

DIP/HMR SUBDIVISION

Engineering Comments: Provide radius at intersection of Halls Mill and Dauphin Island Parkway. Provide storm water detention for all impervious area in excess of 4000 sq ft constructed post-1984, when storm water ordinance was implemented. All storm water must tie sub-surface to City storm drainage system. 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: 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 1.4± acre, 2 lot subdivision, which is located on the southwest corner of Dauphin Island Parkway and Halls Mill Road, in City Council District 3. The subdivision is served by city water and sanitary facilities.

The purpose of this application is to create two legal lots of record from one metes and bounds parcel.

The site fronts Dauphin Island Parkway and Halls Mill Road. Dauphin Island Parkway has a variable right-of-way, and Halls Mill Road has 55 feet of right-of-way. Both are major streets; therefore the final plat should be revised to provide 50 feet of right-of-way from the centerline of each street, compliant with the major street plan.

The proposed Lot 1 has approximately 380 linear feet of frontage along Halls Mill Road and 560 linear feet of frontage along Dauphin Island Parkway. Lot 2 has approximately 145 linear feet of street frontage on Halls Mill Road. Since both streets are major streets with heavy traffic, access management is a concern; therefore, a note should be placed on the final plat stating that Lot 1 is limited to two curb cuts to each street, and Lot 2 shall be limited to one curb cut to Halls Mill

Road, with the size, location and design to be approved by Traffic Engineering and conform to AASHTO standards.

The site is zoned B-3 and requires no side or rear yards. However, a ten foot buffer strip shall be provided where the site abuts residential properties, in compliance with Section 64-4 of the Zoning Ordinance.

There is no depiction of the 25 foot minimum building setback line, which shall be addressed prior to signing the final plat.

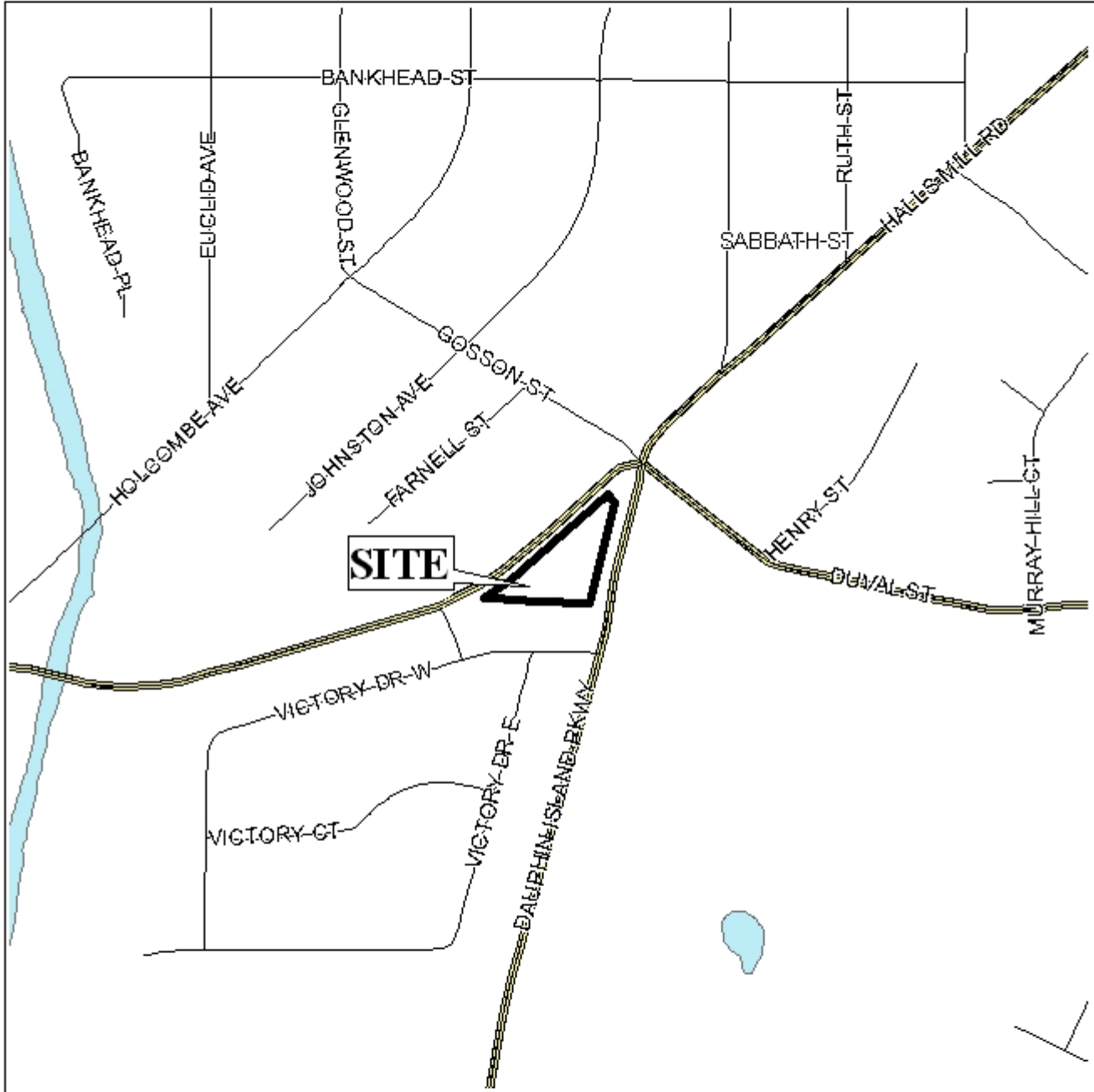
Proposed Lot 1 contains 3 existing buildings. If these buildings are to remain, an application for Planned Unit Development (PUD) will be required. Removal of the existing buildings on Lot 1 will require appropriate permits. Proposed Lot 2 contains a cell tower with supporting equipment. Any additional structures on Lot 2 may require an application for an *administrative* PUD.

