

**PLANNED UNIT DEVELOPMENT  
STAFF REPORT****Date: March 5, 2020**

<b><u>DEVELOPMENT NAME</u></b>	Cottage Square
<b><u>LOCATION</u></b>	5001 & 5009 Cottage Hill Road (Southwest corner of Cottage Hill Road and North Denetropolis Road).
<b><u>CITY COUNCIL DISTRICT</u></b>	District 4
<b><u>AREA OF PROPERTY</u></b>	2 Lots / 1.0± Acre
<b><u>CONTEMPLATED USE</u></b>	Planned Unit Development Approval to amend a previously approved Planned Unit Development to allow shared parking between two lots.
<b><u>TIME SCHEDULE FOR DEVELOPMENT</u></b>	None provided.

**ENGINEERING  
COMMENTS**

1. Revise the Vicinity Map to indicate the correct site location.
2. Retain CITY COMPLIANCE NOTES #2 - #6, as shown on the COTTAGE SQUARE PUD Site Plan (Sheet PUD1 dated 2-03-2020).
3. Add the following notes to the PUD SITE PLAN - Any existing or proposed detention facility shall be maintained as it was constructed and approved.

**TRAFFIC ENGINEERING  
COMMENTS**

Site is limited to one curb cut per street frontage, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. All on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.

*Revised for the March 19<sup>th</sup> meeting: Site is limited to existing curb cuts. Any new on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.*

**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

2015-116 and City Code Chapters 57 and 64). Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from a commercial site will require a tree removal permit.

## **FIRE DEPARTMENT**

### **COMMENTS**

All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance. (2012 International Fire Code).

### **REMARKS**

The applicant is requesting Planned Unit Development Approval to amend a previously approved Planned Unit Development to allow shared parking between two lots.

This site most recently appeared before the Planning Commission at its January 23<sup>rd</sup> meeting where the Commission approved a two-lot Subdivision, a Planned Unit Development and a Rezoning for the subject site. The applicant now proposes internal traffic flow and parking modification from the originally-approved site plan. As Planned Unit Development approvals are site plan-specific, an amended Planned Unit Development (PUD) to allow the modifications is required.

The site has been given a Neighborhood Center (NC) land use designation, per the adopted Future Land Use Plan and Map, adopted on May 18, 2017 by the Planning Commission. The Future Land Use Plan and Map complements and provides additional detail to the Development Framework Maps in the Map for Mobile, adopted by the Planning Commission at its November 5, 2015 meeting.

This land use designation applies to smaller hubs of mixed commercial, community, and recreational activity that cater to adjacent residential areas. Many of these centers exist today in some form. Therefore, the following common principles apply not just to the future development of new centers, but also to the redevelopment (wholesale or incremental) of existing centers.

General Principles for Neighborhood Centers:

- NC should support a limited amount of commercial employment
- NC should incorporate some residential use, which may vary in type from detached single family, townhouse, accessory and live-work units in mixed use and low-rise multifamily structures.
- The residential density in NC designations –ranging from 4 to 10 dwelling units per acre — must be compatible in character with that of surrounding residential development, providing appropriate transitions in height, massing and other buffering from one land use district to the next.
- The retail and housing uses should merge around vibrant, compact, accessible nodes, located at key neighborhood intersections or along short road segments.
- The NC nodes should be connected to the surrounding neighborhood and nearby public uses (e.g., schools, parks, etc.) via well-designed sidewalks and complete streets.

While the above-listed principles are common to all NC districts, the design attributes of neighborhood centers generally vary depending on whether a center is in a more “traditional” or more “suburban” context.

Additional Attributes of Neighborhood Centers:

- NC in suburban contexts: These generally are located among the LDR land use designations in the areas west of the Beltline. Where they exist, these centers currently have a more pronounced vehicular orientation. Therefore, the emphasis is on retrofitting to improve internal walkability (e.g., through the addition of sidewalks, tree canopy, protection from the elements) and external connectivity to the surrounding areas (via sidewalks, paths and trails, street crossings, transit stops, etc.) and to increase the mix and density of uses (e.g., infill of outparcels, addition of housing, etc.).

