

**PUD &
SUBDIVISION STAFF REPORT****Date: October 16, 2003****DEVELOPMENT NAME**

Joe Bullard Cadillac

SUBDIVISION NAME

Joe Bullard Cadillac Subdivision

LOCATION1407 and 1409 East I-65 Service Road South
(Southeast corner of East I-65 Service Road South
and Pleasant Valley [Road] Circle)**PRESENT ZONING**

B-3, Community business

AREA OF PROPERTY

6.3± Acres

2 Lots

CONTEMPLATED USEMultiple buildings on a single building site for an
automobile dealership.**TIME SCHEDULE**

Immediate

ENGINEERING**COMMENTS**

The plat indicated the site is located entirely in FEMA Flood zone x-unshaded. **However,** the FEMA Floodway for Bolton's Branch is located in the southeast corner of the property where the FEMA Study was suspended. The portion of Bolton's Branch along the entire south property line of this site and the stream running north-south on the property labeled "Hummer Test Track" are probably subject to "periodic inundation which results in loss of life and property, health and safety hazards, disruption of commerce, extraordinary public expenditures for flood relief and protection," etc. Therefore, this property will be subject to full compliance with Part I (Land Disturbance requirements) and Part II (Construction within a Flood Plain) of the COM's Storm Water Drainage Ordinance.

In addition, the stream running north-south (Hummer Test Track) receives public storm water discharges from Pleasant Valley Road Circle and Pleasant Valley Road. Therefore, a drainage easement will be required.

Engineering requests a certified survey be required on Bolton's Branch prior to any permits being issued for this property. The survey should be performed by a licensed surveyor and coordinated with the Engineering Department prior to any clearing or other construction on the site. A survey should also be required after all construction is complete to determine any impact on the flood handling capacity of the stream.

The Engineering Department has received complaints from the residents of Delmar Drive and Shady Brook Drive, located immediately downstream from this proposed development, concerning flooding from Bolton's Branch. Therefore, if this site is

approved for development, it will be held to the highest possible standards to prevent further degradation of the flood-handling capacity of the stream and the downstream properties.

Must comply with all stormwater and flood control ordinances. Any work performed in the right of way will require a right of way permit.

TRAFFIC ENGINEERING

COMMENTS

Driveway number, sizes, location and design to be approved by Traffic Engineering and conform to AASHTO standards.

REMARKS

The applicant is proposing development of the site as an automobile dealership(s) with multiple buildings and shared access and parking.

The site is currently zoned B-3, which allows the proposed use. The purpose of these applications is to subdivide the multiple existing parcels into one legal lot of record and to allow three buildings that will have shared parking and access.

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 overall plan meets the general requirements for Planned Unit Development Approval. There are, however, a few site development details which should be addressed. The first relates to curb cuts and access.

There are several existing curb cuts to both East I-65 Service Road South and Pleasant Valley Road Circle. The plan submitted specifically reflects the closure of the existing cuts to Pleasant Valley Road Circle and proposes two new cuts. The existing cuts to East I-65 Service Road South are shown on the plan with no reference to closure, and a new cut is also shown. The existing cuts serve no real purpose and should be closed; especially given their proximity to the intersection.

Another point is the plan reflects vehicles parked on landscaped areas. Parking for all vehicles should be paved, and all landscaped areas should be used exclusively for landscaping.

As indicated by the Engineering Comments, there are several points of concern with regard to this site and the impacts that development may have on Bolton's Branch. The Engineering Comments also specify that the development will be required to comply with Part I (Land Disturbance requirements) and Part II (Construction within a Flood Plain) of

the COM's Storm Water Drainage Ordinance; provide a drainage easement along the stream running north-south (Hummer Test Track) that receives public storm water discharges from Pleasant Valley Road Circle and Pleasant Valley Road; provide a certified survey on Bolton's Branch prior to any permits being issued for this property (the survey to be performed by a licensed surveyor and coordinated with the Engineering Department prior to any clearing or other construction on the site), and a survey after all construction is complete to determine any impact on the flood handling capacity of the stream. Additionally, the Engineering Comments require that the development will be held to the highest possible standards to prevent further degradation of the flood-handling capacity of the stream and the downstream properties.

Also, as the site contains wetlands and would be considered environmentally sensitive, approvals from federal, state and local agencies will be required prior to the issuance of any permits.

