

**PLANNED UNIT DEVELOPMENT
& SUBDIVISION STAFF REPORT****May 3, 2018**

<u>DEVELOPMENT NAME</u>	Inniss Subdivision
<u>SUBDIVISION NAME</u>	Inniss Subdivision
<u>LOCATION</u>	558 & 560 Houston Street (West side of Houston Street at the West terminus of Old Canal Street)
<u>CITY COUNCIL DISTRICT</u>	District 2
<u>AREA OF PROPERTY</u>	1 Lot / 0.3 ± acres
<u>CONTEMPLATED USE</u>	Planned Unit Development Approval to allow multiple buildings on a single building site, and to create one legal lot of record from multiple lots.
<u>TIME SCHEDULE FOR DEVELOPMENT</u>	Within one year of approval.
<u>ENGINEERING COMMENTS</u>	

Subdivision: FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review and/or signature by the City Engineer):

- A. Provide all of the required information on the SUBDIVISION PLAT (i.e. signature blocks, signatures, certification statements, written legal description, required notes, legend, scale, bearings and distances) that is required by the current Alabama State Board of Licensure for Professional Engineers and Land Surveyors.
- B. Add additional street names to the vicinity map.
- C. Provide and label the monument set or found at each subdivision corner.
- D. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- E. Provide the Surveyor's Certificate and Signature.
- F. Provide the Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- G. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photos photo (FLIGHT 27 - #74) LOT A will receive historical credit of impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control. (Coordinate with City Engineering Department staff to establish the exact amount prior to the submittal of a Land Disturbance Permit application). Add a note to the Plat stating that the approval of all applicable federal, state,

and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit.

- H. Add a note to the SUBDIVISION PLAT stating that a Land Disturbance permit will be required for any land disturbing activity in accordance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control; the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.
- I. Add a note to the Plat stating that the approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit.
- J. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved.
- K. Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process.
- L. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- M. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the red-line markup, the ORIGINAL (with all other signatures) and one (1) copy of the revised original (signatures not required) of the revised Final Plat to the Engineering Department.

Planned Unit Development: ADD THE FOLLOWING NOTES TO THE PUD SITE PLAN:

- 1. 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 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).
- 2. 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.
- 3. 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.
- 4. 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.
- 5. 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.

6. The proposed development must comply with all Engineering Department design requirements and Policy Letters.

TRAFFIC ENGINEERING

COMMENTS

Lot is limited to one curb cut to Houston Street with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Any new on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.

URBAN FORESTRY

COMMENTS

Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties (State Act 2015-116 and City Code Chapters 57 and 64).

FIRE DEPARTMENT

COMMENTS

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

REMARKS

The applicant is requesting Planned Unit Development to allow multiple buildings on a single building site, and to create one legal lot of record from multiple lots. The site is located in Council District 2, and according to the applicant is served by public water and sanitary sewer.

One of the existing lots has multiple existing structures on the site and therefore requires a Planned Unit Development. Existing structures depicted on the site include: a salon and barber shop, a mechanic shop and shed in the rear, and a dumpster. Based on the proposed site plan the applicant doesn't appear to be adding any more additional structures to the site, but simply creating additional parking spaces, and adding two heritage trees.

The site has been given a Traditional Corridor (TR) 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 land use designation generally applies to transportation corridors east of I-65, which serve as the primary commercial and mixed-use gateway to Downtown and the City's traditional neighborhoods (equivalent to Map for Mobile's Traditional Neighborhoods).

Depending on their location (and as allowed by specific zoning), TC designations incorporate a range of moderately scaled single-use commercial buildings holding retail or services; buildings that combine housing units with retail and/or office; a mix of housing types including low- or

mid-rise multifamily structures ranging in density from 4 to 10 du/ac; and attractive streetscapes and roadway designs that safely accommodate all types of transportation – transit, bicycling, walking, and driving. In these areas, special emphasis is placed on the retention of existing historic structures, compatible infill development, and appropriate access management.

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 on 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 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 proposed lot appears to meet the minimum size, area, and frontage requirements as defined by Section V.D.2. of the Subdivision Regulations.

The lot size in square feet and acres is depicted on the preliminary plat and should be retained on the Final Plat and site plan, if approved.

