

TULSA PARK ESTATES SUBDIVISION, **RESUBDIVISION OF LOT 6**

Engineering Comments: FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review and/or signature by the City Engineer):

- A. REMOVE THE MOBILE COUNTY ENGINEERING DEPARTMENT NOTE. THIS PROPOSED SUBDIVISION IS LOCATED WITHIN THE CITY LIMITS. THE COUNTY ENGINEER NO LONGER SIGNS PLATS WITHIN THE MUNICIPAL LIMITS OF THE CITY OF MOBILE.
- B. 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.
- C. Provide and label the monument set or found at each subdivision corner.
- D. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- E. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 18 - #74) LOTS 1 and 2 will have to share the historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control). Coordinate with City Engineering Department staff to establish the exact amount that each Lot will receive prior to the submittal of the Final Plat from review and signatures.
- F. 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.
- G. 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.
- H. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved.
- I. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- J. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the ORIGINAL (with all other signatures) and one (1) copy (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-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).

MAWSS Comments: No comment.

The plat illustrates the proposed 2-lot, 0.7± acre subdivision which is located on the West side of Oklahoma Drive, 146'± South of Cross Road 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 two legal lots of record from one 100'x 288' (28,800 sf) legal lot.

The site has been given a Low Density Residential (LDR) land use designation per the recently adopted Future Land Use Plan and Map. 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.

These primary land use in the LDR districts is residential and the predominant housing type is the single-family 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 front Oklahoma Drive, a minor street with ribbon curb and gutter. As a minor street with ribbon curb and gutter, this street requires a minimum right-of-way width of 50 feet. The right-of-way width is indicated as 60 feet on the preliminary plat, and should be retained as such on the Final Plat, if approved.

It should be noted that the proposed lot configurations create an irregular shaped Lot 2. The proposed Lot 2 forms a “panhandle” or “flag lot” shape, and is generally not allowed, but permitted only in those locations where varied and irregularly shaped lot designs are common

and the informality of design is consistent with other lots in the vicinity; or where unusual circumstances such as an odd shaped lot exists; or separate disparate uses exist on a single lot; or where there are natural or pre-existing man-made barriers which may cause an undue hardship on the land owner; or in the case of a family division. There are Planning Commission approved flag-shaped lots located to the North and Northeast of the proposed subject lots, which include residential structures on each existing lot, and there is one Planning Commission approved flagged-shaped lot located approximately 102' South of the proposed lots which consist of vacant land. These flagged-shaped lots received approval in 1995, 1998, 2002, and 2014. It appears that irregularly-shaped flag lot designs are common, and that the informality of design is consistent with other lots within the vicinity.

It should be mentioned that there were three building structures located on the subject site, however, they have since been demolished.

The 25-foot minimum building setback line is depicted on the preliminary plat for each proposed lot, and should be retained on the Final Plat, if approved.

The proposed lots exceed the 7,200 square foot minimum lot size requirements for lots served by public water and sanitary sewer systems. The lot size information is indicated in both acres and in square feet, and if approved, should be retained on the Final Plat.

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

Finally, there should be no future subdivision of either proposed lot to create additional lots. This should be placed as a note on the Final Plat, if approved.

