



Agenda Item # 1 - HOLDOVER

SUB-002857-2024

View additional details on this proposal and all application materials using the following link:

[Applicant Materials for Consideration](#)

DETAILS

Location:

1582 Leroy Stevens Road

Subdivision Name:

Griffin Place Subdivision

Applicant / Agent:

John T. Griffin, JTG Investments, LLC

Property Owners:

John T. Griffin & Samantha Jones

Current Zoning:

B-2, Neighborhood Business Suburban District

Future Land Use:

Mixed Commercial Corridor

Applicable Codes, Policies, and Plans:

- Unified Development Code
- Subdivision Regulations
- Map for Mobile Comprehensive Plan

Proposal:

- Subdivision approval to create three (3) legal lots of record from two (2) metes-and-bounds parcels.

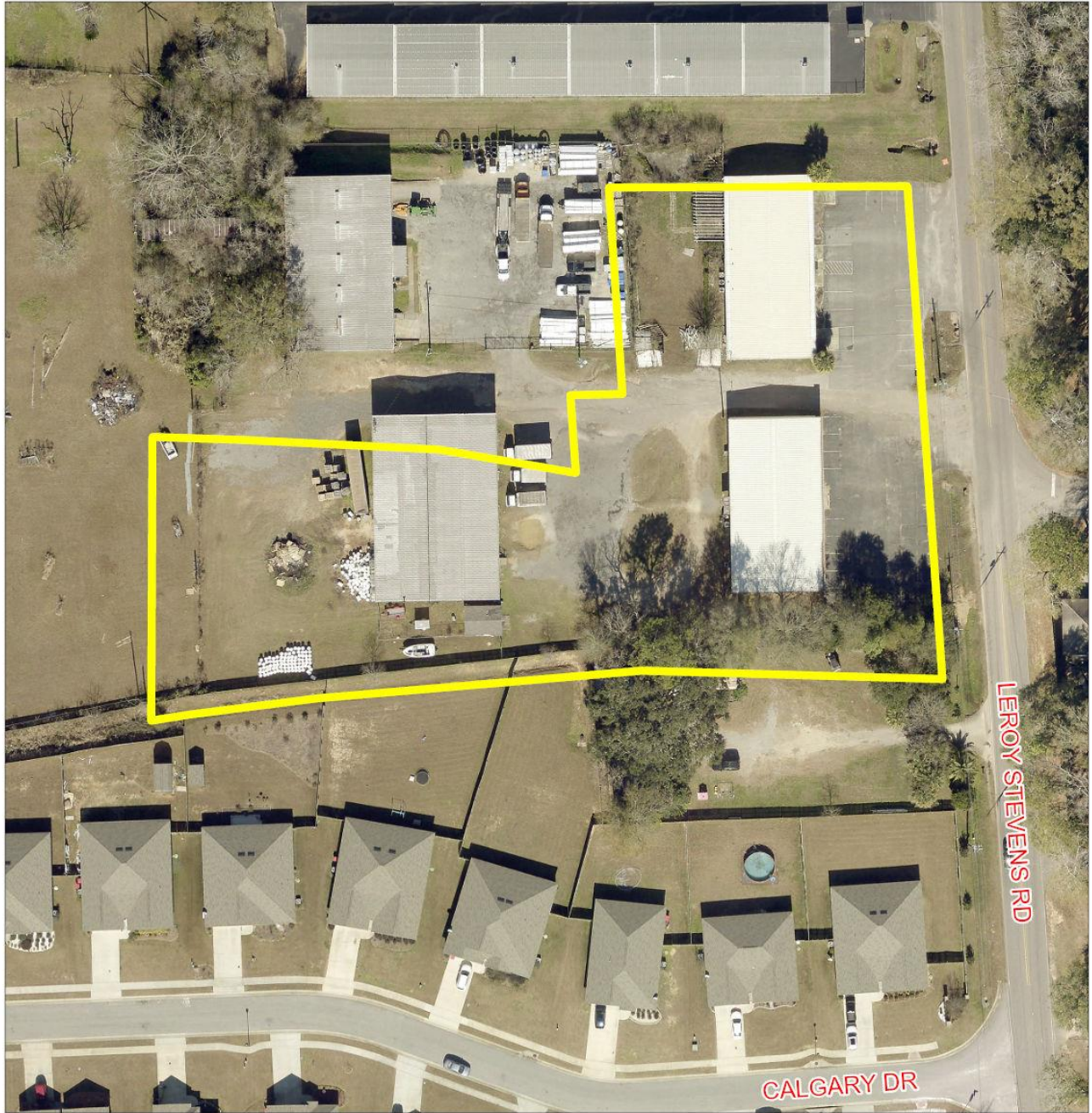
Considerations:

