

## **ORBITAL SUBDIVISION**

Engineering Comments: The width of the drainage easement on the East property line needs to be increased to include an area of at least 15 feet wide from the top of the existing drainage ditch. The drainage easement also needs to be provided along the North property line to include an area extending at least 15 feet from the top of the existing drainage ditch. If wetlands appear on the NWI database, need to provide a letter from a wetland biologist stating that there are no wetlands present or acquire the appropriate Corps of Engineer's Permit for working in wetlands. Drainage from dumpster pads cannot discharge to storm sewer; must have connection to sanitary sewer. 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 2.8±acre, 2-lot subdivision which is located on the West side of Inn Road, 605'± South of Tillmans Corner Parkway and is located within the newly annexed area. The applicant states that the subdivision is served by public water and sanitary sewer. The purpose of this application is to subdivide a legal lot of record to create two legal lots of record.

The site has frontage onto Inn Road, a service road of Interstate Highway 10, as shown on the Major Street Plan Component of the Comprehensive Plan has sufficient right-of-way; therefore, dedication would not be required.

The Subdivision Regulations panhandle or flag lots generally are not allowed, but may be permitted only in those locations where varied and irregularly-shaped lot design are common and the informality of design is consistent with other lots in the vicinity; or where unusual circumstances such as an odd shaped lot exists; or, separate uses exist on a single lot; or, where there are natural or pre-existing man-made barriers which may cause an undue hardship on the land owner; or, in the case of a family division. Additionally, requests for panhandle or flag lots should be accompanied by evidence illustrating that each panhandle or flag lot is necessary to allow the owner of the site reasonable use of the site or to alleviate a situation that would otherwise cause extreme hardship.

The applicant submitted a detailed site plan illustrating the need for the panhandle or flag shaped lot based on the proposed multiple building development, the unusual shape of the lot (waiver of the Maximum Depth requirement) and the location of a 15-foot wide concrete drainage ditch

located along the northern side property line. It should be noted that a waiver of Section V.D.1 (Size and Shape of Lots) and V.D.3 (Maximum Depth) would be required.

As a means of access management, a note should be placed on the Final Plat stating Lot 1 and Lot 2 are limited to one curb cut each onto Inn Road, with the size, location and design of each curb cut to be approved by Traffic Engineering and conform to AASHTO standards.

The plat illustrates the lots of adequate size and adequate public right-of-way access to meet the minimum requirements of the Subdivision Regulations. The lot sizes, in square feet, are shown on the preliminary plat and should be retained on the Final Plat, if approved.

The 25-foot minimum building setback line is not depicted on the Final Plat; therefore, the illustration of the 25-foot minimum building setback line is required to be depicted on the Final Plat, if approved.

