

NEW COUNTRY CLUB ESTATES SUBDIVISION, 7TH
UNIT, RESUBDIVISION OF LOT 30

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 the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- C. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 21 - #76) LOTS 30A and 30B will receive NO historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control). The lots will be allowed to add the following amount of impervious area before storm water detention is required: LOT 30A – 2,000 sf, LOT 30B – 2,000 sf.
- D. Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process.
- E. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- F. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the red-line markup, the ORIGINAL (with all other signatures) and one (1) copy of the revised original (signatures not required) of the revised Final Plat to the Engineering Department.

Traffic Engineering Comments: Each lot is limited to one curb cut with 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 (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: No comments.

The plat illustrates the proposed 1.0 ± acre, 2-lot subdivision which is located on the North side of Airport Boulevard, 180' ± East of Rochester Road, and is in Council District 5. The applicant states that the subdivision is served by public water and sanitary sewer.

The purpose of this application is to create 2 legal lots of record from 1 lot.

The site has been given a Low Density Residential (LDR) land use designation, per the Future Land Use Plan and Map, adopted on 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 on 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 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 proposed lots meet the minimum size and frontage requirements as regulated by Section V.D.2. of the Subdivision Regulations. However, Lot 30-B does not comply with Section V.D.3. of the Subdivision Regulations regarding the maximum width to depth ratio. As proposed, Lot 30-B exceeds the 3.5 width to depth ratio by roughly 33.6' (ratio= 3.9/313 feet vs 280 feet); and while the amount is not substantially larger than the requirements, the lot still exceeds the ratio. Thus, a waiver of Section V.D.3 will be required in order to approve the subdivision as proposed.

The site has frontage along Airport Boulevard Service Road. It appears that the right-of-way for Airport Boulevard and Airport Boulevard Service Road is sufficient, thus no dedication will be required. However, the total existing minimum right-of-way width for Airport Boulevard and the Airport Boulevard Service Road should be depicted and noted on the Final Plat.

