

## **MADONIA 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.

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 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 3.1± acre, two lot subdivision which is located at 5600 Old Shell Road (North side of Old Shell Road, 150'± East of Border Drive East, extending to the West side of Babs Street [unopened right-of-way]). The subdivision is served by public water and sanitary facilities.

The purpose of this application is to combine three lots of record into two lots of record.

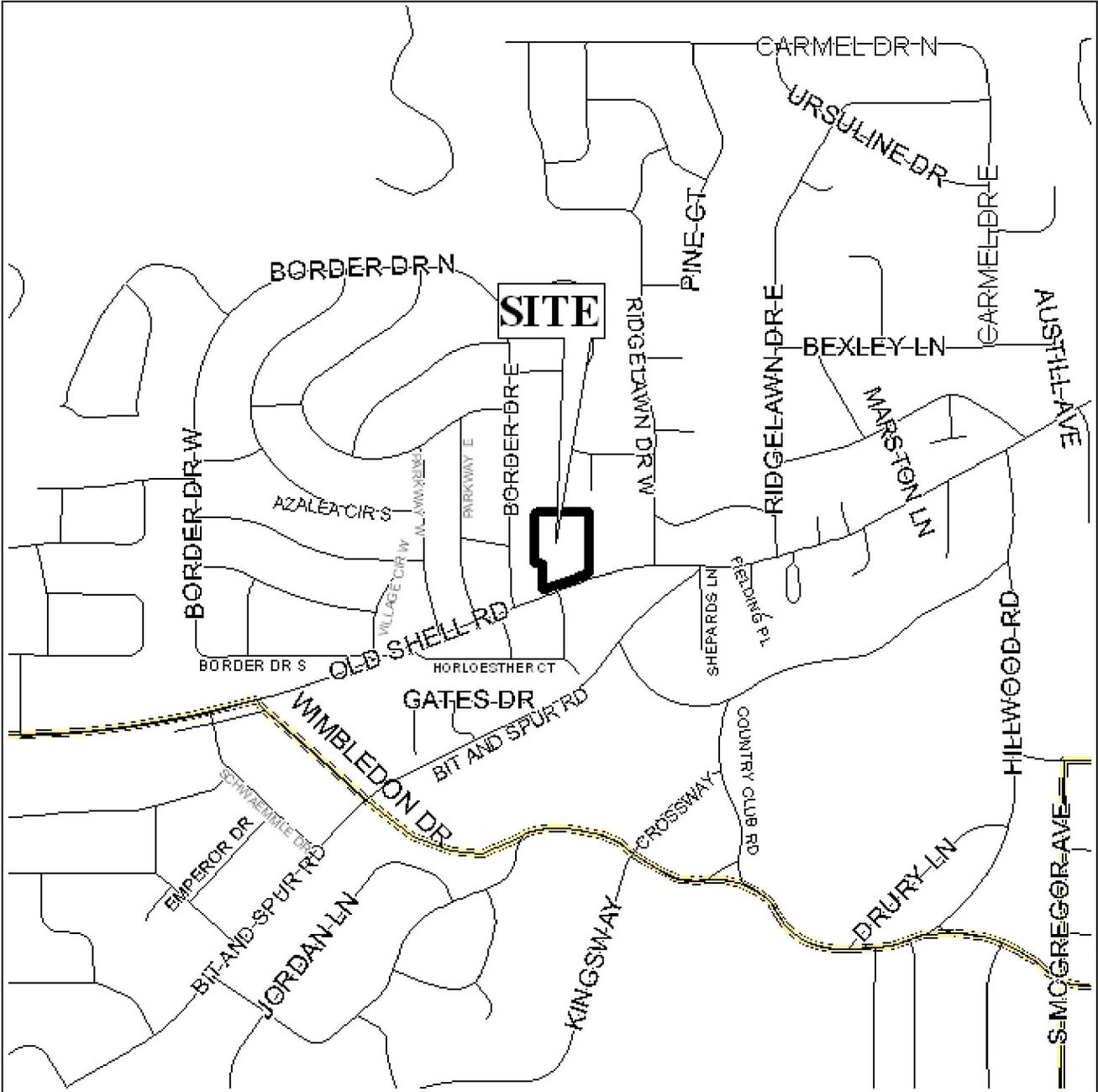
While this section of Old Shell Road is not a major street, it functions as a collector street and has existing right-of-way in compliance with collector street standards. As a collector street, access management is a concern. Proposed Lot 1, which is developed with a single-family dwelling, will have 199' of frontage and has two existing curb cuts onto Old Shell Road. Lot 1, which is not developed, will have 94' of frontage on Old Shell and has no existing curb cuts. Therefore, an appropriate method of access management would be the placement of a note on the final plat stating that Lot 1 is limited to the existing curb cuts, and Lot 2 is limited to one curb cut, with the size, location and design to be approved by Traffic Engineering.

