

OAKS OF FOWL RIVER SUBDIVISION, **RESUBDIVISION OF**

Engineering Comments: Must comply with the Mobile County Flood Damage Prevention Ordinance. Development shall be designed to comply with the storm water detention and drainage facility requirements of the City of Mobile storm water and flood control ordinances, and requiring submission of certification from a licensed engineer certifying that the design complies with the storm water detention and drainage facility requirements of the City of Mobile storm water and flood control ordinances prior to the issuance of any permits.

Fire-Rescue Department Comments: All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance (2012 International Fire Code). Projects outside the City Limits of Mobile, yet within the Planning Commission Jurisdiction fall under the State or County Fire Code (2012 IFC).

MAWSS Comments: No comments.

The preliminary plat illustrates the proposed 4-lot, 12.2± acre subdivision which is located at the East terminus of Kipling Trace. The site is within the Planning Jurisdiction and the applicant states that the subdivision is served by public water and individual septic systems.

The purpose of this application is to create four legal lots of record from two legal lots and one metes-and-bounds parcel. The applicant proposes to create four (4) new lots from portions of the existing lots (Lots 4 and 5), and an undeveloped area that is located to the North, South, and East of the proposed lots extending to an undeveloped portion of Lancaster Road. The remaining undeveloped area is not shown in its entirety on the preliminary plat, and should be revised to depict the remaining undeveloped area as a "Future Development" area or as a phased development.

It should be noted that the proposed lot configurations create irregular shaped lots, specifically Lots 1 and 2. Lots 1 and 2 create a "panhandle" or "flag lot" shape, and is generally not allowed, but permitted only in those locations where varied and irregularly shaped lot designs 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 disparate 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. Currently, there are no similarly-shaped lots within the immediate vicinity of the proposed subject lots.

The proposed lots front Kipling Trace and Lancaster Road. Kipling Trace is a private minor street without curb and gutter. As a minor street without curb and gutter, this street requires a 60' wide right-of-way width; however, Kipling Trace was established by a subdivision that was recorded in 2010, prior to the expansion of the Planning Jurisdiction and the applicability of the Planning Commission Subdivision Regulations. The right-of-way width is depicted as 50'. The proposed lots will also have frontage on an undeveloped portion of Lancaster Road. Lancaster Road is a minor street without curb and gutter that requires a right-of-way width of 60'. The

right-of-way width is depicted as 60' on the preliminary plat and should be retained as such on the Final Plat, if approved.

The 25-foot minimum building setback line is depicted on the preliminary plat for each proposed lot along both Kipling Trace and the undeveloped portion of Lancaster Road, and should be retained on the Final Plat, if approved,.

The lot size information is depicted in both square feet and in acres on the preliminary plat and should be retained on the Final Plat, if approved.

As a means of access management, a note should be placed on the Final Plat, if approved, stating that the each lot is limited to one curb cut to Kipling Trace, with any changes to the size, design and location of the curb-cut to be approved by Mobile County Engineering and conform to AASHTO standards. Access to Lancaster Road is denied.

This site is located in the County; therefore, any lots which are developed commercially and adjoin residentially-developed property must provide a buffer, in compliance with Section V.A.8. of the Subdivision Regulations. A note should be placed on the Final Plat, if approved.

Based upon the preceding, this application is recommended for Denial due to the following reasons:

- 1) There are no other flag lots in the vicinity, and thus, does not comply with Section V.D.1. of the Subdivision Regulations.

