

CLARK'S OLD SHELL SUBDIVISION

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. Provide the Surveyor's Certificate and Signature.
- 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 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.
- G. 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.
- H. Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process.
- I. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- J. 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 is limited to one curb cut per street frontage with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Access to Hulbert Street may be limited to one-way given the width of frontage, unless a waiver is obtained from one or both adjacent property owners for the encroachment of the driveway radii across the property line. Any required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.

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 preliminary plat illustrates the proposed 1-lot, 0.7± acre subdivision which is located on the South side of Old Shell Road, 60'± West of Hulbert Street, extending to the West side of Hulbert Street, within Council District 1. The applicant states that the subdivision is served by city water and sanitary sewer systems. The purpose of this application is to create one (1) legal lot of record from three (3) legal lots of record.

The site has been given a Traditional Neighborhood Center (NC) 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 applies to smaller hubs of mixed commercial, community, and recreational activity that cater to adjacent residential areas. Many of these centers exist today in some form. Therefore, the following common principles apply not just to the future development of new centers, but also to the redevelopment (wholesale or incremental) of existing centers.

General Principles for Neighborhood Centers:

- NC should support a limited amount of commercial employment
- NC should incorporate some residential use, which may vary in type from detached single family, townhouse, accessory and live-work units in mixed use and low-rise multifamily structures.
- The residential density in NC designations –ranging from 4 to 10 du/ac— must be compatible in character with that of surrounding residential development, providing appropriate transitions in height, massing and other buffering from one land use district to the next.
- The retail and housing uses should merge around vibrant, compact, accessible nodes, located at key neighborhood intersections or along short road segments.
- The NC nodes should be connected to the surrounding neighborhood and nearby public uses (e.g., schools, parks, etc.) via well-designed sidewalks and complete streets.
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While the above-listed principles are common to all NC districts, the design attributes of neighborhood centers generally vary depending on whether a center is in a more “traditional” or more “suburban” context.

Additional Attributes of Neighborhood Centers:

- NC in traditional contexts: These tend to be in those areas east of the Beltline and correspond to MxDR neighborhoods. In these NCs, buildings should orient to the street, with on-site parking typically pushed to the back of the site. The design qualities of the public realm are emphasized, including the provision of continuous sidewalks, tree canopy, pedestrian amenities, on-street parking and bicycle facilities where appropriate.
- NC in suburban contexts: These generally are located among the LDR land use designations in the areas west of the Beltline. Where they exist, these centers currently have a more pronounced vehicular orientation. Therefore, the emphasis is on retrofitting to improve internal walkability (e.g., through the addition of sidewalks, tree canopy, protection from the elements) and external connectivity to the surrounding areas (via sidewalks, paths and trails, street crossings, transit stops, etc.) and to increase the mix and density of uses (e.g., infill of outparcels, addition of housing, etc.).

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 case 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 proposed lot fronts Old Shell Road, a major collector street, and Hurlbert Street, a minor street with curb and gutter. The preliminary plat illustrates a 90' right-of-way width for Old Shell Road, and a 50' right-of-way width for Hulbert Street. If approved, the right-of-way widths should be retained on the Final Plat.

A 25-foot minimum building setback line is depicted on the preliminary plat along Old Shell Road and Hulbert Street. It should be noted that the proposed Lot A is less than 60' wide along Hurlbert Street. Therefore, the minimum building setback line along Hurlbert Street should be located where the lot is at least 60' wide on the Final Plat, if approved.

The proposed lot exceeds the 7,200 square foot minimum lot size requirements for lots served by public water and sanitary sewer systems. The preliminary plat provides the lot sizes in both square feet and acres. If approved, the lot size information should be retained on the Final Plat.

As noted in the Traffic Engineering comments, the proposed lot only has 40± feet of frontage on Hurlbert Street, and may not have sufficient width for a compliant two-way curb cut. Traffic Engineering may therefore, limit this to a one way curb cut. Thus, as a means of access management, a note should be placed on the Final Plat, if approved, stating that the lot is limited to one curb cut to per street frontage, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards.

