

**PLANNED UNIT DEVELOPMENT
& SUBDIVISION STAFF REPORT****January 16, 2014****DEVELOPMENT NAME***Mercedes-Benz of Mobile***SUBDIVISION NAME**

Northside / Joint Venture Suddivision and American Red Cross Subdivision, Lot 2, Resubdivision of Lot 1

LOCATION*North side of Dauphin Street, 535'± West of North Sage Avenue (Planned Unit Development)*
(North side of Dauphin Street, 355'± West of North Sage Avenue, extending to the West side of North Sage Avenue , 180'± North of Dauphin Street (Subdivision))**CITY COUNCIL
DISTRICT**

District 1

AREA OF PROPERTY

2 Lots / 4.7 ± acres (Subdivision)

2 Lots / 4.7 ± acres (Planned Unit Development)

CONTEMPLATED USE*Planned Unit Development Approval to amend two previous Planned Unit Development Approvals to allow shared access and parking between two lots, and allow multiple buildings on a single building site and to create two legal lots or record from two existing legal lots.***TIME SCHEDULE
FOR DEVELOPMENT**

None given.

ENGINEERING**COMMENTS**

The following comments should be addressed prior to acceptance and signature by the City Engineer: a. Add a note to the SUBDIVISION 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. b. 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. c. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. d. 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.

Revised for the February 6th meeting: Planned Unit Development: 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. 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. 3. Each Lot Owner shall be required to submit a Land Disturbance Permit application for any proposed land disturbing activity. 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. 4. Each Lot Owner shall be required to submit a Land Disturbance Permit application with the initial construction of a single family dwelling or other impervious surface (shed, driveway, slab, asphalt, gravel, etc.). The application shall include a site grading and drainage plan, details, and calculations, all of which are to be signed by a licensed Alabama Professional Engineer. 5. Add a note to the PUD Plan stating that the proposed development must comply with all Engineering Department Policy Letters. Including 5-13-2009 Policy Letter (Car wash drains and dumpster pads to drain to Sanitary Sewer System); and, 8-4-2004 Policy Letter (Video inspection of new Storm Sewer System Piping).

TRAFFIC ENGINEERING

COMMENTS

Driveway number, size, 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).

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.

MAWWS 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 plat illustrates the proposed 2 lot, 4.7 ± acre subdivision which is located on North side of Dauphin Street, 355' ± West of North Sage Avenue, extending to the West side of North Sage Avenue, 180' ± North of Dauphin Street, in Council District 1. The applicant states that the subdivision is served by city water and sanitary sewer.

The purpose of this application is to create 2 legal lots of record from 2 existing legal lots.

The applicant is proposing to resubdivide a portion of Lot 1A and combine it with the adjacent property to the north. The existing Lot 1A was previously a portion of a Subdivision and Planned Unit Development application for the Northside Ltd./ Joint Venture Subdivision, that was approved by the Planning Commission at its May 7, 2009 meeting. The applicant is now proposing to label the resubdivided lot as Lot B. The adjacent property to the north of the proposed Lot B is a part of a previous Subdivision and PUD application approved by the Planning Commission at its June 21, 2007 meeting for the American Red Cross Subdivision. The applicant is proposing to label the newly combined lot as Lot A.

The site fronts onto Dauphin Street, a major street, with a right-of-way illustrated as 122-feet and Dauphin Square Connector, a minor street, with a right-of-way of 50-feet. Both streets meet the minimum right-of-way widths as required by the Subdivision Regulations and the Major Street Component of the Comprehensive Plan. If approved, both the 122' and 50' right-of-way widths and labels should be retained on the Final Plat.

Access management is a concern thus; a note should be placed on the Final Plat stating the site should be limited to one curb-cut onto the Dauphin Street, and one curb-cut to Dauphin Square Connector, with the size, design and location to be approved by Traffic Engineering, and conform to AASHTO standards.

The 25' minimum building setback line is indicated on the preliminary plat; and should be retained on the Final Plat, if approved.

The plat illustrates the lots of adequate size and adequate public right-of-way access to meet the minimum requirements of the Subdivision Regulations. The lot sizes, in square feet, are shown on the preliminary plat and should be retained on the Final Plat, if approved.

The proposed Lot A currently has drainage easements that run throughout property. There is a note located on the preliminary plat that states, "*this drawing does not reflect any title, easement or right-of-way research other than what is readily visible on the surface or provided by the client*". A note should be placed on the Final Plat stating no structures shall be constructed or placed in any easements.

