

**SUBDIVISION,
PLANNED UNIT DEVELOPMENT, &
SIDEWALK WAIVER STAFF REPORT****Date: September 15, 2022****APPLICANT NAME**

Engineering Design Group, LLC

SUBDIVISION NAME

Dawes Townhomes Subdivision

LOCATION625, 635, 645, 655, 665, 675, and 685 Dawes Road
(Southeast corner of Dawes Road and Glider Avenue,
extending to the Northeast corner of Dawes Road and Old
Government Street Road).**CITY COUNCIL
DISTRICT**

Council District 6

PRESENT ZONING

B-3, Community Business District

AREA OF PROPERTY

64 Lots / 8.1± Acres

CONTEMPLATED USE

Subdivision Approval to create sixty-four (64) legal lots of record from nine (9) legal lots of record, Planned Unit Development approval to allow reduced front, rear and side yard setbacks, reduced lot sizes, and increased site coverage in a residential subdivision, and a Sidewalk Waiver request to waive construction of sidewalks along Dawes Road, Glider Avenue, and Old Government Street Road.

**TIME SCHEDULE
FOR DEVELOPMENT**

Immediately

**ENGINEERING
COMMENTS****Subdivision:** The "PLAT" that was submitted was labeled PRELIMINARY PLAT but did not contain adequate information to review.**Sidewalk Waiver:****GLIDER AVE:**

It appears that there is sufficient room within the ROW, or within the property, for the construction of a sidewalk that could be permitted.

DAWES RD:

It appears that there is sufficient room within the ROW, or within the property, for the construction of a sidewalk that could be permitted.

OLD GOVERNMENT ST. RD:

It appears that there is sufficient room within the ROW, or within the property, for the construction of a sidewalk that could be permitted.

Planned Unit Development:

1. Label the 50' ROW as "PRIVATE".
2. Label each proposed drainage easement as "PRIVATE".
3. Label each item on the plan and/or add a legend.
4. Delineate each of the Common Areas and the ROW more clearly. The proposed Private ROW line is not legible or labeled.
5. Show and label the proposed Mail Kiosk (if provided).
6. Is a single dumpster adequate for 64 homes?
7. ADD THE FOLLOWING NOTES TO THE PUD SITE PLAN:
 - a. 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 (251-208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII).
 - b. A Land Disturbance Permit application shall be submitted for any proposed land disturbing activity with the property. A complete set of construction plans including, but not limited to, drainage, utilities, grading, storm water detention systems and paving will need to be included with the Land Disturbance permit. This Permit must be submitted, approved, and issued prior to beginning any of the construction work.
 - c. Any and all proposed land disturbing activity within the property will need to be submitted for review and be in conformance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.
 - d. Each Lot Owner shall be required to submit a Single Family Residential Affidavit application with the initial construction of a single family dwelling or other impervious surface (driveway, shed, slab, asphalt, gravel, etc.). The application shall include a site plan showing the proposed improvements and a verification that the amount of impervious area is less than or equal to the approved amount of impervious area.
 - e. 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.

- f. The approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit. The Owner/Developer is responsible for acquiring all of the necessary permits and approvals.
- g. The proposed development must comply with all Engineering Department design requirements and Policy Letters.

TRAFFIC ENGINEERING

COMMENTS

A traffic impact study (TIS) has been requested for this site but has not yet been submitted or reviewed. Traffic Engineering approval of this site is contingent upon the submission and acceptance of the traffic impact study. Owner/Developer is responsible for any improvements that may be necessary to mitigate the increase in traffic within the TIS study limits. Development should be limited to driveways as shown on the approved PUD plan with size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Any required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance. Parking calculations for the site appear to count a garage space and a driveway space. As illustrated it appears the sidewalk will be blocked with parked vehicles and will inhibit use. With each lot having its own driveway there are no provisions for parking nearby the residences and the additional parking is not dispersed through the site to promote usage by residents and guests. As proposed, this roadway typical section is non-standard and PUD should clearly indicate if the intention for the labeled "right-of-way" is private or public.

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 will 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). Fire apparatus access is required to be within 150' of all commercial and residential buildings. A fire hydrant is required to be within 400' of non-sprinkled commercial buildings and 600' of sprinkled commercial buildings.

REMARKS

The applicant is requesting Subdivision Approval to create sixty-four (64) legal lots of record from nine (9) legal lots of record, Planned Unit Development approval to allow reduced front, rear and side yard setbacks, reduced lot sizes, and increased site coverage in a residential subdivision, and a Sidewalk Waiver request to waive construction of sidewalks along Dawes Road, Glider Avenue, and Old Government Street Road.

The site has been given a Low Density Residential (LDR) land use designation, per the Future Land Use Plan and Map, adopted on May 18, 2017 by the Planning Commission. 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 to existing residential neighborhoods found mostly west of the Beltline or immediately adjacent to the east side of the Beltline.