Also, the site fronts an unopened portion of Babs Lane. Given the existing conditions of the improved portion of Babs Lane (to the North and East), denial of access would be appropriate.

The plat does not reflect the required 25' minimum building setback line.

Based on the preceding, the plat is recommended for Tentative Approval subject to the following conditions: 1) placement of the required 25' minimum building setback line on the Final Plat; 2) Placement of a note on the Final Plat stating that Lot 1 is limited to the existing curb cuts, and Lot 2 is limited to one curb cut, with the size, location and design to be approved by Traffic Engineering; and 3) placement of a note on the final plat stating that access to Babs lane is denied.

# LOCATOR MAP



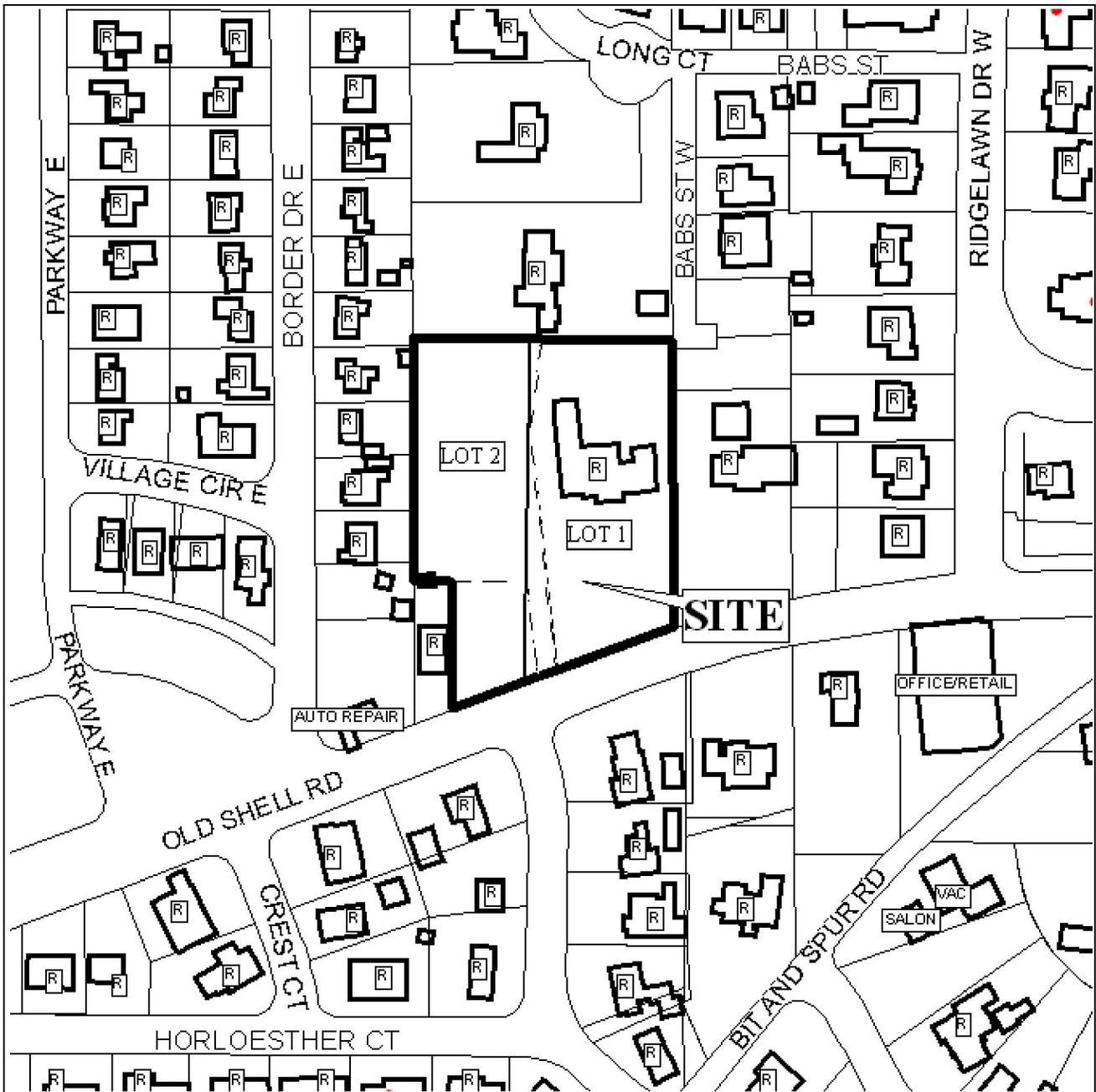
APPLICATION NUMBER 9 DATE January 4, 2007

APPLICANT Madonia Subdivision

REQUEST Subdivision



# MADONIA SUBDIVISION



APPLICATION NUMBER 9 DATE January 4, 2007

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



NTS