

DUBROCA TRACT SUBDIVISION, BLOCK 25, **RESUBDIVISION OF LOT 4**

Engineering Comments: FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for acceptance and 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. Review and revise the written legal description to match the written bearings and distances.
- C. Dedicate the corner radius (25' minimum or as approved by the City Engineer and Traffic Engineer) at the northwest corner of LOT A.
- D. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- E. Provide the Surveyor's Certificate.
- F. 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.
- G. 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.
- H. 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.
- I. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- J. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the ORIGINAL and one (1) copy of the revised Final Plat with all of the required signatures including Owner's (notarized), Planning Commission, and Traffic Engineering signatures.

Traffic Engineering Comments: Site is limited to its existing curb cuts with 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 2015-116 and City Code Chapters 57 and 64).

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).

MAWWS Comments: MAWSS has water and sewer services available, but a Capacity Assurance application for **additional** sewer service has not been applied for. MAWSS cannot

guarantee **additional** sewer service until a Capacity application is approved by Volkert Engineering, Inc.

Map for Mobile Development Area(s) and Intent: Traditional Corridor:

- Emphasize retaining historic buildings and creating appropriate, denser infill development;
- Encourage mixed housing types including small multi-family structures along the corridor;
- Retail and neighborhood services at intersections;
- Combine and close driveways to create a continuous pedestrian friendly environment;
- Auto, bicycle, transit and pedestrian traffic are accommodated; and
- More dense mixed-use development to include neighborhood services and residential above retail.

The plat illustrates the proposed 2-lot, 0.2± acre subdivision which is located on the Southeast corner of Dauphin Street and Mohawk Street. The applicant states the property is served by public water and sewer, in Council District 1.

The purpose of this application is to separate one legal lot of record into two legal lots of record. It should be noted that the site is developed and was subject to Rear Yard Setback Variance approval at the September 13, 1965 meeting of the Board of Zoning Adjustment to allow the construction of a carport on an existing garage apartment to encroach in the rear yard setback.

Proposed Lot A has frontage on Dauphin Street, to the North, a major street with curb and gutter requiring a 100' right-of-way width, and Mohawk Street, to the West, a minor street with curb and gutter requiring a 50' right-of-way width. Proposed Lot B also has frontage on Mohawk Street, to the West, as well as on an unimproved alley, to the South. The preliminary plat illustrates an inadequate 68' right-of-way width along Dauphin Street and, as such, should be revised to illustrate dedication sufficient to provide 50' from the centerline of Dauphin Street. An adequate 60' right-of-way width is illustrated along Mohawk Street, therefore no additional dedication should be required.

Dedication of the corner radii at the intersection of Dauphin Street and Mohawk Street, as well as at the intersection of Mohawk Street and the unimproved alley, should be required per Section V.D.6. of the Subdivision Regulations.

With regards to access management, proposed Lot A does not currently have access to Dauphin Street; instead, both proposed lots currently have access to Mohawk Street via a single curb cut each. As such, a note should be required on the Final Plat stating each lot is limited to its existing curb cut, with any changes in their sizes, designs, or locations to be approved by Traffic Engineering and conform to AASHTO standards. An additional note should state that Lot B is denied access to the unimproved alley.

Neither lot meets the minimum size requirements of Section V.D.2. of the Subdivision regulations, with proposed Lot A encompassing 5,506± s.f. and proposed Lot B encompassing 2,747± s.f. Additionally, each lot is substandard in width, with proposed Lot A being 52.97'± wide along Dauphin Street, and proposed Lot B being 52'± wide along Mohawk Street. The applicant references several addresses with respect to establishing precedence regarding

substandard lots within the vicinity of the proposed subdivision, including: 13 and 15 Upham Street, two parcels 228'± North of the subject property; 150 and 152 Glenwood Street, two parcels within 1,500'± Southeast of the subject property; and 2103, 2104, and 2105 Emogene Street, three parcels also within 1,500'± Southeast of the subject property. The applicant states:

THE APPLICANT IS PROPOSING A TWO LOT SUBDIVISION AT THE SOUTHEAST CORNER OF DAUPHIN STREET AND MOHAWK STREET. AT PRESENT THERE IS A DWELLING LOCATED AT 2073 DAUPHIN STREET AND A GARAGE APARTMENT WITH A STREET ADDRESS OF 1 MOHAWK STREET AND THERE ARE NO PLANS FOR ADDITIONAL CONSTRUCTION. EACH OF THESE PROPERTIES HAS AN EXISTING DRIVEWAY. ALTHOUGH THESE WOULD BE SMALL LOTS, WE WOULD NOT BE SETTING A PRECEDENT AS THERE ARE TWO SMALL LOTS NORTH OF THIS SITE LOCATED AT 13 AND 15 UPHAM STREET. THESE TWO ARE WITHIN 400' OF THE PROPOSED SUBDIVISION. LOOKING TO THE SOUTH, THERE ARE TWO SMALL LOTS LOCATED AT 150 & 152 GLENWOOD STREET AND THREE ADDITIONAL LOTS AT 2103, 2104, AND 2105 EMOGENE STREET.