1. Subdivision proposal with eight (8) conditions.

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GRIFFIN PLACE SUBDIVISION



APPLICATION NUMBER 1 DATE June 20, 2024



HOLDOVER COMMENTS

At the applicant's request, the application was heldover from the May 16, 2024 Planning Commission meeting to allow the applicant time to address the following:

1. Revise the plat to illustrate ingress/egress easements that are at least 24 feet in width; or
2. Revise the plat to depict a flag lot that would allow proposed Lot 2 to have frontage on Leroy Stevens Road.

The applicant has since met with staff to discuss the required changes, and a revised subdivision plat was provided.

The application has been modified to create three (3) legal lots of record from two (2) neighboring metes-and-bounds parcels instead of two (2) legal lots from one (1) metes-and-bounds parcel. The adjoining property to the North has been incorporated into the request to facilitate an adequate 24±-foot wide easement that will provide access to Lot 2 from Leroy Stevens Road.

All three (3) lots have frontage along Leroy Stevens Road, a minor street without curb and gutter requiring a 60-foot right-of-way width. The plat depicts sufficient right-of-way at this location making additional dedication unnecessary.

Each of the lots exceed the minimum size requirement for lots served by public water and sanitary sewer in a B-2 Suburban district. The sizes of each lot are provided in square feet and acres in a table on the preliminary plat. If approved, this information should be retained on the Final Plat.

Proposed Lot 2 has been redesigned as a flag-shaped lot with a 25-foot wide "pole" providing frontage to Leroy Stevens Road. Such lot designs are discouraged by Section 6.C.9.(b) of the Subdivision Regulations unless similarly shaped lots are common within the vicinity of the subject site, or where unusual circumstances exist. The proposed lots are developed and make it difficult for Lot 2 to have adequate street frontage, which is a requirement of Section 6.C.4. of the Subdivision Regulations; therefore, a flag-shaped lot appears to be the most appropriate lot design to facilitate compliance with Section 6.C.4. such that a waiver of Section 6.C.9.(b) may be appropriate.

A 25-foot front yard setback is illustrated where each lot is at least 60 feet in width, as required by Article 2, Section 64-2-13.E. of the Unified Development Code (UDC) for lots in a B-2 Suburban district. If approved, this information should be retained on the Final Plat.

It should be noted that access to Lot 2 is facilitated by an easement centrally located between all three (3) lots. As such, Lot 2 will not be accessed by the "pole" of the proposed flag-shaped lot, part of which is developed with a parking lot for use by the development on Lot 1.

As mentioned, all proposed lots are developed: Lot 1 with a metal office building and parking lot; Lot 2 with a metal warehouse, wooden shed, and gravel paving/maneuvering area; and Lot 3 with a metal building and parking lot.

While Lots 1 and 3 appear to comply with off-street parking requirements, approval of the subdivision would create a non-conforming condition on Lot 2 in that it does not have a parking lot to accommodate parking for the warehouse use. As such, further development of Lot 2 would be subject to the Non-Conforming provisions of Article 6 of the UDC.

A note on the plat states no structure shall be constructed or placed within any easement without the permission of the easement holder. This note should be retained on the Final Plat, if approved.

HOLDOVER CONSIDERATIONS

Planning Comments (Revised for the June 20th meeting):

If the Subdivision is considered for approval, a waiver of Section 6.C.9.(b) will be required, and the following conditions should apply:

1. Retention of the 60-foot right-of-way along Leroy Stevens Road on the Final Plat;
2. Retention of the lot sizes in both square feet and acres in a table on the Final Plat;
3. Retention of the 25-foot front yard setback where each lot is at least 60 feet in width, per Article 2, Section 64-2-13.E. of the Unified Development Code;
4. Retention of a note on the Final Plat stating no structure shall be constructed or placed within any easement without the permission of the easement holder;
5. Compliance with all Engineering comments noted in this staff report;
6. Placement of a note on the Final Plat stating the Traffic Engineering comments noted in this staff report;
7. Compliance with all Urban Forestry comments noted in this staff report; and
8. Compliance with all Fire Department comments noted in this staff report.

HOLDOVER COMMENTS

The application was heldover from the March 21, 2024 Planning Commission meeting to allow the applicant time to address the following:

1. Revise the plat to illustrate ingress/egress easements that are at least 24 feet in width; or
2. Revise the plat to depict a flag lot that would allow proposed Lot 2 to have frontage on Leroy Stevens Road.

