

WESTMINSTER PARK 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. Dedicate the corner radius (25' minimum or as approved by the City Engineer and Traffic Engineer) at the southeast corner of LOT 3.
- C. Revise the signature block from "CITY OF MOBILE ENGINEERING" to "CITY ENGINEER".
- D. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- E. 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.
- F. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 25 - #75) LOT 1 will receive 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 Lot 1 will receive prior to the submittal of the Final Plat from review and signatures.
- G. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 25 - #75) LOTS 2 and 3 will receive the following historical credit of impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control), as follows: LOT 2 – NONE; LOT 3 –NONE.
- H. 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.
- I. 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.
- J. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- K. 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: Lot 1 and Lot 2 are limited to the existing curb cuts with any changes to size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. For Lot 3 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 (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 comments.

The plat illustrates the proposed 3-lot, 11.2± acre subdivision which is located at the Southeast corner of Airport Boulevard and Sage Avenue within Council District 5. The applicant states that the subdivision is served by city water and sanitary sewer systems. The purpose of this application is to create three legal lots of record from one metes-and-bounds parcel.

The site has been given a District Center (DC) 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 mostly applies across the city to larger areas of existing mixed-use character or where such character is encouraged. These areas will include moderate to high-density residential (minimum densities of 6 du/ac) in dynamic, horizontal or vertical mixed use environments, to provide a balance of housing and employment.

District Centers generally serve several surrounding neighborhoods and may even have a city-wide or region-wide reach. As such, they are often anchored by a major commercial or institutional employer such as a shopping mall or a medical center.

Depending on the location and assigned zoning, residential areas in District Centers may incorporate a mix of housing types, ranging from mid-rise multifamily buildings containing apartments and lofts, to townhouses and detached single-family homes. Major civic cultural institutions and public spaces provide regional and neighborhood destinations.

District Centers should be designed to induce pedestrian activity, with high quality streetscapes connecting the different components of a center as well as the center to its surrounding area. DC districts may be served by transit and include development of an intensity and design that supports transit use.

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.

As previously stated, the applicant desires to subdivide the metes-and-bound parcel into three legal lots which are denoted as Lots 1, 2, and 3 on the plat. The existing church will be located on the proposed Lot 1, an existing commercial building will remain on the proposed Lot 2, and the proposed Lot 3 will consist of vacant land.

The subject lots have frontage on Airport Boulevard, South Sage Avenue, Grant Street, Eslava Creek Parkway, and a small segment of Demeter Street. According to the Future Land Use Map and Major Street Plan, Airport Boulevard is considered to be a principal arterial street that requires a 100' wide right-of-way width. The preliminary plat illustrates the right-of-way width as "Varies" along Airport Boulevard. The right-of-way width should be revised to reflect dedication sufficient to provide 50' from the centerline of Airport Boulevard on the Final Plat, if approved. South Sage Avenue is considered to be a major collector street according to the Future Land Use Map and Major Street Plan, and requires a right-of-way width of 50'. Grant Street, Demeter Street, and Eslava Creek Parkway are considered minor streets, however, Grant Street requires a 50' wide right-of-way width, Demeter Street requires a right-of-way width of 40', and Eslava Creek Parkway requires a right-of-way width of 100'. The preliminary plat illustrates the right-of-way widths of South Sage Avenue and Grant Street as 50', the right-of-way width of Eslava Creek Parkway as 100', and the right-of-way width of Demeter Street as 40' on the preliminary plat, and should be retained on the Final Plat, if approved.

Being that the subject site has frontage at the corner of Airport Boulevard and South Sage Avenue and the corner of Grant Street and Eslava Creek Parkway, the applicant must ensure that the property lines at these intersections provide a compliant curb radius. The Final Plat, if approved, should be revised to illustrate a dimensioned curb radius in compliance with Section V.D.6. of the Subdivision Regulations for each intersection.

The 25-foot minimum building setback line is depicted on the preliminary plat along Airport Boulevard, South Sage Avenue, Grant Street, Eslava Creek Parkway, and Demeter Street, and as such, should be retained on the Final Plat, if approved.

