

**PLANNED UNIT DEVELOPMENT
& SUBDIVISION STAFF REPORT****Date: May 18, 2017****DEVELOPMENT NAME**

Government Street Subdivision, John Sims Addition to

SUBDIVISION NAME

Government Street Subdivision, John Sims Addition to

LOCATION1109 Government Street and 1108 & 1110 Church Street
(South side of Government Street, 175' ± West of George
Street, extending to the North side of Church Street, 215' ±
West of George Street)**CITY COUNCIL
DISTRICT**

District 2

AREA OF PROPERTY3 Lots / 1.0 ± acres Subdivision
1 Lot / 0.66 acres PUD**CONTEMPLATED USE**Planned Unit Development Approval to allow multiple
buildings on a single building site, reduced lot size, and
reduced rear yard setback for an existing multiple family
housing site, and Subdivision approval to create three legal
lots of record.**TIME SCHEDULE
FOR DEVELOPMENT**

None given.

**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. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- C. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 29 - #77) LOTS 1, 2, and 3 will have to share the historical credit of existing (1984) 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 that each Lot will receive prior to the submittal of the Final Plat from review and signatures.
- D. 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.

- E. 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.
- F. 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.
- G. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- H. 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. 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, paving, and all above ground structures, 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

Government Street (U.S. Highway 90) is an ALDOT maintained roadway. Upon redevelopment, each lot is limited to one curb cut with size, location and design to be approved by Traffic Engineering and ALDOT (where applicable), 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 61-929 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, reduced lot size, and reduced rear yard setback for an existing multiple family housing site, and Subdivision approval to create three legal lots of record. The site is located in Council District 2, and according to the applicant is served by public water and sanitary sewer.

The site is currently developed and operating as multi-family housing complex. The applicant wants to subdivide two separate tax parcels to create three legal lots of record. At this time, there is no proposed redevelopment, development, or expansion of the site. The applicant would like to continue to operate the multi-family housing complex. However, due to the fact the property has existing structures on the site, a PUD application is also required to allow the multiple buildings on a single building site, reduced lot size, and reduced rear yard setback; hence the reasons for these applications. It would appear that the applicant is merely "cleaning up" the site to address planning and zoning code requirements.

The site is located on Government Boulevard and Church Street which is indicated as a Traditional Corridor on the Map for Mobile Development Framework Maps. The Map for Mobile states that the development framework map and development area descriptions serve as a guide for future land use and design decisions and also for decisions regarding public improvements and projects. While the site is not specifically designated as a center, but rather within a Traditional Corridor, the intent for development in this area should represent the following:

TRADITIONAL CORRIDOR

- 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; and
- More dense mixed-use development to include neighborhood services and residential above retail.

It should be noted that the Map for Mobile Plan is meant to serve as a general guide, not a detailed lot and district plan or mandate for development. Moreover, the Plan 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 zoning classification. This site is already developed, however staff would highly recommend following the characteristics of the traditional corridor at the time of any new construction.

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 / Subdivision plat will require approval by the Planning Commission.

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.

Proposed Lots 1 and 2, as depicted, meet the minimum size and frontage requirements as outlined by the Subdivision Regulations. Proposed Lot 3 does not meet the minimum lot width or lot area requirements, however, lots with similar characteristics are not uncommon in the vicinity. Furthermore, Lot 3 would be in keeping with other residential lots within the Oakleigh Garden Historic District, therefore a waiver of Section V.D.3. of the Subdivision Regulations may be appropriate.

The lot sizes in square feet and acres are indicated on the plat and should also be indicated on the Final Plat, or there should be the provision of a table on the plat depicting the same information.

The 25-foot minimum building setback lines are depicted, and should be retained on the Final Plat and site plan, if approved.

The site fronts Government Street a proposed major street, which should have a right-of-way of 100'. The preliminary plat submitted illustrates an existing right-of-way of 100,' making no dedications necessary. The site also fronts Church Street, a minor street with curb and gutter with an adequate 50' right-of-way provided.