The applicant has since met with staff to discuss the required changes, but no revised plat or additional information has been submitted.

HOLDOVER CONSIDERATIONS

Planning Comments (Revised for the May 16th meeting):

The applicant should consider withdrawing the application until the required revisions can be made such that the plat will comply with the minimum standards of the Subdivision Regulations, particularly with the requirement that each lot is required to abut a public street, per Section 6.C.4.

SITE HISTORY

The site was annexed into Mobile City limits in 2023.

There are no Planning Commission or Board of Zoning Adjustment cases associated with the site.

STAFF COMMENTS

Engineering Comments:

FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review):

- 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. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 16 - #78) LOTS 1 and 2 will receive historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control) as follows: LOT 1 – 21,000 sf AND LOT 2 – 8,500 sf.
- C. Add a note that all existing and proposed detention facilities, common areas, and wetlands shall be the responsibility of the Property Owner(s), and not the responsibility of the City of Mobile.
- D. Add a note that all easements shall remain in effect until vacated through the proper Vacation process.
- E. Revise NOTE #11 to read “ALL EXISTING AND PROPOSED...” instead of “ALL PROPOSED...”.
- F. Email a pdf copy of the FINAL SUBDIVISION PLAT and LETTER OF DECISION to the Permitting Engineering Dept. for review at land.disturbance@cityofmobile.org prior to obtaining any signatures. No signatures are required on the drawing.

Traffic Engineering Comments:

Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Any required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Article 3, Section 64-3-12 of the City’s Unified Development Code.

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 [Act 929 of the 1961 Regular Session of the Alabama Legislature (Acts 1961, p. 1487), as amended, and City Code Chapters 57 and 65]. Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from undeveloped residential sites, developed residential sites in historic districts, and all commercial sites will require a tree removal permit.

Fire Department Comments:

All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance (2021 International Fire Code). Fire apparatus access is required to be within 150’ of all non-sprinklered commercial buildings and within 300’ of all sprinklered commercial buildings. Fire water supply for all commercial buildings will be required to meet the guidance of Appendices B and C of the 2021 International Fire Code. The minimum requirement for fire hydrants is to be within 400’ of non-sprinklered commercial buildings, within 600’ of sprinklered commercial buildings, and within 100’ of fire department connections (FDC) for both standpipes and sprinkler systems.

Revised for the June 20th meeting: The existing arrangement will work for Fire if the stated gravel drive on Lot 2 is updated to follow the guidance of the Fire Code for an alternate hammerhead, see Appendix D Figure D103.1 of the 2021 IFC.

Planning Comments:

The purpose of this request is to create two (2) legal lots of record from one (1) metes-and-bounds parcel. The site is served by public water and sanitary sewer services.

Proposed Lot 1 has frontage along Leroy Stevens Road, a minor street without curb and gutter requiring a 60-foot right-of-way. The plat depicts sufficient right-of-way; therefore, no additional dedication should be required.

Proposed Lot 2 does not abut a public street, as required by Section 6.C.4. of the Subdivision Regulations. Two (2) proposed ingress/egress easements are depicted on the preliminary plat (Easement A and Easement B). Easement A would provide access to an adjoining metes-and-bounds parcel that is not included in this request, and Easement B would provide access to proposed Lot 2 from Leroy Stevens Road. Article 3, Section 64-3-2.A.1. of the Unified Development Code (UDC) states that developments may be accessed by a recorded dedicated easement or other recorded legal instrument. Moreover, in an effort to limit the number of access points along city streets, shared access is encouraged wherever possible by Article 3, Sections 64-3-4.B.1. and 64-3-4.C.1. of the UDC. However, the widths of the proposed easements are substandard in that they would not accommodate two-way traffic. As such, a holdover of the request may be appropriate to allow the applicant time to revise the plat to depict easements that are at least 24-feet in width; or, the plat may be revised to depict a flag lot that would allow proposed Lot 2 to abut Leroy Stevens Road.

Both lots exceed the minimum size requirement for lots served by public water and sanitary sewer in a B-2 Suburban district, which are provided in square feet and acres in a table on the preliminary plat. This information should be retained on the Final Plat, if approved.

No front yard setback is illustrated on either lot, as required by Section 64-2-13.E. of the UDC for lots in a B-2 Suburban district. If approved, revision of the plat to illustrate at least a 25-foot front yard setback should be required, exclusive of the ingress/egress easement. For Lot 2, this would mean placing a setback 25-feet from the easement wherever the lot is at least 60 feet in width.

