



Agenda Item # 8

SUB-003904-2026

View additional details on this proposal and all application materials using the following link:

[Applicant Materials for Consideration](#)

DETAILS

Location:

East side of Duval Street, 384'± East of Michigan Avenue, between Arlington Street and Kellog Street

Subdivision Name:

The Triangle at Brookley North Subdivision

Applicant/Agent:

Stan Waterhouse, Community Development Group, LLC

Property Owner:

Community Development Group, LLC

Current Zoning:

R-3, Multi-Family Residential Suburban District

Future Land Use:

Mixed Density Residential

Applicable Codes, Policies, and Plans:

- Unified Development Code
- Subdivision Regulations
- Map for Mobile Comprehensive Plan

Proposal:

- Subdivision approval to create two (2) legal lots of record.

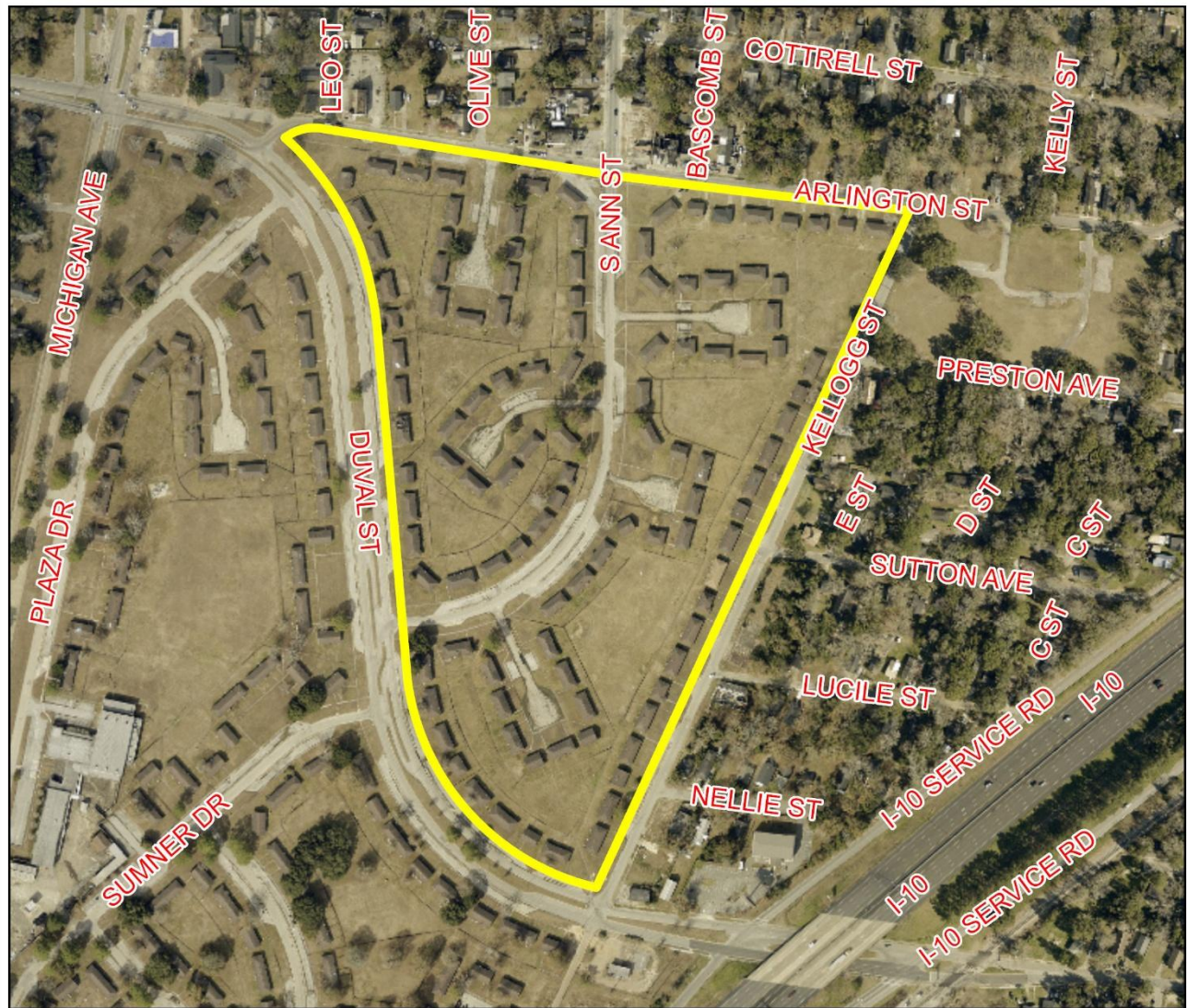
Commission Considerations:

1. Subdivision proposal with eleven (11) conditions.

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PLANNING COMMISSION VICINITY MAP - EXISTING AERIAL



The site is surrounded by residential units.