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

- 1) Retention of the 90' right-of-way width of Old Shell Road;
- 2) Retention of the 50' right-of-way width of Hurlbert Street;
- 3) Retention of the 25' minimum building setback along Old Shell Road;
- 4) Revision of the 25' minimum building setback along Hurlbert Street to be located where the proposed Lot A is at least 60' wide;
- 5) Retention of lot size information in both square feet and acres;
- 6) Placement of a note on the Final Plat stating that Lot A is limited to one curb cut per street frontage, with any changes in the size, design and location to be approved by Traffic Engineering and conform to AASHTO standards;
- 7) 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. Provide and label the monument set or found at each subdivision corner. C. Provide the Surveyor's Certificate and Signature. 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 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. G. 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. H. Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process. I. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing. J. 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.);*
- 8) *Compliance with Traffic Engineering comments (Lot is limited to one curb cut per street frontage with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Access to Hulbert Street may be limited to one-way given the width of frontage, unless a waiver is obtained from one or both adjacent property owners for the encroachment of the driveway radii across the property line. Any required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.);*
 - 9) *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*
 - 10) *Compliance with Fire Department comments and placement of a note (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).*
 - 11) *Completion of the Subdivision process prior to any requests for permits for new construction. (Demolition is ok.)*

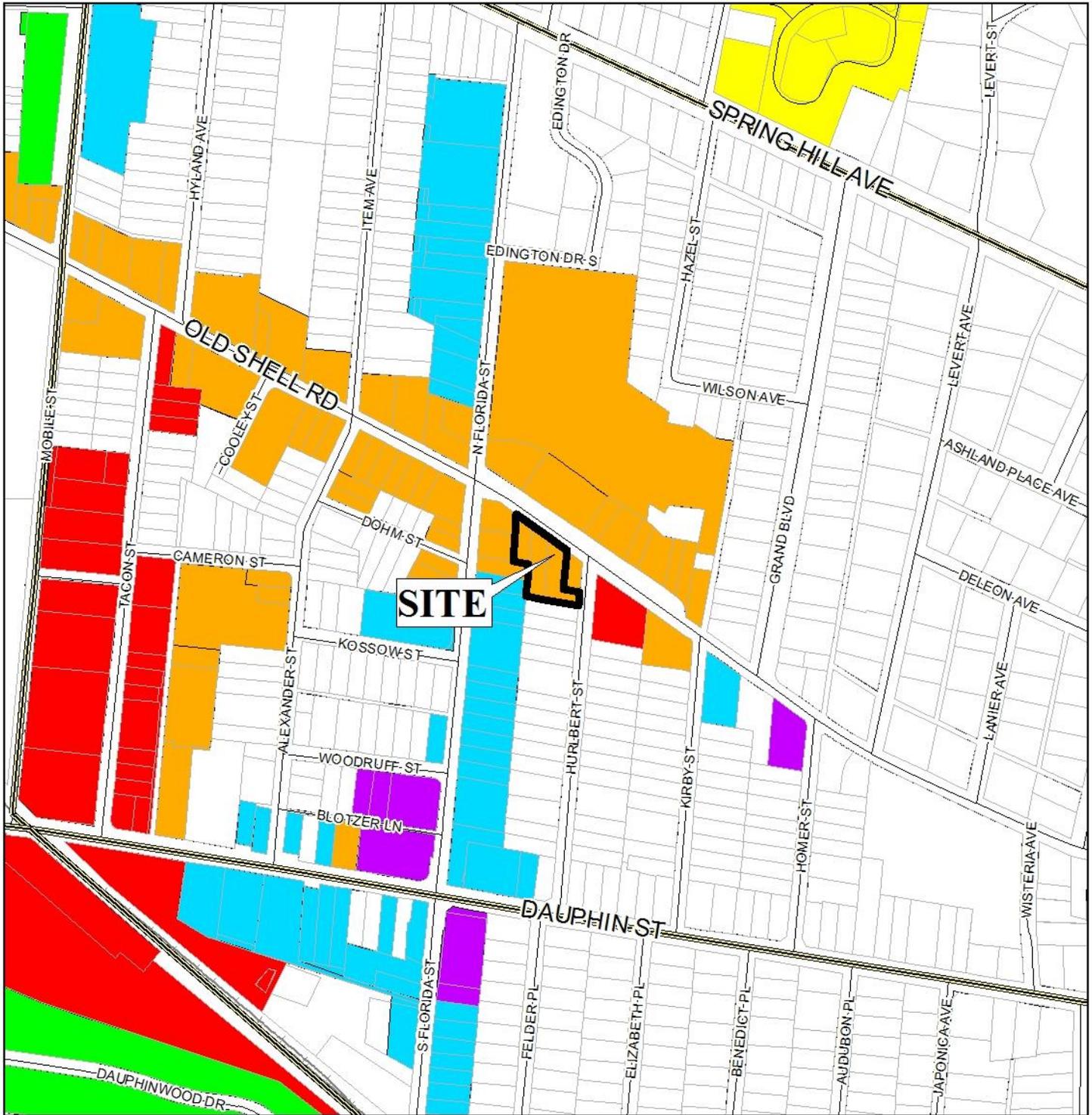
LOCATOR MAP



APPLICATION NUMBER	6	DATE	January 4, 2018
APPLICANT	Clark's Old Shell Subdivision		
REQUEST	Subdivision		



LOCATOR ZONING MAP



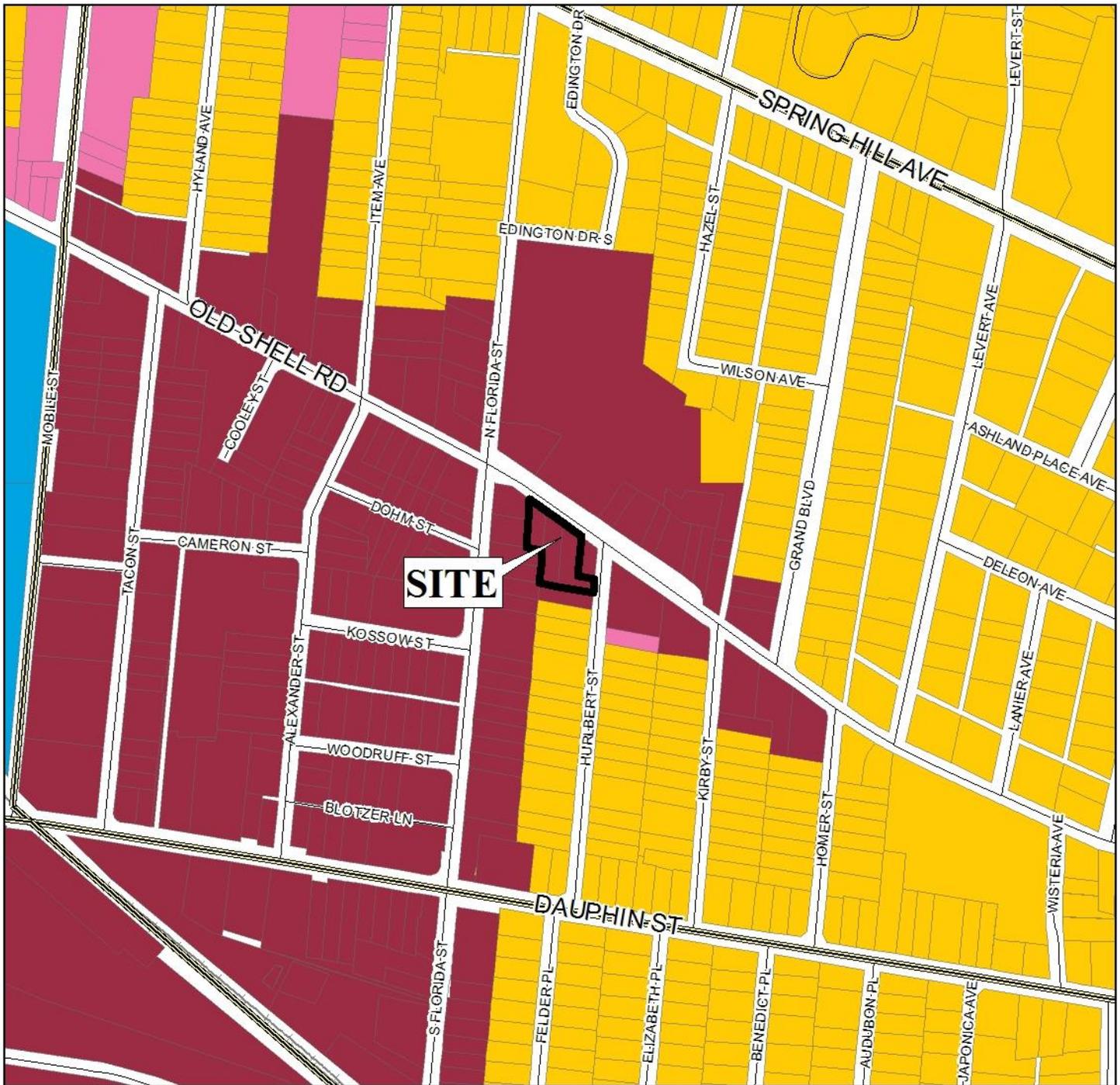
APPLICATION NUMBER 6 DATE January 4, 2018