Both proposed lots are developed: Lot 1 with a metal office building and parking lot; and Lot 2 with a metal warehouse, wooden shed, and gravel maneuvering area. Both lots appear to have access to Leroy Stevens Road via an asphalt drive located within the aforementioned ingress/egress easement.

While Lot 1 appears to comply with off-street parking requirements, approval of the subdivision would create a non-conforming condition on Lot 2 in that it does not have a parking lot to accommodate parking for the warehouse use. As such, further development of Lot 2 would be subject to the Non-Conforming provisions of Article 6 of the UDC.

A note on the plat states no structure shall be constructed or placed within any easement without the permission of the easement holder. This note should be retained on the Final Plat, if approved.

SUBDIVISION CONSIDERATIONS

Standards of Review:

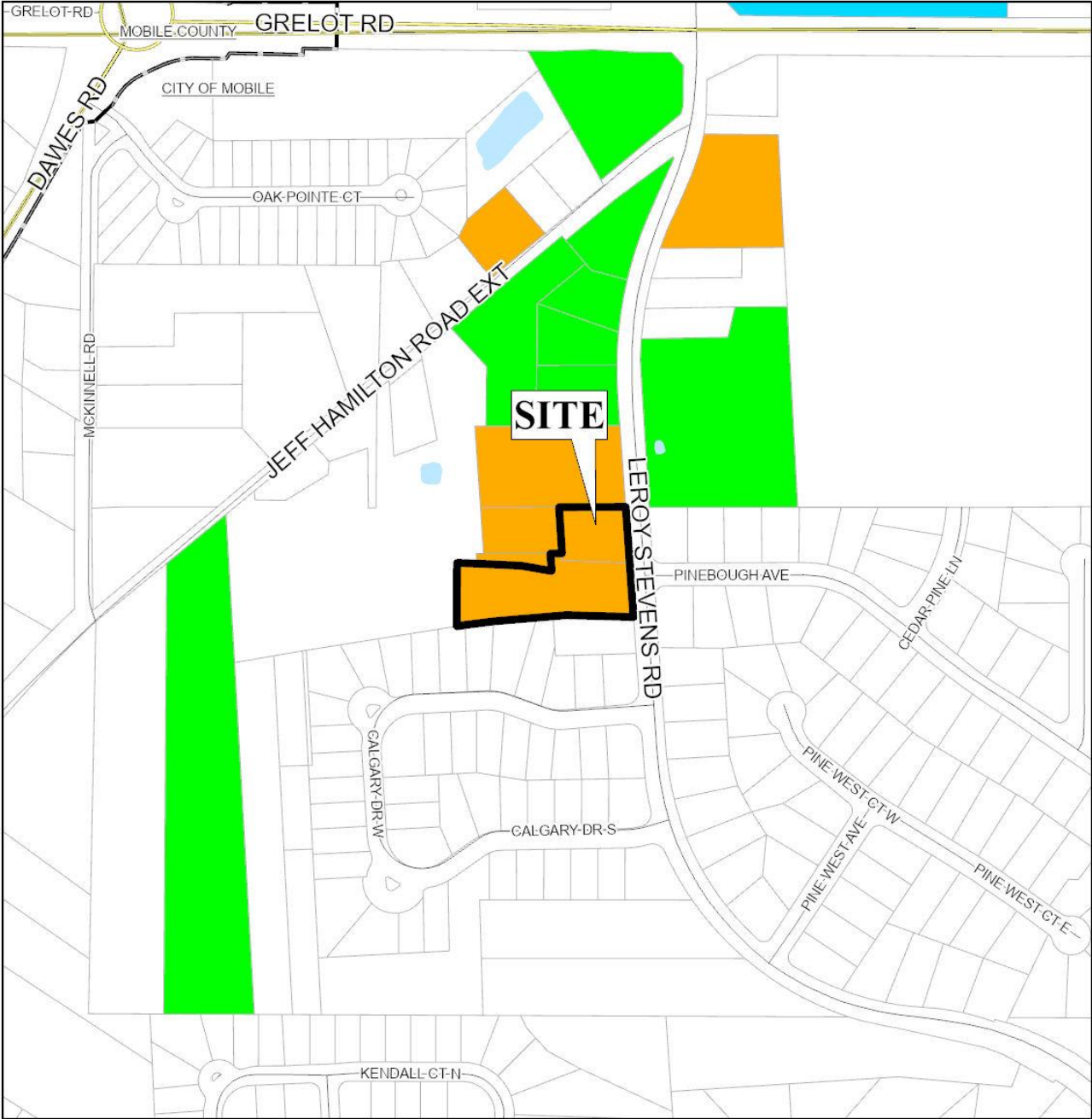
Subdivision review examines the site with regard to promoting orderly development, protecting general health, safety and welfare, and ensuring that development is correlated with adjacent developments and public utilities and services, and to ensure that the subdivision meets the minimum standards set forth in the Subdivision Regulations for lot size, road frontage, lot configuration, etc.

