

KAYLEES COVE 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 reference, on the map and the description, to a monumented corner.
- C. Provide and label the monument set or found at each subdivision corner.
- D. Provide a Vicinity Map.
- E. Provide a North Arrow on Sheet 1 of 2.
- F. Provide a legend.
- G. Provide curve data for ALL of the labeled curves.
- H. Mark each proposed ROW as PUBLIC or PRIVATE.
- I. Is the USPS requiring a mail kiosk? Show and label the proposed kiosk on private property.
- J. Street names are subject to approval through the Engineering Dept.
- K. Give a unique label to each of the separate Common Areas (i.e. No. 1, No. 2).
- L. Label the adjoining property Owners.
- M. Revise NOTE #9 (unnumbered) to read – “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.”
- N. Provide a written legal description and matching bearing and distance labels for the proposed subdivision boundary.
- O. Revise the plat to label each lot with its size in acres also, or the furnishing of a table on the Plat providing the same information.
- P. Revise the signature block from “MOBILE CITY ENGINEERING” to “CITY ENGINEER”.
- Q. Provide the Surveyor’s Certificate.
- R. The proposed streets are considered PRIVATE until the roadways and dedicated ROW are accepted by the City.
- S. 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.

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 75-lot, 20.1± acre subdivision which is located on the West side of Moffett Road, 540'± South of Helen Street, extending to the North side of Howells Ferry Road, 213'± East of Morgenthau Drive, within Council District 7. The applicant states that the subdivision is served by city water and sanitary sewer systems. The purpose of this application is to create seventy-five (75) legal lots of record from one (1) existing metes-and-bounds parcel. The proposed lots meet the minimum size requirements of the Subdivision Regulations.

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 forty three (43) 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 case 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.

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.

The site has frontage on Moffett Road and Howells Ferry Road. Moffett Road is a component of the Major Street Plan with a planned 100-foot right-of-way. The preliminary plat does not label Moffett Road with its current right-of-way width. Therefore, the plat should be revised to label Moffett Road with its current right-of-way width, and if less than 50-feet from the centerline along the site frontage, dedication should be required to provide 50 feet from the centerline of Moffett Road. Howells Ferry Road is a minor street with a 50-foot right-of-way, and without curb and gutter, requiring a 60-foot right-of-way. Therefore; dedication should be required to provide 30-feet from the centerline of Howells Ferry Road.

The preliminary plat indicates that access to the subdivision will be via both Moffett Road and Howells Ferry Road. Proposed new streets are labeled to have compliant 50-foot rights-of-way, and these labels should be retained on the Final Plat, if approved. All corner lots are indicated to have compliant 25-foot or more corner radius curves. Lots are labeled with their sizes in square feet only. The plat should be revised to label each lot 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.

All lots, are indicated to have a compliant and standard 25-foot minimum building setback from the street frontages, except for Lots 21 through 32 along Howells Ferry Road. The plat should be revised to indicate a 25-foot minimum building setback line along Howells Ferry Road for these lots as measured from any required frontage dedication. No setback lines are indicated for Lot 32. Therefore, the plat should be revised to indicate the 25-foot minimum building setbacks along all street frontages for Lot 32; however, it should be noted that the dimensions of this lot may need to be adjusted to provide adequate buildable area outside of the required setbacks. A "Typical Lot Building Setback Layout" provided on the plat implies that all lots would have the same utilities easement and setback configuration. However, most corner lots differ from these setbacks. This layout should be revised to indicate which lots would be subject to this standard layout and which lots would differ. As easements are indicated, the note on the preliminary plat stating that no structures may be placed or constructed within any easement without the permission of the easement holder should be retained on the Final Plat, if approved. The Typical Lot Building Setback Layout should be revised to also illustrate compliant rear and side yard setbacks.

The preliminary plat labels three (3) areas as Common Areas, with their sizes in square feet provided. The size labels should be revised to also include the area in both square feet and acres, after any required frontage dedication, for each Common Area. There is a note on the preliminary plat stating that all 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. This note should be revised on the Final Plat to simply state that the maintenance of all Common Areas is the responsibility of the property owners. There are two (2) areas on the preliminary plat not identified as either lots or Common Areas. One is in the Northwest corner of the site along Moffett Road, and the other is in the Southeast corner of the site along Howells Ferry Road. As each is too small to be a lot, the plat should be revised to also label these areas as

Common Areas, with their sizes in both square feet and acres provided on the Final Plat, if approved.

