

**SUBDIVISION ,
PLANNED UNIT DEVELOPMENT &
ZONING AMENDMENT STAFF REPORT****Date: March 1, 2018**

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| <u>NAME</u> | 5054 OSR, LLC |
| <u>SUBDIVISION NAME</u> | Dogwood Airport Subdivision |
| <u>LOCATION</u> | 255, 257, 259 and 265 Dogwood Drive (Southeast corner of Dogwood Drive and Airport Boulevard) |
| <u>CITY COUNCIL DISTRICT</u> | District 5 |
| <u>PRESENT ZONING</u> | R-1, Single-Family Residential |
| <u>PROPOSED ZONING</u> | LB-2, Limited- Neighborhood Business District, and R-3, Multiple-Family District |
| <u>REASON FOR REZONING</u> | Change in conditions. |
| <u>AREA OF PROPERTY</u> | 2 Lots / 3.6 ± Acres |
| <u>CONTEMPLATED USE</u> | <p>Subdivision approval to create 2 lots, Planned Unit Development Approval to allow multiple buildings on two building sites, and Rezoning from R-1, Single-Family Residential to LB-2, Limited- Neighborhood Business District and R-3, Multiple-Family District, to allow the construction of two restaurants, and to allow the construction of 12 townhomes.</p> <p>It should be noted, however, that any use permitted in the proposed district would be allowed at this location if the zoning is changed. Furthermore, the Planning Commission may consider zoning classifications other than that sought by the applicant for this property.</p> |
| <u>TIME SCHEDULE</u> | Completion expected within 12 months of permit issuance. |

ENGINEERING
COMMENTS**Subdivision:****PRELIMINARY PLAN COMMENTS** (Items REQUIRED by the Subdivision Regulations):

- A. Provide a Location Map and scale
- B. Provide Survey Data - boundary lines with length and bearings
- C. Provide a Proposed Subdivision Name on the Preliminary Plan
- D. Show and label the existing ROW widths
- E. Label the existing lots/parcels

FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review and/or 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. Provide a vicinity map.
- C. Revise the plat to label each lot with its size in acres and square feet, or the furnishing of a table on the Plat providing the same information.
- D. Dedicate the corner radius (25' minimum or as approved by the City Engineer and Traffic Engineer) at the southeast corner of Airport Blvd. and Dogwood Dr. to the City of Mobile, and list the amount of dedicated acreage.
- E. Provide a written legal description and matching bearing and distance labels for the proposed subdivision.
- F. Show and label each and every Right-Of-Way and easement.
- G. Provide and label the monument set or found at each subdivision corner.
- H. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- I. Provide the Surveyor's Certificate and Signature.
- J. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- K. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photos any proposed Lots will receive historical credit of impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control. (Coordinate with City Engineering Department staff to establish the exact amount prior to the submittal of the FINAL PLAT for signature.)
- L. 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.
- M. 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.

- N. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved.
- O. Add a note to the plat stating that all proposed detention facilities, common areas, and wetlands shall be the responsibility of the Property Owner(s), and not the responsibility of the City of Mobile.
- P. Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process.
- Q. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- R. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the ORIGINAL (with all other signatures) and one (1) copy (signatures not required) of the revised Final Plat to the Engineering Department.

Planned Unit Development:

- 1. Due to the proposed subdivision, the existing structure may need to be assigned a different 911 address. Please contact the Engineering Department (208-6216) to discuss the options.

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. 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**COMMENTS**

A traffic impact study will need to be conducted for this site based on its development intensity and location near a high volume intersection. The study will address the warrant for the turn lane that has been proposed on Airport Boulevard in

addition to studying other key intersections that will be impacted by this development. Each lot is limited to no more than one curb cut per street frontage with 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. On-street parking is out of character for this area and should not be included in the PUD, especially if a curb cut is provided to the commercial lot from Dogwood Drive.

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 Subdivision approval to create 2 lots, Planned Unit Development Approval to allow multiple buildings on two building sites, and Rezoning from R-1, Single-Family Residential to LB-2, Limited- Neighborhood Business District and R-3, Multiple-Family District, to allow the construction of two restaurants, and to allow the construction of 12 townhomes. Restaurants with or without drive-throughs are allowed by right in LB-2 districts, and townhomes are allowed by right in R-3 districts.

The applicant provided the following narrative regarding the requests before the Planning Commission:

Description of Contemplated Use, Improvements, and Schedule:

The proposed Airport Boulevard at Dogwood Drive development is located near the southeast corner of the major intersection of S University Boulevard and Airport Boulevard, beginning at the intersection of Dogwood Drive and Airport Boulevard. There are currently four properties that will be assembled to create the proposed development site, one parcel fronting Airport Boulevard and three parcels fronting Dogwood Drive. All four parcels are currently zoned R-1 although shown on the Map for Mobile as located on a Suburban Corridor at a Suburban Center.

This property will be developed as a casual dining restaurant in approximately 5822 SF and a coffee shop/quick service restaurant in approximately 2500 SF, with 12 adjacent townhomes to the South. All buildings will be constructed to standards in the Land Development Code. The conceptual site plans have implemented design guidelines of the Map for Mobile by locating the commercial buildings closer to the main street with the majority of parking on the sides and rear of the property.

Several improvements are included as part of this development. A dedicated turn lane provides a safer way for right-turning drivers to access the property from Airport Boulevard. Ample landscaping, yard areas exceeding the minimum requirements, and properly sized buffers are shown as an effort to minimize impacts to the residential neighbors. There will be significant buffering along all property lines that adjoin R-1. Subject to City Traffic Engineering approval, on-street parking is shown along Dogwood Drive so that neighbors could visit the development without having to access Airport Boulevard.

The applicant hopes to close on the purchase of these properties upon securing the zoning approvals along with building permits. All construction is expected to be completed within 12 months from the time that permits are issued.

Zoning Statement

Passing a zoning amendment to change these properties from R-1 to LB-2 and R-3 is necessary under the following condition: changes in conditions in this particular area make a change in the ordinance necessary and desirable. Rezoning the R-1 properties to LB-2 and R-3 is needed to allow the applicant to develop the property as mixed-use property.

There have been two other zoning changes in the immediate vicinity that are similar in nature to the proposed site. The Planning Commission previously approved an assemblage of over a dozen residential houses for the Publix development directly to the north of the subject property. That property is very similar in that those parcels also fronted Airport Boulevard and a minor street both to the north and east, comparable to Dogwood Drive.

