

**SUBDIVISION,  
PLANNED UNIT DEVELOPMENT &  
PLANNING APPROVAL STAFF REPORT    Date: September 20, 2007**

**DEVELOPMENT NAME**            Shiloh Missionary Baptist Church

**SUBDIVISION NAME**            Shiloh Missionary Baptist Church Subdivision

**LOCATION**                            2756 Old Shell Road  
(Northwest corner of Old Shell Road and Bay Shore Avenue)

**CITY COUNCIL DISTRICT**            Council District 1

**PRESENT ZONING**                    R-1, Single-Family Residential

**AREA OF PROPERTY**                1 Lot / 2.7 $\pm$  Acres

**CONTEMPLATED USE**            **Planned Unit Development Approval** to allow three buildings on a single building site for a church.  
   **Planning Approval** to allow the expansion of an existing church in an R-1, Single-Family Residential District to include a new sanctuary, educational building, and parking lot expansion.

**TIME SCHEDULE FOR DEVELOPMENT**            None Specified

**ENGINEERING**

**COMMENTS**                            It is the responsibility of the applicant to look up the site in the City of Mobile (COM) GIS system and verify if NWI wetlands are depicted on the site. If the COM GIS shows wetlands on the site, it is the responsibility of the applicant to confirm or deny the existence of wetlands on-site. If wetlands are present, they should be depicted on plans and/or plat, and no work/disturbance can be performed without a permit from the Corps of Engineers. Must comply with all storm water and flood control ordinances. Any work performed in the right of way will require a right of way permit.

**TRAFFIC ENGINEERING**

**COMMENTS**                            Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Sign and mark all one-way drives.

**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 61-929 and City Code Chapters 57 and 64). Full compliance with landscaping and tree requirements of the Zoning Ordinance to be coordinated with Urban Forestry.

**FIRE DEPARTMENT**

**COMMENTS**

All projects must comply with the requirements of the 2003 International Fire Code, including Appendices B through D, as adopted by the City of Mobile, and the 2003 International Existing Building Code, as appropriate.

**REMARKS**

The applicant is requesting subdivision approval to incorporate multiple lots and parcels into a single lot of record; Planning Approval to allow the expansion of a church as associated parking facilities in an R-1, Single-Family Residential District; and Planned Unit Development to allow multiple buildings on a single-building site.

As referenced above, the purpose of the subdivision is to incorporate several existing lots of record and a metes and bounds parcel into one legal lot of record. While generally such an incorporation of properties into one legal lot is not an issue, in this instance the metes and bounds parcel is the south ½ of a legal lot of record. No documentation was submitted with the application to establish this parcel as a legal nonconforming parcel, or to justify exclusion of the remaining north ½.

The review required for Planning Approval examines the applicant's location and site plan with regard to transportation, parking and access, public utilities and facilities, traffic congestion and hazard, and to determine if the proposal is in harmony with the orderly and appropriate development of the district. Planning Approval is site plan and use specific, thus any future changes to the site or operation of the facilities will require additional Planning Approval.

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. Planned Unit Development Approval is site plan and use specific, thus any future changes to the site or operation of the facilities will require additional Planned Unit Development Approval.

As the reviews for Planning Approval and Planned Unit Development (PUD) Approval are similar, these reviews will be combined for the purpose of this report.

There are several issues with the Planning Approval and Planned Unit Development applications as submitted. First and foremost, the site plans submitted do not include any dimensions. This lack of dimensions makes it virtually impossible to review; and, since these applications are site plan specific, virtually impossible to ensure compliance with the approved plans.

Another issue is that the required narrative describing the proposal is incomplete and does not provide adequate information.

In essence, the plans submitted are incomplete and cannot at this time be reviewed.

While the plans are incomplete and the applications will be recommended for HOLDVER, there are a few issues that the applicant should consider and include with revisions to the plan(s).

As the site is located at the intersection of Old Shell Road and Bay Shore Avenue, both of which function as collector streets in this area, consideration should be given to the dedication of an appropriate radius at this intersection.

