

## **LIPSCOMB LANDING ESTATES 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 a note that a 25' riparian buffer may be required, during development, along the edge of anything considered by ADEM to be a water of the state.
- C. Provide legible street names in the vicinity map.
- D. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 24 - #87) LOTS 1 and 2 will have to share the 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 each Lot will receive prior to the submittal of the Final Plat from review and signatures.
- E. 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.
- F. Show and label all flood zones.
- G. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation.
- H. Provide and label the monument set or found at each subdivision corner.
- I. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- J. Provide the Surveyor's Certificate and Signature.
- K. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- L. 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.
- M. 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.
- N. 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.
- O. Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process.
- P. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.

Q. 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: 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 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 plat illustrates the proposed 6-lot, 4.1± acre subdivision located at the Northeast corner of Lipscomb Landing and River Oaks Drive, in Council District 4. The applicant states the property is served by public water and sanitary sewer.

The site has been given a **Low Density Residential** (LDR) 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 land use designation mostly applies to transportation corridors West of I-65 serving primarily the low-density (suburban) residential neighborhoods.

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.

This site was included in applications for Subdivision and Planned Unit Development to allow for the creation of eight residential lots with a private street. The Subdivision and Planned Unit Development were originally approved on February 18, 2016, with extensions granted on February 2, 2017. Neither revised site plans have been submitted as required by the Planned Unit Development, nor has the Final Plat been presented to staff for signatures.

The preliminary plat submitted for the current application depicts a 50' easement for ingress/egress, and appears to be depicted as a private street as it is depicted as extending onto the adjacent property as the previously approved private street did. It should be noted that if the previously approved street were to not be constructed, several parcels would remain landlocked as they are currently. Per Section V.D.4. of the Subdivision Regulations, all lots should have frontage on either a private or public street, therefore, it may be appropriate to holdover this application to allow the applicant to submit a revised Subdivision application to include all properties previously approved to be served by the private street as well as a new Planned Unit Development application.

The 25' minimum building setback is illustrated along both Lipscomb Landing and the proposed ingress/egress easement. Lipscomb Landing is a minor street without curb and gutter, and 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 2 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 proposed lot sizes are provided in square feet and acres on the preliminary plat. If approved, this information should be retained on the Final Plat.

It should also be noted that the proposed Lot 3 is a flag lot that is 56'± wide at the 25' setback, and as such, exceeds the maximum width-to-depth ratio of V.D.3. of the Subdivision Regulations. There are very few flag lots in the area, and those that are legal lots of record have water frontage, whereas the proposed flag lot does not. The applicant should provide justification for the proposed Lot 3 to be a flag lot that exceeds the maximum width-to-depth ratio.

