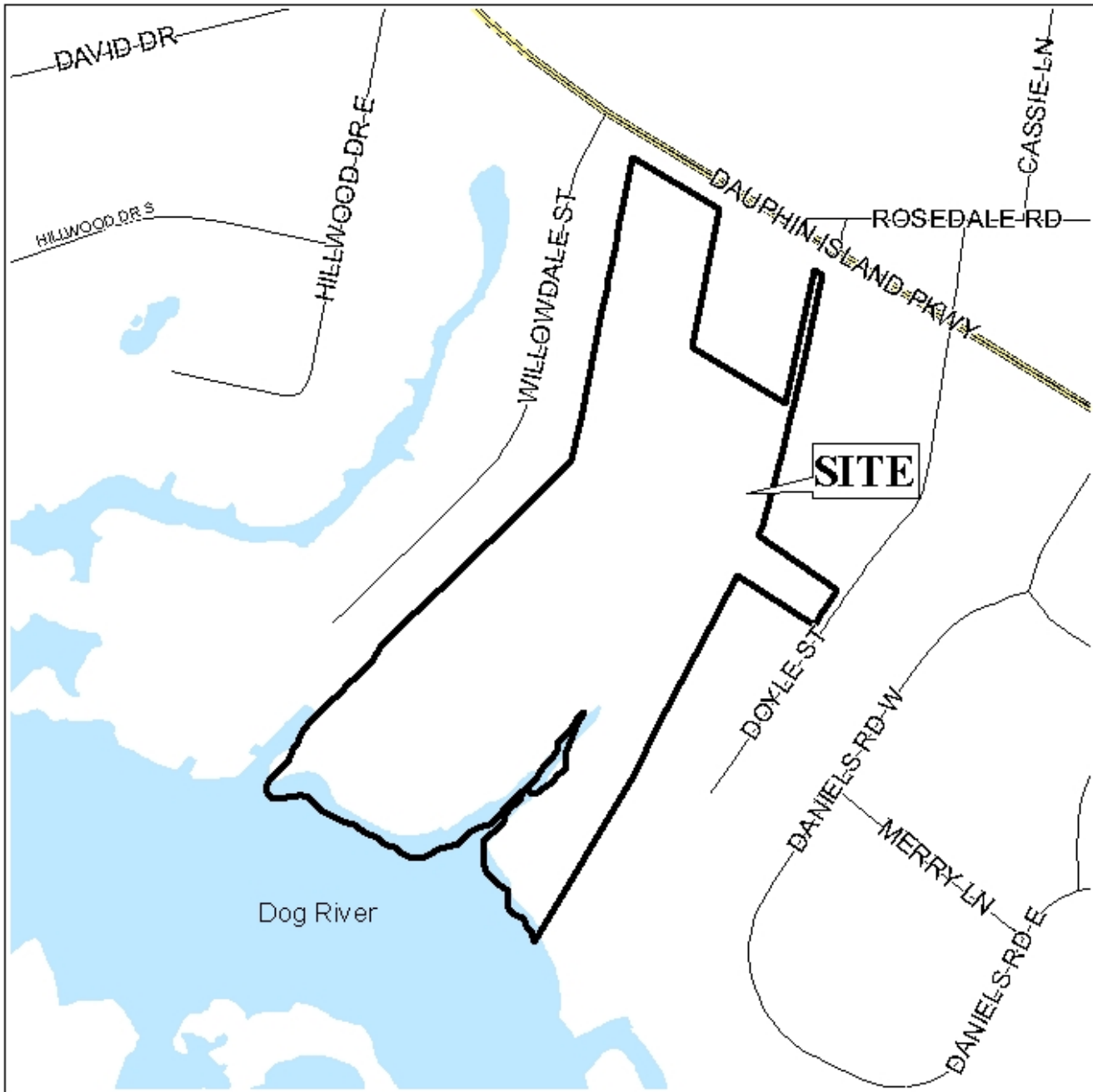
Revised for the July 20th meeting:

The applicant's representative states that the site will be developed in phases, with the first phase including the construction of the proposed road and the recording of lots 8 – 11, which face Dog River. The applicant's representative has requested that the split-zoning issue identified for lot 18 be resolved at a future date, before that phase of the proposed subdivision is recorded. As such, the plat should be revised to depict the proposed first phase, and the remaining lots should additionally be labeled as "future development." Furthermore, a note should be placed on the final plat, if approved, stating that proposed lots 18-20 shall not be recorded until the split-zoning condition of lot 18 is resolved.

The applicant's representative also states that it is not possible to include lots 3 and 4 of the Schulz Commercial Subdivision as part of this application, as they are under different ownership.

