

**PLANNED UNIT DEVELOPMENT &  
PLANNING APPROVAL****Date: November 21, 2019**

<b><u>NAME</u></b>	UMS-Wright Corporation
<b><u>SUBDIVISION NAME</u></b>	UMS-Wright Subdivision, Resubdivision of and Addition to Lot 1
<b><u>LOCATION</u></b>	65 North Mobile Street (Southwest corner of Mobile Street and Old Shell Road, extending South and West to the CN Railroad right-of-way and the South terminus of Martin Street).
<b><u>CITY COUNCIL DISTRICT</u></b>	District 1
<b><u>PRESENT ZONING</u></b>	R-1, Single-Family Residential
<b><u>AREA OF PROPERTY</u></b>	52.19± acres
<b><u>CONTEMPLATED USE</u></b>	Planned Unit Development Approval to amend a previously approved Planned Unit Development to allow multiple buildings on a single building site to include a new cafeteria; and Planning Approval to amend a previously approved Planning Approval to allow the expansion of an existing private school in an R-1, Single Family Residential District.
<b><u>TIME SCHEDULE FOR DEVELOPMENT</u></b>	Immediately
<b><u>ENGINEERING COMMENTS</u></b>	

**Planned Unit Development:** Retain NOTES #1 - #8, as shown on the REVISED PUD FOR UMS WRIGHT PREPARATORY SCHOOL drawing SHEET 1 of 1.

**Planning Approval:**

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

**TRAFFIC ENGINEERING****COMMENTS**

Access to the site is limited to the curb cuts as illustrated on an approved PUD, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Although an access point is proposed to be changed, it appears to be resulting in an overall improvement by allowing vehicles to enter the site earlier and stack on the property. A traffic impact study is not required at this time. If in the future, enrollment capacity is increased, or if any access changes are proposed, a traffic impact study will be required for this site. 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). 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).

**REMARKS**

The applicant is requesting Planned Unit Development Approval to amend a previously approved Planned Unit Development to allow multiple buildings on a single building site to include a new cafeteria, modified student drop-off/pick-up lanes, and a reconfigured parking area; and Planning Approval to amend a previously approved Planning Approval to allow the expansion of an existing private school in an R-1, Single Family Residential District.

The site has been given Institutional (INS) land use designation, per the recently adopted Future Land Use Plan and Map adopted by the Planning Commission at its May 18, 2017 meeting. 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 includes land and buildings occupied by municipal and other governmental agencies for the exercise of their functions, to serve the public or provide a civic use or amenity. These include major libraries, airports, public schools and public safety facilities, but exclude parks and public open space which are identified under a separate land use classification (see below). Semi-public uses such as grammar and high schools, colleges and universities, hospitals, and other major institutions that serve the public and/or operate in a public function are included. Parks and public open space are not included but have their own land use classification.

Note: Small-scale properties (less than 2 acres) accommodating subsidiary public and semi-public facilities, such as branch libraries, substations, satellite clinics, etc., may not be specifically called out in the FLUM under this land use designation, but may instead be considered part of the array of integrated complementary uses typically found in a residential neighborhood or a mixed-use center or corridor. The specific location and design of these complementary uses is subject to zoning.

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.

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.

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. PUD approval is site plan specific, thus if any new construction is anticipated that will change an approved site plan, an application to amend an existing, approved PUD must be made prior to any construction activities. PUD approvals expire within one (1) year if no permits for the development are obtained.

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.

The site last received Planning Approval and Planned Unit Development approval from the Planning Commission at its April 5, 2018 meeting, to add two 36' x 24' modular buildings to a single building site with multiple buildings in an R-1, Single-Family Residential District, and Planning Approval to amend a previously approved Planning Approval to allow the expansion of an existing school in an R-1, Single-Family Residential District to include two temporary modular classroom buildings. Since a new cafeteria building and other minor associated site revisions are proposed, those previously approved applications must be amended, hence these applications.