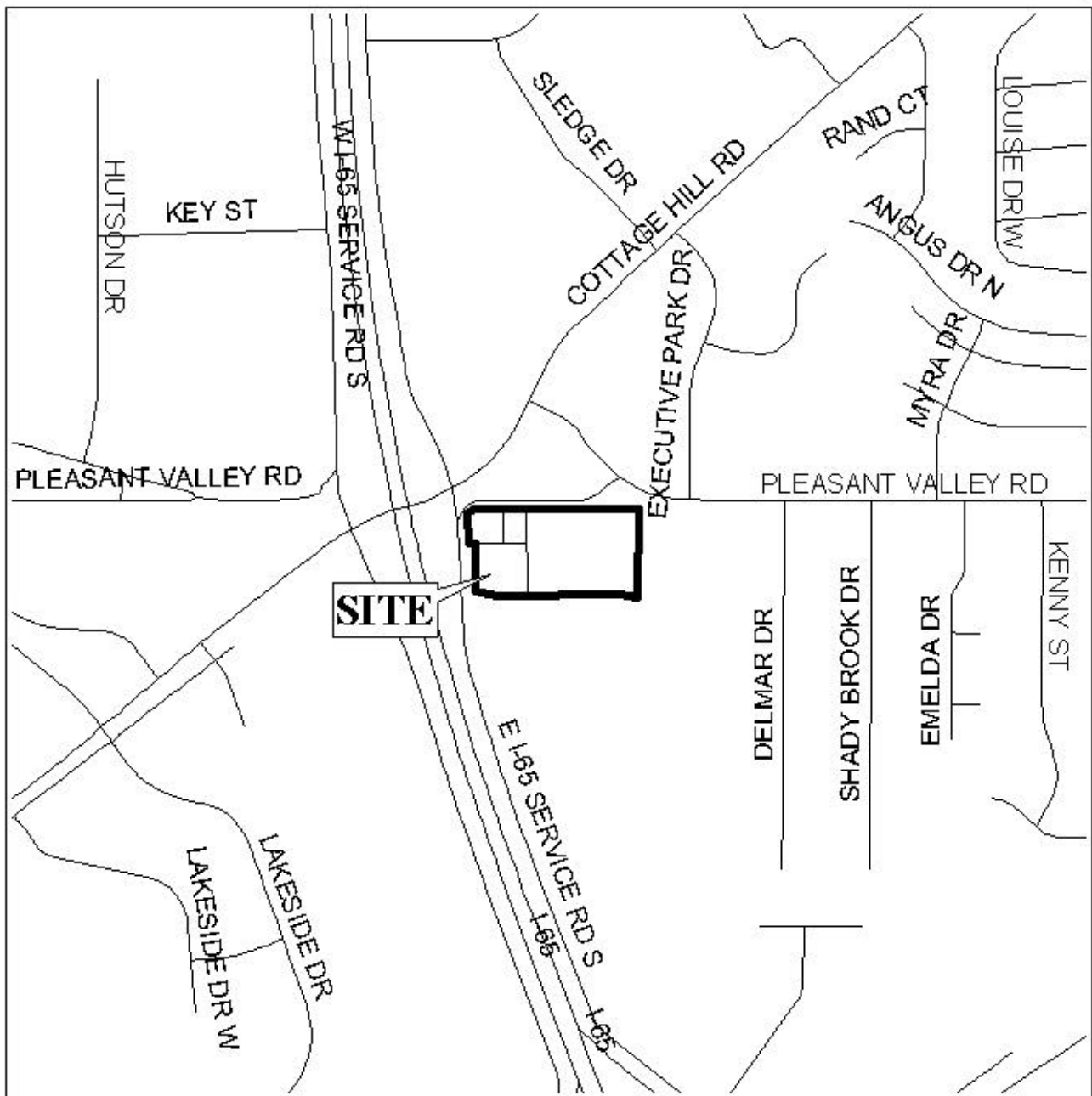
While initially there may appear to be many similarities between the engineering issues with this site and a recently denied PUD and Subdivision application on Cottage Hill Road, the major difference is that of degree and the existing impact and degradation. The wetlands impacted by this application are small and isolated, whereas the Cottage Hill Road site not only contained a large area of wetlands, but was also adjacent to and a part of a much larger wetlands habitat. Another difference is the existing, unpermitted work on the Cottage Hill site, whereas no work has occurred at this location.

