

**PLANNED UNIT DEVELOPMENT
& SUBDIVISION STAFF REPORT****Date: October 19, 2017****DEVELOPMENT NAME**

PAM Mid Town Subdivision

SUBDIVISION NAME

PAM Mid Town Subdivision

LOCATION

2001 Spring Hill Avenue & 137, 139 and 141 Tuscaloosa Street
(Southwest corner of Spring Hill Avenue and Tuscaloosa Street.)

**CITY COUNCIL
DISTRICT**

District 1

AREA OF PROPERTY

1 Lot / 0.9 ± Acres

CONTEMPLATED USE

Subdivision approval to create one legal lot of record and
Planned Unit Development approval to allow a new off-site
parking lot to accommodate an existing medical clinic.

**TIME SCHEDULE
FOR DEVELOPMENT**

Immediately.

**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. Show and label the adjacent parcels listed in the written description.
- C. Add the label "CEI" to the legend.
- D. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- E. 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.
- F. 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.

- G. 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.
- H. Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process.
- 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 (with all other signatures) and one (1) copy (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. 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.
- 2. The proposed development must comply with all Engineering Department design requirements and Policy Letters.

TRAFFIC ENGINEERING

COMMENTS

The proposed site plan will negatively impact access to the traffic signal that aligns with Stanton Road at Spring Hill Avenue. If this proposed development removes the asphalt on their property within the drive aisle, the traffic signal for that approach will have to be removed. The developer must coordinate with Traffic Engineering at time of construction for the City to remove the necessary equipment. The 2005 subdivision application for this site limited the corner parcel to the one shared driveway with the adjacent development. As a means of access management, the concrete pavement in the right-of-way of Spring Hill Avenue between the sidewalk and the curb should be removed and landscaped to prevent its use as a driveway. Also, the concrete apron for the drive aisle that is to be modified should be removed and grassed adjacent to the owner's property to further prevent its use as a two-way driveway. In conjunction with the signal removal, the City will designate the driveway portion remaining on the adjacent property as an entrance only driveway. 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).

MAWSS COMMENTS

No comments.

REMARKS

The applicant is seeking Subdivision approval to create one legal lot of record, and Planned Unit Development approval to allow a new off-site parking lot to accommodate an existing medical clinic. The site is located in Council District 1 and the applicant states the site is served by public water and sanitary sewer systems.

The proposed subdivision site, 137 Tuscaloosa Street, was most recently before the Planning Commission at its August 6, 1992 meeting in an unsuccessful attempt to rezone the property from B-1, Buffer Business District, to B-2, Neighborhood Business District. The applicant now wishes to subdivide the parcel as a single legal lot to facilitate its development as part of the Planned Unit Development (PUD) request.

A portion of the remainder of the site, 2001 Springhill Avenue and 139 and 141 Tuscaloosa Street, was originally the subject of a 6-lot subdivision approved at the May 1, 1980 meeting of the Planning Commission, afterwards being re-subdivided as three (3) lots at the November 7, 1985 meeting and recorded in Mobile County Probate Court. Most recently, two (2) of the previously approved three (3) lots were re-subdivided as a single legal lot at the May 19, 2005 meeting of the Planning Commission and recorded in Mobile County Probate Court.

The applicant provided documentation of a reciprocal parking and access agreement between the aforementioned 3-lot subdivision, dated December 19, 1985; however, re-subdivision of two (2) of the three (3) lots without additional recording of a reciprocal easement seemingly nullified this agreement, thus necessitating Administrative PUD review in 2006 to allow shared access and parking between the two sites. Whereas changes only to the existing Administrative PUD site would allow for administrative review of the amended PUD, inclusion of a metes-and-bounds parcel for off-street parking necessitates review by the Planning Commission for Subdivision approval; and, as such, review of the amended PUD by the Planning Commission is also required.

Both sites are zoned B-1, Buffer Business District, thus the medical clinic is allowed by right. Extension of the use of the medical clinic to the proposed lot would be appropriate in this zoning district.

It should be noted that 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.

It should also be noted that 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.

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.

The proposed subdivision site has been given a **Mixed Density Residential** land use designation and the remainder of the PUD site has been given a **Traditional Corridor** land use designation, per the recently adopted Future Land Use Plan and Map (FLUM). The FLUM 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. These land use designations mostly apply, respectively, to: residential areas located between Downtown and the Beltline, where the predominant character is that of a traditional neighborhood laid out on an urban street grid; and, to transportation corridors east of Interstate 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).

Mixed Density Residential areas should offer a mix of single-family homes, townhouses, 2- to 4-residential unit buildings, accessory dwellings, and low- to mid-rise, multi-family apartment buildings. The density varies between 6 and 10 dwelling units per acre (du), depending on the mix, types, and locations of the housing as specified by zoning. Like Low Density Residential areas, Mixed Density Residential areas may also incorporate compatibly scaled and sited complementary uses, such as: neighborhood retail and office uses; schools, playgrounds and parks; and, churches and other amenities that create a complete neighborhood fabric and provide safe, convenient access to daily necessities.

Traditional Corridor designations, depending on their location (and as allowed by specific zoning), 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 multi-family 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.

