

BELMONT OAKS SUBDIVISION

Engineering Comments: Must comply with the Mobile County Flood Damage Prevention Ordinance. Development shall be designed to comply with the storm water detention and drainage facility requirements of the City of Mobile storm water and flood control ordinances, and requiring submission of certification from a licensed engineer certifying that the design complies with the storm water detention and drainage facility requirements of the City of Mobile storm water and flood control ordinances prior to the issuance of any permits.

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).

MAWWS Comments: No comments received.

The preliminary plat illustrates the proposed 119-lot, 36.6± Acre subdivision located at the Northwest corner of Dawes Lane Extension and Labrador Trail, within the Planning Jurisdiction. The applicant states the subdivision is served by public water and sanitary sewer systems (South Alabama Utilities).

The purpose of this application is to create 119 legal lots from two (2) metes-and-bounds parcels. The preliminary plat depicts subdivision of the site in three (3) phases, or “Units”: Unit One consists of proposed Lots 1-20; Unit Two consists of proposed Lots 21-66; and, Unit Three consists of proposed Lots 67-119. It should be noted that, with the exception of Unit One, the number of lots to be subdivided within each phase are listed as “approximate”; therefore, if approved, revision of the plat should be required if the number of lots will be different or the development is reconfigured.

In addition to 119 lots, three (3) Common Areas are proposed and one (1) “Tot Lot,” which does not appear to meet the minimum standards of the Subdivision Regulations with respect to size, hence its label.

The site fronts onto Dawes Lane Extension and Labrador Trail, both minor streets without curb and gutter requiring 60’ right-of-way widths. The site also has frontage onto the proposed extension of Airport Road, a planned major street requiring 120’ of right-of-way per the recently adopted Major Street Plan. The preliminary plat illustrates adequate rights-of-way along Dawes Lane Extension and Labrador Trail, but should be revised to illustrate dedication adequate to provide at least 60’ from the centerline of Airport Road, thus satisfying the intentions of the Major Street Plan.

The preliminary plat illustrates several proposed, unnamed roads which will have 50’ right-of-way widths and connect many of the proposed lots to Dawes Lane Extension and the proposed Airport Road extension, and Labrador Trail to an undeveloped parcel North of the subject site. Two (2) unnamed, closed-end streets are also proposed as part of Unit Three of the subdivision, the right-of-way widths of which are not provided. Revision of the plat to illustrate all proposed right-of-way widths, in compliance with Section V.B.14. of the Subdivision Regulations, for all proposed streets within each Unit of the subdivision should be required, if approved.

It should be noted that the proposed road connecting Labrador Trail to the undeveloped parcel to the North of the subject site will terminate as a street stub. While the length of the proposed street stub precludes the need for a temporary turn-around, if one is provided then it will need to meet the requirements of Sections V.B.6. and V.B.14. of the Subdivision Regulations.

It should also be noted that all proposed street(s) must be built to Mobile County Engineering standards and be accepted by Mobile County prior to the signing of the Final Plat.

While street access by a majority of the proposed lots will be limited to the proposed connector streets and closed-end streets within the subdivision, or to Labrador Trail, access along Lots 16, 19, and 20, as well as along one (1) of the Common Areas, is exclusively limited to Dawes Lane Extension. Additionally, Lots 15, 17, and 18 will have double frontage to Dawes Lane Road and to one (1) of the proposed connector streets; Lots 90 and 91 will have double frontage to another of the proposed connector streets, as well as to the proposed Airport Road extension, if constructed; and one (1) additional Common Area is inaccessible *until* construction of the proposed Airport Road extension.

Because large subdivisions inherently generate additional traffic as a result of additional vehicles having access to existing streets, it may be appropriate to limit access to Dawes Lane Extension. Revision of the plat to reconfigure or remove Lots 16, 19, and 20, as well as the Common Areas along Dawes Lane Extension and the proposed Airport Road extension will be necessary to do so. Additionally, access to all of the proposed lots should be limited to one (1) curb cut each. A note should, therefore, be placed on the Final Plat, if approved, stating each lot and Common Area is denied access to Dawes Lane Extension and the proposed Airport Road extension, and is limited to one (1) curb cut each to their respective unnamed roads along which they have frontage, with any changes in their sizes, locations, or designs to be approved by Mobile County Engineering and conform to AASHTO standards.

