

SPRINGHILL SOUTH 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. 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.

Traffic Engineering Comments: Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Driveway openings and design approval shall be subject to future development.

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 1.2 acre \pm , 2 lot subdivision which is located at 3451 Spring Hill Avenue (South side of Spring Hill Avenue, extending from West I-65 Service Road North to Bishop Lane North), and is in Council District 7. The subdivision is served by both public water and sanitary sewer.

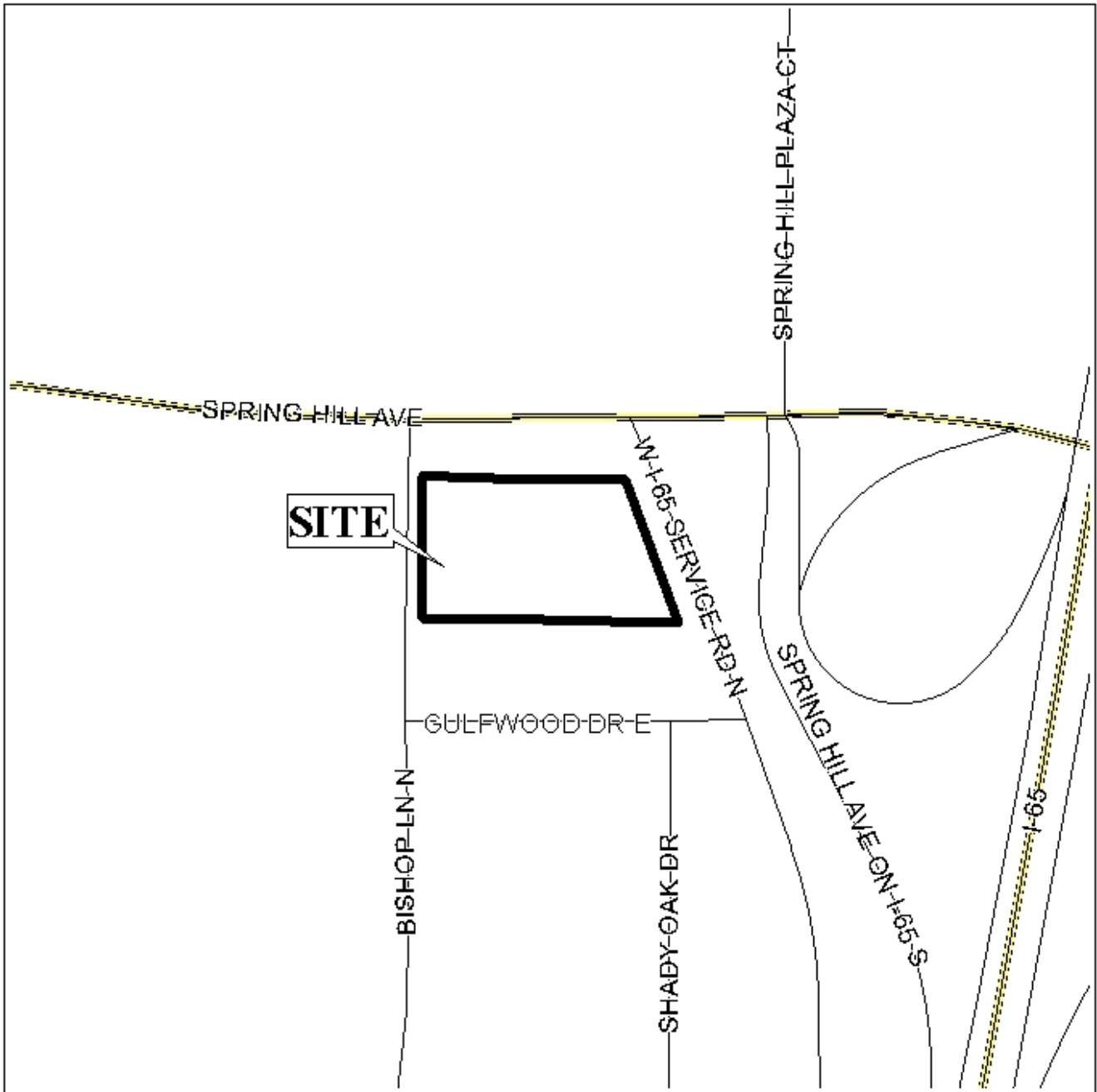
The purpose of this application is to resubdivide one existing parcel into two legal lots. The site contains a vacant gas station and a self-service car wash facility that is still in use, in a B-2, Neighborhood Business District.

The site fronts onto Spring Hill Avenue, a major street with adequate right-of-way. On the East side of the site is the West I-65 Service Road North and entrance and exit ramps for Southbound Interstate 65, while on the West side of the site is Bishop Lane North, both minor streets with adequate rights-of-way.

