

## **LIMPSCOMBE LANDING SUBDIVISION**

Engineering Comments: The following comments should be addressed prior to submitting the FINAL PLAT for acceptance and 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. Show the location, width, and purpose of existing and proposed easements.
- C. Revise the plat to label each lot with its size in acres and square feet, or the furnishing of a table on the Plat providing the same information.
- D. Show and label all flood zones.
- E. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation.
- F. Provide and label the monument set or found at each subdivision corner.
- G. Provide a legible legend.
- H. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- I. Provide the Surveyor's Certificate and Signature.
- J. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- K. The proposed private road shall be constructed in accordance with current Engineering Department policy letters and design criteria. This would allow the potential for future acceptance of the roadway (and dedicated ROW) by the City.
- L. The GIS data shows a potential for wetlands on the property. On the plat, show the location of any wetlands, or submit a written statement from a Wetlands Professional stating that there are no wetlands present on-site.
- M. 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.
- N. 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.
- O. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of development, unless a sidewalk waiver is approved.
- P. Provide a copy of the FINAL PLAT to the Engineering Dept. for review prior to obtaining any signatures.
- Q. Provide a copy of the Final Plat along with the original when submitting for City Engineer signature.

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 (State Act 61-929 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). Projects outside the City Limits of Mobile, yet within the Planning Commission Jurisdiction fall under the State or County Fire Code. (2012 IFC).

The plat illustrates the proposed 22.1± acre, 8-lot subdivision which is located on the Northeast corner of Lipscomb Landing and River Oaks Drive extending to the South side of Wragg Swamp Canal, and is in Council District 4. The applicant states that the subdivision is served by both public water and sanitary sewer. The purpose of this application is to create eight legal lots of record from nine metes-and-bounds parcels. The site was the subject of Subdivision and Planned Unit Development applications at the Planning Commission's September 21, 1995 meeting, at which the applicant obtained approval for a 5-lot subdivision with a 1,000'± private road.

The site has frontages onto Lipscomb Landing, a minor street without curb and gutter. Lipscomb Landing is illustrated as having existing 50' right-of-way, where a 60' right-of-way is typically required for such a street. While dedication would typically be required, this would result in an existing dwelling on the proposed Lot 1 being partly located within the right-of-way. If approved, an increased setback should be illustrated to accommodate the future right-of-way. The minimum building setback line should be adjusted an additional 5 feet.

The preliminary plat indicates a proposed 50' wide private road that terminates in a 50' radius cul-de-sac and bisects proposed Lots 1, 4, 5, 6, 7, and 8. It should be noted that because this is a proposed private road within the city limits, that a Planned Unit Development application should also be submitted to the Planning Commission. Section V.B.6. of the Subdivision Regulations states that closed-end streets shall not exceed 600 feet, and the preliminary plat illustrates the proposed private road to be 1,000'± long. Because the site received prior approval from the Planning Commission in 1995 for an almost identical private road, a waiver of Section V.B.6. of the Subdivision Regulations may be appropriate, subject to Fire Department approval. It should be noted that Section V.B.14. of the Subdivision Regulations require a turnaround diameter of 120 feet, therefore, if approved, the proposed cul-de-sac should be revised to meet this requirement.

The 25-foot minimum building setback line, required in Section V.D.9. of the Subdivision Regulations, is not shown on the preliminary plat, and should be illustrated along the proposed private road. The setback should be illustrated as a 30-foot setback along Lipscomb Landing on the Final Plat, if approved, to accommodate future right-of-way improvements.

The proposed Lots 1, 2, and 3 are all currently occupied by existing dwellings. The proposed Lot 2 is unusually shaped, however the applicant states that this is a family subdivision to divide land among heirs of the previous owner, therefore a waiver of Section V.D.1. of the Subdivision Regulations may be appropriate.

