

**PLANNED UNIT DEVELOPMENT
& SUBDIVISION STAFF REPORT****August 18, 2016**

<u>DEVELOPMENT NAME</u>	Mullinax Ford Subdivision
<u>SUBDIVISION NAME</u>	Mullinax Ford Subdivision
<u>LOCATION</u>	Southeast corner of Airport Boulevard and Portside Boulevard extending to the Southwest corner of Airport Boulevard and Lakeview Drive
<u>CITY COUNCIL DISTRICT</u>	District 6
<u>AREA OF PROPERTY</u>	1 Lot / 11.0 ± acres
<u>CONTEMPLATED USE</u>	Planned Unit Development Approval to allow multiple buildings on a single building site with shared access and parking, and to create one legal lot or record from five existing legal lots and two parcels.
<u>TIME SCHEDULE FOR DEVELOPMENT</u>	None given.
<u>ENGINEERING COMMENTS</u>	

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. Show and label the POB.
- C. Dedicate the corner radius (25' minimum or as approved by the City Engineer and Traffic Engineer) at the northeast corner of LOT 1.
- D. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- E. 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.

- F. 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.
- G. Provide a copy of the FINAL PLAT to the Engineering Dept. for FINAL PLAT review prior to obtaining any signatures.
- H. 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: No comments.

TRAFFIC ENGINEERING

COMMENTS

Site should be limited to no more than two curb cuts to Airport Boulevard, and one curb cut to Lakeview Drive, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Any unused curb cuts should be removed from the right-of-way in conjunction with land disturbance permits for new building construction. 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). Projects outside the City Limits of Mobile, yet within the Planning Commission Jurisdiction fall under the State or County Fire Code. (2012 IFC).

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 applicant is requesting Planned Unit Development Approval to allow multiple buildings on a single building site with shared access and parking, and to create 1 legal lot of record from 5 existing legal lots of record and 2 parcels. The site is located in Council District 6, and according to the applicant is served by public water and sanitary sewer.

The site is currently developed as a car dealership, and was constructed prior to annexation into the city in 2007. The applicant proposes to construct one new building, make additions to an existing building, and remove an existing building; all done as one phase.

According to the recently adopted Map for Mobile Plan, the site is located within a Suburban Corridor. The intent of this Development Area includes:

- Accommodation of all users: automobile, bicycle, pedestrian and transit;
- Greater connectivity to surrounding neighborhoods;
- Development concentrated in centers rather than in strips along the corridor;
- Eventual increase in density with residential above retail and services;
- Increased streetscaping;
- Improve traffic flow.

It should be noted that the Map for Mobile Plan is meant to serve as a general guide, not a detailed lot and district plan or mandate for development.

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.

The proposed lot, as depicted, meets the minimum size and frontage requirements of the Subdivision Regulations. The lot area size is depicted on the plat in square feet and acres. The lot size should be retained in square feet and acres on the Final Plat, if approved. The 25-foot minimum building setback line is depicted, and should be retained on the Final Plat, if approved.

The site fronts Airport Boulevard, a proposed major street, which should have a right-of-way of 100'. The preliminary plat submitted illustrates an existing right-of-way of 140' making no dedications necessary. The site also fronts to Portside Boulevard and Lakeview Drive. Portside Boulevard is a minor street with curb and gutter with an adequate 50' right-of-way provided. Lakeview Drive is a minor street without curb and gutter, and an existing 40'. Typically a 60' right-of-way width is required, however staff has determined that dedication to provide 25' from centerline along Lakeview Drive will be allowed.

The site currently has 4 existing curb-cuts to Airport Boulevard and 2 existing curb-cuts to Lakeview Drive. As a means of access management, the site should be limited to the proposed 1 curb-cut to Airport Boulevard and the proposed 1 curb-cut to Lakeview Drive with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards.

The newly proposed driveway will be widened to 36' to accommodate full access for right-in, right-out and left-in, left-out turn lanes.

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. It is very important to note that the PUD review is site plan specific; therefore any future changes to the overall site plan must be submitted for PUD review.

The applicant is proposing to remove an existing 5,760 square foot sales building and concrete display area in the front of the property as well as a 2,000 square foot service receiving canopy area. A new 9,930 square foot sales building will be placed on the site just east of the existing building that will be removed. A 3,585 square foot service area along with a 1,130 square foot customer lounge will be added to an existing service building. The site plan also depicts a new sidewalk within the site, a new courtyard, a new pylon sign, additional landscaping, new retaining walls and the reconfiguration of the parking lot to include new landscaping islands and restriping of the parking lot.