APPLICANT Clark's Old Shell Subdivision

REQUEST Subdivision



FLUM LOCATOR MAP



APPLICATION NUMBER 6 DATE January 4, 2018

APPLICANT Clark's Old Shell Subdivision

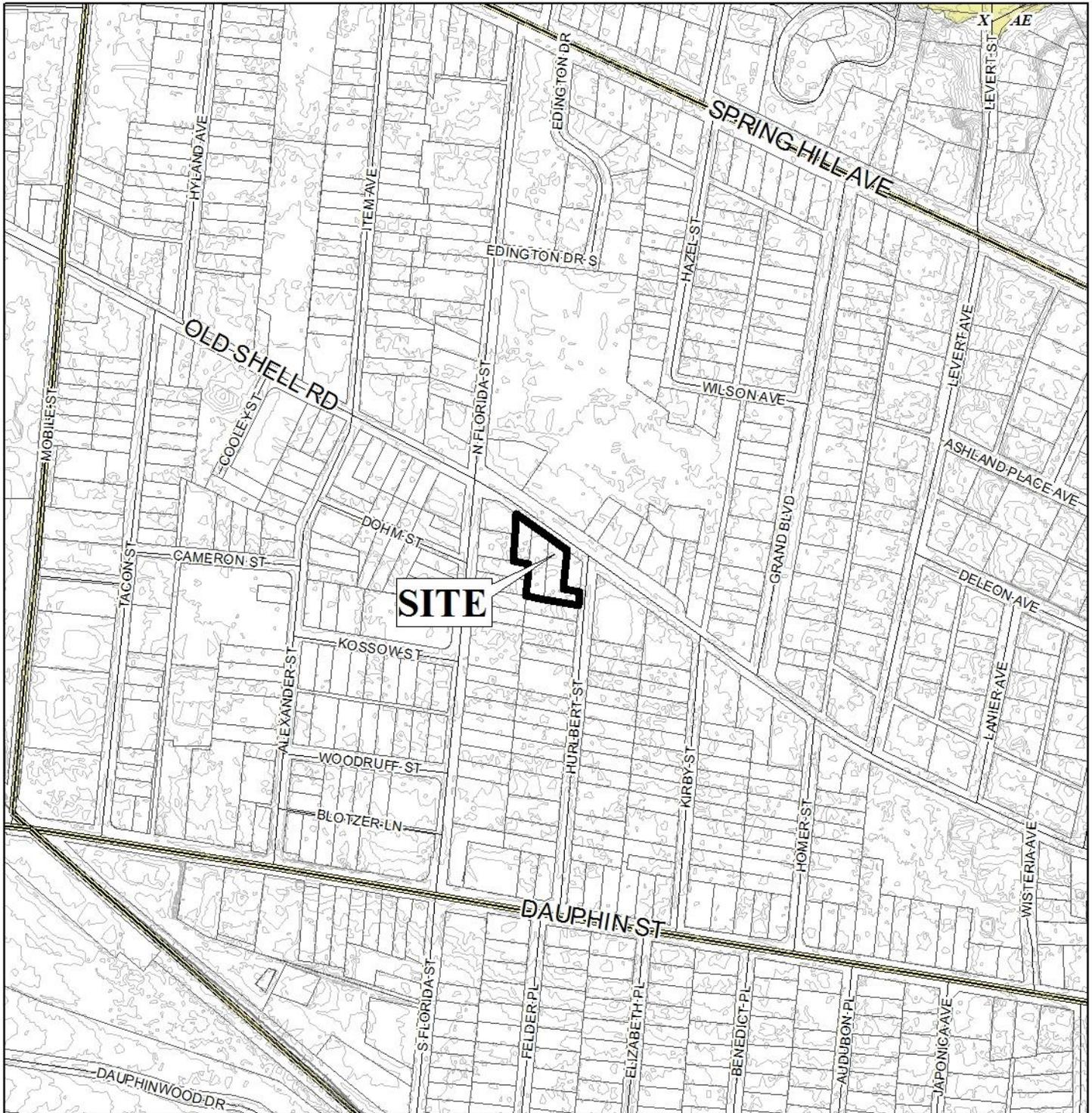
