

**PLANNED UNIT DEVELOPMENT
STAFF REPORT****Date: June 20, 2019****DEVELOPMENT NAME**

Anil Badve

LOCATION

600 West I-65 Service Road South
(West side of West I-65 Service Road South, 250' ± North
of Airport Boulevard Service Road).

**CITY COUNCIL
DISTRICT**

District 5

AREA OF PROPERTY

3 Lots / 9.4 ± acres

CONTEMPLATED USE

Planned Unit Development Approval to amend a
previously approved Planned Unit Development to allow
shared access and parking between three building sites.

**TIME SCHEDULE
FOR DEVELOPMENT**

None given.

**ENGINEERING
COMMENTS**

1. RETAIN GENERAL NOTES #3 - #7 on Sheet # PUD 1, Shree Mahesh PUD REVISION.
2. Clarify access between LOT 1 (existing 2 story building) and LOT 1 of Shree Mahesh subdivision. The drawing indicates that access is allowed between these parcels.

**TRAFFIC ENGINEERING
COMMENTS**

West I-65 Service Road South is an ALDOT maintained roadway. Site is limited to no more than its existing curb cuts, with any changes in size, location and design to be approved by ALDOT and Traffic Engineering 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 2015-116 and City Code Chapters 57 and 64). Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from a commercial site will require a tree removal permit.

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 Approval to amend a previously approved Planned Unit Development to allow shared access and parking between three building sites. The site is located in Council District 5, and according to the applicant is served by public water and sanitary sewer.

This site most recently appeared before the Planning Commission at the February 21, 2019 meeting where the commission approved a three lot subdivision and Planned Unit Development to allow shared parking between three building sites. The applicant is now proposing to demolish a portion of one of the existing buildings that is located between Lot 2 and Lot 3, create an access drive aisle between Lot 2 and Lot 3, and build an 6,000 square feet addition to the remaining building on Lot 3, to include the construction of an outdoor pool.

The site has been given a District Center (DC) land use designation, per the recently adopted Future Land Use Plan and Map. The Future Land Use Plan and Map complements and provides additional detail to the Development Framework Maps in the Map for Mobile, adopted by the Planning Commission at its November 5, 2015 meeting.

This designation applies across the city to larger areas of existing mixed-use character or where such character is encouraged. These areas will include moderate to high-density residential (minimum densities of 6 du/ac) in dynamic, horizontal or vertical mixed use environments, to provide a balance of housing and employment.

District Centers generally serve several surrounding neighborhoods and may even have a city-wide or region-wide reach. As such, they are often anchored by a major commercial or institutional employer such as a shopping mall or a medical center.

Depending on location and assigned zoning, residential areas in District Centers may incorporate a mix of housing types, ranging from mid-rise multifamily buildings containing apartments and lofts, to townhouses and detached single-family homes. Major civic cultural institutions and public spaces provide regional and neighborhood destinations.

District Centers should be designed to induce pedestrian activity, with high quality streetscapes connecting the different components of a center as well as the center to its surrounding area. DC districts may be served by transit and include development of an intensity and design that supports transit use.

It should be noted that the Future Land Use Plan and Map components of the Map for Mobile Plan are meant to serve as a general guide, not a detailed lot and district plan. In many cases the designation on the new Future Land Use Map may match the existing use of land, but in others the designated land use may differ from what is on the ground today. As such, the Future Land Use Plan and Map 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, where applicable, the zoning classification.

PUD review examines the site with regard to its location to ensure that it is generally compatible with neighboring uses; that adequate access is provided without generating excess traffic along minor residential streets in residential districts outside the PUD; and, that natural features of the site are taken into consideration. PUD review also examines the design of the development to provide for adequate circulation within the development; to ensure adequate access for emergency vehicles; and, to consider and provide for protection from adverse effects of adjacent properties as well as provide protection of adjacent properties from adverse effects from the PUD.