Staff cannot determine if the site meets the minimum tree and landscaping requirements, however, the amount of demolition and new construction will not trigger full compliance. Nonetheless, site plan should be revised to depict the existing total landscaping and total frontage landscaping calculations as well as the proposed total landscaping and total frontage landscaping calculations.

The site plan depicts a table illustrating a parking summary, but square footage of the existing and proposed buildings is not depicted. However, of the 695 parking spaces, 80 spaces are designated for employee parking and 48 spaces are designated for sales for the customers.

A note is depicted on the site plan that illustrates a newly proposed "Lincoln" pylon sign. The site currently has three non-conforming free standing signs and several wall signs which were present when the site was annexed into the city limits. Staff is unaware of the total square footage of both the existing and proposed signs and sufficient justification explaining the need for the additional pylon sign was not expressed. Typically the number of signs that are currently on the site would not be allowed unless otherwise approved by a variance from the Board of Zoning Adjustment. Due to the complexity of the site and amount of existing signage, staff believes the request for the "Lincoln" pylon sign should be presented to the Board of Zoning Adjustment.

The 25' minimum building setback lines are depicted on the site plan and the preliminary plat.

There is a utility easement along the northwest side of the property. A note should be placed on the Final Plat stating no structures shall be constructed or placed in any easements.

The applicant states that new lighting will be provided on the site. It should be noted, lighting on the site will have to comply with the requirements of Sections 64-4.A.2., 64-6.A.3.c., and 64-6.A.8. of the Zoning Ordinance. A photometric plan will be required at the time of submittal for building permits.

A sidewalk is not depicted on the site plan. Due to the proposed work in the right-of-way, with the closing of existing curb-cuts, the applicant should provide a sidewalk along all street frontages of the property or apply for a sidewalk waiver.

RECOMMENDATION

Subdivision: Based upon the preceding, this application is recommended for Tentative Approval, subject to the following conditions:

- 1) revision of lot size in square feet and acres to reflect dedication on the Final Plat;
- 2) revision of the plat to depict 25' from centerline dedication along Lakeview Drive;
- 3) revision of the plat to depict the 25' minimum building setback line to reflect dedication as needed;
- 4) revision of the plat to reflect a corner radius in compliance with Section V.D.6. of the Subdivision Regulations at the intersection of Lakeview Drive and Airport Boulevard;
- 5) placement of a note on the Final Plat stating no structures shall be placed in any easements;
- 6) retention of the right-of-way widths on the Final Plat;
- 7) placement of a note on the Final Plat stating the site should be limited to the proposed 1 curb-cut to Airport Boulevard and the proposed 1 curb-cut to Lakeview Drive with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards;
- 8) compliance with 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. Show and label the POB. C. Dedicate the corner radius (25' minimum or as approved by the City Engineer and Traffic Engineer) at the northeast corner of LOT 1. D. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. E. 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. F. 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. G. Provide a copy of the FINAL PLAT to the Engineering Dept. for FINAL PLAT review prior to obtaining any signatures. H. 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."*;
- 9) compliance with Traffic Engineering comments: *"Site should be limited to no more than two curb cuts to Airport Boulevard, and one curb cut to Lakeview Drive, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Any unused curb cuts should be removed from the right-of-way in conjunction with land disturbance permits for new building construction. 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."*

