

LIPSCOMB SUBDIVISION

Engineering Comments: According to NOTE #12 of the Lipscomb-Jackson Subdivision (MB130, PG 31) Lot 2 is not allowed to be subdivided. 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. National Wetlands Inventory (NWI) mapping, as shown on City of Mobile GIS information, indicates that there is potential for wetlands within the property or properties shown on this plat. Show and label the delineated wetlands, or provide a note that the wetlands shown on this plat are scaled from the NWI data and have not been delineated.
- C. Show and label all flood zones.
- D. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation.
- E. Add a note clarifying the dashed lines that indicate an existing 50' ROW. Is this a Private ROW, or used as an access easement for LOTS 1 and 2 of Lipscomb-Jackson Subdivision (MB130, PG 31)?
- F. Provide and label the monument set or found at each subdivision corner.
- G. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- H. Provide the Surveyor's Certificate and Signature.
- I. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- J. 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.
- K. 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.
- L. 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.
- M. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- N. 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 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).

The preliminary plat illustrates the proposed 2-lot, 2.46 acre \pm subdivision which is located at the south side of Lloyd Station Road, 2/10 mile \pm East of Roise Road, and is in Council District 4. The applicant states that the subdivision is served by city water and sewer.

The purpose of this application is to create two legal lots of record from one existing legal lot of record.

The site has been given Low Density Residential 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.

The primary land use in the Low Density Residential 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 site was most recently part of a two-lot subdivision approved by the Planning Commission in 2013. The 2013 application included a 50-foot non-exclusive easement for ingress and egress serving both lots. The applicant now wants to resubdivide one of the approved lots from the 2013 subdivision approval.

The proposed Lot B is a flag lot, and while the proposed Lot A is not technically a “flag lot”, it is unusually shaped and has flag lot characteristics. A letter has been provided by the applicant stating that the purpose of the subdivision is to create two separate lots, one for each of the applicant’s daughters; thus making it a family subdivision. The applicant also states that there are other flag lots within the area. Flag lots are generally not allowed, and although there may be other flag lots within the vicinity, a condition was placed on the previous subdivision approval and the Final Plat stating “*The future subdivision of either lot is prohibited until additional frontage on a public or private street is provided*”. There has not been any additional frontage added regarding a public or private street; thus approving the subdivision requested would not be appropriate.

The 25’ minimum building setback line is depicted on Lot A and on a portion of Lot B, where the “pole” meets the “flag”.

The lot sizes in both square feet and acres are depicted on the preliminary plat and should be retained on the Final Plat, if approved. The proposed lots are unusually shaped, include a flag-lot and flag-lot characteristics, and appear to exceed the recommended width to depth ratio of the Subdivision Regulations. A waiver of Sections V.D.1. and V.D.3. of the Subdivision Regulations would be required if the Planning Commission were to approve the request.

Due to the limited frontage, if approved, a note should be placed on the Final Plat stating future subdivision of either lot should be prohibited until such time as additional frontage on a public or private street is provided.

It should also be noted that there appears to be several existing drainage and utility easements on the site. If approved, a note should be placed on the Final Plat stating that no permanent structures shall be constructed in any easements.

The proposed lots front Lloyd Station Road, a minor street which does not have curb or gutter. Since the proposed subdivision is a portion of a previously approved subdivision, no dedication will be required. As a means of access management, if approved, a note should be placed on the Final Plat stating that both lots are limited to one curb-cut each, with the size, design and location to be approved by Traffic Engineering and comply with AASHTO standards.

Based on the preceding, the application is recommended for denial for the following reason:

- 1) Condition placed on the previous recorded plat prohibiting future subdivision of either lot until additional frontage on a public or private street is provided.

