

ANTHONY DEARBORN SUBDIVISION

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 Southwest corner of LOT A.
- D. Show and label all flood zones.
- E. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation.
- F. Provide and label the monument set or found at each subdivision corner.
- G. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- H. Provide the Surveyor's Certificate.
- 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. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- M. 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 the Owner's (notarized), Planning Commission, and Traffic Engineering signatures.

Traffic Engineering Comments: Site is limited to one curb cut per street frontage with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Any on-site parking provided, including ADA handicap spaces, shall 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).

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).

MAWSS 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 the Capacity application is approved by Volkert Engineering, Inc.

The plat illustrates the proposed 0.3± acre, 1 lot subdivision which is located at the Northeast corner of St. Anthony Street and Dearborn Street, in Council District 2. The applicant states that the subdivision is served by both public water and sanitary sewer.

The site was the subject of a proposed Subdivision to be heard by the Commission at its October 6th meeting but which was withdrawn by the applicant at that meeting. That 1-lot, 0.4± Subdivision was proposed to be slightly larger than the current proposed and was to extend Northward to the South side of State Street. The application, as now proposed, does not include the entirety of the tax parcel, thus the request should be heldover so that application and preliminary plat can be revised to include the entirety of the property: a separate lot may be created for the remainder of the tax parcel, however, all of the tax parcel must be included with this subdivision request.

According to the recently adopted Map for Mobile Plan, the site is located within the Downtown Development District (DDD). The intent of this Development Area includes:

- Infill development that complements the existing character and enhances the pedestrian-friendly urban environment
- Fewer surface parking lots – more structured parking
- Increased streetscaping, including improved sidewalks, street furniture and lighting along corridors
- Greater mix of uses – retail, restaurant, office, residential

It should be noted that the Map for Mobile Plan is meant to serve as a general guide, not a detailed lot and district plan or mandate for development. Thus, as this request is solely related to the subdivision of property, not the use of the property, application of the Map for Mobile principles may not be appropriate.

The proposed lot is owned by the City of Mobile and is within a SD-WH zoning district, but not within a historic district, and developed with one building. All bordering street frontages are indicated as “B” Streets on the Regulating Plan Street Hierarchy for the DDD, with curb and gutter requiring 50’ rights-of-way. As the current rights-of-way are 50’, no dedication would be required. However, a 25’ corner radius dedication should be provided at the intersection of St. Anthony Street and Dearborn Street, if determined necessary by Traffic Engineering and Engineering.

A site visit by staff indicates several existing curb cuts along St. Anthony Street and Dearborn Street. The DDD limits lots to one curb cut per street frontage, and in SD-WH districts, the

maximum curb cut width is 25'. The site should be limited to one curb cut per street frontage with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. The curb cut along North Dearborn Street should be modified to only be 25' in width, with the sidewalk and curb and gutter restored.

There are no minimum width standards for proposed lots within SD-WH districts. It should be noted the lot width and setback standards for properties within the Downtown Development District are defined by Section 64-3.I.8. of the Zoning Ordinance, not by the Subdivision Regulations. As on the preliminary plat, the Final Plat should label the lot with its size in both square feet and acres after any required dedication, or a table should be furnished on the Final Plat providing the same information.

There is no minimum building setback required in a SD-WH district; however, the lot is limited to a 10' maximum building setback. Therefore the plat should be revised to indicate the 10' maximum building setback line along all street frontages and include a note stating that a 0' setback is allowed. It should be noted that such a setback varies from Section V.D.9. of the Subdivision Regulations, and waiver of such would be required and in order.

The site, which is developed, also contains surface parking. Section 64-3.I.11.(b)(3) of the Zoning Ordinance requires that parking lots be screened. Thus, the plat should be revised to depict compliant screening along all street frontages.

Finally, any additional site improvements of the proposed lot are subject to the acquisition of the appropriate permits, and should comply with all applicable codes and ordinances.

Based upon the preceding, the request is recommended for holdover until the January 5, 2017 meeting so that the following can be provided by December 9, 2016:

- 1) Revision of the request to include the entirety of the tax parcel;
- 2) Provision of additional mailing labels, mailing fees, and, if necessary, lot fees, for the revised request;
- 3) Provision of updated application information to note how many lots will be created and the size of the property under consideration.

