

**SUBDIVISION,
PLANNED UNIT DEVELOPMENT, &
REZONING STAFF REPORT****Date: June 18, 2015**

<u>APPLICANT NAME</u>	CDW LLC, Calvin Weaver
<u>SUBDIVISION NAME</u>	CDW Shannon Heights Resubdivision
<u>DEVELOPMENT NAME</u>	CDW Shannon Heights Resubdivision
<u>LOCATION</u>	2648, 2650, and 2652 Government Boulevard (Northwest corner of Government Boulevard and Merwina Avenue, extending to the South side of Kreitner Street at its West terminus)
<u>CITY COUNCIL DISTRICT</u>	Council District 5
<u>PRESENT ZONING</u>	B-2, Neighborhood Business District and R-1, Single- Family Residential District
<u>PROPOSED ZONING</u>	B-3, Community Business District
<u>AREA OF PROPERTY</u>	4 Lots/1.6± Acres
<u>CONTEMPLATED USE</u>	<p>Subdivision Approval to create four legal lots of record from two legal lots of record and a single metes and bounds parcel; Planned Unit Development to allow shared access and parking between multiple lots, and Rezoning from B-2, Neighborhood Business and R-1, Single-Family Residential District to B-3, Community Business District to accommodate existing businesses and eliminate split zoning.</p> <p>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.</p>
<u>TIME SCHEDULE FOR DEVELOPMENT</u>	None provided

ENGINEERING**COMMENTS**

Subdivision: The following comments should be addressed

prior to submitting the FINAL PLAT for acceptance and 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 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.
- C. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 26 - #81) the Lot(s) will receive historical credit of 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 prior to the submittal of the Land Disturbance Permit application.
- D. 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.
- E. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of development, unless a sidewalk waiver is approved.
- F. 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.
- G. Show and label all flood zones.
- H. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation.
- I. Provide and label the monument set or found at each subdivision corner.
- J. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- K. Provide an updated Plat to Engineering Dept. for review prior to submittal for City Engineer's signature.
- L. Provide a copy of the Final Plat along with the original when submitting for City Engineer signature.

Planned Unit Development: According to the FEMA flood map information, this property is located within a Special Flood Hazard Area. You will need to show and label the flood hazard area(s) on your plat and plans. Also, you will need to list the Minimum Finished Floor Elevation (MFFE) for each Lot.

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 Boulevard (U.S. Highway 90) is an ALDOT maintained roadway. Driveway number, size, location and design to be approved by ALDOT (where applicable) and Traffic Engineering and conform to AASHTO standards. Any required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance. The existing site plan does not clearly show defined driveways on either road frontage. Lot 3 includes a loading dock, with no defined access to it for a large truck, without driving over the roadway curb on Kreitner Street. Asphalt and or gravel surfaces appear to extend to the back of curb on each street, and there are limited vertical obstructions to prohibit parking in the right-of-way, or "full access" along the each frontage. The parking in the front of the buildings on the Service Road requires maneuvering in the right-of-way. The access aisle between Lot 1 and Lot 2, at a minimum, should be designated as one-way. There are no limits to the asphalt surface shown near the west of Lot 3 to clearly define if there is access to the proposed parking on Lot 4. Two of the dumpsters appear to be off of the asphalt surface, and should be relocated onto the asphalt for improved service from the garbage company.

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) Projects outside the City Limits of Mobile, yet within the Planning Commission Jurisdiction fall under the State or County Fire Code. (2012 IFC)

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 to create four legal lots of record from two legal lots of record and a single metes and bounds parcel; Planned Unit Development to allow shared access and parking between multiple lots, and Rezoning from B-2, Neighborhood Business and R-1, Single-Family Residential District to B-3, Community Business District to accommodate existing businesses and eliminate split zoning.

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 lots, as depicted, meet the minimum size and frontage requirements as regulated by the Subdivision Regulations. The lot area size is depicted on the plat in square feet and acres. The lot sizes should be retained in square feet and acres on the Final Plat, if approved. The 25-foot building setback line is not shown; however, it should be noted that a portion of the existing buildings on proposed Lots 1 and 2 would lie within that setback. If approved, the Final Plat should illustrate the setback along all frontages.

The proposed subdivision is organized around existing buildings, and may thus be excused some irregularities in shape and size. The proposed Lot 3 is an L-shaped lot with frontage on both Kreitner Street and Merwina Avenue, and both of its arms exceed the maximum depth-to-width ratio of 3.5, as do proposed Lots 1 and 4; thus a waiver of Section V.D.3 of the Subdivision Regulations would be required.