It should be noted that the Future Land Use Plan and Map components of the Map for Mobile Plan are meant to serve as a general guide, not a detailed lot and district plan. In many cases the designation on the new Future Land Use Map may match the existing use of land, but in others the designated land use may differ from what is on the ground today. As such, the Future Land Use Plan and Map allows the Planning Commission and City Council to consider individual cases based on additional information such as the classification request, the surrounding development, the timing of the request, and the appropriateness and compatibility of the proposed use and, where applicable, the zoning classification.

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 if any new construction is anticipated that will change an approved site plan, an application to amend an existing, approved PUD must be made prior to any construction activities.

In pursuit of these purposes, the objectives to be met by a PUD are as follows: a) to encourage innovative and diversified design in building form and site development; b) flexibility, to permit greater flexibility in the location and arrangement of buildings and uses than is generally possible under district regulations; c) to encourage the most efficient and sustainable use of land, especially tracts in the inner part of the city that remain undeveloped or that are appropriate for re-development; d) to preserve and protect as urban amenities the natural features and characteristics of land; e) to encourage the provision of common open space through efficient site design; and, f) to encourage optimum use of available public utilities, streets and community facilities.

PUD approval is site-plan specific, thus any changes to the site plan / Subdivision plat will require approval by the Planning Commission. Also, PUD approvals expire within one (1) year if no permits for the development are obtained.

The applicant has not submitted a narrative describing the proposed modifications to the previously-approved PUD. However, there are no changes to the use of the site from the previously-approved PUD, and the site plan clearly reflects the internal modifications.

The site consists of two metes-and-bounds parcels which are proposed to become legal lots of record, as per the approval of Cottage Square Subdivision at the Commission's January 23<sup>rd</sup> meeting. The site plan does not identify the proposed lot numbers; therefore, the site plan should be revised to label each of the proposed lots. Proposed Lot 1 (the street corner lot) was used as a convenience store with gasoline sales. All structures have been removed and the site is vacant. Proposed Lot 2 (the Western lot) contains an existing dry cleaning establishment. A fuel pump canopy which was on that proposed lot and associated with the convenience store on proposed Lot 1 has also been removed.

As was previously approved, the site plan for the PUD indicates a proposed building on Lot 1 with two units, both of which are indicated to be used as restaurants. Lot 2 is indicated as retaining the existing dry cleaning building in its current configuration. Site access from both streets is still proposed as in the original PUD approval. Access off North Demetropolis Road to Lot 1 is indicated to be toward the South end of the lot and approximately 140' away from the intersection with Cottage Hill Road. Access to Lot 2 from Cottage Hill Road is indicated to be toward the West end of the lot and approximately 200' from the intersection with North Demetropolis Road. Each street access is still proposed to be two-way. Internal flow for Lot 1 was originally proposed to become one-way toward the North and West around the proposed restaurants, with a one-way drive-thru lane to the North along the East side of the restaurants, and a one-way drive-thru lane heading South along the West side of the restaurants. The amended site plan now indicates a two-way traffic flow along the East and North sides of the proposed building, and two-way accessing proposed Lot 2. Within Lot 2, a one-way traffic flow is now proposed around the existing building, and the original one-way flow is kept from Lot 2 to Lot 1 toward the South end of Lot 1 to access the southern and Eastern drive-thru lane and Southern thru-traffic lane.

The originally-proposed location for dumpsters was on a shared dumpster pad in the Southwest corner of Lot 1 and extending onto Lot 2. The site plan has been amended to indicate two dumpsters on proposed Lot 1 just beyond the 25' building setback line off North Demetropolis Road at the South end of the lot. A separate dumpster and pad are proposed on Lot 2 approximately mid-lot on its West side

Parking calculations on the site plan indicate the minimum 33 spaces required for the combined 3,300 square feet for the restaurants, and the minimum 10 spaces required for the 2,730 square-foot retail building. For the two sites, 43 total parking spaces are required, and the site plan indicates 44 are to be provided. No access is indicated to the existing restaurant adjacent to the West. The areas to the West, South and East of the existing building are paved and now proposed as a drive-around aisle, and that paved area extends onto the adjacent shopping center

to the South. This area previously had vehicular access around the building and to the adjacent shopping center, but is now fenced along the common property line with the shopping center. A note on the site plan indicates that the access is to remain closed with the existing fence. In other areas, the site plan indicates cross-access to the shopping center and the existing restaurant are closed via curbing and landscaping.

