

**PLANNED UNIT DEVELOPMENT  
STAFF REPORT****Date: July 16, 2020****DEVELOPMENT NAME**

916 Church Street

**LOCATION**916 Church Street  
(Northeast corner of Church Street and Marine Street)**CITY COUNCIL  
DISTRICT**

District 2

**AREA OF PROPERTY**

1 Lot / 0.7± Acres

**CONTEMPLATED USE**

Planned Unit Development approval to allow multiple buildings on a single building site along with off-site parking.

**TIME SCHEDULE  
FOR DEVELOPMENT**

None given.

**ENGINEERING  
COMMENTS**

1. Add a TITLE to this sheet "PUD SITE PLAN".
2. Show and label the existing irrigation well.
3. Label the existing and proposed items or provide a legend.
4. Revise NOTE #1. Add "PERMITTING" so that the note reads "Any work performed in the existing ROW (right-of-way) such as driveways, sidewalks, utility connections, grading, drainage, irrigation, or landscaping will require a ROW permit from the City of Mobile Engineering Permitting Department (208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII).
5. ADD THE FOLLOWING NOTE TO THE PUD SITE PLAN:
  - a. Any existing or proposed detention facility shall be maintained as it was constructed and approved. The Land Disturbance Permit application for any proposed construction includes a requirement of a Maintenance and Inspection Plan (signed and notarized by the Owner) for the detention facility. This Plan shall run with the land and be recorded in the County Probate Office prior to the Engineering Department issuing their approval for a Final Certificate of Occupancy.
6. Retain NOTES #2 - #5, as shown on the unlabeled application drawing dated 06-15-2020.

**TRAFFIC ENGINEERING****COMMENTS**

Driveway number, size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Required on-site parking, including ADA handicap spaces, should meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance. The proposed offsite parking should also meet the standards as defined in Section 64-6 that mimic City requirements for parallel parking in the right-of-way. The parking proposed in the right of way cannot be limited to only residents and guests of the development as it is contained fully in the right of way. It appears it is an addition to the required parking that is all being provided on-site. The parking will all need to be constructed and marked by this development and permitted through the City. The driving aisle on-site is less than the minimum 24' required for commercial development, as are the driveway radii (20' required). The application states that garbage collection will be via small cans. There doesn't appear to be a clear area where the cans will be store on-site given the number of units and if they will need to be pulled to the street for pick-up. The storage/pick-up plan could impact the parking on-site and near the driveway.

**URBAN FORESTRY****COMMENTS**

Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties (State Act 2015-116 and City Code Chapters 57 and 64). Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from a commercial site may require a tree removal permit.

**FIRE DEPARTMENT****COMMENTS**

All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance. (2012 International Fire Code).

**REMARKS**

The applicant is requesting Planned Unit Development Approval to allow multiple buildings on a single building site along with off-site parking.

The site was most recently before the Planning Commission at its October 4<sup>th</sup> and December 20<sup>th</sup> 2018 meetings for Planned Unit Development and Subdivision approvals. Both of those previous approvals have since expired as no permits were obtained, and the plat was not recorded in Probate Court.

The site has been given a Mixed Density Residential (MxDR) land use designation, per the adopted Future Land Use Plan and Map. The Future Land Use Plan and Map complements and provides additional detail to the Development Framework Maps in the Map for Mobile, adopted by the Planning Commission at its November 5, 2015 meeting.

This designation applies mostly to residential areas located between Downtown and the Beltline, where the predominant character is that of a traditional neighborhood laid out on an urban street grid.

These residential areas should offer a mix of single family homes, townhouses, 2- to 4- residential unit buildings, accessory dwellings, and low- and mid-rise multifamily apartment buildings. The

density varies between 6 and 10 dwelling units per acre, depending on the mix, types, and locations of the housing as specified by zoning.

Like Low Density Residential areas, Mixed Density Residential areas may incorporate compatibly scaled and sited complementary uses such as neighborhood retail and office uses, schools, playgrounds and parks, and churches and other amenities that create a complete neighborhood fabric and provide safe and convenient access to daily necessities.

