

## **PINTO ISLAND SUBDIVISION**

Engineering Comments: Show flood zone on plat. The applicant is responsible for verifying if the site contains wetlands. The site can be checked against the National Wetlands Inventory on the COM web site Environmental Viewer. If the site is included on the NWI, it is the applicant's responsibility to confirm or deny the existence of regulatory wetlands. 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 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.

The plat illustrates the proposed 545 acre, 4 lot subdivision which contains all of the property on Pinto Island, and is located in Council District 2. The subdivision is served by city water and sanitary facilities.

The purpose of the application is to create a 4 lot subdivision from multiple metes and bounds parcels. The plat illustrates the proposed lots and a private street, which bisects one of the lots – thereby actually making this a 5 lot subdivision. The applicant has been made aware of this issue and will be presenting a revised plat.

The applicant has presented documentation stating the need for the private road is to secure the site. To accomplish this, a gate will be installed on Dunlap Drive, on the South side of Pinto Pass, in the near future. Security of 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 sophil 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 considered appropriate.

While a 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 (545 acres), a full PUD could be considered impractical at this juncture. A more logical requirement would be

the submission of Administrative PUD applications for any new building (site built or modular), parking area, circulation drives, or major equipment. Those applications would illustrate the proposed improvements, 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, the 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 describes the existing road as constructed to ALDOT standards, and is an average of 24' in paved width. Additional documentation may be required to verify that the ALDOT standard meets or exceeds the standard specified in the Subdivision Regulations. 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.

Based on the preceding, it is recommended that the Commission consider amending the application to a 5 lot subdivision, and grant Tentative Approval as a private street subdivision, subject to the following conditions: 1) provision of an operation gate or security guard on Dunlap Drive, on the South side of Pinto Pass, prior to signing of the final plat; 2) Submission of documentation to verify that the ALDOT standard of the private road meets or exceeds the standard specified in the Subdivision Regulation; 3) compliance with Section VIII.E.2 of the Subdivision Regulations; 4) the submission of Administrative PUD applications for any new building (site built or modular), parking area, circulation drives, or major equipment; 5) approval from all applicable federal, state and local agencies be obtained prior to the issuance of any permit.

## LOCATOR MAP



APPLICATION NUMBER 7 DATE February 15, 2007

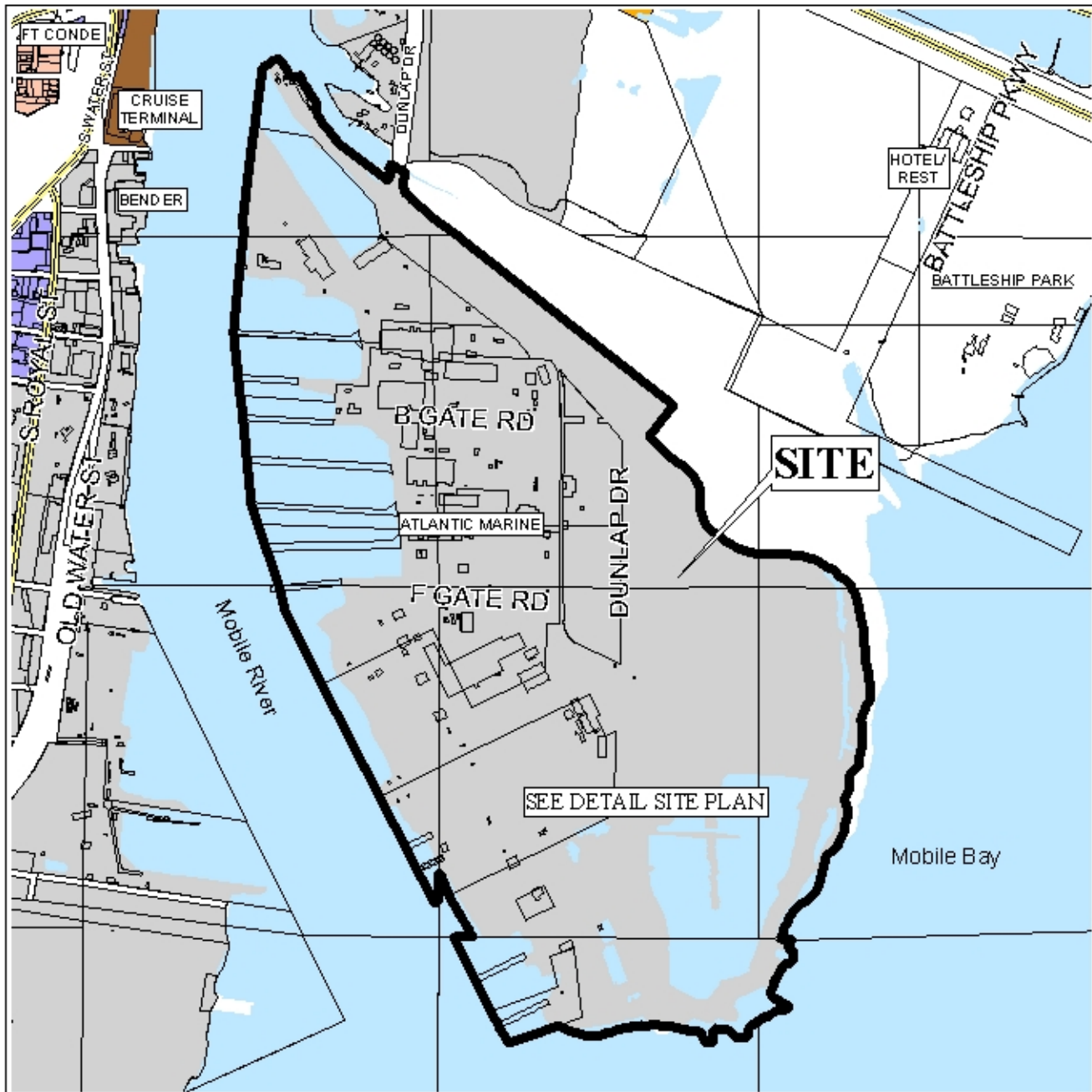
APPLICANT Pinto Island Industrial Park Subdivision