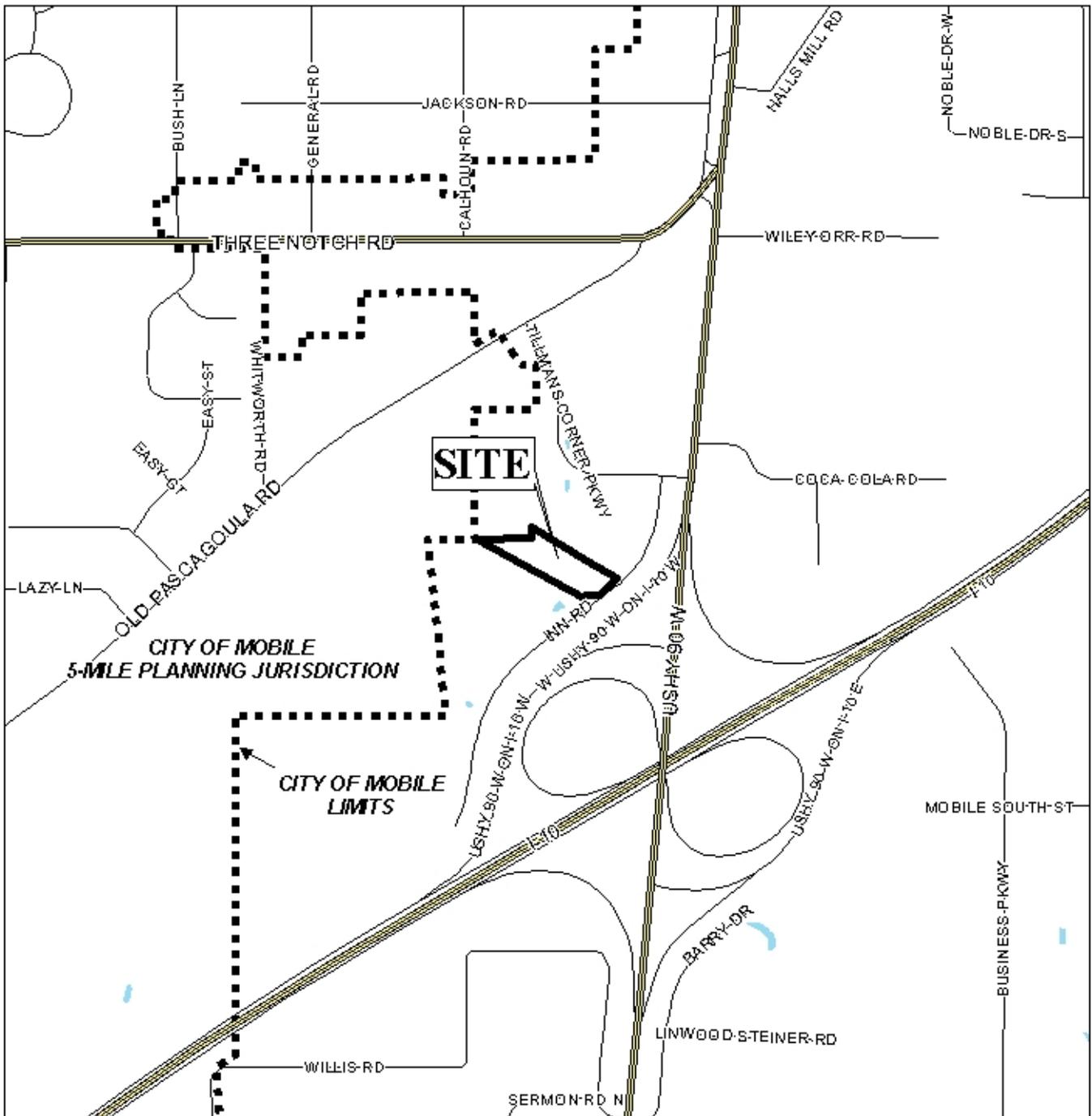
It should be noted that since this site is located within the newly annexed area and considered to be within the City of Mobile, and as illustrated on the site plan the proposed shared access and possibly shared parking the submission and approval of a Planned Unit Development (PUD) is required as well. Additionally, due to the delay in the City Council decision to approve the Zoning Plan for this newly annexed area, the site is zoned R-1, Single-Family Residential; therefore, the applicant should consider the submission of a rezoning application depending on the time line for development.

The geographic area defined by the city of Mobile and its planning jurisdiction, including this site, may contain Federally-listed threatened or endangered species as well as protected non-game species. Development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species.

Based on the preceding, and with a waiver of Sections V.D.1. and V.D.3. of the Subdivision Regulations, this application is recommended for approval, subject to the following conditions:

- 1) placement of a note on the Final Plat stating Lot 1 and Lot 2 are limited to one curb cut each onto Inn Road, with the size, location and design of each curb cut to be approved by Traffic Engineering and conform to AASHTO standards;
- 2) placement of the 25 foot building setback line on the Final Plat;
- 3) retention of the lot sizes (in square feet) labeling on the Final Plat;
- 4) placement of a note on the final plat stating that development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species; and
- 5) full compliance with all municipal codes and ordinances.

