

DAVE'S FIRST ADDITION 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 plan illustrates the proposed 0.9± acre, two lot subdivision which is located at 4056 Lloyd Station Road (North side of Lloyd Station Road, 275'± East of Interstate 10, extending to the South side of Interstate 10, 450' East of Interstate 10, extending to the South side of Interstate 10, 450'± North of Lloyd Station Road). The subdivision is served by public water and sanitary facilities.

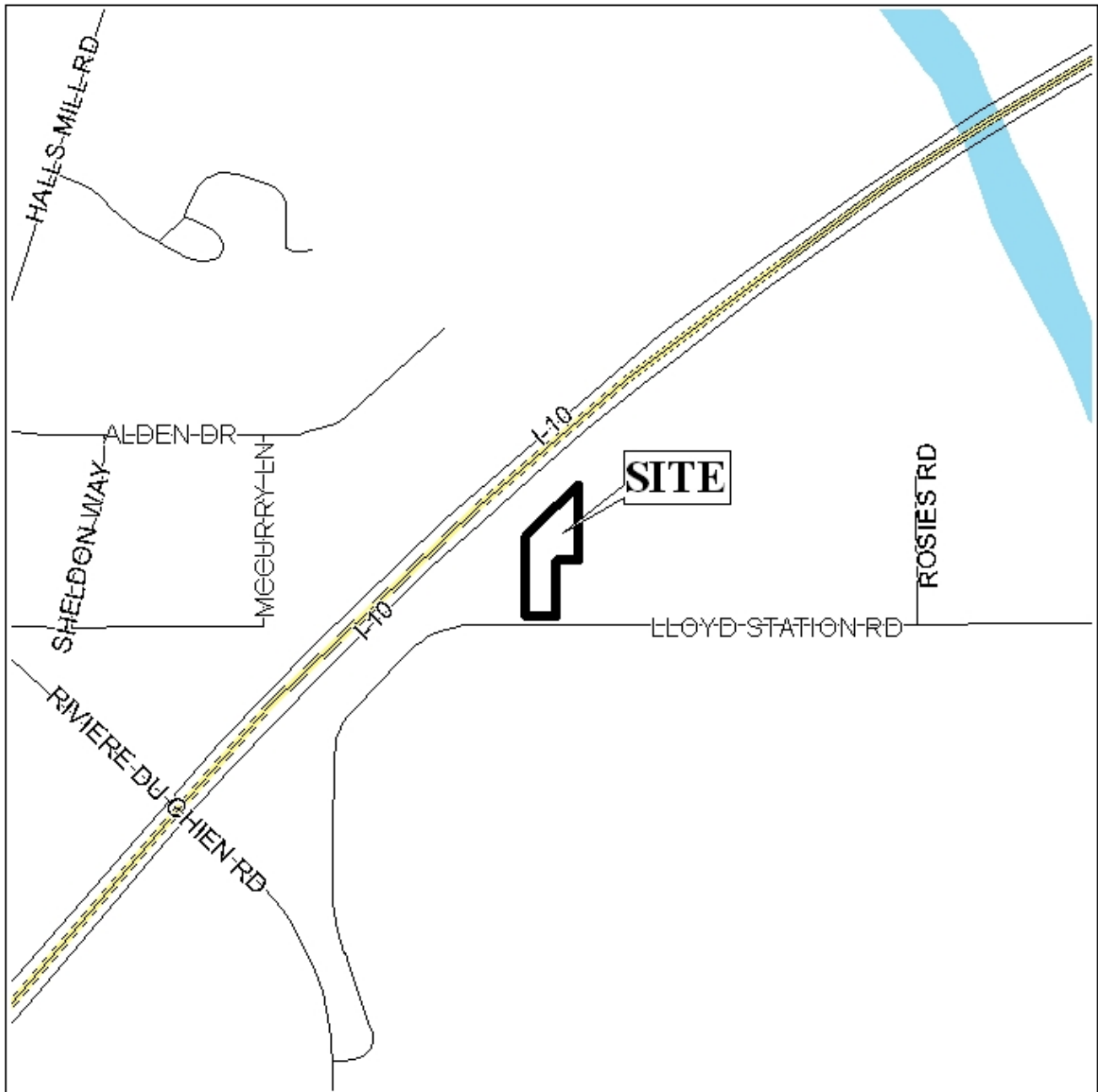
The purpose of this application is to subdivide two metes and bounds parcels into two legal lots of record. Currently, one of the metes and bounds parcels is technically landlocked, having no frontage on a public maintained road. The proposed subdivision would provide real property frontage for the landlocked parcel. While this frontage would create a flag lot, there are currently other flag lots existing in the immediate area. Additionally, as stated above, it would be providing real property frontage on a public road for a landlocked parcel.

