

**PLANNED UNIT DEVELOPMENT
& SUBDIVISION STAFF REPORT****Date: November 17, 2016****DEVELOPMENT NAME**

Autonation Ford of Mobile

SUBDIVISION NAME

Autonation Ford of Mobile Subdivision

LOCATION901, 909, and 925 East I-65 Service Road South
(East side of East I-65 Service Road South, 3/10 mile±
North of International Drive).**CITY COUNCIL
DISTRICT**

District 5

AREA OF PROPERTY

3 Lots / 7.8 ± acres

CONTEMPLATED USEPlanned Unit Development Approval to amend a
previously approved Planned Unit Development to allow
multiple buildings on a single building site along with
shared access between multiple building sites; and
Subdivision approval to create three legal lots of record.**TIME SCHEDULE
FOR DEVELOPMENT**

Not specified

ENGINEERING**COMMENTS****Subdivision:** FINAL PLAT 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. 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.
- C. Provide a written legal description for the proposed subdivision (boundary) and matching bearing and distance labels.
- D. Show and label each and every Right-Of-Way and easement, especially the drainage easements.
- E. Provide and label the monument set or found at each subdivision corner.
- F. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.

- G. The area along the east property line is receiving drainage from a public street and will require a PUBLIC (Dedicated to the City of Mobile) drainage easement; the width and alignment of the easement shall be coordinated with, and approved by, the City Engineer.
- H. 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.
- I. 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.
- J. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved.
- K. Remove the County Engineer's signature block from the Plat. The County Engineer no longer signs plats within the municipal limits of the City of Mobile.
- L. Provide a copy of the FINAL PLAT to the Engineering Dept. for FINAL PLAT review prior to obtaining any signatures.
- M. After FINAL PLAT review by the Engineering Dept. provide the red-line markup, a copy of the revised original Final Plat, and the original when submitting for City Engineer signature.

Planned Unit Development: PUD Site Plan was not labeled. Two different plans were included, one with and one without the parking lot to the south.

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). An ALDOT permit will also be required.
- 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**

East I-65 Service Road South is an ALDOT maintained roadway. Driveway number, size, location and design to be approved by ALDOT and Traffic Engineering and conform to AASHTO standards. New 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.

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).

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).

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 seeking Planned Unit Development Approval to amend a previously approved Planned Unit Development to allow multiple buildings on a single building site along with shared access between multiple building sites, and Subdivision approval to create three (3) legal lots of record. The site is located in Council District 5, and is served by public water and sanitary sewer.

The site was originally the subject of Subdivision and Planned Unit Development (PUD) approvals at the March 18, 2004 meeting of the Planning Commission to create three legal lots, and to allow multiple buildings on a single building site and shared access between multiple lots. The largest portion of the site south of the Autonation Ford of Mobile development was originally the subject of Subdivision approval for two lots at the May 15, 2008 meeting of the Planning Commission, and again at its March 7, 2013 meeting to re-subdivide Lot 1. Both the Subdivision and Planned Unit Development for Autonation Ford of Mobile were granted 1-year extensions at the March 17, 2005, March 16, 2006 and March 15, 2007 meetings of the Planning Commission before expiring in 2008; and the Subdivisions for the largest portion of the site south of the Autonation Ford of Mobile development were recorded in Mobile County Probate Court.

Most recently, in June, 2016, Autonation Ford of Mobile attempted to obtain a building permit for changes to the interior and exterior of their building that would result in changes to existing site improvements, specifically parking, not previously approved by the Planning Commission. Such changes also necessitate the site be a legal lot of record. Additionally, it appears Autonation Ford of Mobile is sharing access and parking with the metes-and-bounds parcel directly to the south of the site, as well with a portion of a larger legal lot whose address is 925 East I-65

Service Road South; and, as such, will also require Subdivision and PUD approvals to accommodate: 1) that the lots are developed without approvals, or are to be developed; 2) that lease parcels in the State of Alabama are required to be legal lots of record; and 3) access is shared between the parcels. It should be noted that the parcel fully utilized to the south of the site was paved with asphalt between 2006 and 2010 without a Land Disturbance permit.

The site is zoned B-3, Community Business District, thus the auto sales and service are allowed by right.