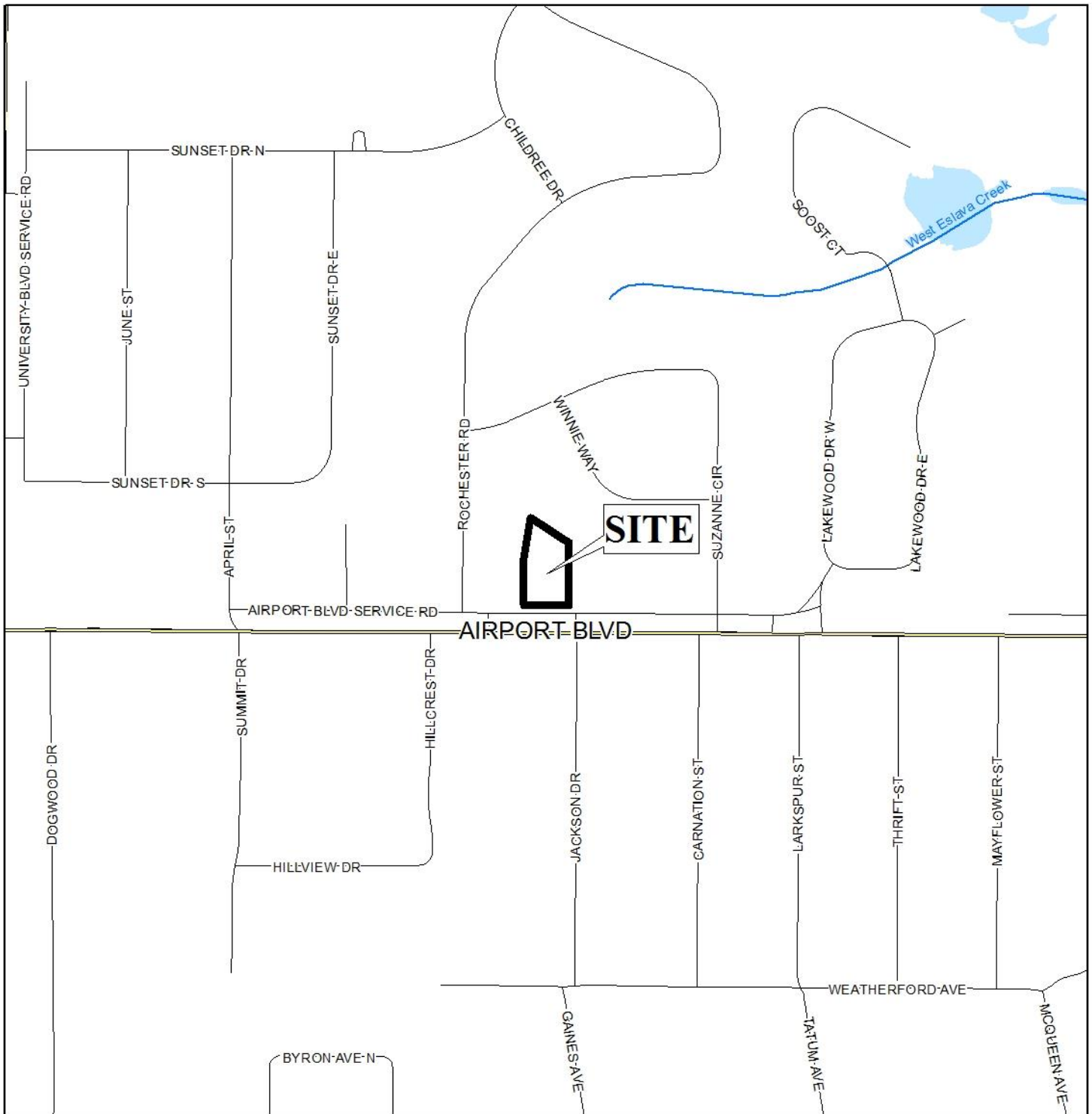
As a means of access management, a note should be placed on the Final Plat, if approved, stating each lot is limited to one curb-cut with the size, location and design to be approved by Traffic Engineering, and conform to AASHTO standards.

Section V.D.9. of the Subdivision Regulations requires the provision of a 25' minimum building setback from the "front property line". The preliminary plat depicts the minimum building setback line as being 40'. Which, if approved, exceeds the minimum requirements. The building setback line should be depicted on the Final Plat.

With a waiver of Section V.D.3 of the Subdivision Regulations, the application is recommended for Tentative Approval, subject to the following conditions:

- 1) revision of the plat to depict the minimum existing right-of-way width for Airport Boulevard and Airport Boulevard Service Road;
- 2) depiction of at least a 25' minimum building setback line on the Final Plat;
- 3) retention of the lot sizes in square feet and acres;
- 4) placement of a note on the Final Plat stating each lot is limited to one curb-cut with the size, location and design to be approved by Traffic Engineering, and conform to AASHTO standards;
- 5) compliance with 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 the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. C. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 21 - #76) LOTS 30A and 30B will receive NO historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control). The lots will be allowed to add the following amount of impervious area before storm water detention is required: LOT 30A – 2,000 sf, LOT 30B – 2,000 sf. D. Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process. E. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing. F. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the red-line markup, the ORIGINAL (with all other signatures) and one (1) copy of the revised original (signatures not required) of the revised Final Plat to the Engineering Department."*;
- 6) compliance with Traffic Engineering comments: *"Each lot is limited to one curb cut with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards."*;
- 7) compliance with 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*
- 8) compliance with Fire 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)."*