Revised for the October 5th meeting

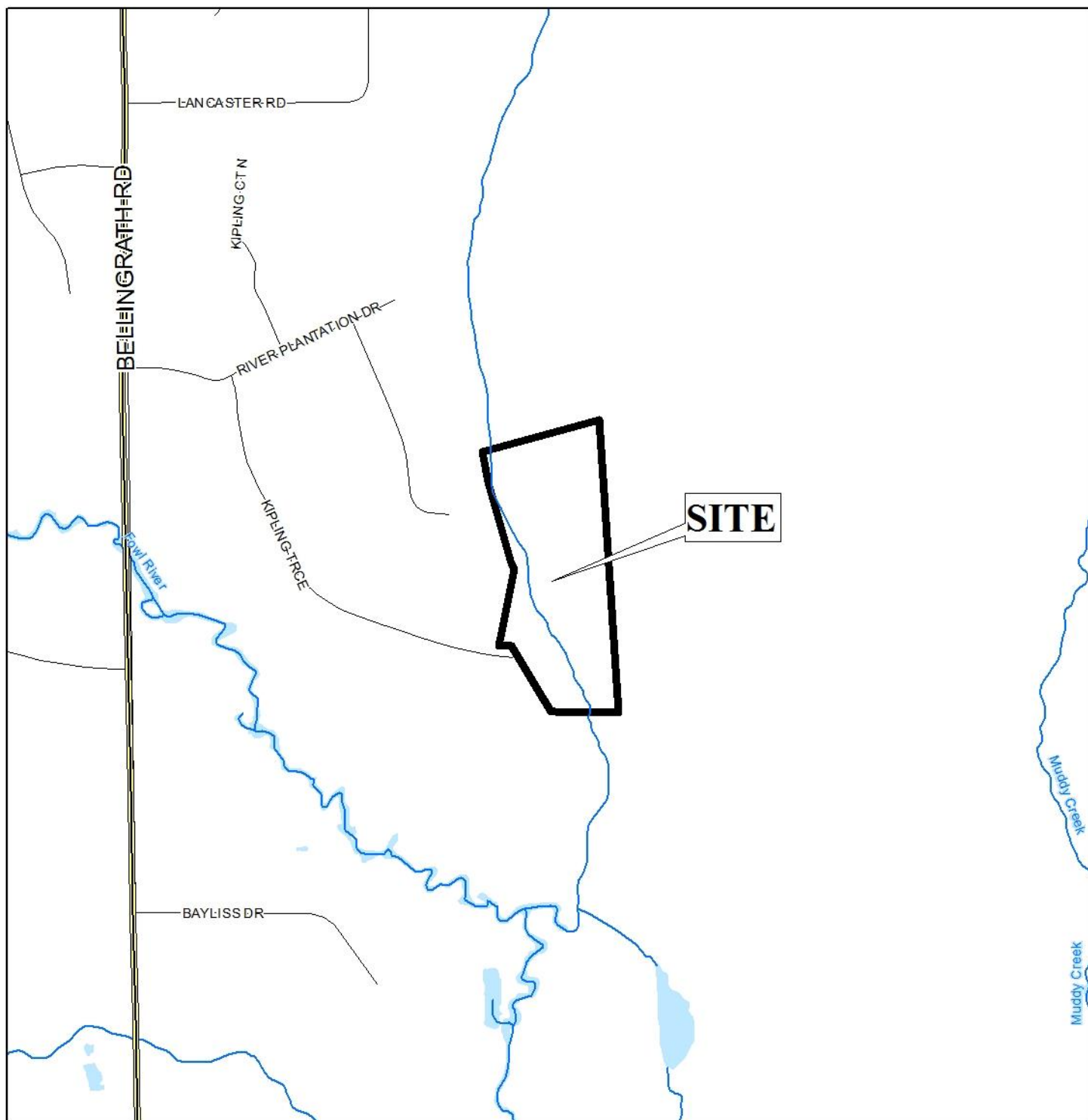
This application was heldover from the September 7, 2017 meeting by the Planning Commission at the applicant's request. No additional information has been submitted to the Planning and Zoning Department by the applicant to substantiate the need for the creation of a "flag lot".

As stated at the last meeting, the proposed subdivision does not comply with Section V.D.1. of the Subdivision Regulations. There are no other flag lots within the immediate vicinity of the subject property, and thus the recommendation for denial still stands.