The proposed lot has frontage on Tuscaloosa Street, a minor street with curb and gutter requiring a 50' right-of-way width. The preliminary plat illustrates a 78' right-of-way width at this location; therefore, no additional dedication should be required.

The plat indicates the lot's size, which is appropriate for lots served by public water and sanitary sewer systems, and is illustrated in both square feet and acres. This information should be retained on the Final Plat, if approved; or, provision of a table on the Final Plat providing the same information may suffice.

The 25' minimum building setback is illustrated on the preliminary plat and should also be retained on the Final Plat, if approved.

With regards to access management, a note should be placed on the Final Plat, if approved, stating the lot is limited to one curb cut to Tuscaloosa Street, with any changes to its size, location or design to be approved by Traffic Engineering and conform to AASHTO standards.

A house and structural remains are illustrated on the preliminary plat; therefore, it should be noted that demolition permits will be required to remove the existing house prior to the approval of any other construction or land disturbance requests.

Regarding the PUD request, the applicant proposes to expand the footprint of the existing medical clinic by enclosing an entryway and former drive-thru porte-cochère. Additionally, the site plan illustrates curbing where the original Administrative PUD site shares access and parking with the adjacent site, thus eliminating reciprocity. As such, additional parking is necessary to accommodate off-street parking requirements for a medical clinic in a B-1, Buffer Business District. A 20' wide portion of the adjacent lot inhibits cross access between the original PUD site and a neighboring lot; therefore, the applicant also proposes to develop an off-site parking lot to satisfy these requirements.

The site plan illustrates 11 on-site parking spaces and 62 off-site parking spaces which, when combined, meet the minimum off-street parking requirements regarding number of parking spaces, and stall length and width. Three on-site parking spaces are designated as van accessible and also meet dimensional requirements.

Curbing is illustrated where vehicles could extend beyond existing and proposed parking facilities.

Adequate 24' two-way aisle access and a 24' wide driveway providing access to and from Tuscaloosa Street are illustrated for the proposed parking lot. It should be noted however, that similar aisle configuration on the original PUD property is, at times, reduced by one (1) to seven (7) feet. While access and maneuvering may not meet current requirements, the site was previously expanded in compliance with the approved Administrative PUD.

A note has been placed on the site plan iterating compliance with parking lot lighting requirements per Sections 64-4.A.2. and 64-6.A.3.c. of the Zoning Ordinance, but a photometric plan showing compliance with Section 64-6.A.8. will nevertheless be required prior to the approval of any land disturbing or construction activities.

A proposed sidewalk is illustrated on the site plan along Tuscaloosa Street where the proposed lot has frontage; and existing sidewalks along both streets to which the original PUD site has frontage are also illustrated. Also, a pedestrian safety walkway is proposed across 20' of the adjacent property, thus providing safer access between the two sites regarding traffic to and from Tuscaloosa Street.

The proposed changes to the original PUD site do not necessitate its full compliance with Tree and Landscaping ordinances at this time, but trees and landscape area are illustrated. Compliance with Tree and Landscaping ordinances will, however, be required for the proposed lot on which

off-street parking will be developed. A note stating as much has been provided on the site plan, and Staff has received a preliminary Tree and Landscaping Plan.

While landscape area appears to meet the minimum applicable requirements, Staff cannot determine compliance with the tree requirements. Tree credit data is not clearly identified and it appears that several off-site trees are being included for credit. As such, revision of the Tree and Landscape plan to adequately identify the amount and types of trees on site will be required prior to the approval of any land disturbing or construction activities.

It should be noted that the property owner's signature is required on Tree and Landscaping plans indicating they agree to comply with applicable Tree and Landscaping Ordinances. As such, the revised Tree and Landscaping plan should include the property owner's signature; or, a letter from the property owner stating they will comply with City of Mobile Tree and Landscaping Ordinances may suffice.

It should also be noted that any changes to the site plan as a result of comments from Traffic Engineering will need to be illustrated on a revised site plan.

A dumpster pad is depicted on the site plan along with a note stating compliance with Section 64-4.D.9. of the Zoning Ordinance regarding enclosure and sanitary sewer connection requirements. This information should be retained on any revised site plan; or, if necessary, a note stating curbside pickup will be utilized instead may suffice.

Finally, the site is adjacent to several R-1, Single-Family Residential properties, thereby requiring a residential buffer in compliance with Section 64-4.D.1. of the Zoning Ordinance. A 6' wooden privacy fence is illustrated on the site plan where the site abuts residential property and is sufficient to comply with these buffer requirements, but the applicant should note that a separate building permit will be required for any fence(s) constructed on the property.