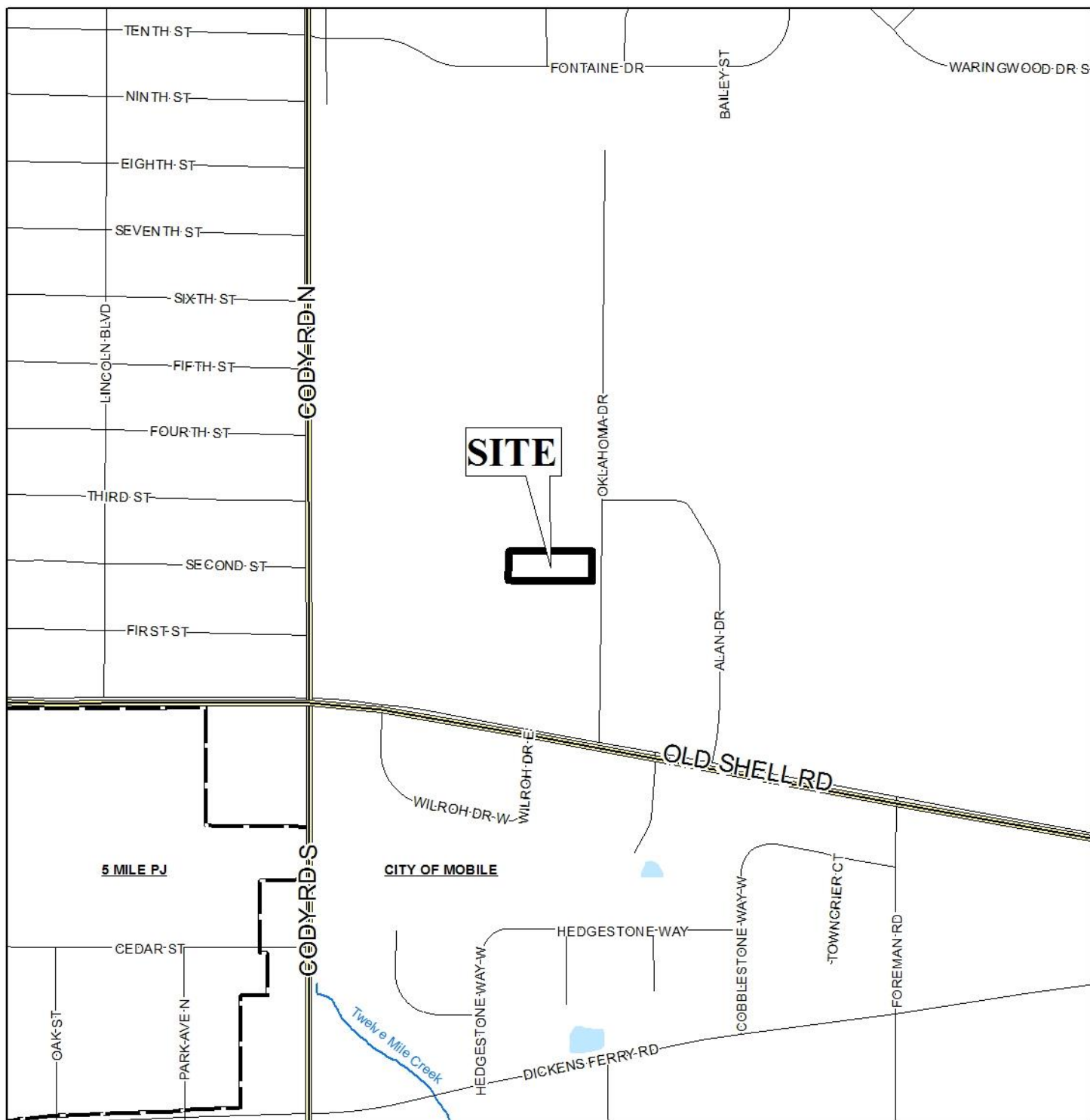
With a waiver of Section V.D.1. of the Subdivision Regulations, this application is recommended for Tentative Approval subject to the following:

- 1) Placement of a note on the Final Plat stating that there should be no future subdivisions of either lot to create additional lots;
- 2) Retention of the right-of-way width along Oklahoma Drive;
- 3) Retention of the 25-foot minimum building setback line;
- 4) Retention of the lot size information in both square feet and in acres;
- 5) Placement of a note on the Final Plat stating that each lot is limited to one curb-cut to Oklahoma Drive, with any changes to the size, location and design to be approved by Traffic Engineering and conform to AASHTO standards;
- 6) 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. REMOVE THE MOBILE COUNTY ENGINEERING DEPARTMENT NOTE. THIS PROPOSED SUBDIVISION IS LOCATED WITHIN THE CITY LIMITS. THE COUNTY ENGINEER NO LONGER SIGNS PLATS WITHIN THE MUNICIPAL LIMITS OF THE CITY OF MOBILE. B. 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. C. Provide and label the monument set or found at each subdivision corner. D. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. E. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 18 - #74) LOTS 1 and 2 will have to share the historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control). Coordinate with City Engineering Department staff to establish the exact amount that each Lot will receive prior to the submittal of the Final Plat from review and signatures. F. 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. G. 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. H. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved. I. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing. J. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the ORIGINAL (with all other signatures) and one (1) copy (signatures not required) of the revised Final Plat to the Engineering Department.);

- 7) 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.);
- 8) 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
- 9) Compliance with Fire Department comments and placement of a note (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).