The applicant states:

***RE: New Cafeteria and improvements to the student drop off & pickup drive located on campus at UMS-Wright Preparatory School.***

1. *Transportation and access, water supply, waste disposal, fire, police protection and public facilities.*
  - a. *UMS-Wright students have their own means of transportation. The main access to the school and proposed facilities is located on Old Shell Road where parking is available for daytime operations and after hour sporting events.*
  - b. *Water and sewer for the proposed cafeteria is available nearby via existing lines connected to the MAWSS utility service lines located along Mobile Street.*
  - c. *UMS-Wright is a private school with guests being sporting event opponents and their supporters. Facilities are not for use by the public unless invited. Guests will have full access to parking and restrooms facilities.*
2. *Traffic congestion or hazard.*
  - a. *To alleviate the traffic congestion on Mobile Street the existing student drop off & pickup drive will be reconfigure to allow for the stacking of approximately 98 vehicles thus eliminating the traffic that is currently backing up onto public street.*
  - b. *Any site lighting installed shall be designed by a professional engineer to ensure that no light will project off site and create a driving hazard for traffic along Mobile Street or Dauphin Street.*
3. *This proposal will be in harmony with the orderly and appropriate developments.*
  - a. *The proposed cafeteria will be replacing the old one with a more modern and efficient facility to better serve students and staff.*
  - b. *Although UMS-Wright property is zoned R-1 and operating as business, all surrounding adjacent properties are zoned B-3 Community Business with*

*daytime/weekday operating hours. Any after hour or weekend use should have no effect on their normal business operations.*

The site plan indicates the proposed cafeteria in an area currently occupied by a small parking lot. Parking calculations on the site plan indicate that sufficient parking would remain to meet parking requirements. In addition to the proposed cafeteria, the site plan indicates that the existing traffic loop near the South end of the campus along Mobile Street will be reconfigured for two lanes of student drop-off/pick-up traffic to accommodate the on-site stacking of 102 vehicles. The existing entrance to the traffic loop approximately 470' North of the ICG Railroad right-of-way is proposed to become an emergency entrance only with a new entrance proposed approximately 180' North of the railroad right-of-way. The traffic loop would also serve as the truck route for deliveries to the South side of the new cafeteria, and sufficient access and maneuvering area is provided for tractor-trailer trucks. A straight drive is proposed parallel to the South property line connecting the traffic loop to the cafeteria delivery area and to an enlarged parking area adjacent to an existing classroom building.

As per the Traffic Engineering comments, access to the site is limited to the curb cuts as illustrated on an approved PUD, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Although an access point is proposed to be changed, it appears to be resulting in an overall improvement by allowing vehicles to enter the site earlier and stack on the property. A traffic impact study is not required at this time. If in the future, enrollment capacity is increased, or if any access changes are proposed, a traffic impact study will be required for this site. 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.

It does not appear that any existing trees would be impacted by the location of the proposed cafeteria or the reconfiguration of the internal traffic flow. However, the site plan does not specify if any trees would be removed along the Mobile Street frontage. Therefore, if any frontage trees are proposed to be removed, the applicant should coordinate with Planning and Zoning staff on the location of replacement frontage heritage trees.

A revised site plan should be submitted for each application containing any required notes and if any trees are proposed to be removed.

## **RECOMMENDATION**

**Planned Unit Development:** Based upon the preceding, staff recommends to the Planning Commission the following findings of facts for Approval:

- a) the proposal promotes the objective of Creative design (to encourage innovative and diversified design in building form and site development), because it will allow a new building and enhanced internal traffic flow configuration;
- b) the proposal promotes the objective of Flexibility (to permit greater flexibility in the location and arrangement of buildings and uses than is generally possible under district

- regulations), because it will allow the continuation of the school's educational mission with better facilities to serve the student body and faculty;
- c) the proposal promotes the objective of Efficient land use (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 redevelopment), because a small amount of space compared to the over-all site will actually be required for the proposed use;
  - d) the proposal promotes the objective of Environment (to preserve and protect as urban amenities the natural features and characteristics of the land), because substantial landscaped area will remain and compliant tree plantings will either remain or be mitigated;
  - e) the proposal promotes the objective of Open space (to encourage the provision of common open space through efficient site design), because it would occupy only a small area of the over-all site;
  - f) the proposal promotes the objective of Public services (to encourage optimum use of available public utilities, streets and community facilities), because existing utilities, streets and public utilities will be utilized.

The approval is subject to the following conditions:

- 1) placement of a note on the site plan stating that any future development will require Planning Approval and Planned Unit Development approval prior to the issuance of any permits;
- 2) compliance with the Engineering comments: *(Retain NOTES #1 - #8, as shown on the REVISED PUD FOR UMS WRIGHT PREPARATORY SCHOOL drawing SHEET 1 of 1.);*
- 3) placement of a note on the site plan stating the Traffic Engineering comments: *(Access to the site is limited to the curb cuts as illustrated on an approved PUD, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Although an access point is proposed to be changed, it appears to be resulting in an overall improvement by allowing vehicles to enter the site earlier and stack on the property. A traffic impact study is not required at this time. If in the future, enrollment capacity is increased, or if any access changes are proposed, a traffic impact study will be required for this site. 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.);*
- 4) compliance with the 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.];*
- 5) compliance with the 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).];*
- 6) if any frontage trees are proposed to be removed, the applicant should coordinate with Planning and Zoning and Urban Forestry staff on the location of replacement frontage heritage trees;

- 7) full compliance with all municipal codes and ordinances; and
- 8) submission to and approval by Planning and Zoning of a revised PUD and PA site plan prior to any request for permits.

