

BROAD-ELMIRA SUBDIVISION

Engineering Comments: Show limits on x-shaded flood plain. Show minimum finished floor elevation on each lot. It is the responsibility of the applicant to look up the site in the City of Mobile (COM) GIS system and verify if NWI wetlands are depicted on the site. If the COM GIS shows wetlands on the site, it is the responsibility of the applicant to confirm or deny the existence of wetlands on-site. If wetlands are present, they should be depicted on plans and/or plat, and no work/disturbance can be performed without a permit from the Corps of Engineers. 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, sizes, 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: No comments.

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

The plat illustrates the proposed $0.2 \pm$ acre, 2 lot subdivision which is located at the Northwest corner of Broad Street and Elmira Street, and is in Council District 2. The applicant states that the site is served by public water and sanitary sewer.

The purpose of the application is to create two legal lots of record from a metes and bounds parcel. Proposed Lot 2 will be approximately 7,200 square-feet, while proposed Lot 1 will be approximately 35,488 square-feet. It should be pointed out; however, that a portion of Lot 2 is located within the Oakleigh Garden Historic District, and that the site is currently undeveloped and zoned B-2, Neighborhood Business; therefore, approval by ARB would be required for Lot 2. However, the application should be revised to include the entire site of the metes and bounds parcel and, in fact, the remainder of the parcel left out could possibly be Lot 3.

The site is a corner lot that fronts South Broad Street and Elmira Street, both of which have adequate rights-of-way. Access management is a concern, as South Broad Street is a proposed major street. It should be noted that the city is undertaking the “Bring Back Broad” initiative and curb cuts to the proposed subdivision should take into account the proposed streetscape of the initiative. Therefore, Lot 1 be allowed one curb-cut onto Elmira Street, and two curb cuts to South Broad Street, and that Lot 2 be limited to one curb-cut onto South Broad Street. The size, design and location of any new curb-cuts are to be approved by Traffic Engineering, Urban Development and conform with AASHTO standards and to the fullest extent possible of the “Bring Back Broad” initiative.

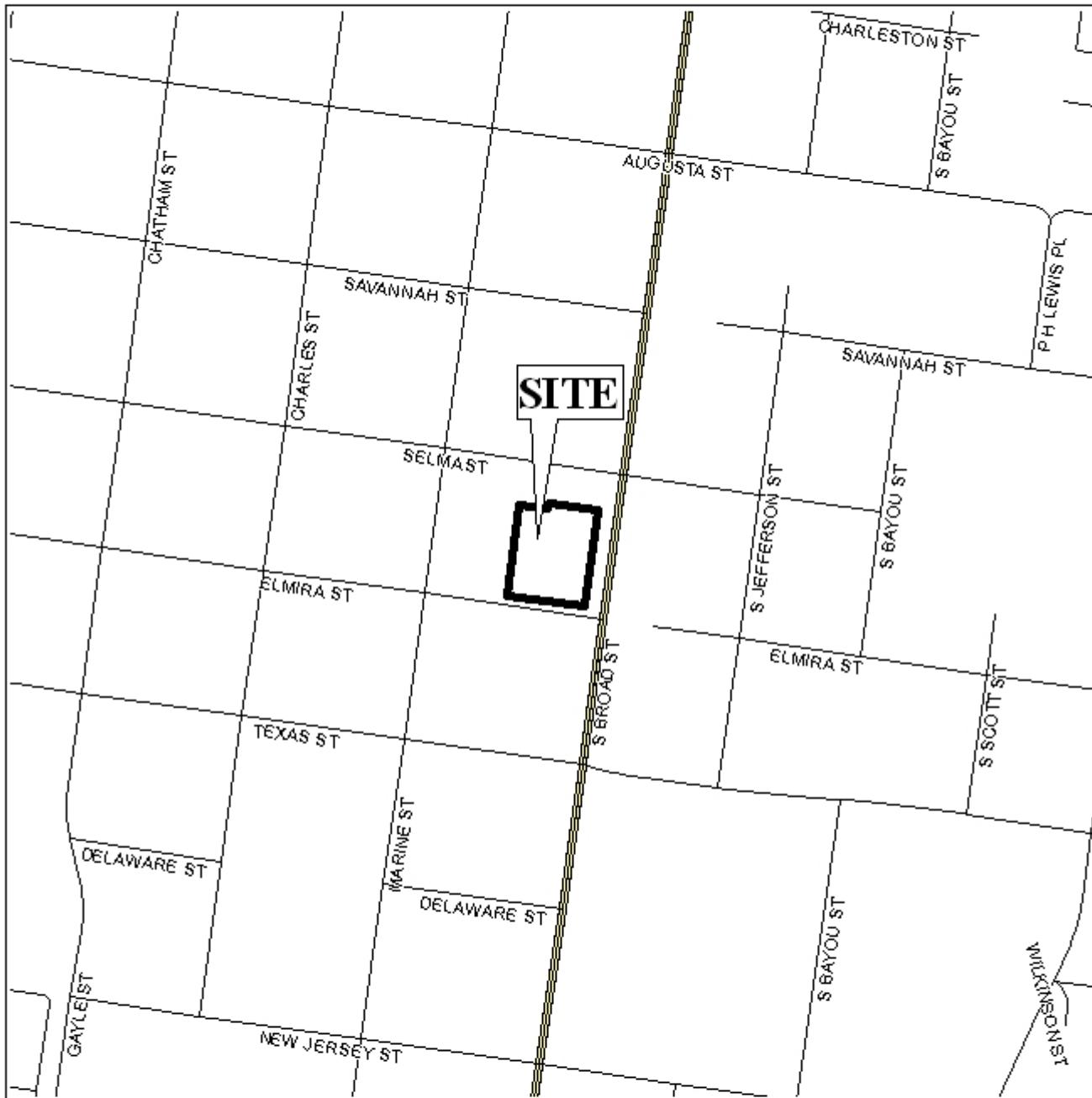
Based on the preceding, this application is recommended for Holdover until the August 2nd meeting, with revisions due by July 9th, to allow the applicant to undertake the following: 1) revision of the application (to include labels, postage and lot fees) and plat to include the entirety of the metes and bounds parcel; and 2) consider and reflect changes necessary to be compatible with the “Bring Back Broad” initiative.

Heldover from the July 5th meeting:

The application was heldover at the July 5th meeting due to information concerning a metes and bounds parcel that was not included in the application. The applicant has provided information that the metes and bounds parcel left out is in fact a legal lot of record; therefore, would not be required to be included in the subdivision.

The plat is recommended for Tentative Approval, subject to the following conditions: 1) the dedication of sufficient radius along the intersection of South Broad Street and Elmira Street to be approved by City Engineering; 2) the placement of a note on the Final Plat stating that Lot 1 is allowed one curb cut onto Elmira Street and two curb cuts to South Broad Street, with the size, design and location to be approved by Traffic Engineering; and 3) the placement of the 25-foot minimum setback lines on the Final Plat.

LOCATOR MAP



APPLICATION NUMBER 10 DATE July 19, 2007

APPLICANT Broad-Elmira Subdivision

REQUEST Subdivision

N
NTS

BROAD-ELMIRA SUBDIVISION



APPLICATION NUMBER 10 DATE July 19, 2007

N

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 NTS