It should be pointed out that a new Planned Unit Development application was recently submitted and will be heard at the February 6, 2014 Planning Commission meeting. As such, the subdivision application should be heldover to coincide with the PUD application.

The geographic area defined by the City of Mobile and its planning jurisdiction, including this site, may contain Federally-listed threatened or endangered species as well as protected non-game species. Development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species.

Based upon the preceding, this application is recommended for Holdover until February 6, 2014 to be heard in conjunction with the associated PUD application.

Revised for the February 6th meeting:

This application was heldover from the January 16, 2014 meeting to allow the Subdivision application to be heard in conjunction with the associated PUD.

The purpose of this application is amend two previous Planned Unit Development Approvals to allow shared access and parking between two lots, and allow multiple buildings on a single building site.

Planned Unit Development review, stated in Section 64-5. of the Zoning Ordinance, 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 Western portion of the site is currently developed as an automobile dealership with the intent to utilize the adjacent property as vehicular storage. The applicant is proposing to lease the southern portion of Lot 1A, to become Lot B, for the displaying and storage of vehicles for retail sales. The applicant states that the leased property to the East will be for private use only and will be in conjunction with the existing car dealership. The site plan also includes a note stating “the proposed property will not have permanent building(s) on the site”.

The site plan illustrates the construction of a new proposed building, for office space, as addition to an existing auto dealership building. As a result of the proposed expansion and its close proximity to the parking spaces and travel aisle, the elimination of parking spaces along the East property line to provide a 20’ wide access and maneuverability for a fire apparatus will be required.

The development fronts onto Dauphin Street, a proposed major street, with a right-of-way illustrated as 122-feet. The North Portion of Lot 1A, to become Lot A, has frontage along Dauphin Square Connector, a minor street with a right-of-way of 50-feet. Both streets meet the minimum right-of-way widths as required by the Subdivision Regulations and the Major Street Component of the Comprehensive Plan. If approved, both the 122’ and 50’ right-of-way widths and labels should be retained on the Final Plat.

Access management is a concern, thus a note should be placed on the Final Plat stating that Lot B should be limited to one curb-cut to Dauphin Street. Access to the private street located along the eastern property line is proposed, but will be subject to the consent and agreement of the owner(s). It should be pointed out that the proposed Lot A is not included in the recently submitted PUD application. However, review of aerial photos reveals that the auto dealership has access to and utilizes Lot A for parking. Therefore the PUD should be revised to include Lot

A, or the existing gate should be replaced with fencing to prevent access and use. Lot A should be limited to 1 curb-cut to Dauphin Square Connector, with all the curb-cut size, designs and locations to be approved by Traffic Engineering, and conform to AASHTO standards.

It should be noted one of the owners has raised concerns regarding the access to the private street for individuals besides the Mercedes Benz dealership and their customers. The PUD site plan does show direct access from the rear of the existing Mercedes property across the new lot to the private drive. The plan does not show however, if there is any existing fences between the Mercedes-Benz dealership and the McConnell dealership to the West to prevent access and use. Private or public access to a private street is a matter that should be resolved between the property owner(s) and the applicant. The site plan does not illustrate any proposed fencing or gates that would prevent public access from the private street to Mercedes-Benz and vice versa. A revised site plan should be submitted to depict fencing or gates to address the public access concerns. This matter should be heldover to allow staff and other departments to review the revised site plan.

As the site is subject to PUD review, the requirements of the tree and landscaping provisions of the Zoning Ordinance will be applied. The site being redeveloped is required to provide 5 frontage trees, 47 perimeter trees, and 7 parking trees. The site plan depicts 6 frontage trees, and 47 perimeter trees. A revision to the site plan to depict a total of 59 trees is required. A note on the site plan states "since no building is proposed for the site, landscaping is distributed throughout the site". Although there is no building on the lot, the project is associated with the adjacent dealer, thus the existing building line from the Mercedes-Benz dealership should carry over to the adjacent lot to define the front landscape area. Sixty percent of the required twelve percent of total landscaping should be provided in the front landscape area.

Chapter 64-6.A.8 of the Zoning Ordinance requires all vehicle parking lots containing 25 or more vehicle spaces to provide uniform parking lot lighting; thus, a photometric plan will be required at the time of submittal for a building permit.

The Zoning Ordinance requires that areas used for the parking and storage of vehicles be paved in asphalt, concrete or similar approved surface. The Ordinance also requires 24-foot wide driveways for two-way access. This information is depicted on the site plan however; any additional area needed for parking or storage of vehicles will require additional paving as well as a revised PUD application.