In pursuit of these purposes, the objectives to be met by a PUD are as follows: a) to encourage innovative and diversified design in building form and site development; b) flexibility, to permit greater flexibility in the location and arrangement of buildings and uses than is generally possible under district regulations; c) to encourage the most efficient and sustainable use of land, especially tracts in the inner part of the city that remain undeveloped or that are appropriate for re-development; d) to preserve and protect as urban amenities the natural features and characteristics of land; e) to encourage the provision of common open space through efficient site design; and, f) to encourage optimum use of available public utilities, streets and community facilities.

PUD approval is site-plan specific, thus any changes to the site plan / Subdivision plat will require approval by the Planning Commission. Also, PUD approvals expire within one (1) year if no permits for the development are obtained.

The new proposal includes the demolition of the existing atrium and pool between Lots 2 and 3 which links the buildings. A drive aisle will be constructed in between the two lots. An addition of 6,000 square feet for offices, reception hall will be added to the existing four story building, and outdoor pool will be added to the back of the building. The addition will be added to support the tower building for a conversion to the Best Western brand.

Lot 1 contains a portion of a two story building (2.24 acres) and at this time there are no proposed changes. Lot 2 contains the multi- story Ashbury Suites hotel (4.15 acres) with existing conference rooms, dining areas. Lot 3 includes the four story tower building of the Ashbury Suites hotel (2.95 acres); and all three lots have access to shared parking and an access easement to I-65 West Service Road via the two existing curb-cuts.

The 25-foot minimum building setback line is depicted on the site plan and should be retained on future plans.

The site fronts the West I-65 Service Road South, part of the I-65 and Airport Boulevard interchange road network.

As a means of access management, the site should be limited to the existing curb-cuts, with the size, design and location to be approved by Traffic Engineering and ALDOT (as appropriate) and comply with AASHTO standards.

The addition to Lot 3 will not require additional perimeter/ parking trees; however frontage trees will be required.

A dumpster pad is depicted on Lot 3. The site plan should be revised to depict a note stating the dumpster will be enclosed and connected to sanitary sewer per Section 64-4.D.9 of the Zoning Ordinance.

RECOMMENDATION

Staff recommends the following Findings of Fact for Approval for the Planned Unit Development:

- a. the proposal promotes the objective of Creative design (to encourage innovative and diversified design in building form and site development), because it is a developed lot that allows for additional construction on the existing site;
- b. the proposal promotes the objective of Flexibility (to permit greater flexibility in the location and arrangement of buildings and uses than is generally possible under district regulations), because the current site has land that is developable;
- c. the proposal promotes the objective of Efficient land use (to encourage the most efficient and sustainable use of land, especially tracts in the inner part of the city that remain undeveloped or that are appropriate for redevelopment), because it is allowing the existing business to expand on the existing property;
- f. the proposal promotes the objective of Public services (to encourage optimum use of available public utilities, streets and community facilities), because it is utilizing a site that is already developed that is already served with public infrastructure.