Immediately to the west of the subject property, is three acres currently consisting of four houses which have already been zoned LB-2. That development also provides for access to Dogwood, and like the proposed site, has frontage on both Airport and Dogwood.

In reviewing the Future Land Use Map, it shows the west side of Dogwood having a commercial designation from Airport south to Oakridge. If it has been determined that all parcels fronting University on the west of Dogwood meet the requirements for commercial zoning, then it seems appropriate that a site fronting Airport and Dogwood would meet those same requirements.

These changes to the area with the previously approved zoning along with the future proposed zoning for Dogwood support the appropriateness of the zoning request.

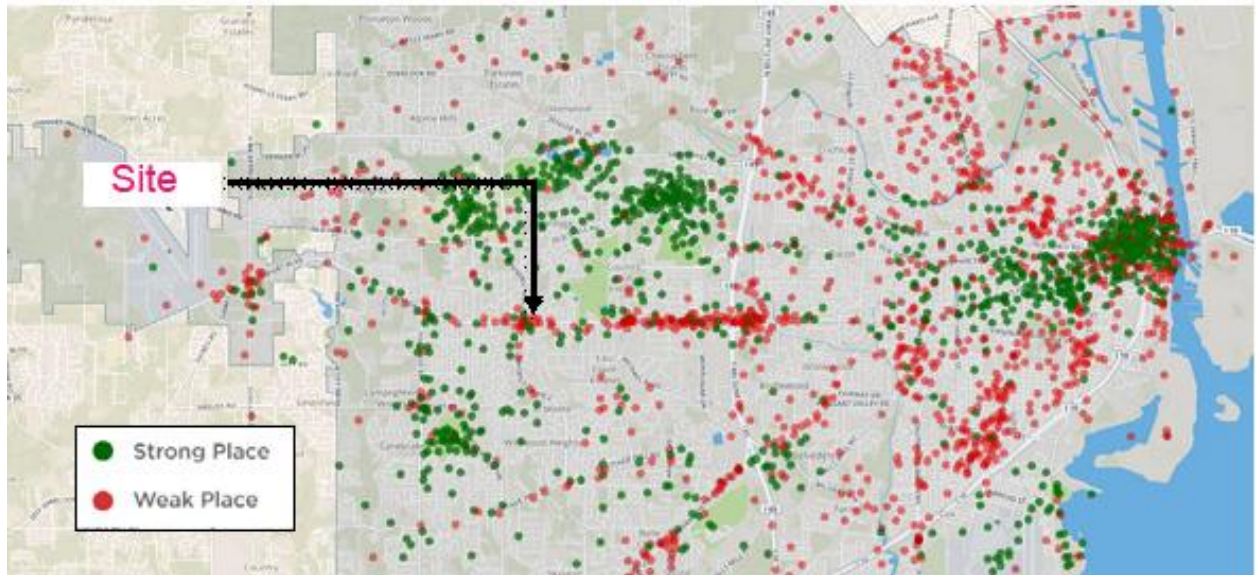
Plan Consistency Analysis:

Introduction

The Mobile City Planning Commission application process requires any plan for development to be consistent with the Map for Mobile: Framework for Growth

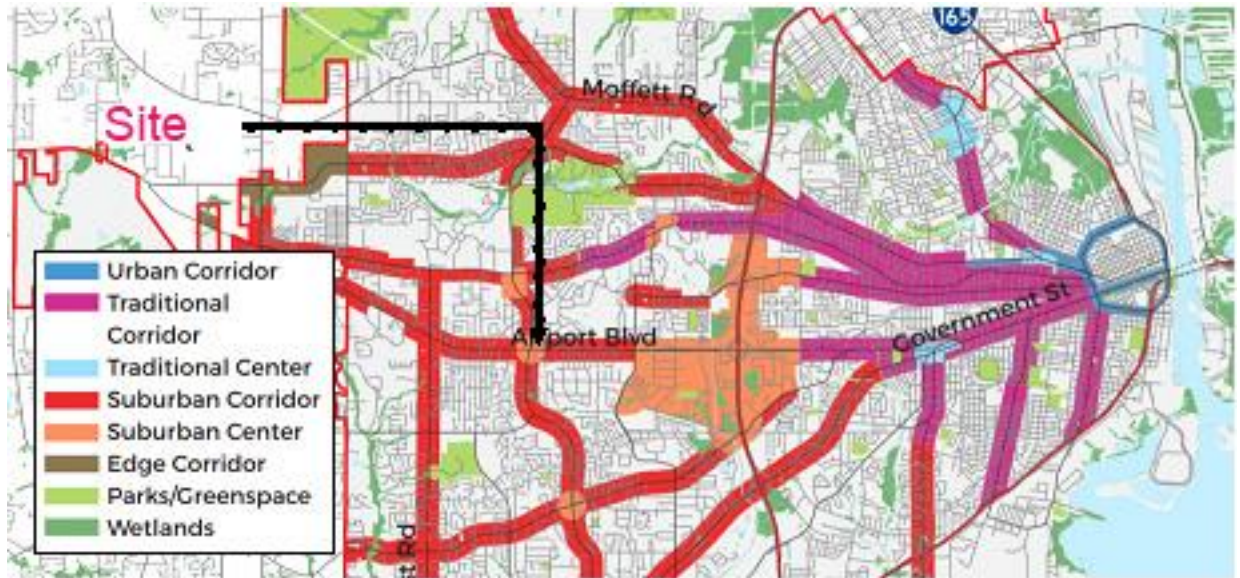
comprehensive plan. To ensure consistency with this plan, a review of the current Map for Mobile: Framework for Growth was completed in search of any relevant goals and policies. The findings of this report reveal that the proposed development at Airport Boulevard & Dogwood Drive is consistent and complimentary to the Map for Mobile plan.

At the Focus on the Future Workshops, Airport Boulevard was identified as one of the primary weak places in the City. This can be seen in the graphic below. “Identified Weak Places are primarily characterized by large travelways, little or no pedestrian or bicycle infrastructure and strip developments with large parking lots in front of buildings located a significant distance from the street.” [Source: Map for Mobile.] The Map for Mobile further describes Airport Boulevard as a commercial corridor, dominated by strip commercial centers built in the 60s, 70s, and 80s.



Airport Boulevard is also named as one of the strong corridors that largely defines and delineates circulation and land use in Mobile. As the Map for Mobile principles are continually embraced, the corridors will become foundational pieces where redevelopment takes on a compact, walkable, denser form.