SINCE THE DWELLINGS ARE EXISTING, THE APPLICANT WOULD NOT BE CREATING ANY ADDITIONAL NOISE NOR WOULD THIS PROPOSAL ADD ANY ADDITIONAL TRAFFIC TO SURROUNDING STREETS. THEREFORE, WE WOULD APPRECIATE A FAVORABLE RECOMMENDATION FOR APPROVAL OF THIS APPLICATION.

The parcels referenced by the applicant are not legal lots of record, and do not, therefore, constitute a means by which precedence would facilitate approval of additional substandard lots within their vicinity. It should be noted, though, that 11 Upham Street was approved as a substandard lot at the August 7, 2008 meeting of the Planning Commission, perhaps suggesting the subdivision of the subject site may reflect the character of the neighborhood. However, it should also be noted that subdivision of the aforementioned substandard lot was facilitated by its age and continuous operation as a substandard parcel, a condition unlike the subject site, as well as the inclusion of a re-zoning request for commercial use of the property.

With regards to the sizes of the proposed lots, they are illustrated in both square feet and acres on the preliminary plat and, if approved, should also be illustrated on the Final Plat; or, a table providing the same information may be furnished on the Final Plat, if approved.

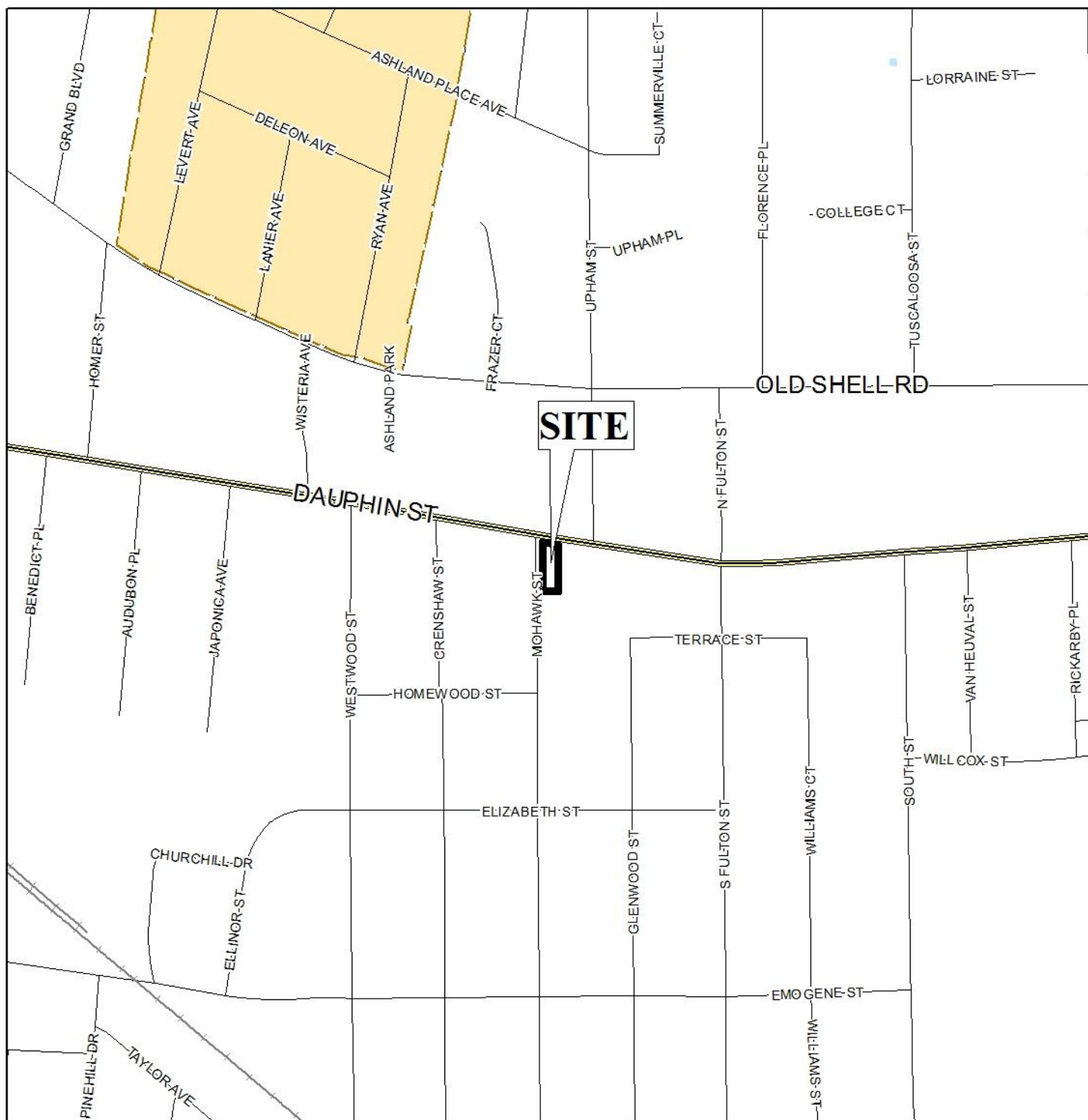
The 25-foot minimum building setback is also illustrated on the preliminary plat along both street frontages and should, therefore, be retained on the Final Plat, if approved.