Considerations:

The Planning Commission should consider holdover of the request until the April 18th meeting, with revisions submitted no later than April 8th, to allow the applicant to address the following:

1. Revise the plat to illustrate ingress/egress easements that are at least 24 feet in width; or
2. Revise the plat to depict a flag lot that would allow proposed Lot 2 to have frontage on Leroy Stevens Road.

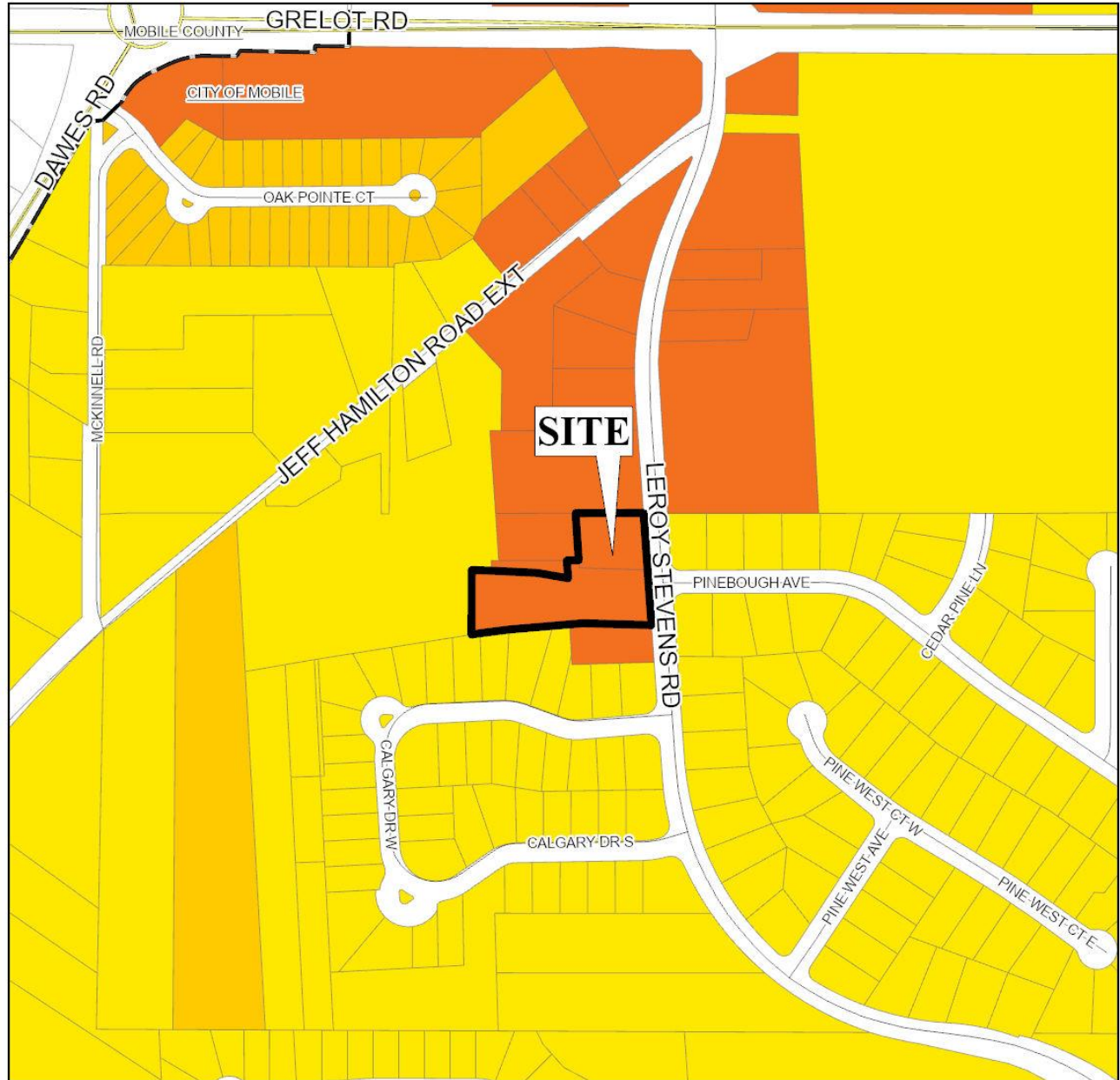
LOCATOR ZONING MAP



APPLICATION NUMBER <u>1</u>	DATE <u>June 20, 2024</u>
APPLICANT <u>Griffin Place Subdivision</u>	
REQUEST <u>Subdivision</u>	