As a side note, the plan appears to reflect the provision of two free-standing signs. The site has over 1,000 feet of street frontage, and would therefore be allowed up to two free-standing signs.

RECOMMENDATION **Planned Unit Development:** based on the preceding, it is recommended that this application be approved subject to the following conditions: 1) that the development will be required to comply with Part I (Land Disturbance requirements) and Part II (Construction within a Flood Plain) of the COM's Storm Water Drainage Ordinance; 2) provision of a drainage easement along the stream running north-south (Hummer Test Track) that receives public storm water discharges from Pleasant Valley Road Circle and Pleasant Valley Road; 3) provision of a certified survey on Bolton's Branch prior to any permits being issued for this property (the survey to be performed by a licensed surveyor and coordinated with the Engineering Department prior to any clearing or other construction on the site), and a survey after all construction is complete to determine any impact on the flood handling capacity of the stream; 4) that the development will be held to the highest possible standards to prevent further degradation of the flood-handling capacity of the stream and the downstream properties; 5) developer to obtain all necessary federal, state and local approvals prior to the issuance of any permits; 6) the site is limited to the three proposed curb cuts, all existing cuts shall be closed, paving materials removed, and curbing and landscaping materials to be installed; 7) no parking of vehicles on landscaped or unpaved areas (Zoning Ordinance requires all parking areas to be paved); and 8) full compliance with all municipal codes and ordinances.

Subdivision: the plat meets the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval, subject to the following conditions: 1) that the development be required to comply with Part I (Land Disturbance requirements) and Part II (Construction within a Flood Plain) of the COM's Storm Water Drainage Ordinance; 2) provision of a drainage easement along the stream running north-south (Hummer Test Track) that receives public storm water discharges from Pleasant Valley Road Circle and Pleasant Valley Road; 3) provision of a certified survey on Bolton's Branch prior to any permits being issued for this property (the survey to be performed by a licensed surveyor and coordinated with the Engineering Department prior to any clearing or other construction on the site), and a survey after all construction is complete to determine any impact on the flood handling capacity of the stream; 4) the development will be held to the highest possible standards to prevent further degradation of the flood-handling capacity of the stream and the downstream properties; 5) developer to obtain all necessary federal, state and local approvals prior to the issuance of any permits; and 6) placement of a note on the final plat stating that the site is limited to the three proposed curb cuts, all existing cuts shall be closed, paving materials removed, and curbing and landscaping materials to be installed.

