

PLANNING APPROVAL**Date: June 21, 2018****NAME**

Accel School

LOCATION3100 Cottage Hill Road
(North side of Cottage Hill Road, 540'± West of Bel Air Boulevard).**CITY COUNCIL
DISTRICT**

District 5

PRESENT ZONING

B-1, Buffer Business District

AREA OF PROPERTY

1 Lot / 4.8 ± Acres

CONTEMPLATED USE

Planning Approval to amend a previously approved Planning Approval to allow a high school in a B-1, Buffer Business District.

**TIME SCHEDULE
FOR DEVELOPMENT**

None given.

**ENGINEERING
COMMENTS**

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. 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 and paving 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 Lot is limited to its existing curb cuts with any changes in driveway size, location and design to be approved by 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).

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 Planning Approval to allow a high school in a B-1, Buffer Business District. High schools are allowed in B-1 Districts with Planning Commission approval. A previous Planning Approval in 2007, allowed a technical school on this site.

The site has been given a District Center 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 dwelling units per acre) 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.

The review required for Planning Approval examines the applicant's location and site plan with regard to transportation, parking and access, public utilities and facilities, traffic congestion and hazard, and to determine if the proposal is in harmony with the orderly and appropriate development of the district.

Additionally, if the site plan is changed from what is approved by the Planning Commission, a new application for Planning Approval will be required.

The site was last before the Commission in January, 2007, when a 120-student technical college was approved in the B-1 District. That school was located in Building 3 of the five-building complex, the same building as the proposed high school. Technical schools and high schools require the same parking ratio of one space per 300 students. As the technical school was proposed for 120 students, 30 parking spaces were required for that use. The proposed high school is to have up to 350 students, thus 88 parking spaces are required; 53 more than the technical school.

The applicant states:

We are asking for Planning Approval to allow a charter high school to be located in a B-1 zoning district. Accel School accepted their first class in August of 2017 and recently had their first graduation. ITT Technical College held classes in this building for several years prior to their closing. Due to a long history of school classes at this location, Accel School will not have a negative affect on the neighborhood.

The site plan submitted with this application is dated 1973 and indicates there are 263 parking spaces on the site. However, a review of the site plan (dated August 2003), provided with the 2007 Planning Approval application indicates there are 266 parking spaces on the site. No building square footage calculations are provided with the current application, and the scale of the site plan is too small to accurately determine interior building dimensions.

The site plan submitted with the 2007 application provided interior dimensions for all buildings and indicated that Building 3 had approximately 18,763 square feet. Ordinarily, office use of that building would require 63 parking spaces, but the technical school use only required 30 parking spaces. Calculations based on the square footage of the other four buildings on the site indicated they would require 180 parking spaces for office use, and with the additional 30 required of the technical school, 210 parking spaces would be required.

The proposed high school would have 350 students, requiring 88 parking spaces, combined with the other 180 spaces required for the other four buildings, the site would now require a minimum of 268 parking spaces. Even with the 266 parking spaces indicated on the last approval, the site would now be short two required parking spaces.

In order to conduct an accurate review of the proposed high school on the site, a current site plan with an accurate parking space count must be provided. The site plan must also include the square footage of each of the five buildings on the site along with the use of each building.

