

**PLANNED UNIT DEVELOPMENT
STAFF REPORT****Date: July 19, 2018****DEVELOPMENT NAME**

Balloon Park Subdivision

LOCATION4658 and 4660 Airport Boulevard
(North side of Airport Boulevard, 200'± West of North
University Boulevard)**CITY COUNCIL
DISTRICT**

District 6

AREA OF PROPERTY

2 Lots/ 1.5 ± Acres

CONTEMPLATED USEPlanned Unit Development Approval to amend a
previously approved Planned Unit Development to allow multiple buildings on a single building
site with shared access and parking between building sites.**TIME SCHEDULE
FOR DEVELOPMENT**

None given.

**ENGINEERING
COMMENTS**

1. Add Airport Blvd to the Vicinity map.
2. Correct the street names to the Vicinity Map.

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).
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. Any existing or proposed detention facility shall be maintained as it was constructed and approved. The Land Disturbance Permit application for any proposed construction includes a requirement of a Maintenance and Inspection Plan (signed and notarized by the Owner) for the detention facility. This Plan shall run with the land and be recorded in

the County Probate Office prior to the Engineering Department issuing their approval for a Final Certificate of Occupancy.

5. 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.
6. The proposed development must comply with all Engineering Department design requirements and Policy Letters.

TRAFFIC ENGINEERING

COMMENTS

The proposed circulation shown in the PUD plan does not provide an opportunity to exit the site once a vehicle enters the northwest corner of the property (around the old carwash building). If access is available on adjoining property to circulate back to Airport Boulevard it should be shown on the plan, or the site layout will need to be reevaluated to provide better access. Assuming two-way traffic to the rear and eastern boundary of the site is not a realistic option.

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).

CONTEMPLATED USE

The applicant is requesting Planned Unit Development Approval to amend a previously approved Planned Unit Development to allow multiple buildings on a single building site with shared access and parking between building sites.

The site has had several approvals granted previously. First, a Planned Unit Development was approved, but not undertaken at the June 17, 1999 meeting of the Planning Commission to allow the expansion of the 15,000 square foot building. Next, a Parking Ratio Variance to allow reduced parking was approved (and later allowed to expire) at the Board of Zoning Adjustment's November 6, 2006 meeting to allow a nightclub in the building on Lot 2. As a result of the Subdivision, a Rezoning application to eliminate split zoning was recommended for approval by the Planning Commission at its November 1, 2007 meeting, and later adopted by the City Council. Most recently, the site had a 2-lot Subdivision and Planned Unit Development approved by the Planning Commission at its September 20, 2007 meeting. While it appears that the Subdivision was recorded, several site improvements proposed at that time do not appear to have taken place.

The site has been given a Neighborhood Center (NC) land use designation, per the Future Land Use Plan and Map, adopted on May 18, 2017 by the Planning Commission. 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 land use designation applies to smaller hubs of mixed commercial, community, and recreational activity that cater to adjacent residential areas. Many of these centers exist today in some form. Therefore, the following common principles apply not just to the future development of new centers, but also to the redevelopment (wholesale or incremental) of existing centers.

General Principles for Neighborhood Centers:

- NC should support a limited amount of commercial employment
- NC should incorporate some residential use, which may vary in type from detached single family, townhouse, accessory and live-work units in mixed use and low-rise multifamily structures.
- The residential density in NC designations –ranging from 4 to 10 dwelling units per acre — must be compatible in character with that of surrounding residential development, providing appropriate transitions in height, massing and other buffering from one land use district to the next.
- The retail and housing uses should merge around vibrant, compact, accessible nodes, located at key neighborhood intersections or along short road segments.
- The NC nodes should be connected to the surrounding neighborhood and nearby public uses (e.g., schools, parks, etc.) via well-designed sidewalks and complete streets.

While the above-listed principles are common to all NC districts, the design attributes of neighborhood centers generally vary depending on whether a center is in a more “traditional” or more “suburban” context.

