

BOOTHE 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 ALDOT 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 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.

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

The plat illustrates the proposed 1-lot, 3.9± acres subdivision located at the Northwest corner of South Broad Street and Lucille Street (not open), 205'± South of Sutton Avenue, extending to the Canadian Northern Railroad right-of-way, in Council District 3. The subdivision is served by public water and sanitary services.

The purpose of this application is to create a legal lot of record from nine existing metes-and-bounds parcels. The subject site was approved as part of a two-lot subdivision in February, 2009, and a one-year extension of such was approved at the February 4, 2010 meeting. However, the current application proposes to create one lot from the entire proposed Lot 2 and the South portion of the proposed Lot 1 of the previous approval. The remaining portion of the previous application is not included in this one. That portion consists of three intact metes-and-bounds parcels. The entire site was rezoned to I-1, Light Industry, in association with the initial two-lot subdivision.

The site fronts on South Broad Street, a proposed major street as shown on the Major Street Plan Component of the Comprehensive Plan, with a proposed 100' right-of-way. As depicted on the preliminary plat, the current right-of-way of South Broad Street is 50', and an additional 25' are depicted to be dedicated to provide 50' from the centerline of South Broad Street. This dedication should be required on the Final Plat. Also depicted is the proposed vacation of Lucille Street, an unopened 30' right-of-way along the South side of the subject site. As proposed, the site would obtain the North 15' after the vacation; therefore, the Vacation Process for Lucille Street should be completed and recorded before signing of the Final Plat. As illustrated on the preliminary plat, the 25' minimum building setback line along South Broad Street should be indicated as measured from the required frontage dedication, and the setback along the rear should be illustrated as measured from the existing Canadian Northern Railroad right-of-way.

As South Broad Street is a proposed major street, access management is a concern. The site is developed and aerial photographs indicate three access points to the property from South Broad Street. One is at the North end of the site, one is in the middle of the site, and one is via the unopened portion of Lucille Street at the South end of the site. As the site appears to have a wrap-around drive for truck access to the existing building, two curb cuts would be in order to provide truck access and front parking lot access. Therefore, the lot should be limited to two curb cuts, with the size, location and design to be approved by Traffic Engineering and conform to AASHTO standards.

