

**BIT AND SPUR WOODS SUBDIVISION,**  
**RESUBDIVISION OF LOT 3**

Engineering Comments: Must comply with all storm water and flood control ordinances. Add note to plat stating that if any proposed development for either lot will result in an increase in impervious area (i.e., driveway, building, patio, sidewalk, etc.) in excess of 4000 square feet since 1984, then detention must be provided and a Land Disturbance Permit from the City of Mobile will be required. If detention is required, the location of the detention system shall be shown on the final plat. 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. Final approval for all driveways, proposed and existing will be given upon submittal of final plans.

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 lot, 1.6± acres subdivision which is located on the South side of Bit and Spur Road, 150'± West of the South terminus of Hawthorne Place, in Council District 5. The applicant states that the subdivision is served by both public water and sanitary sewer services.

The purpose of this application is to resubdivide an existing lot of record into two lots of record.

The site fronts onto Bit and Spur Road which currently has 25' from centerline to the edge of right-of-way along the subject site; therefore, no dedication would be required. As a means of access management, a note should be required on the final plat stating that each lot is limited to one curb cut to Bit and Spur 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 current 100' minimum building setback line along Bit and Spur Road for proposed Lot A, and this should also be shown on the final plat. For proposed Lot B, the 25' minimum building setback line should be revised to be measured from all parts of the proposed new East-West interior lot line. Each lot is labeled with its size in square feet and this should also be done on the final plat, or a table should be furnished on the final plat providing the same information. The lot size labeling should reflect any changes due to any required reconfiguration of the lot shapes.

As this is a flag lot subdivision, such are generally prohibited by the 2008 revision of Section V.D.1. of the Subdivision Regulations. However, an allowance is provided in locations where varied or irregularly-shaped lot designs are common and the informality of design is consistent with other lots in the vicinity. In this instance, the adjacent property on the West side was approved in 1997 as a two-lot subdivision containing a similar flag lot. Therefore, justification for this subdivision would exist. But unlike the adjacent flag lot which has a “pole” access 25’ in width its entire length, the proposed flag lot constricts from 25’ to 20’ to allow a 9’ setback off the East side of the existing dwelling on proposed Lot A. Section V.D.1. of the Subdivision Regulations specifically states that where panhandle or flag lots are permitted, the “pole”, “handle” or “stem” shall be a minimum of 25’ in width for its entirety. Therefore, the plat should be revised to indicate the “pole” to be 25’ in width its entire length. Since this would reduce the setback off the East end of the existing dwelling to 4’, the applicant should seek and be granted a Side Yard Setback Variance from the Board of Zoning Adjustment prior to the signing of the final plat. The current side yard setback on the opposite side of the dwelling is indicated to be approximately 30’ which would be sufficient to meet the combined side yard total requirement of 20’.

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.

