

## **DNJ ADDITION TO MOBILE 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. 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.
- B. Dedicate the corner radius (25' minimum or as approved by the City Engineer and Traffic Engineer) at the northern corner of LOT 1 (corner of Baker Street and Yeend Street).
- C. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation.
- D. Show and label each and every Right-Of-Way and easement, including the described ROADWAY AND UTILITIES FACILITIES EASEMENT.
- E. Revise the signature block from "CITY OF MOBILE ENGINEERING" to "CITY ENGINEER".
- F. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- G. The existing drainage ditch that runs through LOT 1 and LOT 2 needs to be contained in a PUBLIC (Dedicated to the City of Mobile) drainage EASEMENT; the width and alignment of the easement shall be coordinated with, and approved by, the City Engineer. Additional width may be required to allow vehicular and equipment access.
- H. Show the recording information for the vacated Bay Street.
- I. 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.
- J. 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.
- K. 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.
- L. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- M. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the ORIGINAL and one (1) copy of the revised Final Plat with all of the required signatures including Owner's (notarized), Planning Commission, and Traffic Engineering signatures.

Traffic Engineering Comments: Site is limited to its existing curb cuts, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. New

required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.

***Revised for the January 19<sup>th</sup> meeting:*** Lot 1 is limited to its existing curb cuts and Lot 2 is limited to one curb cut, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. New required 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: MAWSS has water and sewer services available, but a Capacity Assurance application for sewer services has not been applied for. MAWSS cannot guarantee sewer service until the Capacity application is approved by Volkert Engineering, Inc.

The plat illustrates the proposed 2-lot, 10.9± acre subdivision which is located at the Southwest corner of Yeend Street and Baker Street, in Council District 3. The applicant states that the subdivision is served by both public water and sanitary sewer.

The purpose of this application is to create two legal lots of record from an existing metes-and-bounds parcel.

The site is located in an "Industrial" Development Area, as per the recently adopted Map for Mobile Plan.

- Minimize impacts to adjacent properties
- Connect to major infrastructure for ease of major industry
- Better streetscaping and aesthetic improvements
- Connect to nearby areas through transit accommodation for ease of workers' access

It should be noted that the Map for Mobile Plan is meant to serve as a general guide, not a detailed lot and district plan or mandate for development. Thus, as this request is solely related to the subdivision of property, not the use of the property, application of the Map for Mobile principles may not be appropriate.

The site fronts Baker Street and Yeend Street, both with 50' rights-of-way. Baker Street is a minor street; therefore, no right-of-way dedication would be required. Yeend Street is a component of the Major Street Plan, Royal Street South, with a planned 80' right-of-way. However, with the Commission's approval of the adjacent Armstrong Subdivision to the South of the site, no dedication of right-of-way was required due to the question of viability of development to major street standards. Instead, additional building setback was allowed from the centerline of Yeend Street and the proposed Royal Street South. Therefore, the plat should

be revised to illustrate the minimum building setback line along Yeend Street as measured 65' from the centerline of Yeend Street (40' for possible widening and 25' for the setback from any future right-of-way after widening). The plat should also be revised to illustrate a 25' minimum building setback line along Baker Street as measured from the current right-of-way line. The plat should also be revised to illustrate the dedication of a 25' corner radius at the intersection of Baker Street and Yeend Street.

As per the Traffic Engineering comments, the site should be limited to its existing curb cuts, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards, and a note should be required stating such on the Final Plat.

The proposed lots meet the minimum size requirement of the Subdivision Regulations. The plat labels each lot with its size in both square feet and acres. However, as corner radius dedication is required for Lot 1, that lot size should be revised to reflect the area after dedication. Each lot should be labeled on the Final Plat with its size in both square feet and acres, after any required frontage dedication or a table should be furnished on the Final Plat providing the same information.

Finally, it should be noted that the overall site was the subject of an Administrative PUD in 2012. With the subdivision of land, a new PUD will be required if either lot has more than one building and/or shared access. Also, it should be noted that the Subdivision triggers the sidewalk requirement along all street frontages.