There are two 10' existing waterline easements that bisect the property between the proposed Lots 1 and 3. Additionally, there is an existing 10' permanent water and sewer easement located along the Western perimeter of the proposed Lot 3. A 10' ingress/egress and sanitary sewer easement, a drainage easement, and an additional permanent sewer easement are all located at the Northeastern corner of the proposed Lot 1. And, a 15' easement for storm and sanitary sewer lines transverses the proposed Lot 1 near the Eastern perimeter of the subject site. The Northwestern corner of the proposed Lot 1 has a 3' strip easement, as well as a 20'x20' easement, granted to Bellsouth Telecommunications, Incorporated. The waterline, sewer, drainage, ingress/egress, storm and sanitary sewer lines, and telecommunications easements should remain on the Final Plat, if approved, as well as a providing a note stating that there should be no structures erected within any easements.

It should be noted that a portion of Grant Street that runs through the existing metes-and-bounds parcel, which is indicated graphically and as a note on the preliminary plat, was vacated on January 30, 1967. The note and graphic regarding the Grant Street vacation should remain on the Final Plat, if approved.

The 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 square feet and in acres and should be retained on the Final Plat, if approved.

As a means of access management, a note should be placed on the Final Plat stating that Lots 1 and 2 are limited to the existing curb-cuts to Airport Boulevard and South Sage Avenue, and that Lot 3 is limited to one curb-cut each to Grant Street and Eslava Creek Parkway, with any changes in the size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Additionally, Lot 1 will be denied access to Demeter Street.

It should be noted that the existing church would need to submit an application for Planning Approval at the time of any future construction due to the subdivision of the subject site into three legal lots.

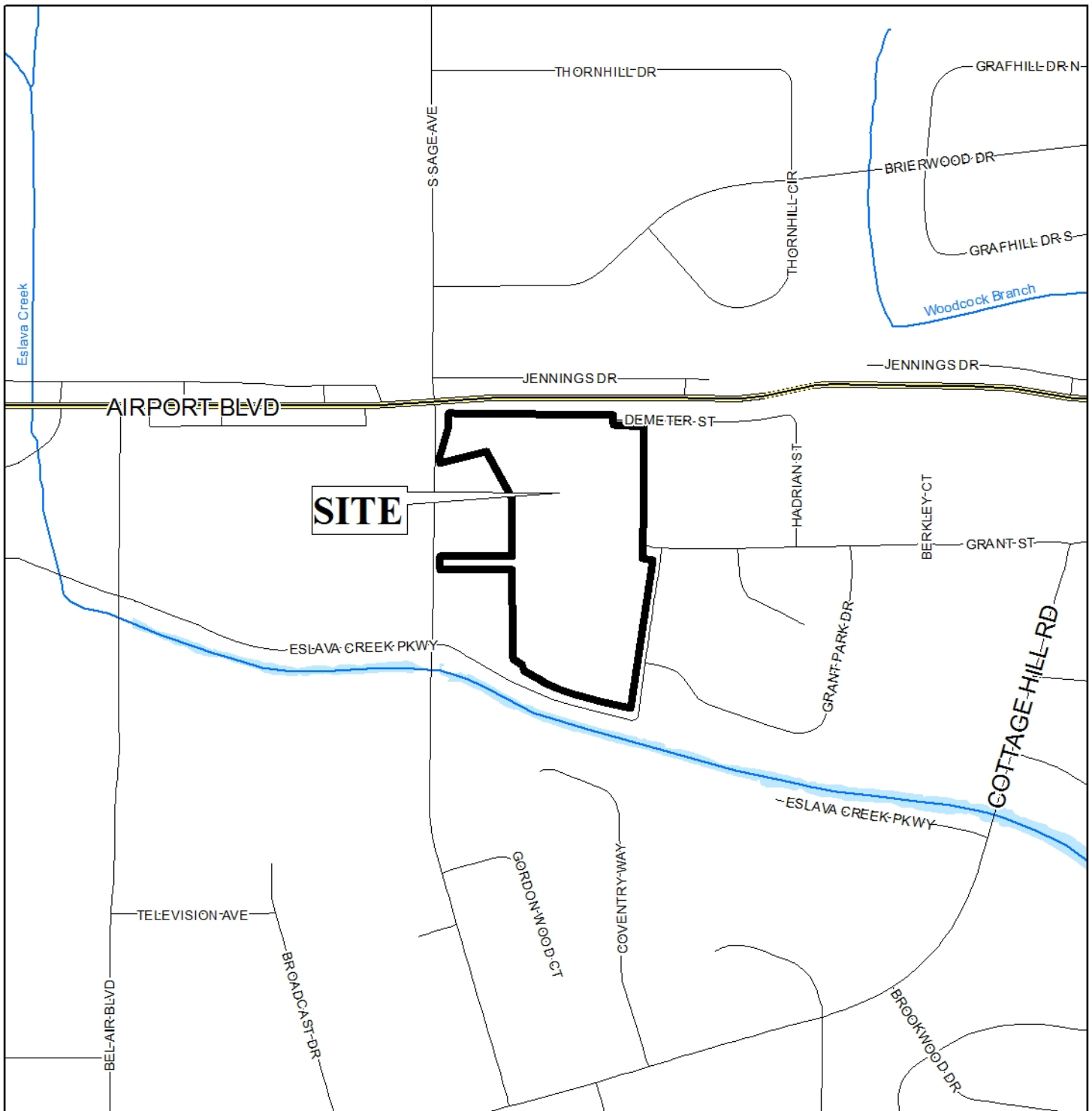
Based upon the proceeding, this application is recommended for Tentative Approval subject to the following conditions:

- 1) Dedication sufficient to provide 50' from the centerline of Airport Boulevard;
- 2) Retention of the 50' wide right-of-way widths along both South Sage Avenue and Grant Street;
- 3) Retention of the 40' wide right-of-way width along Demeter Street;
- 4) Retention of the 100' wide right-of-way width along Eslava Creek Parkway;
- 5) Dedication of a corner radius at the intersections of Airport Boulevard and South Sage Avenue and Grant Street and Eslava Creek Parkway in compliance with Section V.D.6. of the Subdivision Regulations;
- 6) Retention of the 25-foot minimum building setback line from all street frontages;
- 7) Retention of all waterline, sewer, drainage, ingress/egress, storm and sanitary sewer lines, and telecommunications easements;
- 8) Placement of a note stating that there should be no structures erected within any easements;
- 9) Retention of the note and graphic regarding the Grant Street vacation;
- 10) Retention of the lot size information in both square feet and in acres;
- 11) Placement of a note on the Final Plat stating that Lots 1 and 2 are limited to the existing curb-cuts to Airport Boulevard and South Sage Avenue, and that Lot 3 is limited to one curb-cut each to Grant Street and Eslava Creek Parkway, with any changes in the size, location and design to be approved by Traffic Engineering and conform to AASHTO standards;
- 12) Placement of a note on the Final Plat stating that Lot 1 is denied access to Demeter Street;
- 13) 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. Dedicate the corner radius (25' minimum or as approved by the City Engineer and Traffic Engineer) at the southeast corner of LOT 3. C. Revise the signature block from "CITY OF MOBILE ENGINEERING" to "CITY ENGINEER". D. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. E. 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

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- 14) Compliance with Traffic Engineering comments (Lot 1 and Lot 2 are limited to the existing curb cuts with any changes to size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. For Lot 3 driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards.);*
- 15) 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*
- 16) 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 5 DATE August 3, 2017