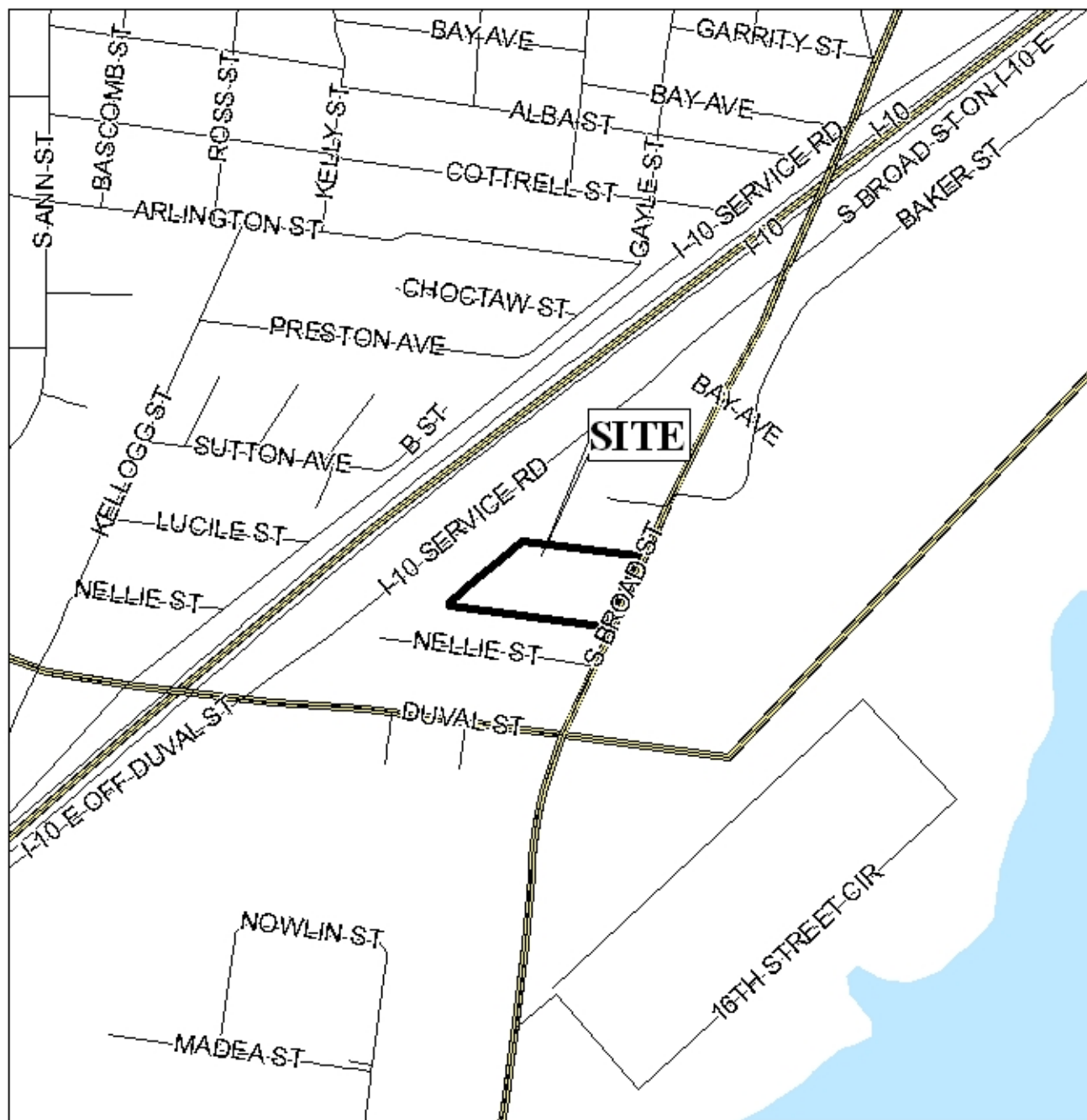
The lot on the preliminary plat is labeled with its size in square feet and acres, and should also be so-labeled on the Final Plat, or a table should be furnished providing the same information.

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.

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

- 1) dedication of sufficient right-of-way to provide 50' from the centerline of South Broad Street;
- 2) completion of the Vacation process for Lucille Street and the recording of such prior to signing the Final Plat;
- 3) illustration of the 25' minimum building setback line along South Broad Street as measured from any required dedication;
- 4) illustration of the 25' minimum building setback line along the Illinois Central Gulf Railroad right-of-way as measured from the current right-of-way line;
- 5) placement of a note on the Final Plat stating that the subdivision is limited to two curb cuts to South Broad Street, with the size, location and design to be approved by Traffic Engineering and conform to AASHTO standards;
- 6) labeling of the lot with its size in square feet and acres, after the Lucille Street vacation and any required dedication, or the furnishing of a table on the Final Plat providing the same information;
- 7) placement of a note on the Final Plat stating that approval of all applicable Federal, state and local agencies for endangered, threatened or otherwise protected species is required prior to the issuance of any permits or land disturbance activities; and
- 8) subject to the 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).*