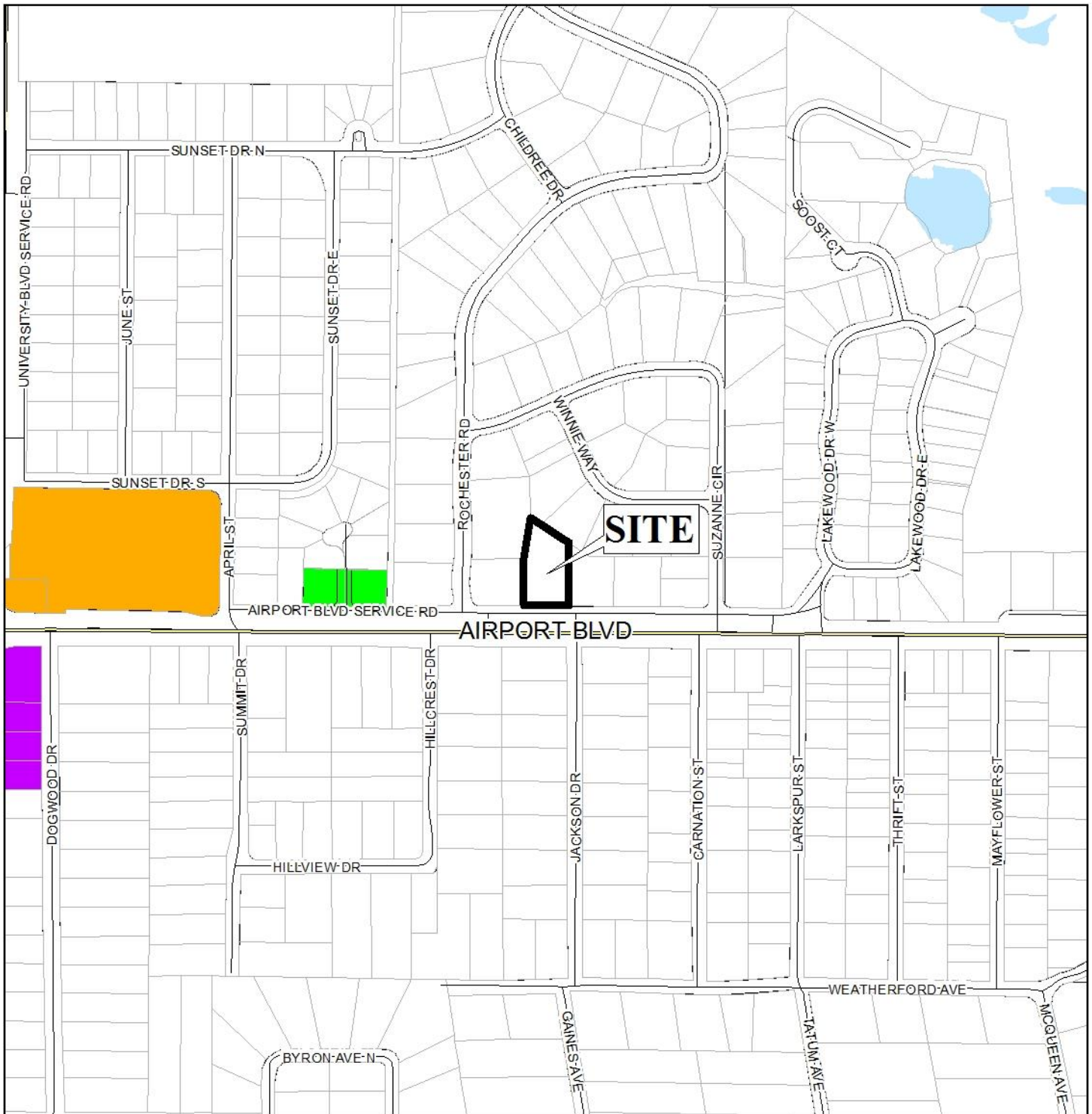
LOCATOR MAP



APPLICATION NUMBER 3 DATE August 2, 2018
 APPLICANT New Country Club Estates Subdivision, Resubdivision of Lot 30
 REQUEST Subdivision