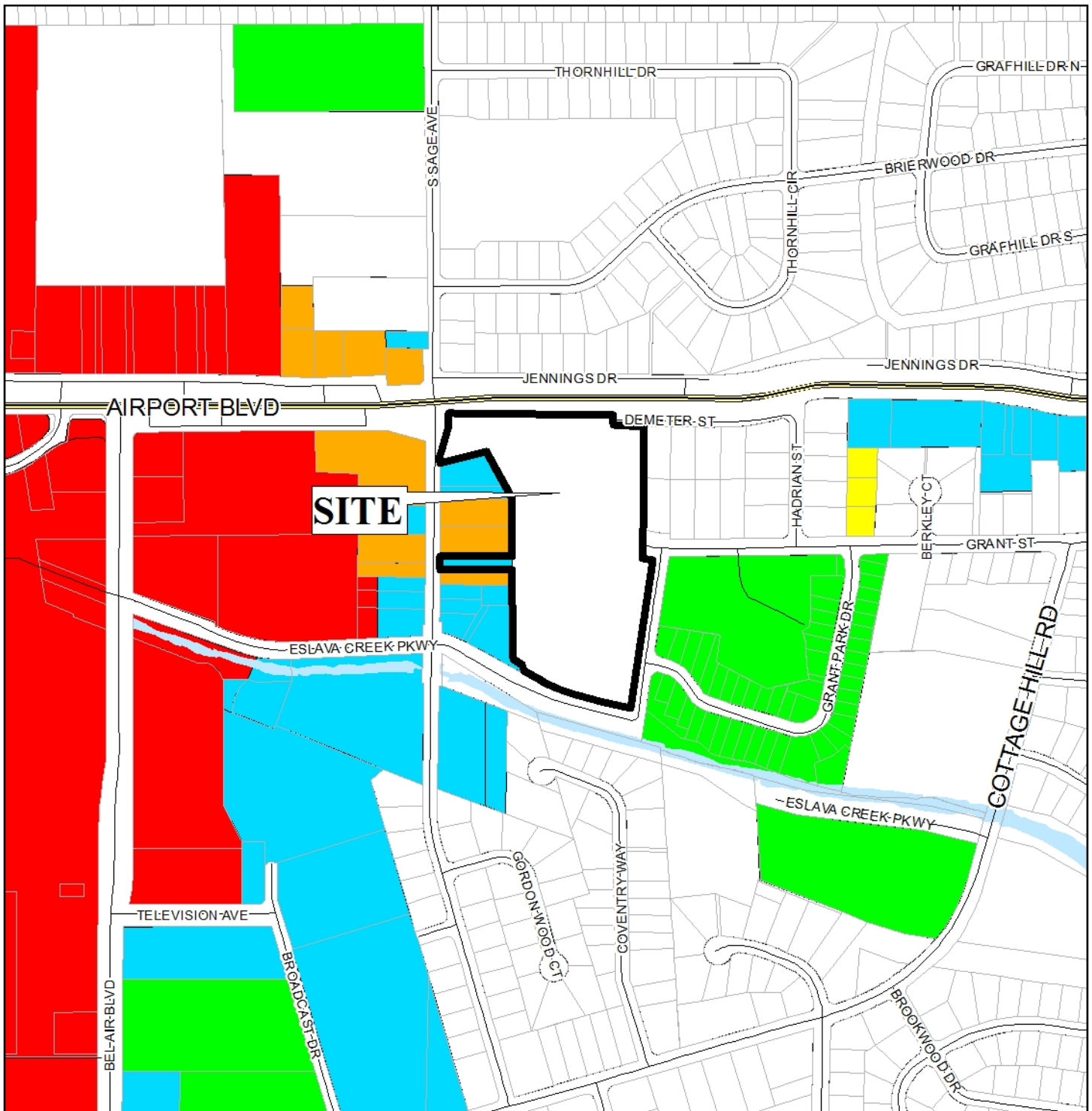
APPLICANT Westminster Park Subdivision

REQUEST Subdivision



NTS

LOCATOR ZONING MAP



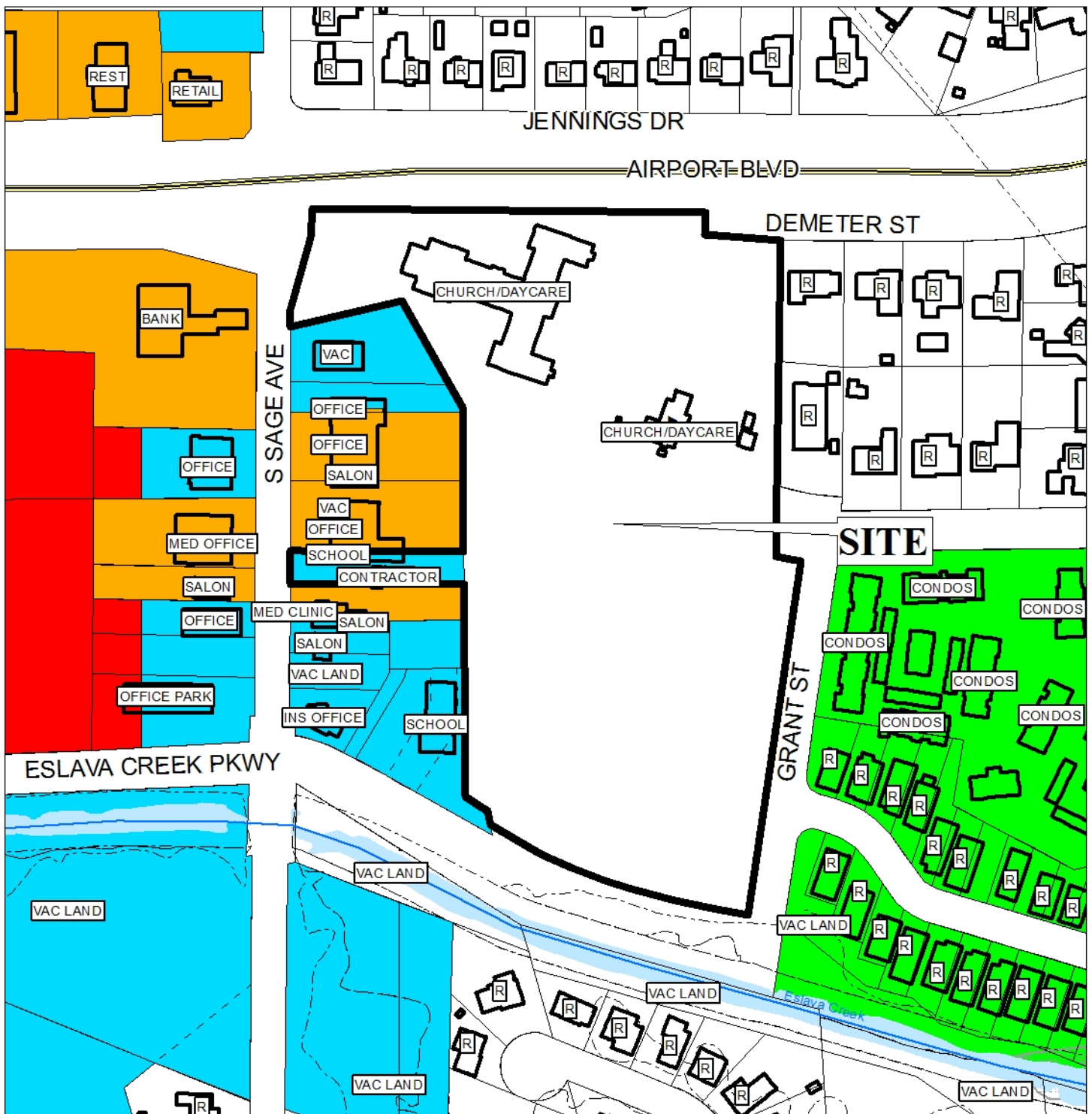
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APPLICANT Westminster Park Subdivision

REQUEST Subdivision



WESTMINSTER PARK SUBDIVISION



APPLICATION NUMBER 5 DATE August 3, 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



