

JASPER JOHNSON 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 and label the monument set or found at each subdivision corner.
- C. Add streets to the vicinity map.
- D. Provide a graphic scale.
- E. Change "...TO BE..." to "...HEREBY..." in the ROW Dedication notes. Also, include the amount of area being dedicated (in square feet).
- F. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- G. Provide the Surveyor's Certificate.
- H. Provide the Surveyor's and Owner's (notarized) signatures.
- I. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 20 - #95) LOTS 1 and 2 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) as follows: LOT 1 – 3,200 sf and LOT 2 –1,600 sf.
- J. Add a note 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 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. Add a note that 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. Add a note that all easements shall remain in effect until vacated through the proper Vacation process.
- O. 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.
- P. After addressing all of the FINAL SUBDIVISION PLAT review comments provide the ORIGINAL (with all signatures except for the Planning Commission, Traffic Engineering, and City Engineer), one (1) copy, and a transmittal letter to the Engineering Permitting Department. They can be dropped off at 205 Government St. or mailed to PO Box 1827, Mobile, AL, 36633.

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 2-lot, 2.2± acre subdivision which is located on the West side of Smith Street, 50'± South of the West terminus of Stegall Street, within Council District 4. The applicant states that the subdivision is served by city water and sanitary sewer systems. The purpose of this application is to create two (2) legal lots of record from six (6) existing legal lots of record and two (2) metes-and-bounds parcels.

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

The applicant provides the following concerning the proposed subdivision:

THE OVERALL PROPERTY CONSISTS OF SIX LOTS IN A SUBDIVISION AND TWO ADDITIONAL PARCELS DESCRIBED BY METES AND BOUNDS. THE OWNER WANTS TO SELL ONE OF THE HOUSES LOCATED ON THE PROPERTY ON A LOT SMALLER THAN THE ORIGINAL PARCEL IT WAS ACQUIRED WITH.

WE HAVE ESTABLISHED A PROPOSED RIGHT OF WAY LINE 25' FROM THE CENTERLINE OF THE PAVEMENT THAT WILL ALLOW FOR A 50' RIGHT OF WAY AT THE NORTH END OF THE PROPERTY AND IN EXCESS OF 50' FROM THE MIDDLE TO THE SOUTH END OF THE PROPERTY.

SMITH STREET IS PAVED WITH A "WING VALLEY GUTTER" AND UTILIZES AN UNDERGROUND STORM DRAINAGE SYSTEM, THEREFORE A 50' RIGHT OF WAY SHOULD BE SUFFICIENT.

It should be noted that part of the subject site consists of six lots of the E. A. Smith Subdivision, Block 1, which was recorded well before the site came within the City's Planning Jurisdiction and right-of-way width standards applied based upon curb and gutter types, and before current minimum building setback standards applied. The area came into the City with the Theodore Annexation in 2009.

The site has frontage on Smith Street, a minor street with a non-compliant and variable right-of-way width and wing curb and gutter. Along the Northern end of the site, Smith Street has a current 40-foot right-of-way width. But along the front of the subject site, the right-of-way width never exceeds 25.9 feet from centerline, and appears to be approximately 12.5 feet from centerline toward the Southern end of the site. As Section V.B.14. of the Subdivision Regulations requires minor streets without curb and gutter to have a 60-foot right-of-way width, dedication to provide 30 feet from the centerline should be required. However, the applicant proposes dedication to provide 25 feet from the centerline along the site, with a 25-foot minimum building setback line beyond that.

As the dwelling near the Northern end of the site on proposed Lot 1 was developed to within approximately 7.5 feet from the current right-of-way line, a required dedication to provide 30 feet from the centerline would be impracticable, as would the requirement of a 25-foot minimum building setback line from the dedicated portion. Therefore, staff recommends a waiver of Section V.B.14. of the Subdivision Regulations for proposed Lot 1, with a requirement for dedication to provide 25 feet from the centerline along the frontage of Lot 1 as proposed. The 25-foot minimum building setback line along Lot 1 should be retained as indicated from the proposed dedication, with a note stating that the existing structure may remain, but any new construction must comply with the 25-foot minimum building setback.