The subdivision is proposed to have numerous drainage and utility easements. The note on the preliminary plat stating that no structures shall be constructed or placed within any easement without permission of the easement holder should be retained on the Final Plat.

It should be noted that the United States Postal Service (USPS) has established National Delivery Planning Standards requiring centralized mail delivery receptacles for new single-family residential developments. This would require an area within a new subdivision to be developed with mailbox kiosks as opposed to individual mailboxes at each lot. The applicant should coordinate with the USPS and revise the plat to provide a mailbox kiosk on private property that conforms with the required setbacks.

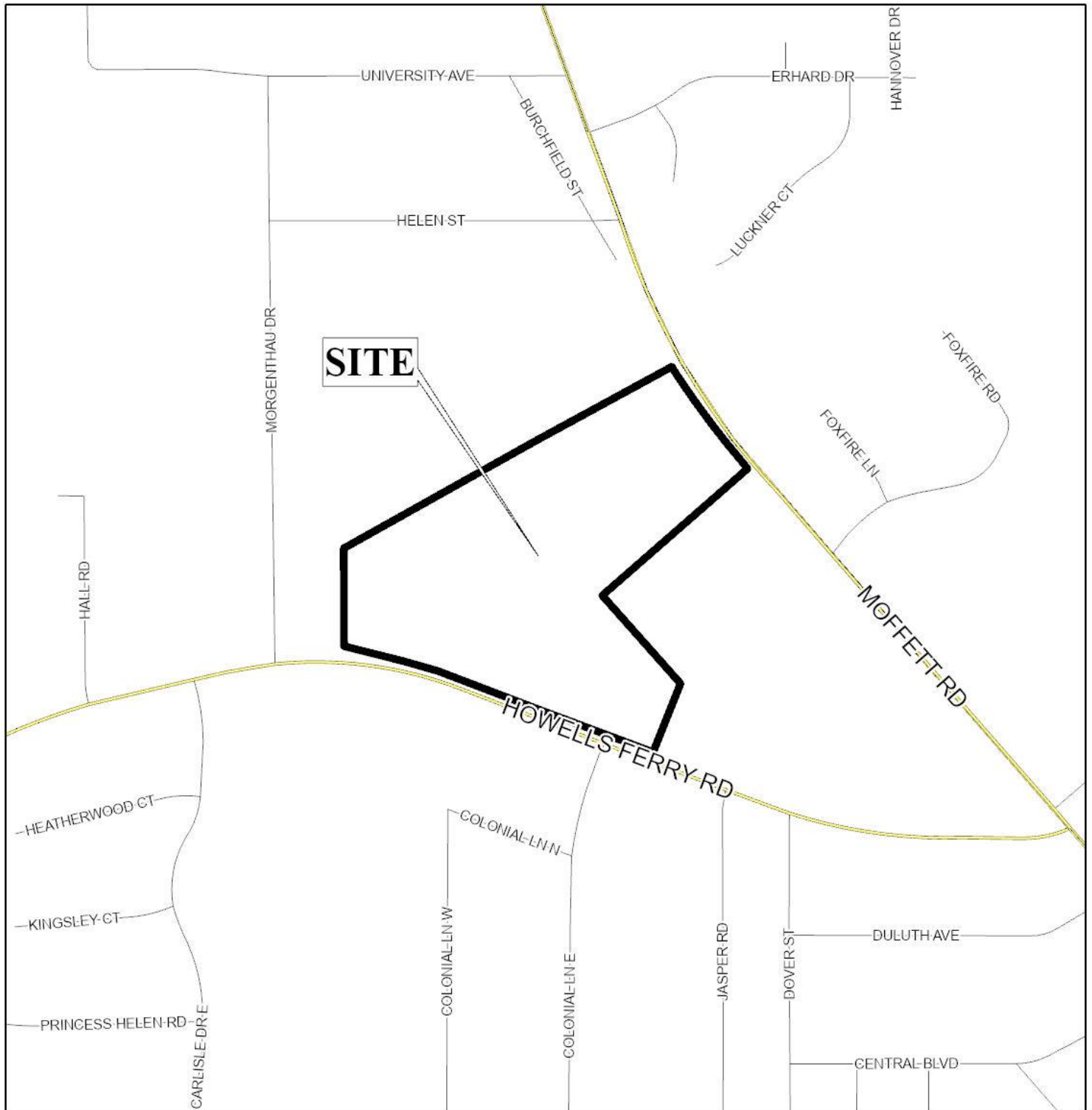
As per the Traffic Engineering comments, the driveway number, size, location and design are to be approved by Traffic Engineering and conform to AASHTO standards. A note should be required on the Final Plat stating these comments.