RECOMMENDATION

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

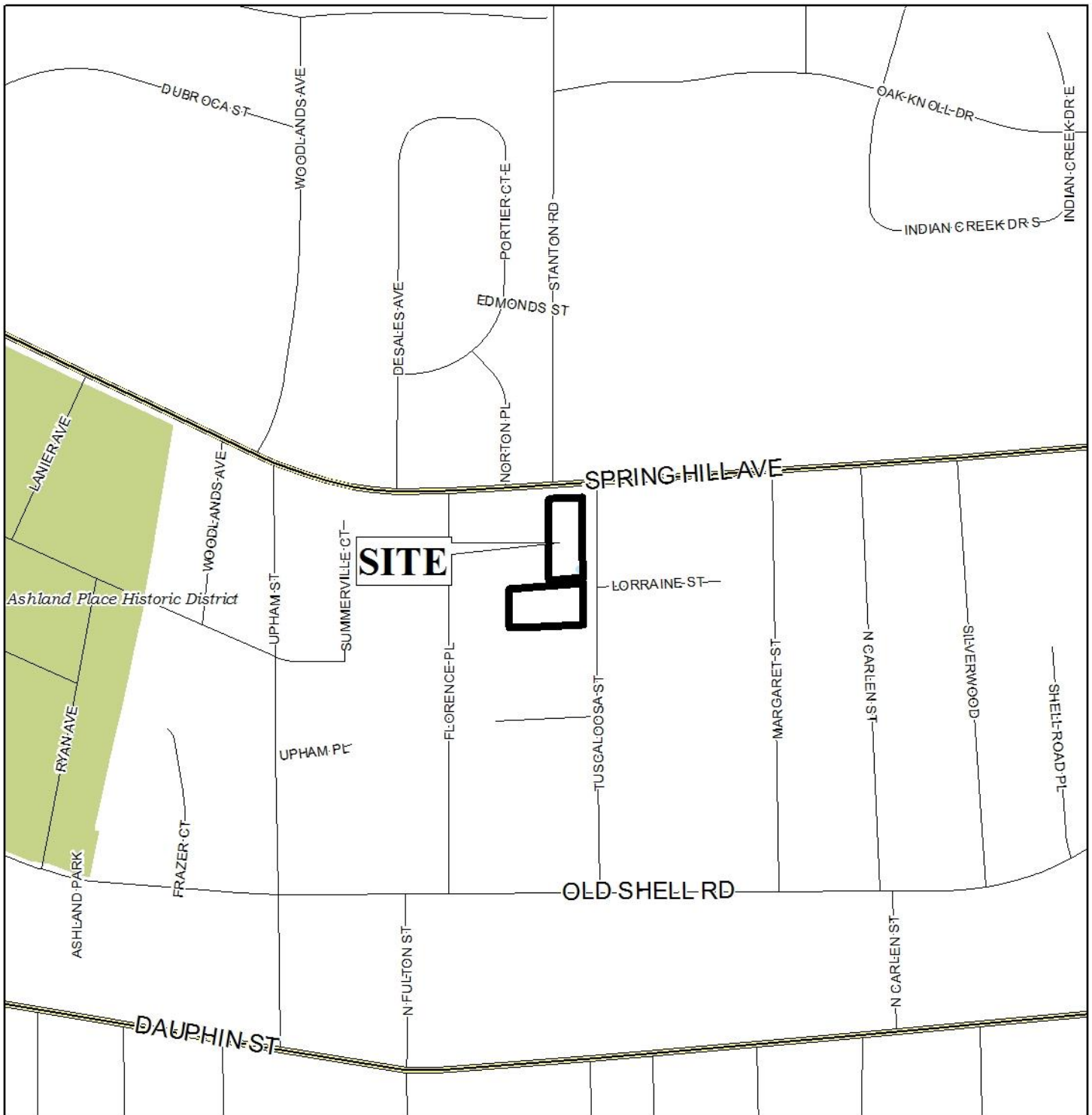
- 1) retention of the lot's sizes in both square feet and acres on the Final Plat, or, provision of a table on the Final Plat providing the same information;
- 2) retention of the 25' minimum building setback line on the Final Plat;
- 3) placement of a note on the Final Plat stating the lot is limited to one curb cut to Tuscaloosa Street, with any changes to its size, location or design to be approved by Traffic Engineering and conform to AASHTO standards;
- 4) 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) Show and label the adjacent parcels listed in the written description. C) Add the label "CEI" to the legend. D) Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. E) 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. F) 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. G) 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. H) Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process. 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 (with all other signatures) and one (1) copy (signatures not required) of the revised Final Plat to the Engineering Department.);*
- 5) compliance with Traffic Engineering comments: *(The proposed site plan will negatively impact access to the traffic signal that aligns with Stanton Road at Spring Hill Avenue. If this proposed development removes the asphalt on their property within the drive aisle, the traffic signal for that approach will have to be removed. The developer must coordinate with Traffic Engineering at time of construction for the City to remove the necessary equipment. The 2005 subdivision application for this site limited the corner parcel to the one shared driveway with the adjacent development. As a means of access management, the concrete pavement in the right-of-way of Spring Hill Avenue between the sidewalk and the curb should be removed and landscaped to prevent its use as a driveway. Also, the concrete apron for the drive aisle that is to be modified should be removed and grassed adjacent to the owner's property to further prevent its use as a two-way driveway. In conjunction with the signal removal, the City will designate the driveway portion remaining on the adjacent property as an entrance only driveway. 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.);*
 - 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 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).);*
 - 8) provision of two (2) revised copies of the PUD site plan to the Planning and Zoning Department prior to signing of the Final Plat;
 - 9) completion of the subdivision process prior to any requests for land disturbance or construction permits; and,
 - 10) compliance with all municipal codes and ordinances.