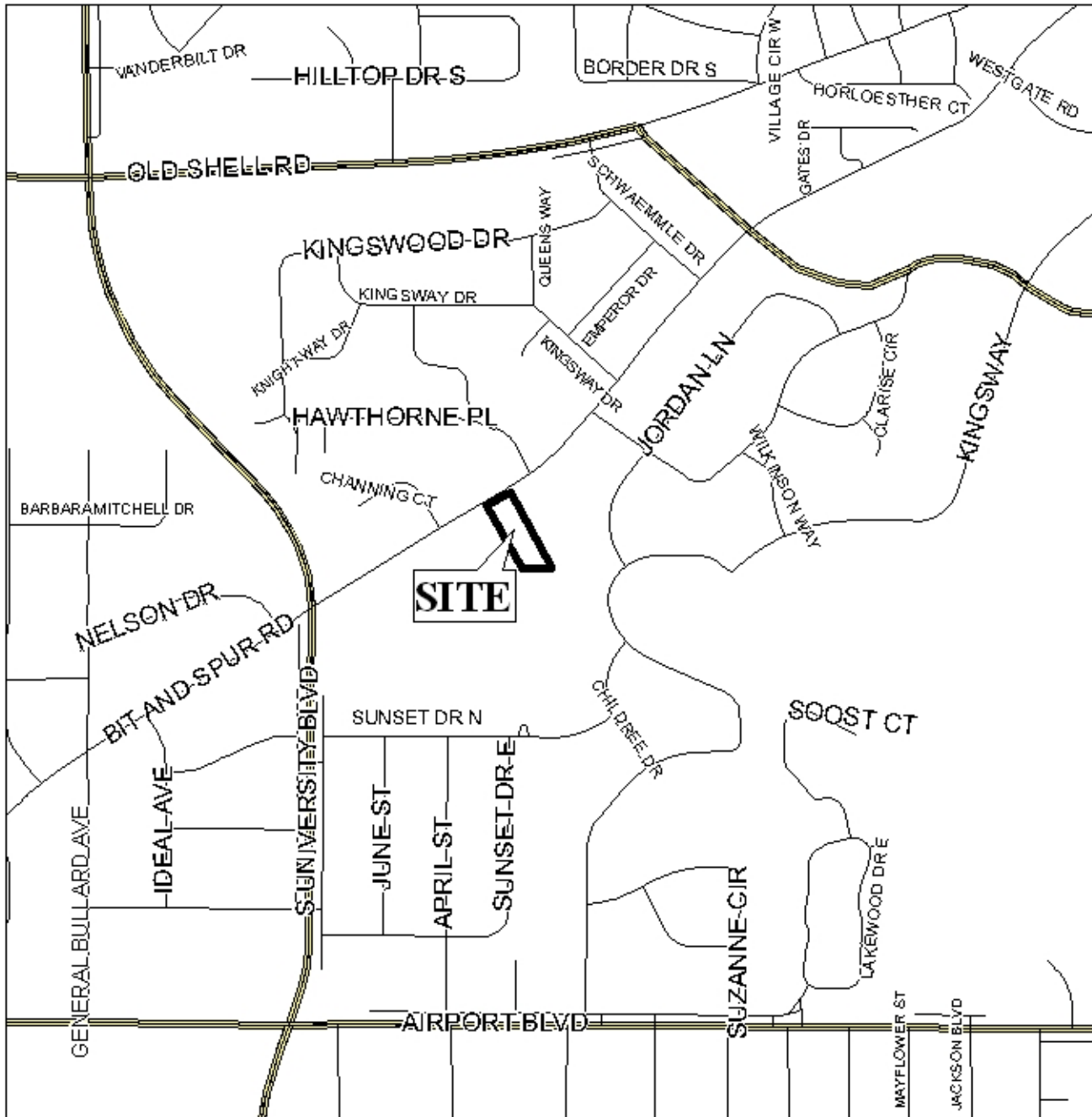
Based on the preceding, this application is recommended for Tentative Approval, subject to the following conditions:

- 1) placement of a note on the Final Plat stating that each lot is limited to one curb cut to Bit and Spur Road, with the size, location and design of each curb cut to be approved by Traffic Engineering and conform to AASHTO standards;
- 2) illustration of the current 100’ minimum building setback line along Bit and Spur Road for Lot A;
- 3) revision of the plat to illustrate the 25’ minimum building setback line for Lot B as measured along the entire length of the new East-West interior lot line;
- 4) labeling of each lot with its size in square feet, or the furnishing of a table on the Final Plat providing the same information, with the lot sizes to reflect any changes due to required lot reconfigurations;
- 5) revision of the “pole” for Lot B to 25’ in width for its entire length;
- 6) approval of a Side Yard Setback Variance by the Board of Zoning Adjustment for the reduced setback off the East end of the existing dwelling prior to signing the Final Plat;
- 7) 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;
- 8) subject to the Engineering Comments: *(Must comply with all storm water and flood control ordinances. Add note to plat stating that if any proposed development for either lot will result in an increase in impervious area (i.e., driveway, building, patio, sidewalk, etc.) in excess of 4000 square feet since 1984, then detention must be provided and a Land Disturbance Permit from the City of Mobile will be required. If detention is*

*required, the location of the detention system shall be shown on the final plat. Any work performed in the right of way will require a right of way permit);*

- 9) placement of the required Engineering Comment on the Final Plat stating that if any proposed development for either lot will result in an increase in impervious area (i.e., driveway, building, patio, sidewalk, etc.) in excess of 4000 square feet since 1984, then detention must be provided and a Land Disturbance Permit from the City of Mobile will be required; and*
- 10) if detention is required, the location of the detention system shall be shown on the final plat.*