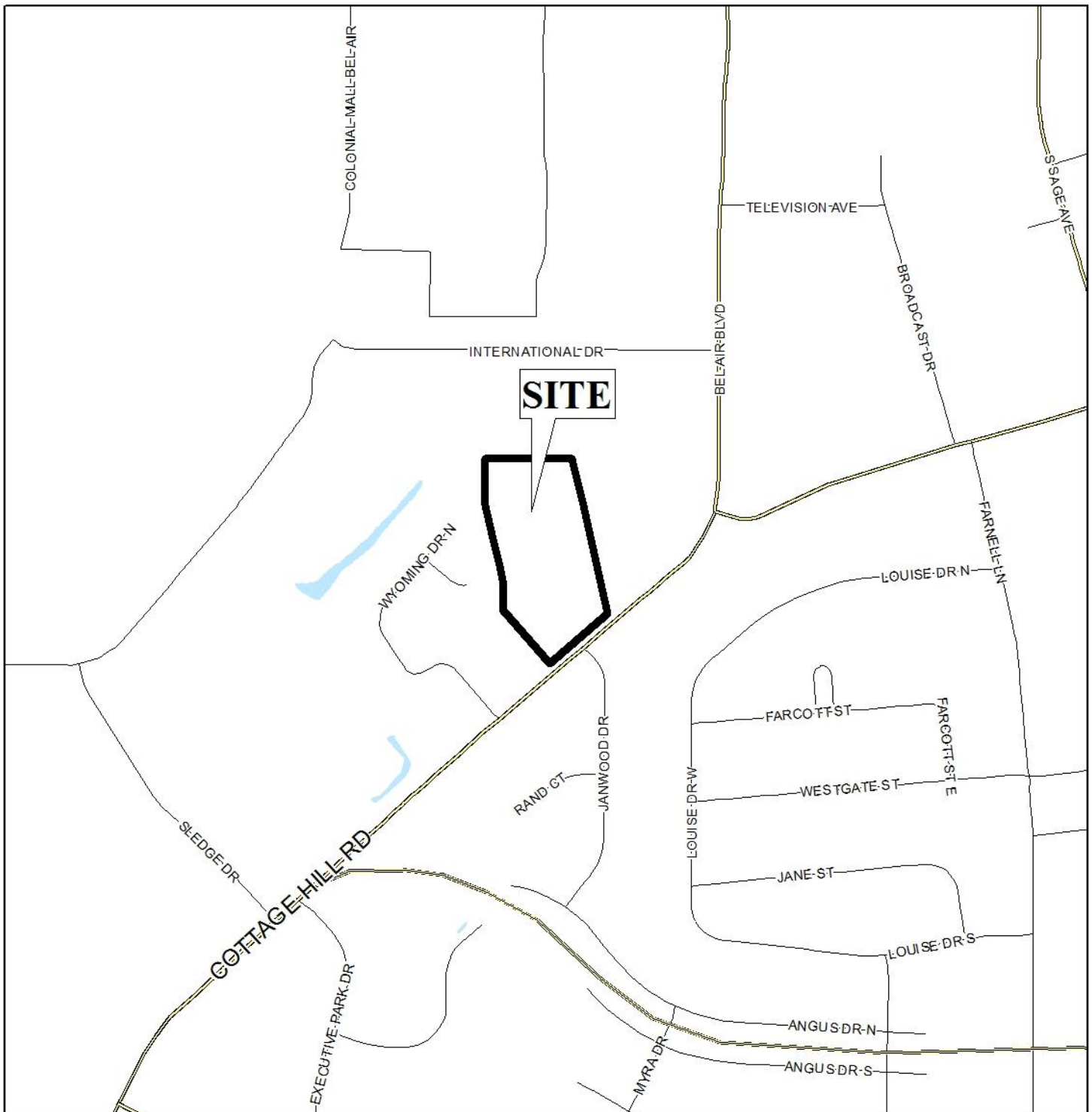
RECOMMENDATION

Due to the fact that the site plan submitted is at least eleven years old and indicates a sub-standard amount of parking for the proposed high school use, this application is recommended for holdover to the July 19th meeting to allow the applicant to address the following items:

- 1) submittal of a current site plan to include a parking space count; and
- 2) inclusion of the square footage and use of each of the five buildings on the site plan.

Revisions should be submitted to Planning and Zoning no later than July 2nd.