The plat meets the minimum requirements of the Subdivision Regulations and is recommended for tentative approval, subject to the following conditions:

- 1) revision of the plat to illustrate a minimum building setback line of 65' as measured from the centerline of Yeend Street and the proposed Royal Street South major street;
- 2) revision of the plat to illustrate a 25' minimum building setback line along Baker Street as measured from the current right-of-way line;
- 3) revision of the plat to provide a 25' radius corner dedication at the intersection of Baker Street and Yeend Street;
- 4) placement of a note on the Final Plat stating that the subdivision is limited to its existing curb cuts, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards;
- 5) revision of the plat to label each lot with its size in both square feet and acres, after any required corner radius dedication for Lot 1, or the furnishing of a table on the Final Plat providing the same information;
- 6) submission of a full PUD if either lot has more than one building and/or shared access;
- 7) installation of a sidewalk along all street frontages or the submission and approval of a Sidewalk Waiver application for each lot;
- 8) compliance with the Engineering comments: *[FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review and/or signature by the City Engineer): A. 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. B. Dedicate the corner radius (25' minimum or as approved by the City Engineer and Traffic Engineer) at the northern corner of LOT 1 (corner of Baker Street and Yeend Street). C. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation. D. Show and label each and every Right-Of-Way and easement, including the described ROADWAY AND UTILITIES FACILITIES EASEMENT. E. Revise the signature block from "CITY OF MOBILE ENGINEERING" to "CITY ENGINEER". F. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. G. The existing drainage ditch that runs through LOT 1 and LOT 2 needs to be contained in a PUBLIC (Dedicated to the City of Mobile) drainage EASEMENT; the width and alignment of the easement shall be coordinated with, and approved by, the City Engineer. Additional width may be required to allow vehicular and equipment access. H. Show the recording information for the vacated Bay Street. I. 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. J. 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. K. 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. L. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing. M. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the ORIGINAL and one (1) copy of the revised Final Plat with all of the required signatures including Owner's (notarized), Planning Commission, and Traffic Engineering signatures.];

- 9) compliance with the Traffic Engineering comments: (Site is limited to its existing curb cuts, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. New required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.);
- 10) compliance with the 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).]; and
- 11) compliance with the 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).]

**Revised for the January 19, 2017 meeting:**

This application was heldover from the December 15, 2016 meeting to allow staff to review the revised plat as submitted on December 14<sup>th</sup>. The applicant submitted a revised plat as a two-lot

*subdivision and incorporated many of the conditions of approval associated with the originally-submitted one-lot subdivision.*

*The revised plat indicates the minimum building setback line along Yeend Street as being 65' from the centerline of Yeend Street and the proposed Royal Street South major street, and as being 25' from the current Baker Street right-of-way. A 25' corner radius dedication is indicated at the corner of Baker Street and Yeend Street*

*Due to the fact that the subdivision is now two lots and Lot 2 currently only has a curb cut onto the now-vacated Bay Street right-of-way and crosses onto Alabama Power property, and since Lot 2 would be a flag lot and the only public street access point would be at the terminus of the "pole" onto Yeend Street and the proposed South Royal Street major street, the Traffic Engineering comments have been revised to allow Lot 2 one curb cut onto Yeend Street, with the size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Therefore, Note 12 on the plat should be revised to reflect the revised Traffic Engineering comments limiting Lot 1 to its existing curb cuts and Lot 2 to one curb cut.*

*As proposed Lot 2 would be a flag lot, a waiver of Section V.D.1. of the Subdivision Regulations would be required for its shape. As the site is within an industrial area where other irregularly-shaped lots have been approved by the Commission, a waiver would seem in order. And since the lot would exceed the maximum depth-to-width ratio of Section V.D.3., a waiver of that section would be required and would seem in order as other industrial sites have been approved by the Commission with such configurations.*

*With waivers of Sections V.D.1. and V.D.3., the plat meets the minimum requirements of the Subdivision Regulations and is recommended for tentative approval, subject to the following conditions:*