The site fronts onto a service road for Government Boulevard, a major street according to the Major Street Plan component of the Comprehensive Plan, and an ALDOT facility; Merwina Avenue, a minor street with curb and gutters; and Kreitner Street, a minor street with curb and gutter. The right-of-way width for Government Boulevard should be 250', according to the Major Street Plan. The preliminary plat states the existing right-of-way is 236', which typically would require dedication. However, requiring dedication for this site would result in existing parking and maneuvering areas being located in the right-of-way. With this in mind, a waiver of Section V.B.2. of the Subdivision Regulations may be appropriate, in favor of an increased setback line to provide 150' from the centerline of Government Boulevard so no future structures are erected in the future right-of-way. The preliminary plat states the existing right-of-ways for both Merwina Avenue and Kreitner Street are 50', which is compliant for minor streets with curb and gutter, making no dedications necessary. The site is also adjacent to a proposed major street, Crosstown Loop 4 New Connection, the right-of-way of which would be 100', and would impact the site. As such, the Final Plat should illustrate building setbacks of 75' from the centerline of the planned major street. The site currently has two curb cuts to Government Boulevard and one curb

cut to Kreitner Street. As a means of access management, the site should be limited to the existing curb cuts with size, location and design to be approved by ALDOT (as appropriate) and 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.

It should be noted that the rezoning site is depicted as commercial on the General Land Use Component of the Comprehensive Plan, which is meant to serve as a general guide, not a detailed lot and district plan or mandate for development. Moreover, the General Land Use Component 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.

Each proposed lot has an existing commercial building, and the site is bounded to the North across Kreitner Street by B-3, Community Business District; to the West by R-1, Single-Family Residential District; to the East by R-1, Single-Family Residential District (developed commercially) and B-2, Neighborhood Business District; and to the South by B-2, Neighborhood Business District.

Regarding the need for rezoning, the applicant states:

Most of this property is Zoned B-2 at this time. A small portion on Kreitner Street is Zoned R-1 and we would like to re-zone the entire site to B-3 so that the complete subdivision would have the same zoning classification. This would allow the continued use as office and warehouse space while eliminating the need for the legal nonconforming status that the site enjoys now. The remainder of this block is zoned B-2 with the property on the north side of Kreitner Street being zoned B-3.

We feel this change will clear up the questionable zoning of the R-1 site and would not have any adverse effect on the surrounding property.

While the proposed subdivision would result in a split-zoned lot, making rezoning necessary and desirable, it is unclear as to why the applicant is requesting a B-3, Community Business District rather than the B-2, Neighborhood Business District the majority of the property currently is zoned. The applicant states that the site enjoys a non-conforming status allowing B-3 uses to occur, however it should be noted that the Planning Division only has non-conforming documentation for 2652 Government Boulevard, which occupies the proposed Lot 1. The non-conforming documentation states that there were previous B-3 uses at the location including a car sales lot and car wash; however the most recent use of the site on the non-conforming

documentation is listed as a title pawn shop with no vehicle storage on site, which is allowed by right in a B-2 district. Furthermore, the applicant states the rezoning will allow the continued use as an office and warehouse on the site. In 2005, the site was the subject of Subdivision and Rezoning applications to allow the site to be rezoned to B-3, Community Business District that were approved to allow an existing office and warehouse at that time; however both of those approvals were allowed to expire. It should be noted that research by staff has resulted in a determination that there are no active business licenses at any of the structures on the site at this time; therefore the site should be considered for rezoning to B-2, Neighborhood Business District to prevent the creation of a split-zoned lot. The consideration of the B-3 request does not appear to be appropriate at this time due to a lack of verifiable businesses operating at this site.

Section 64-9.A.2.b. of the Zoning Ordinance states that a newly proposed B-3, Community Business District should contain a minimum of 4 acres, unless the site abuts an existing B-4, H-B, I-1, or I-2 site, which this site does not meet.

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 site plan submitted does not provide landscape area calculations or tree plantings (with the exception of a 30" pine tree at the rear of Lot 1), illustrates gravel surfacing, and while a dumpster is illustrated for each building, no mention is made of if there is a compliant dumpster enclosure, or if the dumpsters are connected to sanitary sewer.

The site plan submitted illustrates 24 parking spaces to serve the entire development. Unless the site is to be utilized primarily as warehousing, this will not be sufficient to serve the 24,331± square feet of building, which would require 81 parking spaces if entirely used for retail or office space. There is sufficient room on the site to provide additional parking so that the site will not be as deficient in parking; however it seems unlikely the site will have sufficient room to provide 81 parking spaces.