LOCATOR MAP



APPLICATION NUMBER 10 DATE June 21, 2018

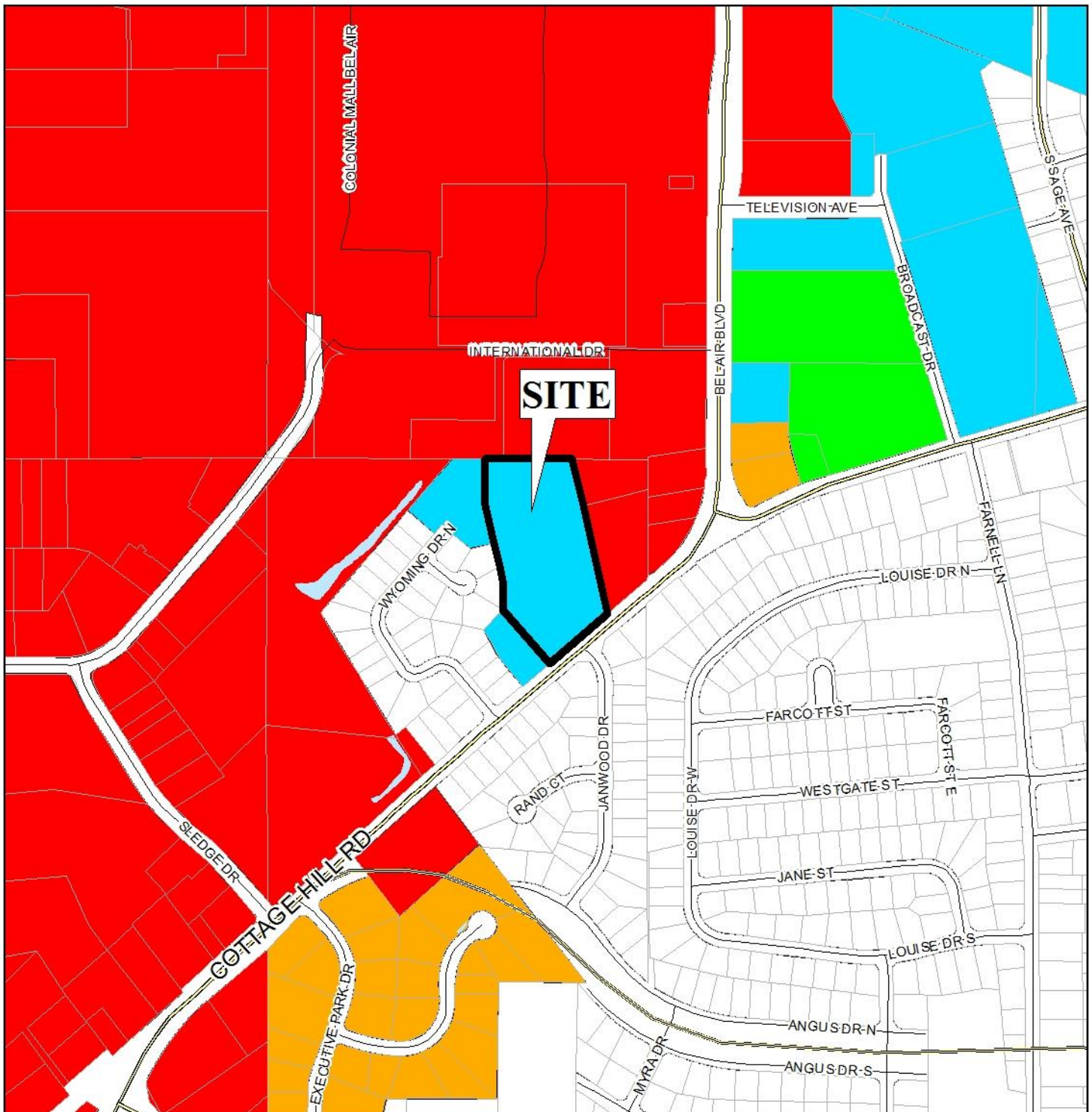
APPLICANT Accel School

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LOCATOR ZONING MAP



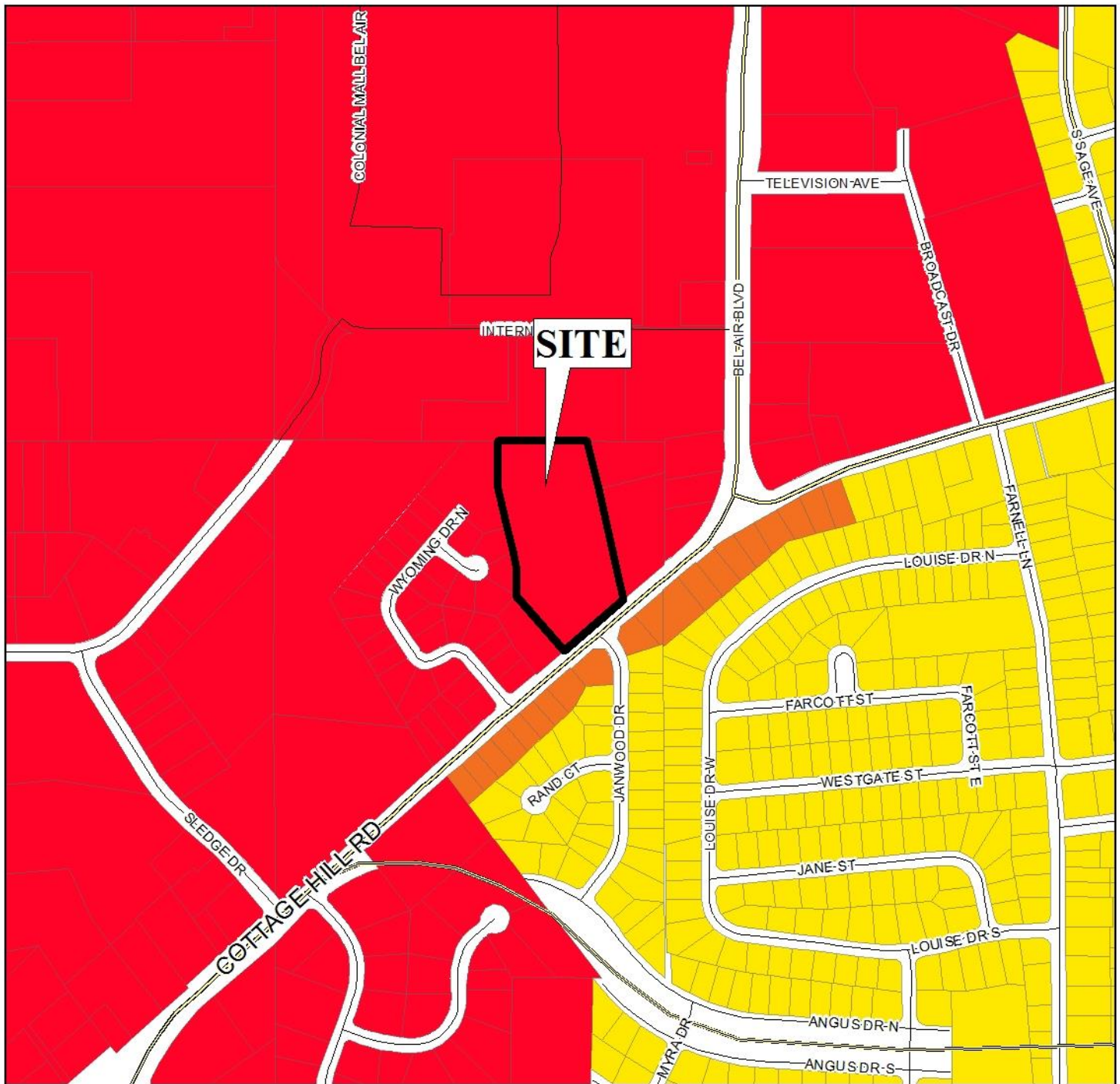
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FLUM LOCATOR MAP



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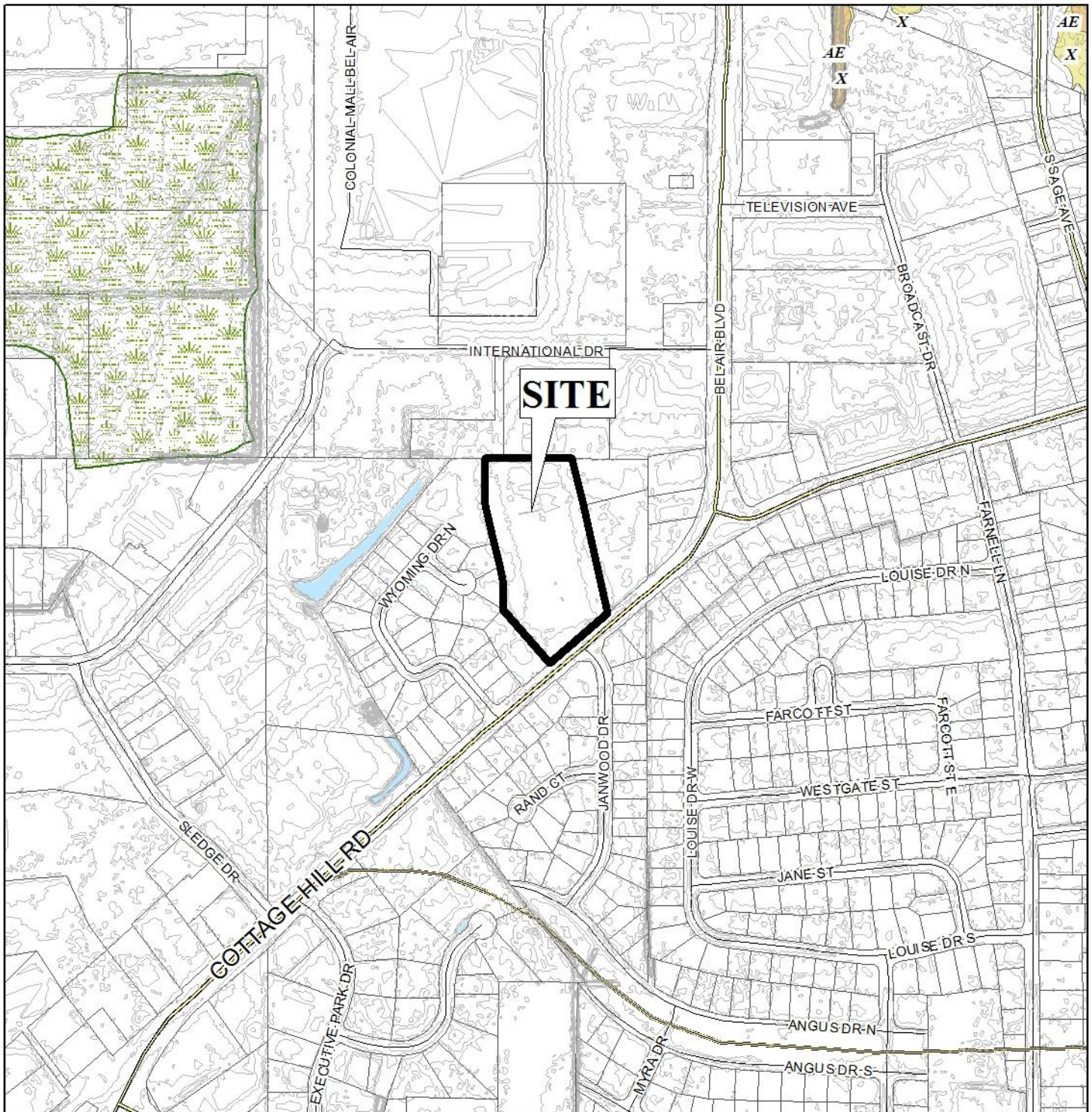
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Low Density Residential	Neighborhood Center - Traditional	Downtown Waterfront	Parks & Open Space
Mixed Density Residential	Neighborhood Center - Suburban	Light Industry	Water Dependent
Downtown	Traditional Corridor	Heavy Industry	
District Center	Mixed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



