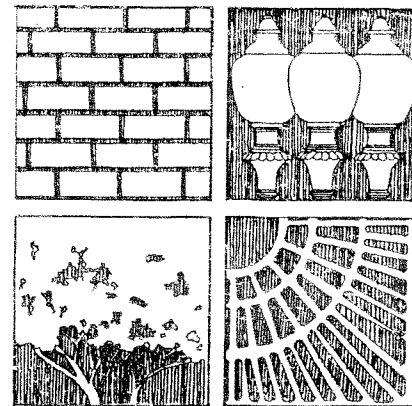


*The Plan and Program for
Public Improvements
In and Around
The Lower Dauphin Street
Historic District*

City of Mobile, Alabama



Addendum to The Plan and Program for Public Improvements In and
Around The Lower Dauphin Street Historic District as prepared
by Wallace Roberts & Todd

Item I. pp. 25-26, Bienville Square

Third Paragraph

Delete the sentences beginning "In addition to special..." through to the conclusion of the paragraph.

Supporting this is a drawing on page 24. Traffic signals, fleur de lis, mid-block entry plazas with brick crosswalks and columned gateways will be eliminated.

Item II. pp. 27-29, Paving Materials (Subheading of Streetscape Elements)

Fourth Paragraph is changed in its entirety to read as follows:

"Four major types of pavement materials are proposed:

- * Flagstone Pavers(slate): for the sidewalk border throughout the study area, excepting where there are existing or proposed grass strips.
- * Brick Pavers: for street crosswalks.
- * Broom-finish concrete: for treatment on sidewalks throughout the study area.
- * Red Granite: for street curbs."

Fifth Paragraph is changed as follows:

Delete sentence one and two - Replace with the following:

"Flagstone is proposed throughout the study area as an accent material running between the curbs and the concrete sidewalk."

Eighth Paragraph is changed as follows:

Delete and replace with the following:

"For these reasons it is proposed that concrete "brick" pavers be used in the Lower Dauphin Street study area as the special paving material in the street surface, at the pedestrian crosswalk locations. The specific material proposed is 4" x 8" x 3½" thick for the crosswalk areas.

Ninth Paragraph is changed as follows:

Delete third and fifth sentences. Paragraph should read:

"Granite curbs have been used extensively in downtown Mobile in the past. Today the western end of Dauphin Street between Claiborne and Dearborn Streets still retains the old granite curbs. These curbs are currently protected by the City of Mobile and must be maintained or

replaced where they presently exist. Where existing granite curbs are still serviceable they may be retained. Otherwise, replacement of curbs with new granite should be provided."

Tenth Paragraph is changed as follows:

Paragraph should read as follows:

"Broom finish concrete is proposed as the standard pavement material for sidewalks. This material is economical and much easier to repair than the existing exposed aggregate concrete being used on Dauphin Street."

Item III. pp. 29-30, Street Trees (Subheading of Streetscape Elements)

Add the following as paragraph five:

"The siting of trees will be addressed on a block-by-block basis. Issues such as original design of buildings, positioning of door openings, galleries or canopies, widths of sidewalks must be considered as the implementation schedule is developed. The MHDC Staff should be consulted regarding the installation of galleries and their potential conflict with the trees.

Item IV. pp. 31-32, Tree Grates (Subheading of Streetscape Elements)

Paragraph one, sentence two, rewrite as follows:

"To accomplish this cast iron tree grates are recommended."

Paragraph three: Delete

Item V. pp. 32-33, Lighting (Subheading of Streetscape Elements)

Third Paragraph - Delete and replace with the following:

"The decorative light fixture recommended for the study area is a replica of those placed downtown circa 1905. Cast iron or cast aluminum is the material most desirable because of its low maintenance, long life, and aesthetics. If a replica of this fixture is unavailable the fixture used should be the victorian style lampost as manufactured by Robinson Iron Company located in Alexander City, Alabama. This fixture is the Robinson Series with Sturbridge lampost. Other manufacturers provide similar products."

Item VI., pp. 34-35, Trash Receptacles (Subheading of Streetscape Elements)

The trash receptacles recommended in the plan are expensive and may constitute an unnecessary expenditure. The Main Street Board of Directors will have the task of reviewing and approving the purchase of trash receptacles in the study area.

Item VII., p. 35, Traffic Regulatory Fixtures, (Subheading of Streetscape Elements)

Add the following as a third paragraph:

"Historic photographic documentation provides examples of means for combining these items with the street lighting. Following this example will further reduce sign and pole clutter."

Item VIII., p. 56, Awnings and Overhangs, (Subheading of Guidelines for Private Property Improvements)

Paragraph two.

Delete the second sentence.

Paragraph three

Delete in its entirety.

Item IX., p. 61, Sidewalk Merchandising, (Subheading of Guidelines for Private Property Improvements)

Delete entire page.

Item X., Drawings

p. 14, Figure 3.

Sidewalk treatment should reflect a concrete sidewalk bordered by flagstone. Concrete pavers to be used only as a cross-walk.
Tree grates will be cast iron in all instances.

p. 16, Figure 4.

Tree grates will be cast iron in all instances.

p. 18, Figure 5.

Corners will be concrete, bordered with flagstone.

p. 19, Figure 6.

Sidewalks, including corners will be concrete with flagstone border.

Tree grates will be cast iron in all instances.

Corners will be treated in the same manner as the sidewalks with concrete bordered by flagstone.

Page 4

pp. 22-23, Figure7.

Retail Activity Street

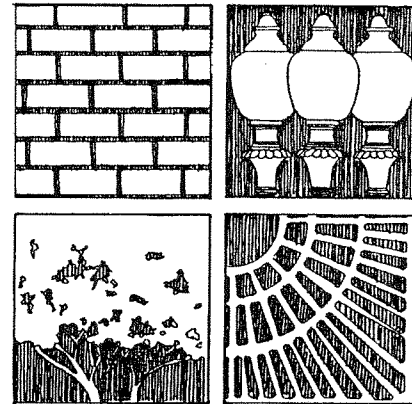
- * Street trees
- * Special paving at crosswalks
- * Decorative light fixtures
- * Decorative street furniture
- * Granite curbs
- * Concrete sidewalks, bordered with flagstone
- * Decorative traffic signals

Bienville Square

- * Relocate and expand Market
- * Decorative light fixtures (replacing original circa 1915)
- * Decorative street furniture

April 15, 1991

*The Plan and Program for
Public Improvements
In and Around
**The Lower Dauphin Street
Historic District**
City of Mobile, Alabama*



Prepared by:
WALLACE ROBERTS & TODD

August 1990

**CITY OF MOBILE
PLAN AND PROGRAM FOR PUBLIC IMPROVEMENTS
IN AND AROUND THE LOWER DAUPHIN STREET
HISTORIC DISTRICT**

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I. Introduction: The Framework for the Plan

PURPOSE OF THE STUDY

The Plan and Program for Public Improvements In and Around the Lower Dauphin Street Historic District is the first planning effort in downtown to focus entirely on the design and development of the pedestrian environment.

Downtown Mobile has been the subject of many previous plans including economic studies, an overall Master Plan and specialized action programs such as the recent Facade Improvement Program. Although previous planning studies generally addressed the pedestrian environment in downtown, they did not focus on the design of the streetscape itself.

The area selected for the study is centered on the Lower Dauphin Street Historic Commercial District and includes adjacent properties and blocks. In the remainder of this report, this area is referred to as the Lower Dauphin Street Historic District, or the study area, and is bounded on the west by Dearborn Street, on the south by Government Street, on the east by Water Street, and on the north by St. Francis Street. This geographic area was selected both because of its historical significance and because of its importance to the overall physical image and economic well-being of downtown. The area was also selected because of the City's desire to coordinate further improvements so that the results of street furniture, paving and plantings represent a high standard of design and be of a style which complements and enhances the character of the Lower Dauphin Street Historic Commercial District which comprises a major portion of the study area.

In addition to the public environment, as represented by the streetscape, this study also addresses design guidelines for private property improvements within the study

area. Since the majority of the Lower Dauphin Street study area is within the National Register Historic District, there is already a substantial existing historic character to many buildings. Guidelines for improvements to historic structures are already in place and administered by the Mobile Historic Development Commission and its enforcement arm, the Architectural Review Board. The focus of the guidelines produced with this study is therefore on new construction that may occur within and/or adjacent to the Historic District.

STUDY PROCESS

The Plan and Program for Public Improvements In and Around the Lower Dauphin Street Historic District was completed over the course of approximately 10 months, beginning in October 1989. The planning process was initiated by the City's Departments of Planning and Community Services, the Mobile Historic Development Commission, and the Mobile Housing Board, who prepared the scope of work and solicited consultant proposals for the project. The contract was executed by the Mayor on July 28, 1989. In order to provide public input and overall direction for the study, the City established a Steering Committee and an Advisory Committee. The Steering Committee was comprised of five members representing the City of Mobile. The Advisory Committee was comprised of 20 members with representatives from the business community and additional representatives from the City of Mobile administration.

During the course of the project, the Steering and Advisory Committees met jointly with the consultants at four workshop sessions to review work-in-progress. In addition, a final meeting was held with members of the Steering Committee to review and discuss the draft project report. The work presented in the following pages reflects the input and efforts of the two Committees during the preparation of this plan.

II. Executive Summary

Introduction

The preparation of The Plan and Program for Public Improvements In and Around the Lower Dauphin Street Historic District was begun in October 1989. The purpose of the study is to define a plan for public improvements in the study area and to identify the costs and phasing for implementation of the proposed improvements. The major focus of the work is the consideration of improvements to sidewalks, street furniture and landscaping within the public right of way. Also included is consideration of guidelines for private property improvements.

The study area for the project is the Lower Dauphin Street Historic Commercial District and adjacent blocks extending from Water Street on the east to Dearborn on the west, and between St. Francis on the north and Government Street on the south. Since its inception, the study has included an inventory of existing physical conditions within the study area, preparation of alternative design concepts, and preparation of the Plan and Program for Public Improvements which is presented in the following report.

The Plan and Program for Public Improvements

The Plan is based on two fundamental goals, developed during the course of the study:

1. The plan seeks to provide a comprehensive, as opposed to "piece meal" approach to public improvements. This means the coordinated implementation of utilities, paving, lighting and landscape to provide a complete set of lasting improvements. Improvements such as above ground planters and temporary furnishings are considered inappropriate meas-

ures requiring extensive maintenance and resulting in uncoordinated, and therefore less attractive results.

2. There is a general goal to install street trees throughout the study area to improve the visual appearance and overall pedestrian comfort.

The Plan proposes implementation of several different "levels" of streetscape improvement ranging from high to lower levels of cost and complexity. The highest and most intensive levels of improvement are recommended for Dauphin Street between Lawrence and Water Streets, and around Bienville Square. Treatments on these streets include flagstone sidewalks, brick corners and crosswalks, granite curbs and pedestrian-oriented light fixtures (Figure 3, p. 14). Benches and information kiosks are also recommended at key locations, where sidewalk width permits.

The second highest levels of treatment are proposed on "linkage" streets. These include Hamilton, Franklin, Conception, Joachim and Royal, and are important because they provide pedestrian connections between Dauphin Street and adjacent activity-generating uses such as the Civic Center, proposed City-County building, and Fort Conde visitor center. The treatment on these streets is similar to Dauphin Street, but incorporates less of the special flagstone paving (Figure 3, p. 14).

The third, and least intensive treatment is reserved for minor vehicular streets, primarily located in the western end of the study area. The proposed improvements for these streets include tree plantings and simple concrete sidewalks. On certain of these streets the Plan incorporates a grass strip located between the sidewalk and curb. This treatment exists on many streets in the area and imparts a less formal character to the streetscape (Figure 6, p. 19).

Street trees are planned throughout the study area. The first choice for street trees is the Foster Holly. This is a slow growing, compact tree. It is evergreen with decorative

red berries and dark green leaves. It is well suited to the climate and relatively limited sidewalk areas in downtown Mobile. Other choices for variety include the Red Maple and Honey Locust.

Live oaks are distinctive trees which have become synonymous with the historic districts and residential areas that surround the study area. Although a few live oaks exist within the study area, their future use is limited due to the narrow width of sidewalks on many streets. The plan does propose use of live oaks on Government Street and Water Street, because of the importance of these streets to the overall civic image of Mobile. Where sufficient sidewalk width exists, these trees may be located on the outer sides of the right of way. Where medians of sufficient width exist, the oaks may be planted in those locations in addition to, or in lieu of the sidewalk area.

Phasing

Three major phases for implementation of the proposed improvements have been identified. The first phase would include improvements to Bienville Square and Water Street (Government to Dauphin), Government Street (Royal to Water Street), Royal Street (Government to Dauphin) and Dauphin Street between Water Street and Claiborne (Figure 9, p. 45). Also included are improvements to Cathedral Square. The total cost of the improvements in this area is approximately \$11.7 million. It is desirable that construction of some or all of these Phase 1 improvements be undertaken simultaneously with construction of the Convention Center, to provide a strong linkage to this new facility.

The second phase of improvements extends generally from Royal on the east to Hamilton Street on the west. The cost of this phase is estimated to be approximately \$19.9 million. While the implementation of these improvements may be deferred until more comprehensive downtown plans are completed, there is a strong reason to begin implementation with all or part of Phase 1 so that these initial improvements may coincide with the construction of the Convention Center.

The third phase of improvements includes the remainder of the study area west of Hamilton Street. These improvements are estimated to cost approximately \$14.7 million. Sub-surface utility relocation and replacement of above-ground utilities below grade is a major component of the cost in each phase.

Guidelines for Private Property Improvements

The Plan includes guidelines for private property improvements within the study area. The purpose of these guidelines is to supplement existing guidelines published by the Mobile Historic Development Commission, and to illustrate appropriate ways in which new construction can be incorporated in and around the historic structures within the study area.

Among the general guidelines are the following:

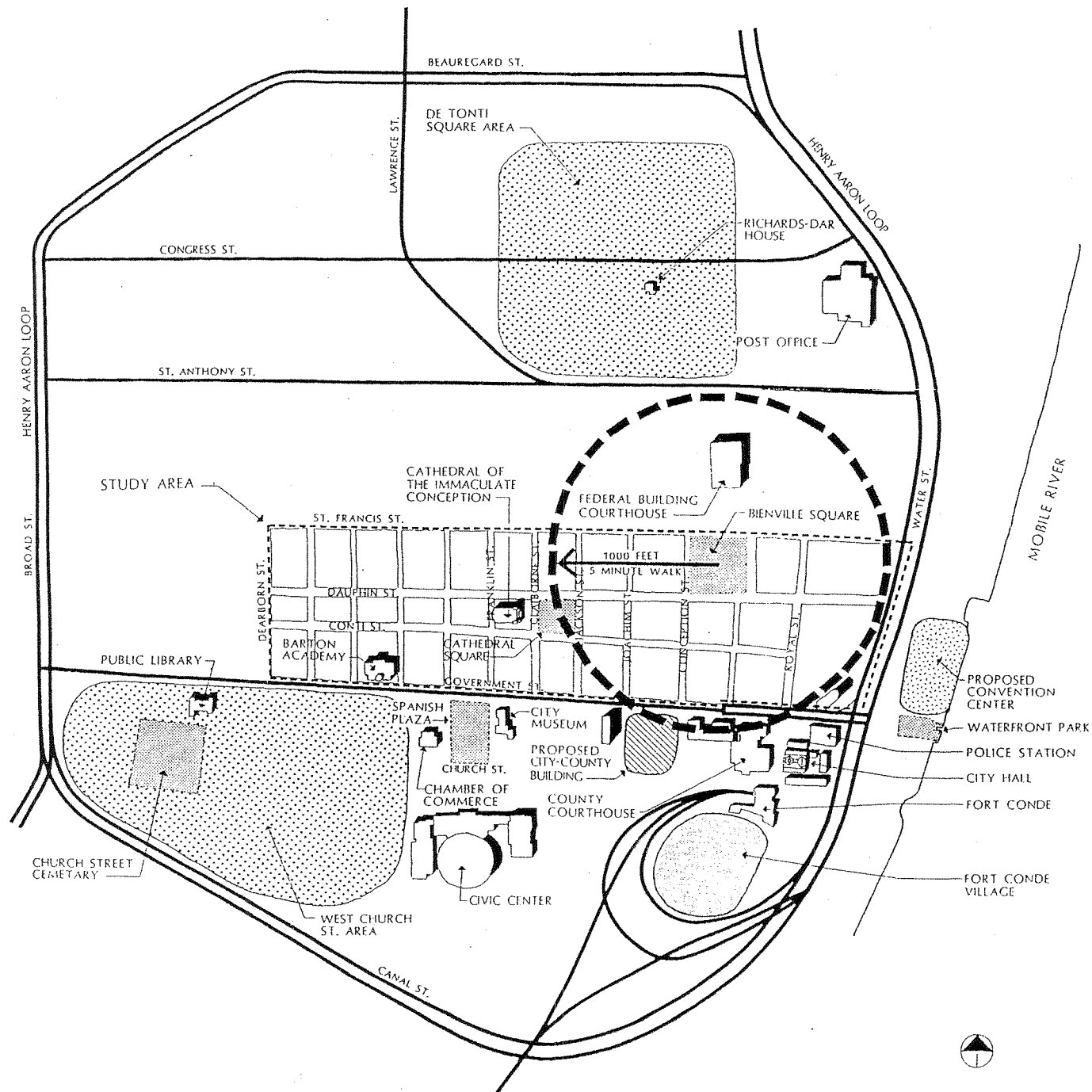
- New infill construction should continue the major horizontal elements and scale of openings prevalent on adjacent structures.
- New taller structures should step down in height at the street frontage, to better relate to the low building heights prevalent in the Historic Commercial District.
- Parking lots should be screened from view.
- Ground floor treatments in construction should reflect the traditional open glass of retail buildings in the Historic Commercial District.
- New signage should be of a size and location compatible with signage on the historic structures in the study area.

- Use of decorative cast iron on buildings, fences and parking lot screen walls is encouraged.

Next Steps

There are several immediate next steps that should be undertaken to pursue implementation of the Phase 1 improvements. Included are:

1. Formal adoption of the plan by the City Council, and incorporation of this project into the Mobile Strategic Plan.
2. Identification of funding sources and securing project funding.
3. Preliminary detailed engineering studies to identify specific utility improvements that are required in the study area, so that utility system improvements can be undertaken simultaneously with the streetscape improvements.
4. Preliminary detailed design for Phase 1 Streetscape improvements.



STUDY AREA CONTEXT
FIGURE 1

III. The Plan and Program for Public Improvements

STUDY AREA DESCRIPTION

Although the study area is only a small portion of the overall downtown within the Henry Aaron Loop, it is significant in terms of the amount of public rights-of-way it contains. Overall, the 35 block study area is just under one quarter of a mile wide and three quarters of a mile long, and contains eighty-six acres of which approximately thirty acres are publicly owned and maintained. These include streets, sidewalks and public parking lots. There are approximately three miles of roadway and sidewalks. Dauphin Street, the center of the historic district and main concentration of retail activity, stretches the entire length of the study area.

STUDY AREA CONTEXT

The study area is centrally located within the Henry Aaron Loop and is adjacent to major employment concentrations and civic functions in downtown. City Hall, the County Courthouse and Federal Building and Courthouse are all within a five to ten minute walk from Bienville Square. Somewhat further away are the Civic Center and Fort Conde. Both of these are within a ten to fifteen minute walk from the Square. The proposed Convention Center, the proposed City-County building and potential development at Fort Conde Village are major development projects located adjacent to the eastern end of the study area. On the north and west sides, the study area is bounded by areas of mixed commercial and residential use that extend outward to the Henry Aaron Loop. On the southwest, the area is bounded by the West Church Street area, a mixed residential and office area that has undergone substantial renovation activity in recent years.

GOALS FOR THE DEVELOPMENT OF PUBLIC IMPROVEMENTS IN THE LOWER DAUPHIN STREET STUDY AREA

During the course of the planning process, a set of goals for future development of streetscapes within the study area has evolved. These goals are presented as a long-term guide for the implementation of the recommendations of this plan.

The following goals are the basis for the public improvements proposed in the Lower Dauphin Street Study Area:

To upgrade the overall environmental quality.

To develop a high-quality system of pedestrian-oriented streets, walkways and open spaces.

To establish a streetscape design that provides a comprehensive as opposed to a "piece meal" approach to public improvements.

To create a sense of orientation for the street user.

To connect adjacent activity-generating uses to the Study Area.

To improve the connection between parking facilities and retail uses.

To create an environment that is functional, durable, and which minimizes maintenance and operational costs.

To create an environment that is safe, and which minimizes opportunities for crime.

To formulate design guidelines that will promote continuity and compatibility among private and public development.

To install street trees throughout the study area to improve the visual appearance and overall pedestrian comfort.

FUNCTIONAL CONCEPT FOR STREETScape DEVELOPMENT

The functional concept for streetscape development forms the basis for designing specific streetscape improvements. The functional concept is divided into two categories: pedestrian-oriented streets and spaces and vehicular-oriented streets.

Pedestrian-Oriented Streets

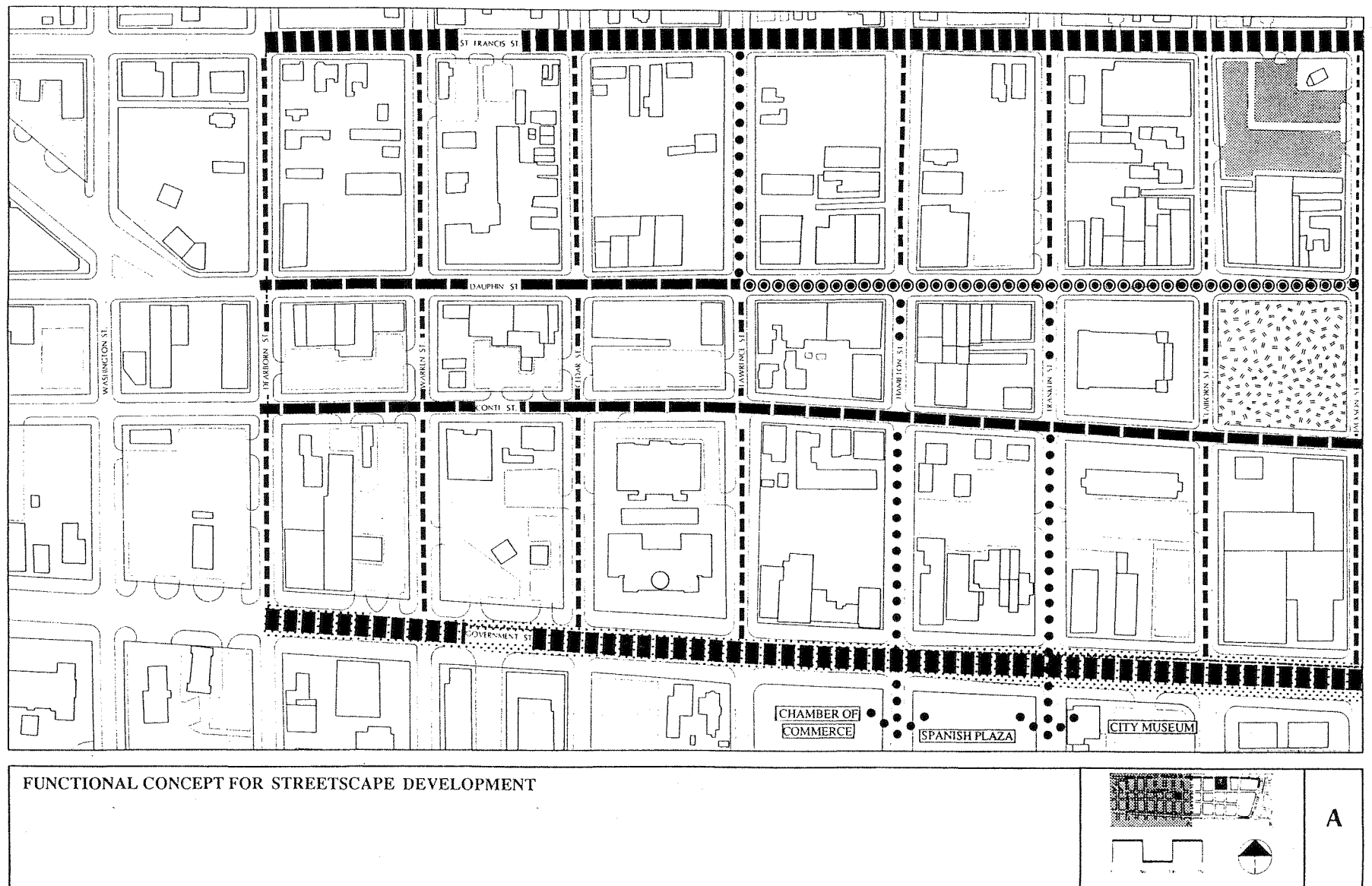
Elements that make-up pedestrian-oriented streets and spaces include retail streets, activity linkages, parking linkages, parks and plazas.

