

DUTCH MASTERS 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 the Surveyor's Certificate and Signature.
- C. Provide the Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- D. Check the Owner's Signature Block statement. It indicates that the owner is dedicating either streets or ROW to the City; however, none are shown or labeled on the Plat.
- E. Add a note to the 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.
- F. Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process.
- G. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- H. 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: Moffett Road (US Highway 98) is an ALDOT maintained roadway. Site is limited to one curb cut with size, location and design to be approved by ALDOT and Traffic Engineering and conform to AASHTO standards. Any new on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.

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). Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from a commercial site 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).

MAWSS Comments: No comments.

The preliminary plat illustrates the proposed 1-lot, 2.7± acre subdivision which is located on the North side of Moffett Road at its intersection with Spring Hill Avenue in Council District 1. The applicant states that the subdivision is served by city water and sanitary sewer systems. The purpose of this application is to create one (1) legal lot from two (2) legal lots of record.

The site has been given a Traditional Neighborhood Center (NC) land use designation, per the 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 land use designation applies to smaller hubs of mixed commercial, community, and recreational activity that cater to adjacent residential areas. Many of these centers exist today in some form. Therefore, the following common principles apply not just to the future development of new centers, but also to the redevelopment (wholesale or incremental) of existing centers.

General Principles for Neighborhood Centers:

- NC should support a limited amount of commercial employment
- NC should incorporate some residential use, which may vary in type from detached single family, townhouse, accessory and live-work units in mixed use and low-rise multifamily structures.
- The residential density in NC designations –ranging from 4 to 10 du/ ac— must be compatible in character with that of surrounding residential development, providing appropriate transitions in height, massing and other buffering from one land use district to the next.
- The retail and housing uses should merge around vibrant, compact, accessible nodes, located at key neighborhood intersections or along short road segments.
- The NC nodes should be connected to the surrounding neighborhood and nearby public uses (e.g., schools, parks, etc.) via well-designed sidewalks and complete streets.

While the above-listed principles are common to all NC districts, the design attributes of neighborhood centers generally vary depending on whether a center is in a more “traditional” or more “suburban” context.

Additional Attributes of Neighborhood Centers:

- NC in traditional contexts: These tend to be in those areas east of the Beltline and correspond to MxDR neighborhoods. In these NCs, buildings should orient to the street, with on-site parking typically pushed to the back of the site. The design qualities of the public realm are emphasized, including the provision of continuous sidewalks, tree canopy, pedestrian amenities, on-street parking and bicycle facilities where appropriate.
- NC in suburban contexts: These generally are located among the LDR land use designations in the areas west of the Beltline. Where they exist, these centers currently have a more pronounced vehicular orientation. Therefore, the emphasis is on retrofitting to improve internal walkability (e.g., through the addition of sidewalks, tree canopy, protection from the elements) and external connectivity to the surrounding areas (via sidewalks, paths and trails, street crossings, transit stops, etc.) and to increase the mix and density of uses (e.g., infill of outparcels, addition of housing, etc.).

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 lot fronts Moffett Road (U.S. Highway 98), an ALDOT regulated, major street requiring a minimum 100' right of way width. The preliminary plat does not provide right-of-way width for Moffett Road. If approved, the Final plat should be revised to provide the appropriate right-of-way width.

A 25-foot minimum building setback is illustrated on the preliminary plat along Moffett Road. If approved, the 25-foot minimum building setback should be retained on the Final Plat.

It should be noted that there is an existing 15' drainage easement that bisects the proposed Lot 1 and a 10' Mobile Gas easement to the rear of the property. If approved, a note should be placed on the Final Plat stating that no structures shall be erected in any easement.

The proposed lots each exceed the 7,200 square foot minimum lot size requirement for lots served by public water and sanitary sewer systems. The preliminary plat provides the lot size information in square feet and acres. If approved, the lot size information should be retained on the Final Plat.

As a means of access management, a note should be placed on the Final Plat containing the Traffic Engineering comments.