ENVIRONMENTAL LOCATOR MAP



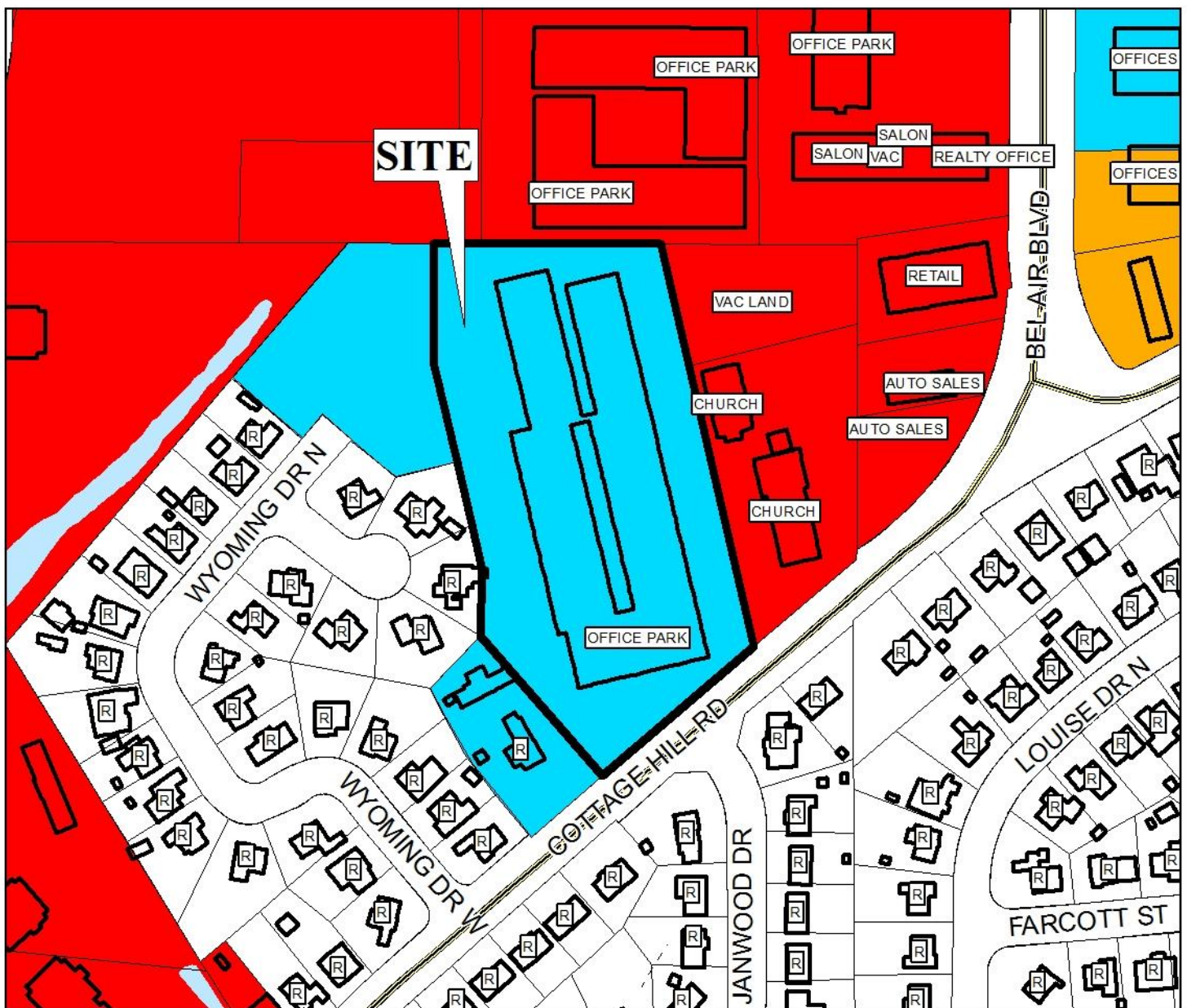
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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial units to the northeast and residential units to the west and south.