- 1) retention of the 40' minimum building setback line along Yeend Street as measured 65' from the centerline of Yeend Street and the proposed Royal Street South major street;*
- 2) retention of the 25' minimum building setback line along Baker Street as measured from the current right-of-way line;*
- 3) retention of the 25' radius corner dedication at the intersection of Baker Street and Yeend Street;*
- 4) placement of a note on the Final Plat stating that Lot 1 is limited to its existing curb cuts and Lot 2 is limited to one curb cut, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards;*
- 5) retention of the lot size labels on each lot with their sizes in both square feet and acres, after any required corner radius dedication for Lot 1, or the furnishing of a table on the Final Plat providing the same information;*
- 6) submission of a full PUD if either lot has more than one building and/or shared access;*
- 7) installation of a sidewalk along all street frontages or the submission and approval of a Sidewalk Waiver application for each lot;*
- 8) compliance with the Engineering comments: [FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review and/or signature by the City Engineer): A. 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. B. Dedicate the corner radius (25' minimum or as approved by the City Engineer and Traffic Engineer) at the northern corner of LOT 1 (corner of Baker Street and Yeend Street). C. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation. D. Show and label each and every Right-Of-Way and easement, including the described ROADWAY AND UTILITIES FACILITIES EASEMENT. E. Revise the signature block from "CITY OF MOBILE ENGINEERING" to "CITY ENGINEER". F. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. G. The existing drainage ditch that runs through LOT 1 and LOT 2 needs to be contained in a PUBLIC (Dedicated to the City of Mobile) drainage EASEMENT; the width and alignment of the easement shall be coordinated with, and approved by, the City Engineer. Additional width may be required to allow vehicular and equipment access. H. Show the recording information for the vacated Bay Street. I. 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. J. 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. K. 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. L. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing. M. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the ORIGINAL and one (1) copy of the revised Final Plat with all of the required signatures including Owner's (notarized), Planning Commission, and Traffic Engineering signatures.];

- 9) compliance with the revised Traffic Engineering comments: (Lot 1 is limited to its existing curb cuts and Lot 2 is limited to one curb cut, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. New required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.);
- 10) compliance with the 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).]; and
- 11) compliance with the 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).]

**Revised for the February 2<sup>nd</sup> meeting:**

*This application was heldover from the January 19<sup>th</sup> meeting at the applicant's request. As no new information has been submitted, the original recommendation would apply.*