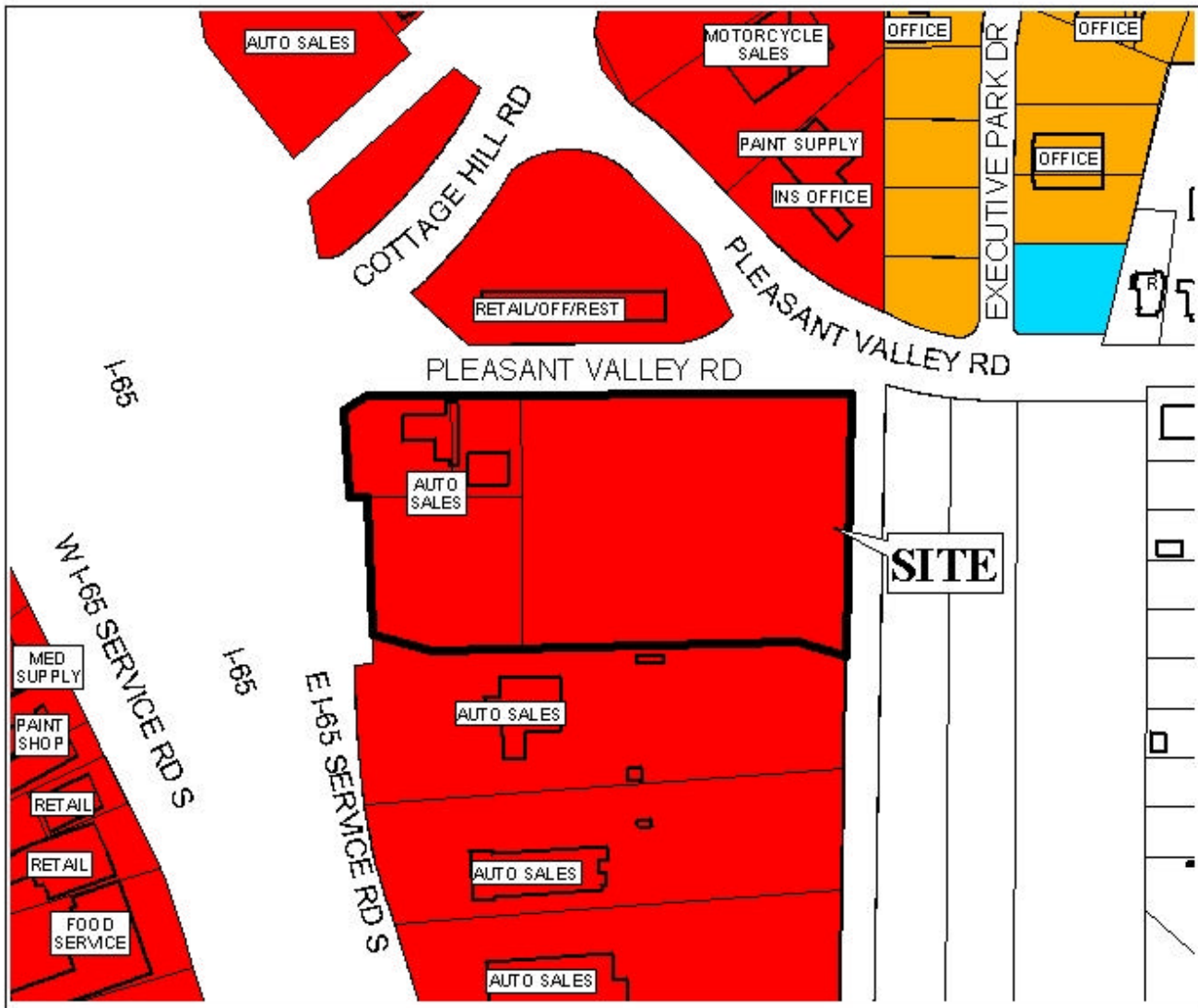
LOCATOR MAP



APPLICATION NUMBER 6, 7 DATE October 16, 2003
APPLICANT Joe Bullard Cadillac Subdivision
REQUEST Planned Unit Development and Subdivision

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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is located in an area of mixed land use.

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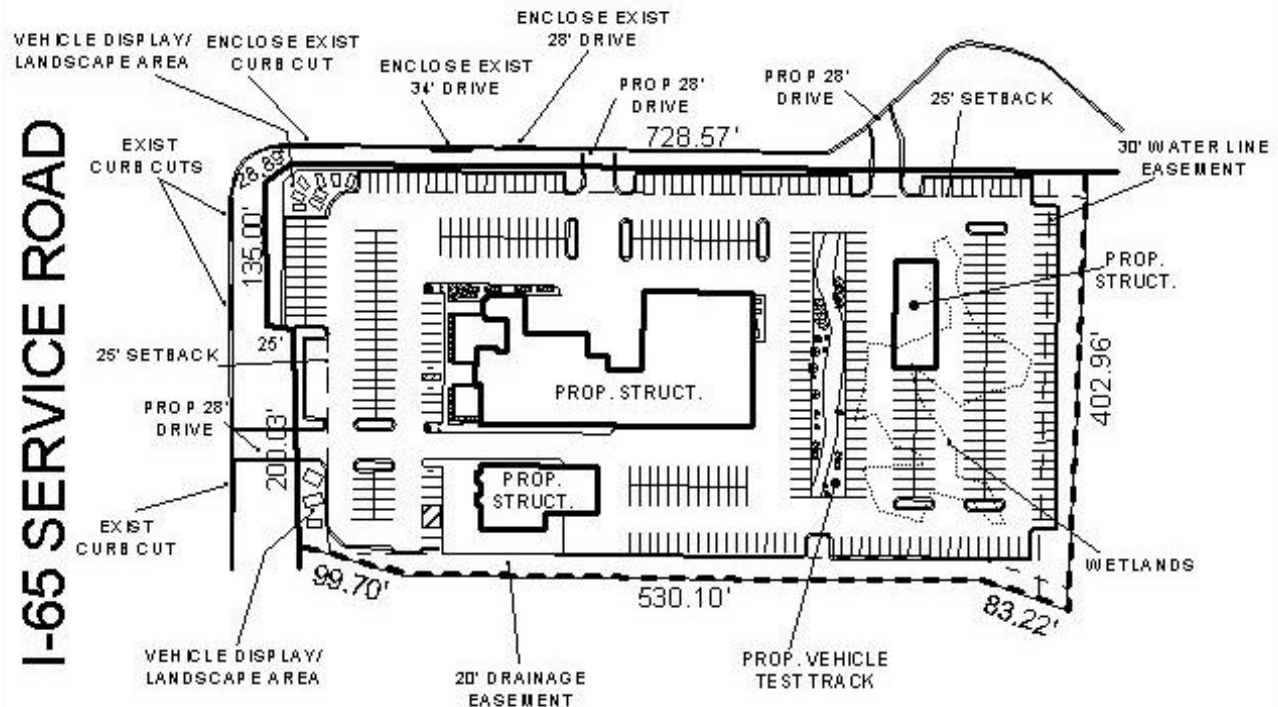
LEGEND