LOCATOR MAP



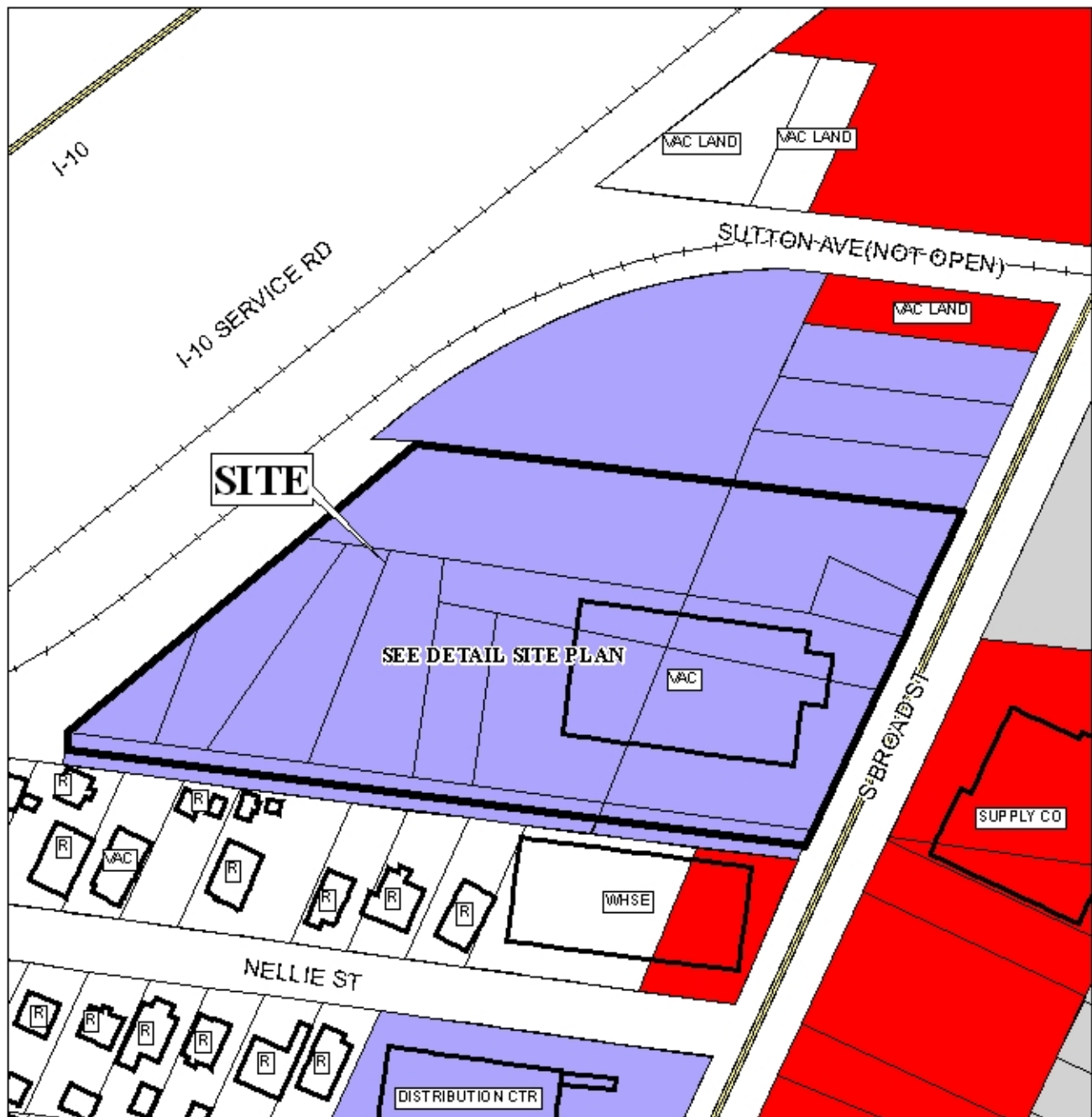
APPLICATION NUMBER 4 DATE March 4, 2010

APPLICANT Boothe Subdivision

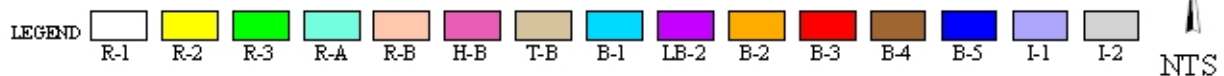
