

ALABASTER SUBDIVISION

Engineering Comments: Must comply with all stormwater and flood control ordinances. Any work performed in the right-of-way will require a right-of-way permit. Development shall be designed to comply with the City of Mobile storm water detention and flood control ordinances.

Fire-Rescue Department Comments: Subdivision layout and design must comply with the requirements of the 2003 International Fire Code, including Appendices B through D, as adopted by the City of Mobile. Commercial buildings and sites within the City of Mobile Fire Jurisdiction 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: .

The plat illustrates the proposed 11.5 acre \pm , 9 lot subdivision which is located on the North side of Howell's Ferry Road, $\frac{1}{4} \pm$ mile East of the North terminus of Havens Road. The applicant states that the subdivision is served by public water and sanitary facilities.

The purpose of this application is to create 9 lots from an existing lot of record.

The site fronts onto Howell's Ferry Road, which is a planned major street. The right-of-way width at this location is approximately 80', which is less than the minimum 100' width required for a major street. Additionally, the site is adjacent to the projected path of the "Future Springhill-Zeigler Boulevard Connector", and as such dedication for the future major street should be considered.

Access management is a concern due to the major street status of both Howell's Ferry Road and the "Future Springhill-Zeigler Boulevard Connector". If approved, direct access to either major street should be denied.

The site in question has been before the Commission several times, as both public and private street subdivisions. The only approvals have been for public street subdivisions due to the need for a street stub to a landlocked property to the North.

The applicant is requesting approval as a gated, private street subdivision, and states that the previous approval expired before plan and construction approval was obtained from Mobile County. The application indicates that design plans have now been approved by Mobile County based on the Commission's previous approval, and that the developer is prepared to begin construction immediately. However, the Commission's previous approval was not for a private road subdivision. The most recent application was for a public road, and was denied because the plat did not provide a street stub to the North. Prior to that, an application was approved (for a public street) in 2006, subject to several conditions – including the provision of a street stub to the North.

The application indicates that the landlocked parcel has access to Howell's Ferry Road via a dirt drive along the Western edge of the property in question; that the landlocked parcel would have access via the future major street, and that the landlocked parcel is under the same ownership as an additional 160 contiguous acres.

While these statements may be accurate, the subdivision regulations require that access (street stubs) shall be provided to landlocked properties. As has been stated in previous staff reports, the dedication for the future major street does not provide access as required in the Subdivision Regulations in that there are no county standard or county maintained improvements in that dedication. As for the common ownership of the landlocked parcel and the contiguous 160 acres, those properties exist as separate parcels and could be sold individually, thereby eliminated that common ownership.

The private road section of the Subdivision Regulations state that a private street is not to be approved where the site is adjacent to large landlocked tracts where a street stub would be required.

Additionally, there is an apparent discrepancy between the Subdivision Regulations and the County policy as relates to private road subdivisions. The Subdivision Regulations require a 50' private street right-of-way, while the County policy is that private streets exist in an easement across the individual lots, with the property lines extending to the center of the private street. While this discrepancy is between governmental agencies, it is one that must be addressed.

While the site is in Mobile County, it will have to comply with the City of Mobile storm water and flood control ordinances. If approved, a note should be placed on the final plat stating that the development will 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 signing of the final plat. Certification is to be submitted to the Planning Section of Urban Development and County Engineering.

The site may contain federally listed endangered or threatened species, such as the gopher tortoise, or 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 flora and fauna.