The 25' minimum building setback line is not illustrated along the frontage of any proposed lot or Common Area, as required by Section V.D.9. of the Subdivision Regulations. If approved, the plat should be revised to illustrate the 25' minimum building setback line along all street frontages, adjusted for any required dedication.

Many of the proposed lots are slightly irregularly shaped, which is seemingly the result of the design of the proposed connector streets, but none of the lot sizes are provided; therefore, it is difficult for Staff to determine if they will meet the minimum size requirements for lots served by public water and sanitary sewer systems. The sizes of the proposed Common Areas are also not provided. Additionally, many of the proposed lots do not appear to meet the minimum width requirements of the Subdivision Regulations, and not all lot widths are illustrated. A note on the plat states there is a 60' minimum lot width at the setback line, but without illustration of the setback line, staff cannot verify the remark. If approved, revision of the plat to provide the sizes of each lot and Common Area, as well to provide the widths of each lot and Common Area along each street on which they have frontage should be required, adjusted for any required dedication; or, provision of a table on the Final Plat providing the same information may suffice.

Regarding what is labeled as the “Tot Lot,” its purpose to the subdivision has not been identified by the applicant, and it does not meet the minimum size requirements for lots served by public water and sanitary sewer systems. As such, revision of the plat to label the “Tot Lot” as Common Area may be appropriate.

