

**SUBDIVISION,
PLANNED UNIT DEVELOPMENT, &
REZONING STAFF REPORT****Date: December 15, 2016****APPLICANT NAME**

David M. Shumer

SUBDIVISION NAME

Broad Street Lofts Subdivision

DEVELOPMENT NAME

Broad Street Lofts Subdivision

LOCATION304 South Broad Street and 903 Augusta Street
(Southwest corner of South Broad Street and Augusta
Street extending to the North side of Savannah Street)**CITY COUNCIL
DISTRICT**

Council District 2

PRESENT ZONINGR-1, Single-Family Residential District & R-3, Multiple
Family Residential District**PROPOSED ZONING**

R-3, Multiple-Family Residential District

AREA OF PROPERTY

1 Lots/1.4± Acres

CONTEMPLATED USE

Subdivision Approval to create a single legal lot of record from one legal lot of record and one metes-and-bounds parcel; Planned Unit Development to allow multiple buildings on a single building site along with shared access and parking; and Rezoning from R-1, Single-Family Residential District and R-3, Multiple-Family Residential District to R-3, Multiple-Family Residential District to eliminate split zoning and allow an apartment complex.

It should be noted, however, that any use permitted in the proposed district would be allowed at this location if the zoning is changed. Furthermore, the Planning Commission may consider zoning classifications other than that sought by the applicant for this property.

**TIME SCHEDULE
FOR DEVELOPMENT**

Fall 2015

ENGINEERING
COMMENTS

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 legible street names to the vicinity map.
- C. Show and label the site in the vicinity map.
- D. Revise the plat to label each lot with its size in acres and square feet, or the furnishing of a table on the Plat providing the same information.
- E. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation.
- F. Provide and label the monument set or found at each subdivision corner.
- G. Revise the signature block from "CITY OF MOBILE ENGINEERING" to "CITY ENGINEER".
- H. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- I. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- J. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the ORIGINAL and one (1) copy of the revised Final Plat with all of the required signatures including Owner's (notarized), Planning Commission, and Traffic Engineering signatures.

Planned Unit Development: No Comments

Rezoning: No Comments

TRAFFIC ENGINEERING
COMMENTS

Based on the proposed density for this site, a traffic impact study will not be required. Site is limited to one curb cut to Savannah 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. Regarding the parking on a side street, Live Oak Street appears to be approximately 28 feet in width. According to City Code Sec. 61-264 (a), the City Traffic Engineering is authorized to restrict parking upon one side of a street as indicated by such signs when the width of the roadway does not exceed 30 feet. In addition, parking prohibitions can also be enforced without signage within 30 feet of an approach to a stop sign or traffic signal and within 10 feet of a fire hydrant. A signed restriction may be placed by Traffic Engineering if parking violations are excessive, or the fire department deems it necessary.

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)

MAWSS**COMMENTS**

MAWSS has water and sewer services available, but a Capacity Assurance application for **additional** sewer service has not been applied for. MAWSS cannot guarantee **additional** sewer service until a Capacity application is approved by Volkert Engineering Inc.

REMARKS

The applicant is requesting Subdivision Approval to create a single legal lot of record from one legal lot of record and one metes-and-bounds parcel; Planned Unit Development to allow multiple buildings on a single building site with shared access and parking; and Rezoning from R-1, Single-Family Residential District and R-3, Multiple-Family Residential District to R-3, Multiple-Family Residential District to eliminate split zoning and allow an apartment complex.

This site received similar Subdivision, Planned Unit Development, and Rezoning approvals in 2008 and 2015 to be rezoned to R-3, Multiple-Family Residential District to allow a condominium development, however, those approvals were allowed to expire, with the exception of the 2015 subdivision and rezoning. The applicant now wishes to include an adjacent parcel (R022906390003222.) to allow for additional maneuvering area for parking.