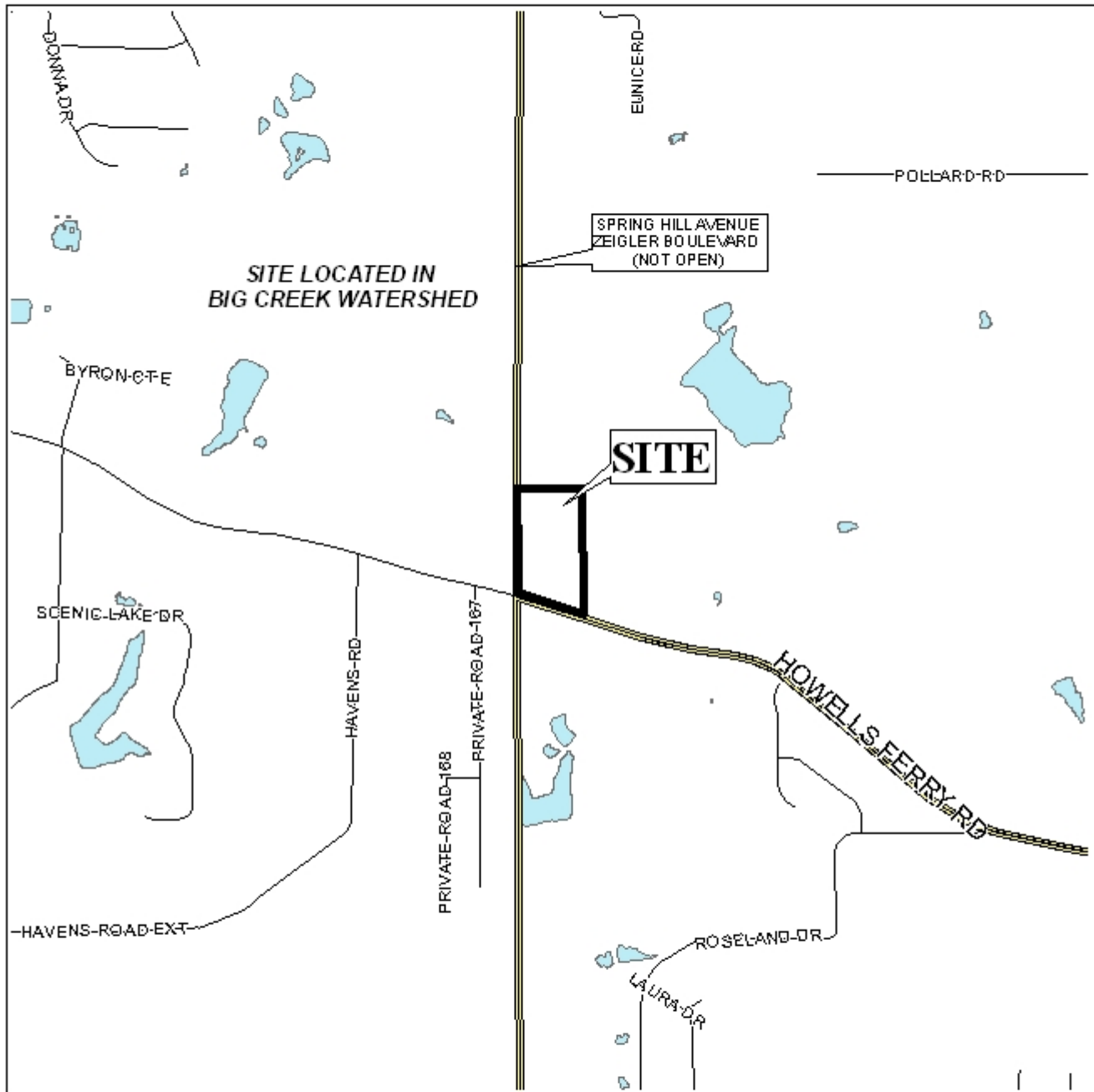
As the site is located in Mobile County, if approved, a note should be placed on the Final Plat stating that any lots which are developed commercially and adjoin residentially developed property must provide a buffer, in compliance with Section V.A.7. of the Subdivision Regulations.

Based on the preceding, it is recommended that the plat be denied for the following reasons:

1. the plat does not meet the minimum criteria for a private road subdivision as specified in Section VIII.E.1 of the Subdivision Regulations.

It is further recommended that the applicant be advised to resubmit an application for a public road subdivision and provide a street stub to the land locked property to the North.

