

**ZONING AMENDMENT,
PLANNED UNIT DEVELOPMENT &
SUBDIVISION STAFF REPORT****Date: December 5, 2013**

<u>NAME</u>	John Kirby
<u>SUBDIVISION NAME</u>	Kirby Subdivision
<u>LOCATION</u>	7049 Dickens Ferry Road and 7060 & 7068 Airport Boulevard (North side of Airport Boulevard extending to the South side of Dickens Ferry Road, 550'± East of Cody Road)
<u>CITY COUNCIL DISTRICT</u>	District 7
<u>PRESENT ZONING</u>	R-1, Single-Family Residential District
<u>PROPOSED ZONING</u>	B-3, Community Business District
<u>AREA OF PROPERTY</u>	2 Lot / 7.8± Acres (Subdivision) 1 Lot / 4.9± Acres (Planned Unit Development)
<u>CONTEMPLATED USE</u>	Rezoning from R-1, Single-Family Residential District, to B-3, Community Business District, to eliminate split zoning, Planned Unit Development Approval to allow multiple buildings on a single building site and share access between two building sites, and a Subdivision to create one legal lot of record from a single metes-and-bounds parcel. 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.
<u>TIME SCHEDULE</u>	Immediately

**ENGINEERING
COMMENTS**

Subdivision: The following comments should be addressed prior to acceptance and signature by the City Engineer: a. Add a note to the Plat stating that a Land Disturbance permit will be required for any land disturbing activity in accordance with the of the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17 , Ordinance #65-007 & #65-045), latest edition. Storm water detention may be required for any existing development (since 1984) that did not receive Land Disturbance permitting and for any

future addition(s) and/or land disturbing activity. b. Add a note to the Plat stating that the approval of all applicable federal, state, and local agencies (including all stormwater runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit. c. Show and label the MFFE (Minimum Finished Floor Elevation). d. Provide and label the monument set or found at each subdivision corner. e. Provide the Surveyor's, Owner's (notarized), and Planning Commission signatures. f. Provide a signature block and signature for the Traffic Engineer. g. Add a note that sidewalk is required to be constructed along the frontage of each lot, or parcel, at time of development, unless a sidewalk waiver is approved. h. Provide a drainage easement for the existing drainage ditch on the LOT 1. Size and location to be approved by the City Engineer.

Planned Unit Development: 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). Any and all proposed land disturbing activity will need to be in conformance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17, Ordinance #65-007 & #65-045); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control. 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. Add a note to the Plat stating that the proposed development must comply with all Engineering Department Policy letters.

TRAFFIC ENGINEERING

COMMENTS

Lot 1 of Spectrum Subdivision and Lot 1 of the proposed subdivision are denied access to Dickens Ferry Road. Permitted access to Dickens Ferry will require an approved change to the PUD.

Lot 1 of Spectrum Subdivision was removed from the PUD, however the site plan still illustrates cross access to this lot. Commercial access to Dickens Ferry is denied.

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).

Need revised site plan showing Live Oak Trees 24" and larger. Also show on the site plan the removal of existing gravel from the Critical Root Zone of the existing Live Oak Trees 24" and larger.

FIRE DEPARTMENT**COMMENTS**

All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.

MAWSS COMMENTS:

No Comments

REMARKS

The applicant is requesting Rezoning from R-1, Single-Family Residential District, to B-3, Community Business District, to eliminate split zoning, Planned Unit Development Approval to allow multiple buildings on a single building site and share access between two building sites, and a Subdivision to create one legal lot of record from a single metes-and-bounds parcel.

The site, a portion of which has been cleared and had gravel put on site without permits, is bounded, to the West by undeveloped land in an R-1, Single-Family Residential District and existing commercial businesses in a B-2, Neighborhood Business District, to the North across Dickens Ferry Road by a residential neighborhood in an R-3, Multi-Family Residential district, to the East by a residence in an R-1, Single-Family Residential District and an existing commercial business in a B-3 Community Business District, and to the South across Airport Boulevard by undeveloped land in a B-2, Neighborhood Business District.

The applicant has an application on the Board of Zoning Adjustment's December 2, 2013 agenda to seek approval of the gravel surfacing on the proposed Lot 1.

The proposed 1.4± acre, 1-lot subdivision fronts Dickens Ferry Road, a minor road without curb and gutter, which requires a 60-foot of right-of-way Section V.B.14. of the Subdivision Regulations. The preliminary plat states that the right-of-way varies; therefore dedication should be made to provide 30-feet from the centerline if necessary.

Due to the location and size of the development, access management is a concern. The site plan illustrates the subject site as having one curb-cut to Airport Boulevard, and an existing dirt drive that connects to Dickens Ferry 1 of Spectrum Subdivision should be denied, as well as for the proposed Lot 1. The existing drive to Dickens Ferry should be removed.

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.

