

WILLIAMS FINANCIAL SUBDIVISION

Engineering Comments: FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review and/or signature by the City Engineer):

- A. Provide all of the required information on the SUBDIVISION PLAT (i.e. signature blocks, signatures, certification statements, written legal description, required notes, legend, scale, bearings and distances) that is required by the current Alabama State Board of Licensure for Professional Engineers and Land Surveyors.
- B. Provide and label the monument set or found at each subdivision corner.
- C. Add legible street names to the vicinity map.
- D. Show the owner information for the Boyles Lane – Private Roadway.
- E. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- F. Provide the Surveyor's Certificate.
- G. Provide the Surveyor's and Owner's (notarized) signatures.
- H. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 26 - #78) LOT will receive historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control) as follows: LOT 1 – 13,000 sf.
- I. Add a note to the SUBDIVISION PLAT stating that a Land Disturbance permit will be required for any land disturbing activity in accordance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.
- J. Add a note to the Plat stating that the approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit.
- K. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved.
- L. Add a note to the plat stating that all proposed detention facilities, common areas, and wetlands shall be the responsibility of the Property Owner(s), and not the responsibility of the City of Mobile.
- M. Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process.
- N. Email a pdf copy of the FINAL SUBDIVISION PLAT and LETTER OF DECISION to the Permitting Engineering Dept. for review at land.disturbance@cityofmobile.org prior to obtaining any signatures. No signatures are required on the drawing.
- O. After addressing all of the FINAL SUBDIVISION PLAT review comments provide the ORIGINAL (with all signatures except for the Planning Commission, Traffic Engineering, and City Engineer), one (1) copy, and a transmittal letter to the Engineering Permitting Department. They can be dropped off at 205 Government St. or mailed to PO Box 1827, Mobile, AL, 36633.

Traffic Engineering Comments: Lot is limited to no more than one curb cut per street frontage with any changes in size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Any new on-site parking, including ADA handicap spaces, should meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.

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 2015-116 and City Code Chapters 57 and 64). Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from a commercial site will require a tree removal permit.

Fire 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).

The plat illustrates the proposed 1-lot, 0.6± acre subdivision which is located at the Northeast corner of Dauphin Street and Tacon Street, in Council District 1. The purpose of this application is to create one (1) legal lot of record from one (1) existing legal lot and three (3) metes-and-bounds parcels. The applicant states the site is served by public water and sanitary sewer services.

The site has been given a Neighborhood Center (NC) in traditional contexts land use designation, per the Future Land Use Plan and Map, adopted on May 18, 2017 by the Planning Commission. The Future Land Use Plan and Map complements and provides additional detail to the Development Framework Maps in the Map for Mobile, adopted by the Planning Commission at its November 5, 2015 meeting.

This land use designation applies to smaller hubs of mixed commercial, community, and recreational activity that cater to adjacent residential areas. Many of these centers exist today in some form. Therefore, the following common principles apply not just to the future development of new centers, but also to the redevelopment (wholesale or incremental) of existing centers.

General Principles for Neighborhood Centers:

- NC should support a limited amount of commercial employment.
- NC should incorporate some residential use, which may vary in type from detached single family, townhouse, accessory and live-work units in mixed use and low-rise multifamily structures.
- The residential density in NC designations –ranging from 4 to 10 du/ac— must be compatible in character with that of surrounding residential development, providing appropriate transitions in height, massing and other buffering from one land use district to the next.
- The retail and housing uses should merge around vibrant, compact, accessible nodes, located at key neighborhood intersections or along short road segments.
- The NC nodes should be connected to the surrounding neighborhood and nearby public uses (e.g., schools, parks, etc.) via well-designed sidewalks and complete streets.

While the above-listed principles are common to all NC districts, the design attributes of neighborhood centers generally vary depending on whether a center is in a more “traditional” or more “suburban” context.

Additional Attributes of Neighborhood Centers:

- **NC in traditional contexts:** These tend to be in those areas east of the Beltline and correspond to MxDR neighborhoods. In these NCs, buildings should orient to the street, with on-site parking typically pushed to the back of the site. The design qualities of the public realm are emphasized, including the provision of continuous sidewalks, tree canopy, pedestrian amenities, on-street parking and bicycle facilities where appropriate.

