

WEST YACHT BASIN 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. Provide and label the monument set or found at each subdivision corner.
- C. Provide a note that a 25' riparian buffer may be required, during development, along the edge of anything considered by ADEM to be a water of the state.
- D. Show and label all flood zones. New maps went into effect on June 5, 2020.
- E. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation.
- F. Provide the Surveyor's and Owner's (notarized) signatures.
- G. Revise NOTE #16 to read - As shown on the 1984 aerial photo (FLIGHT 26 - #92) PARCEL A & B 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: PARCEL A – 5,700 SF and PARCEL B – NONE.
- H. 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.
- I. After addressing all of the FINAL SUBDIVISION PLAT review comments provide the ORIGINAL (with all signatures except for the Planning Commission, Traffic Engineering, and City Engineer), one (1) copy, and a transmittal letter to the Engineering Permitting Department. They can be dropped off at 205 Government St. or mailed to PO Box 1827, Mobile, AL, 36633.

Traffic Engineering Comments: Driveway number, size, location, and design to be approved by Traffic Engineering 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 [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-Rescue 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). Fire apparatus access is required to be within 150' of all commercial and residential buildings. A fire hydrant is required to be within 400' of non-sprinkled commercial buildings and 600' of sprinkled commercial buildings.

The preliminary plat illustrates the proposed 2-lot, 8.2± acre subdivision which is located at the Southwest corner of Staples Road and Perch Point Drive, within Council District 3. The applicant states that the subdivision is served by city water and sanitary sewer systems. The purpose of this application is to create two (2) legal lots of record from two (2) existing legal lots of record and an existing metes-and-bounds parcel.

The site has been given a Low Density Residential (LDR) land use designation, per the Future Land Use Plan and Map adopted May 18, 2017 by the Planning Commission. 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 designation applies to existing residential neighborhoods found mostly west of the Beltline or immediately adjacent to the east side of the Beltline.

The primary land use in the LDR districts is residential and the predominant housing type is the single-family housing unit, detached or semi-detached, typically placed within a street grid or a network of meandering suburban streets. The density in these districts ranges between 0 and 6 dwelling units per acre (du/ac).

These neighborhoods may also contain small-scale, low-rise multi-unit structures at appropriate locations, as well as complementary retail, parks and civic institutions such as schools, community centers, neighborhood playgrounds, and churches or other religious uses if those uses are designed and sited in a manner compatible with and connected to the surrounding context. The presence of individual ancillary uses should contribute to the fabric of a complete neighborhood, developed at a walkable, bikeable human scale.

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 of 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 the 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 subject site consists of Lots 1 and 2, Perch Bend Subdivision, approved by the Commission in 2005, and an adjacent metes-and-bounds parcel. The applicant proposes to adjust the common interior property line between the two recorded lots to expand Lot 2 slightly by taking in a portion of Lot 1, and also expanding Lot 1 by incorporating the adjacent metes-and-bounds parcel.

The site has frontage on Staples Road and Perch Point Drive, both minor streets. Staples Road has a compliant 80-foot right-of-way; therefore, no dedication would be required. Perch Point Drive has a 50-foot right-of-way with curb and gutter; therefore, no dedication would be required along it. A small portion of the Northeast corner of the property was dedicated to the City of

Mobile in 1976. As on the preliminary plat, the right-of-way widths should be retained on the Final Plat, if approved.

The plat indicates a 25-foot minimum building setback line along Staples Road, and this should be retained on the Final Plat. However, no minimum building setback line is indicated along Perch Point Drive. Therefore, the plat should be revised to indicate a 25-foot minimum building setback line along Perch Point Drive. The proposed lots meet the minimum size requirements of the Subdivision Regulations. As on the preliminary plat, the lot size labels in both square feet and acres should be retained on the Final Plat, or a table should be furnished on the Final Plat providing the same information.