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 / Subdivision plat will require approval by the Planning Commission.

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.

It should be noted that the site is located within what the Map for Mobile Comprehensive Plan describes as a Suburban Center Development Area, wherein the intent for development includes:

- greater density including mixed-use with residential above community scale services and retail;
- accommodation of all users: automobile, bicycle, pedestrian, and transit;
- connectivity to surrounding neighborhoods through sidewalks, trails, etc.;
- encourage redevelopment of existing strip centers into mixed-use development or green space; and
- emphasis on adding density, mixing uses and promoting walkability and connectivity to other areas of the City.

The preliminary plat illustrates the two proposed parcels directly to the South of Autonation Ford of Mobile, but not the parcel on which Autonation Ford of Mobile is developed. Considering the applicant wishes to have shared access between these three lots, the plat should be revised to include the lot on which Autonation Ford of Mobile is located. Also, it should be noted that there is some ambiguity with regards to how the lots should be identified (e.g. Lot 1, Lot 2, etc.). As such, the lots should be appropriately labeled on a revised plat to facilitate their identification.

The site has frontage on East I-65 Service Road South, to the West, which services U.S. Interstate Highway 65, a limited access route with a 300' right-of-way width. The preliminary

plat does not illustrate or indicate dedication sufficient to provide 150' from the centerline of U.S. Interstate Highway 65; and, as such, the plat should be revised to either provide sufficient right-of-way dedication, or illustrate that the existing right-of-way is sufficient.

It should be noted that the site also front Joe Treadwell Drive, a private access road, to the north.

The larger of the proposed lots is a "flag" lot with a "pole" providing frontage onto East I-65 Service Road South 291.65'± in width and more than 1,100'± long. Flag lots are generally discouraged by Section V.D.1. of the Subdivision Regulations; however, they are permitted in those locations where varied and irregularly-shaped lot designs are common, and the informality of design is consistent with other lots in the vicinity. Because there are several flag-shaped lots in this area, including the subject site that was approved by the Planning Commission at its March 7, 2013 meeting, a waiver of Section V.D.1. may be appropriate.

The sizes of the proposed lots are provided in square feet and acres; however, the width of the "pole" of the proposed "flag" lot is large enough to be potentially re-subdivided and, in accordance with the Subdivision Regulations, is not exclusive of unusable land, thus contributing to a maximum depth more than 3.5 times the width of the lot at the potential building setback line; and, as such, a waiver of Section V.D.3. will be required for approval. Additionally, it should be noted that the width of the "pole" of the proposed "flag" lot would allow for the construction of a public or private road in the future.

Irrespective of the width-to-depth ratio, the proposed lots exceed the minimum size requirements of the Subdivision Regulations and, as is mentioned, are appropriately labeled. This information should be retained on the revised and final plats.

With regards to access management, the smaller of the two illustrated lots should be limited to one curb cut, and the larger of the two illustrated lots should be limited to two curb cuts, with any changes in their sizes, locations and designs to be approved by Traffic Engineering and conform to AASHTO standards. This information will need to be iterated in a note on the Final Plat, if approved.

The preliminary plat does not indicate a 25' building setback line for either proposed lot, which is a requirement of Section V.D.9. of the Subdivision Regulations. As such, this information should be illustrated on the revised plat, adjusted for any right-of-way dedication.

Regarding the PUD request, the applicant proposes to extend development of the Autonation Ford of Mobile site to the smaller of the two illustrated lots to increase the storage capacity of new vehicle inventory. There are 450 parking spaces illustrated on the aforementioned lot, and are reserved for vehicle inventory according to a table illustrated on the site plan. A portion of the proposed inventory area shows parking spaces stacked for four vehicles with no access aisles between them. Such configuration of vehicle inventory is common, but these spaces should be clearly indicated on the site plan as being reserved exclusively for inventory and not for customer parking. Furthermore, the area proposed for inventory storage is depicted as being completely enclosed with a chain-link fence with no access aisles. If approved, the site plan should be revised to indicate a gate and access aisles.