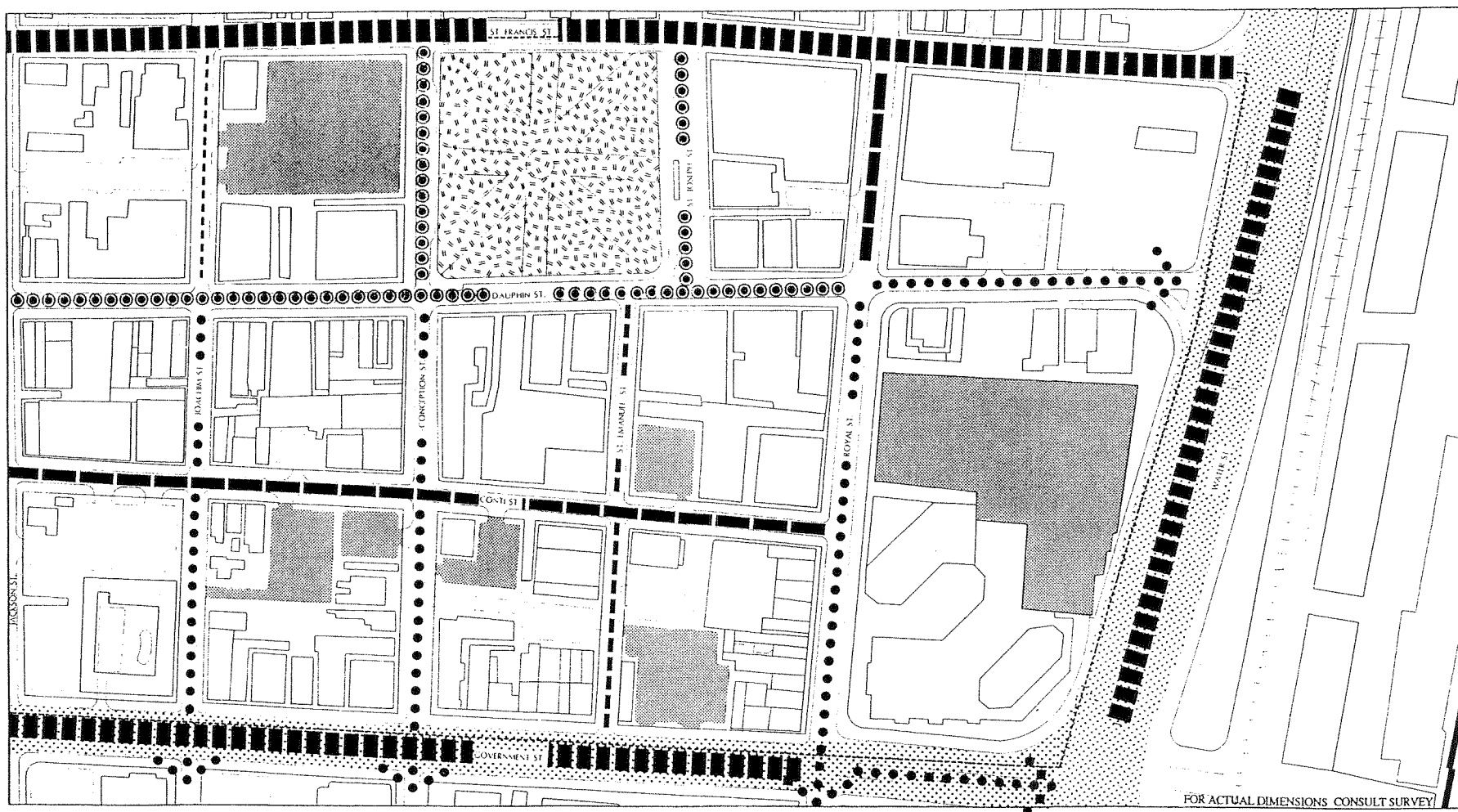
Retail activity within the study area is concentrated on Dauphin Street, with the majority of active retail uses located east of Cathedral Square. Retail activity is also located on Conception Street and St. Joseph Street north of Dauphin Street.

Streets that provide pedestrian connections between Dauphin Street and adjacent activity-generating uses such as the proposed Convention Center, proposed City-County Building, Chamber of Commerce, and Fort Conde are classified as activity linkages. These streets include Royal, Conception, Joachim, Franklin, Hamilton, Dauphin and Government from Royal to Water Street.

Streets that link public parking lots to Dauphin Street are classified as parking linkage streets. Well designed pedestrian connections between adjacent parking lots and Dauphin Street can enhance the overall sense of safety and security in the study area. Joachim, Claiborne and Jackson Streets north of Dauphin are classified as parking linkage streets.

Pedestrian-oriented parks and plazas include Bienville Square and Cathedral Square. Bienville Square is presently a pleasant city park and an important activity generator





FOR ACTUAL DIMENSIONS CONSULT SURVEY

LEGEND

PEDESTRIAN-ORIENTED STREETS AND SPACES

- RETAIL STREET
- ACTIVITY LINKAGES

- PARKING LINKAGE
- PARKS AND PLAZAS

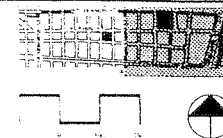
VEHICULAR-ORIENTED STREETS

- MAJOR
- MINOR
- MODERATE

- ELEMENTS OF
CIVIC IMAGE
- PUBLIC PARKING

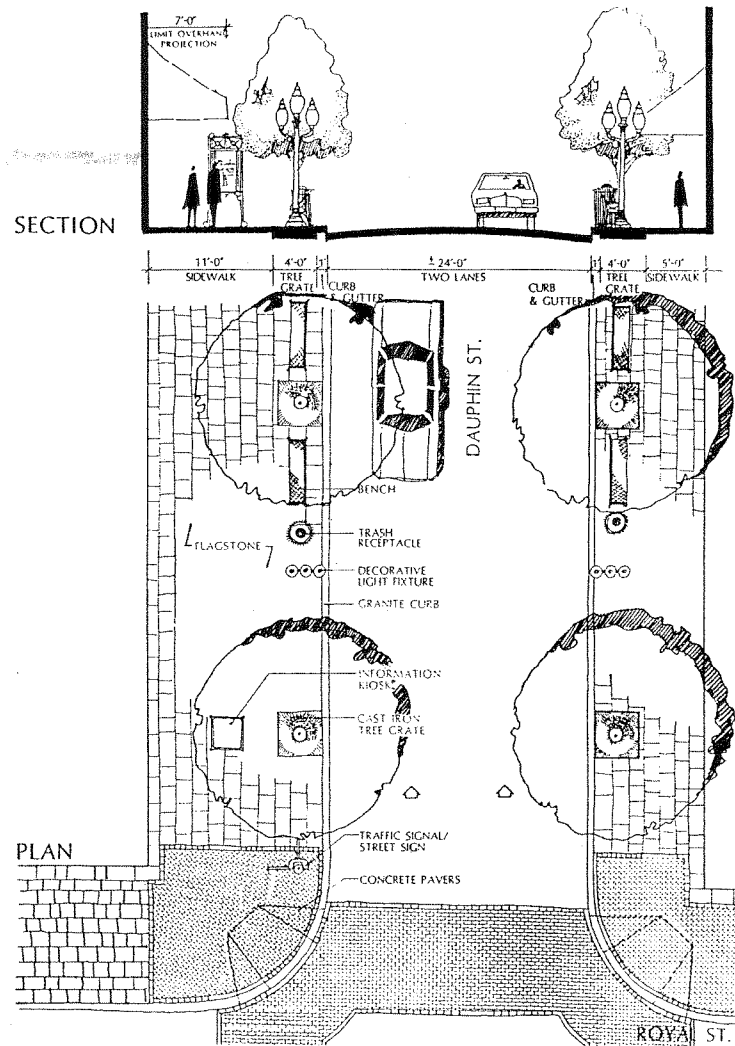
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Architects, Landscape Architects,
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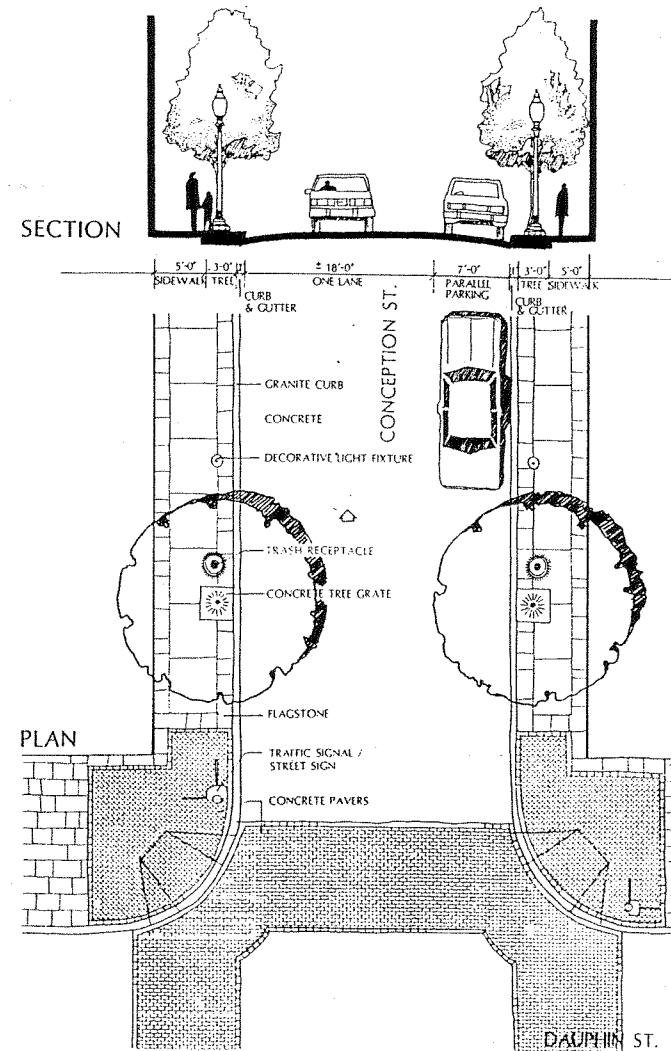


B

FIGURE 2



RETAIL ACTIVITY STREET
(DAUPHIN STREET EXAMPLE)



PEDESTRIAN LINKAGE STREET
(CONCEPTION STREET EXAMPLE)

FIGURE 3

in downtown Mobile. The on-going schedule of outdoor events in the square, along with the Market Bienville pavilion, are positive contributors to the downtown.

Cathedral Square is not currently an actively used open space. However, properly improved with additional landscape treatment it could potentially provide another location for outdoor activities in the Study Area.

Vehicular-Oriented Streets

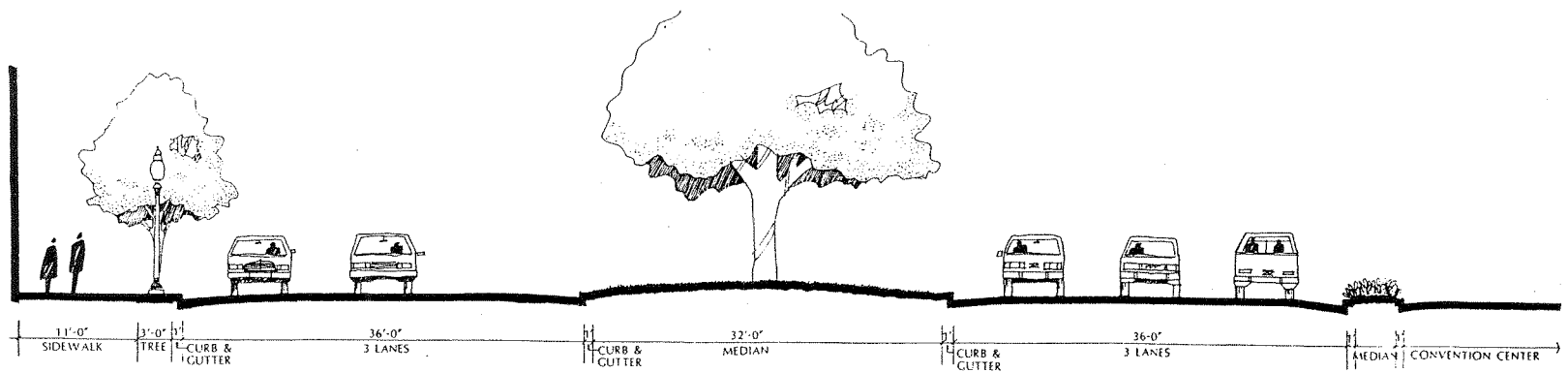
Many streets within the study area are currently designated for one-way traffic. This is presumed to be in part the result of narrow pavement widths on many of the north-south streets, and in part from a desire to improve traffic flows into and out of the downtown. This factor has been considered in designating the different categories of vehicular streets.

Vehicular-oriented streets are classified according to their perceived levels of traffic into three categories: major, moderate or minor vehicular streets. In general where a street may function both as an important pedestrian street and an important vehicular street, the pedestrian designation has been used.

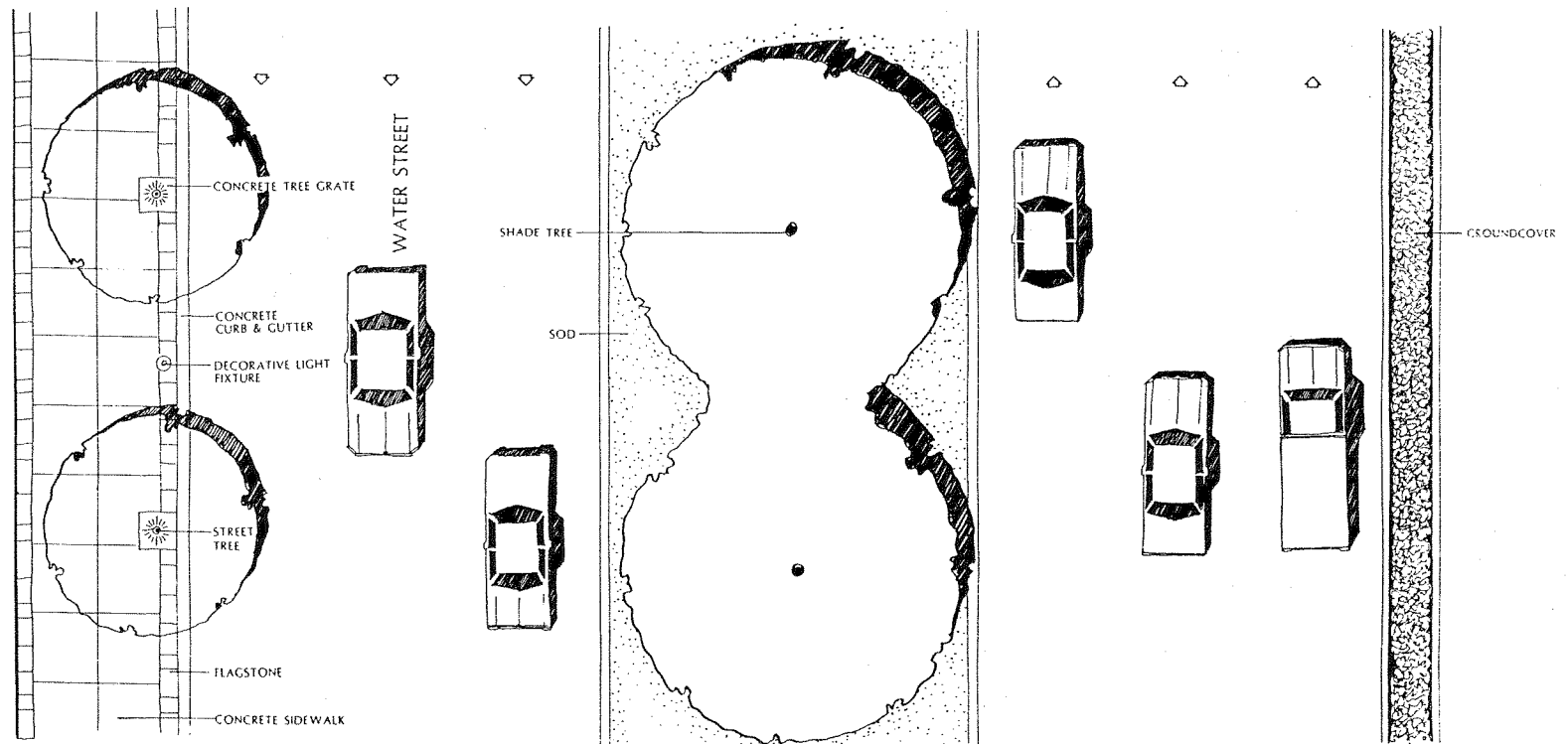
Streets that are classified as major are those that have a heavy flow of vehicular and bus traffic. Those include Government and St. Francis Streets in the east-west direction and Water Street in the north-south direction. In addition to their traffic functions both Government Street and Water Street are considered because of their size, location and use, important components in the "civic image" of downtown (Figures 4 and 5, pp. 16 and 18).

Conti Street, which serves as an east-west connection, and Royal Street, which serves as a north-south connection, are classified as moderate level vehicular streets.

SECTION



PLAN



MAJOR VEHICULAR STREET/CIVIC IMAGE
(WATER STREET)

FIGURE 4

Minor vehicular streets include the remaining north-south streets, the majority of which are located in the western half of the study area.

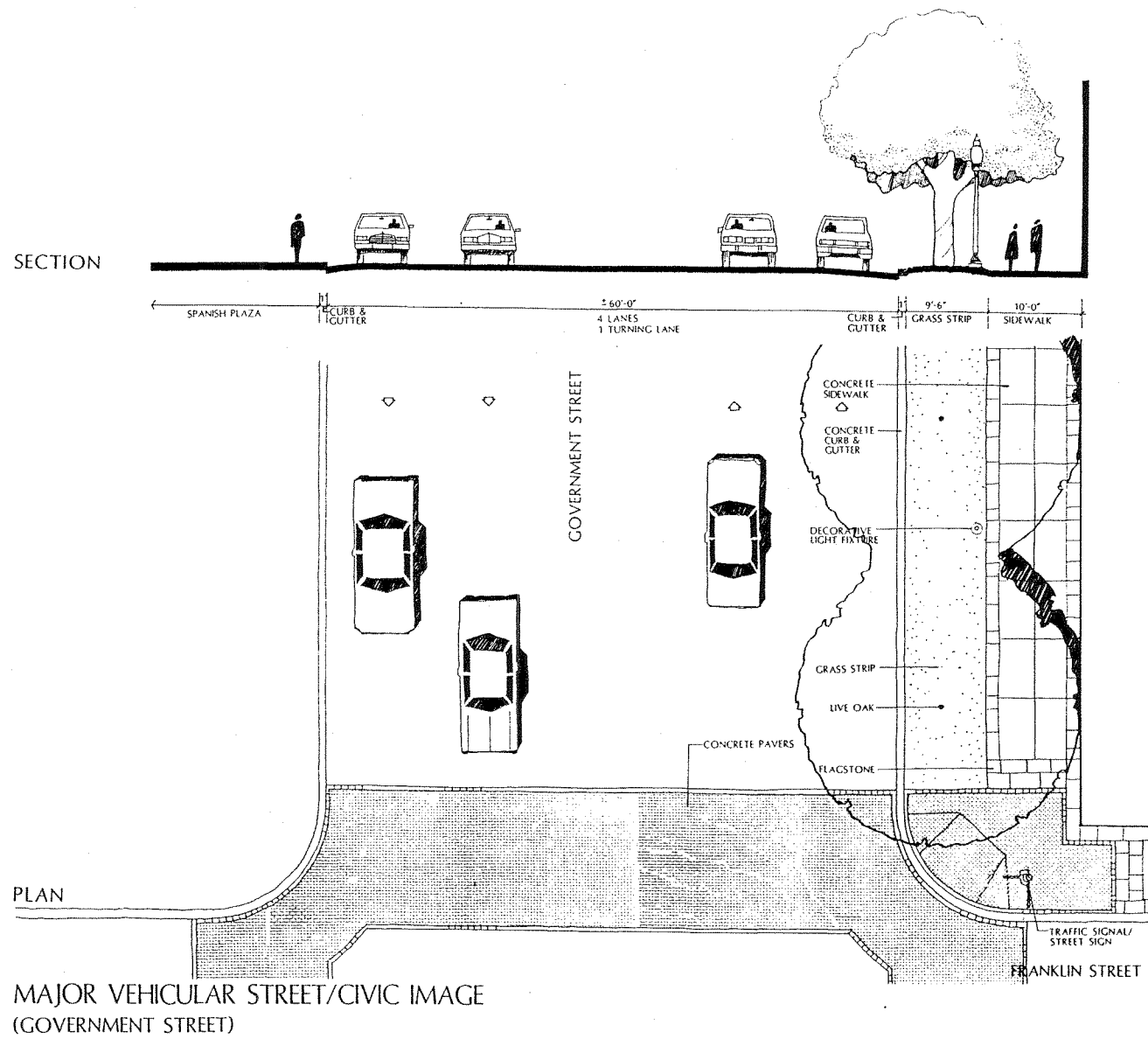
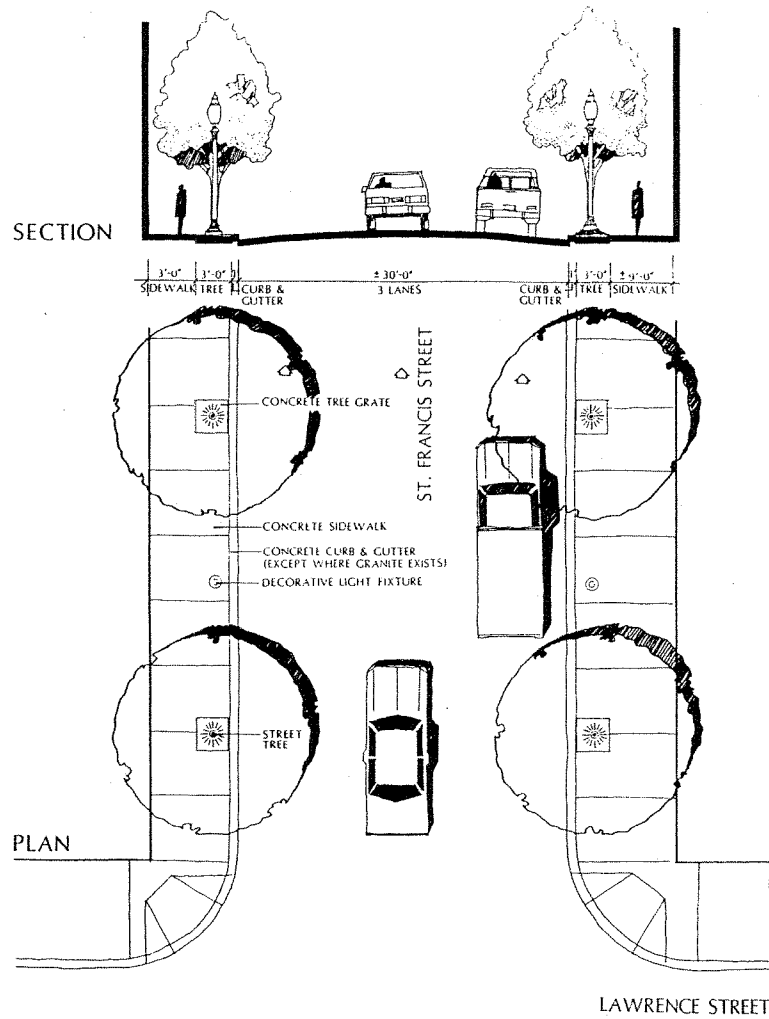
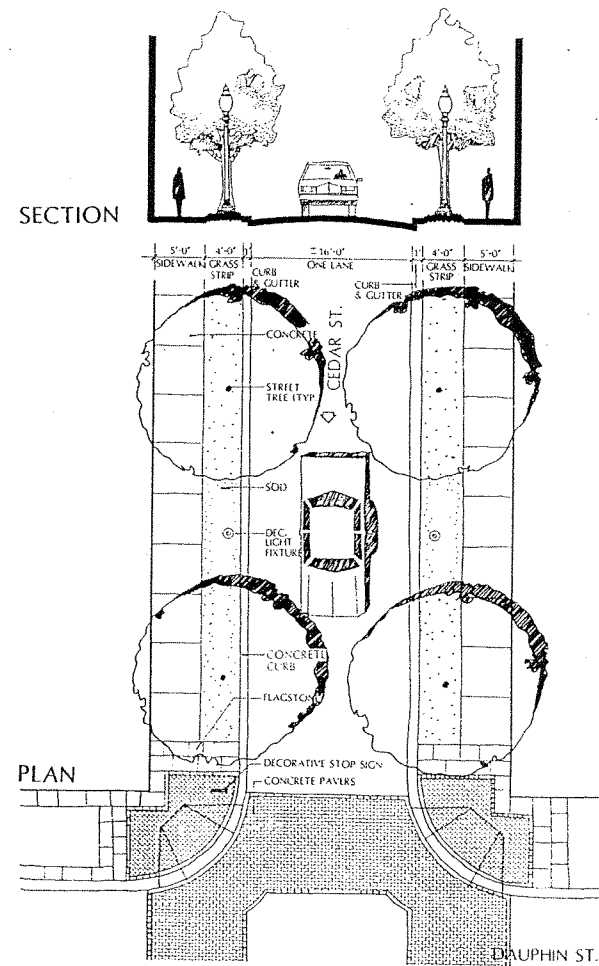


FIGURE 5



MAJOR VEHICULAR STREET, MODERATE VEHICULAR STREET, MINOR VEHICULAR STREET TYPE A (ST. FRANCIS STREET EXAMPLE)



MINOR VEHICULAR STREET TYPE B (CEDAR STREET EXAMPLE)