Per Traffic Engineering comments, the parking in the front of the buildings on the Service Road requires maneuvering in the right-of-way. The access aisle between Lot 1 and Lot 2, at a minimum, should be designated as one-way. There are no limits to the asphalt surface shown near the west of Lot 3 to clearly define if there is access to the proposed parking on Lot 4. Two of the dumpsters appear to be off of the asphalt surface, and should be relocated onto the asphalt for improved servicing.

RECOMMENDATION

Subdivision: The request is recommended for Tentative Approval, with a waiver of Sections V.B.2. and V.D.3 of the Subdivision Regulations, subject to the following conditions:

- 1) illustration of the minimum building setback line to provide 150' from the centerline of Government Boulevard;
- 2) illustration of the 25' minimum building setback line along Kreitner Street and Merwina Avenue;
- 3) illustration of the minimum building setback line to provide 75' from the centerline of Crosstown Loop 4 New Connection;
- 4) retention of lot sizes in square feet and acres;
- 5) placement of a note on the Final Plat stating the site is limited to the two existing curb-cuts to Government Boulevard and one curb cut to Kreitner Street with size, location and design to be approved by ALDOT (as appropriate) and Traffic Engineering and conform to AASHTO standards;
- 6) full compliance with Engineering comments: *(The following comments should be addressed prior to submitting the FINAL PLAT for acceptance and 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 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. C. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 26 - #81) the Lot(s) will receive historical credit of 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 prior to the submittal of the Land Disturbance Permit application. D. 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. E. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of development, unless a sidewalk waiver is approved. F. 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. G. Show and label all flood zones. H. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation. I. Provide and label the monument set or found at each subdivision corner.*
- 7) *Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. J. Provide an updated Plat to Engineering Dept. for review prior to submittal for City Engineer's signature. K. Provide a copy of the Final Plat along with the original when submitting for City Engineer signature.);*
- 8) full compliance with Traffic Engineering comments: *(Government Boulevard (U.S. Highway 90) is an ALDOT maintained roadway. Driveway number, size, location and*

design to be approved by ALDOT (where applicable) and Traffic Engineering and conform to AASHTO standards. Any required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance. The existing site plan does not clearly show defined driveways on either road frontage. Lot 3 includes a loading dock, with no defined access to it for a large truck, without driving over the roadway curb on Kreitner Street. Asphalt and or gravel surfaces appear to extend to the back of curb on each street, and there are limited vertical obstructions to prohibit parking in the right-of-way, or "full access" along the each frontage. The parking in the front of the buildings on the Service Road requires maneuvering in the right-of-way. The access aisle between Lot 1 and Lot 2, at a minimum, should be designated as one-way. There are no limits to the asphalt surface shown near the west of Lot 3 to clearly define if there is access to the proposed parking on Lot 4. Two of the dumpsters appear to be off of the asphalt surface, and should be relocated onto the asphalt for improved service from the garbage company.);

- 9) *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) Projects outside the City Limits of Mobile, yet within the Planning Commission Jurisdiction fall under the State or County Fire Code. (2012 IFC).); and*
- 10) *provision of two (2) revised PUD site plans to the Permitting 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) *illustration of the minimum building setback line to provide 125' from the centerline of Government Boulevard;*
- 2) *illustration of the 25' minimum building setback line along Kreitner Street and Merwina Avenue;*
- 3) *illustration of the minimum building setback line to provide 75' from the centerline of Crosstown Loop 4 New Connection;*
- 4) *revision of the site plan to provide landscape area calculations;*
- 5) *revision of the site plan to show compliant asphalt or concrete paving for all parking and maneuvering areas;*
- 6) *revision of the site plan to provide additional paved parking;*
- 7) *full compliance with Engineering comments (According to the FEMA flood map information, this property is located within a Special Flood Hazard Area. You will need to show and label the flood hazard area(s) on your plat and plans. Also, you will need to list the Minimum Finished Floor Elevation (MFFE) for each Lot. ADD THE FOLLOWING NOTES TO THE PUD SITE PLAN: A. 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). B. 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. C. 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. D. 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. E. The proposed development must comply with all Engineering Department design requirements and Policy Letters.);