The primary land use in the LDR districts is residential and the predominant housing type is the single-family housing unit, detached or semi-detached, typically placed within a street grid or a network of meandering suburban streets. The density in these districts ranges between 0 and 6 dwelling units per acre (du/ac).

These neighborhoods may also contain small-scale, low-rise multi-unit structures at appropriate locations, as well as complementary retail, parks and civic institutions such as schools, community centers, neighborhood playgrounds, and churches or other religious uses if those uses are designed and sited in a manner compatible with and connected to the surrounding context. The presence of individual ancillary uses should contribute to the fabric of a complete neighborhood, developed at a walkable, bikeable human scale.

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 cases 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.

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

The applicant did not submit a preliminary plat showing the proposed lot lines, common areas, and other information as required by Section IV.A. of the Subdivision Regulations for the proposed Subdivision, but rather a survey of the existing property configuration, and a site plan showing the proposed development. As such, staff was unable to conduct a complete analysis.

The survey illustrates the site has frontage along Dawes Road, Glider Avenue, and Old Government Street Road. Dawes Road is a minor arterial street, which has an existing compliant 60-foot right-of-way making no dedication necessary. Glider Avenue and Old Government Street Road are both minor streets without curb and gutter, and as such should have rights-of-way of 60-feet. Glider Avenue is depicted as having an existing right-of-way of 50-feet, making dedication

to provide 30-feet from the centerline necessary, if approved. Old Government Street Road is shown as having a varying right-of-way, therefore if approved, the Final Plat should be revised to either depict that there is a minimum of 30-feet to the centerline of the existing right-of-way, or provide adequate dedication. Furthermore, dedication of the corner radii at Dawes Road and Glider Avenue as well as Dawes Road and Old Government Street Road per Section V.D.6. of the Subdivision Regulations should be required, if approved.

While the lots sizes are not provided in square feet, or acres, based on the plan submitted, the proposed lots do not meet the minimum size requirements for lots served by public water and sanitary sewer. All lots proposed are 20-feet wide by 56-feet deep, for a total of 1,120 square feet per lot. While the lot sizes are considerably less than the 7,200 square feet typically required by the Subdivision Regulations, the Subdivision application is associated with a Planned Unit Development application, and qualifies as an innovative design, per Section VIII.C. of the Subdivision Regulations, as each lot is proposed to be developed with a townhome. If approved, the plat should be revised to depict the lot size in both square feet and acres; or, a table with the same information may be placed on the Final Plat, if approved.

The site plan depicts two (2) common areas. If approved, a note should be placed on the Final Plat that the maintenance of the common areas is the responsibility of the homeowners, and not the City of Mobile.

Regarding access management, a note reflecting Traffic Engineering's comments should be required on the Final Plat and Planned Unit Development site plan, if approved.

In addition to a "Board of Water and Sewer Easement" at the South of the site, and a 7.5-foot drainage and utility easement along the Eastern property line, there is a 10-foot utility easement depicted along the rear of the proposed lots. It should be noted that there are approximately 30-foot wide strips of land that separate the proposed townhome structures, where the utility easement's boundaries are not clearly depicted, and it appears the easement possibly widens to 66-feet deep as shown. If approved, the boundaries of all easements should be clearly depicted, as well as a note placed on the Final Plat and site plan stating that no structures are allowed in any easement without the approval of the easement holder.

PUD 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.

It is very important to note that PUD review is site plan specific; therefore any future changes to the overall site plan must be submitted for PUD review. Furthermore, PUD approvals expire after one year if no permits are obtained.

The applicant proposes nine (9) townhouse buildings, with each individual townhouse unit being on its own legal lot of record. Because the townhomes will be on individually owned lots, but are functioning as a multi-family development, the plan is being reviewed as a multi-family development.

The applicant has provided the following information:

	<u>Standard Requirements</u>	<u>Proposed Standards</u>
Front Setback	25-feet	11-feet
Side Setback	8-feet	0-feet
Rear Setback	8-feet	0-feet
Site Coverage	35%	100%

The applicant states:

DESCRIPTION

This application is to form a PUD for nine existing B-3 lots for the purpose of constructing multi-family residential townhomes with a public roadway. Upon obtaining the appropriate approvals and permits for this development, construction will begin immediately.

PLAN CONSISTENCY

The Future Land Use Map depicts these properties as Low Density Residential which includes small-scale, lowrise multi-unit structures as is proposed with this project. Low Density Residential indicates density range from 0-6 du/ac. This project proposes 8 du/ac which is reasonably close to the Low Density Residential zoning and is consistent with the District Center zoning which is within close proximity as identified on the Future Land Use Map. Therefore, this development would be cohesive with the Future Land Use Plan of the surrounding area, which would meet the intent of the Future Land Use Plan.