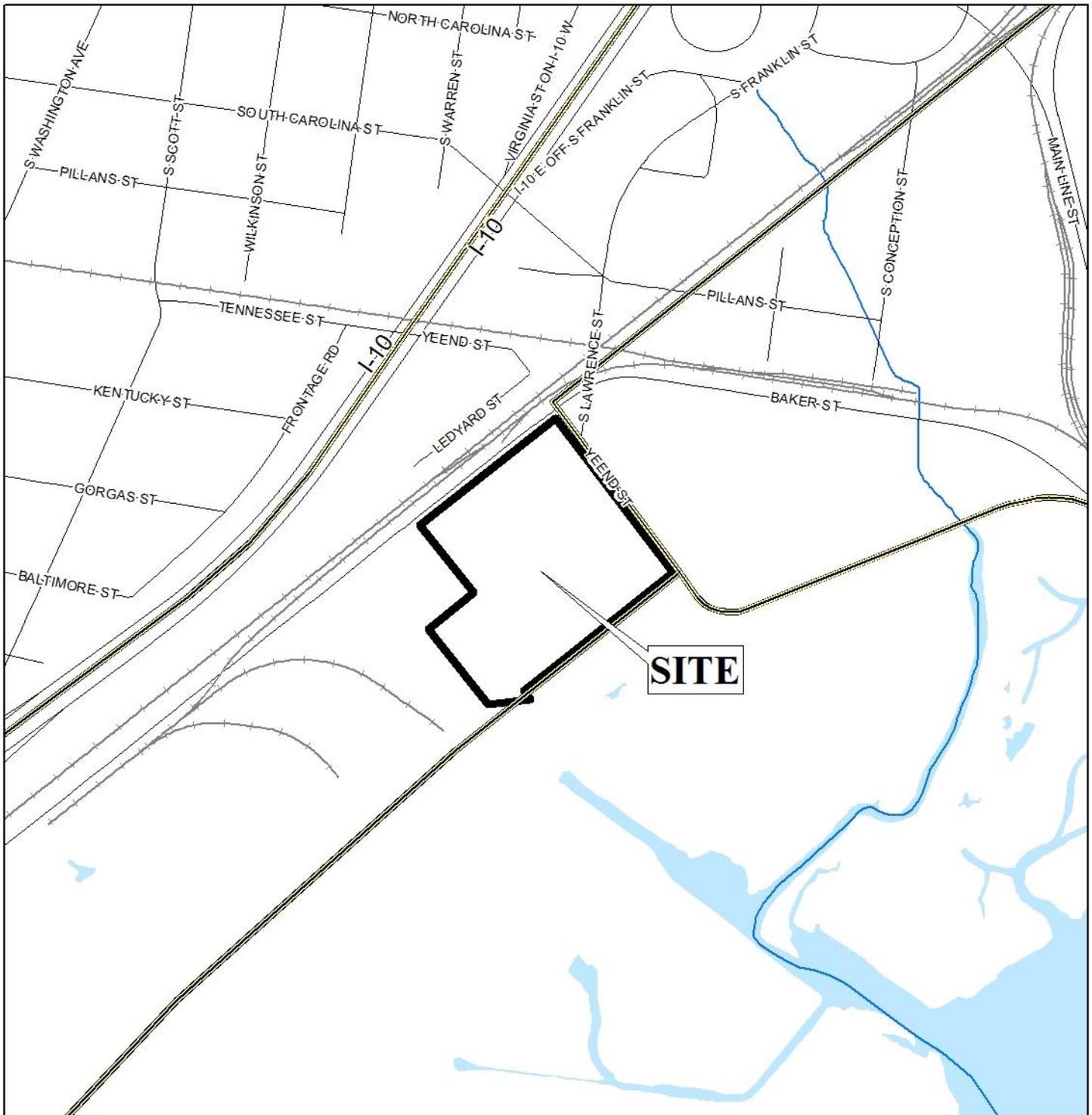
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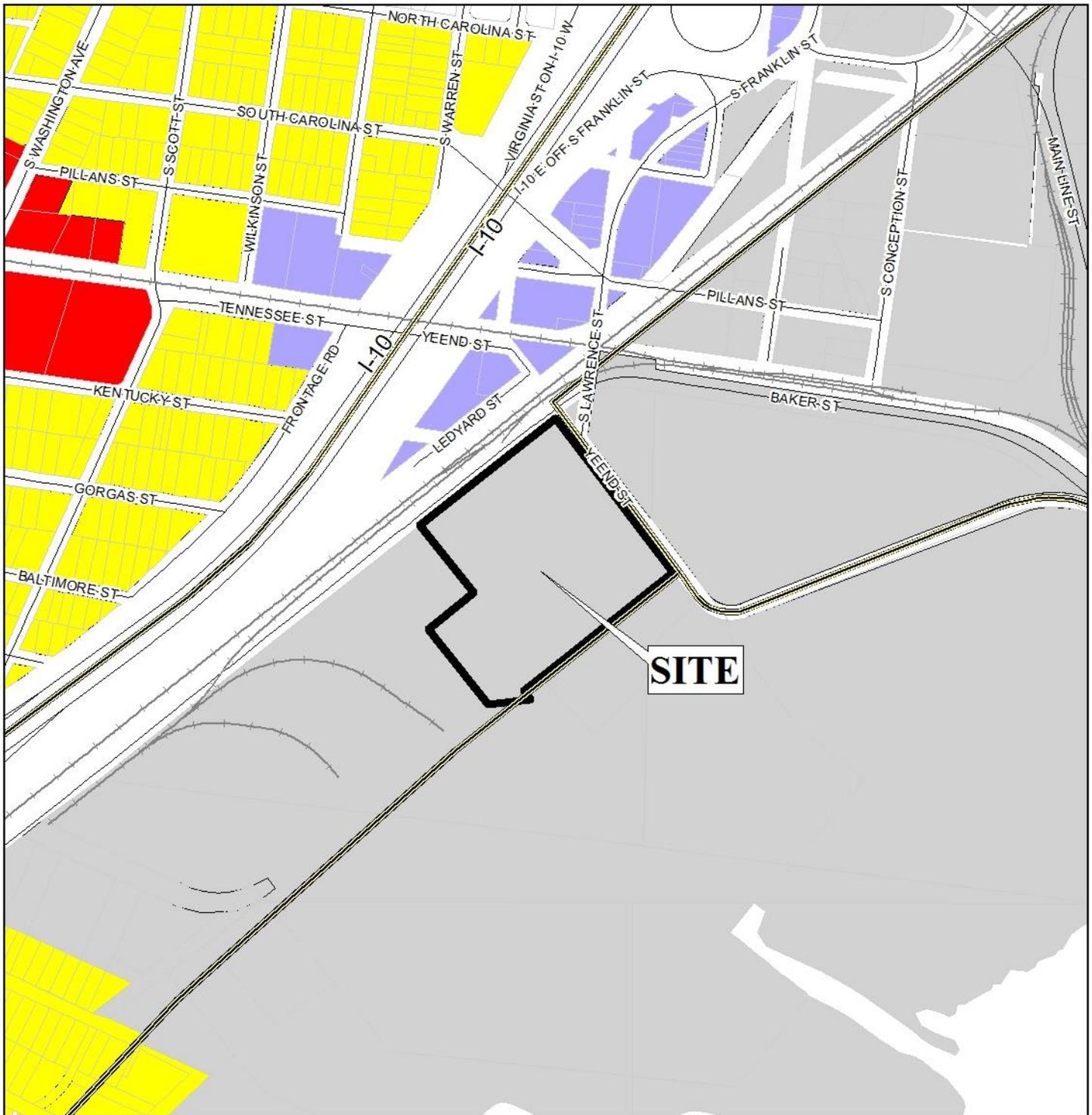
# LOCATOR MAP