Along the frontage of proposed Lot 2, there appears to be sufficient area to provide a dedication of 30 feet from the centerline of Smith Street, with a 25-foot minimum building setback line beyond, without encroachment into the dwelling area. Therefore, dedication should be required to provide 30 feet from the centerline of Smith Street, with a 25-foot minimum building setback line illustrated as measured from any required dedication.

The proposed lots meet the minimum size requirements of the Subdivision Regulations. As on the preliminary plat, the lot size labels in both square feet and acres should be retained on the Final Plat, as revised for any required dedication, or a table should be furnished on the Final Plat providing the same information.

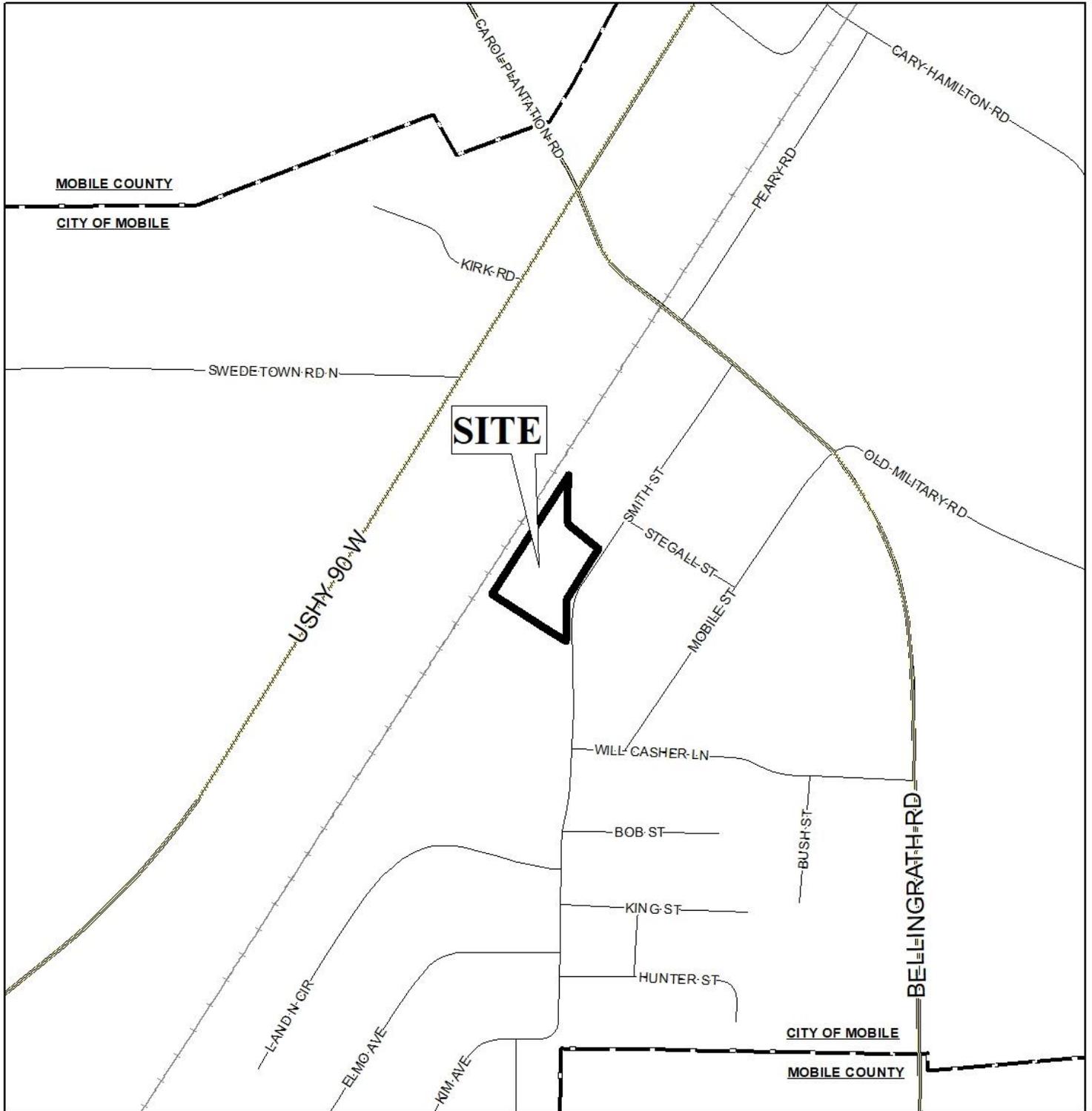
As per the Traffic Engineering comments, the driveway number, size, location, and design are to be approved by Traffic Engineering and conform to AASHTO standards. A note should be required on the Final Plat stating these comments.