LOCATOR MAP



APPLICATION NUMBER 10 DATE March 20, 2008

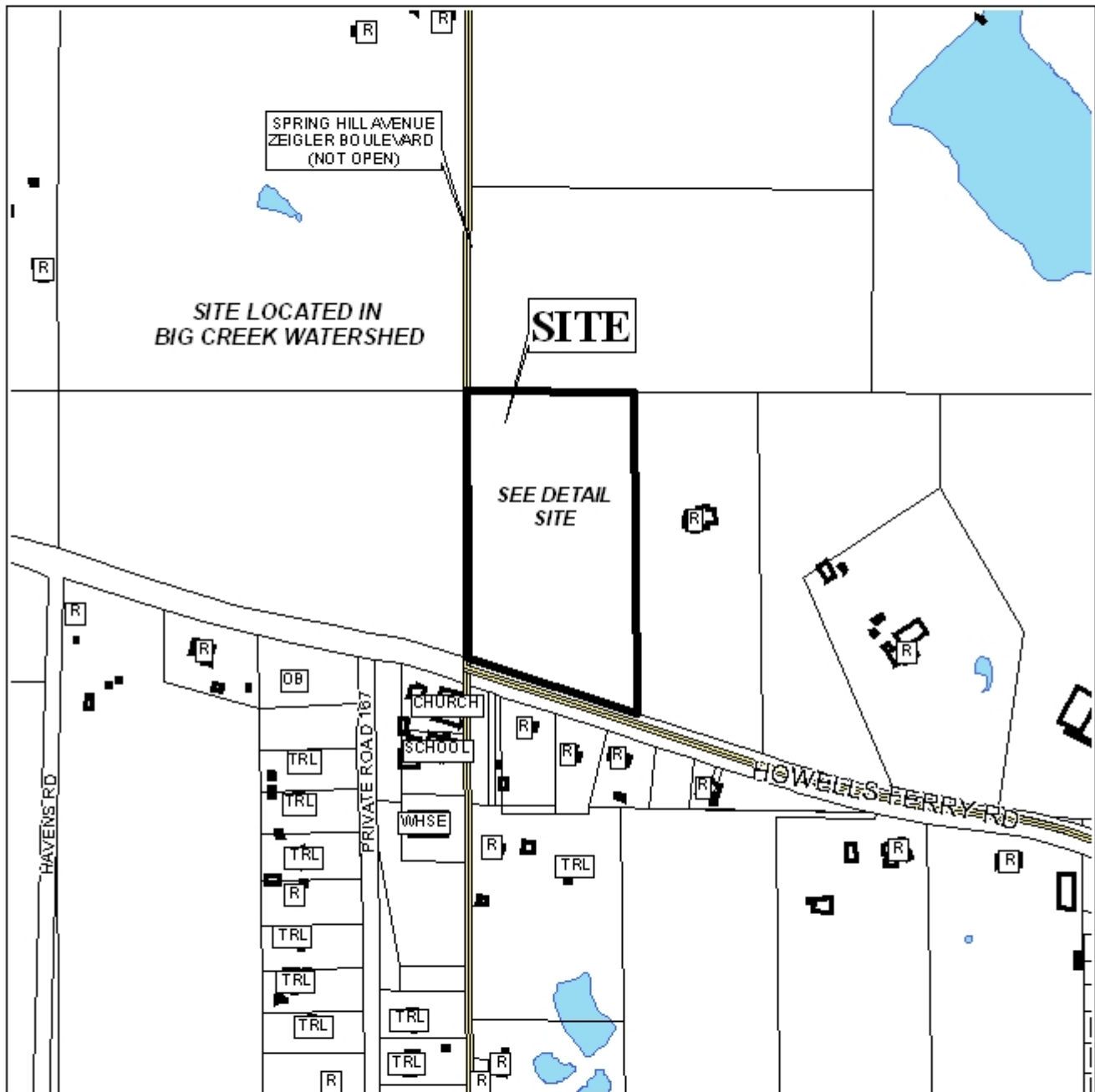
APPLICANT Alabaster Subdivision

REQUEST Subdivision



NTS

ALABASTER SUBDIVISION



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LEGEND

R-1	R-2	R-3	R-A	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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ALABASTER SUBDIVISION