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

Planned Unit Development review examines the site with regard to its location to ensure that it is generally compatible with neighboring uses; that adequate access is provided without generating excess traffic along minor residential streets in residential districts outside the PUD; and that natural features of the site are taken into consideration. PUD review also examines the design of the development to provide for adequate circulation within the development; to ensure adequate access for emergency vehicles; and to consider and provide for protection from adverse effects of adjacent properties as well as provide protection of adjacent properties from adverse effects from the PUD.

In pursuit of these purposes, the objectives to be met by a PUD are as follows: a) to encourage innovative and diversified design in building form and site development; b) flexibility, to permit greater flexibility in the location and arrangement of buildings and uses than is generally possible under district regulations; c) to encourage the most efficient and sustainable use of land, especially tracts in the inner part of the city that remain undeveloped or that are appropriate for re-development; d) to preserve and protect as urban amenities the natural features and characteristics of land; e) to encourage the provision of common open space through efficient site design; and, f) to encourage optimum use of available public utilities, streets and community facilities.

PUD approval is site-plan specific, thus any changes to the site plan will require approval by the Planning Commission. Also, PUD approvals expire within one (1) year if no permits for the development are obtained or an extension granted.

The site is zoned R-B, Residential-Business District. It is bordered to the North By R-B and B-1, Buffer Business District; to the East and South by R-1, Single Family Residential; and to the West by B-1.

The applicant states:

**Existing Conditions**

*The property is located on a corner lot that fronts Marine Street and Church Street. The property has been developed in the past as a parking lot with existing evidence of curbing and pavement still present. The lot is mostly cleared with remnants of previous development. There are multiple existing curb cuts to Marine Street and no openings to Church Street. An existing well on the south property will be used for irrigation only.*

*Existing trees are displayed on the site plan.*

**Proposed Project**

*This project consists of constructing four (4) new multi-family residential structures. The units will contain up to four (4) units per structure in a townhome style layout. The development will contain a total of fifteen (15) units. The proposed off-street parking exceeds the requirements for the number of units and additional parking is proposed along Church Street and Marine Street. The on-street parking on Church Street is proposed to be constructed between the existing sidewalk and roadway and the Marine Street parking will be striped on the existing pavement. Marine Street is wide enough to accommodate the on-street parking. The existing curb cuts to the property will be removed.*

*The units that front Marine Street and Church Street will be oriented with a patio and door facing the street. A wall is proposed to be located between the buildings on the street side and a privacy fence will act as a buffer to the adjacent properties.*

*The site will use waste canisters in lieu of a dumpster pad.*

*This site is located in close proximity to the downtown center of the City that contains higher density residential which is in line with the intent of the R-B zoning.*

The subject site is approximately 30,733 square feet, which allows a maximum density of 18 dwelling units; 15 units are proposed by the applicant. It should be noted that Section 64-5.C.2.c. of the Zoning Ordinance requires 700 square feet of open space per dwelling unit (10,500 square feet). The site plan provides landscape area calculations (6,873 square feet total), and as parking areas are not allowed to be counted as open space, it is apparent that there is a deficit.

Multi-family developments are required to provide 1.5 parking spaces per dwelling unit, or 23 parking spaces. The proposed site plan illustrates 25 parking spaces to be provided on-site with an additional 11 on-street parking spaces proposed adjacent to the development. It should be noted that approval of this application would be subject to compliance with Traffic Engineering Comments. Further, Traffic Engineering notes that any parking in the right of way is for use of the public at large, and cannot be restricted to the use of the adjoining property. It should be noted that a compliant photometric plan will be required at the time of permitting.

The Zoning Ordinance requires minimum driveway and drive aisle widths of 24' for two-way traffic. The applicant is proposing a 20' wide driveway, and 20' drive aisles throughout the site, thus providing insufficient maneuvering area. Furthermore, there is a "power gate" illustrated across the driveway onto the site approximately 40'± from the property line. Typically, a minimum of 60' is required, however allowances are made for electronic gates as proposed.

