

**PLANNED UNIT DEVELOPMENT  
& SUBDIVISION STAFF REPORT****Date: January 19, 2012****DEVELOPMENT NAME**

Westgate Pavilion Subdivision

**SUBDIVISION NAME**

Westgate Pavilion Subdivision

**LOCATION**7460 Airport Boulevard  
(North side of Airport Boulevard, 405'± West of Border  
Circle West)**CITY COUNCIL****DISTRICT**

District 7

**AREA OF PROPERTY**

5-Lots / 27.9± acres

**CONTEMPLATED USE**

Planned Unit Development Approval to allow shared access and parking between five building sites, and Subdivision approval to create 5 legal lots.

**TIME SCHEDULE****FOR DEVELOPMENT**

Immediate

**ENGINEERING****COMMENTS**

Any work performed in the existing ROW (right-of-way) will require a ROW permit from the City of Mobile Engineering Department (208-6070) and must comply with all City of Mobile ROW code and ordinances. A complete set of construction plans for the site work (including drainage, utilities, grading, stormwater systems, paving) will be required to be submitted with the Land Disturbance permit. These plans are to be submitted and approved prior to beginning any of the construction work. Must comply with all storm water and flood control ordinances Of the City of Mobile. An ADEM NOI is required for any land disturbance activity over 1 acre. Provide a copy of the ADEM registration information for the site prior to the issuance of a Land Disturbance permit. According to the FEMA flood map information, this property is located within a Special Flood Hazard Area. You will need to show and label the flood hazard area(s) on your plat and plans. All development will be required to comply with the City of Mobile Flood Plain Management codes and ordinances.

**TRAFFIC ENGINEERING****COMMENTS**

Driveway number, size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Access to Airport Boulevard should be limited to two driveways for Lot 2. All other parcels (Lots 1, 3, 4, and 5) should be designated as having no direct access to Airport Boulevard, with driveways to Lot 2 as far as practical from Airport Boulevard to prevent back-ups Airport Boulevard, as approved by Traffic Engineering. The proposed driveway at east side of the property aligns with the public street McKenna Court; pavement markings for driveway should indicate a through/left arrow for the middle lane. A traffic impact study was prepared for this development. The developer's traffic engineer has addressed the initial comments made by Traffic Engineering and has submitted a

revised study. Traffic Engineering is still in the process of making a thorough review of the study and would request a holdover to allow more time to review the recommendations in the study.

## **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).

Preservation status is to be given to the 45" Live Oak Tree located on the South East corner of Parcel 1 next to proposed entrance. Any work on or under this tree is to be permitted and coordinated with Urban Forestry; removal to be permitted only in the case of disease or impending danger.

Mobile Tree Commission Permit is required before removing existing trees from city right of way. Existing Bald Cypress trees located on the Airport Boulevard median may be impacted from Traffic Signal improvements.

## **FIRE DEPARTMENT**

### **COMMENTS**

All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.

### **REMARKS**

The applicant is seeking Planned Unit Development Approval to allow shared access and parking between four building sites, and Subdivision approval to create 5 legal lots of record from a metes and bounds parcel. The site is located in Council District 7, and according to the applicant is served by public water and sanitary sewer.

The purpose of this application is to create five lots containing new development, and to create a PUD that allows shared access and parking across four of the (Lots 2-5) created lots.

The proposed Planned Unit Development site plan exceeds the minimum requirements of the Zoning Ordinance concerning parking spaces required; however, it should be pointed out that landscaping percentages and tree location on not illustrated on the site plan. Therefore, the provision of the percentages of front and total landscaping and the number of trees required for the entire site should be noted on the revised PUD site plan.

It should also be noted since the submitted PUD plan illustrates a proposed building on Lot 2 and no other structures on the four other lots, a revised PUD application for each project would be required to be submitted and approved prior to the issuance of any permits.

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. **PUD approval is site plan specific**, thus any changes to the site plan / Subdivision plat will require approval by the Planning Commission.

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 fronts Airport Boulevard, a major street as identified on the Major Street Component of the Comprehensive Master Plan and as such requires 100-feet of right-of way; however, at this location 140-foot is provided, therefore no dedication would be required.