The original site plan did not indicate public sidewalks along the street frontages. The amended site plan now indicates such within the right-of-way.

Pertaining to landscaping and tree plantings, calculations on the site plan indicate compliance with the landscaping requirements for the overall site. The tree planting calculations indicate 15 frontage trees are required. However, since fractional frontage tree calculations are rounded-down, only 14 frontage trees would be required. The perimeter and parking tree requirement calculations are correct. There is only a note on the site plan stating that the site will comply with the tree planting requirements. As the City is looking closely at the spacing of heritage overstory tree plantings to provide a more favorable growth space, a spacing of at least 40' between trees is being considered as per the proposed Right Tree/Right Place concept. Therefore, the applicant should coordinate with staff on the location of frontage heritage trees and the possibility of reducing the number of required trees with contributions to the Mobile Tree Commission for any reduction in required plantings.

As per the Traffic Engineering comments, the site is limited to one curb cut per street frontage, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. All on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance. A note should be required on the site plan stating these comments.

If approved, three (3) copies of a revised PUD site plan should be submitted to and approved by Planning and Zoning prior to signing the Final Plat for the pending Subdivision.

## **RECOMMENDATION**

Staff recommends the following Findings of Fact for Approval for the Planned Unit Development:

- a. the proposal promotes the objective of Creative design (to encourage innovative and diversified design in building form and site development) because it allows for traffic flow between multiple building sites;
- b. the proposal promotes the objective of Flexibility (to permit greater flexibility in the location and arrangement of buildings and uses than is generally possible under district regulations), because the proposed uses will allow the site to maximize its ability to be utilized;
- c. the proposal promotes the objective of Efficient land use (to encourage the most efficient and sustainable use of land, especially tracts in the inner part of the city that remain undeveloped or that are appropriate for redevelopment), because a portion of the over-all site will be re-purposed with access to the existing developed portion;

- d. the proposal promotes the objective of Environment (to preserve and protect as urban amenities the natural features and characteristics of the land), because there will not be any expansion of site area, and the site will acquire landscaping and tree plantings which were not previously provided; and
- e. the proposal promotes the objective of Environment (to preserve and protect as urban amenities the natural features and characteristics of the land), because there will not be any expansion of site area, and the site will acquire landscaping and tree plantings which were not previously provided.

Based upon the preceding, this application is recommended for approval subject to the following:

- 1) revision of the site plan to provide lot number labels;
- 2) retention of the lot size table on the site plan;
- 3) full compliance with tree plantings and landscape area for Lot 1, to include coordination with staff on the location of frontage heritage trees;
- 4) compliance with the Engineering comments: *[1. Revise the Vicinity Map to indicate the correct site location. 2. Retain CITY COMPLIANCE NOTES #2 - #6, as shown on the COTTAGE SQUARE PUD Site Plan (Sheet PUD1 dated 2-03-2020). 3. Add the following notes to the PUD SITE PLAN - Any existing or proposed detention facility shall be maintained as it was constructed and approved.];*
- 5) placement of a note on the site plan stating the Traffic Engineering comments: *(Site is limited to one curb cut per street frontage, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. All on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.);*
- 6) compliance with the 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 2015-116 and City Code Chapters 57 and 64). Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from a commercial site will require a tree removal permit.];*
- 7) compliance with the Fire Department comments: *[All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance (2012 International Fire Code).];*
- 8) submittal to and approval by Planning and Zoning of three (3) copies of a revised PUD site plan prior to signing the Final Plat for the pending subdivision or submission of any site development permits; and
- 9) full compliance with all municipal codes and ordinances.

***Revised for the March 19<sup>th</sup> meeting:***

*This application was heldover from the March 5<sup>th</sup> meeting to allow the applicant to address the following items:*

- 1) relocation of the dumpster pads such that they are not located in the proposed drive paths and the gates do not open into the drive way;
- 2) provision of compliant parking and drive aisles;
- 3) provision of an adequate turning radius around the southeast corner of the building -- at a minimum providing clearance distance between the building corner and the corner of property/fence; and
- 4) double dumpster – access for a collection truck would interfere with drive-thru traffic; while the applicant lists after-hours pick up, this would need to be for both proposed restaurants, on both lots, due to the one way drive aisle from Lot 2 onto Lot 1.

