

**PUD &
SUBDIVISION STAFF REPORT****Date: March 4, 2004**

<u>APPLICANT NAME</u>	City of Mobile
<u>DEVELOPMENT NAME</u>	Mobile Landing
<u>SUBDIVISION NAME</u>	Mobile Landing Subdivision
<u>LOCATION</u>	North side of Eslava Street, extending from the CSX Railroad right-of-way to the Mobile River
<u>CITY COUNCIL DISTRICT</u>	District 2
<u>PRESENT ZONING</u>	I-1, Light Industrial I-2, Heavy Industrial (B-4, General Business pending)
<u>AREA OF PROPERTY</u>	8.26± Acres 2 Lots
<u>CONTEMPLATED USE</u>	Cruise Terminal and Maritime Center/Museum with shared access and shared parking between multiple building sites.
<u>TIME SCHEDULE</u>	Immediate
<u>ENGINEERING COMMENTS</u>	Must comply with all stormwater and flood control ordinances. Any work performed in the right of way will require a right of way permit.
<u>TRAFFIC ENGINEERING COMMENTS</u>	Driveway number, sizes, location and design to be approved by Traffic Engineering and conform to AASHTO standards.
<u>REMARKS</u>	The applicant is proposing development of the site as a cruise terminal and maritime center. The development will include the terminal, docking and service facilities, retail space, a parking deck, a maritime center and museum as well as the waterfront promenade. The site is also the planned docking facility for passenger ferries to the Eastern Shore.

The site is located at Mobile Landing, which is immediately adjacent to Cooper Riverside Park – South of the Arthur Outlaw Convention Center. Access is to be via two new street

level entrances from Water Street, entrance and exit ramps from Canal/Water Streets and a drive from Eslava Street.

The site was recently presented to the Planning Commission for rezoning. The Commission recommended approval of the request, which is now pending before the City Council and will be heard on April 13.

The site plan submitted indicates two separate buildings on the overall site – which is to consist of two separate lots. When the rezoning application was presented it was with the understanding that the appropriate PUD and/or subdivision applications would be submitted as soon as the lot or lease parcel dimensions were determined. Plan development has now progressed such that these determinations have been made and the appropriate applications could be submitted.

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 plan meets the requirements for PUD approval.

As the proposed development is new, compliance with all municipal codes and ordinances will be required. Given the uniqueness of development along the waterfront and the multilevel parking deck, full compliance with tree plantings would not be possible. Tree planting requirements for the total number of parking spaces would be at least 42 understory trees, perimeter tree requirements would exceed 150, for a total of approximately 200 trees. While the site will surely be landscaped and planted in an attractive manner, a literal interpretation of the number of trees is simply not appropriate for the site or the development. Therefore, coordination of tree plantings to the greatest degree possible with Urban Forestry would be an appropriate solution (the Urban Forester has the authority to allow contributions to the tree bank in lieu of on site plantings in some instances where plantings on site are not practicable).

RECOMMENDATION

Planned Unit Development: based on the preceding, it is recommended that this application be approved, subject to the following conditions; 1) full compliance with all municipal codes and ordinances (including coordination of tree plantings to the greatest degree possible with Urban Forestry).

Subdivision: the plat meets the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval subject to the following conditions: 1) placement of a note on the final plat stating size, location and design of curb cuts to be approved by the Traffic Engineering Department.

A map of downtown Mobile, Alabama, showing the Mobile River and surrounding streets. A rectangular area on the riverbank is labeled "SITE". The map includes the following streets and landmarks:

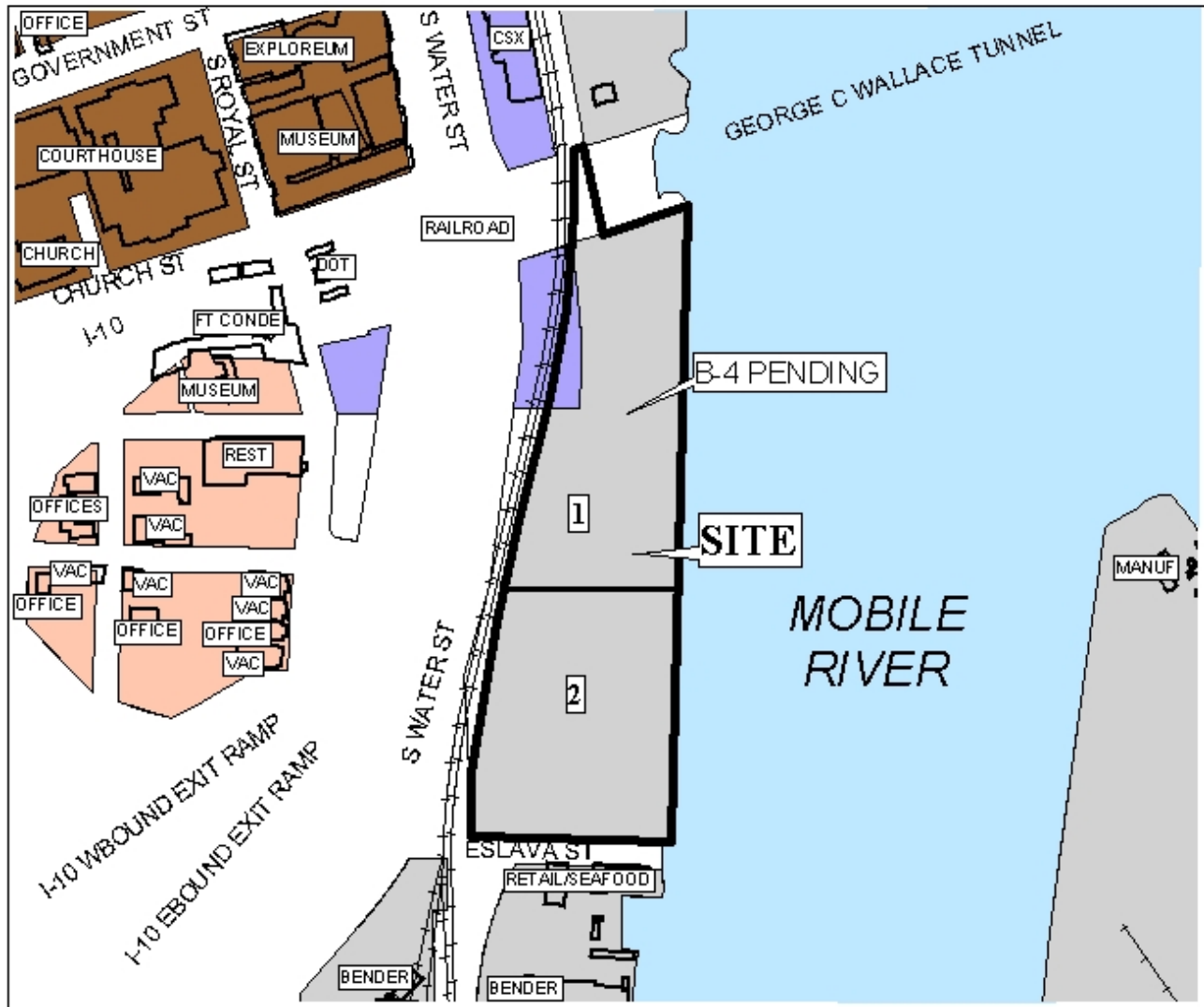
- Streets:** ST ANTHONY ST, ST LOUIS ST, ST MICHAEL ST, ST FRANCIS ST, DAUPHIN ST, CONTI ST, GOVERNMENT ST, CHURCH ST, THEATRE ST, MONROE ST, S JACKSON ST, S LAWRENCE ST, S HAMILTON ST, S CLAIBORNE ST, ST EMANUEL ST, S ROYAL ST, CANAL ST, OLD WATER ST, N WATER ST, S WATER ST, S JACKSON ST, S LAWRENCE ST, S HAMILTON ST, S CLAIBORNE ST, ST EMANUEL ST, S ROYAL ST, CANAL ST, OLD WATER ST.
- Highways:** I-10, I-65, ADDSCOR RD, B GATE RD.
- Landmarks:** BANKHEAD TUNNEL, MOBILE RIVER, I-10 EB/BOUND EXIT RAMP.
- Other:** A rectangular area on the riverbank is labeled "SITE".

REQUEST Planned Unit Development and Subdivision

Notes

NTS

PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



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

APPLICATION NUMBER 1 & 2 DATE April 1, 2004

APPLICANT City of Mobile

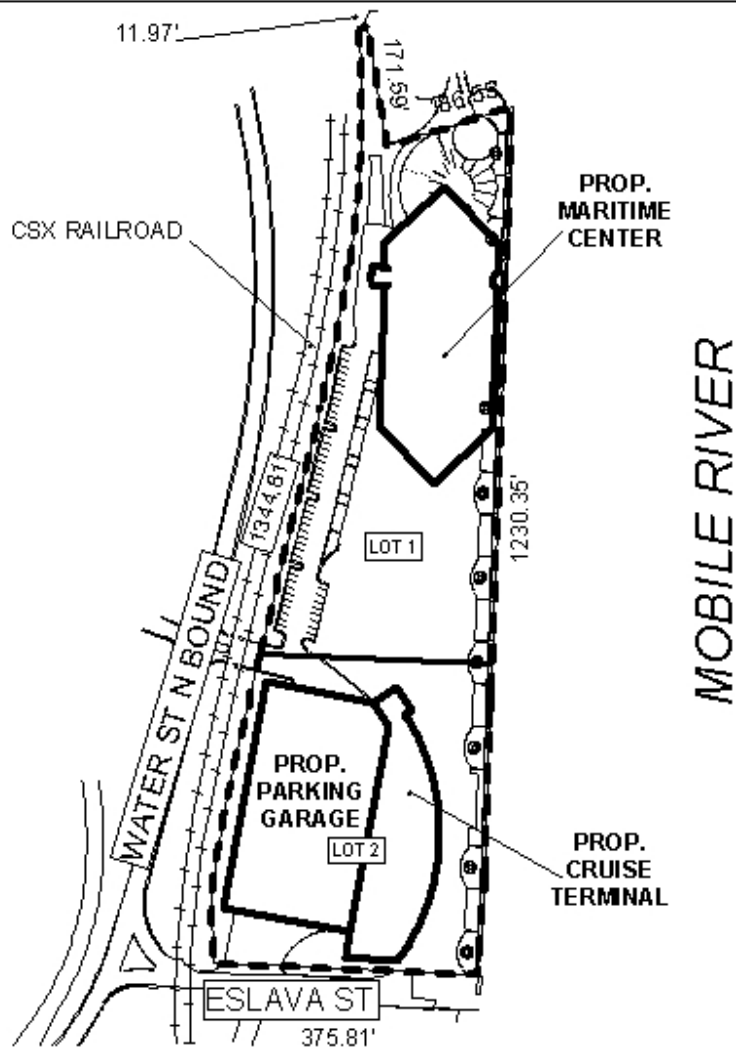
REQUEST Planned Unit Development and Subdivision

LEGEND



N
NTS

SITE PLAN



The site is located between the Mobile River and the CSX Railroad tracks in an area of mixed land use.

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