Revised for the January 5, 2017 meeting:

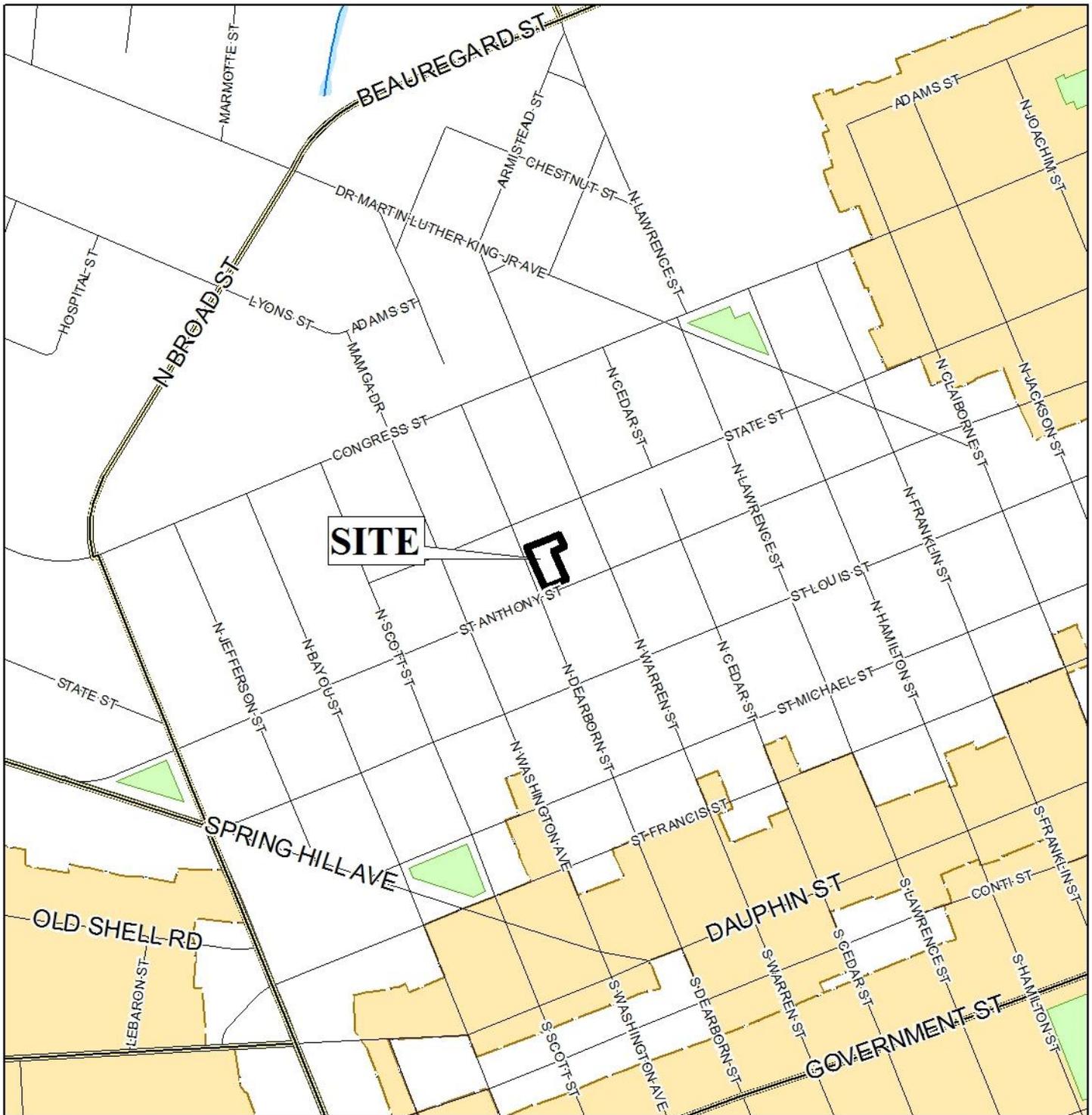
This application was heldover from the December 1, 2016 meeting to allow staff to review deeds and develop conditions for approval. A review of a deed of February 9, 1940, establishes that the Northwest portion of the existing tax parcel was a separate property and would, therefore, be considered a legal lot of record established prior to the adoption of the Subdivision Regulations in 1952. Therefore, staff recommends approval of the Subdivision application.

