

LONGLEAF GATES SUBDIVISION, PHASE TWO

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. REMOVE THE COUNTY ENGINEER'S SIGNATURE BLOCK FROM THE PLAT. THE COUNTY ENGINEER NO LONGER SIGNS PLATS WITHIN THE MUNICIPAL LIMITS OF THE CITY OF MOBILE.
- C. REMOVE THE MOBILE COUNTY MAINTENANCE NOTE. THIS PROPOSED SUBDIVISION IS LOCATED WITHIN THE CITY LIMITS.
- D. 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.
- E. Add street names to the vicinity map.
- F. Label Common Area 1 on sheet 1 of 2.
- G. Show and label all flood zones clearly. Existing information is drawn lightly.
- H. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation.
- 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. Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process.
- N. Provide the as-built certification form, test reports, etc. and as-built plans for the proposed infrastructure prior to providing a copy of the FINAL PLAT to the Engineering Dept. for FINAL PLAT review.
- O. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- P. 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.)

MAWSS Comments: MAWSS as water and sewer services available, but a Capacity Assurance application for sewer service has not been applied for. MAWSS cannot guarantee sewer service until the Capacity application is approved by Volkert Engineering, Inc.

The plat illustrates the proposed 52-lot, 42.2± acres subdivision located at the North side of Girby Road, 125'± East of Bristlecone Drive, extending to the East terminus of Whitebark Drive, in Council District 6. The applicant does not state that the property is served by public water and sanitary sewer systems, but previous subdivision of the site indicates its accessibility to these utilities.

The site has been given a **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 development where 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.)

Low Density Residential 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, bike-able human scale.

It should be noted that the FLUM 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 FLUM 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 FLUM 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 is the Future Development area of Longleaf Gates Subdivision, Phase One, Revised Plat, approved by the Planning Commission at its April 16, 2009 meeting. Planned Unit Development (PUD) approval was also granted to amend a previously approved PUD to allow a gated, private street subdivision with reduced lot sizes, reduced front yard and side yard setbacks, and increased site coverage. Phase Two of the subdivision proposed 61 legal lots, and a PUD proposed extension of the gated, private street subdivision without reduced lot sizes, front or side yard setbacks, or increased site coverage. Both requests were approved at the November 21, 2013 meeting of the Planning Commission along with recommendation of approval of rezoning of the site to R-1, Single-Family Residential District, to eliminate split-zoning. The requests have since expired and the applicant now wishes to create 52 legal lots from one legal lot, with 29.35± acres of common area.

It should be noted that the site is still split-zoned mostly as R-2, Two-Family Residence District, and partly as R-3, Multi-Family Residential District, and B-2, Neighborhood Business District, to the East. Also, revision of an approved PUD requires additional Planning Commission approval. As such, the applicant will need to submit applications for rezoning and PUD approvals to eliminate split-zoning, and to amend the previously approved PUD.

The site has frontage on Girby Road, a planned major street with a 100' right-of-way requirement per the recently adopted Major Street Plan. The preliminary plat illustrates varying right-of-way widths at this location, but the plat illustrates an additional 10' of dedication to provide at least 50' from the centerline of Girby Road and is sufficient. This information should be retained on the Final Plat, if approved.

Proposed Lots 1 and 46 each have frontage on the proposed extension of Whitebark Drive, a private street with curb and gutter requiring a 50' right-of-way. Lots 1 and 46, as well as each of the remaining 50 proposed lots, also have frontage on Pinyon Drive, a proposed private street also requiring a 50' right-of-way. Sufficient rights-of-way are illustrated on the preliminary plat and should be retained on the Final Plat, if approved. Also, the labels indicating the proposed private street and street extension as private should be retained on the Final Plat, if approved.

The proposed private street is provided with cul-de-sacs at both terminuses in compliance with Section VIII.E.1.a. of the Subdivision Regulations; however, they do not appear to comply with Section V.B.14. regarding the required 120' turnaround right-of-way diameter. The plat should be revised to illustrate compliant turnaround rights-of-way for both proposed cul-de-sacs, if approved.

Considering all streets and street extensions within the subdivision are to be private streets, their development should be in compliance with Section VIII of the Subdivision Regulations regarding private streets. It should be noted that Section VIII.E.1.a. does not allow private streets to serve adjacent properties, and it appears the proposed street stub labeled "Magpie Drive" would be accessible by property not owned by the applicant. The 2009 approval of the overall subdivision conditioned additional street-stubs to connect adjacent public streets and landlocked properties for emergency access only; therefore, the Magpie Drive street stub should be labeled as "emergency access only" leading to the vacant property to the West. Also, labeling of the proposed street and street extensions should retain their labels as private streets on the Final Plat.