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

- 1) provision of a photometric plan in compliance with Section 64-6.A.8. of the Zoning Ordinance;
- 2) provision of Tree and Landscaping plan in compliance with Section 64-4.E.3. of the Zoning Ordinance;
- 3) compliance with Engineering comments: (*ADD THE FOLLOWING NOTES TO THE PUD SITE PLAN: 1) 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. 2) The proposed development must comply with all Engineering Department design requirements and Policy Letters.*);
- 4) compliance with Traffic Engineering comments: (*The proposed site plan will negatively impact access to the traffic signal that aligns with Stanton Road at Spring Hill Avenue. If this proposed development removes the asphalt on their property within the drive aisle, the traffic signal for that approach will have to be removed. The developer must coordinate with Traffic Engineering at time of construction for the City to remove the necessary equipment. The 2005 subdivision application for this site limited the corner parcel to the one shared driveway with the adjacent development. As a means of access management, the concrete pavement in the right-of-way of Spring Hill Avenue between the sidewalk and the curb should be removed and landscaped to prevent its use as a driveway. Also, the concrete apron for the drive aisle that is to be modified should be removed and grassed adjacent to the owner's property to further prevent its use as a two-way driveway. In conjunction with the signal removal, the City will designate the driveway portion remaining on the adjacent property as an entrance only driveway. 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.*);
- 5) 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).*);
- 6) compliance with 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).*);
- 7) provision of two (2) revised copies of the PUD site plan to the Planning and Zoning Department prior to signing of the Final Plat;
- 8) completion of the subdivision process prior to any requests for land disturbance or construction permits; and,
- 9) compliance with all municipal codes and ordinances.