It should be noted that the Future Land Use Plan and Map components of the Map for Mobile Plan are meant to serve as a general guide, not a detailed lot and district plan. In many cases the designation on the new Future Land Use Map may match the existing use of land, but in others the designated land use may differ from what is on the ground today. As such, the Future Land Use Plan and Map allows the Planning Commission and City Council to consider individual cases based on additional information such as the classification request, the surrounding development, the timing of the request, and the appropriateness and compatibility of the proposed use and, where applicable, the zoning classification.

Subdivision review examines the site with regard to promoting orderly development, protecting general health, safety and welfare, and ensuring that development is correlated with adjacent developments and public utilities and services, and to ensure that the subdivision meets the minimum standards set forth in the Subdivision Regulations for lot size, road frontage, lot configuration, etc.

The applicant provided the following narrative regarding the request:

Currently, this site is composed of four (4) separate parcels that need to be combined into a single lot for the construction of an office building and accompanying parking area.

As proposed, the lot will have frontage along Tacon Street and Dauphin Street. Tacon Street is a minor street with curb and gutters and is illustrated as having a compliant 50’ right-of-way on the preliminary plat. Dauphin Street is classified as a Major Street on the Major Street Plan requiring a 100’ right of way. As such, the Final Plat should be revised to illustrate a compliant 100’ right-of-way for Dauphin Street and dedication, if necessary, to provide 50’ from the centerline.

The subdivision also fronts Boyles Lane a private road and as a private road, a note should be placed on the Final Plat stating that access to Boyles Lane is denied.

The proposed lot exceeds the 7,200 square foot minimum required by Section V.D.2. of the Subdivision Regulations, with the lot size provided in square feet and acres. If approved, this information should be retained on the Final Plat.

The 25’ minimum required front setback as depicted along the Dauphin Street frontage should be retained on the Final Plat. A 20’ minimum building setback is illustrated along Tacon Street which

complies with 64-4.D.3. of the Zoning Ordinance. While V.D.9. of the Subdivision Regulations requires a 25' minimum building setback line along all street frontages, as the Zoning Ordinance allows a lesser setback along the side street (Tacon Street), a waiver of V.D.9 of the Subdivision Regulations would be appropriate. As a means of access management, a note containing the Traffic Engineering comments should be placed on the Final Plat.

It should be noted that two (2) dwellings are present on the site. If the subdivision request is approved these dwellings would be made non-compliant as the Zoning Ordinance limits the number of single-family dwellings located on a single parcel to one (1). As such, demolition permits for one or both of the existing dwellings should be received and the dwellings removed prior to approval of the Final Plat.

Based on the preceding and with a waiver of Section V.D.9, this application is recommended for Tentative Approval subject to the following conditions:

- 1) Retention of the lot size in both square feet and acres, or the furnishing of a table on the Final Plat providing the same information;
- 2) Placement of a note on the Final Plat stating that direct access to Boyles Lane is denied;
- 3) Completion of the demolition permitting process for one or both of the existing dwellings prior to approval of the Final Plat;
- 4) Compliance with the Engineering comments: *(A. Provide all of the required information on the SUBDIVISION PLAT (i.e. signature blocks, signatures, certification statements, written legal description, required notes, legend, scale, bearings and distances) that is required by the current Alabama State Board of Licensure for Professional Engineers and Land Surveyors. B. Provide and label the monument set or found at each subdivision corner. C. Add legible street names to the vicinity map. D. Show the owner information for the Boyles Lane – Private Roadway. E. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer. F. Provide the Surveyor's Certificate. G. Provide the Surveyor's and Owner's (notarized) signatures. H. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 26 - #78) LOT will receive historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control) as follows: LOT 1 – 13,000 sf. I. Add a note to the SUBDIVISION PLAT stating that a Land Disturbance permit will be required for any land disturbing activity in accordance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control. J. Add a note to the Plat stating that the approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit. K. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved. L. Add a note to the plat stating that all proposed detention facilities, common areas, and wetlands shall be the responsibility of the Property Owner(s), and not the responsibility of the City of Mobile. M. Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process. N. Email a pdf*