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 label Moffett Road with its current right-of-way width, and if less than 50 feet from the centerline, dedication is required to provide 50-feet from the centerline;
- 2) dedication to provide 30-feet from the centerline of Howells Ferry Road;
- 3) retention of the right-of-way width labels of the proposed streets on the Final Plat;
- 4) revision of the plat to label each lot and Common Area with its size in both square feet and acres, after any required frontage dedication, or the furnishing of a table on the Final Plat providing the same information;
- 5) revision of the plat to indicate the 25-foot minimum building setback line along Howells Ferry Road for Lots 21 through 32, as measured from any required frontage dedication;
- 6) revision of the plat to indicate the 25-foot minimum building setback line along the internal street for Lot 32;
- 7) revision of the Typical Lot Building Setback Layout to indicate which lots would be subject to this standard layout and which lots would differ, and to include compliant front, side and rear yard setbacks;
- 8) retention of the note on the preliminary plat stating that no structures may be placed or constructed within any easement without the permission of the easement holder on the Final Plat;
- 9) revision of the note concerning the maintenance of the Common Areas to simply state on the Final Plat that the maintenance of all Common Areas is the responsibility of the property owners;
- 10) revision of the plat to label the area in the Northwest corner of the site along Moffett Road, and the area in the Southeast corner of the site along Howells Ferry Road, as Common Areas, with their sizes provided in both square feet and acres on the Final Plat;

- 11) retention of the note on the preliminary plat on the Final Plat stating that no structures shall be constructed or placed within any easement without permission of the easement holder;
- 12) revision of the plat, if necessary, to conform to United States Postal Service National Delivery Planning Standards, and if a mailbox kiosk is provided, the placement thereof must be on private property and comply with the setback requirements of the Zoning Ordinance;
- 13) 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 reference, on the map and the description, to a monumented corner. C. Provide and label the monument set or found at each subdivision corner. D. Provide a Vicinity Map. E. Provide a North Arrow on Sheet 1 of 2. F. Provide a legend. G. Provide curve data for ALL of the labeled curves. H. Mark each proposed ROW as PUBLIC or PRIVATE. I. Is the USPS requiring a mail kiosk? Show and label the proposed kiosk on private property. J. Street names are subject to approval through the Engineering Dept. K. Give a unique label to each of the separate Common Areas (i.e. No. 1, No. 2). L. Label the adjoining property Owners. M. Revise NOTE #9 (unnumbered) to read – “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.” N. Provide a written legal description and matching bearing and distance labels for the proposed subdivision boundary. O. Revise the plat to label each lot with its size in acres also, or the furnishing of a table on the Plat providing the same information. P. Revise the signature block from “MOBILE CITY ENGINEERING” to “CITY ENGINEER”. Q. Provide the Surveyor’s Certificate. R. The proposed streets are considered PRIVATE until the roadways and dedicated ROW are accepted by the City. S. 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.);*
- 14) 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.);*
- 15) 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*
- 16) 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). 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 4 DATE October 20, 2022