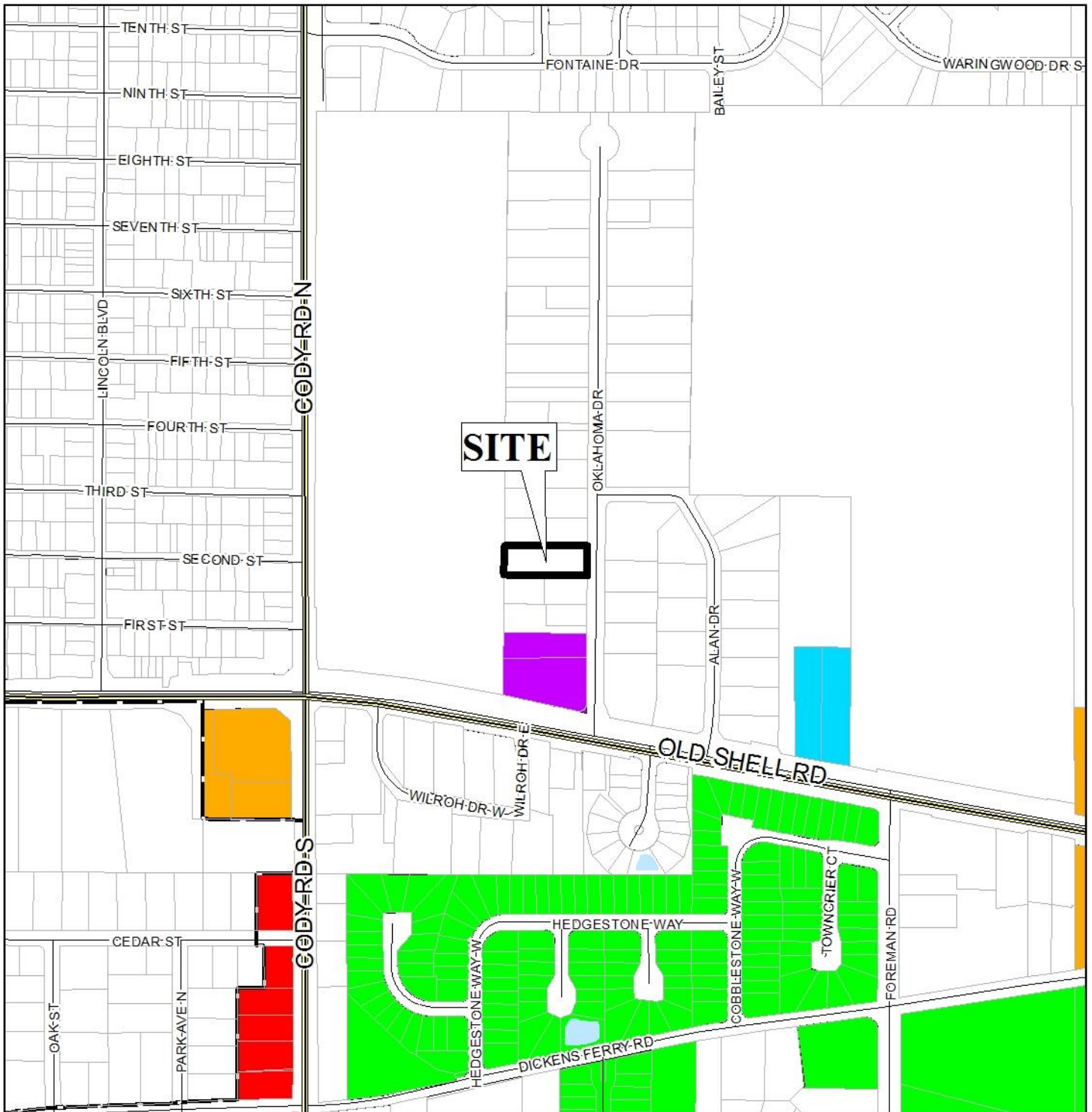
LOCATOR MAP



APPLICATION NUMBER 4 DATE October 19, 2017
 APPLICANT Tulsa Park Estates Subdivision, Resubdivision of Lot 6
 REQUEST Subdivision