copy of the FINAL SUBDIVISION PLAT and LETTER OF DECISION to the Permitting Engineering Dept. for review at land.disturbance@cityofmobile.org prior to obtaining any signatures. No signatures are required on the drawing. O. After addressing all of the FINAL SUBDIVISION PLAT review comments provide the ORIGINAL (with all signatures except for the Planning Commission, Traffic Engineering, and City Engineer), one (1) copy, and a transmittal letter to the Engineering Permitting Department. They can be dropped off at 205 Government St. or mailed to PO Box 1827, Mobile, AL, 36633);

- 5) Placement of a note on the Final Plat stating the Traffic Engineering comments: (Lot is limited to no more than one curb cut per street frontage with any changes in size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Any new on-site parking, including ADA handicap spaces, should meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance);
- 6) Compliance with the 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 2015-116 and City Code Chapters 57 and 64). Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from a commercial site will require a tree removal permit.); and
- 7) Compliance with the Fire 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).).

Revised for the December 17th meeting.

Revised Engineering Comments for December 17th.

REVISED COMMENTS 12-14-2020

FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review and/or signature by the City Engineer):

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- C. Add legible street names to the vicinity map.
- D. Show the ROW information for the existing public ROW - Boyles Lane.
- E. Show and label the existing strip of property owned by the City that exists between the project location and the Public ROW (Boyles Lane).
- F. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
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This application was heldover from the Commission's December 3rd meeting at the staff's request due to concerns surrounding Boyles Lane. The plat submitted initially indicated Boyles Lane as a private road. After staff reports were posted to the Planning Commission website but prior to the December 3rd meeting, the surveyor provided corrected information that Boyles Lane is in fact a public alley. Based on this information, staff requested that the Commission holdover the application so that staff could conduct additional research.

Various city staff members have researched Boyle's Lane to provide additional information to the Commission. While a portion of Boyles Lane near Cameron Street was vacated by the City Council; the portion of Boyles Lane beside the site in question has not been vacated. City records also illustrate stormwater improvements in Boyles Lane. Additional research found that there is a narrow strip of property owned by the City located between Boyles Lane and the private property in question. This strip is not public right-of-way and is approximately 520-feet in length extending northwardly from Dauphin Street. This strip of land separates all of the private properties fronting Tacon Street from adjoining Boyles Lane and is indicated on the Zoning Map where the red B-3 zoning extends outside the site boundary, thus illustrating a strip between the site and Boyles Lane.

Based on this additional research, City Engineering has modified their comments to "B" and inserted an additional comment which is now "E" as illustrated above.

While subdivision approval is not site plan specific, to fulfill the purpose of Subdivision review to provide for orderly and appropriate development, the Commission frequently places conditions upon subdivision approval regarding access to a site. While it appears the site currently utilizes both Boyles Lane and the "strip" as access to their site, staff was unable to find any documentation that this was done with the City's consent. At the December 3rd meeting, the applicant submitted a site plan for the proposed redevelopment of the site which illustrates the intent to use Boyles Lane as access for two parking spaces on the site and there are concerns regarding this proposal. First, to access the site from Boyles Lane would require utilizing the strip and as this is a new development, approval by the City is required to utilize the strip. Second, the Zoning Ordinance prohibits utilizing city right-of-way for required maneuvering for parking and as proposed, Boyles Lane must be utilized to maneuver into and out of the two parking spaces. Based on these factors, a note should be placed on the Final Plat stating that access to Boyles Lane is denied.

