

Chapter 64 Unified Development Code

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DRAFT – FOR DISCUSSION ONLY (1/11/19)

Appendix A Overlay-Neighborhood Conservation



Purpose: This Appendix establishes zoning regulations that implement specific requirements of the City's area plans. The area plans provide specific policies that reflect the unique character or unique considerations for neighborhoods subject to the area plan. These regulations supplement and (if inconsistent) supersede the base zoning regulations established in Article III of this Chapter to reflect specific considerations for those neighborhoods.

Sec. 64-201 Africatown Overlay (O-AF)



Purpose: This Section implements the area plan titled "Africatown Neighborhood Plan," dated January 7, 2016. Africatown is designated as a Traditional Neighborhood in Map for Mobile; and Mixed Density Residential, Neighborhood Center – Traditional, Water Dependent, Heavy Industry, Institutional, and Parks & Open Space in the Future Land Use Plan. The Africatown Overlay (O-AF):

- establishes land development regulations to promote walkability and improve pedestrian and bicycle connectivity;
- promotes a secure environment through the use of Crime Prevention Through Environmental Design principle; and
- encourages the preservation of neighborhood character by providing certain allowances for nonconforming residential structures.

A. Applicability

1. Properties developed or redeveloped within the O-AF shall comply with all applicable regulations of the O-AF.
2. To the extent that the requirements of the O-AF conflicts with the applicable base zoning district, the O-AF requirements govern. However, the base zoning district requirements apply where this overlay is silent.

B. Permitted Uses

See Section 64-42 (Use Table).

C. Dimensional Standards

See base zoning district (↔ Article III).

D. Streetscaping Standards

1. **Sidewalk and Streetscape Improvements.** At the time of development or redevelopment, sidewalk and/ or streetscape improvements required by this ordinance shall be constructed adjacent to the parcel.
2. **Minimum Sidewalk.** A sidewalk width shall be maintained along the existing primary frontage to allow ample space for sidewalks to accommodate pedestrians and bicyclists, as follows:
 - (a) Sidewalks shall have a minimum width of 5 feet.
 - (b) If the minimum sidewalk dimension cannot be met within the existing right-of-way:

- (1) the remaining required sidewalk width shall be dedicated to the city, and
 - (2) the minimum front yard is measured from the back edge of the sidewalk.
3. **Street Trees.** On property zoned NC-T, street trees adjacent to the lot frontage shall be provided by the applicant and shall be spaced approximately thirty (30) feet on center.

E. Crime Prevention Through Environmental Design (CPTED)

1. **Applicability.** All new structures and subdivisions shall promote a secure environment through the use of Crime Prevention Through Environmental Design (CPTED) principles and strategies in the development design.
2. **CPTED Plan.** All new non-residential structures shall submit a CPTED Plan identifying the manner in which CPTED principles will be utilized in the facility's design.
3. **CPTED Principles.** The three principles of CPTED are as follows:
 - (a) Natural surveillance, which involves the placement and design of physical features, as well as the placement of on-site activities, to maximize visibility. This includes building orientation, windows, entrances and exits, parking lots, walkways, guard gates, landscaping, fences or walls, signage, and other physical obstructions;
 - (b) Natural access control, which involves use of sidewalks, pavement, lighting, or landscaping to clearly guide the public to and from entrances and exits and the use of fences, walls, or landscaping to prevent or discourage public access to or from dark or unmonitored areas of the site; and
 - (c) Territorial reinforcement, which involves the use of pavement treatments, landscaping, art, signage, screening, or fences to define and outline property ownership.

F. Site and Building Design

1. **Location of Off-Street Parking Areas.** On property zoned RM or NC-T, off-street parking areas shall be located to the side or rear of the building(s) they serve.
2. **Building Entrances.** On property zoned RM or NC-T, primary building entrances shall face the street.

G. Nonconforming Structures

1. A nonconforming residential structure that is demolished may be rebuilt upon its existing foundation.
2. Expansion of or additions to the existing foundation shall meet applicable yard and coverage requirements (*↔ Article III*).

