Planning Commission
September 18, 2025

Agenda Item # 1 - HOLDOVER

MOD-003422-2025

View additional details on this proposal and all application materials using the following link:

Applicant Materials for Consideration – PUD Modification

DETAILS

Location:
600, 700 & 800 West I-65 Service Road South

Applicant / Agent:
Ken Patel, A&R Development Group, LLC / James F. Watkins, Maynard, Nexsen, PC

Property Owner:
Shree Brahma Hospitality, LLC

Current Zoning:
B-3, Community Business Suburban District

Future Land Use:
District Center

Applicable Codes, Policies, and Plans:
- Unified Development Code
- Map for Mobile Comprehensive Plan

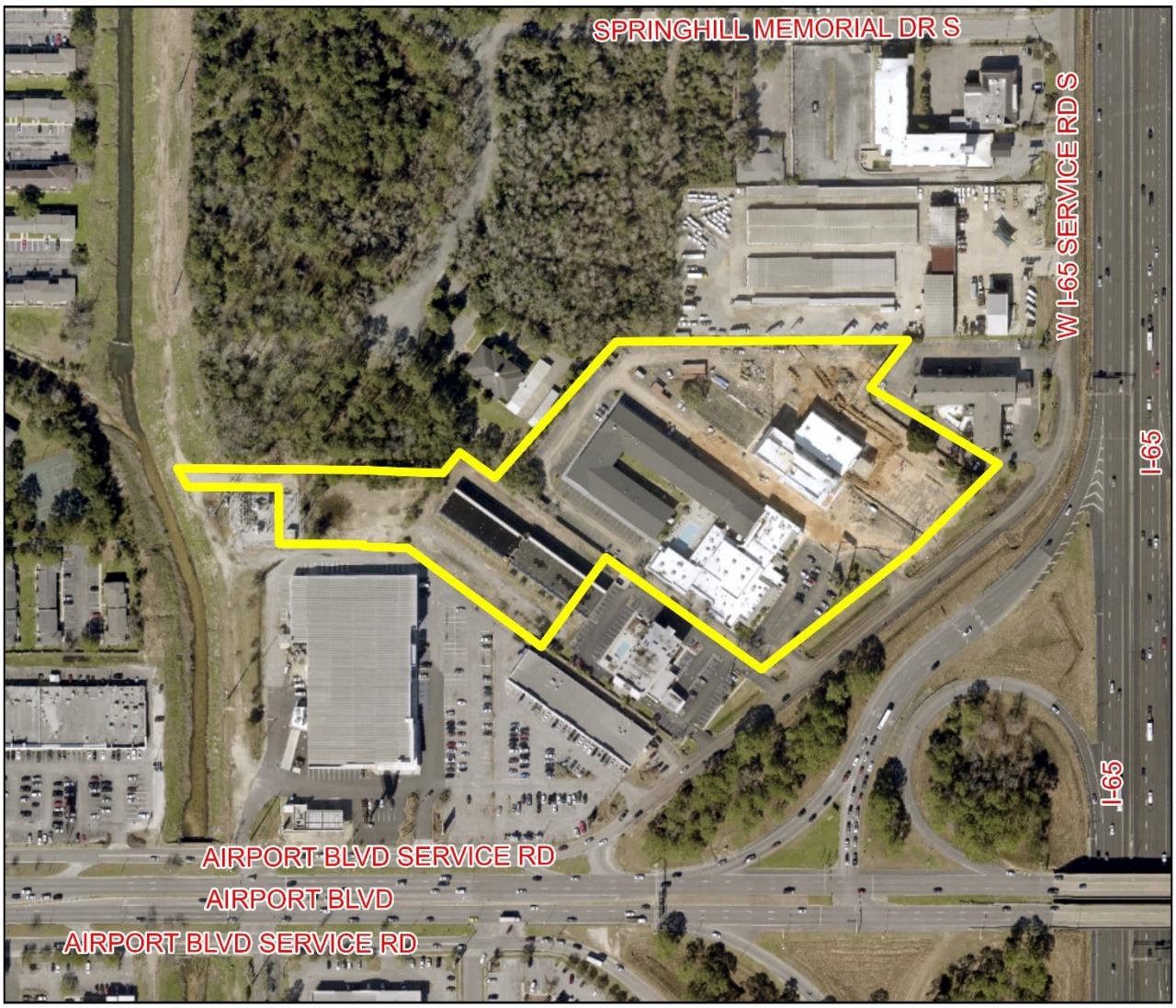
Schedule for Development:
- Immediately

Proposal:
- Modification of a previously approved Planned Unit Development

Considerations:
1. Modification of a previously approved Planned Unit Development with sixteen (16) conditions.

Report Contents: **Page**

PLANNING COMMISSION
VICINITY MAP - EXISTING AERIAL



The site is surrounded by commercial units.

APPLICATION NUMBER 1 DATE September 18, 2025

APPLICANT Ken Patel, A&R Development Group, LLC (James F. Watkins, Maynard Nexsen, PC, Agent)

REQUEST PUD Modification

N

NTS

HOLDOVER COMMENTS

At the applicant's request, the application was held over from the August 21st Planning Commission meeting to allow time for revisions to the site plan and for submission of additional information to the Planning and Zoning Department for review.

The revised site plan proposes the redevelopment of Lots 1 and 2 of the most recently approved subdivision and Planned Unit Development (PUD)—Shree Mahesh Subdivision—into a 217-unit multi-family residential complex. The development would consist of two (2) residential buildings, a leasing office, a pool with a gazebo and grilling area, a green space with a pet park, and a fire pit. One (1) trash compactor is illustrated on the adjacent Lot 3, presumably for shared use among all three (3) lots; however, the site plan currently notes that the "existing hotel site (Lot 3) is not included." Because the PUD overlays all three (3) lots and shared access will be maintained, this note should be revised to simply state "Existing Hotel Site." Other than the proposed trash compactor, Lot 3 would retain its existing configuration and continue to operate as a hotel.

The 217 proposed dwelling units—consisting of one-, two-, and three-bedroom configurations—would be distributed between the two residential buildings on Lots 1 and 2.

As previously noted, the Board of Zoning Adjustment (BOA) approved a Density Variance for the site permitting 38 dwelling units per acre, thereby allowing development of up to 240 units. The current PUD modification reduces this total by 23 units. In addition, several site plan revisions are proposed compared to the previously approved layout, including the removal of townhomes, relocation of the pool area, and the addition of parking. While the variance addressed the allowable density, these design modifications may warrant further review by the BOA to ensure the site plan adequately accommodates the impacts of the proposed development, as the approved use largely dictated the original layout.