Based upon the preceding, this application is recommended for Denial due to the following reasons:

- 1) There are no other flag lots in the vicinity, and thus, does not comply with Section V.D.1. of the Subdivision Regulations.*

LOCATOR MAP



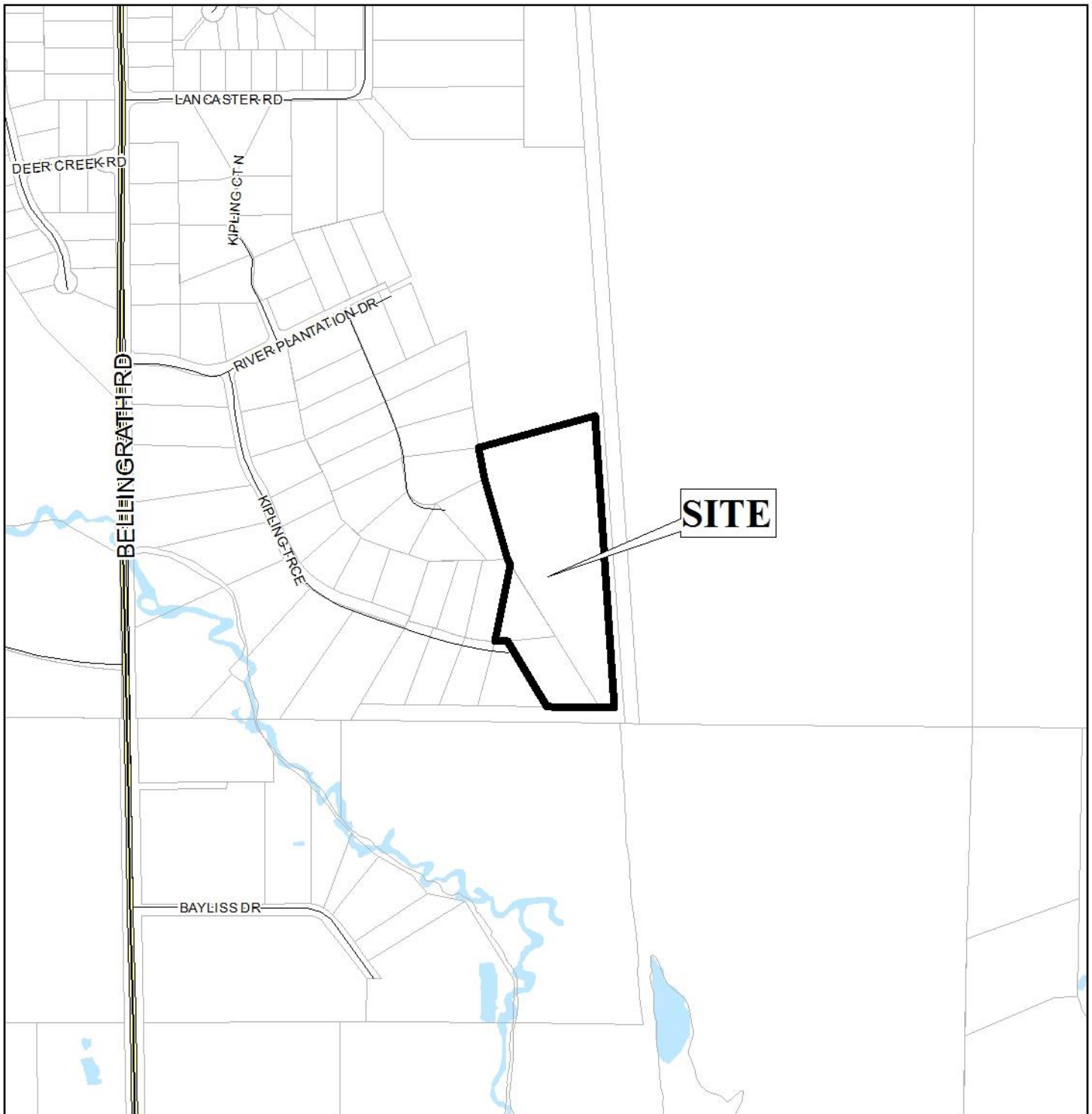
APPLICATION NUMBER 1 DATE October 5, 2017