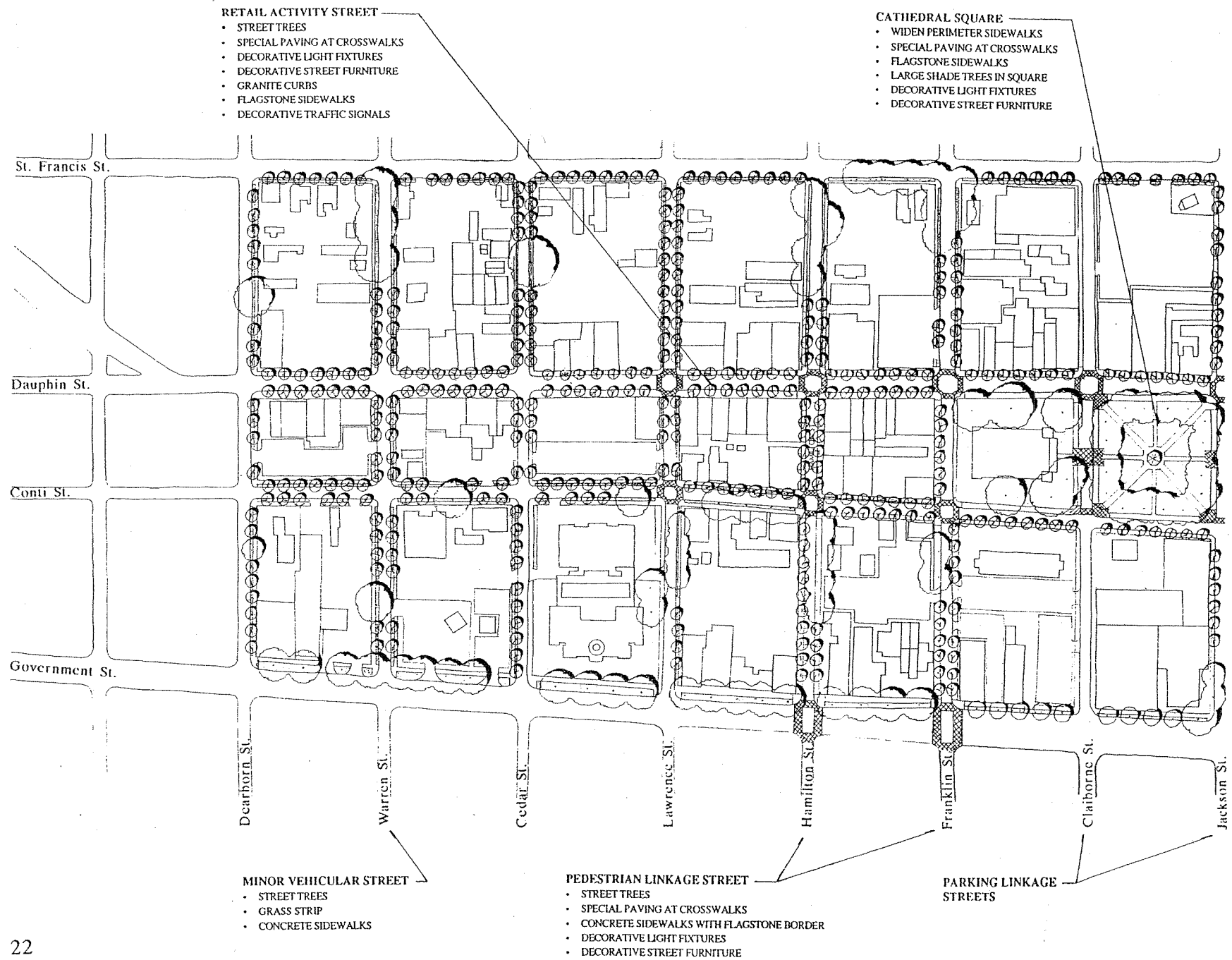
FIGURE 6

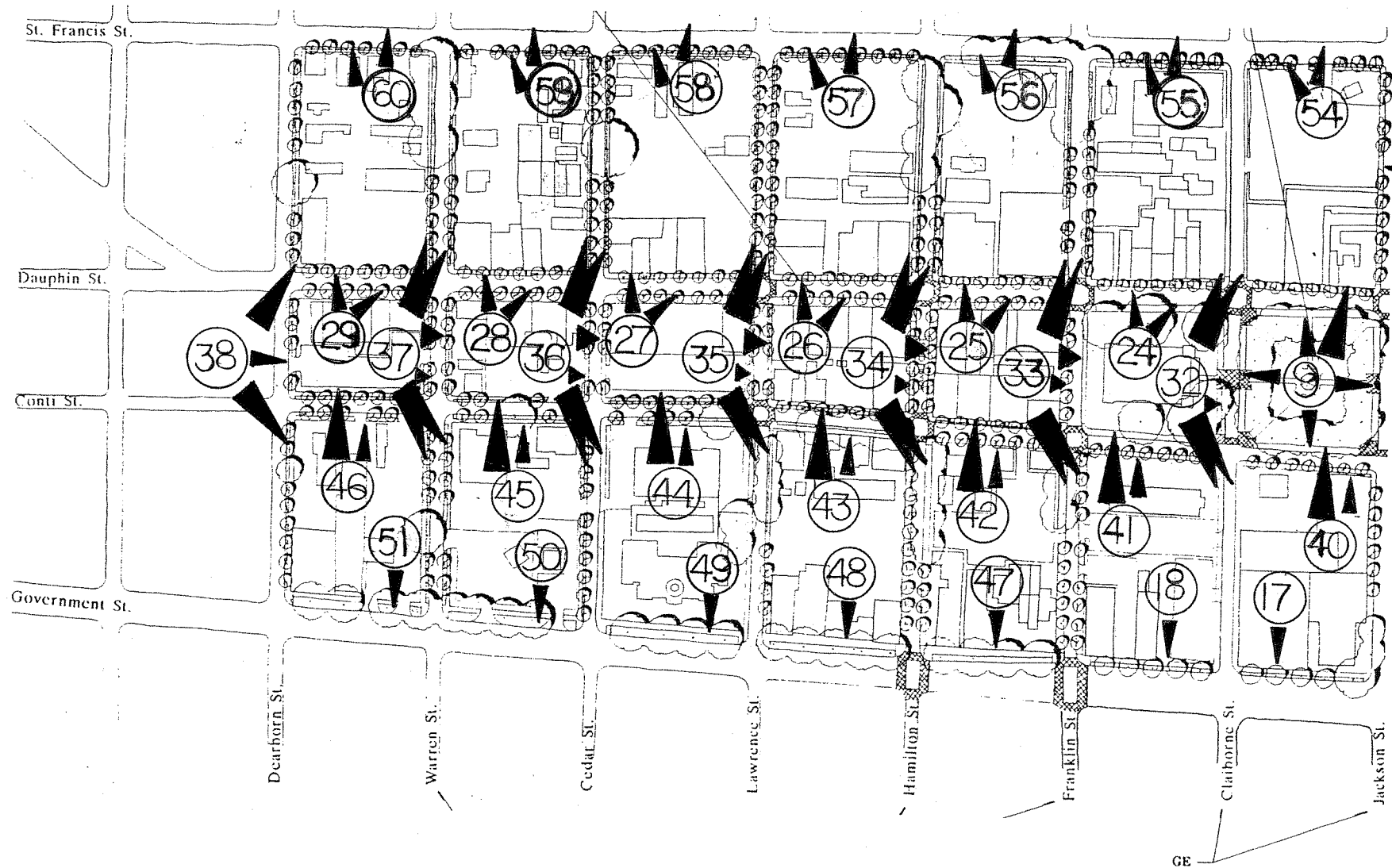
STREETSCAPE DEVELOPMENT PLAN

The Streetscape Development Plan proposes implementation of several different “levels” of streetscape improvements ranging from higher to lower levels of cost and complexity. The levels of improvement coincide with the functional designation of the streets defined in the Functional Concept for Streetscape Development. The highest and most intensive levels of improvements are recommended for the retail activity streets, which include Dauphin Street between Franklin Street and Water Street and around Bienville Square. Bienville Square and Cathedral Square, the major open spaces in downtown are also included in this highest level of improvement. Treatments on these streets include flagstone sidewalks, brick corners and crosswalks, granite curbs, decorative street lighting, decorative signals, benches, kiosks, trash receptacles, and street trees.

The second highest levels of treatment are proposed on “linkage” streets. These streets include Hamilton, Franklin, Conception, Joachim and Royal, and are important because they provide pedestrian connections between Dauphin Street and adjacent activity-generating uses such as the Civic Center, proposed City-County building, and Fort Conde visitor center. The treatment on these streets include concrete walks with a flagstone border, brick corners and crosswalks, decorative street lighting, kiosks, trash receptacles, and street trees.

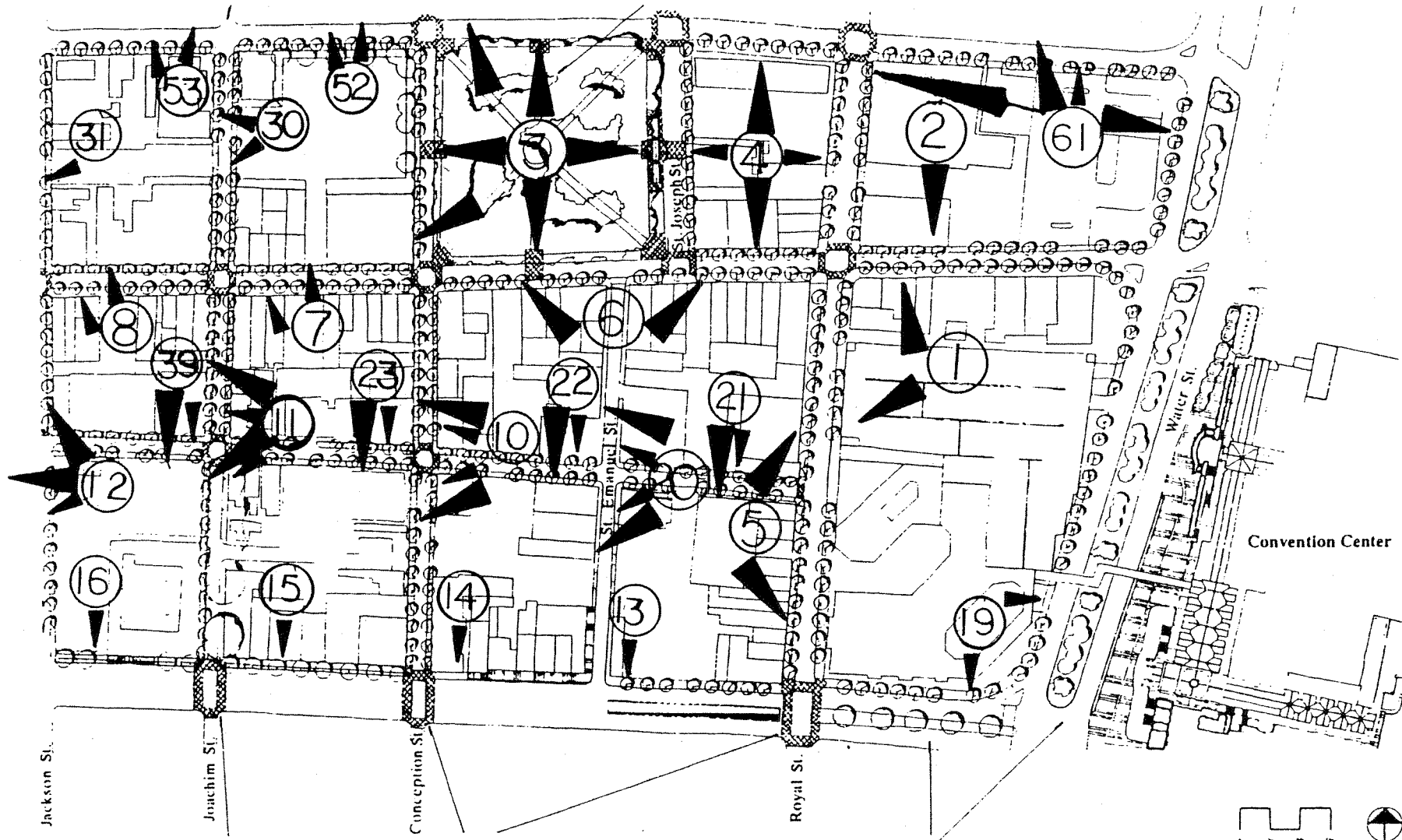
The third, and least intensive treatment is reserved for minor vehicular streets, primarily located in the western end of the study area. The proposed improvements for these areas include tree plantings in a grass strip to be located between the new sidewalk and curbs. This treatment currently exists on many streets in the area and imparts a less formal character to the streetscape.





Note 1. Entire block bounded by Saint Francis St., Saint Joseph St., Saint Michael St., and Royal Street will be completed by First Alabama Bank at the expense of the bank. This block will be a demonstration block for downtown infrastructure. City will provide light standards and fixtures, tree grates and trash receptacles for the entire block in a corporate effort with First Alabama.

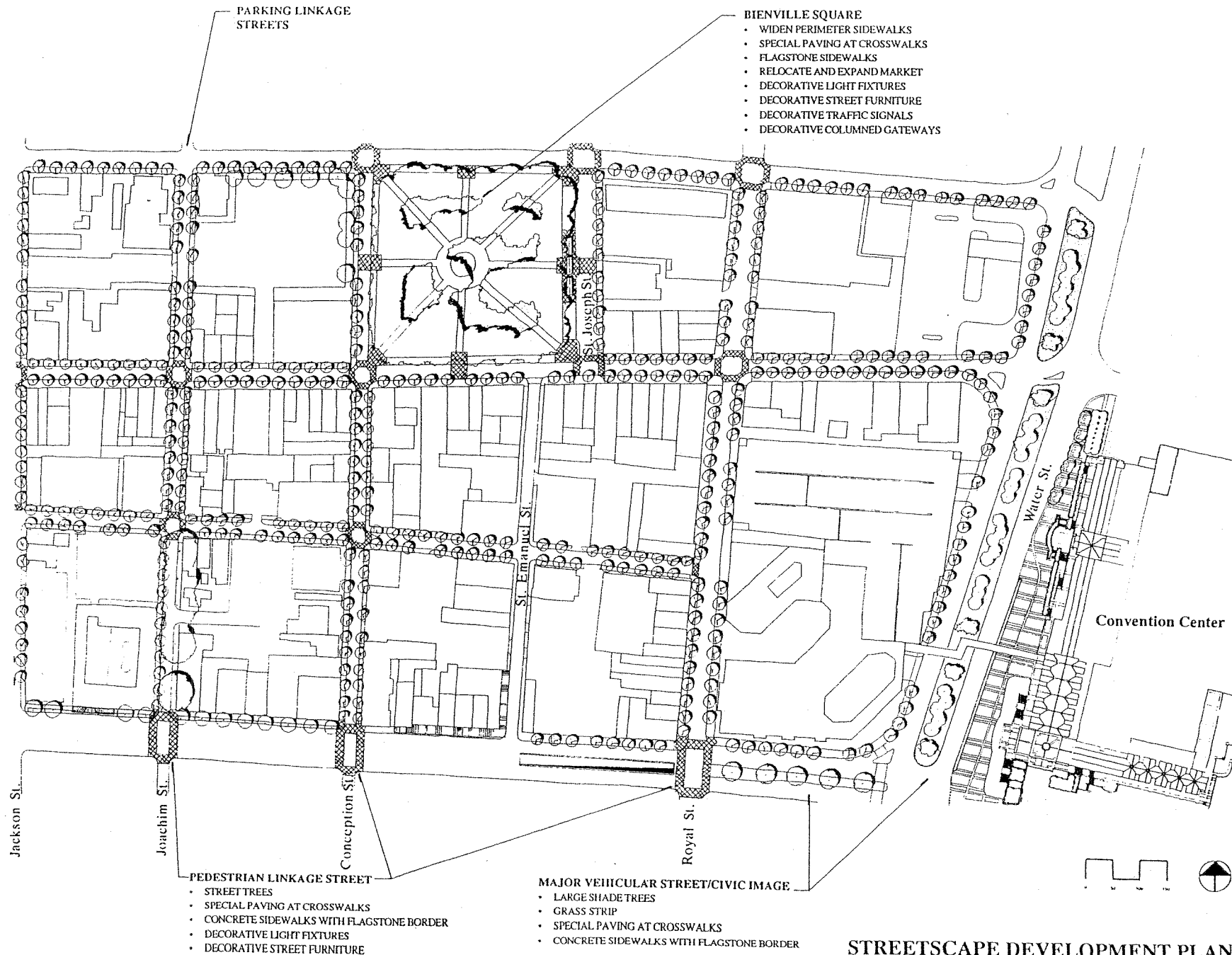
Note 2. WRT Public Improvements Plan, as amended, provides information on level of treatment and quality of street furniture. Main Street Manager will coordinate details of construction and materials procurement specifications development with assigned engineer.



Note 3. Where arrow touches sidewalk, the entire length of the block on that side of the street is to receive infrastructure improvements. Improvements will consist of landscaping, lighting, traffic controls, tree grates, trash receptacles, curb and sidewalk reconstruction in varied combinations. Street cross walks, if constructed, will be identified separately.

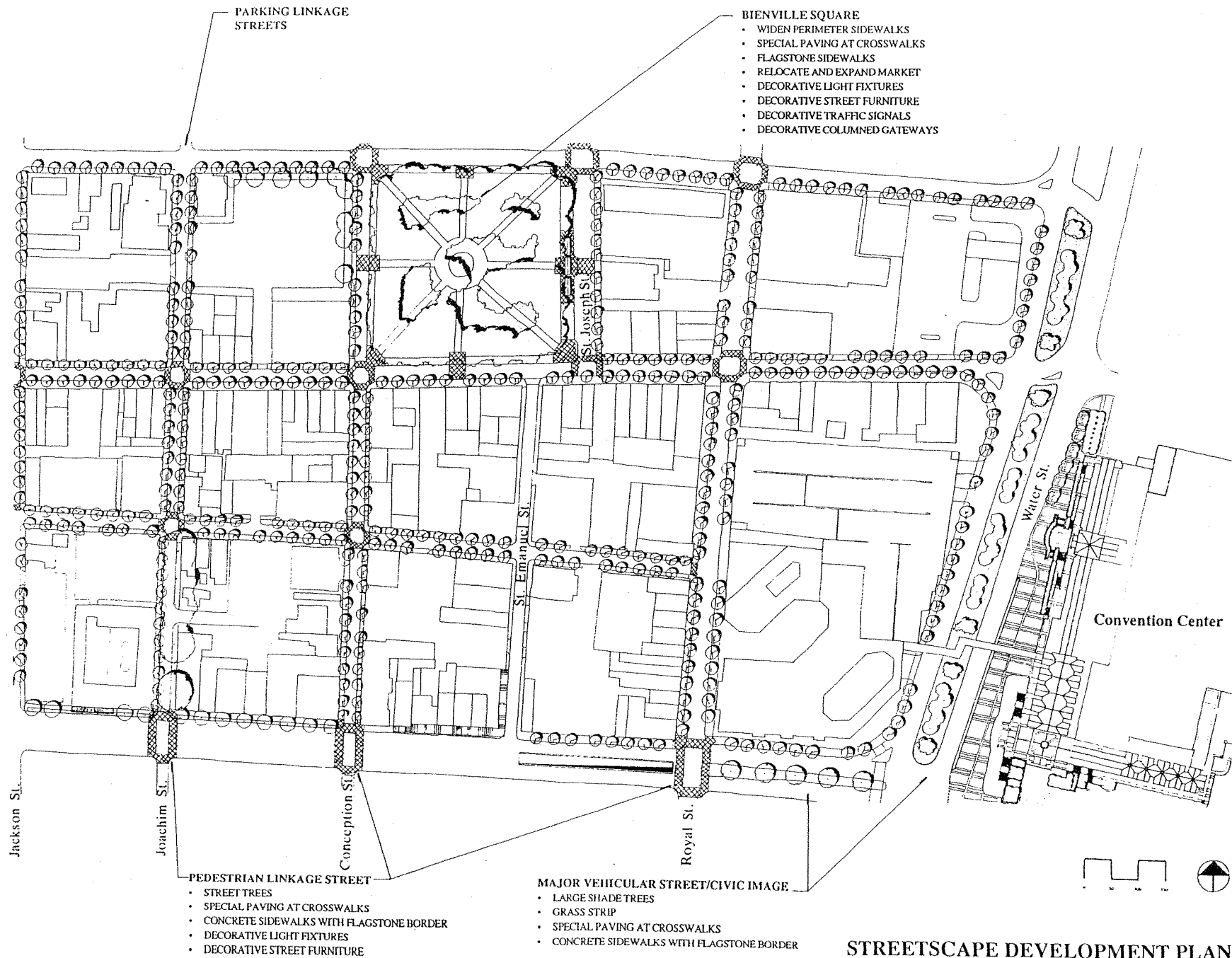
STREETSCAPE DEVELOPMENT PLAN

FIGURE 7



STREETSCAPE DEVELOPMENT PLAN

FIGURE 7



STREETSCAPE DEVELOPMENT PLAN

FIGURE 7

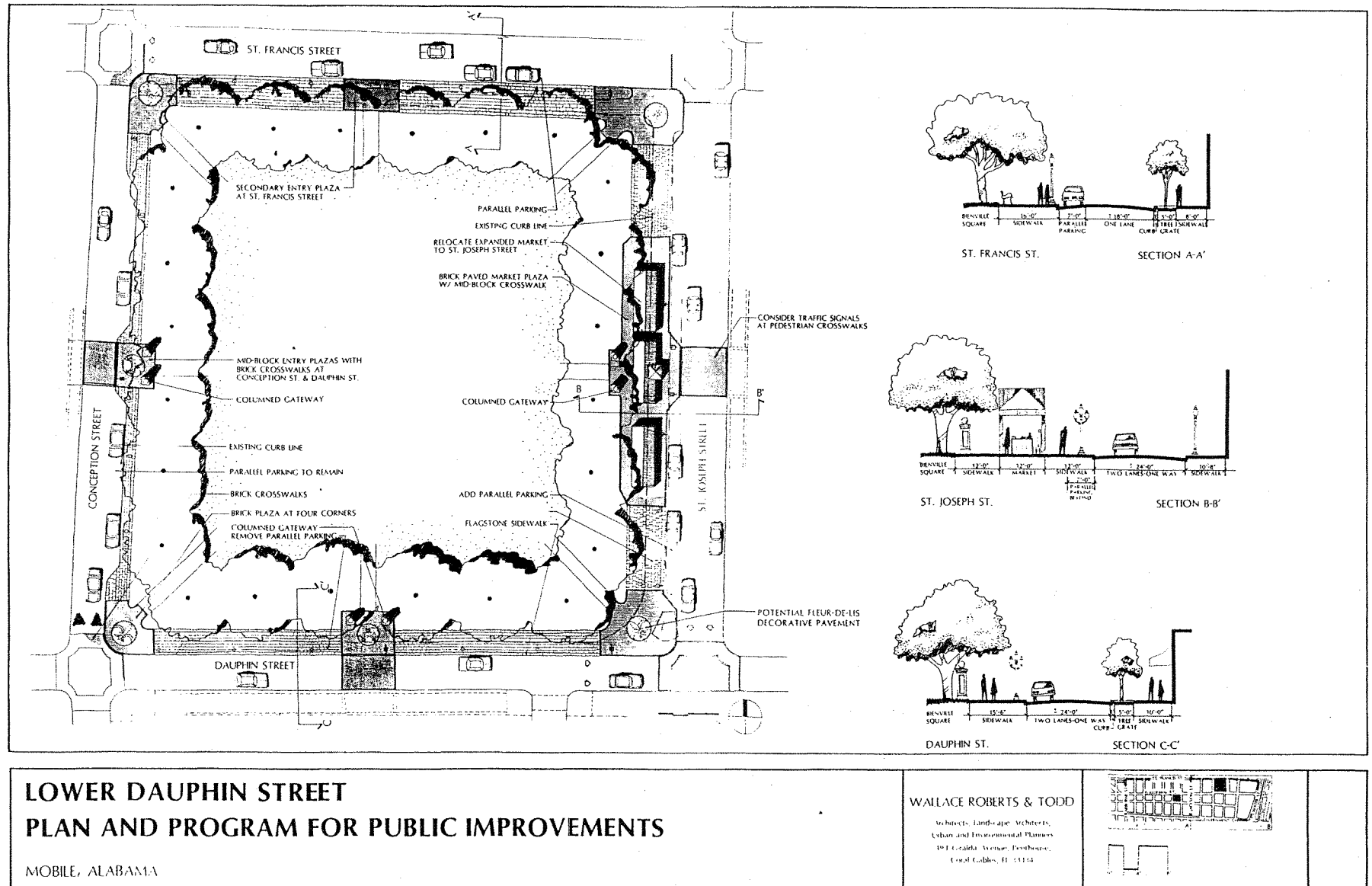


FIGURE 8

BIENVILLE SQUARE

Bienville Square represents a significant existing asset in downtown Mobile. Although the current overall character of the Square is pleasant, there are opportunities to improve the pedestrian environment around the perimeter of the Square to better link it with the Dauphin Street retail activity. Specifically, existing parallel parking along the south and west sides, and the automobile pull-off lanes on the north and east sides of the Square are considered opportunities where additional pedestrian space could be created.

The proposed improvements for Bienville Square, shown in the adjacent plan (Figure 8, p. 24), capitalize on these opportunities. This plan indicates the removal of parallel parking on the south side of the Square. This will allow widening of the sidewalks in this location to approximately 16 feet. On the north side of the Square, it is proposed to remove the auto pull-off lane to add pedestrian sidewalk areas. Sufficient space also exists on the east side of the square to relocate the existing Market Bienville pavilion and to expand it with two additional covered market canopies. It is assumed in this concept that the bus transfer activity will be relocated from this side of the Square, and be combined with a new downtown transit facility. This action will move the market closer to the retail activity on Dauphin Street along the south side of the Square, as well as providing a better pedestrian environment for this activity.

* not good

Major materials proposed for the expanded sidewalks surrounding the Square are consistent with those proposed for Dauphin Street, including flagstone and brick pavers at crosswalk locations. In addition to special crosswalk paving proposed for the southeast and southwest corners of the Square, three new pedestrian crosswalks are proposed in mid-block locations on the west, south and east sides of the Square. Decorative columns are also proposed in these locations to provide an enhanced sense of entry into the park at these new "gateways". Traffic signals (lights or signs) should be considered for installation at the new pedestrian crosswalks, to enhance pedestrian

safety and better link the park with the surrounding retail activity.

The scope of this study deals with the exterior sidewalk treatment only. However, there is a need to consider the internal design and functions of the Square in relation to the proposed sidewalk improvements. Bienville Square is currently designed as a passive park, although it is becoming more active with increasing numbers of special events and concerts. In addition, a temporary bandstand has been constructed. This extensive use of the Square creates extra wear and tear on the grass areas which decreases the overall environmental quality. If the Square will continue to be used as an active space, the amount of paving vs. landscape area should be reconsidered to provide the most functional and attractive setting. In addition, if the current temporary bandstand is intended to become a permanent use, it may be preferable to design a permanent structure in keeping with the historic character of the park.

Cathedral Square represents the secondary public open space which is a significant, but underutilized, asset in downtown Mobile. This study has not focused on the design of the internal areas of the Square because there are plans that have been prepared in the past. However, there are opportunities to improve the pedestrian environment around the perimeter and these improvements (similar to those at Bienville Square) have been incorporated into the Plan and cost estimate.

The use of Cathedral Square as an active or passive park should also be considered in conjunction with Bienville Square. If Cathedral Square were used as the western activity anchor with events similar to those in Bienville Square it could decrease the wear and tear on Bienville Square by distributing the activity between the two spaces. Together these two squares could become the activity "link" which would tie the study area together.

STREETSCAPE ELEMENTS

The following sections address the individual design components that comprise the proposed streetscape improvements.

Paving Materials

Paving materials comprise one of the largest expenditures in streetscape improvement projects, and also have a significant impact on the overall “feel” of the public environment. The selection of paving materials for the Lower Dauphin Street study area has been made within considerations of both functional and aesthetic parameters.

In visual terms, the major “feature” of the study area is the historic structures themselves. The design of pavement treatments should therefore complement, not compete with, the design, materials and details of those buildings. Toward this goal, “traditional” materials are proposed for new pavements within the study area.

Four major types of pavement materials are proposed:

- Flagstone Pavers (Slate): for the highest level of improvements
- Brick Pavers: for street corners and crosswalks
- Broom-finish concrete: for lower levels of treatment on sidewalks and street curbs
- Red Granite: for street curbs

Flagstone pavers are a traditional paving material in New Orleans and in many other older cities and towns. To many people familiar with their use in New Orleans, they are suggestive of a distinctly southern character. Although it is not known whether flagstone was extensively used in downtown Mobile, this material is considered compatible with the historic character of the buildings. Its blue-grey color will provide a rich contrast to the brick on many of the retail structures. Although the texture of the material is slightly tough, it will feel smoother under foot than the existing exposed aggregate sidewalk material.

This material is proposed to be used extensively in Dauphin Street as the main paving material of the sidewalks. On other streets, the flagstone is proposed to be used only as an accent material. The specific flagstone material proposed is Pennsylvania bluestone. The material is available in various horizontal dimensions and 1" thickness. The specific pattern recommended for use in the Lower Dauphin Street study area is a running bond with 17 1/4" wide stones with variable lengths. This product is currently available through Carr Stone and Tile located in New Orleans.