- 8) full compliance with Traffic Engineering comments: (Government Boulevard (U.S. Highway 90) is an ALDOT maintained roadway. Driveway number, size, location and design to be approved by ALDOT (where applicable) and Traffic Engineering and conform to AASHTO standards. Any required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance. The existing site plan does not clearly show defined driveways on either road frontage. Lot 3 includes a loading dock, with no defined access to it for a large truck, without driving over the roadway curb on Kreitner Street. Asphalt and or gravel surfaces appear to extend to the back of curb on each street, and there are limited vertical obstructions to prohibit parking in the right-of-way, or "full access" along the each frontage. The parking in the front of the buildings on the Service Road requires maneuvering in the right-of-way. The access aisle between Lot 1 and Lot 2, at a minimum, should be designated as one-way. There are no limits to the asphalt surface shown near the west of Lot 3 to clearly define if there is access to the proposed parking on Lot 4. Two of the dumpsters appear to be off of the asphalt surface, and should be relocated onto the asphalt for improved service from the garbage company.);
- 9) 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) Projects outside the City Limits of Mobile, yet within the Planning Commission Jurisdiction fall under the State or County Fire Code. (2012 IFC).); and
- 10) provision of two (2) revised PUD site plans to the Permitting Division prior to the signing of the Final Plat.

Rezoning: Based on the preceding, the rezoning is recommended for Approval to **B-2, Neighborhood Business District**, subject to the following conditions:

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

Revised for the August 6th meeting:

The Planning Commission heldover this application at the June 18th meeting at the applicant's request. No additional information was provided, therefore the recommendations remain the same.

RECCOMENDATION *Subdivision:* The request is recommended for Tentative Approval, with a waiver of Sections V.B.2. and V.D.3 of the Subdivision Regulations, subject to the following conditions:

- 1) *illustration of the minimum building setback line to provide 150' from the centerline of Government Boulevard;*
- 2) *illustration of the 25' minimum building setback line along Kreitner Street and Merwina Avenue;*
- 3) *illustration of the minimum building setback line to provide 75' from the centerline of Crosstown Loop 4 New Connection;*
- 4) *retention of lot sizes in square feet and acres;*
- 5) *placement of a note on the Final Plat stating the site is limited to the two existing curb-cuts to Government Boulevard and one curb cut to Kreitner Street with size, location and design to be approved by ALDOT (as appropriate) and Traffic Engineering and conform to AASHTO standards;*
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- 7) *Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. J. Provide an updated Plat to Engineering Dept. for review prior to submittal for City Engineer's signature. K. Provide a copy of the Final Plat along with the original when submitting for City Engineer signature.);*
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- 10) *provision of two (2) revised PUD site plans to the Permitting 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) *illustration of the minimum building setback line to provide 125' from the centerline of Government Boulevard;*
- 2) *illustration of the 25' minimum building setback line along Kreitner Street and Merwina Avenue;*
- 3) *illustration of the minimum building setback line to provide 75' from the centerline of Crosstown Loop 4 New Connection;*
- 4) *revision of the site plan to provide landscape area calculations;*
- 5) *revision of the site plan to show compliant asphalt or concrete paving for all parking and maneuvering areas;*
- 6) *revision of the site plan to provide additional paved parking;*
- 7) *full compliance with Engineering comments (According to the FEMA flood map information, this property is located within a Special Flood Hazard Area. You will need to show and label the flood hazard area(s) on your plat and plans. Also, you will need to list the Minimum Finished Floor Elevation (MFFE) for each Lot. ADD THE FOLLOWING NOTES TO THE PUD SITE PLAN: A. 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). B. 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. C. 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. D. 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. E. The proposed development must comply with all Engineering Department design requirements and Policy Letters.);

- 8) full compliance with Traffic Engineering comments: (Government Boulevard (U.S. Highway 90) is an ALDOT maintained roadway. Driveway number, size, location and design to be approved by ALDOT (where applicable) and Traffic Engineering and conform to AASHTO standards. Any required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance. The existing site plan does not clearly show defined driveways on either road frontage. Lot 3 includes a loading dock, with no defined access to it for a large truck, without driving over the roadway curb on Kreitner Street. Asphalt and or gravel surfaces appear to extend to the back of curb on each street, and there are limited vertical obstructions to prohibit parking in the right-of-way, or "full access" along the each frontage. The parking in the front of the buildings on the Service Road requires maneuvering in the right-of-way. The access aisle between Lot 1 and Lot 2, at a minimum, should be designated as one-way. There are no limits to the asphalt surface shown near the west of Lot 3 to clearly define if there is access to the proposed parking on Lot 4. Two of the dumpsters appear to be off of the asphalt surface, and should be relocated onto the asphalt for improved service from the garbage company.);
- 9) 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) Projects outside the City Limits of Mobile, yet within the Planning Commission Jurisdiction fall under the State or County Fire Code. (2012 IFC).); and
- 10) provision of two (2) revised PUD site plans to the Permitting Division prior to the signing of the Final Plat.