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 APPLICANT The Triangle at Brookley North Subdivision
 REQUEST Subdivision



SITE HISTORY

This development area was originally annexed into the Mobile City Limits in 1915 and is described by metes and bounds. The site was initially developed for residential use in association with Brookley Air Force Base. After 1964, use of the property was converted to publicly subsidized housing managed by the Mobile Housing Board. In March 2025, the property was sold to Community Development Group, LLC, which intends to demolish all remaining dwellings on the site.

No plans for redevelopment have been submitted at this time. Any future development of the property will be required to comply fully with all applicable regulations in effect at the time of development, including the Subdivision Regulations.

There are no additional Planning Commission or Board of Zoning Adjustment cases associated with the site.

STAFF COMMENTS

Engineering Comments:

FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review):

- 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. Add a note - As shown on the 1984 aerial photo LOTS 1 & 2 share the 405,500 SF of 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 – 180,000 sf, LOT 2 – 225,500 sf. Stormwater detention will be required for any additional impervious area that exceeds the allowable credit for that LOT.
- C. Add a note - 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.
- D. Add a note - 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.
- E. Add a note - 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.
- F. Add a note - all existing and 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.
- G. Add a note - all easements shall remain in effect until vacated through the proper Vacation process.
- H. Email a pdf copy of the FINAL SUBDIVISION PLAT and LETTER OF DECISION to the Permitting Engineering Dept. for review at land.disturbance@cityofmobile.gov prior to obtaining any signatures. No signatures are required on the drawing.

Traffic Engineering Comments:

Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Any required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Article 3, Section 64-3-12 of the City's Unified Development Code.

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 [Act 929 of the 1961 Regular Session of the Alabama Legislature (Acts 1961, p. 1487), as amended, and City Code Chapters 57 and 65]. Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from undeveloped residential sites, developed residential sites in historic districts, and all commercial sites will require a tree removal permit.

Fire Department Comments:

All projects located within the City Limits of Mobile shall comply with the provisions of the City of Mobile Fire Code Ordinance, which adopts the 2021 edition of the International Fire Code (IFC).

Fire apparatus access roads shall be provided to within 150 feet of all non-sprinklered commercial buildings and within 300 feet of all sprinklered commercial buildings, as measured along an approved route around the exterior of the facility.

An approved fire water supply capable of meeting the requirements set forth in Appendices B and C of the 2021 IFC shall be provided for all commercial buildings. Fire hydrant placement shall comply with the following minimum standards:

- Within 400 feet of non-sprinklered commercial buildings
- Within 600 feet of sprinklered commercial buildings
- Within 100 feet of fire department connections (FDCs) serving standpipe or sprinkler systems

Although the International Residential Code (IRC) functions as a stand-alone document for the construction of one- and two-family dwellings and townhouses, it does not govern the design or layout of emergency access or community-level fire protection infrastructure. Therefore, residential developments must also comply with the applicable requirements of the International Fire Code, including, but not limited to, those listed above concerning the design, construction, regulation, and maintenance of fire apparatus access roads and fire protection water supplies.

Planning Comments:

The purpose of this request is to create two (2) legal lots of record from one (1) existing metes-and-bounds parcel. The site is served by public water and sanitary sewer.

Multiple private courts and a private street are depicted within the proposed subdivision on the Preliminary Plat; however, a note indicates that all internal street rights-of-way are to be vacated. If the applicant intends to demolish the existing private street and courts, the note should be revised on the Final Plat to clearly state that the infrastructure is to be removed. If, instead, the applicant intends to dedicate the private courts and street for public use and maintenance, the Final Plat should include a note stating that, if the private streets are ultimately dedicated for public use and maintenance, 100 percent of the cost of improvements required to bring the street(s) into compliance with prevailing standards shall be assessed to the property owner(s) at the time of dedication. The note should further state that the assessment shall run with the land and remain applicable to any subsequent property owner(s), in accordance with Section 9.D.1.(b)(9) of the Subdivision Regulations.

