

## **MARITECH MARINE SUBDIVISION, PHASE 2**

Engineering Comments: The following comments should be addressed prior to submitting the FINAL PLAT for acceptance and signature by the City Engineer:

- A. Delete the reference to the POB located at the southwest corner of LOT 1, Maritech Marine Subdivision, unless needed.
- B. 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.
- C. 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.
- D. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- E. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of development, unless a sidewalk waiver is approved.
- F. Provide an updated Plat to Engineering Dept. for review prior to submittal for City Engineer's signature.
- G. Provide a copy of the Final Plat along with the original when submitting for City Engineer signature.:

Traffic Engineering Comments: Site is limited to two curb cuts for Lawrence Franklin Connector (South Lawrence Street), and one curb cut to South Lawrence Street , with size, location and design to be approved by 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 61-929 and City Code Chapters 57 and 64).

Fire-Rescue Department Comments: All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.

The plat illustrates the proposed 0.3 acre  $\pm$ , 1 lot subdivision which is located on West side of Lawrence Franklin Connector at the West terminus of South Carolina 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 amend a previously approved one-lot Subdivision to include four additional parcels which are the remnants of properties that were dissected by the

construction of Interstate 10 and the Lawrence Franklin Connector, and create one legal lot of record.

The site fronts onto Lawrence Franklin Connector, a minor street with curb and gutter and an adequate right-of-way width. The site also has frontage onto Interstate 10, which has a right of way width in excess of the required 350 feet at this location, and onto deteriorating remnants of South Carolina Street and South Lawrence Street. The remnants of South Carolina and South Lawrence Streets were created by the construction of I-10, and it appears that these rights-of-way only provide access to a 378 ± square foot parcel, again, a remnant parcel created by the construction of the Interstate. With the expansion the site would gain an additional 26.8 linear feet along Lawrence Franklin Connector, with the remainder of the street frontage gain along Interstate 10.

The proposed lot is located on a curve, and access management is a concern due to the site abutting Interstate 10. The lot should be denied access to Interstate 10, the remnant South Lawrence and South Carolina Streets, and limited to one curb-cut to the Lawrence Franklin Connector with the size, design and location of the curb-cut to be approved by Traffic Engineering and conform to AASHTO standards.

The 25' minimum building setback line, required in Section V.D.9. of the Subdivision Regulations is shown for the lot where it abuts the Lawrence Franklin Connector and South Carolina Street, but not where the lot abuts the remnant South Lawrence Street and Interstate 10. The applicant indicates a zero setback along the Interstate 10 right-of-way as on the previous approval. This was requested along the remnant South Lawrence Street and Interstate 10 due to the fact that providing a 25-foot setback from these two streets would essentially result in an unbuildable lot. Staff recommended that the normal 25' setback be waived and the previous Subdivision was allowed such. Therefore, staff recommends that the 25' setback along the Interstate 10 right-of-way be waived for the expanded portion as well.

As on the preliminary plat, the lot should be labeled with its size in both square feet and acres on the Final Plat, or a table should be furnished on the Final Plat providing the same information.