A 25-foot front yard setback is illustrated along West I-65 Service Road South, in compliance with Article 2, Section 64-2-14.E. of the UDC, and should be retained on the Final PUD Site Plan, if approved.

All surrounding properties are zoned B-3, Suburban District; therefore, a residential protection buffer is not required along side or rear property lines.

Per Table 64-3-12.1 of Article 3 of the UDC, 1.5 off-street parking spaces per dwelling unit are required, necessitating 326 spaces for the 217-unit development. The site plan indicates 329 proposed off-street parking spaces for the multi-family units; however, the number of spaces provided for the existing hotel is not noted. If approved, this information should be included on the Final PUD Site Plan.

The revised site plan appears to comply with the dimensional standards of Table 64-3-12.2 for off-street parking, including provision of curbing and/or wheel stops where vehicles could extend beyond parking areas.

Pedestrian walkways are illustrated providing access from parking areas to each proposed building. Walkways are also shown connecting the existing sidewalk along West I-65 Service Road South to the internal pedestrian network and buildings, consistent with Article 3, Section 64-3-3 of the UDC.

A note on the site plan references "7 Bike Rack," but no additional information is provided regarding bicycle parking. The parking table does not include bicycle parking, nor does the site plan indicate the location of the rack(s). The plan should be revised to demonstrate compliance with bicycle parking standards of Article 3, Section 64-3-12.A.9, including minimum quantities and required locations.

Two-way circulation is proposed, requiring 24-foot-wide drive aisles per Table 64-3-12.2. The site plan illustrates compliance with this requirement, and directional arrows are provided to indicate internal circulation.

Parking lot lighting is required to meet the illumination standards of Section 64-3-9.C. of the UDC. A note on the site plan states a photometric plan will be provided at permitting to verify compliance, and this note should be retained on the Final PUD Site Plan, if approved.

No building elevations were submitted. Per Section 64-3-6 of Article 3 of the UDC, proposed buildings must include at least one feature from each of the following design categories:

1. Site Frontage
2. Building Form – Height
3. Building Form – Wall
4. Architectural Feature

The maximum allowable height in the B-3 Suburban District is 50 feet.

The revised site plan identifies the square footage of each proposed building. This information should be retained on the Final PUD Site Plan or consolidated into a table, if approved.

A tree planting and landscape plan was submitted, but it does not demonstrate compliance with the frontage landscape area requirements. The site plan indicates a total site area of 280,648 square feet, requiring 42,097.2 square feet of landscape area (15%), with 60% (25,258.32 square feet) located between the street-facing property line and the nearest building(s). Only 5,408 square feet of front landscape area is proposed. This shortfall may be considered via the Major Modification process upon request and justification by the applicant; otherwise, the site plan must be revised to comply.

The landscape plan also does not demonstrate compliance with the area, dimension, and canopy standards of Article 3, Sections 64-3-7.A.7 and 64-3-7.A.8.

Because tree plantings and landscape area are not required to be depicted on the PUD site plan, a note should be included on the Final PUD Site Plan stating that compliance with Section 64-3-7 will be required. A detailed landscape plan must be submitted at permitting for verification. If the reduced frontage landscape area is not revised to comply, approval by the Planning Commission and City Council will be required.

It should be noted that, because the existing hotel site on Lot 3 is fully developed and no changes to its layout are proposed as part of this Major PUD Modification, compliance with current tree planting and landscape area requirements is not required. However, any future development or redevelopment of Lot 3 may necessitate bringing the site into compliance with current regulations.

As noted, a trash compactor is shown on the site plan. A note references compliance with the dumpster enclosure and placement standards of Section 64-3-13.A.4 of the UDC. This note should be retained on the Final PUD Site Plan, if approved.

No signage is illustrated. Any signage will require separate review and permitting through the Planning and Zoning Department. Illuminated signage must be installed by a licensed and bonded sign contractor and will require electrical permits from the Permitting Department.

Any future development or redevelopment of the site may require additional PUD modifications, subject to Planning Commission and City Council approval. A note to this effect is provided on the site plan and should be retained on the Final PUD Site Plan, if approved.

If approved, a revised Modified PUD Site Plan (hard copy and PDF) must be submitted to and approved by Planning and Zoning prior to recording with Probate Court, in accordance with Section 64-5-8-B.2(f) of the UDC.

HOLDOVER CONSIDERATIONS

Standards of Review:

The Unified Development Code (UDC) in Section 64-5-8-B.(5) states the following concerning Planned Unit Development Modifications:

Approval Criteria. The Planning Commission shall not recommend a major modification for approval, and the City Council shall not approve the modification, unless the proposed modification:

1. Is consistent with all applicable requirements of this Chapter;
2. Is compatible with the character of the surrounding neighborhood;
3. Will not impede the orderly development and improvement of surrounding property;
4. Will not adversely affect the health, safety or welfare of persons living or working in the surrounding neighborhood, or be more injurious to property or improvements in the neighborhood:

    a. In making this determination, the Planning Commission and City Council shall consider the location, type and height of buildings or structures, the type and extent of landscaping and screening, lighting, hours of operation or any other conditions that mitigate the impacts of the proposed development; and
    b. Includes adequate public facilities and utilities;

5. Is subject to adequate design standards to provide ingress and egress that minimize traffic hazards and traffic congestion on the public roads;
6. Is not noxious or offensive by reason of emissions, vibration, noise, odor, dust, smoke or gas; and
7. Shall not be detrimental or endanger the public health, safety or general welfare.
8. Benefits Consideration. In addition, consideration should also be given to the City's and the larger community's best interests and the need, benefit, or public purpose of the proposed request.