The site fronts Houston Street, a major collector, per the Major Street Plan. The plat depicts the right-of-way width of Houston Street as 50', and the Major Street Plan notes that the existing right-of-way is sufficient, thus not dedication will be required.

The 25' minimum building setback line is not depicted on the preliminary plat or on the site plan. Both the plat and the site plan should be revised to depict the 25' minimum building setback line.

The site currently has 1 existing 38-foot wide curb-cut to Houston Street. As the site is currently developed and no plans for redevelopment, the site should be limited to the existing curb-cuts with any changes to the size, location and design to be approved by Traffic Engineering and conform to AASHTO standards.

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 / Subdivision plat will require approval by the Planning Commission. Also, PUD approvals expire within one (1) year if no permits for the development are obtained.

As previously stated, it appears that the scope of improvements to the site is limited to the provision of additional parking for the existing businesses, and the planting of two heritage trees. Notes on the site plan indicate that there will be adequate total and frontage landscape area.

A dumpster is depicted on the site plan, less than 10 feet from abutting residential property. Section 64-4.D.9.a. of the Zoning Ordinance prohibits the placement of a dumpster within the residential protection buffer, which per Section 64-4.D.1. of the Zoning Ordinance must be at least 10 feet in width. Thus the proposed dumpster, pad and enclosure must be relocated to be outside of the protection buffer, and not within the 25-foot front setback or front yard.

It appears that after the expansion of the parking area, there will be a total of 9 parking spaces; however it appears that none of the spaces are identified as handicap accessible spaces. The applicant may wish to designate an accessible parking space. It should also be pointed out that the site plan depicts the expanded parking area as “aggregate parking,” however, parking lots must be surfaced with asphalt or concrete in B-2 districts, or a surfacing variance will be required.

It should be pointed out that the rear structure identified as the “mechanic shop,” as well as one of the open sheds, were both placed on the site apparently without permits; in fact, the mechanical shop structure was placed sometime between 2006 and 2010. Staff cannot find any evidence for a Zoning Clearance (or business license) having been issued for a mechanic’s shop either. A shed permit to repair a tin roof and sides of an existing shed was the only permit pulled during that time frame. The mechanic shop building is only 7.2 feet from the rear yard property line, thus encroaching into the required 10’ minimum side and rear yard setback. The open shed attached to the mechanic shop appears to be only 1.7 feet from both side and rear property lines, abutting residential properties. If the applicant wishes to retain the structures creating the setback encroachments, setback variance requests will be required.

The driveway leading to the mechanic shop, at the rear of the property, is only 8 feet 4 inches in width, from the side of the existing beauty salon building to the property line. However, the

submitted site plan indicates that the driveway encroaches onto the abutting residential property at least 2 feet 6 inches.

Finally, a privacy fence is depicted where the site abuts residentially zoned property, but should also be depicted where the site abuts residentially utilized property. The fence should be 6 feet in height, except within the front 25-foot setback, where it should only be 3-feet in height.

