

**PLANNED UNIT DEVELOPMENT &  
SUBDIVISION STAFF REPORT****Date: March 18, 2004**

**DEVELOPMENT NAME** Treadwell Ford Subdivision

**SUBDIVISION NAME** Treadwell Ford Subdivision

**LOCATION** 901 East I-65 Service Road South  
(East side of East I-65 Service Road South, 1,840'±  
North of International Drive)

**PRESENT ZONING** B-3, Community Business

**AREA OF PROPERTY** 7.7± Acres

**CONTEMPLATED USE** Multiple buildings on a single-building site and  
shared access between multiple building sites.

**TIME SCHEDULE  
FOR DEVELOPMENT** Immediate

**ENGINEERING  
COMMENTS** Must comply with all stormwater and flood control  
ordinances. Any work performed in the right of way will require a right of way permit.

**TRAFFIC ENGINEERING  
COMMENTS** Driveway number, sizes, location and design to be  
approved by Traffic Engineering and conform to AASHTO standards.

**URBAN FORESTRY  
COMMENTS** Property to be developed in compliance with state  
and local laws that pertain to tree preservation and protection on both city and private  
properties (State Act 61-929 and City Code Chapters 57 and 64).

**REMARKS** The applicant is requesting Planned Unit  
Development and Subdivision approvals to share access between three proposed lots.

The proposed subdivision would create three legal lots of record; however, it should be noted that Lot 2 is a flag shaped lot, with only 40-feet of frontage, thus a waiver of the width to depth ratio (Section V.D.3. of the Subdivision Regulations) would be required. Additionally, the site fronts Interstate 65, which is a planned major street and there is adequate right-of-way in compliance with the Major Street Plan.

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.

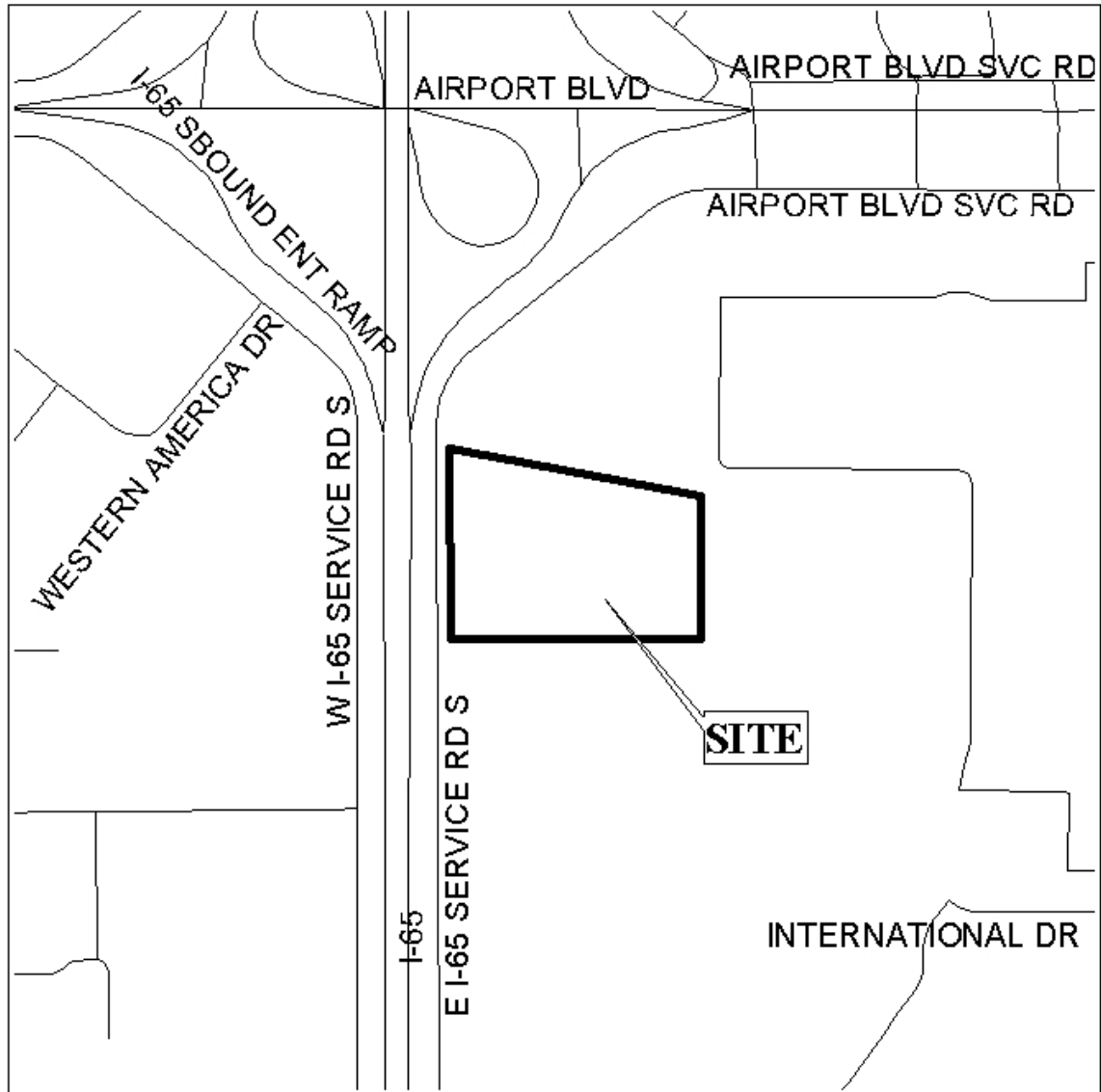
The proposed PUD would allow cross access between the three proposed lots, and an existing access road for Bel Air Mall, which adjoins the property to the North. The site plan illustrate parking spaces on Lot 3 that do not have maneuvering area; however, it is common to park cars in such a manner on a new car lot. Furthermore, excluding the parking spaces that do not have maneuvering area, the overall site provides more than the required number of parking spaces and maneuvering areas. It should be noted that much of the existing parking area is unimproved, and all parking, on all three lots, must be paved.