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, as depicted, meets the minimum size and frontage requirements as regulated by the Subdivision Regulations. The lot area size is not depicted on the plat in square feet and acres. The lot sizes should be provided in square feet and acres on the Final Plat, if approved. The 25-foot minimum building setback line is depicted along all frontages, and should be retained on the Final Plat, if approved.

The lot fronts South Broad Street, a proposed major street, which has a compliant right-of-way of 100', making no dedications necessary. The site also has frontages along Savannah Street and Augusta Street, both minor streets with curb and gutter, which are illustrated as having compliant rights-of-way of 50', making no dedication necessary. Dedication of the corner radii at South Broad Street and Augusta Street was made with the recording of the subdivision last year, and is

therefore not required at this time. As a means of access management, the site should be limited to the existing curb cut to Savannah Street with changes in size, location and design to be approved by Traffic Engineering and conform to AASHTO standards.

As stated in Section 64-9 of the Zoning Ordinance, the intent of the Ordinance and corresponding Zoning Map is to carry out the comprehensive planning objective of sound, stable and desirable development. While changes to the Ordinance are anticipated as the city grows, the established public policy is to amend the ordinance only when one or more of the following conditions prevail: 1) there is a manifest error in the Ordinance; 2) changing conditions in a particular area make a change in the Ordinance necessary and desirable; 3) there is a need to increase the number of sites available to business or industry; or 4) the subdivision of land into building sites makes reclassification of the land necessary and desirable.

The applicant states that the rezoning request is desirable due to the proposed Subdivision resulting in a split-zoned lot.

According to the Map for Mobile, the site is located within a Traditional Corridor. The intent for Traditional Corridors is:

- Emphasize retaining historic buildings and creating appropriate, denser infill development
- Encourage mixed housing types including small multi-family structures along the corridor
- Retail and neighborhood services at intersections
- Combine and close driveways to create a continuous pedestrian friendly environment
- Auto, bicycle, transit and pedestrian traffic are accommodated
- More dense mixed-use development to include neighborhood services and residential above retail

As stated in Section 64-5 of the Zoning Ordinance, 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 any changes to the site plan must be approved by the Planning Commission.

The only change to the proposed site plan from the 2015 proposal is the parking layout, which has been slightly expanded to encompass the newly incorporated parcel.

The site plan submitted states that the site will be in full compliance with landscape areas and tree planting requirements. There are several trees existing on the site they wish to use as tree credits, however, it should be noted that all of the trees except one that are illustrated on the site plan are located in the right-of-way and not the actual property. While the existing trees in the right-of-way cannot be used for tree credits, the existing canopies associated with these trees

may make it less likely for any required frontage trees along South Broad Street to thrive, therefore the site plan should be revised to illustrate the canopies associated with the existing trees in the right-of-way so that the number of required frontage trees can be reduced appropriately. Due to the proximity of the existing structures along Augusta Street, there may also be issues with any required frontage trees to have sufficient room to thrive.

The site plan submitted illustrates two existing buildings which are proposed to consist of 28 dwelling units, with 24 one bedroom / one bathroom units, and 4 two bedroom / two bathroom units. The site plan illustrates 53 parking spaces, which exceeds the minimum requirement of 42 parking spaces. It should be noted that the narrative submitted also states that additional street parking will be available along Augusta Street, however none is illustrated on the site plan.

A dumpster is illustrated on the site plan with an enclosure and connection to sanitary sewer. This should be retained on the site plan, if approved.

The site plan submitted illustrates a 6' high wooden privacy fence (reduced to 3' high within the 25' building setback) next to most, but not all, of the adjacent R-1, Single-Family Residential District, and a 3' high hedge or wood fence proposed to screen the proposed parking areas from residences across Savannah Street. The site plan should be revised to illustrate a wooden privacy fence next to all adjacent R-1, Single-Family Residential District properties.