RECOMMENDATION

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

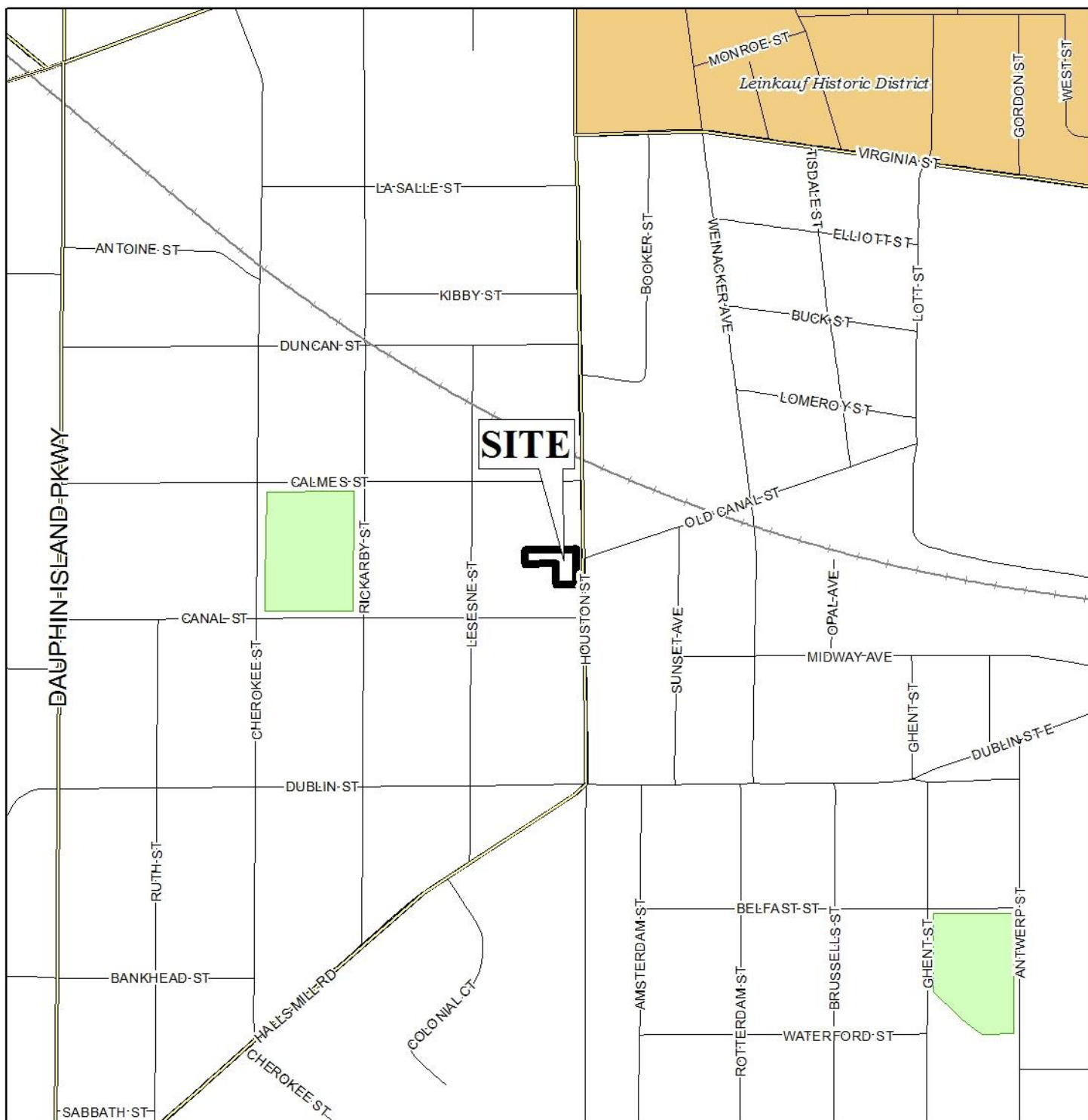
- 1) retention the lot size in square feet and acres on the Final Plat;
- 2) revision of plat to depict the 25' minimum building setback line;
- 3) retention of the labeling of the right-of-way width along Houston Street;
- 4) placement of a note on the Final Plat stating that the lot is limited to the existing curb-cut, with any changes to the size, design and location to be approved by Traffic Engineering and comply with AASHTO standards;
- 5) compliance with Engineering comments (*FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review and/or signature by the City Engineer): A. Provide all of the required information on the SUBDIVISION PLAT (i.e. signature blocks, signatures, certification statements, written legal description, required notes, legend, scale, bearings and distances) that is required by the current Alabama State Board of Licensure for Professional Engineers and Land Surveyors. B. Add additional street names to the vicinity map. C. Provide and label the monument set or found at each subdivision corner. D. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer. E. Provide the Surveyor's Certificate and Signature. F. Provide the Owner's (notarized), Planning Commission, and Traffic Engineering signatures. G. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photos photo (FLIGHT 27 - #74) LOT A will receive historical credit of impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control. (Coordinate with City Engineering Department staff to establish the exact amount prior to the submittal of a Land Disturbance Permit application). Add a note to the Plat stating that the approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit. H. Add a note to the SUBDIVISION PLAT stating that a Land Disturbance permit will be required for any land disturbing activity in accordance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control. I. Add a note to the Plat stating that the approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit. J. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved. K. Add a note to the plat*

stating that all easements shall remain in effect until vacated through the proper Vacation process. L. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing. M. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the red-line markup, the ORIGINAL (with all other signatures) and one (1) copy of the revised original (signatures not required) of the revised Final Plat to the Engineering Department.);;

