

HILLPORT COMMERCIAL SUBDIVISION

Engineering Comments: Due to undersized downstream storm drainage system, any increase in impervious area will require 100-year detention. 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, 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 projects must comply with the requirements of the 2003 International Fire Code, including Appendices B through D, with local amendments, and the 2003 International Existing Building Code, as appropriate.

Mobile Area Water & Sewer System Comments: No Comments

The plat illustrates the proposed 1.72± acre, one lot subdivision, which is located at the Southwest corner of Airport Boulevard and Hillcrest Road, in City Council District 6. The site is served by public water and sanitary sewer.

The site is the existing CCT Subdivision that was approved and recorded in 1999. When approved, it was limited to a **one-way in** curb cut from Hillcrest Road. The purpose of this application is to amend this condition to allow a **two-way** (in **and** out) curb cut to Hillcrest Road.

The site fronts Airport Boulevard and Hillcrest Road, both major streets with sufficient right-of-way; therefore, no dedication is required.

With regard to amending the previous condition of approval, the applicant has not submitted any information/evidence in favor of their request. The subject curb cut is in close proximity of the intersection of Airport Boulevard and Hillcrest Road. As both Airport Boulevard and Hillcrest Road are major streets, access management is of major concern. Unless the applicant submits some evidence in favor of a two-way curb cut, the application should be denied.

Based on the preceding, it is recommended that the **change in condition not** be approved and that the subdivision be approved with the original conditions of approval:

- 1) placement of a note on the final plat stating the site be limited to the existing curb cuts.
- 2) subject to Engineering Comments: *(Due to undersized downstream storm drainage system, any increase in impervious area will require 100-year detention. 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.)*

Revised for the January 17th meeting:

This application was held over to allow the applicant to submit a narrative explaining their request to modify the curb cuts of the subject site by the following:

- 1) *move the Airport Boulevard right-in-right-out curb cut to the far western edge of the property (away from the stoplight). This will help reduce traffic stacking both for entering and exiting the property via Airport. Also, since Airport has 60,000± VPD, moving the curb cut as far from the light as possible is desirable;*
- 2) *remove the sight obstructions on the part of the property fronting Hillcrest Road (i.e. the palm trees and parking spaces). Leave the Hillcrest frontage unobstructed to enhance safety; and*
- 3) *in return, allow an exit onto Hillcrest Road - this would effectively modify the right-in curb cut into a right-in-right-out curb cut on Hillcrest Road. Since Hillcrest has a traffic count closer to 30,000 VPD, the traffic congestion is cut in half compared to Airport Boulevard.*

Furthermore, the applicant proposes to deny the ability of a left turn onto Hillcrest Road, which appears to have a median at this location. To ensure this, the curb cut will be constructed in such a way as to force a right turn only, along with signage as needed or suggested by Traffic Engineering.