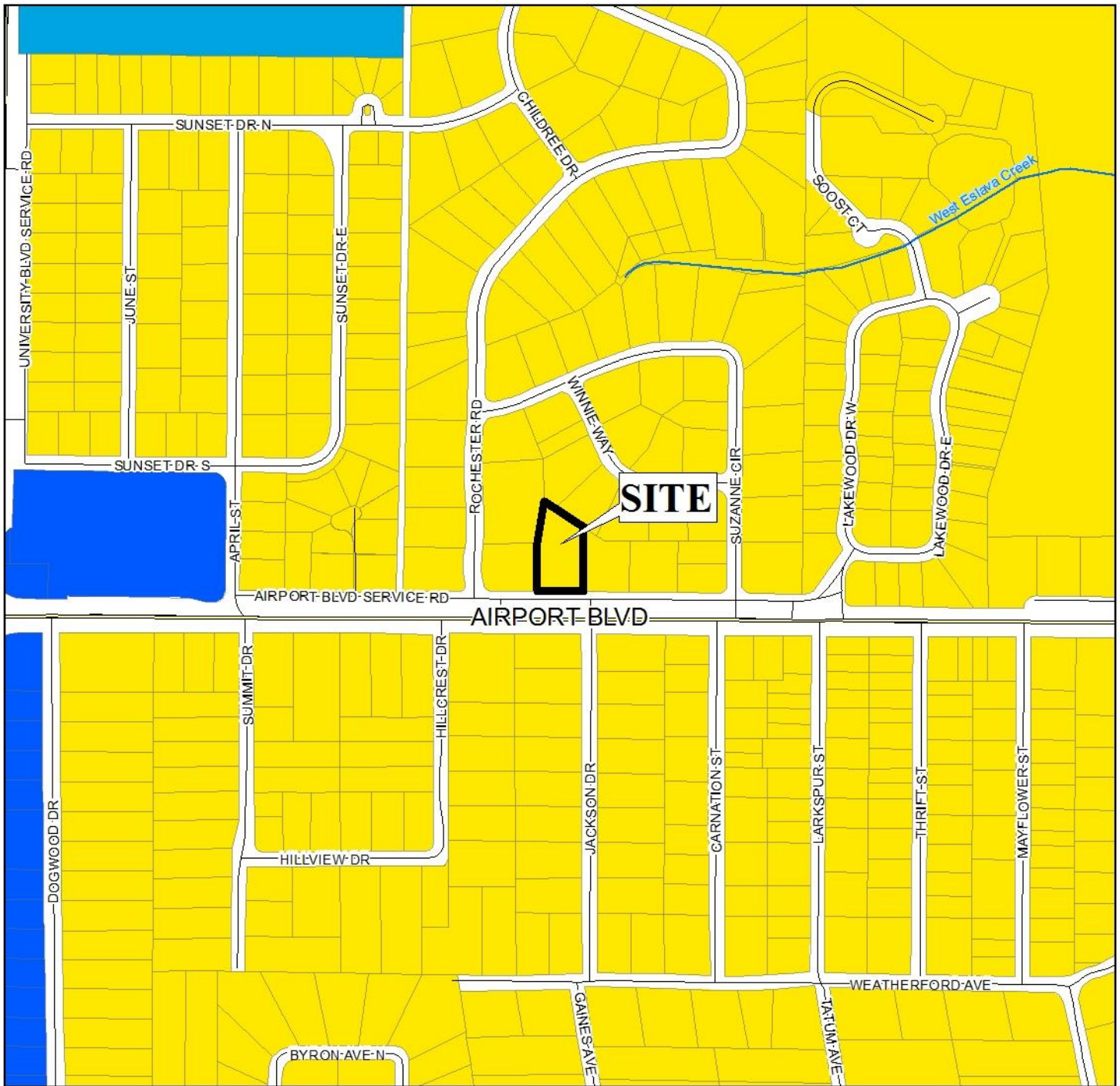
LOCATOR ZONING MAP



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FLUM LOCATOR MAP