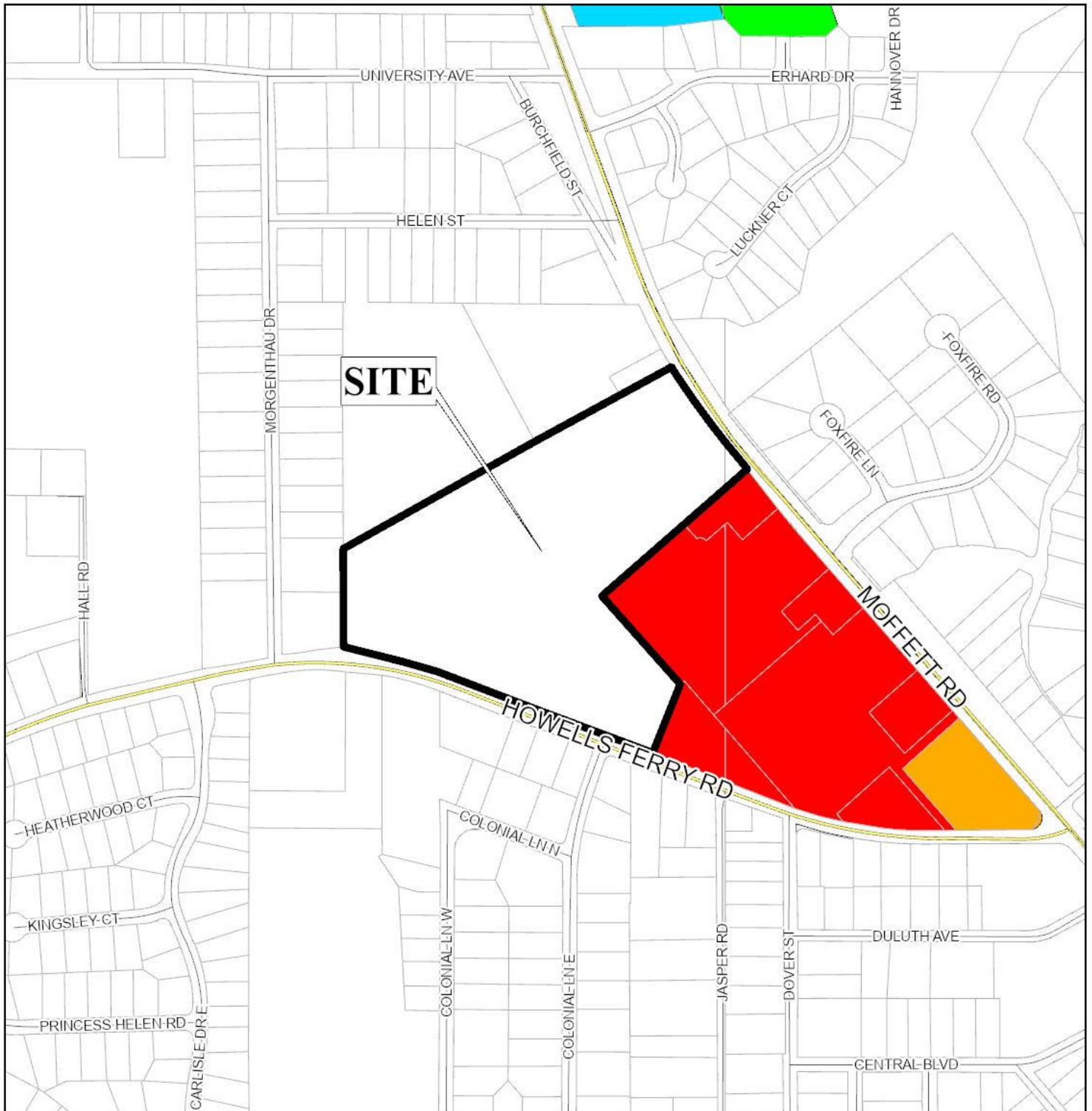
APPLICANT Kaylees Cove Subdivision

REQUEST Subdivision



NTS

LOCATOR ZONING MAP



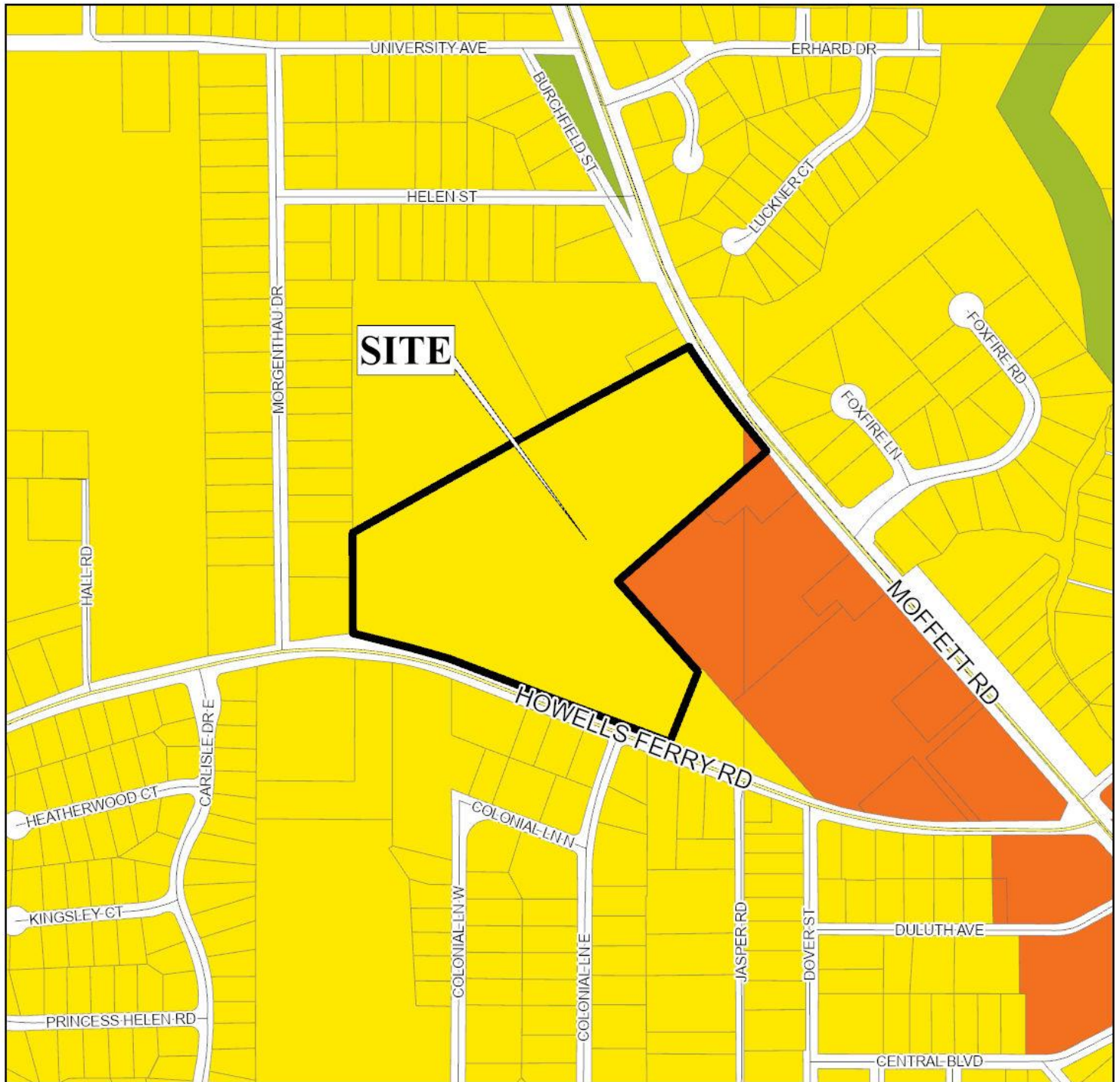
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APPLICANT Kaylees Cove Subdivision

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FLUM LOCATOR MAP



APPLICATION NUMBER 4 DATE October 20, 2022

APPLICANT Kaylees Cove Subdivision

REQUEST Subdivision

Layer2

Low Density Residential
Mixed Density Residential

Downtown
District Center
Neighborhood Center - Traditional
Neighborhood Center - Suburban