It should be noted that any changes affecting the layout of the approved subdivision plat as a result of each subdivision phase, or as a result of development, will need to be illustrated on a revised plat and approved by the Planning Commission.

A note should be provided on the Final Plat, if approved, stating the maintenance of all Common Areas, or other variation thereof (e.g. detention areas, green spaces, etc.), is the responsibility of the property owners.

The site will have to comply with the City of Mobile stormwater and flood control ordinances. If approved, a letter from a licensed engineer certifying compliance with the City’s stormwater and flood control ordinances should be submitted to the Planning and Zoning Department prior to the signing of the Final Plat, if approved, for each phase.

This site is located in the County; therefore, any lots that are developed commercially and adjoin residentially-developed property must provide a buffer in compliance with Section V.A.8. of the Subdivision Regulations. A note stating as much should be provided on the Final Plat, if approved.

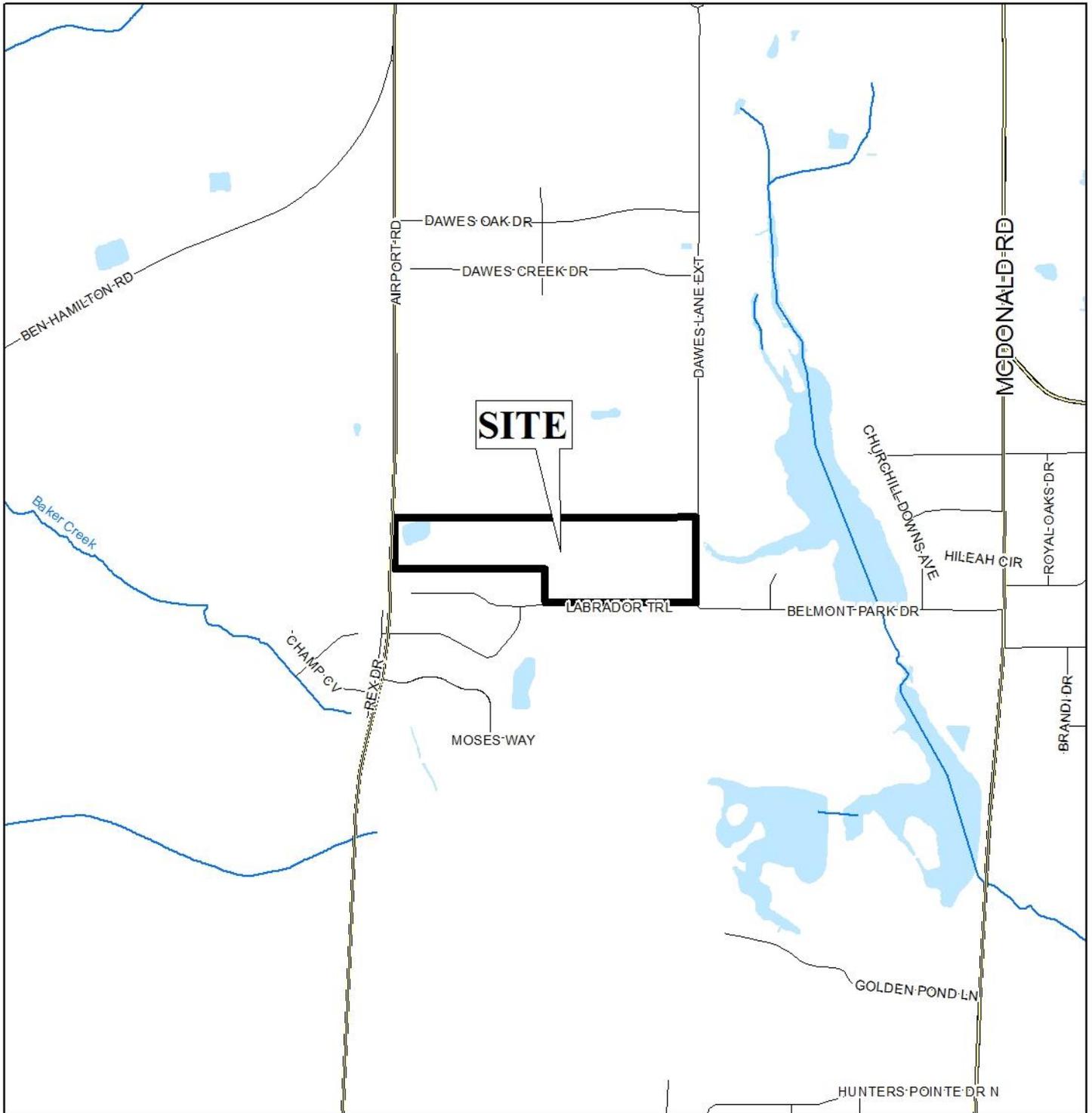
The geographic area defined by the city of Mobile and its planning jurisdiction, including this site, may contain Federally-listed threatened or endangered species as well as protected non-game species. Development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species. A note reflecting this requirement should be placed on the Final Plat, if approved.