With a waiver of Section V.B.14., the plat meets the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval subject to the following conditions:

- 1) dedication sufficient to provide 25 feet from the centerline of Smith Street along the front of Lot 1;
- 2) illustration of the 25-foot minimum building setback line along Lot 1 as measured from any required dedication, with a note stating that the existing structure may remain, but any new construction must comply with the 25-foot minimum building setback;
- 3) dedication sufficient to provide 30 feet from the centerline of Smith Street along the front of Lot 2;
- 4) illustration of a 25-foot minimum building setback line along the front of Lot 2 as measured from any required dedication;
- 5) retention of the lot size labels in both square feet and acres on the Final Plat, adjusted for any required dedication, or the furnishing of a table on the Final Plat providing the same information;
- 6) 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 and label the monument set or found at each subdivision corner. C. Add streets to the vicinity map. D. Provide a graphic scale. E. Change "...TO BE..." to "...HEREBY..." in the ROW Dedication notes. Also, include the amount of area being dedicated (in square feet). F. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer. G. Provide the Surveyor's Certificate. H. Provide the Surveyor's and Owner's (notarized) signatures. I. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 20 - #95) LOTS 1 and 2 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) as follows: LOT 1 – 3,200 sf and LOT 2 –1,600 sf. J. Add a note 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 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. Add a note that 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. Add a note that all easements shall remain in effect until vacated through the proper Vacation process. O. 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. P. After addressing all of the FINAL SUBDIVISION PLAT review comments provide the ORIGINAL (with all signatures except for the Planning Commission, Traffic Engineering, and City Engineer), one (1) copy, and a transmittal letter to the Engineering Permitting Department. They can be dropped off at 205 Government St. or mailed to PO Box 1827, Mobile, AL, 36633.);*
- 7) 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.);*
 - 8) 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*
 - 9) compliance with the 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.)*