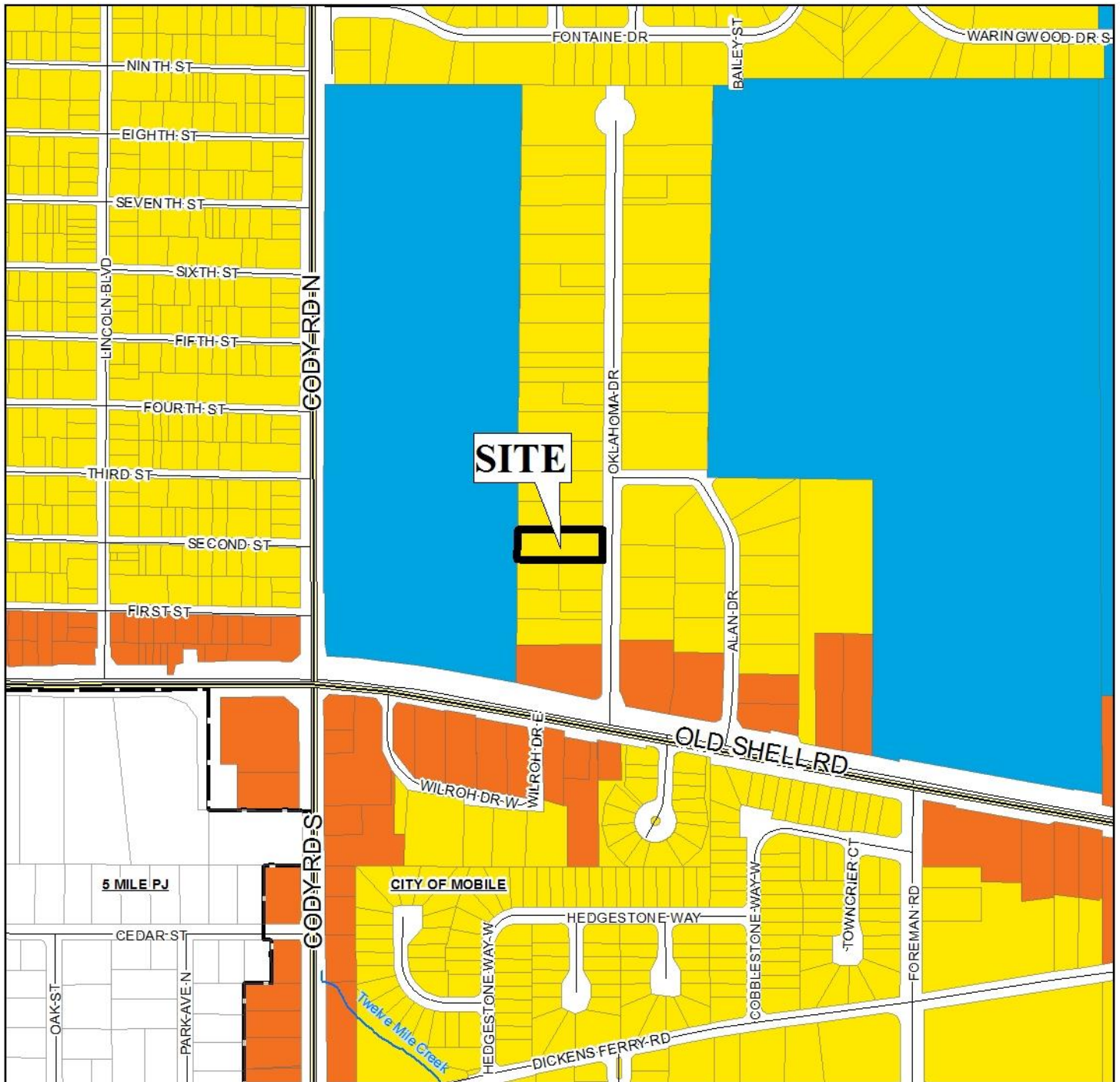
LOCATOR ZONING MAP



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FLUM LOCATOR MAP