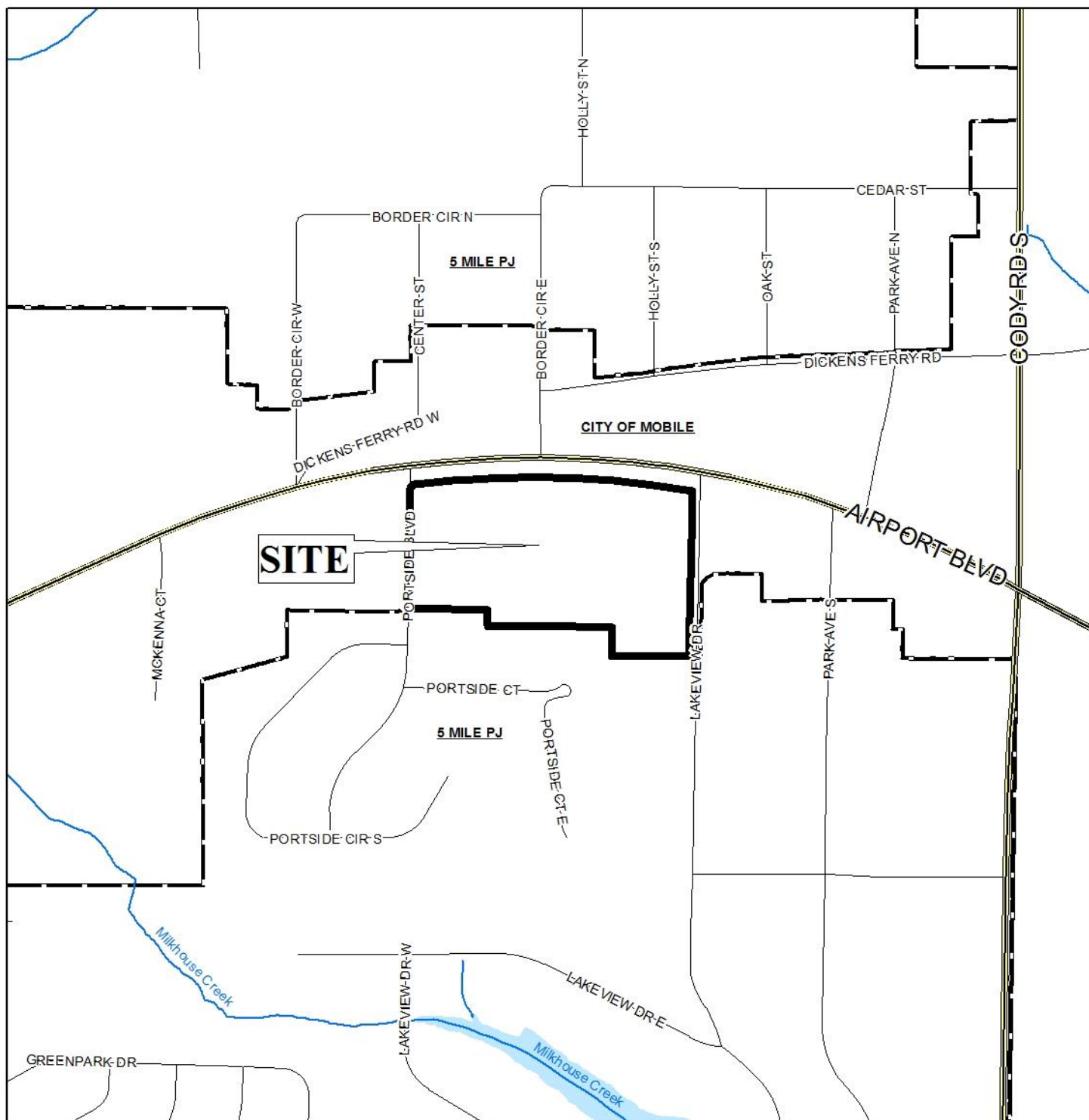
- 10) compliance with Urban Forestry comments: *“Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties (State Act 2015-116 and City Code Chapters 57 and 64).”*;
- 11) compliance with Fire comments: *“All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance. (2012 International Fire Code). Projects outside the City Limits of Mobile, yet within the Planning Commission Jurisdiction fall under the State or County Fire Code. (2012 IFC).”*; and
- 12) provision of a revised PUD site plan prior to the signing of the Final Plat.

Planned Unit Development: Based upon the preceding, this application is recommended for approval subject to the following:

- 1) revision of lot size in square feet and acres to reflect dedication on the site plan;
- 2) revision of the site plan to reflect dedication to provide 25' from centerline along Lakeview Drive;
- 3) revision of the site plan to depict the 25' minimum building setback line to reflect dedication as needed;
- 4) revision of the site plan to reflect a corner radius in compliance with Section V.D.6. of the Subdivision Regulations at the intersection of Lakeview Drive and Airport Boulevard;
- 5) placement of a note on the site plan stating no structures shall be placed in any easements;
- 6) retention of the right-of-way widths on the site plan;
- 7) placement of a note on the site plan stating the site should be limited to the proposed 1 curb-cut to Airport Boulevard and the proposed 1 curb-cut to Lakeview Drive with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards;
- 8) revision of the site plan to depict a sidewalk along all street frontages or the submission of a sidewalk waiver;
- 9) revision of the site plan to depict the existing total landscaping and total frontage landscaping calculations as well as the proposed total landscaping and total frontage landscaping calculations;
- 10) retention of all existing notes on the site plan;
- 11) a photometric plan in compliance with Sections 64-4.A.2., 64-6.A.3.c., and 64-6.A.8. of the Zoning Ordinance will be required at the time of submittal for building permits;
- 12) submission of a sign variance application to the Board of Zoning Adjustment to allow for the “Lincoln” pylon sign;
- 13) compliance with Traffic Engineering comments: *“Site should be limited to no more than two curb cuts to Airport Boulevard, and one curb cut to Lakeview Drive, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Any unused curb cuts should be removed from the right-of-way in conjunction with land disturbance permits for new building construction. 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.”*