With a waiver of Section V.D.3. of the Subdivision Regulations, this application is recommended for Tentative Approval, subject to the following conditions: 1) depiction and labeling of all drainage and sanitary sewer easements on the final plat; 2) depiction and labeling of FEMA flood zones and required finished floor elevation information on the final plat; 3) revision of the plat to include the phrase "future development" across all lots not proposed for inclusion in first phase of the subdivision; 4) placement of a note on the final plat stating that proposed lots 18-20 shall not be recorded until the zoning issues for lots 18 and 19 are resolved; 5) placement of a note on the plat stating that lot 5 is denied access to Doyle Street, and that lot 1 is denied direct access to Dauphin Island Parkway; 6) placement of a note on the plat stating that lot 20 is denied direct access to the proposed street, if it remains commercially zoned, and that the number, size and location of any curb-cuts onto Dauphin Island Parkway must be approved by Traffic Engineering and ALDOT, and conform to AASHTO standards, however, if lot 20 is rezoned to a residential designation, it shall be denied access to Dauphin Island Parkway; 7) revision of the plat to depict a 55-foot setback line, as measured from the centerline of Doyle Street, for lot 5; 8) revision of the plat to depict the 25-foot minimum building setback line from the right-of-way for all lots; 9) placement of a note on the final plat stating that the design and location of the proposed road intersection with Dauphin Island Parkway be approved by Traffic Engineering and ALDOT, and conform to AASHTO standards; 10) placement of a note on the final plat stating that approval of all applicable federal, state and local agencies is required prior to the issuance of any permits or land disturbance activities; and 11) full compliance with all other municipal codes and ordinances.

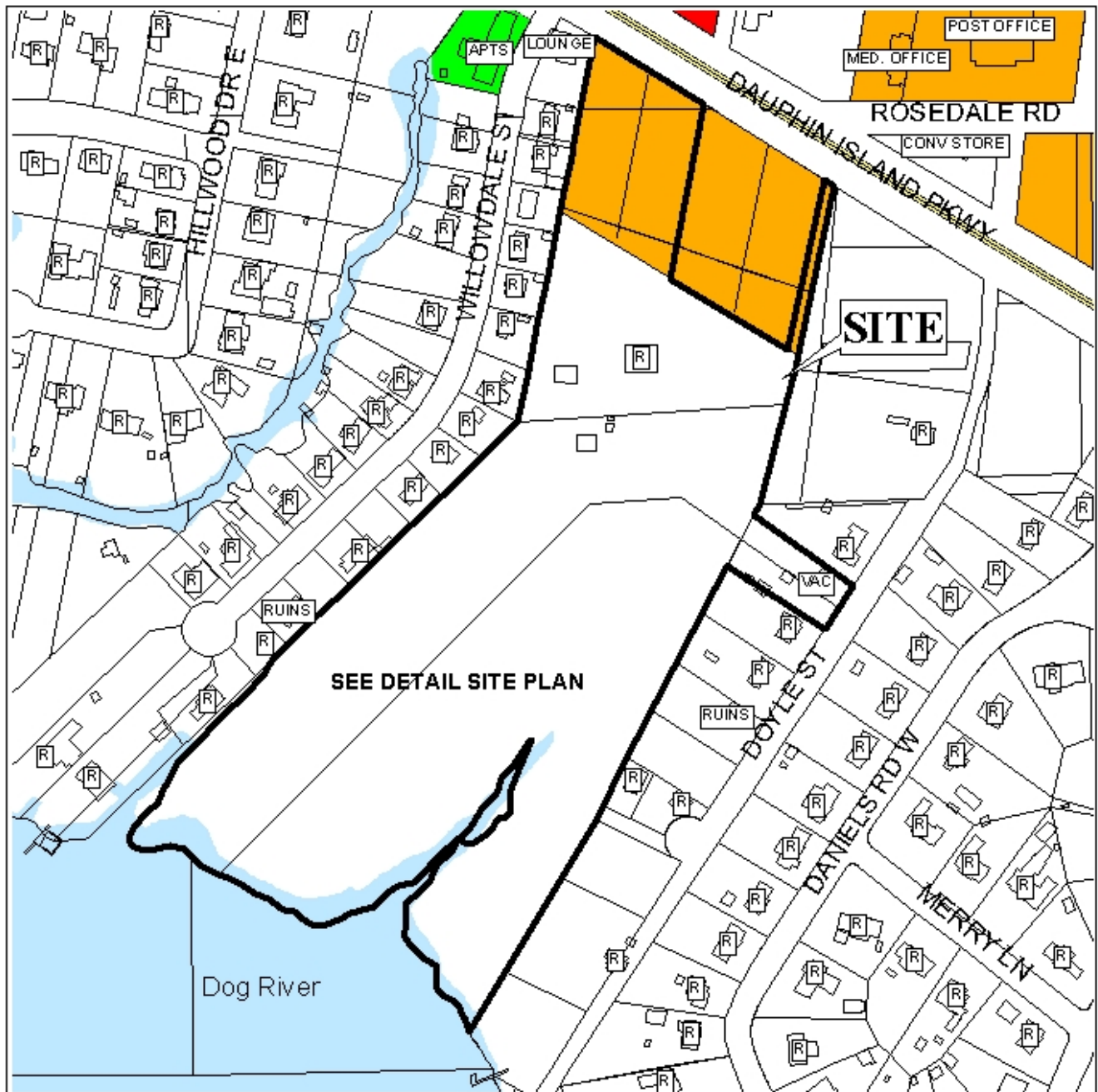
LOCATOR MAP



APPLICATION NUMBER Holdover DATE July 20, 2006
APPLICANT Heron Landing Subdivision
REQUEST Subdivision