RECOMMENDATION

Subdivision: The request is recommended for Tentative Approval, subject to the following conditions:

- 1) retention of the 25' minimum building setback line along all frontages;
- 2) provision of the lot size in square feet and acres;
- 3) placement of a note on the Final Plat stating the site is limited to the existing curb-cut to Savannah Street with changes in size, location and design to be approved by Traffic Engineering and conform to AASHTO standards;
- 4) full 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 legible street names to the vicinity map. C. Show and label the site in the vicinity map. D. Revise the plat to label each lot with its size in acres and square feet, or the furnishing of a table on the Plat providing the same information. E. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation. F. Provide and label the monument set or found at each subdivision corner. G. Revise the signature block from "CITY OF MOBILE ENGINEERING" to "CITY ENGINEER". H. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. I. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing. J. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the ORIGINAL*

and one (1) copy of the revised Final Plat with all of the required signatures including Owner's (notarized), Planning Commission, and Traffic Engineering signatures.);

- 5) full compliance with Traffic Engineering comments: *(Based on the proposed density for this site, a traffic impact study will not be required. Site is limited to one curb cut to Savannah 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. Regarding the parking on a side street, Live Oak Street appears to be approximately 28 feet in width. According to City Code Sec. 61-264 (a), the City Traffic Engineering is authorized to restrict parking