Another issue relates to the Old Shell Road right-of-way. The plan submitted simply states that the right-of-way varies, but does not provide any information regarding minimum or maximum. One of the purposes for illustrating right-of-way is to ensure that the right-of-way provided meets minimum standards. In this instance, since no information is provided, staff cannot determine if the existing right-of-way is adequate, or if dedication would be required. If dedication is required, there would have to be significant reconfiguration to the proposed site plan.

## **RECOMMENDATION**

***Subdivision*** Based on the preceding, the application is recommended for HOLDVER until the October 18 meeting to allow the applicant to address the issues relating to the metes and bounds parcel, and to be considered simultaneously with the Planning Approval and Planned Unit Development applications.

***Planning Approval*** Based on the preceding, the application is recommended for Holdover until the October 18 meeting to allow the applicant to address ALL discrepancies with the application packet. Revised information must be submitted no later than September 27.

***Planned Unit Development*** Based on the preceding, the application is recommended for Holdover until the October 18 meeting to allow the applicant to address ALL discrepancies with the application packet. Revised information must be submitted no later than September 27.

***Revised for the October 18<sup>th</sup> meeting.***

*The applicant has submitted a revised site plan, providing appropriate dimensions where needed, as well as a somewhat more detailed narrative of the proposed project. There are, however, issues relating to the proposal that should still be addressed.*

*One issue related to dedication of radii at the intersections of Bay Shore Avenue with both Old Shell Road and Le Cren Street. The radius at Old Shell Road was specifically noted in the staff comments for the September 20<sup>th</sup> meeting, but is not reflected on the revised plan. While the staff did not point out the needed dedication at Le Cren, it would logically follow that a radius should be provided at this intersection as well. Further, the Subdivision Regulations require the dedication of radii at all intersections.*

*Another issue relates to screening of parking as required by Section 64.5.A.3.i of the Zoning Ordinance. This section requires that any parking facility containing 10 or more spaces and that is adjacent to residential properties be buffered from those properties as prescribed in Section IV.D.1. Additionally, when such a facility is located across a minor residential street from residential properties, a buffer wall or hedge is also required. The narrative on the site plan states that no such buffers are proposed.*

*Also, Section 64-6.A.3.c of the Zoning Ordinance, Lighting, states that “if they contain ten (10) or more cars, lighting shall be provided and maintained during their operation, and shall be so arranged that the source of light does not shine directly into adjacent residential properties or into traffic.” Therefore, a lighting plan will also required, and shall be so designed as to provide shielding or alternative lighting fixtures to ensure that lighting does not shine directly onto the adjacent residential properties or into traffic.*

*Further relating to the parking facility, the number of spaces provided falls short of the required number of spaces based upon the seating capacity of the proposed sanctuary by 16 spaces (187 required, 171 provided). The applicant has an application for parking variance pending before the Board of Zoning Adjustment to allow this reduction. Many of the members of the congregation are also residents of the neighborhood and frequently walk to church services and functions. Therefore, the reduction in parking spaces would be appropriate – provided the variance is approved by the Board of Zoning Adjustment.*

*It should be noted that the plan illustrates the provision of a sidewalk along all three street frontages. This should encourage pedestrian traffic to the church and could be considered as substantiation and support of the assertion that congregants frequently walk to church functions.*

*While the site plan illustrates the proposed driveways from Old Shell Road, Bay Shore Avenue and Le Cren Street, there is not reference on the plan as to how the existing driveways (one of which is continuous from Bay Shore Avenue to the existing sanctuary) are to be closed, and provisions made to ensure that access and parking will be only via the driveways as shown on the site plan. This is at issue because there is no curb and gutter along Old Shell Road to create an impediment.*

*The plan does not illustrate actual landscaping and tree plantings, however the applicant is aware that full compliance with these requirements is to be provided. The plan does illustrate the location of a 60" live oak, and provides a landscaped island around this tree. The tree should be given preservation status (All work under the canopy is to be permitted and coordinated with Urban Forestry, removal to be permitted by Urban Forestry only in the case of disease or impending danger), and if any modifications to the landscaped island are needed to help preserve the tree, they should be Coordinated with Urban Forestry.*