RECOMMENDATION

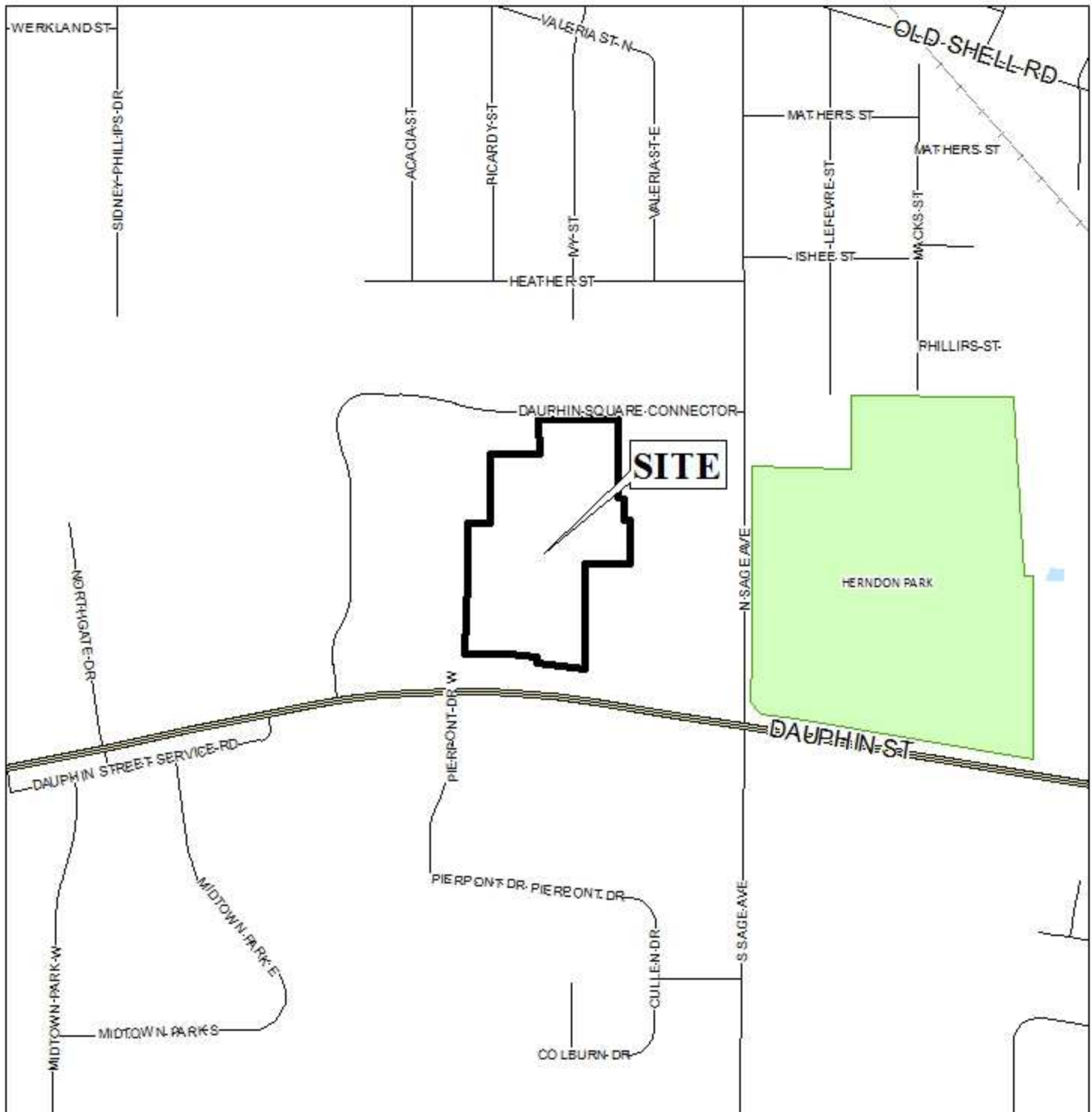
Planned Unit Development: *Based upon the preceding, the application is recommended for Holdover until March 6th meeting with revisions by February 17th to address to following:*

- 1.) revision of the site plan to eliminate parking spaces along the East property line of Lot 2A to provide a 20' wide access and maneuverability for a fire apparatus;*
- 2.) revision of the site plan to illustrate gates or fencing to prevent cross access from Lot 2A and proposed A, or revise PUD application to include Lot A;*
- 3.) revise the site plan to show fencing/ gates to prevent unauthorized access to the private street;*