The plat labels the proposed lots as Parcel A and Parcel B. This should be revised on the Final Plat to Lot A and Lot B. Lot B would exceed the maximum width-to-depth ratio as recommended by Section V.D.3. of the Subdivision Regulations. As that section was waived for the original approval of Perch Bend Subdivision, a subsequent waiver would seem in order.

The plat indicates a 20-foot sanitary sewer easement across the site. Therefore, a note should be required on the Final Plat stating that no structures shall be constructed or placed within any easement without permission of the easement holder.

As per the Traffic Engineering comments, the driveway number, size, location, and design are to be approved by Traffic Engineering and conform to AASHTO standards. A note should be required on the Final Plat stating these comments.

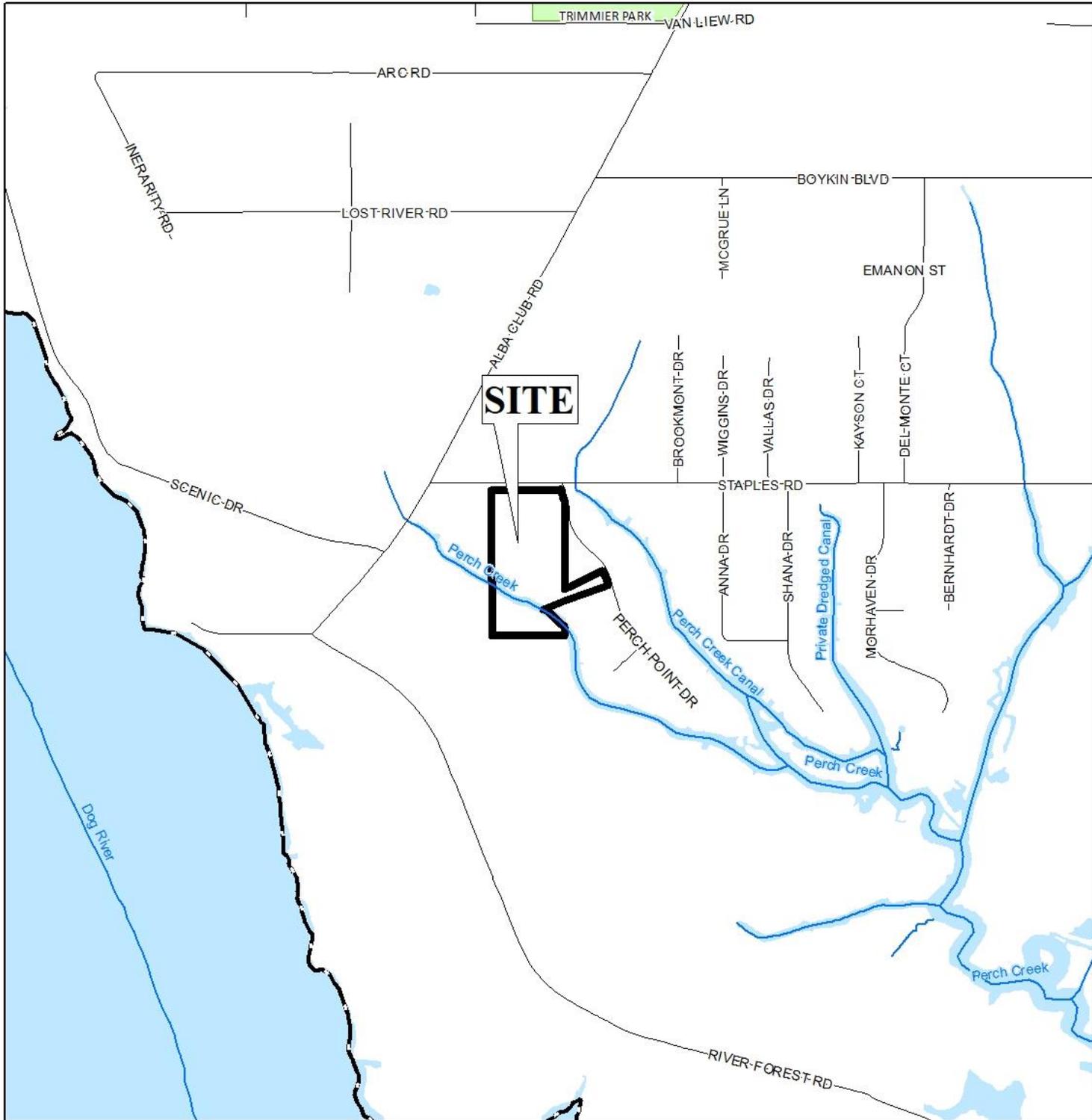
With a waiver of Section V.D.3., the plat will meet the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval subject to the following conditions:

- 1) retention of the right-of-way widths of Staples Road and Perch Point Drive on the Final Plat;
- 2) retention of the 25' minimum building setback line along Staples Road on the Final Plat;
- 3) revision of the plat to provide a 25-foot minimum building setback line along Perch Point Drive on the Final Plat;
- 4) retention of the lot size labels in both square feet and acres on the Final Plat, or the furnishing of a table on the Final Plat providing the same information;
- 5) revision of the lot labels from Parcel A and Parcel B to Lot A and Lot B;
- 6) placement of a note on the Final Plat stating that no structures shall be constructed or placed within any easement without permission of the easement holder;
- 7) 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. Provide and label the monument set or found at each subdivision corner. C. Provide a note that a 25' riparian buffer may be required, during development, along the edge of anything considered by ADEM to be a water of the state. D. Show and label all flood zones. New

maps went into effect on June 5, 2020. E. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation. F. Provide the Surveyor's and Owner's (notarized) signatures. G. Revise NOTE #16 to read - As shown on the 1984 aerial photo (FLIGHT 26 - #92) PARCEL A & B 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: PARCEL A – 5,700 SF and PARCEL B – NONE. H. 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. I. After addressing all of the FINAL SUBDIVISION PLAT review comments provide the ORIGINAL (with all signatures except for the Planning Commission, Traffic Engineering, and City Engineer), one (1) copy, and a transmittal letter to the Engineering Permitting Department. They can be dropped off at 205 Government St. or mailed to PO Box 1827, Mobile, AL, 36633.);

- 8) placement of a note on the Final Plat stating the Traffic Engineering comments: (Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards.);
- 9) 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 [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.); and
- 10) compliance with the Fire-Rescue 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). Fire apparatus access is required to be within 150' of all commercial and residential buildings. A fire hydrant is required to be within 400' of non-sprinkled commercial buildings and 600' of sprinkled commercial buildings.)