Additional Attributes of Neighborhood Centers:

- NC in **traditional** contexts: These tend to be in those areas east of the Beltline and correspond to MxDR neighborhoods. In these NCs, buildings should orient to the street, with on-site parking typically pushed to the back of the site. The design qualities of the public realm are emphasized, including the provision of continuous sidewalks, tree canopy, pedestrian amenities, on-street parking and bicycle facilities where appropriate.
- NC in **suburban** contexts: These generally are located among the LDR land use designations in the areas west of the Beltline. Where they exist, these centers currently have a more pronounced vehicular orientation. Therefore, the emphasis is on retrofitting to improve internal walkability (e.g., through the addition of sidewalks, tree canopy, protection from the elements) and external connectivity to the surrounding areas (via sidewalks, paths and trails, street crossings, transit stops, etc.) and to increase the mix and density of uses (e.g., infill of outparcels, addition of housing, etc.).

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.

In pursuit of these purposes, the objectives to be met by a PUD are as follows: a) to encourage innovative and diversified design in building form and site development; b) flexibility, to permit greater flexibility in the location and arrangement of buildings and uses than is generally possible under district regulations; c) to encourage the most efficient and sustainable use of land, especially tracts in the inner part of the city that remain undeveloped or that are appropriate for re-development; d) to preserve and protect as urban amenities the natural features and characteristics of land; e) to encourage the provision of common open space through efficient site design; and, f) to encourage optimum use of available public utilities, streets and community facilities.

PUD approval is site-plan specific, thus any changes to the site plan will require approval by the Planning Commission. Also, PUD approvals expire within one (1) year if no permits for the development are obtained.

The site plan shows two existing structures on Lot 1: an inoperable carwash and a building that is used as both warehouse and retail space. A 3,600 square foot building is depicted on Lot 2 and is proposed to be used as a bar, where it has previously been used as retail and office space. The proposed new use will require additional parking to be provided on the site, therefore the applicant is requesting approval to amend the previously approved site plan. It should be noted that most of the currently proposed parking layout was approved as part of the 2007 PUD, however since no permits were obtained for any of the proposed improvements to the site at that time, that approval was allowed to expire.

The site plan indicates 36 new parking spaces with all but 2 being located in the rear of the site. It should be noted however, that the parking circulation does not clearly depict how traffic would exit the site. Traffic Engineering has expressed concern with the circulation pattern as well for the site; therefore, the applicant should consult with Traffic Engineering to insure that the circulation concerns are addressed.

The site plan illustrates the bays of the inoperable carwash to be utilized as 4 parking spaces. If it is the intent of the applicant to use this area as parking, the applicant should remove the carwash structure from the site. This would potentially allow one or two parking spaces to be relocated on the site to allow for improved traffic circulation.

Because the amount of parking on the site will be increased by more than 25%, 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 note reflecting this requirement should appear on the site plan, and photometric plans will be required at the time of submittal for land disturbance.

A new dumpster pad is depicted at the rear of the proposed bar on Lot 2. It should be noted that new dumpsters must be connected to sanitary sewer and have either a privacy fence or masonry wall enclosure on three sides.

The site plan shows an existing heavily wooded buffer adjacent to residential properties to the North, as well as a proposed new 6' high privacy fence.