REQUEST Subdivision



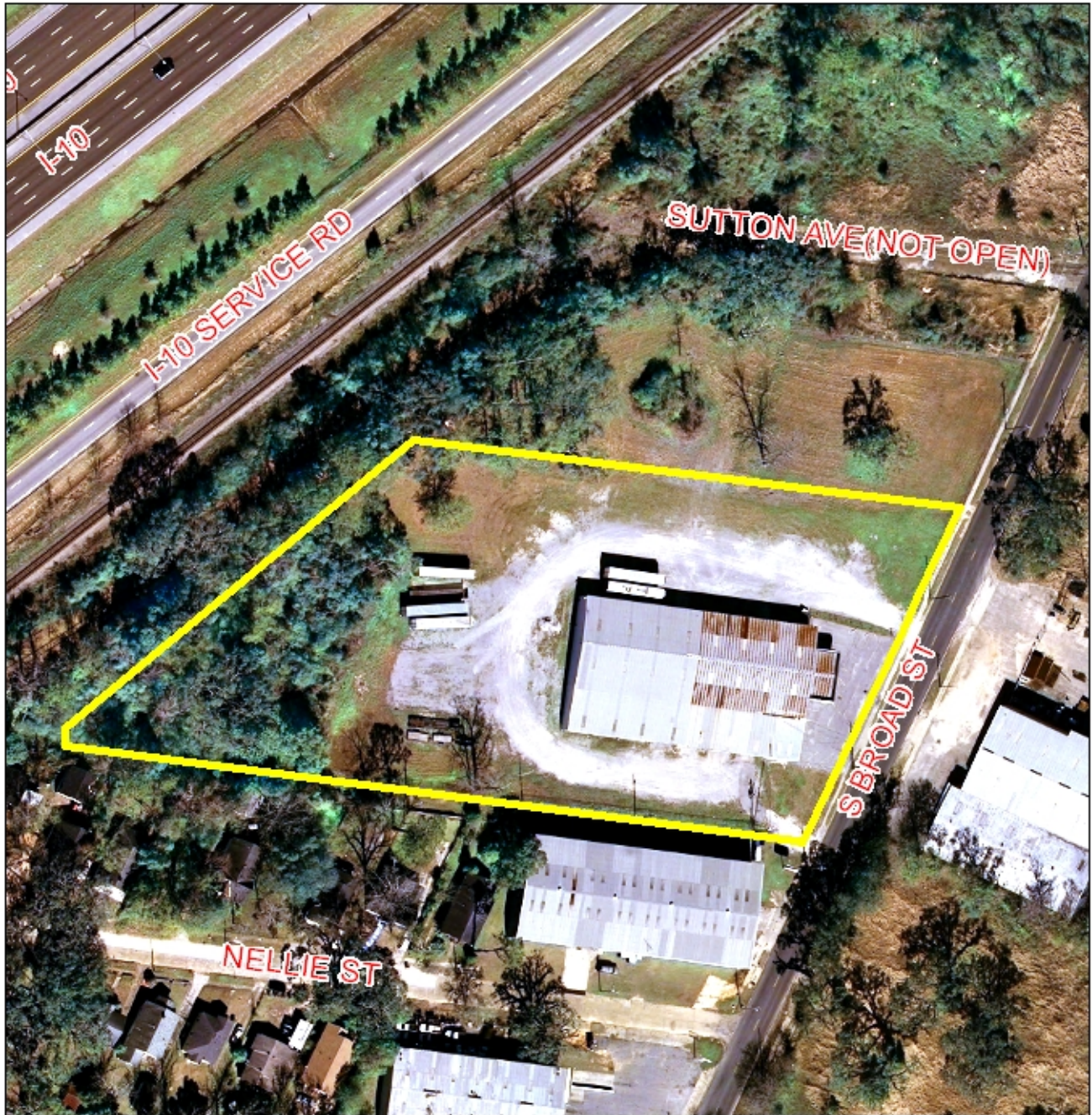
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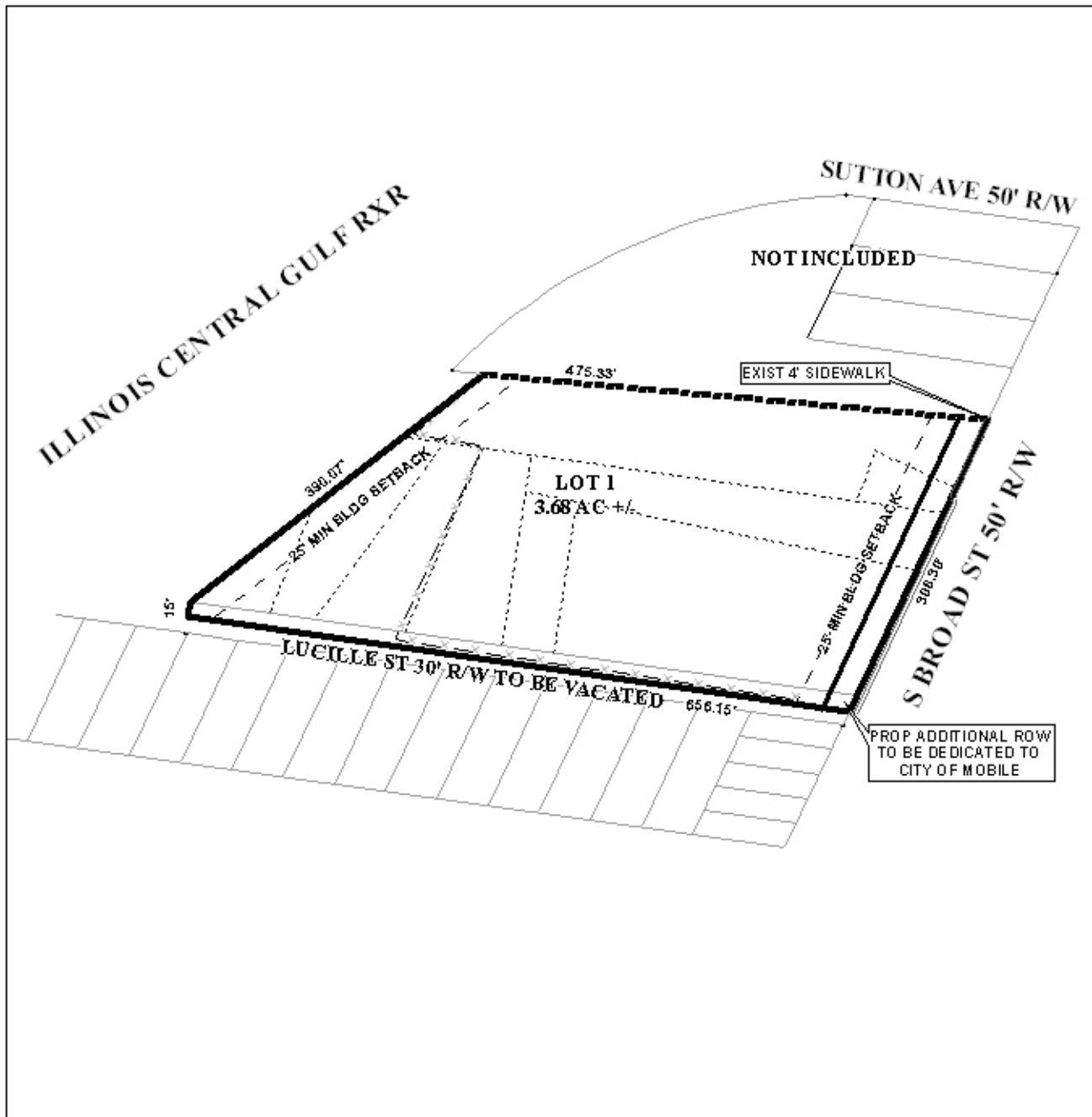
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DETAIL SITE PLAN



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APPLICANT Boothe Subdivision

REQUEST Subdivision