Sec. 64-202 Peninsula Overlay (O-PE)



Purpose: This Section implements the area plan titled “The Mobile Peninsula Corridor Master Plan,” dated January 2017. The Peninsula is designated as a Suburban Neighborhood and Waterfront Development Area in Map for Mobile; and Low Density Residential, Mixed Commercial Corridor, Water Dependent, Institutional, and Parks & Open Space in the Future Land Use Plan. The Peninsula Overlay (O-PE):

- establishes land development requirements that enable and encourage pedestrian and bicycle activity within the corridor, and
- establishes requirements for Low Impact Development techniques and conservation subdivision design to protect the sensitive coastal environment and enhance the natural character of the area.

A. Applicability

1. Properties developed or redeveloped within the O-PE shall comply with all applicable regulations of the O-PE.
2. To the extent that the requirements of the O-PE conflicts with the applicable base zoning district, the O-PE requirements govern. However, the base zoning district requirements apply where this overlay is silent.

B. Permitted Uses

See Section 64-42 (Use Table).

C. Dimensional Standards

See base zoning district (↔ Article III).

D. Streetscaping Standards

1. **Sidewalk and Streetscape Improvements.** At the time of development or redevelopment, sidewalk and/ or streetscape improvements required by this ordinance shall be constructed adjacent to the parcel.
2. **Minimum Sidewalk.** A sidewalk width shall be maintained along the existing primary frontage to allow ample space for sidewalks to accommodate pedestrians and bicyclists, as follows:
 - (a) Sidewalks shall have a minimum width of 5 feet.
 - (b) If the minimum sidewalk dimension cannot be met within the existing right-of-way:
 - (1) the remaining required sidewalk width shall be dedicated to the city, and
 - (2) the minimum front yard is measured from the back edge of the sidewalk.
3. **Street Trees.** On property zoned CM, street trees adjacent to the lot frontage shall be provided by the applicant and shall be spaced approximately thirty (30) feet on center.

E. Open / Civic Space Standards

1. To ensure that required open and civic space enhances the natural character of the O-PE, the use of impervious materials should be limited.
2. All multipliers specified in Table IV-14 shall apply to development in the O-PE, except where modified below. Refer to Article IV, Table IV-14 for descriptions of the types of open / civic space.

Category	Multiplier
Natural Area	1
Recreation Area	1
Plaza	.75
Courtyard	.75
Green	1.1

F. Low Impact Development

1. Applicability. All development shall incorporate one or more of the following Low Impact Development (LID) techniques to manage stormwater and protect the sensitive coastal environment of the O-PE. These techniques are more fully described in the “Low Impact Development Handbook for the State of Alabama,” developed by the Alabama Department of Environmental Management.

(a) Bioretention. Bioretention cells (BRCs) remove pollutants in stormwater runoff through adsorption, filtration, sedimentation, volatilization, ion exchange, and biological decomposition. A BRC is a depression in the landscape that captures and stores runoff for a short time, while providing habitat for native vegetation that is both flood and drought tolerant. Bioretention shall be designed for the “first flush” event, typically the first 1”-1.5” of rainfall, to treat stormwater pollutants.

(b) Water Quality Swale. A water quality swale is a shallow, open-channel stabilized with grass or other herbaceous vegetation designed to filter pollutants and convey stormwater. Swales are applicable along roadsides, in parking lots, residential subdivisions, commercial developments, and are well suited to single-family residential and campus-style developments. Water quality swales are designed to meet velocity targets for the water quality design storm, may be characterized as wet or dry swales, may contain amended soils to infiltrate stormwater runoff, and are generally planted with turfgrass or other herbaceous vegetation.

(c) Rain garden. A rain garden is a shallow depression in a landscape that captures water and holds it for a short period of time to allow for infiltration, filtration of pollutants, habitat for native plants, and effective stormwater treatment for small-scale residential or commercial drainage areas. Rain gardens use native plants, mulch, and soil to clean up runoff. Rain gardens can be located throughout the landscape to disconnect impervious surfaces and treat runoff from rooftops, driveways, sidewalks, existing landscapes, or a combination of these surfaces. Rain gardens are most effective at reducing stormwater runoff when disconnecting two impervious surfaces such as a rooftop and a street.

2. Pervious Parking. All motor vehicle parking spaces provided in excess of the minimum required by Article IV shall be constructed of an Alternative Parking Surface. (↔ Article II, § 64-61 Parking and Loading)

G. Residential Subdivisions

All residential subdivisions, except for those subject to the Minor Plat or Minor Lot Adjustment provisions of Article V (*Procedures*), shall utilize conservation development site design (Site Design 2). (↔ Article II, § 64-13 Site Design)

H. Impervious Surface Limitation on Lots Containing Non-residential Uses.

Lots developed with non-residential uses shall comply with one of the two options below.