LOCATOR MAP



APPLICATION NUMBER 15 DATE October 19, 2017

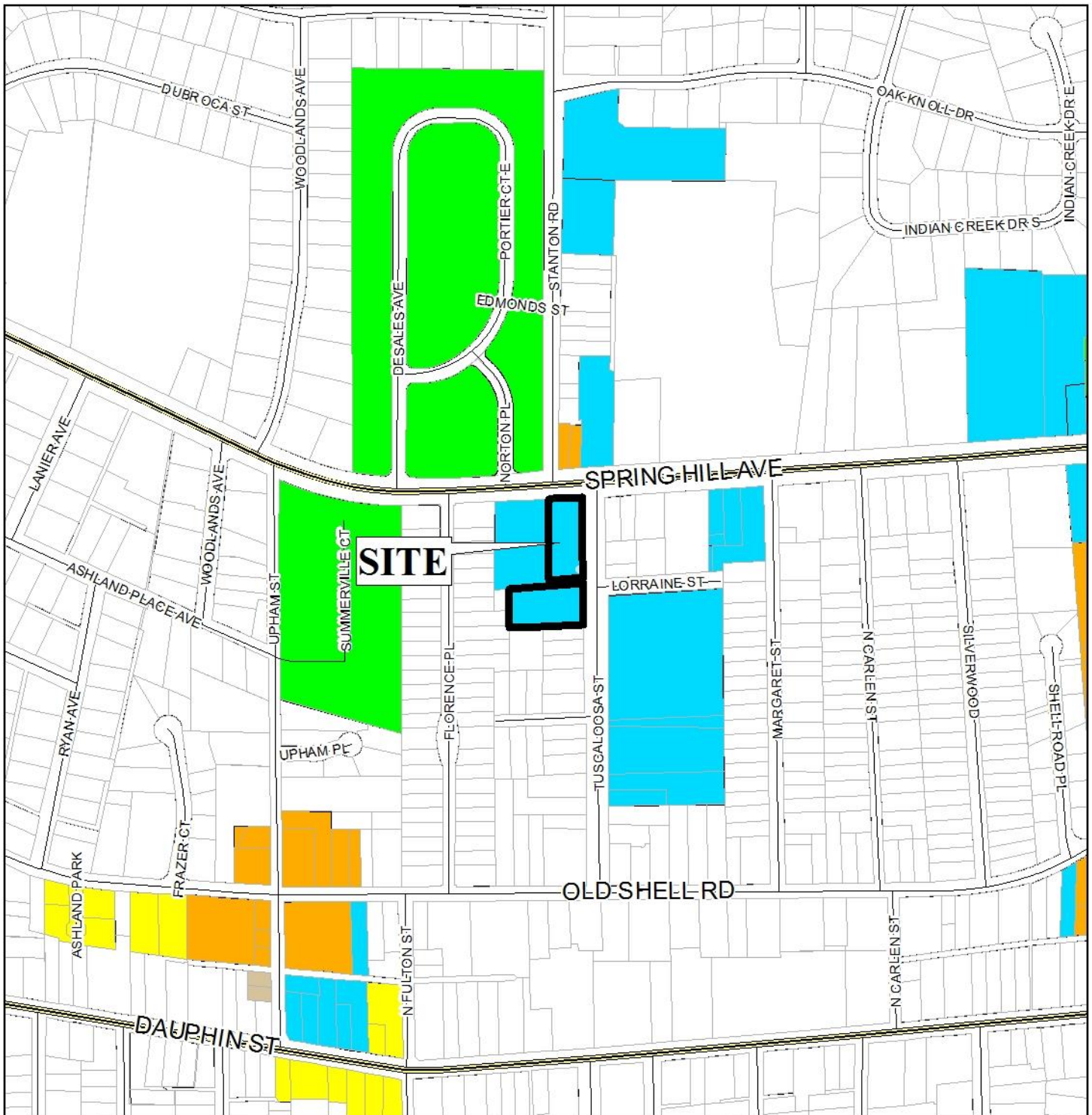
APPLICANT PAM Mid Town Subdivision

REQUEST Subdivision, Planned Unit Development



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LOCATOR ZONING MAP



APPLICATION NUMBER 15 DATE October 19, 2017

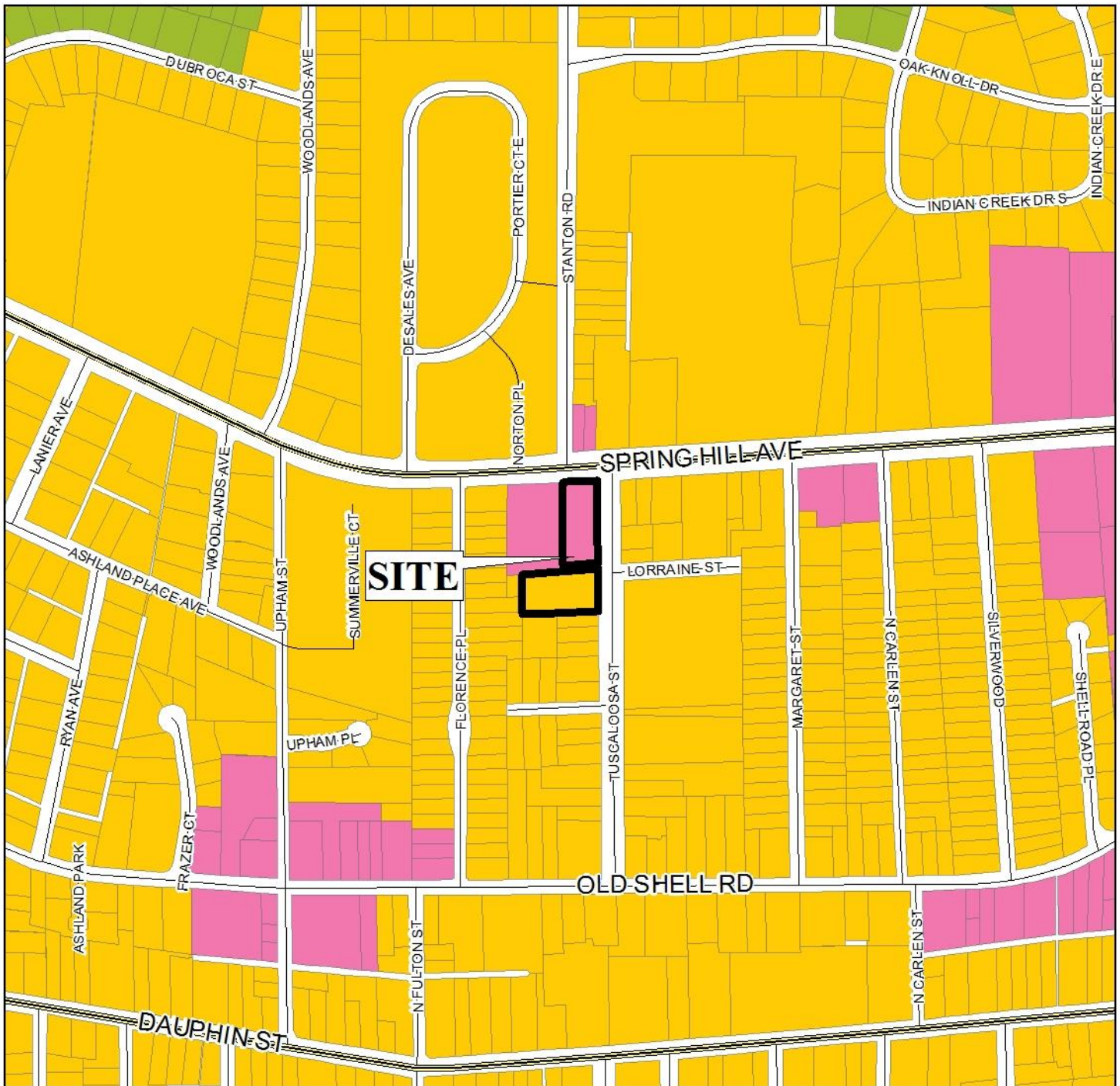
APPLICANT PAM Mid Town Subdivision