Rezoning: Based on the preceding, the rezoning is recommended for Approval to **B-2, Neighborhood Business District**, subject to the following conditions:

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

LOCATOR MAP



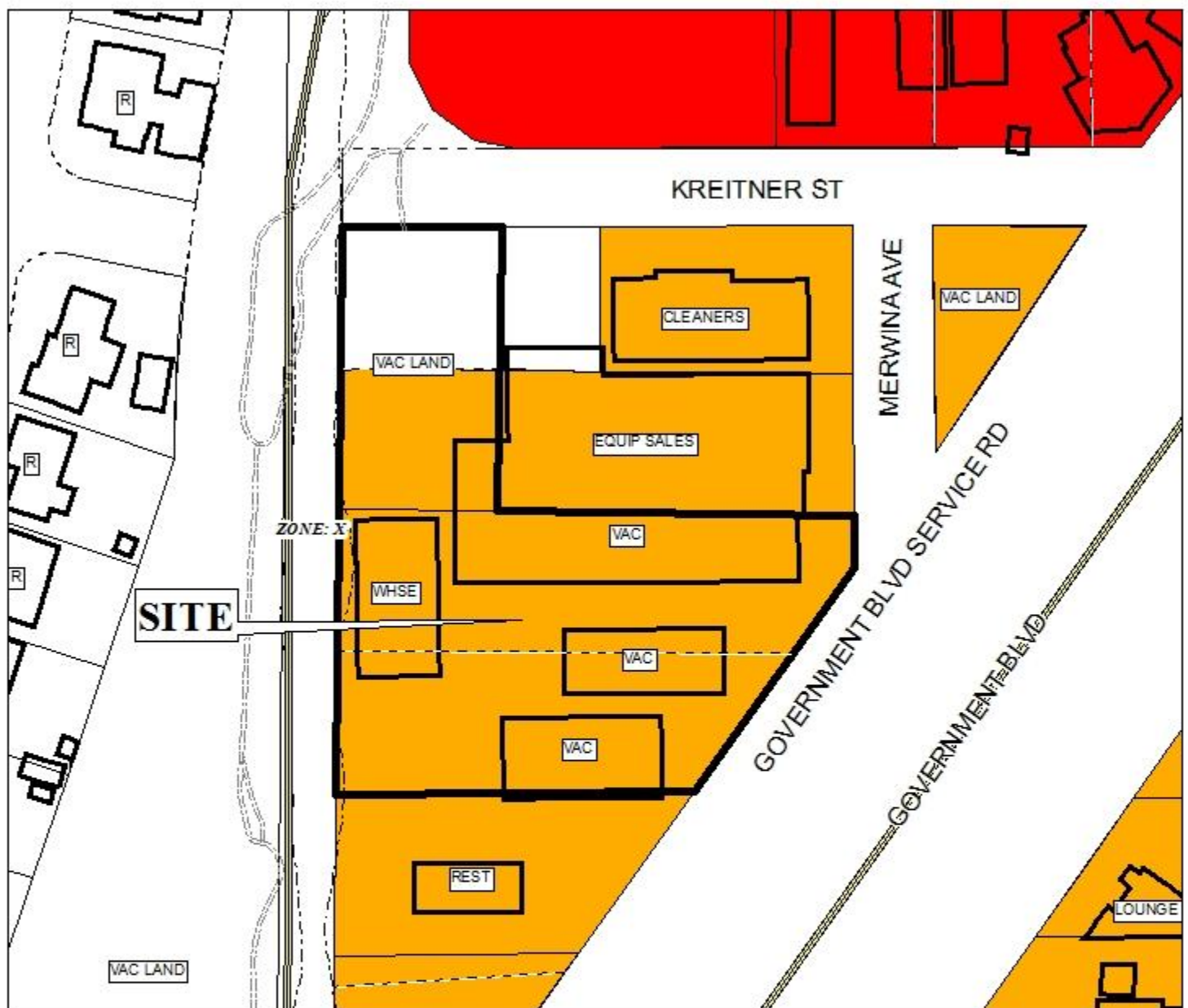
APPLICATION NUMBER 3 DATE August 6, 2015

APPLICANT CDW Shannon Heights Resubdivision

REQUEST Subdivision, PUD, Rezoning from B-2 and R-1 to B-3



PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial units. Residences lie west of the site.