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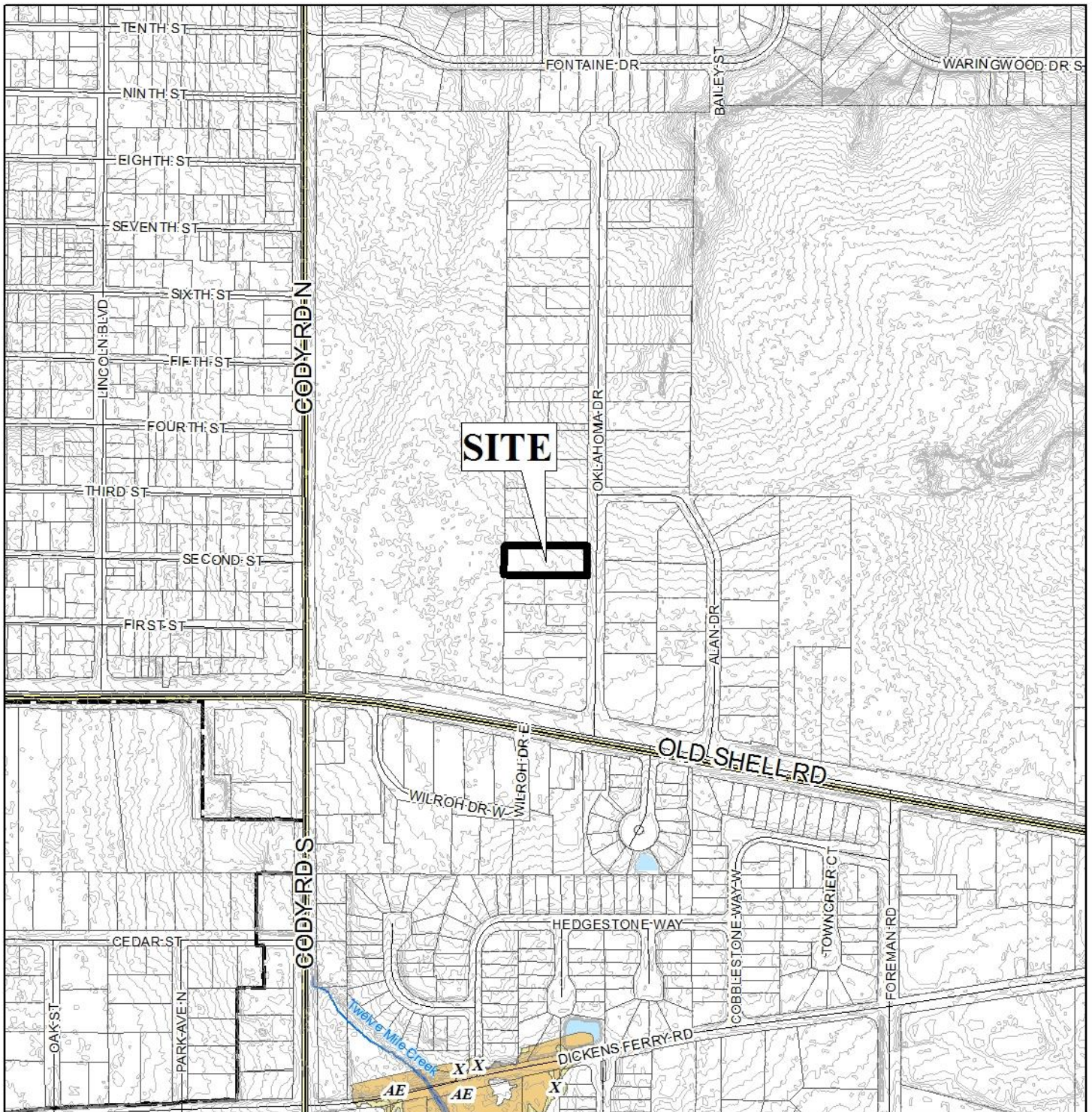
APPLICANT Tulsa Park Estates Subdivision, Resubdivision of Lot 6