RECOMMENDATION

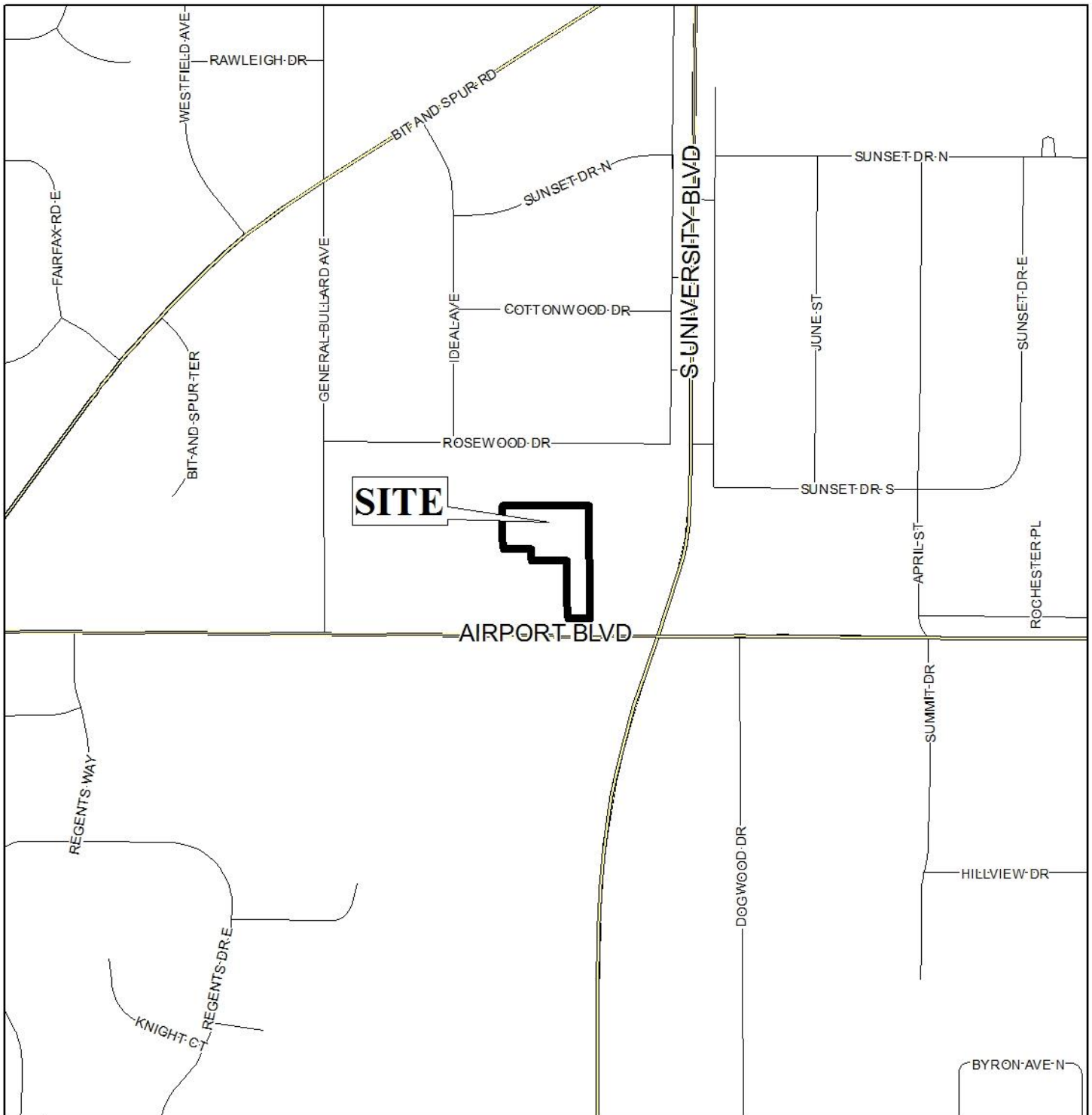
Planned Unit Development: Staff recommends the following Findings of Fact for Approval of the Planned Unit Development:

- a. the proposal promotes the objective of Creative design (to encourage innovative and diversified design in building form and site development), because it allows for the reconfiguration of an existing and developed site to meet the owner's needs
- b. the proposal promotes the objective of Flexibility (to permit greater flexibility in the location and arrangement of buildings and uses than is generally possible under district regulations), because the applicant is making minor alterations to an existing site to accommodate a use with higher parking requirements;
- c. the proposal promotes the objective of Efficient land use (to encourage the most efficient and sustainable use of land, especially tracts in the inner part of the city that remain undeveloped or that are appropriate for redevelopment), because the development is within a developed area and does not require construction on raw land;
- d. the proposal promotes the objective of Environment (to preserve and protect as urban amenities the natural features and characteristics of the land), because the project does not eliminate any existing urban amenities or natural features, and the existing urban fabric is retained;
- e. the proposal promotes the objective of Open space (to encourage the provision of common open space through efficient site design), because the project is within the existing developed area; and
- f. the proposal promotes the objective of Public services (to encourage optimum use of available public utilities, streets and community facilities), because no new public infrastructure must be constructed to meet the applicant's needs.

Based upon the preceding, the application is recommended for Approval, subject to the following:

- 1) demolition of the inoperable carwash with appropriate permits;
- 2) coordination with Traffic Engineering to address circulation concerns;
- 3) provision of photometric plans showing full compliance with Sections 64-4.A.2., 64-6.A.3.c., and 64-6.A.8. of the Zoning Ordinance at the time of permitting; and
- 4) provision of a revised site plan prior to approval of permits.