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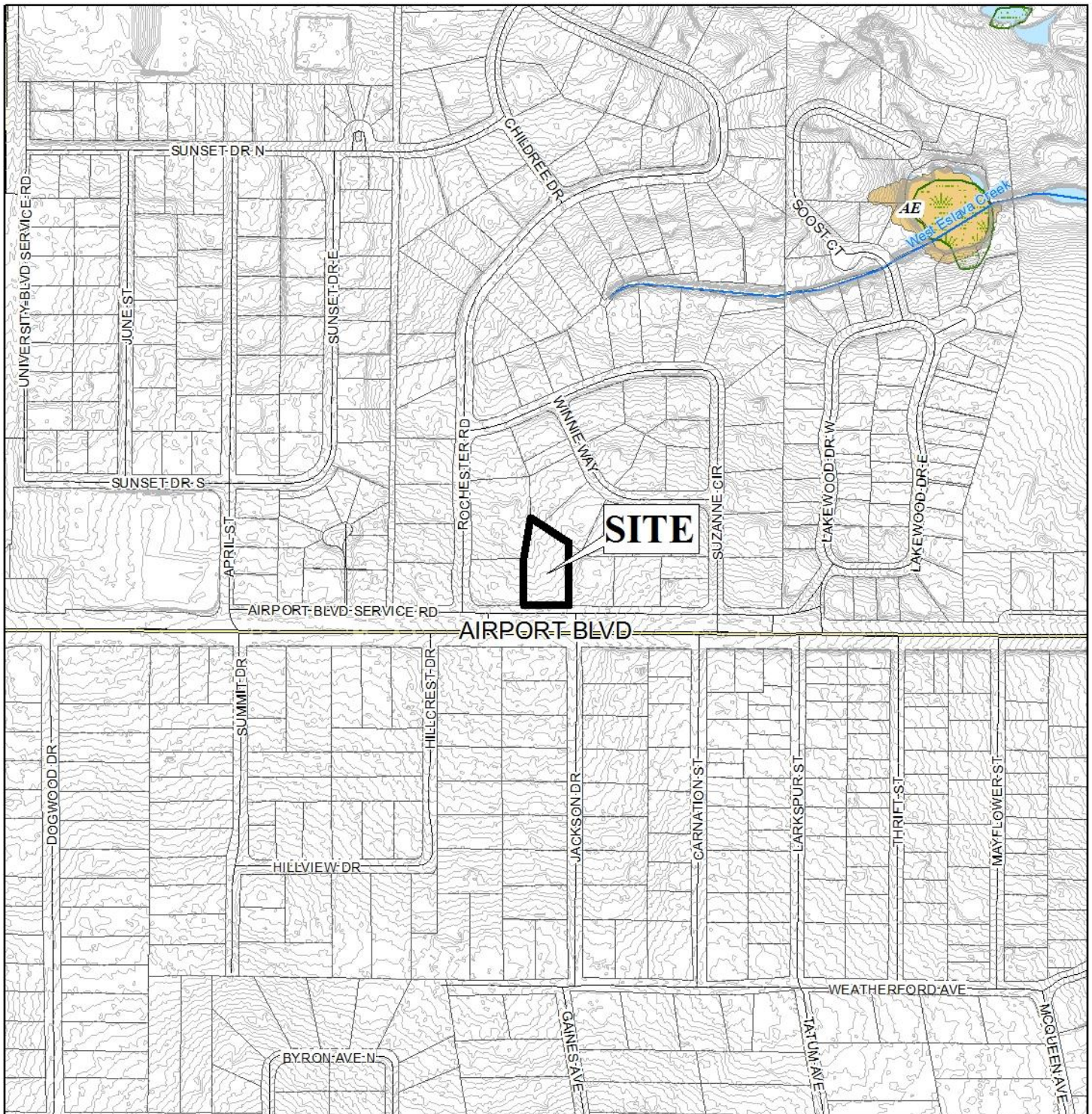
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REQUEST Subdivision