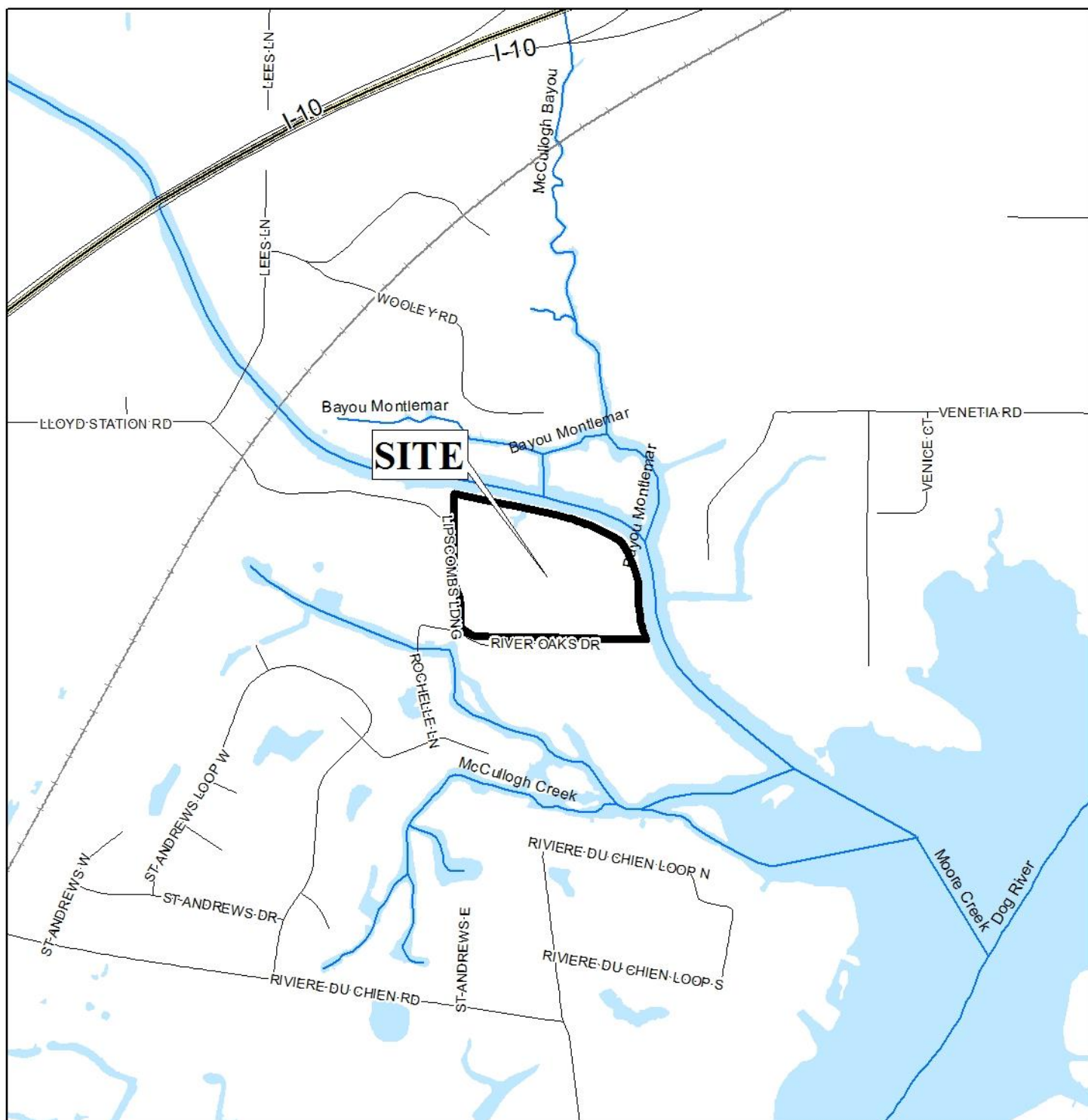
The proposed lot sizes are not provided in square feet or acres, but appear to meet the minimum required lot size of 7,200 square feet in Section V.D.2. of the Subdivision Regulations. If approved, the Final Plat should be revised to include the lot sizes in square feet and acres.

As a means of access management, Lots 1 and 3 should each be limited to one curb-cut to Lipscombe Landing, with all other lots limited to access only to the proposed internal private street with driveway number, size, location and design to be approved by Traffic Engineering and conform to AASHTO standards.