As proposed, the structures are approximately 5' from the front property lines along both Church and Marine Streets, which is allowed by-right in an R-B district. It should be noted that the buildings on the Eastern portion of the property are depicted anywhere from 3.6 to 10-feet from the property line. As the adjacent property is zoned and utilized residentially, a 10' setback would typically be required, however, the site is located in the Oakleigh Garden Historic District, thus based on the Historic District Overlay the setbacks for the site may be in keeping with the setbacks of existing structures within 150' of either side of the property (East or West), on the same side (North) of Church Street. If approved, the site plan should be revised to indicate such existing structures to justify the reduced setbacks. It should be noted that while the Historic District Overlay offers the flexibility of the reduced setbacks, the construction of the structures themselves will be subject to full compliance with Building Code requirements.

As the site is adjacent to residentially utilized properties, a compliant residential buffer must be provided. The site plan submitted illustrates a privacy fence along both the North and East property lines, as well as a "privacy wall" along the building façade, which will block the view of the on-site parking area from the street. If approved, the site plan should be revised to include the height of both the fence and the wall.

Regarding tree planting and landscape area requirements, the site will be in compliance with the minimum amount of landscape area. The applicant should coordinate with staff in regards to tree plantings to insure that any trees placed on site are placed in such a way as to allow them to thrive. A note is on the proposed site plan stating "tree and landscaping compliance to be maintained at existing levels". If approved, this note should be removed.

As previously stated, the site plan does not show compliance with open space requirements or vehicular drive aisle widths. Further, as illustrated in the Traffic Engineering Comments, there appears to be no accommodation for storage of trash cans. Finally, the site had a Subdivision approved previously, but the approval expired. As such, the site is not a legal lot of record, and will be required to go through the Subdivision process prior to development.

### **RECOMMENDATION**

Based on the preceding, this application is recommended for a holdover until the August 20<sup>th</sup> meeting to allow the applicant an opportunity to address the following concerns (with information to submitted by July 20<sup>th</sup>):

- 1) Submission of a Subdivision Application and
- 2) Provision of a revised site plan and/or narrative to address the deficit open space requirements, inadequate drive aisle widths, and illustrate the storage of trash cans and their proposed location for sanitation pick up.