If approved, a note should be provided on the Final Plat stating that maintenance of the private streets is the responsibility of the property owners. An additional note should be placed on the Final Plat stating that, if the private streets are not constructed and maintained to City standards inasmuch as they could ultimately be dedicated for public use and maintenance, then 100 percent of the cost of the improvements required to do so shall be assessed to the property owners at the time the private streets are dedicated.

The proposed lots meet the minimum size requirements for lots served by public water and sanitary sewer systems; however, while lot sizes are provided in square feet on the preliminary plat, they are not provided in acres. As such, revision of the plat to depict the sizes of each lot in both square feet and acres should be required; or, provision of a table on the Final Plat providing the same information may suffice.

Two common areas are provided on the preliminary plat, to include a detention area between proposed Lots 27 and 28, and are labeled with their sizes in acres. The plat should be revised to also provide their sizes in square feet; or, provision of a table on the Final Plat providing the same information may suffice. A note should also be provided on the Final Plat stating that the maintenance of all common areas, including the detention area, is the responsibility of the property owners.

The 25' minimum building setback line is not illustrated along Girby Road, but it is illustrated along the frontages of all proposed lots and a note on the plat iterates this requirement; however, the line itself is not labeled. As such, revision of the plat to illustrate the 25' minimum building setback line along Girby Road and label the 25' minimum building setback line along the remaining lots should be required, if approved.

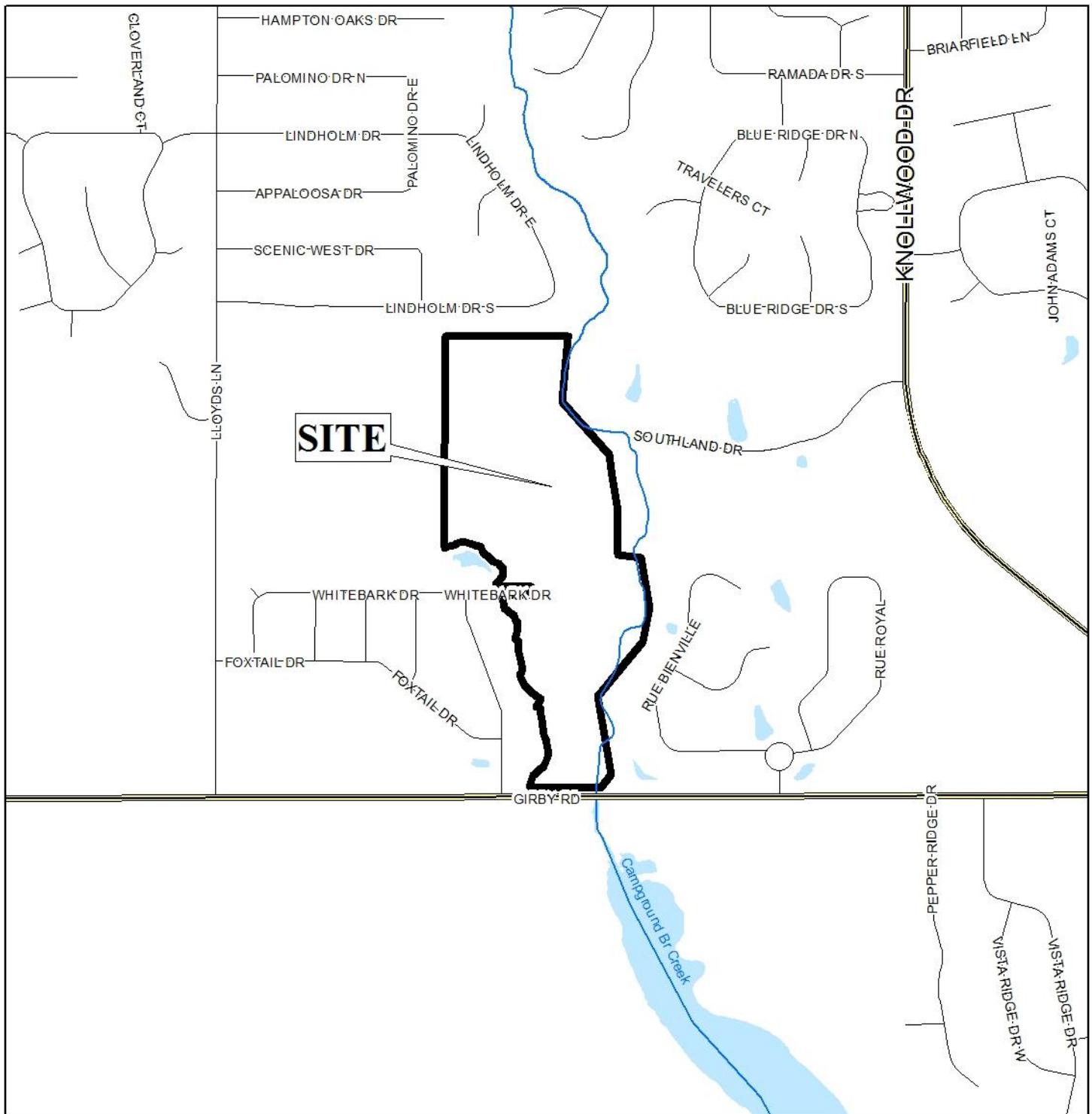
Regarding access management, a note should be placed on the Final Plat stating each lot and common area is limited to one curb cut, with any changes in their sizes, locations, or designs to be approved by Traffic Engineering and conform to AASHTO standards. An additional note denying direct access to Common Area 2 from Girby Road should also be provided on the Final Plat, if approved.