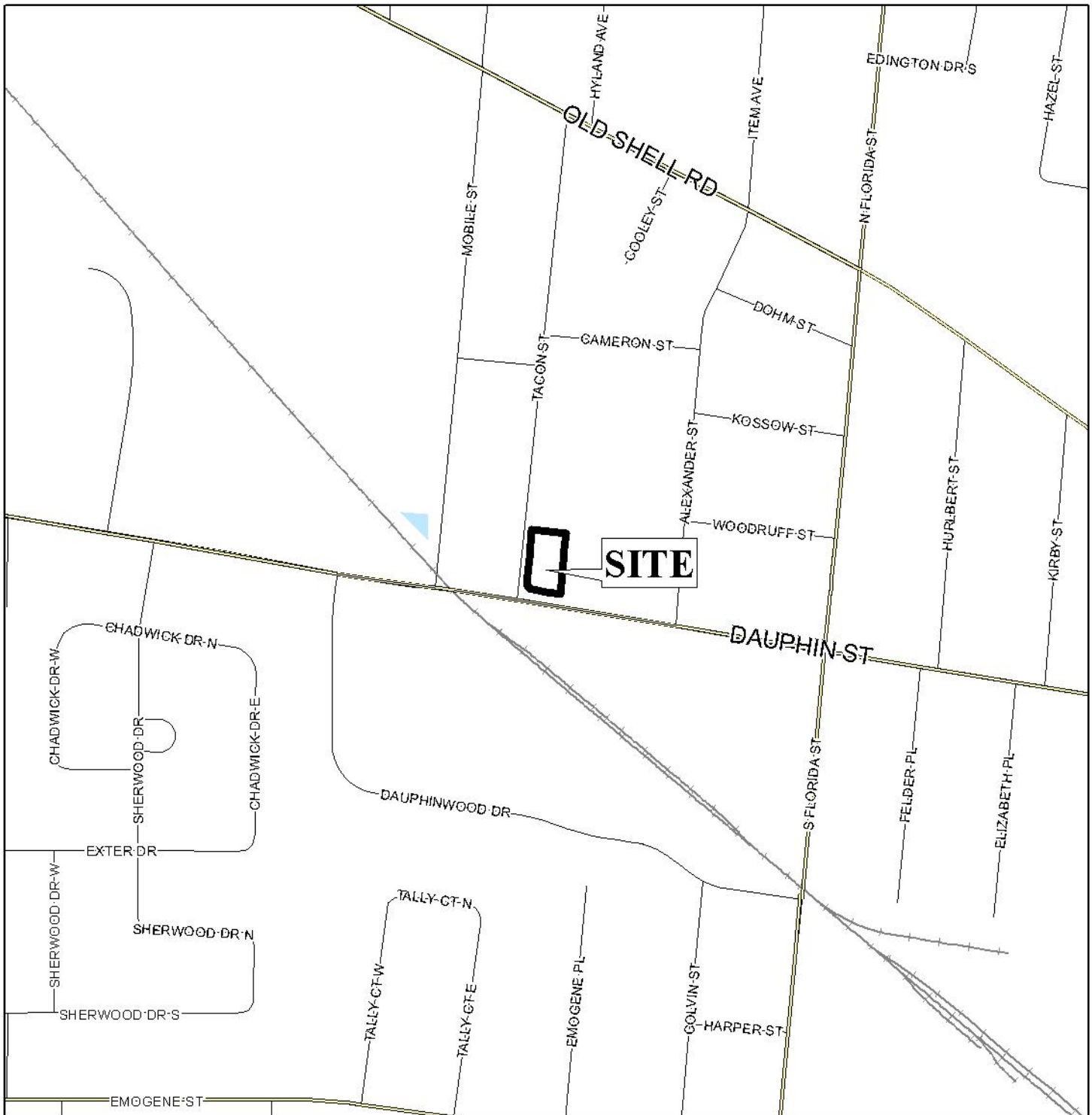
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