As depicted in the image below taken from the Map for Mobile Development Framework Map, the site falls under a “Suburban Center”. The intent for suburban center is to promote greater density including mixed-use developments, accommodation of automobile, bicycle, pedestrian, and transit users, connectivity to surrounding neighborhoods, to encourage redevelopment of existing strip centers into mixed-use or green space, and with an emphasis on adding density, mixing uses, and promoting walkability and connectivity to other areas of the City.



The following sections provide an analysis of each of the plan's goals and policies, and provides discussion regarding consistency of this development. This analysis looks at the goals and policies which are most relevant. Goals and policies in the Map for Mobile which are not applicable were not included in the analysis. Below each of the identified goals and policies is a brief discussion of the consistency of the Airport & Dogwood plan with the Map for Mobile (shown in *italics*).

Built Environment

Goals and policies identified in the Built Environment Element that relate to the Airport & Dogwood Development plan include:

- Goal 1: Buildings and sites designed to enhance and contribute to surroundings and neighborhoods
- Goal 2: well designed infill development in strategic locations
- Goal 3: a built environment that focuses more on people to create more desirable, higher quality-of-life places
- Goal 5: more mixed-use with less separation of uses – create more activity in a given area
- Goal 6: better suburban development – minimize additional sprawl to maximize growth in existing areas

Through the use of the following policies, the Airport & Dogwood Development is consistent with the Map for Mobile Built Environment goals:

- Work to improve buffer conditions for adjacent property owners
- Create prosperous, healthy communities with a mix of uses and housing types with community gathering places, green space and multiple transportation options.

- Encourage infill and redevelopment in strategic locations that provide a mix of uses in close proximity through incentives.
- Direct housing and employment growth to identified centers in order to facilitate those centers' development as dense nodes of activity.
- Encourage private property owners and developers to find sites on underutilized property with existing infrastructure instead of approving development on greenfield locations.

The proposed development's goals and objectives are consistent with the Map for Mobile's Built Environment goals and policies. The Airport & Dogwood development's aesthetically pleasing buildings are designed to enhance the surroundings. The use of significant buffers will protect adjacent property owners.

This location was strategically selected because it has been identified as a weak place, and part of a Suburban Center. Developing this location brings a mix of uses to the neighborhood, joining residential with community gathering places, and promoting these mixed uses in close proximity. This will create a prosperous, healthy community, making it a more desirable place. The location creates more activity in this area, in a place that has been identified to promote the desired dense nodes of activity. Furthermore, this location minimizes additional sprawl by attempting to maximize growth in an existing area, and developing on an underutilized property with existing infrastructure rather than developing a greenfield location.

Mobility and Connectivity

Goals and policies identified in the Mobility and Connectivity Element that relate to the Airport & Dogwood Development plan include:

Goal 2: accommodations for driving, walking, and biking

Goal 6: more walkable places with a variety of destinations, services and necessities within close proximity

Goal 8: continued and improved ADA accessibility

Through the use of the following policies, the Airport & Dogwood Development is consistent with the Map for Mobile Mobility and Connectivity goals:

- Embrace access management tools.
- Before adding additional lanes, ensure all options for access management have been explored.
- Encourage accommodations for walking, biking and driving.
- Enhance ADA compliance efforts

The proposed development's goals and objectives are consistent with the Map for Mobile's Mobility and Connectivity goals and policies. The Airport & Dogwood

development readily accommodates drivers, bikers, and pedestrians. The planned sidewalks are ADA compliant, and extend all the way to the property's lines. The site location provides the adjacent neighborhood with new destinations, within a close, walkable proximity. The sidewalks also provide connectivity to the surrounding neighborhood. An existing WAVE transit stop is preserved in the plan, further promoting multi-modal transit opportunities.

Access management has been taken into consideration when placing the entrance for the site. The two businesses will share a single entrance, thereby minimizing the access points to the highway. The driveway has been placed farther from the intersection to improve safety. A right-in turn lane is shown to avoid impeding traffic flow leaving the major intersection of Airport & University, and the access has been limited to a right-in/right-out access, restricting vehicular movements and thereby reducing the number of potential conflict points.

Neighborhoods

Goals and policies identified in the Neighborhoods Element that relate to the Airport & Dogwood Development plan include:

Goal 1: Quality, well-designed housing choices

Goal 2: Diverse housing choices throughout the city

Goal 6: Reinvestment and strategic redevelopment in existing neighborhoods

Through the use of the following policies, the Airport & Dogwood Development is consistent with the Map for Mobile Mobility and Connectivity goals:

- Add a variety of housing types throughout the city to provide expanded housing choices.
- Direct new housing development to areas with existing infrastructure rather than building new capacity on the outskirts.
- Add a mix of uses and amenities in both traditional and suburban centers in order to serve surrounding neighborhoods and provide services and needs within walkable distances.

The proposed development's goals and objectives are consistent with the Map for Mobile's Neighborhoods goals and policies. The addition of these townhomes will add a variety of housing options to this neighborhood. The selection of this site directly supports the policy to direct new housing development to areas with existing infrastructure, rather than building new capacity on the outskirts. This development also proposes to bring a new use to a suburban center. This will greater serve the surrounding neighborhood and provide services within walking distance.

Economic Development

Goals and policies identified in the Economic Development Element that relate to the Airport & Dogwood Development plan include:

Goal 2: retain existing businesses and attract new businesses

Through the use of the following policy, the Airport & Dogwood Development is consistent with the Map for Mobile Mobility and Connectivity goals:

- Support targeted economic development plans for commercial areas ripe for revitalization, such as major commercial corridors

The proposed development's goals and objectives are consistent with the Map for Mobile's Economic Development goals and policies. In addition to bringing new jobs to the area, this development proposes to attract other new businesses to the area. This will greater serve the surrounding neighborhood and provide an even wider variety of services within walking distance. The major commercial corridor of Airport Boulevard has been identified as ripe for revitalization. This development seeks to target this specific area and usher in revitalization efforts.

Summary

In conclusion, this proposed development aligns and promotes the goals and policies upheld in the Comprehensive Plan, Map for Mobile: Framework for Growth. By keeping great design a priority, this development will bring exciting new uses to the area, encouraging the further development of the surrounding suburban center as a hub of activity. Through the expanded connectivity with the neighborhood, the applicant envisions this development as a place for the community to come together without ever having to enter a vehicle.

The site in question is located at the Southeast corner of Airport Boulevard and Dogwood Drive. The application will require the removal of four existing residences in order to allow for the commercial redevelopment of the site.