- 4.) *revise site plan to depict frontage landscaping as measured from the Mercedes-Benz building line up to the property line for the south portion of Lot B;*
- 5.) *revision of the site plan to show all existing or proposed fences or gates that currently or will be used to control access between Mercedes-Benz, McConnell, proposed Lot A and the private street to the East of the proposed Lot B; and*
- 6.) *revise site plan to depict a total of 59 trees.*

Subdivision: *Based upon the preceding, the application is recommended for Holdover until the March 6th meeting to be heard in conjunction with the associated PUD.*

LOCATOR MAP



APPLICATION NUMBER 10 & 11 DATE February 6, 2014

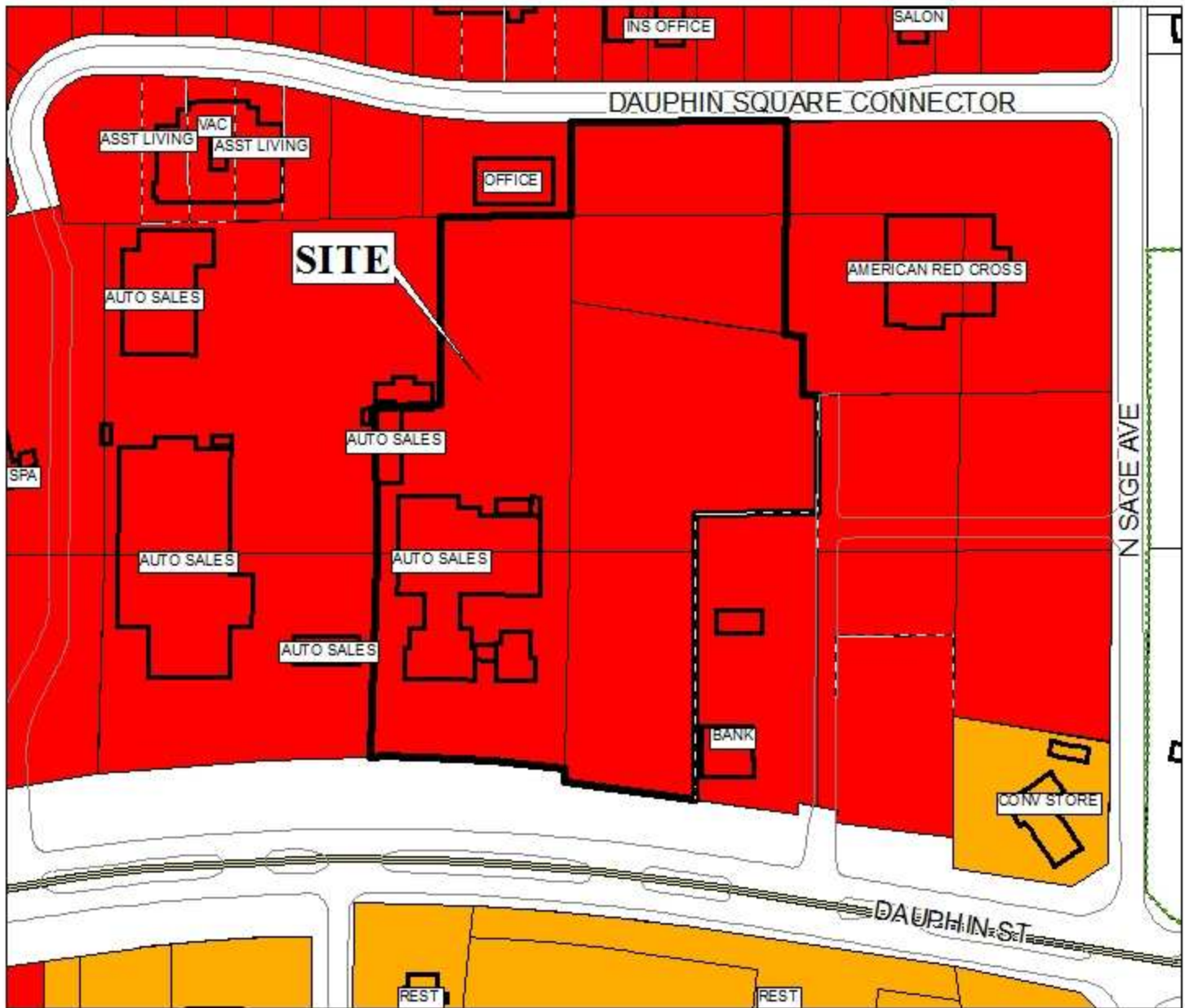
Mercedes-Benz of Mobile and Northside / Joint Venture

APPLICANT Subdivision and American Red Cross Subdivision, Lot 2, Resubdivision of Lot 1

REQUEST Planned Unit Development



PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial land use.