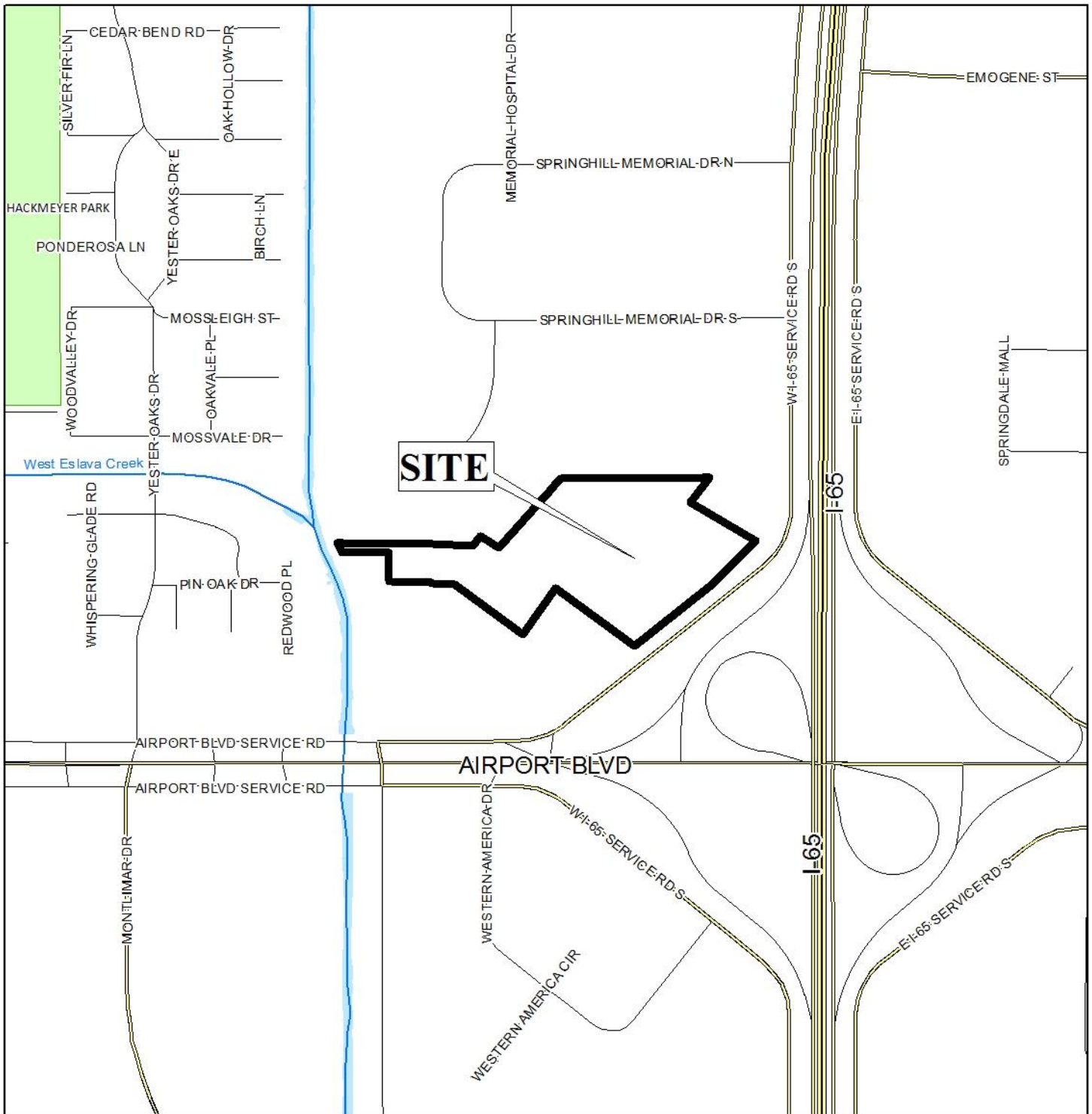
The Approval should be subject to the following conditions

- 1) revision of the site plan to add a note stating dumpsters will be enclosed and connected to sanitary sewer per Section 64-4.D.9 of the Zoning Ordinance;
- 2) retention of the lot sizes in square feet and acres;
- 3) retention of the site plan to depict the 25' minimum building setback lines along where the property lines abut road frontage;
- 4) retention of the right-of-way widths on the site plan;
- 5) compliance with Engineering comments: *"1. RETAIN GENERAL NOTES #3 - #7 on Sheet # PUD 1, Shree Mahesh PUD REVISION. 2. Clarify access between LOT 1 (existing 2 story building) and LOT 1 of Shree Mahesh subdivision. The drawing indicates that access is allowed between these parcels."*;
- 6) placement of a note on the site plan stating the following Traffic Engineering comments: *"West I-65 Service Road South is an ALDOT maintained roadway. Site is limited to no more than its existing curb cuts, with any changes in size, location and design to be approved by ALDOT and Traffic Engineering 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.”;