- 6) *compliance with Traffic Engineering comments: (Lot is limited to one curb cut to Houston Street with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Any new on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.);;*
- 7) *compliance with 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)."*
- 8) *compliance with Fire 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)"; and*
- 9) *provision of a revised PUD site plan prior to the signing of the Final Plat.*

Planned Unit Development: Staff recommends that the applicant withdraw the PUD request and submit an application to the Board of Zoning Adjustment to address the building setback issues for the apparently unpermitted buildings, and to address the desire for aggregate surface parking.

LOCATOR MAP



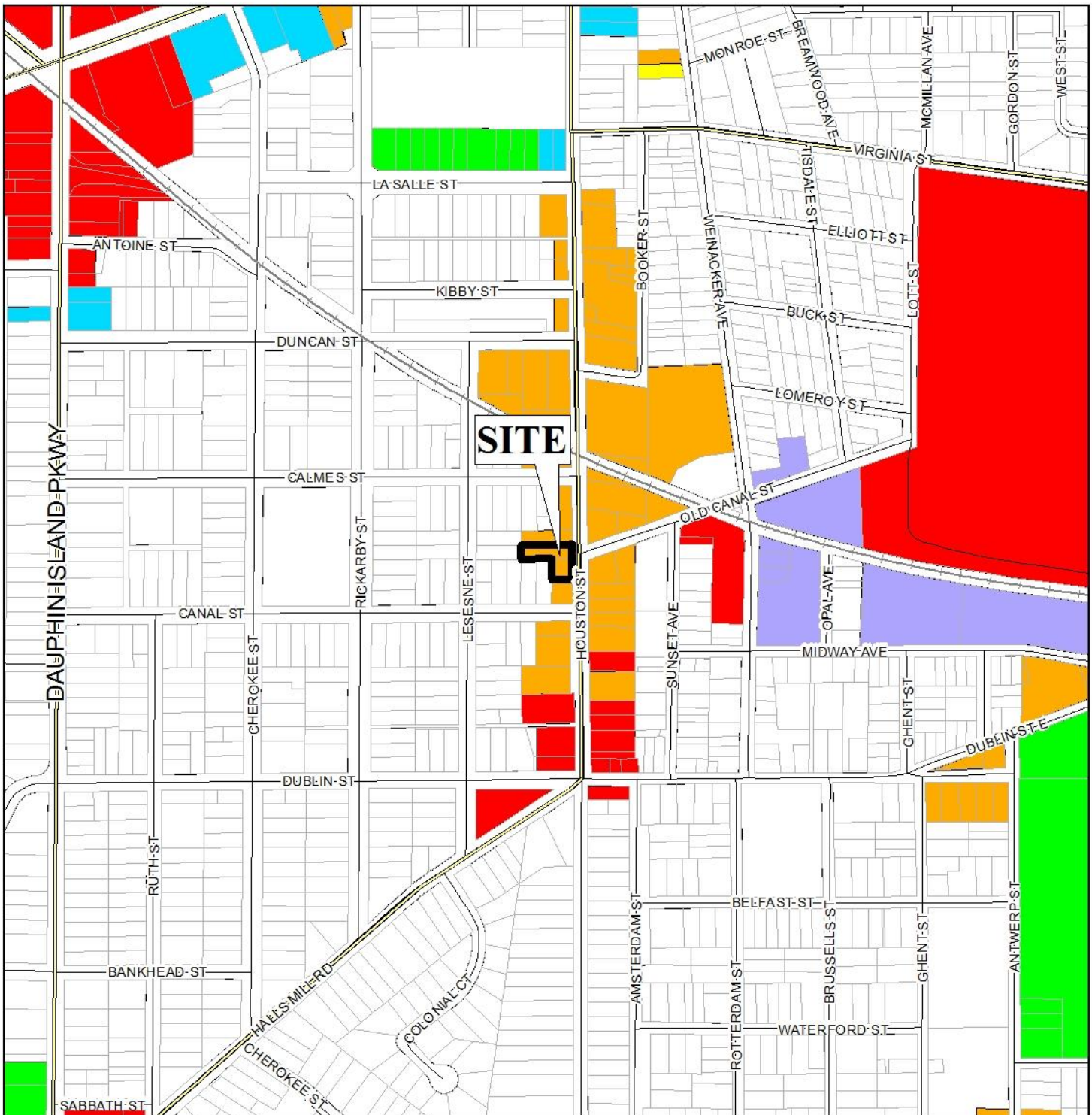
APPLICATION NUMBER 9 DATE May 3, 2018

APPLICANT Inniss Subdivision

REQUEST Subdivision, Planned Unit Development



LOCATOR ZONING MAP



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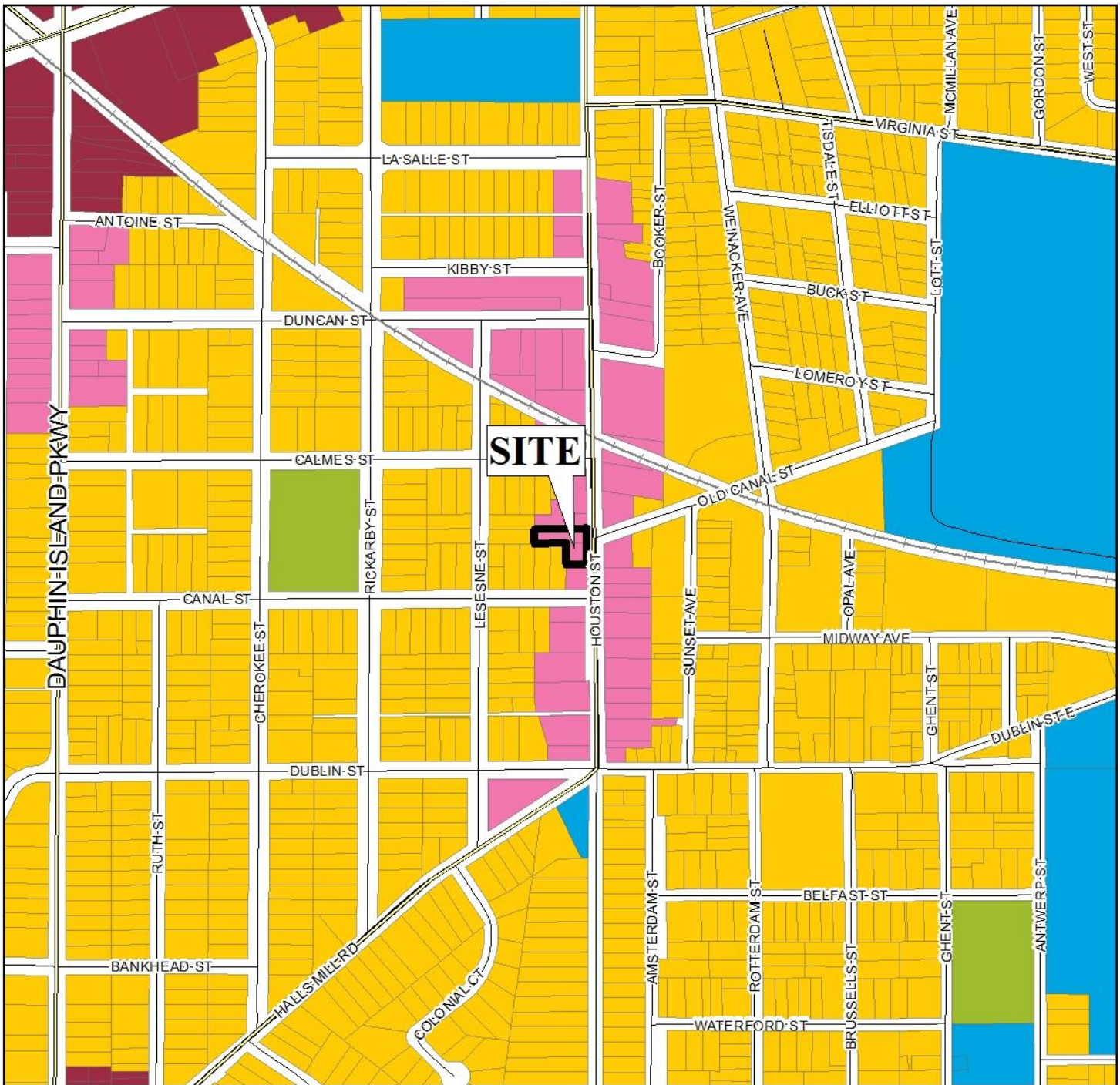
APPLICANT Inniss Subdivision