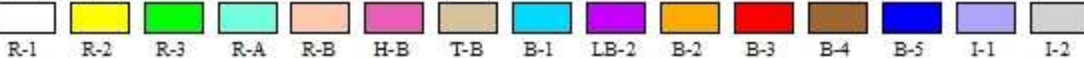
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REQUEST Planned Unit Development

LEGEND



NTS

PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial land use.

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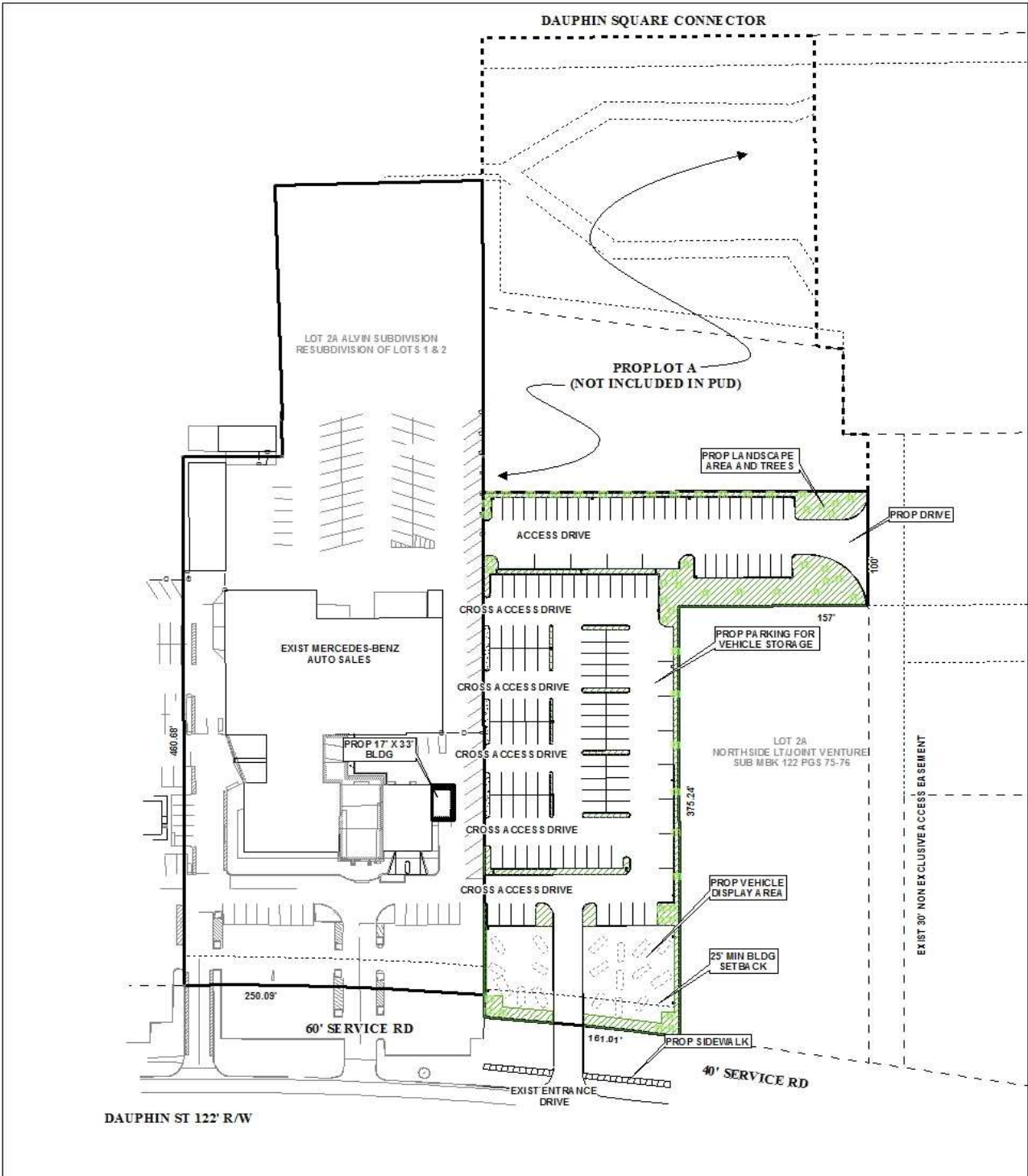
Mercedes-Benz of Mobile and Northside / Joint Venture