1. A minimum of 70% of the impervious surface shall incorporate Low Impact Development techniques, or
2. The maximum Impervious Surface Coverage on a lot shall be based on the lot size as of the effective date of this section:

Lot Size (square feet)	Maximum Impervious Surface Coverage
0 – 5,000	40%
5,001 – 10,000	35%
10,001 – 20,000	30%
20,001 – 43,560	25%
Greater than 43,560	20%

I. Bicycle Parking

1. **Purpose.** The bicycle parking requirements of this section are intended to encourage the use of bicycles as a means of transportation in the O-PE by providing safe and convenient places to park bicycles.
2. **Applicability.** These requirements shall apply to all new construction, and additions and expansions or a change of use that results in an increase in the minimum number of bicycle parking spaces required. Bicycle parking requirements shall only apply to the increase in bicycle parking requirements of the new use, and the new construction or the portion of the enlarged building or structure only and not to the existing building or structure.
3. **Minimum Number of Short-term Spaces Required for Multi-Family Uses.** Multi-family residential developments in excess of 10 dwelling units shall provide enough short-term bicycle parking spaces to accommodate 10% of the units at 1 space per dwelling unit.
4. **Minimum Number of Short-term Spaces Required for Non-Residential Uses.** Non-residential uses shall provide short-term bicycle parking spaces in accordance with the following table:

Gross Floor Area	Minimum Number of Required Short-term Bicycle Parking Spaces
0 – 6,000 square feet	2
More than 6,000 square feet	2, plus 1 space per each additional 6,000 square feet or fraction thereof

5. **Long-term Bicycle Parking.** Long-term bicycle parking is not required but, where provided, may substitute for up to 10 percent of required motor vehicle parking as set forth in Article IV. A reduction in the minimum required number motor vehicle parking spaces is allowed equal to the percentage of long-term bicycle parking spaces provided. (*↔ Article II, § 64-61 Parking and Loading*)

6. Development Standards for Short-term Bicycle Parking.

- (a) Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.
- (b) Short term bicycle parking shall comply with the following locational standards:
 - (1) Serves the main entrance of a building;
 - (2) Visible to pedestrians and bicyclists;
 - (3) Provided in racks permanently affixed to the ground;
 - (4) Publically accessible at all hours; and
 - (5) At the same grade as the abutting sidewalk, or at a location that is ADA accessible.

7. Development Standards for Long-term Bicycle Parking.

- (a) Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a location for several hours, a secure and weather-protected place to park bicycles.
- (b) Long-term bicycle parking shall comply with the following locational standards:
 - (1) Shall be located inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures;
 - (2) Provided in racks permanently affixed to the ground or, when located within a building, any lockers or racks shall be securely mounted on the floor, wall, or ceiling; and
 - (3) Any outdoor fence or wall shall comply with Article VI and shall be finished to match the building.

8. Bicycle Rack Standards. All bicycle racks shall:

- (a) Support the bicycle in at least two places;
- (b) Allow locking of the frame and one or both wheels with a U-lock;
- (c) Resist cutting, rusting, and bending;
- (d) Be constructed using durable finishes that are not damaged by the constant abrasion from the bicycles; and
- (e) Be placed at least 30 inches from each other and at least 36 inches from walls or any other obstructions.

Sec. 64-203 Spring Hill Overlay (O-SH)



Purpose: This Section implements the area plan titled *The Blueprint for Spring Hill* (January 2008). Spring Hill is designated as a Traditional Corridor and a Suburban Center in Map for Mobile and a Traditional Neighborhood Center in the Future Land Use Plan. The Spring Hill Overlay (O-SH):

- establishes land development requirements that enable and encourage a traditional, walkable neighborhood centers;
- balance vehicular and pedestrian-oriented design;
- establish building placement and parking requirements conducive to walkable districts; and
- encourage other details that contribute to the pedestrian realm.