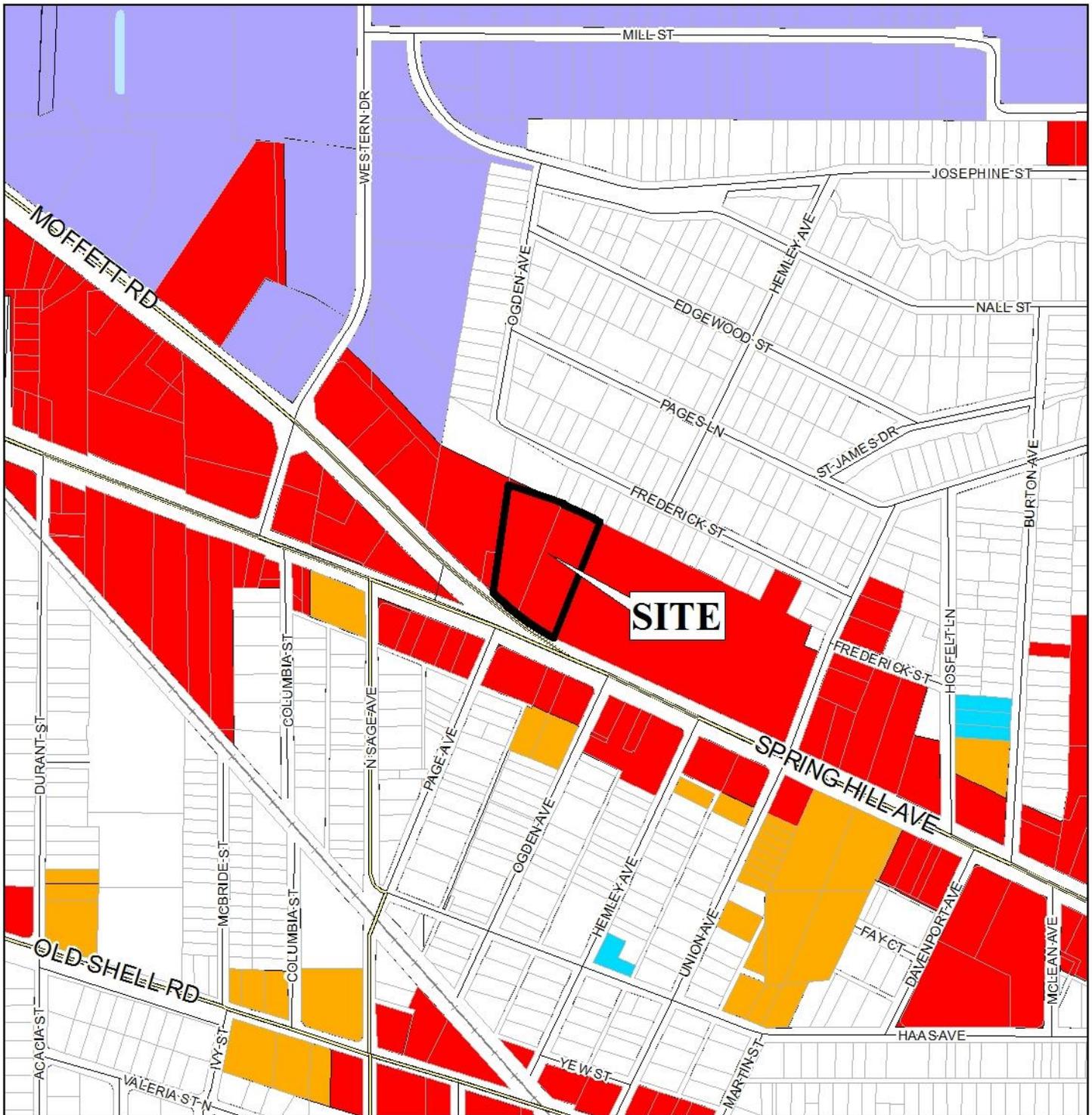
Based upon the preceding, this application is recommended for Tentative Approval, subject to the following conditions:

- 1) Labeling of the existing right-of-way of Moffett Road;
- 2) Retention of the 25' minimum building setback line along Moffett Road;
- 3) Retention of lot size information in both square feet and acres;
- 4) Placement of a note stating that no structure shall be erected in any easement;
- 5) Placement of a note on the Final Plat stating the following Traffic Engineering comments: (*"Moffett Road (US Highway 98) is an ALDOT maintained roadway. Site is limited to one curb cut with size, location and design to be approved by ALDOT and Traffic Engineering and conform to AASHTO standards. Any new on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance."*);
- 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. 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 Certificate and Signature. C. Provide the Owner's (notarized), Planning Commission, and Traffic Engineering signatures. D. Check the Owner's Signature Block statement. It indicates that the owner is dedicating either streets or ROW to the City; however, none are shown or labeled on the Plat. E. Add a note to the 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. F. Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process. G. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing. H. 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.);

- 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). Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from a commercial site will require a tree removal permit.); and*
- 8) *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 ZONING MAP



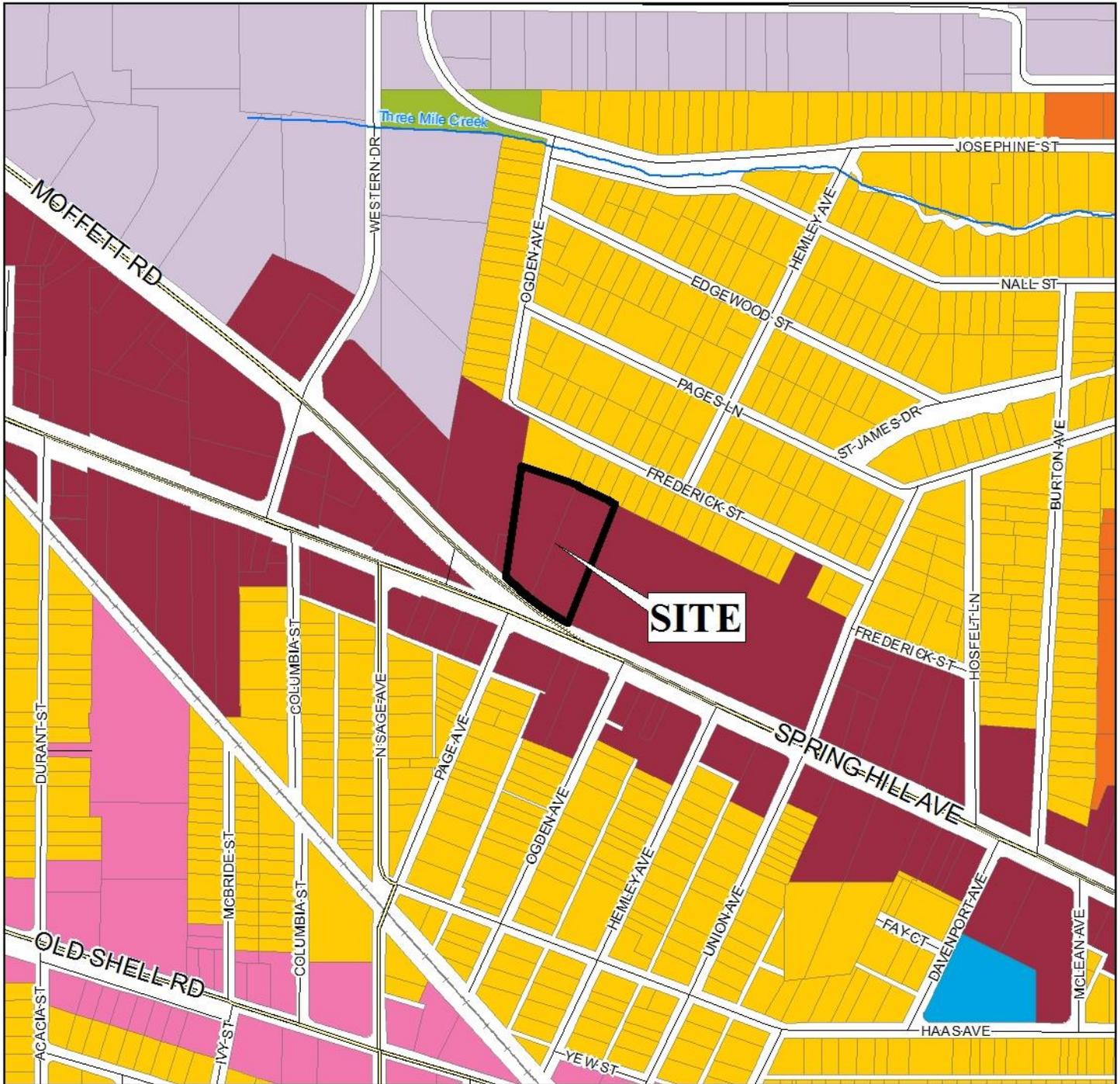
APPLICATION NUMBER 5 DATE July 18, 2019

APPLICANT Dutch Masters Subdivision

REQUEST Subdivision



FLUM LOCATOR MAP



APPLICATION NUMBER 5 DATE July 18, 2019

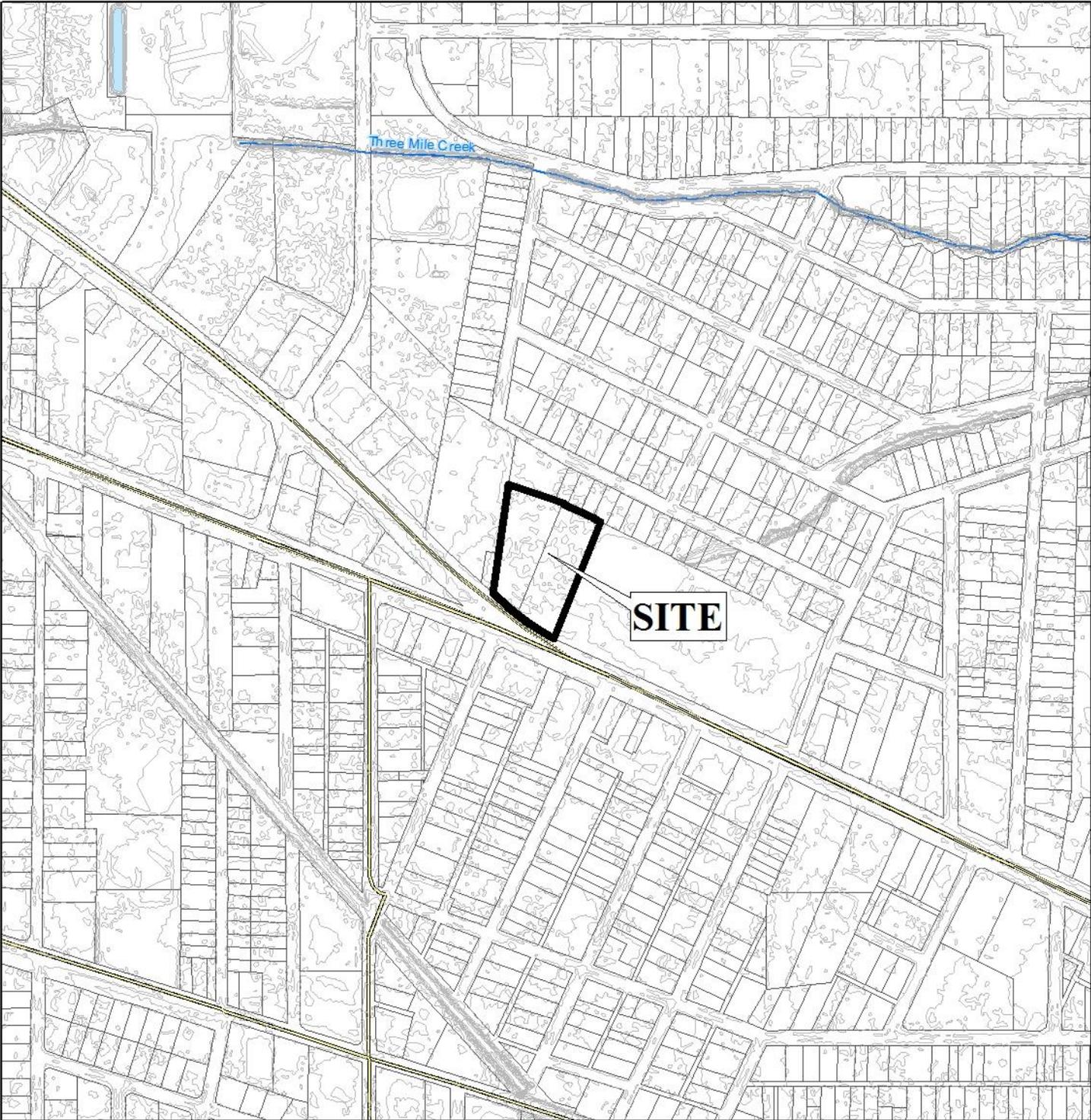
APPLICANT Dutch Masters Subdivision

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



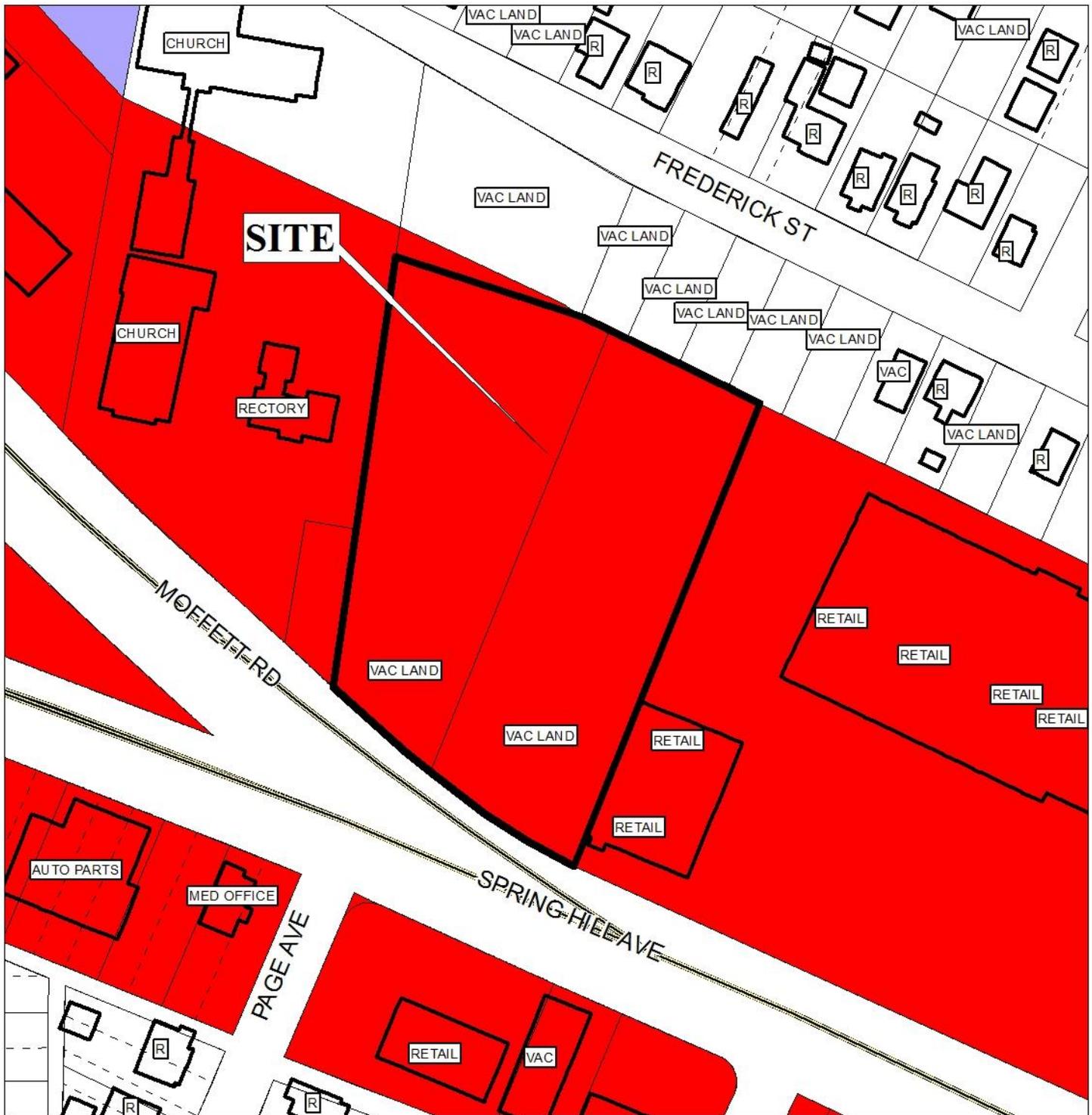
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REQUEST Subdivision