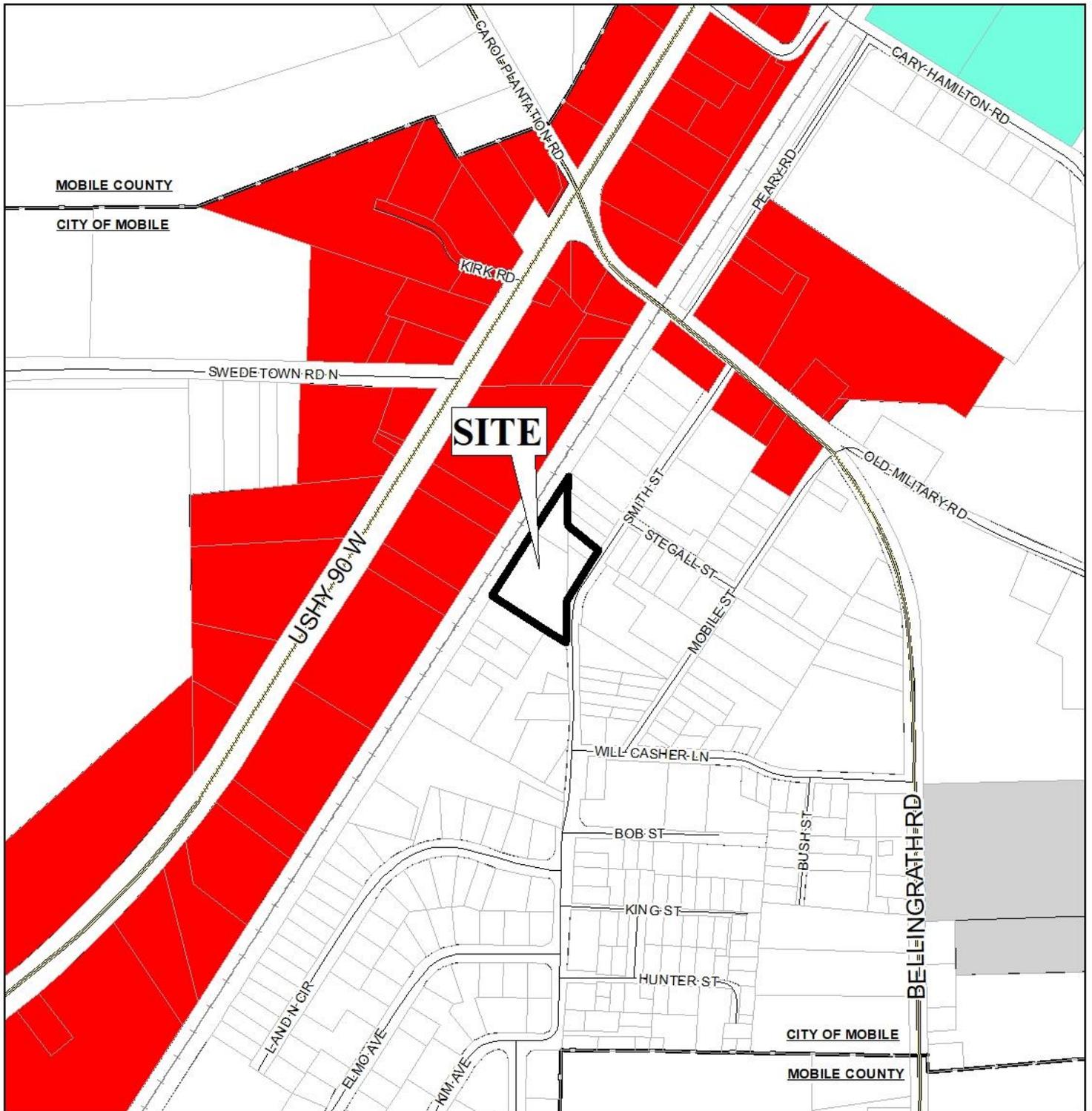
LOCATOR MAP



APPLICATION NUMBER 6 DATE August 19, 2021
APPLICANT Jasper Johnson Subdivision
REQUEST Subdivision