LOCATOR MAP



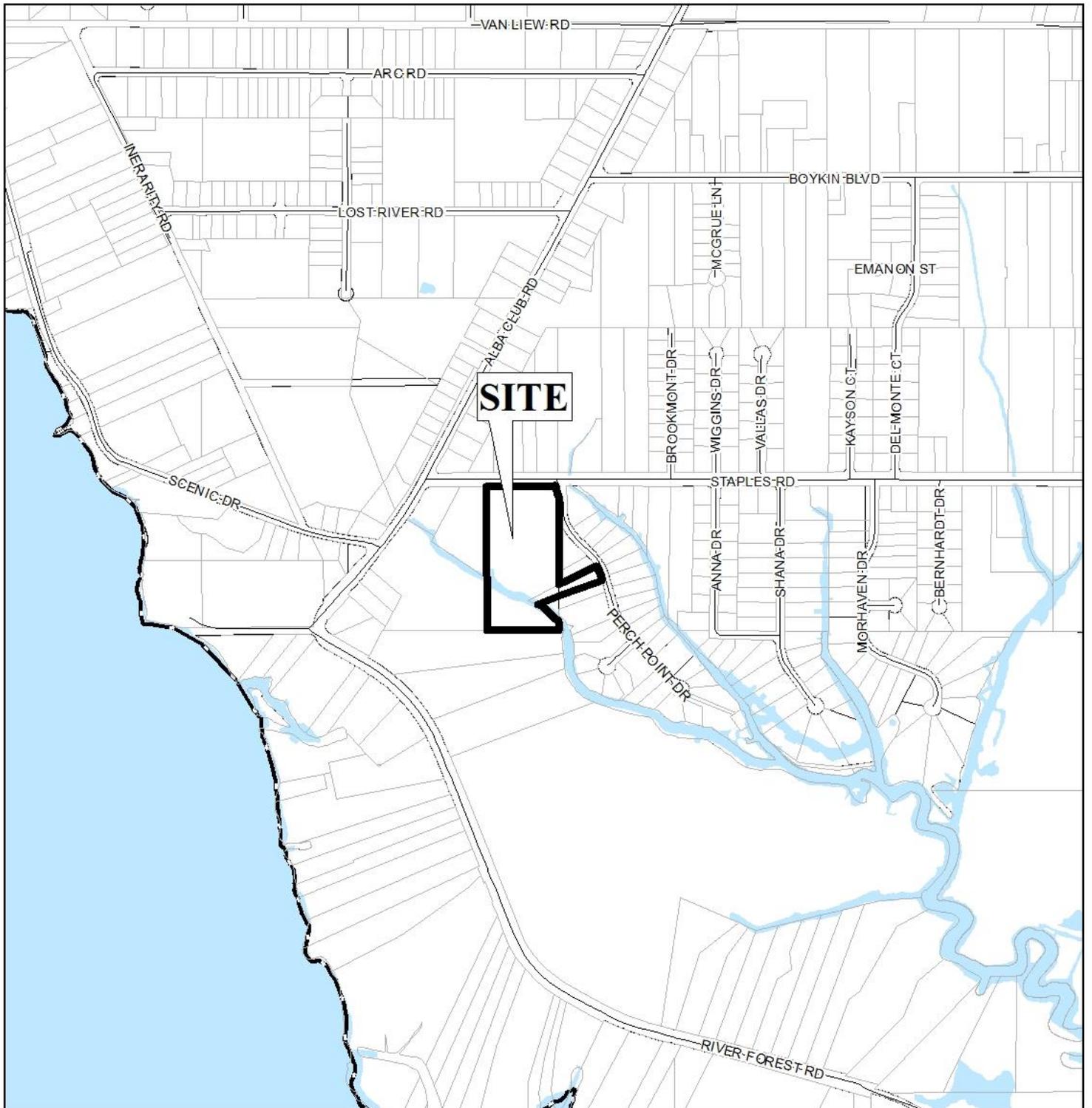
APPLICATION NUMBER 2 DATE August 5, 2021

