

AUSTAL OUTFIT YARD 1 SUBDIVISION

Engineering Comments: Show Minimum Finished Floor Elevation on each lot on Plat. Any proposed temporary construction trailers shall have an engineered foundation that complies with FEMA 85. There is to be no fill placed within the limits of the flood plain without providing compensation. 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 in addition to any required land disturbance permit. Drainage from any dumpster pads cannot discharge to storm sewer; must have connection to sanitary sewer.

Traffic Engineering Comments: Driveway numbers, 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 61-929 and City Code Chapters 57 and 64).

Fire Department Comments: All commercial projects shall comply with the 2003 International Fire Code and Appendices B through G as adopted by the City Of Mobile on July 6, 2004. All One- or Two-Family residential developments shall comply with Appendices B, C and D of the 2003 International Fire Code as adopted by the City of Mobile on July 6, 2004.

MAWSS Comments: No comments.

The plat illustrates the proposed 31.2-acre, 1-lot subdivision which is located on Pinto Island, and is within Council District 2. The applicant states that the proposed subdivision is served by city water and sanitary facilities.

The purpose of the application is to create a 1-lot subdivision from multiple metes and bounds parcels. The plat illustrates the proposed lot and Dunlap Drive (private street) to the location.

The application states the subdivision encompasses five parcels or portions of parcels. As shown on the preliminary plat parcels (R022905000006005 & R022905000006005.001) and portions of parcels (R022905000006005.004, R022905000007001.001 & R022905000007001.006) are included as well. A letter submitted by Austal's attorney stating the two owners of the portion of the parcels DO NOT wish to participate in the subdivision. Typically, this would be an issue for residential and commercial subdivision; however, the owners would like to have Dunlap Drive remain private due to the controlled access and security control the owner's of Pinto Island require.

This level of security for the site is necessary for several reasons: 1) the site is a point of entry into the country for workers on ships and oil rigs – therefore the owner is required to maintain strict security over the site; 2) the use of heavy equipment on the site makes public access undesirable due to safety concerns – both for the members of the public, as well as for the safety and security of the property owner; 3) the necessity for dredging the slips requires a spoil outfall

pipe to cross the road for extended periods of time – which would be unacceptable if this were a public right-of-way. Based upon these factors, consideration as a private road subdivision would be appropriate.

While the existing private street may be appropriate for this development, there are a few issues that should be addressed. The first is that of Planned Unit Development Approval, as is required for private street subdivisions. Given the existing development of the site and its large size (31.2 acres), a full PUD or Administrative PUD could be considered impractical at this juncture, since this is a one lot subdivision. A more logical requirement would be the standard submission of applicable permitting applications for any new building (site built or modular), parking area, circulation drives, or major equipment as would be required prior to construction. Those permitting applications would illustrate the proposed improvements, the area of the lot on which they are to be located, all existing improvements on that lot, as well as access and circulation between that lot, adjacent lots, and the private street.

Also relating to the private road, Section VIII.E.2 of the Subdivision Regulations sets specific parameters with regard to construction standards, other improvements such as signage, etc, as well as maintenance and other issues. The applicant does not describe the construction standards of the existing road, nor the paved width. Additional documentation may be required to verify that the standards specified in the Subdivision Regulations are met or exceeded. Otherwise, full compliance with VIII.E.2 would be required.

Given the location of the site and the industrial use of the property, the site could be considered environmentally sensitive. Therefore, a note should be required on the final plat stating that approval from all applicable federal, state and local agencies be obtained prior to the issuance of any permit.