Access management is a concern due to the site's frontage onto Government Street, an ALDOT regulated facility. Lot 1 should be limited to its two existing curb-cuts until such time that it is redeveloped, when it should be limited to one curb-cut. Lots 2 and 3 should be limited to their existing single curb-cuts. Any change to the size, location or design is to be approved by Traffic Engineering, and ALDOT where appropriate, and conform to AASHTO standards.

The site is zoned R-3, Multi-Family Residential District, thus the multi-family residential use is allowed by right. The request for the PUD for Lot 1 is to allow the multiple buildings on the single lot and to continue to allow shared parking among those buildings. The applicant states

that the parking spaces indicated on the site plan are not paved or striped and will remain as is, which would appear to include grass and gravel surfacing. The site appears to have sufficient parking spaces, however it should be noted, at the time of new development or expansion of the site, the number of units will be required to verify if adequate parking would still be provided.

The PUD request also includes a 5' rear yard setback for Lot 1 instead of the required 8' rear yard setback. The applicant states that the requested reduced 5' rear yard setback is to allow maneuverability in the rear of Lot 1 and to allow 5' from the existing cottage and the property line of Lot 2.

With regards to tree and landscaping, no improvements are proposed on the sites at this time, thus full tree and landscape requirements are not required. However, at the time of new construction, redevelopment, or expansion, full tree and landscape compliance per Section 64-4.E of the Zoning Ordinance will be required.

It should be pointed out that the site plan depicts a "gravel drive" or what would be considered an access road that crosses both Lot 1 and 2. If the intent is to have the "gravel drive" to remain, a revised PUD application will be required to include cross access between Lots 1 and 2. If the drive is to no longer be utilized, a revised site plan removing illustration of the shared access across both properties will be required.

A sidewalk is depicted on the site plan and should be retained on the site plan.

RECOMMENDATION

Subdivision: Based upon the preceding, with a waiver of Section V.D.3, the application is recommended for Tentative Approval, subject to the following conditions:

- 1) revision of the plat to remove the gravel drive from Lots 1 and 2;
- 2) retention of the 25' minimum building setback lines on the Final Plat;
- 3) retention of the right-of-way widths along Government Street and Church Street on the Final Plat;
- 4) placement of a note on the Final Plat stating that Lot 1 is limited to its two existing curb-cuts until such time that it is redeveloped, when it should be limited to one curb-cut, and Lots 2 and 3 are limited to their existing single curb-cuts, with any change to the size, location or design to be approved by Traffic Engineering, and ALDOT where appropriate, and conform to AASHTO standards;
- 5) retention of the labeling of the lot sizes in square feet and acres, or the furnishing of a table on the Final Plat providing the same information;
- 6) compliance with the 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. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. C. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 29 - #77) LOTS 1, 2, and 3 will have to share the historical credit*

of existing (1984) 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 that each Lot will receive prior to the submittal of the Final Plat from review and signatures. D. 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. E. 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. F. 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. G. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing. H. 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.):