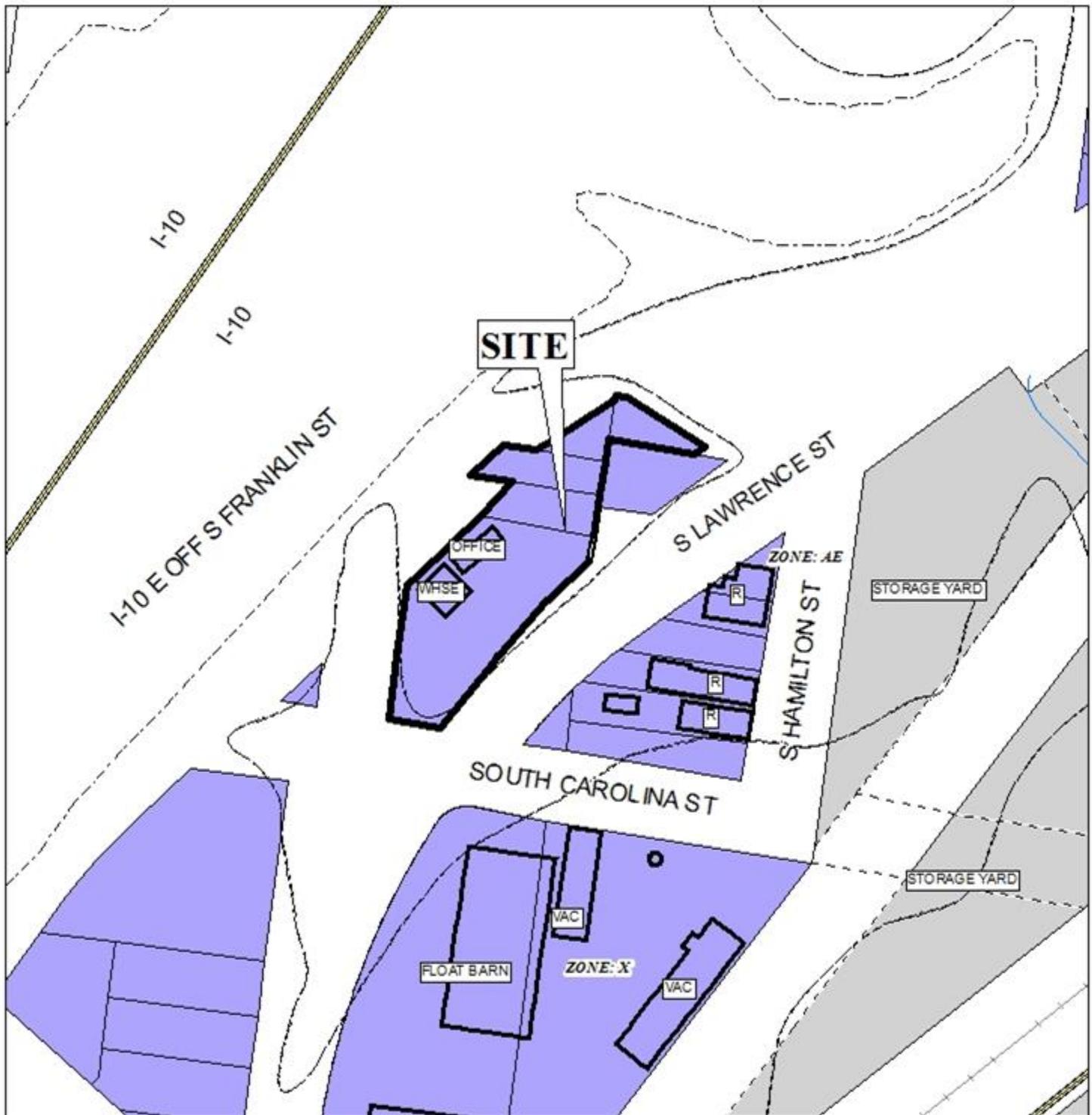
The entire site is zoned I-1, Light Industry, and being on a minor street, Section V.B.9. of the Subdivision Regulations requires that dedication be provided along the street frontage to provide an additional 15' of width to allow for vehicles entering or leaving parking areas. However, as that section was waived for the original Subdivision, it would also seem in order for Phase 2.

It should be noted that, following the original Subdivision recording, the applicant constructed two buildings on the site, one without an original permit, and a Planned Unit Development (PUD) application was required to correct the situation. However, during the review of that application, it was discovered that there were right-of-way encroachment problems associated with the site plan and the applicant was allowed to withdraw the application in order to re-submit after such problems were cleared. The applicant has now submitted a new PUD to be heard at the Commission's June 18<sup>th</sup> meeting to clear the encroachment problems. Therefore, this application should be heldover until that meeting in order to be heard in conjunction with the PUD.

Based upon the preceding, this application is recommended for holdover to the June 18<sup>th</sup> meeting in order to be heard in conjunction with a new Planned Unit Development application addressing the existing right-of-way encroachment problems.