With regards to the existing Automation Ford of Mobile development, a separate site plan illustrates the existing site improvements, to include: a 48,010 s.f. building; an approximately 551 s.f. shed; 415 delineated parking spaces; and existing signage. Proposed site improvements include: the addition of an approximately 1,134 s.f. wash bay to the rear of the existing building; new concrete paving, where required; new asphalt paving to facilitate water drainage from the proposed wash bay; a new gate and fence to restrict access to the site along its easternmost, existing curb cut; and additional signage.

While parking is illustrated on the site plan, it is unclear which spaces are reserved for the parking of inventory; therefore, Staff cannot determine if the site is equipped with adequate amounts of off-street parking for customers and employees of the development. As a result, Staff also cannot determine compliance with parking lot lighting, parking stall requirements regarding stall dimensions, or if curbing or wheel stops are provided where customer and employee vehicles may extend beyond the parking facility; and, Staff cannot determine compliance with ADA regulations regarding required amounts of accessible parking spaces and their required dimensions. As such, the site plan should be revised to clarify this information and illustrate compliance with off-street parking requirements of Section 64-6.A. of the Zoning Ordinance.

Regarding existing and proposed structures, while they will not impact the site with respect to maximum building site coverage in a B-3, Community Business District, their dimensions should be clearly illustrated on a revised site plan.

The proposed wash bay in the rear of the property does not appear to meet setback requirements of the Zoning Ordinance regarding structures in a B-3 district subject to previous PUD approval, or screening or drainage requirements of the Zoning Ordinance regarding car wash facilities. The proposed structure must be either 0' or 5' from the property line, but is illustrated as being approximately 3' from the property line. It should be noted, however, that a proposed island facilitating an existing curb cut will prohibit the structure from being constructed to the property line; and, while the structure could be reduced in width by approximately 2' to accommodate a 5' setback, approval of the proposed setback may be appropriate since it would effectively facilitate maneuverability from the rear of the site to the front of the site by restricting one-way traffic circulation at a location not adequate for two-way traffic due to the proposed island. Also, while the proposed structure is enclosed on at least two sides, vehicles must be screened from view with a 3'-5' tall evergreen hedge, landscaped berm, or privacy fence along the side(s) of the property from which the wash bay will be visible; and, all water run-off from washing activity must drain into the proper sewer system through an oil separator. Revision of the site plan to illustrate compliance with Section 64-12 of the Zoning Ordinance regarding car wash facilities should be required.

It should be noted that it is unclear if all existing and proposed fencing on the site does, or will, comply with the Zoning Ordinance. Also, in a pre-development meeting with Staff, the applicant expressed a desire to erect barbed-wire fencing on the site; however, no such fencing is illustrated. A revised site plan should indicate that existing and proposed fencing complies with Section 64-4.D.6. of the Zoning Ordinance; and, if any fences composed of barbed wired are proposed, that they comply with Section 64-4.D.6.b., specifically, of the Zoning Ordinance.

Signage proposed on the site plan for Autonation Ford of Mobile appears to exceed maximum allowable signage requirements of the Zoning Ordinance. While the Planning Commission may consider such additional signage with respect to the PUD, Staff has not been provided specific information regarding the signs themselves to illustrate compliance with sign dimension and location requirements; and, as such, should be illustrated in a sign package that will facilitate the review of such information.

Landscaping is not proposed on the site plan, but since the total gross floor area of existing and proposed structures on the site is neither increasing nor decreasing by fifty (50) percent, full compliance with landscaping is not required at this time. However, it should be noted that the Planning Commission typically requests frontage trees for Planned Unit Developments, which should be illustrated on a revised site plan along with any existing trees and landscaping, in compliance with Section 64-4.E.3. of the Zoning Ordinance.

A dumpster is not depicted on the site plan and one is not clearly visible in recent aerial photos. Any dumpster placed on the property must be in compliance with the current enclosure and sanitary sewer connection requirements of Section 64-4.D.9. of the Zoning Ordinance and must be illustrated on a revised site plan(s); or, placement of a note on the revised site plan stating that curbside pickup will be utilized will be acceptable.

It should be noted that separate site plans were submitted to Staff for review, neither of which illustrate the entire development across the existing site and the two proposed lots to which the applicant proposes shared access. As such, and in considering PUD review is site-plan specific and takes into consideration the entire development, proposed or otherwise, the applicant should submit a revised site plan inclusive of all three lots.

