

McDONALD OIL 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 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 lot, 0.7 ± acre subdivision which is located on an area bounded by Williams Street, Airport Boulevard, Dauphin Island Parkway, and Government Street and is in City Council District 5. The subdivision is served by public water and sanitary sewer.

The purpose of this application is to create a one-lot subdivision from a metes and bounds parcel.

The site fronts Airport Boulevard, Williams Street, Government Street and Dauphin Island Parkway. This intersection connects Government Street and Dauphin Island Parkway to Airport Boulevard via Williams Street. According to the Major Street Plan, Government Street and Williams Street are both major streets and require a minimum right-of-way of 100'. Government Street has an existing right-of-way in conformance with the Major Street Plan. At 60', Williams Street does not meet major street requirements. Given the fact that the other side of Williams Street is adjacent to a railroad right-of-way, any dedication for major street standards would have to come from the site in question, rendering it undevelopable.

Several years ago, the traffic pattern at this intersection was reconfigured to make Williams Street one way "east" to connect Airport Boulevard with Government Street; and Dauphin Island Parkway between Government Street and Airport Boulevard was made one way to serve as the "west" bound connection. Further, the Major Street Plan was recently amended to remove the Virginia Street – Airport Connector that included a portion of Dauphin Island Parkway at this intersection.

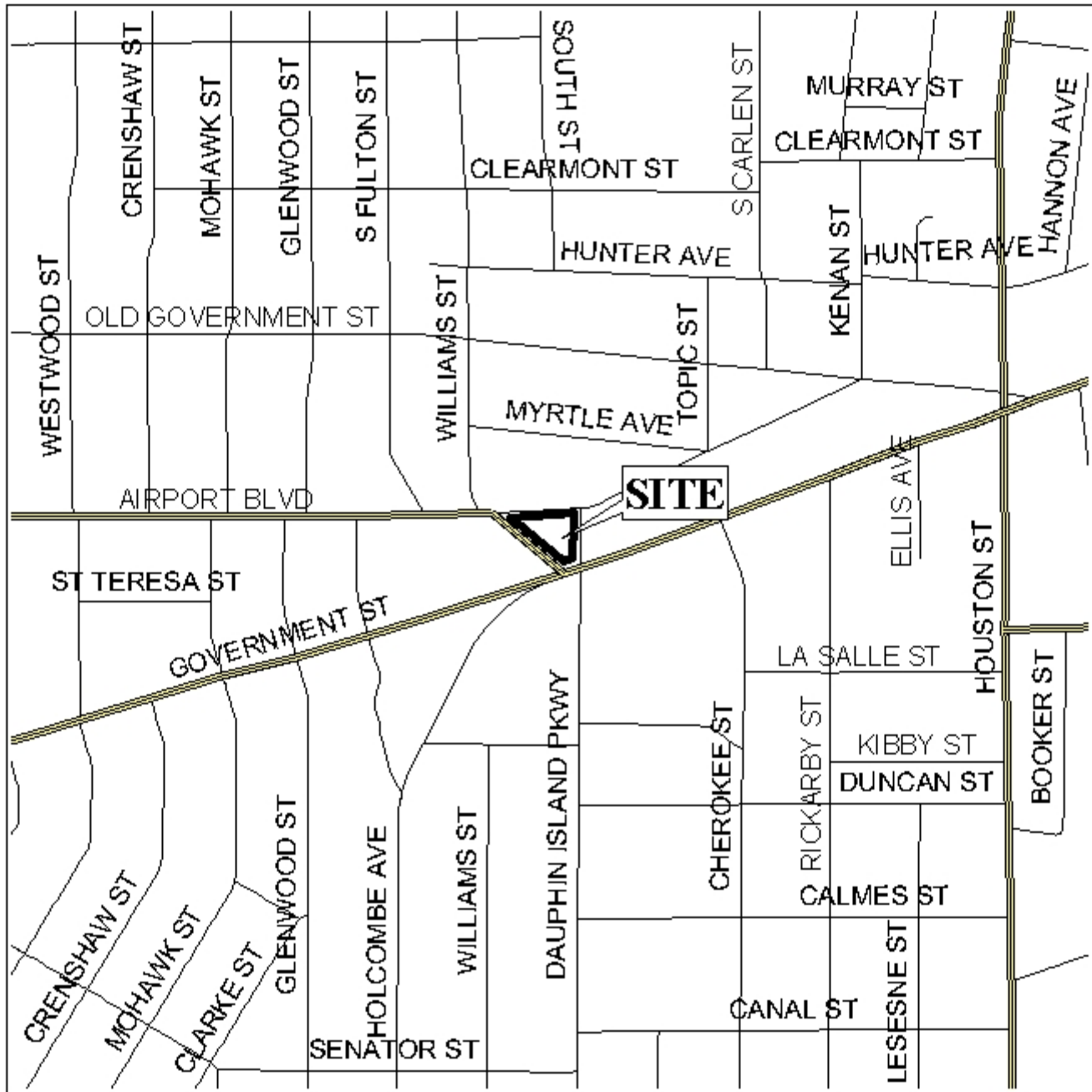
Given these facts, dedication of additional right-of-way would not be appropriate. However, as all four streets bounding the site are major streets or function as major street connectors, access management is paramount. Therefore, access to Government Street should be denied, and access to Dauphin Island Parkway, Airport Boulevard and Williams Street should be limited to one curb cut each, with the size, location and design to be approved by Traffic Engineering.