REQUEST Subdivision



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# PINTO ISLAND INDUSTRIAL PARK SUBDIVISION



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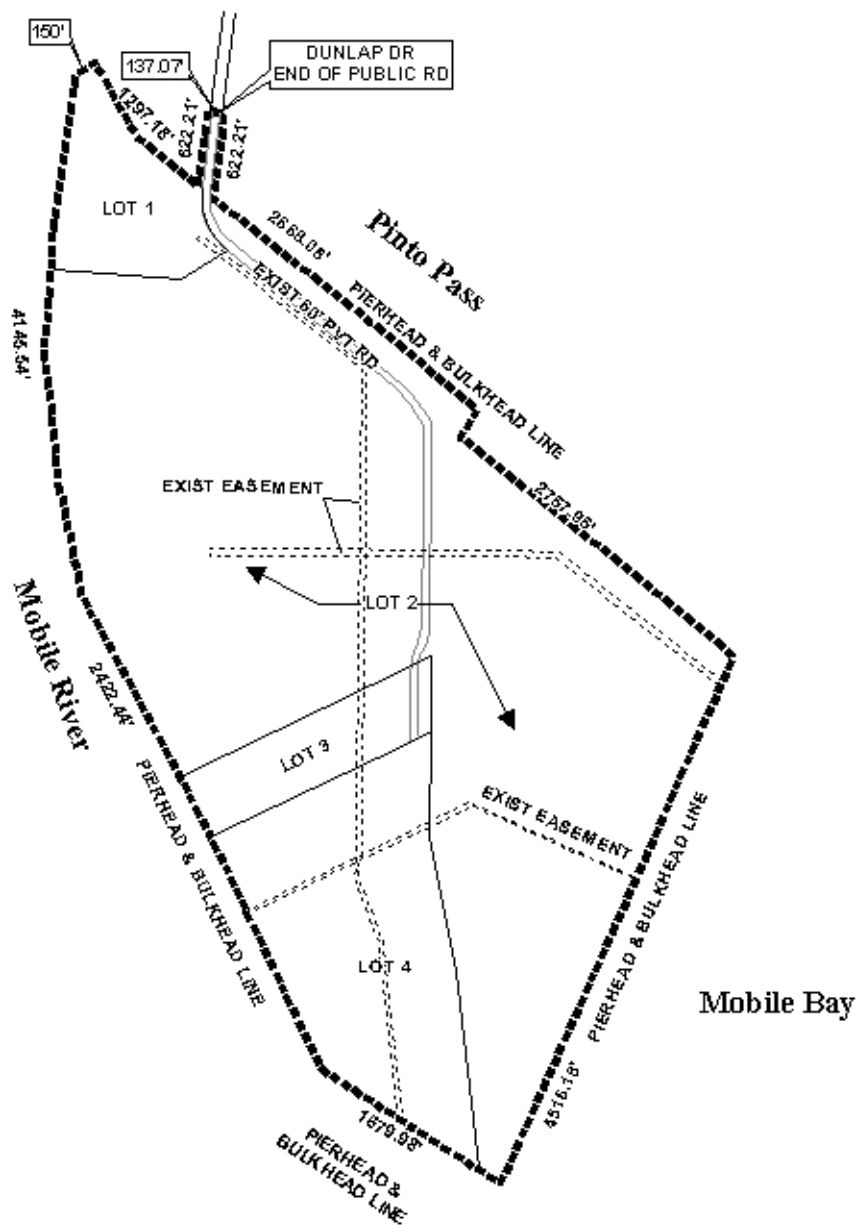
LEGEND

R-1	R-2	R-3	R-A	R-B	H-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2
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# DETAIL SITE PLAN



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 REQUEST Subdivision



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