As access management is a concern, the preliminary plat illustrates the five lots with at least 60-feet of road frontage along Airport Boulevard. Lot 2, the location of the anchor store (71,680 square feet) with two road frontages onto Airport Boulevard provides access to Lots 3-5 by the two internal driveways. The westernmost driveway of 30 feet would allow direct access from Lots 4 and 5 and the eastern driveway of 35-feet would allow direct access from Lot 3. The two access points limit the development to two curb cuts as illustrated in the Traffic Impact Study submitted by the applicant.

Traffic Engineering has stated that the Traffic Impact Study submitted for the development. However, Traffic Engineering is still in the process of making a thorough review of the study and would request a holdover to allow more time to review the recommendations in the study.

The proposed site plan illustrates a compactor located in the rear of the building it should be noted that ALL dumpsters/compactors must meet the buffer requirements of the Zoning Ordinance and be screened with a minimum six-foot solid privacy fence.

Lighting of the parking area and site must comply with Sections 64-4.A.2 and 64-6.A.3.C of the Zoning Ordinance.

It should be noted that the site contains floodplains (and possibly wetlands) associated with Milkhouse Creek. The presence of floodplains (and possibly wetlands) indicate that the area may be environmentally sensitive; therefore, the approval of all applicable federal, state and local agencies would be required prior to the issuance of any permits or land disturbance activities. The Northwest portion of the site also appears to have significant elevation changes, thus the applicant should take proper precautions to minimize erosion and stream siltation during site clearing and development.

The geographic area defined by the city of Mobile and its planning jurisdiction, including this site, may contain Federally-listed threatened or endangered species as well as protected non-game species. Development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species.

The applicant has illustrated the location of signage on Lots 2-5; however, no illustration, size, height of signs were submitted. Moreover, the sign regulations of the Zoning Ordinance allows

each single-building site one-freestanding sign, one square foot per linear foot of road frontage, not to exceed 200 square feet and allows two wall signs of 30 percent of the face front of the building side not to exceed 350 square feet. Therefore, Lots 4 & 5 would be allowed the maximum signage; however, Lot 3 would be allowed 143 square footage of freestanding signage and Lot 2 would only be allowed approximately 189 square foot. It would seem appropriate to allow each lot the maximum allowed freestanding signage since this entire development has over 1,200 linear feet of road along Airport Boulevard.

**RECOMMENDATION**

**Subdivision:** Based on the preceding, this application is recommended for Holdover until the February 16, 2012, meeting, with revisions due to the Planning Section of Urban Development by noon on Friday, January 27, 2012, to address the following:

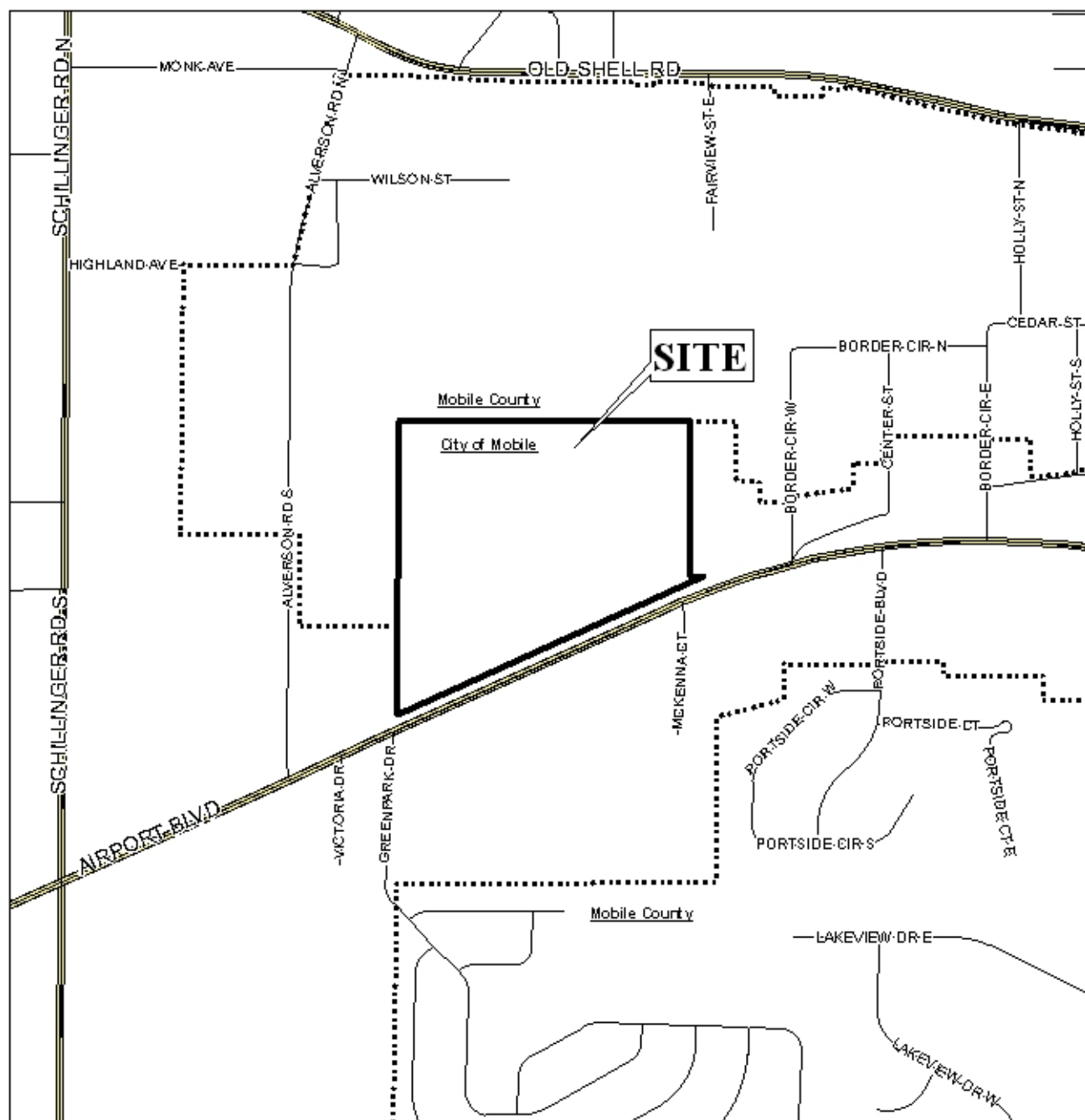
- 1) revisions to the associated Planned Unit Development as outlined;
- 2) compliance with Engineering Comments: *(Any work performed in the existing ROW (right-of-way) will require a ROW permit from the City of Mobile Engineering Department (208-6070) and must comply with all City of Mobile ROW code and ordinances. A complete set of construction plans for the site work (including drainage, utilities, grading, stormwater systems, paving) will be required to be submitted with the Land Disturbance permit. These plans are to be submitted and approved prior to beginning any of the construction work. Must comply with all storm water and flood control ordinances Of the City of Mobile. An ADEM NOI is required for any land disturbance activity over 1 acre. Provide a copy of the ADEM registration information for the site prior to the issuance of a Land Disturbance permit. According to the FEMA flood map information, this property is located within a Special Flood Hazard Area. You will need to show and label the flood hazard area(s) on your plat and plans. All development will be required to comply with the City of Mobile Flood Plain Management codes and ordinances.);*
- 3) compliance with Urban Forestry comments *(Preservation status is to be given to the 45" Live Oak Tree located on the South East corner of Parcel 1 next to proposed entrance. Any work on or under this tree is to be permitted and coordinated with Urban Forestry; removal to be permitted only in the case of disease or impending danger. Mobile Tree Commission Permit is required before removing existing trees from city right of way. Existing Bald Cypress trees located on the Airport Boulevard median may be impacted from Traffic Signal improvements.);*
- 4) compliance with Traffic Engineering comments *(Driveway number, size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Access to Airport Boulevard should be limited to two driveways for Lot 2. All other parcels (Lots 1, 3, 4, and 5) should be designated as having no direct access to Airport Boulevard, with driveways to Lot 2 as far as practical from Airport Boulevard to prevent back-ups Airport Boulevard, as approved by Traffic Engineering. The proposed driveway at east side of the property aligns with the public street McKenna Court; pavement markings for driveway should indicate a through/left arrow for the middle lane. A traffic impact study was prepared for this development. The developer's traffic engineer has addressed the initial comments made by Traffic Engineering and has submitted a revised study. Traffic Engineering is still in the process of making a thorough review of the study and would request a holdover to allow more time to review the recommendations in the study.);*

- 5) placement of a note on the Final Plat stating that approval of all applicable federal, state, and local agencies for endangered, threatened, or otherwise protected species is required prior to the issuance of any permits or land disturbance activities;

**Planned Unit Development:** Based on the preceding, this application is recommended for Holdover until the February 16, 2012, meeting, with revisions due to the Planning Section of Urban Development by noon on Friday, January 27, 2012, to address the following:

- 1) to allow Traffic Engineering to more thoroughly review recommendations of the Traffic Impact Study; and
- 2) the illustration of landscaping percentages and the number of trees on the total development as required by The Zoning Ordinance.