LOCATOR ZONING MAP



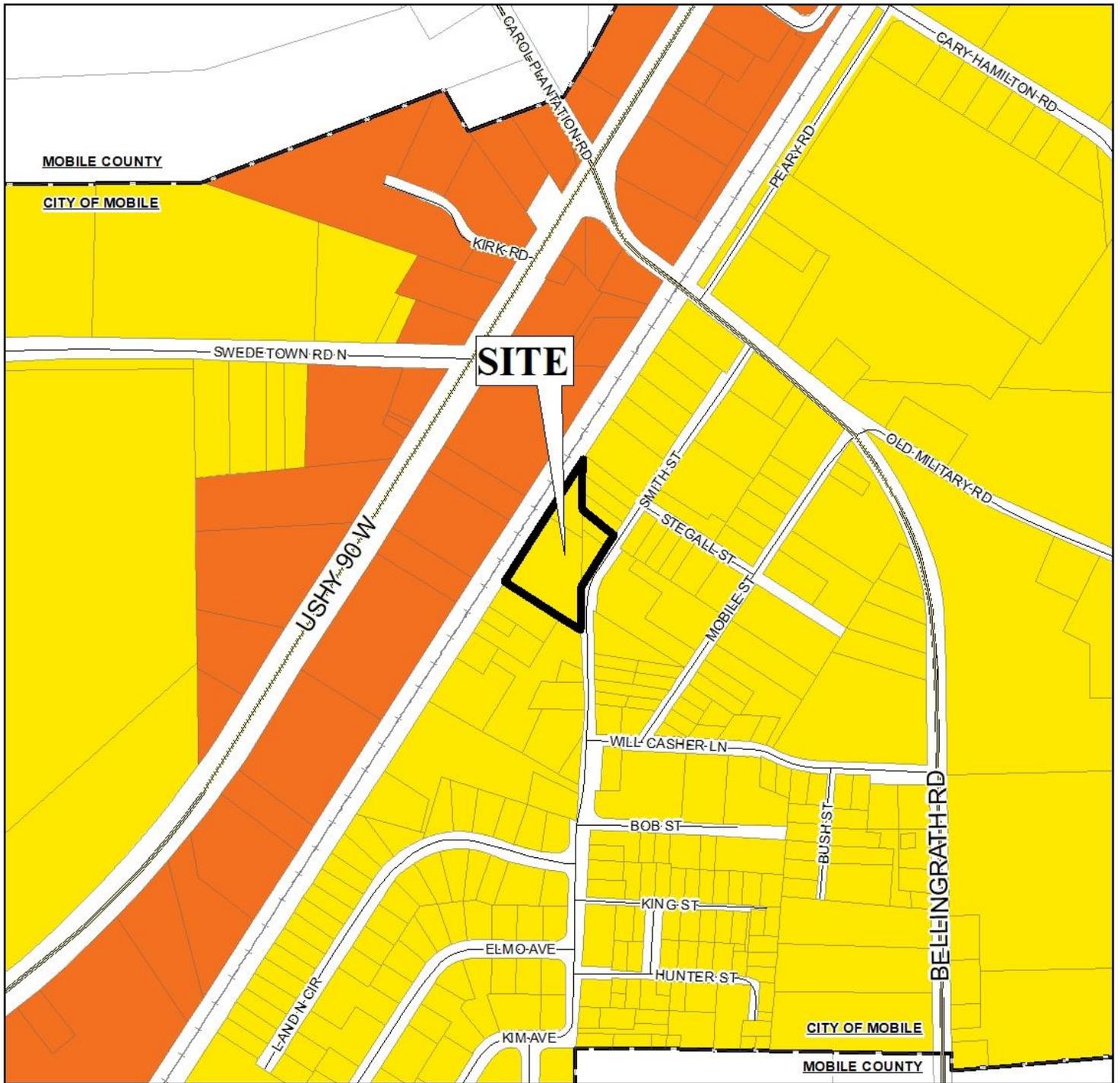
APPLICATION NUMBER 6 DATE August 19, 2021