The reasoning behind the request for rezoning is to eliminate split zoning for the proposed Planned Unit Development, and allow commercial operation on property that is currently zoned residentially. It should be noted that Lot 1 of Spectrum Subdivision which is included in the

Planned Unit Developments is zoned R-1, Single-Family Residential. The site plan should be revised to either include this lot in the rezoning, or remove it from the Planned Unit Development, which would also require all current commercial use of the lot to cease. While the subject site's size does not meet the minimum size recommendation of 4.0 acres as set forth in Section 64-3.5. of the Zoning Ordinance for a new zoning district, the abutting presence of the requested zoning district makes the B-3, Community Business District request more in line with the intent of this regulation.

The vast majority of the site is depicted as residential 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.

The site plan provided does not illustrate any parking on the site, nor does it provide any information regarding landscaped area, tree plantings, what type of business occupies each of the existing structures, or if the site will use a dumpster or curb-side service. The site plan should be revised to include this information, as well as any other information indicating compliance with the Zoning Ordinance.

Upon review of City of Mobile 2010 aerial photography, it appears that the site that fronts Airport Boulevard (Lot 2 of Spectrum Subdivision) has shared access with other lots that are also owned by the applicant, and which were included in previous approved Planned Unit Development requests. The applicant should either include these additional lots in the Planned Unit Development application, or remove the shared access.

The site abuts R-1, Single-Family Residential to the East and West, with R-3, Multiple-Family Residential District to the North. A residential buffer in compliance with Section 64-4.D.1. of the Zoning Ordinance must be provided where the site abuts residentially utilized property. A note on the proposed site plan stating this requirement should be placed on the site plan and would be required on the Final Plat. If approved, a note should also be placed on the site plan and Final Plat stating that no structures are allowed in any easements. The site plan also illustrates a 10-foot sanitary sewer easement along the East

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.

Regarding the Subdivision, the proposed lot exceeds the minimum size requirements of Section V.D.2. of the Subdivision Regulations. The lots sizes are provided in acres and square feet, and should remain on the Final Plat as well as the site plan, if approved.

The preliminary plat does not depict the 25' minimum building setback line for the proposed Lots 1 as required by Section V.D.9. of the Subdivision Regulations. This setback should be depicted on the Final Plat, if approved.

The proposed Lot 1 appears contains a portion of the headwaters of Twelve Mile Creek and associated floodway and floodzones, therefore the area may be environmentally sensitive. The applicant has already undertaken work in this area without the required permits. The presence of floodplains indicate that the area may be environmentally sensitive; therefore, the approval of all applicable federal, state and local agencies for wetland and floodplain issues will be required prior to the issuance of any permits or land disturbance activities. A note should be placed on the Final Plat stating this requirement.

RECOMMENDATION

Rezoning: The rezoning request is recommended for Holdover to the January 2, 2014 meeting, with revisions due by December 13, 2013 to address the following:

- 1) inclusion of Lot 1, Spectrum Subdivision in the rezoning request, or removal of the same lot from the Planned Unit Development

Planned Unit Development: The PUD request is recommended for Holdover to the January 2, 2014 meeting, with revisions due by December 13, 2013 to address the following:

- 1) illustrate dedication if necessary to provide 30' from the centerline of Dickens Ferry Road;
- 2) inclusion of Lot 1, Spectrum Subdivision in the rezoning request, or removal of the same lot from the Planned Unit Development;
- 3) inclusion of adjacent and nearby lots fronting Airport Boulevard that have shared access, or revision of the site plan to illustrate that the shared access has been eliminated;
- 4) placement of a note stating the development is denied access to Dickens Ferry Road;
- 5) placement of a note stating that no structures are to be built in any easement;
- 6) illustration of parking spaces;
- 7) provide information about the types of businesses in each existing structure, and their sizes;
- 8) provide landscaping and tree planting calculations;
- 9) illustration of a dumpster compliant with Section 64-4.D.9 of the Zoning Ordinance, or place a note that curb side pick-up will be utilized;
- 10) illustration of the required residential buffer per Section 64-4.D.1. of the Zoning Ordinance;
- 11) illustration of the 25' minimum building setback along all street frontages;
- 12) compliance with Engineering comments (*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). Any and all proposed land disturbing activity will need to be in conformance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17, Ordinance #65-007 & #65-045); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and*

Storm Water Runoff Control. 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. Add a note to the Plat stating that the proposed development must comply with all Engineering Department Policy letters.);

- 13) *compliance with Traffic Engineering comments (Lot 1 of Spectrum Subdivision and Lot 1 of the proposed subdivision are denied access to Dickens Ferry Road. Permitted access to Dickens Ferry will require an approved change to the PUD.);*
- 14) *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 61-929 and City Code Chapters 57 and 64). Need revised site plan showing Live Oak Trees 24" and larger. Also show on the site plan the removal of existing gravel from the Critical Root Zone of the existing Live Oak Trees 24" and larger.); and*
- 15) *compliance with Fire Department comments (All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.).*

Subdivision: The Subdivision request is recommended for Holdover to the January 2, 2014 meeting, with revisions due by December 13, 3013 to address the following:

- 1) *illustrate dedication if necessary to provide 30' from the centerline of Dickens Ferry Road;*
- 2) *illustration of the 25' minimum building setback;*
- 3) *retention of the lot size in square feet and acres;*
- 4) *placement of a note stating the development is denied access to Dickens Ferry Road;*
- 5) *placement of a note stating that no structures are to built in any easement;*
- 6) *compliance with Fire Department comments (All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.);*
- 7) *compliance with Engineering comments (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). Any and all proposed land disturbing activity will need to be in conformance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17, Ordinance #65-007 & #65-045); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control. 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. Add a note to the Plat stating that the proposed development must comply with all Engineering Department Policy letters.);*

- 8) compliance with Traffic Engineering comments (*Lot 1 of Spectrum Subdivision and Lot 1 of the proposed subdivision are denied access to Dickens Ferry Road. Permitted access to Dickens Ferry will require an approved change to the PUD.*);
- 9) 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 61-929 and City Code Chapters 57 and 64). Need revised site plan showing Live Oak Trees 24" and larger. Also show on the site plan the removal of existing gravel from the Critical Root Zone of the existing Live Oak Trees 24" and larger.*);
- 10) compliance with Fire Department comments (*All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.*);
- 11) placement of a note on the Final Plat stating that approval of all applicable Federal, state and local agencies is required for wetland issues, if any, prior to the issuance of any permits or land disturbance activities; and
- 12) placement of a note on the Final Plat stating that approval of all applicable Federal, state and local agencies is required for endangered, threatened or otherwise protected species, if any, prior to the issuance of any permits or land disturbance activities.

Revised for the January 2, 2014 meeting:

The application was heldover from the December 5, 2013 meeting to allow the applicant time to submit additional and revised information requested by staff.

The applicant has revised the Subdivision request from 1-lot, 1.4± Acre; to 2-lots, and 6.6± Acres. This revision illustrates the rear portion of the previously proposed Lot 1 to be incorporated with an existing legal lot of record that is zoned B-3, Community Business District. The rezoning request has been similarly modified to request rezoning of the rear portion of the previously proposed Lot 1 to B-3, Community Business District to eliminate split zoning in the currently proposed Lot 2, while leaving the front portion of the previously proposed Lot 1, having frontage along Dickens Ferry Road, to remain zoned as R-1, Single-Family Residential. The Planned Unit Development request has also been revised to include adjacent lots along Airport Boulevard with shared access per staff's request.

The lot sizes are labeled in square feet and acres, and this information should be retained on the Final Plat if approved. It should be noted that the currently proposed Lot 2 is a flag lot, with a 28'± wide and 260'± long pole connecting to Airport Boulevard; however its previous approval by the Planning Commission at its March 7, 2002 meeting makes a waiver of V.D.I. of the Subdivision Regulations appropriate.

The revised preliminary plat submitted illustrates dedication along Dickens Ferry Road to provide 30' from the centerline to provide a compliant right-of-way. The 25' minimum building setback line is illustrated for both proposed lots where they are a minimum of 60' wide.

Per Traffic Engineering comments on the previously proposed layout, notes have been placed on both the preliminary plat for the Subdivision and the site plan for the Planned Unit Development

stating that the development is denied access to Dickens Ferry Road, and referencing Lot 1 of Spectrum Subdivision. However, with the revisions to the layout, the note should be revised to state that commercial access to Dickens Ferry is denied, however Lot 1 will be allowed one curb cut to Dickens Ferry Road, with the size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Furthermore, the note referencing Lot 1 of Spectrum Subdivision should be removed as that lot is no longer included in any of the applications. Due to the exclusion of Lot 1 of Spectrum Subdivision from the Planned Unit Development application, the existing dirt drive connecting the proposed PUD to Dickens Ferry should be removed, or a wooden privacy fence provided.

The applicant has also revised the preliminary plat and the site plan to include a note stating that no structures are to be built in any easement. If approved this note should be retained on the Final Plat, and site plan.

The site plan has been revised to include three (3) adjacent lots that have shared access as requested. The applicant has also included the type of business on each lot, the building sizes, and illustrated all existing parking. However, several of the businesses are automobile repair shops, and no distinction is made between office space and the bays where cars will be worked on, nor is the number of employees provided. Because of the omission of this information, it is difficult for staff to determine if the 51 existing parking spaces are sufficient to comply with Section 64-6.6. of the Zoning Ordinance, however, because no building expansion is proposed at this time, no additional parking spaces should be required if the existing number is adequate. However, it should be noted that any future additions to any of the structures will require full compliance with parking.

Staff requested that information be submitted regarding landscaping and tree calculations. It should be noted that no information was provided about the amount of landscaped area or tree plantings; however several trees are illustrated along Airport Boulevard with no mention of their size or species.

Urban Forestry requested that the revised site plan include information regarding Live Oak trees larger than 24"; however no such information has been provided. If approved, all information requested by Urban Forestry should be provided.

