

**PLANNED UNIT DEVELOPMENT &
PLANNING APPROVAL STAFF REPORT**

Date: January 7, 2010

NAME

Waterfront Rescue Mission

LOCATION

204, 206, 208, & 210 State Street
(Northeast corner of State Street and North Joachim Street)

**CITY COUNCIL
DISTRICT**

District 2

PRESENT ZONING

R-B, Residence-Business District

AREA OF PROPERTY

1 Lot / 0.5 ± Acres

CONTEMPLATED USE

Planning Approval to allow the expansion of an existing domiciliary facility in an R-B, Residence-Business District, and to allow the expansion of a gravel parking surface within the Hank Aaron Loop Area, and Planned Unit Development Approval to allow multiple buildings on a single building site.

**TIME SCHEDULE
FOR DEVELOPMENT**

Immediate

ENGINEERING

COMMENTS

Site is located in the AE Flood Zone, therefore need to show minimum FFE (MFFE) on plans and construction of the proposed building shall satisfy the MFFE requirements determined by City Engineering. Construction of the proposed building will require a Flood Study unless documentation for historical credit is provided showing that there was a building in the same general location (i.e., surveys, aerial photographs, Sanborn Maps, etc.). No fill will be allowed on the site without providing compensation (net fill of zero) or completing a flood study. Must comply with all storm water and flood control ordinances. Any work performed in the right of way will require a right of way permit.

TRAFFIC ENGINEERING

COMMENTS

Driveway number, size, location, and design to be approved by Traffic Engineering and ALDOT and conform to AASHTO standards.

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 must comply with the requirements of the 2003 International Fire Code, including Appendices B through D, as adopted by the City of Mobile, and the 2003 International Existing Building Code, as appropriate.

REMARKS

The applicant is requesting Planning Approval to allow the expansion of an existing domiciliary facility in an R-B, Residence-Business District, and to allow the expansion of a gravel parking surface within the Hank Aaron Loop Area, and Planned Unit Development Approval to allow multiple buildings on a single building site.

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.

It is very important to note that the Planning Approval and PUD review are site plan specific; therefore *any* future changes to the overall site plan must be submitted for PUD review. Additionally, if the scope of operations for the school or the site plan are changed from what is approved by the Planning Commission, a new application for Planning Approval will be required.

The applicant has submitted plans indicating that they wish to demolish the existing kitchen, construct a new building containing a kitchen, dining area, and sleeping area, and realign the access and maneuvering areas and parking on the site. Currently, the site has 64 beds and the proposed expansion will not increase the number of beds. The current dormitory is proposed to be renovated and changed into office space. Lastly, the parking, access, and maneuvering is proposed to be realigned to utilize the existing curb cut on North Joachim Street for an 18-foot wide one way gravel driveway with 12 angled parking spaces on the North side of the driveway and two parallel parking spaces on the South side of the driveway. The driveway then tapers down to 12 feet wide past the main parking area where it continues to a curb cut to State Street. The 12-foot wide portion of the accessway also includes two angled parking spaces on the West side of the driveway.

While there will be an overall increase in square footage of buildings at the site, there will not be an increase in beds or clients. As such, the expansion of facilities could be considered compatible within the existing neighborhood context due to the fact that it is an existing use, and

the number of people served will not increase. However, any increase in the number of beds, regardless of whether or not any new buildings or additions are constructed, should be reviewed by the Planning Commission. As such, a new application for Planning Approval would be required.

Regarding the gravel surfacing, which is allowed with planning approval within the Hank Aaron Loop, currently the parking area is gravel, and is limited to the North side of the site between Joachim Street and the existing kitchen. For this application, all parking and access is depicted as being gravel. The accessway is depicted as being used to access the dumpster pad. Gravel, even compacted gravel, is not an appropriate surface for garbage collection vehicles. Further, section 64-4.D.9.b of the Zoning Ordinance requires waste removal to occur entirely within a paved surface. As such, the plan should be revised to show the accessway and dumpster pad to be paved with an appropriate surface as allowed by the zoning ordinance. Surfacing of the parking spaces themselves in gravel could be, however, considered appropriate except for specifically designated handicapped parking spaces. Handicapped parking spaces are required by building code, and are required to be paved, as well as access to the buildings from handicapped parking spaces.