Based upon the preceding, the application is recommended for Holdover to the February 18<sup>th</sup> meeting, with revisions due by January 19<sup>th</sup> to address the following:

- 1) submittal of a Planned Unit Development application, or revision of the preliminary plat to depict a public road; and
- 2) revision of the plat to illustrate minimum building setbacks and a 120' diameter cul-de-sac.

# LOCATOR MAP



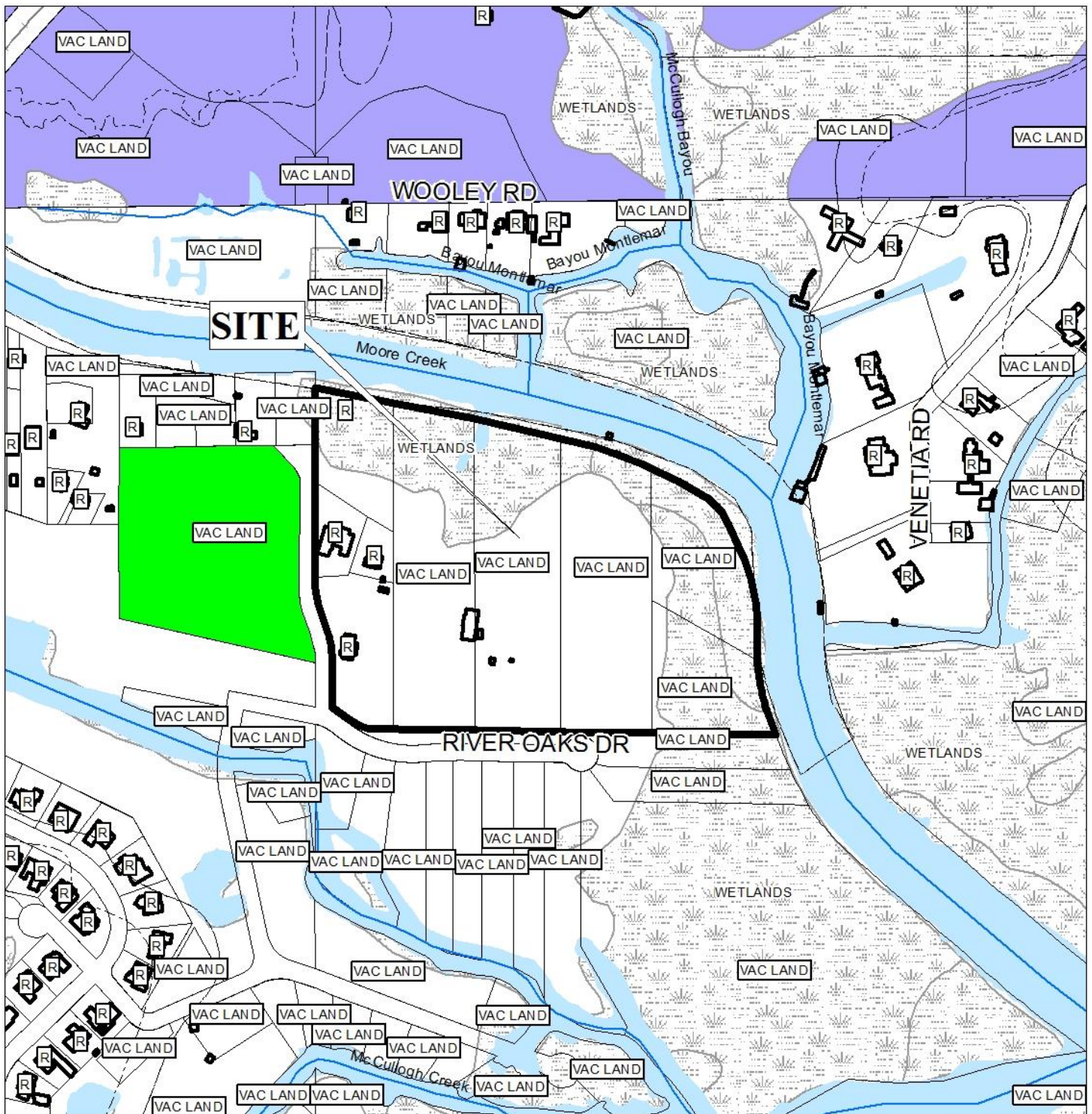
APPLICATION NUMBER 9 DATE January 7, 2016