APPLICANT West Yacht Basin Subdivision

REQUEST Subdivision



LOCATOR ZONING MAP



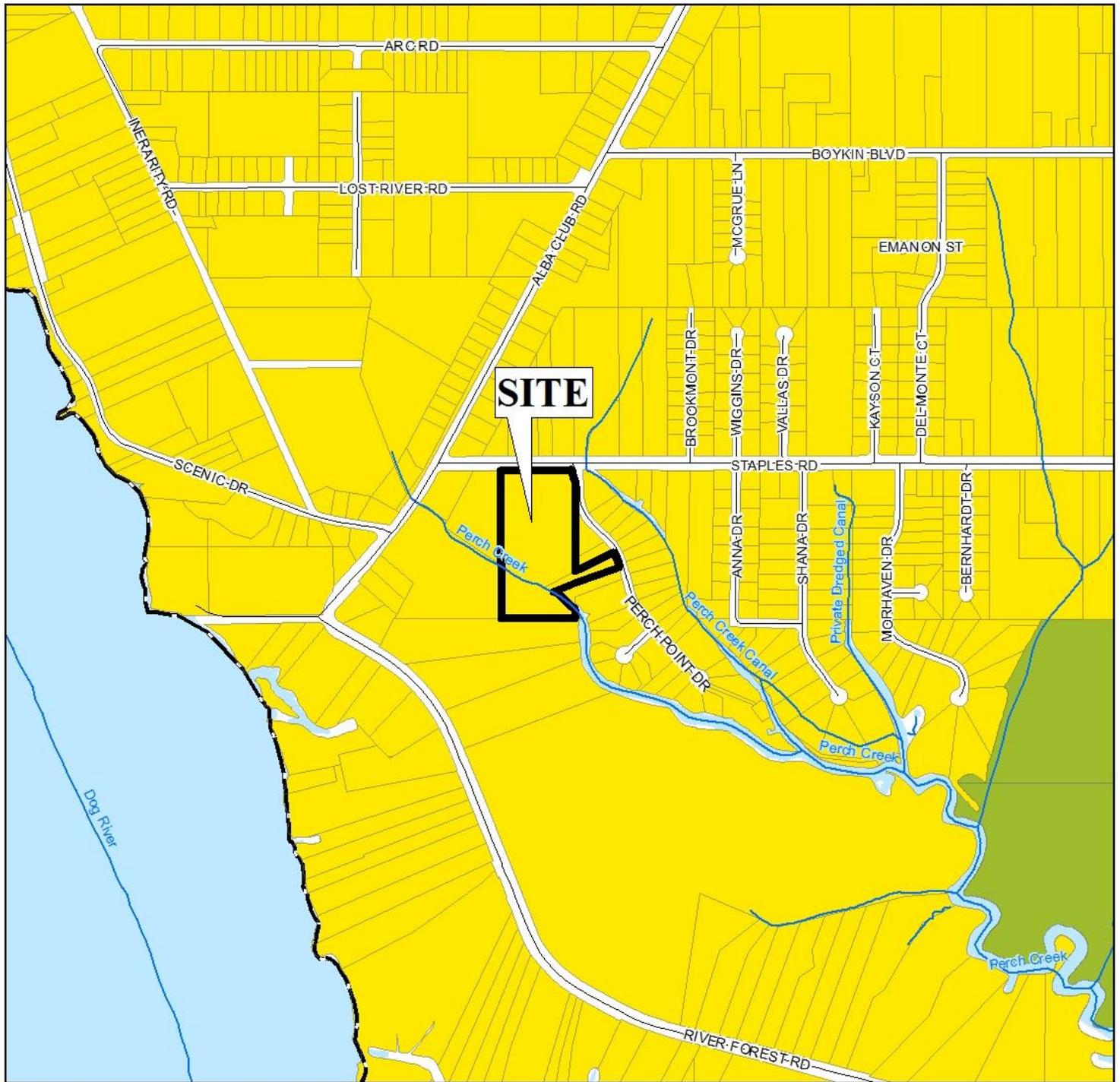
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APPLICANT West Yacht Basin Subdivision