REQUEST Subdivision, Planned Unit Development



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FLUM LOCATOR MAP



APPLICATION NUMBER 15 DATE October 19, 2017

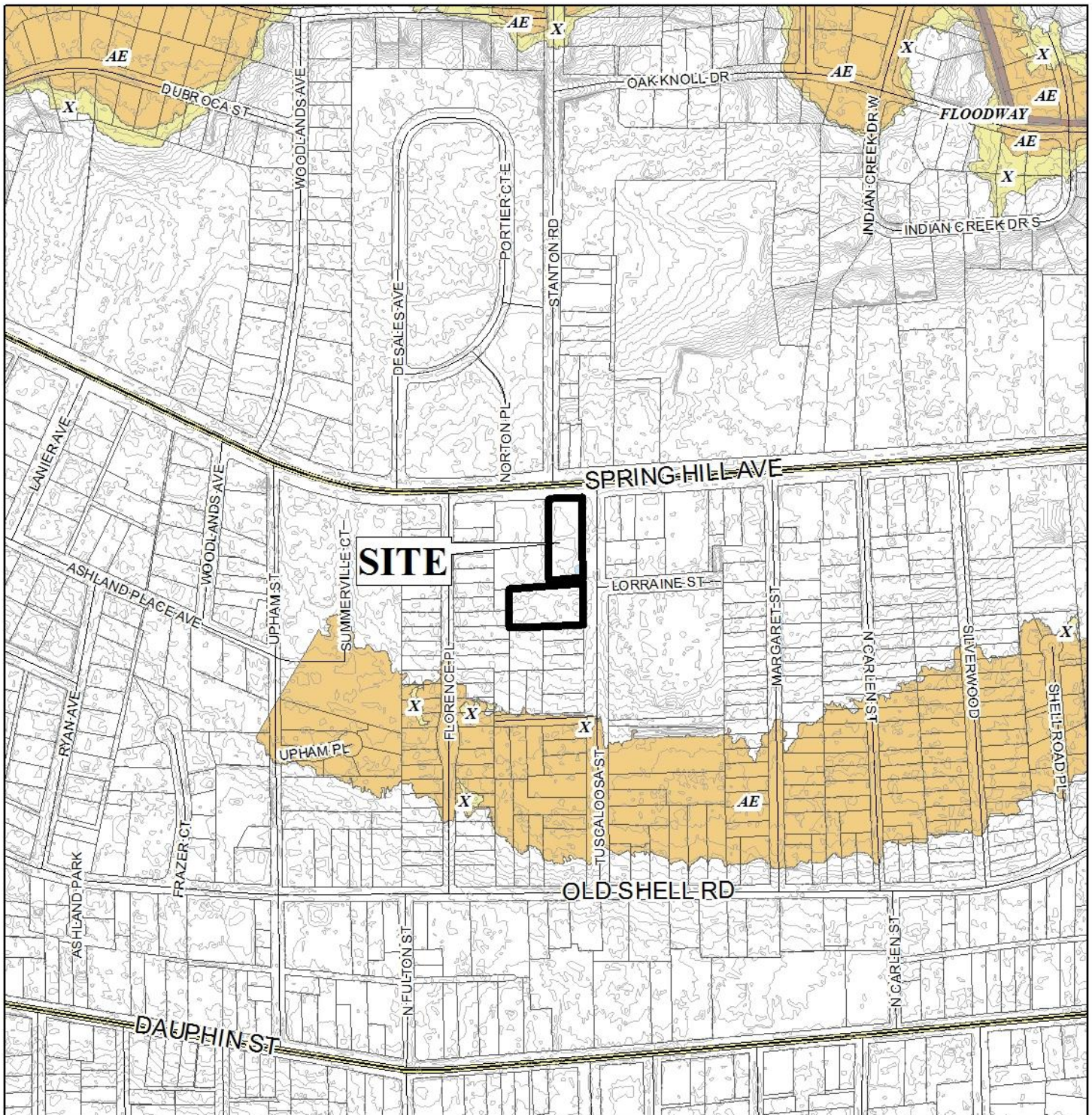
APPLICANT PAM Mid Town Subdivision

REQUEST Subdivision, Planned Unit Development

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



ENVIRONMENTAL LOCATOR MAP