The proposed lots have frontage on Arlington Street to the north and Duval Street to the west. Arlington Street is a Minor Street with curb and gutter improvements and requires a 50-foot-wide right-of-way. Duval Street is a Major Collector Street and requires a 100-foot-wide right-of-way at this location.

Lot 2 also has frontage on Kellog Street, a Minor Street with curb and gutter improvements that requires a 50-foot-wide right-of-way.

Varying rights-of-way are depicted along Arlington Street and Kellog Street. Therefore, if approved, the Final Plat should be revised to either depict the existing right-of-way widths along these streets or provide additional dedication sufficient to establish 25 feet from the centerline of each street, whichever is greater.

A 140-foot-wide right-of-way is depicted along Duval Street, which exceeds the required 100-foot width; therefore, no additional dedication is necessary along Duval Street. This right-of-way should remain depicted on the Final Plat, if approved.

Both lots have corners at intersecting streets and are therefore subject to the 25-foot corner-radius requirement at each intersection pursuant to Section 6.C.6. of the Subdivision Regulations, unless otherwise approved by the City Engineer and Traffic Engineer. The curve data table on the Preliminary Plat indicates that sufficient corner radii are provided at the intersections of Arlington Street and Duval Street and Duval Street and Kellog Street. No dedication is provided at the intersection of Kellog Street and Arlington Street. Accordingly, if approved, the Final Plat should be revised to provide the required corner-radius dedication at this intersection, unless the City Engineer and Traffic Engineer recommend approval of a waiver of Section 6.C.6. of the Subdivision Regulations.

Both proposed lots exceed the minimum lot area requirements for lots served by public water and sanitary sewer in an R-3, Suburban District. The Preliminary Plat appropriately identifies the area of each lot in both square feet and acres. If approved, this information should be retained on the Final Plat and adjusted to account for any required right-of-way or corner-radius dedication. Alternatively, a table providing the same information may be included on the Final Plat.

Both proposed lots exceed the minimum 60-foot lot-width requirement established by Section 6.C.2(b)(2) of the Subdivision Regulations for residential lots located within the Suburban Sub-District along each street frontage.

No front-yard setbacks are illustrated on the Preliminary Plat. A 25-foot front-yard setback is required for lots in an R-3, Multi-Family Residential Suburban District pursuant to Article 2, Section 64-2-7.E. of the Unified Development Code. Pursuant to Section 6.C.8. of the Subdivision Regulations, the required setback must be illustrated along each street frontage on the Final Plat. Therefore, if approved, the Final Plat should be revised to illustrate the required 25-foot front-yard setback along each adjoining street frontage, adjusted as necessary to account for any required right-of-way dedication.

SUBDIVISION CONSIDERATIONS

Standards of Review:

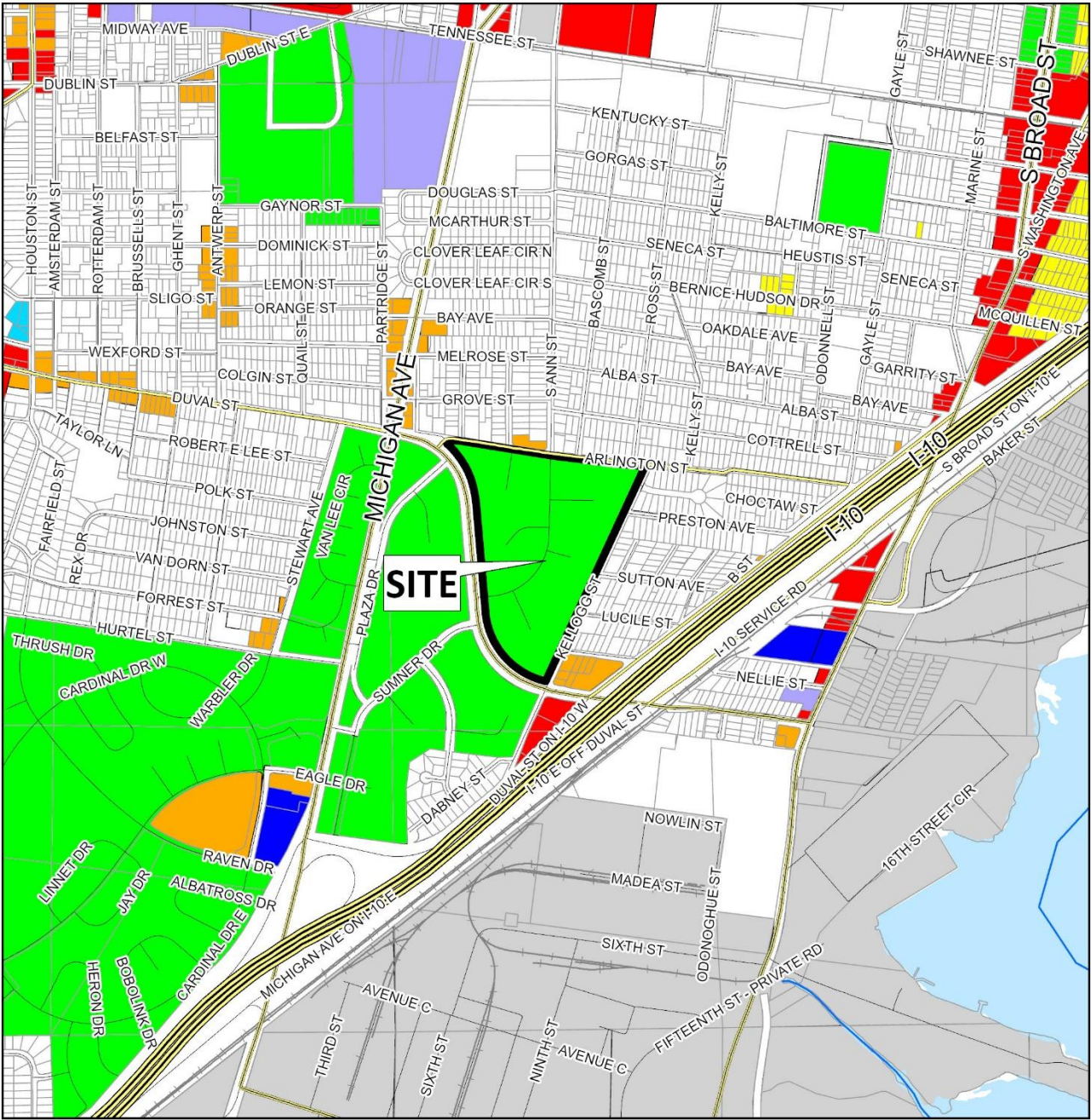
Subdivision review examines the site with regard to promoting orderly development, protecting general health, safety and welfare, and ensuring that development is correlated with adjacent developments and public utilities and services, and to ensure that the subdivision meets the minimum standards set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

Considerations:

If the Subdivision request is considered for approval the following conditions could apply:

1. Revision of the note regarding the internal street rights-of-way to clearly state that the existing private street and private courts are to be removed, if the applicant intends to demolish the existing infrastructure;
2. If the existing private street and private courts are to be dedicated for public use and maintenance, a note should be placed on the Final Plat stating that, if the private streets are ultimately dedicated for public use and maintenance, 100-percent of the cost of the improvements required to bring the street(s) up to the prevailing standards shall be assessed to the property owner(s) at the time the private street(s) is/are dedicated, and that said assessment shall run with the land to any subsequent property owners, per Section 9.D.1.(b)(9) of the Subdivision Regulations;
3. Depiction of the existing right-of-way widths along Arlington Street and Kellog Street, or dedication sufficient to provide 25 feet from the centerline of each street, whichever is greater;
4. Retention of the 140-foot right-of-way width along Duval Street;
5. Provision of a 25-foot corner radius dedication at the intersection of Arlington Street and Kellog Street, unless a waiver of Section 6.C.6. of the Subdivision Regulations is recommended for approval by the City Engineer and Traffic Engineer;
6. Retention of the lot sizes in both square feet and acres, or provision of a table on the Final Plat with the same information, adjusted for any required dedication;
7. Revision of the plat to illustrate a 25-foot front yard setback along all street frontages, adjusted for any required dedication;
8. Compliance with all Engineering comments noted in this staff report;
9. Placement of a note on the Final Plat stating all Traffic Engineering comments noted in this staff report;
10. Compliance with all Urban Forestry comments noted in this staff report; and,
11. Compliance with all Fire Department comments noted in this staff report.