The revised site plan illustrates several dumpsters which serve the development; however, no mention is made as to what screening, if any, exist. The site plan should be revised to illustrate dumpsters in compliance with Section 65-4.D.9. of the Zoning Ordinance.

The revised site plan also does not include the illustration of, or a note regarding the provision of a residential buffer in compliance with Section 64-4-D.1. of the Zoning Ordinance as requested by staff.

It should also be noted that no legal description was provided for the proposed Lot 2. If approved, a legal description of the proposed Lot 2 should be submitted prior to the signing of the Final Plat.

RECOMMENDATION

Rezoning: *The rezoning request is recommended for Holdover to the February 6, 2014 meeting, with revisions due by January 17, 2014 to address the following:*

- 1) provision of a legal description for the proposed Lot 2 prior to the signing of the Final Plat; and*
- 2) revisions requested for the Planned Unit Development.*

Planned Unit Development: *The PUD request is recommended for Holdover to the February 6, 2014 meeting, with revisions due by January 17, 2014 to address the following:*

- 1) illustrate dedication if necessary to provide 30' from the centerline of Dickens Ferry Road;*
- 2) removal of connection with dirt drive access to Dickens Ferry Road, or provision of a 6' high privacy fence to block access;*
- 3) placement of a note stating commercial access to Dickens Ferry Road is denied;*
- 4) placement of a note stating that Lot 1 is be allowed one curb cut to Dickens Ferry Road, with the size, location and design to be approved by Traffic Engineering and conform to AASHTO standards;*
- 5) retention of the note stating that no structures are to built in any easement;*
- 6) provide landscaping and tree planting calculations for entire PUD;*
- 7) illustration of all dumpsters compliant with Section 64-4.D.9 of the Zoning Ordinance;*
- 8) illustration of the required residential buffer per Section 64-4.D.1. of the Zoning Ordinance;*
- 9) retention of the 25' minimum building setback along all street frontages;*
- 10) compliance with Traffic Engineering comments (Lot 1 of Spectrum Subdivision was removed from the PUD, however the site plan still illustrates cross access to this lot. Commercial access to Dickens Ferry is denied.); and*
- 11) 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 61-929 and City Code Chapters 57 and 64). Need revised site plan showing Live Oak Trees 24" and larger. Also show on the site plan the removal of existing gravel from the Critical Root Zone of the existing Live Oak Trees 24" and larger.).*

Subdivision: *The Subdivision request is recommended for Holdover to the February 6, 2014 meeting, with revisions due by January 17, 2014 to address the following:*

- 1) illustrate dedication if necessary to provide 30' from the centerline of Dickens Ferry Road;*
- 2) illustration of the 25' minimum building setback from all street frontages;*
- 3) retention of the lot size in square feet and acres;*
- 4) placement of a note stating commercial access to Dickens Ferry Road is denied;*
- 5) placement of a note stating that Lot 1 is be allowed one curb cut to Dickens Ferry Road, with the size, location and design to be approved by Traffic Engineering and conform to AASHTO standards;*
- 6) placement of a note stating that no structures are to built in any easement;*

- 7) *compliance with Traffic Engineering comments (Lot 1 of Spectrum Subdivision and Lot 1 of the proposed subdivision are denied access to Dickens Ferry Road. Permitted access to Dickens Ferry will require an approved change to the PUD.); and*
- 8) *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 61-929 and City Code Chapters 57 and 64). Need revised site plan showing Live Oak Trees 24" and larger. Also show on the site plan the removal of existing gravel from the Critical Root Zone of the existing Live Oak Trees 24" and larger.).*

Revised for the January 16, 2014 meeting:

The application was heldover from the December 5, 2013 meeting to allow the applicant time to submit additional and revised information requested by staff. As no new information has been received by staff, the application is recommended for denial.

Revised for the February 6, 2014 meeting:

The application was heldover from the January 16, 2014 meeting to allow staff sufficient time to review revised submittals.

The revised site plan illustrates dedication to provide 30' from the centerline of Dickens Ferry Road as previously requested.

Notes on the revised site plan stating that "The development is denied access to Dickens Ferry Road", and "Lot of 1 of Spectrum Subdivision and Lot 1 of the proposed subdivision are denied access to Dickens Ferry Road. Permitted access to Dickens Ferry will require an approved change to the PUD." These notes should be revised to reflect the revisions to the site plan, as Lot 1 of Spectrum Subdivision is no longer included in the Planned Unit Development, and the proposed Lot 1 is no longer being requested to be rezoned to B-3, Community Business District.

Also, the existing dirt drive access to Dickens Ferry Road is illustrated as being blocked with the provision of a 6' high privacy fence as requested by staff.

The revised site plan provides landscaped area calculations which show that, while the proposed Lot 2 exceeds the total amount a landscaped area required, there is only approximately 20% of the required frontage landscaped area. The revised site plan does illustrate three trees which are 22" or larger in compliance with Urban Forestry comments, and there appear to be five other trees illustrated on the site, however no mention is made of their species or size. It should be noted that the according to Section 64-4E. of the Zoning Ordinance, the site should have a total of 9 frontage trees, 84 perimeter trees, and 3 parking trees.