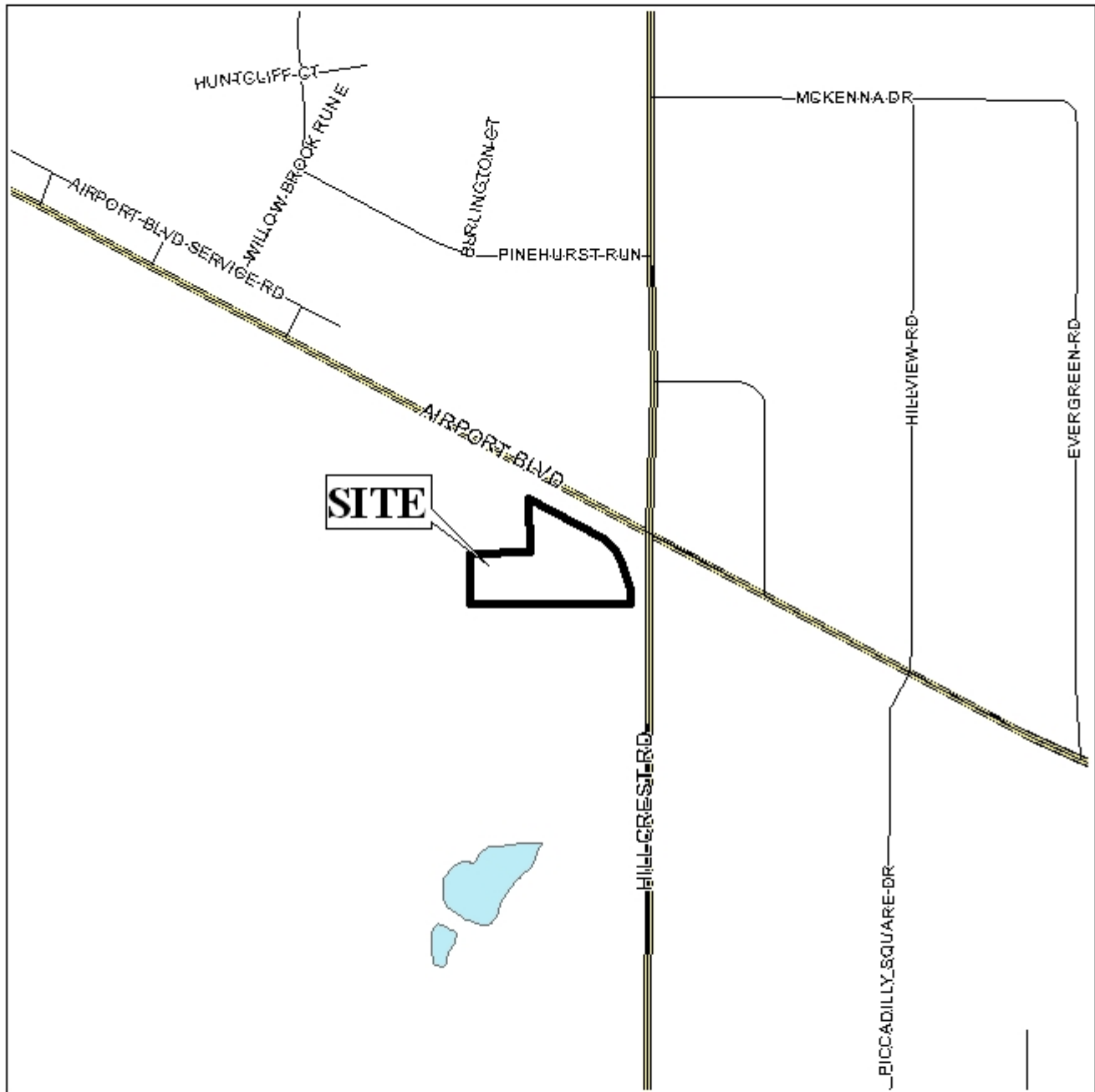
With regard to the applicant's request, since the site has an existing right-in curb cut from Hillcrest Road, the addition of a right-out curb cut would not further impede traffic to the property or street. Furthermore, since Hillcrest Road is not as busy a street as Airport Boulevard, creating another exit from the property may alleviate some of the traffic congestion onto Airport Boulevard.

The plat meets the minimum size requirement for developments with access to public water and sewer. However, it is requested that the applicant revise the preliminary plat to label the lot with its size in square feet, or provide a table on the plat with the same information.

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

- 1) placement of a note on the final plat stating that the lot is limited to one curb cut to Airport Boulevard and one right-in-right-out curb cut to Hillcrest Road, with the size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards;*
- 2) labeling of the lot with its size in square feet, or the provision of a table on the plat with the same information.*
- 3) subject to Engineering Comments: (Due to undersized downstream storm drainage system, any increase in impervious area will require 100-year detention. 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.)*