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	



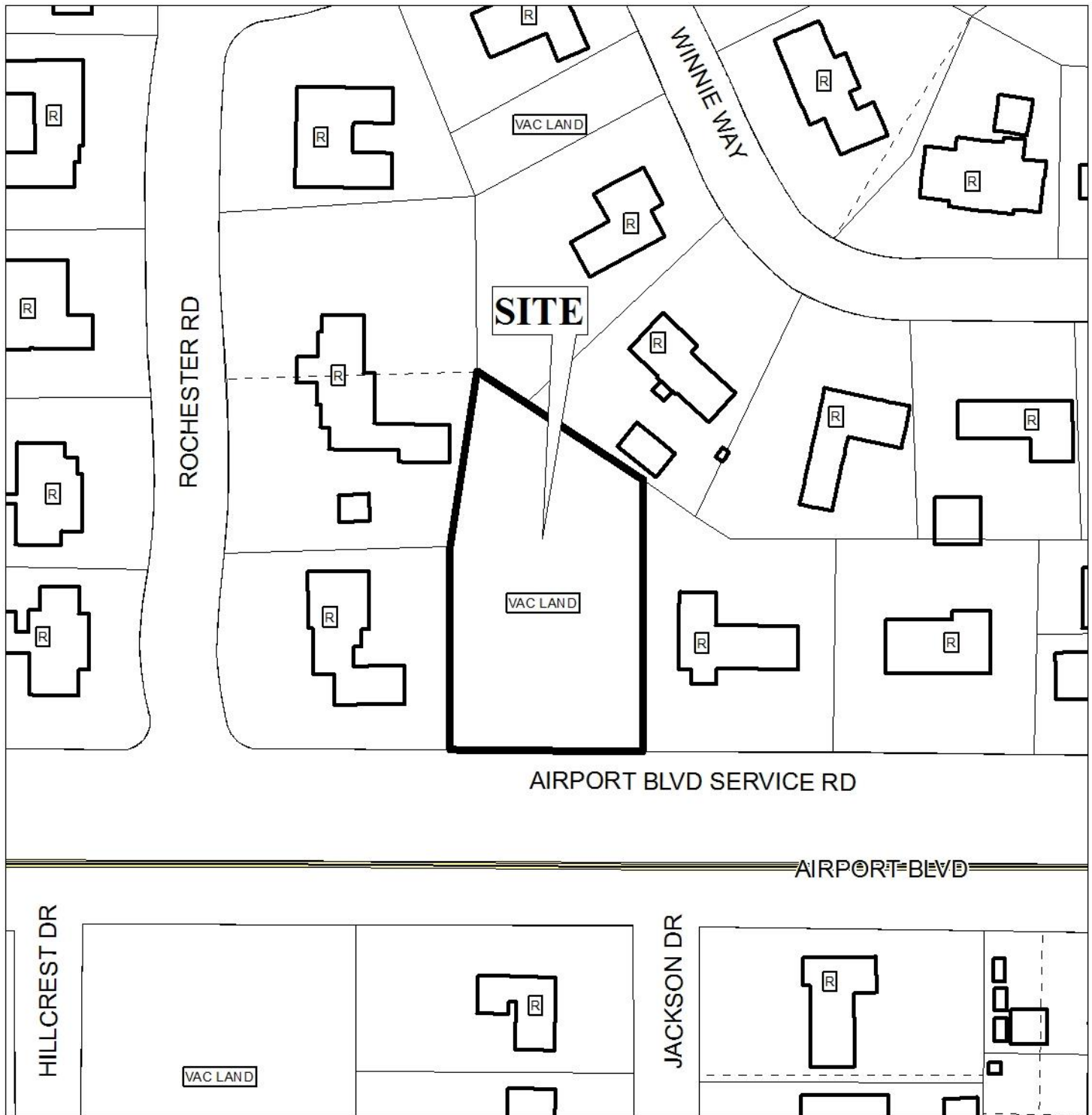
ENVIRONMENTAL LOCATOR MAP



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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