The site has been given a Low Density Residential 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 designation applies to existing residential neighborhoods found mostly west of the Beltline or immediately adjacent to the east side of the Beltline.

The primary land use in the LDR districts is residential and the predominant housing type is the single-family housing unit, detached or semi-detached, typically placed within a street grid or a network of meandering suburban streets. The density in these districts ranges between 0 and 6 dwelling units per acre (du/ac).

These neighborhoods may also contain small-scale, low-rise multi-unit structures at appropriate locations, as well as complementary retail, parks and civic institutions such as schools, community centers, neighborhood playgrounds, and churches or other religious uses if those uses

are designed and sited in a manner compatible with and connected to the surrounding context. The presence of individual ancillary uses should contribute to the fabric of a complete neighborhood, developed at a walkable, bikeable human scale.

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 site is bound to the East and South by residential uses in an R-1, Single Family District, to the West across Dogwood Drive by residential uses in an LB-2, Limited Neighborhood Business District, and to the North across Airport Boulevard by commercial uses in a B-2, Neighborhood Business District.

The B-2 site across Airport Boulevard had contained two small commercial uses near the corner of Airport Boulevard and University Boulevard, but the entire block was rezoned to B-2 in early 2012 to accommodate a new grocery store. The LB-2 property across Dogwood Drive from the site was the subject of a lawsuit after the 2015 rezoning application was denied by both the Planning Commission and the City Council; the decision was appealed to Circuit Court, and the Court ordered the property rezoned in September 2016. The LB-2 property is in review for permits to allow for the construction of a drug store, and the site plan depicts access to South University Boulevard and Dogwood Drive.

As stated in Section 64-9. of the Zoning Ordinance, the intent of the Ordinance and corresponding Zoning Map is to carry out the comprehensive planning objective of sound, stable and desirable development. While changes to the Ordinance are anticipated as the city grows, the established public policy is to amend the ordinance only when one or more of the following conditions prevail: 1) there is a manifest error in the Ordinance; 2) changing conditions in a particular area make a change in the Ordinance necessary and desirable; 3) there is a need to increase the number of sites available to business or industry; or 4) the subdivision of land into building sites makes reclassification of the land necessary and desirable.

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 if any new construction is anticipated that will change an approved site plan, an application to amend an existing, approved PUD must be made prior to any construction activities.

Please note that a Planned Unit Development approval by the Planning Commission expires after one year if no permits are obtained.

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 site plan submitted with the applications depicts two restaurants, one 2,500 square feet and the other 5,822 square feet. Each restaurant will have a drive-through, and each will have an outside dining area. Staff has determined that approximately 97 parking spaces will be required (including for outdoor seating), and the site plan depicts the provision of 171 parking spaces.

The site plan also depicts two buildings on the southern-most lot, which will contain a total of 12 townhomes. Nine surface parking spaces are depicted, and the plan seems to indicate additional parking within each townhome unit. Multi-family developments require 1.5 parking spaces per dwelling unit, thus a compliant number of spaces is proposed.

The submitted site plan indicates that the commercial development will have sufficient total and frontage landscape areas. No landscape compliance information is provided for the proposed townhome development, however, the same criteria would be applicable.

Dumpsters are depicted for the commercial site in compliant locations. No information regarding refuse is provided regarding the townhome development, thus the plan should be revised to indicate if the townhome development will use curb-side service or a dumpster.

Buffers are also depicted where the commercial site abuts adjacent residential uses. It appears that the buffers meet the minimum requirements of the Zoning Ordinance.

The applicant notes that changing conditions in the area make the rezoning from R-1 to LB-2 and R-3 necessary and desirable. They also note that the rezoning is necessary to allow the proposed commercial and multi-family development.

The Future Land Use Map depicts the site at hand, and all other properties on the south side of Airport Boulevard to the commercial development at Azalea Road as remaining residential in use. The requested rezoning would not be consistent with the recommendations of the Future Land Use Map. If approved, the rezoning of this site may also set the stage for properties to the East, along Airport Boulevard, to be subject to pressures for conversion to commercial uses, resulting in additional rezoning requests. Thus, staff is of the opinion that the rezoning will weaken existing neighborhoods that abut Airport Boulevard.

The site, unlike the court ordered rezoning site to the west, does not have frontage on two major streets, but instead only has frontage on one major street and a minor street. This distinction lessons, perhaps, the justification of extending the commercial zoning further east along Airport Boulevard.

Staff also has concerns regarding the potential traffic impacts of the proposed development to the remaining residences along Dogwood Drive, as well as to traffic flow on Airport Boulevard. Unlike the LB-2 site to the west, where a proposed drug store is under review, this site will not have direct access to University Boulevard. Instead, customers of the commercial uses will be required to either cut-through the proposed drug store site, or they will have to use Dogwood Drive and Oak Ridge Road to access South University Boulevard and westbound Airport Boulevard. The increase in traffic that will occur along Dogwood Drive, due to the proposed development and impending drug store, will likely lead to additional requests for properties along Dogwood Drive to be converted from residential to commercial uses.

Dogwood Drive is a minor street with a 60-foot wide right-of-way, and apparently a substandard pavement width, lacking concrete curb-and-gutter. Two sets of speed humps already exist on the street, and one set exists on Oak Ridge Road, the connecting street to South University Boulevard. Airport Boulevard is a major street, with an existing right-of-way width of over 100 feet. The site is also approximately 280 feet east of the Airport Boulevard / University Boulevard intersection, one of the most heavily travelled intersections in the city. As such, access management is a concern. The applicant proposes right in, right out only from Airport Boulevard, and proposes a standard two-way access to Dogwood Drive for the commercial site, and a separate two-way access to Dogwood Drive for the townhome site.

Finally, regarding the proposed lots, each lot will meet the minimum width and area requirements of the Subdivision Regulations. The 25-foot minimum building setback line should be depicted on both proposed lots from all abutting streets.

RECOMMENDATION

Subdivision: The Subdivision request is recommended for Holdover until the April 5th meeting so that revisions for the associated PUD request can be submitted.