Considerations:

If the Planning Commission considers approval of the request, the following conditions could apply:

1. Revision of a note on the site plan stating "Existing Hotel Site Not Included" to state "Existing Hotel Site," or some other variation;
2. Retention of the 25-foot front yard setback along West I-65 Service Road South;
3. Provision of lot sizes for each lot in square feet and acres, either directly on the revised site plan or via a table on the site plan;
4. Revision of the site plan to depict compliance with bicycle parking requirements, pursuant to Article 3, Section 64-3-12.A.9. of the UDC;
5. Retention of a note on the revised site plan stating that the site will comply with parking lot lighting standards under Article 3, Section 64-3-9.C. of the UDC, and that a photometric plan will be submitted at the time of permitting;
6. Retention of each building size in square feet on the revised site plan, or provide a corresponding table with the same information;

7. Provision of building elevation drawings demonstrating compliance with Article 3, Section 64-3-6 of the UDC, or placement of a note on the revised site plan stating that each new building will comply with these standards;
8. Revision of the site plan to illustrate compliance with tree planting and landscape area requirements of Article 3, Section 64-3-7 of the UDC, or placement of a note stating that a landscape plan compliant with these requirements will be submitted at the time of permitting;
9. Revision of the site plan to demonstrate compliance with the frontage landscape area requirements of the UDC, or obtain approval from the Planning Commission and City Council for a reduced front landscape area;
10. Retention of a note on the revised site plan stating that any future development or re-development of the site may require additional PUD modifications, subject to approval by the Planning Commission and City Council;
11. Compliance with all Engineering comments noted in this staff report;
12. Placement of a note on the Final Plat stating all Traffic Engineering comments noted in this staff report;
13. Compliance with all Urban Forestry comments noted in this staff report;
14. Compliance with all Fire Department comments noted in this staff report;
15. Submittal to and approval by Planning and Zoning of the revised Modified Planned Unit Development site plan prior to its recording in Probate Court, and the provision of one (1) copy of the recorded site plan (hard copy and pdf) to Planning and Zoning; and,
16. Full compliance with all municipal codes and ordinances.

SITE HISTORY

The subject site was annexed into the City of Mobile in 1956. Following the adoption of the Zoning Ordinance in 1967, it was zoned R-A, Residential-Agriculture District. In February 1970, the zoning classification was changed to B-3, Community Business District.

By February 1978, the site became part of the two-lot W.C. Davis Subdivision.

In August 2017, Subdivision, Planned Unit Development (PUD), and Sidewalk Waiver requests were reviewed by the Planning Commission. The resulting Shree Mahesh Subdivision was approved as a two-lot subdivision, along with a PUD allowing multiple buildings on a single building site (Lot 2). The request to waive sidewalk construction along West I-65 Service Road South was denied.

In February 2019, Lot 2 of the Shree Mahesh Subdivision was re-subdivided into three lots, and the PUD was amended to permit shared parking among the three building sites. Further amendments to the PUD were approved in June and again in August 2019 to allow shared access and parking between the three sites, in response to the proposed re-purposing of an existing hotel into apartments.

At its August 4, 2025, meeting, the Board of Zoning Adjustment approved a Density Variance to allow 38 dwelling units per acre, permitting the construction of 240 total residential units on Lots 1 and 2, and part of Lot 3, of the Shree Mahesh Subdivision.

STAFF COMMENTS

Engineering Comments:

1. Label the drawing that was submitted (Sheet No. A0.2) as the PUD Site Plan.
2. Label all of the NEW or EXISTING buildings, structures, parking areas, trash receptacles, apartments, etc.
3. Label the existing public roadways.

4. ADD THE FOLLOWING NOTES TO THE PUD SITE PLAN:
    a. 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 Permitting Department (251-208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII).
    b. 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.
    c. 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.
    d. Any existing or proposed detention facility shall be maintained as it was constructed and approved. The Land Disturbance Permit application for any proposed construction includes a requirement of a Maintenance and Inspection Plan (signed and notarized by the Owner) for the detention facility. This Plan shall run with the land and be recorded in the County Probate Office prior to the Engineering Department issuing their approval for a Final Certificate of Occupancy.
    e. 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.
    f. The proposed development must comply with all Engineering Department design requirements and Policy Letters.

Revised for the September 18th meeting: *Retain PUD SITE PLAN NOTES a - f as shown on the PUD SITE PLAN.*

Traffic Engineering Comments:

A traffic impact study will be required. Driveway number, size, location, and design to be approved by ALDOT (where applicable) and Traffic Engineering and conform to AASHTO standards. Any required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Article 3, Section 64-3-12 of the City's Unified Development Code.

Revised for the September 18th meeting: *Driveway number, size, location, and design to be approved by ALDOT (where applicable) and Traffic Engineering and conform to AASHTO standards. Any required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Article 3, Section 64-3-12 of the City's Unified Development Code.*

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 [Act 929 of the 1961 Regular Session of the Alabama Legislature (Acts 1961, p. 1487), as amended, and City Code Chapters 57 and 65]. Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from undeveloped residential sites, developed residential sites in historic districts, and all commercial sites will require a tree removal permit.

Fire Department Comments:

All projects located within the City Limits of Mobile shall comply with the provisions of the City of Mobile Fire Code Ordinance, which adopts the 2021 edition of the *International Fire Code (IFC)*.

Fire apparatus access roads shall be provided to within 150 feet of all non-sprinklered commercial buildings and within 300 feet of all sprinklered commercial buildings, as measured along an approved route around the exterior of the facility.

An approved fire water supply capable of meeting the requirements set forth in *Appendices B and C* of the 2021 IFC shall be provided for all commercial buildings.

Fire hydrant placement shall comply with the following minimum standards:

- Within 400 feet of non-sprinklered commercial buildings
- Within 600 feet of sprinklered commercial buildings
- Within 100 feet of fire department connections (FDCs) serving standpipe or sprinkler systems

Although the *International Residential Code (IRC)* functions as a stand-alone document for the construction of one- and two-family dwellings and townhouses, it does not govern the design or layout of emergency access or community-level fire protection infrastructure. Therefore, residential developments must also comply with the applicable requirements of the *International Fire Code*, including, but not limited to, those listed above concerning the design, construction, regulation, and maintenance of fire apparatus access roads and fire protection water supplies.

Revised for the September 18th meeting: *This proposed design does not meet adopted fire access requirements. The possible emergency access only drive will be required.*

Planning Comments:

The site plan proposes the re-development of Lots 1 and 2, along with a portion of Lot 3, within the most recently approved subdivision and Planned Unit Development (PUD)—Shree Mahesh Subdivision—into a 221-unit multi-family residential complex. The development includes three (3) residential buildings, a leasing office, a pool pavilion with a fitness area, and one (1) trash compactor. Building 1, located on a portion of Lot 3, will contain eight (8) two-story townhouse units. The remaining 213 units—comprising one (1), two (2), and three (3) bedroom configurations—will be distributed between Buildings 2 and 3 on Lots 1 and 2. The remainder of Lot 3 will retain its existing configuration and continue to operate as a hotel, as depicted on the site plan.