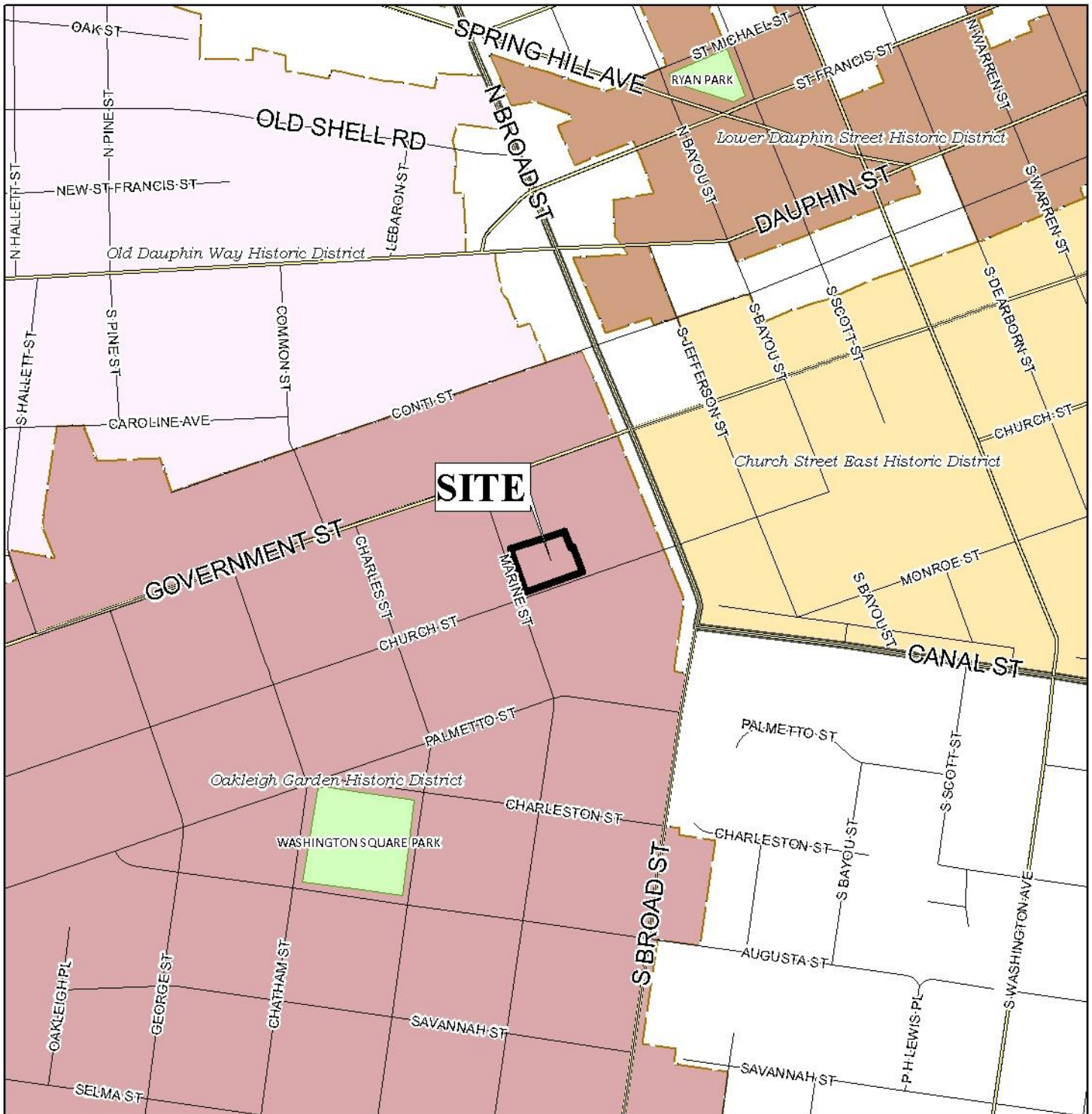
***Revised for the August 20<sup>th</sup> meeting:***

*The application was heldover by the Planning Commission at its July 16<sup>th</sup> meeting to allow the applicant to submit a Subdivision application as well as revisions to the site plan to address concerns regarding the development (Provision of a revised site plan and/or narrative to address the deficit open space requirements, inadequate drive aisle widths, and illustrate the storage of trash cans and their proposed location for sanitation pick up). No Subdivision application and no revised site plans were submitted.*

**RECOMMENDATION**

*Staff recommends that the Commission either deny the proposed PUD, or request that the applicant withdraw the application and re-submit at such time that concerns regarding the proposed development are addressed.*