Multiple easements are illustrated on the plat, including a 10' sanitary sewer easement along the East property line and a 30' sewer easement along Girby Road. A note stating a 10' drainage and utility easement is dedicated along the frontage of all proposed lots and along lot lines abutting a right-of-way is also provided. As such, if approved, an additional note should be required on the Final Plat stating no structures shall be constructed in any easement.

Finally, wetlands associated with Campground Creek occur on various portions of the site. Additionally, the site appears to be partially located in the flood zone as depicted on FEMA maps, and thus may be subject to flooding. The presence of wetlands and 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 Subdivision request is recommended for Holdover to the December 7th meeting to allow the applicant to submit applications for Planned Unit Development and Rezoning to amend the previously approved Planned Unit Development, and to eliminate split-zoning. Applications, labels and fees should be submitted by the November 16th filing deadline.

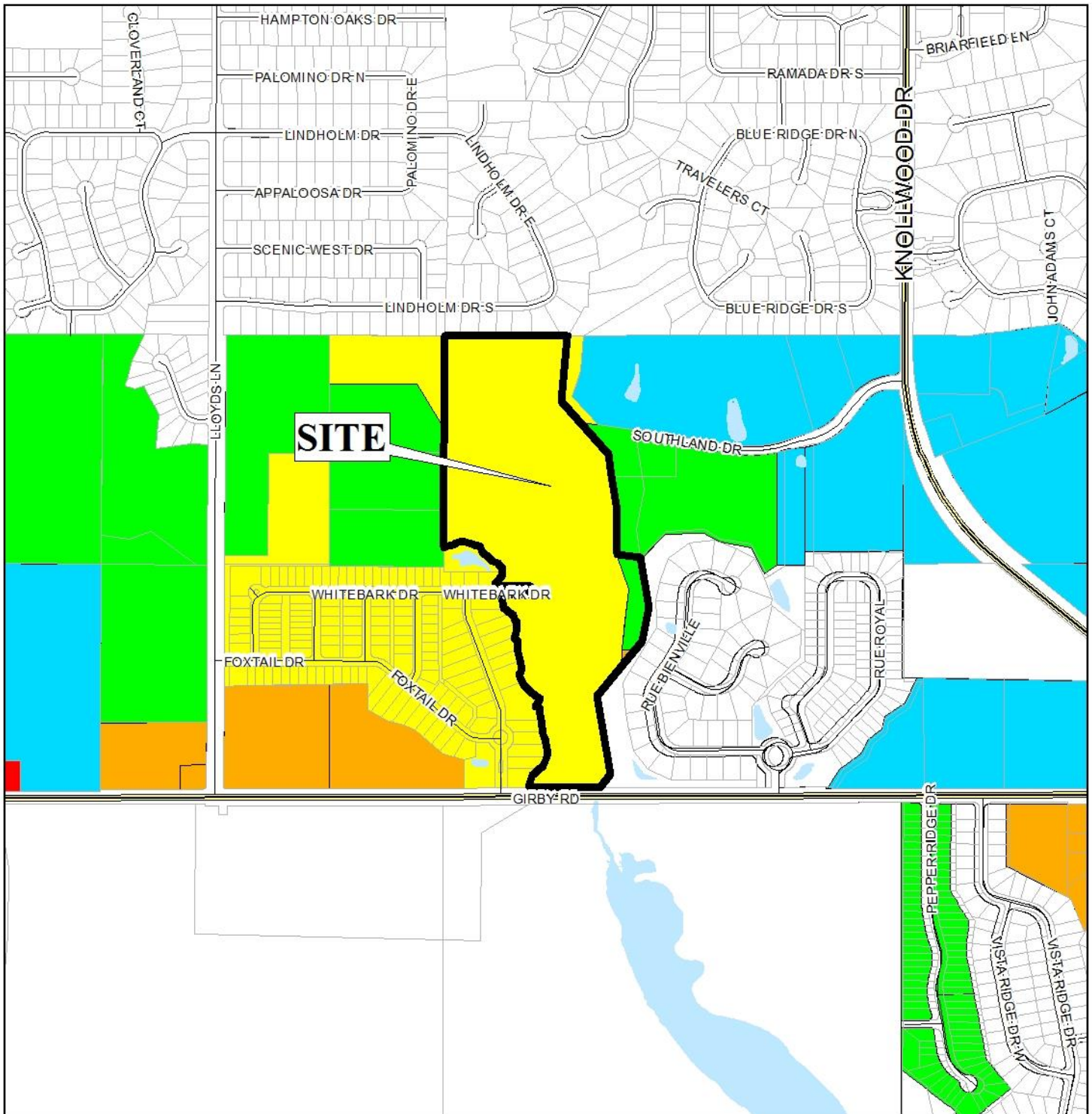
LOCATOR MAP



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APPLICANT Longleaf Gates Subdivision, Phase Two
REQUEST Subdivision



LOCATOR ZONING MAP



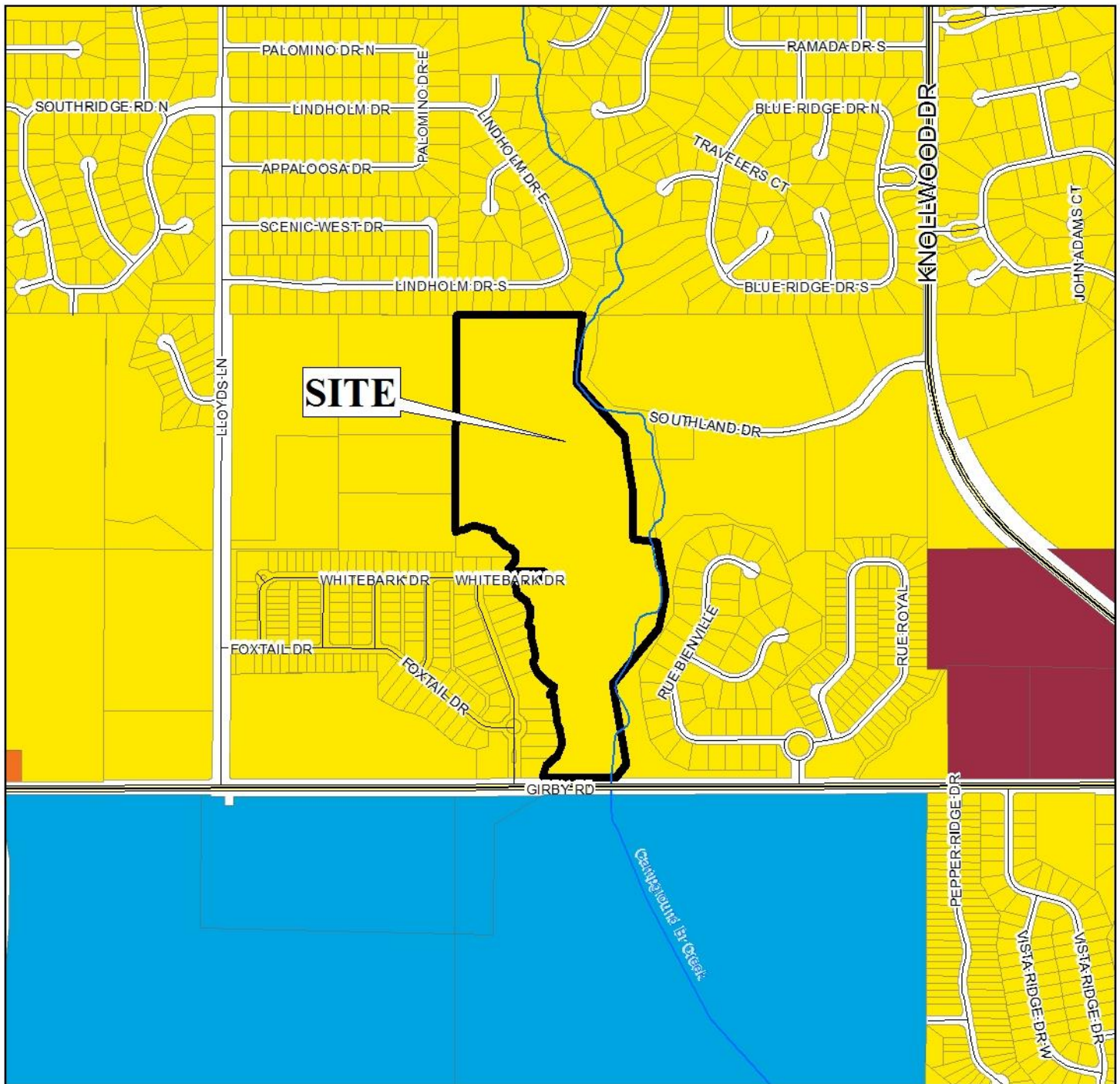
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APPLICANT Longleaf Gates Subdivision, Phase Two