upon one side of a street as indicated by such signs when the width of the roadway does not exceed 30 feet. In addition, parking prohibitions can also be enforced without signage within 30 feet of an approach to a stop sign or traffic signal and within 10 feet of a fire hydrant. A signed restriction may be placed by Traffic Engineering if parking violations are excessive, or the fire department deems it necessary.);*
- 6) 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).);*
- 7) 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*
- 8) provision of two (2) revised PUD site plans to the Planning Division prior to the signing of the Final Plat.

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

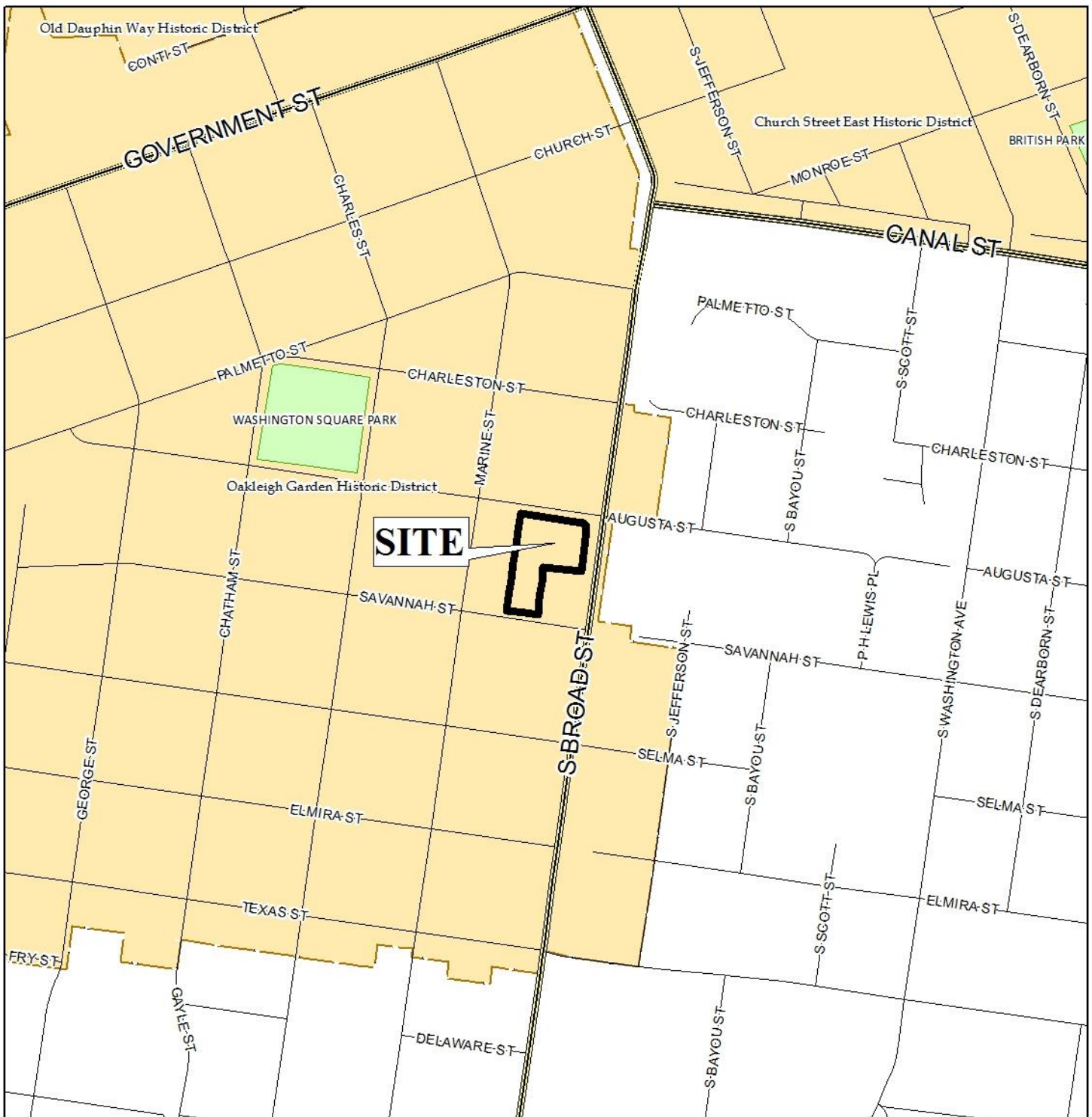
- 1) illustrate the canopies associated with the existing trees in the right-of-way at time of permitting;
- 2) full compliance with Traffic Engineering comments: *(Based on the proposed density for this site, a traffic impact study will not be required. Site is limited to one curb cut to Savannah Street, 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. Regarding the parking on a side street, Live Oak Street appears to be approximately 28 feet in width. According to City Code Sec. 61-264 (a), the City Traffic Engineering is authorized to restrict parking upon one side of a street as indicated by such signs when the width of the roadway does not exceed 30 feet. In addition, parking prohibitions can also be enforced without signage within 30 feet of an approach to a stop sign or traffic signal and within 10 feet of a fire hydrant. A signed restriction may be placed by Traffic Engineering if parking violations are excessive, or the fire department deems it necessary.);*
- 3) 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).);*

