

**PLANNED UNIT DEVELOPMENT
STAFF REPORT****Date: July 6, 2006**

<u>DEVELOPMENT NAME</u>	Grand Self Storage, LLC (Mike Daniels, Agent)
<u>LOCATION</u>	6420 Grelot Road (North side of Grelot Road, 310' + West of Hillcrest Road) and 1234 Hillcrest Road (for shared access)
<u>SUBDIVISION NAME</u>	Crest Commercial Park, Lots 2 and 5-B (Resubdivision of Lot 5)
<u>CITY COUNCIL DISTRICT</u>	District 6
<u>PRESENT ZONING</u>	B-3, Community Business District
<u>AREA OF PROPERTY</u>	73,606 ± square feet (6420 Grelot Road) 43,293 ± square feet (1234 Hillcrest Road)
<u>CONTEMPLATED USE</u>	Planned Unit Development approval to allow multiple buildings on a single building site, and shared access between buildings sites.
<u>TIME SCHEDULE FOR DEVELOPMENT</u>	Immediately

**ENGINEERING
COMMENTS**

There is an existing 8'x6' stormwater drainage culvert that traverses the property parallel to Grelot Road and is located in the area shown as the proposed building. The applicant's engineer should verify the exact location of the culvert and the building should not be located over the structure or within 10 feet of the structure to allow for future maintenance.

According to construction plans for the recent Grelot Road improvements there is an existing permanent drainage easement that is not shown on the proposed drawing. The location and existence of this easement should be confirmed by the applicant's engineer.

Must comply with all stormwater and flood control ordinances. Any work performed in the right of way will require a right of way permit. The applicant is responsible for verifying if the site contains wetlands. The site can be checked against the National Wetlands Inventory on the COM web site Environmental Viewer. If the site is included on the NWI, it is the applicant's responsibility to confirm or deny the existence of regulatory wetlands.

TRAFFIC ENGINEERING**COMMENTS**

Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Minimum aisle width for angled parking is eighteen feet and for ninety-degree parking is twenty-four feet. Changes should be made to meet these requirements. Sign and mark all one-way traffic areas.

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).

Full compliance with landscaping and tree requirements of the Zoning Ordinance to be coordinated with Urban Forestry.

FIRE DEPARTMENT**COMMENTS**

All commercial projects shall comply with the 2003 International Fire Code and Appendices B through G, as adopted by the City of Mobile on July 6, 2004. All One- or Two-Family residential developments shall comply with Appendices B, C, and D of the 2003 International Fire Code, as adopted by the City of Mobile on July 6, 2004.

REMARKS

The applicant is Planned Unit Development approval to allow multiple buildings on a single building site, and shared access between buildings sites. Planned Unit Development approval is required to allow multiple buildings on a single building site, and shared access between buildings sites.

The applicant is proposing to build a three-story mini-warehouse facility, and to convert an existing structure on the site into a mini-warehouse facility. The new structure will be placed on what was formerly a miniature golf course. The site where the new development is proposed has access to Grelot Road, but also shares access with another lot that fronts onto Hillcrest Road.

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 site is located near the intersection of Grelot and Hillcrest Roads, with frontage on each street. Both Grelot and Hillcrest Roads are major streets with adequate rights-of-way. The applicant's depiction of the curbing along Grelot Road does not reflect the current condition of Grelot, namely, the fact that the roadway has been widened.

Because Grelot and Hillcrest Roads are major streets, access management is a concern. Access to Hillcrest Road should be limited to the existing curb-cut as no development is proposed for this portion of the site. Access to Grelot Road should be limited to one curb-cut, with the size, design and location to be approved by Traffic Engineering and conform to AASHTO standards.

As pointed out in the Engineering Department comments, the site where the new development is proposed is crisscrossed with stormwater, sanitary sewer, and utility easements. The applicant should verify the location of all easements, and should ensure that the proposed new construction will be adequately set back from any easements on the site.