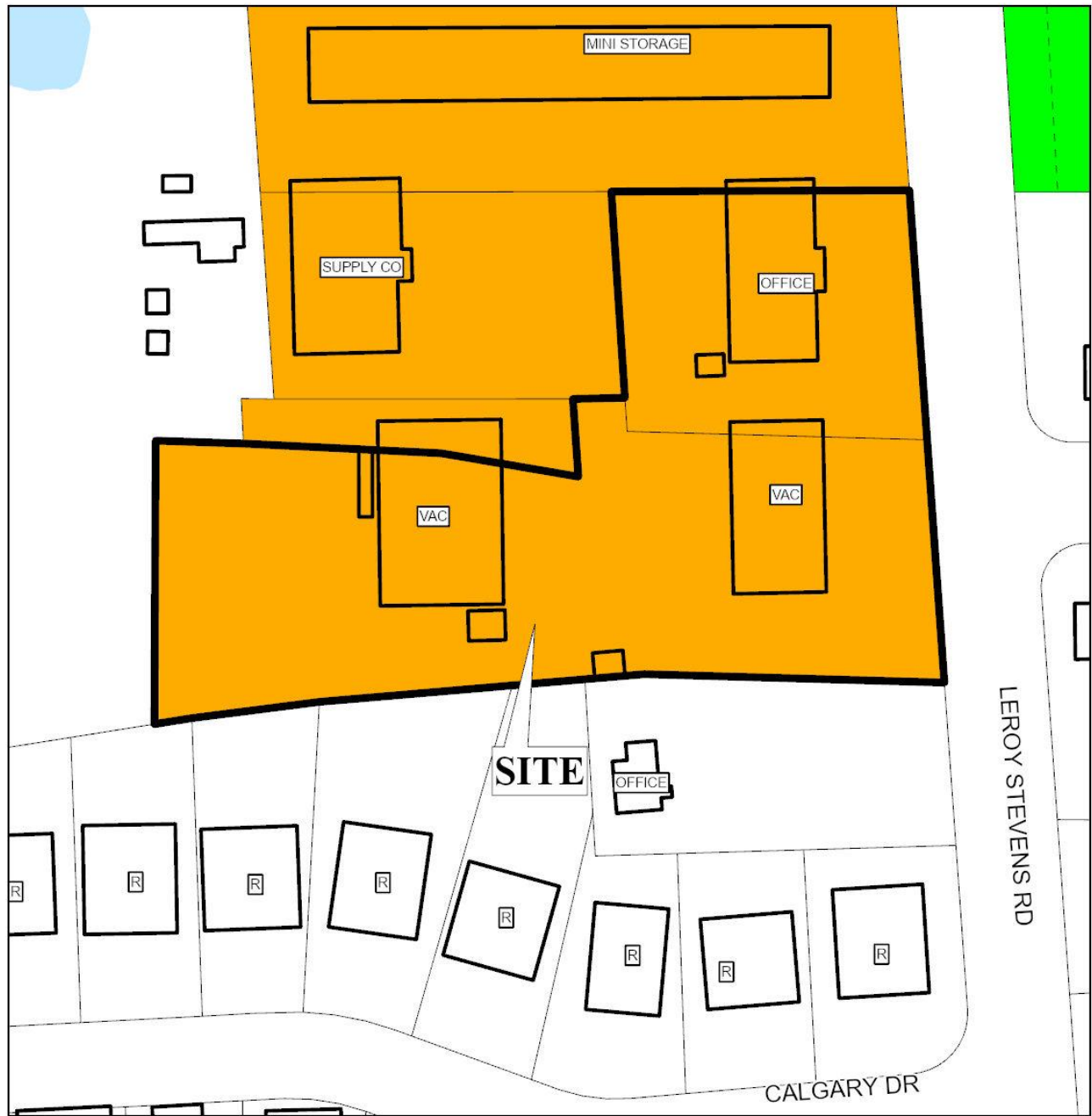


FLUM LOCATOR MAP



APPLICATION NUMBER	1	DATE	June 20, 2024																
APPLICANT	Griffin Place Subdivision																		
REQUEST	Subdivision																		
<table style="width: 100%; font-size: small;"> <tr> <td> Low Density Residential</td> <td> Neighborhood Center - Traditional</td> <td> Downtown Waterfront</td> <td> Parks & Open Space</td> </tr> <tr> <td> Mixed Density Residential</td> <td> Neighborhood Center - Suburban</td> <td> Light Industry</td> <td> Water Dependent</td> </tr> <tr> <td> Downtown</td> <td> Traditional Corridor</td> <td> Heavy Industry</td> <td></td> </tr> <tr> <td> District Center</td> <td> Mixed Commercial Corridor</td> <td> Institutional</td> <td></td> </tr> </table>	 Low Density Residential	 Neighborhood Center - Traditional	 Downtown Waterfront	 Parks & Open Space	 Mixed Density Residential	 Neighborhood Center - Suburban	 Light Industry	 Water Dependent	 Downtown	 Traditional Corridor	 Heavy Industry		 District Center	 Mixed Commercial Corridor	 Institutional		 NTS		
 Low Density Residential	 Neighborhood Center - Traditional	 Downtown Waterfront	 Parks & Open Space																
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GRIFFIN PLACE SUBDIVISION