**Planning Approval:** Based upon the preceding, staff recommends to the Planning Commission the following findings of facts for Approval:

- a) the proposal will be appropriate with regard to transportation and access, water supply, waste disposal, fire and police protection, and other public facilities, because it should alleviate traffic congestion on a public street, police and fire protection are currently available, and no new public utilities would need to be provided;
- b) the proposal will not cause undue traffic congestion or create a traffic hazard, because the proposed vehicle stacking loop will enhance both internal and external traffic flow; and
- c) the proposal will be in harmony with the orderly and appropriate development of the district in which the use is located, because it will be of minimal size in relation to the over-all site, and will be associated with the functioning of the site as a school.

The approval is subject to the following conditions:

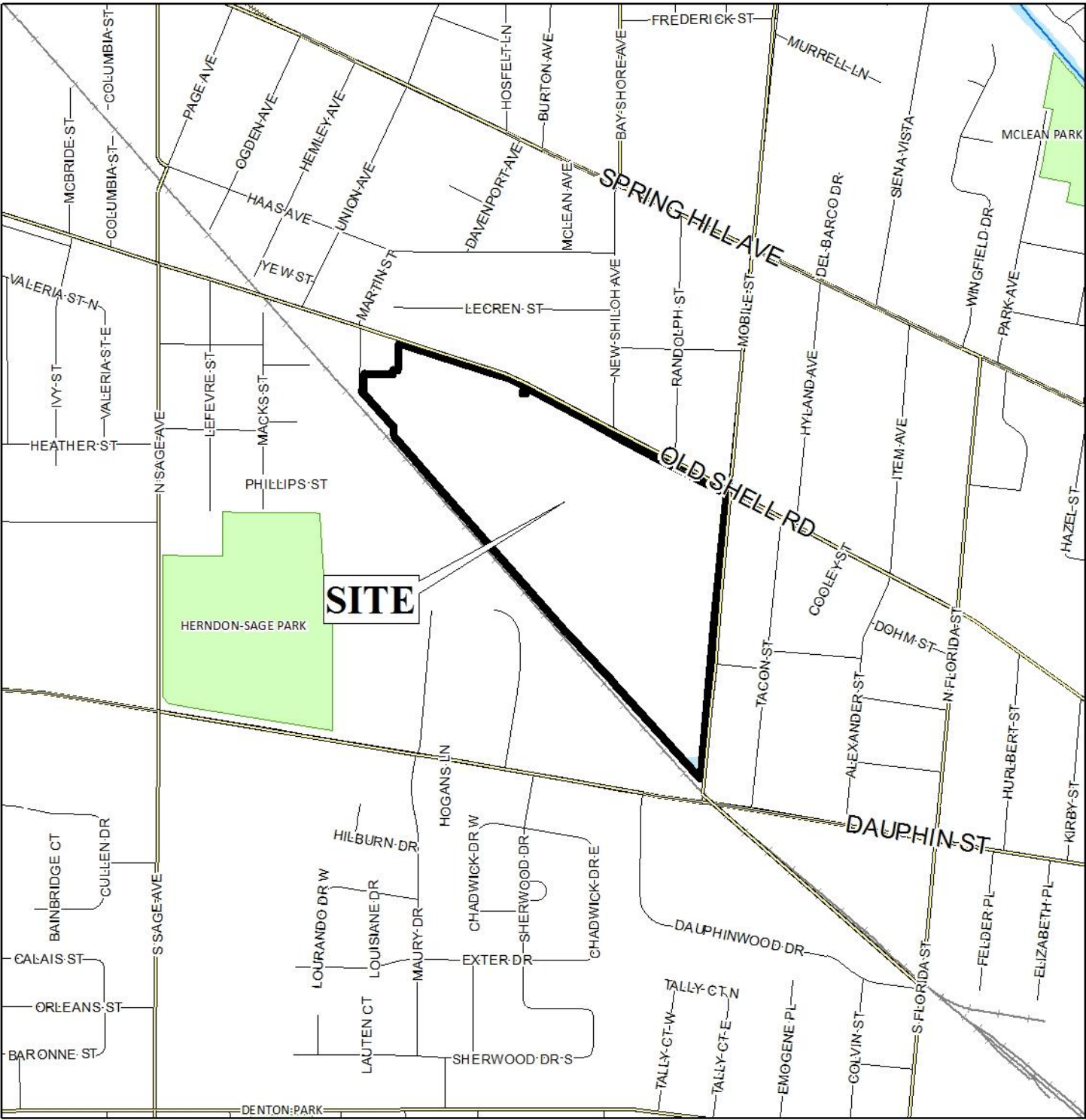
- 1) placement of a note on the site plan stating that any future development will require Planning Approval and Planned Unit Development approval prior to the issuance of any permits;
- 2) compliance with the Engineering comments: *[1. Any work performed in the existing ROW (right-of-way) such as driveways, 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. 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. 5. The proposed development must comply with all Engineering Department design requirements and Policy Letters.];*
- 3) placement of a note on the site plan stating the Traffic Engineering comments: (Access to the site is limited to the curb cuts as illustrated on an approved PUD, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Although an access point is proposed to be changed, it appears to be resulting