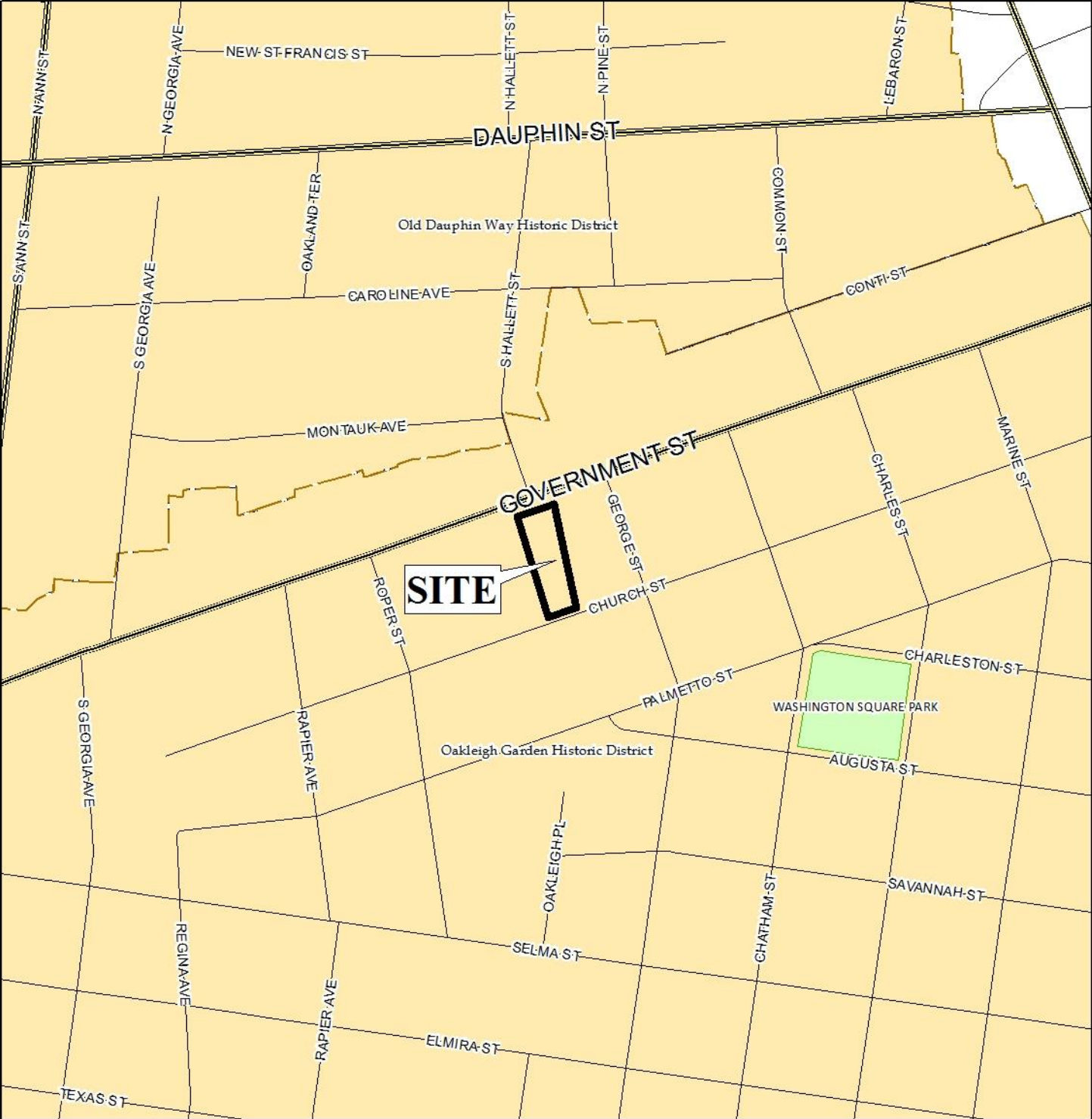
- 7) compliance with the Traffic Engineering comments (Government Street (U.S. Highway 90) is an ALDOT maintained roadway. Upon redevelopment, each lot is limited to one curb cut with size, location and design to be approved by Traffic Engineering and ALDOT (where applicable), and conform to AASHTO standards. 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.);
- 8) 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).);
- 9) 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)); and
- 10) completion of the PUD process prior to the signing of the Final Plat.