LOCATOR MAP



APPLICATION NUMBER 18 DATE January 3, 2008

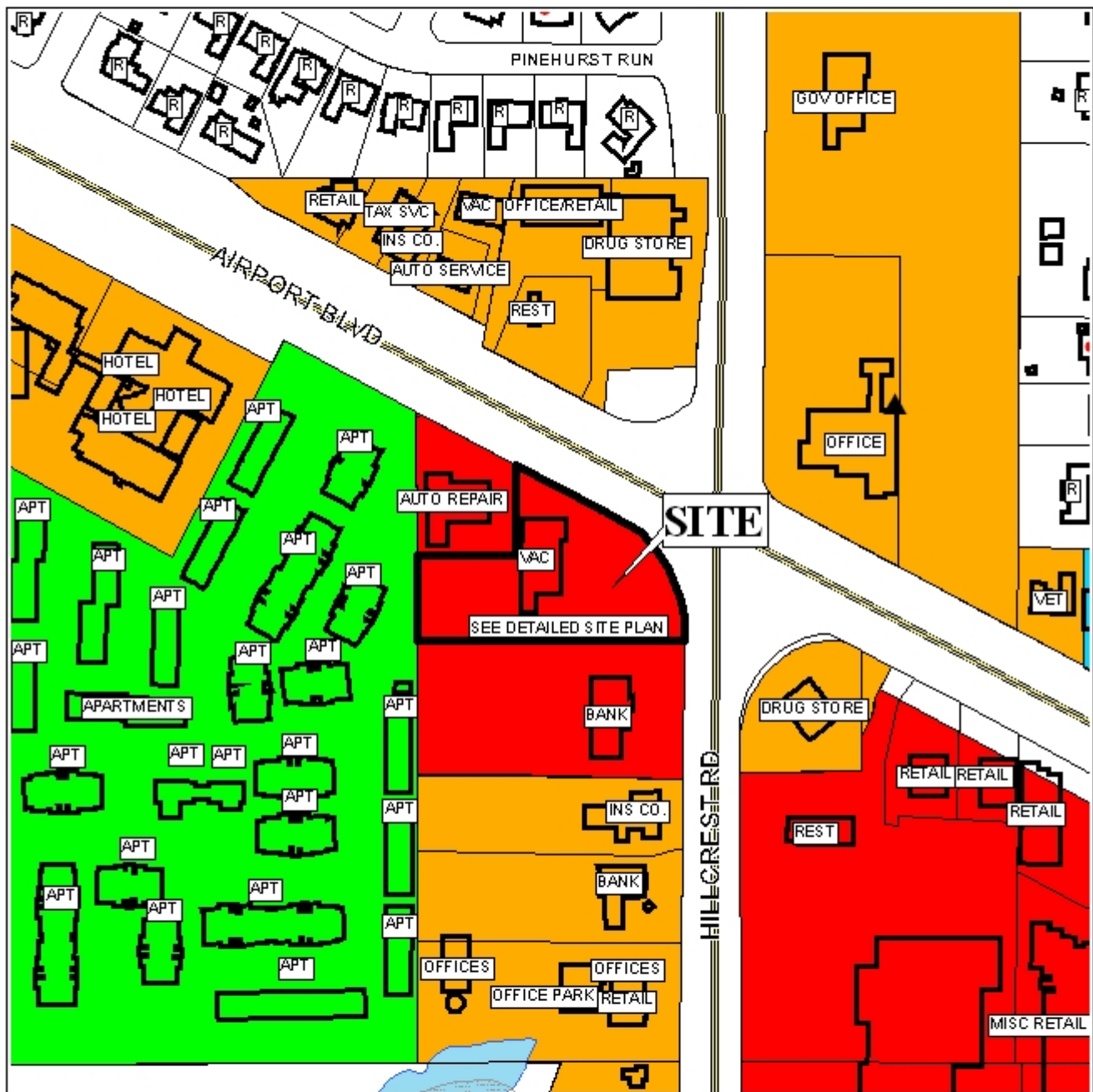
APPLICANT Hillport Commercial Subdivision