- 7) *compliance with Urban Forestry comments: “Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties (State Act 2015-116 and City Code Chapters 57 and 64). Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from a commercial site will require a tree removal permit.”;*
- 8) *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).”; and*
- 9) *full compliance with all other municipal codes and ordinances.*

LOCATOR MAP



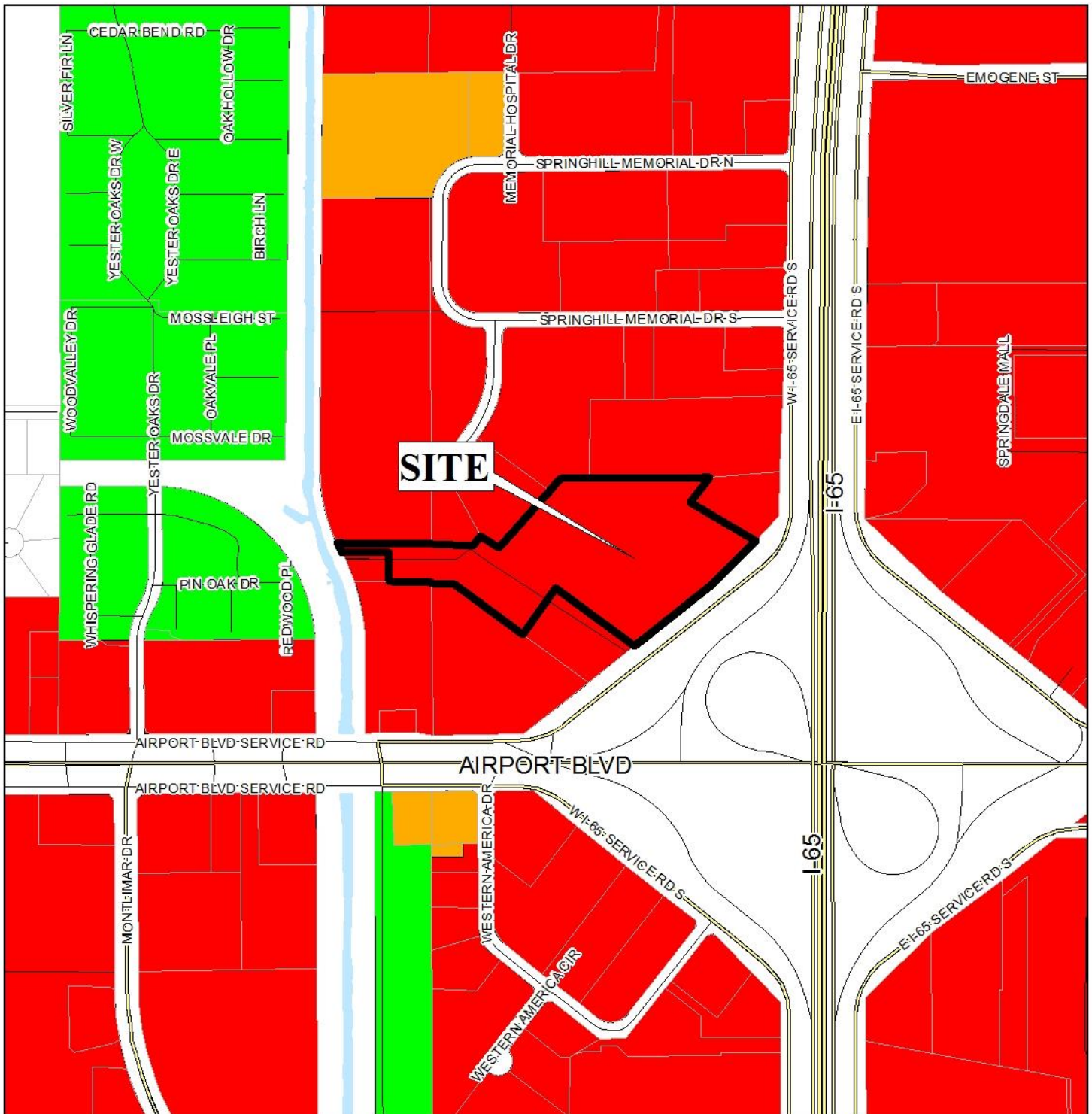
APPLICATION NUMBER 4 DATE June 20, 2019

APPLICANT Anil Badve

REQUEST PUD



LOCATOR ZONING MAP



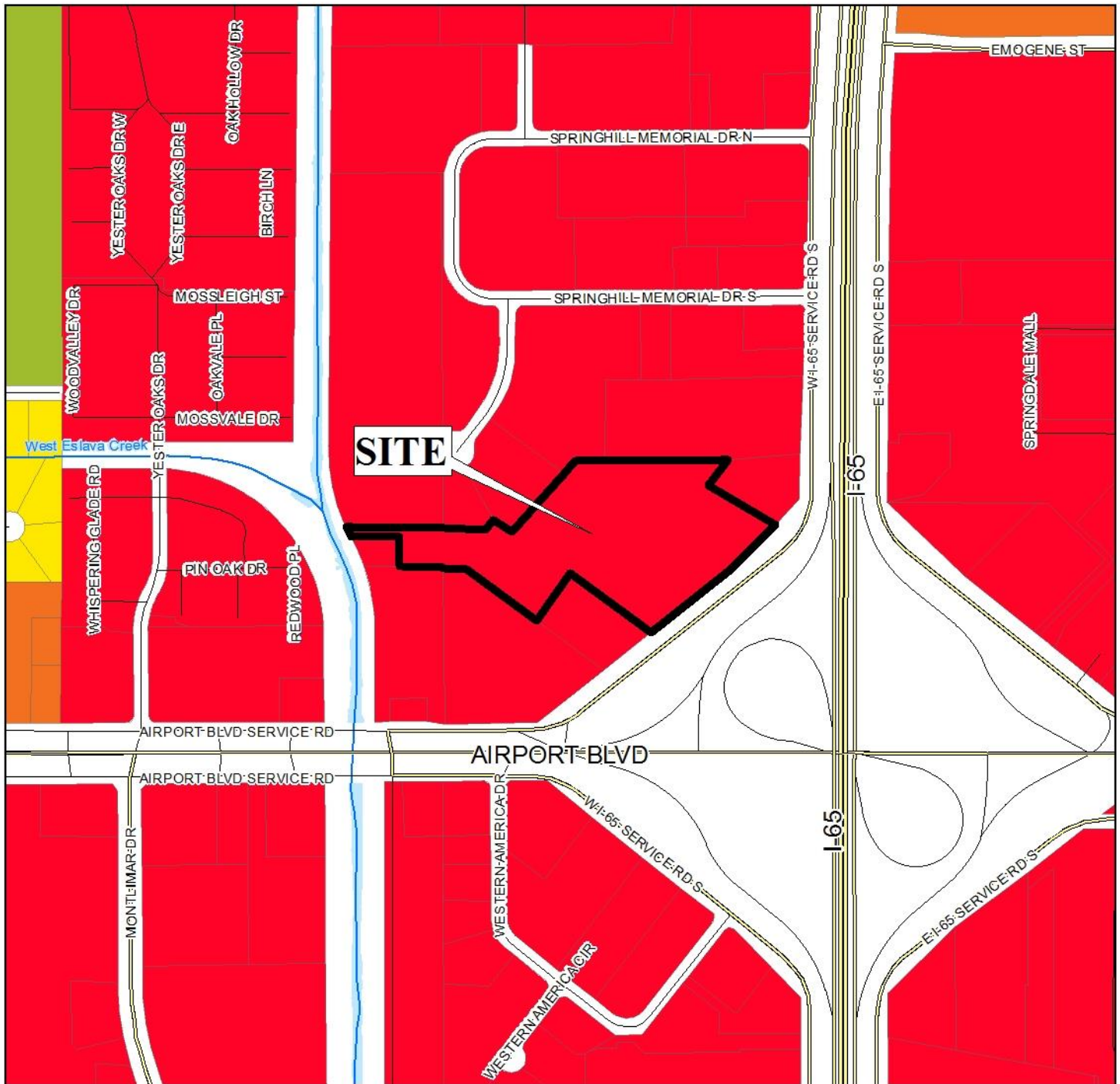
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FLUM LOCATOR MAP



