

## **OLD SHELL & MCGREGOR SUBDIVISION**

Engineering Comments: 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, as adopted by the City of Mobile, and the 2003 International Existing Building Code, as appropriate.

The plat illustrates the proposed acre 1.6±, 1 lot subdivision which is located at the Southwest corner of Old Shell Road and McGregor Avenue, and is located in Council District 5. The applicant states that the subdivision is served by city water and sanitary facilities.

The purpose of this application is to create 1 lot from several existing parcels.

The site fronts onto McGregor Avenue, this section of which is a major street, requiring a minimum 80' right-of-way (40' from centerline). The right-of-way width at this location is approximately 60', thereby indicating that a dedication sufficient to provide 40' from centerline would be appropriate. Old Shell Road, which functions as a collector street is shown to have an existing right-of-way of 60'. Collector streets are required to have a minimum right-of-way of 70'; therefore a dedication sufficient to provide 35' from centerline may be appropriate.

Access management is a concern due to the status of both streets, as well as the known traffic congestion in this area. If approved, the subdivision should be limited to one curb-cut to each street, with the size, design and location to be approved by the Traffic Engineering Department.

Given the location of the site at this intersection of a major street and a collector street, the curb cuts should be located as far from the intersection as possible, while not interfering with existing curb cuts on adjacent properties.

There has been much community concern regarding the development of this site, and in fact, the community has initiated the planning process to develop a plan for "The Village of Spring Hill". It is hoped by the community that the plan will ultimately be recommended by the Planning Commission and adopted by the Mobile City Council. The plan has not yet been considered by the Commission or City Council, and therefore is not an officially adopted document as yet.

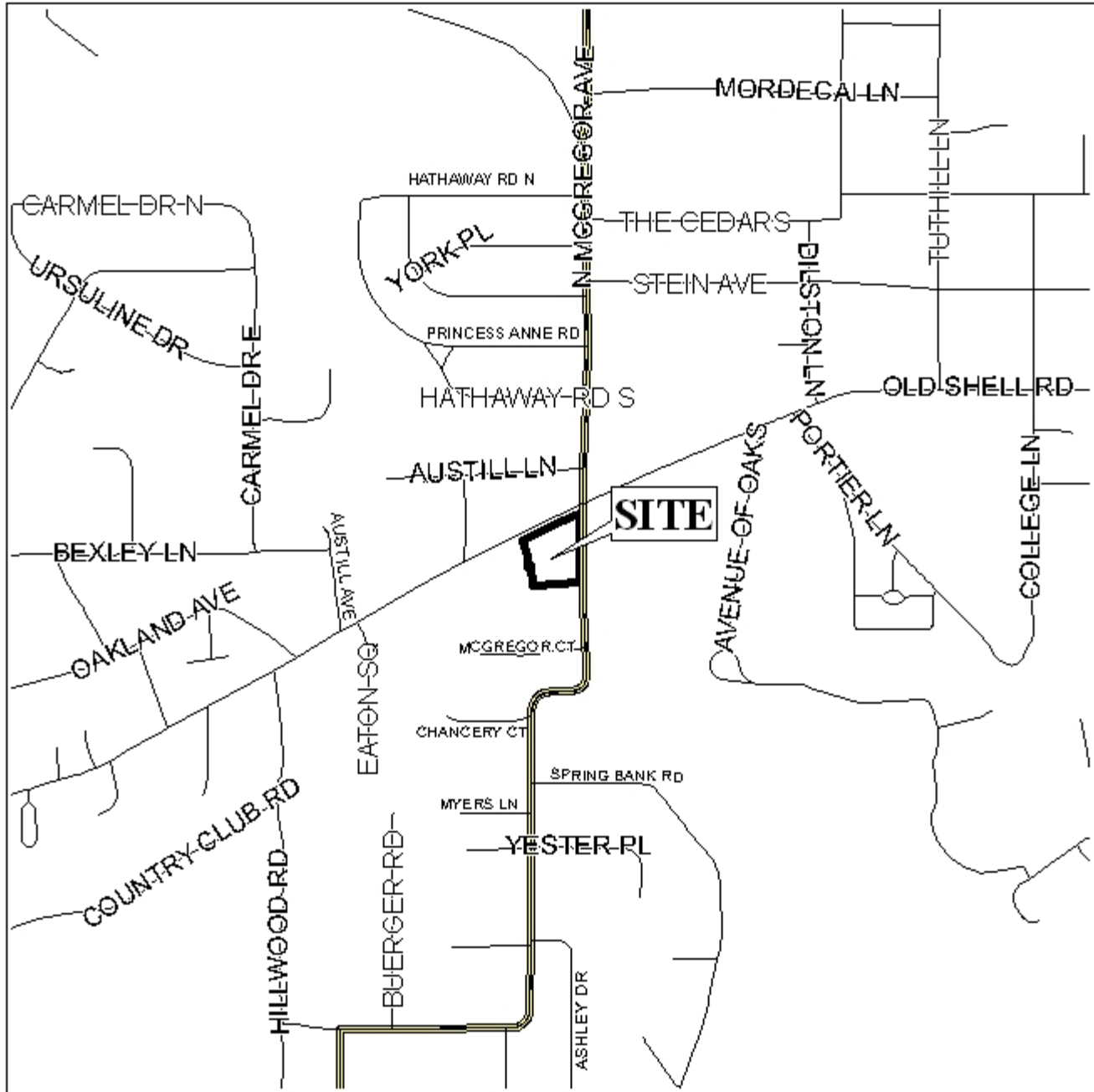
While the plan has not yet been adopted, a moratorium on demolition and new construction for areas within the Village of Spring Hill (including the site in question). This moratorium is intended to provide adequate time for the plan (and possibly ordinance amendments) to complete the adoption process. Based upon preliminary information, it is probable that Zoning Ordinance amendments for this area will be required and recommended – in most likelihood impacting setback requirements. Therefore, a note on the Final Plat referencing City of Mobile Zoning Ordinance setbacks may be appropriate in lieu of an illustrated setback line.