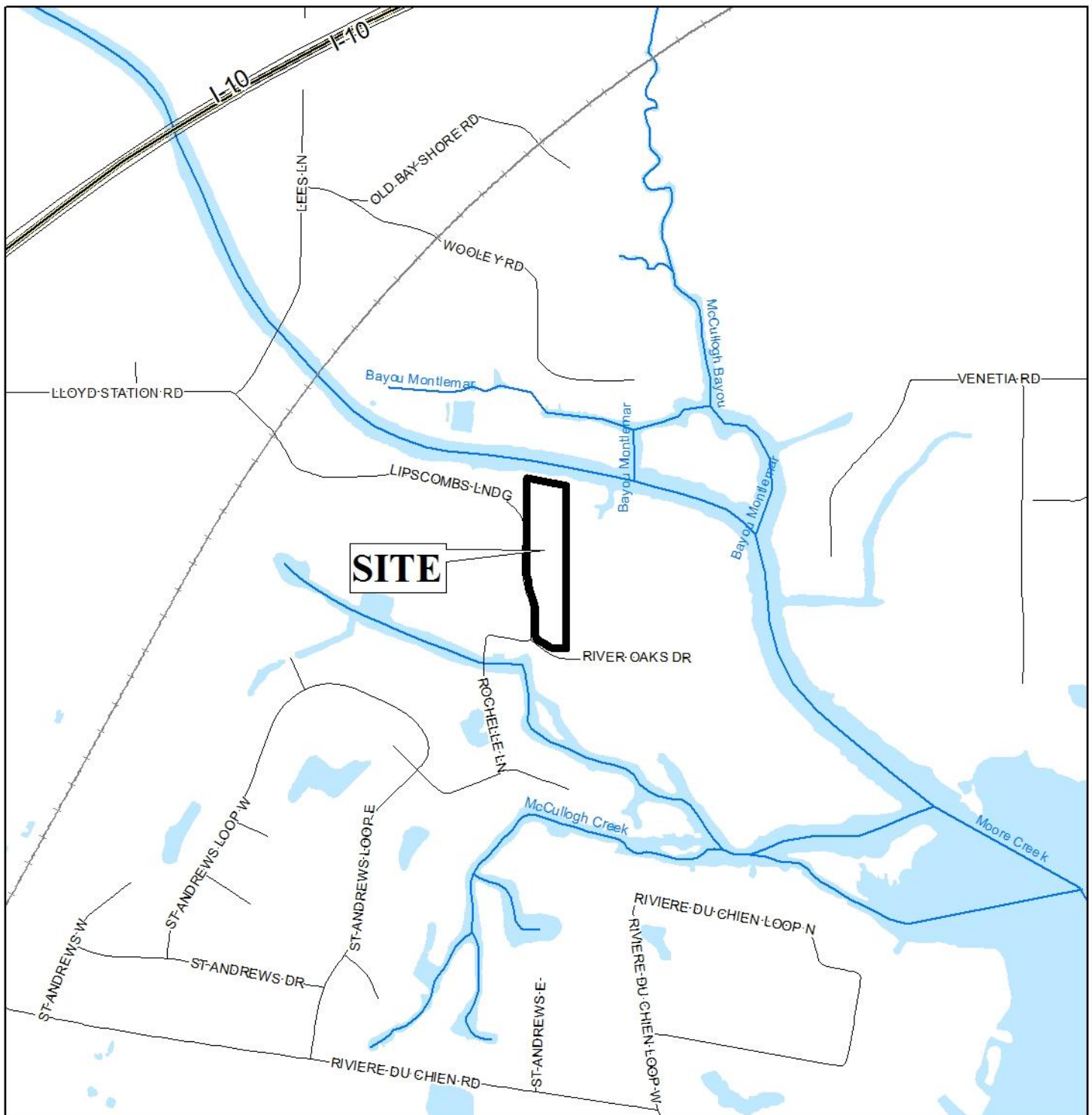
With regards to access management, a note should be placed on the Final Plat, if approved, stating each lot is limited to one curb cut to either Lipscomb Landing or the proposed private street, with any changes in its size, location or design to be approved by Traffic Engineering and conform to AASHTO standards.

The site appears to be located in the flood zone as depicted on FEMA maps, and thus may be subject to flooding. The presence of floodplains indicate that the area may be environmentally sensitive; therefore, the approval of all applicable federal, state and local agencies would be required prior to the issuance of any permits or land disturbance activities.

Based on the preceding the plat is recommended for Holdover to the November 16, 2017 meeting with revisions due by October 23<sup>rd</sup> to address the following:

- 1) provide justification for the approval of the proposed Lot 3 to be a flag lot that exceeds the maximum width-to-depth ratio of V.D.3. of the Subdivision Regulations;
- 2) submittal of a revised Subdivision and Planned Unit Development application including appropriate fees.