The subject site is zoned B-3, Community Business Suburban District, which permits both multi-family residential and hotel uses by right. A detailed project description, along with all associated application materials, is available through the link provided on Page 1 of this report.

As previously noted, the Board of Zoning Adjustment (BOA) approved a Density Variance for the site allowing 38 dwelling units per acre, thereby facilitating the development of a 240-unit residential complex. The PUD modification proposes 19 fewer dwelling units, but in comparing the two site plans the only changes to the BOA-approved layout appear to be the removal of 29 parking spaces (per a table on the revised site plan), and a reconfigured pool area. Nevertheless, because variances are site plan-specific, any modifications may require additional BOA approval.

The site plan appears to depict a modification to the existing property line between Lot 2 and Lot 3. While this may reflect the revised PUD boundary, any alteration to property lines within an approved PUD must be consistent with the underlying subdivision. Therefore, re-subdivision is required to formalize such changes. If this is the case, the application must be held over until a Subdivision application is submitted for concurrent review by the Planning Commission, in accordance with Article 5, Section 64-5-1.D. of the Unified Development Code (UDC).

A 25-foot front yard setback is required along West I-65 Service Road South, per Article 2, Section 64-2-14.E. of the UDC. Upon approval, the Final PUD Site Plan must be revised to clearly illustrate this setback.

Surrounding properties are also zoned B-3 Suburban District; therefore, a residential protection buffer is not required along side or rear property lines.

Table 64-3-12.1 of Article 3 of the UDC requires 1.5 off-street parking spaces per dwelling unit, necessitating 332 spaces for the 221-unit development. The site plan includes a parking table indicating 332 proposed off-street parking spaces for the multi-family units and 134 existing spaces for the hotel on Lot 3. However, the site plan scale does not allow staff to verify compliance with the dimensional standards of Table 64-3-12.2. Therefore, if approved, the Final PUD Site Plan should depict compliance with all off-street parking requirements, including quantity and dimensions, for all three lots.

It is unclear whether curbing or wheel stops are included where vehicles may extend beyond parking spaces. This should be noted on the revised site plan, or the Final PUD Site Plan should be updated to illustrate wheel stops and pedestrian walkways connecting each parking area to the respective buildings.

Recent aerial imagery indicates a sidewalk was constructed along West I-65 Service Road; however, it is not shown on the site plan. Additionally, no pedestrian walkways from the sidewalk to the proposed buildings are illustrated, which is required under Article 3, Section 64-3-3 of the UDC. Upon approval, the existing sidewalk and all required pedestrian walkways must be shown on the revised site plan.

Bicycle parking is neither depicted nor addressed on the parking table. The site plan should be revised to comply with bicycle parking standards outlined in Article 3, Section 64-3-12.A.9. of the UDC, including minimum quantities and location requirements.

Two-way traffic circulation is proposed, requiring 24-foot-wide drive aisles per Table 64-3-12.2. Due to the current scale, compliance cannot be verified. The site plan should be revised to show drive aisles with a minimum width of 24 feet, unless the design is reconfigured for one-way circulation, which requires a minimum 14-foot width.

Directional arrows indicating traffic flow should be included on the revised site plan and updated as necessary if circulation patterns change.

Parking lot lighting is required to meet the illumination standards in Section 64-3-9.C. of the UDC. A note to this effect should be included on the Final PUD Site Plan. A photometric plan will be required at permitting to ensure compliance.

No elevation drawings were provided. Proposed buildings must include at least one feature from each of the following design categories, as specified in Section 64-3-6 of Article 3 of the UDC:

1. Site Frontage
2. Building Form – Height
3. Building Form – Wall
4. Architectural Feature

Maximum allowable height in the B-3 Suburban District is 50 feet.

The size of each building should be labeled in square feet on a revised site plan or included in a table on the Final PUD Site Plan.

No tree plantings or landscaping are illustrated or quantified on the site plan. A note stating compliance with tree planting and landscape area requirements of Article 3, Section 64-3-7 of the UDC should be included on the Final PUD Site Plan. A landscaping plan will be required at permitting to verify compliance.

A trash compactor is shown on the site plan. A note referencing compliance with dumpster enclosure and placement standards of Section 64-3-13.A.4. of the UDC should be added to the Final PUD Site Plan.

No signage is depicted or described in the application materials. Any signage will require separate review and permitting through the Planning and Zoning Department. Illuminated signage must be installed by a licensed and bonded sign contractor and will require electrical permits from the Permitting Department.

Any future development or redevelopment may require additional PUD modifications to be approved by the Planning Commission and City Council. A note stating this should be placed on the Final PUD Site Plan.

If approved, a revised Modified PUD site plan (hard copy and PDF) must be submitted to and approved by Planning and Zoning prior to recording with Probate Court, per Section 64-5-8-B.2(f) of the UDC.

PLANNED UNIT DEVELOPMENT MODIFICATION CONSIDERATIONS

Standards of Review:

The Unified Development Code (UDC) in Section 64-5-8-B.(5) states the following concerning Planned Unit Development Modifications:

Approval Criteria. The Planning Commission shall not recommend a major modification for approval, and the City Council shall not approve the modification, unless the proposed modification:

1. Is consistent with all applicable requirements of this Chapter;
2. Is compatible with the character of the surrounding neighborhood;
3. Will not impede the orderly development and improvement of surrounding property;
4. Will not adversely affect the health, safety or welfare of persons living or working in the surrounding neighborhood, or be more injurious to property or improvements in the neighborhood:

    a. In making this determination, the Planning Commission and City Council shall consider the location, type and height of buildings or structures, the type and extent of landscaping and screening, lighting, hours of operation or any other conditions that mitigate the impacts of the proposed development; and
    b. Includes adequate public facilities and utilities;