APPLICANT Lipscomb Landing Subdivision

REQUEST Subdivision



# LIPSCOMB LANDING SUBDIVISION

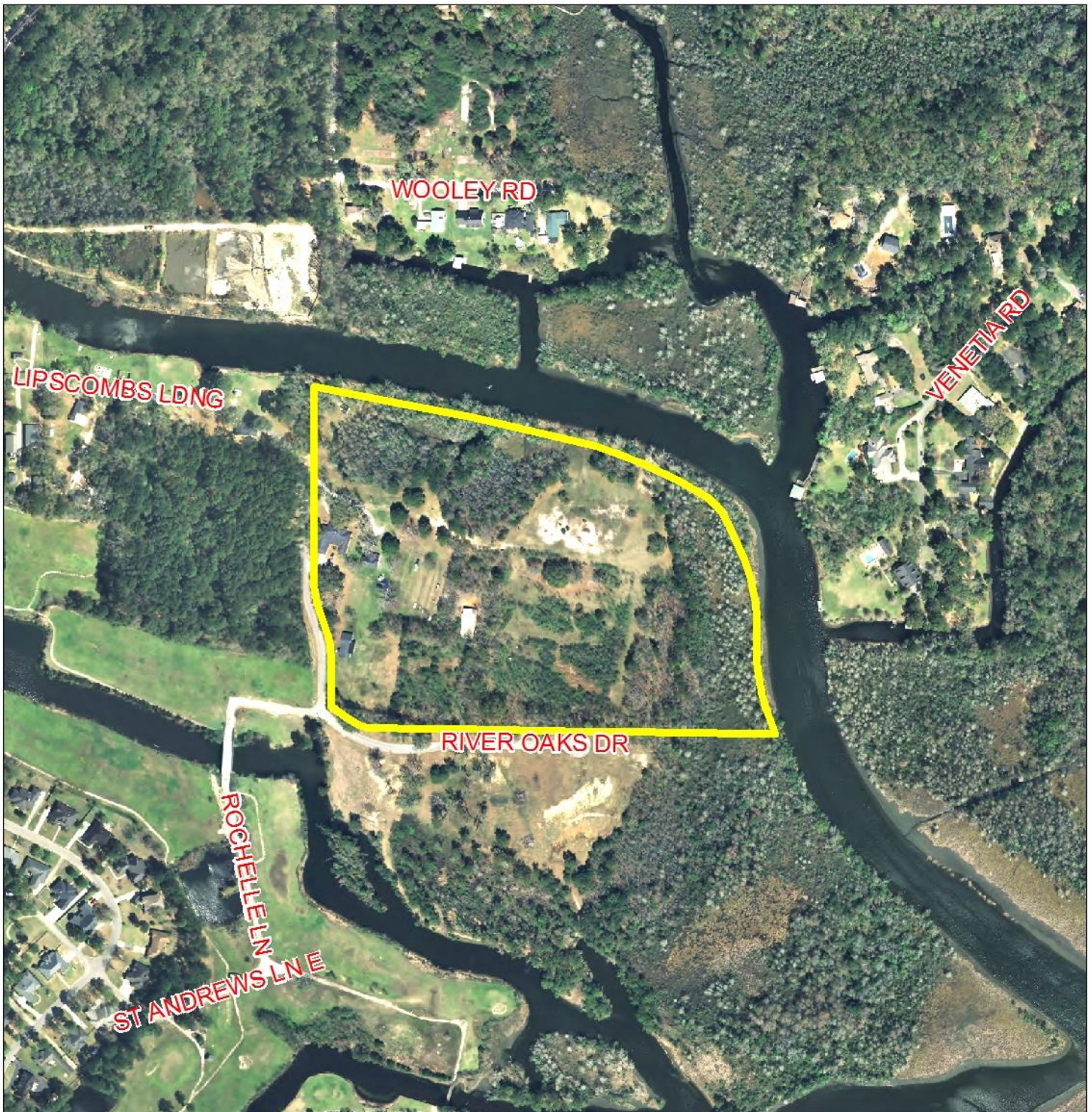


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R-A	R-3	T-B	B-2	B-5	MUN	SD-WH	T5.1
R-1	R-B	B-1	B-3	I-1	OPEN	T3	T5.2
R-2	H-B	LB-2	B-4	I-2	SD	T4	T6