Further regarding the parking, the angled parking spaces are all depicted as being 8.5 feet wide. While a width of 8.5 feet is allowed by the Zoning Ordinance, City of Mobile Traffic Engineering requires spaces to be at least 9 feet in width. As such, the spaces should be revised to reflect a width of 9 feet for each space. This revision will cause a reduction in available parking and will cause the site to fall below the minimum standards for the parking ratio as required by the Zoning Ordinance, and, as such, a parking ratio variance will likely be required. Further, the two parallel spaces depicted on the site are depicted as being only 20 feet in length, and Traffic Engineering requires these spaces to be at least 23 feet in length, and, as such, the site plan should be revised accordingly, or the parking spaces be removed.

A dumpster pad is indicated on the site plan, but no dumpster enclosure is shown. The site plan should be revised to depict an appropriate enclosure. Further, City Engineering requires dumpster pads to be equipped with a connection to the sanitary sewer, and, as such, a note should be placed on the site plan indicating compliance with this requirement.

The proposed building does not appear to meet rear yard setbacks. The Zoning Ordinance requires a rear setback of zero or five feet. The building is not on the property line, but rather is depicted as within the 5-foot setback. This should be revised on the site plan, or a variance request submitted. Also, where the building is on the property line, it must comply with the fire-rating requirements of the Building and Fire codes.

The site depicts an appropriate amount of landscaping area, both on the total site and frontage. Due to the unique characteristics of the site and existing trees in the area, tree plantings should be coordinated with Urban Forestry.

The geographic area defined by the city of Mobile and its planning jurisdiction, including this site, may contain Federally-listed threatened or endangered species as well as protected non-game species. Development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species.

Finally, the site is located entirely within the De Tonti Square Historic District, and, as such, all improvements will require the approval of the Mobile Historic Development Commission and the Architectural Review Board.

RECOMMENDATION

Planned Unit Development: Based upon the preceding, the application is recommended for Holdover until the February 4, 2010, meeting with revisions due by January 15, 2010 to address the following:

- 1) Revision of the site plan to depict all of the parking spaces as being at least nine (9) feet in width;
- 2) Submittal of a parking ratio variance, if necessary;
- 3) Revision of the site plan to indicate that the accessway will be paved;
- 4) Depiction of handicapped parking spaces;
- 5) Depiction of an appropriate screen for the dumpster;
- 6) Provision of a note on the site plan indicating that the dumpster pad will have a connection to the sanitary sewer;
- 7) Revision of the site plan to show the proposed building meeting setbacks or submission of a setback variance for the proposed building; and
- 8) Compliance with City Engineering comments: *Site is located in the AE Flood Zone, therefore need to show minimum FFE (MFFE) on plans and construction of the proposed building shall satisfy the MFFE requirements determined by City Engineering. Construction of the proposed building will require a Flood Study unless documentation for historical credit is provided showing that there was a building in the same general location (i.e., surveys, aerial photographs, Sanborn Maps, etc.). No fill will be allowed on the site without providing compensation (net fill of zero) or completing a flood study. Must comply with all storm water and flood control ordinances. Any work performed in the right of way will require a right of way permit.*

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- 4) Depiction of handicapped parking spaces;
- 5) Depiction of an appropriate screen for the dumpster;
 - a. Provision of a note on the site plan indicating that the dumpster pad will have a connection to the sanitary sewer;
 - b. Revision of the site plan to show the proposed building meeting setbacks or submission of a setback variance for the proposed building; and
 - c. Compliance with City Engineering comments: *Site is located in the AE Flood Zone, therefore need to show minimum FFE (MFFE) on plans and construction of the proposed building shall satisfy the MFFE requirements determined by City Engineering. Construction of the proposed building will require a Flood Study*

unless documentation for historical credit is provided showing that there was a building in the same general location (i.e., surveys, aerial photographs, Sanborn Maps, etc.). No fill will be allowed on the site without providing compensation (net fill of zero) or completing a flood study. Must comply with all storm water and flood control ordinances. Any work performed in the right of way will require a right of way permit.

Revised for the February 4, 2010 meeting

The applicant submitted a revised site plan indicating that the parking spaces have been reoriented and revised to show a width of 9 feet as indicated in the previous report. It should be noted that gravel-surfaced parking spaces may not comply with the Americans With Disabilities Act (ADA), and may have to be paved to comply. Further regarding ADA, on site circulation and access to the proposed building may not comply with the requirements of ADA.