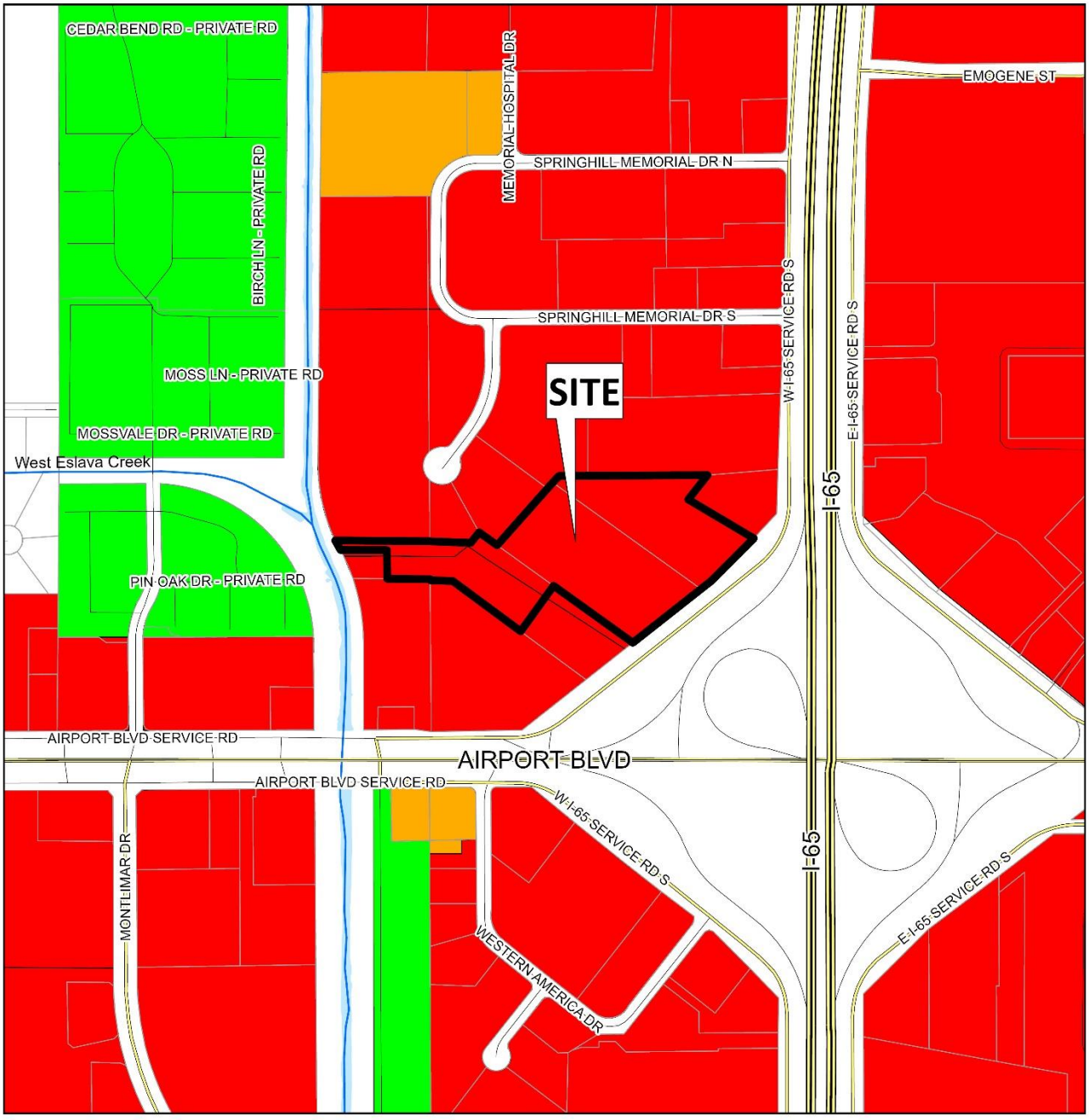
5. Is subject to adequate design standards to provide ingress and egress that minimize traffic hazards and traffic congestion on the public roads;
6. Is not noxious or offensive by reason of emissions, vibration, noise, odor, dust, smoke or gas; and
7. Shall not be detrimental or endanger the public health, safety or general welfare.
8. Benefits Consideration. In addition, consideration should also be given to the City's and the larger community's best interests and the need, benefit, or public purpose of the proposed request.

Considerations:

If the Planning Commission considers approval of the request, the following conditions could apply. However, it should be noted that any proposed changes to existing lot lines will necessitate a holdover of the request until a Subdivision application is submitted to the Planning and Zoning Department for concurrent review:

1. Revision of the site plan to illustrate the required 25-foot front yard setback along West I-65 Service Road South;
2. Provision of lot sizes in square feet and acres, either directly on the revised site plan or via a table on the site plan;
3. Revision of the site plan to depict compliance with all off-street parking and drive aisle standards per Article 3, Section 64-3-12 of the UDC, including dimensions and two-way circulation requirements (unless reconfigured for one-way circulation);
4. Revision of the site plan to depict compliance with bicycle parking requirements, pursuant to Article 3, Section 64-3-12.A.9. of the UDC;
5. Revision of the site plan to illustrate directional arrows for on-site traffic circulation;
6. Revision of the site plan to depict curbing where vehicles could extend beyond the parking lot, or illustrate wheel stops where applicable;
7. Placement of a note on the revised site plan stating that the site will comply with parking lot lighting standards under Article 3, Section 64-3-9.C. of the UDC, and that a photometric plan will be submitted at the time of permitting;
8. Revision of the site plan to illustrate the existing sidewalk along West I-65 Service Road South;
9. Revision of the site plan to illustrate compliance with the pedestrian walkway requirements of Article 3, Section 64-3-3 of the UDC;
10. Revision of the site plan to label the size of each building in square feet or provide a corresponding table with the same information;
11. Provision of building elevation drawings demonstrating compliance with Article 3, Section 64-3-6 of the UDC, or placement of a note on the revised site plan stating that each new building will comply with these standards;
12. Revision of the site plan to illustrate compliance with tree planting and landscape area requirements of Article 3, Section 64-3-7 of the UDC, or placement of a note stating that a landscape plan compliant with these requirements will be submitted at the time of permitting;
13. Placement of a note on the revised site plan stating that any future development or re-development of the site may require additional PUD modifications, subject to approval by the Planning Commission and City Council;
14. Compliance with all Engineering comments noted in this staff report;
15. Placement of a note on the Final Plat stating all Traffic Engineering comments noted in this staff report;
16. Compliance with all Urban Forestry comments noted in this staff report;
17. Compliance with all Fire Department comments noted in this staff report;
18. Submittal to and approval by Planning and Zoning of the revised Modified Planned Unit Development site plan prior to its recording in Probate Court, and the provision of one (1) copy of the recorded site plan (hard copy and pdf) to Planning and Zoning; and,
19. Full compliance with all municipal codes and ordinances.