The revised site plan does illustrate a total of 3 dumpsters, but does not make any mention of any screening in compliance with Section 64-4.D.9. of the Zoning Ordinance.

The applicant's request for a rezoning to allow vehicular storage area/lay down yard should be considered in the context that: 1) a portion of the site is within the floodzones associated with Twelve Mile Creek; that 2) many of the vehicles that are being stored appear to be so extremely wrecked as to be inoperable, thus the site is being used as more of an auto salvage/wrecking yard, and as such, an I-2, Heavy Industry District classification with Planning Approval would be required; 3) that the site was cleared and placed into use without permits; 4) that approval of the rezoning would be contrary to the public interest; and 5) that substantial justice would not be done to the surrounding neighborhood by granting the rezoning.

It should be noted that the proposed Zoning Ordinance amendment to allow aggregate surfacing for storage yards in a B-3, Community Business District with Planning Approval was recently denied by the Planning Commission and the City Council.

The applicant already has about an acre of aggregate area used for vehicular storage, and the addition of 1.4± acres of aggregate area would seem unnecessary for the existing collision repair service.

In 2002, the existing vehicle storage area, which was a residence at the time, was rezoned to B-3, and the property was incorporated into the rest of the Spectrum lot. In the 2002 rezoning staff report, it was noted that gravel, aggregate, etc (which was proposed), was not an appropriate surface for this expanded parking area. The rezoning approval was also conditioned upon the submission for an administrative PUD, the removal of the existing residential structure within one year of the rezoning approval, and the denial of access to Dickens Ferry Road.

There are no records on file to indicate that an administrative PUD was ever submitted (thus the last approved PUD for most of the development was in 1999), and it appears that the existing residential structure remains on the site after reviewing City of Mobile aerial photographs.

Based on this, the entire gravel area added in 2002 should be paved, and the residential structure should be removed, per the 2002 conditions.

It should be noted that the proposed Subdivision will have an impact on the site's signage allowances. Currently, the four separate lots along Airport Boulevard would each be allowed a freestanding sign along Airport Boulevard, however, the proposed combination of the lots will mean that the site will only be allowed one freestanding multi-tenant sign, with any existing signage becoming non-conforming.

Finally, the expansion of the PUD, as has occurred is not reflective of the purposes and objectives of PUDs, as stated in Section 64-5.A. of the Zoning Ordinance.

RECOMMENDATION

Rezoning: *The rezoning request is recommended for Denial for the following reasons:*

- 1) the applicant's use of the site as a automotive wrecking/salvage yard requires an I-2, Heavy Industry District with Planning Approval;*
- 2) there are no changing conditions in the area which make a change in the Zoning Ordinance necessary or desirable; and*
- 3) there is no need to increase the number of sites available to business or industry.*

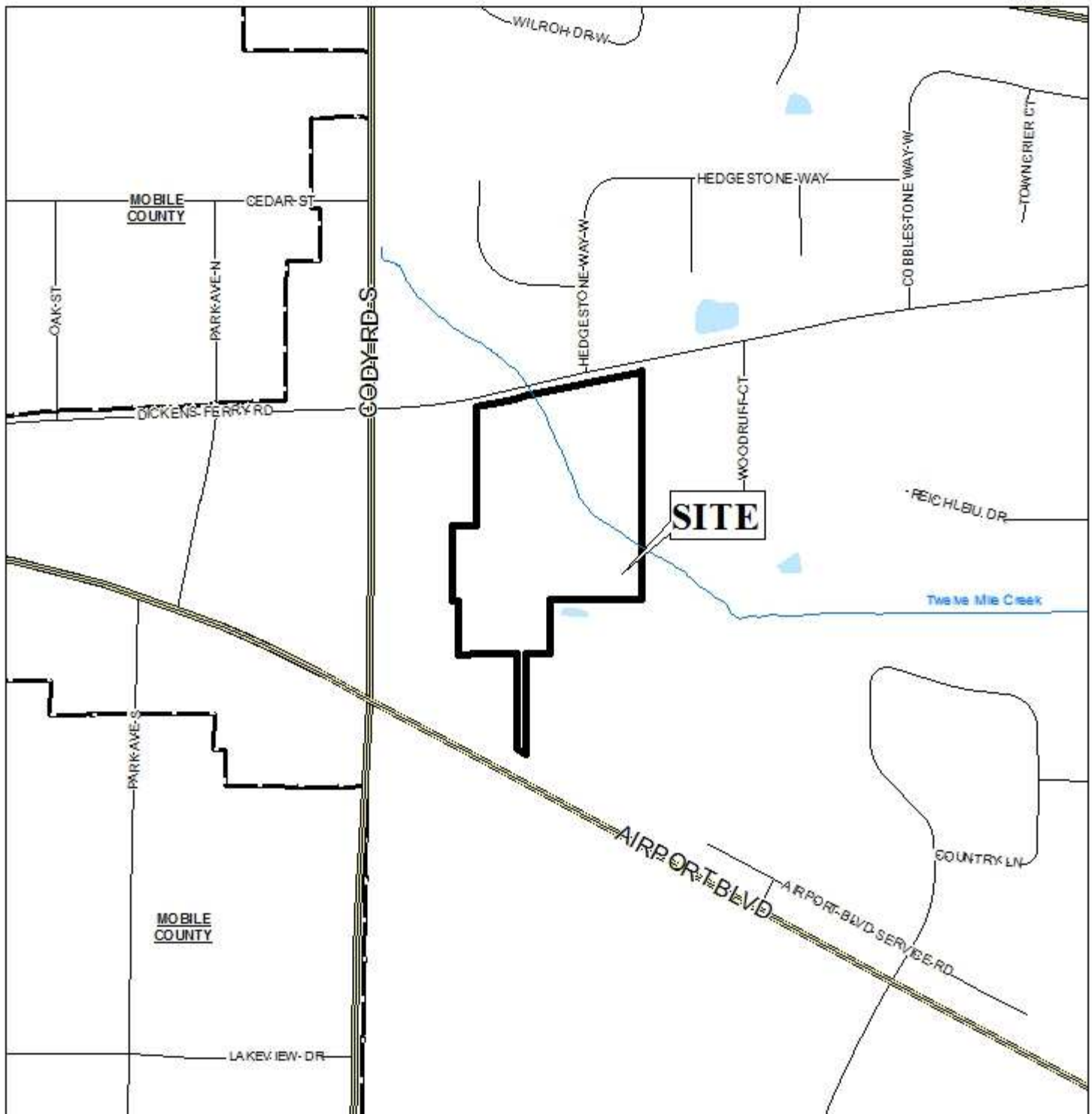
Planned Unit Development: *The PUD request is recommended for Denial for the following reasons:*