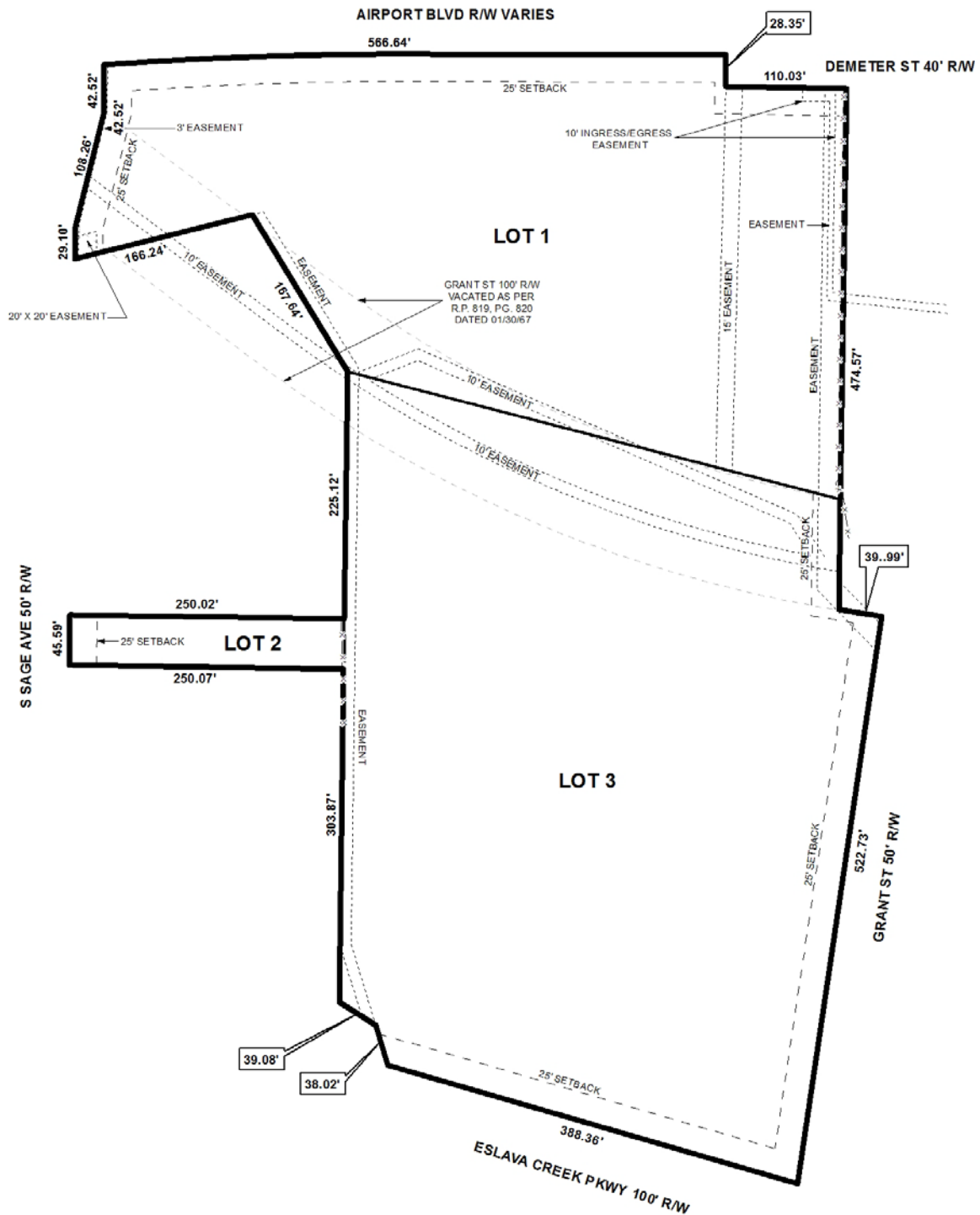
WESTMINSTER PARK SUBDIVISION



APPLICATION NUMBER 5 DATE August 3, 2017



DETAIL SITE PLAN



APPLICATION NUMBER 5 DATE August 3, 2017

APPLICANT Westminster Park Subdivision

REQUEST Subdivision



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