- 4) 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)*);
- 5) revision of the site plan to illustrate a wooden privacy fence next to **all** adjacent R-1, Single-Family Residential District properties (3' high in 25' minimum building setback, 6' high elsewhere); and
- 9) provision of two (2) revised PUD site plans to the Planning Division prior to the signing of the Final Plat.

Rezoning: Based on the preceding, the rezoning is recommended for Approval, subject to the following conditions:

- 1) completion of the Subdivision process;
- 2) site is limited to an approved Planned Unit Development; and
- 3) full compliance with all municipal codes and ordinances.

LOCATOR MAP



APPLICATION NUMBER 14 DATE December 15, 2016

APPLICANT Broad Street Lofts Subdivision

REQUEST Subdivision, PUD, Rezoning from R-1 and R-3 to R-3



[illegible]

REQUEST Subdivision, PUD, Rezoning from R-1 and R-3 to R-3



NTS

PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by residential units.

APPLICATION NUMBER 14 DATE December 15, 2016

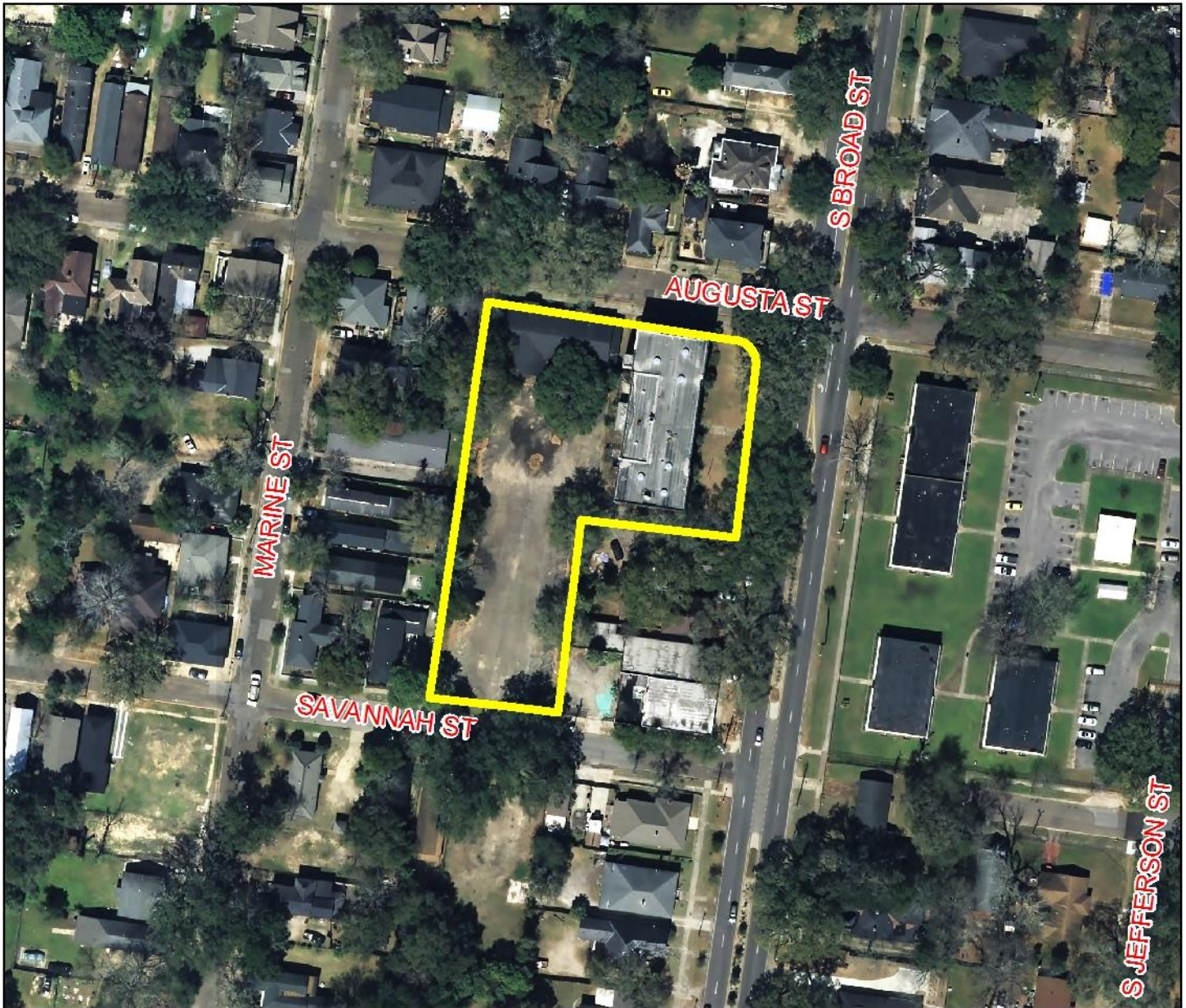
APPLICANT Broad Street Lofts Subdivision