# LOCATOR MAP

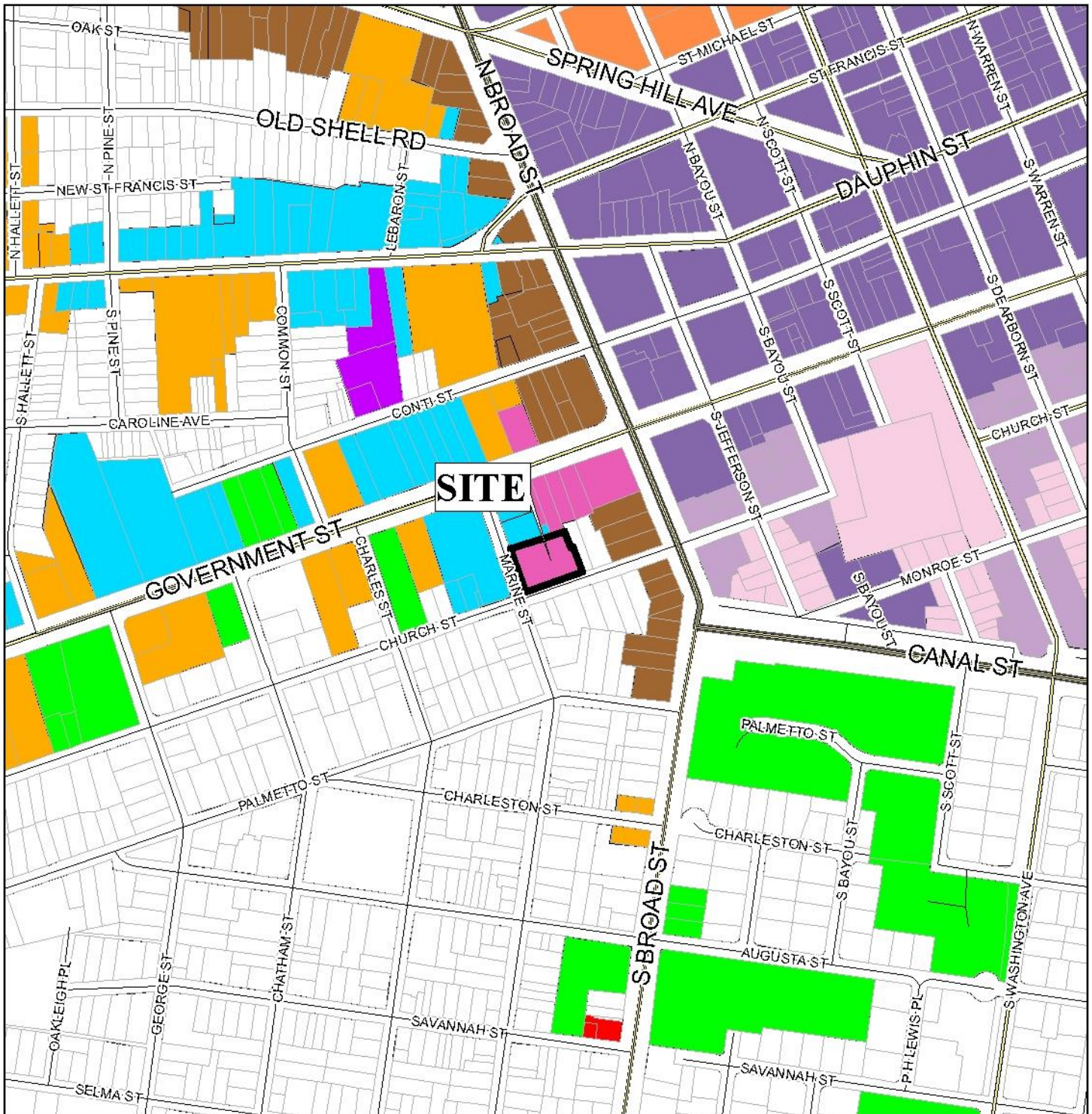


APPLICATION NUMBER 2 DATE August 20, 2020  
 APPLICANT 916 Church Street  
 REQUEST Planned Unit Development