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

- a. the proposal promotes the objective of Creative design (to encourage innovative and diversified design in building form and site development), because it allows two building sites to share parking and access;
- b. the proposal does not promote 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 it allows two building sites to share parking and access;
- c. the proposal does not promote 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 it will result in the removal of four existing residences;
- d. the proposal does not promote the objective of Environment (to preserve and protect as urban amenities the natural features and characteristics of the land), because the existing trees and vegetation will be cleared to allow for the construction of two commercial buildings, townhomes, and 180 surface parking spaces with associated maneuvering areas;
- e. the proposal does not promote the objective of Open space (to encourage the provision of common open space through efficient site design), because the commercial development will not result in usable open space, and the townhome development will have minimal open space available to its residents;
- f. it cannot be determined if the proposal promotes or does not promote the objective of Public services (to encourage optimum use of available public utilities, streets and community facilities), as a traffic impact study is necessary to determine if modifications to existing public infrastructure will be necessary.

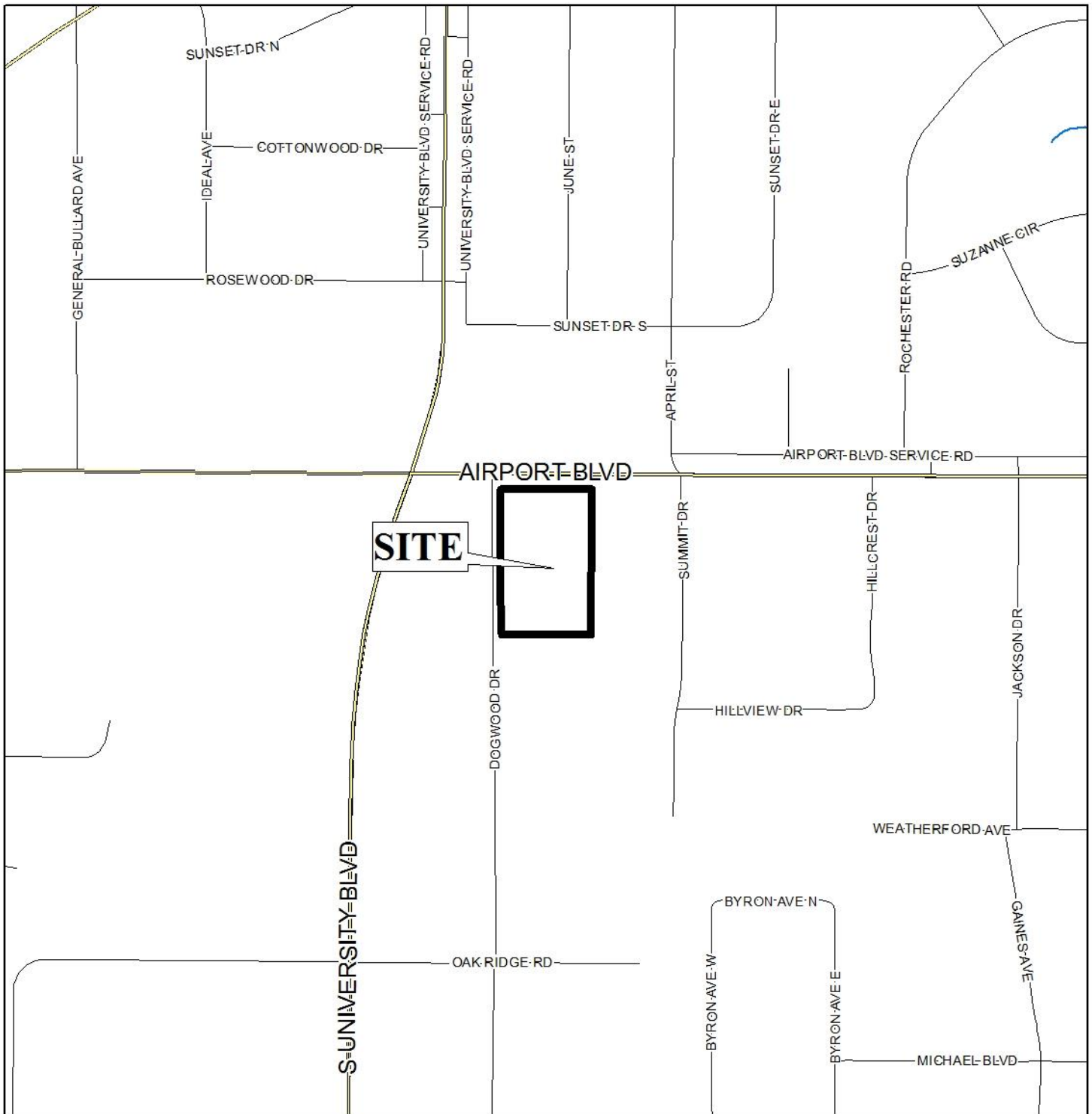
The Planned Unit Development request is recommended for Holdover until the April 5th meeting so that the following can be undertaken:

- 1) Submission of a traffic impact study by March 22, 2018; and
- 2) Revision of the site plan to indicate if a dumpster will be utilized for the townhome development.

Rezoning – Lot 1: R-1 to LB-2: The rezoning request is recommended for Holdover until the April 5th meeting so that revisions for the associated PUD request can be submitted.

Rezoning – Lot 2: R-1 to R-3: The rezoning request is recommended for Holdover until the April 5th meeting so that revisions for the associated PUD request can be submitted.