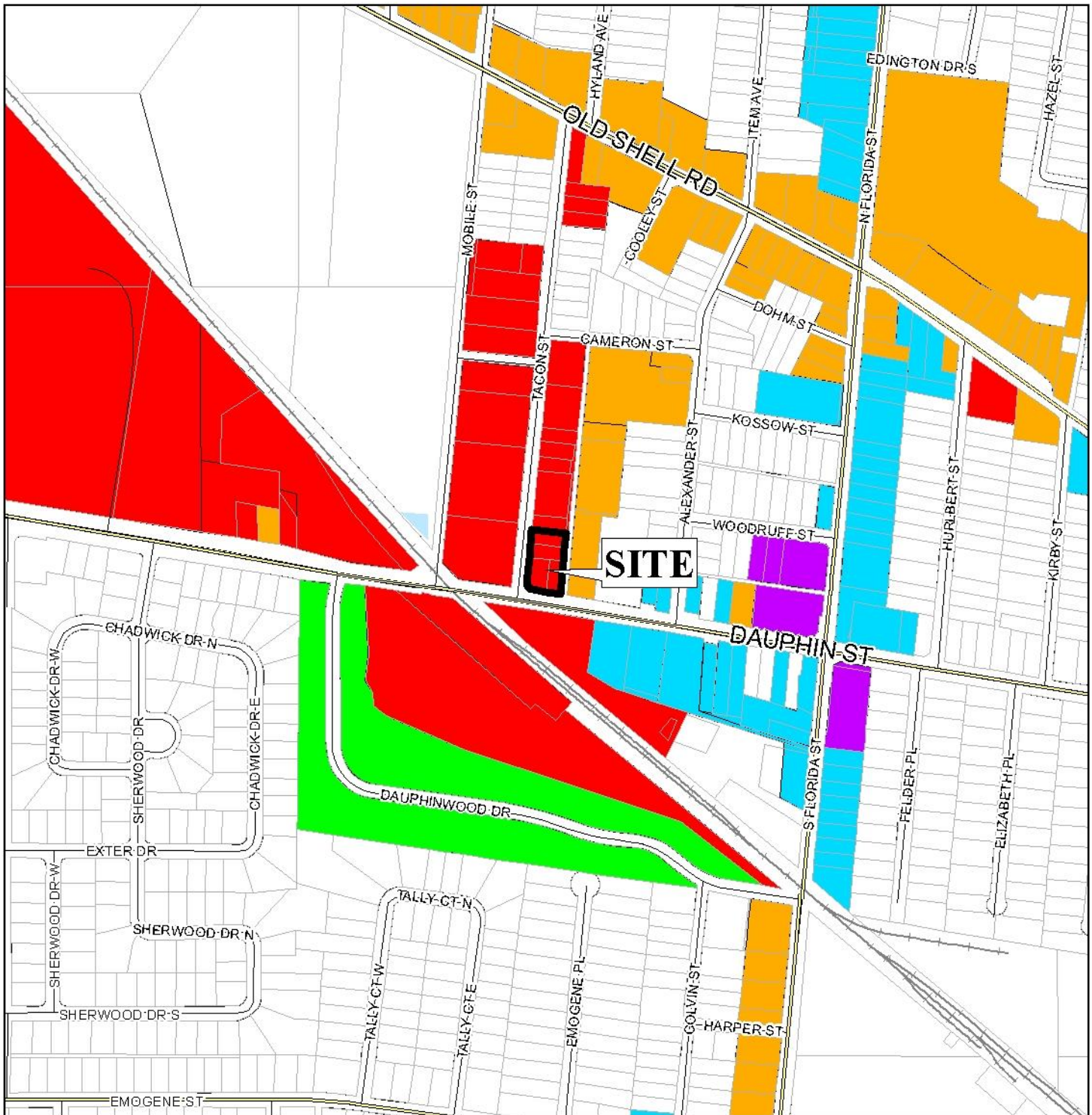
LOCATOR MAP