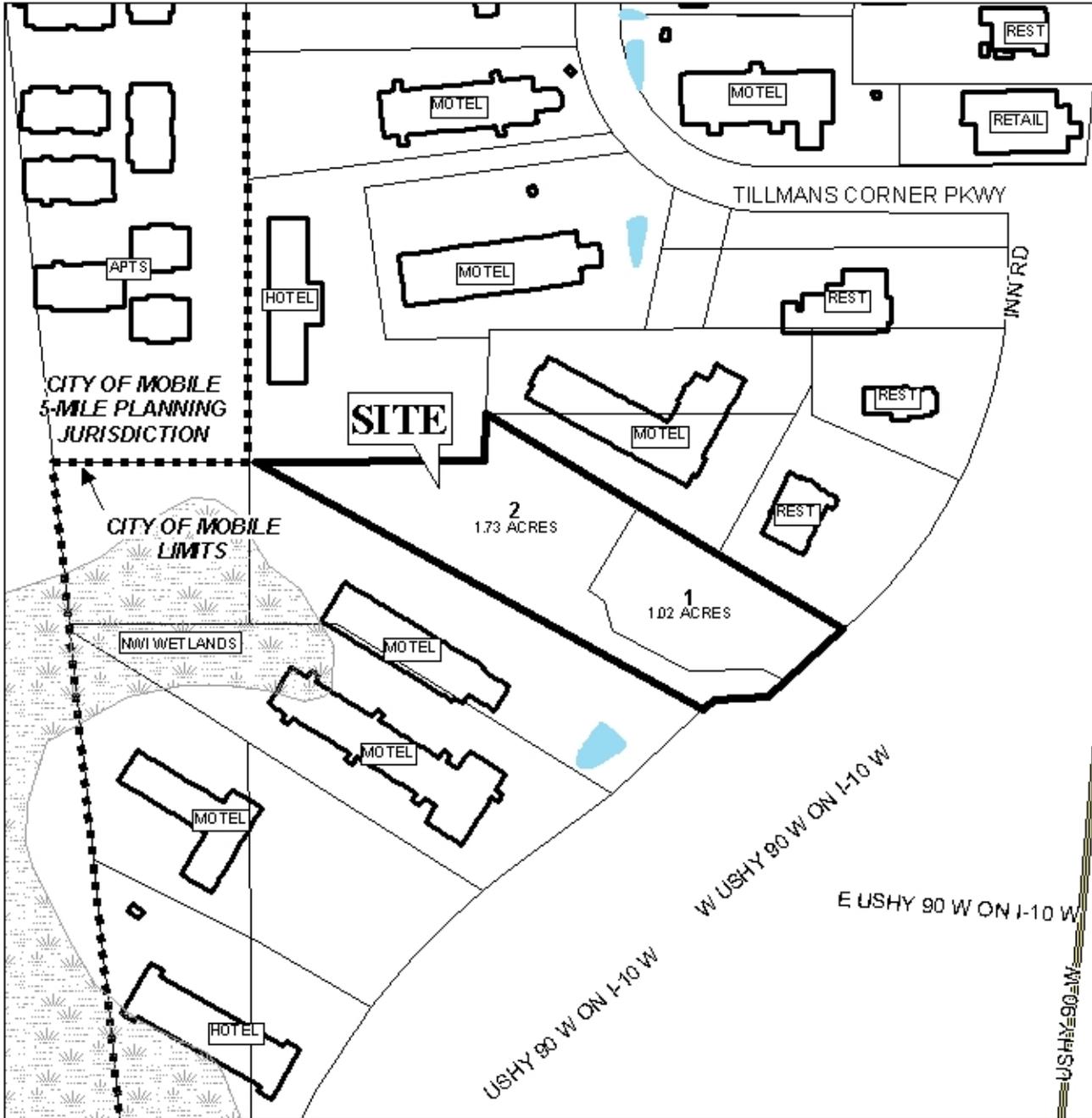
# LOCATOR MAP



APPLICATION NUMBER 10 DATE May 7, 2009  
APPLICANT Orbital Subdivision  
REQUEST Subdivision