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

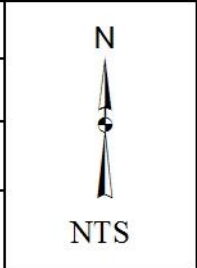
- 1) revision of the site plan to remove the illustration of the "gravel drive" shared access driveway across both Lots 1 and 2, or revise the PUD application to include Lot 2 as a part of the PUD request for shared access;
- 2) retention of the 25' minimum building setback lines;
- 3) retention of the right-of-way widths along Government Street;
- 4) placement of a note on the site plan stating that Lot 1 is limited to its two existing curb-cuts until such time that it is redeveloped, when it should be limited to one curb-cut, with any change to the size, location or design to be approved by Traffic Engineering, and ALDOT where appropriate, and conform to AASHTO standards;
- 5) revision of a note placed on the site plan stating full tree and landscaping compliance per Section 64-4.E of the Zoning Ordinance at the time of new construction, redevelopment, or expansion of the site will be required;

- 6) retention of the labeling of each lot with its size in square feet and acres, or the furnishing of a table on the site plan providing the same information;
- 7) retention of the sidewalk;
- 8) compliance with Engineering comments (*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, paving, and all above ground structures, 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.*);
- 9) compliance with the Traffic Engineering comments (*Government Street (U.S. Highway 90) is an ALDOT maintained roadway. Upon redevelopment, each lot is limited to one curb cut with size, location and design to be approved by Traffic Engineering and ALDOT (where applicable), 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.*);
- 10) 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).*);
- 11) 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).*);
- 12) provision of two revised PUD copies of the site prior to the signing of the final plat;
- 13) compliance with all other municipal codes and ordinances.