REQUEST Subdivision

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



NTS

ENVIRONMENTAL LOCATOR MAP



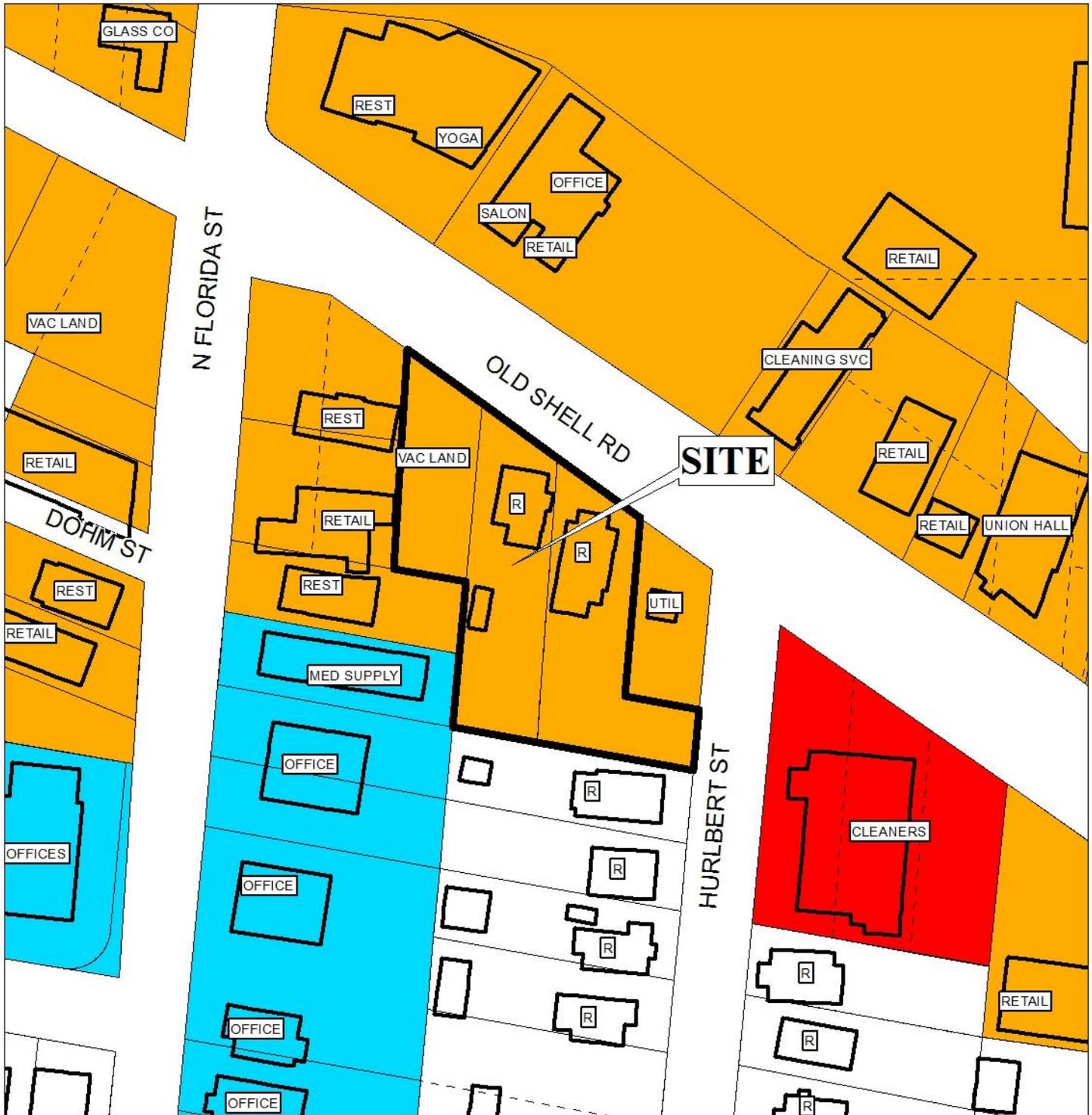
APPLICATION NUMBER 6 DATE January 4, 2018