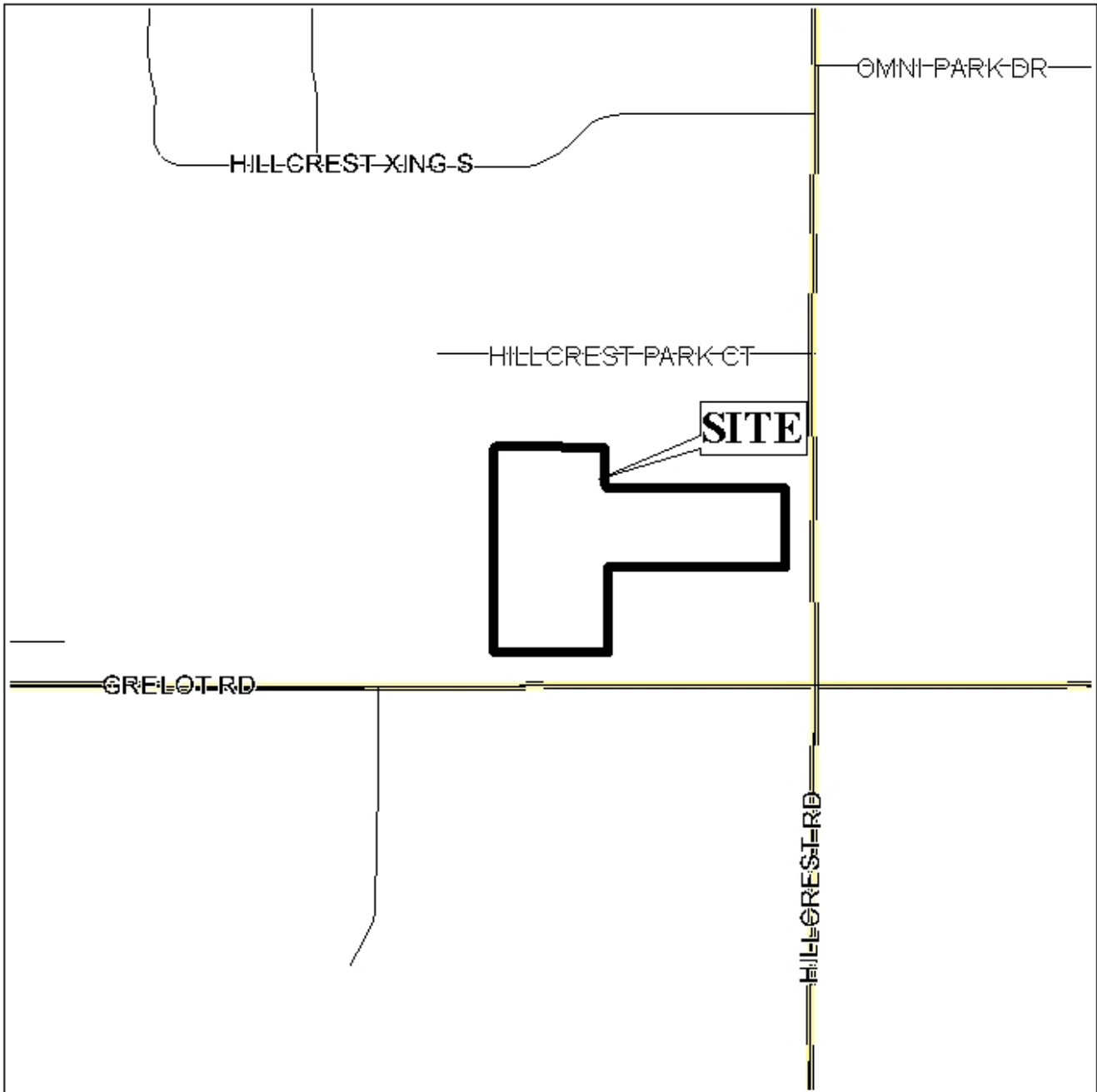
The Traffic Engineering Department states that the parking and circulation on the site where the new development is proposed does not appear to be adequate. As the applicant proposes to develop the site with personal storage facilities, the parking required by the Zoning Ordinance would be limited to those needed to serve the on-site office, which as proposed would be 2 parking spaces. While the provision of more than two parking spaces is desirable, the parking area should be designed to meet all circulation and access requirements of the Zoning Ordinance.

The new construction will result in improvements to the site that will necessitate full compliance with the tree and landscaping provisions of the Zoning Ordinance. Due to the number of utility and drainage easements on the site, consultation with Urban Forestry will be necessary to ensure adequate compliance with the landscaping requirements.