LOCATOR ZONING MAP



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APPLICANT Ken Patel, A&R Development Group, LLC (James F. Watkins, Maynard Nexsen, PC, Agent)

REQUEST PUD Modification

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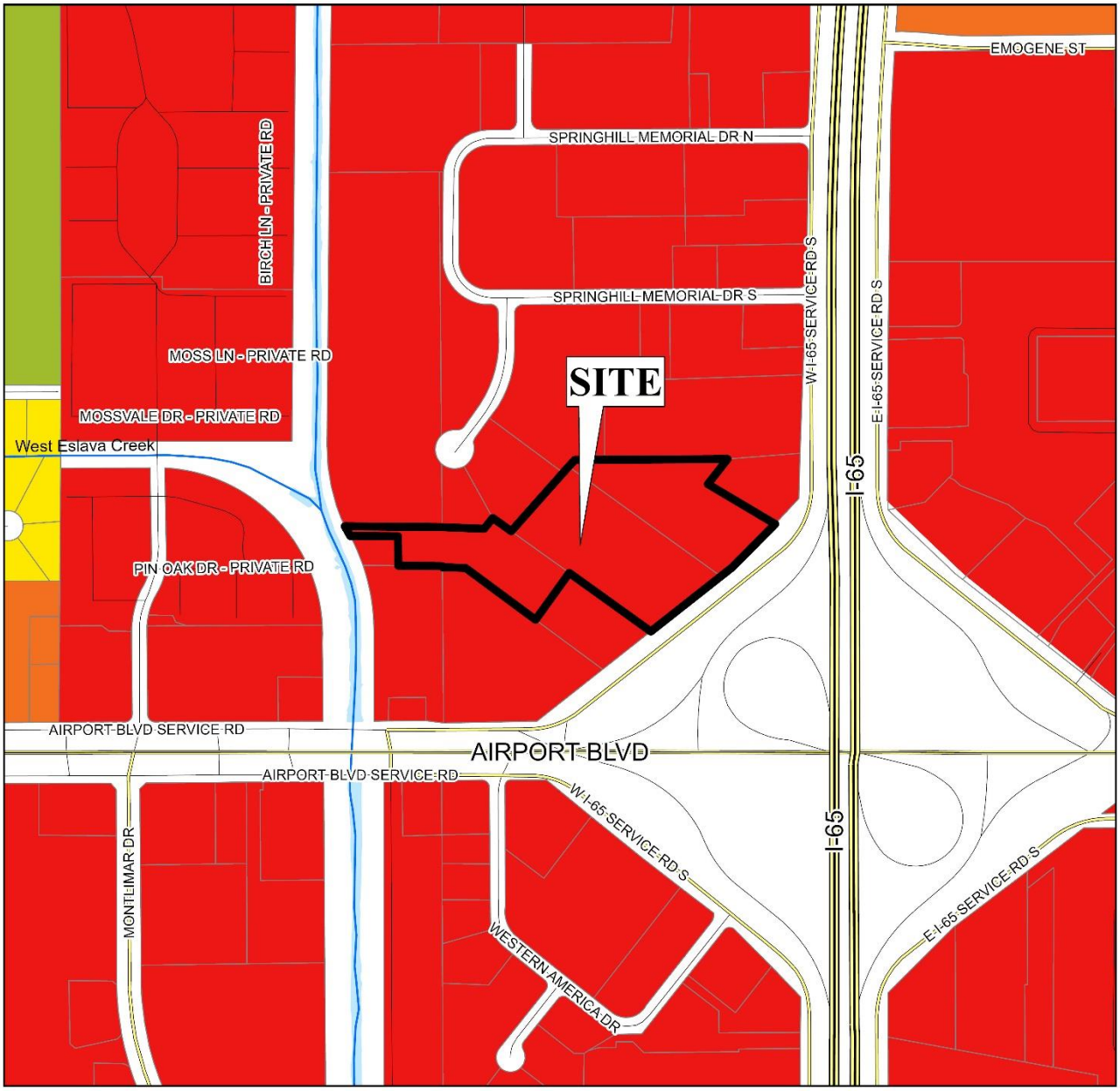
NTS

FLUM LOCATOR MAP



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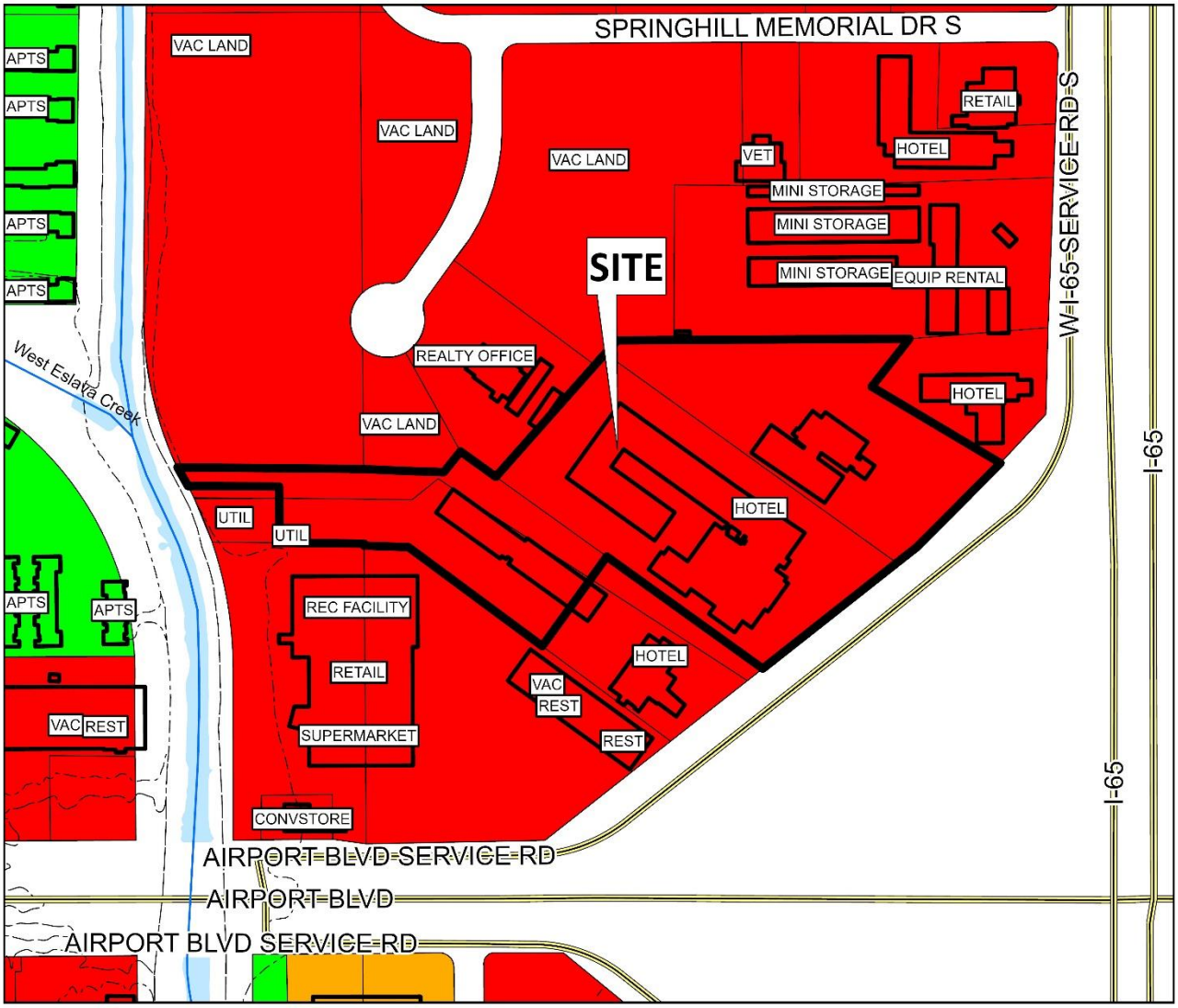
REQUEST PUD Modification