APPLICANT Jasper Johnson Subdivision

REQUEST Subdivision



FLUM LOCATOR MAP



APPLICATION NUMBER 6 DATE August 19, 2021

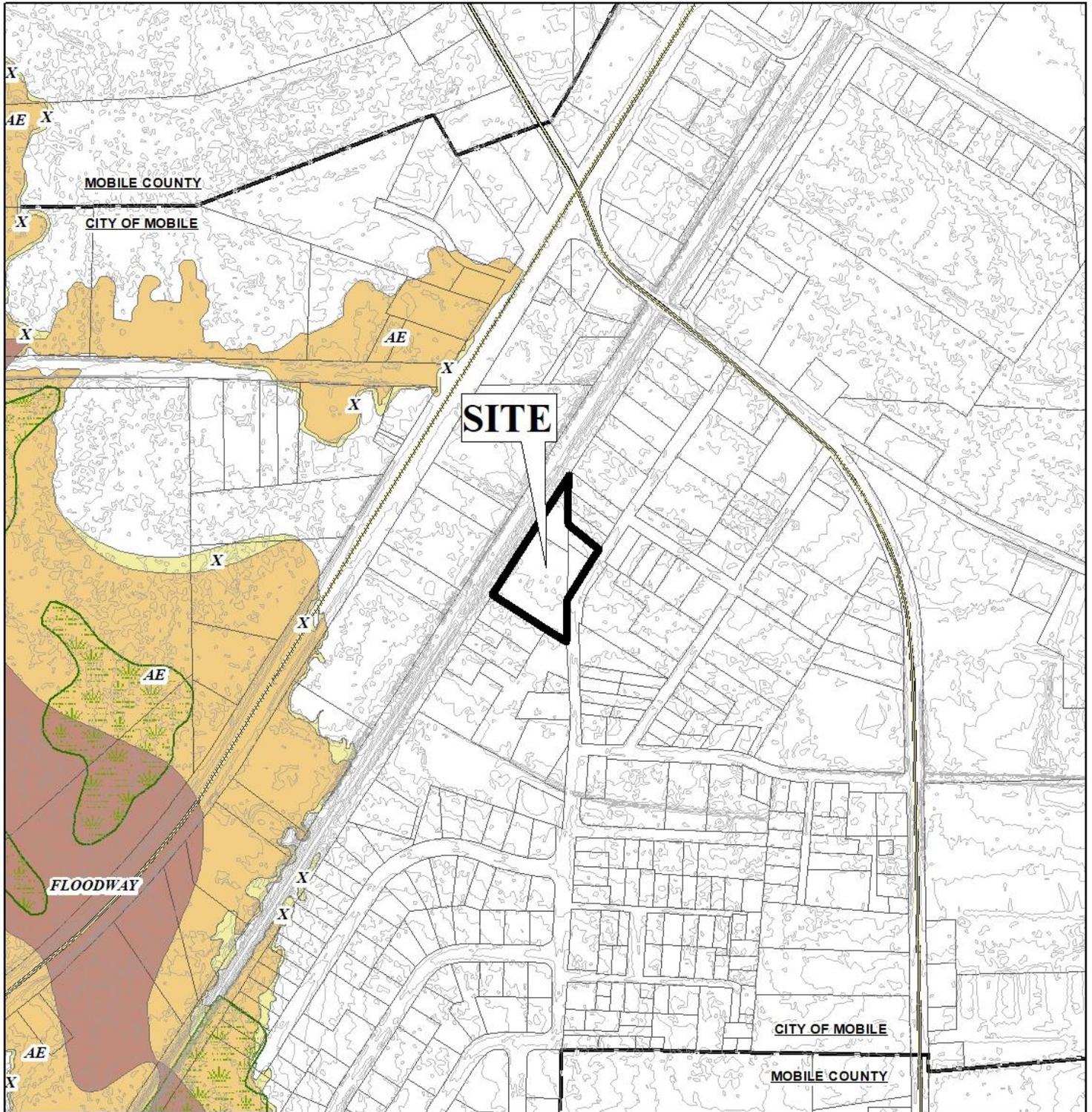
APPLICANT Jasper Johnson Subdivision

REQUEST Subdivision

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|---|---|---|--|
| 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 | |