Curb Cuts

There will be proposed access points on Dawes RD and Glider Ave.

As the proposed development is being evaluated as if it were multi-family, 1.5 parking spaces are required per townhome. As the site will have a total of 64 townhomes, a total of 96 parking spaces are required. The applicant proposes a total of 137 spaces for the development. Typically, if more than 25 parking spaces are being provided for a single development, a photometric site plan is

required at the time of permitting, however, due to there not being a contiguous parking lot, this requirement may be waived.

The site plan submitted states that there will be two parking spaces provided for each townhouse, with one being located in a garage, and the other in the driveway. As proposed, the structures will be setback from the proposed front property line a distance of 11-feet, which is less than the standard parking space depth requirement of 18-feet. Therefore, any vehicles in the driveways would extend into the right-of-way, and block sidewalks for pedestrian access. Furthermore, Section 64-6.A.2 states: "Access, maneuvering area, ramps and other appurtenances shall be furnished off the street right-of-way and, except for one-family and two-family dwellings, vehicles are prohibited from backing from the area into the roadway." As the proposed layout will result in vehicles backing out of the sub-standard "parking space", into the right-of-way, this does not comply with Zoning Ordinance requirements, and poses a safety hazard. Furthermore, it should be noted that per Engineering comments, the proposed street should be made private, rather than public, as proposed by the applicant.

The proposed site plan depicts a mailbox kiosk, dumpster, and nine (9) associated parking spaces to serve the development in addition to the non-compliant parking spaces at each townhome. It is unclear if these improvements are proposed to be located on the common area, or in the right-of-way associated with the new public street to be constructed. If approved, it should be clearly depicted that these amenities will be located on the common area. Also, if approved, the site plan should be revised to clearly note that the dumpster will have a compliant enclosure and sanitary sewer connection.

There are notes on the site plan stating that the applicant will work with the Urban Forester to insure the development complies with landscaping and tree planting requirements. If approved, this information should be retained on the site plan. Due to the size of the proposed individual lots, and associated site coverage requested, all tree plantings and landscape area for the development should be within the common areas. Also, if approved, a note should be placed on the site plan stating that maintenance of the tree plantings and landscape area for the development is the responsibility of the property owners.

Finally, the applicant makes no mention of any proposed signage. Multi-family developments are typically limited to one (1) sign per entry, with a maximum of two (2) signs. If the applicant wishes to have signage, compliant sign locations should be depicted on the plat, if approved.

It should be noted that the Mobile City Council adopted a "complete streets" policy on May 31, 2011. The purpose of the complete streets policy is to support the design and construction of streets to enable safe access to all users, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and abilities.

In regards to the Sidewalk Waiver, the applicant states:

- 1) On the east side of Dawes road there is a 3 foot drainage ditch that would prevent a sidewalk to be placed along that portion of the property.*

- 2) *The properties along Glider Ave that are adjacent to our property do not contain sidewalks. If we were to propose a sidewalk along our property line then there would be inadequate pedestrian flow from our property to adjacent properties, thus preventing a need for a sidewalk to be placed along our property line.*
- 3) *We are not proposing a connection to Old Government Street and the adjacent properties along Old Government Street do not contain sidewalks. If we were to propose a sidewalk along our property line then there would be inadequate pedestrian flow from our property to adjacent properties, thus preventing a need for a sidewalk to be placed along our property line.*

Per Engineering comments, there is sufficient room either in the right-of-way or on private property along each of the existing public street frontages for the provision of compliant sidewalks. Furthermore, the proposed development will be increasing the likelihood for pedestrian traffic, and therefore demand for sidewalks in the area.

RECOMMENDATION

Subdivision: The application is recommended for Holdover to the October 20th meeting, so that the following items can be addressed by September 29th:

- 1) Submittal of a preliminary plat compliant with Section IV.A. of the Subdivision Regulations;
- 2) Submittal of revised information as needed for the Planned Unit Development.