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

- 1) *dedication to provide a 25' corner radius at the intersection of St. Anthony Street and Dearborn Street, if determined necessary by Traffic Engineering and Engineering;*
- 2) *placement of a note on the Final Plat stating that the site is limited to one 25'-wide maximum curb cut per street frontage with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards, with excess curb cut areas to be removed and restored with sidewalk and curb and gutter;*
- 3) *labeling of the lot with its size in both square feet and acres, after any required dedication, or the furnishing of a table on the Final Plat providing the same information;*
- 4) *revision of the plat to illustrate a 10' maximum building setback line along all street frontages and to add a note that a 0' minimum setback is allowed;*
- 5) *compliance with Section 64-3.I.11.(b)(3) of the Zoning Ordinance regarding parking lot screening;*
- 6) *compliance with 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 Southwest corner of LOT A. D. Show and label all flood zones. E. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation. F. Provide and label the monument set or found at each subdivision corner. G. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer. H. Provide the Surveyor's Certificate. 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. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing. M. 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 the Owner's (notarized), Planning Commission, and Traffic Engineering signatures.];*
- 7) *compliance with the Traffic Engineering comments: (Site is limited to one curb cut per street frontage with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Any on-site parking provided, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.);*

- 8) *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).]; and*
- 9) *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).]*

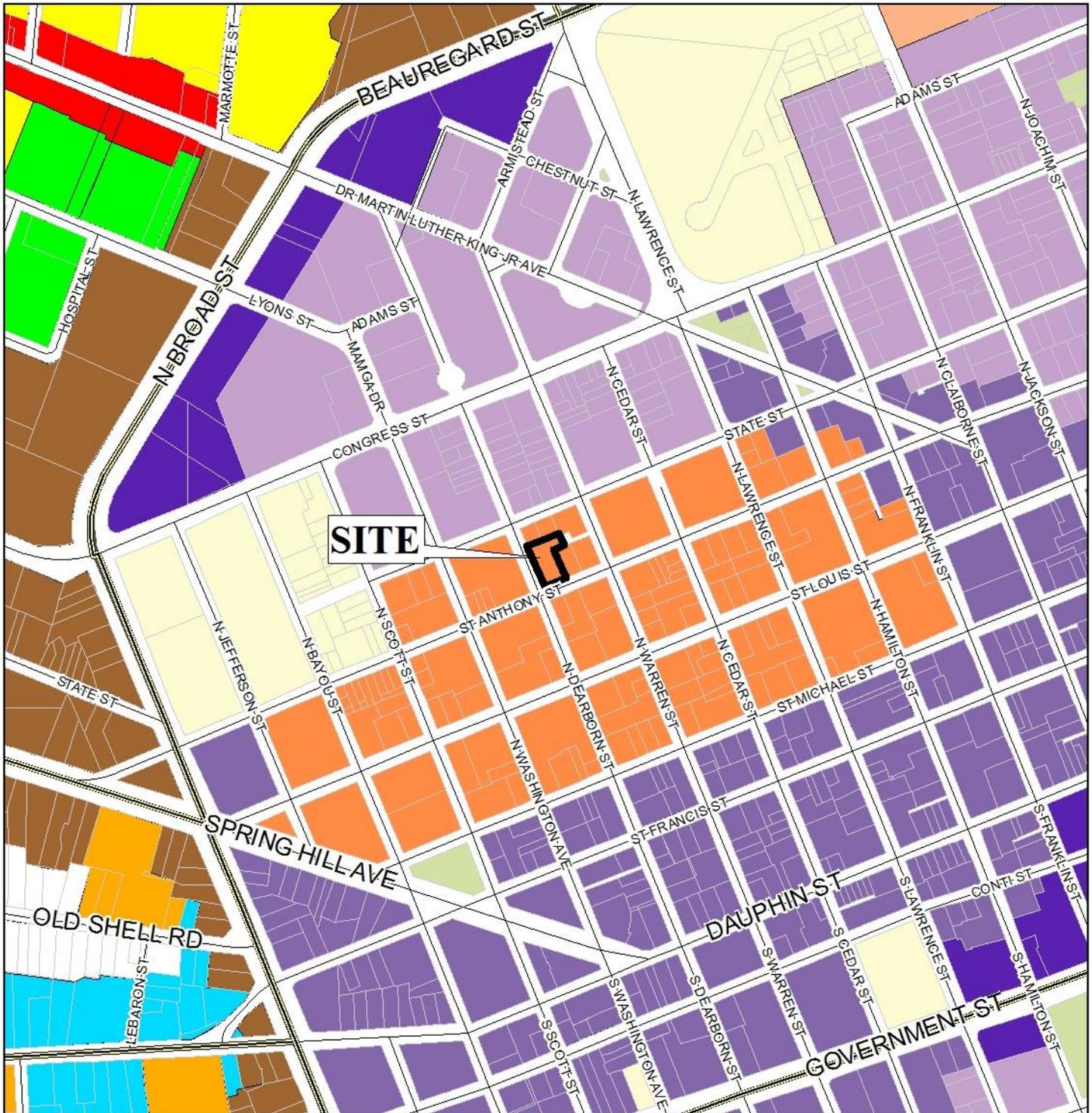
LOCATOR MAP



APPLICATION NUMBER 1 DATE January 5, 2017
APPLICANT Anthony Dearborn Subdivision
REQUEST Subdivision