APPLICANT Clark's Old Shell Subdivision

REQUEST Subdivision



CLARK'S OLD SHELL SUBDIVISION



APPLICATION NUMBER 6 DATE January 4, 2018

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



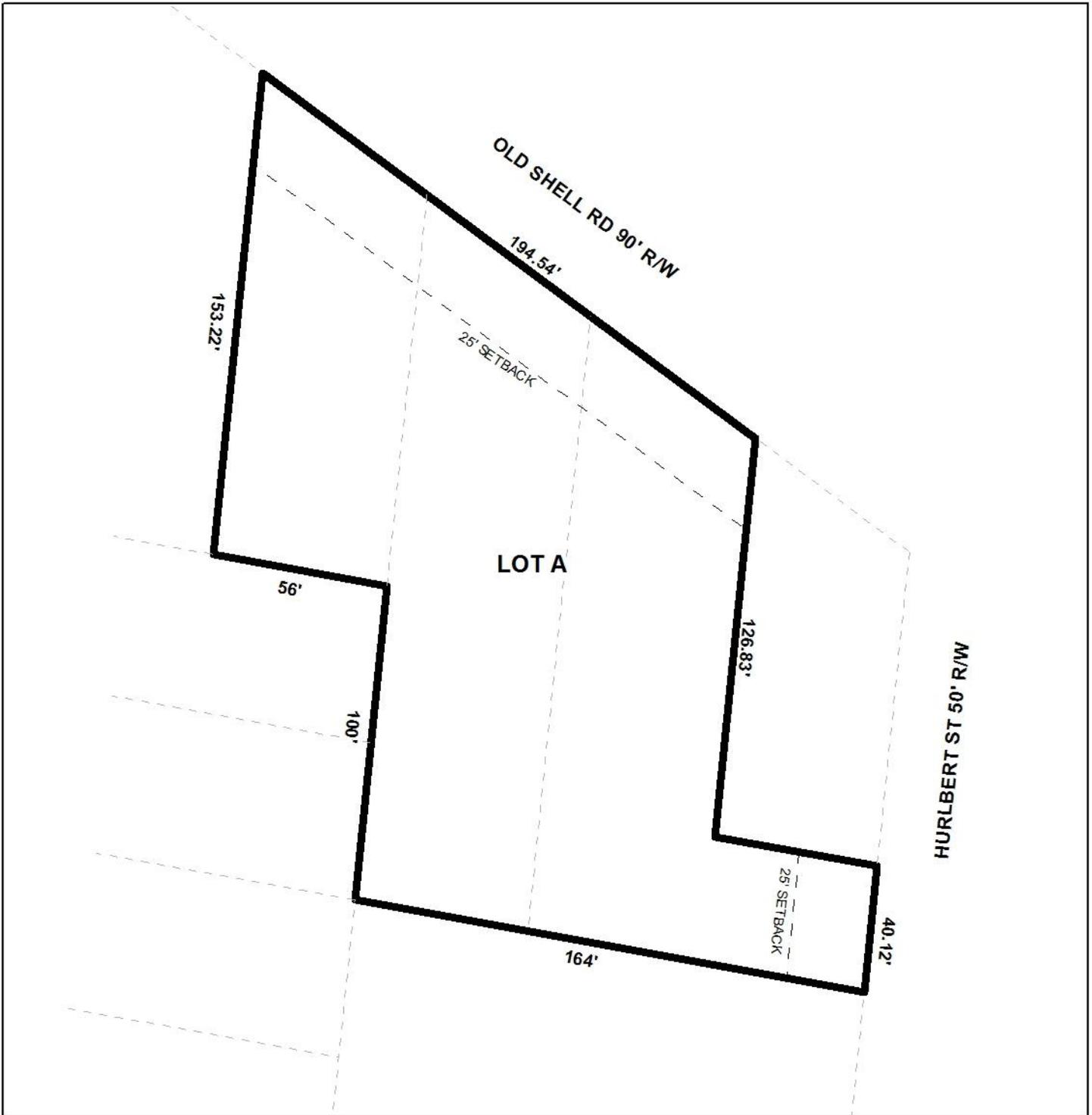
CLARK'S OLD SHELL SUBDIVISION



APPLICATION NUMBER 6 DATE January 4, 2018



DETAIL SITE PLAN



APPLICATION NUMBER 6 DATE January 4, 2018

APPLICANT Clark's Old Shell Subdivision

REQUEST Subdivision