Finally, in considering the preceding with regards to Map for Mobile Comprehensive Plan, while the plan emphasizes adding denser, mixed-use developments with respect to re-developments similar to the subject site, doing so to an existing auto dealership may not be appropriate at this time. However, should the site ever be converted to non-auto centric uses, reconsideration may be appropriate.

RECOMMENDATION

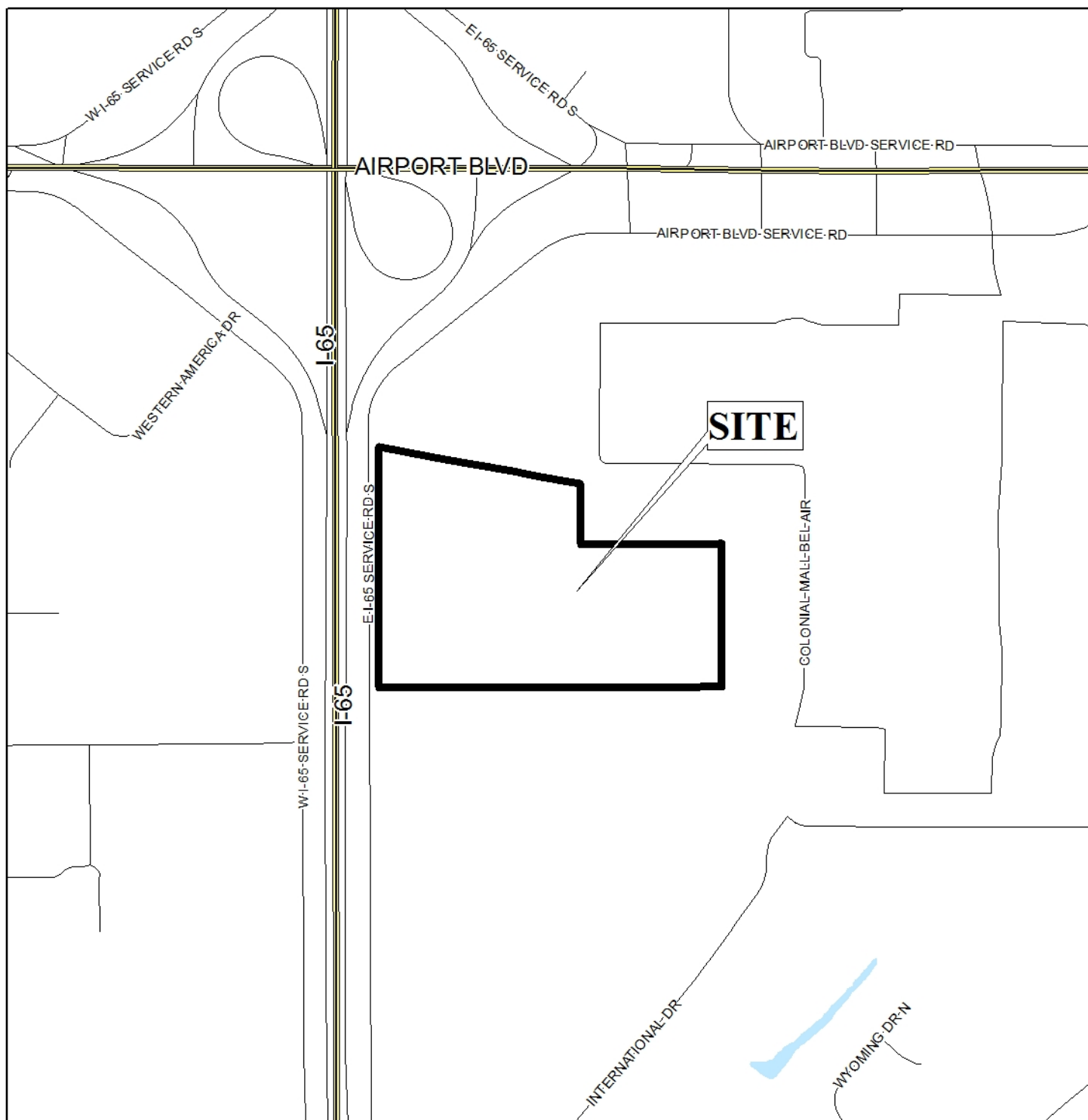
Subdivision: Based upon the preceding this application is recommended for Holdover to the December 15, 2016 meeting, with revisions submitted by December 1, 2016, to allow the applicant to address the following:

- 1) submit a revised preliminary plat to include all three lots with which the development will have shared access.