HERON LANDING SUBDIVISION



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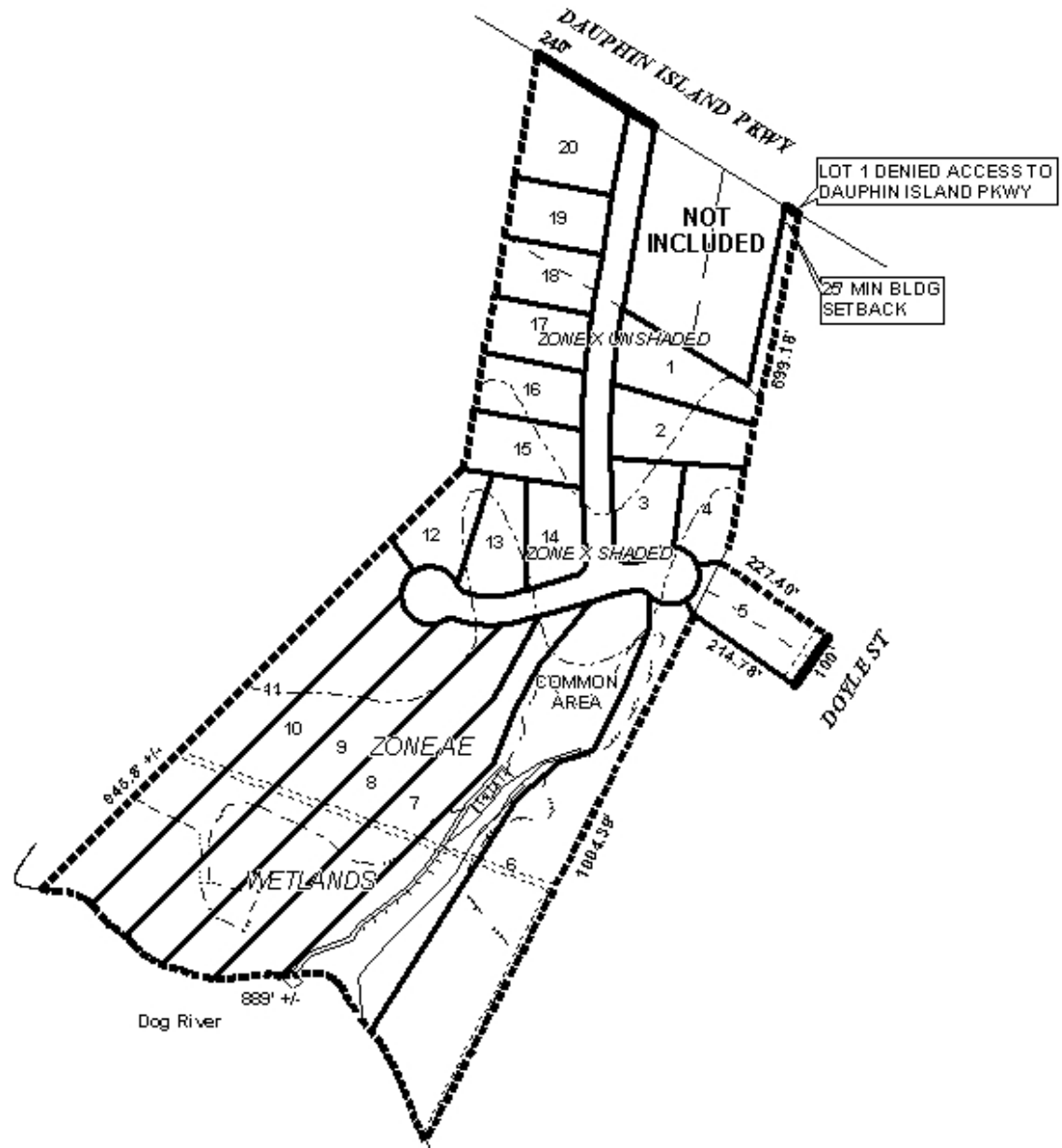
LEGEND

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 Holdover DATE July 20, 2006

APPLICANT Heron Landing Subdivision

REQUEST Subdivision



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