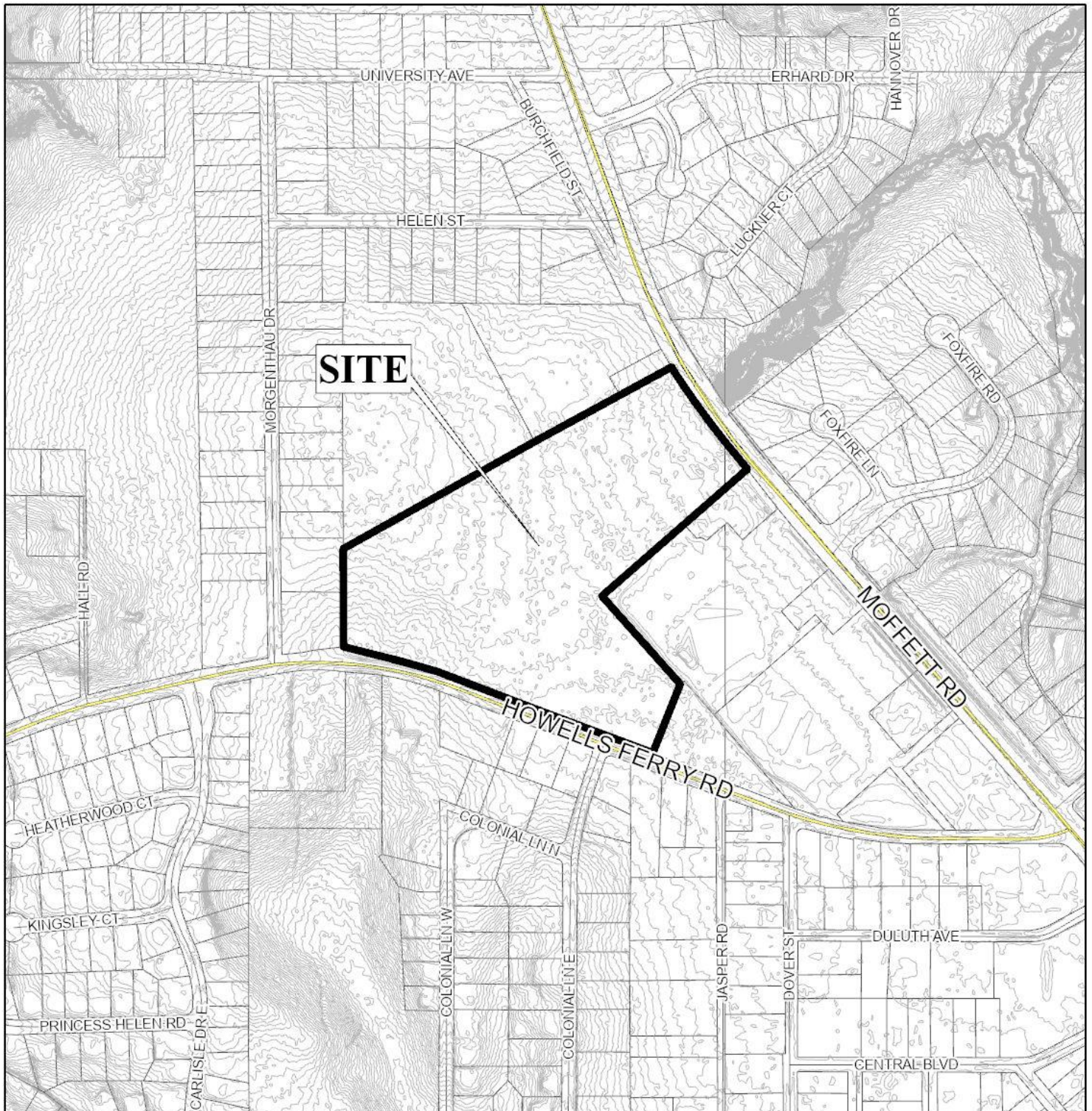
Traditional Corridor
Mixed Commercial Corridor
Downtown Waterfront
Light Industry