## LOCATOR MAP



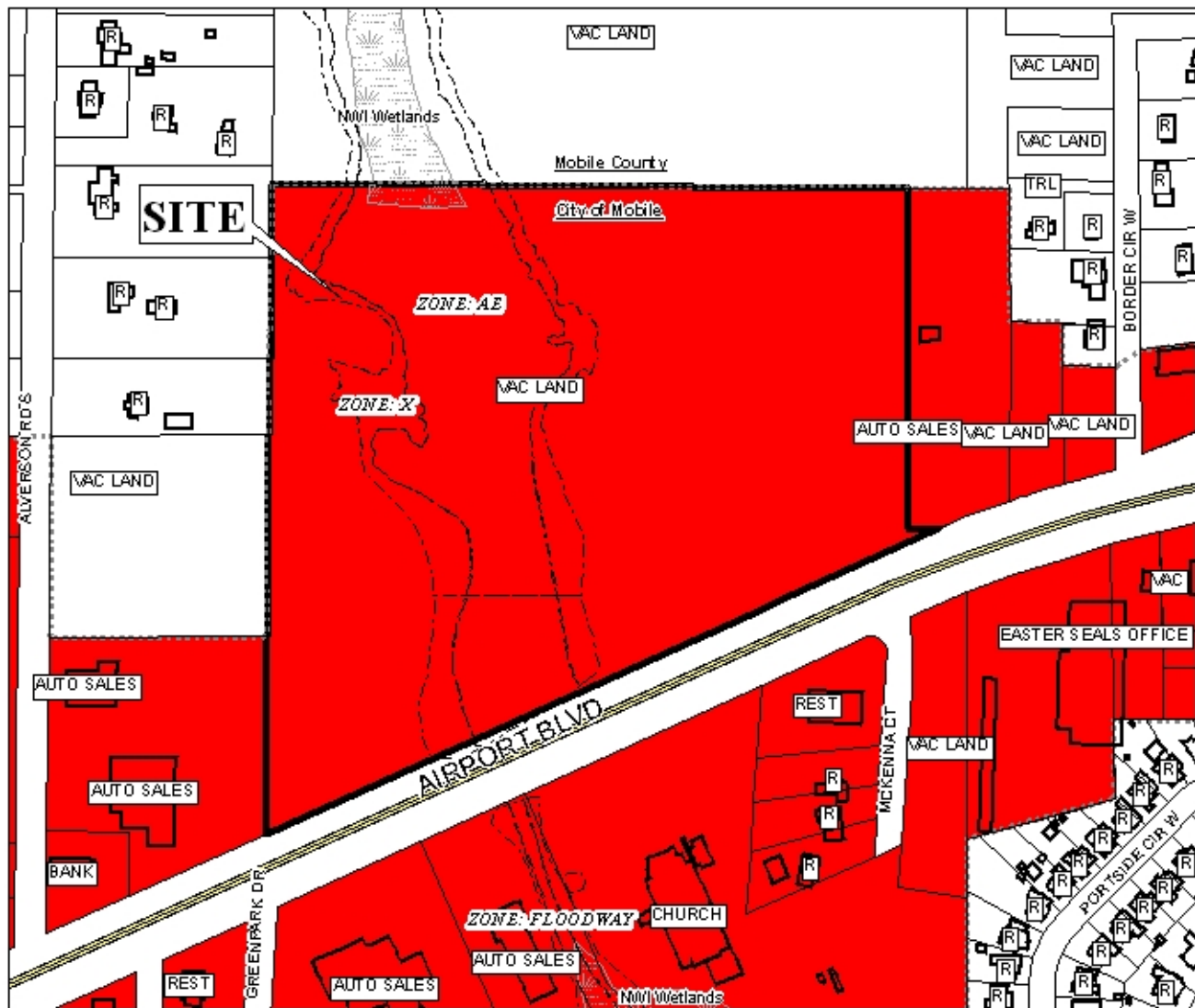
APPLICATION NUMBER 18 & 19 DATE January 19, 2012

APPLICANT Westgate Pavillion Subdivision

REQUEST Subdivision, Planned Unit Development



# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial land use.  
Residential land use is located to the west of the site.