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REQUEST Planned Unit Development



SITE PLAN

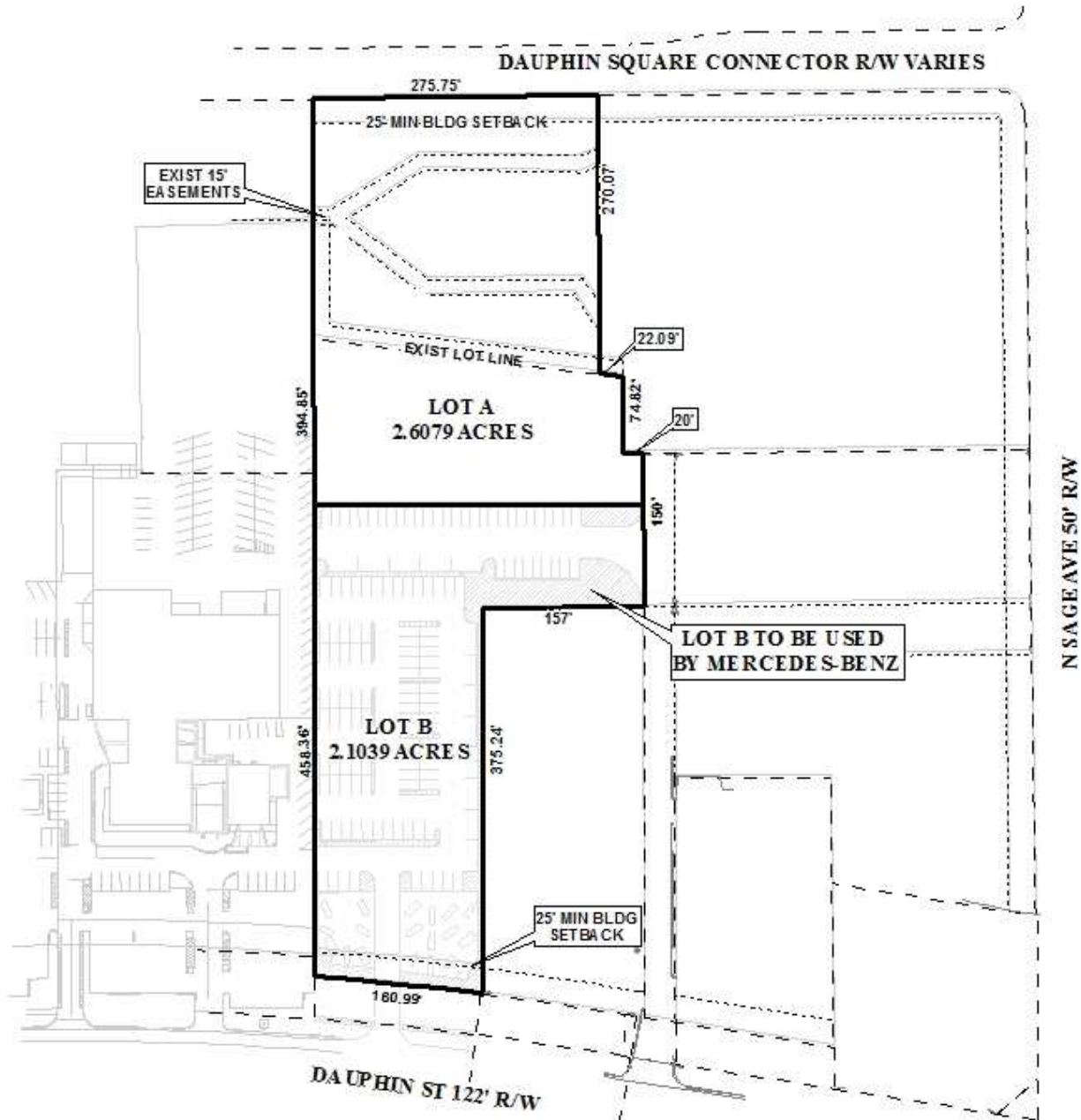


The site plan illustrates the proposed building addition and proposed parking area.

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REQUEST	Planned Unit Development		



DETAIL SITE PLAN



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Mercedes-Benz of Mobile and Northside / Joint Venture

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REQUEST Planned Unit Development