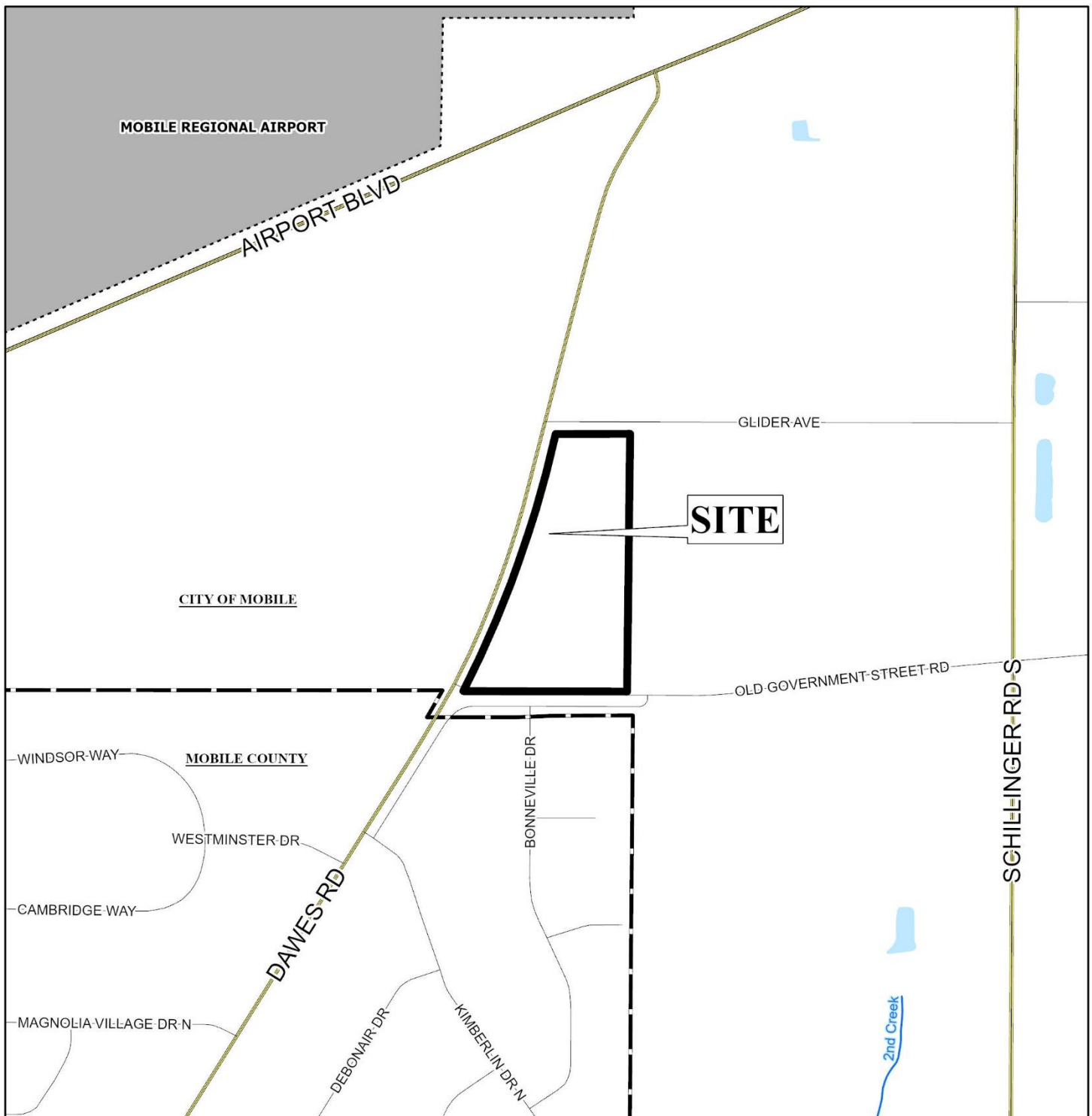
Planned Unit Development: The application is recommended for Holdover to the October 20th meeting, so that the following items can be addressed by September 29th:

- 1) Revision of the site plan to reconfigure proposed parking in such a way that the entire spaces are located on the lot and vehicles do not back into the right-of-way;
- 2) Clarification on if the proposed dumpster, mail kiosk, and associated parking are in the proposed right-of-way or common area; and
- 3) Revision of the site plan to comply with Engineering comments: *(1. Label the 50' ROW as "PRIVATE". 2. Label each proposed drainage easement as "PRIVATE". 3. Label each item on the plan and/or add a legend. 4. Delineate each of the Common Areas and the ROW more clearly. The proposed Private ROW line is not legible or labeled. 5. Show and label the proposed Mail Kiosk (if provided). 6. Is a single dumpster adequate for 64 homes? 7. ADD THE FOLLOWING NOTES TO THE PUD SITE PLAN: a. 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 (251-208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII). b. A Land Disturbance Permit application shall be submitted for any proposed land disturbing activity with the property. A complete set of construction plans including, but not limited to, drainage, utilities, grading, storm water*

detention systems and paving will need to be included with the Land Disturbance permit. This Permit must be submitted, approved, and issued prior to beginning any of the construction work. c. Any and all proposed land disturbing activity within the property will need to be submitted for review and be in conformance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control. d. Each Lot Owner shall be required to submit a Single Family Residential Affidavit application with the initial construction of a single family dwelling or other impervious surface (driveway, shed, slab, asphalt, gravel, etc.). The application shall include a site plan showing the proposed improvements and a verification that the amount of impervious area is less than or equal to the approved amount of impervious area. e. 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. f. The approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit. The Owner/Developer is responsible for acquiring all of the necessary permits and approvals. g. The proposed development must comply with all Engineering Department design requirements and Policy Letters.)