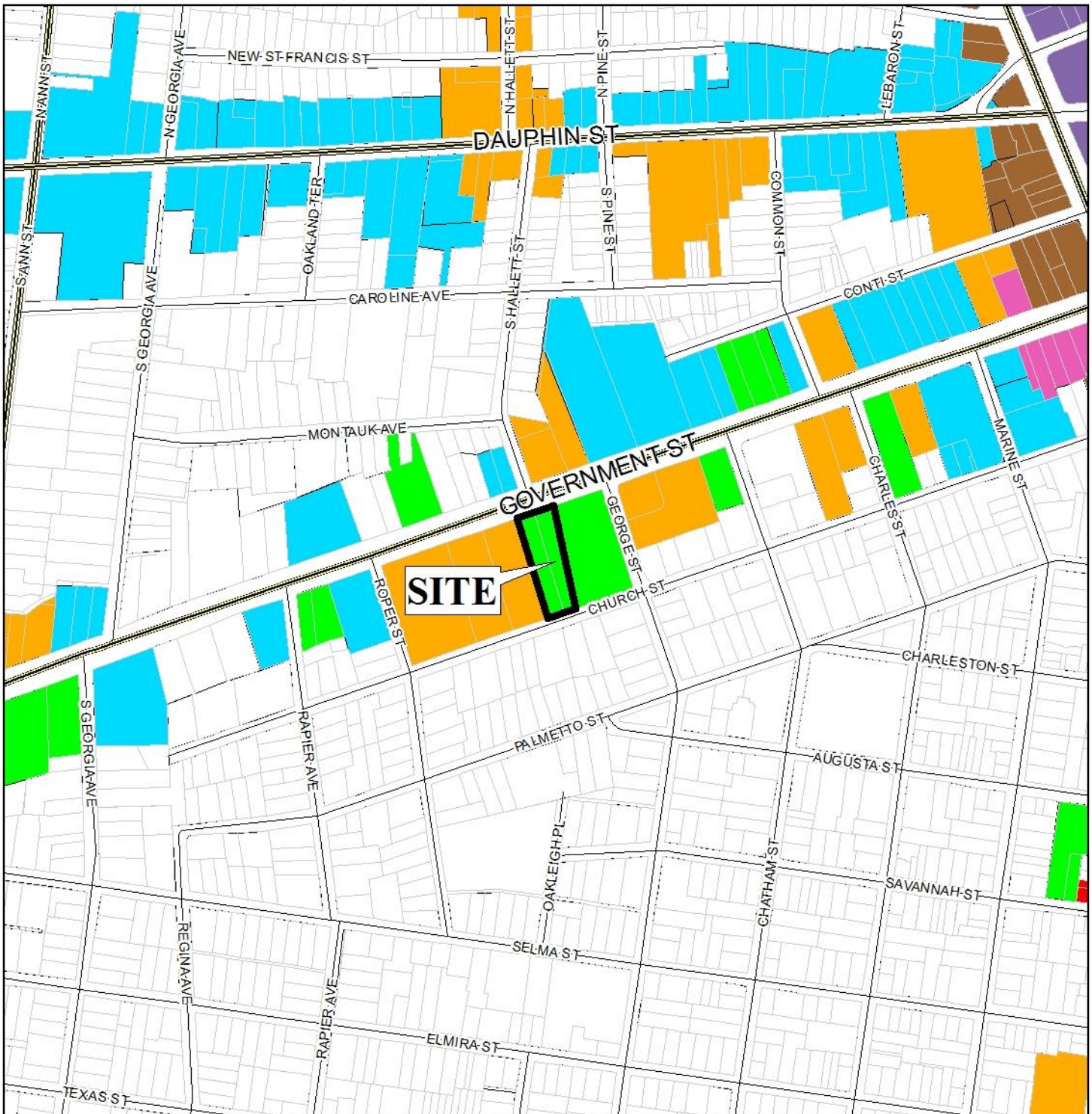
LOCATOR MAP



APPLICATION NUMBER 16 DATE May 18, 2017
 APPLICANT Government Street Subdivision, John Sims Addition to
 REQUEST Subdivision, Planned Unit Development



LOCATOR ZONING MAP