On-site stormwater detention may be required. The applicant should contact the Engineering Department to determine the extent and nature of compliance that will be required, given the presence of multiple easements on the property.

RECOMMENDATION: **Planned Unit Development:** Based on the preceding, the PUD application is recommended for Holdover until the August 3, 2006 meeting, so that the applicant can provide a revised drawing to Urban Development by July 10th, addressing the following items: 1) depict all drainage and utility easements on the property, after consultation Engineering Department, and redesign of the site if necessary due to the easements; 2) redesign the parking area to meet minimum circulation and parking design requirements, per the comments provided by Traffic Engineering; and 3) depiction of the current curb-edge location for Grelot Road.

LOCATOR MAP

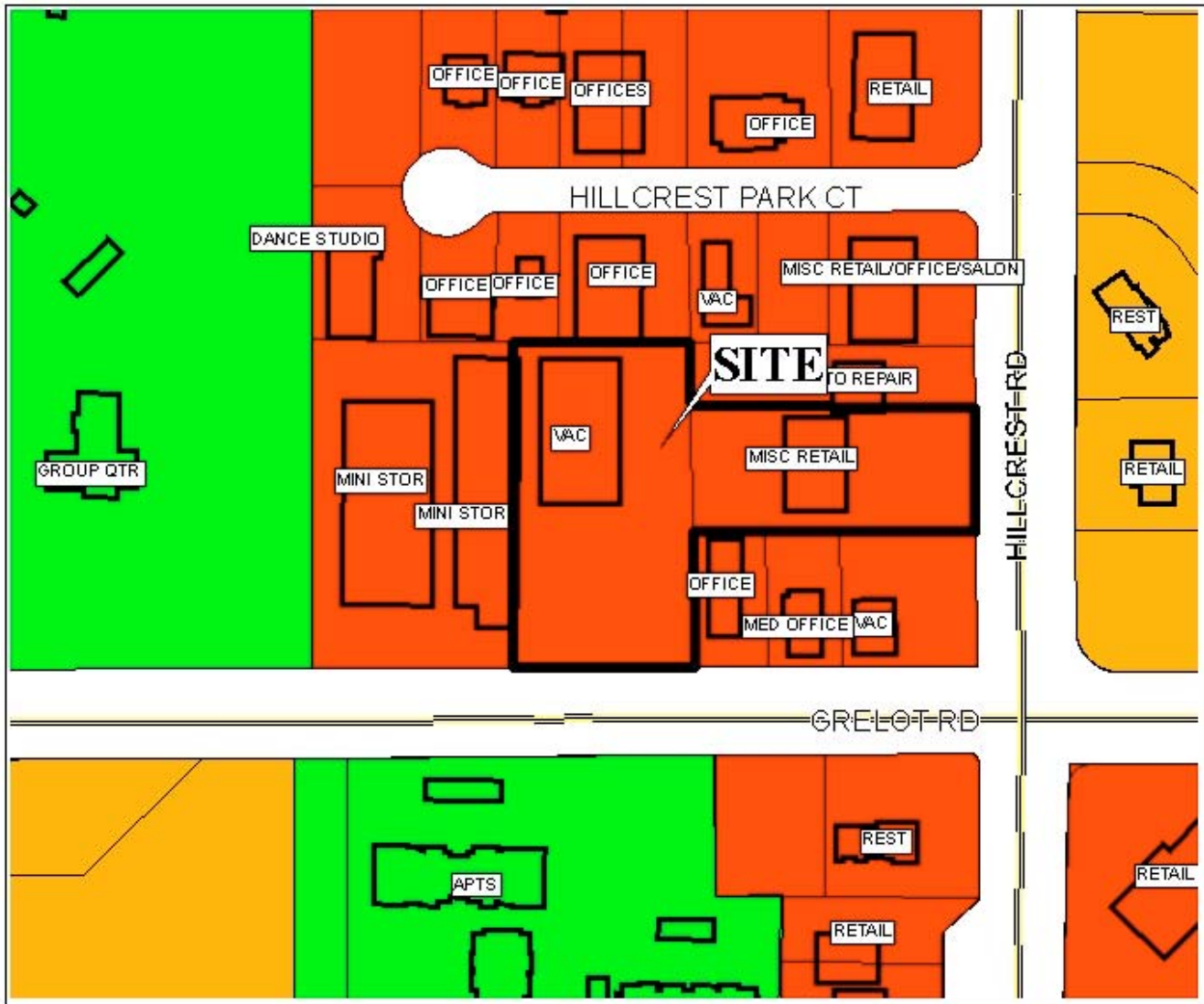


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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by mixed land use