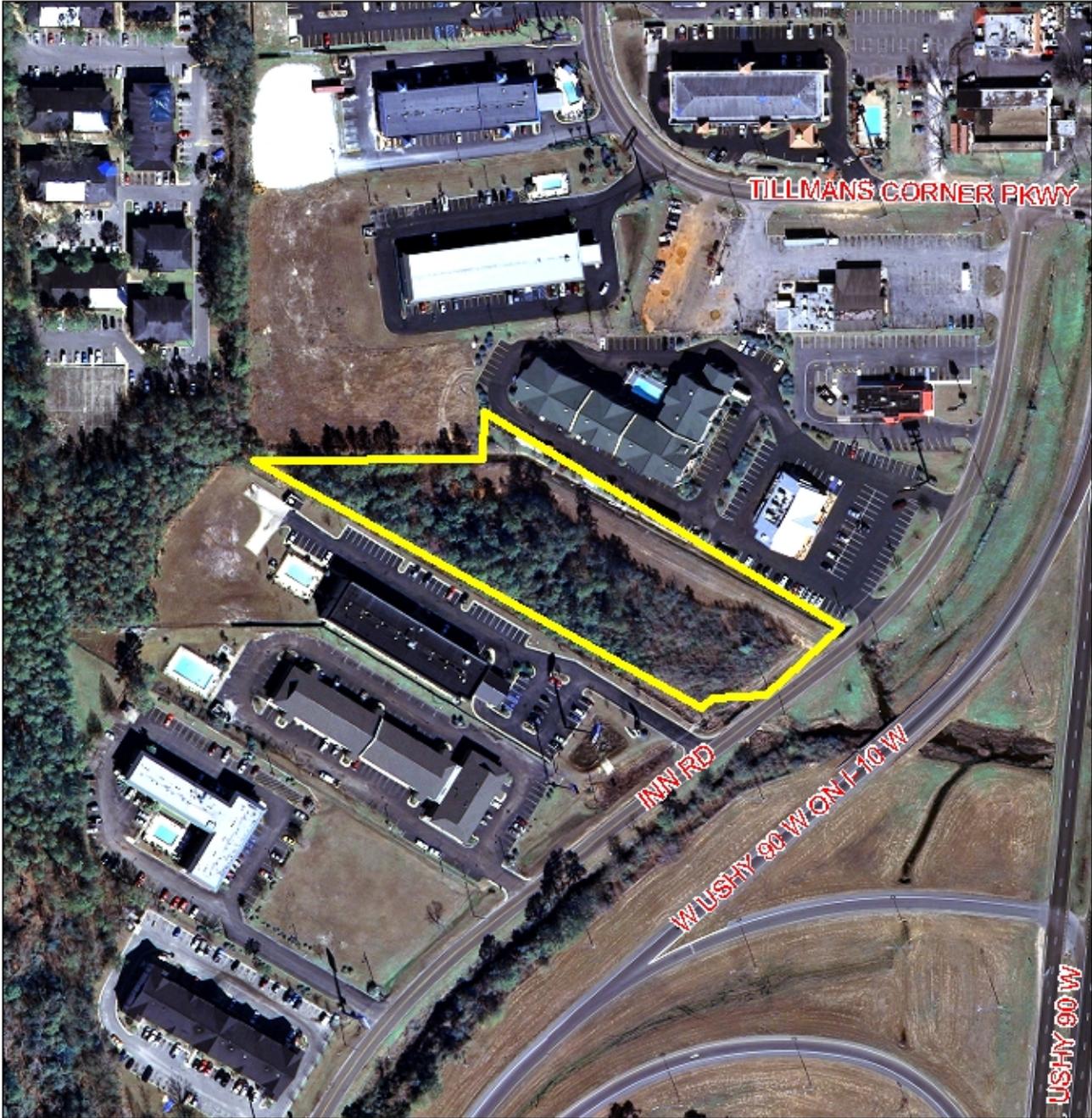
# ORBITAL SUBDIVISION



APPLICATION NUMBER 10 DATE May 7, 2009

- LEGEND
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|---|---|---|---|---|---|---|---|---|---|--|---|---|---|---|
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| 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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# ORBITAL SUBDIVISION



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