APPLICATION NUMBER 2 DATE December 17, 2020
 APPLICANT Williams Financial Subdivision
 REQUEST Subdivision



LOCATOR ZONING MAP



APPLICATION NUMBER 2 DATE December 17, 2020

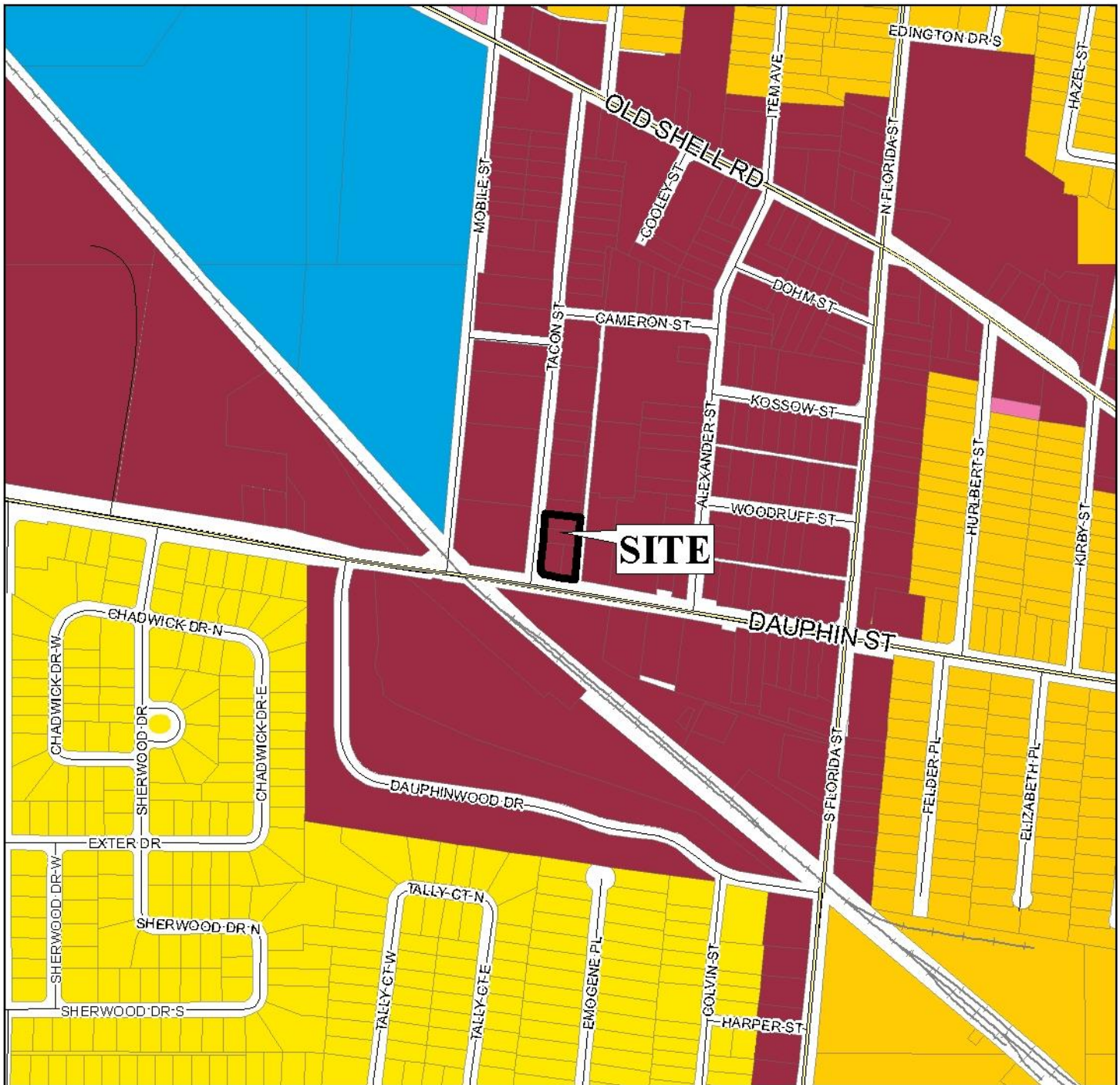
APPLICANT Williams Financial Subdivision