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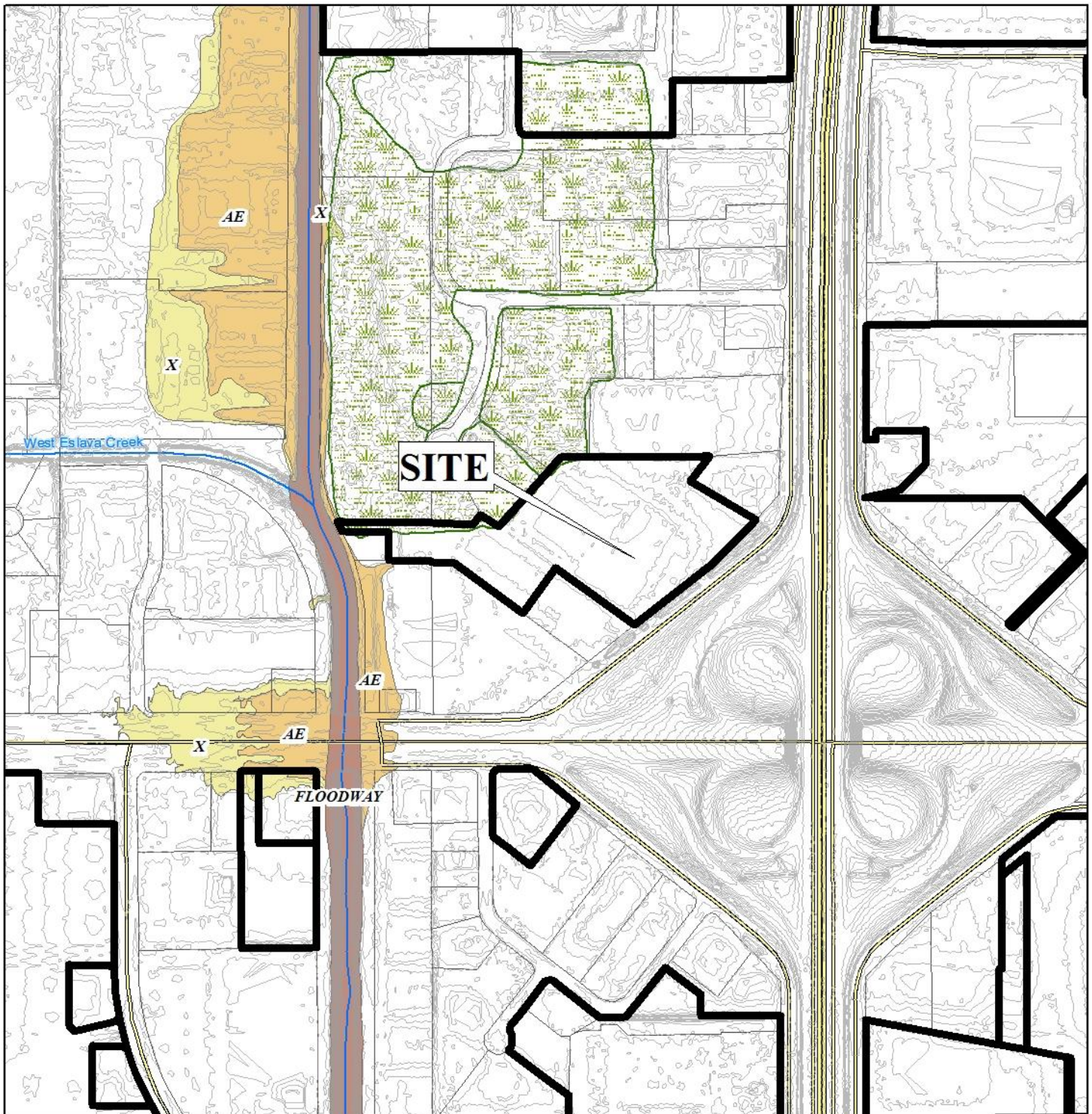
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Low Density Residential	Neighborhood Center - Traditional	Downtown Waterfront	Parks & Open Space
Mixed Density Residential	Neighborhood Center - Suburban	Light Industry	Water Dependent
Downtown	Traditional Corridor	Heavy Industry	
District Center	Mixed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