This application is recommended for Holdover until the June 7, 2018 meeting with revisions due by May 24, 2018 to address the following:

- 1) revision of the plat to provide or illustrate a definite plan/layout for each subdivision phase;
- 2) revision of the plat to accommodate the proposed 120’-wide right-of-way of the Airport Road extension per the Major Street Plan, including the necessary dedication of land to Mobile County;
- 3) revision of the plat to illustrate right-of-way widths in compliance with Section V.B.14. of the Subdivision Regulation along all proposed streets within the subdivision;
- 4) revision of the plat to ensure no proposed lots or Common Areas have access to Dawes Road Extension;
- 5) revision of the plat to ensure no proposed lots or Common Areas have access to the proposed extension of Airport Road;
- 6) revision of the plat to provide the sizes of each lot and Common Area in both square feet and acres, or the provision of a table providing the same information;

- 7) revision of the plat to clearly identify the widths of each lot, and the widths of the access to each Common Area, as reconfigured on the revised plat;
- 8) provision of the 25' minimum building setback line along all street frontages where lots and Common Areas are at least 60' wide; and,
- 9) revision of the plat to label the "Tot Lot" as a Common Area;

LOCATOR MAP



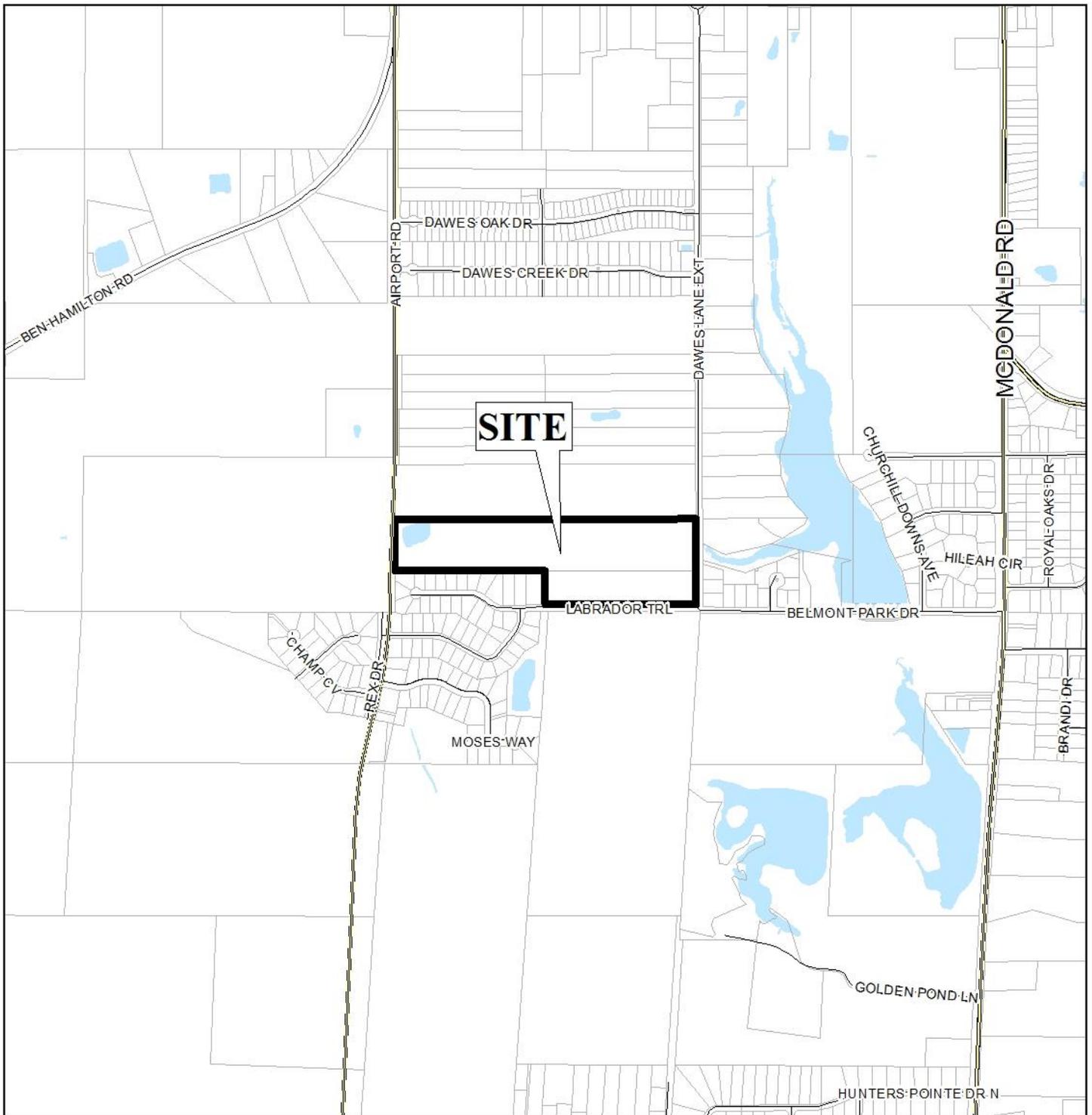
APPLICATION NUMBER 7 DATE May 3, 2018

APPLICANT Belmont Oaks Subdivision

REQUEST Subdivision



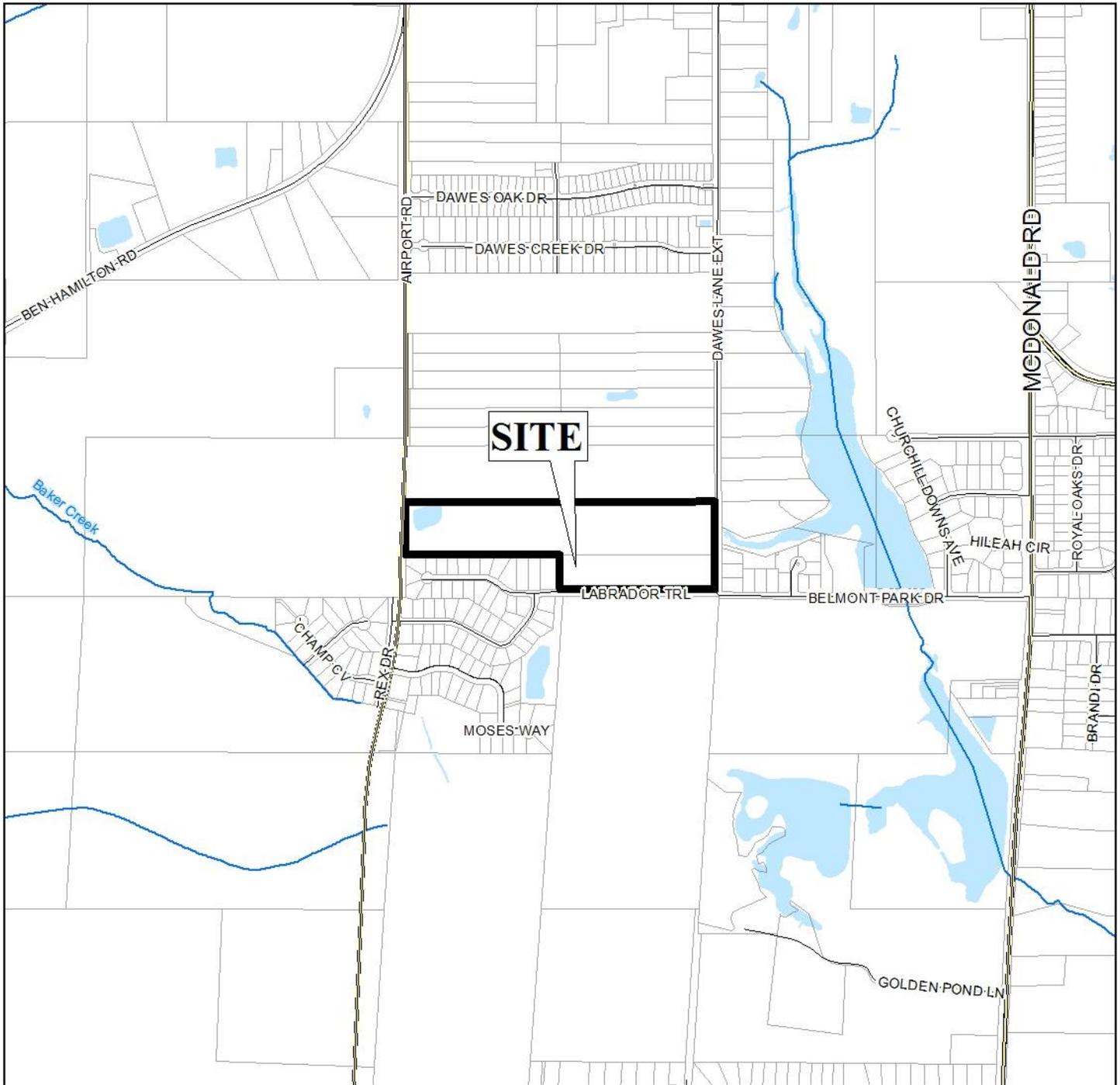
LOCATOR ZONING MAP



APPLICATION NUMBER 7 DATE May 3, 2018
APPLICANT Belmont Oaks Subdivision
REQUEST Subdivision