APPLICATION NUMBER 15 DATE October 19, 2017

APPLICANT PAM Mid Town Subdivision

REQUEST Subdivision, Planned Unit Development



PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



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

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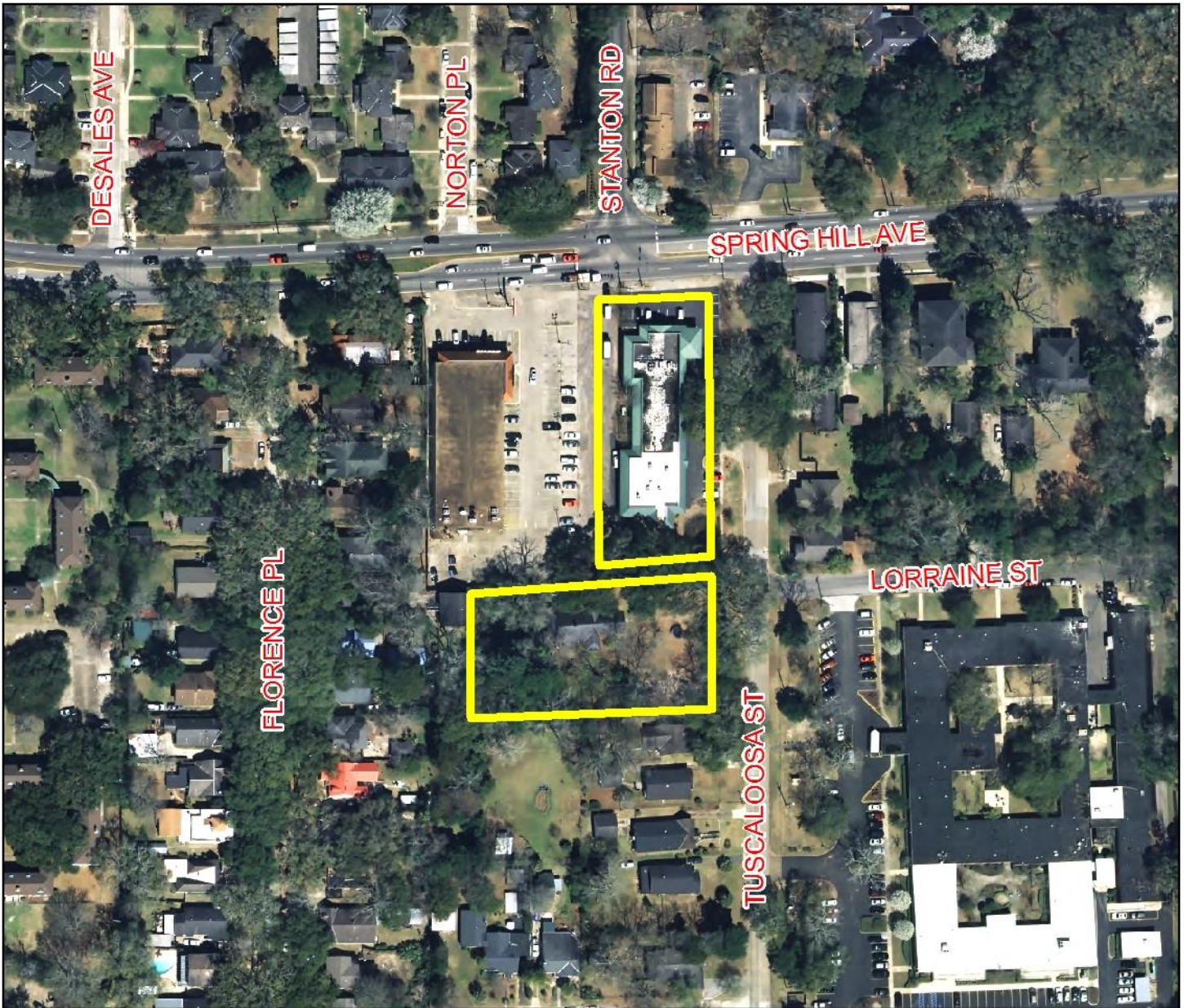
APPLICANT PAM Mid Town Subdivision