APPLICANT Oaks of Fowl River Subdivision, Resubdivision of

REQUEST Subdivision



LOCATOR ZONING MAP



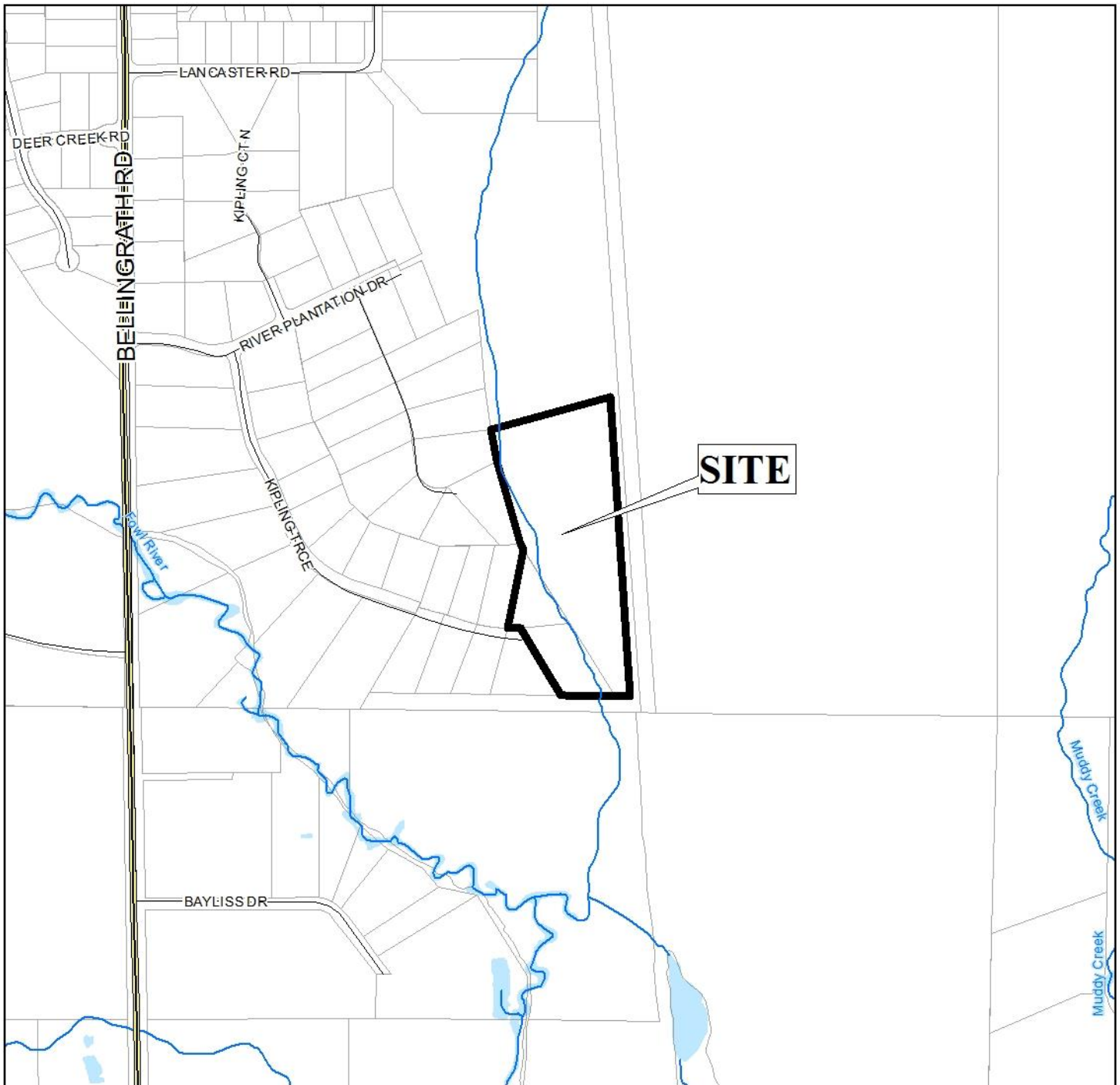
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FLUM LOCATOR MAP