REQUEST Subdivision



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FLUM LOCATOR MAP



APPLICATION NUMBER 2 DATE December 17, 2020

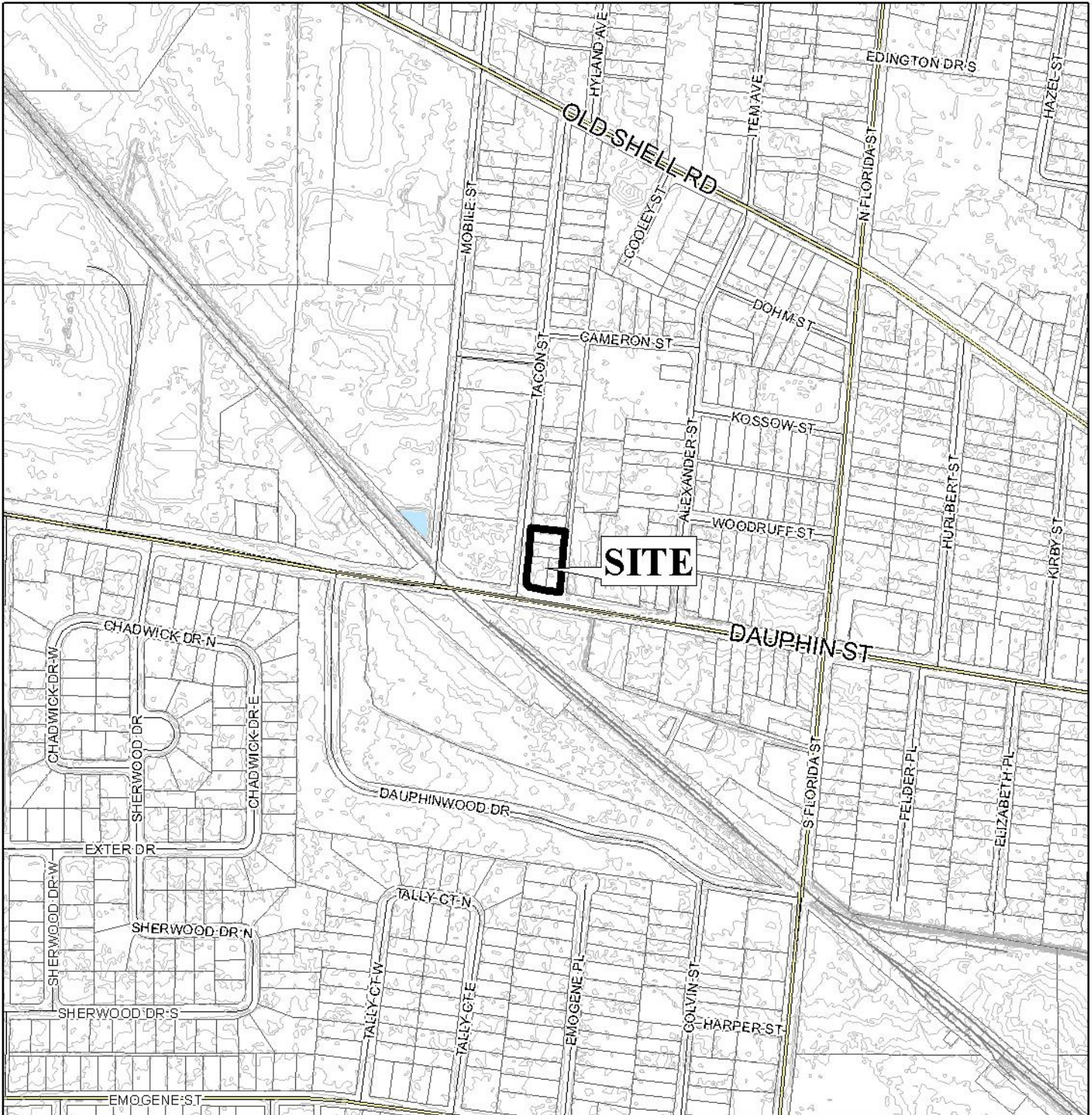
APPLICANT Williams Financial Subdivision