APPLICATION NUMBER 2 DATE February 2, 2017  
APPLICANT Mobile Subdivision, DNJ Addition to  
REQUEST Subdivision



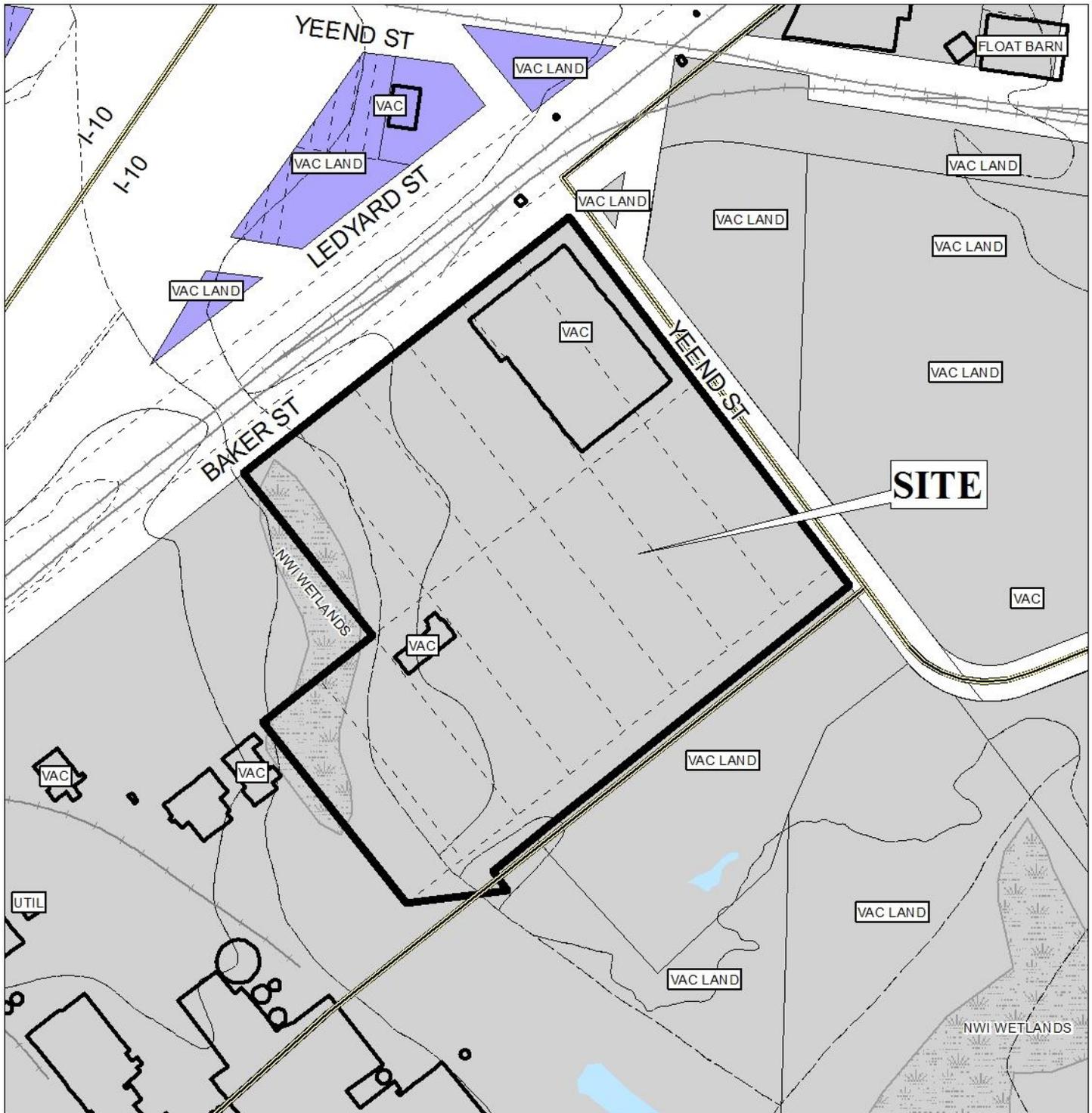
# LOCATOR ZONING MAP



APPLICATION NUMBER 2 DATE February 2, 2017  
APPLICANT Mobile Subdivision, DNJ Addition to  
REQUEST Subdivision