Finally, the plat should be revised to label the lot with its size in square feet.

The plat as proposed meets the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval, subject to the following conditions:

- 1) Dedication as necessary along McGregor Avenue to provide a minimum of 40' from centerline;
- 2) Dedication as necessary along Old Shell Road to provide a minimum of 35' from centerline;
- 3) Dedication as necessary to provide an adequate radius at the intersection of McGregor Avenue and Old Shell Road, to be determined by the City Engineering Department;
- 4) Placement of a note on the final plat stating that the subdivision is limited to one curb cut to McGregor Avenue, located near the southern boundary of the lot, exact size, location and design to conform to AASHTO standards and approved by the Traffic Engineering Department;
- 5) Placement of a note on the final plat stating that the subdivision is limited to one curb cut to Old Shell Road, located near the western boundary of the lot, exact size, location and design to conform to AASHTO standards and approved by the Traffic Engineering Department;
- 6) Provision of documentation that any and all rights to the existing cross easements on this property for ingress and egress to other properties have been relinquished by all effected property owners, said document to be recorded in Probate Court and recording information to be referenced on the Final Plat;
- 7) Placement of a note on the Final Plat stating that the required building setback line Shall be in accordance with City of Mobile Zoning Ordinance requirements.

# LOCATOR MAP



APPLICATION NUMBER 17 DATE February 7, 2008

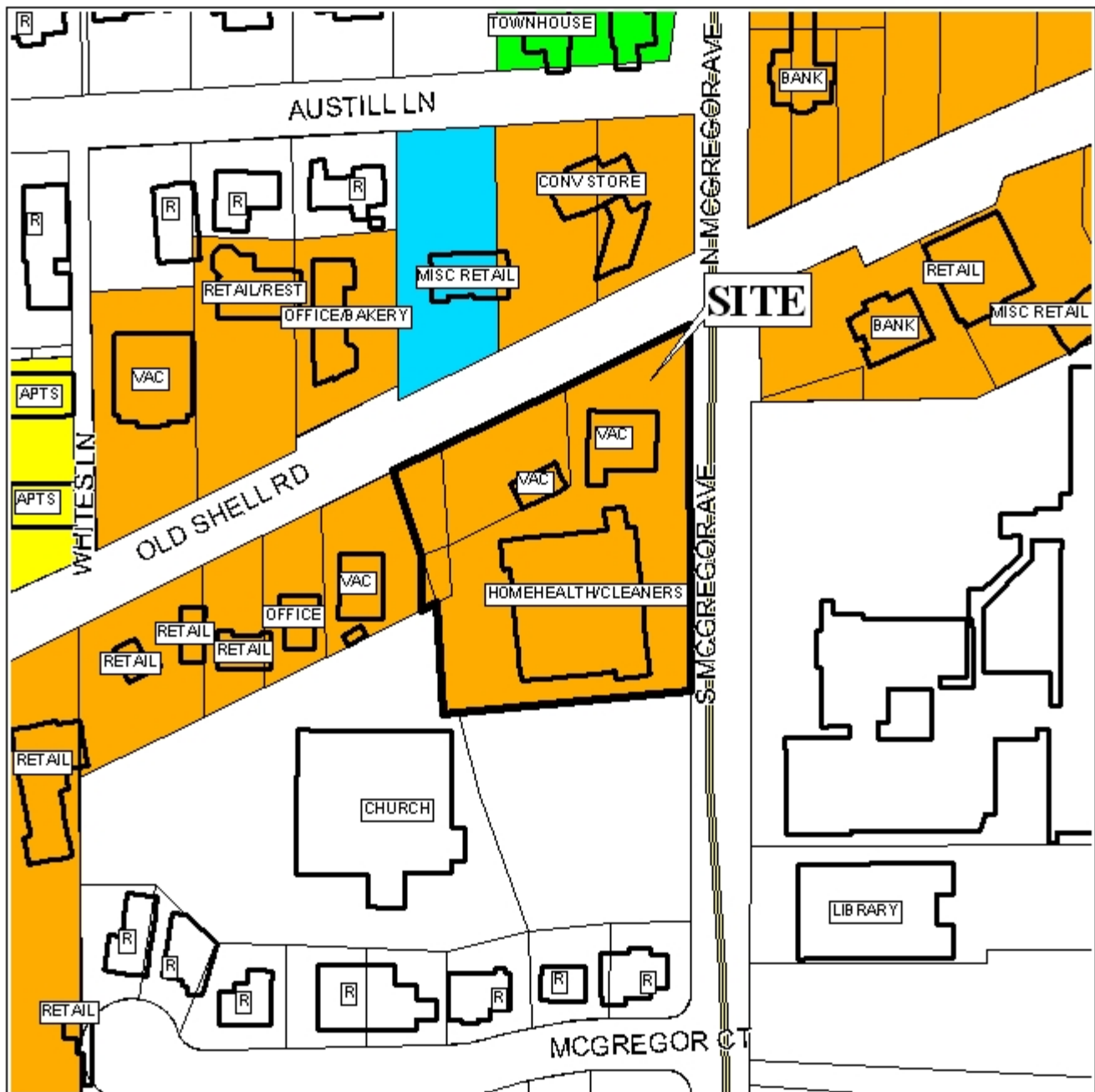
APPLICANT Old Shell & McGregor Subdivision