Based on the preceding, the plat meets the requirements of the Subdivision Regulations and is recommended for Tentative Approval, subject to the following conditions:

- 1) provision of 50 feet of right-of-way measured from the centerline of each street;
- 2) the depiction on the final plat of the 25' front setback line along Halls Mill Road and Dauphin Island Parkway;
- 3) placement of a note on the final plat stating that the Lot 1 is limited to two curb cuts to each street, and Lot2 is limited to one curb cut to Halls Mill Road, with the size, location, and design to be approved by Traffic Engineering, and conform to AASHTO standards;
- 4) submission of a PUD application if existing buildings are to remain on Lot 1 site;
- 5) submission of an application for an *administrative* PUD if additional structures are proposed for Lot 2; and
- 6) compliance with Section V.A.7. of the Subdivision Regulations.

7)

LOCATOR MAP



APPLICATION NUMBER 16 DATE November 1, 2007

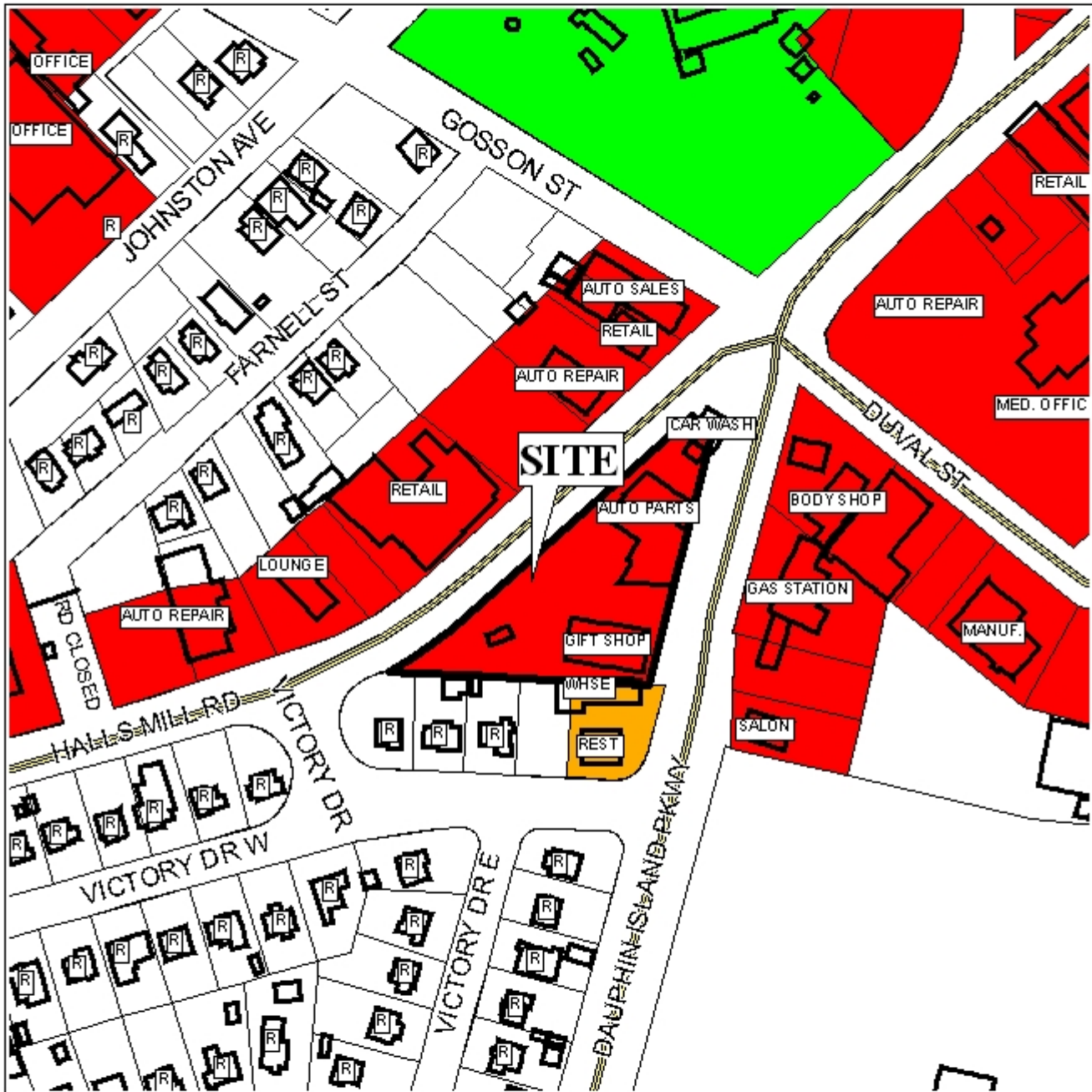
APPLICANT DIP/HMR Subdivision

REQUEST Subdivision



NTS

DIP/HMR SUBDIVISION

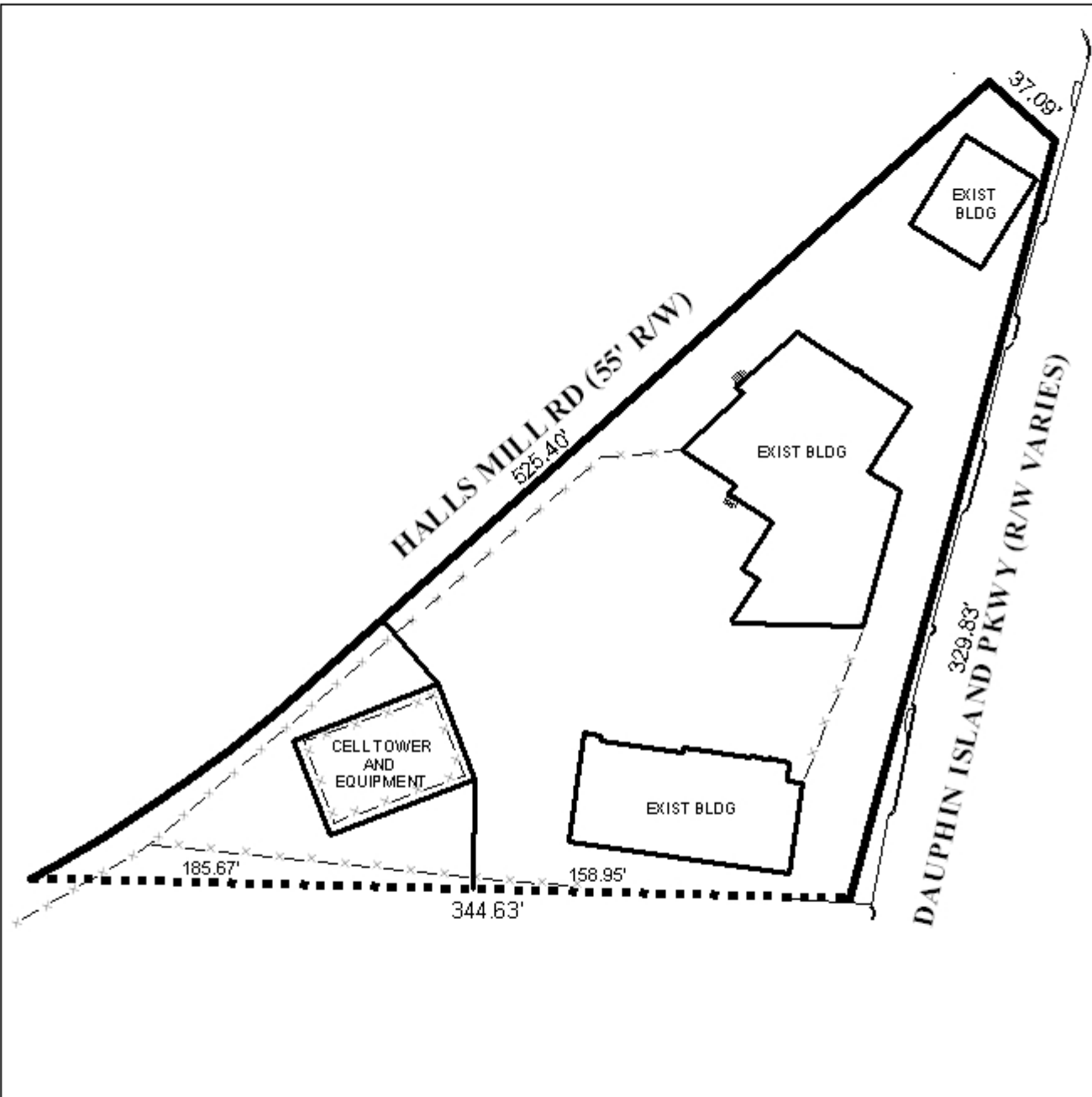


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LEGEND

R-1	R-2	R-3	R-4	R-B	H-B	T-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2	NTS
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DETAIL SITE PLAN



APPLICATION NUMBER 16 DATE November 1, 2007
APPLICANT DIP/HMR Subdivision
REQUEST Subdivision



NTS