# LOCATOR MAP



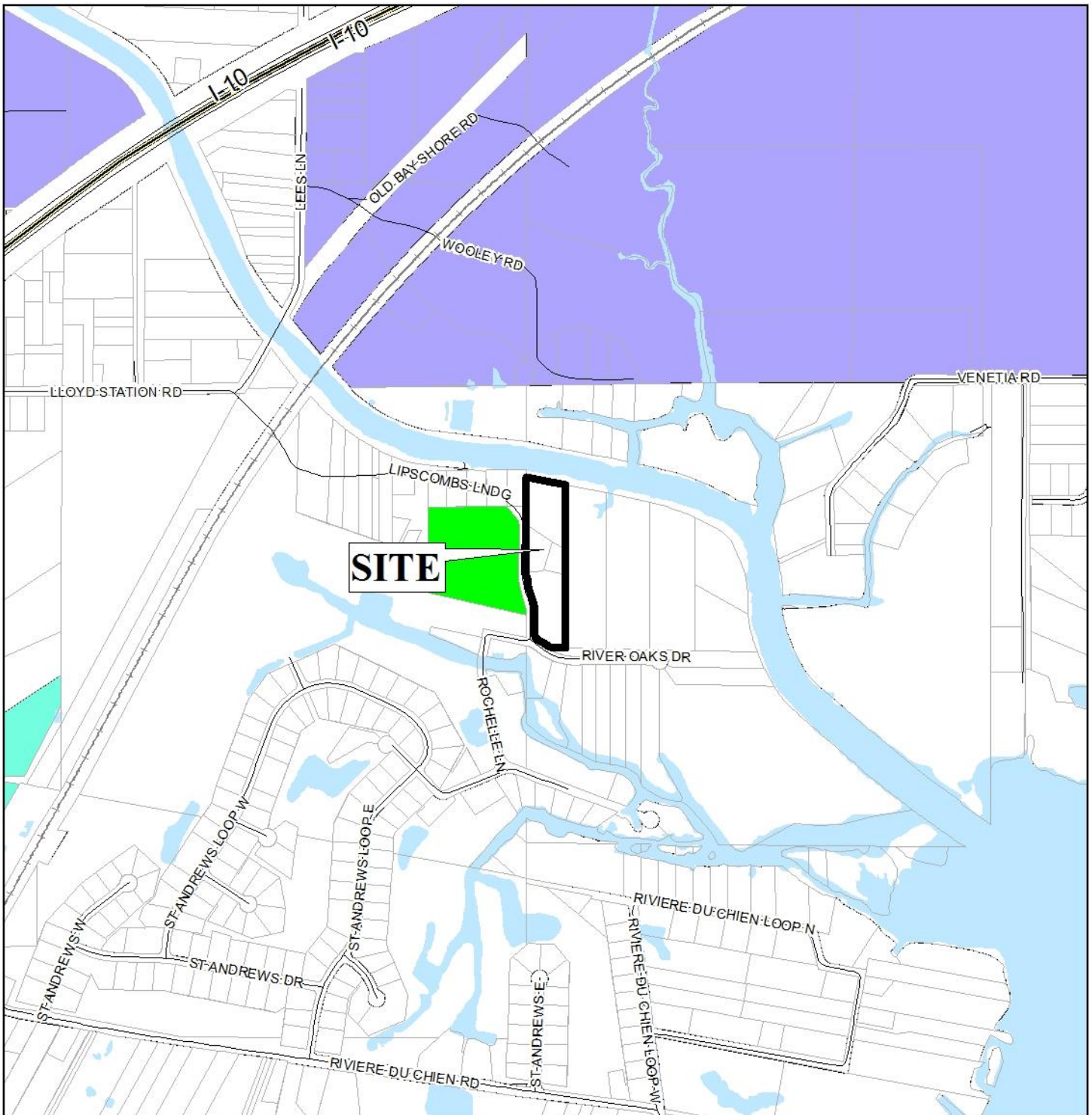
APPLICATION NUMBER 10 DATE October 19, 2017