Brick Pavers have been included as part of the palette of pavement materials in order to "link" the Lower Dauphin Street study area with the Fort Conde area and the Convention Center. The Fort Conde area has existing brick sidewalks, and the plans for the Convention Center call for use of brick pavers at special locations on the upper terraces of the building. In addition, brick pavers are available in high strength concrete which is capable of being used on street driving surfaces.

For these reasons it is proposed that concrete "brick" pavers be used in the Lower Dauphin Street study area at sidewalk corner locations and as the special paving material in the street surface, at the pedestrian crosswalk locations. The specific material proposed is a 4"x8"x2 3/8" thick for the sidewalk areas, and 4"x8"x3 1/8" thick for the crosswalk areas.

Granite curbs have been used extensively in downtown Mobile in the past. Today the western end of Dauphin Street between Claiborne and Dearborn Streets still retains the old granite curbs. These curbs are currently protected by the City of Mobile and must be maintained or replaced where they presently exist. For this reason it is proposed that the improvements on Dauphin Street incorporate granite curbs along its entire length through the study area. Where existing granite curbs are still serviceable they may be retained. Otherwise, replacement of granite with new granite should be provided. On other streets within the study area, standard concrete curbs are proposed, except where granite already exists.

Broom finish concrete is proposed as the standard pavement material for sidewalks where neither the brick pavers or bluestone is used. This material is economical and much easier to repair than the existing exposed aggregate concrete being used on Dauphin Street.

good

Street Trees

Street trees are of great visual and functional importance since they provide the benefits of shade, color and texture and help minimize the effect of the hard streetscape. The tree canopy creates a "ceiling" to help define a more intimate pedestrian scale. Although a variety of trees can serve as street trees, it is recommended that a single species of tree be used on a particular street for visual continuity and harmony.

Urban street trees should meet a variety of functional and aesthetic criteria. Perhaps the most important criteria for the street tree in downtown Mobile is the ability to provide shade with a compact tree canopy suitable for the relatively narrow curb-to-building face conditions. For these reasons, the Foster Holly is recommended for

bal

general use as a street tree in downtown Mobile. It is a slow-growing, compact, evergreen tree with decorative red berries and dark green leaves. It is well suited to the climate and the relatively limited sidewalk areas.

Other choices for variety include the Red Maple and Honey Locust. The Red Maple, although deciduous and less tolerant of urban conditions, has interesting spring buds and fall color. The Honey Locust is a deciduous tree with a broad, oval form and a light, airy canopy.

Although there is a long history of the use of Live Oak trees throughout the Mobile area, there are very few left within the Lower Dauphin Street study area. Narrow sidewalk widths and overhead utilities limit the use of oak trees, whose spreading roots and large canopies often break apart sidewalks and require extensive pruning. Therefore it is recommended that oak trees only be used in the downtown area where sufficient sidewalk width exists to accommodate the large size of these trees. Generally, Water Street and Government Street are the two preferred locations for use of oak trees, because of the importance of these streets to the overall civic image of Mobile, and because the wider street deserves a larger scale planting material. Where possible, oaks should be planted along the sidewalks of these streets. Where sufficient room does not permit their placement in sidewalk areas, they should be considered for planting in the existing median areas.

Decorative Plantings

Although flowering plants have been recently installed in movable planters in the Lower Dauphin Street study area, this practice is not recommended as a long term solution. The lack of an irrigation system serving these plants will eventually limit the longevity of the plant materials. This in turn will require additional maintenance both to water the plants and to replace dead materials.

Based on these factors, combined with the relatively narrow sidewalks in downtown, it is recommended that accent planting should be limited to the larger public spaces at Bienville Square and Cathedral Square.

Irrigation

All planting will require irrigation systems providing 100% coverage throughout the planted area. Irrigation systems should be capable of distributing 1 1/2" of water per week during a maximum 8 hour watering cycle.

All irrigation systems should be completely automatic, and should be equipped with rain gauges for water conservation.

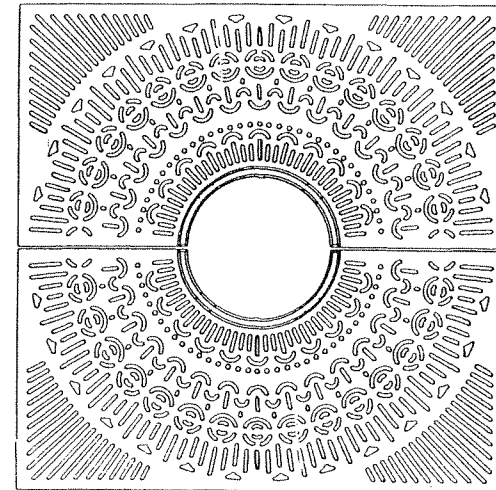
Irrigation should be designed to avoid overspraying pedestrian areas. For contained planting areas, bubblers or underground drip systems are preferred.

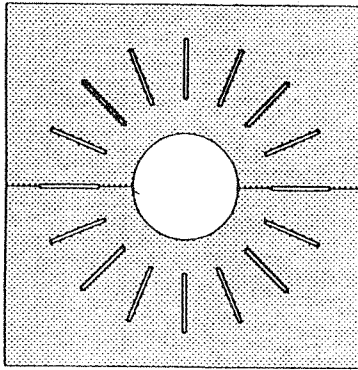
The use of a minimum depth of 2" of organic mulch in all tree pits is recommended. Planting areas should drain within themselves, not onto the pedestrian sidewalks.

Tree Grates

Tree plantings in paved areas should be accommodated with porous surrounding surfaces that allow water to reach the roots of the plantings. Two ways to accomplish this are recommended: cast iron tree grates and pre-cast concrete tree grates.

Cast iron tree grates with small enough openings to be walkable (3/16") yet porous should be removable to eliminate trash that accumulates underneath as well as to





*not too
attractive*

maintain uplighting that may be located there. These tree grates are recommended for Dauphin Street to complement the cast iron benches. The specific grate recommended is a 180 degree square grate, number R-8757, manufactured by Neenah Foundry Company.

Concrete tree grates can also be utilized, and designed as an extension of the surrounding pavements on streets that have narrow sidewalks. Due to its cost effectiveness and aesthetics, concrete tree grates are recommended for the remainder of the streets, excluding those streets where a continuous grass strip is recommended. The concrete tree grate illustrated is a 3 foot square unit, number 3TGS-1, manufactured by Dura Art Stone. The color of these units will match the grey cement color of standard concrete.

Lighting

Lighting is important in creating a feeling of safety and comfort in a downtown area, particularly at the sidewalk level. Presently, standard cobra-head light fixtures exist throughout much of the downtown area. There are also some areas that lack lighting, which creates the impression of an unsafe environment.

Fixtures should be both economical and durable, and of heavy weather quality. Selection of light fixtures for use in the study area has been based on the following criteria:

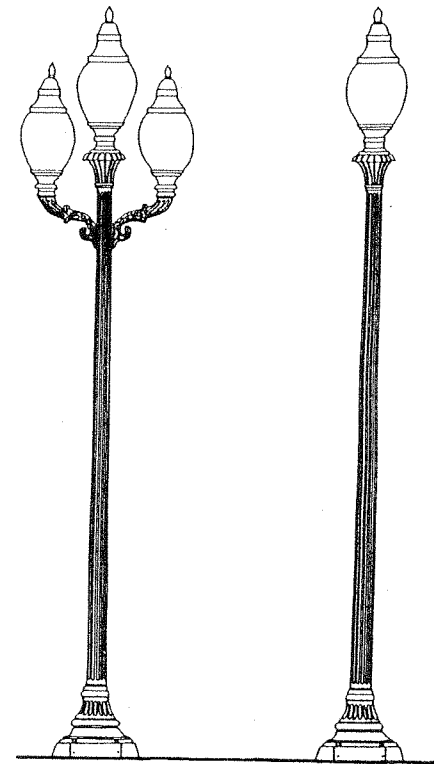
- Initial output vs. long-term output
- Quality of fixture in terms of lens, construction, etc.

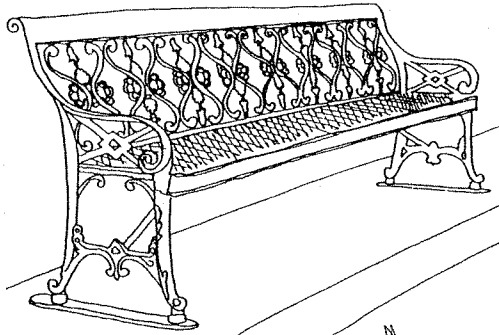
- Longevity
- Ease of maintenance
- Aesthetics
- Initial cost vs. long-term cost

The decorative light fixture recommended for the study area is a Victorian style fixture as indicated in the sketch. Although this particular fixture is not known to have been in Mobile in the late 19th century, it is considered compatible with the 19th century period of the Historic District structures. Cast iron or cast aluminum is the material most desirable because of its low maintenance, long life, and aesthetics. A multiple head light fixture is suggested for Dauphin Street from Claiborne to Water Street, the primary retail activity street. Single head fixtures are recommended for the remaining streets. The specific fixture illustrated is the Robinson Series with Sturbridge lamppost, manufactured by Robinson Iron Company located in Alexander City, Alabama. Other manufacturers provide similar fixtures.

Metal halide is the recommended light source. It is visually pleasant in pedestrian areas because it illuminates with very true colors. Unlike sodium vapor lights which cast an orange light, or mercury vapor which casts a cold bluish light, metal halide produces a very "white" light.

Where possible, lights should be located across from each other to give a sense of balance. It is recommended that there should be approximately a 40'-50' spacing ^{2000'} between light fixtures, although this spacing will vary depending on existing physical conditions along each street, and the final height of pole selected.



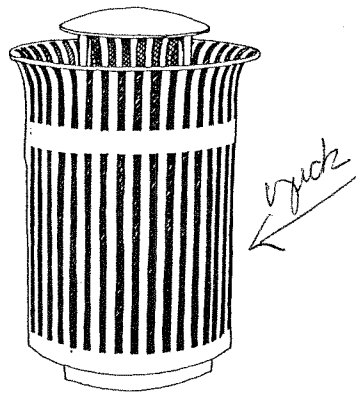


Benches

Seating is considered an integral part of the streetscape furnishings, and should therefore be coordinated with the design of other streetscape elements.

Benches should be placed out of the flow of traffic and be oriented towards activity to allow for people-watching. Most sidewalks in the study area are not wide enough to provide adequate space for seating areas. However, Dauphin Street, Bienville Square, and Cathedral Square have sufficient room to provide sitting opportunities.

Cast iron is recommended as the bench material. This matches the material of the existing benches in Bienville Square and is consistent with the design of proposed street furniture in the remainder of the study area. The preferred bench design, as shown in the illustration, will match the existing iron benches located in Bienville Square. Robinson Iron Company located in Alexander City, Alabama is a candidate manufacturer for these custom benches.



Trash Receptacles

Trash receptacles are a necessary but often unsightly element in the streetscape. To minimize the visual impact of these fixtures it is important to select a receptacle which is coordinated with the other major street furnishings. The specific receptacle illustrated is a stainless steel fixture model S-42, Bethesda Series, manufactured by Victor Stanley. It will be provided with a black powder-coated finish to match the finish of the benches and light fixtures. The receptacles contain an inner fiberglass liner with a spun-steel dome to shed water.

The major consideration when providing trash receptacles is their location. Receptacles are to be sited only where they will be both accessible and used. They should

be located at pedestrian nodes, intersections, and seating areas. Receptacles should be sited carefully in seating areas so they do not obstruct views and will not transmit unpleasant odors.

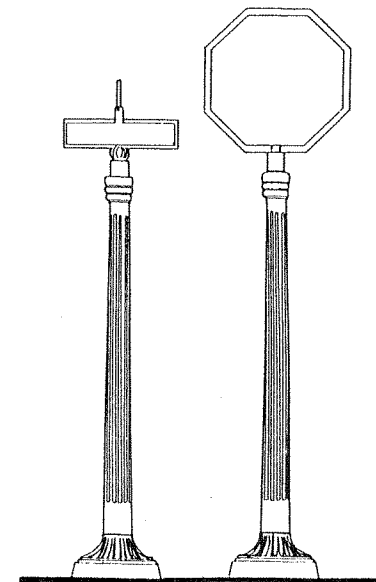
Traffic Regulatory Fixtures

This category of street furniture includes signs and traffic signals that direct and regulate the flow of vehicular traffic. Currently, the signals being used are standard arms attached to poles at street corners. Often the street identification and regulatory signs are hung there as well.

An alternative to this situation is to replace these arrangements with structures designed to incorporate signal lights, street identification and regulatory information. This would reduce sign clutter by combining many functions and would serve to clarify the many messages that bombard the motorists as they negotiate the roadway. The accompanying illustrations show examples of how these signs and signals can be mounted on poles to coordinate with the poles selected for the light fixtures. In addition, it is possible to provide a similar pole for mounting traffic lights. The specific fixtures illustrated are the Robinson Street Sign and the Robinson Stop Sign. Both of these products are available through the Robinson Iron Company.

Signage

Signage and graphics should functionally communicate information while aesthetically tying into surrounding elements. Signs have always been used to identify, direct and inform but they may also be a positive visual element in the streetscape. Although installation of signage most often occurs on an individual, item-by-item



basis, this typically results in visual clutter. In order to provide the best overall appearance it is recommended that individual signs be designed in an overall signage program that can be consistently applied throughout the Historic District and adjacent blocks within the study area.

Three main considerations should be addressed for the streetscape signage system, including:

- Signage characteristics
- Siting/location consideration
- Graphic system

The signage system for the study area should incorporate enough signs to adequately convey necessary information, but be limited to as few as possible to avoid an overabundance of signs and accompanying visual clutter.

The signage program should be established to help create an easily recognized and distinctive public image representative of downtown Mobile. Different areas and uses will require different types of signage along the roadways. All signage types should be compatible with surrounding site elements.

Identification/Informational signage provides important location or direction. Signs in this category may include:

- Entry statements: particularly at major streets leading into the study area.
- Public Transit Stops

- Building/Place Identification
- Directional Signage: to major buildings, attractions, etc.

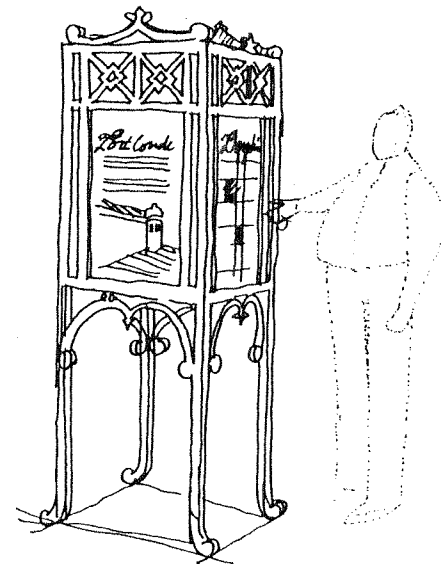
One method proposed to accommodate locational and directional signage is by information “directories.” As illustrated, a kiosk-type structure can be designed which will indicate important locational information for the study area and downtown in general. Such a kiosk should be of iron or steel construction and be coordinated with the design of benches and light standards. The overall plan for public improvements illustrates several potential locations for these structures, primarily where special linkage streets intersect Dauphin Street.

Regulatory signage along the streetscapes will be governed by City and County standards. However, modifications to improve the appearance of standard signage within these regulations should be pursued.

In general the various types of signs should employ a consistent standard for size, location, typeface, color and materials to unify and enhance the overall quality of the streetscapes.

The same palette of colors should be used for all the sign faces and standards. A similar graphic system should be used for all the public signs (excluding official regulated signage). One basic style of type and boldness should be chosen for the lettering of the signs.

Signage should be integrated with the surrounding site elements wherever possible. They should be located at critical decision points or major user decision points. They should also be sited to ensure readability by providing a clear line of vision and approach from all angles.



Utilities/Service

The plan for public improvements in the Lower Dauphin Street study area focuses on improvements to the above-ground streetscape. No specific improvements to sub-surface water, sewer or electrical systems have been proposed at this time, since an inventory of the condition of all of these systems has not been a part of this study. However it is generally known that sewer and water systems are old and more than likely in need of major improvement. It is critically important that any future streetscape project be coordinated with the appropriate utility providers so that improvements to those systems can be coordinated with new above-ground improvement projects.

Electrical: Above-ground utilities are almost always unsightly. Currently there are many streets with above-ground utilities in the Lower Dauphin Street Study Area. Existing above-grade electrical facilities should be removed and underground facilities installed where possible. During the time of installation, sleeves and pull boxes should be provided for additional future lines. All underground construction should be coordinated to coincide with other utility improvements. These improvements will have long term maintenance as well as visual benefits. Transformers should be sited away from vehicular and pedestrian circulation.

Water: Existing water facilities should be maintained with improvements where necessary. All new meter facilities shall be in a uniform location of curb edges or along walks.

Storm Drainage: Storm drainage structures should remain where possible with improvements as necessary. Storm drainage should be provided at the edge of curbs or along the centerline of roads. Typically, sidewalk areas will sheet drain over the curb into the street. Exceptions to this layout will require specific solutions from both functional and aesthetic standpoints. Based on site observations it appears that rain leaders from buildings in the study area presently drain under the sidewalk onto the

street surface. When new sidewalks are installed, consideration should be given to tying these rain leaders into the storm water drainage system.

New drainage structures from roofs and other architectural surfaces should be piped directly into surface or underground retention structures rather than as sheet flow across sidewalks.

All manholes, sewer or otherwise, should be located as sensitively as possible by coordinating with the particular utility company. Areas of heaviest foot traffic should have a minimum of such structures. All new facilities shall meet all applicable local standards where appropriate.

IMPLEMENTATION

Implementing the recommended plan will require further detailed budgets and designs. Priorities must be established in order to decide the sequence of construction of the recommended improvements. In general it is recommended that the construction be focused first on the eastern end of Dauphin Street to improve the existing retail district and provide a strong pedestrian link to the new Convention Center. Upon completion of these improvements, construction activities can move toward the western end of the study area.

Three major phases for implementation have been identified. The first phase would include improvements to Bienville Square, Water Street (Government to Dauphin), Government Street (Royal to Water), Royal Street (Government to Dauphin) and Dauphin Street between Water Street and Claiborne Street. Also included are improvements to Cathedral Square. The total cost of the improvements in this area is approximately \$11.7 million. It is desirable that construction of some or all of the Phase 1 improvements undertaken be simultaneous with the construction of the Convention Center, to provide a strong linkage to this new facility. Two sub-areas are identified within this overall phase. Phase 1A is considered to be the most important since it will link the Dauphin Street retail district with the Convention Center.

The second phase of improvements extends generally from Royal Street on the east to Hamilton Street on the west. The cost of this phase is estimated to be approximately \$19.9 million.

The third phase includes the remainder of the study area west of Hamilton Street. These improvements are estimated to cost approximately \$14.7 million. Sub-surface utility relocation, and replacement of above-ground utilities below grade is a major component of the cost in each phase.

In order to implement the streetscape improvements, it is recommended to design and rebuild a minimum of one whole block at a time. In such instances, the total streetscape improvements including sidewalk paving, widening, street tree planting, and installation of street furniture can be implemented. However, there will be instances when construction of a new building or individual property improvements will occasion installation of new sidewalks or other streetscape improvements privately. Such individual property improvements should be compatible with future block-wide improvements so that the new work need not be replaced when the entire block is improved. This requires coordination of paving patterns, slopes of sidewalks, and locations for other elements related to a long-range scheme for improving the whole block.

Another interim phasing problem which will need to be addressed is how to make the transition from an improved block to an unimproved block. In these instances it is recommended that streetscape improvements be completed on all four corners of an intersection and then tied into existing conditions. The overall proposed phasing sequence and preliminary cost analysis are shown in the accompanying illustration and table (Figure 9, p.45 and p.43).

In addition to funding and logistical issues, there are operational and maintenance issues that also must be addressed at the time the proposed improvements are implemented. There must first be reconsideration of the current trash collection system. Problems of trash and refuse scattered on downtown streets have been mentioned during the preparation of this Plan. It is initially important that the study area be perceived as a clean environment. In addition, the streets should be thoroughly cleaned on a regular basis. Trees should be pruned twice a year to preserve their health and vigor, as well as their natural and aesthetic form. Pruning should be done to remove dead wood and damaged or diseased limbs, and to thin dense growth. A regular fertilization schedule should be established and adhered to for streetscape plantings. Dead or damaged plant material should be removed as soon as possible and

the proper materials used in replacement.

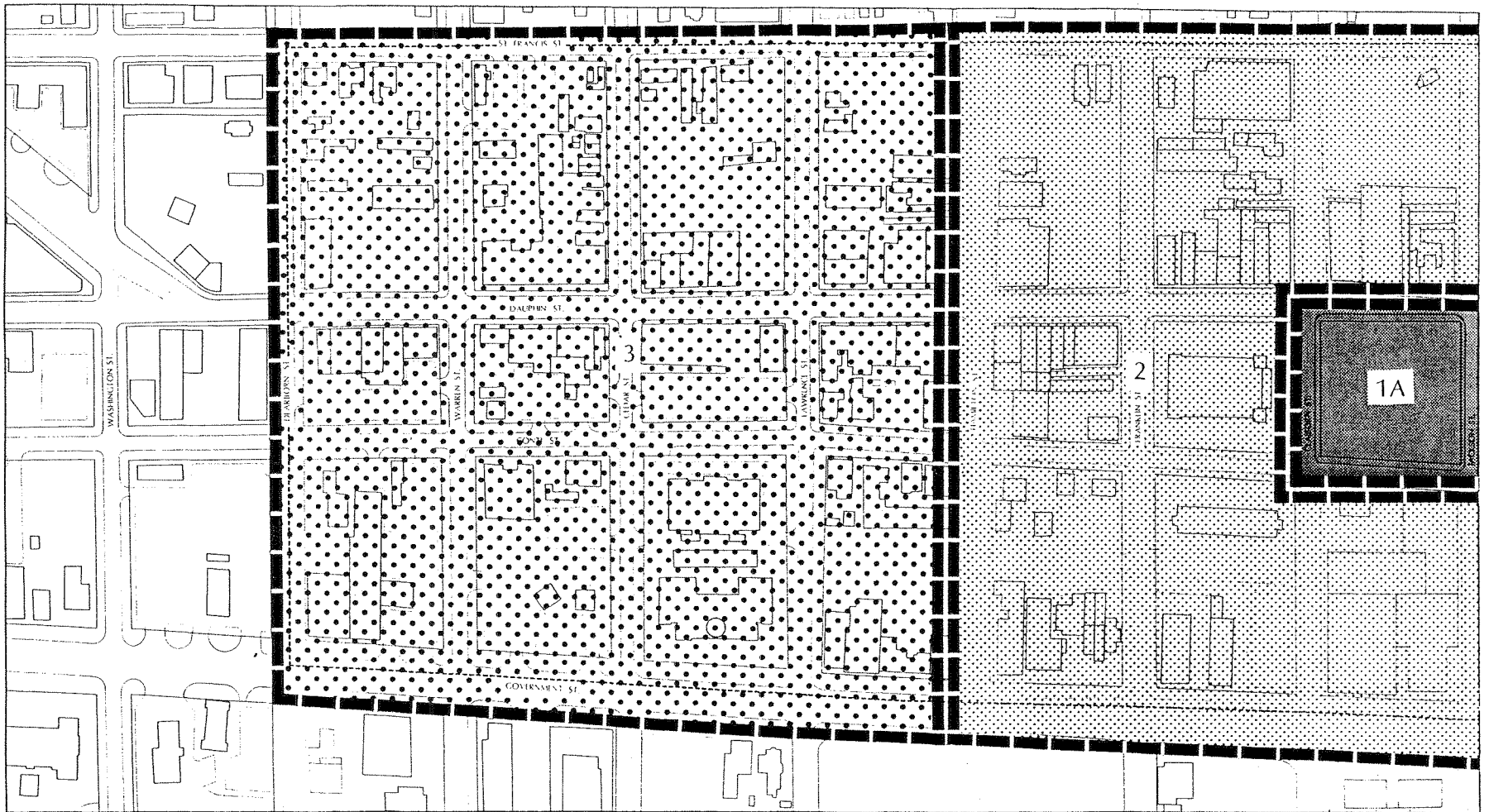
There are three immediate next steps that should be undertaken to pursue implementation of the proposed improvements. First, the improvements must be adopted by the City Council and incorporated into the overall Strategic Plan. Second, funding must be secured for the first phase implementation program, and finally, detailed design and engineering must be undertaken.

In the broader sense it is also important that the proposed improvements be communicated to the community. If undertaken, the streetscape improvements can provide another piece of tangible evidence of the City's commitment to downtown improvement. Combined with the new Convention Center and the City-County Building, the first phase streetscape construction can extend the overall positive impetus for change into the Lower Dauphin Street Historic District.