Finally, if approved, it should be noted that the site will require Side and Rear Yard Setback Variance approvals to amend the original Variance site plan to accommodate the new configuration of the site due to the subdivision with respect to: 1) the carport extension of the existing garage apartment encroaching on what would become its side yard; and 2) to accommodate the existing garage apartment encroaching on what would become its rear yard. It should also be noted, however, that neither structure would exceed the maximum allowable site coverage of 35%.

Based on the preceding the plat is recommended for Denial due to the following:

- 1) proposed lot sizes do not comply with Section V.D.1. of the Subdivision Regulations;
- 2) dedication of right-of-way along Dauphin Street would further reduce the size of proposed Lot A; and
- 3) approval of the subdivision would result in lots out of character with the surrounding area.

LOCATOR MAP



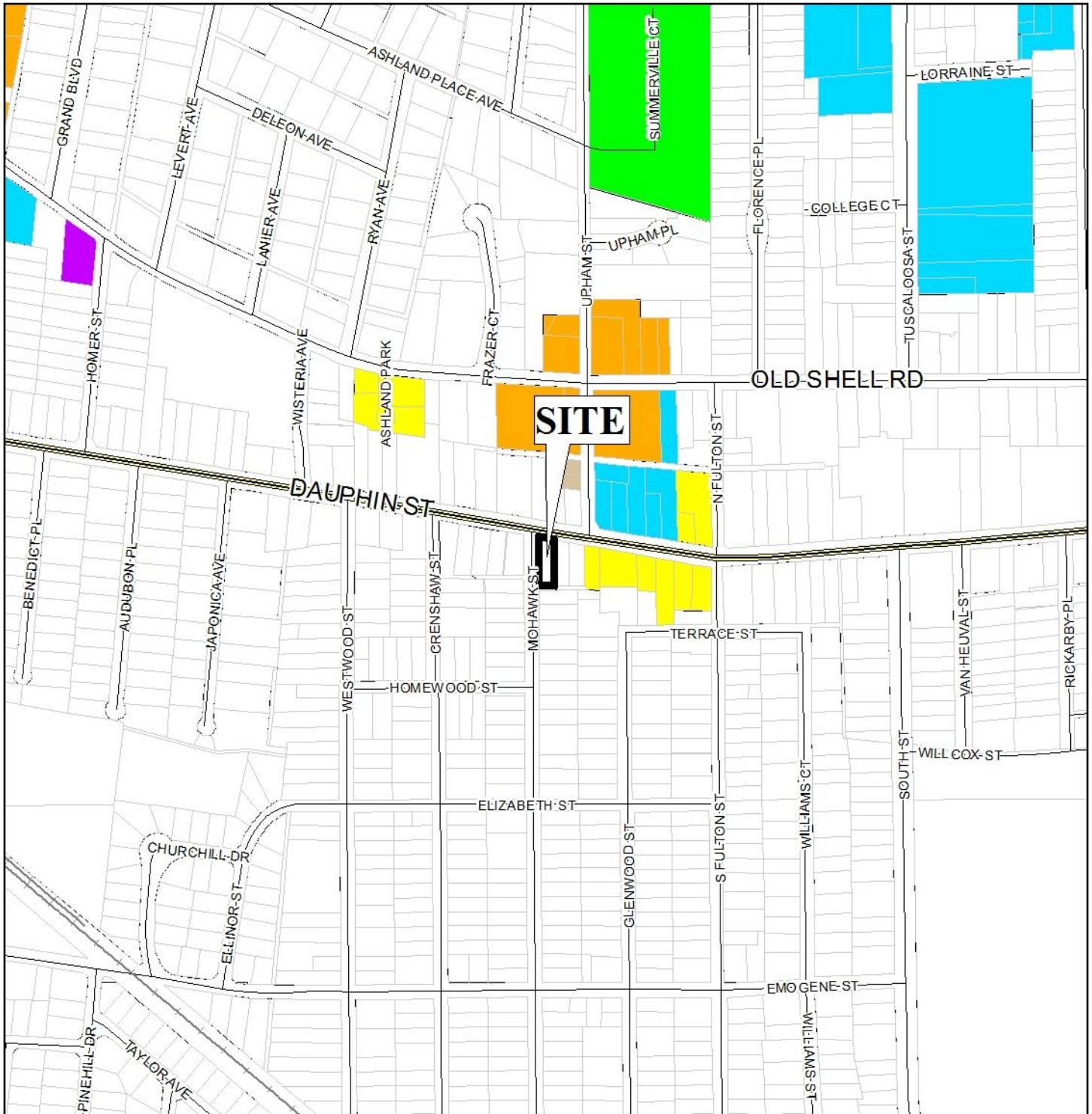
APPLICATION NUMBER 8 DATE December 1, 2016