REQUEST Subdivision



FLUM LOCATOR MAP



APPLICATION NUMBER 2 DATE August 5, 2021

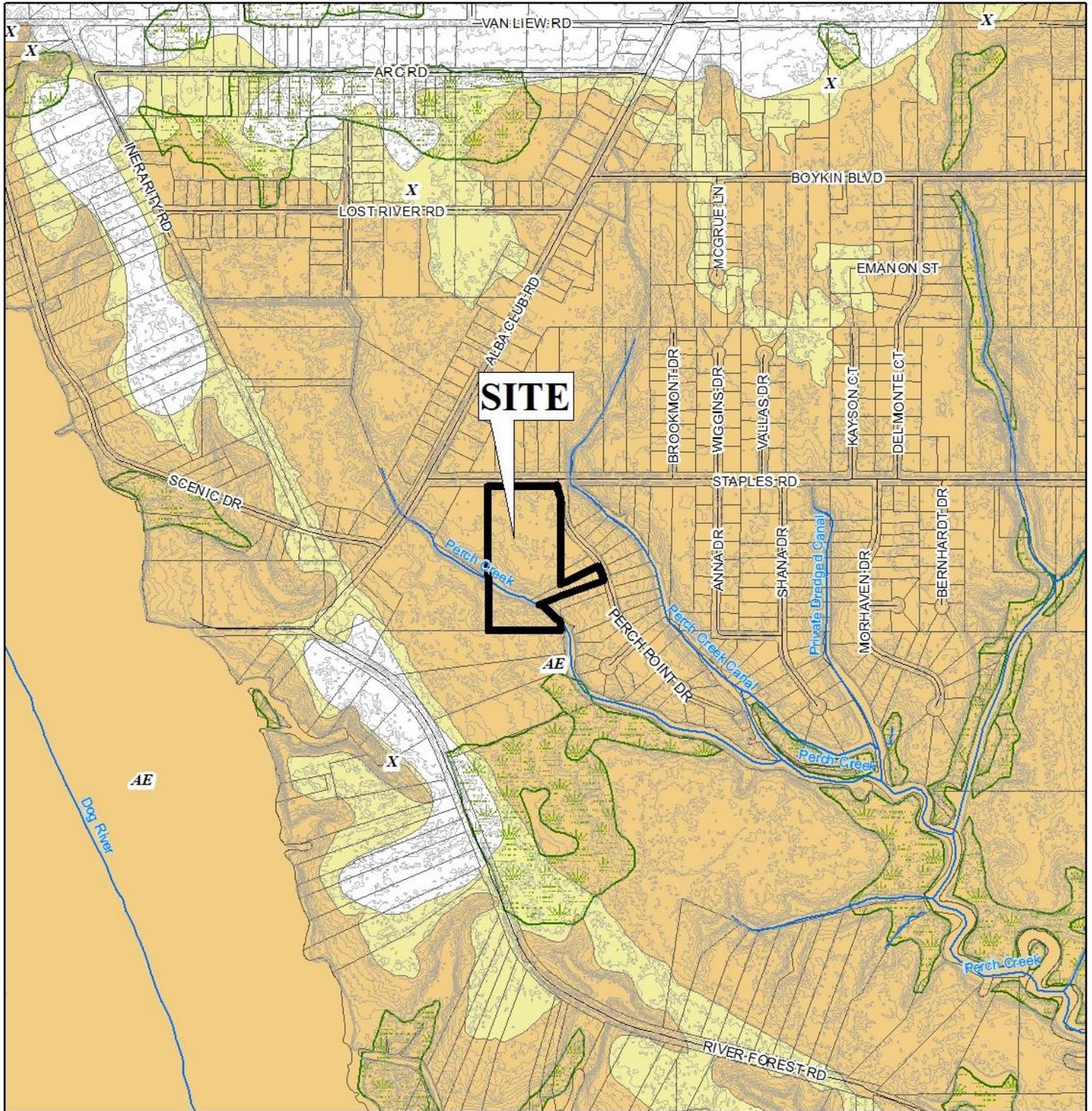
APPLICANT West Yacht Basin Subdivision

REQUEST Subdivision

- | | | | |
|---------------------------|-----------------------------------|---------------------|--------------------|
| 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 | |