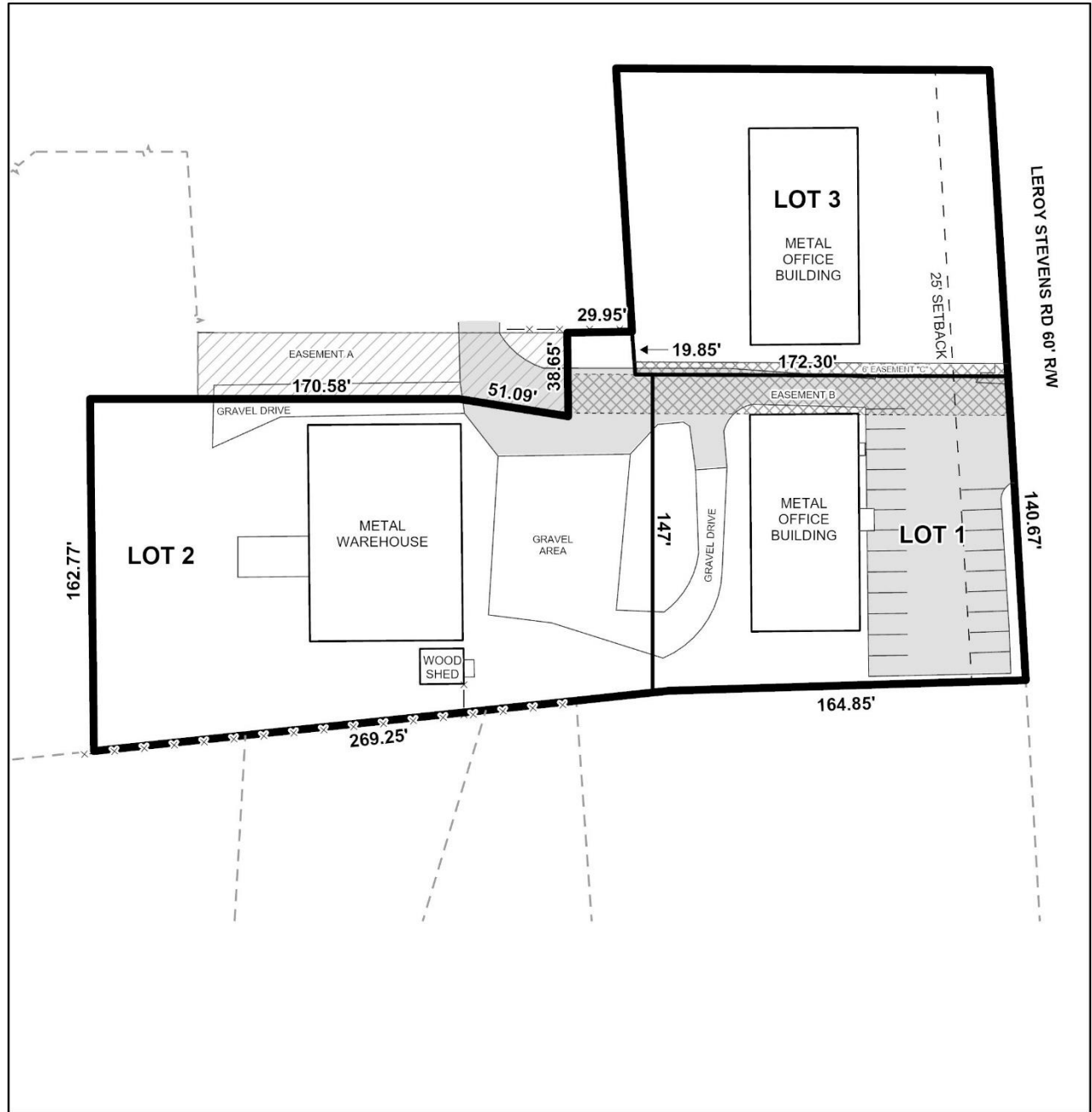


APPLICATION NUMBER 1 DATE June 20, 2024

 R-A	 R-3	 B-1	 B-2	 B-5	 ML	 I-2	 OPEN	 T-3	 T-5.2
 R-1	 R-B	 T-B	 B-3	 CW	 MH	 PD	 SD	 T-4	 T-6
 R-2	 H-B	 LB-2	 B-4	 MM	 I-1	 MUN	 SD-WH	 T-5.1	



DETAIL SITE PLAN



APPLICATION NUMBER <u>1</u>	DATE <u>June 20, 2024</u>
APPLICANT <u>Griffin Place Subdivision</u>	
REQUEST <u>Subdivision</u>	



ZONING DISTRICT CORRESPONDENCE MATRIX		LOW DENSITY RESIDENTIAL (LDR)	MIXED DENSITY RESIDENTIAL (MXDR)	DOWNTOWN (DT)	DISTRICT CENTER (DC)	NEIGHBORHOOD CENTER - TRADITIONAL (NC-T)	NEIGHBORHOOD CENTER - SUBURBAN (NC-S)	TRADITIONAL CORRIDOR (TC)	MIXED COMMERCIAL CORRIDOR (MCC)	LIGHT INDUSTRIAL (LI)	HEAVY INDUSTRY (HI)	INSTITUTIONAL LAND USE (INS)	PARKS & OPEN SPACE (POS)	DOWNTOWN WATERFRONT (DW)	WATER DEPENDENT USES (WDWURU)
RESIDENTIAL - AG	R-A												<input type="checkbox"/>		
ONE-FAMILY RESIDENCE	R-1	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					<input type="checkbox"/>		
TWO-FAMILY RESIDENCE	R-2	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					<input type="checkbox"/>	<input type="checkbox"/>	
MULTIPLE-FAMILY	R-3	<input type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						<input type="checkbox"/>	<input type="checkbox"/>	
RESIDENTIAL-BUSINESS	R-B		<input type="checkbox"/>			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					<input type="checkbox"/>	<input type="checkbox"/>	
TRANSITIONAL-BUSINESS	T-B		<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input type="checkbox"/>		
HISTORIC BUSINESS	H-B			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					<input type="checkbox"/>		
VILLAGE CENTER	TCD					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						<input type="checkbox"/>		
NEIGH. CENTER	TCD					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						<input type="checkbox"/>		
NEIGH. GENERAL	TCD					<input checked="" type="checkbox"/>							<input type="checkbox"/>		