DUTCH MASTERS SUBDIVISION



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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



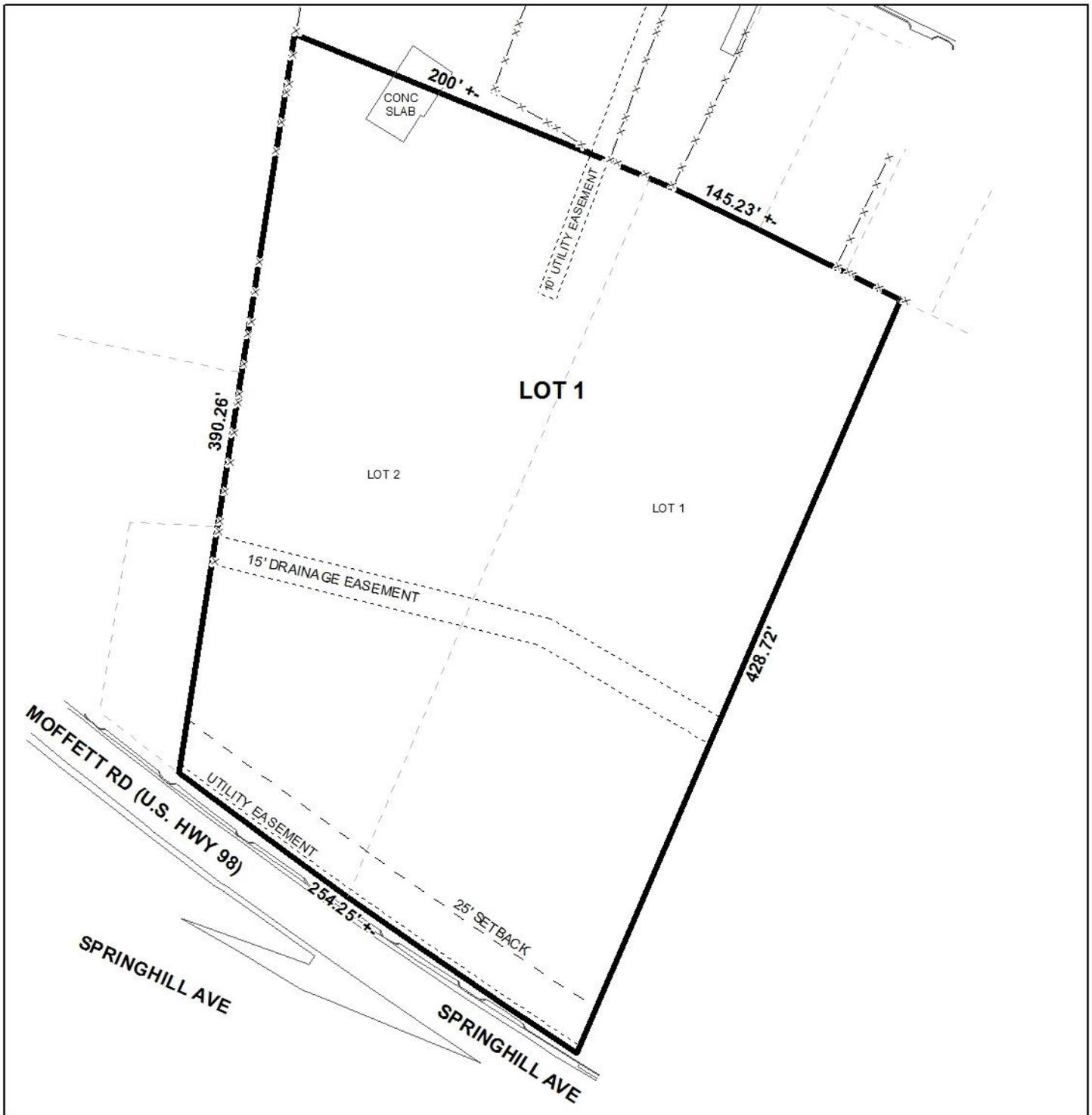
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DETAIL SITE PLAN



APPLICATION NUMBER 5 DATE July 18, 2019
APPLICANT Dutch Masters Subdivision
REQUEST Subdivision