*The plan does not illustrate the location of a dumpster or trash receptacle. If one is required, dependant upon the location, revisions to the parking and circulation pattern may be necessary.*

### **RECOMMENDATION**

***Subdivision*** Based on the preceding, the application is recommended for Tentative Approval subject to the following conditions:

- 1. dedication of sufficient radii at the intersections Bay Shore Avenue with Old Shell Road and Le Cren Street, to be coordinated with Engineering and Traffic Engineering, but at a minimum to comply with Section V.D.6 of the Subdivision Regulations;*
- 2. placement of a note on the final plat stating that the subdivision is limited to a maximum of one curb cut to Old Shell Road, one curb cut to Le Cren, and three curb cuts to Bay Shore Avenue, exact size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards;*
- 3. placement of a note on the final plat stating that the 60" live oak is given preservation status (All work under the canopy is to be permitted and coordinated with Urban Forestry, removal to be permitted by Urban Forestry only in the case of disease or impending danger); and*
- 4. labeling of the lot with size in acres or square feet, or the provision of a table containing that information.*

***Planning Approval*** Based on the preceding, the application is recommended for Approval subject to the following conditions:

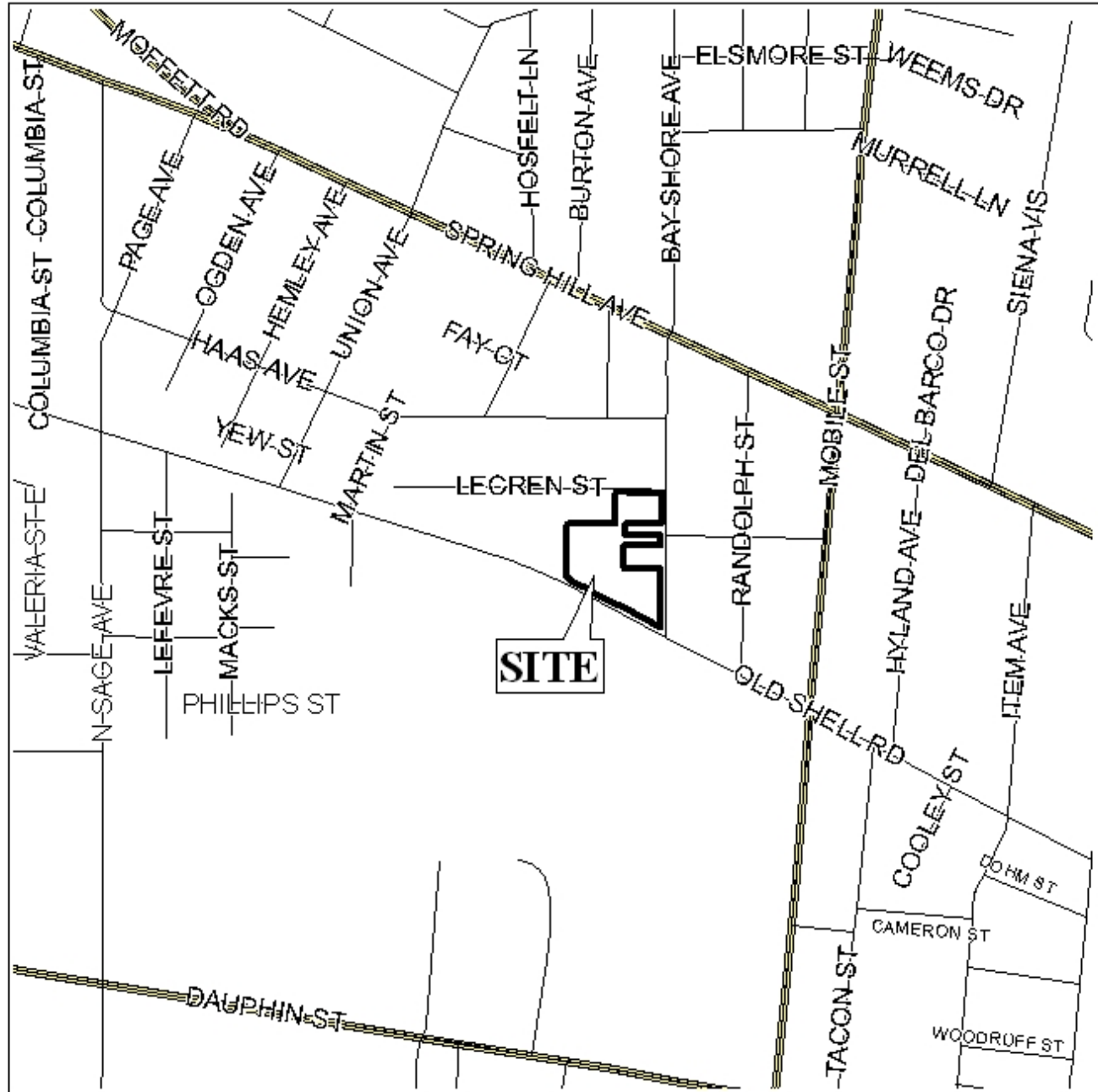
- 1. completion of the subdivision process prior to the issuance of any permits;*
- 2. provision of screening of parking as required by Section 64.5.A.3.i of the Zoning Ordinance;*
- 3. lighting of parking facilities shall be provided in compliance with Section 64-6.A.3.c of the Zoning Ordinance;*
- 4. approval by the Board of Zoning Adjustment of the parking variance to allow a reduction in the number of parking spaces;*