On a standard corner lot, the minimum building setback requirements may be reduced from 25-feet to 20-feet on the side yard. However, this proposed location is triangular in shape, having frontage of approximately 180-feet by 270-feet by 280-feet on each of the three sides. This creates a limited amount of building site coverage available for the site. Therefore, determining frontage will allow for the reduction of the minimum side yard setbacks to 20-feet.

With the site being a corner lot, the dedication of a 25' radius at Government Street should be required.

The plat meets the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval subject to the following conditions: 1) the placement of a note on the final plat stating that access to Government Street should be denied, and access to Dauphin Island Parkway, Airport Boulevard and Williams Street should be limited to one curb cut each, with the size, location and design to be approved by Traffic Engineering; and 2) the dedication of a 25' radius at Government Street.

LOCATOR MAP



APPLICATION NUMBER 10 DATE August 4, 2005

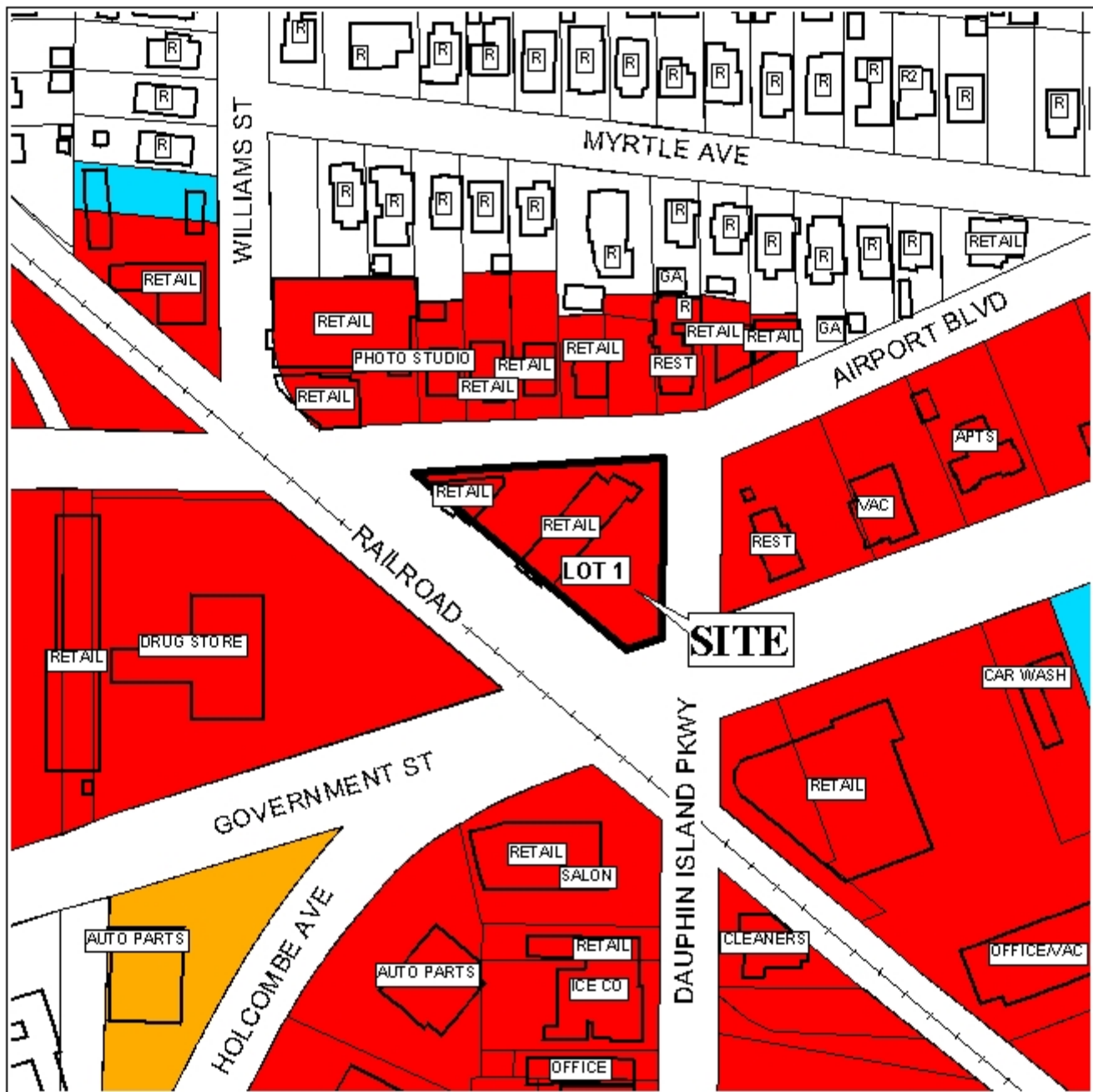
APPLICANT McDonald Oil Subdivision

REQUEST Subdivision



NTS

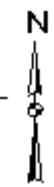
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LEGEND

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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