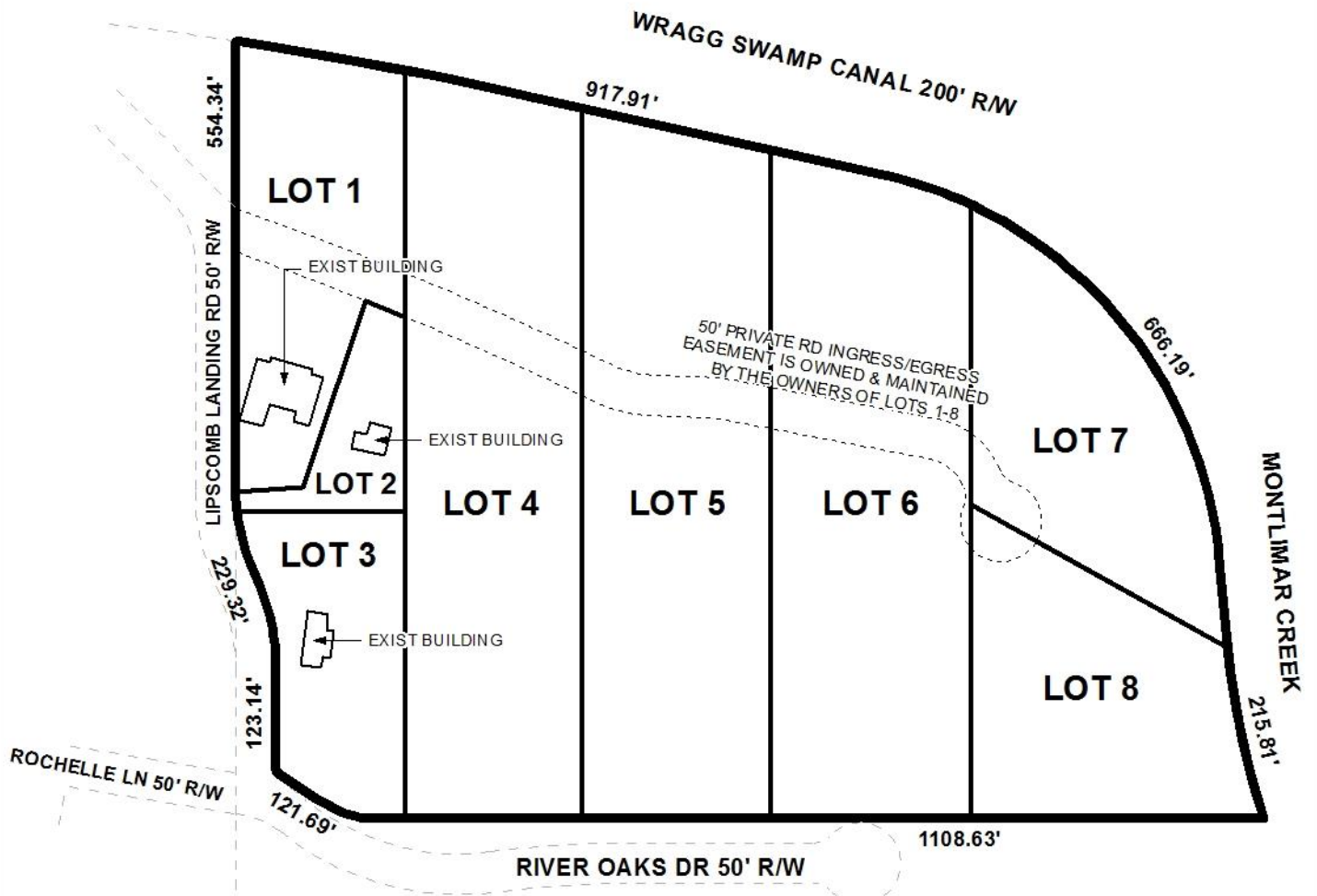
# LIPSCOMB LANDING SUBDIVISION



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# DETAIL SITE PLAN



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APPLICANT Lipscomb Landing Subdivision

REQUEST Subdivision



NTS