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- 4) compliance with the 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.];*
- 5) compliance with the 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).];
- 6) if any frontage trees are proposed to be removed, the applicant should coordinate with Planning and Zoning and Urban Forestry staff on the location of replacement frontage heritage trees;
- 7) full compliance with all municipal codes and ordinances; and
- 8) submission to and approval by Planning and Zoning of a revised PUD and PA site plan prior to any request for permits.



## LOCATOR MAP



APPLICATION NUMBER 11 DATE November 21, 2019

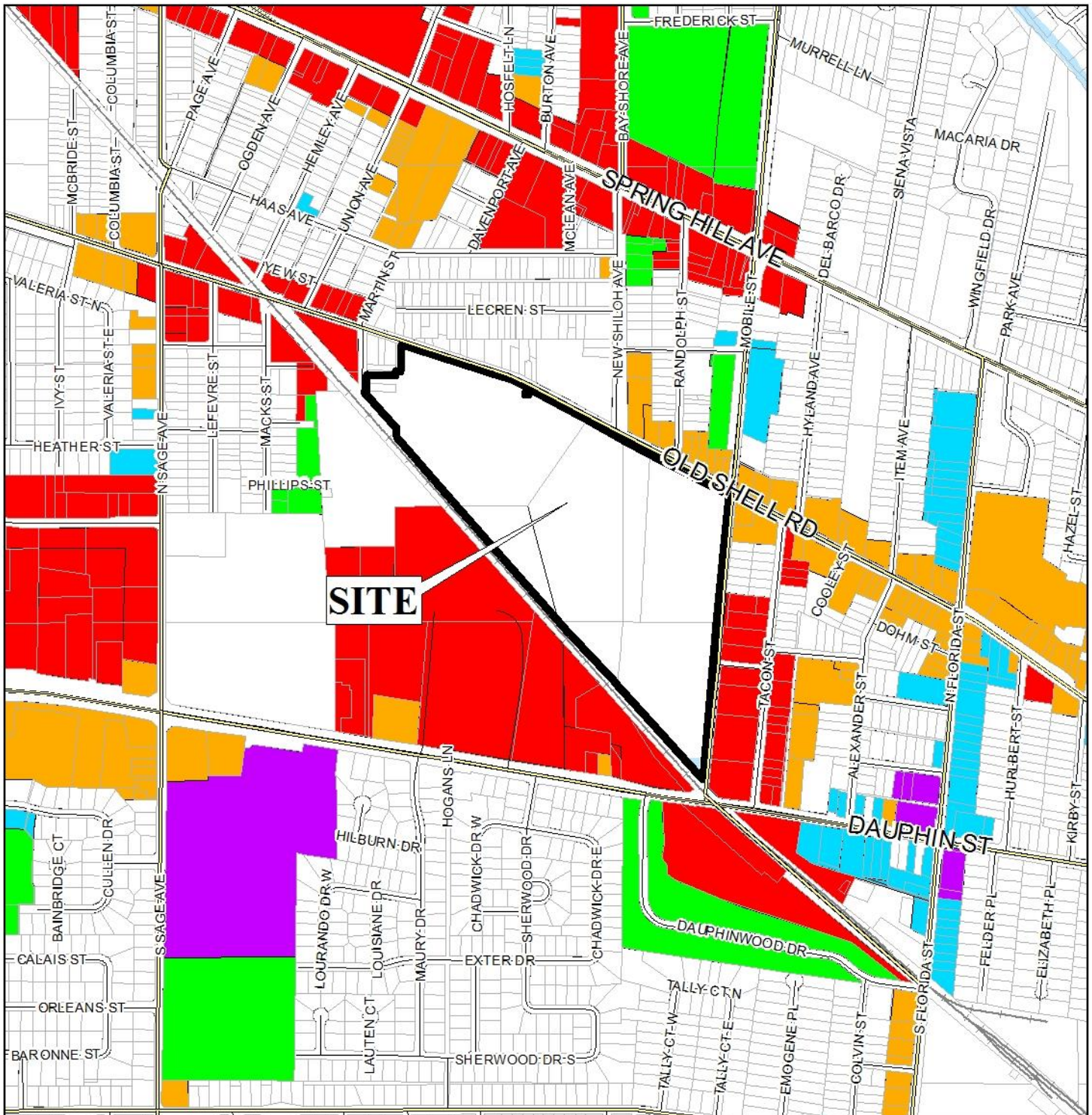
APPLICANT UMS-Wright Corporation

REQUEST\_\_\_\_\_PUD, Planning Approval



NTS