ENVIRONMENTAL LOCATOR MAP



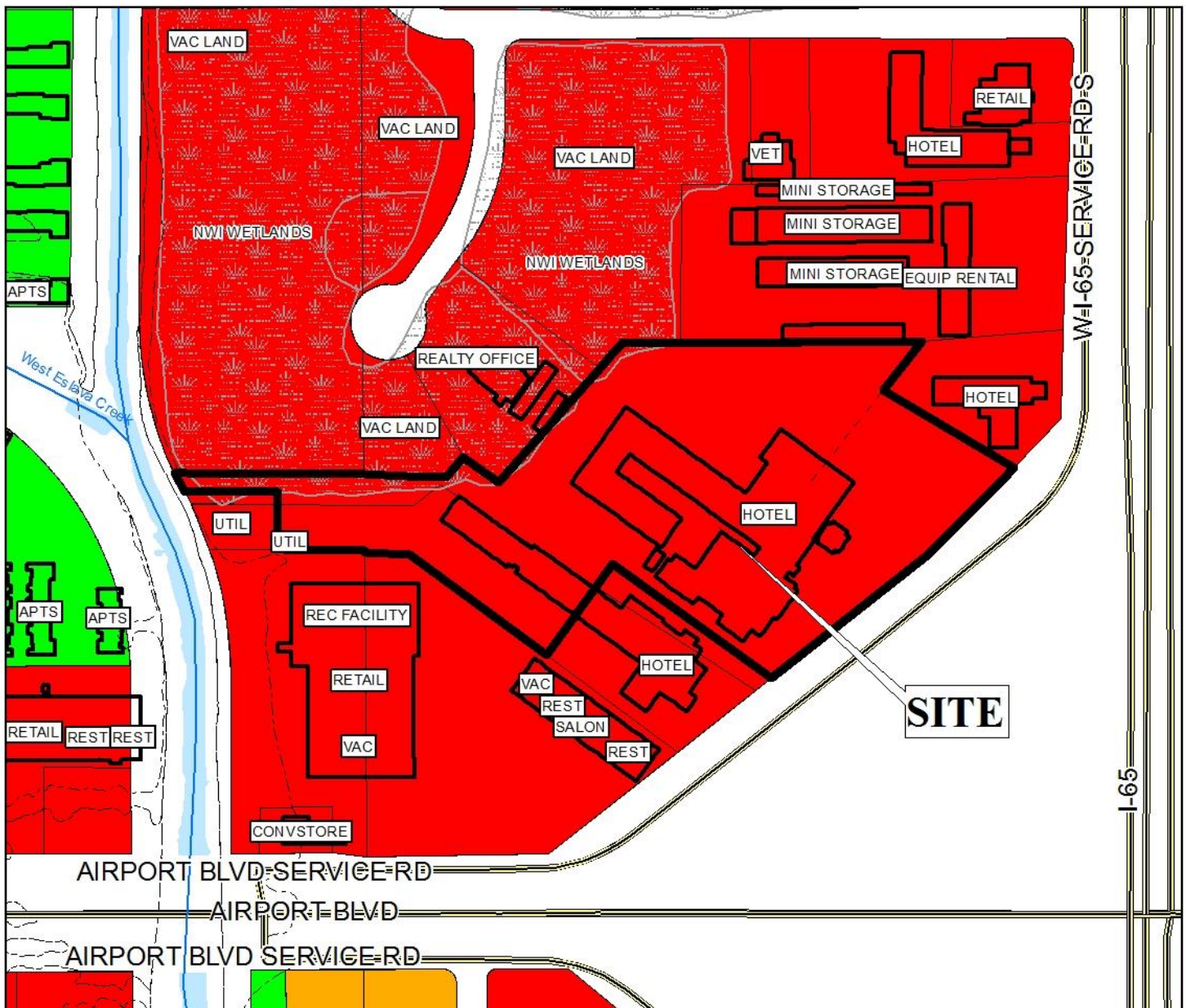
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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial units with residential units to the northwest.