Tax Assessor's records indicate that the parcels have been in this configuration since the 1960's and have changed hands several times.

The 25' building setback line is not shown, but will be required on the final plat. It should be noted that there have issues in the past relating to the setback line and how it should be shown on flag lots. The staff position is that the setback should be "boxed" from the point where the "pole" meets the lot, providing 25' clear in all directions from that point.

Based on the preceding, it is recommended that Section V.D.3 be waived and the plat be granted Tentative Approval, subject to the following condition: 1) placement of the required 25' building setback line on the final plat.

LOCATOR MAP



APPLICATION NUMBER 3 DATE December 7, 2006

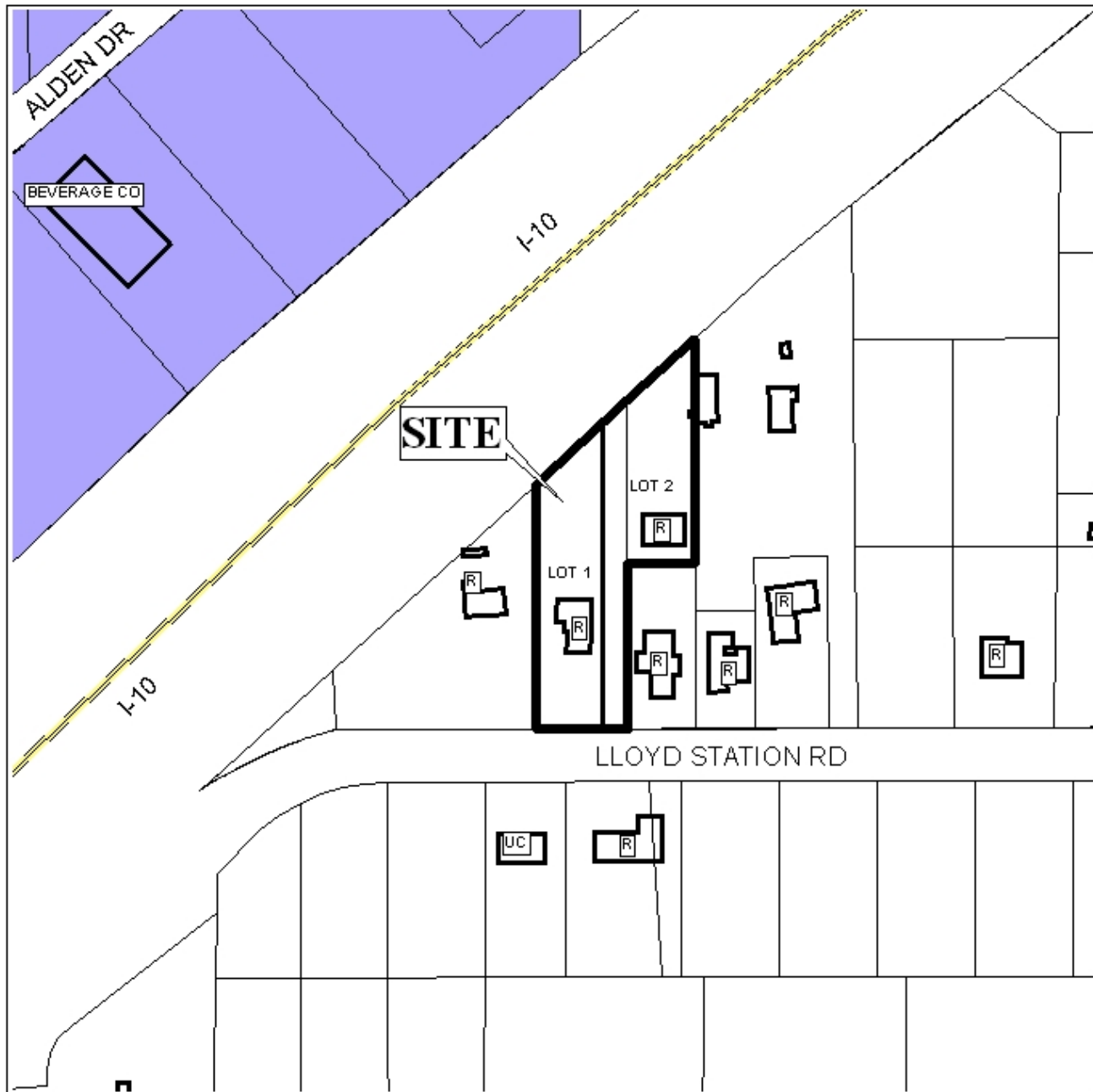
APPLICANT Dave's First Addition Subdivision

REQUEST Subdivision



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DAVE'S FIRST ADDITION SUBDIVISION



APPLICATION NUMBER 3 DATE December 7, 2006

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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