# LOCATOR ZONING MAP



APPLICATION NUMBER 11 DATE November 21, 2019

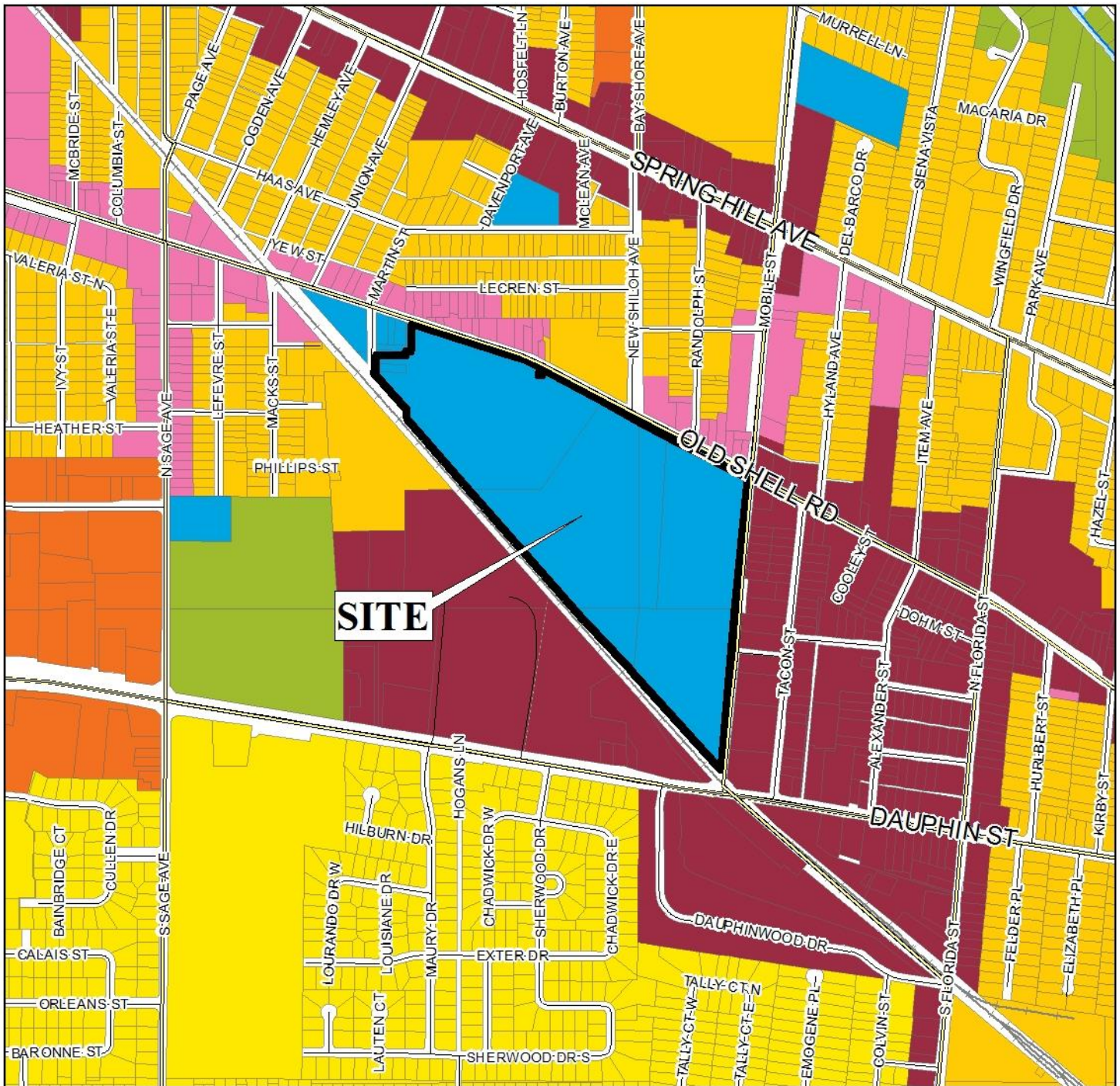
APPLICANT UMS-Wright Corporation

REQUEST PUD, Planning Approval





# FLUM LOCATOR MAP



APPLICATION NUMBER 11 DATE November 21, 2019

APPLICANT UMS-Wright Corporation

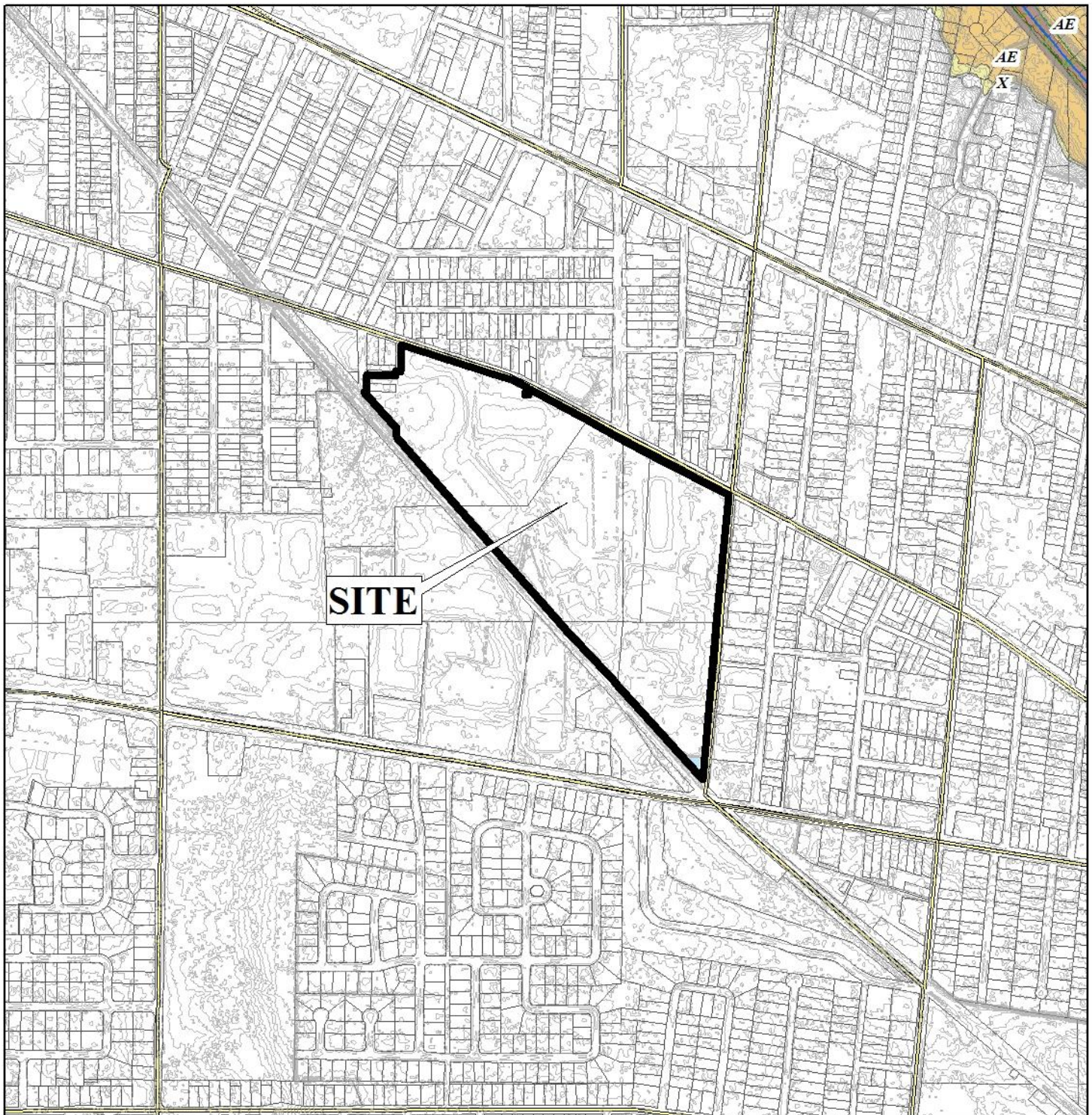
REQUEST PUD, Planning Approval

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