ENVIRONMENTAL LOCATOR MAP



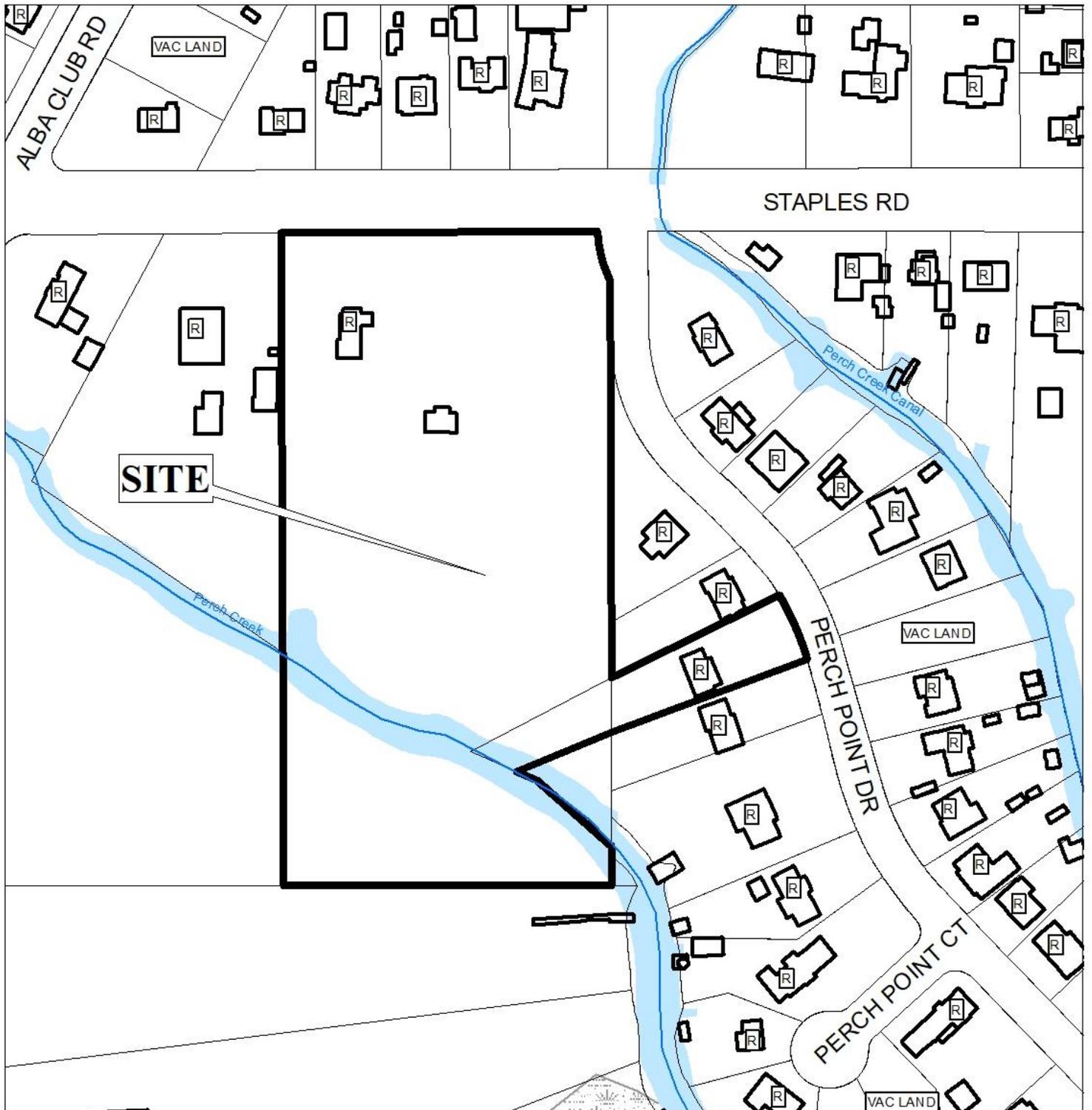
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APPLICANT West Yacht Basin Subdivision