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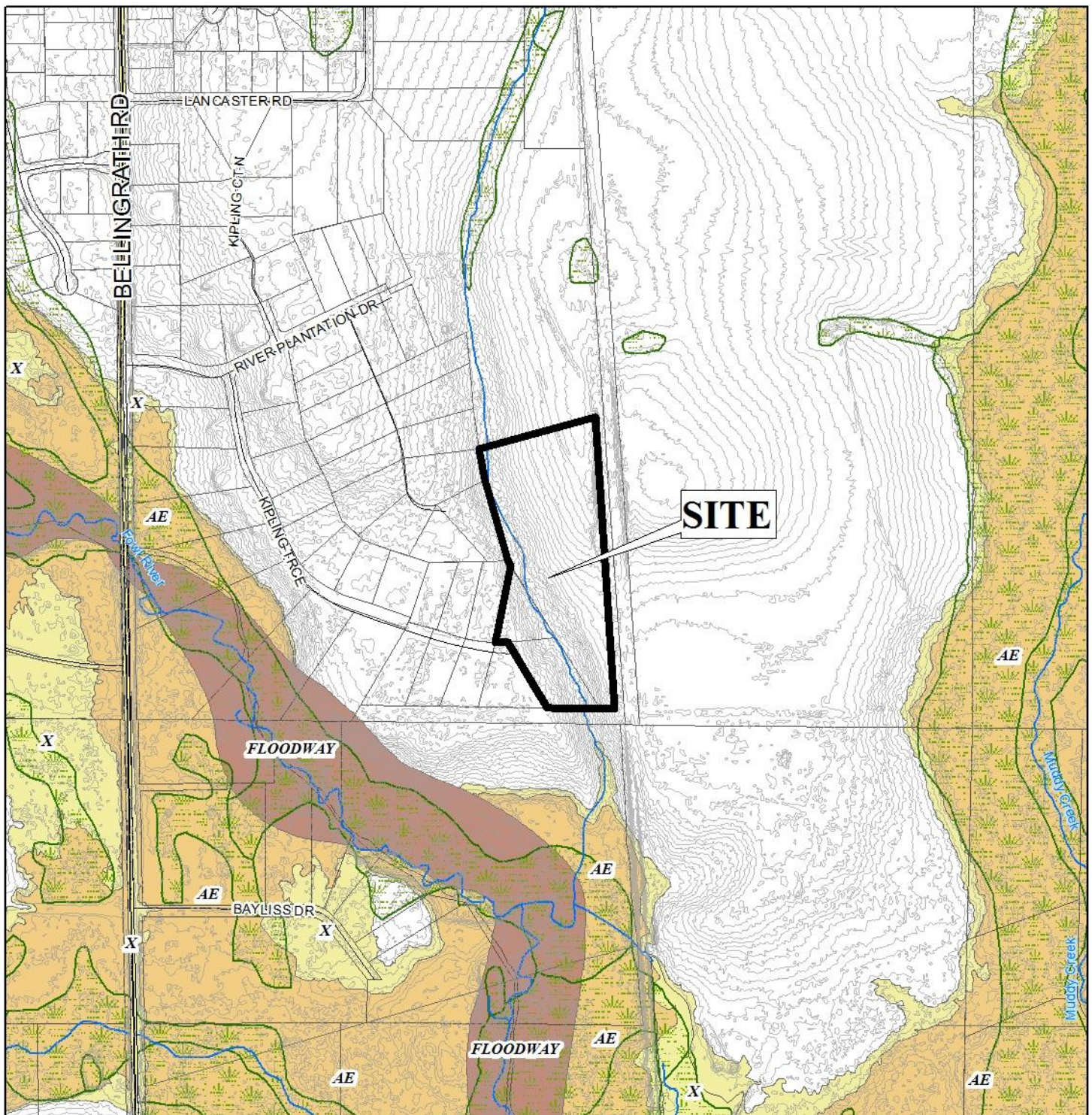
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Low Density Residential	Neighborhood Center- Traditional	Downtown Waterfront	Water Dependent
Mixed Density Residential	Traditional Corridor	Light Industry	Parks & Open Space
Downtown	Neighborhood Center- Suburban	Heavy Industry	
District Center	Mixed Commercial Corridor	Institutional	