APPLICATION NUMBER 11 DATE November 21, 2019  
APPLICANT UMS-Wright Corporation  
REQUEST PUD, Planning Approval





The site is surrounded by residential and commercial units.

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APPLICANT	UMS-Wright Corporation		

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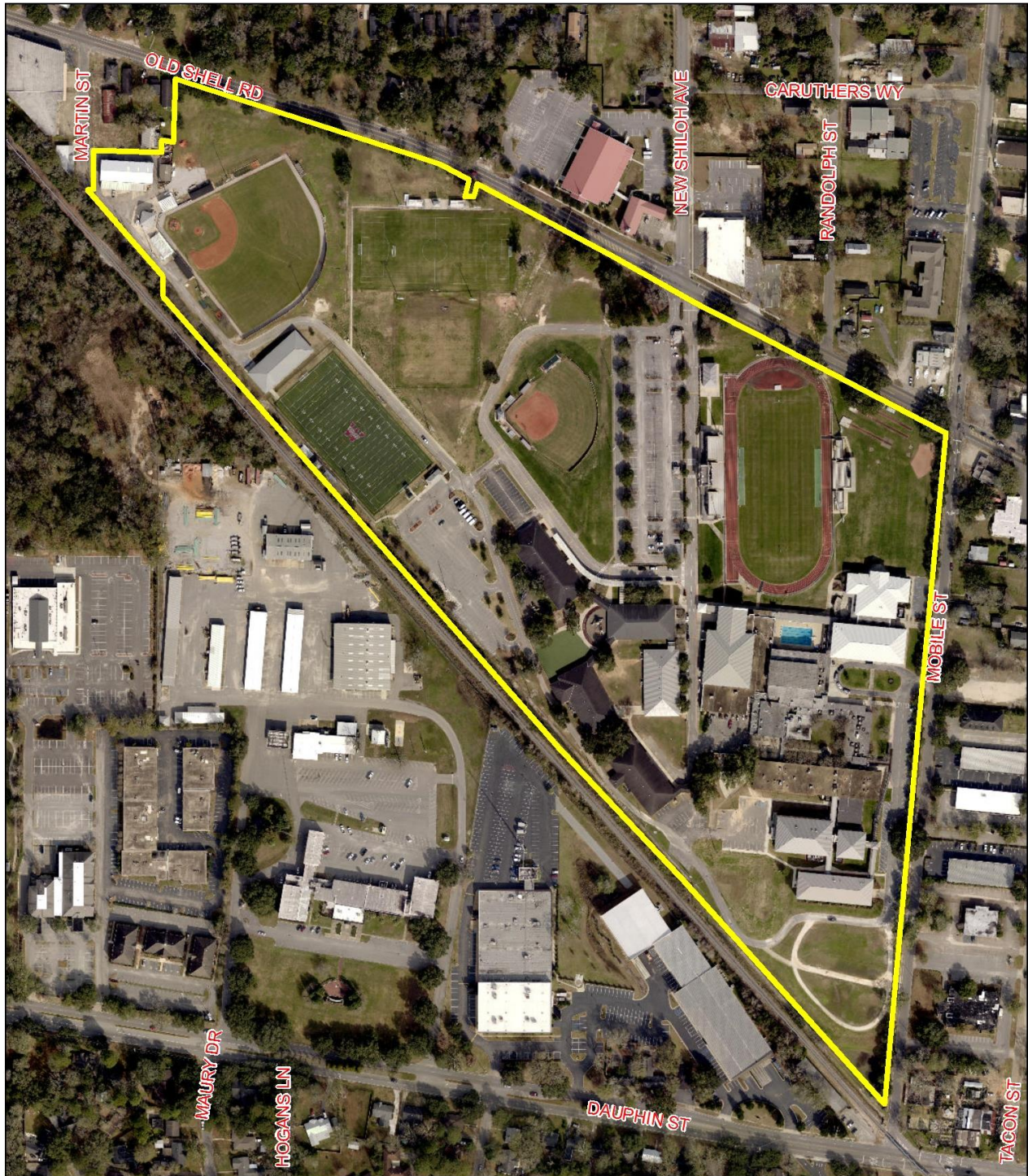
REQUEST PUD, Planning Approval