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

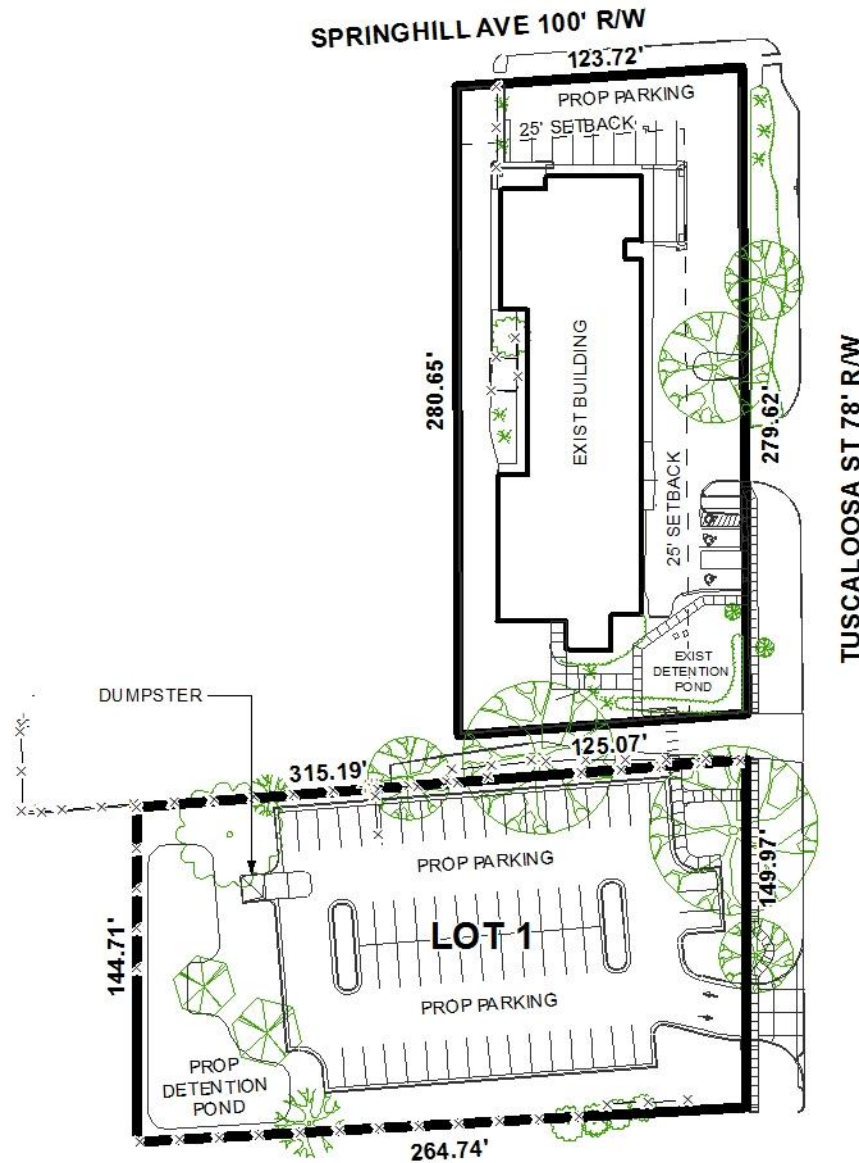


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Commercial units are located to the northeast and southeast.

APPLICATION NUMBER 15 DATE October 19, 2017
 APPLICANT PAM Mid Town Subdivision
 REQUEST Subdivision, Planned Unit Development



SITE PLAN



The site plan illustrates the existing building, setbacks, and proposed parking.

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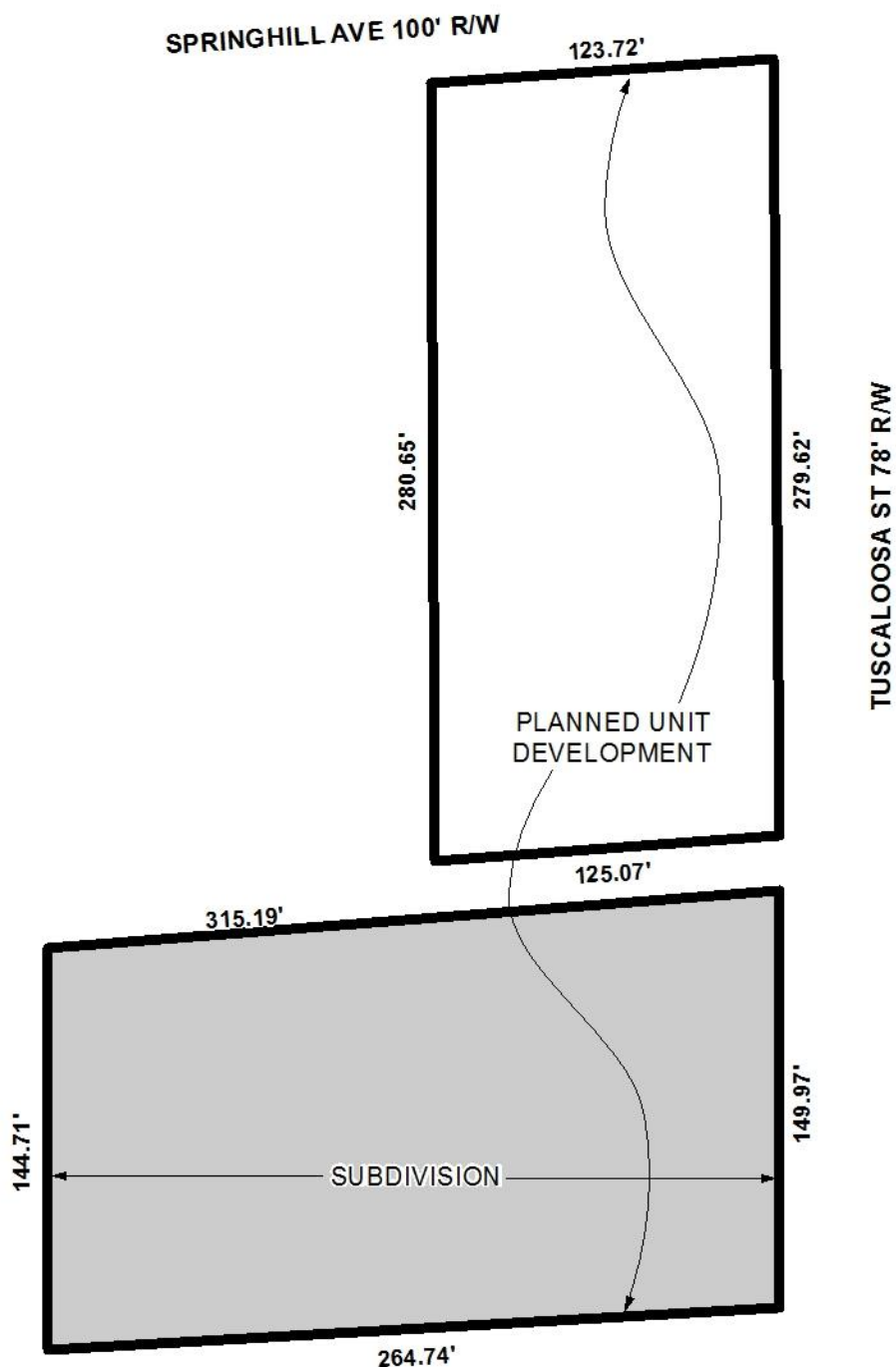
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DETAIL SITE PLAN



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