LOCATOR MAP



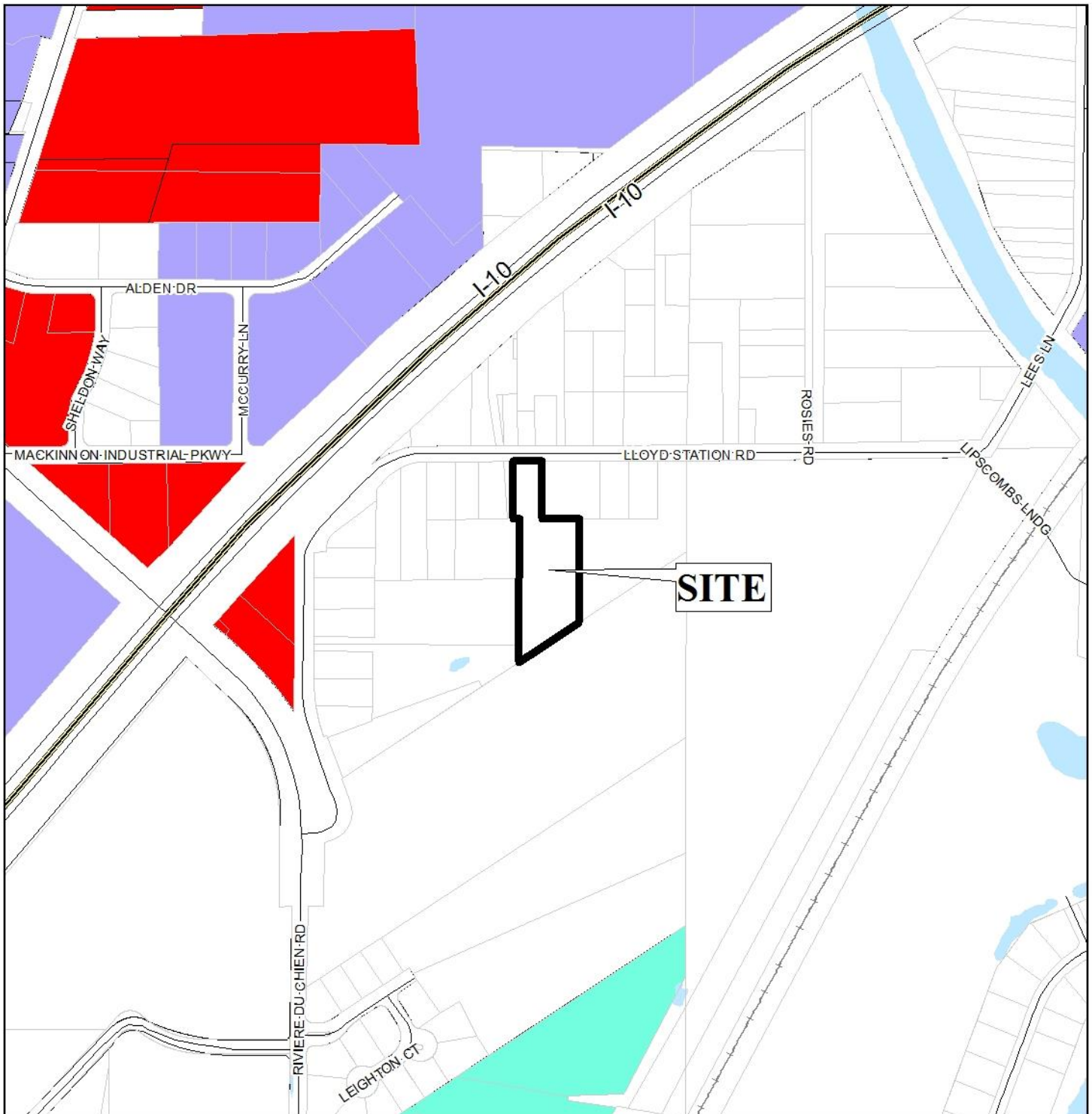
APPLICATION NUMBER 5 DATE June 15, 2017

APPLICANT Lipscomb Subdivision

REQUEST Subdivision



