

CAHILL PLACE SUBDIVISION

Engineering Comments: Must comply with all storm water and flood control ordinances. Any work performed in the right of way will require a right of way permit.

Traffic Engineering Comments: Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Limit site to one driveway cut to Florida Street and one driveway cut Ralston Road. Driveways should be located as far from the intersection of Florida Street and Ralston Road as possible. No access is shown between the existing parking lot and the old Lot 1. Changes should be made to accommodate access from Florida Street if the development intends to use Florida Street access.

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 must comply with the requirements of the 2003 International Fire Code, including Appendices B through D, as adopted by the City of Mobile, and the 2003 International Existing Building Code, as appropriate.

Mobile Area Water & Sewer System Comments: No comments

The plat illustrates the proposed .07± acre, 1-lot subdivision, which is located on the Southwest corner of South Florida Street and Ralston Road, in City Council District 5. The application states that the site is served by public water and sanitary sewer facilities.

The purpose of this application is to create one legal lot of record from a legal lot of record and a metes and bounds parcel. The legal lot portion of the proposed 1-lot subdivision (Lot 2, Goforth Media) will be joined with the metes and bounds portion as illustrated in the preliminary plat as Lot 1, Cahill Place Subdivision.

The site fronts South Florida Street, a proposed major street, with 60-feet of right-of-way and Ralston Street, a minor street with 50-feet of right-of-way. Since Florida Street is a proposed major street as illustrated on the Major Street Component of the Comprehensive Plan, 100-feet of right-of-way widths are required for major streets; therefore, the Final Plat should be revised to indicate the dedication of 50-feet from the centerline of South Florida Street as required by the Major Street Component of the Comprehensive Plan.

The site has approximately 120-feet of road frontage on South Florida Street and approximately 243 feet on Ralston Road. Since this development has minimum frontage on a major street and extensive frontage on a minor street access management is a concern; therefore, a note should be place on the Final Plat stating that the development is limited to one curb cut to Ralston Road and one curb cut to South Florida Street, with the size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards.

As proposed, the plat does not illustrate adequate radii where Ralston Road intersects with South Florida Street. The Final Plat should be revised to comply with Section V.B.16. of the Subdivision Regulations, with the size and design to be approved by Traffic Engineering and conform to AASHTO standards.

It should also be noted that the existing structure is connected to an existing second story wood structure; therefore, a Planned Unit Development (PUD) application would be required as well, or the removal of the connection. Planned Unit Development (PUD) application is required due to the adjacent developments possibly shared parking, or by sharing of a structure such as this development across lot lines.

Based on the preceding, it is recommended that this application be held over until the April 6th meeting, with required information submitted by March 16th, to allow the applicant to address the following:

- 1) dedication of sufficient right-of-way, South Florida Street, to provide a minimum 50-feet as measured from the centerline of South Florida Street;
- 2) placement of a note on the Final Plat stating that the development is limited to one curb cut to Ralston Road and one curb cut to South Florida Street, with the size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards;
- 3) provision of adequate radii, in compliance with Section V.B.16. of the Subdivision Regulations, at the intersection of South Florida Street and Ralston Road, with the size to be determined by Traffic Engineering and conform to AASHTO standards; and
- 4) submission of a Planned Unit Development (PUD) application.

Revised for the April 2, 2009 meeting:

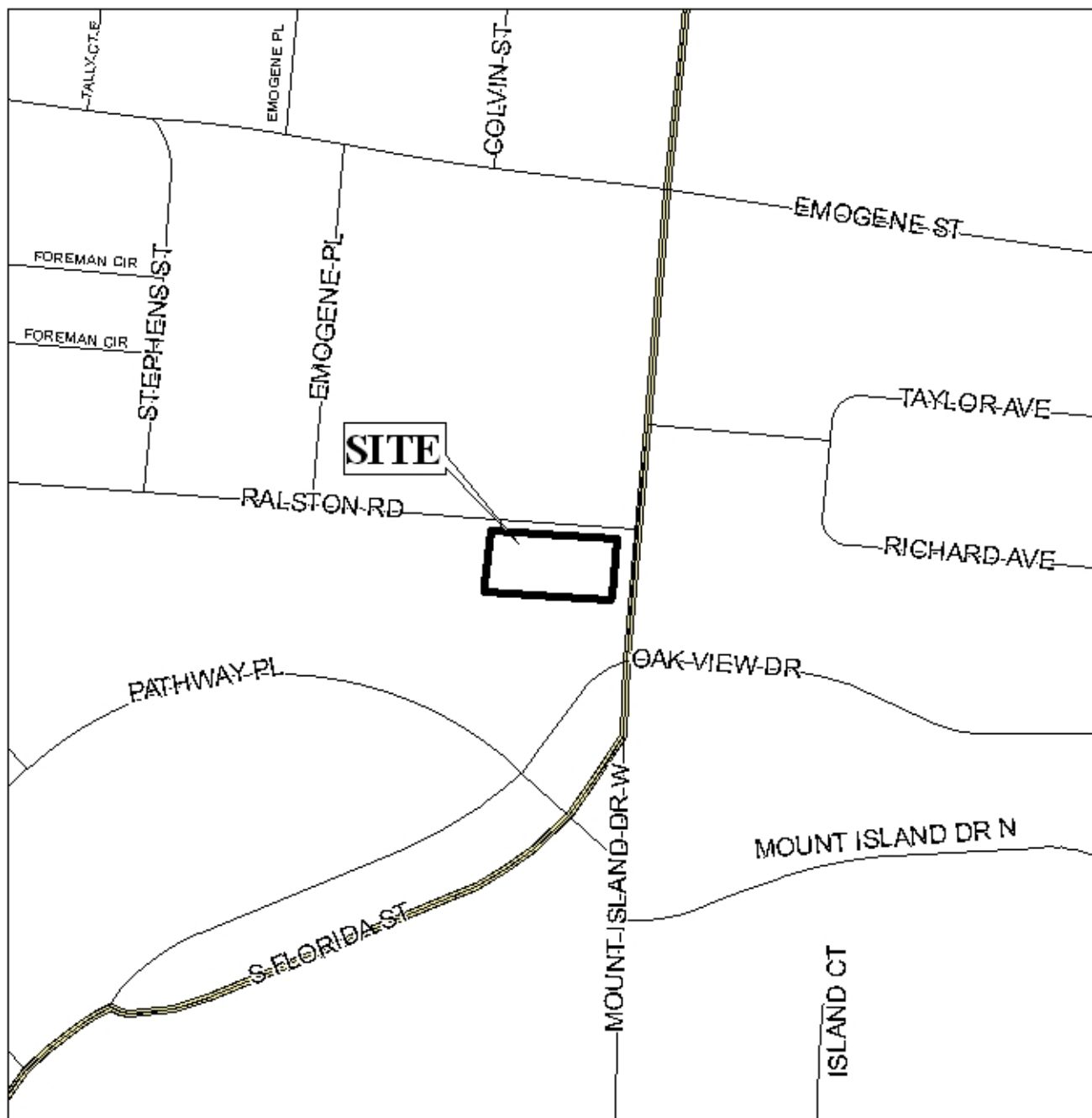
The applicant has submitted a preliminary plat illustrating the removal of the second-story connecting structure, provision of dedication of the minimum 50-foot as measured from the centerline of Florida Street and the provision of adequate radii at the intersection of south Florida Street and Ralston Road. However, conditions of limiting of the curb cuts to allow one curb cut each to South Florida Street and Ralston Road have not been indicated on the preliminary plat, the placement of a note on the Final Plat stating that the development is limited to one curb cut to Ralston Road and one curb cut to South Florida Street, with the size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards.