Sidewalk Waiver: Based on the preceding, the sidewalk waiver is recommended for denial.

LOCATOR MAP



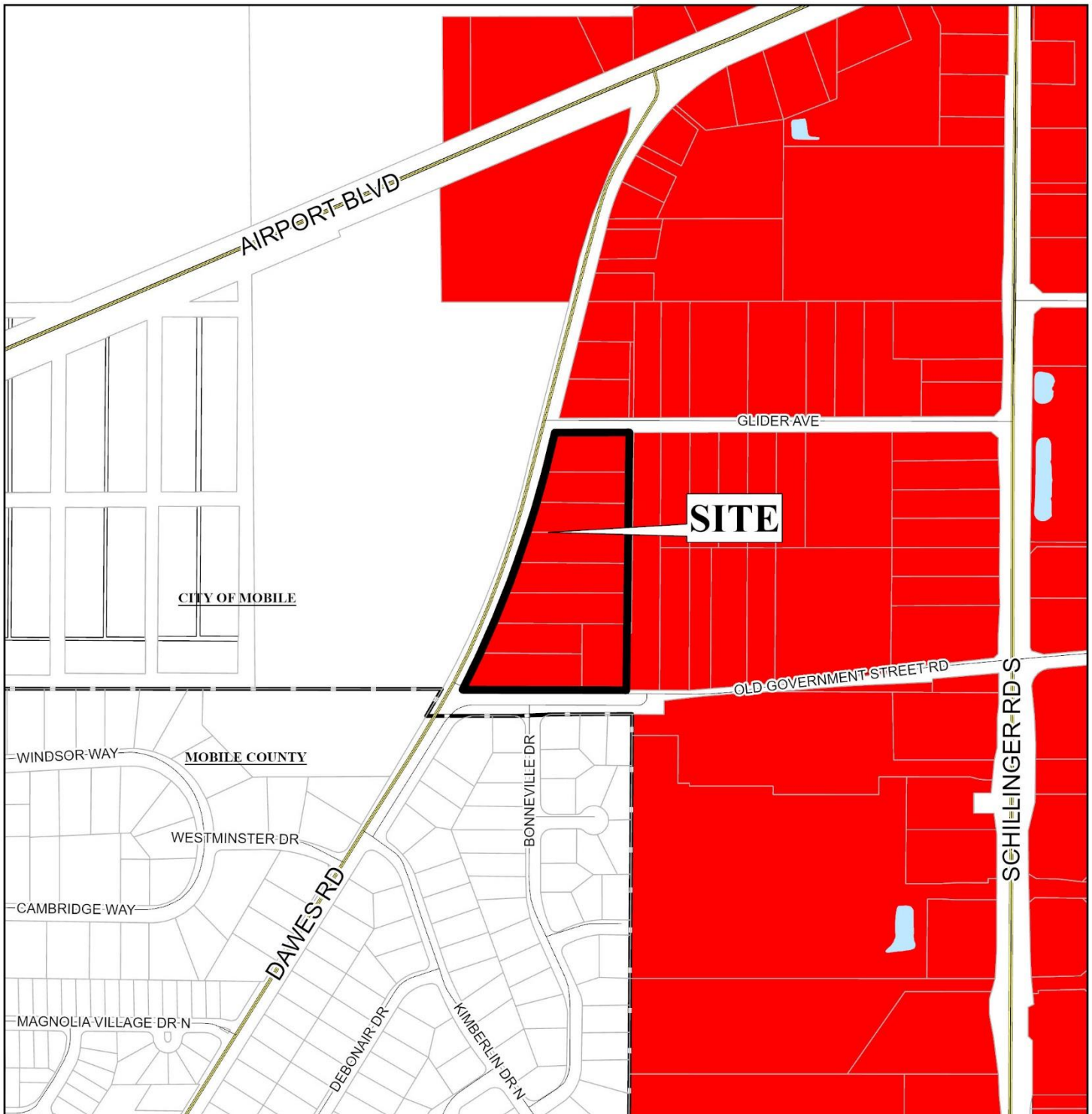
APPLICATION NUMBER 4 DATE September 15, 2022