FLUM LOCATOR MAP



APPLICATION NUMBER 7 DATE May 3, 2018

APPLICANT Belmont Oaks Subdivision

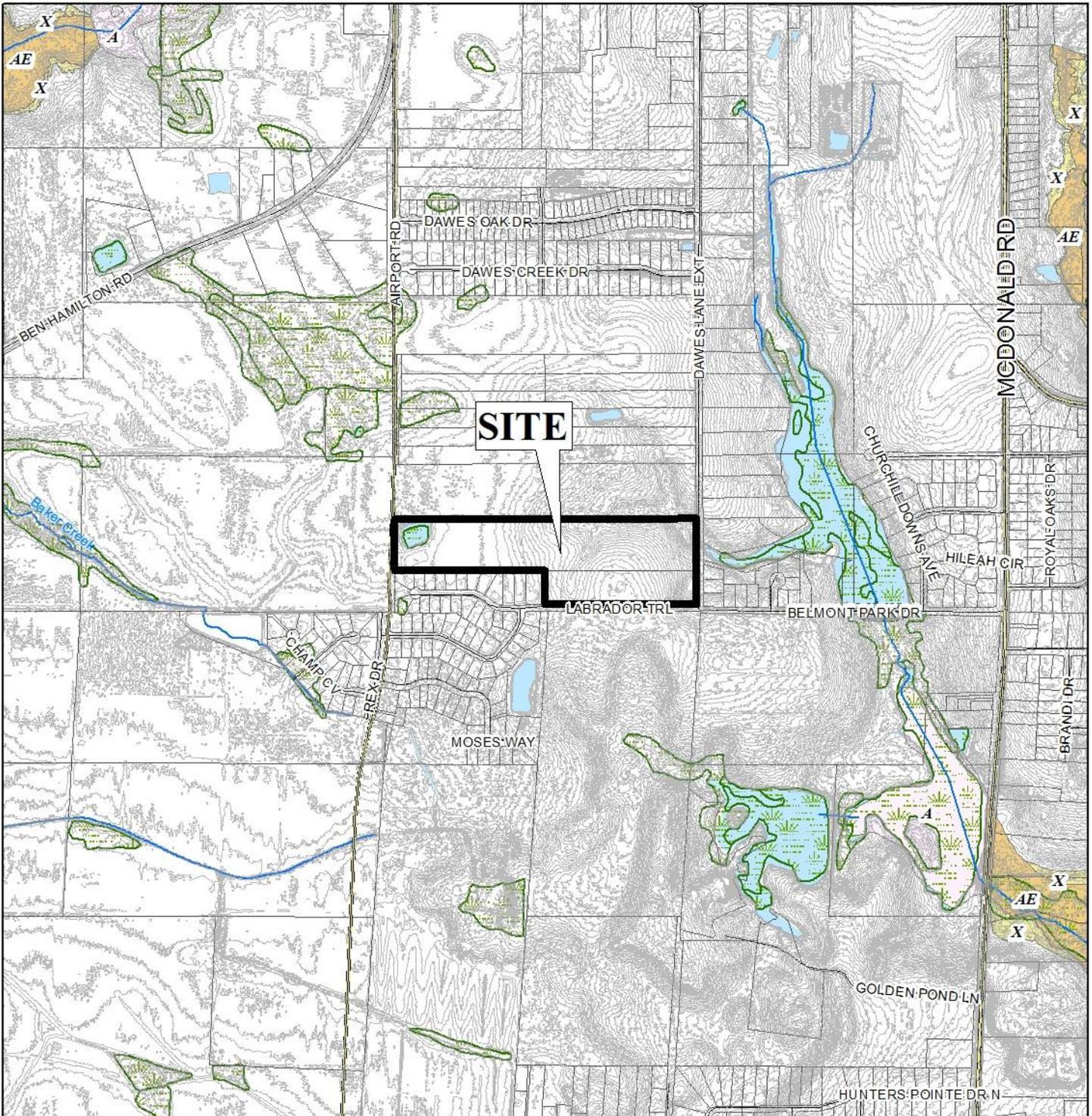
REQUEST Subdivision

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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 | |