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APPLICATION NUMBER 5 DATE May 21, 2015

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



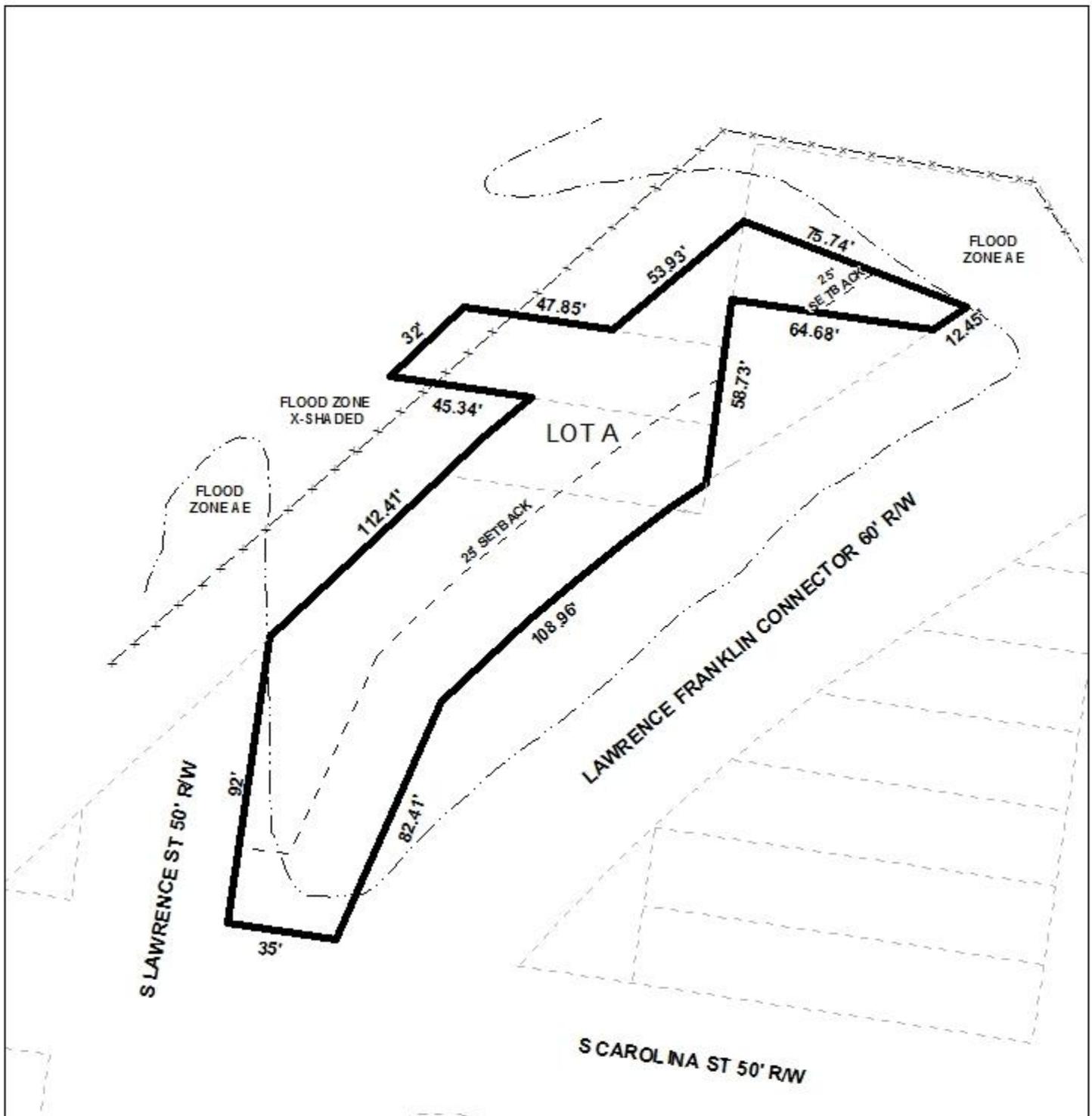
# MARITECH MARINE SUBDIVISION, PHASE 2



APPLICATION NUMBER 5 DATE May 21, 2015



# DETAIL SITE PLAN



APPLICATION NUMBER 5 DATE May 21, 2015

APPLICANT Maritech Marine Subdivision, Phase 2

REQUEST Subdivision