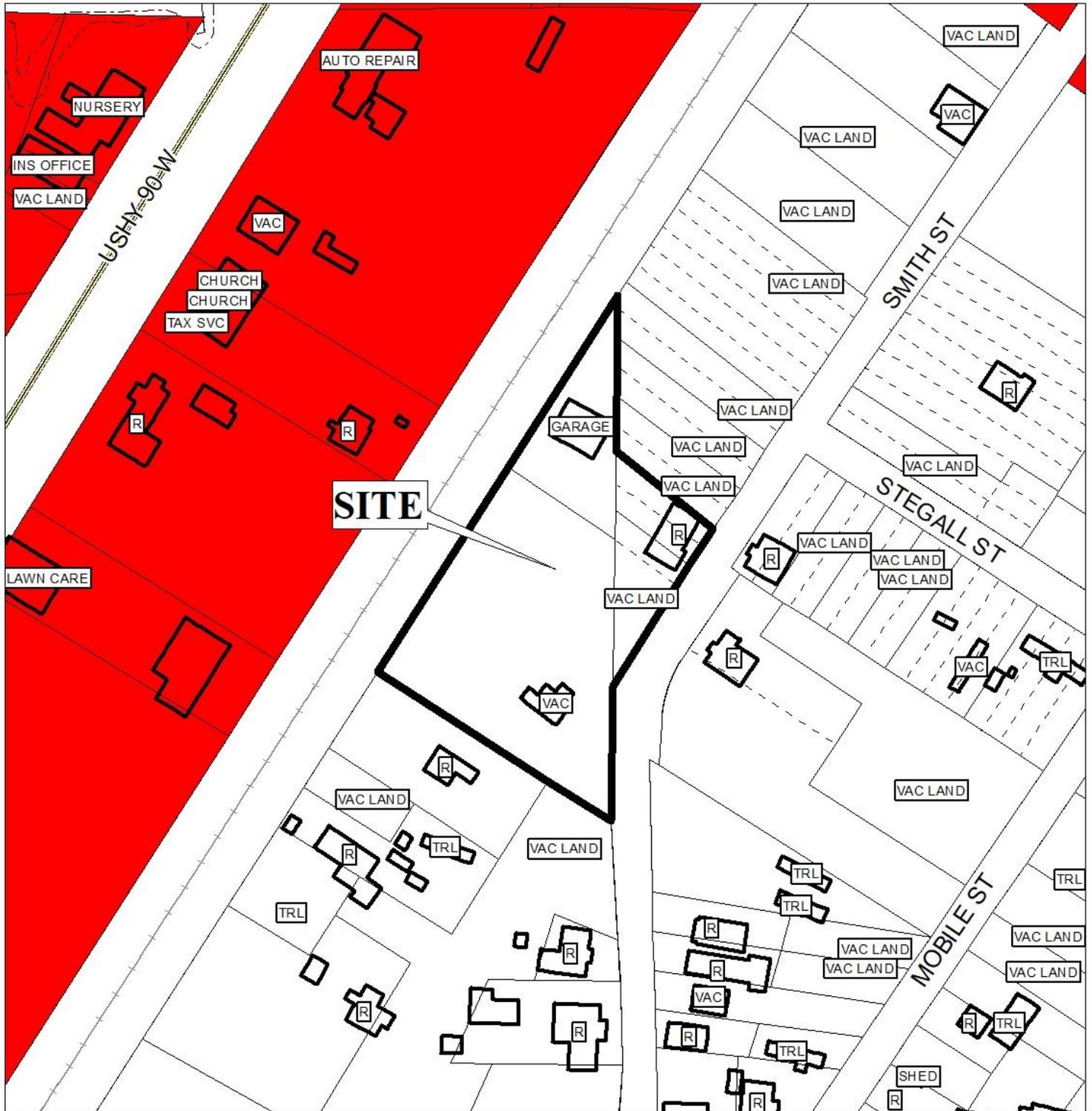
ENVIRONMENTAL LOCATOR MAP



APPLICATION NUMBER 6 DATE August 19, 2021
APPLICANT Jasper Johnson Subdivision
REQUEST Subdivision