5. *the 60" live oak is given preservation status (All work under the canopy is to be permitted and coordinated with Urban Forestry, removal to be permitted by Urban Forestry only in the case of disease or impending danger)*
6. *provision of sidewalks along all three street frontages as illustrated on the site plan submitted;*
7. *illustration as to how the existing driveways (one of which is continuous from Bay Shore Avenue to the existing sanctuary) are to be closed, and provisions made to ensure that access and parking will be only via the driveways;*
8. *illustration of any necessary dumpster or trash receptacle, with **minor** revisions to parking and circulation layout to be approved by Planning staff, if necessary;*
9. *full compliance with landscaping and tree planting requirements;*
10. *full compliance with all municipal codes and ordinances; and*
11. *submission of a revised site plan reflecting the conditions prior to the issuance of any permits*

***Planned Unit Development*** *Based on the preceding, the application is recommended for Approval subject to the following conditions:*

1. *completion of the subdivision process prior to the issuance of any permits;*
2. *provision of screening of parking as required by Section 64.5.A.3.i of the Zoning Ordinance;*
3. *lighting of parking facilities shall be provided in compliance with Section 64-6.A.3.c of the Zoning Ordinance;*
4. *approval by the Board of Zoning Adjustment of the parking variance to allow a reduction in the number of parking spaces;*
5. *the 60" live oak is given preservation status (All work under the canopy is to be permitted and coordinated with Urban Forestry, removal to be permitted by Urban Forestry only in the case of disease or impending danger)*
6. *provision of sidewalks along all three street frontages as illustrated on the site plan submitted;*
7. *illustration as to how the existing driveways (one of which is continuous from Bay Shore Avenue to the existing sanctuary) are to be closed, and provisions made to ensure that access and parking will be only via the driveways;*
8. *illustration of any necessary dumpster or trash receptacle, with **minor** revisions to parking and circulation layout to be approved by Planning staff, if necessary;*
9. *full compliance with landscaping and tree planting requirements;*
10. *full compliance with all municipal codes and ordinances; and*
11. *submission of a revised site plan reflecting the conditions prior to the issuance of any permits.*

## LOCATOR MAP



APPLICATION NUMBER 7, 8, & 9 DATE October 18, 2007

APPLICANT Shiloh Missionary Baptist Church

REQUEST Subdivision, Planned Unit Development, Planning Approval



NTS

# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



A baseball park and school are to the south of the site, vacant commercial land uses are to the southeast, single family residential units are located to the west, east and north of the site, and duplexes are to the north.