Planned Unit Development: Based upon the preceding this application is recommended for Holdover to the December 15, 2016 meeting, with revisions submitted by December 1, 2016, to allow the applicant to address the following:

- 1) submit a full site plan illustrating all existing and proposed site improvements to the entire Planned Unit Development.

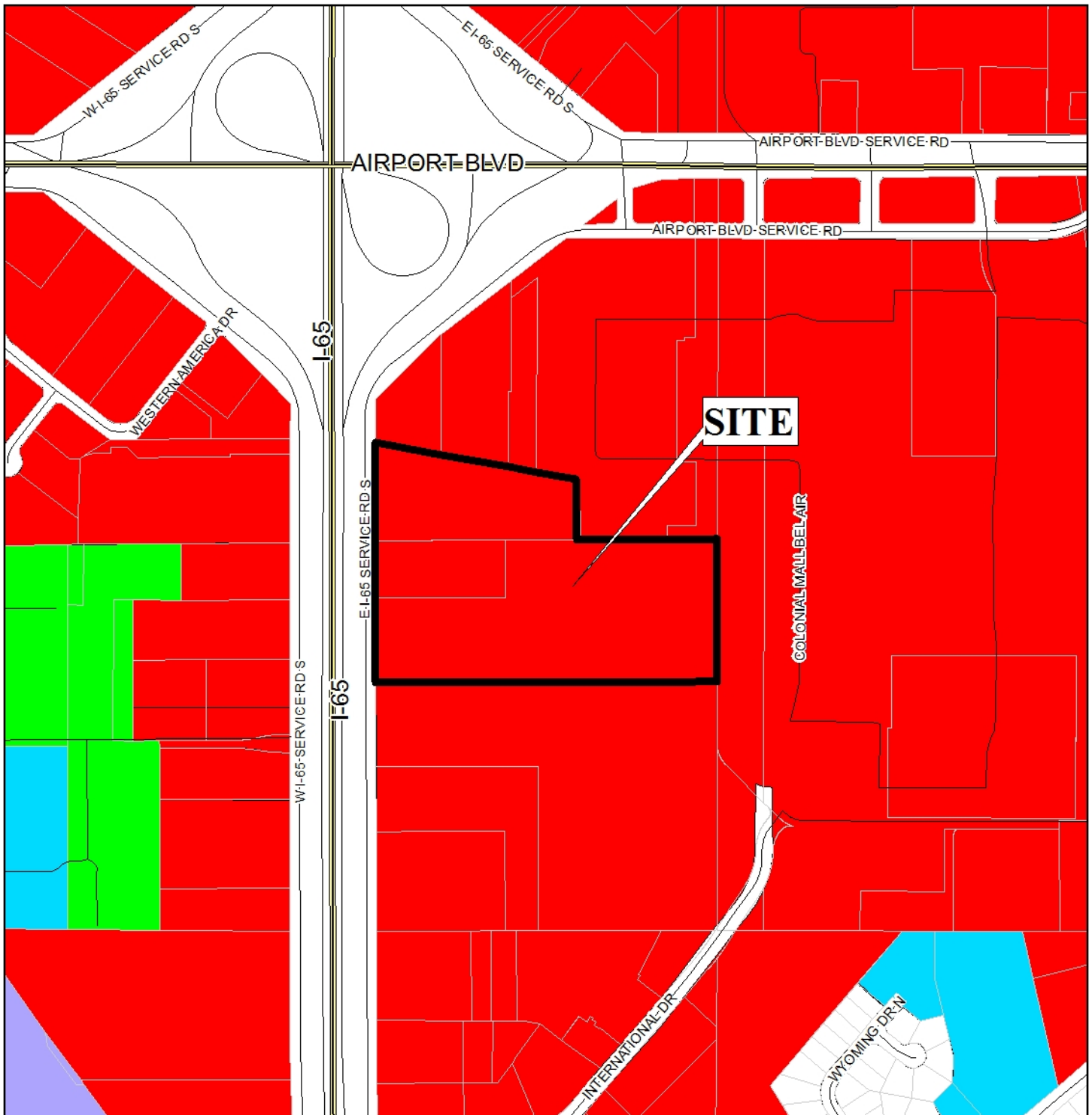
LOCATOR MAP



APPLICATION NUMBER 8 DATE November 17, 2016
APPLICANT Autonation Ford of Mobile Subdivision
REQUEST Subdivision, Planned Unit Development