LOCATOR ZONING MAP



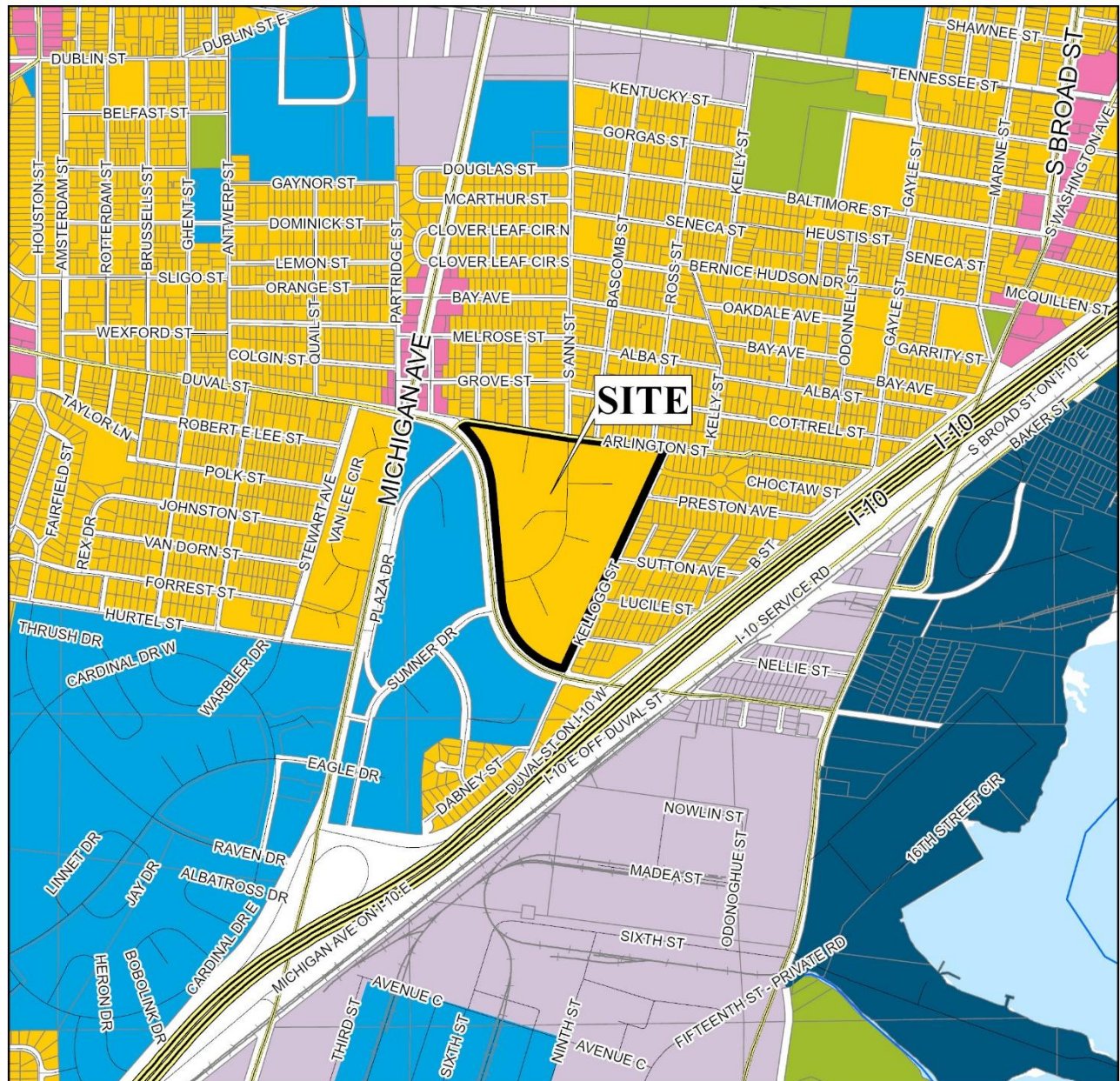
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REQUEST Subdivision