LOCATOR ZONING MAP



APPLICATION NUMBER 1 DATE January 5, 2017
APPLICANT Anthony Dearborn Subdivision
REQUEST Subdivision



ANTHONY DEARBORN SUBDIVISION



APPLICATION NUMBER 1 DATE January 5, 2017

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



NTS

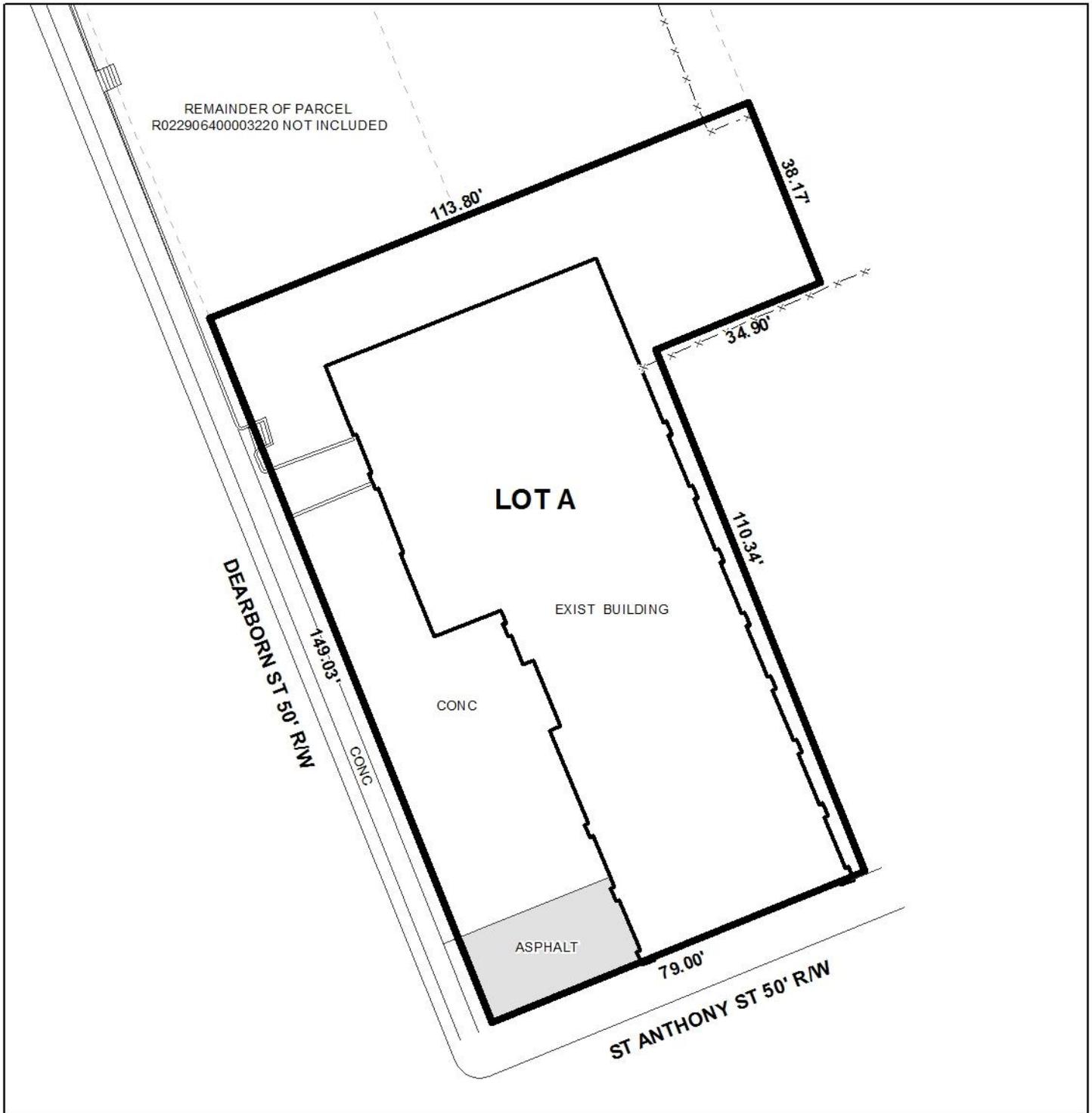
ANTHONY DEARBORN SUBDIVISION



APPLICATION NUMBER 1 DATE January 5, 2017



DETAIL SITE PLAN



APPLICATION NUMBER 1 DATE January 5, 2017

APPLICANT Anthony Dearborn Subdivision

REQUEST Subdivision