- Low Density Residential
- Mixed Density Residential
- Downtown
- District Center
- Neighborhood Center - Traditional
- Neighborhood Center - Suburban
- Traditional Corridor
- Mixed Commercial Corridor
- Light Industry
- Heavy Industry
- Institutional
- Parks, Open Space
- Water Dependent

N

NTS

PLANNING COMMISSION
VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial units.

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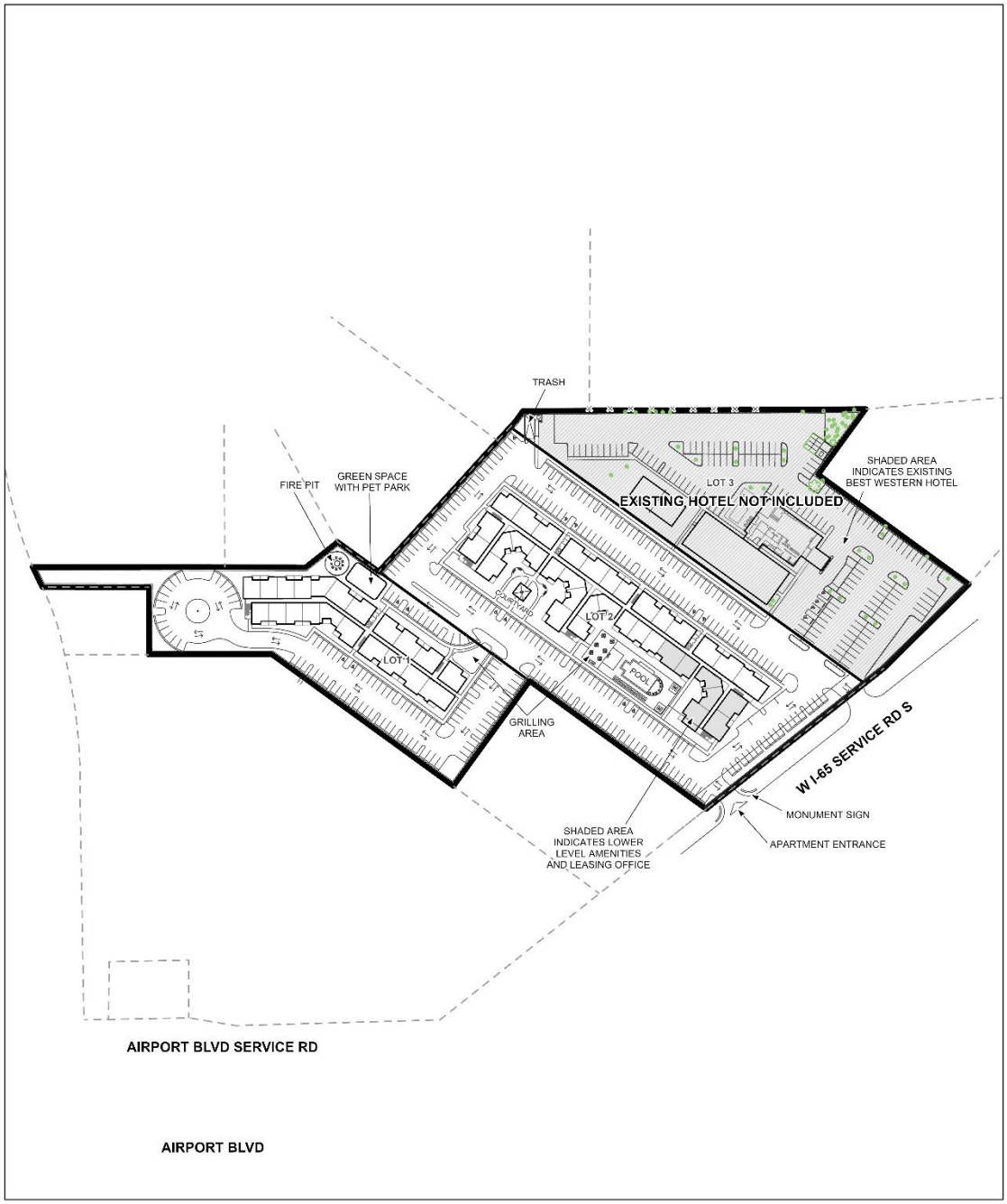
REQUEST PUD Modification

R-A	R-3	B-1	B-2	B-5	ML	I-2	OPEN	T-3	T-5.2
R-1	R-B	T-B	B-3	CW	MH	PD	SD	T-4	T-6
R-2	H-B	LB-2	B-4	MM	I-1	MUN	SD-WH	T-5.1	

N

NTS

SITE PLAN



The site plan illustrates proposed buildings, drives, offices, and pet park.