- 14) compliance with 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).”;
- 15) compliance with Fire 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). Projects outside the City Limits of Mobile, yet within the Planning Commission Jurisdiction fall under the State or County Fire Code. (2012 IFC).”;
- 16) submission of revised PUD site plans prior to the signing of the Final Plat; and
- 17) full compliance with all other municipal codes and ordinances.

LOCATOR MAP



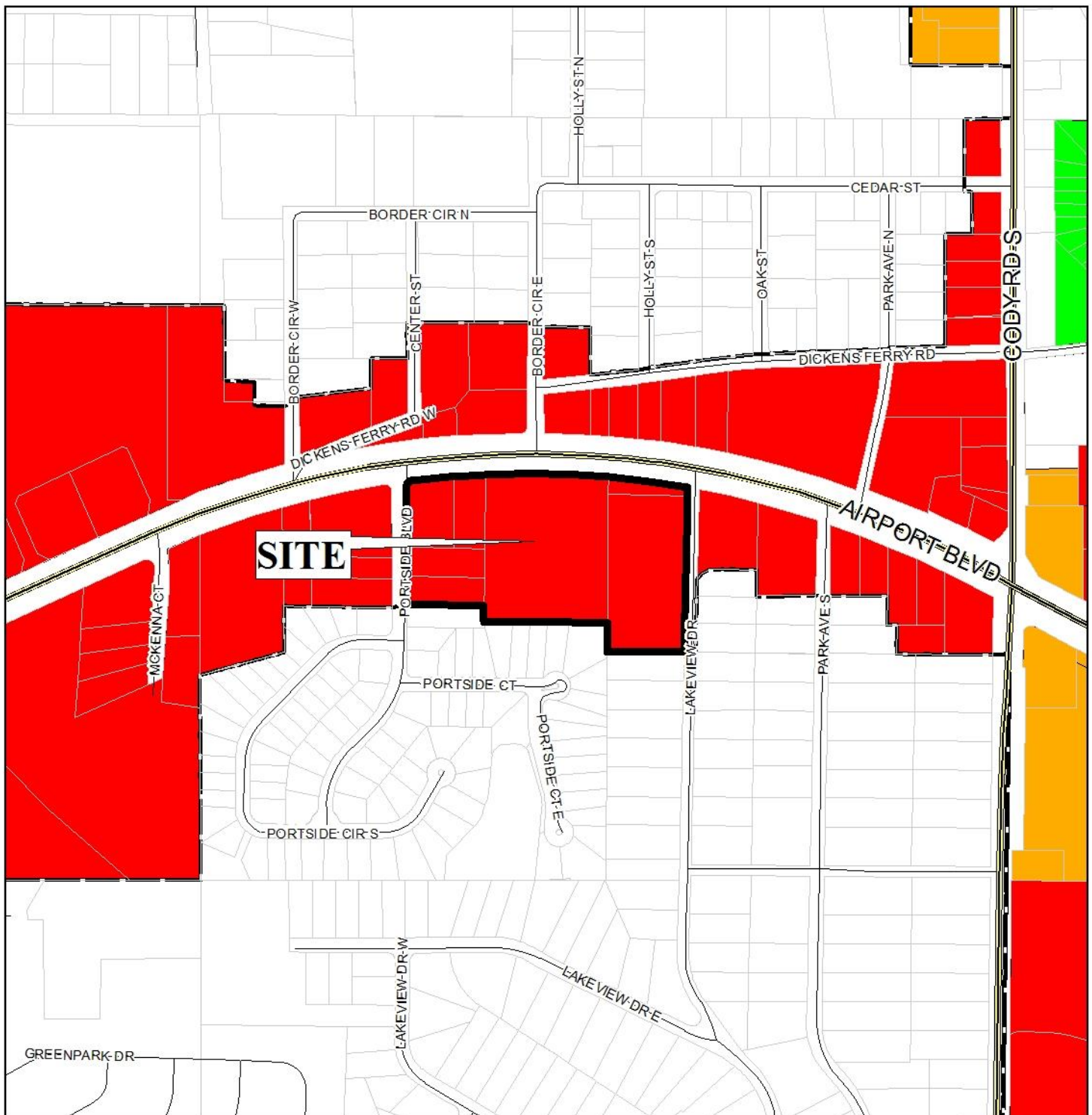
APPLICATION NUMBER 10 DATE August 18, 2016