REQUEST Subdivision



FLUM LOCATOR MAP



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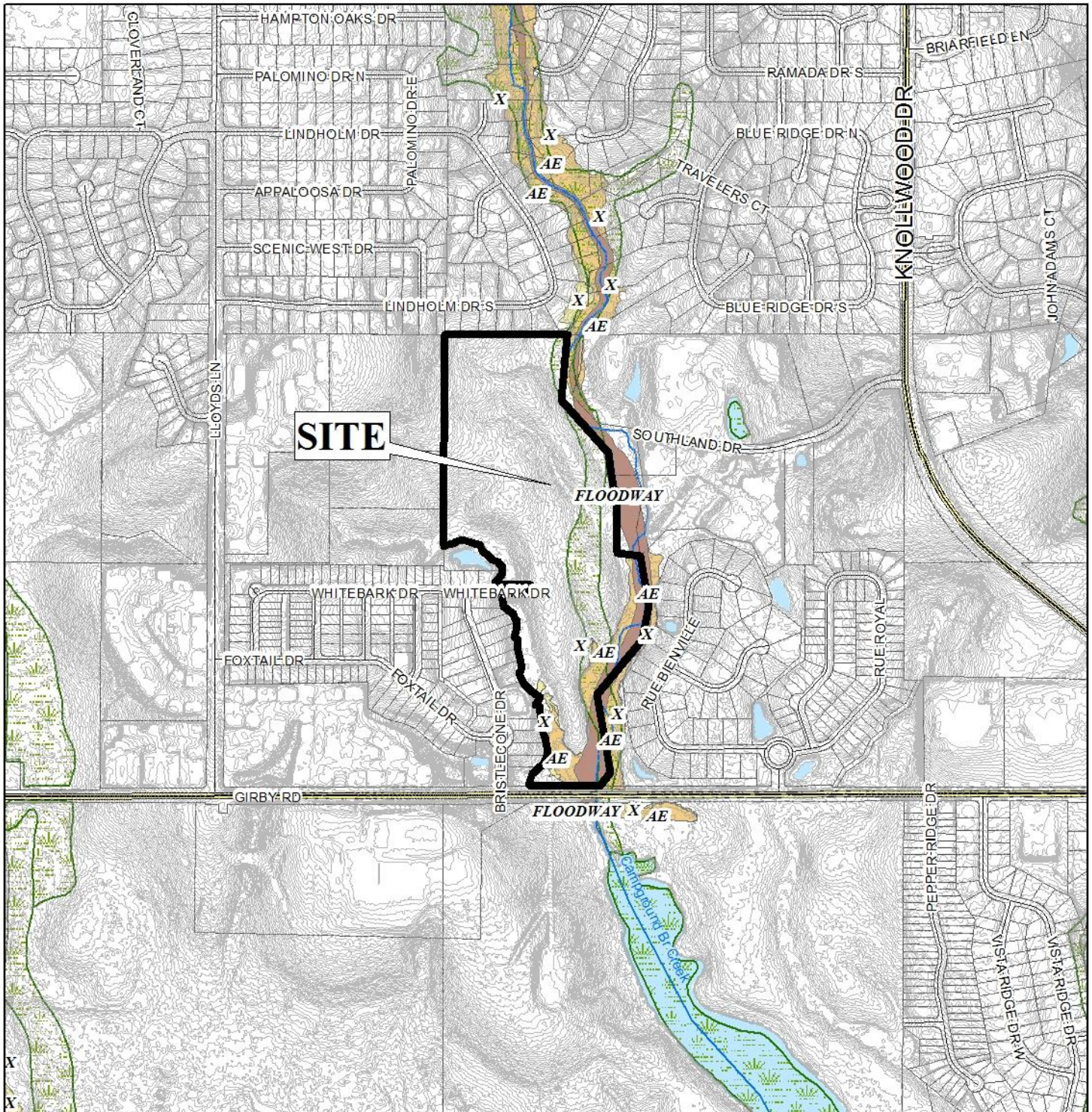
APPLICANT Longleaf Gates Subdivision, Phase Two