APPLICANT Dawes Townhomes Subdivision

REQUEST Subdivision, Pud, Sidewalk Waiver



LOCATOR ZONING MAP



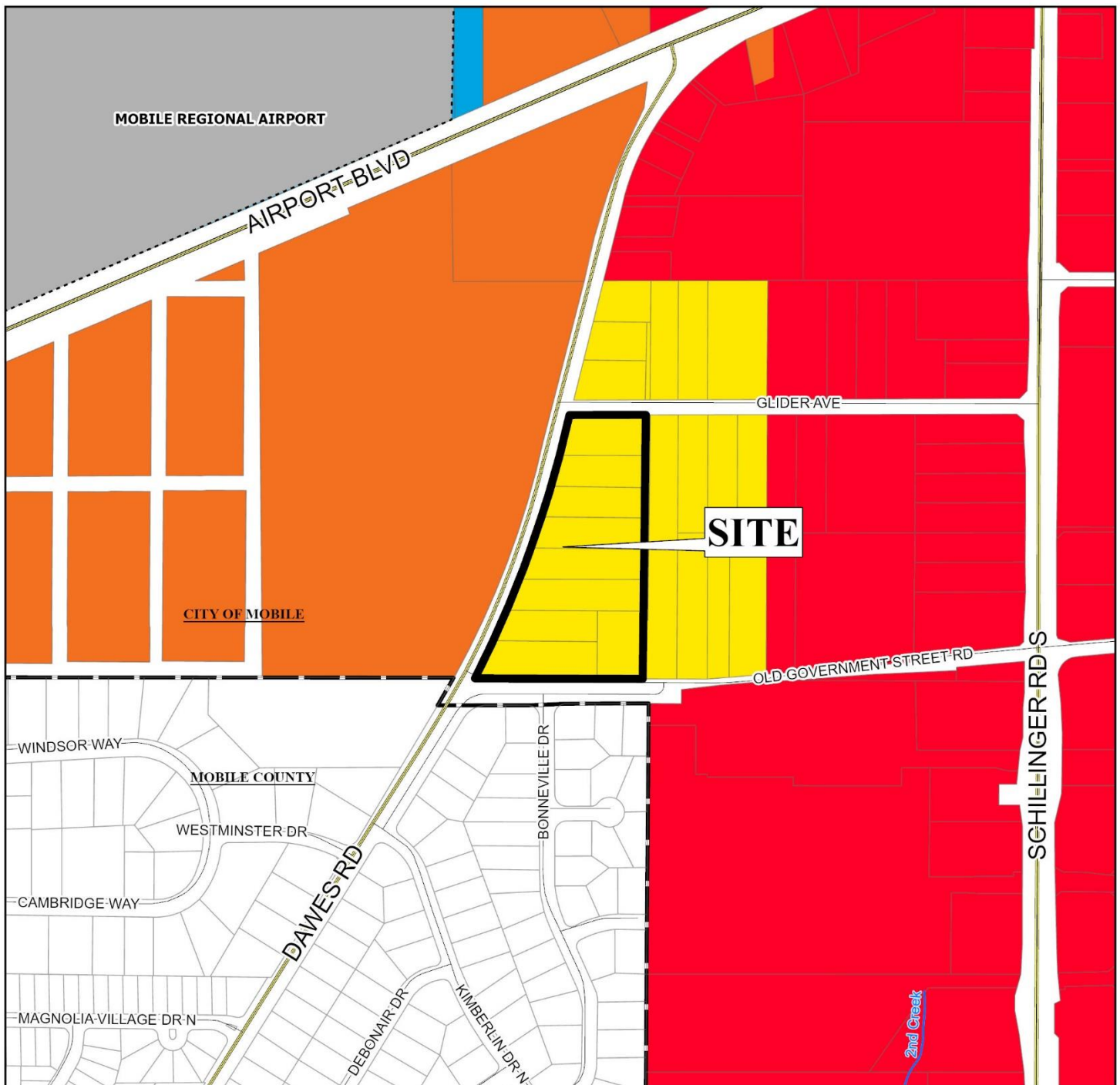
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FLUM LOCATOR MAP