APPLICANT Lipscomb Landing Estates Subdivision

REQUEST Subdivision



# LOCATOR ZONING MAP



APPLICATION NUMBER 10 DATE October 19, 2017

APPLICANT Lipscomb Landing Estates Subdivision

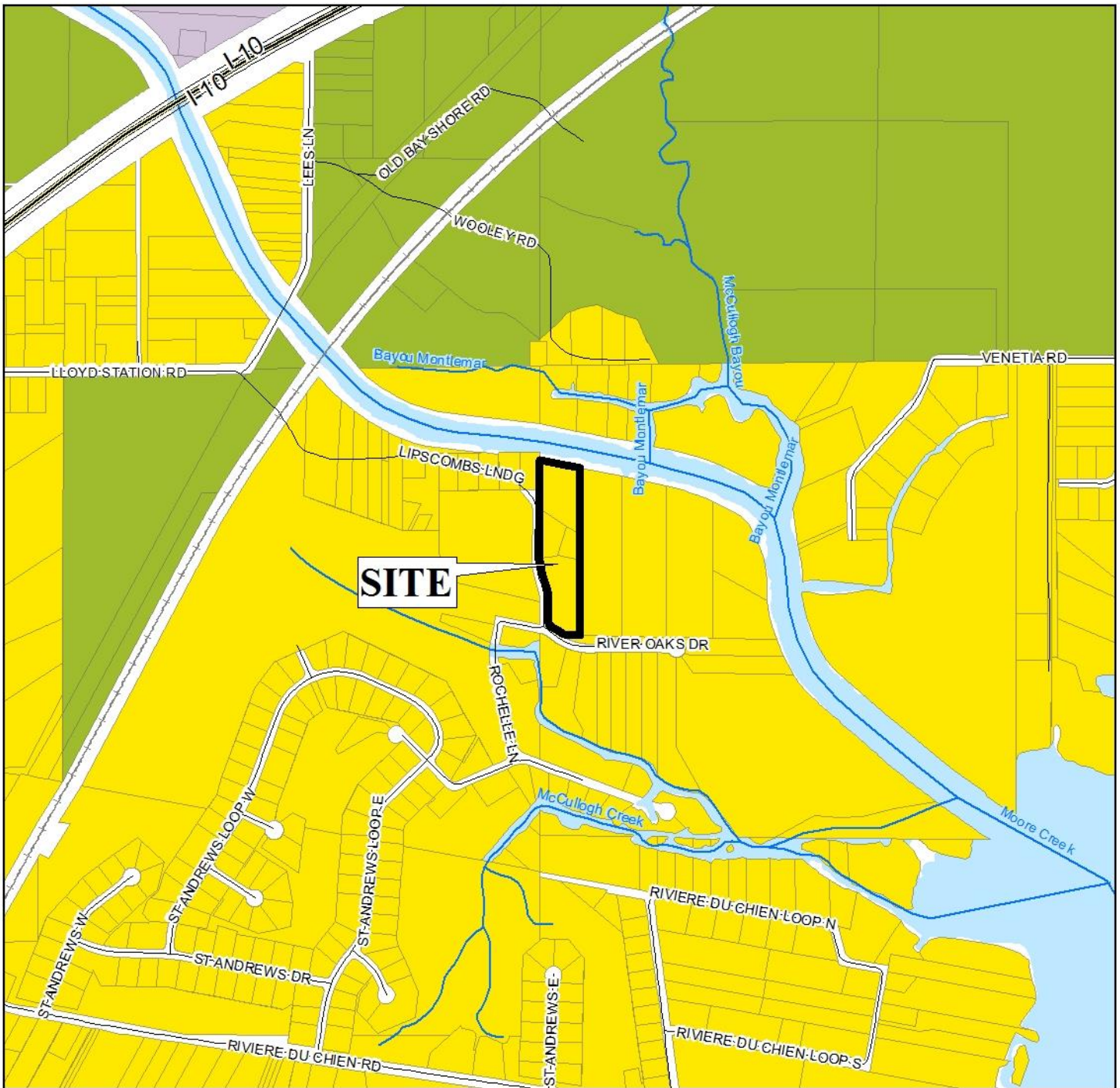
REQUEST Subdivision



NTS



# FLUM LOCATOR MAP



APPLICATION NUMBER 10 DATE October 19, 2017

APPLICANT Lipscomb Landing Estates Subdivision

