

**PLANNED UNIT DEVELOPMENT
& SUBDIVISION STAFF REPORT****Date: June 5, 2008**

<u>DEVELOPMENT NAME</u>	ZPM
<u>SUBDIVISION NAME</u>	ZPM Subdivision
<u>LOCATION</u>	South side of Grelot Road, 520'± East of Knollwood Drive.
<u>CITY COUNCIL DISTRICT</u>	District 6
<u>AREA OF PROPERTY</u>	5 lots / 3± acres
<u>CONTEMPLATED USE</u>	Planned Unit Development Approval to allow multiple buildings on a single building site in a private street commercial subdivision, and Subdivision Approval to create 5 lots.
<u>TIME SCHEDULE FOR DEVELOPMENT</u>	Immediate
<u>ENGINEERING COMMENTS</u>	Must comply with all storm water and flood control ordinances. Cannot concentrate storm water runoff to an adjacent property without a release agreement or a private drainage easement. Must provide detention for any impervious area added since 1984 in excess of 4,000 square feet. Any work performed in the right of way will require a right of way permit. Need to verify that there is sufficient capacity for the receiving drainage system to accept drainage from this property.
<u>TRAFFIC ENGINEERING COMMENTS</u>	Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Final approval for all driveways, proposed and existing will be given upon submittal of final plans.
<u>URBAN FORESTRY COMMENTS</u>	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).
<u>FIRE DEPARTMENT COMMENTS</u>	All projects must comply with the requirements of the 2003 International Fire Code, including Appendices B through D, as adopted by the City of Mobile, and the 2003 International Existing Building Code, as appropriate. Shall comply with Section 508.5.1 of the 2003 IFC.

REMARKS

The applicant is seeking Planned Unit Development Approval to allow multiple buildings on a single building site in a private street commercial subdivision, and Subdivision Approval to create 5 lots. The site is located in Council District 6, and according to the applicant is served by public water and sanitary sewer.

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.

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 must be approved by the Planning Commission.

The site is located on Grelot Road, a major street with an existing 100' right-of-way, in compliance with the Major Street Plan; therefore, no dedication or additional setback is required. However, as with all major streets, access management is a concern. If approved, the site should be limited to the private road access to Grelot Road, and a note placed on the final plat stating that Lots 4 and 5 are denied curb cuts or direct access to Grelot Road.

In this instance, in addition to the multiple buildings, the PUD is required to allow the private road commercial subdivision. While it is not uncommon for commercial developments/subdivisions to have private or internal circulation roads, the applicant submitted no justification with the application for consideration as a private road subdivision.

The plat illustrates an existing 40' service road right-of-way, which is noted as "to be vacated". This right-of-way must be vacated prior to recording of the final plat, if approved. As there are no existing service roads on this side of Grelot Road in this vicinity, and there is limited service road right-of-way, vacation may not be too difficult.

While the plat illustrates the required 25' setback(s), it does not provide a setback radius at the proposed intersection.

The plan illustrates the footprint of the building and several detached storage buildings. However, no information is given relating to the height of the building or storage units, nor is there any information provided as to the scope of use of those storage units, access, etc.

RECOMMENDATION

Subdivision: Based upon the preceding, this application is recommended for Holdover until the July 10 meeting to allow the applicant to:

- 1) submit justification for consideration as a private road subdivision;

Planned Unit Development: Based upon the preceding, this application is recommended for Holdover until the July 10 meeting to allow the applicant to:

- 1) submit justification for consideration as a private road subdivision;
- 2) provide additional information relating to building height(s), scope of use, access, etc.

All additional information to be provided no later than June 20.

LOCATOR MAP



APPLICATION NUMBER 38 & 39 DATE June 5, 2008
 APPLICANT ZPM Subdivision
 REQUEST Subdivision, Planned Unit Development



NTS

PLANNING COMMISSION VICINITY MAP - EXISTING ZONING


















This site is surrounded by miscellaneous landuse.

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APPLICANT ZPM Subdivision

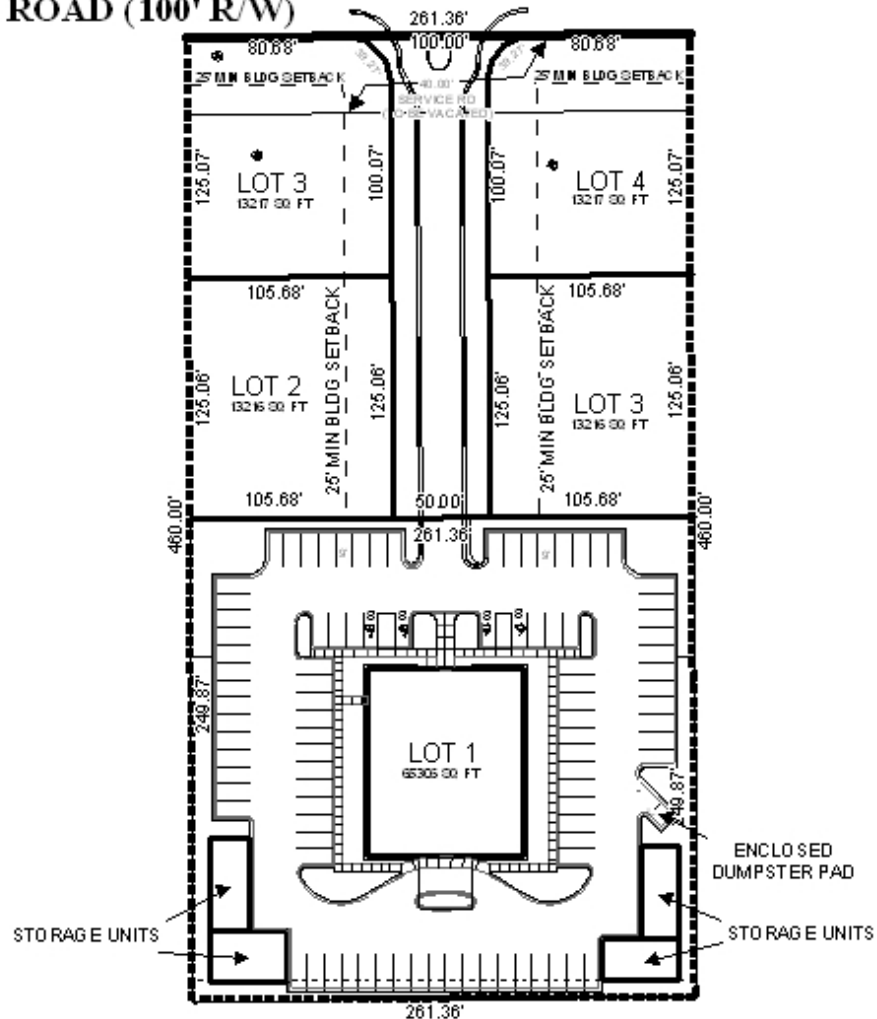
REQUEST Subdivision, Planned Unit Development

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	NTS
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SITE PLAN

GRELOT ROAD (100' R/W)



Lot 1 will be an office building with multiple storage buildings. Lots 2-5 will be office buildings. Lots 1-5 will have access to Grelot Road via the proposed private drive.

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