FLUM LOCATOR MAP



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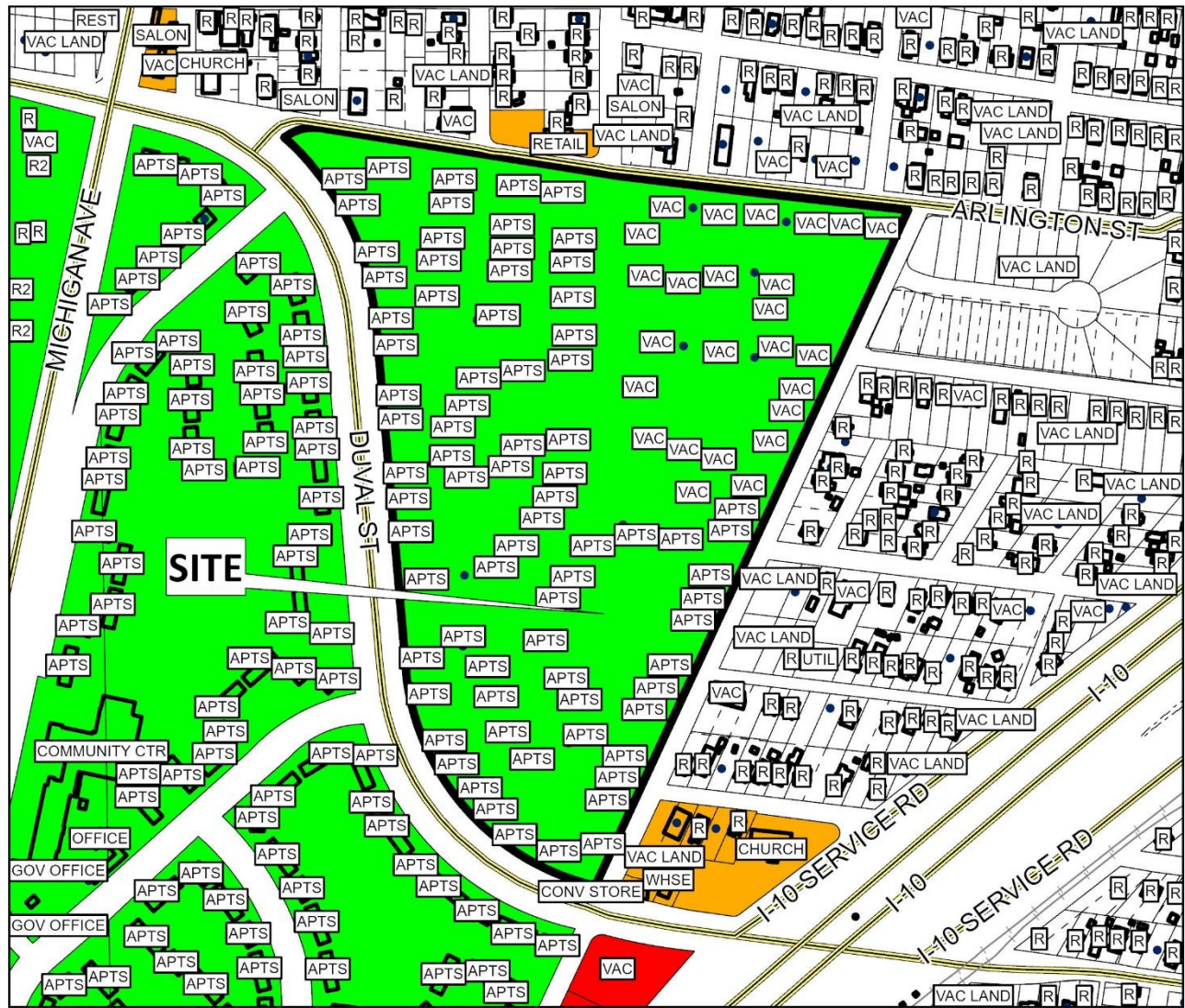
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REQUEST Subdivision

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



PLANNING COMMISSION VICINITY MAP - EXISTING ZONING

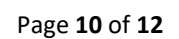


The site is surrounded by residential units.

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<table border="0"> <tr> <td>R-A</td> <td>R-3</td> <td>B-1</td> <td>B-2</td> <td>B-5</td> <td>ML</td> <td>I-2</td> <td>OPEN</td> <td>T-3</td> <td>T-5.2</td> </tr> <tr> <td>R-1</td> <td>R-B</td> <td>T-B</td> <td>B-3</td> <td>CW</td> <td>MH</td> <td>PD</td> <td>SD</td> <td>T-4</td> <td>T-6</td> </tr> <tr> <td>R-2</td> <td>H-B</td> <td>LB-2</td> <td>B-4</td> <td>MM</td> <td>I-1</td> <td>MUN</td> <td>SD-WH</td> <td>T-5.1</td> <td></td> </tr> </table>			R-A	R-3	B-1	B-2	B-5	ML	I-2	OPEN	T-3	T-5.2	R-1	R-B	T-B	B-3	CW	MH	PD	SD	T-4	T-6	R-2	H-B	LB-2	B-4	MM	I-1	MUN	SD-WH	T-5.1	
R-A	R-3	B-1	B-2	B-5	ML	I-2	OPEN	T-3	T-5.2																							
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A primary purpose of the Future Land Use Map is to guide zoning decisions. In many cases the designation on the FLUM may match the existing use of land, but in others the designated land use may differ from what is on the ground today. For example, a parcel that is in commercial use today but designated as any of the “mixed use” types on the map could redevelop with a mix of residential and commercial uses (such as retail, office, entertainment, etc., depending on the location).