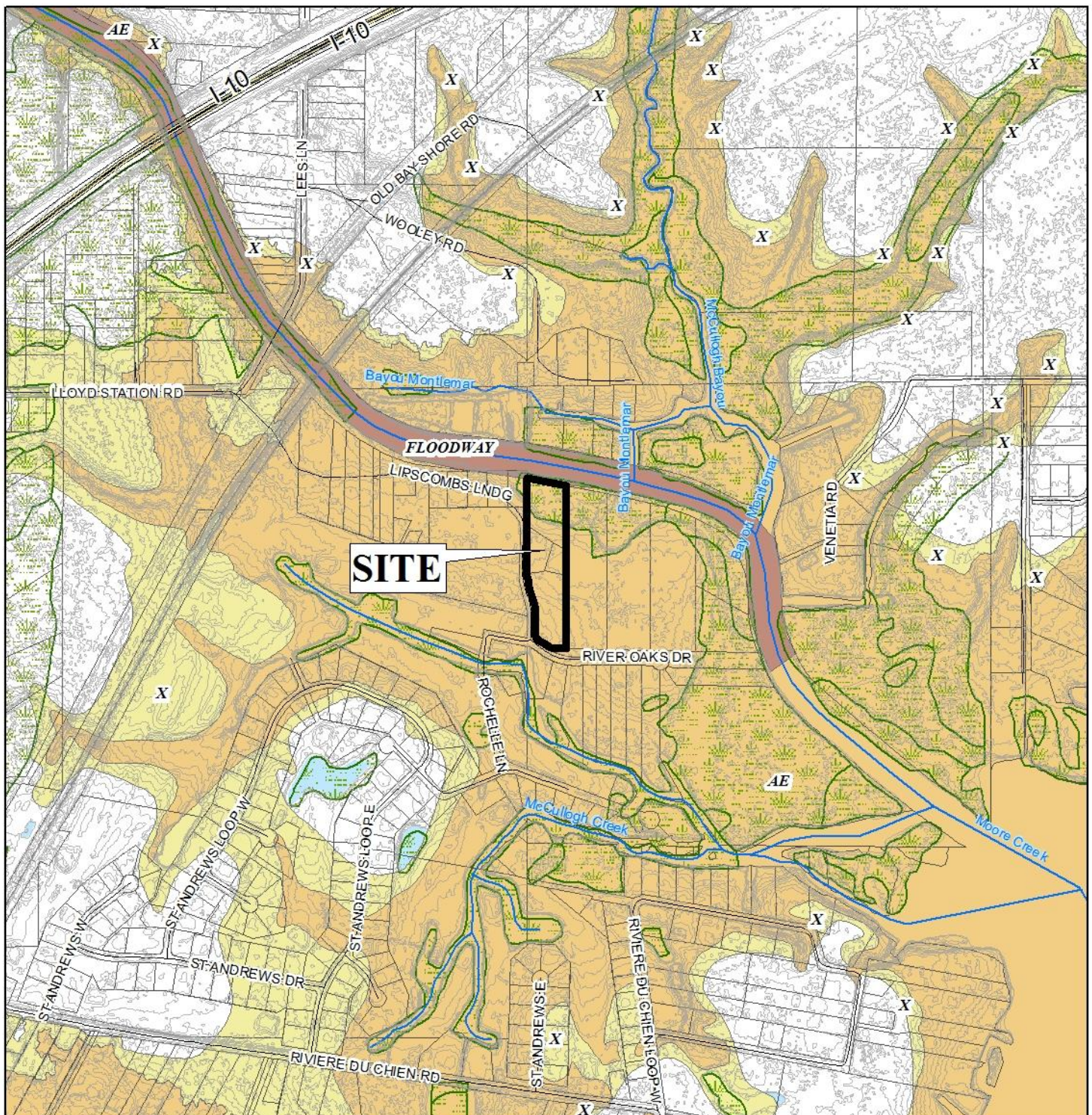
REQUEST Subdivision

Low Density Residential	Neighborhood Center- Traditional	Downtown Waterfront	Water Dependent
Mixed Density Residential	Traditional Corridor	Light Industry	Parks & Open Space
Downtown	Neighborhood Center- Suburban	Heavy Industry	
District Center	Mixed Commercial Corridor	Institutional	