LOCATOR ZONING MAP



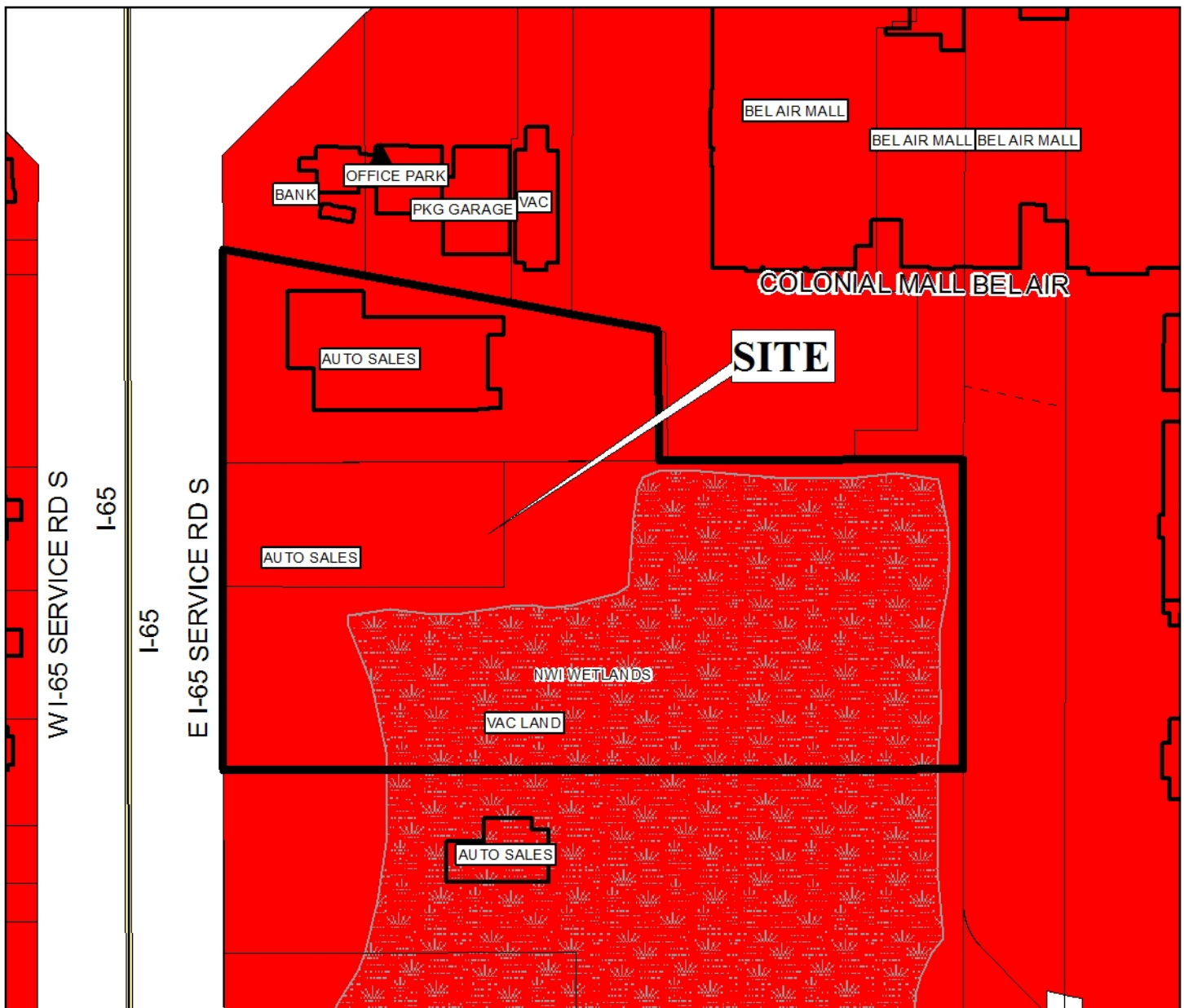
APPLICATION NUMBER 8 DATE November 17, 2016

APPLICANT Autonation Ford of Mobile Subdivision

REQUEST Subdivision, Planned Unit Development



PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial units.