LOCATOR MAP



APPLICATION NUMBER 15 DATE July 19, 2018

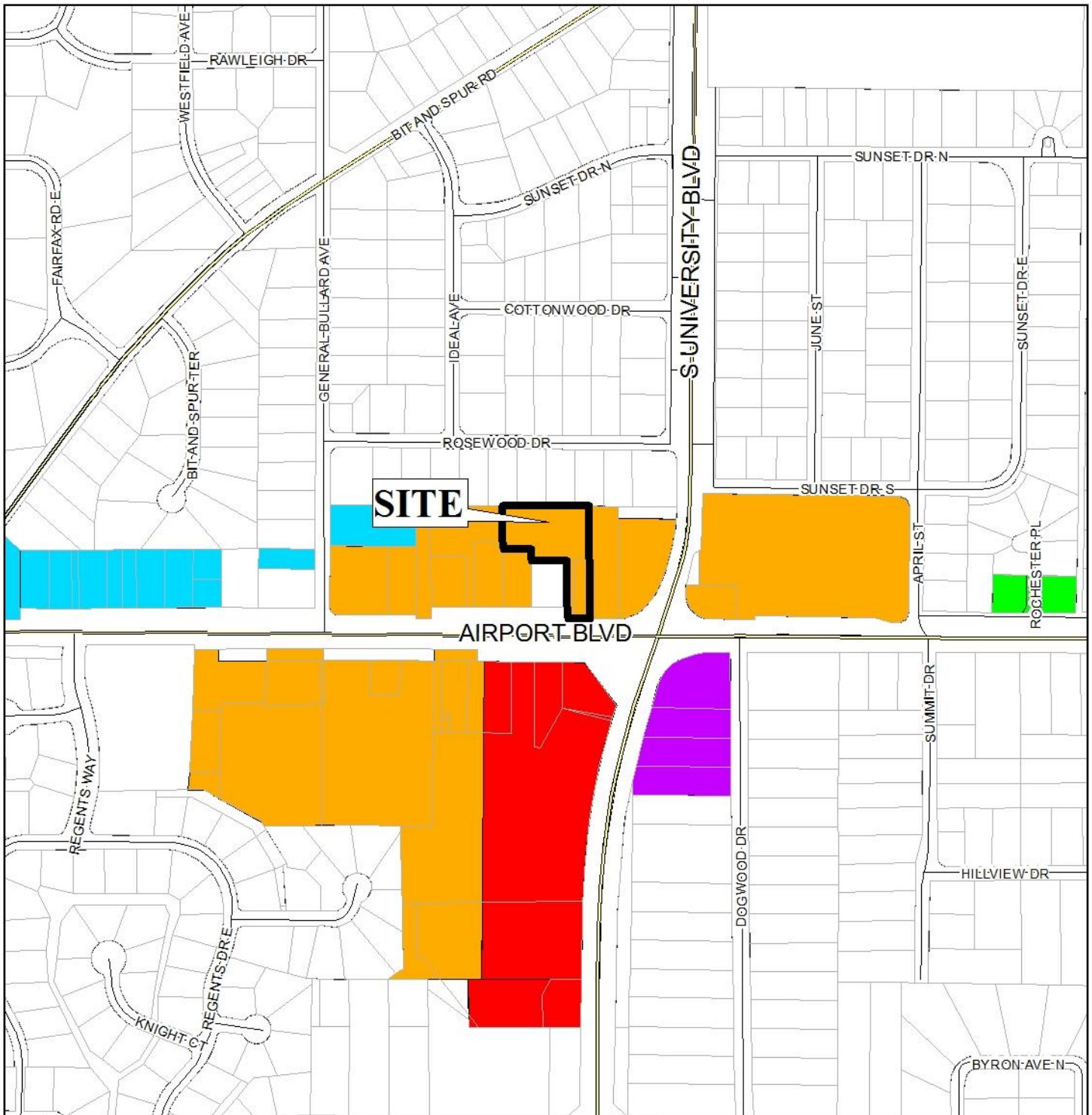
APPLICANT Balloon Park Subdivision

REQUEST Planned Unit Development