The applicant has indicated that the proposed accessway, which will be utilized by a garbage truck for waste removal, is to be gravel. While this planning approval application includes approval of gravel surfacing, the Zoning Ordinance further states in Section 64-4.D.9.b that “waste removal of a dumpster by a sanitation truck shall take place entirely within the paved surface of the building site.” As such, a separate variance application would need to be submitted to the Board of Zoning Adjustment for a full waiver of the paving requirements of the accessway, if the Planning Commission were so inclined to grant the approval for a gravel parking lot in the first place.

Given the potential for ADA accessibility issues by designating gravel spaces as handicapped spaces, and the fact that the Zoning Ordinance specifically requires accessways used by garbage trucks to be paved, and the fact that gravel surfacing is insufficient to withstand repeated trips by garbage trucks, the Planning Approval for surfacing should be approved only for the non-handicapped parking spaces, with all accessways and handicapped parking spaces paved with an appropriate surface such as asphalt, asphaltic concrete, or concrete.

As the accessway is one-way, appropriate signage, such as “one-way” and “do not enter” signs should be placed at both curb cuts. Placement of signs should be coordinated with Traffic Engineering and shown on the site plan.

The site plan was further revised to indicate a screen for the dumpster and a connection to the sanitary sewer. The site plan also now indicates the proposed new building as meeting the setback requirements of the R-B Zoning District.

Lastly, as previously stated, the site depicts an appropriate amount of landscaping area, both on the total site and frontage. Due to the unique characteristics of the site and existing trees in the area, tree plantings should be coordinated with Urban Forestry.

RECOMMENDATION

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

- 1) Paving of all accessways with asphalt, asphaltic concrete, or concrete;
- 2) Paving of all designated handicapped spaces and handicapped accessible routes with asphalt, asphaltic concrete, or concrete;
- 3) Placement of appropriate “one way” and “do not enter” signage at both curb cuts, with the locations to be shown on the site plan, and approved by Traffic Engineering;
- 4) No expansion in client capacity without approval from the Planning Commission;
- 5) Compliance with all engineering comments: *“Site is located in the AE Flood Zone, therefore need to show minimum FFE (MFFE) on plans and construction of the proposed building shall satisfy the MFFE requirements determined by City Engineering. Construction of the proposed building will require a Flood Study unless documentation for historical credit is provided showing that there was a building in the same general location (i.e., surveys, aerial photographs, Sanborn Maps, etc.). No fill will be allowed on the site without providing compensation (net fill of zero) or completing a flood study. Must comply with all storm water and flood control ordinances. Any work performed in the right of way will require a right of way permit”*;
- 6) Placement of a note on the site plan stating that approval from the Architectural Review Board of the Mobile Historic Development Commission for all improvements is required;
- 7) Full compliance with landscaping and tree planting requirements, with tree plantings to be coordinated with Urban Forestry;
- 8) Submittal of two copies of the revised site plan to the Planning Section of the Urban Development Department; and
- 9) Full compliance with all municipal codes and ordinances.

Planning Approval: Based upon the preceding, the application is recommended for approval subject to the following conditions:

- 1) Completion of the Planned Unit Development process;
- 2) No expansion in client capacity without approval from the Planning Commission; and
- 3) Paving of all accessways with asphalt, asphaltic concrete, or concrete;
- 4) Paving of all designated handicapped spaces with asphalt, asphaltic concrete, or concrete;
- 5) Gravel, or aggregate, only allowed for non-handicapped parking spaces;
- 6) Placement of appropriate “one way” and “do not enter” signage at both curb cuts, with the locations to be shown on the site plan, and approved by Traffic Engineering; and
- 7) Full compliance with all municipal codes and ordinances.

Revised for the February 18, 2010 meeting

The Planning Commission, at the February 4, 2010, meeting, heldover this application to allow the applicant time to review the proposal and changes with the residents of the neighborhood. As there have been no changes since the last submittal, the original recommendation stands.

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- 7) Full compliance with all municipal codes and ordinances.

LOCATOR



APPLICATION NUMBER 4 & 5 DATE February 18, 2010

APPLICANT Waterfront Rescue Mission

REQUEST Planned Unit Development, Planning Approval



**PLANNING COMMISSION
VICINITY MAP - EXISTING ZONING**



This site is surrounded by residential and business land use.