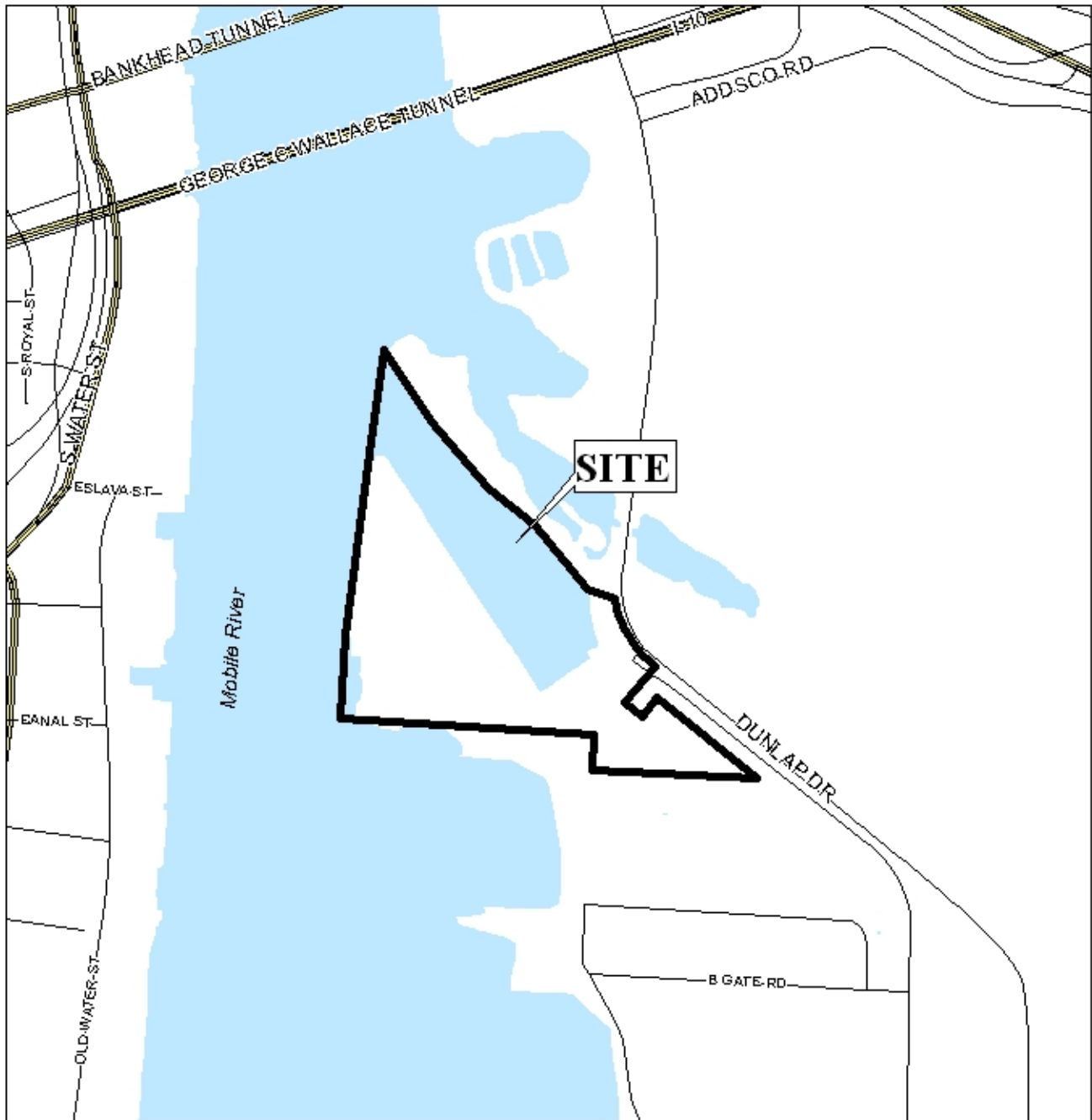
The geographic area defined by the city of Mobile and its planning jurisdiction, including this site, may contain Federally-listed threatened or endangered species as well as protected non-game species. Development of the site must be undertaken in compliance with all local, state and Federal regulations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

The plat meets the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval subject to the following conditions:

- 1) submission of documentation to verify that the standards of the private road meets or exceeds the standard specified in the Subdivision Regulation;
- 2) compliance with Section VIII.E.2 of the Subdivision Regulations;
- 3) compliance with Engineering comments: *(Show Minimum Finished Floor Elevation on each lot on Plat. Any proposed temporary construction trailers shall have an engineered foundation that complies with FEMA 85. There is to be no fill placed within the limits of the flood plain without providing compensation. 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 in addition to any required land disturbance permit. Drainage from any dumpster pads cannot discharge to storm sewer; must have connection to sanitary sewer);*

- 4) placement of a note on the final plat stating that development of the site must be undertaken in compliance with all local, state, and Federal regulations regarding endangered, threatened or otherwise protected species; and
- 5) approval of all applicable federal, state and local agencies be obtained prior to the issuance of any permit..