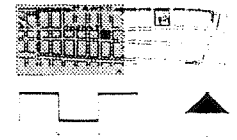
COST ESTIMATE

ITEM	PHASE 1	PHASE 1A	PHASE 2	PHASE 3	REMARKS
STREET TREES	\$ 48,000	\$ 15,000	\$ 92,000	\$ 36,000	\$250 / HOLLY \$400 / OAK
SOD	-0-	\$ 8,000	\$ 2,000	\$ 2,000	LUMP SUM
IRRIGATION	\$ 140,000	\$ 49,000	\$ 350,000	\$ 210,000	\$ 7,000 / BLOCK
TREE GRATES	\$ 101,000	\$ 31,000	\$ 167,000	\$ 49,000	\$ 575 / METAL \$ 375 / CONCRETE
DECORATIVE LIGHT FIXTURES	\$ 260,000	\$ 121,000	\$ 616,000	\$ 428,000	\$ 1,600 / SINGLE \$ 2,000 / MULTIPLE
SIGNAGE	\$ 25,000	\$ 14,000	\$ 56,000	\$ 44,000	\$ 950 / STOP SIGN \$ 1,035 / STREET SIGN
NEW CURB AND GUTTER (Concrete & Granite)	\$ 58,000	\$ 50,000	\$ 87,000	\$ 69,000	\$ 20 / L.F. GRANITE \$ 7 / L.F. CONCRETE
NEW CONCRETE SIDEWALK	\$ 116,000	\$ 31,000	\$ 413,000	\$ 172,000	\$ 5 / S.F.
SPECIALTY PAVING / FLAGSTONE (Including Crosswalks)	\$ 722,000	\$ 535,000	\$ 436,000	-0-	\$ 11 / S.F.
INFORMATION KIOSKS	\$ 32,000	-0-	\$ 24,000	-0-	\$ 4,000 EACH
BENCHES	\$100,000	\$98,000	\$ 32,000	\$ 64,000	\$ 2,000 EACH
TRASH RECEPTACLES	\$ 17,000	\$ 17,000	\$ 7,000	\$ 12,000	\$ 500 EACH
DECORATIVE TRAFFIC SIGNALS	\$ 100,000	\$ 65,000	\$ 450,000	\$ 125,000	LUMP SUM
MARKET RELOCATION AND EXPANSION	\$ 15,000	-0-	-0-	-0-	LUMP SUM
RELOCATION OF OVERHEAD UTILITIES	-0-	\$ 225,000	\$ 1,125,000	\$ 1,800,000	\$150,000 / BLOCK (ASSUMED)
RELOCATION OF SUB-SURFACE UTILITIES & STREET REGRADING / PAVING	\$ 3,000,000	\$ 1,050,000	\$ 7,500,000	\$ 4,500,000	\$ 150,000 / BLOCK FACE (ASSUMED)
PERIMETER STREET FRONTAGE					
• St. Francis St.	\$ 710,000	-0-	\$ 1,135,700	\$ 1,001,600	
• Government St.	\$ 236,700	-0-	\$ 1,362,840	\$ 1,001,600	
• Dearborn St.	-0-	-0-	-0-	\$ 751,200	
• Water St.	\$ 183,000	-0-	-0-	-0-	
SUBTOTAL	\$ 5,863,700	\$ 2,309,000	\$ 13,855,540	\$ 10,265,400	
20% OVERHEAD & PROFIT	\$ 1,172,740	\$ 461,800	\$ 2,771,108	\$ 2,053,080	
TOTAL	\$ 7,036,440	\$ 2,770,800	\$ 16,626,650	\$ 12,318,480	
20% OWNERS CONTINGENCY	\$ 1,407,290	\$ 554,160	\$ 3,325,330	\$ 2,463,696	
GRAND TOTAL	\$ 8,443,730	\$ 3,324,960	\$ 19,951,980	\$ 14,782,176	

* Costs for block frontages facing the study area have been extrapolated from costs for similar street sections within the study.



PHASING PLAN



A

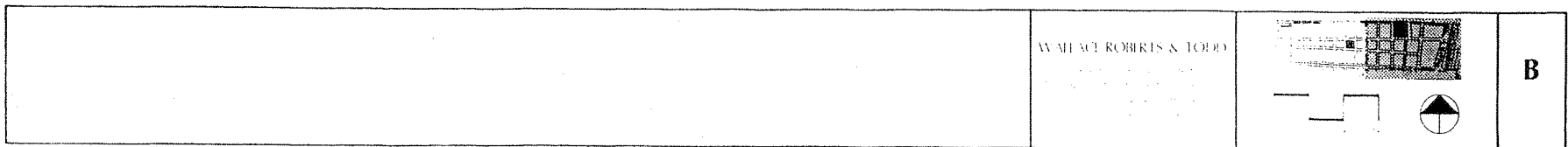
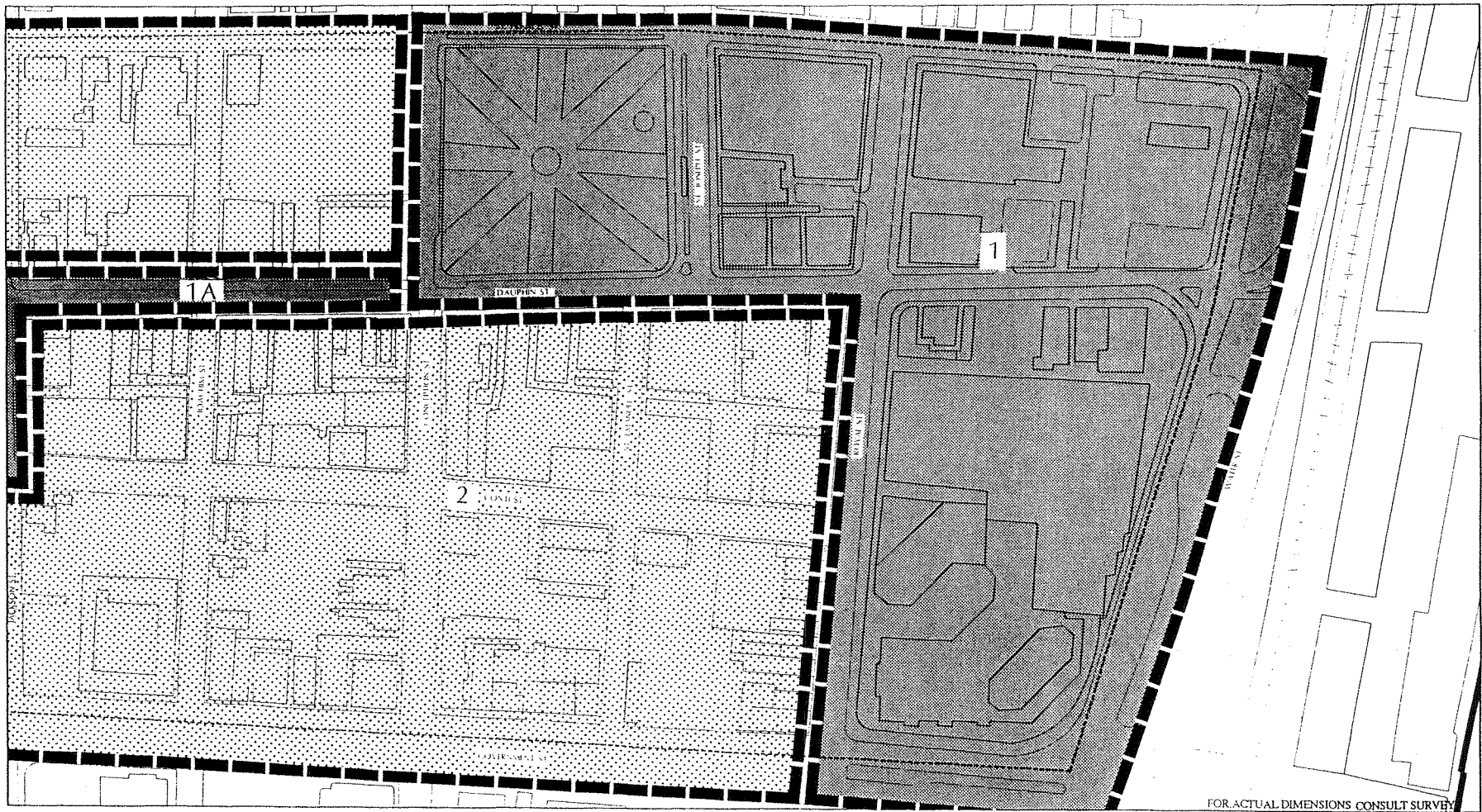


FIGURE 9

IV. Guidelines for Private Property Improvements

The general design of structures in the Lower Dauphin Street Study Area and adjacent areas is determined by the zoning ordinance. Zoning typically regulates such items as land use, building height, development intensity, setbacks and signage, although in Mobile signage is regulated by a separate ordinance. As prescribed by the zoning on a particular property, the specific treatment for each of these individual items may be defined. These treatments are mandatory.

For issues not directly regulated by zoning provisions, many cities have adopted guidelines to supplement basic land development controls. Unlike the zoning provisions, guidelines are not mandatory. Rather, they attempt to describe preferred design treatments. Generally, guidelines are best when they are tailored to address the development issues that occur in a specific location.

The following design guidelines focus on treatments for new construction. The overall goal of the guidelines is to encourage new construction which is compatible with and enhances the existing fabric of the Study Area. Toward this end, the following guidelines are illustrated with photographs of existing structures. In several instances guidelines are suggested for existing structures which support general guidelines that have been previously defined for the Lower Dauphin Street Historic Commercial District. Those guidelines, which are considered to be very good, have been previously published in the *Complete Handbook: All About Restoring and Maintaining Property in Mobile's Designated Historic Districts*, prepared by the Mobile Historic Development Commission.

The guidelines illustrated on the following pages address the following issues:

1. New Infill Construction
2. Building Materials
3. Awnings and Overhangs
4. Parking Lot Screening
5. Storefront Design
6. Sidewalk Merchandising
7. Signage

NEW INFILL CONSTRUCTION

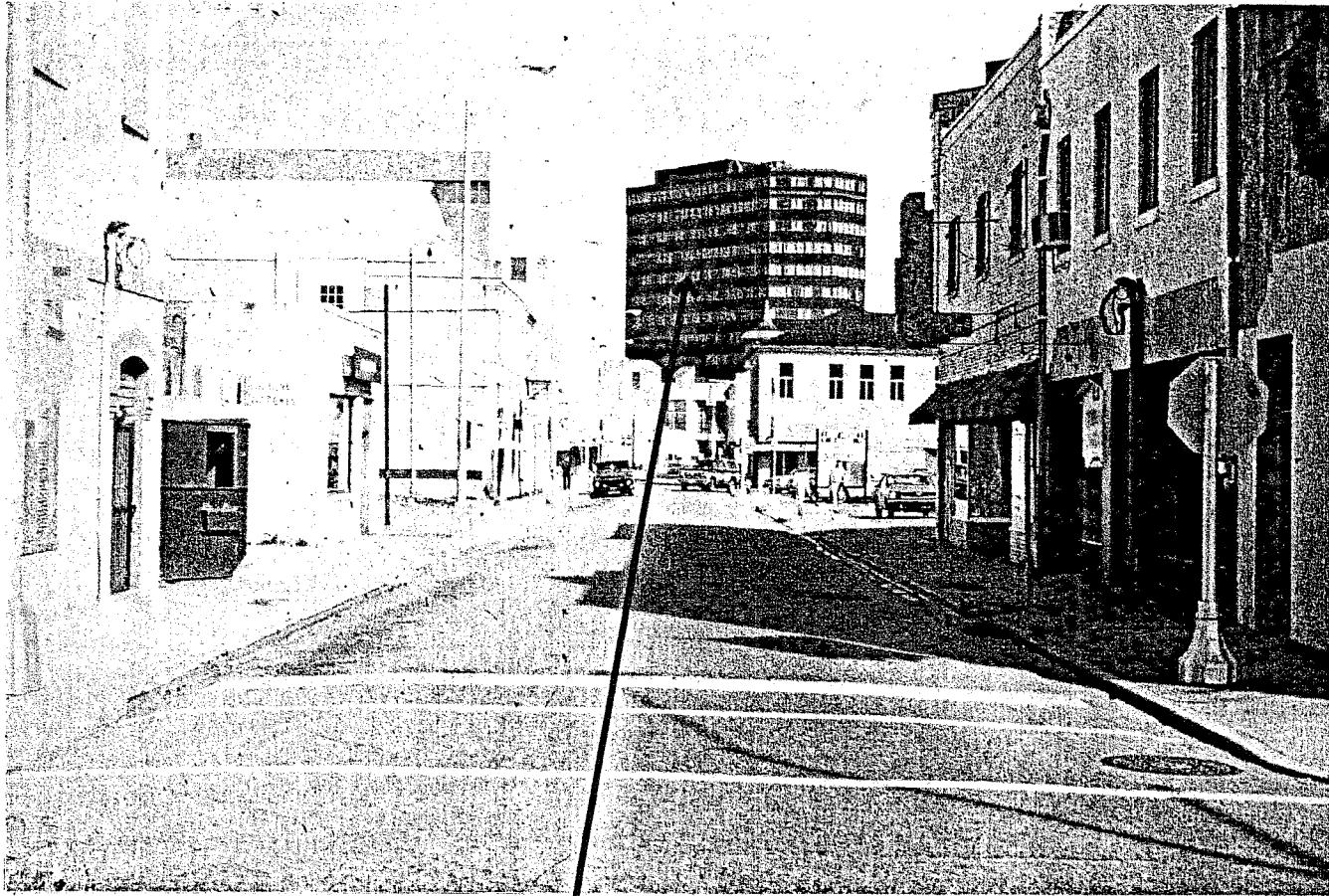


Existing structures should keep the historic fenestration intact.

New infill buildings should blend with the fabric of the historic facades around them.

Maintain open storefront window treatment.

Maintain building line at sidewalk.



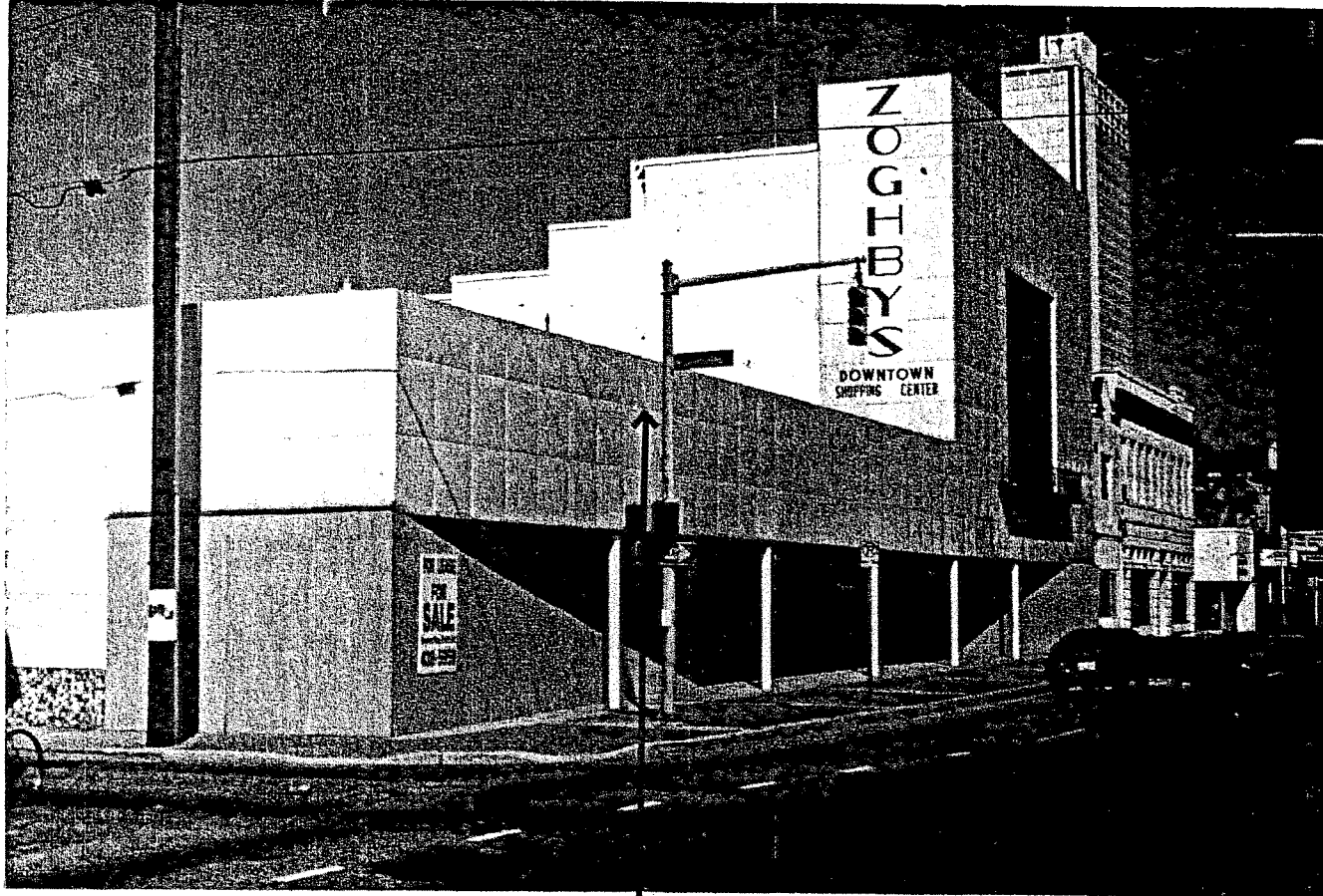
The buildings surrounding the Historic District should not disrupt the scale of the historic district. Whenever possible the scale should be preserved by designing new structures which step down to the height of buildings in the district.



Continue major facade elements such as cornice lines, floor levels and window proportions.

Whenever possible, new buildings should be harmonious as to materials, and proportions with the existing historic fabric.

BUILDING MATERIALS



The removal of non-historic facade materials is encouraged.

Restoration of the facade proportions of all existing structures will add to the continuity of the Historic District.

Brick , stucco and/or cast stone and cast iron are preferred building materials for new construction in and immediately adjacent to the Historic District.

Existing quality materials should be preserved and uncovered wherever possible. New materials should be chosen to compliment the historic fabric.

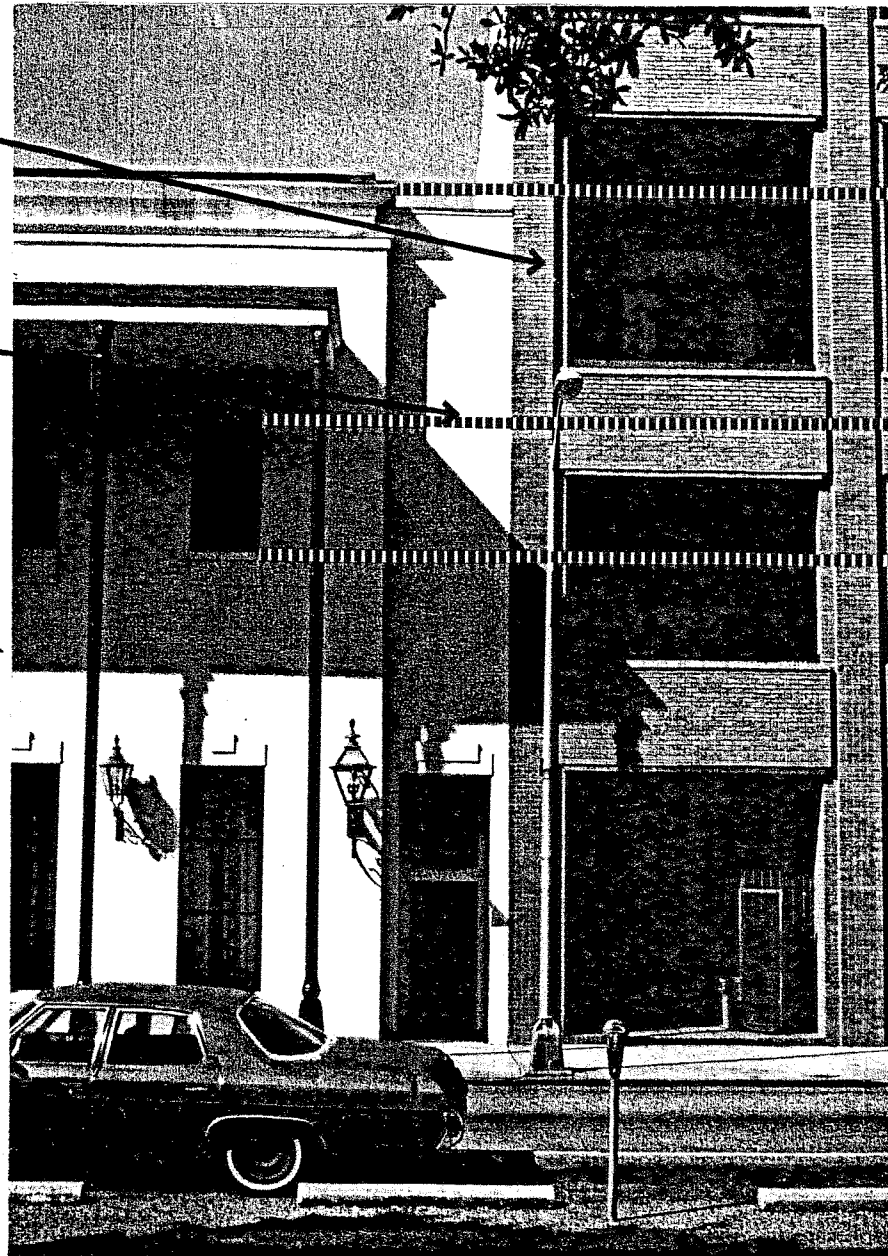




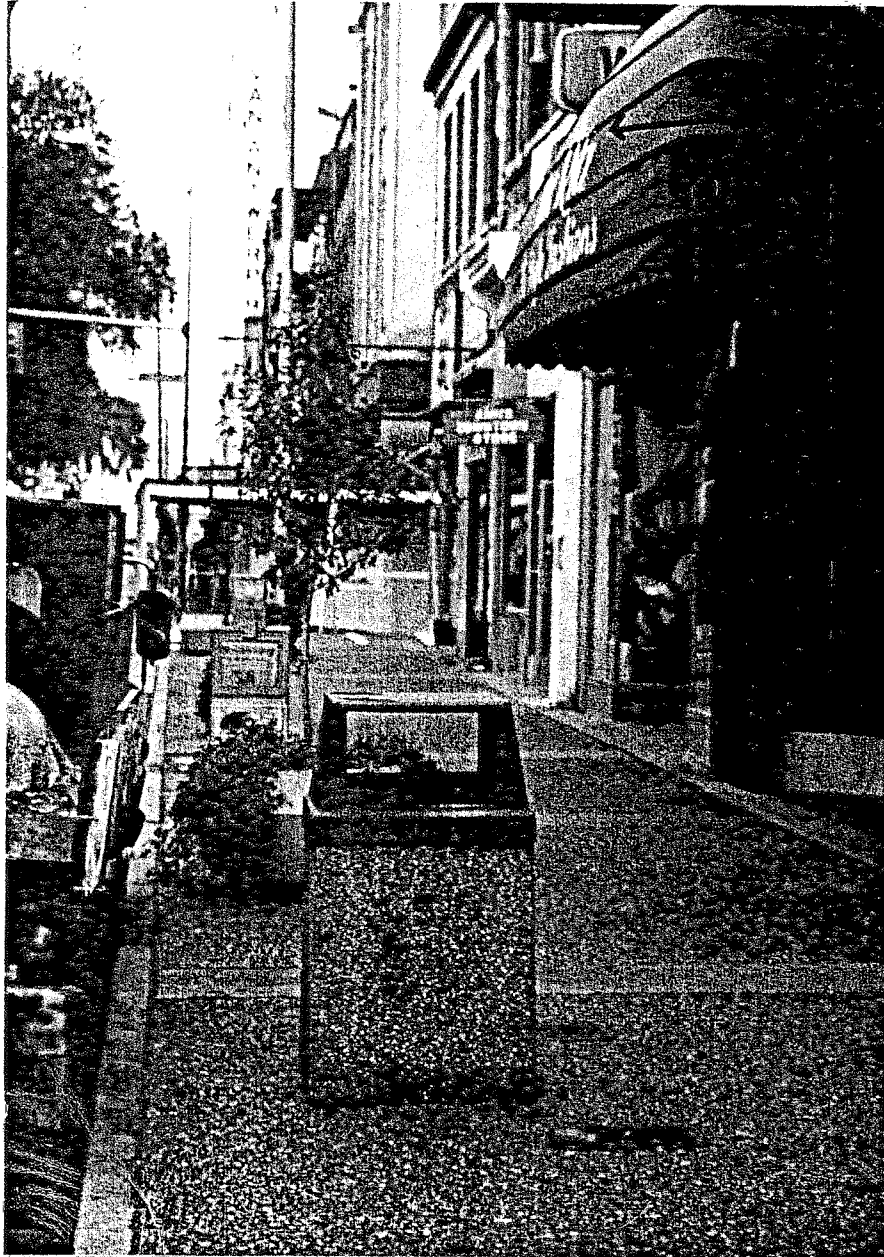
The use of cast iron for fences and building detail is recommended.

Continuity of the historic fabric is encouraged whenever possible. The material and composition of adjoining buildings should be sympathetic with each other.

Continuity of vertical proportions, building materials, and scale of openings is encouraged.



AWNING AND OVERHANGS



Awnings and overhangs bring shade to the district and protection from rain. They should be designed with the historic character in mind.

Modern designs not in character with the historic district are discouraged. Included in this category are retractable awnings and "European-style" folding awnings.

wouldn't this be appropriate

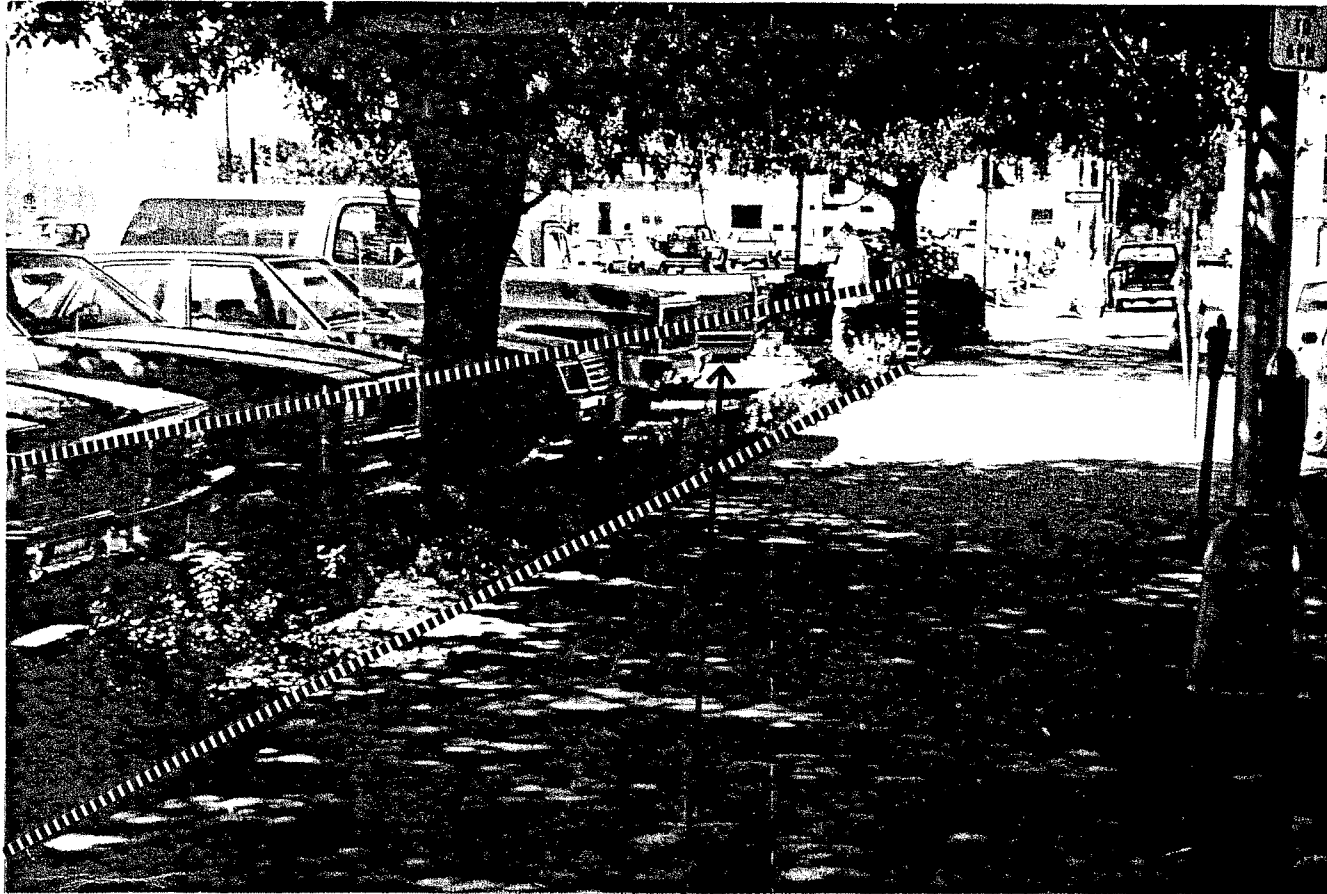
Awnings should project no more than 4 feet into the public right-of-way. The minimum height to the under-side of the awning structure above the sidewalk should be 7'-6". The minimum height to the fabric portion of the awning should be 7'-0".

are these proportions correct?