REQUEST Subdivision, Planned Unit Development



NTS

FLUM LOCATOR MAP



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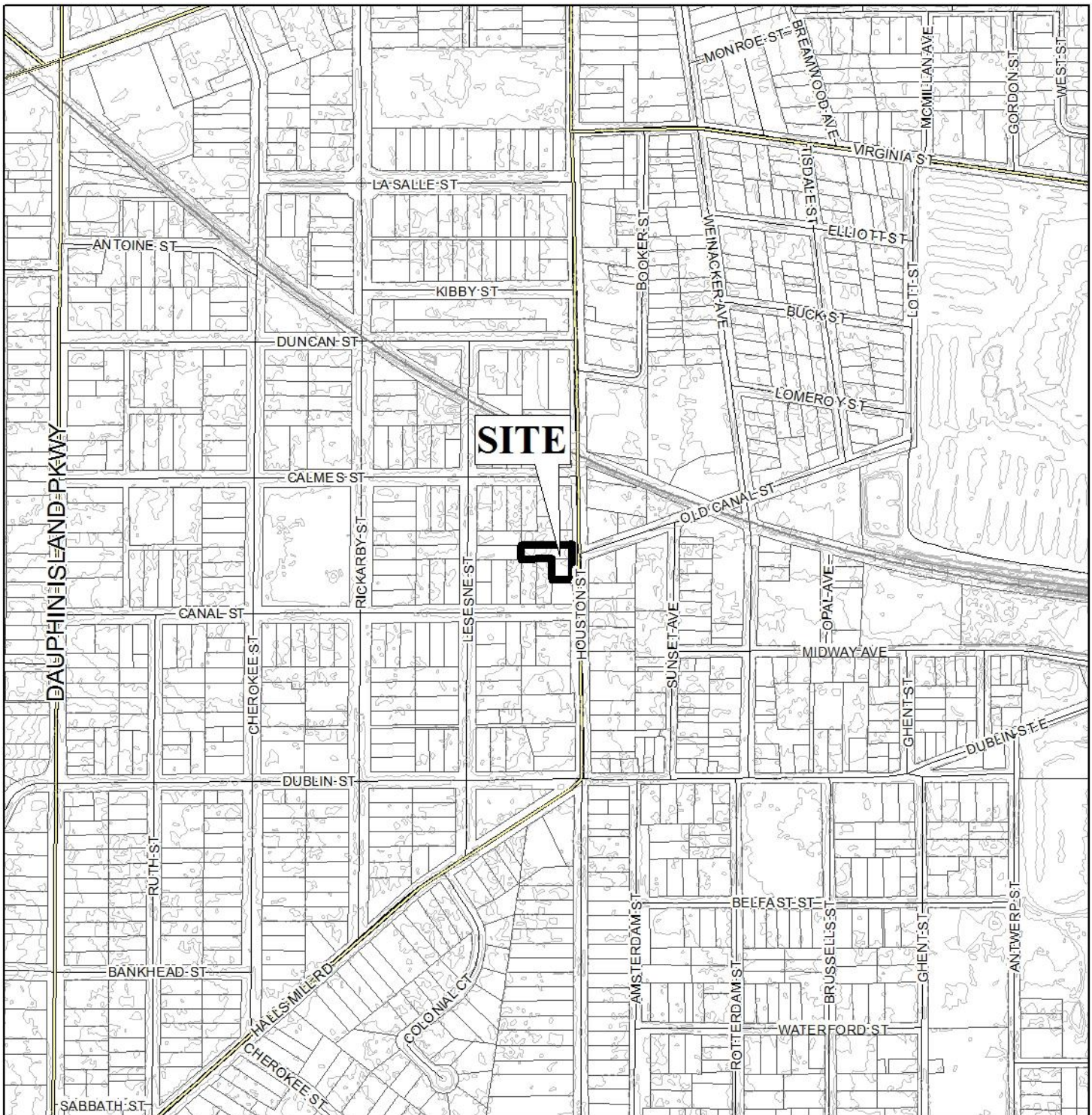
APPLICANT Inniss Subdivision

REQUEST Subdivision, 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 Inniss Subdivision

REQUEST Subdivision, Planned Unit Development



NTS

PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by residential units to the west and east.
Commercial units are located to the north and south.