APPLICATION NUMBER 16 DATE May 18, 2017
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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



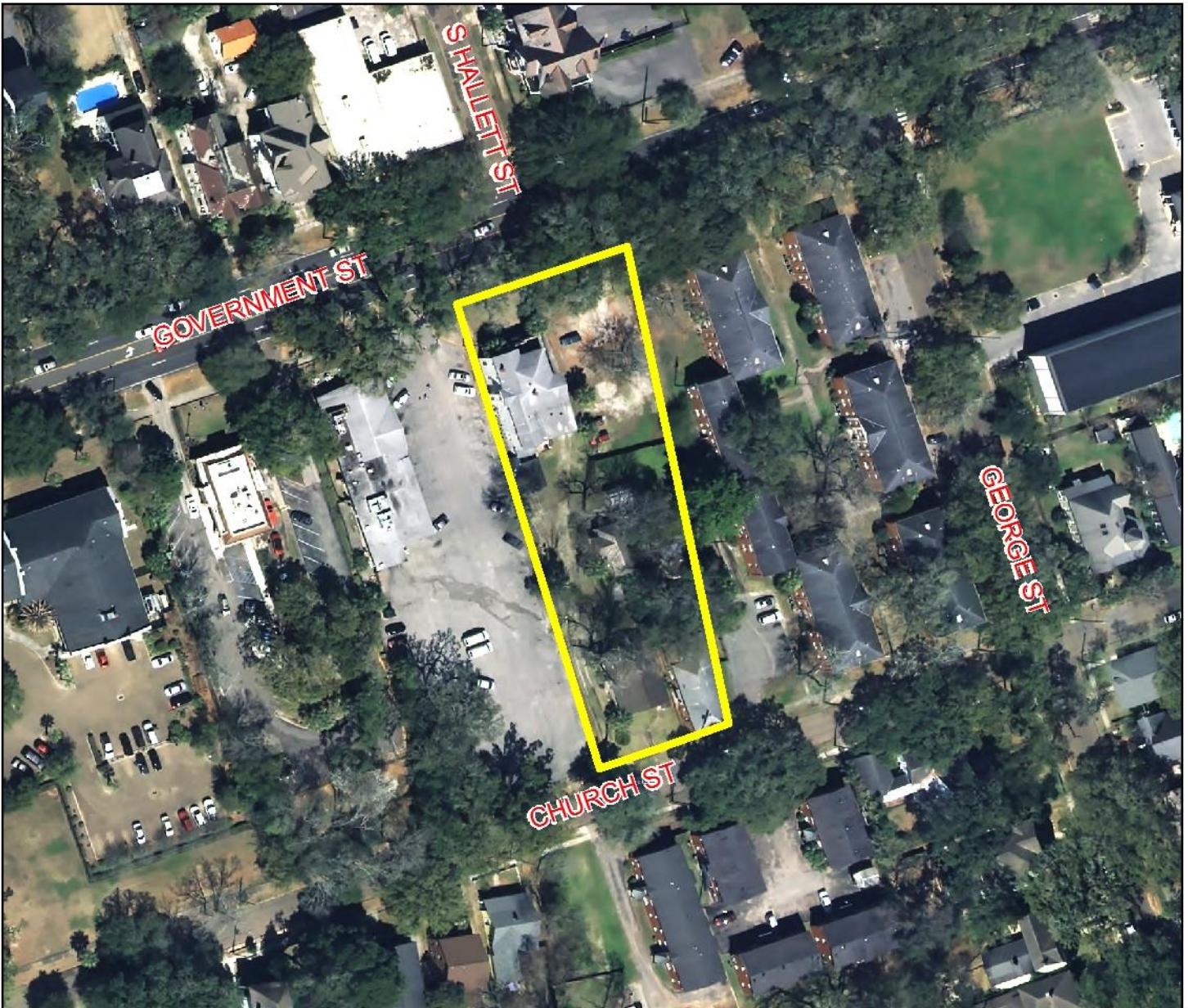
The site is surrounded by commercial and residential units.