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Layer2

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



ENVIRONMENTAL LOCATOR MAP



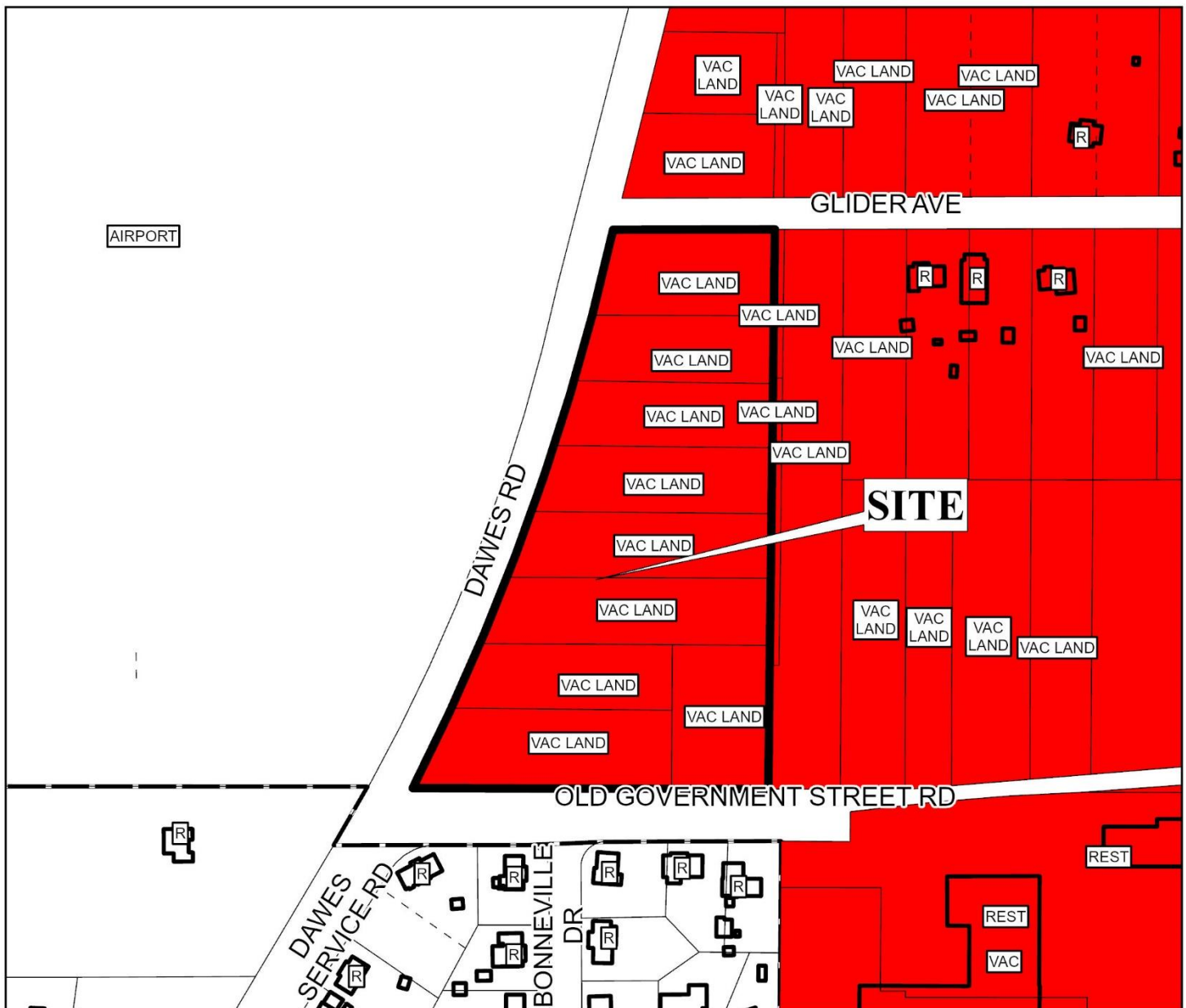
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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by residential and commercial units.

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REQUEST Subdivision, Pud, Sidewalk Waiver