NTS

LOCATOR ZONING MAP



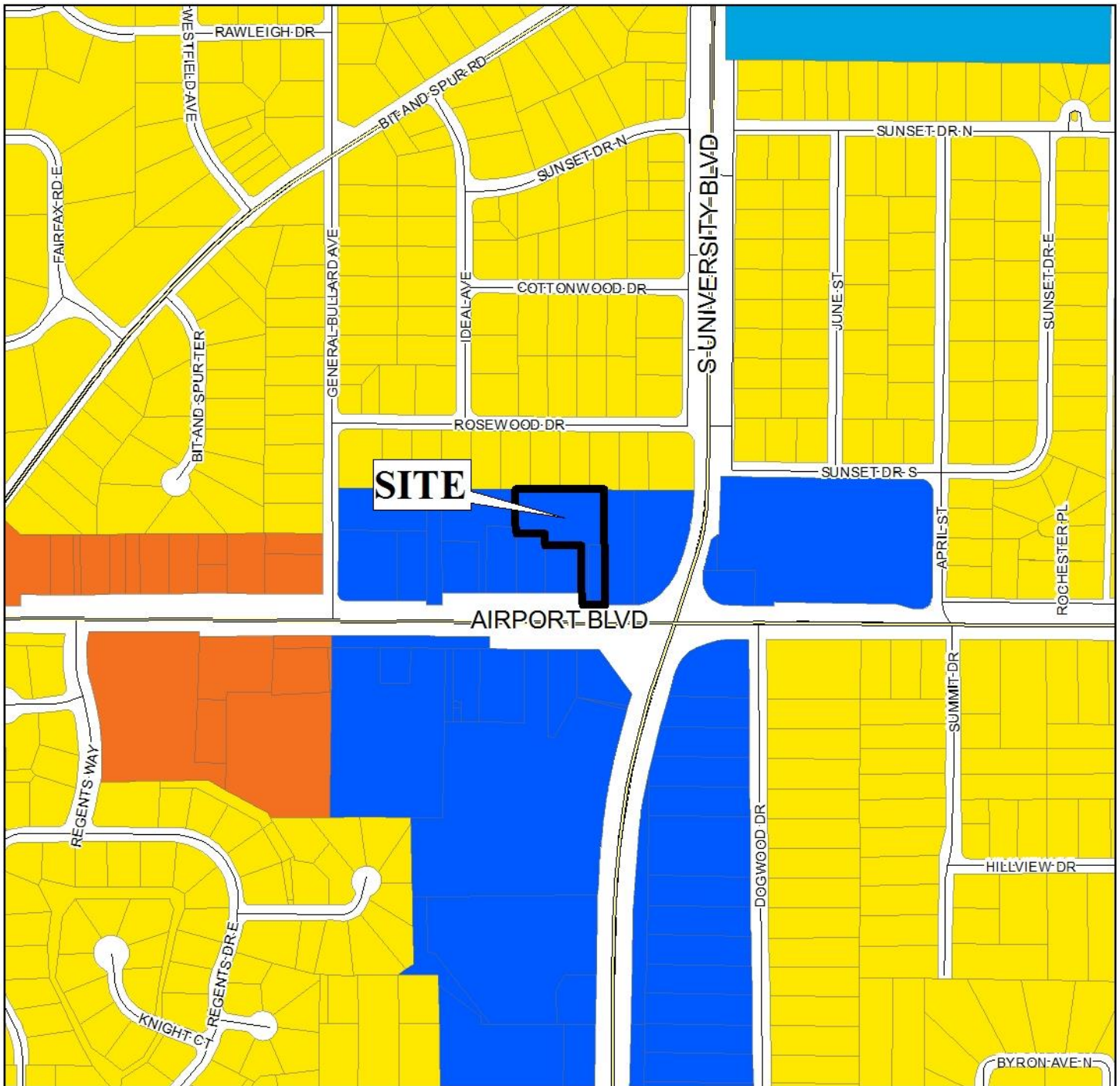
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FLUM LOCATOR MAP