Based on the preceding, this application is recommended for approval subject to the following conditions:

- 1) *revision of the 25-foot minimum building line to show the minimum building line along all street frontages;*
- 2) *dedication of sufficient right-of-way, South Florida Street, to provide a minimum 50-feet as measured from the centerline of South Florida Street;*

- 3) *placement of a note on the Final Plat stating that the development is limited to one curb cut to Ralston Road and one curb cut to South Florida Street, with the size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards;*
- 4) *provision of adequate radii, in compliance with Section V.B.16. of the Subdivision Regulations, at the intersection of South Florida Street and Ralston Road, with the size to be determined by Traffic Engineering and conform to AASHTO standards;*
- 5) *the placement of a note on the Final Plat, stating that any existing curb cuts not allowed by this subdivision be removed and curbed to City standards, prior to the signing of the Final Plat; and*
- 6) *the submission and approval of the demolition permit to remove the second story building connection between the building on this site and the adjacent building, prior to the signing of the Final Plat.*

LOCATOR MAP



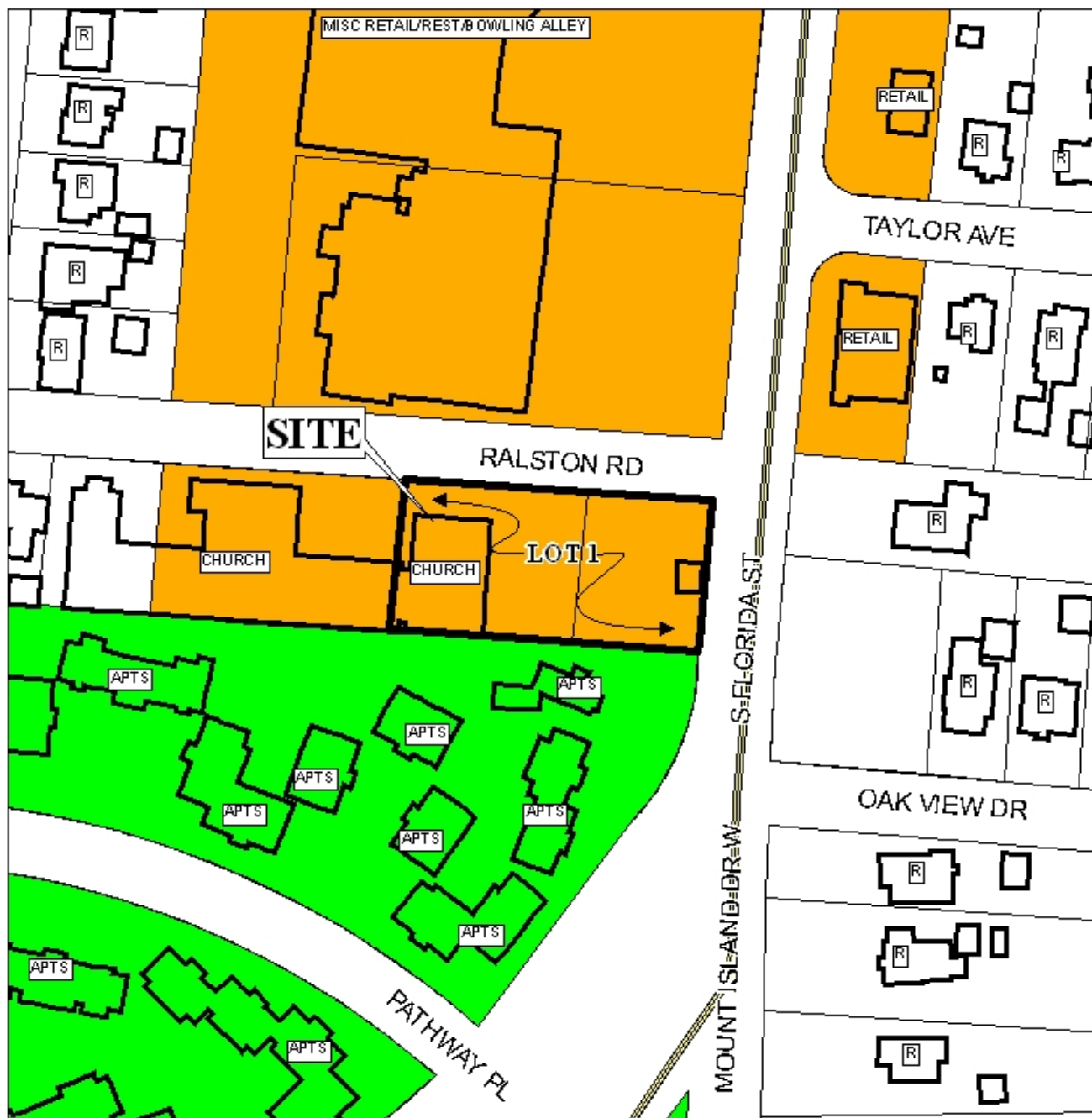
APPLICATION NUMBER 1 DATE April 2, 2009

APPLICANT Cahill Place Subdivision

REQUEST Subdivision



CAHILL PLACE SUBDIVISION



APPLICATION NUMBER 1 DATE April 2, 2009

LEGEND

R-1	R-2	R-3	R-4	R-B	H-B	T-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2
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NTS

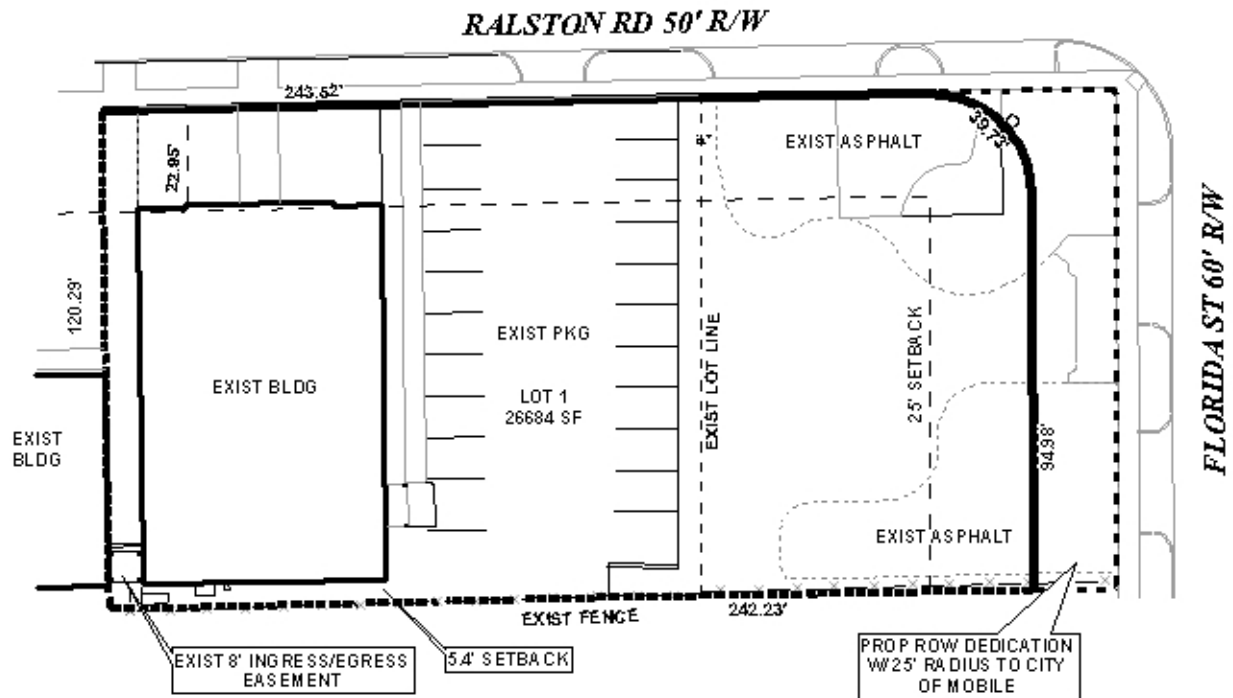
CAHILL PLACE SUBDIVISION



APPLICATION NUMBER 1 DATE April 2, 2009



DETAIL SITE PLAN



APPLICATION NUMBER 1 DATE April 2, 2009
 APPLICANT Cahill Place Subdivision
 REQUEST Subdivision