## LOCATOR MAP



APPLICATION NUMBER 12 DATE January 7, 2010

APPLICANT Bit and Spur Woods Subdivision, Resubdivision of Lot 3

REQUEST Subdivision



# BIT AND SPUR WOODS SUBDIVISION, RESUBDIVISION OF LOT 3



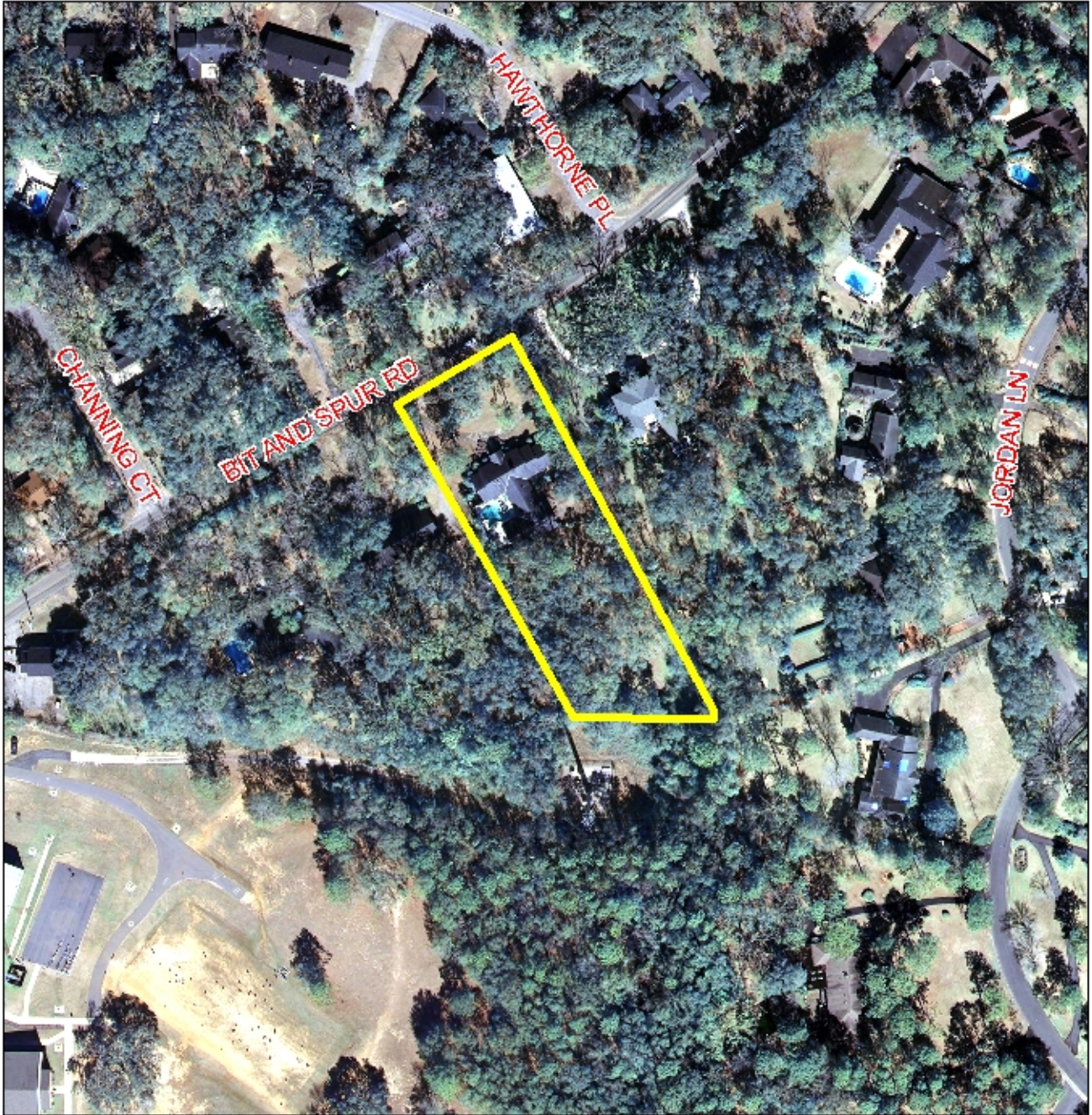
APPLICATION NUMBER 12 DATE January 7, 2010