APPLICANT Mullinax Ford Subdivision

REQUEST Subdivision, Planned Unit Development



LOCATOR ZONING MAP



APPLICATION NUMBER 10 DATE August 18, 2016

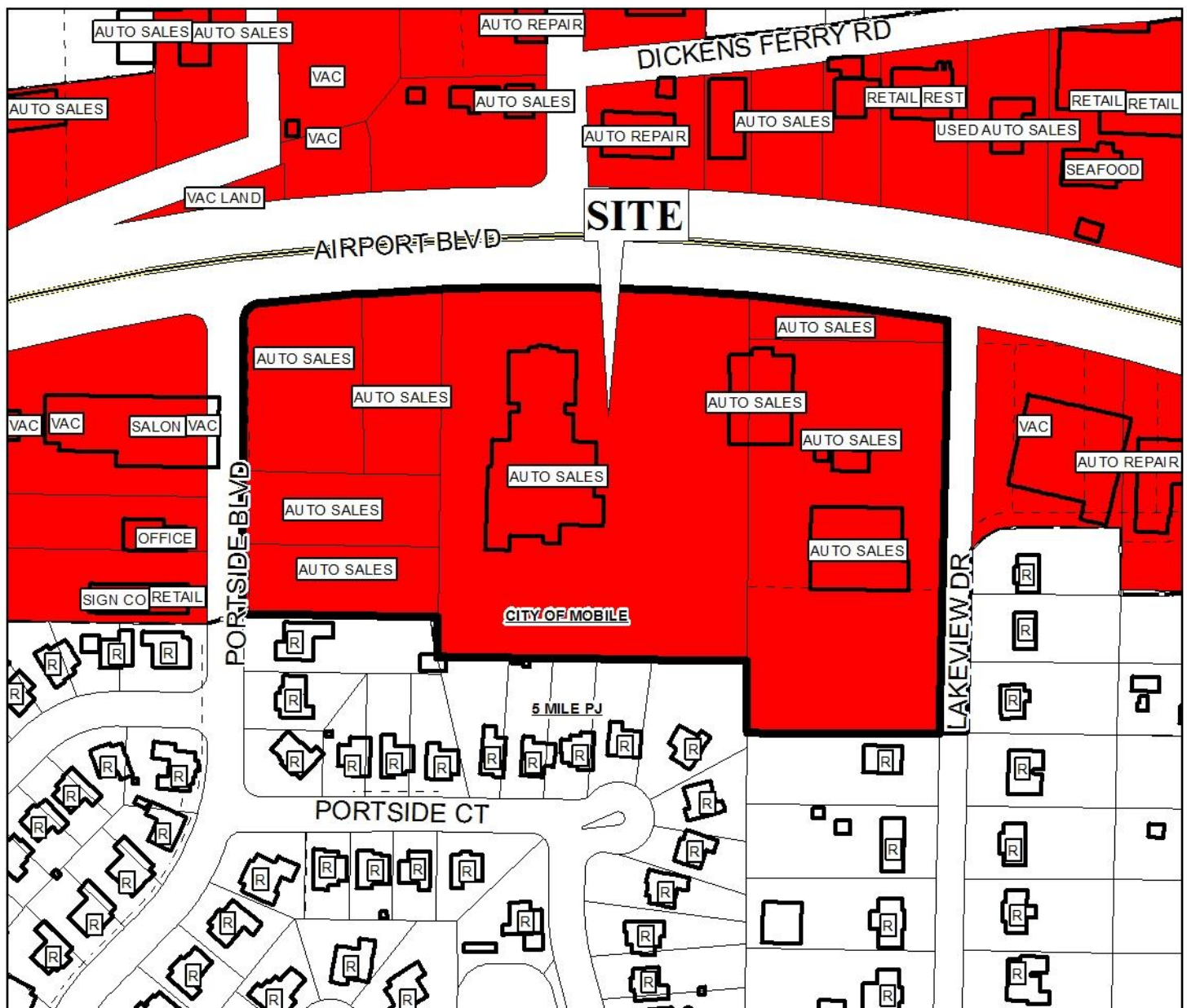
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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



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

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APPLICANT Mullinax Ford 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 residential units to the south and commercial units to the north.