Lot 1 will be developed with a new building, thus full compliance with the landscaping and tree planting requirements of the Ordinance is required for that lot. There is an existing curb cut located at the Southwest corner of the site that will no longer be used; this curb cut should be closed, back-filled and grassed. As illustrated on the proposed site plan, the number of curb cuts would be reduced; however, the second curb cut to the South will be shifted slightly to the North, leaving only 100-feet between two curb cuts. Both Traffic Engineering and the Alabama Department of Transportation (ALDOT) should approve the location and design of any new curb cuts.

**RECOMMENDATION**      **Planned Unit Development:** Based upon the preceding, this application is recommended for approval subject to the following conditions: 1) full compliance with the landscaping and tree planting requirements for Lot 1, 2) the paving of all parking with asphalt or concrete; 3) that the southernmost, unused, curb cut be closed, back-filled and grassed; 4) that Traffic Engineering and ALDOT approve the location and design for all new curb cuts; and 5) full compliance with all municipal codes and ordinances.

**Subdivision:** With a waiver of Section V.D.3., the plat will meet the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval subject to the following condition: 1) placement of a note on the final plat stating that Traffic Engineering and ALDOT approval is required for the location and design for any new curb cuts.

## LOCATOR MAP



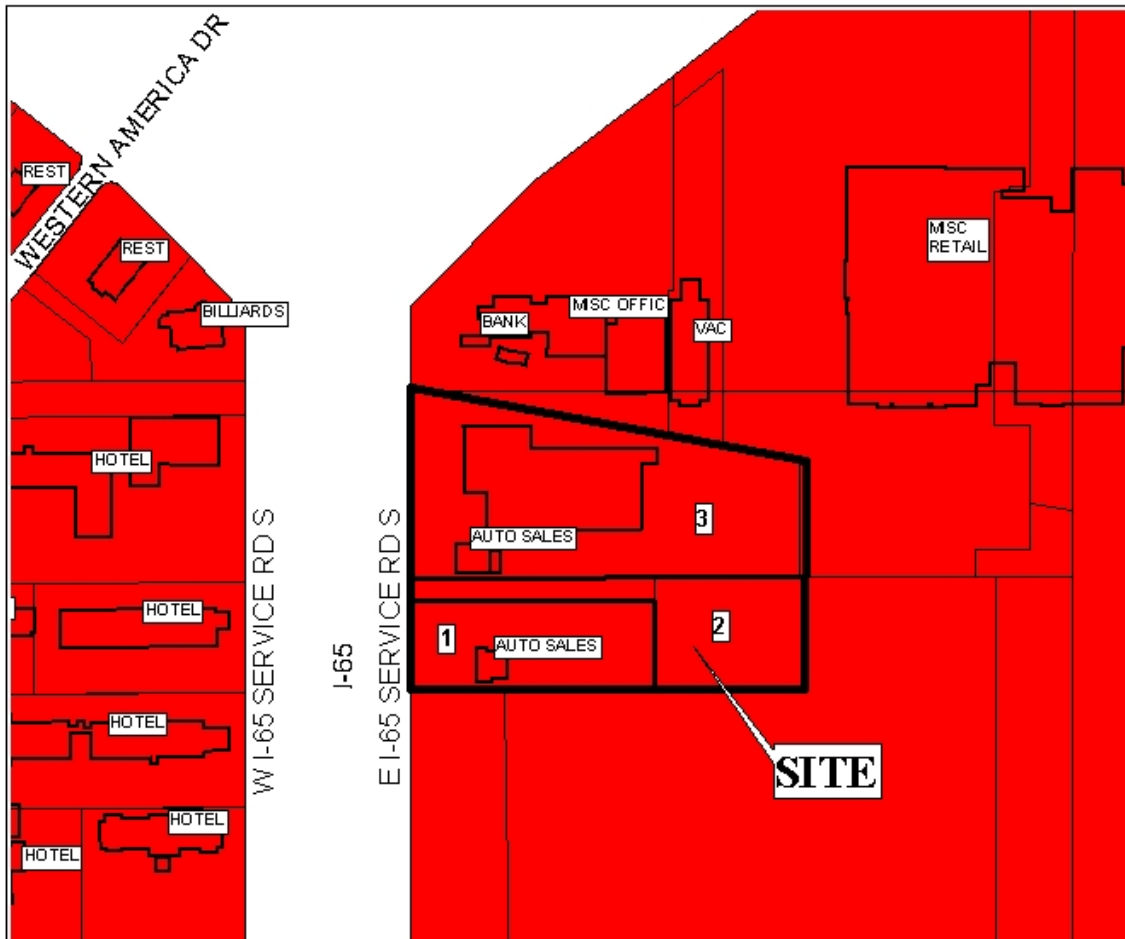
APPLICATION NUMBER 6 & 7 DATE March 18, 2004