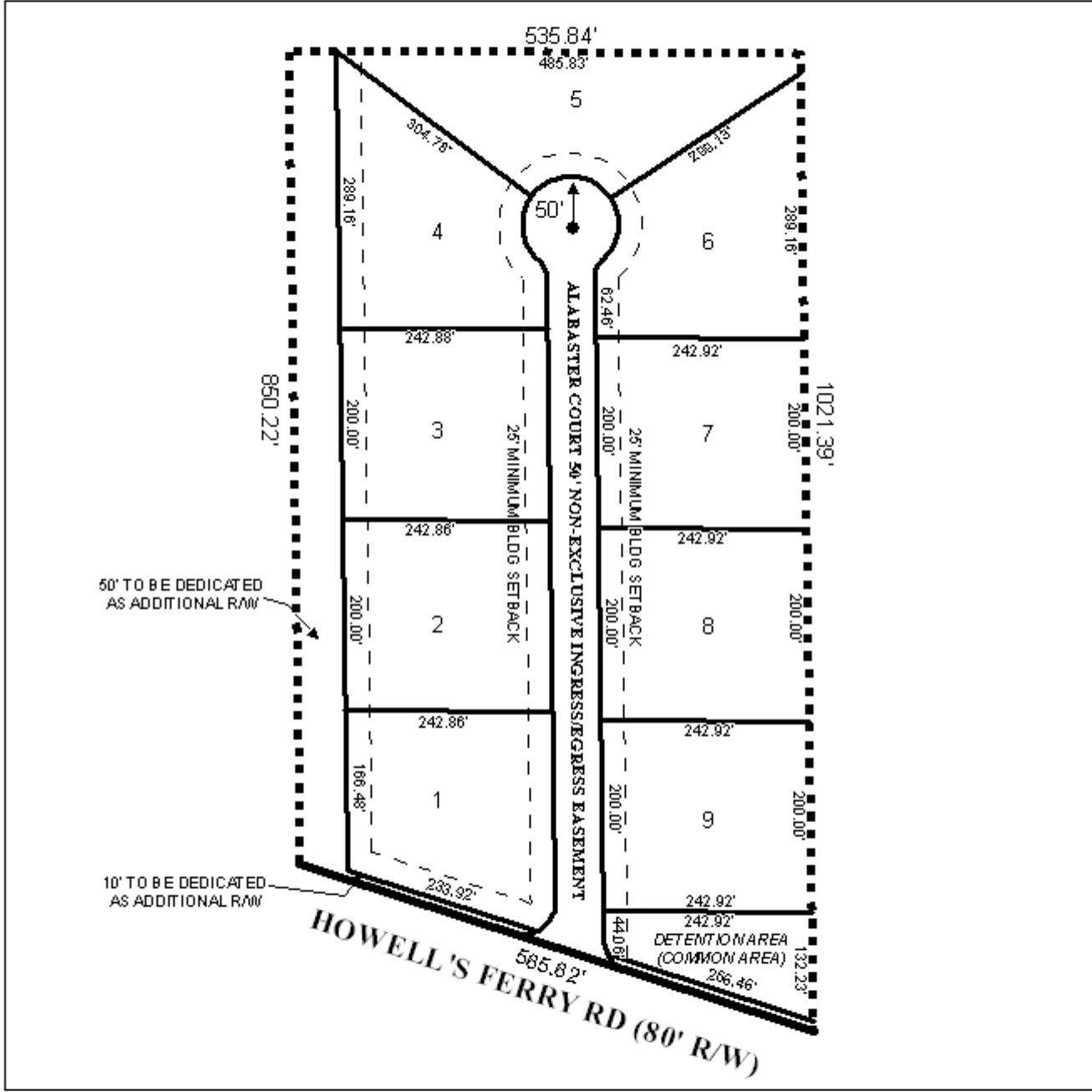


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DETAIL SITE PLAN



APPLICATION NUMBER 10 DATE March 20, 2008

APPLICANT Alabaster Subdivision

REQUEST _____ Subdivision _____

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