APPLICATION NUMBER 7, 8, & 9 DATE October 18, 2007

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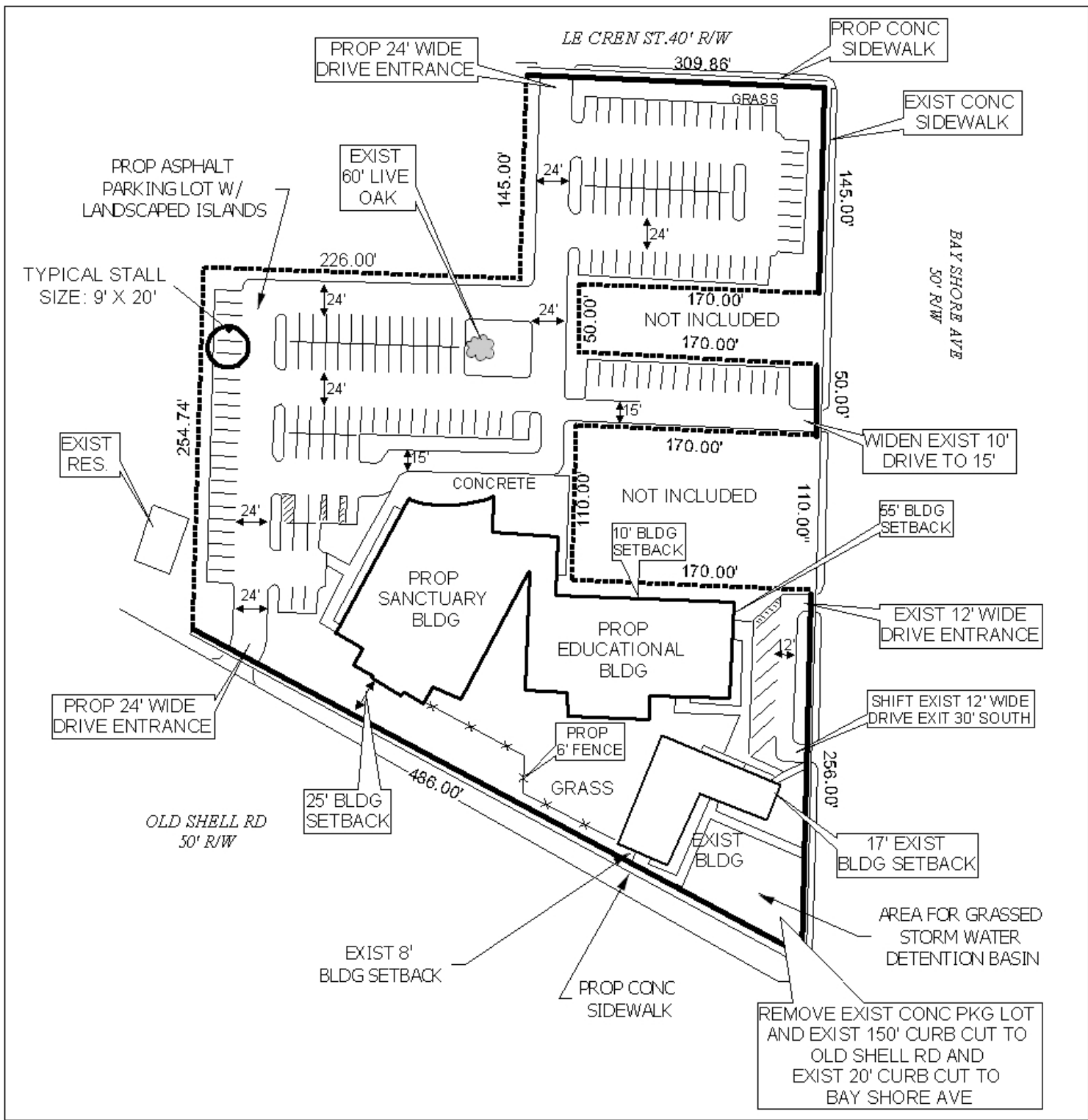
REQUEST Subdivision, Planned Unit Development, Planning approval

LEGEND 

R-1	R-2	R-3	R-A	R-B	H-B	T-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2	NTS
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## SITE PLAN



Proposed buildings, parking, landscaping, and sidewalks are illustrated in the site plan.

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