Awnings and overhangs which are constructed with modern materials and technologies are discouraged.



PARKING LOT SCREENING

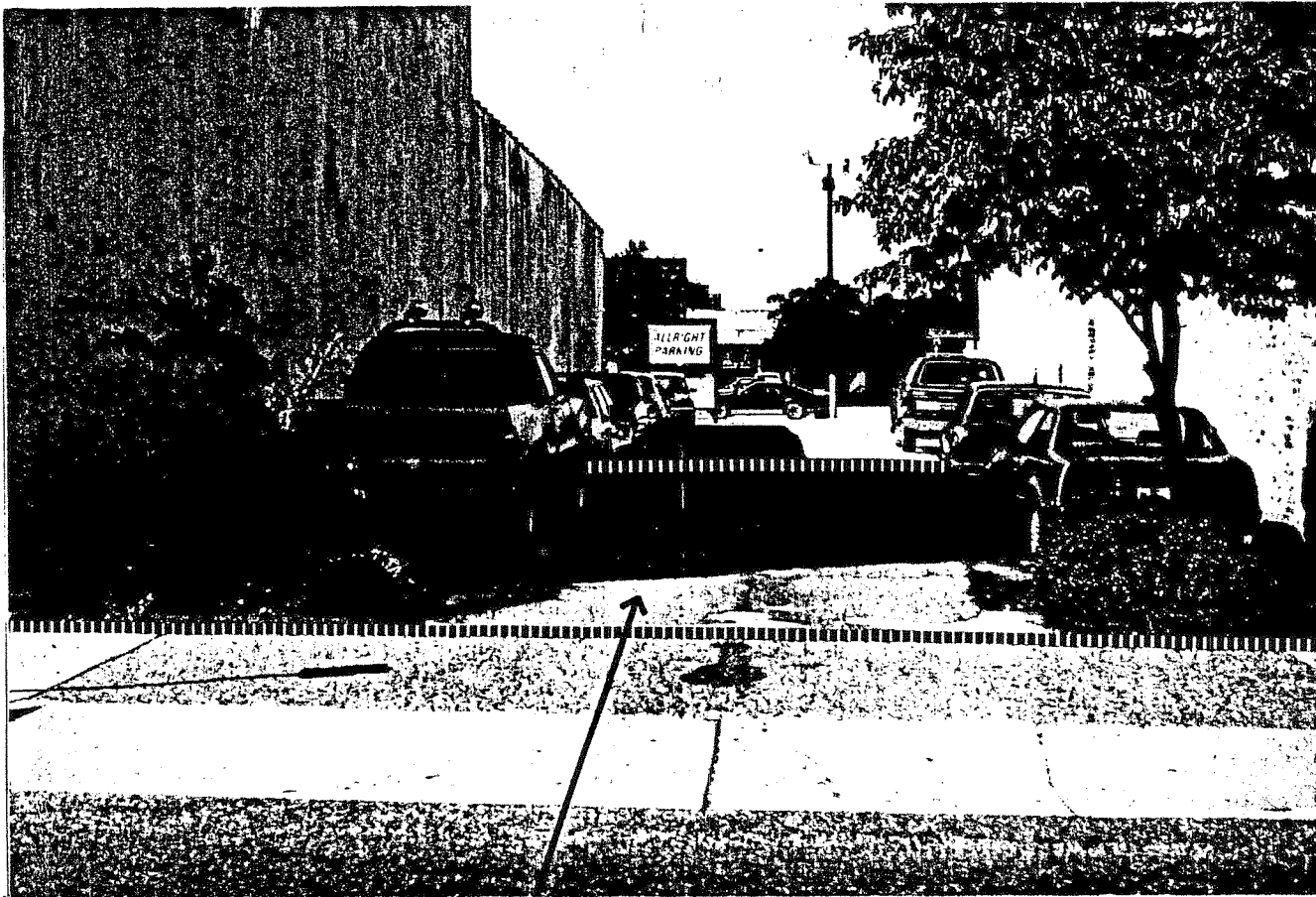


Small scattered parking lots fit well in the Historic District and are encouraged over large central lots. These small lots should be screened from public view. Types of surrounding considered acceptable are:

Type A: A wall faced on both sides with brick, with a minimum height of 42" and a maximum height of 48". The top of the wall should be designed with a stone or brick cap.

Type B: The same as Type A, plus a minimum 4 feet wide planting area along the side of the wall facing the right-of-way. The planting area should be planted with a combination of ever-green shrub and groundcover material.

Type C: The same as Type B, except that a black cast-iron picket-style fence may be substituted for the brick wall.



Parking lots directly abutting Dauphin Street should be prohibited. Entry into these lots should be from the rear only. A minimum setback for parking from the Dauphin Street right-of-way should be considered, (30'). Parking should be screened and this setback landscaped. Screening should conform to the specific types of screening defined (Types A, B, C).

STOREFRONT DESIGN



Glass storefronts add to the character of the street. They are encouraged, but should be designed to respect the historic character and rhythm of the street facades near them.

Retain elements of architectural character.

Maintain open window area.

Maintain original architectural proportion of storefront.

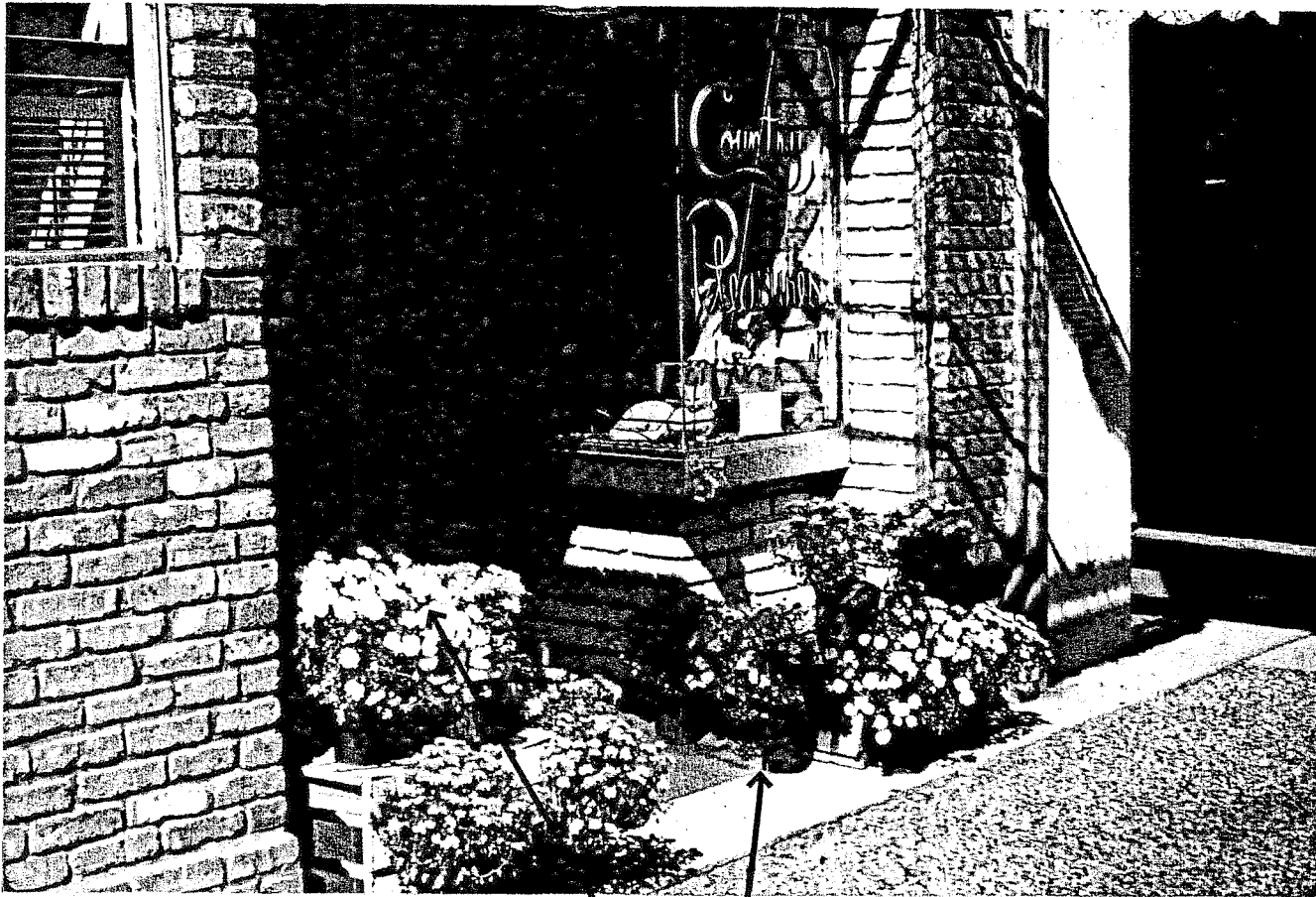
SIDEWALK MERCHANDISING



Excessive sidewalk merchandising and signage detract from the overall appearance of downtown, and are discouraged. Signage and merchandising should not extend beyond the property line.

The following items are examples of merchandise considered acceptable for temporary outdoor display: flowers and other potted plant materials, books, arts and hand-made crafts items. Hardware, furniture, toys, soft-goods and any kind of bulk-display of items are considered inappropriate in the downtown retail district.

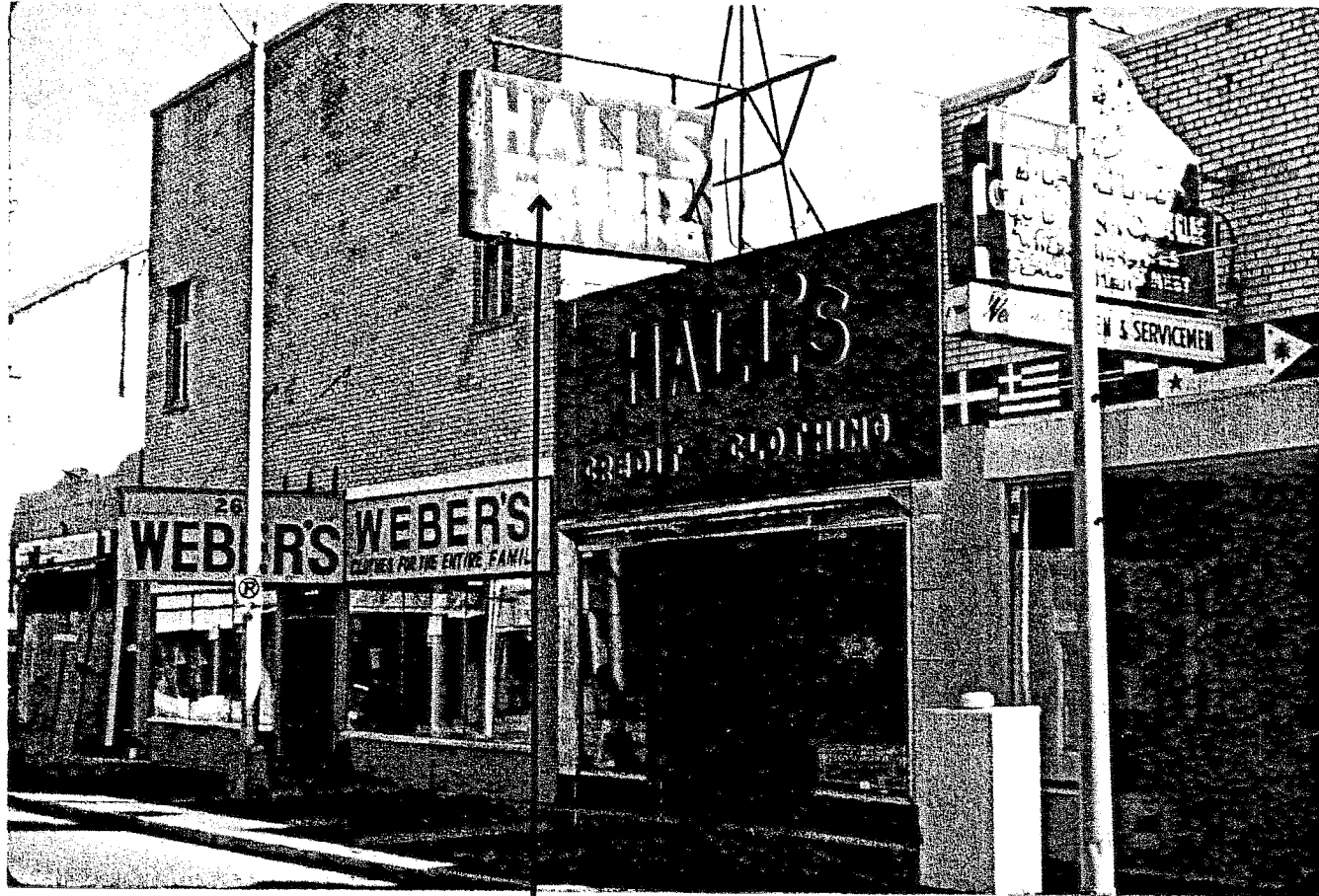
many towns encourage this



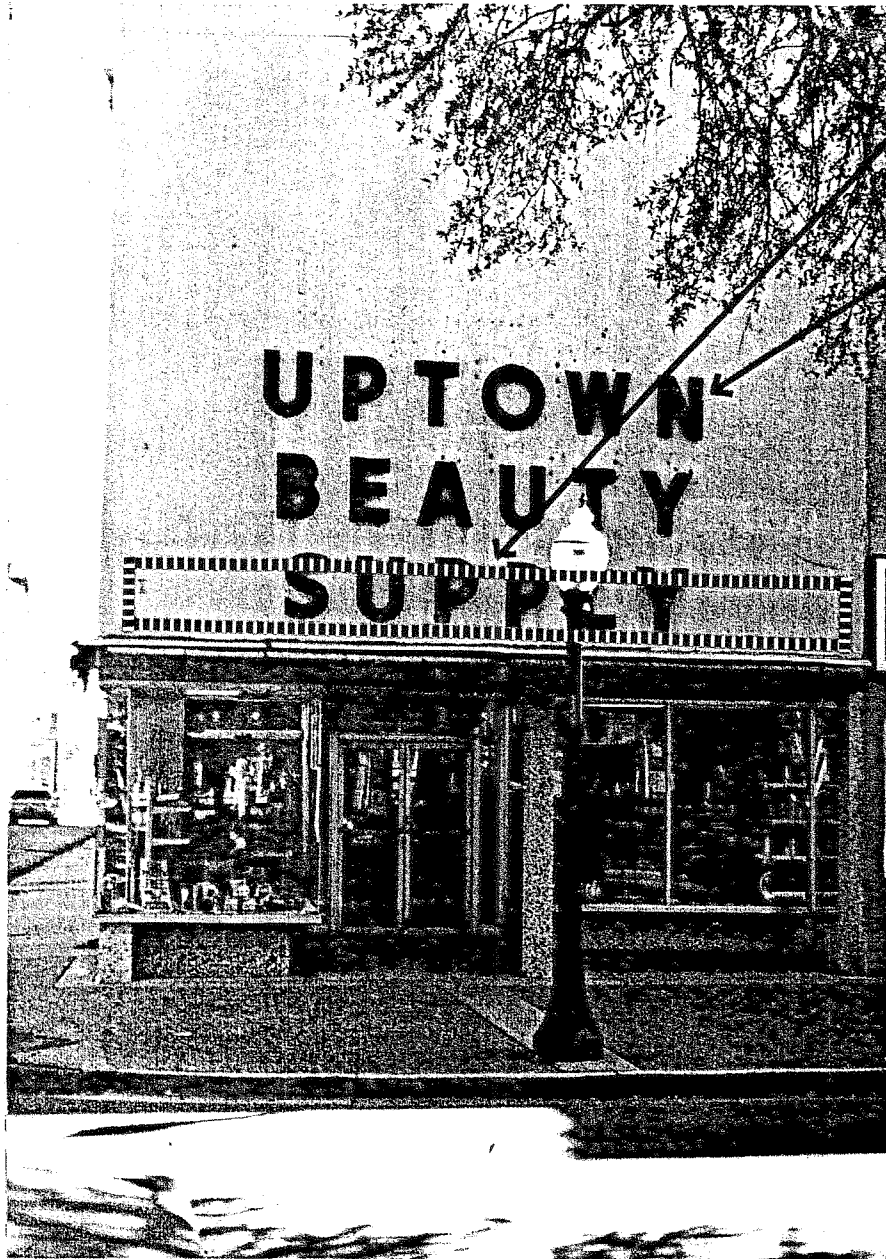
Outdoor displays can add to the character of the district. They are encouraged, but should be displayed with concern for appearance and sidewalk width.

Street displays and signage should be done without disrupting the continuity of the historic fabric.

SIGNAGE



Elimination of non conforming signage under the sign ordinance is encouraged as soon as possible and will improve the facade composition of the streetscapes.

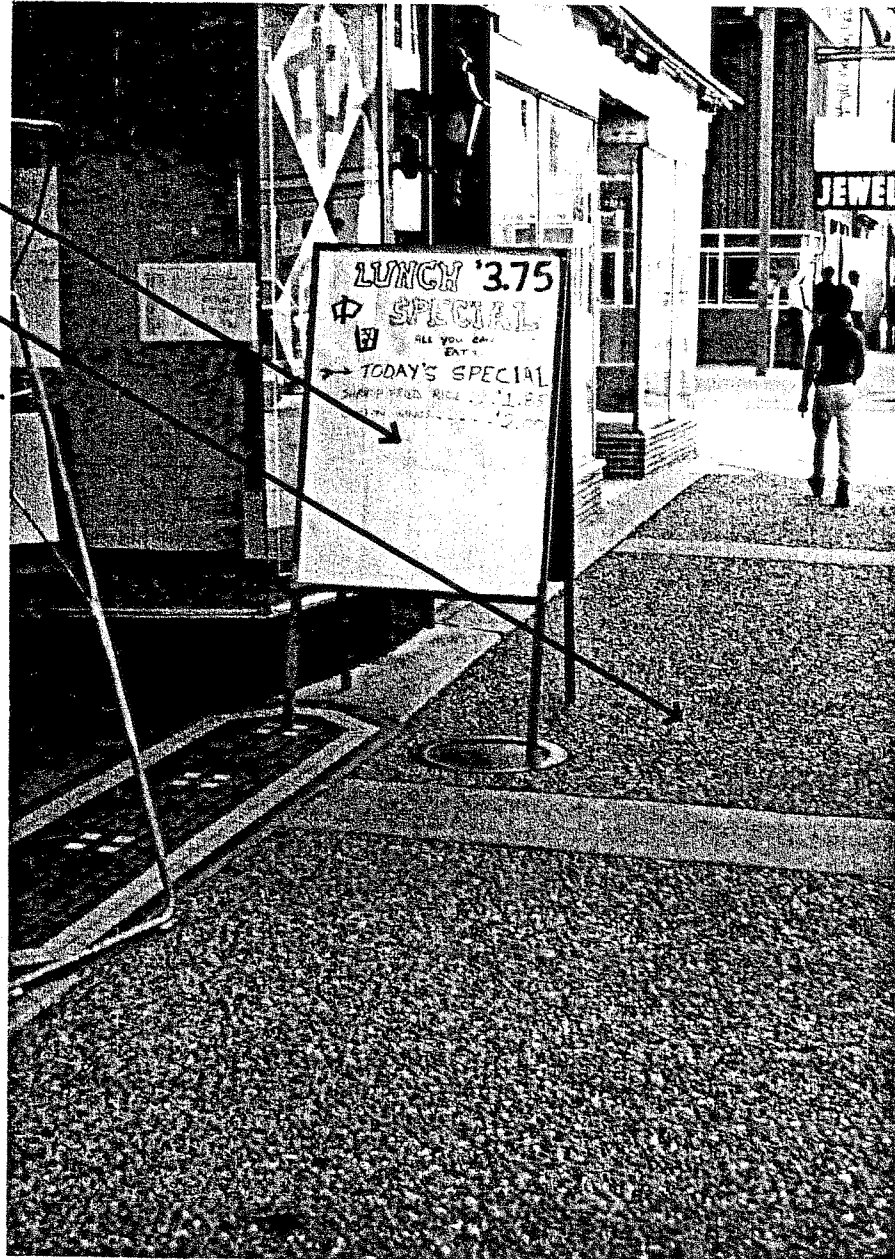


Use historic precedent for design and location of signage wherever possible.

"Billboard" type signage is discouraged. Signage should follow the sign ordinance and ARB guidelines and be positioned and designed to enhance the building composition and value. The preferred location for business identification signage is right above the storefront.

* Temporary signage should not extend beyond the property line.

Full sidewalk widths should be maintained.





Use historic precedent for design and location of signage wherever possible.

Brass or cast aluminum letters are two materials that would be considered to be appropriate materials for sign lettering.

Improperly positioned and designed signage detracts from the building character and value.

Internally illuminated box-type signs are discouraged. Reverse-channel letters with internal, concealed illumination or externally illuminated signs (concealed light source) are preferred.

V. Appendix : Inventory and Analysis of Existing Conditions

The following summarizes key findings of the Inventory and Analysis phase of the Plan and Program for Public Improvements.

URBAN DESIGN FRAMEWORK

One of the major physical features of the study area is the relatively low scale of development. The majority of structures in the study area are under four stories in height. Taller buildings are generally concentrated at the eastern end of the area.

Retail activity in the study area is concentrated on Dauphin Street, with the majority of active retail uses located east of Cathedral Square. West of the Square there are numerous vacant storefronts and only scattered retail and wholesale activity. Dauphin Street is the center of the Lower Dauphin Street Historic Commercial District, which was officially designated as a National Register Historic District in 1979. A number of structures located outside the historic district also contribute to the historic ambiance of the study area. Some of these, south of Conti are located in the adjacent Church Street East Historic District. Fortunately many of the facades of the historic structures appear not to have been substantially altered, or irrevocably damaged.

Surface parking lots occupy a large land area within the overall study area. Most lots are concentrated in a corridor extending east-west through the study area along Conti Street, and in a second corridor extending along St. Francis Street between Bienville Square and the Scottish Rite Temple on Claiborne Street.

The northwest corner of the study area (west of Franklin, north of Dauphin) is mainly characterized by a mix of residential uses, vacant commercial buildings and vacant lots. Conversely, there are several areas of special landscape character. These include Bienville Square, the Cathedral and front yard of the Barton Academy. The Urban Design Framework is illustrated on Figure A-1, p. 73.

EXISTING ZONING

The existing zoning for the study area has been reviewed to determine how development is presently regulated. The entire study area, with the exception of Bienville Square is zoned B-4 (General Business Districts). In general the basic requirements of this district governing minimum site, coverage and yard requirements seem appropriate for a downtown retail district. The list of uses permitted for the B-4 district however is probably more inclusive than would be appropriate in the core retail and office district of downtown. Various wholesale uses, shops and manufacturing uses, and equipment sales in unenclosed settings may be appropriate on the perimeter of the core area but are not compatible with a high quality retail district.

Supplementary regulations provide a release from the 100 feet height limit in the B-4 district. Additional height may be added in return for creation of on-site open space. Although this may be desirable in certain locations in downtown, it may not be as desirable in locations where a continuous street-frontage is desired.

The building code was amended in 1983 to incorporate specific standards for maintenance and rehabilitation of commercial properties in downtown. The overall intent of this ordinance to improve the quality of downtown appearance is excellent. However, this ordinance has not been vigorously enforced. This may be the result of insufficient enforcement staff time availability and a large geographic area within which the standards were prescribed.

The City of Mobile has adopted separate ordinances governing on-site and off-site signage in 1987 and 1986 respectively. The requirements for on-site signage in historic districts is subject to review by the Architectural Review Board, and must receive a certificate of appropriateness for signage along Dauphin Street. In spite of this ordinance, many inappropriate signs still exist in the historic district as the result of a 5-7 year time period allowed to replace non-conforming signs.

Billboards are permitted in downtown except on Government Street. Two freestanding billboards exist in the study area along St. Francis Street. More stringent regulations on the location of this kind of signage has been adopted in other communities, and may be considered within the Lower Dauphin Street study area.

Good

SUBSURFACE UTILITIES

Numerous sub-surface utilities run through the study area including water, sewer, stormwater, gas, telephone, and electrical conduits. Of major concern for streetscape modifications is that there are numerous below-grade electrical transformer vaults. These features are illustrated on Figure A-2, p. 75.

OVERHEAD UTILITIES

Overhead power lines exist primarily in the western portion of the study area. In some instances power poles also serve as supports for overhead street lights. There are also several locations in the study area where traffic signals have been eliminated but the signal arm structures have been left in place. These utilities are shown on Figure A-3, p. 77.

TRAFFIC CIRCULATION, TRANSIT AND PARKING

Traffic circulation through the study area is primarily accommodated on one-way

streets. Dauphin Street flows east-bound, while St. Francis and Conti both flow west-bound.

Intra city bus routes in the study area are concentrated on Dauphin, St. Francis and Government Streets. Bus transfer points are located at the eastern side of Bienville Square and at the Municipal Parking Garage on Royal Street. Surface parking lots are scattered throughout the study area, although a large concentration exists mid-block between Government Street and Conti Street. Figure A-4, p. 79 illustrates these features.