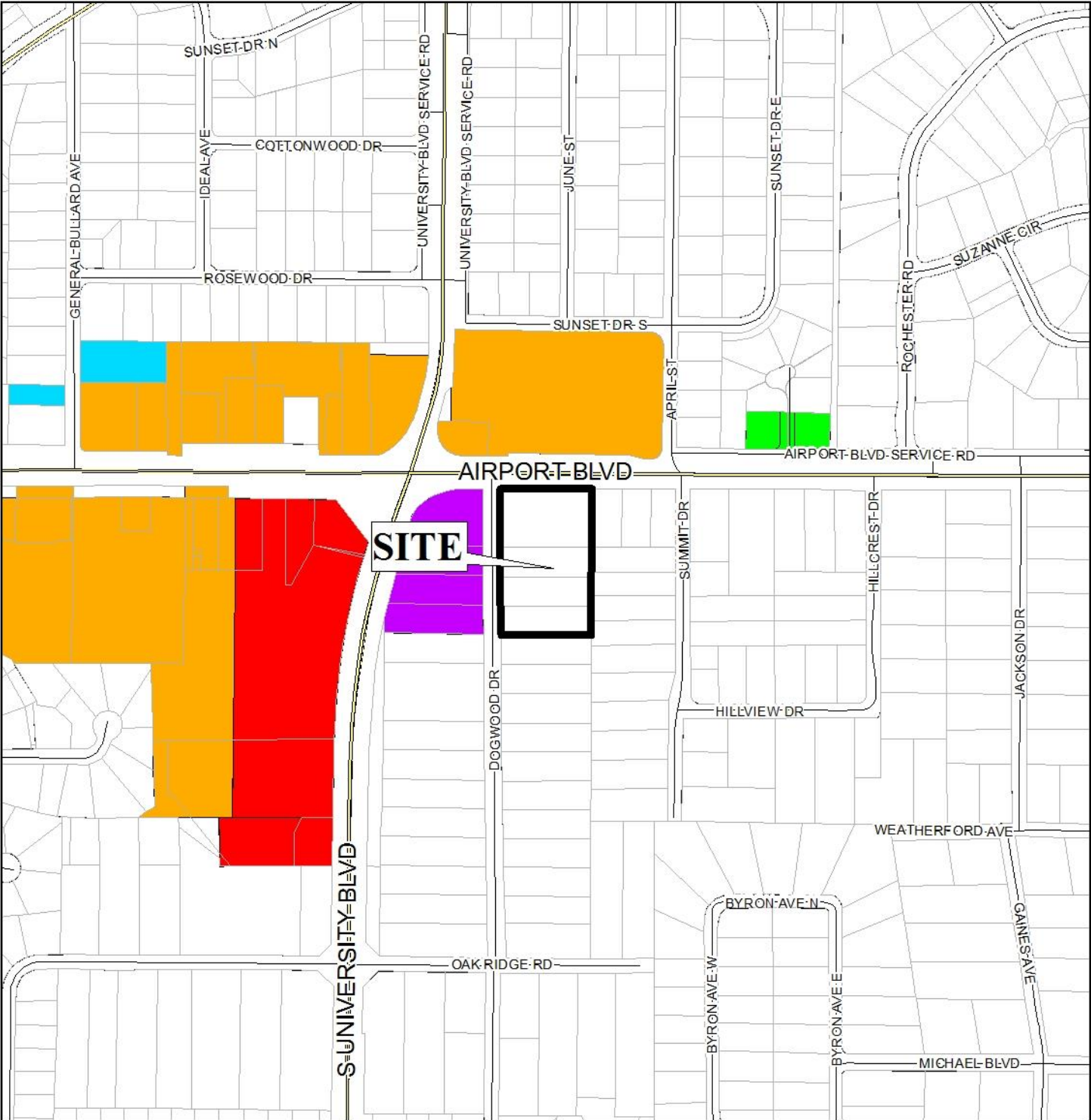
LOCATOR MAP



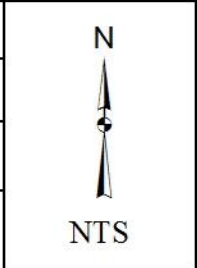
APPLICATION NUMBER 15 DATE March 1, 2018
APPLICANT Dogwood Airport Subdivision
REQUEST Subdivision, PUD, Rezoning from R-1 to LB-2 and R-3



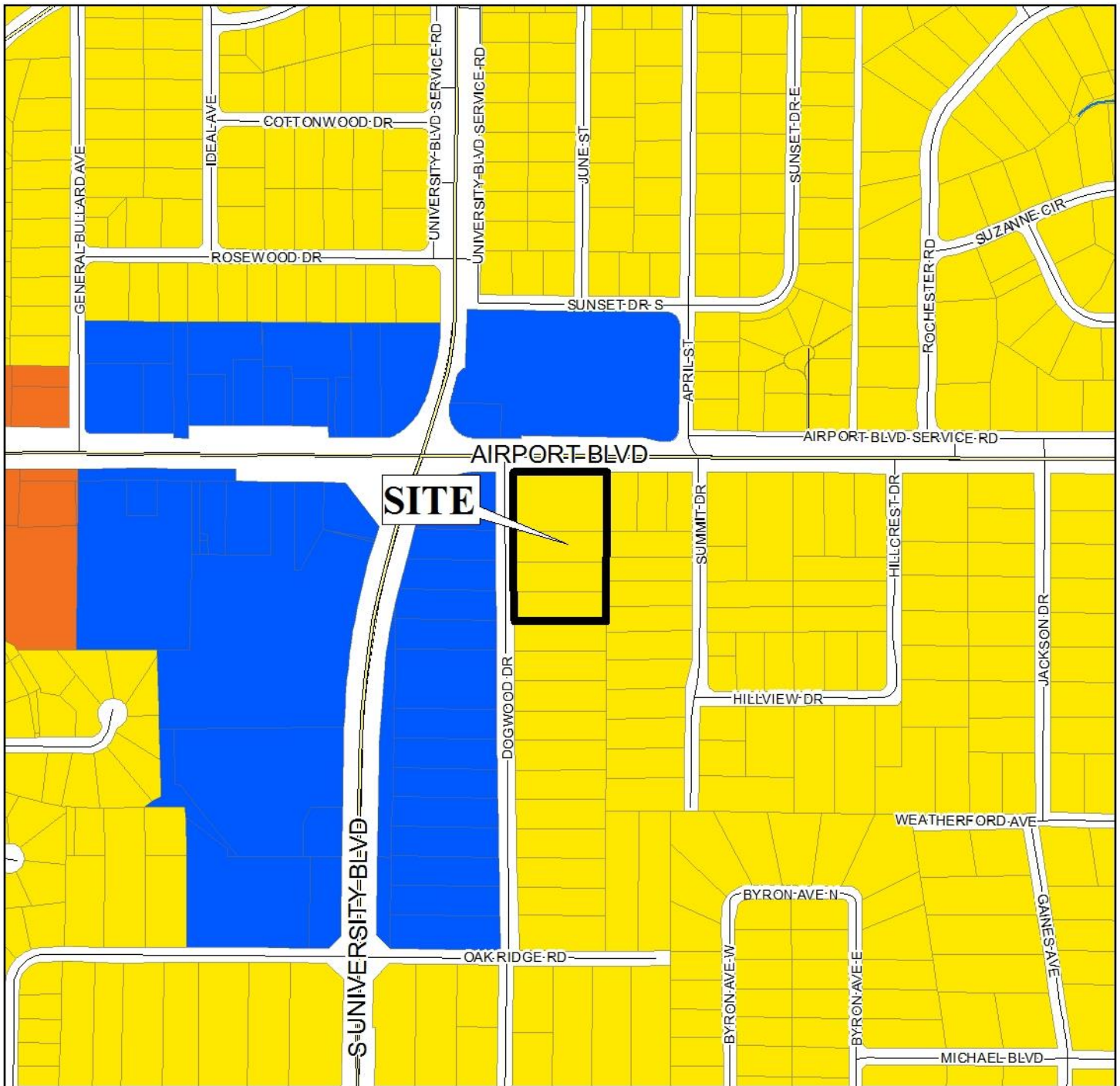
LOCATOR ZONING MAP



APPLICATION NUMBER 15 DATE March 1, 2018
 APPLICANT Dogwood Airport Subdivision
 REQUEST Subdivision, PUD, Rezoning from R-1 to LB-2 and R-3