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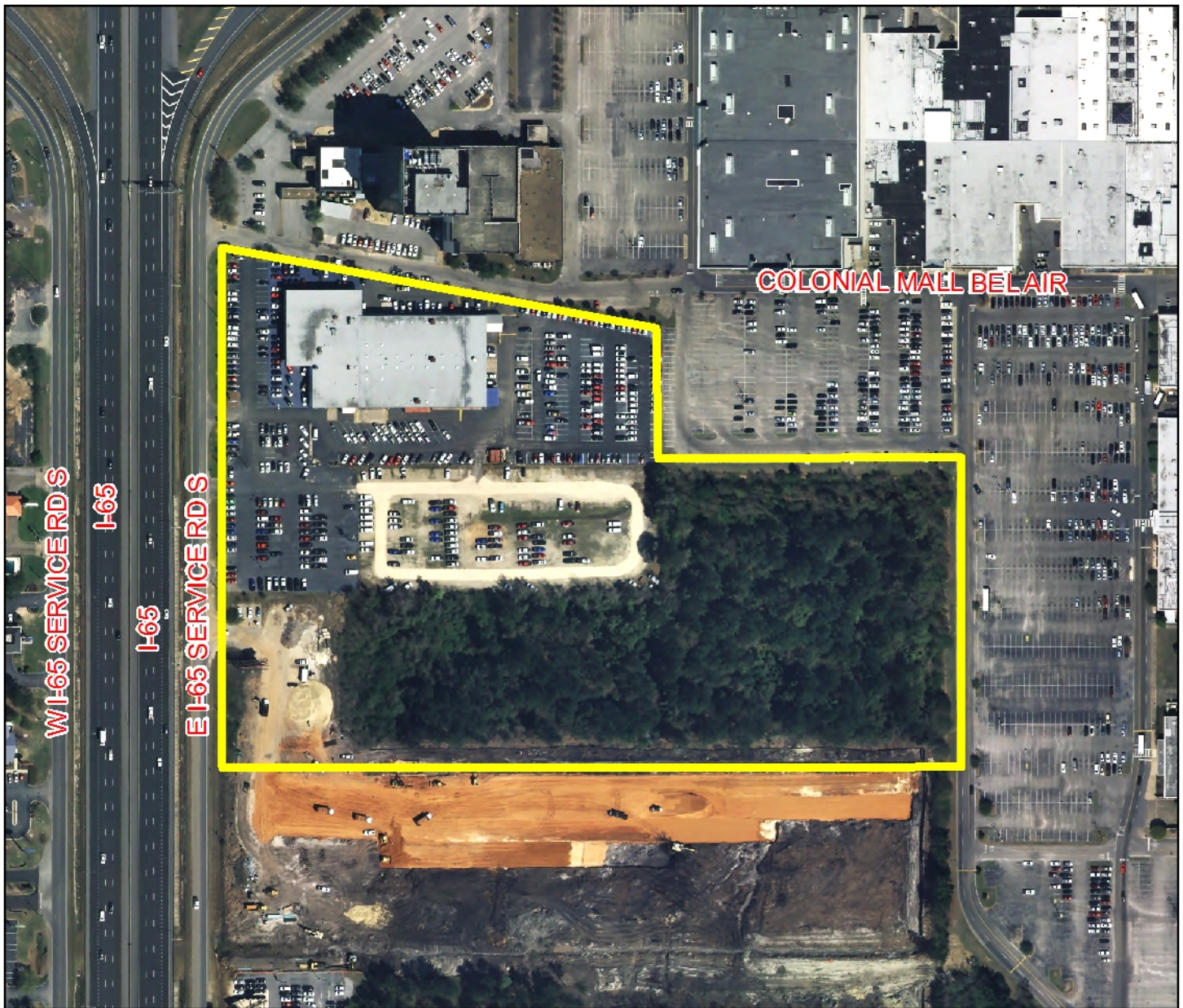
APPLICANT Autonation Ford of Mobile Subdivision