- 1) the applicant's use of the site as a automotive wrecking/salvage yard requires an I-2, Heavy Industry District with Planning Approval;*
- 2) the development of the PUD, as has already occurred, is not reflective of the stated purpose and objectives of PUDs, per Section 64-5.A. of the Zoning Ordinance;*
- 3) the site would not comply with tree, frontage landscape area, signage, or paving requirements of the Zoning Ordinance.*

Subdivision: *The Subdivision request is recommended for Denial for the following reason:*

- 1) due to the denial of the rezoning and planned unit development, the Subdivision application is moot.*

LOCATOR MAP



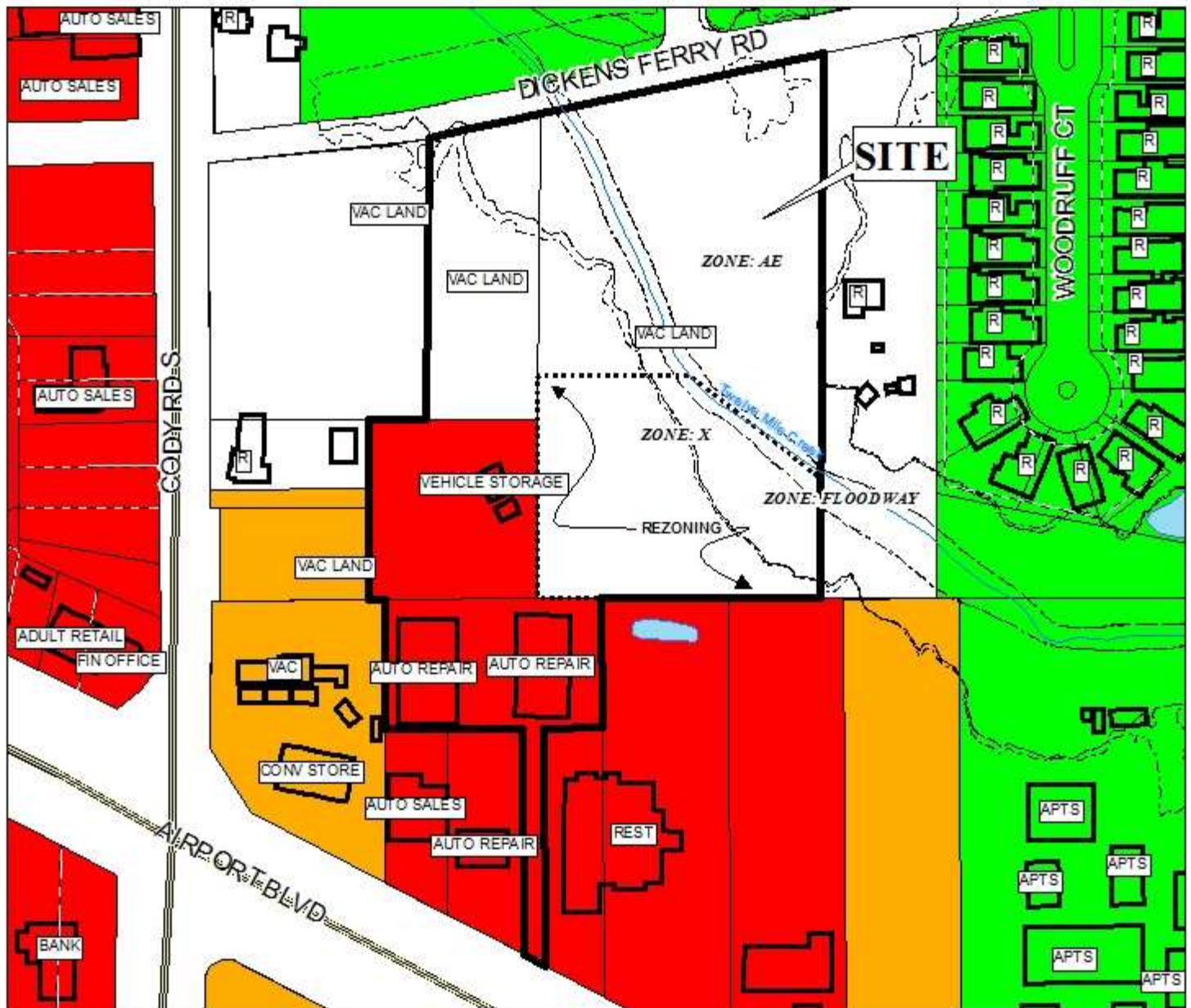
APPLICATION NUMBER 6, 7 & 8 DATE February 6, 2014