REQUEST Subdivision

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



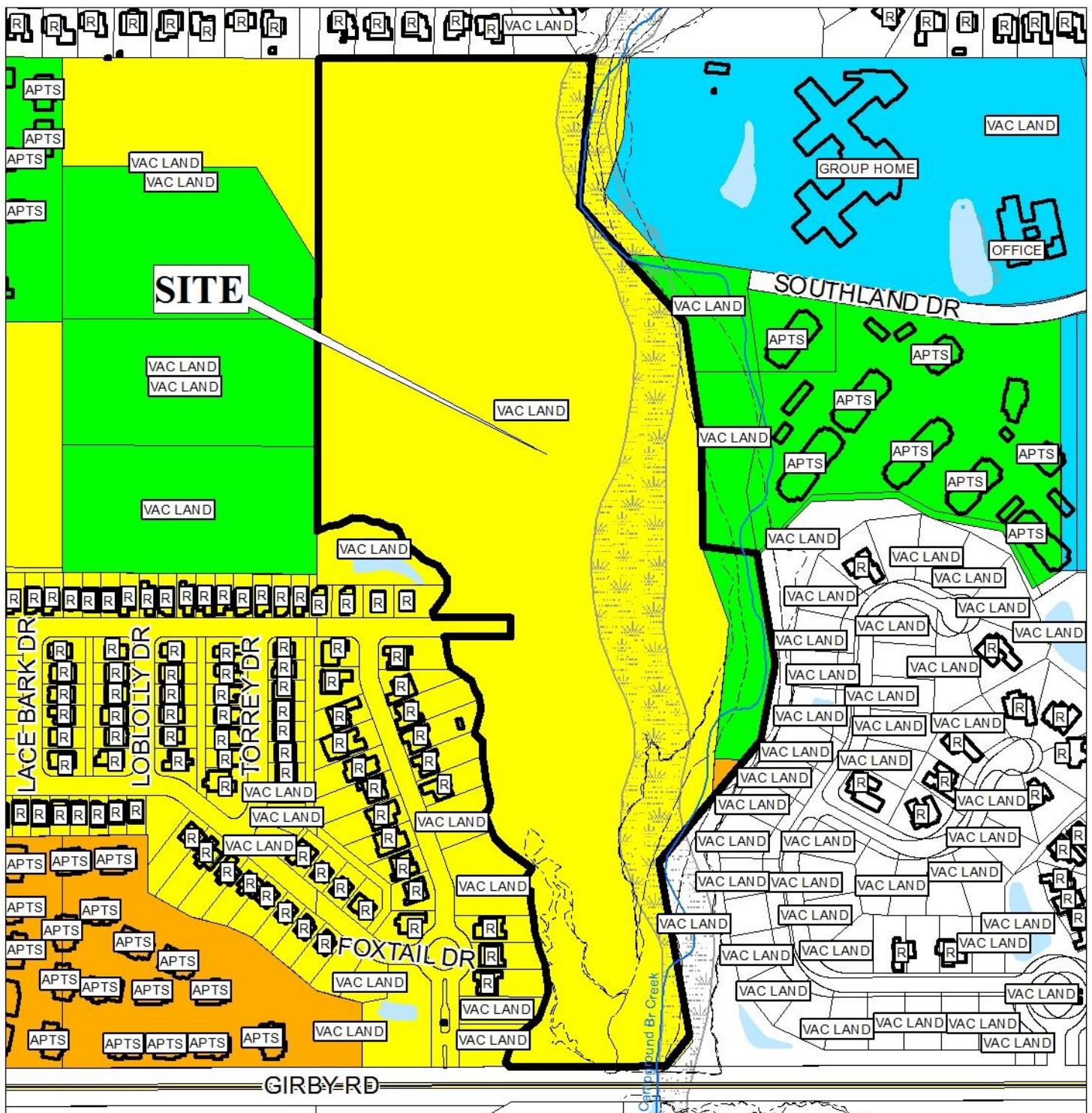
ENVIRONMENTAL LOCATOR MAP



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LONGLEAF GATES SUBDIVISION, PHASE TWO