Heavy Industry
Institutional
Parks & Open Space
Water Dependent



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ENVIRONMENTAL LOCATOR MAP



APPLICATION NUMBER 4 DATE October 20, 2022

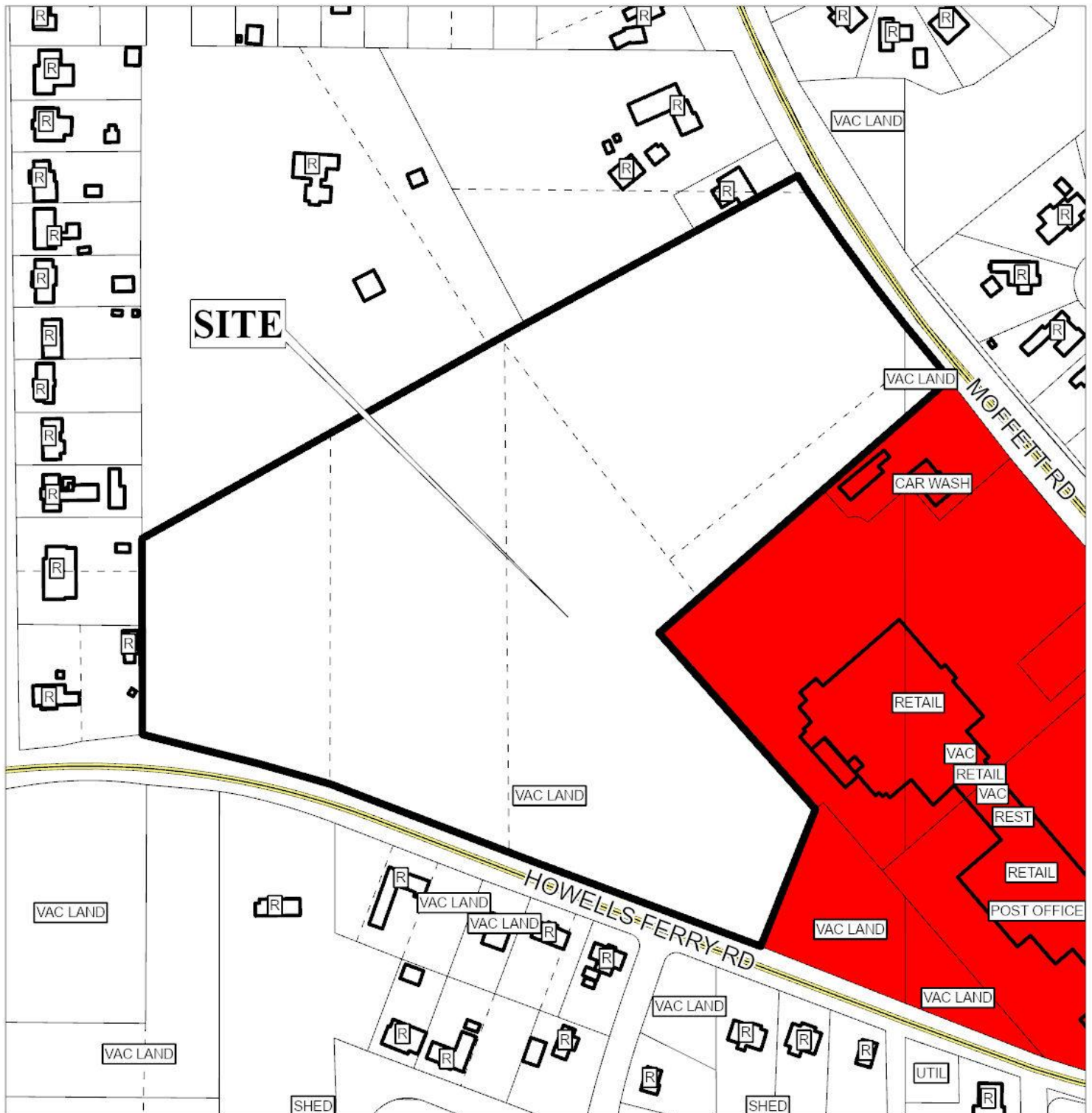
APPLICANT Kaylees Cove Subdivision

REQUEST Subdivision



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KAYLEES COVE SUBDIVISION



APPLICATION NUMBER 4 DATE October 20, 2022