The correspondence between the FLUM and the zoning district structure is described in the matrix below. This tool gives the City the flexibility over the long-term to determine appropriate changes to the zoning map based on various factors.

Zoning correspondence matrix

[illegible]

Residential Land Use Areas

MIXED DENSITY RESIDENTIAL (MDR)

This designation applies mostly to residential areas located between Downtown and I-65, where the predominant character is that of a traditional neighborhood laid out on an urban street grid. These areas should offer a variety of residential types in a compact pattern at the scale of a single family neighborhood. They typically have a walkable block pattern with integrated neighborhood amenities such as parks and schools. Small office, commercial, and civic uses may also exist in these areas near major thoroughfares. Residential density ranges between 6 and 30 dwelling units per acre (du/ac) depending on the mix, types, and locations of the housing as specified by zoning.

Development Intent

- › Continue historic preservation efforts to maintain the existing neighborhood character within city-designated historic districts.
- › Support residential infill that fits-in with neighboring homes (building scale, placement, etc.). Support more intense residential infill and redevelopment adjacent to commercial or mixed use centers.

Land use mix

Primary Uses

- › Residential, Single family
- › Residential, Attached

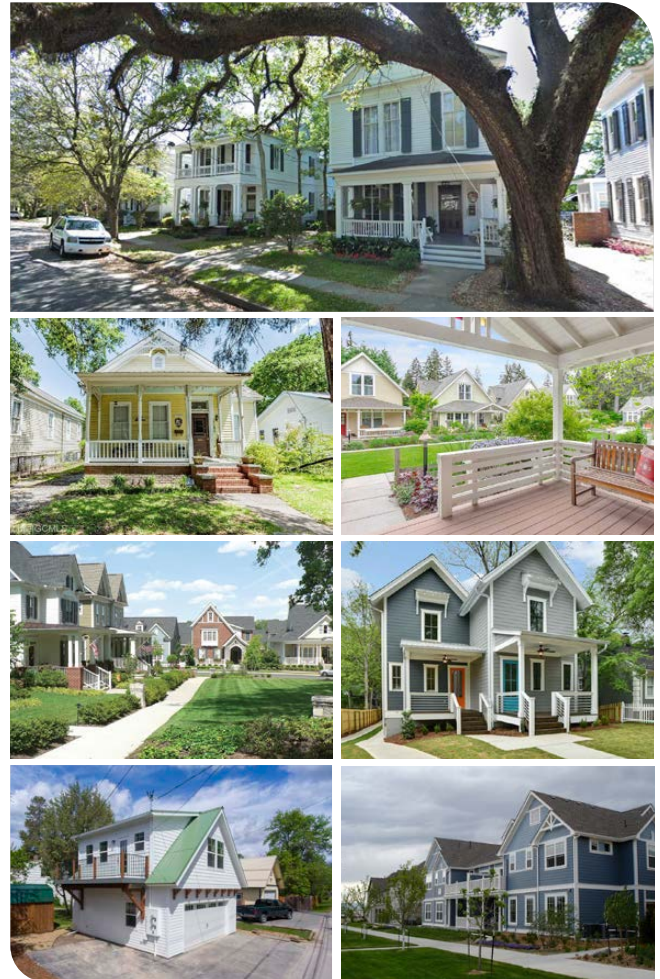
Secondary Uses

- › Residential, Multifamily
- › Commercial
- › Civic
- › Parks

Housing mix

- › Single family on small to medium sized lots
- › Attached residential such as duplexes, multiplexes, and townhomes
- › Small scale multifamily buildings

Character Example



A mixed density neighborhood may include a range of housing types and densities at a similar scale.

Rendering: Dover Kohl