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ENVIRONMENTAL LOCATOR MAP



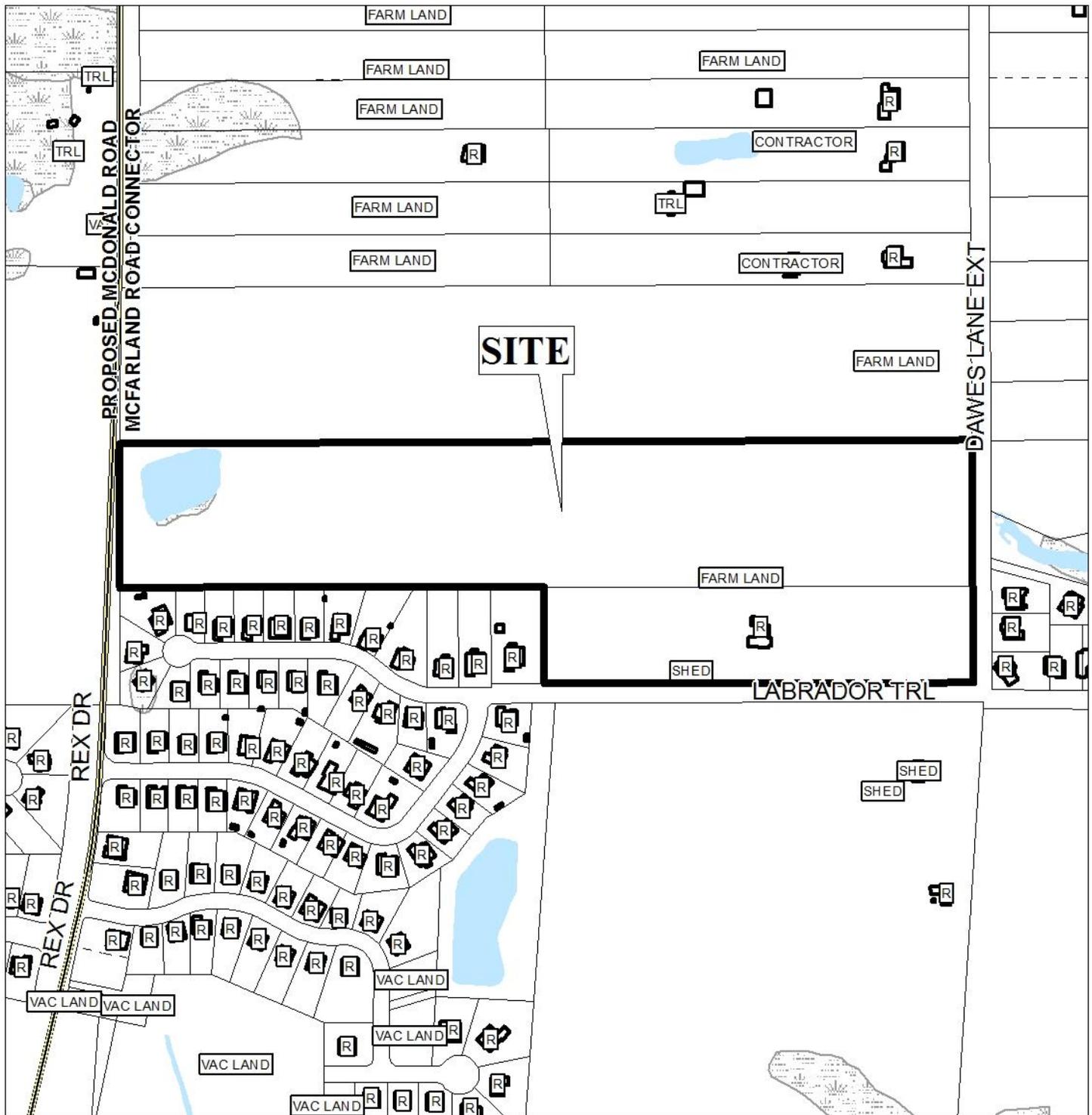
APPLICATION NUMBER 7 DATE May 3, 2018

APPLICANT Belmont Oaks Subdivision

REQUEST Subdivision



BELMONT OAKS SUBDIVISION

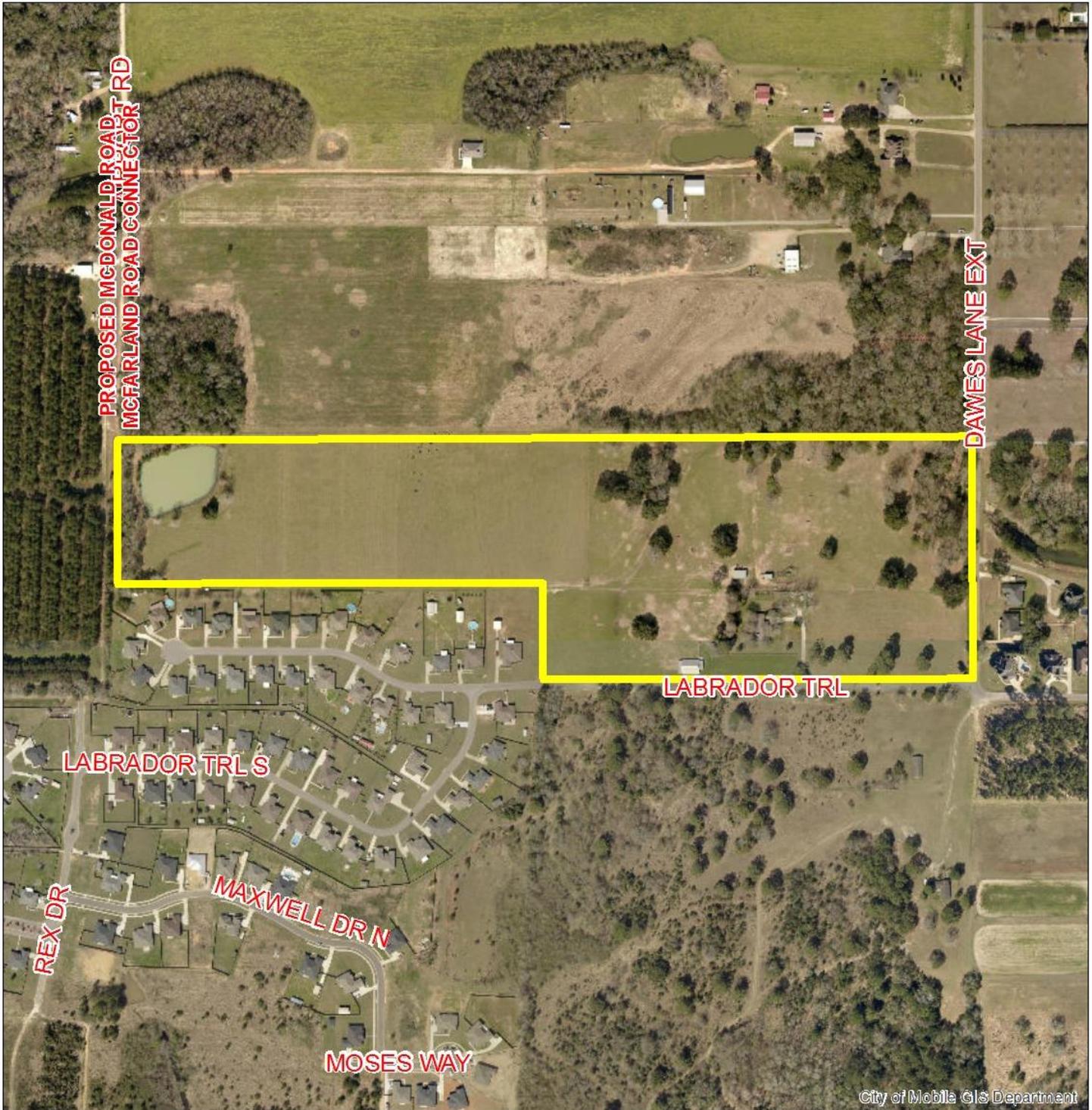


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R-A	R-3	T-B	B-2	B-5	MUN	SD-WH	T5.1