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LEGEND

R-1	R-2	R-3	R-A	R-B	H-B	T-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2
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# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



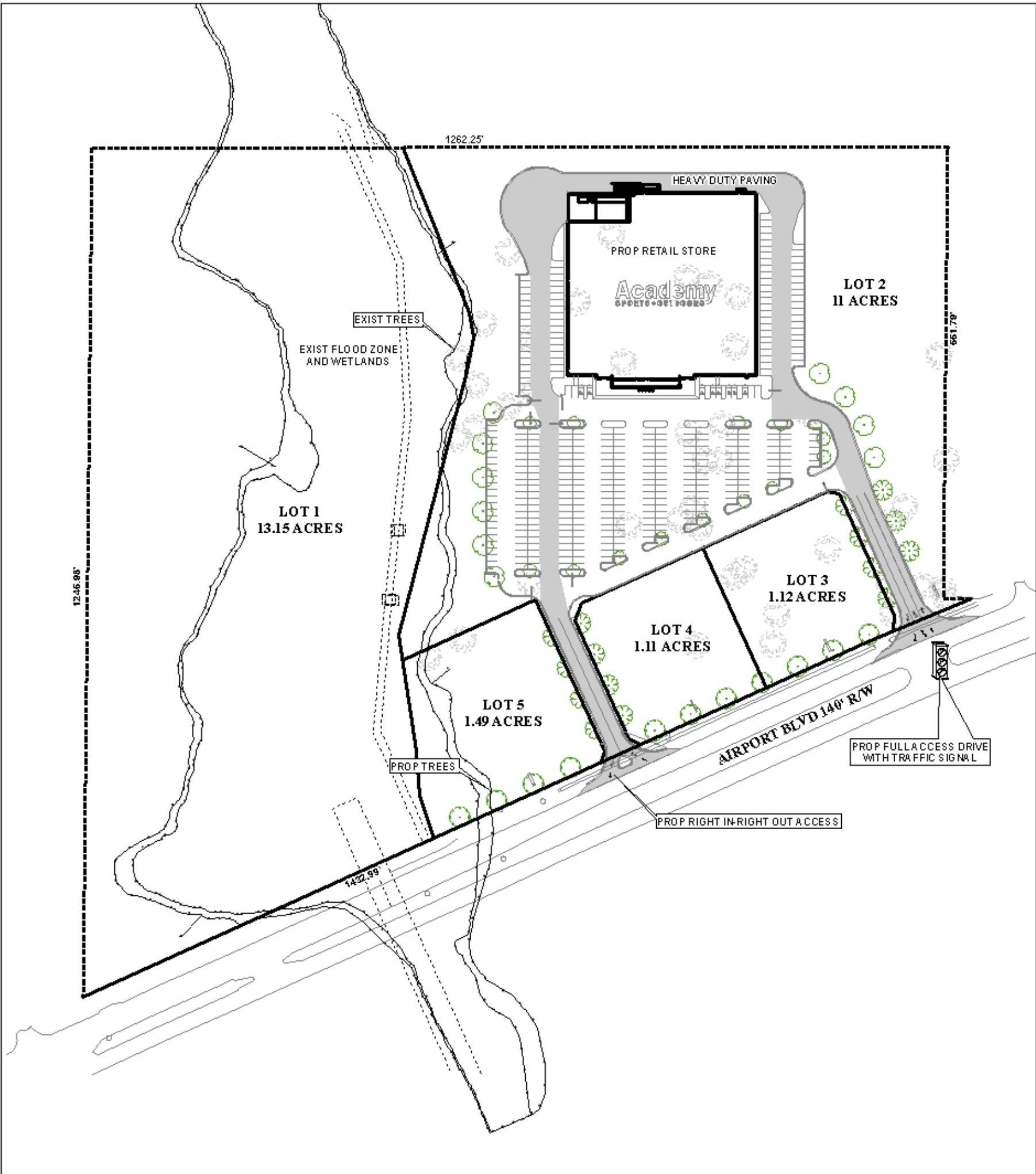
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SITE PLAN



The site plan illustrates the proposed retail store development.

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