LOCATOR ZONING MAP



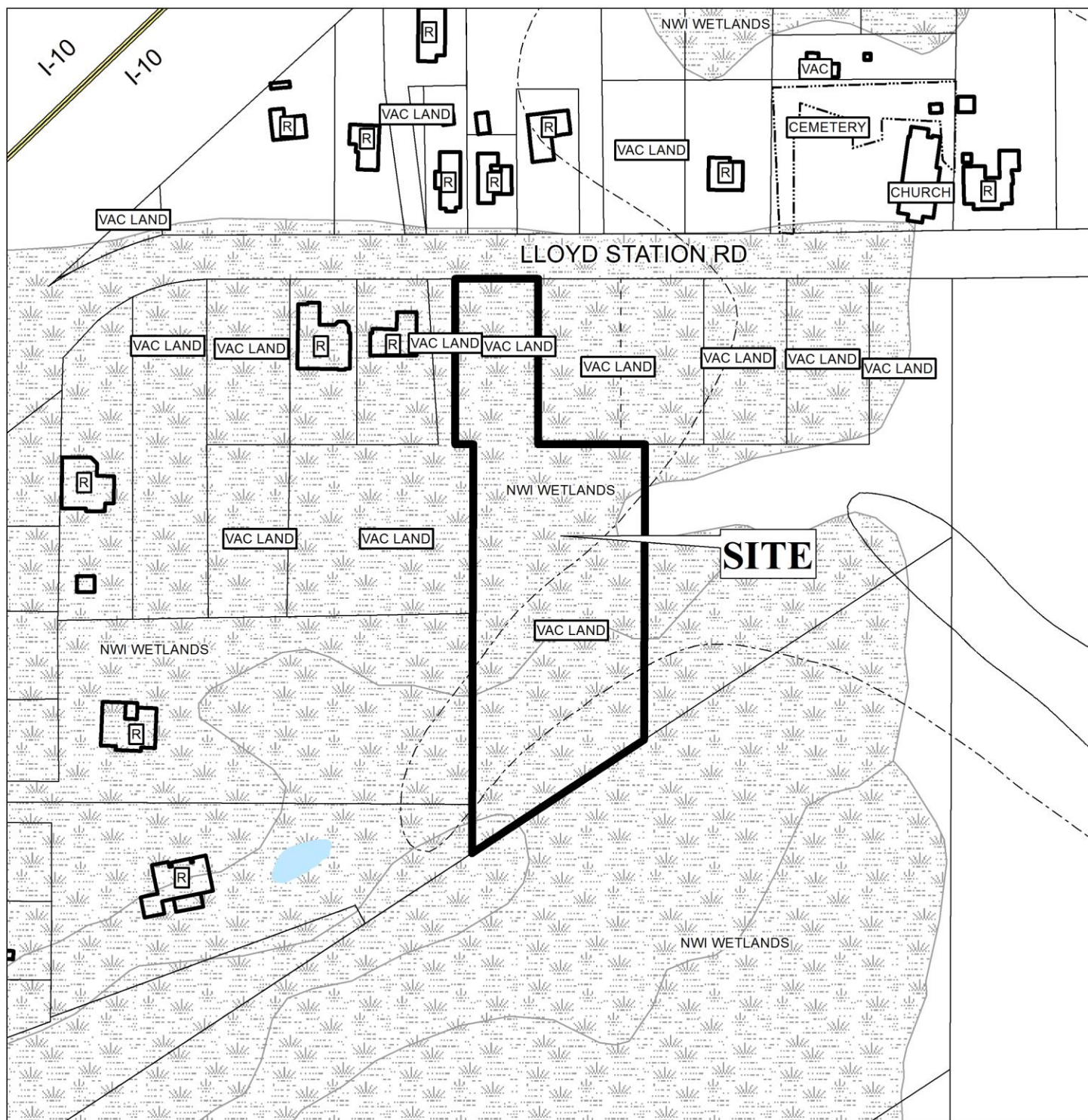
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APPLICANT Lipscomb Subdivision