# ENVIRONMENTAL LOCATOR MAP



APPLICATION NUMBER 10 DATE October 19, 2017

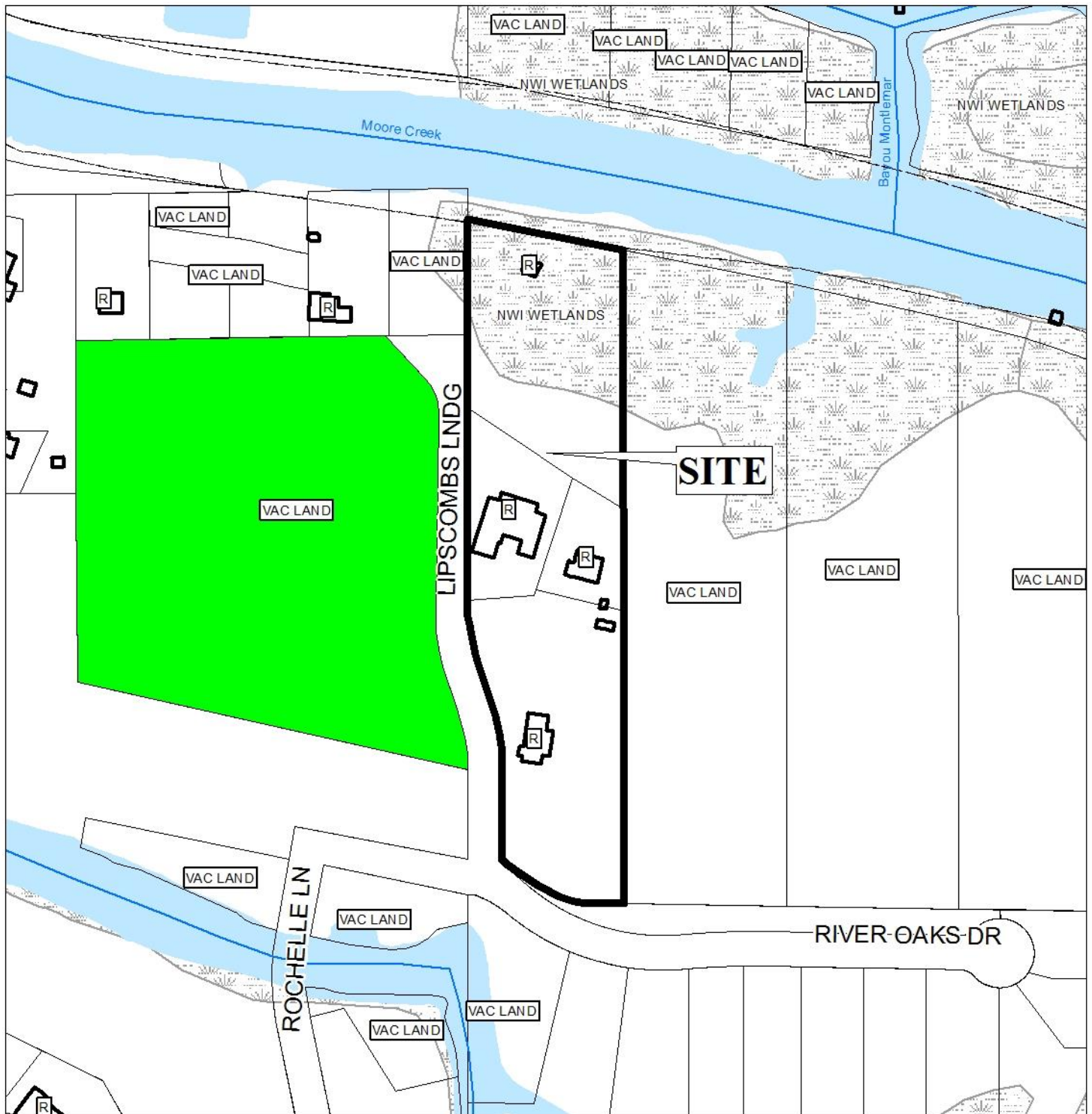
APPLICANT Lipscomb Landing Estates Subdivision

REQUEST Subdivision





# LIPSCOMB LANDING ESTATES SUBDIVISION



APPLICATION NUMBER 10 DATE October 19, 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