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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



The site is surrounded by commercial units with residential units to the northwest.

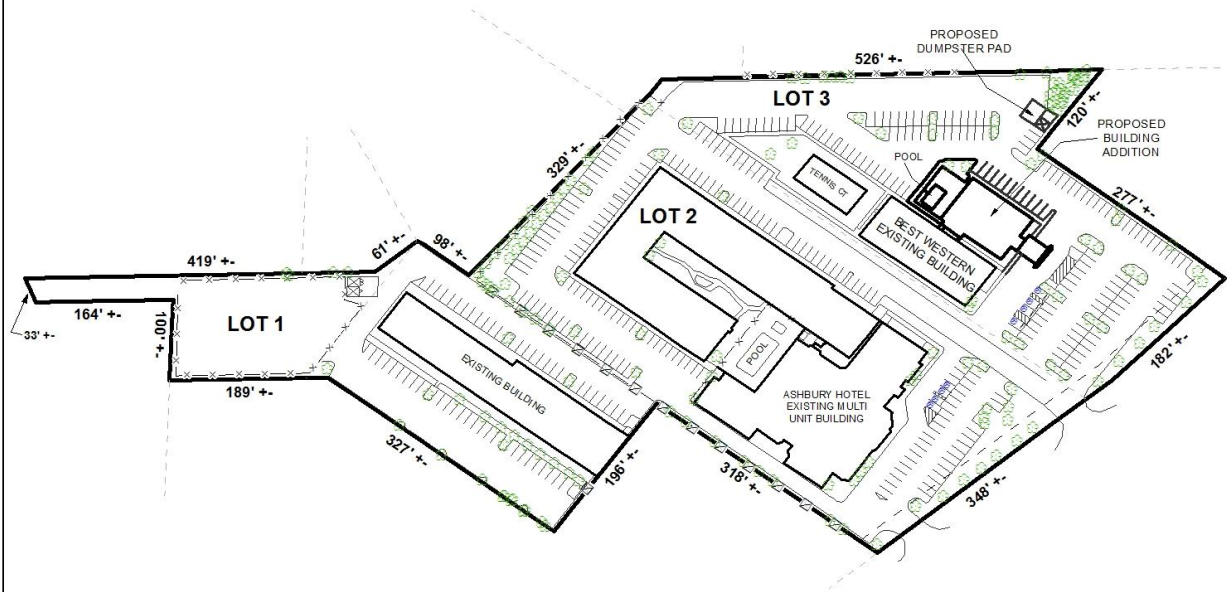
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SITE PLAN



The site plan illustrates the proposed addition, dumpster pad and parking, and the existing buildings, parking, fences, and setbacks.

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