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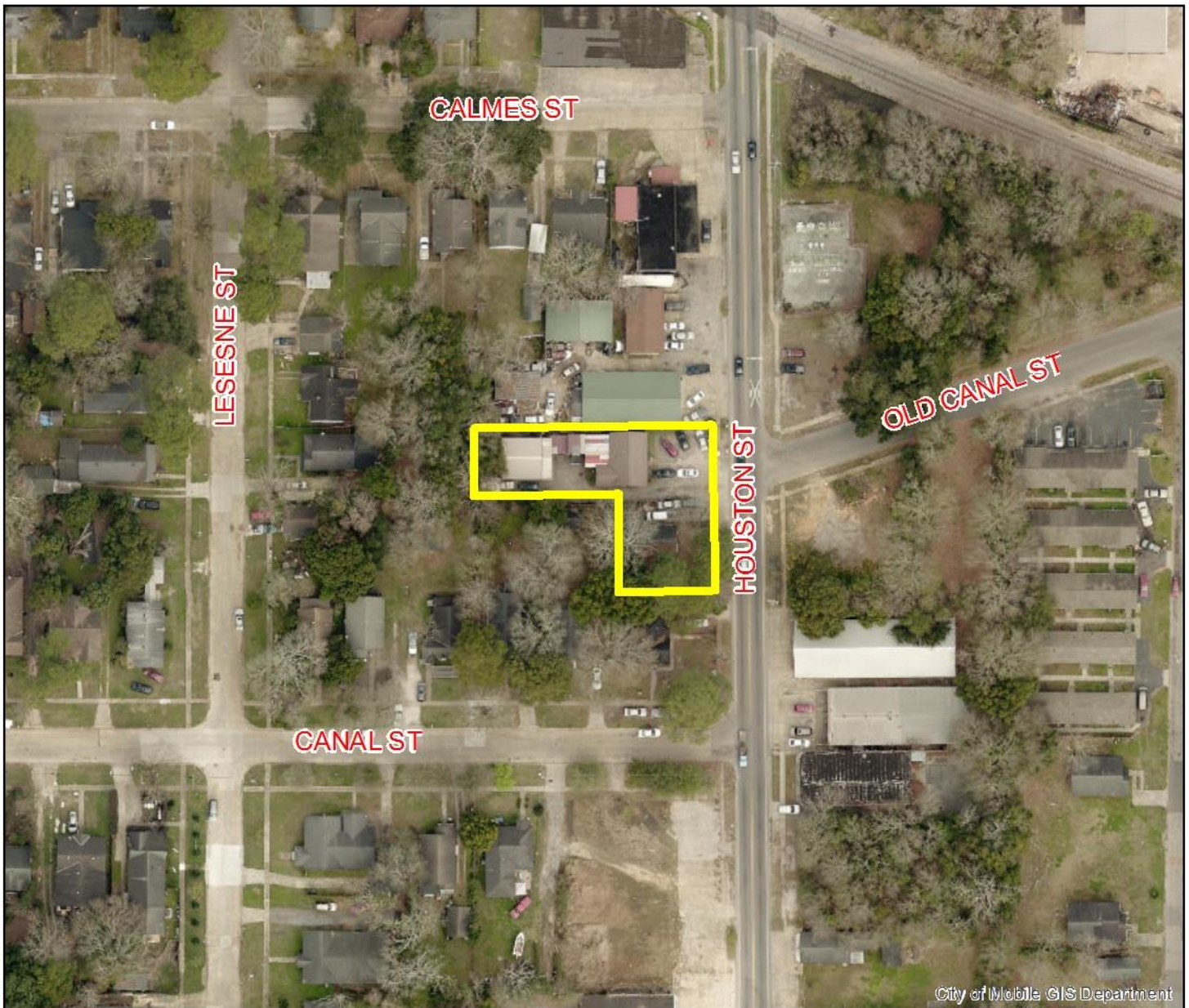
APPLICANT Inniss Subdivision