REQUEST Subdivision

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



ENVIRONMENTAL LOCATOR MAP



APPLICATION NUMBER 2 DATE December 17, 2020

APPLICANT Williams Financial Subdivision

REQUEST Subdivision



NTS

WILLIAMS FINANCIAL SUBDIVISION



APPLICATION NUMBER 2 DATE December 17, 2020

 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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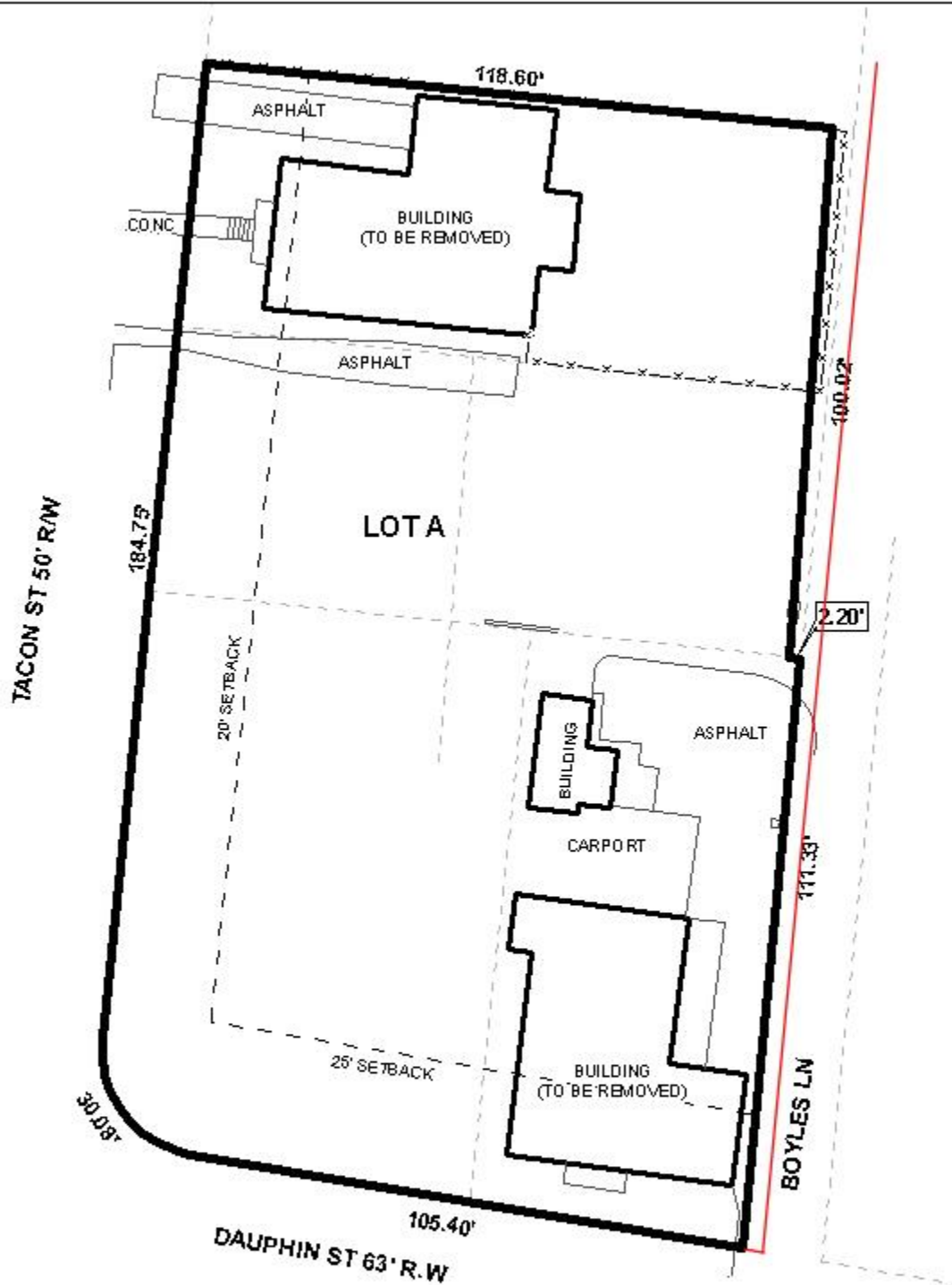
WILLIAMS FINANCIAL SUBDIVISION



APPLICATION NUMBER 2 DATE December 17, 2020



DETAIL SITE PLAN



APPLICATION NUMBER 2 DATE December 17, 2020
 APPLICANT Williams Financial Subdivision
 REQUEST Subdivision