# LOCATOR ZONING MAP

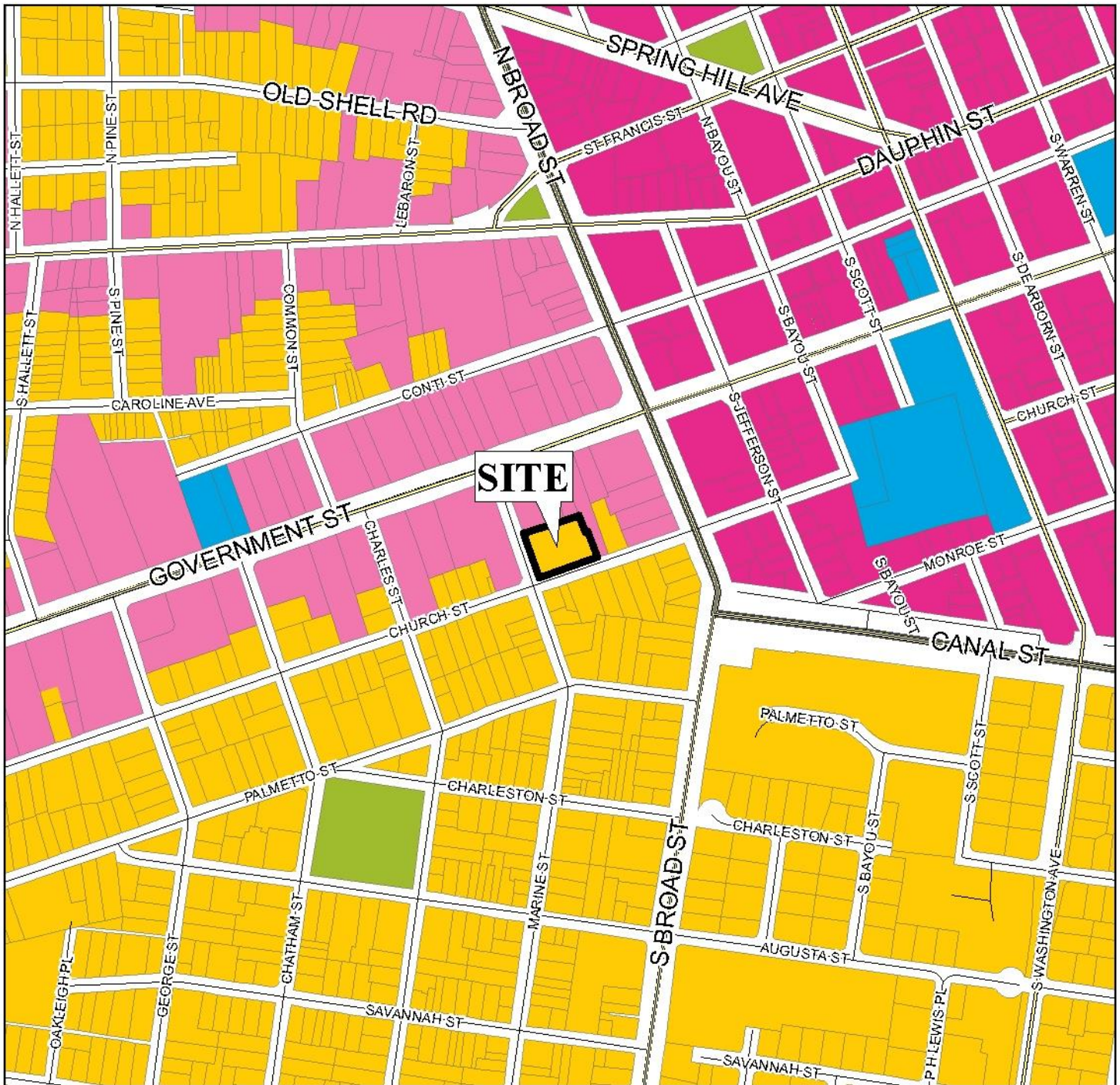


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# FLUM LOCATOR MAP



APPLICATION NUMBER 2 DATE August 20, 2020

APPLICANT 916 Church Street

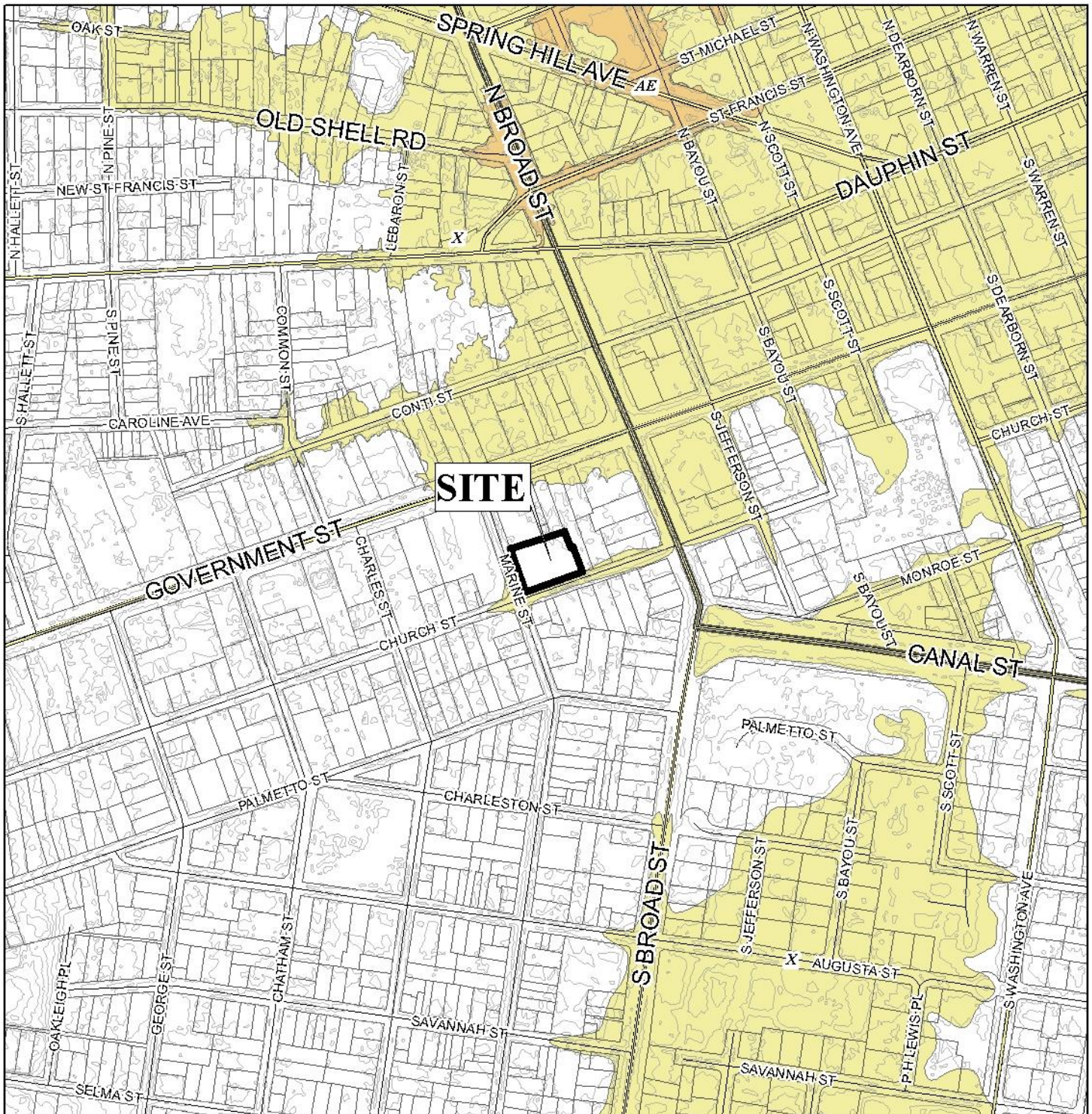
REQUEST Planned Unit Development

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





# ENVIRONMENTAL LOCATOR MAP



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APPLICANT 916 Church Street  
REQUEST Planned Unit Development



NTS



# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by residential units. Offices lie north and east of the site.

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REQUEST Planned Unit Development

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





# PLANNING COMMISSION VICINITY MAP - EXISTING AERIAL



The site is surrounded by residential units. Offices lie north and east of the site.