R-1	R-B	B-1	B-3	I-1	OPEN	T3	T5.2
R-2	H-B	LB-2	B-4	I-2	SD	T4	T6



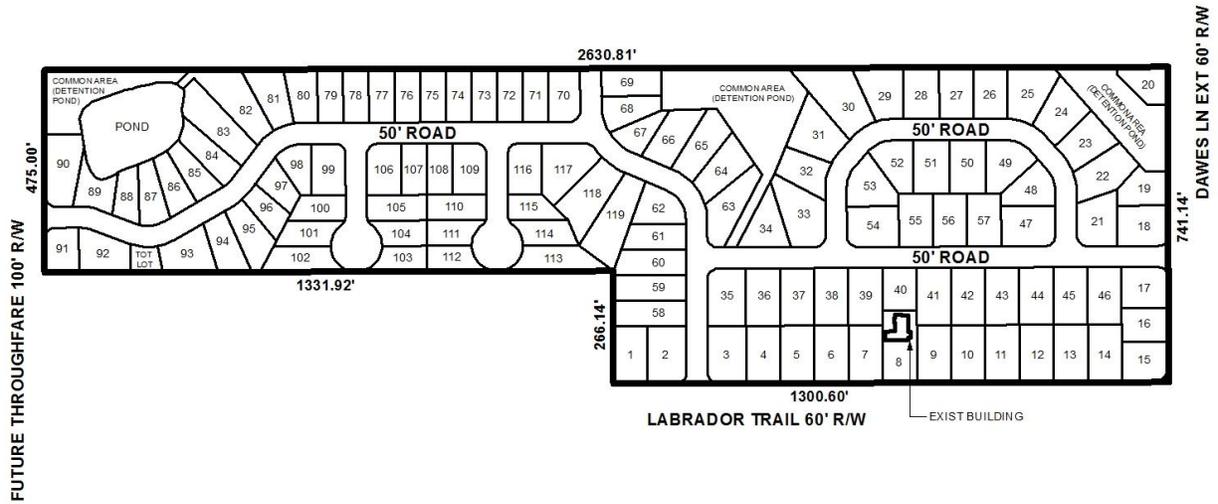
BELMONT OAKS SUBDIVISION



APPLICATION NUMBER 7 DATE May 3, 2018



DETAIL SITE PLAN



APPLICATION NUMBER 7 DATE May 3, 2018
 APPLICANT Belmont Oaks Subdivision
 REQUEST Subdivision



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