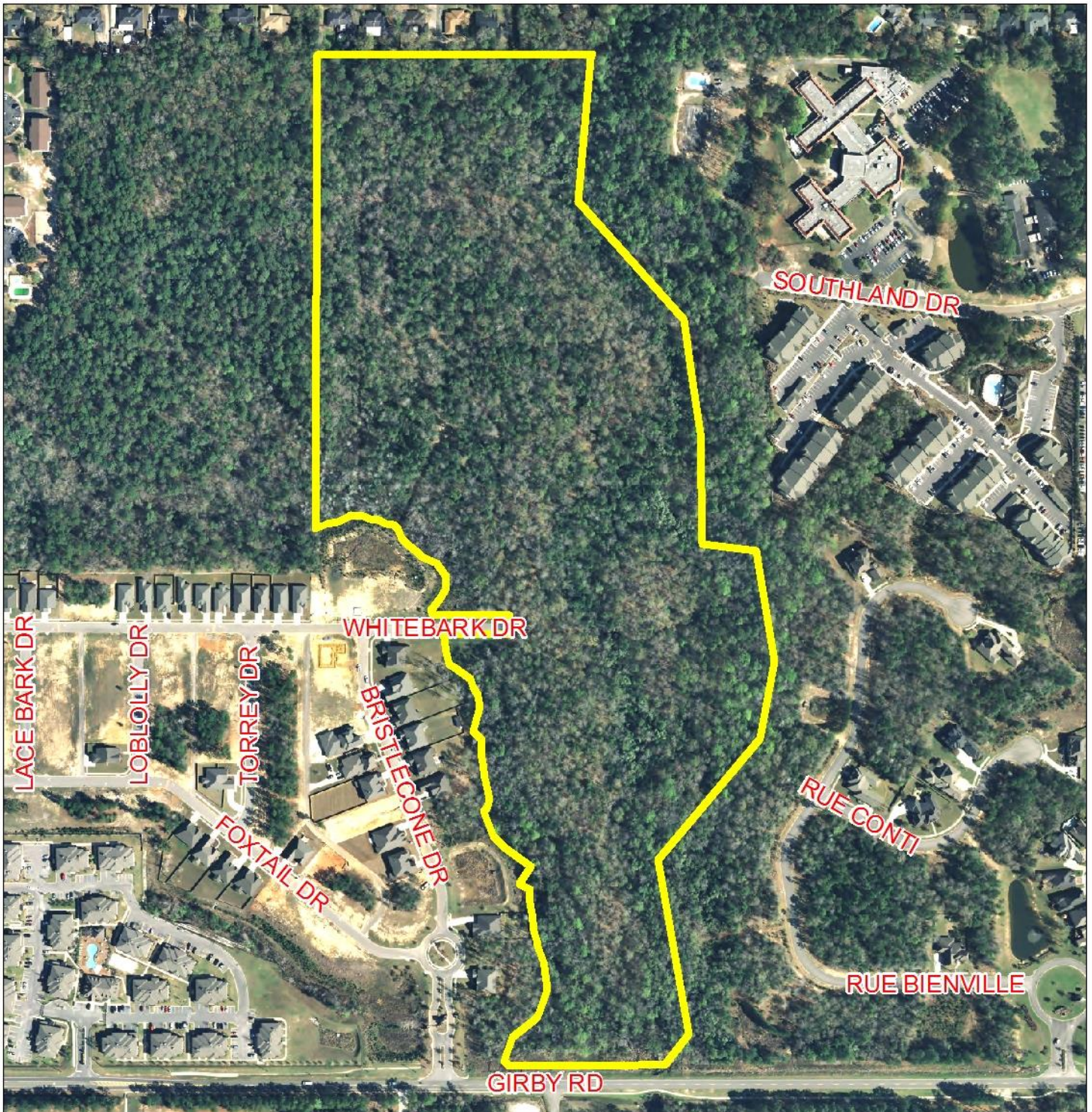


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R-A	R-3	T-B	B-2	B-5	MUN	SD-WH	T5.1
R-1	R-B	B-1	B-3	I-1	OPEN	T3	T5.2
R-2	H-B	LB-2	B-4	I-2	SD	T4	T6