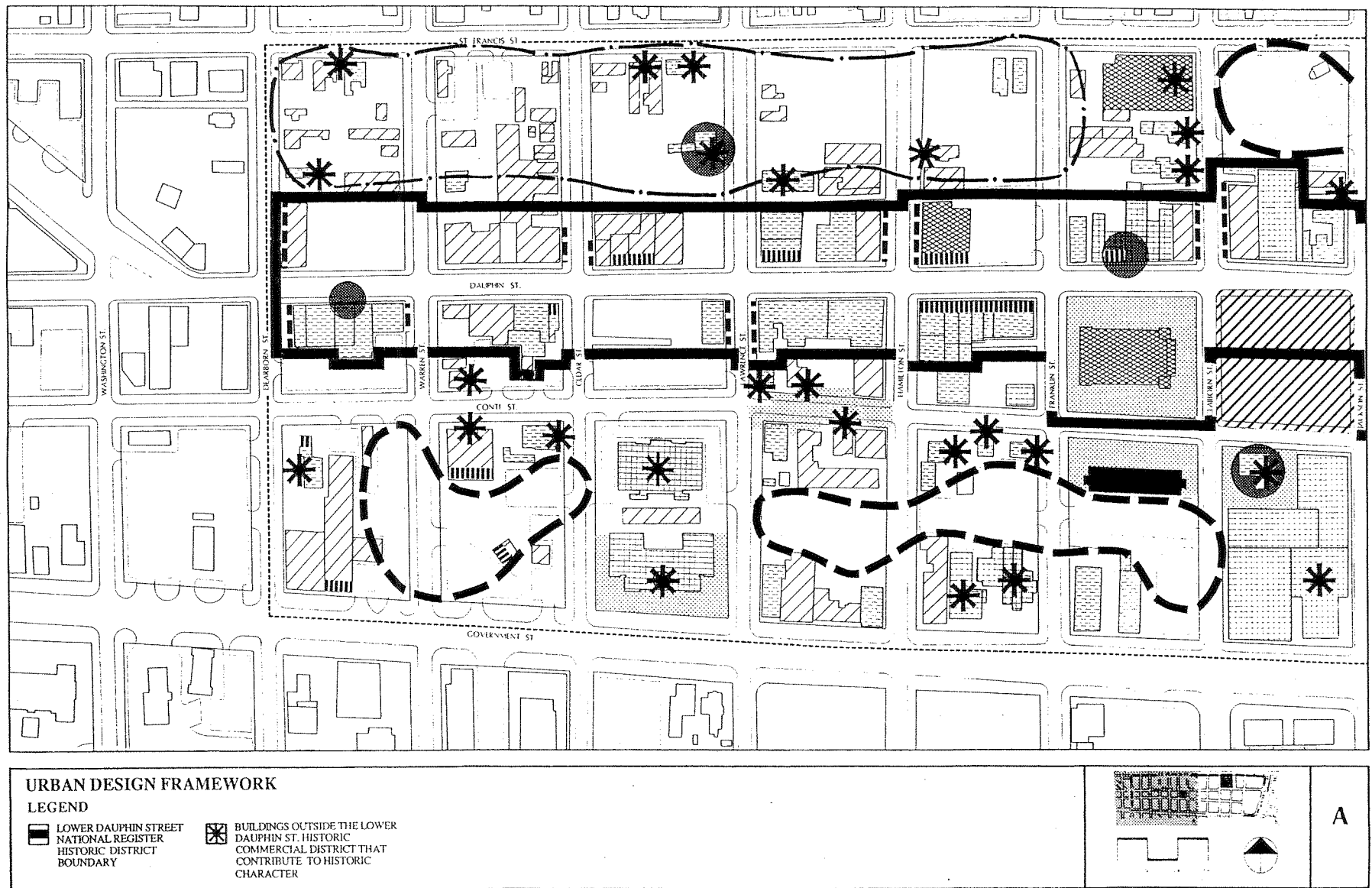
LANDSCAPE

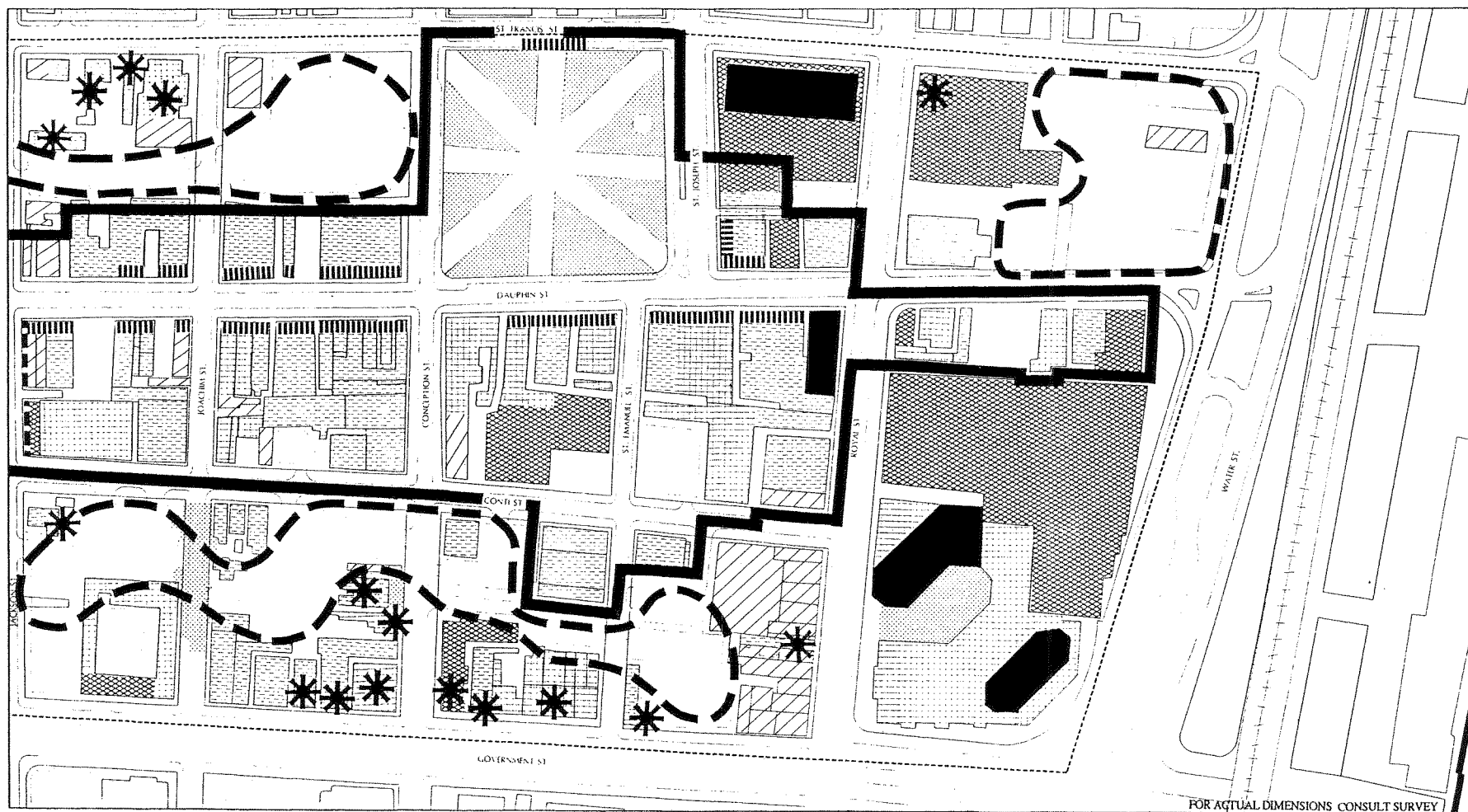
The majority of the study area lacks a continuous canopy of street trees. The few that do exist are primarily Live Oaks, located in the western portion of the study area. The western half of the study area is also characterized by small grass strips which run in the right-of-way inside the sidewalk. These lend a residential feeling to this area (Figure A-5, p. 81).

SIDEWALK WIDTHS / CONDITIONS

The majority of the sidewalks in the study area are in moderate to poor condition. The few sidewalks that are in good condition are located around the Barton Academy, Riverview Plaza, Bienville Square, along the eastern half of Dauphin Street, and some of the blocks on Government Street. The sidewalk widths are inconsistent between curb and building face throughout the study area. Grass strips ranging from 3' to 20' are located in the western end of the study area (Figures A-6 and A-7, pp. 83 and 85).

INVENTORY MAPS





LEGEND

- 1 STORY
- 2 STORY
- 3 STORY

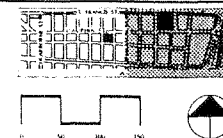
- 4-8 STORY
- >8 STORY
- RETAIL ACTIVITY

- BLANK WALLS
- CONCENTRATION OF SURFACE PARKING
- CONCENTRATION OF VACANT LAND

- UNDERUTILIZED OPEN SPACE
- CULTURAL/ ENTERTAINMENT
- LANDSCAPE CHARACTER QUALITY

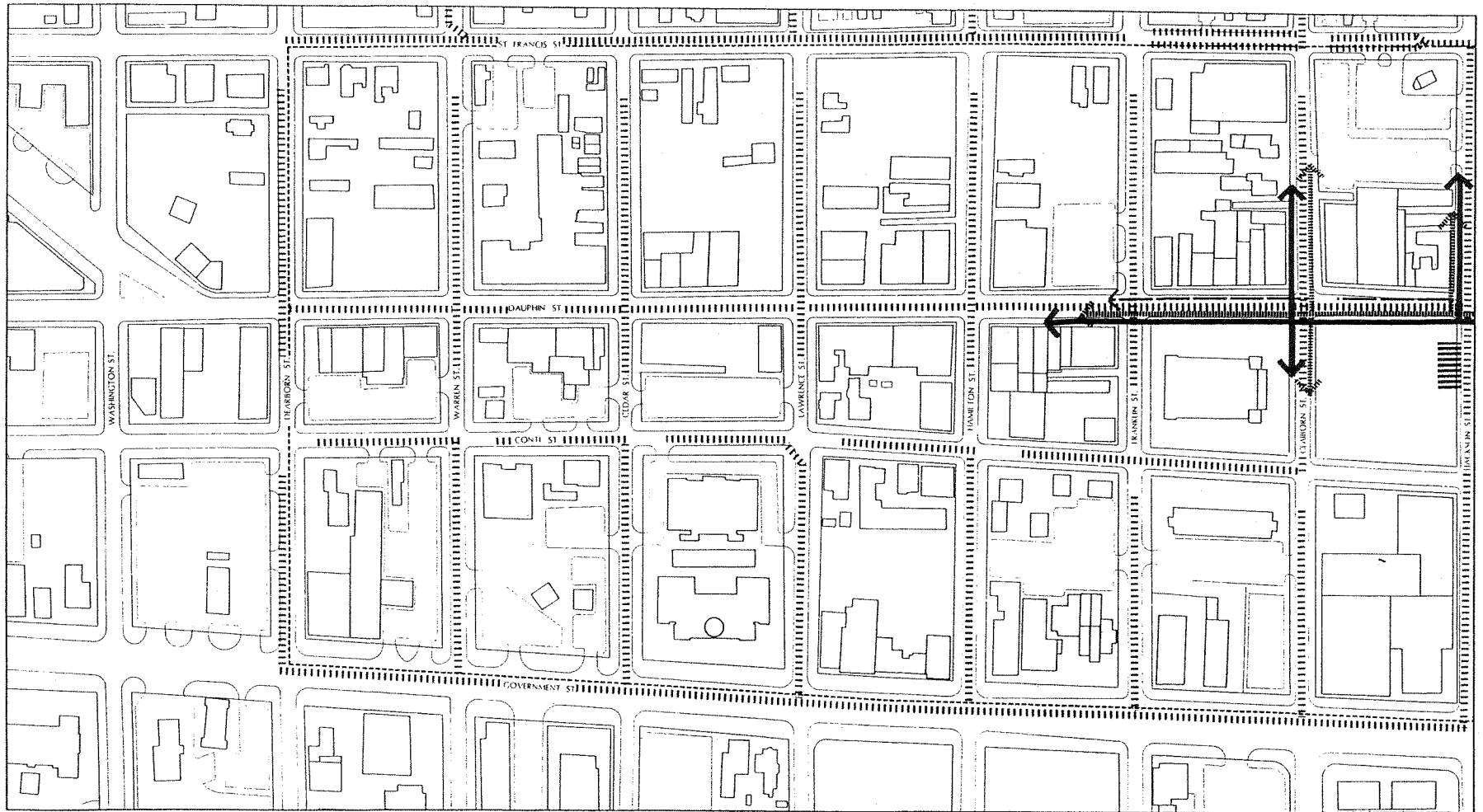
WALLACE ROBERTS & TODD

Architects, Landscape Architects,
Urban and Environmental Planners
1070 14th Avenue, Suite 100
Vancouver, B.C. V6H 1Y4



B

FIGURE A-1

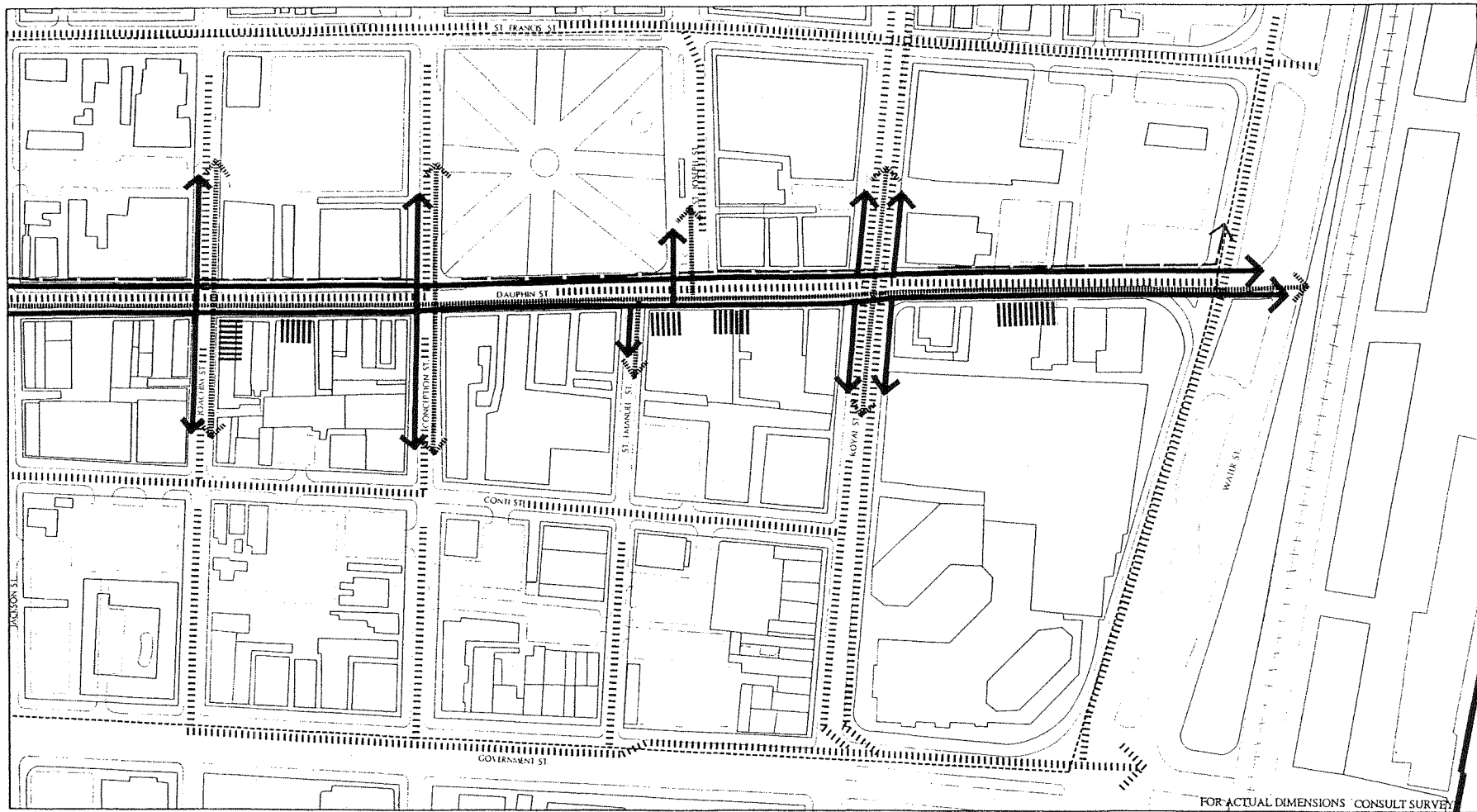


SUBSURFACE UTILITIES INVENTORY

NOTE: This utility information provided by the City of Mobile
may not be a complete inventory.



A

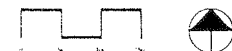


LEGEND

- | | | | |
|--|----------------------------|--|------------------------------|
| | STORM DRAIN AND MANHOLE | | WATER LINE |
| | SANITARY SEWER AND MANHOLE | | POWER TRANSFORMER VAULT AREA |
| | GAS LINE | | |

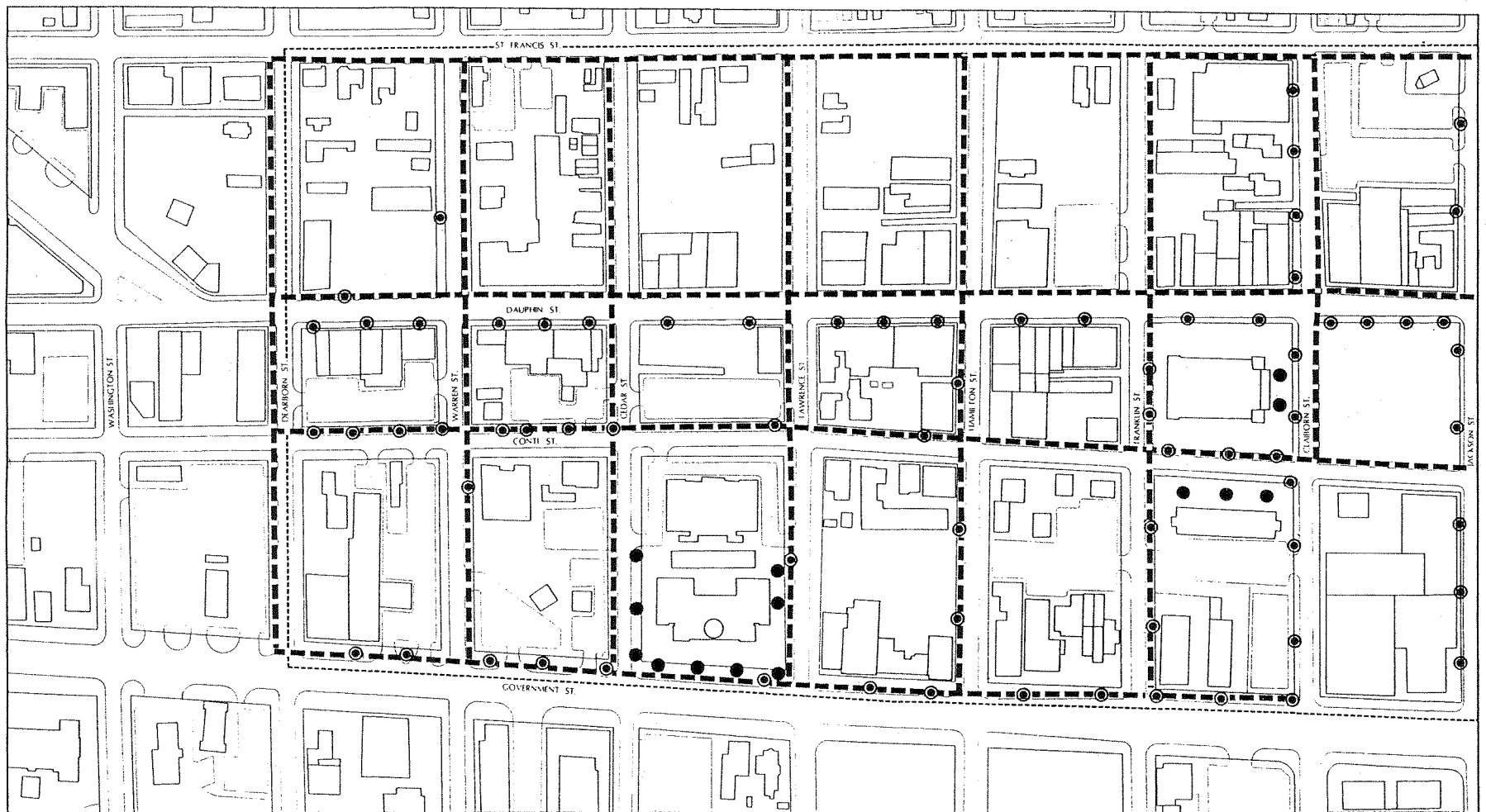
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Architects, Landscape Architects,
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191 Grady Avenue, Penthouse,
Coral Gables, FL 33134



B

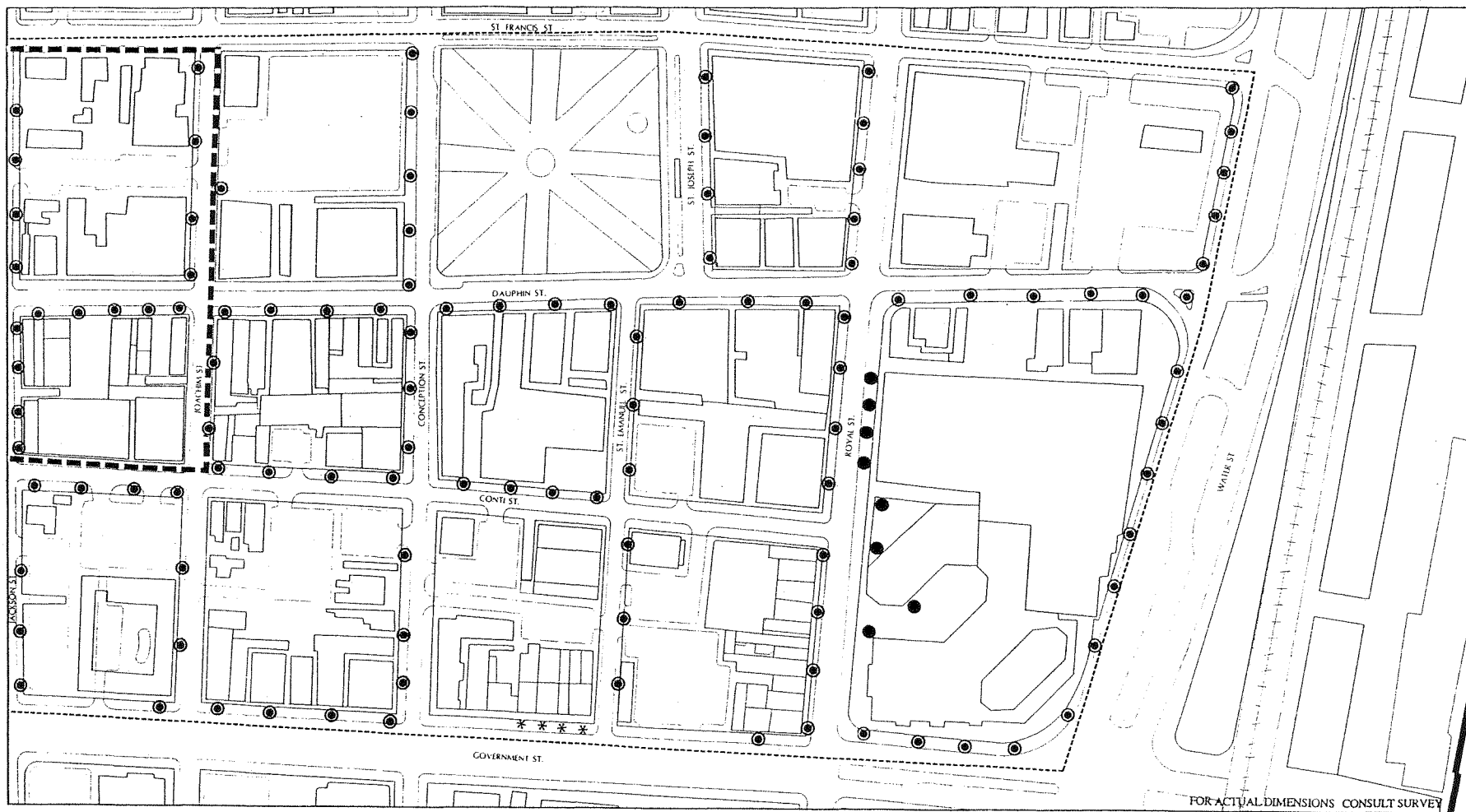
FIGURE A-2



OVERHEAD UTILITIES



A

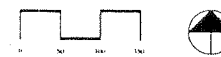


LEGEND

-  OVERHEAD UTILITIES
-  STANDARD LIGHT FIXTURE
-  DECORATIVE LIGHT FIXTURE

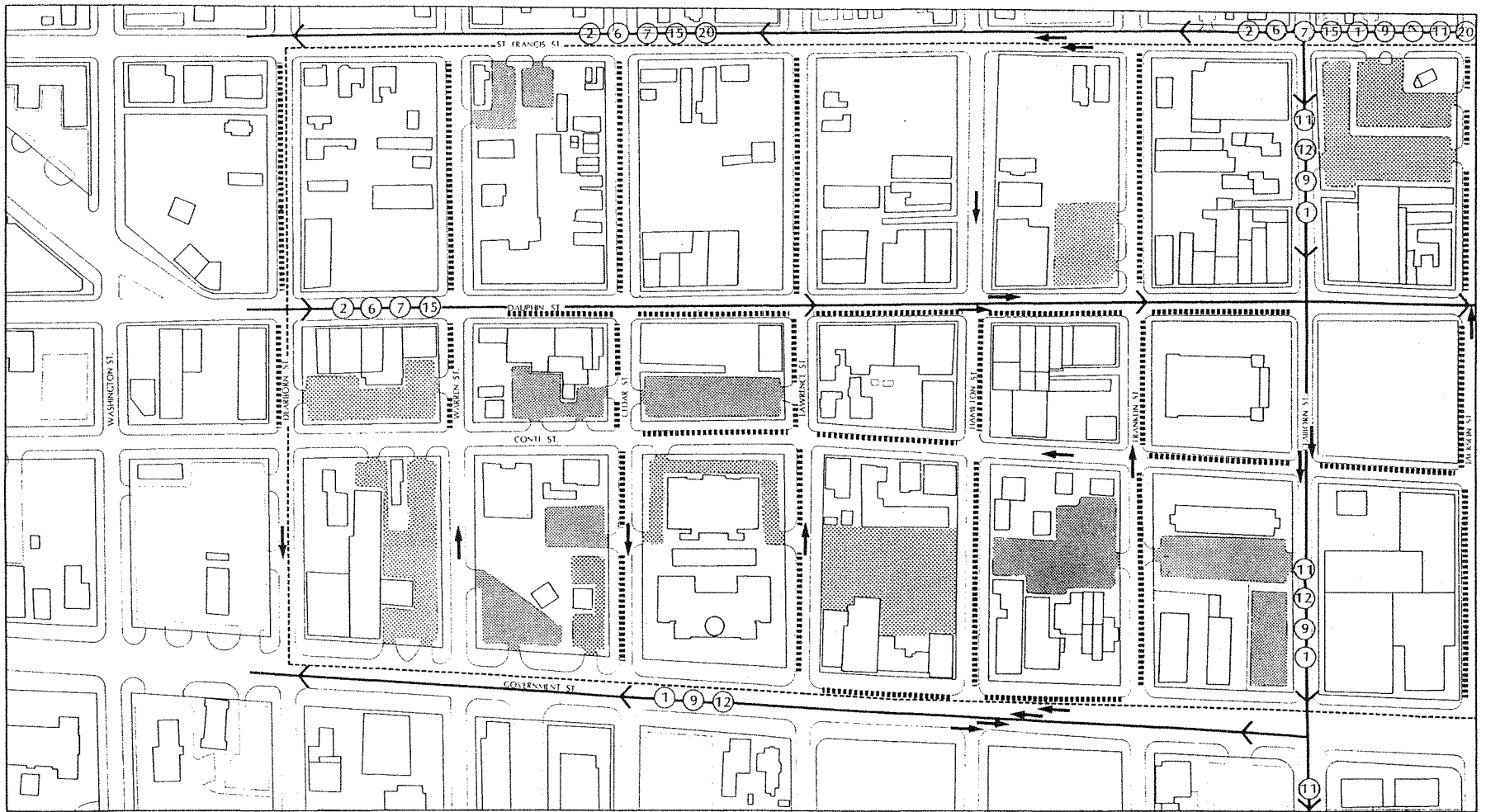
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Coral Gables, FL 33134