FLUM LOCATOR MAP



APPLICATION NUMBER 15 DATE March 1, 2018

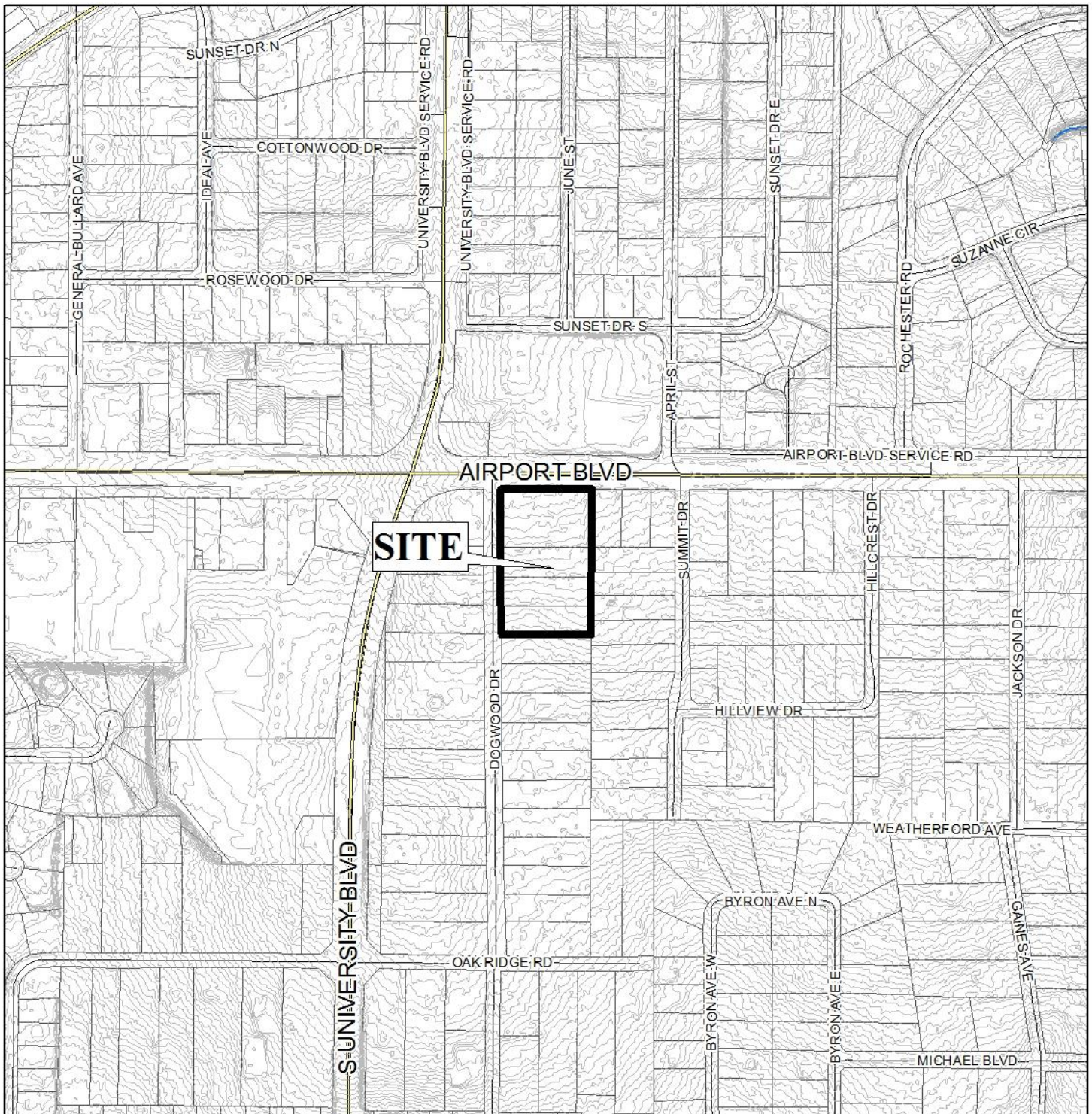
APPLICANT Dogwood Airport Subdivision

REQUEST Subdivision, PUD, Rezoning from R-1 to LB-2 and R-3

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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 | |