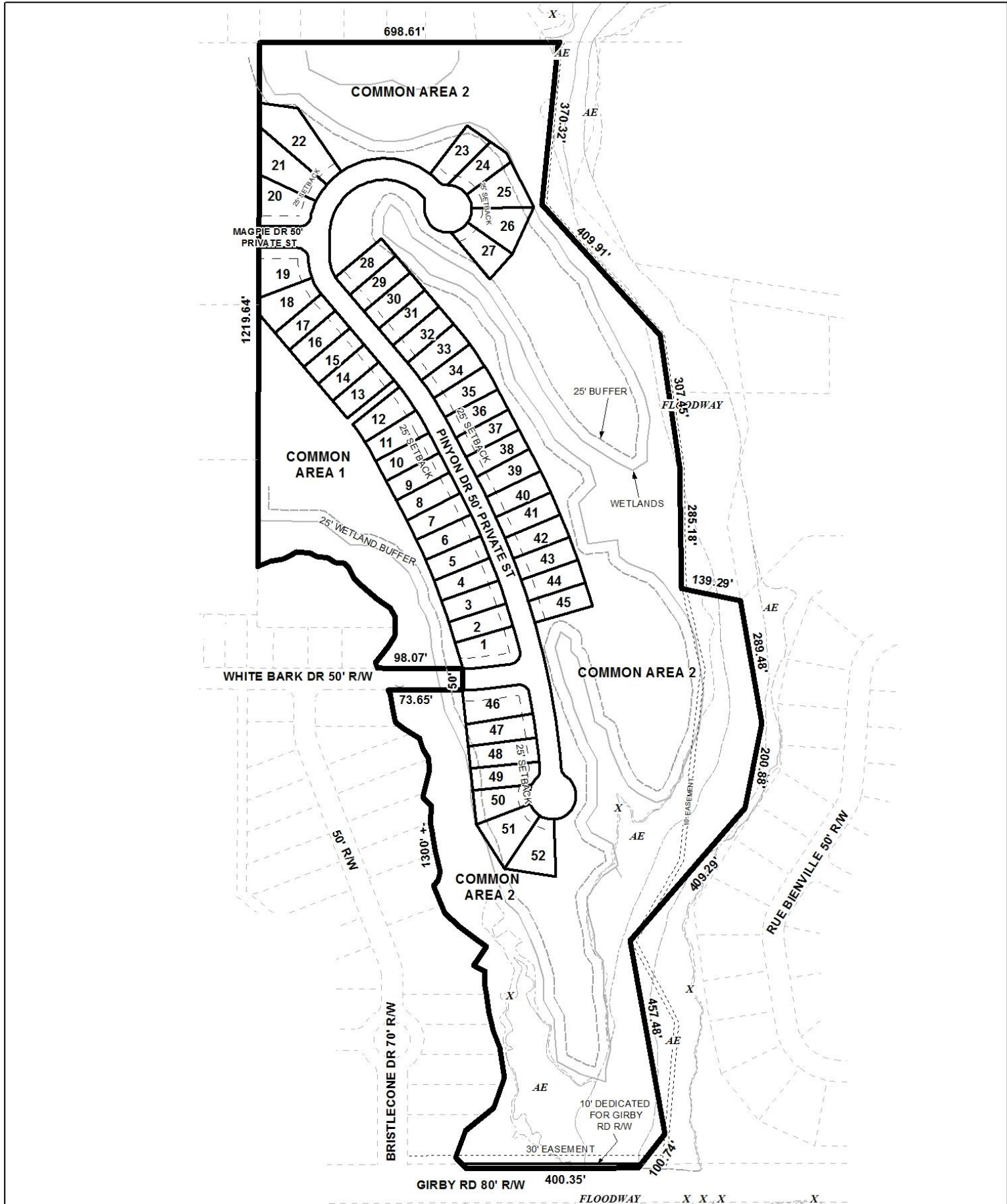
LONGLEAF GATES SUBDIVISION, PHASE TWO



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SITE PLAN

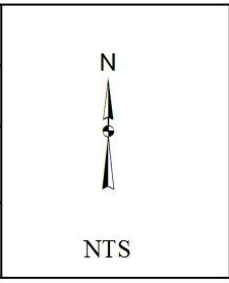


The site plan illustrates the proposed lots, setbacks, and easements.

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REQUEST	Subdivision
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