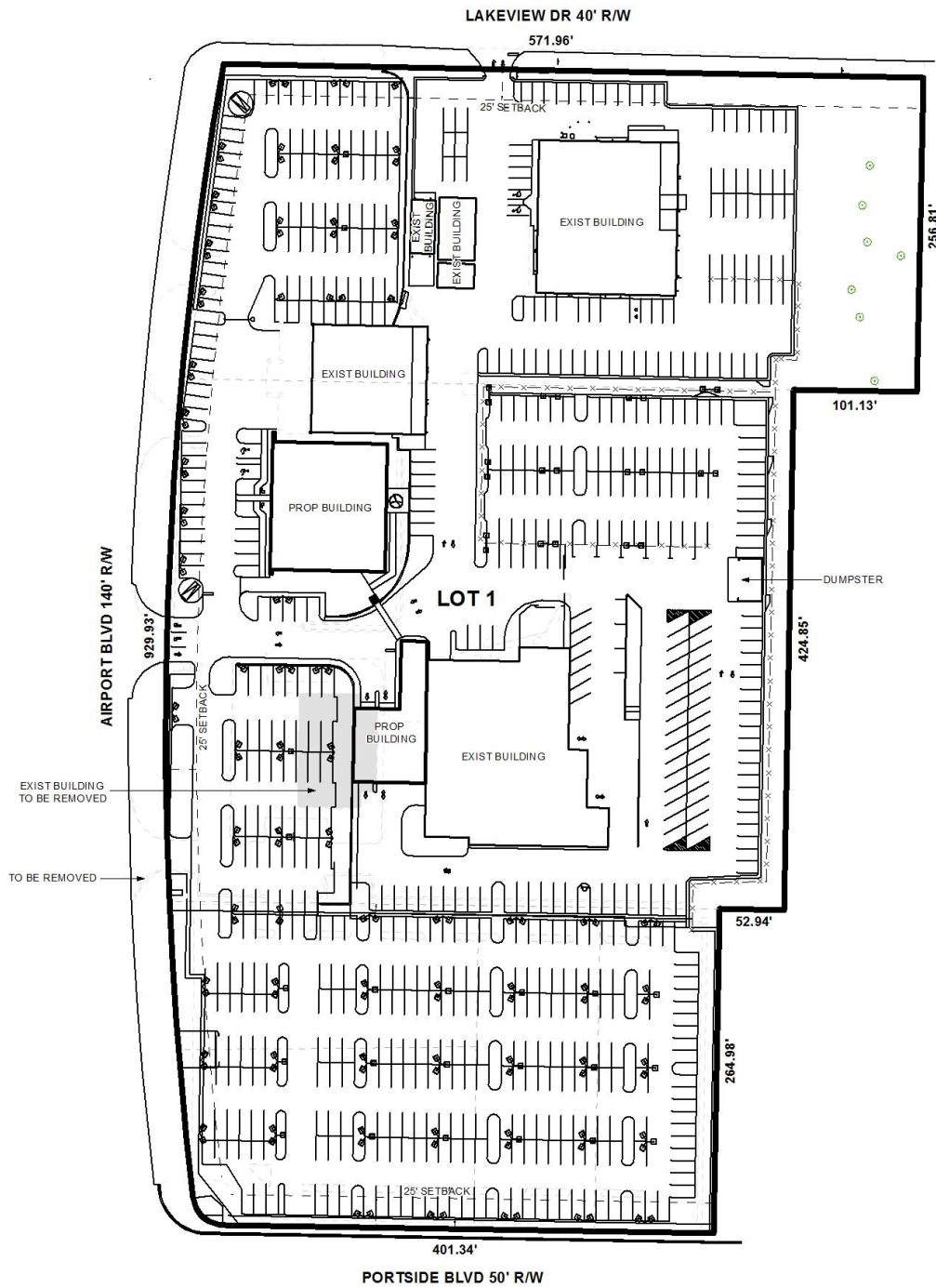
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REQUEST Subdivision, Planned Unit Development



SITE PLAN



The site plan illustrates the existing buildings, setbacks, parking facility changes, and proposed buildings.

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NTS