JASPER JOHNSON 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



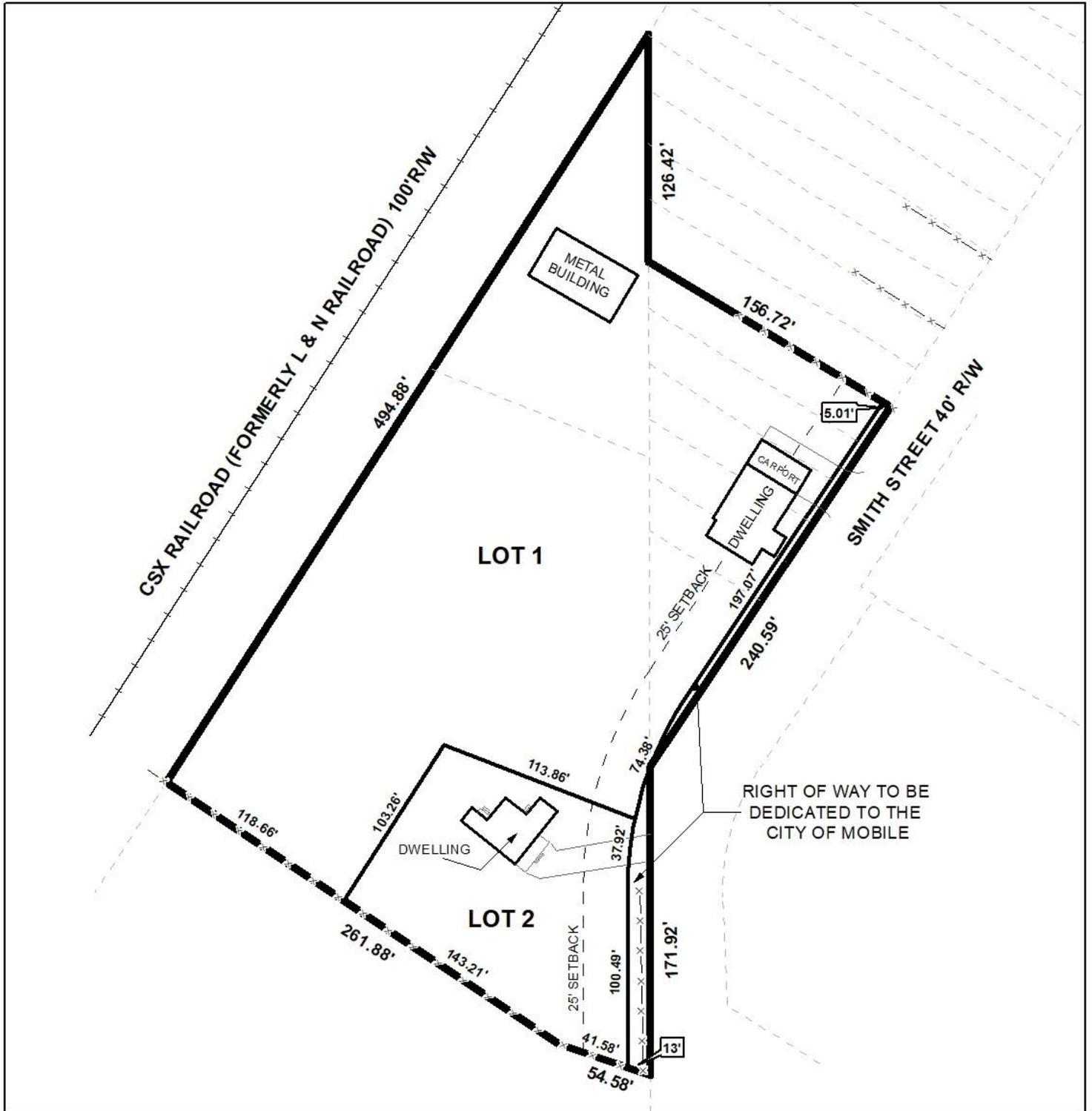
JASPER JOHNSON SUBDIVISION



APPLICATION NUMBER 6 DATE August 19, 2021



DETAIL SITE PLAN



APPLICATION NUMBER 6 DATE August 19, 2021
 APPLICANT Jasper Johnson Subdivision
 REQUEST Subdivision