DOWNTOWN DEV. DDD	T-6			<input checked="" type="checkbox"/>									<input type="checkbox"/>		
DOWNTOWN DEV. DDD	T-5.1			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input type="checkbox"/>					<input type="checkbox"/>		
DOWNTOWN DEV. DDD	T-5.2			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>							<input type="checkbox"/>		
DOWNTOWN DEV. DDD	T-4			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input type="checkbox"/>					<input type="checkbox"/>		
DOWNTOWN DEV. DDD	T-3			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>							<input type="checkbox"/>		
DOWNTOWN DEV. DDD	SD-WH									<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>		
DOWNTOWN DEV. DD	SD	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>		
BUFFER BUSINESS	B-1		<input type="checkbox"/>			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	
NEIGH. BUSINESS	B-2		<input type="checkbox"/>			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	
LIMITED BUSINESS	LB-2		<input type="checkbox"/>			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	
COMMUNITY BUSINESS	B-3				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
GEN. BUSINESS	B-4			<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
OFFICE-DISTRIBUTION	B-5								<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	
LIGHT INDUSTRY	I-1									<input checked="" type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HEAVY INDUSTRY	I-2										<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Zoning District Correspondence Matrix

- Directly Related
- Elements of the zoning category are related to the future LU category, but with qualifications (such as a development plan with conditions)
- Land use category is appropriate, but the district does not directly implement the category (e.g., open space in an industrial district)

MIXED COMMERCIAL CORRIDOR (MCC)

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