APPLICATION NUMBER 2 DATE August 20, 2020

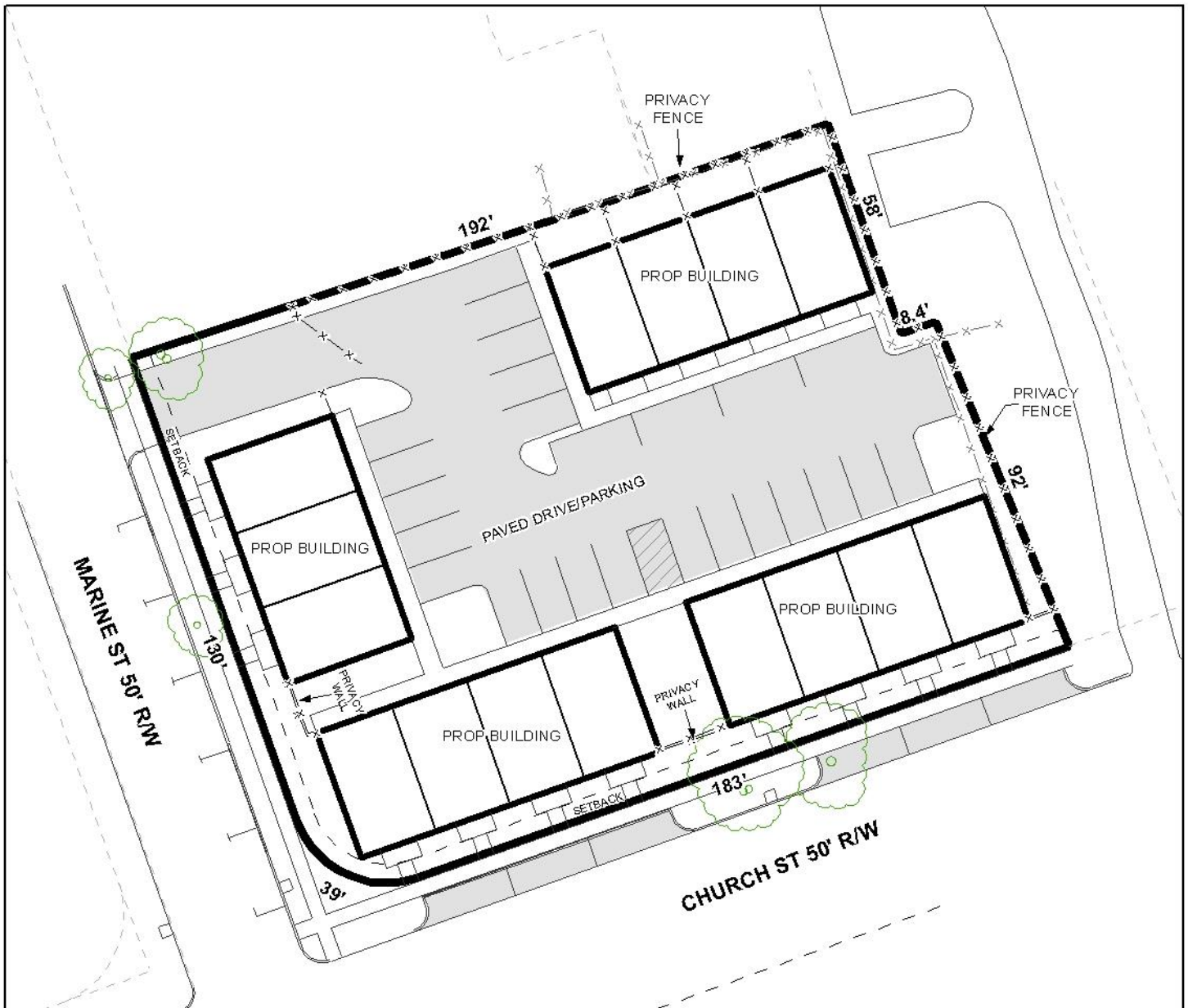
APPLICANT 916 Church Street

REQUEST Planned Unit Development



NTS

# SITE PLAN



The site plan illustrates the proposed buildings, drives, fences, and parking.

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