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



KAYLEES COVE SUBDIVISION

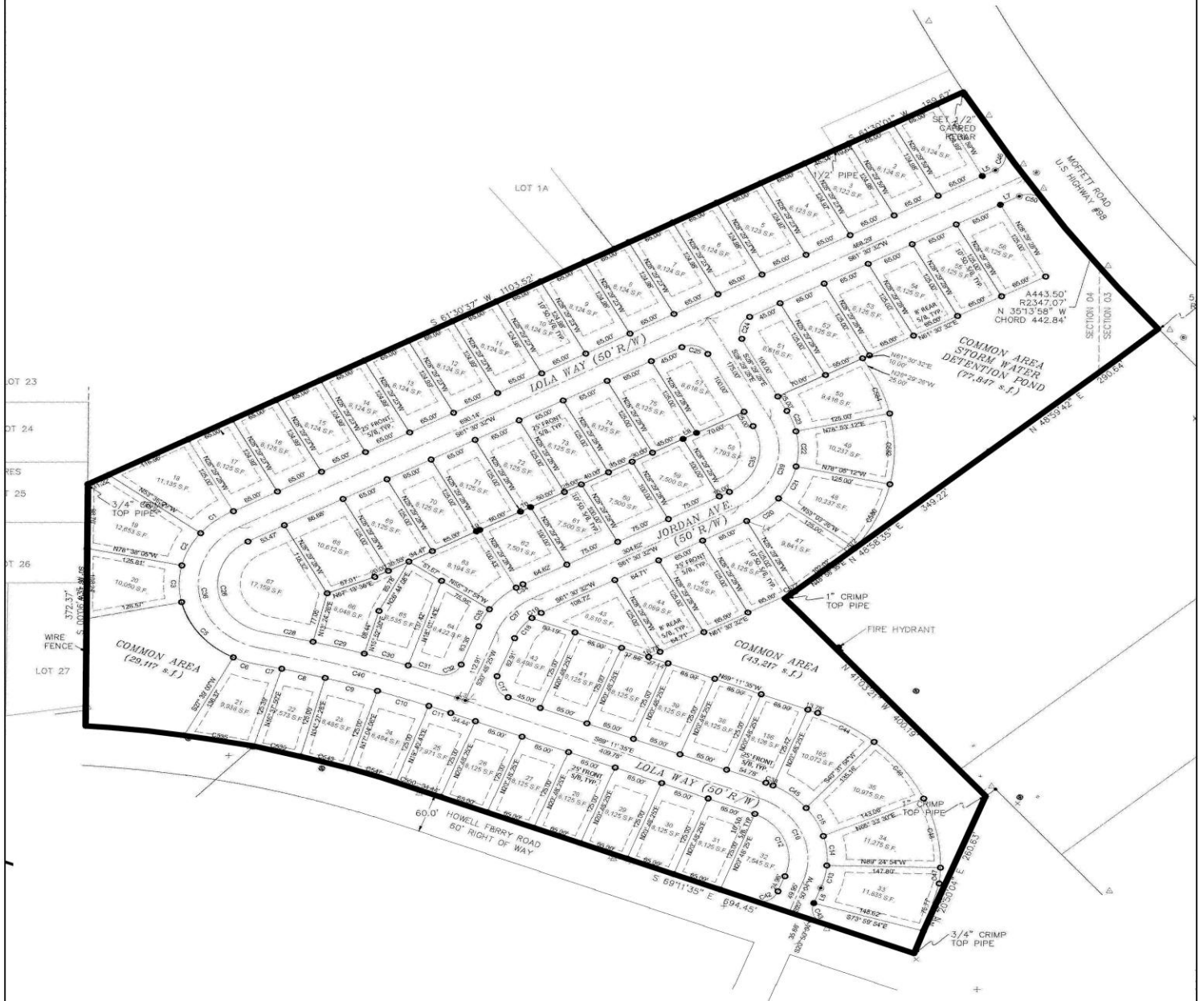


APPLICATION NUMBER 4 DATE October 20, 2022



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DETAIL SITE PLAN



APPLICATION NUMBER 4 DATE October 20, 2022

APPLICANT Kaylees Cove Subdivision

REQUEST Subdivision



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