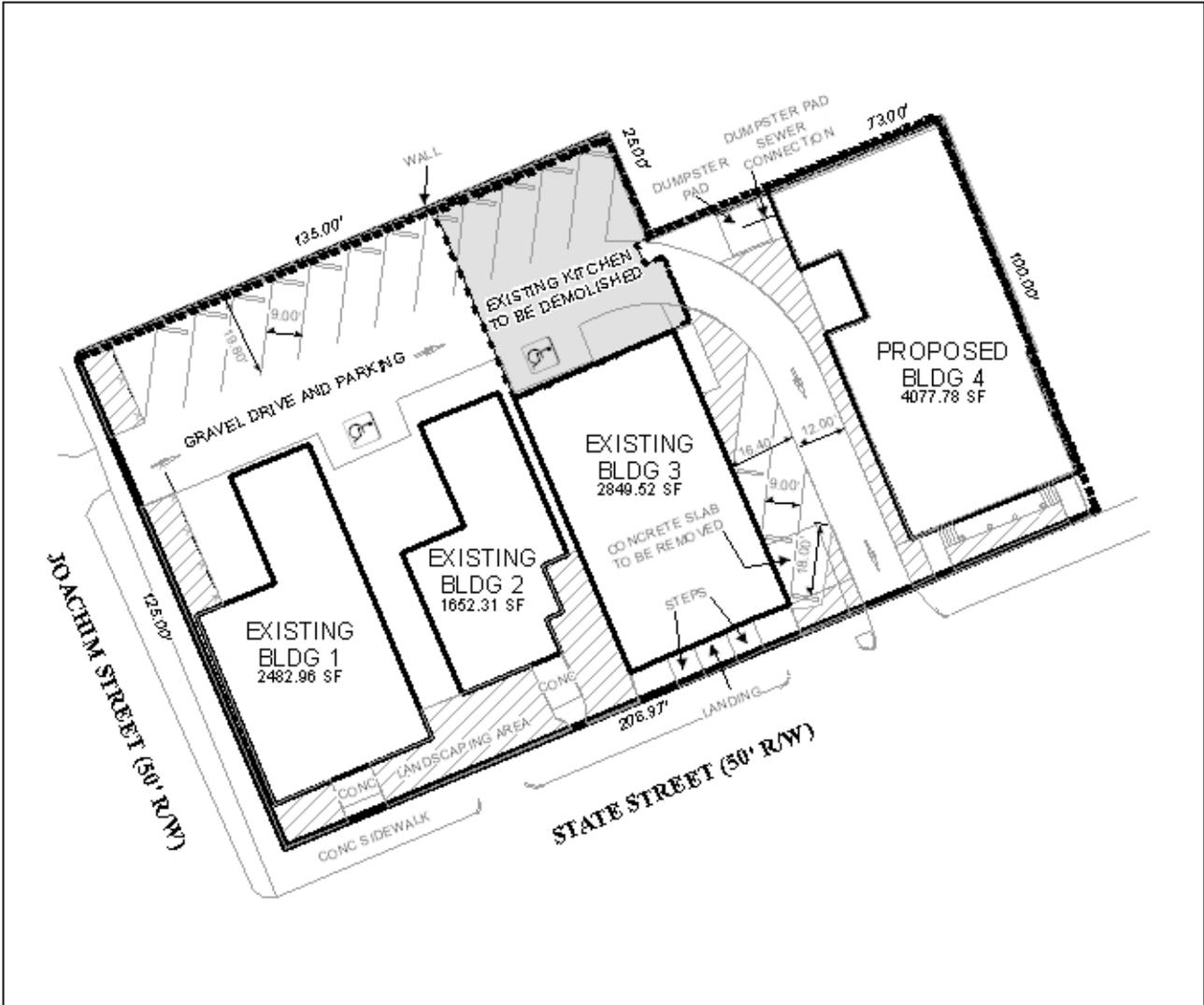
APPLICATION NUMBER 4 & 5 DATE February 18, 2010

APPLICANT Waterfront Rescue Mission

REQUEST Planned Unit Development, Planning Approval



SITE PLAN



This site plan illustrates the existing buildings and lot configuration.
 The proposed building is on the east side of the site.
 The proposed demolition of the kitchen and parking/drive areas are also shown.

APPLICATION NUMBER 4 & 5 DATE February 18, 2010
 APPLICANT Waterfront Rescue Mission
 REQUEST Planned Unit Development, Planning Approval