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

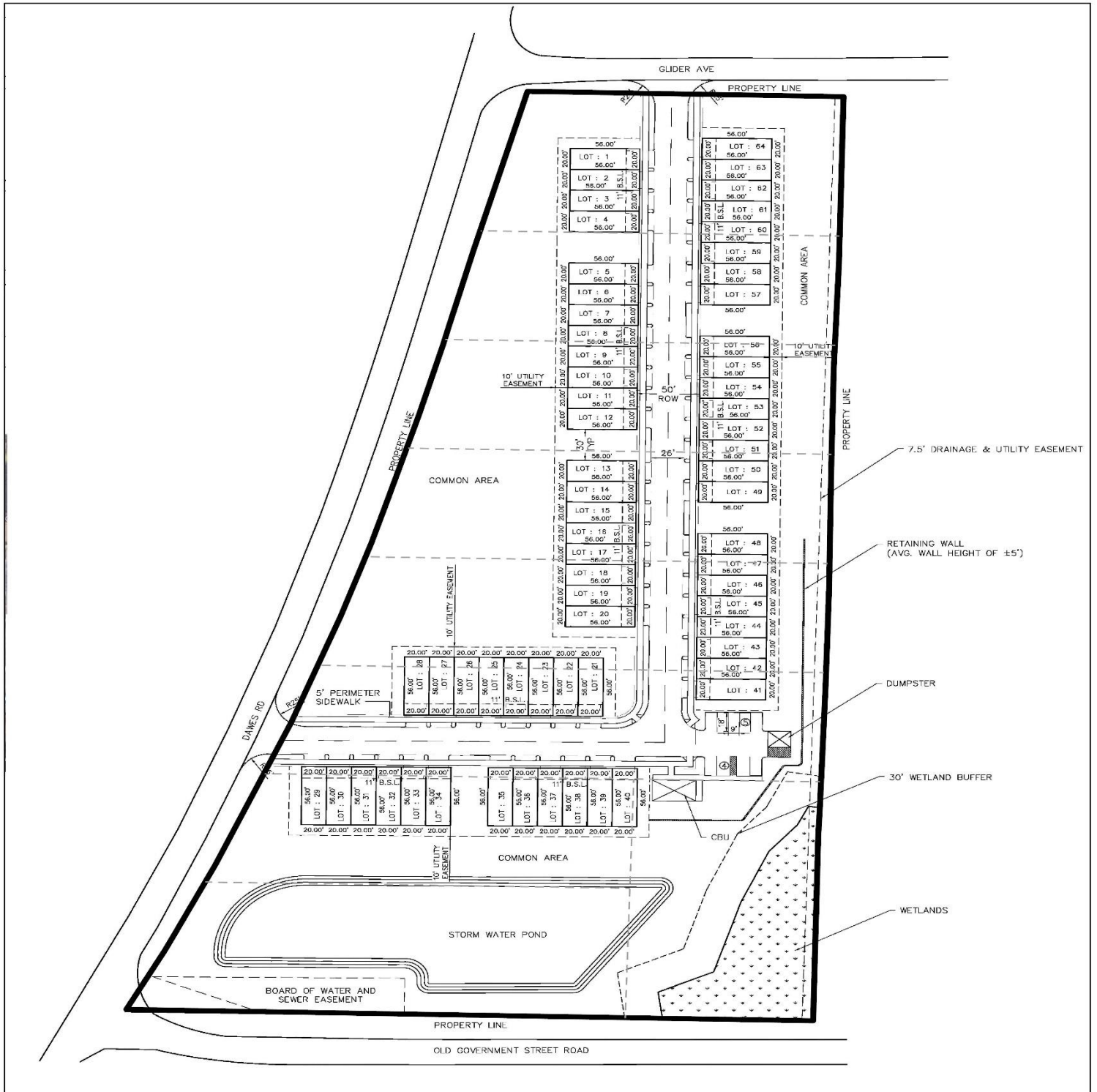


The site is surrounded by residential and commercial units.

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SITE PLAN



The site plan illustrates the proposed lots, setbacks, easements, and storm pond.

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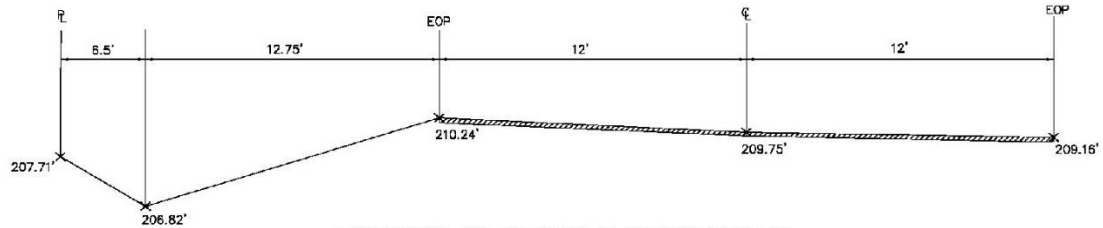
DETAIL SITE PLAN



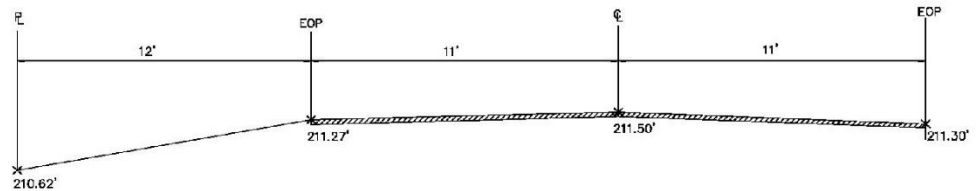
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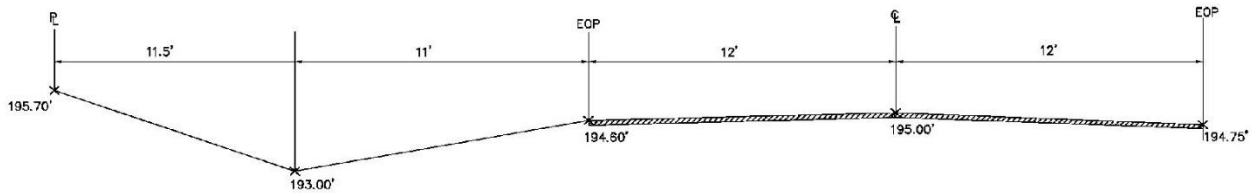
DETAIL SITE PLAN



TYPICAL SECTION DAWES ROAD
N.T.S.



TYPICAL SECTION GLIDER AVENUE
N.T.S.



TYPICAL SECTION OLD GOVERNMENT STREET
N.T.S.

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NTS