APPLICATION NUMBER 15 DATE July 19, 2018

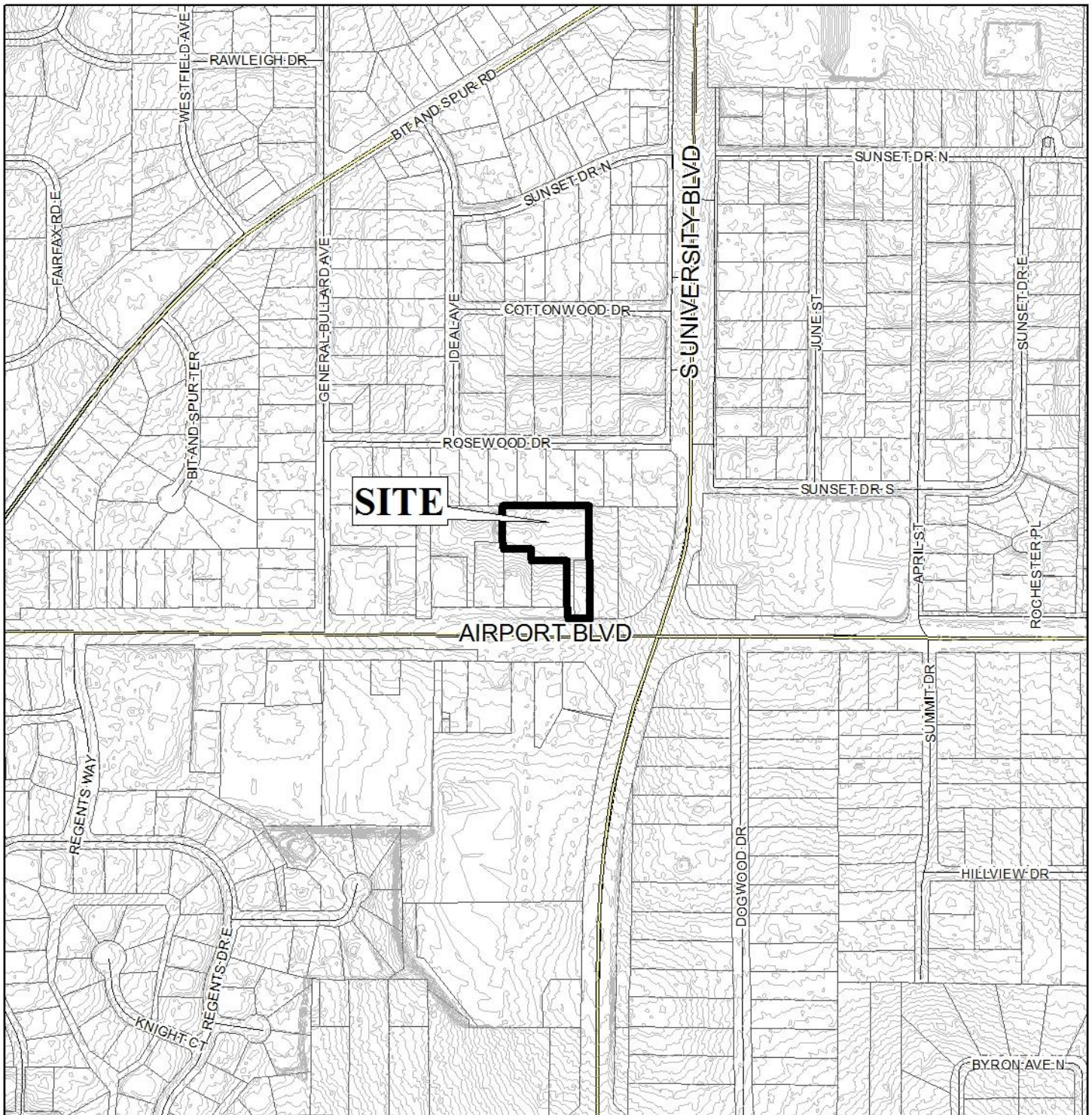
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Low Density Residential	Neighborhood Center - Traditional	Downtown Waterfront	Parks & Open Space
Mixed Density Residential	Neighborhood Center - Suburban	Light Industry	Water Dependent
Downtown	Traditional Corridor	Heavy Industry	
District Center	Mixed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



ENVIRONMENTAL LOCATOR MAP



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**PLANNING COMMISSION
VICINITY MAP - EXISTING ZONING**



























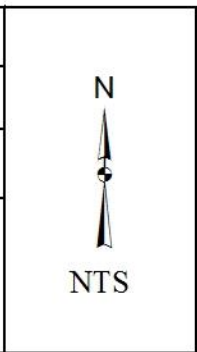
The site is surrounded by residential units to the north, and commercial units to the west, east, and south.