Figure 1 Example of Street-Oriented Buildings from Blueprint for Spring Hill

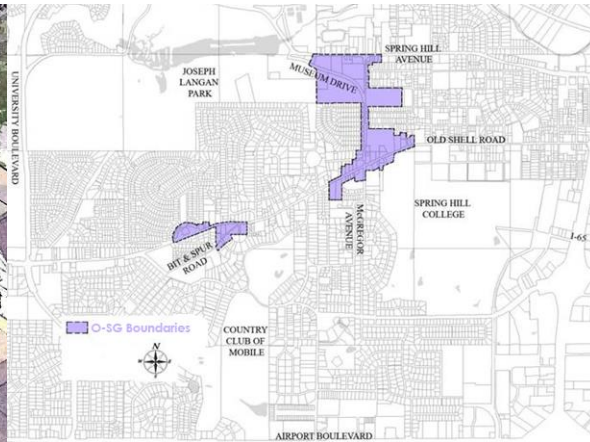


Figure 2 Copy of O-SH Boundaries (see Zoning Map for official boundaries)

A. Applicability

1. Properties developed or redeveloped within the O-SH shall comply with all applicable regulations of the O-SH.
2. To the extent that the requirements of the O-SH conflicts with the applicable base zoning district, the O-SH requirements govern. However, the base zoning district requirements apply where this overlay is silent.

B. Permitted Uses

See **Error! Reference source not found.** (Use Table).

C. Dimensional Standards

See base zoning district (↔ *Article III*).

To avoid trees with DBH greater than twelve (12) inches, the maximum front yard shall be adjusted one foot for every one inch of DBH. A permit from the Planning Director is required to remove any tree within the front yard that is protected under the Landscaping & Tree Preservation standards in Article IV (↔ § 64-58).

D. Streetscaping Standards

1. **Sidewalk and Streetscape Improvements.** At the time of development or redevelopment, sidewalk and/ or streetscape improvements required by this ordinance shall be constructed adjacent to the parcel.
2. **Minimum sidewalk.** A sidewalk width shall be maintained along the back edge of curb along the existing primary frontage to allow ample space for sidewalks to accommodate pedestrians and street improvements such as street lights and street trees, as follows:
 - (a) Sidewalks shall have minimum width of 12 feet.
 - (b) If the minimum sidewalk dimension cannot be met within the existing right-of-way:
 - (1) the remaining required sidewalk width shall be dedicated to the city, and
 - (2) the maximum front yard is measured from the back edge of the sidewalk.
 - (c) Existing buildings located forward of the maximum front yard are permitted to remain.
3. **Street Trees.** Street trees adjacent to the lot frontage shall be provided by the applicant and shall be spaced approximately thirty (30) feet on center.

E. Building Design

1. **Shading of sidewalks.** Each building with a non-residential or non-civic use on the ground story is required to have awnings, marquees, balconies, colonnades, galleries, or arcades facing all primary frontages. When providing a required awning, marquee, balcony, colonnade, gallery, or arcade, or one that extends over a public right-of-way, the following design requirements apply:

- (a) **Awnings.** Awnings over ground-story doors or windows shall have a depth of at least five (5) feet and a clear height of at least eight (8) feet above the sidewalk. Awnings must extend over at least twenty five (25) percent of the width of each primary facade. Back-lit, high-gloss, or plasticized fabrics are prohibited.

- (b) **Marquees.** Marquees shall have a depth of at least five (5) feet and a clear height of at least ten (10) feet above the sidewalk. Marquees shall extend over at least twenty five (25) percent of the width of each primary facade.

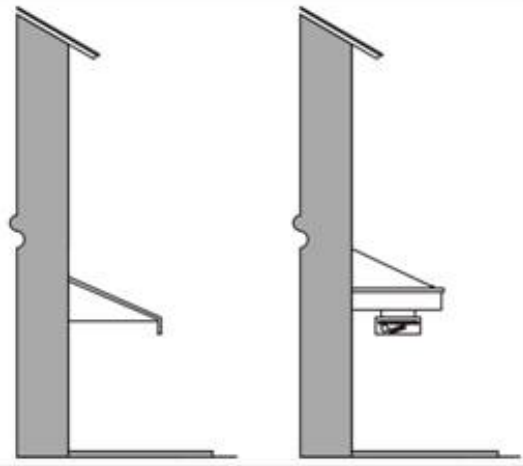


Figure 3 Awnings and Marquees

- (c) **Second-story balconies.** (see figure 11) Second-story balconies shall have a depth of at least six (6) feet and a clear height below of at least ten (10) feet above the sidewalk. These balconies shall extend over at least twenty-five (25) percent of the width of each primary facade. These balconies may have roofs but must be open toward the street.