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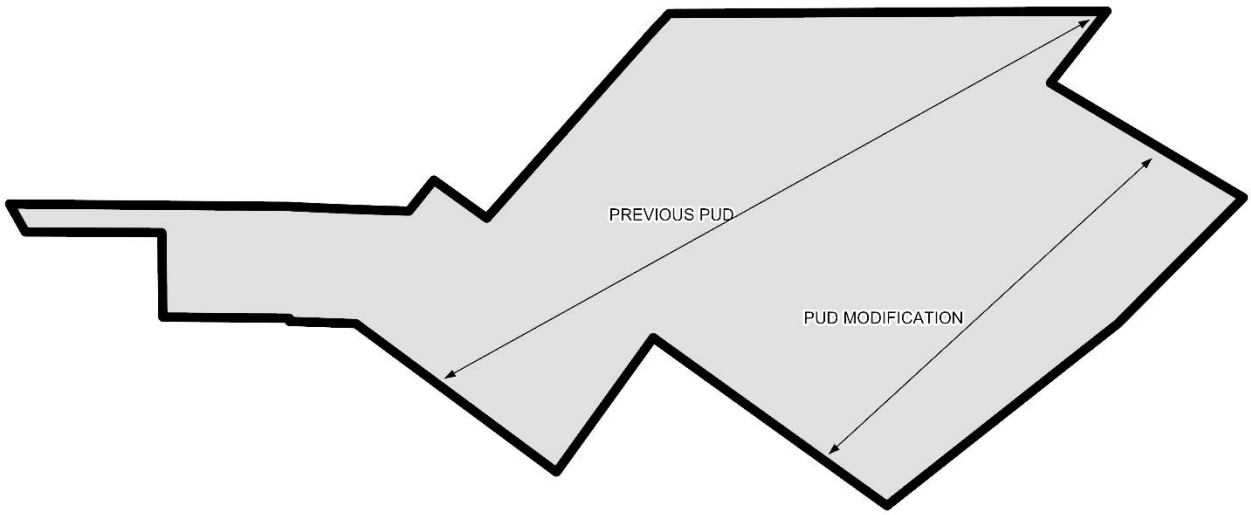
REQUEST PUD Modification	NTS

DETAIL SITE PLAN



APPLICATION NUMBER 1 DATE September 18, 2025

APPLICANT Ken Patel, A&R Development Group, LLC (James F. Watkins, Maynard Nexsen, PC, Agent)

REQUEST PUD Modification

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NTS

ZONING DISTRICT CORRESPONDENCE MATRIX		LOW DENSITY RESIDENTIAL (LDR)	MIXED DENSITY RESIDENTIAL (MXDR)	DOWNTOWN (DT)	DISTRICT CENTER (DC)	NEIGHBORHOOD CENTER - TRADITIONAL (NC-T)	NEIGHBORHOOD CENTER - SUBURBAN (NC-S)	TRADITIONAL CORRIDOR (TC)	MIXED COMMERCIAL CORRIDOR (MCC)	LIGHT INDUSTRIAL (LI)	HEAVY INDUSTRY (HI)	INSTITUTIONAL LAND USE (INS)	PARKS & OPEN SPACE (POS)	DOWNTOWN WATERFRONT (DW)	WATER DEPENDENT USES (WDWRU)
RESIDENTIAL - AG	R-A												□		
ONE-FAMILY RESIDENCE	R-1	■				■		■					□		
TWO-FAMILY RESIDENCE	R-2	■				■		■					□	○	
MULTIPLE-FAMILY	R-3	○	■			■	■						□	○	
RESIDENTIAL-BUSINESS	R-B		○			■		■					□	○	
TRANSITIONAL-BUSINESS	T-B		○		■	■	■	■					□		
HISTORIC BUSINESS	H-B			■		■		■					□		
VILLAGE CENTER	TCD					■	■						□		
NEIGH. CENTER	TCD					■	■						□		
NEIGH. GENERAL	TCD					■							□		
DOWNTOWN DEV. DDD	T-6			■									□		
DOWNTOWN DEV. DDD	T-5.1			■		■		□					□		
DOWNTOWN DEV. DDD	T-5.2			■		■							□		
DOWNTOWN DEV. DDD	T-4			■		■		□					□		
DOWNTOWN DEV. DDD	T-3			■		■							□		
DOWNTOWN DEV. DDD	SD-WH									○	○		□		
DOWNTOWN DEV. DD	SD	○	○	○	○	○	○	○		○	○		□		
BUFFER BUSINESS	B-1		□			□	■	■	■				□	○	
NEIGH. BUSINESS	B-2		○			□	■	■	■				□	○	
LIMITED BUSINESS	LB-2		○			□	■	■	■				□	○	
COMMUNITY BUSINESS	B-3				■				■			○	□	○	
GEN. BUSINESS	B-4			■					■			○	□	○	
OFFICE-DISTRIBUTION	B-5								■	■			□	□	
LIGHT INDUSTRY	I-1									■			□	□	□
HEAVY INDUSTRY	I-2										■		□		□

Zoning District Correspondence Matrix

- ■ Directly Related
- ○ Elements of the zoning category are related to the future LU category, but with qualifications (such as a development plan with conditions)
- □ Land use category is appropriate, but the district does not directly implement the category (e.g., open space in an industrial district)

DISTRICT CENTER (DC)

This designation applies across the city to larger areas of existing mixed-use character or where such character is encouraged. These areas will include moderate to high-density residential (minimum densities of 6 du/ac) in dynamic, horizontal or vertical mixed use environments, to provide a balance of housing and employment.

District Centers generally serve several surrounding neighborhoods and may even have a city-wide or region-wide reach. As such, they are often anchored by a major commercial or institutional employer such as a shopping mall or a medical center.

Depending on location and assigned zoning, residential areas in District Centers may incorporate a mix of housing types, ranging from mid-rise multifamily buildings containing apartments and lofts, to townhouses and detached single-family homes. Major civic cultural institutions and public spaces provide regional and neighborhood destinations.

District Centers should be designed to induce pedestrian activity, with high quality streetscapes connecting the different components of a center as well as the center to its surrounding area. DC districts may be served by transit and include development of an intensity and design that supports transit use.