APPLICANT Dubroca Tract Subdivison, Block 25, Resubdivision of Lot 4

REQUEST Subdivision



LOCATOR ZONING MAP



APPLICATION NUMBER 8 DATE December 1, 2016

APPLICANT Dubroca Tract Subdivison, Block 25, Resubdivision of Lot 4

REQUEST Subdivision



NTS

DUBROCA TRACT SUBDIVISON, BLOCK 25, RESUBDIVISION OF LOT 4



APPLICATION NUMBER 8 DATE December 1, 2016

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



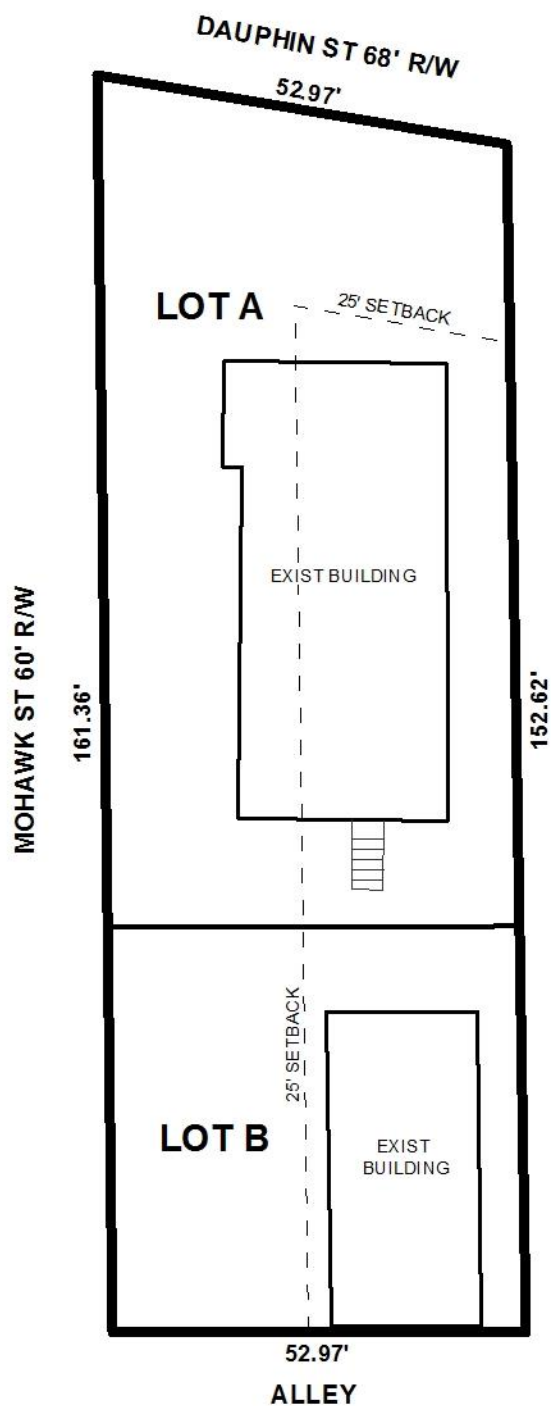
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DETAIL SITE PLAN



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APPLICANT Dubroca Tract Subdivison, Block 25, Resubdivision of Lot 4
REQUEST Subdivision