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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# BIT AND SPUR WOODS SUBDIVISION, RESUBDIVISION OF LOT 3



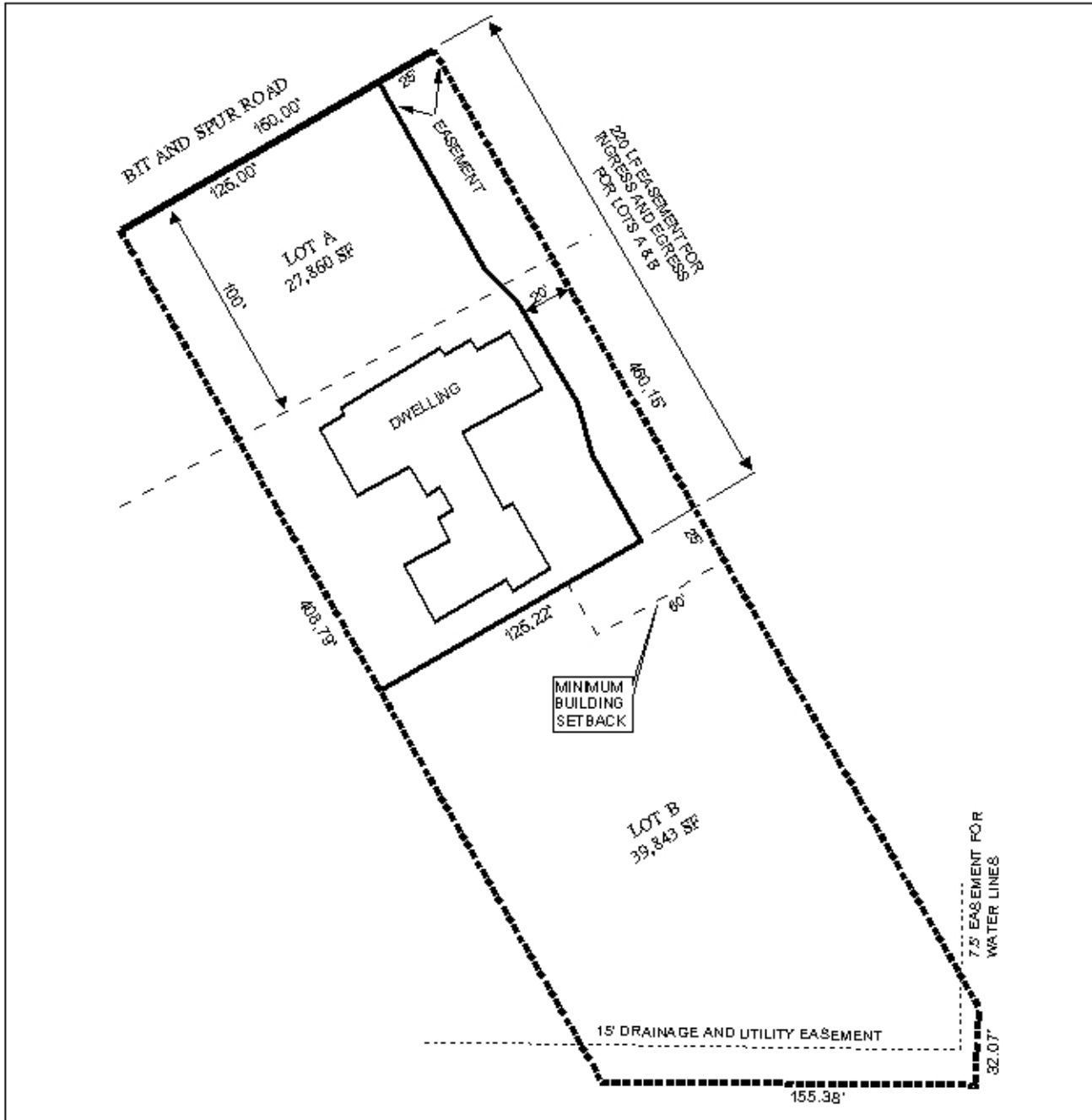
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## DETAIL SITE PLAN



APPLICATION NUMBER 12 DATE January 7, 2010  
 APPLICANT Bit and Spur Woods Subdivision, Resubdivision of Lot 3  
 REQUEST Subdivision

N  
  
 NTS