Spring Hill Avenue, at this location, has two travel lanes in each direction, a center turn lane, and side turn lanes on each side adjacent to the travel lanes. Because of Spring Hill Avenue's status as a major street, the proximity to an intersection between Spring Hill and Interstate 65, and the site's commercial zoning, access management is a concern. It is recommended that the site be limited to its existing curb-cuts. Furthermore, due to the nature and location of the existing curb-cuts, it should be required that Administrative Planned Unit Development approval be obtained for the site to allow shared access and circulation. If the site is redeveloped, the total site should be limited to three curb-cuts, with the size, design and location to be approved by Urban Development and Traffic Engineering and conform to AASHTO standards.

Based upon the preceding, the plat is recommended for Tentative Approval, subject to the following conditions: 1) application for Administrative Planned Unit Development review prior the signing of the final plat; 2) placement of a note on the final plat stating that the site is limited to the existing curb-cuts, unless the site is redeveloped, then the site is limited to a maximum of three curb-cuts, with the size, design and location to be approved by Urban Development and Traffic Engineering, and conform to AASHTO standards. Redevelopment of the site, and altering of the curb-cuts, will require a new application for Administrative Planned Unit Development review; and 3) full compliance with all other municipal codes and ordinances.

LOCATOR MAP



APPLICATION NUMBER 6 DATE July 6, 2006
APPLICANT Springhill South Subdivision
REQUEST Subdivision



NTS

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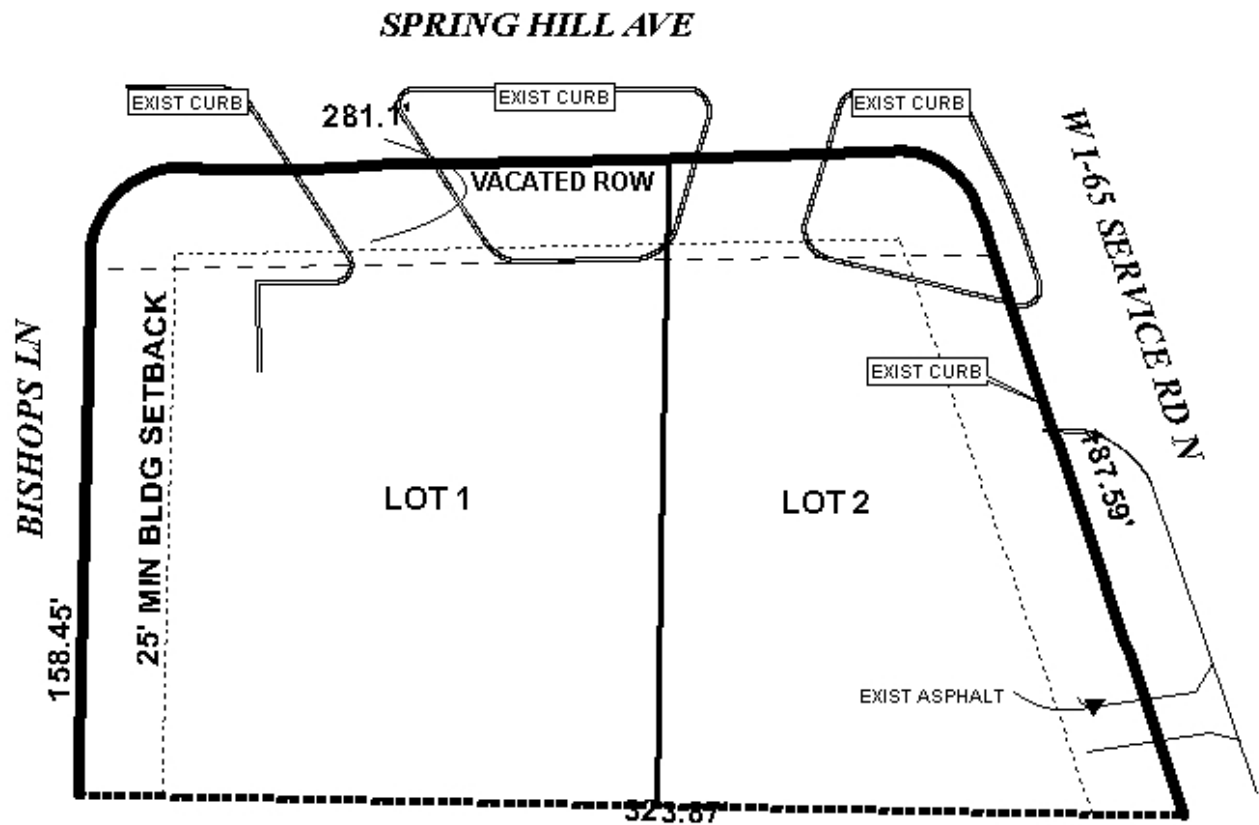
LEGEND

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



APPLICATION NUMBER 6 DATE July 6, 2006
APPLICANT Springhill South Subdivision
REQUEST Subdivision



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