APPLICANT John Kirby

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



PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by residences and businesses.

APPLICATION NUMBER 6, 7 & 8 DATE February 6, 2014

APPLICANT John Kirby

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

LEGEND

R-1	R-2	R-3	R-A	R-B	H-B	T-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2
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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by residences and businesses.

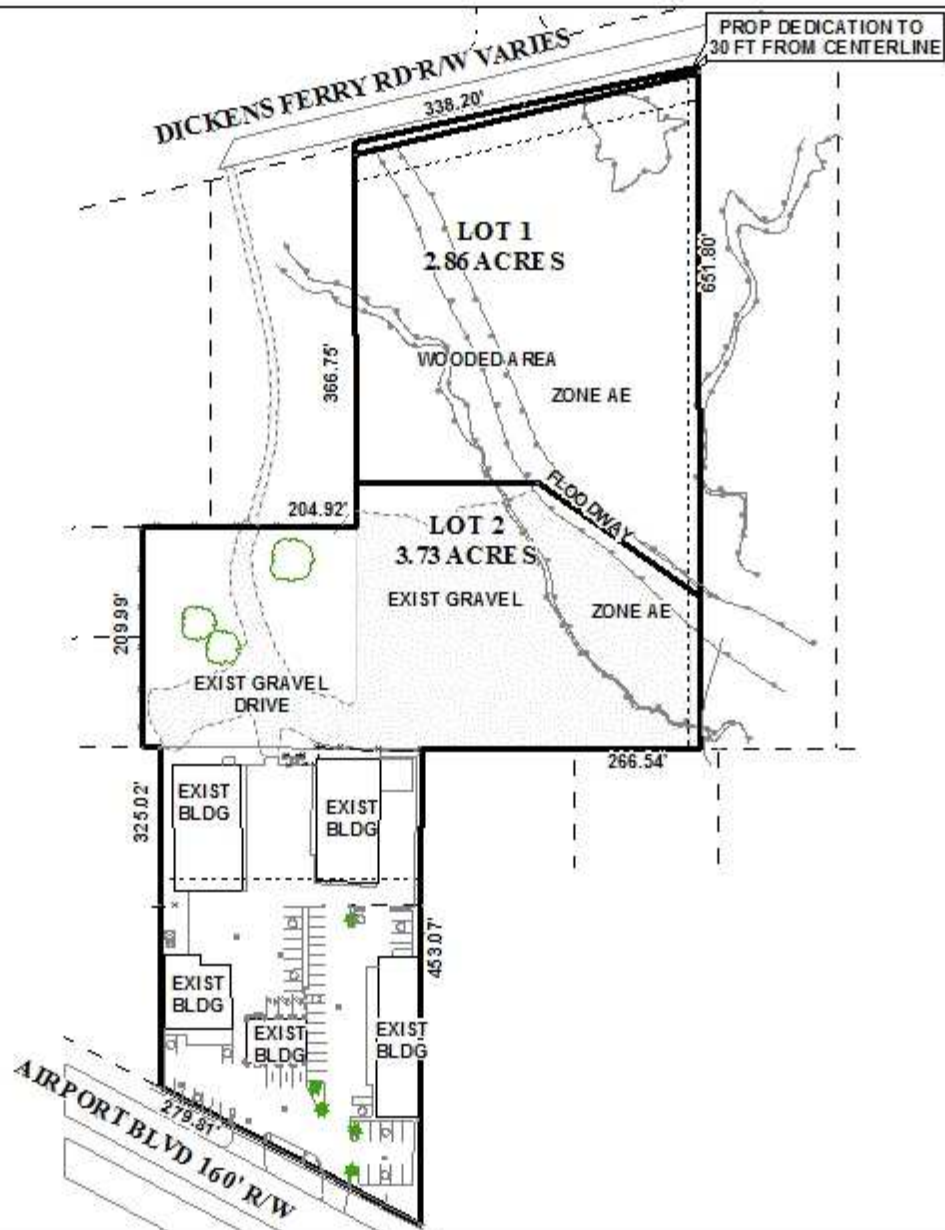
APPLICATION NUMBER 6, 7 & 8 DATE February 6, 2014