REQUEST Subdivision, PUD, Rezoning from R-1 and R-3 to R-3

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

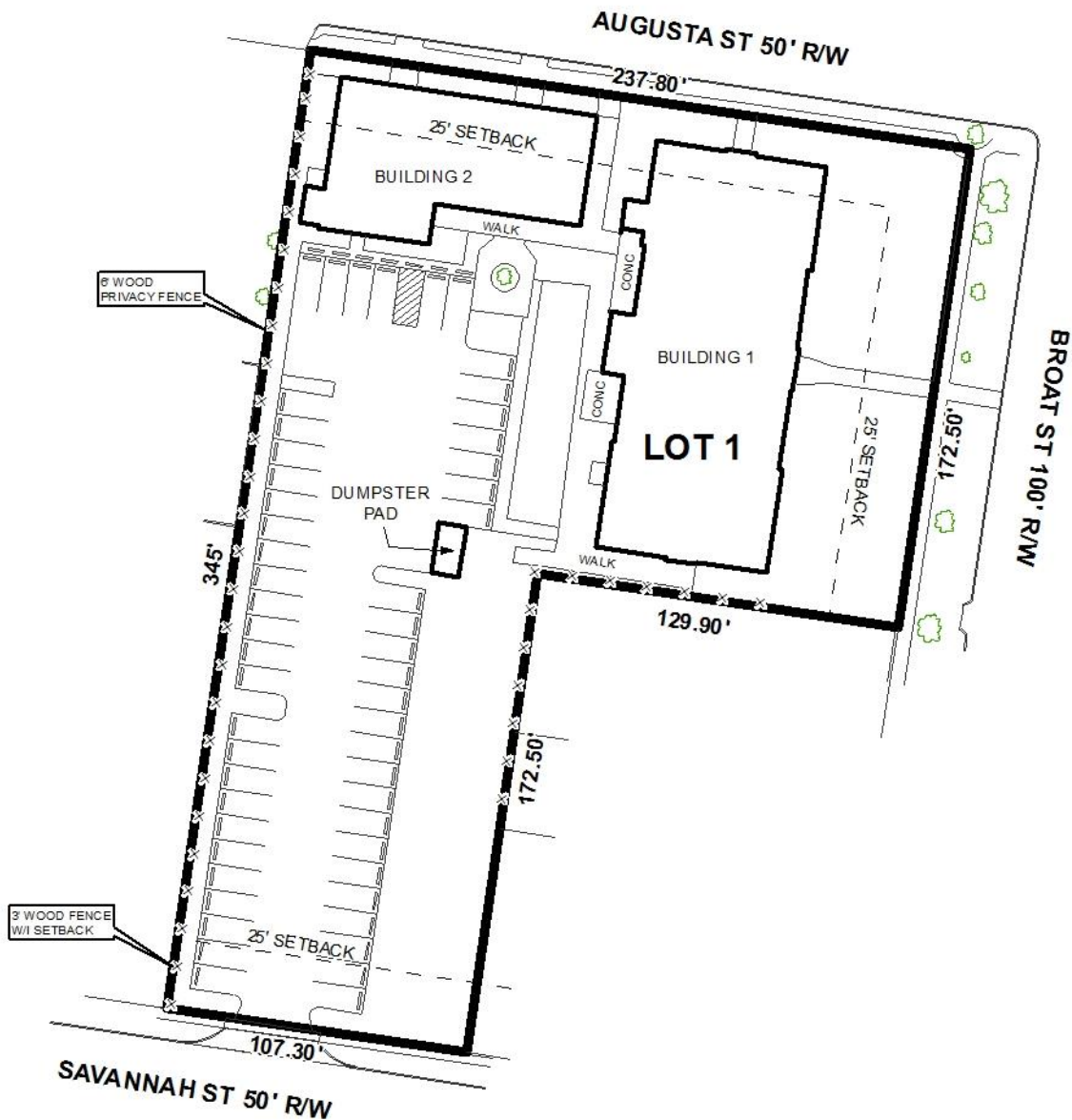


The site is surrounded by residential units.

APPLICATION NUMBER 14 DATE December 15, 2016
 APPLICANT Broad Street Lofts Subdivision
 REQUEST Subdivision, PUD, Rezoning from R-1 and R-3 to R-3



SITE PLAN



The site plan illustrates the existing school buildings, setbacks, trees, parking, and fences.