APPLICATION NUMBER 3 DATE August 6, 2015

APPLICANT CDW Shannon Heights Resubdivision

REQUEST Subdivision, PUD, Rezoning from B-2 and R-1 to B-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 ZONING

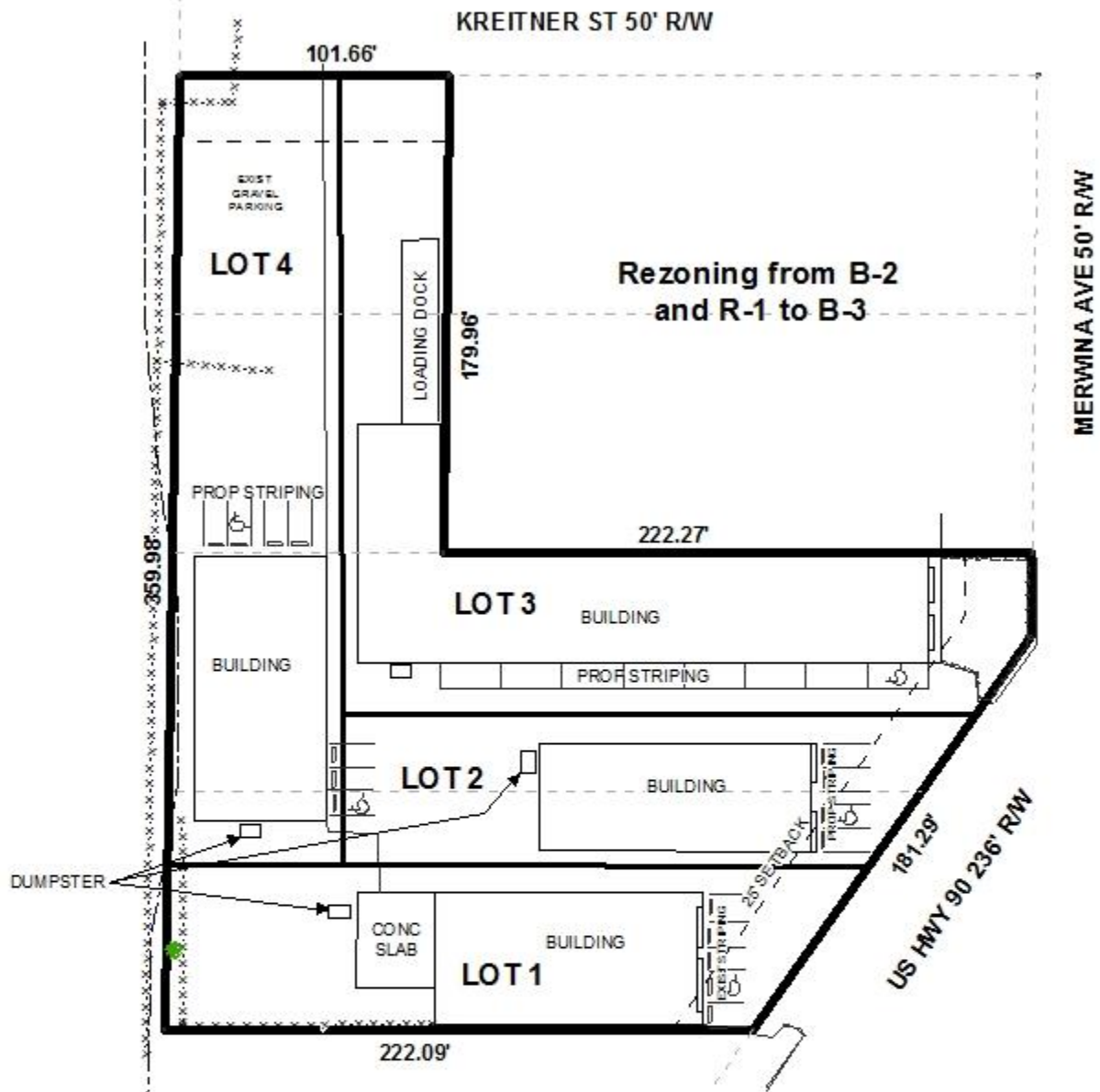


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SITE PLAN



The site plan illustrates the proposed lots, buildings, setback, and parking.

APPLICATION NUMBER 3 DATE August 6, 2015
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