LOCATOR MAP



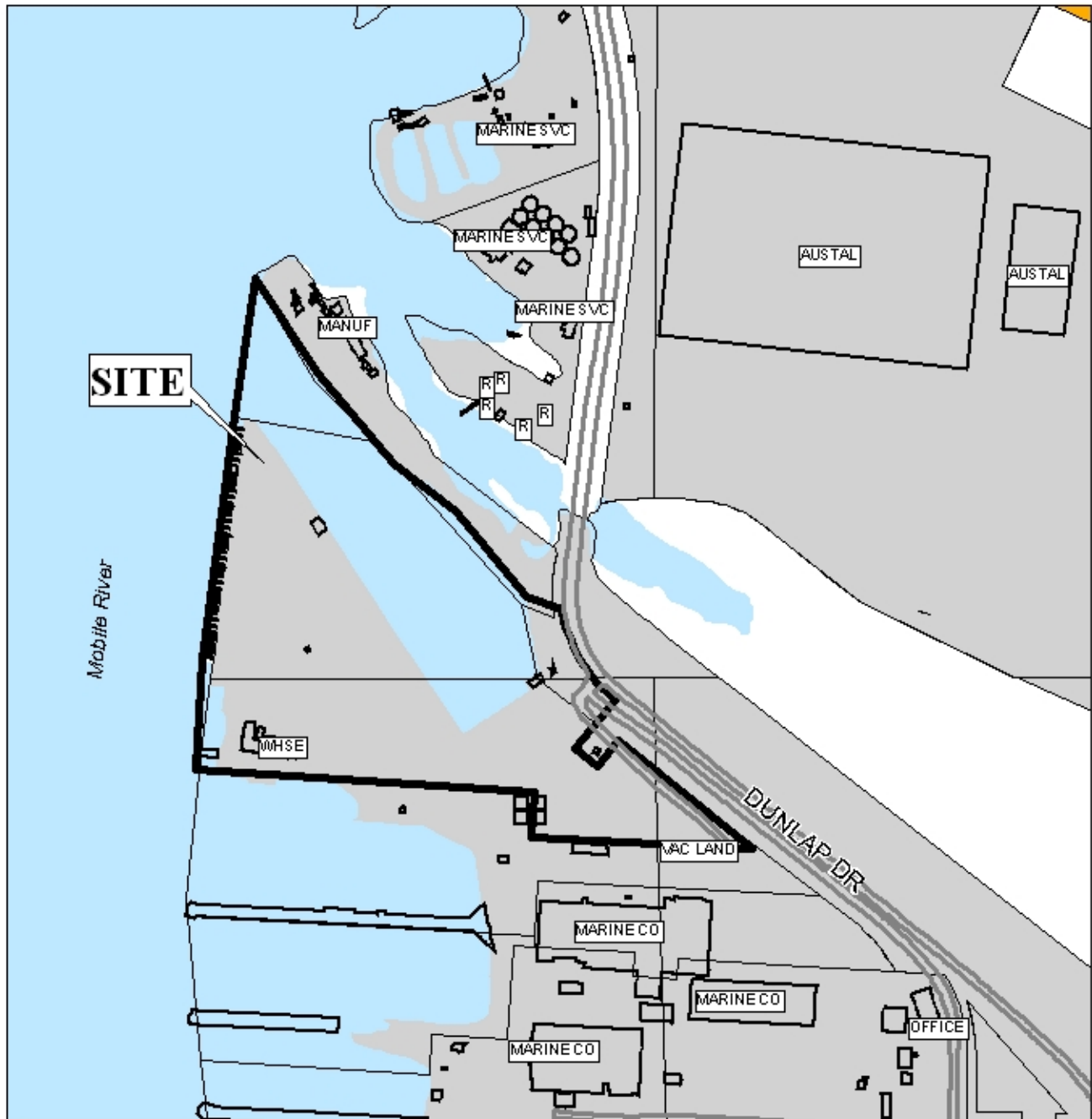
APPLICATION NUMBER 2 DATE December 16, 2010

APPLICANT Austal Outfit Yard 1 Subdivision

REQUEST Subdivision



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