APPLICANT John Kirby

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



SITE PLAN



The site plan illustrates the existing improvements.

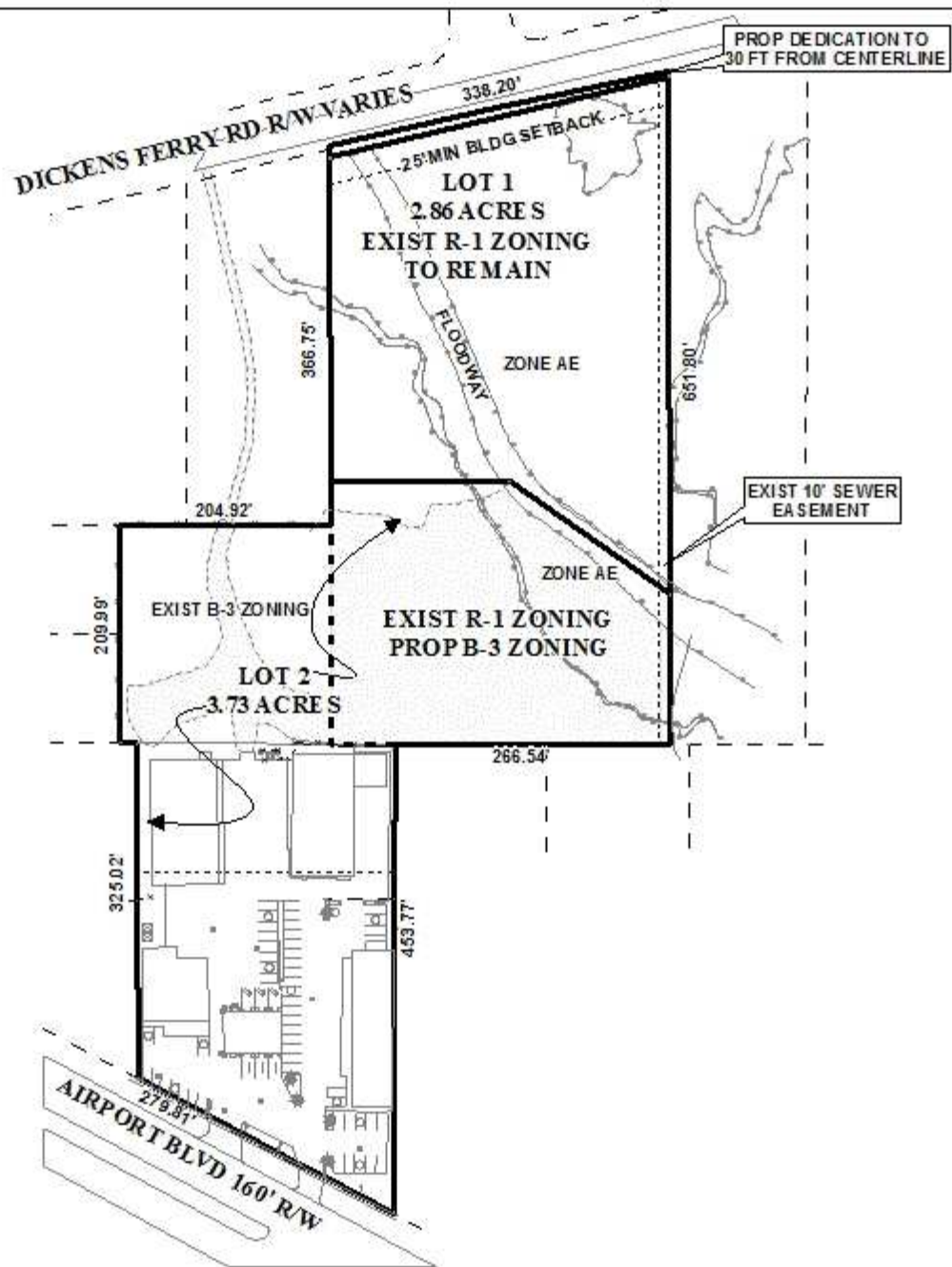
APPLICATION NUMBER 6, 7 & 8 DATE February 6, 2014

APPLICANT John Kirby

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



SUBDIVISION AND ZONING DETAIL



APPLICATION NUMBER 6, 7 & 8 DATE February 6, 2014

APPLICANT John Kirby

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