REQUEST Subdivision



NTS

# OLD SHELL & MCGREGOR SUBDIVISION



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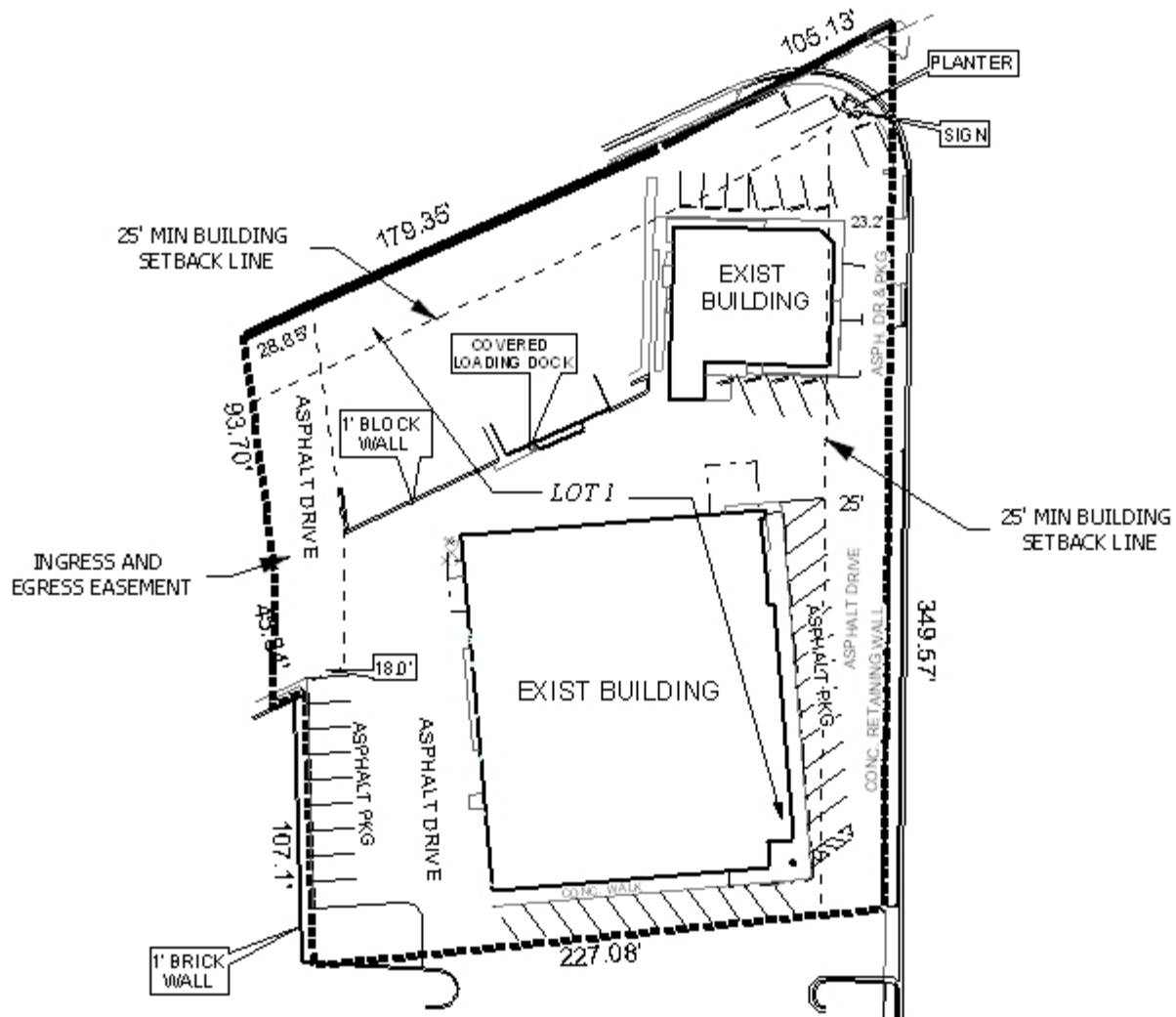
LEGEND

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



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# SITE PLAN



The site plan illustrate the existing buildings, proposed lot, easements, setbacks, drives and parking.

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