# MOBILE SUBDIVISION, DNJ ADDITION TO



APPLICATION NUMBER 2 DATE February 2, 2017

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



# MOBILE SUBDIVISION, DNJ ADDITION TO

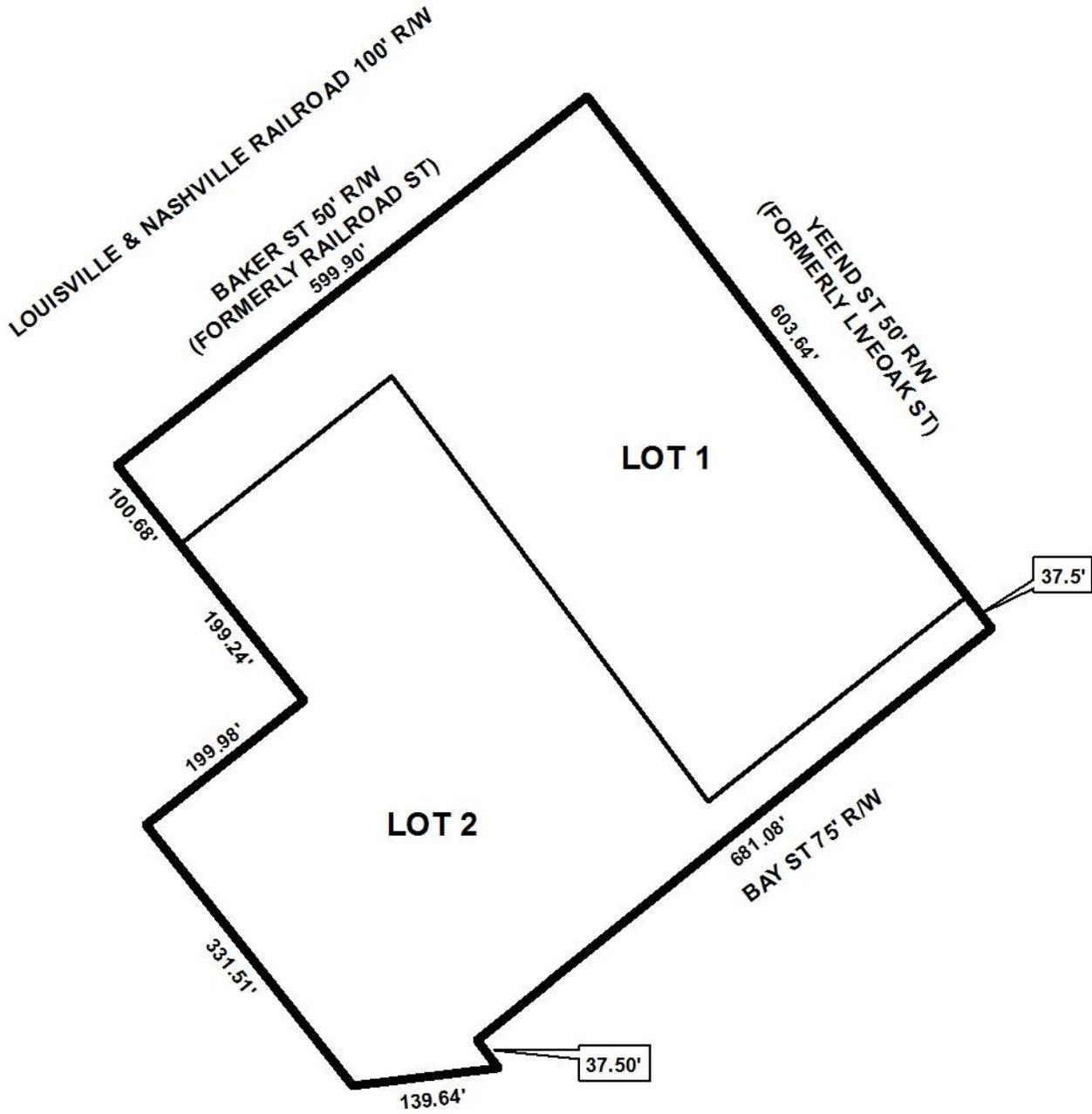


APPLICATION NUMBER 2 DATE February 2, 2017



NTS

# DETAIL SITE PLAN



APPLICATION NUMBER 2 DATE February 2, 2017  
APPLICANT Mobile Subdivision, DNJ Addition to  
REQUEST Subdivision