	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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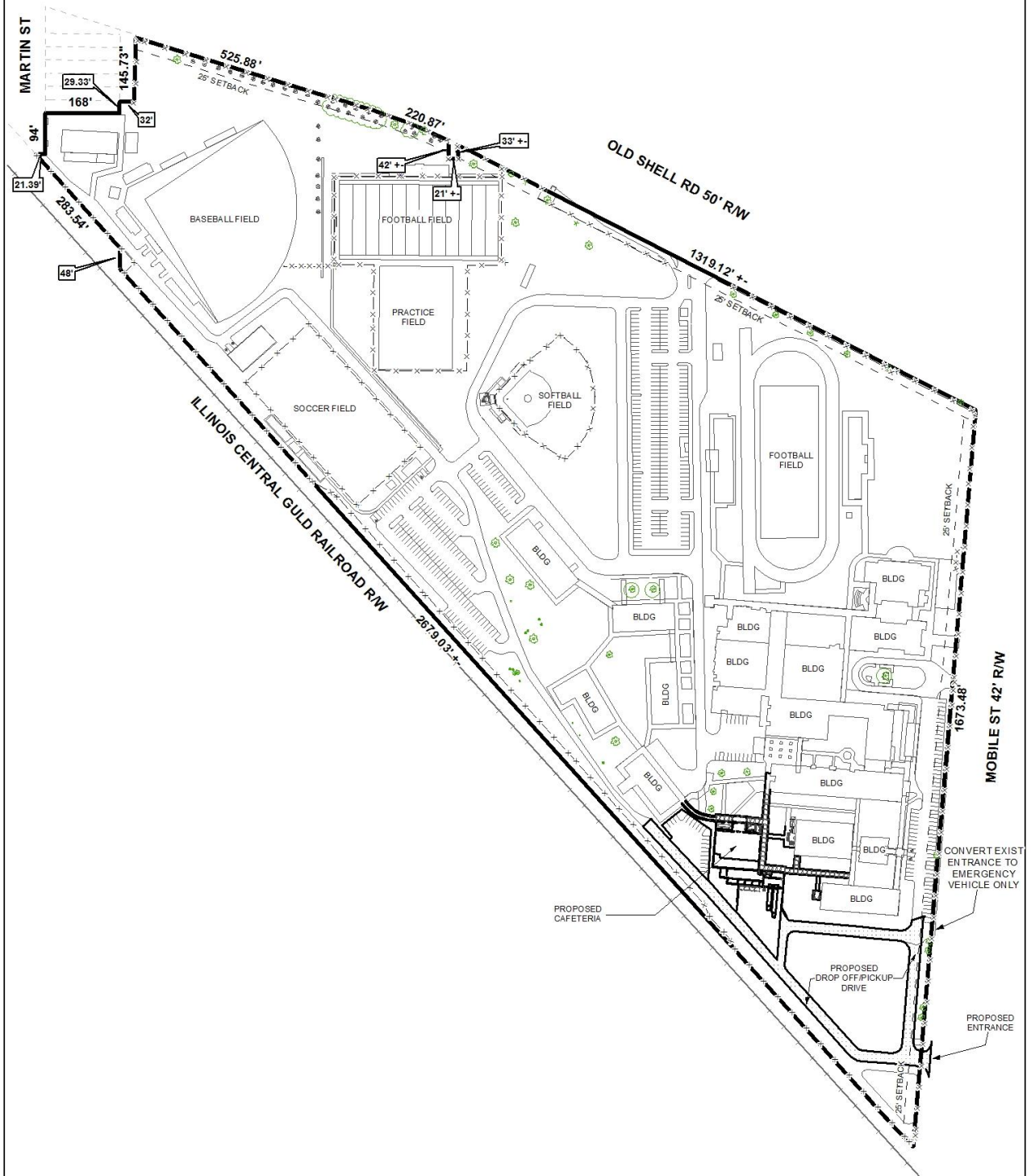
REQUEST PUD, Planning Approval



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# SITE PLAN



The site plan illustrates the proposed cafeteria, the proposed drop off/pick up area, the proposed entrance, existing buildings and setbacks.

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