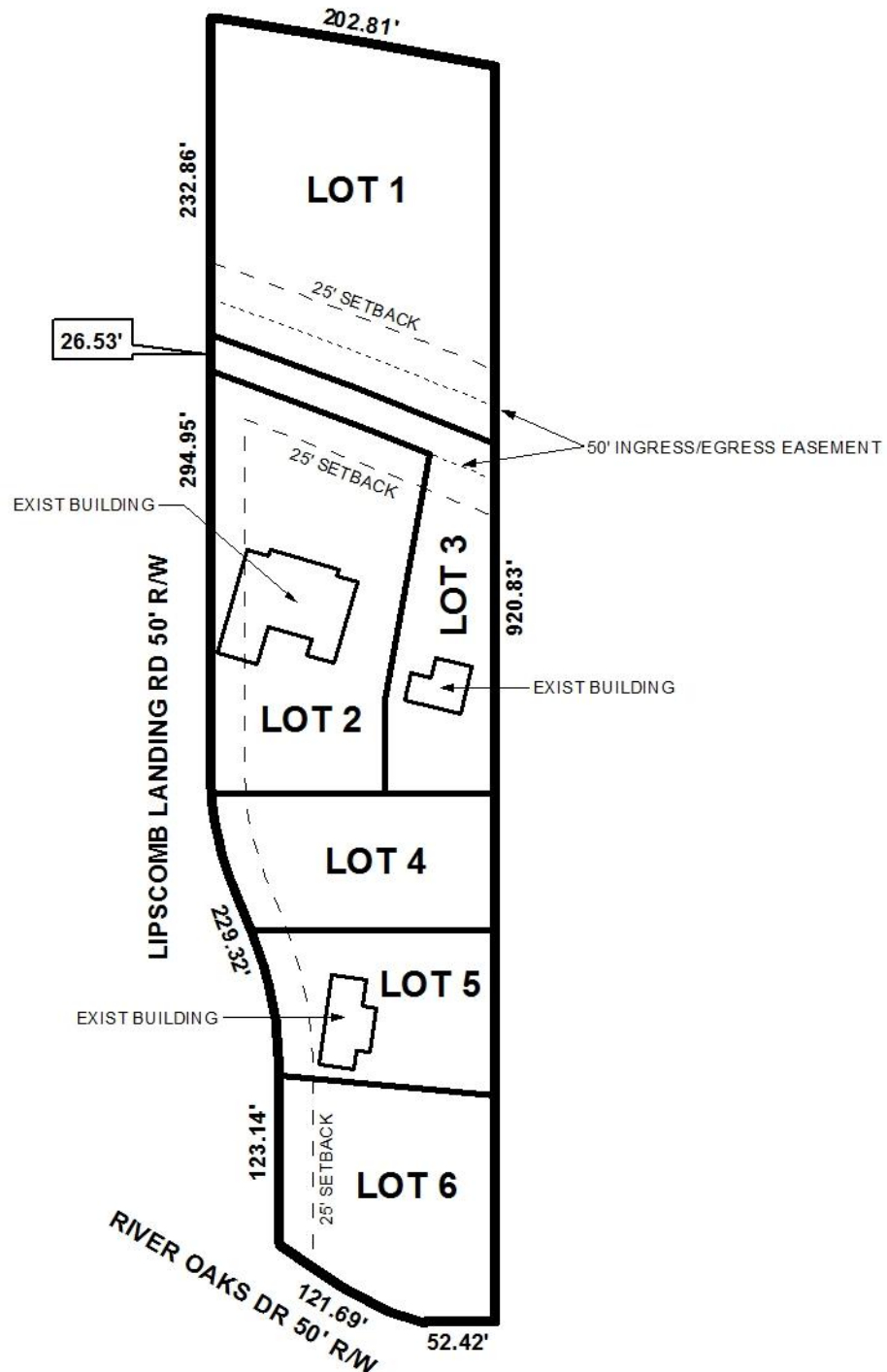
# LIPSCOMB LANDING ESTATES SUBDIVISION



APPLICATION NUMBER 10 DATE October 19, 2017



# DETAIL SITE PLAN



APPLICATION NUMBER 10 DATE October 19, 2017

APPLICANT Lipscomb Landing Estates Subdivision

REQUEST Subdivision



NTS