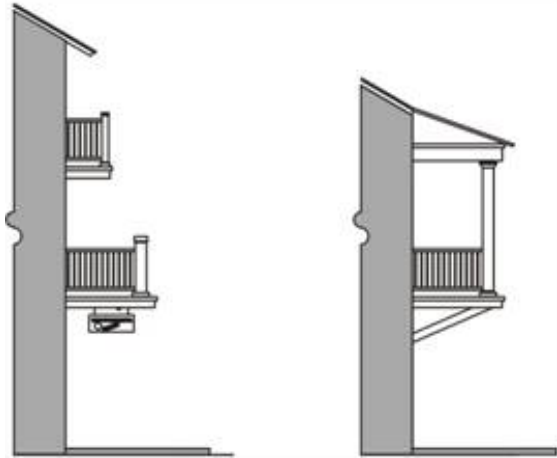


Figure 4 Second-story Balconies

- (d) **Colonnades, galleries, and arcades** must have a clear width from the interior face of their support columns to the building's primary facade of at least ten (10) feet and a clear height above the sidewalk of at least ten (10) feet. Support columns can be spaced no further apart than they are tall. Colonnades, galleries and arcades must extend over at least seventy-five (75) percent of the width of each primary facade. Colonnades, galleries, and arcades may extend forward of the build-to zone and/ or into the public right-of-way provided they maintain twenty-four (24) inches of horizontal clearance from a parking lane or travel lane.

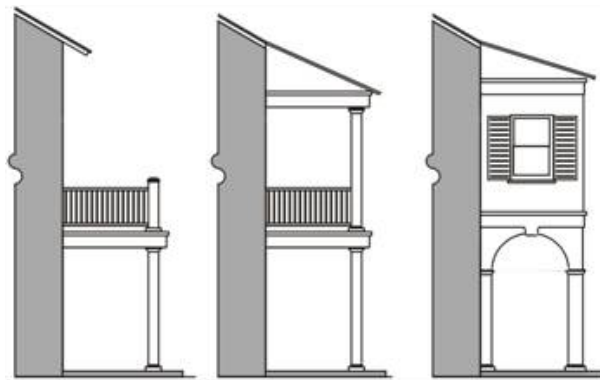


Figure 5 Galleries, Colonnades, and Arcades

2. **Front porches.** Front porches shall be a minimum eight (8) feet deep and may extend up to ten (10) feet forward of the build-to zone. Front porches are required to be open and un-air-conditioned. No more than twenty-five (25) percent of the floor area of a porch may be screened if the porch extends forward of the build-to zone. Partial walls and railings on porches may be no higher than forty-two (42) inches. Porches may not extend into the right-of-way.
3. **Stoops.** Stoops may extend forward of the build-to zone. Partial walls and railings on stoops may be no higher than forty-two (42) inches. Stoops may extend into the right-of-way, provided that a minimum five (5) feet clear sidewalk access is maintained for pedestrians, and a right-of-way permit is obtained.

F. Street Design

1. Subdivision plats in the O-SH district shall incorporate the Compact Street Design standards (↔ *Article IV, § 64-64 Streets*).
2. Street trees shall be provided for streets within and abutting subdivisions in the O-SH district as follows:

	Major Collector / Minor Arterial	Local Streets
Location	tree wells* or planting strip	planting strip
Width	4' min. wells*; 6' to 12' strips	6' min. strips
Tree Spacing	Approx. 30' on center	Approx. 30' on center
Tree Diversity	Approx. 30' on center	alternating species allowed

- * Tree wells required along (1) McGregor Avenue from the midblock of Lancaster and Princess Anne Road to the 400 feet south of the McGregor Avenue/Old Shell Road intersection, (2) Old Shell Road from Whites Lane to 935 feet east of the McGregor Avenue/Old Shell Road intersection, (3) Museum Drive from the intersection with PFC John O. New Drive to 707 feet east of the intersection, (4) Spring Hill Avenue from the intersection with John O. New Drive to 726 feet east of the intersection, and (5) Spring Hill Avenue from 330 feet west to 365 feet east of its intersection with McGregor Avenue, and (6) Old Shell Road to a point 456 feet west of its intersection with Bit and Spur Road, and (7) Shephards Lane to a point 280 feet south of its intersection with Old Shell Road. All intersections are measured from their midpoint.