APPLICATION NUMBER 10 DATE June 21, 2018

APPLICANT Accel School

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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

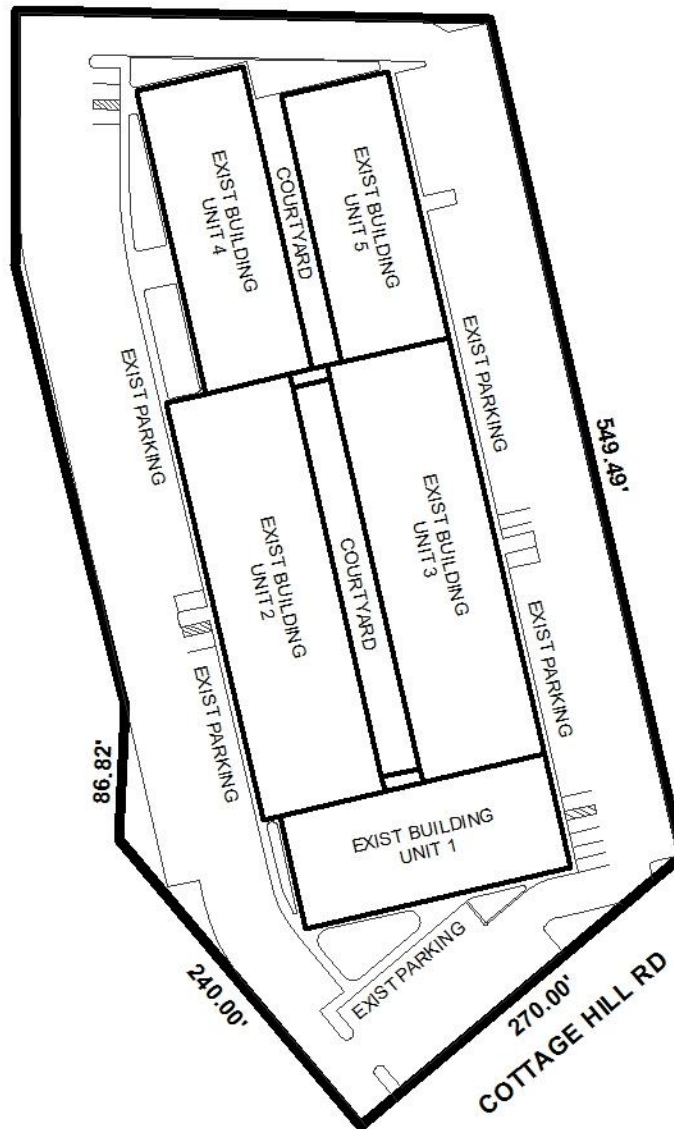


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APPLICATION NUMBER 10 DATE June 21, 2018
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SITE PLAN



The site plan illustrates the existing buildings and existing parking.

APPLICATION NUMBER 10 DATE June 21, 2018

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