REQUEST Subdivision



LIPSCOMB SUBDIVISION



APPLICATION NUMBER 5 DATE June 15, 2017

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



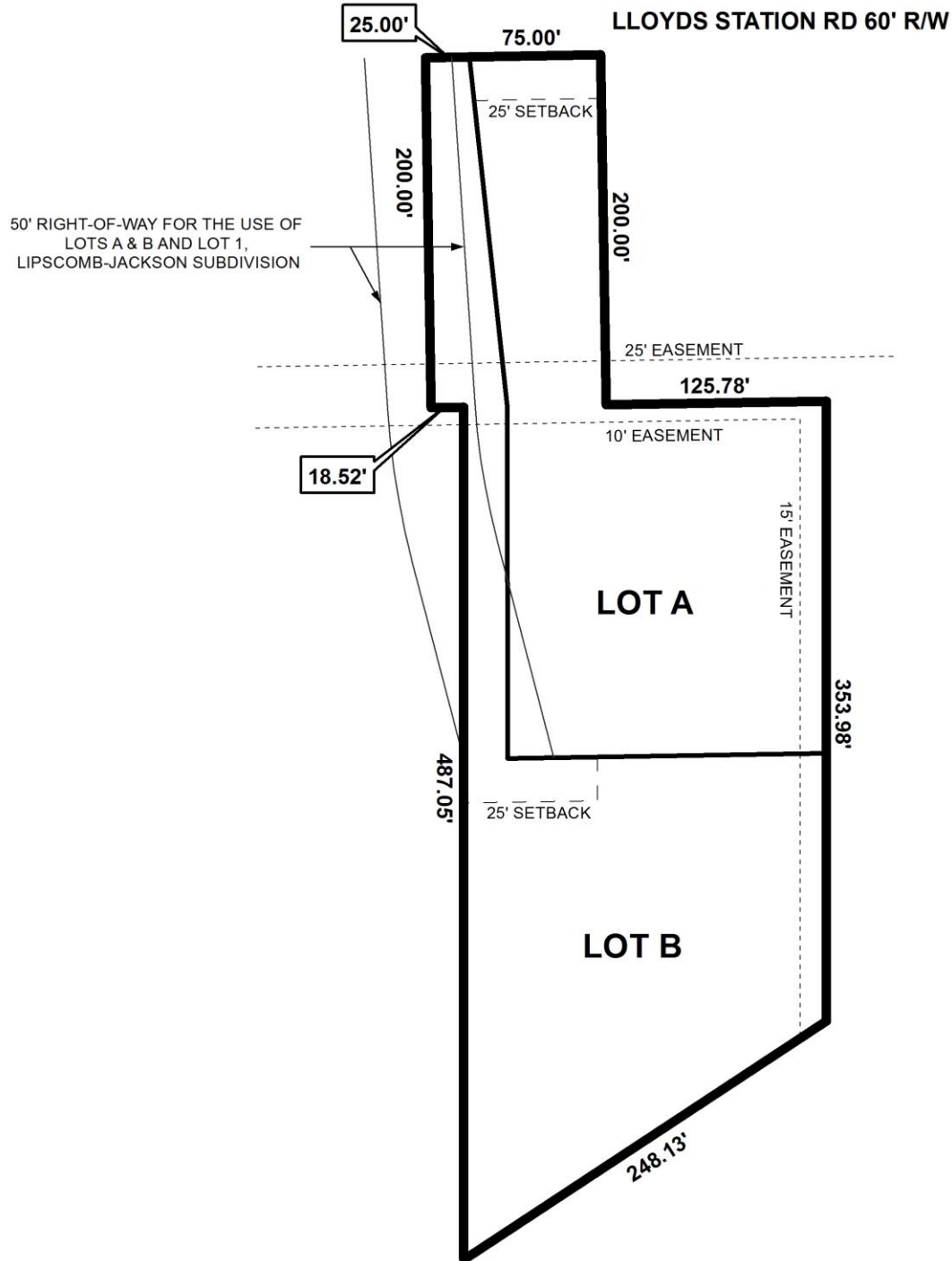
LIPSCOMB SUBDIVISION



APPLICATION NUMBER 5 DATE June 15, 2017



DETAIL SITE PLAN



APPLICATION NUMBER 5 DATE July 6, 2017
APPLICANT Lipscomb Subdivision
REQUEST Subdivision