REQUEST Subdivision, Planned Unit Development

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



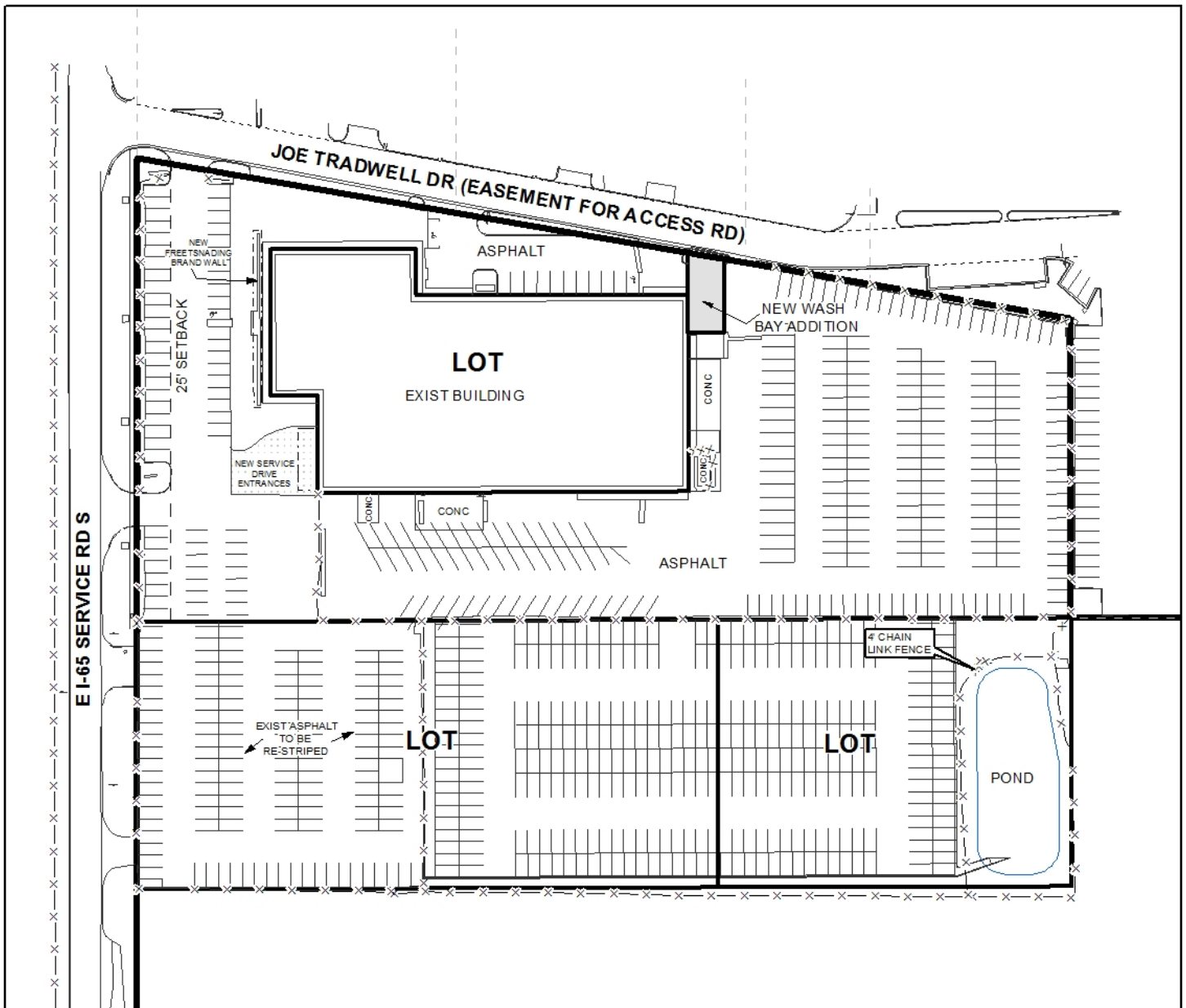
The site is surrounded by commercial units.

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NTS

SITE PLAN



The site plan illustrates the existing building, new addition, parking, setback, and easement.

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REQUEST Subdivision, Planned Unit Development