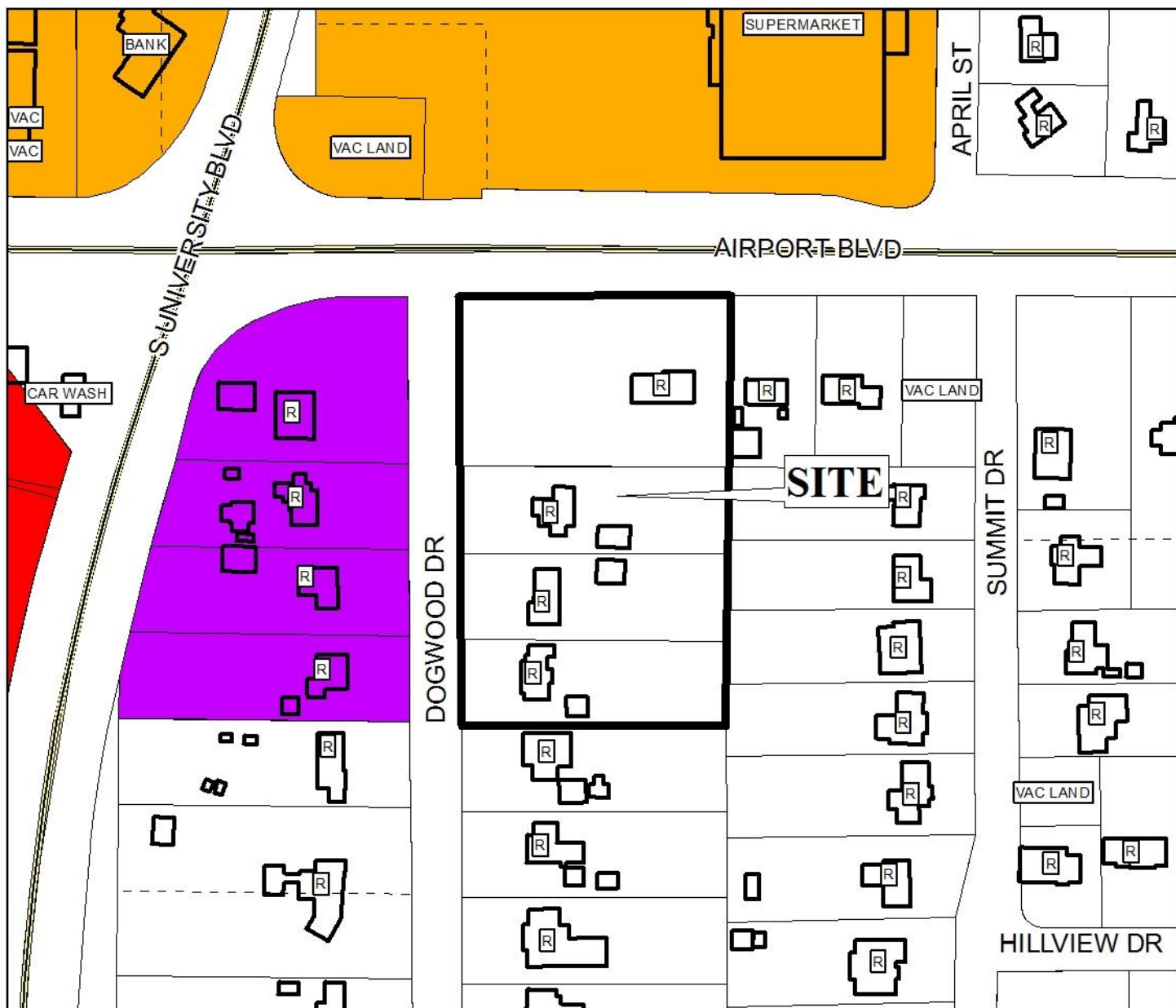
ENVIRONMENTAL LOCATOR MAP



APPLICATION NUMBER 15 DATE March 1, 2018
APPLICANT Dogwood Airport Subdivision
REQUEST Subdivision, PUD, Rezoning from R-1 to LB-2 and R-3



PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by residential units. Commercial units lie to the north.

APPLICATION NUMBER 15 DATE March 1, 2018

APPLICANT Dogwood Airport Subdivision

REQUEST Subdivision, PUD, Rezoning from R-1 to LB-2 and R-3

| | | | | | | | |
|-----|-----|------|-----|-----|------|-------|------|
| 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

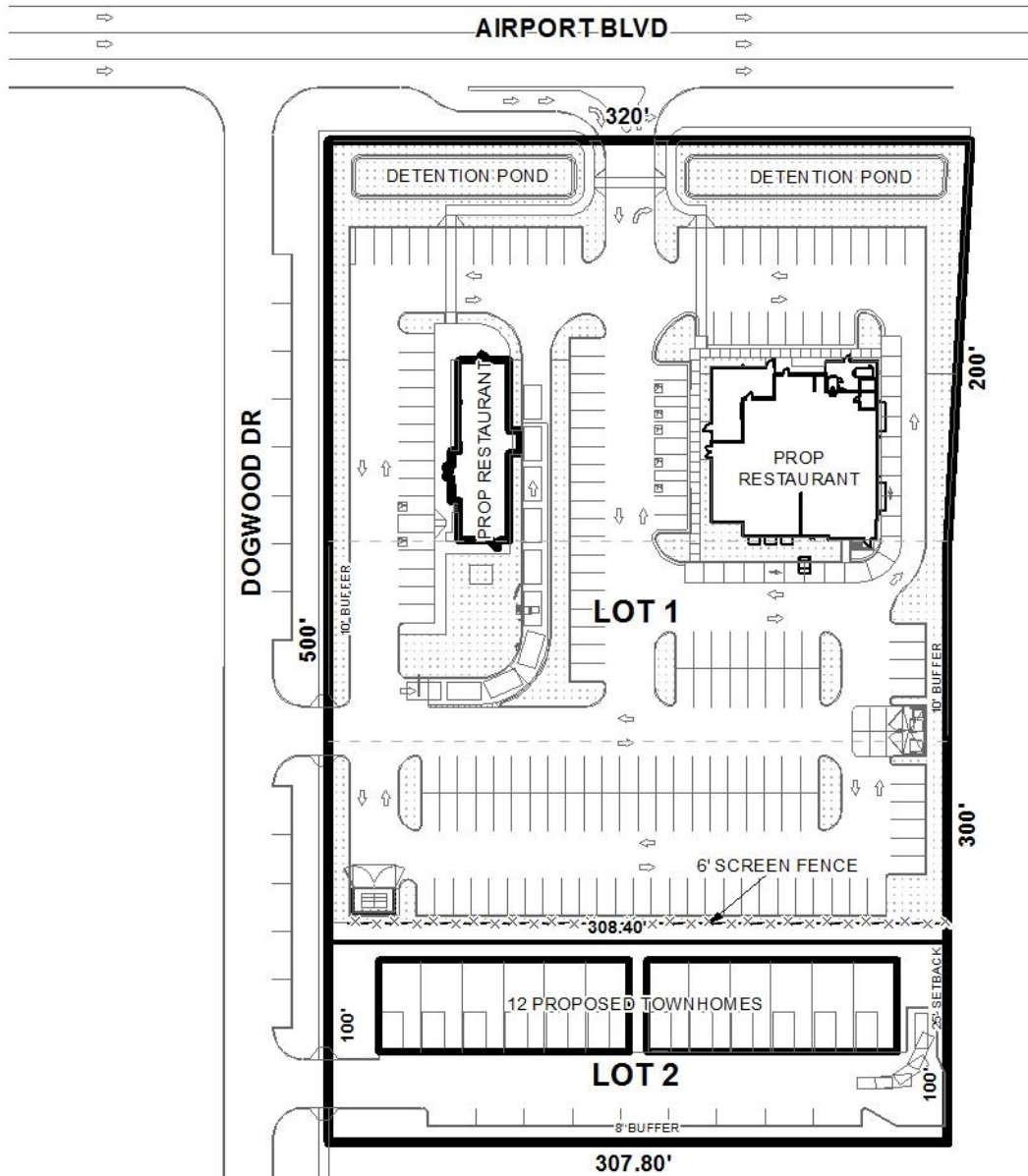


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SITE PLAN



The site plan illustrates the proposed restaurants, parking, and townhomes.

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