APPLICANT Treadwell Ford Subdivision

REQUEST Planned Unit Development, Subdivision



# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by miscellaneous offices, retail, hotels and restaurants.

APPLICATION NUMBER 6 & 7 DATE March 18, 2004

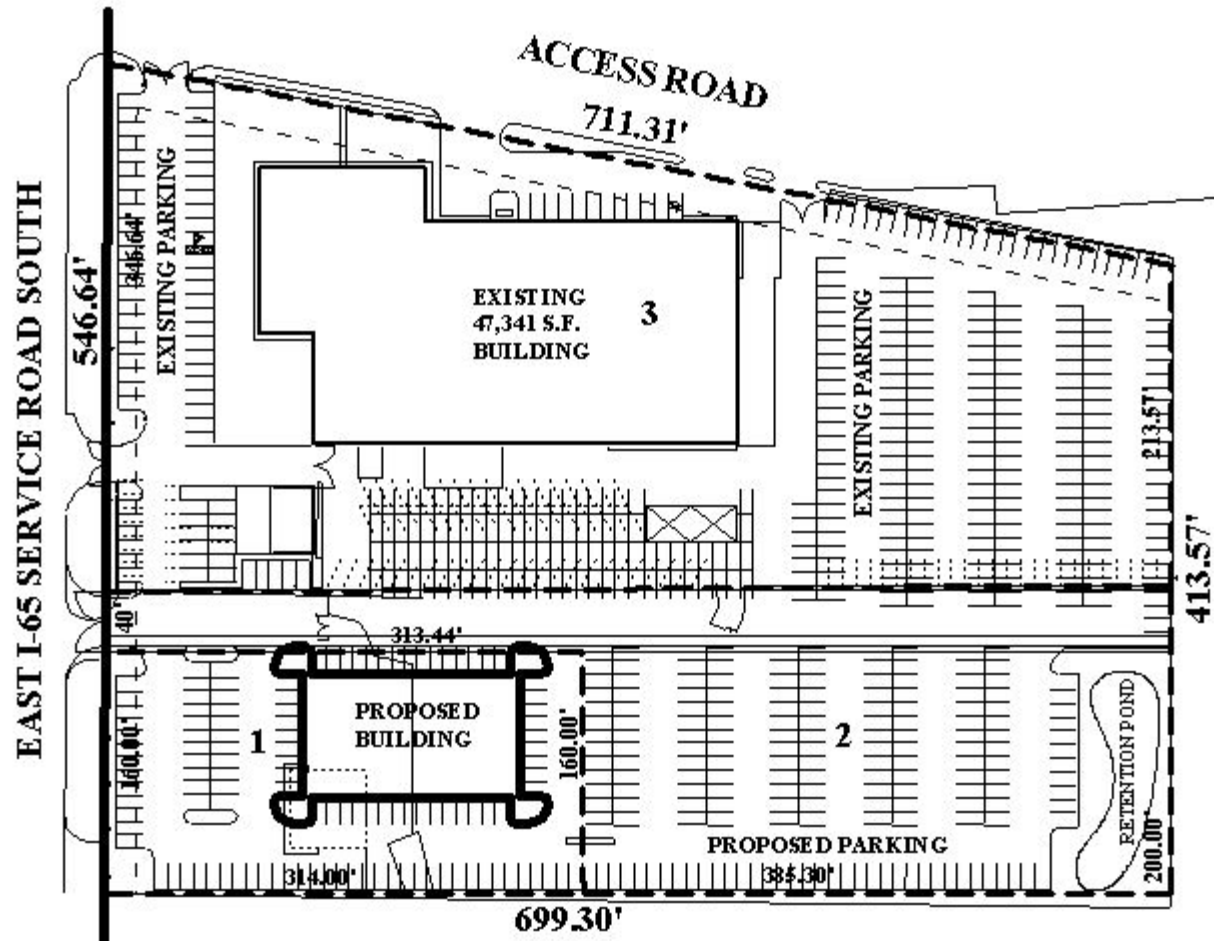
APPLICANT Treadwell Ford Subdivision

REQUEST Planned Unit Development, Subdivision

LEGEND



# SITE PLAN



The site is located on the East side of East I-65 Service Road South, 1840' North of International Drive. The plan illustrates the existing building and parking, along with the proposed building and parking.

APPLICATION NUMBER 6 & 7 DATE March 18, 2004

APPLICANT Treadwell Ford Subdivision

USE/REQUEST Planned Unit Development, Subdivision



NTS