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SITE PLAN

PLEASANT VALLEY ROAD CIRCLE



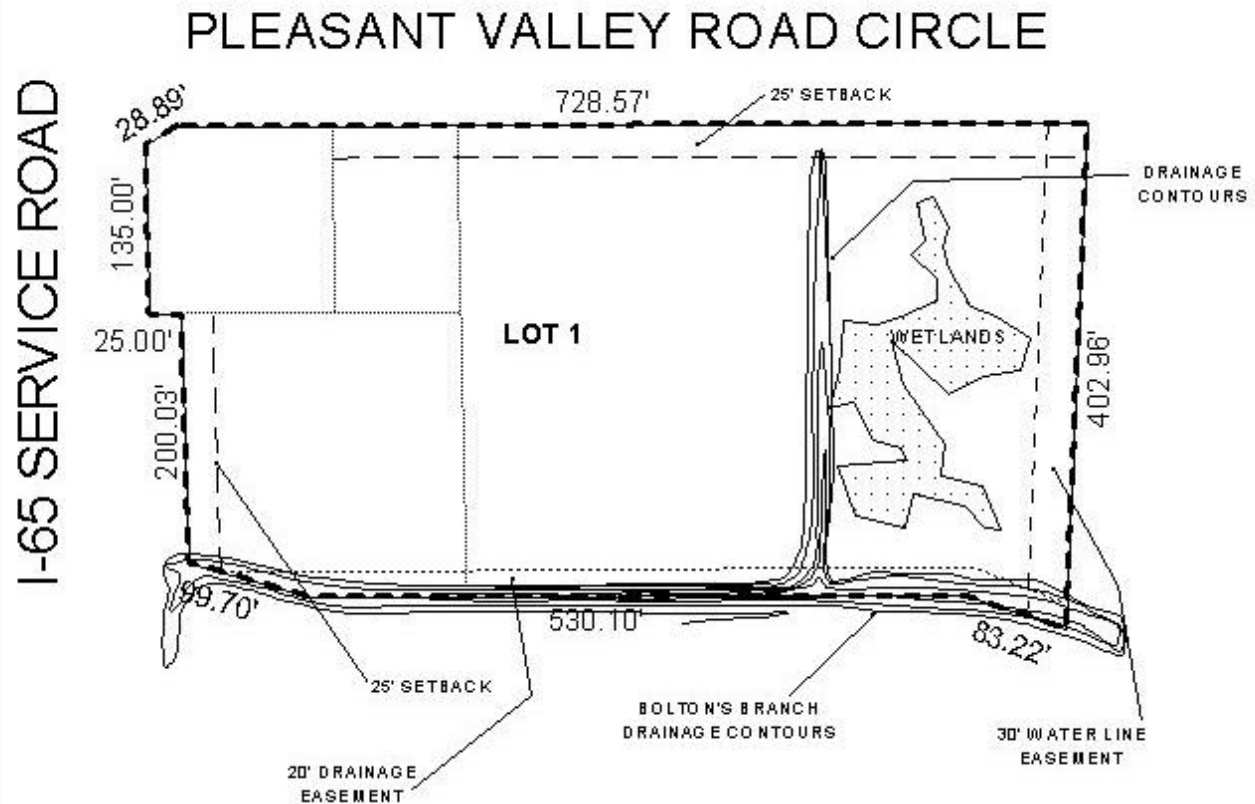
The site is located at the Southeast corner of East I-65 Service Road South and Pleasant Valley [Road] Circle. The plan illustrates the proposed structures, paving and landscaping.

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DETAIL SITE PLAN



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