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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

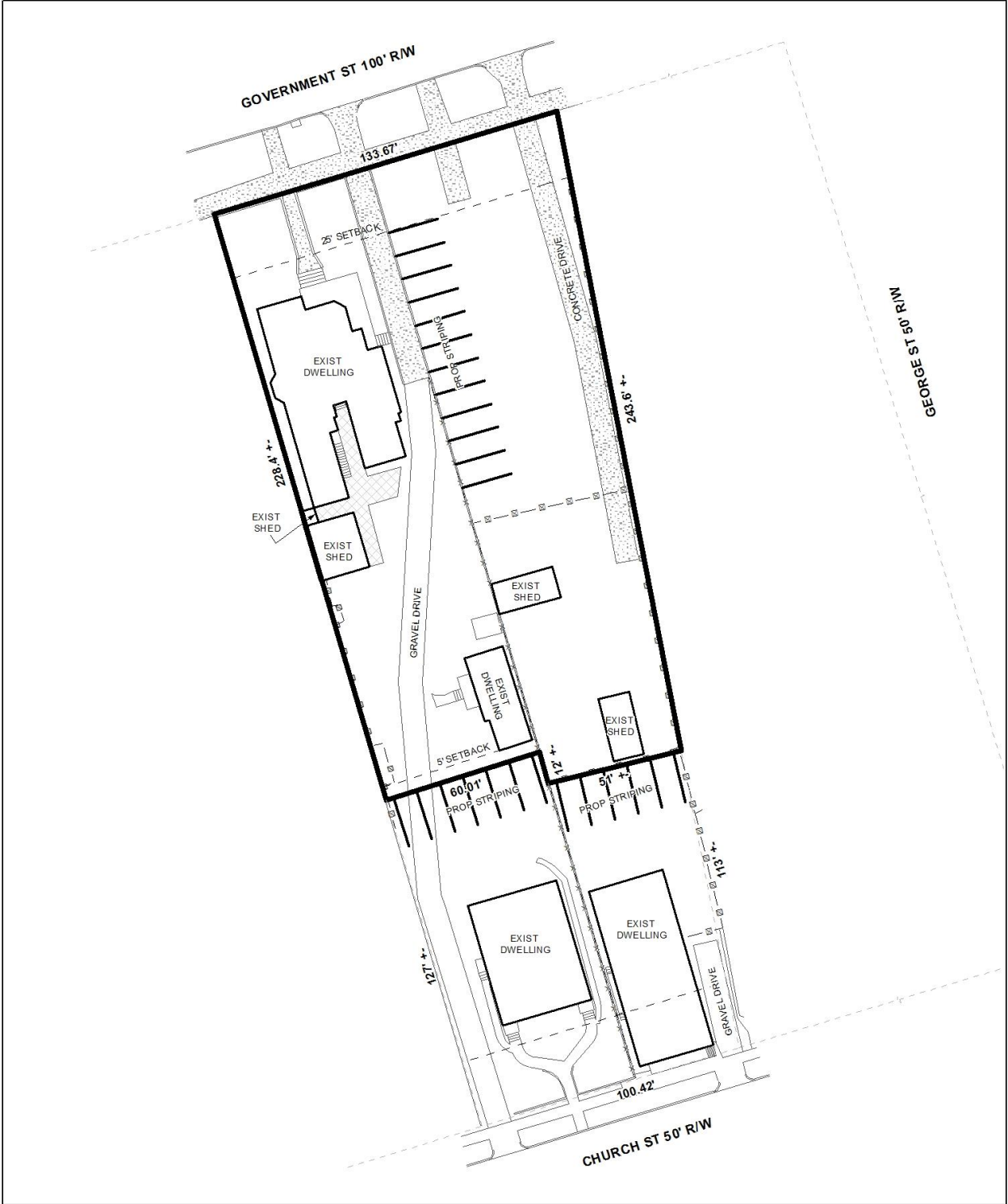


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SITE PLAN



The site plan illustrates the existing buildings, setbacks, and proposed stripings.

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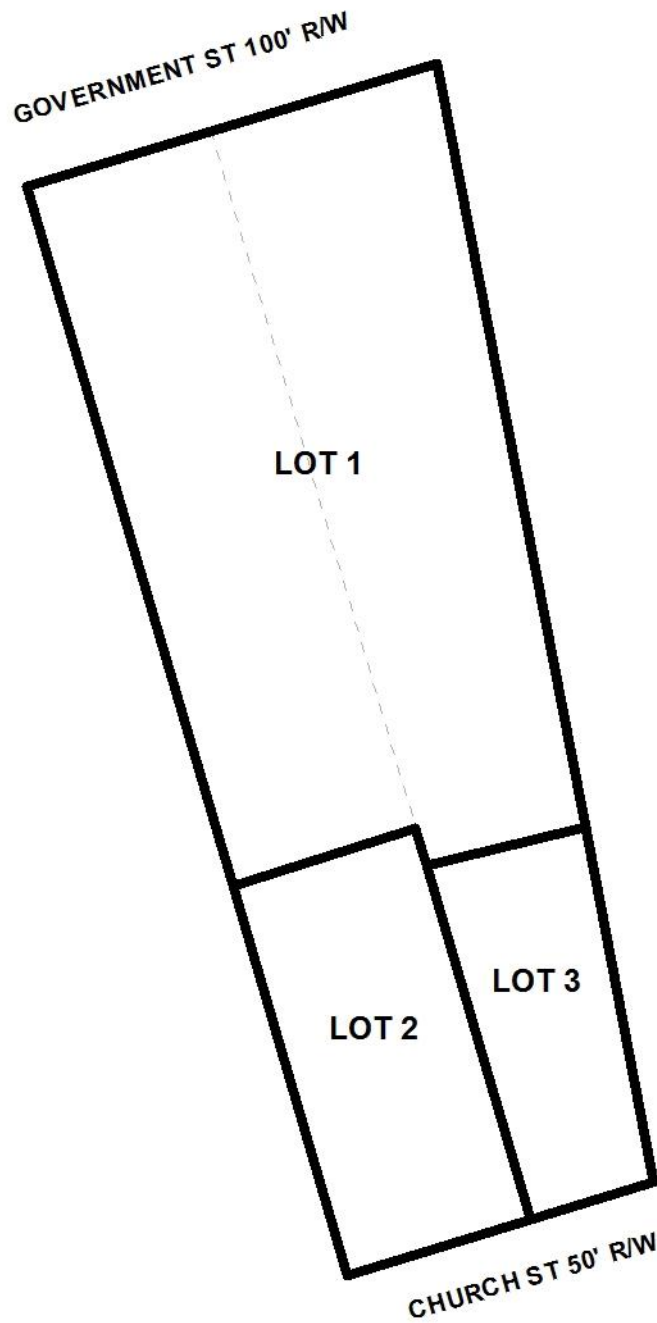
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NTS