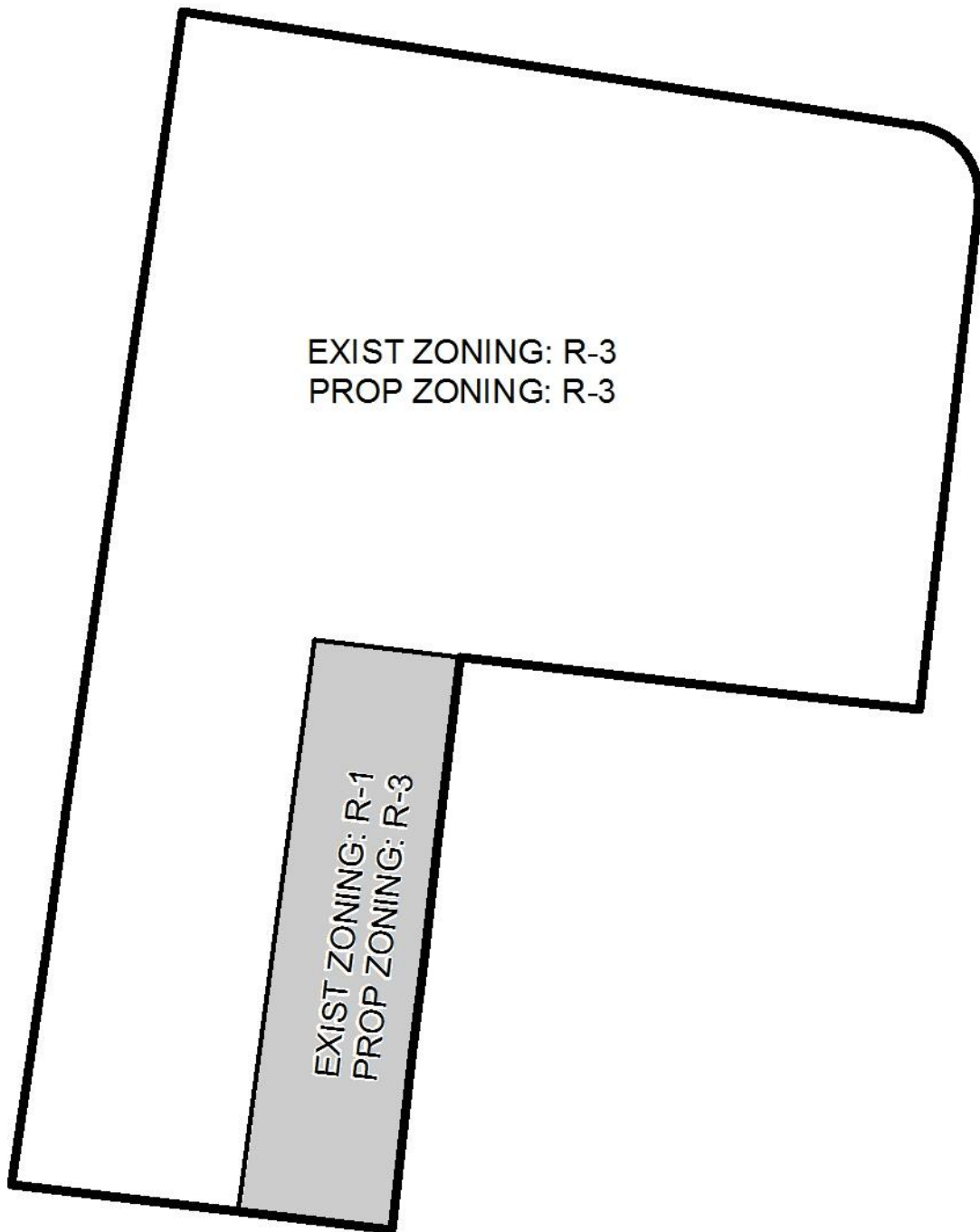
APPLICATION NUMBER 14 DATE December 15, 2016

APPLICANT Broad Street Lofts Subdivision

REQUEST Subdivision, PUD, Rezoning from R-1 and R-3 to R-3



DETAIL SITE PLAN



APPLICATION NUMBER 14 DATE December 15, 2016

APPLICANT Broad Street Lofts Subdivision

REQUEST Subdivision, PUD, Rezoning from R-1 and R-3 to R-3