REQUEST Subdivision



NTS

HILLPORT COMMERCIAL SUBDIVISION



APPLICATION NUMBER 18 DATE January 3, 2008

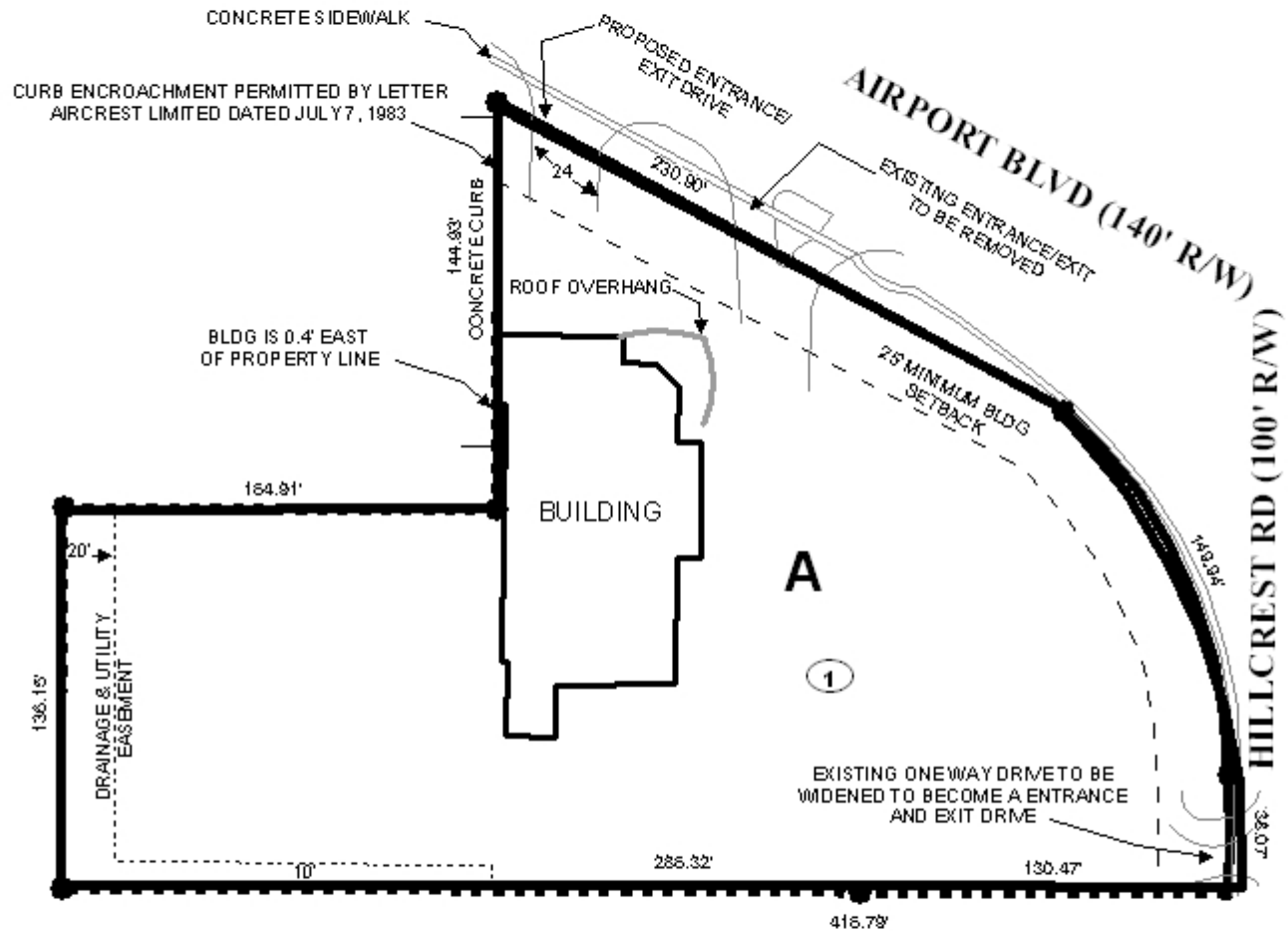
LEGEND

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

DETAIL SITE PLAN



APPLICATION NUMBER 7 DATE January 17, 2008
 APPLICANT Hillport Commercial Subdivision
 REQUEST Subdivision



NTS