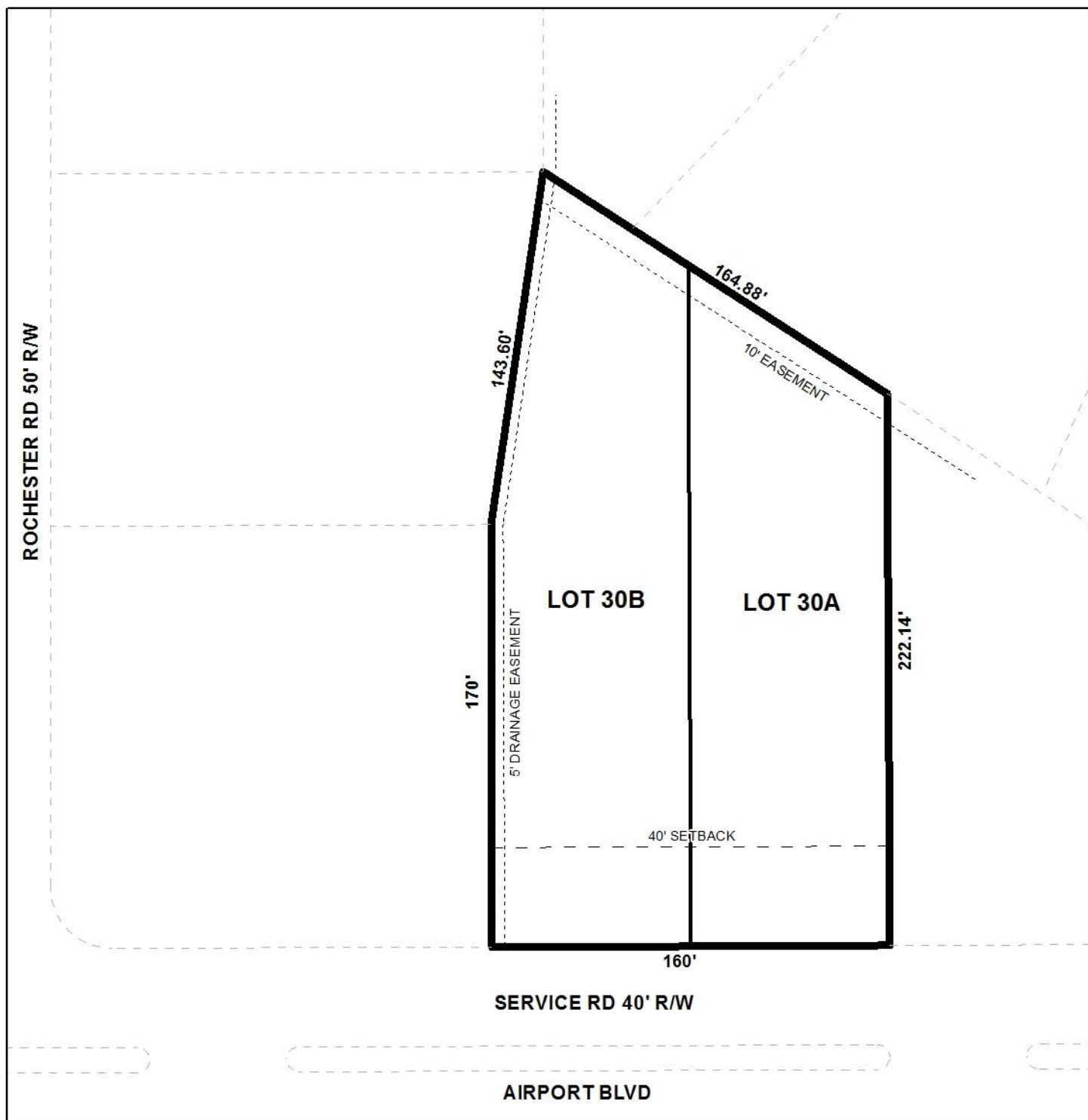
NEW COUNTRY CLUB ESTATES SUBDIVISION, RESUBDIVISION OF LOT 30



APPLICATION NUMBER 3 DATE August 2, 2018



DETAIL SITE PLAN



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