REQUEST Subdivision

Low Density Residential	Neighborhood Center- Traditional	Downtown Waterfront	Water Dependent
Mixed Density Residential	Traditional Corridor	Light Industry	Parks & Open Space
Downtown	Neighborhood Center- Suburban	Heavy Industry	
District Center	Mixed Commercial Corridor	Institutional	



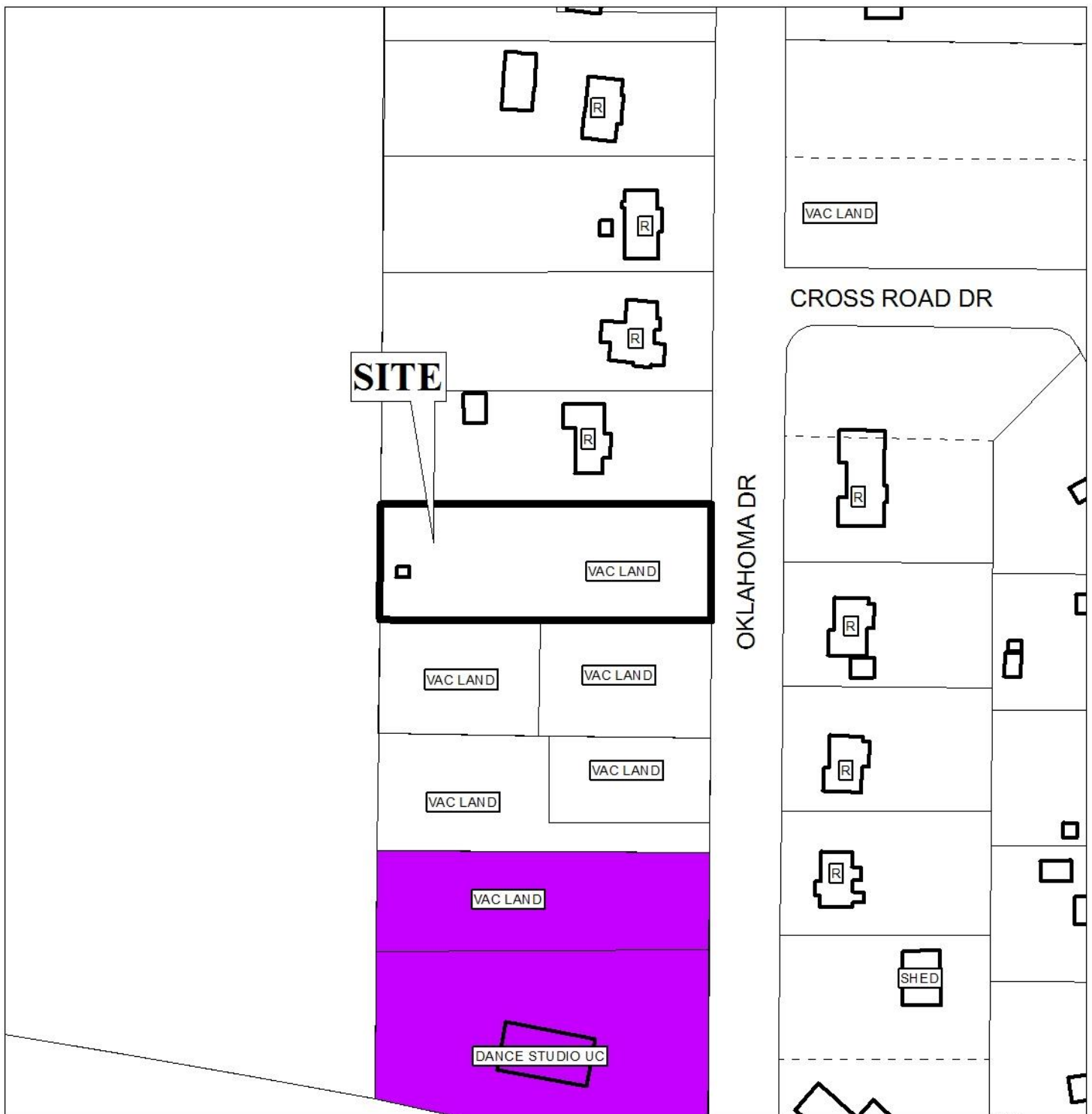
ENVIRONMENTAL LOCATOR MAP



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REQUEST Subdivision



TULSA PARK ESTATES SUBDIVISION, RESUBDIVISION OF LOT 6



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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



TULSA PARK ESTATES SUBDIVISION, RESUBDIVISION OF LOT 6

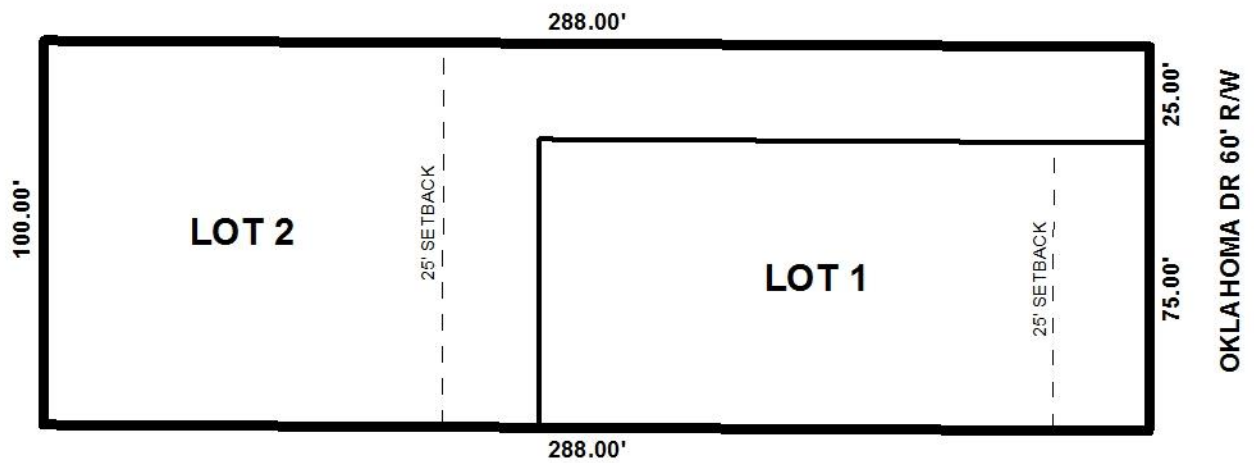


APPLICATION NUMBER 4 DATE October 19, 2017



NTS

DETAIL SITE PLAN



APPLICATION NUMBER 4 DATE October 19, 2017
APPLICANT Tulsa Park Estates Subdivision, Resubdivision of Lot 6
REQUEST Subdivision