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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



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

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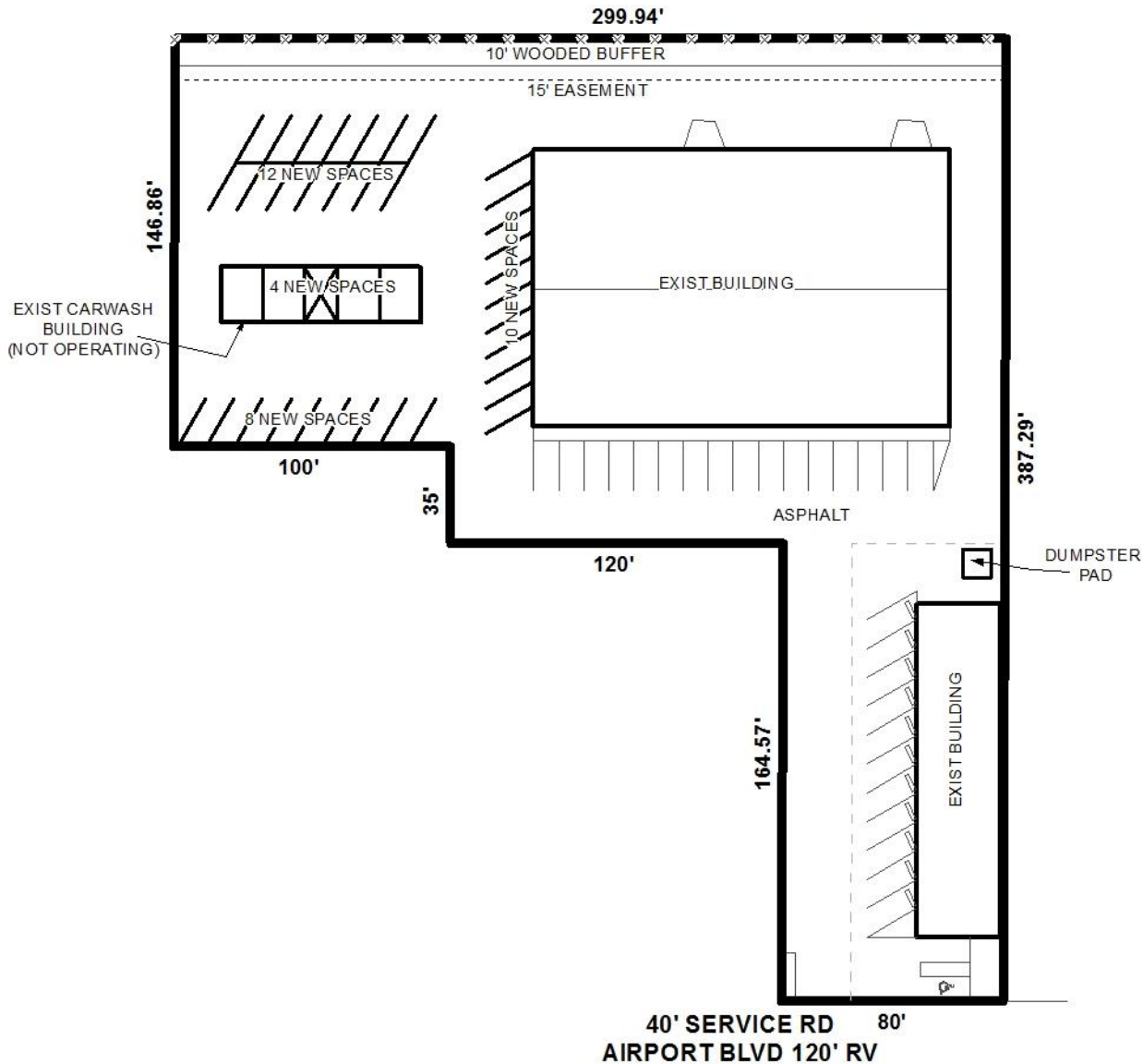
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SITE PLAN



The site plan illustrates the existing buildings, new parking spaces, and easement.

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