REQUEST Subdivision



WEST YACHT BASIN SUBDIVISION



APPLICATION NUMBER 2 DATE August 5, 2021

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



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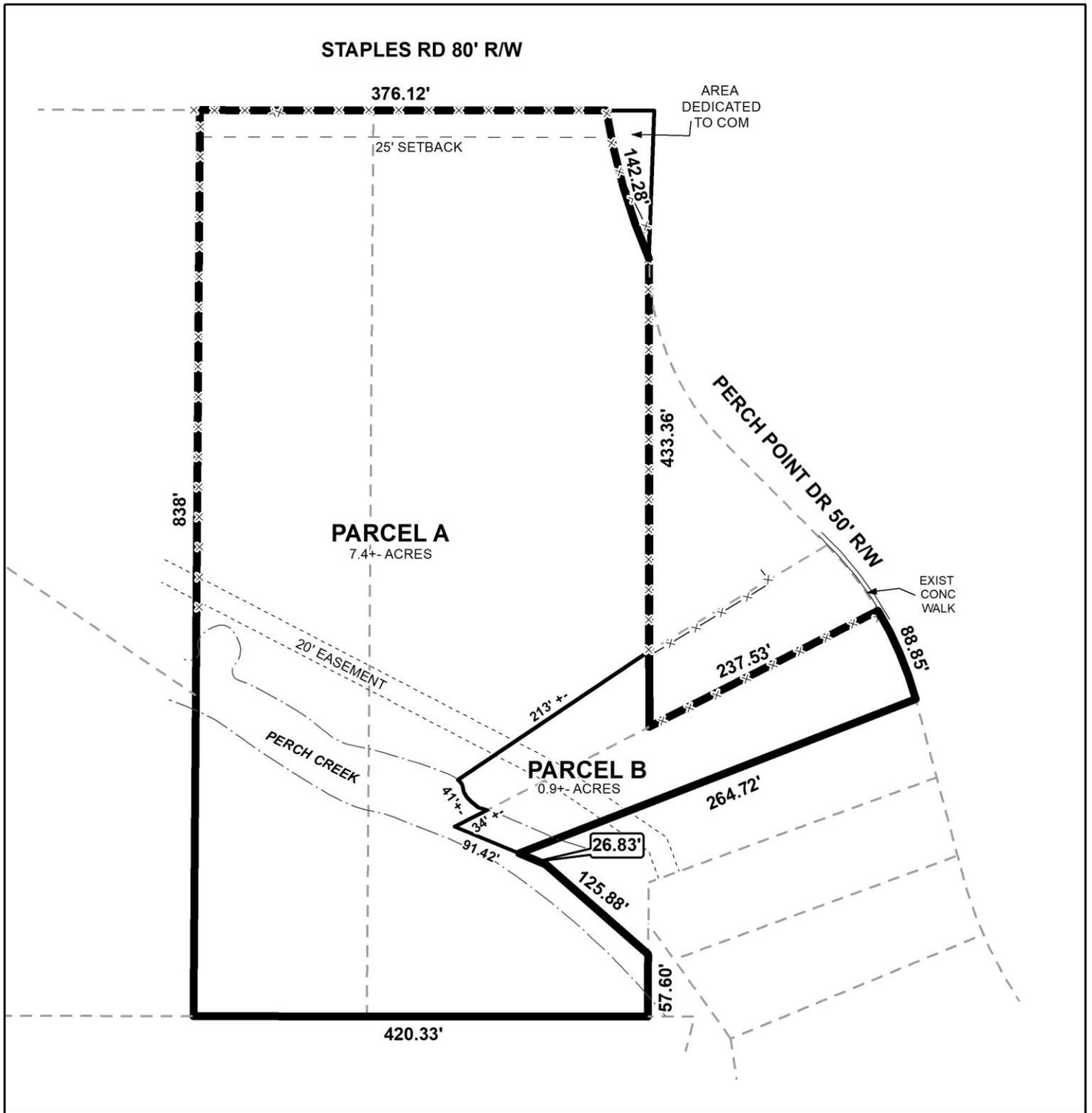


APPLICATION NUMBER 2 DATE August 5, 2021



NTS

DETAIL SITE PLAN



APPLICATION NUMBER <u>2</u>	DATE <u>August 5, 2021</u>
APPLICANT <u>West Yacht Basin Subdivision</u>	
REQUEST <u>Subdivision</u>	