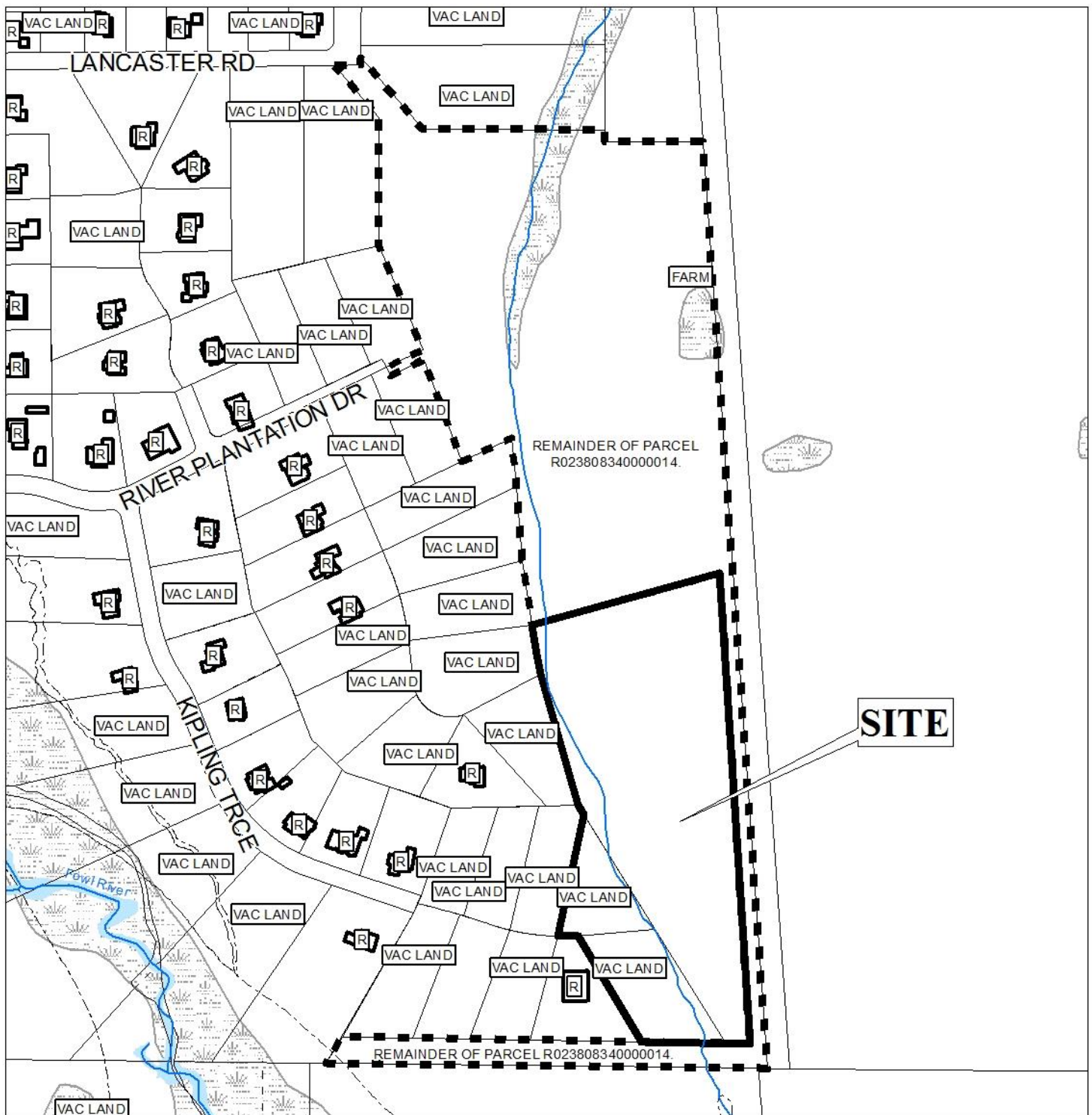
ENVIRONMENTAL LOCATOR MAP



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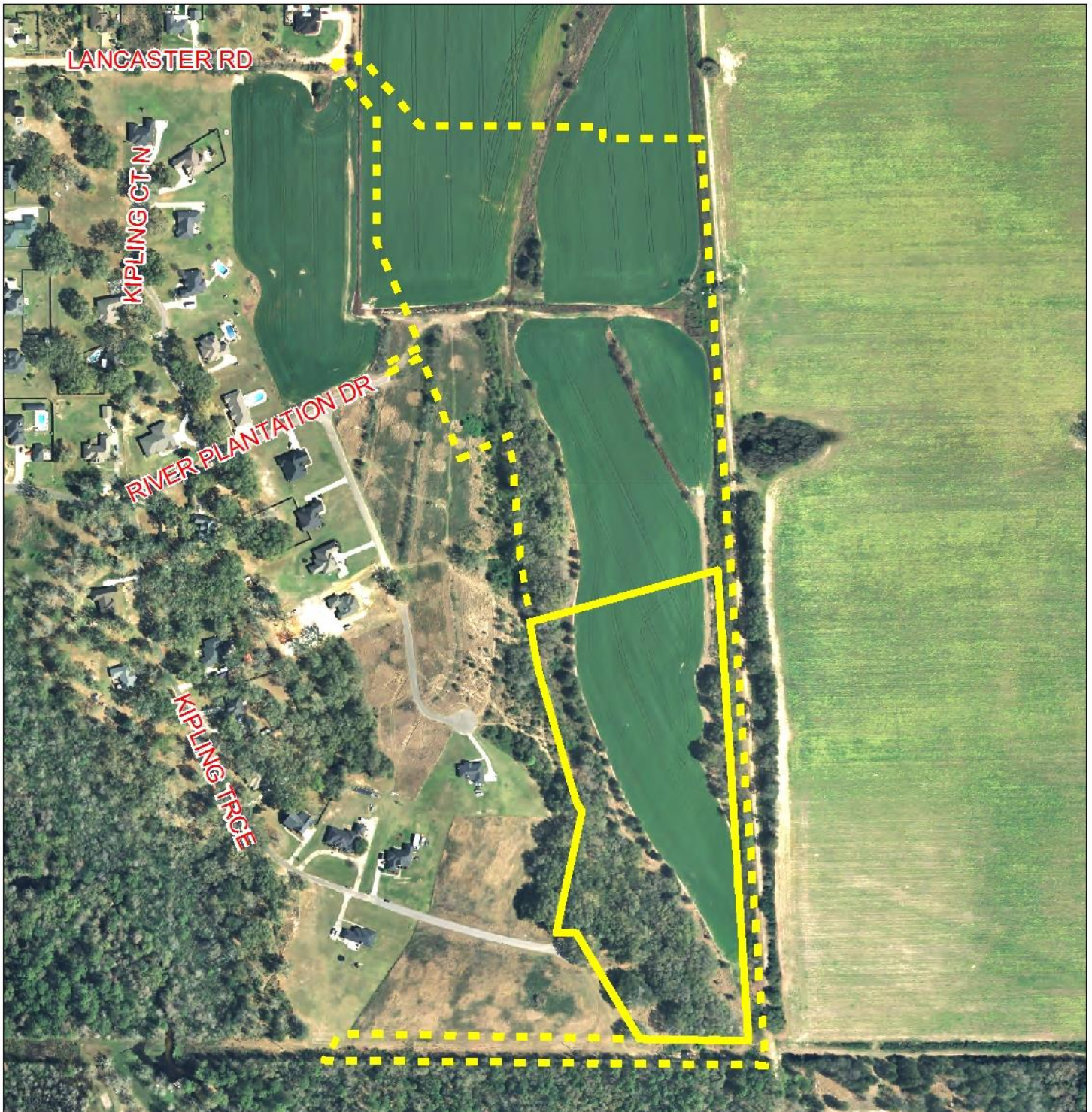


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 R-A	 R-3	 T-B	 B-2	 B-5	 MUN	 SD-WH	 T5.1
 R-1	 R-B	 B-1	 B-3	 I-1	 OPEN	 T3	 T5.2
 R-2	 H-B	 LB-2	 B-4	 I-2	 SD	 T4	 T6