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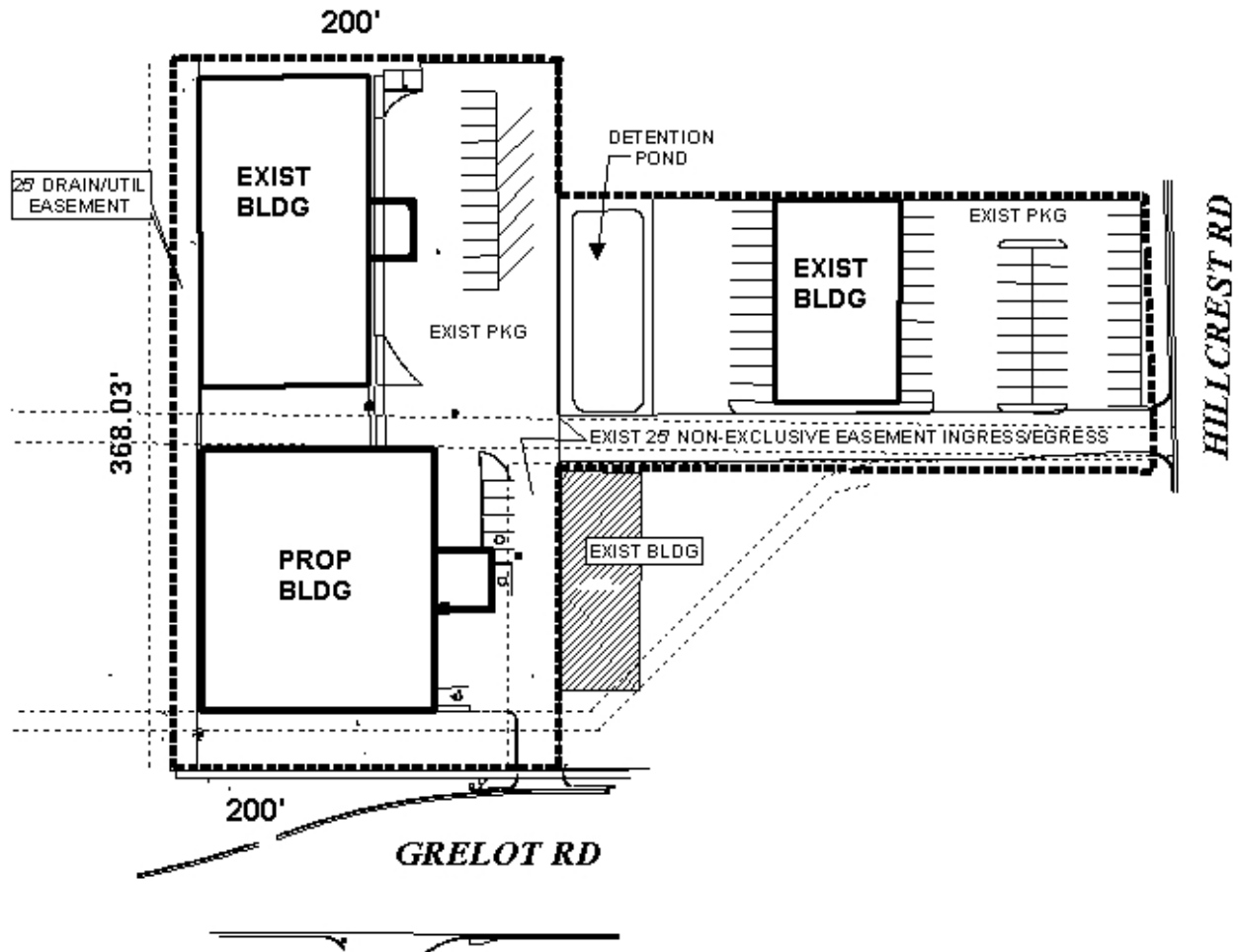
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LEGEND

R-1	R-2	R-3	R-A	R-B	H-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2
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SITE PLAN



The site plan illustrates the proposed building, existing buildings, and existing parking

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