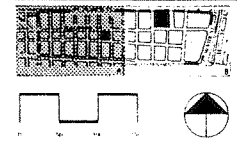


B

FIGURE A-3



TRAFFIC CIRCULATION, TRANSIT & PARKING



A

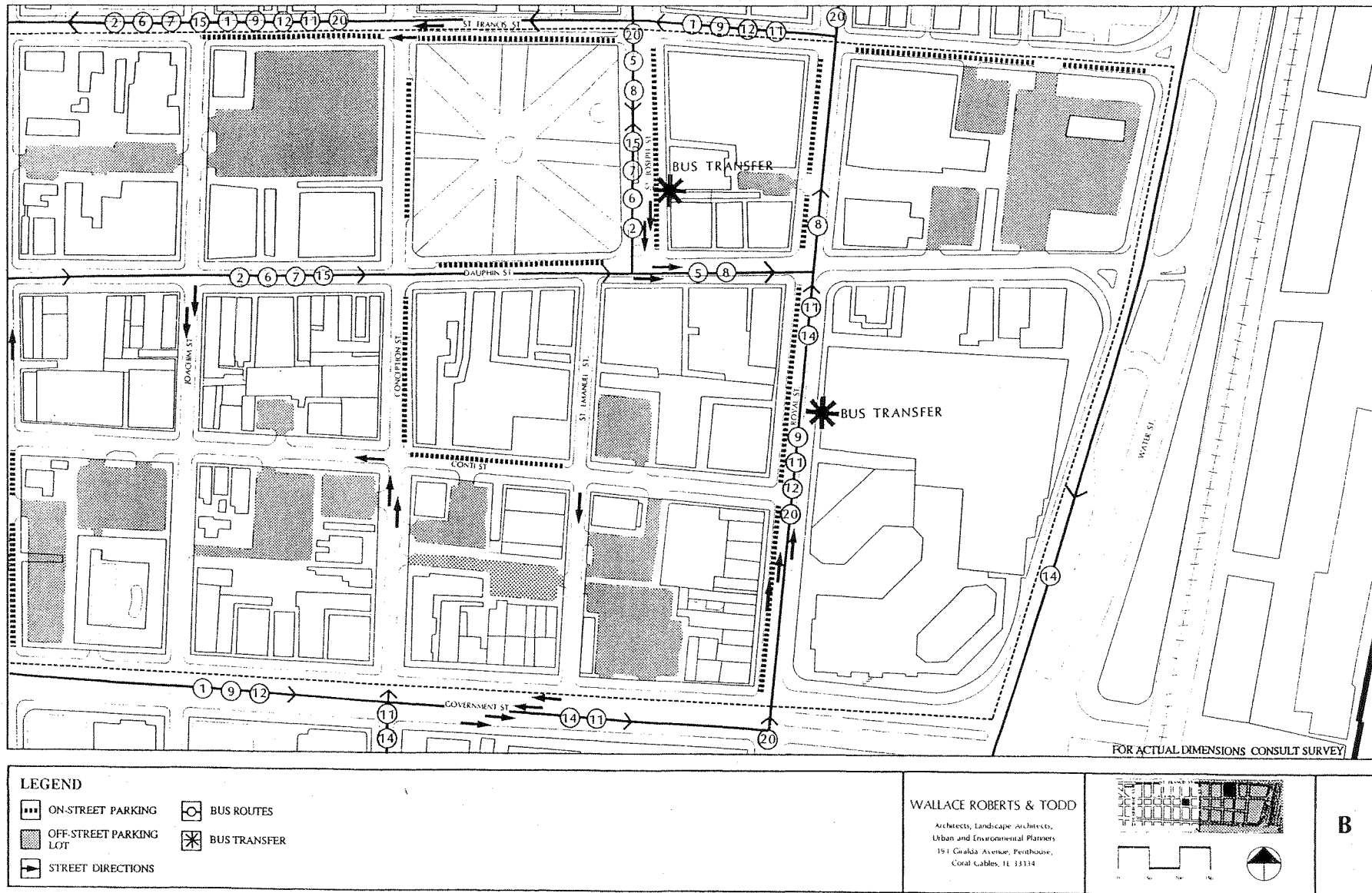
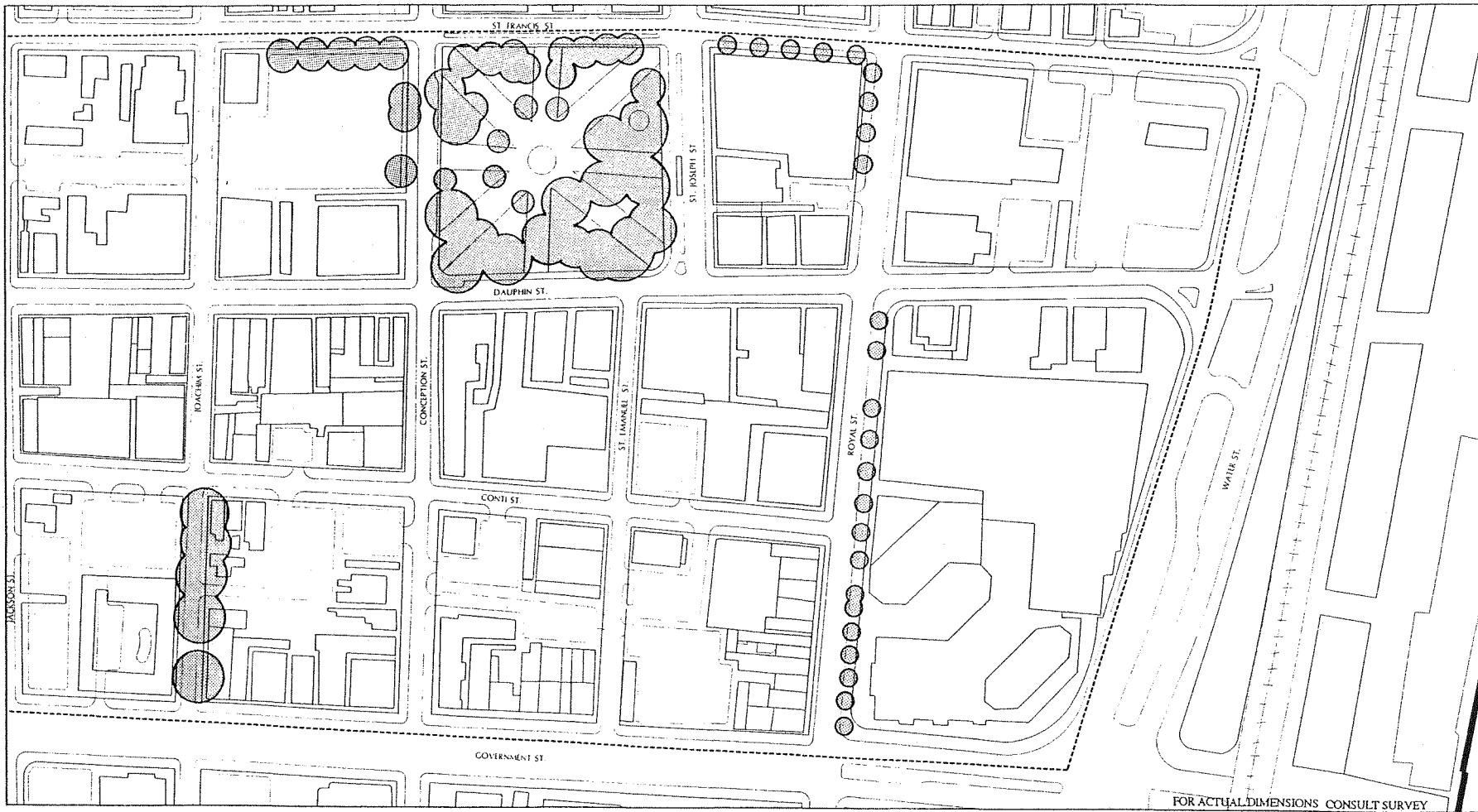


FIGURE A-4





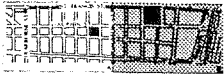
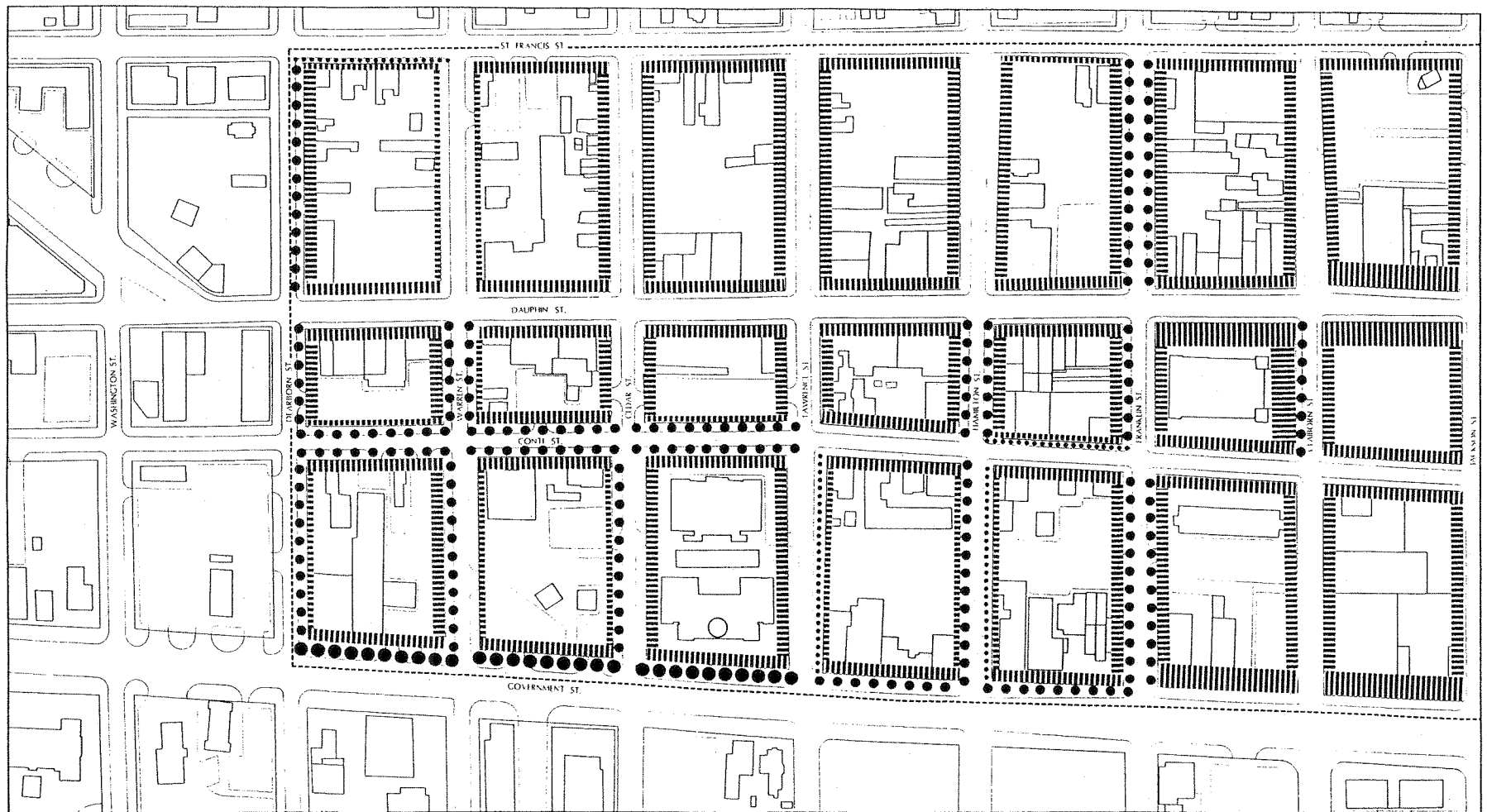
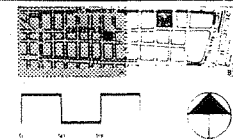
LEGEND  GRASS STRIP  TREE CANOPY	WALLACE ROBERTS & TODD Architects, Landscape Architects, Urban and Environmental Planners 191 Gilda Avenue, Penthouse, Coral Gables, FL 33134	 	B
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FIGURE A-5



SIDEWALK CHARACTERISTICS

SOURCE: WRT



A



SIDEWALK CONDITIONS

SOURCE: WRT



A

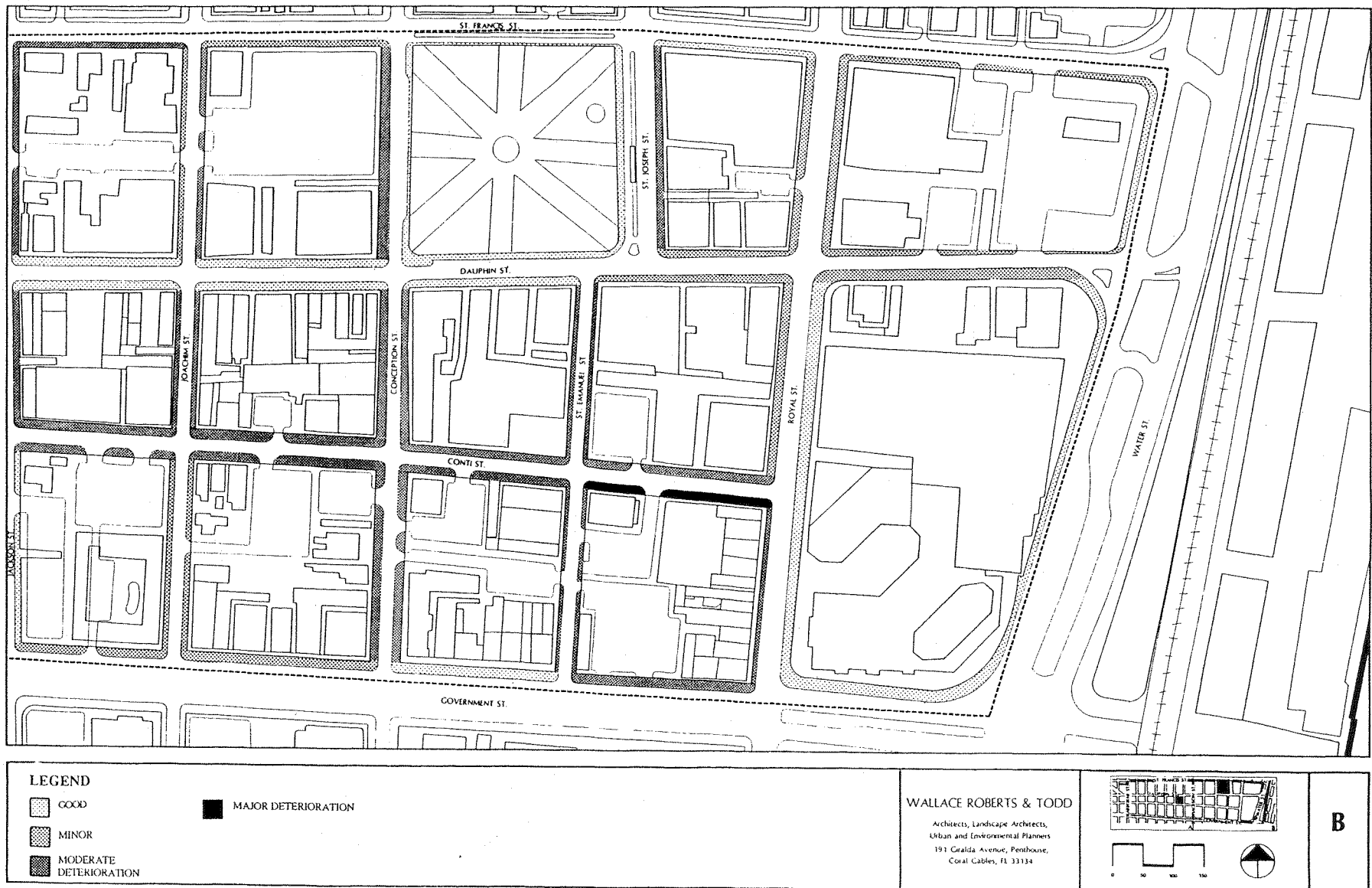
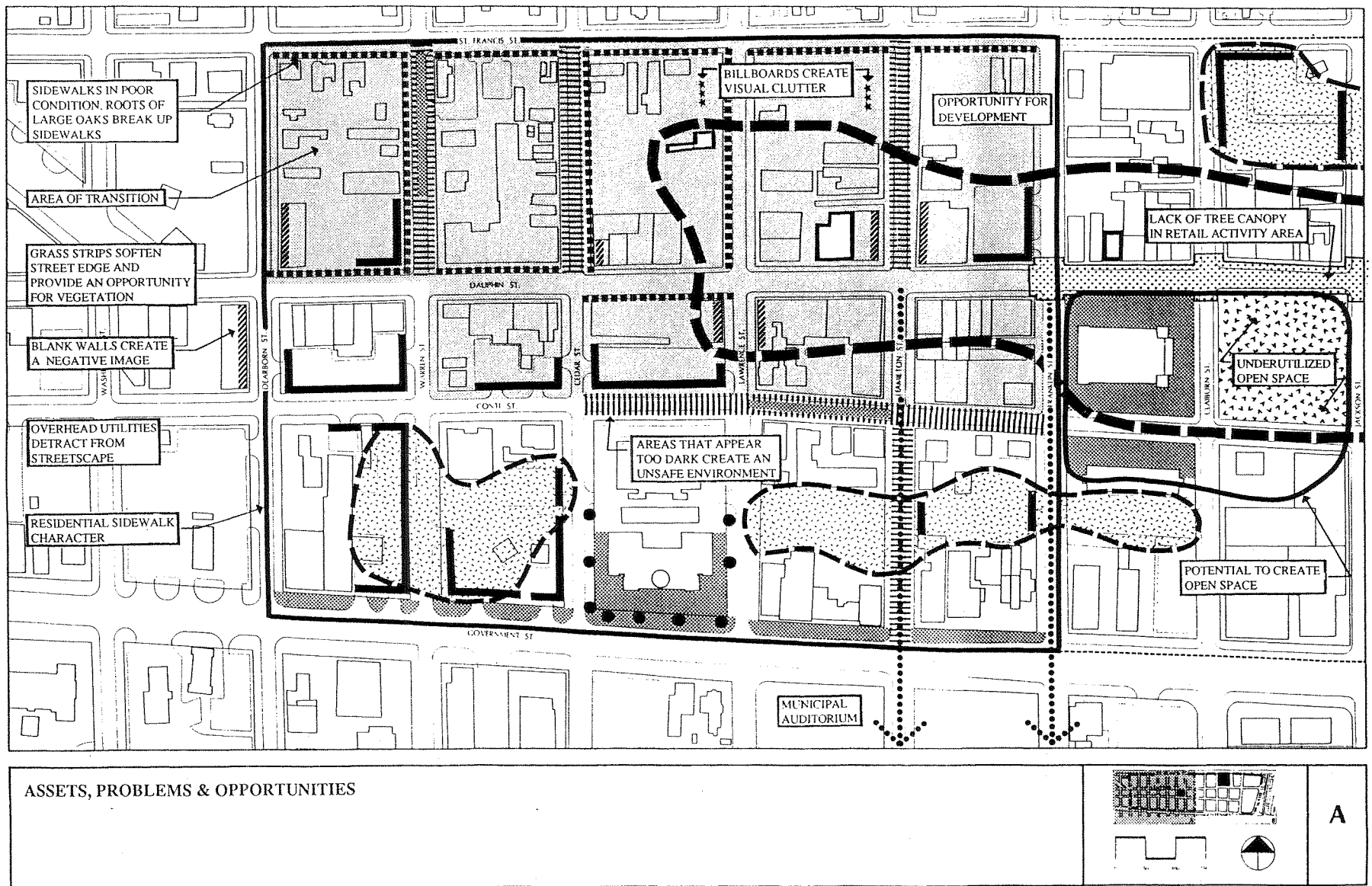
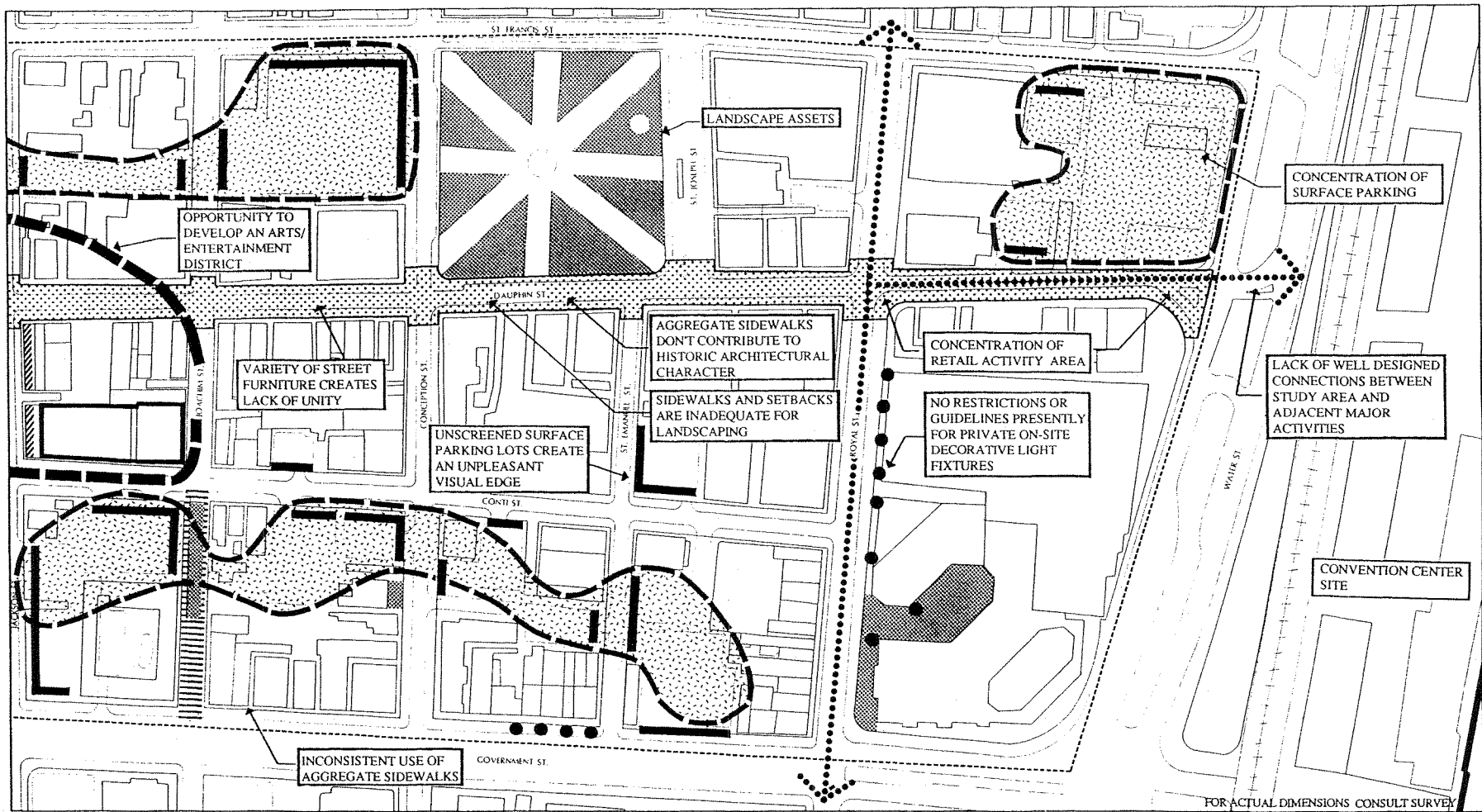


FIGURE A-7





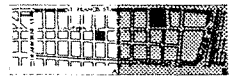
	WALLACE ROBERTS & TODD Architects, Landscape Architects, Urban and Environmental Planners 191 Gualala Avenue, Penthouse, Coral Gables, FL 33134	 	B
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FIGURE A-8

V. Credits

Advisory Committee for Lower Dauphin Street Project

Ms. Geri Moulton, Chairperson
Mr. N. Q. Adams
Mr. James R. Alexander, Jr.
Mr. David Ball
Mr. Walter Bell
Mr. Don Bryan
Mr. Joseph M. Finch
Ms. Jean Galloway
Mr. Clifton Lambert
Ms. Wanda Martin
Mr. James Robillard
Mr. Al St. Clair
Mr. Stuart Stephenson
Mr. Stewart X. Thames, Jr.
Mr. Bill Tunnell
Mr. Jerome C. Wildgen
Mr. Ron Jackson
Mr. Earl Joyner
Mr. Max McGill
Mr. Bob Vogtner

Steering Committee

Mr. Bailey duMont, Chairman
Mr. Stephen F. Kohrman
Mr. Mark C. McDonald
Mr. Victor McSwain
Mr. Wilbert J. Wetzel

Consultants:

Wallace Roberts & Todd
Mr. C. Alyn Pruett, AIA
Project Director

Ms. Kathryn O'Leary
Landscape Architect