REQUEST Subdivision, 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

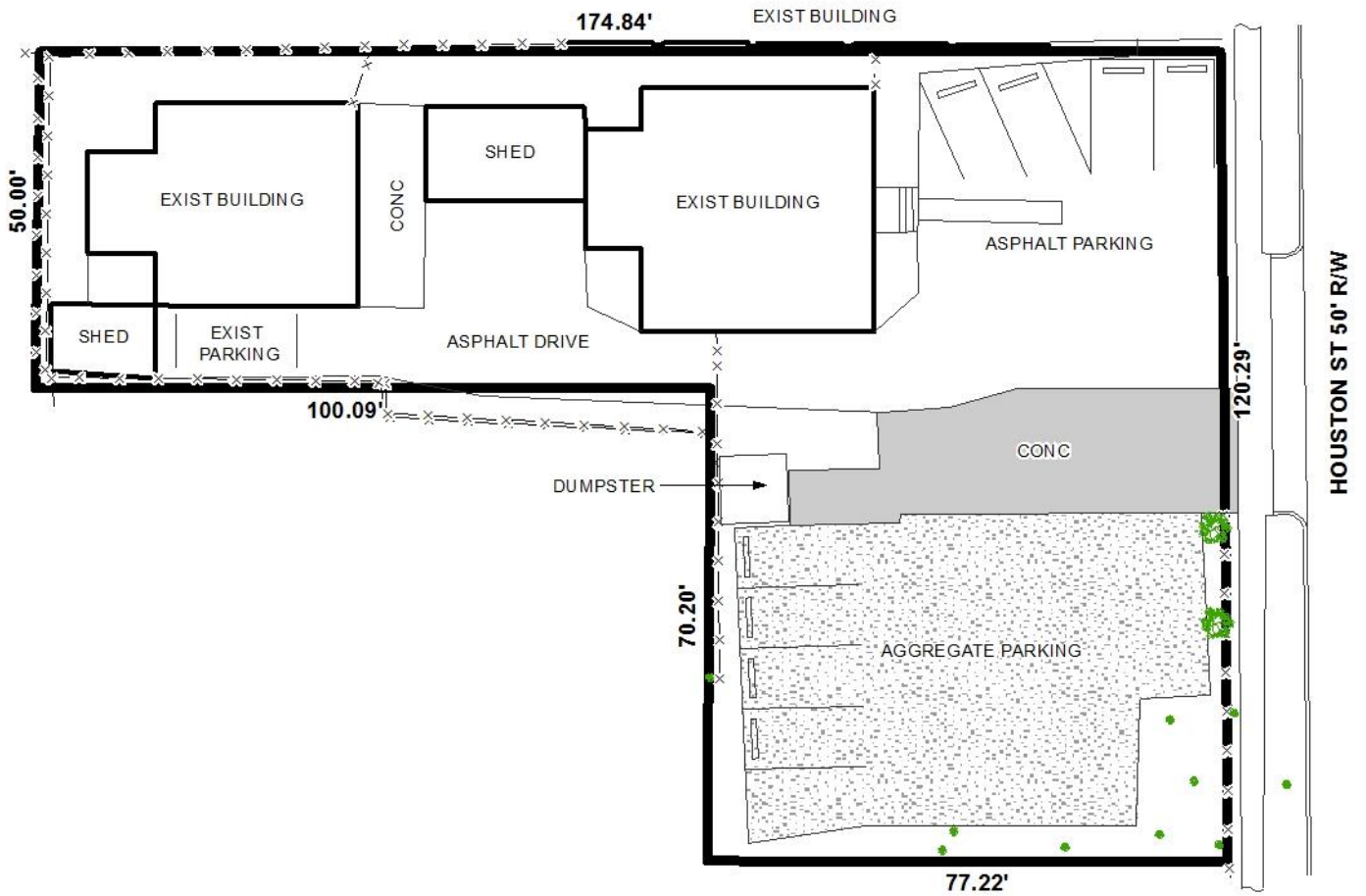


The site is surrounded by residential units to the west and east.
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SITE PLAN



The site plan illustrates the existing buildings, sheds, and existing parking.

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REQUEST Subdivision, Planned Unit Development