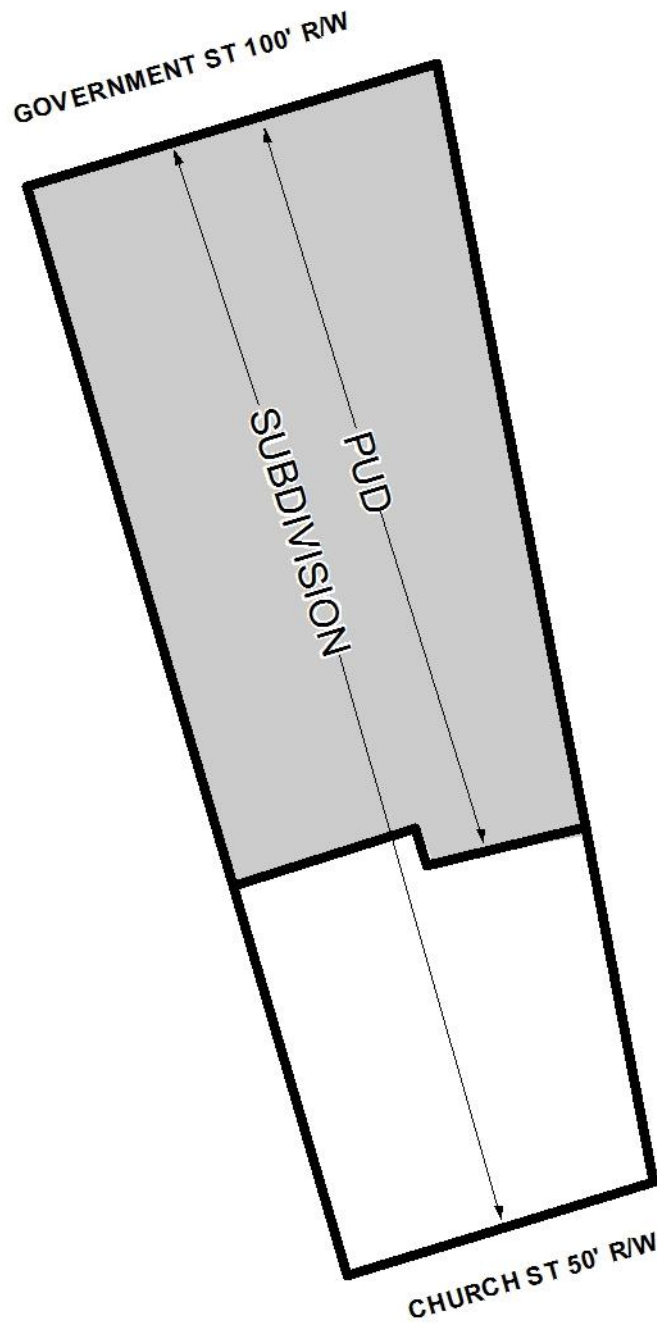
DETAIL SITE PLAN



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DETAIL SITE PLAN



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