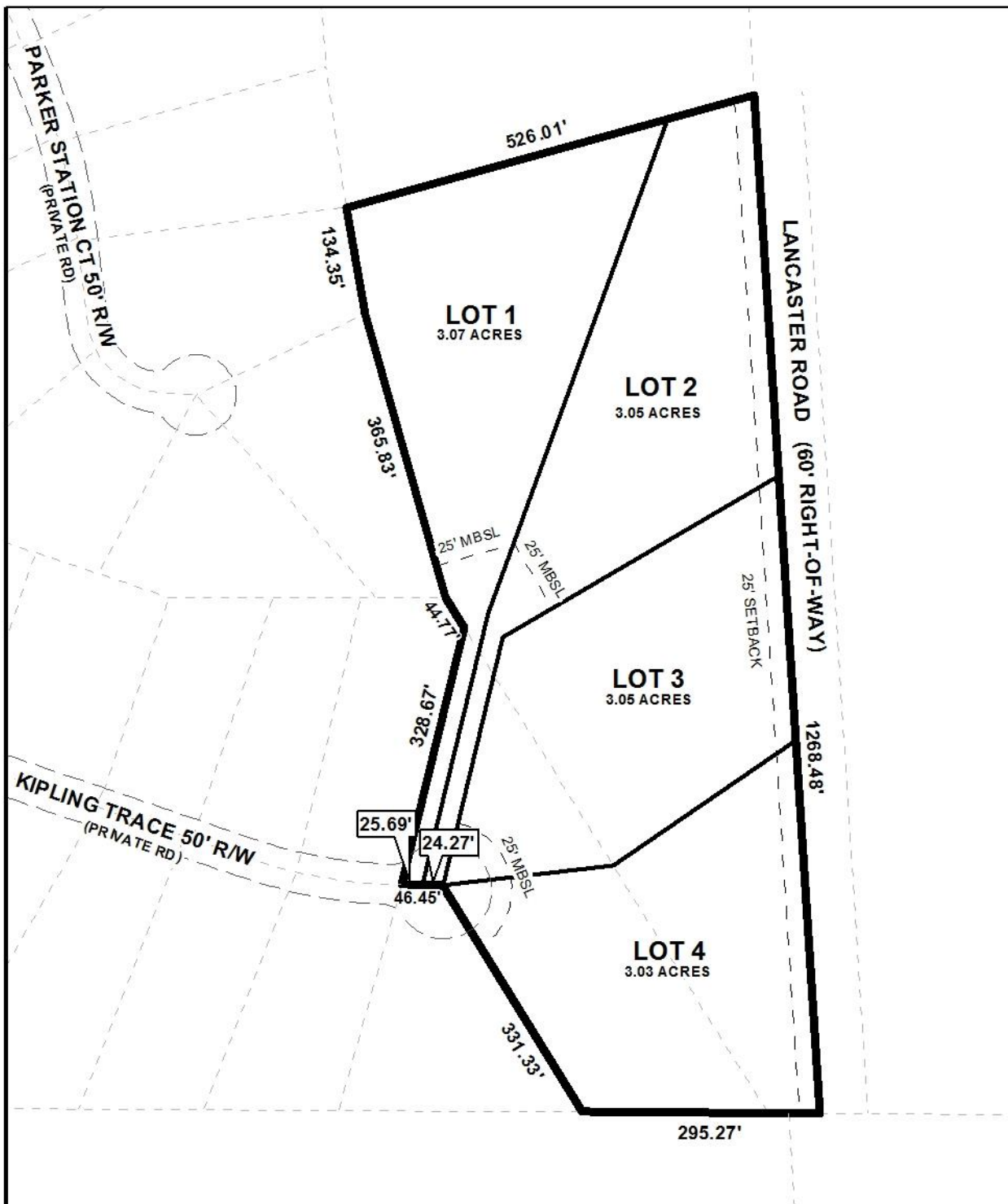
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DETAIL SITE PLAN



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