The above items were concerns expressed by Traffic Engineering at the March 5<sup>th</sup> meeting. The applicant has submitted a revised site plan addressing these concerns which satisfies Traffic Engineering.

### **RECOMMENDATION**

Staff recommends the following Findings of Fact for Approval for the Planned Unit Development:

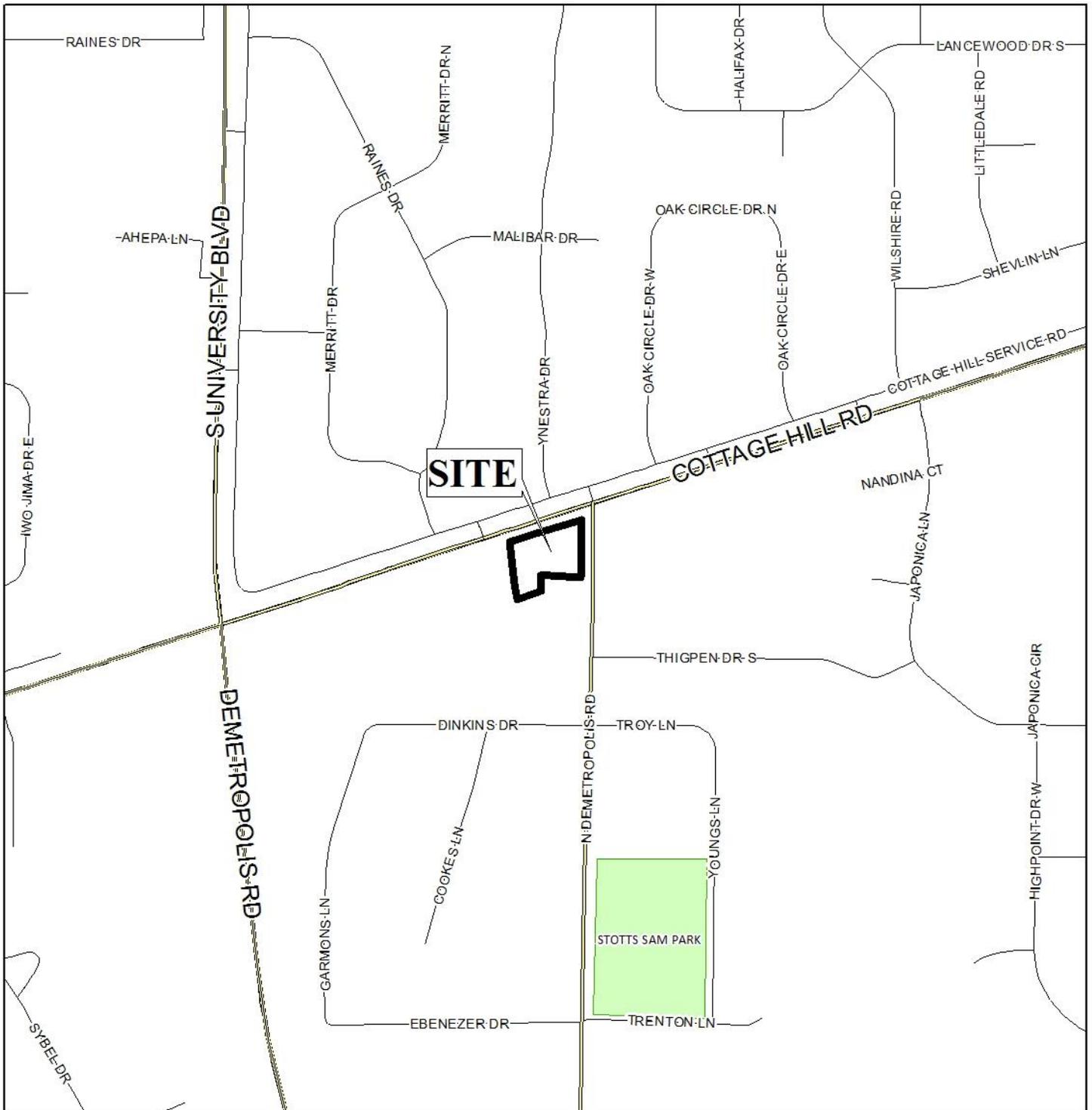
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- 5) *placement of a note on the site plan stating the revised Traffic Engineering comments: (Site is limited to existing curb cuts. Any new on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.);*
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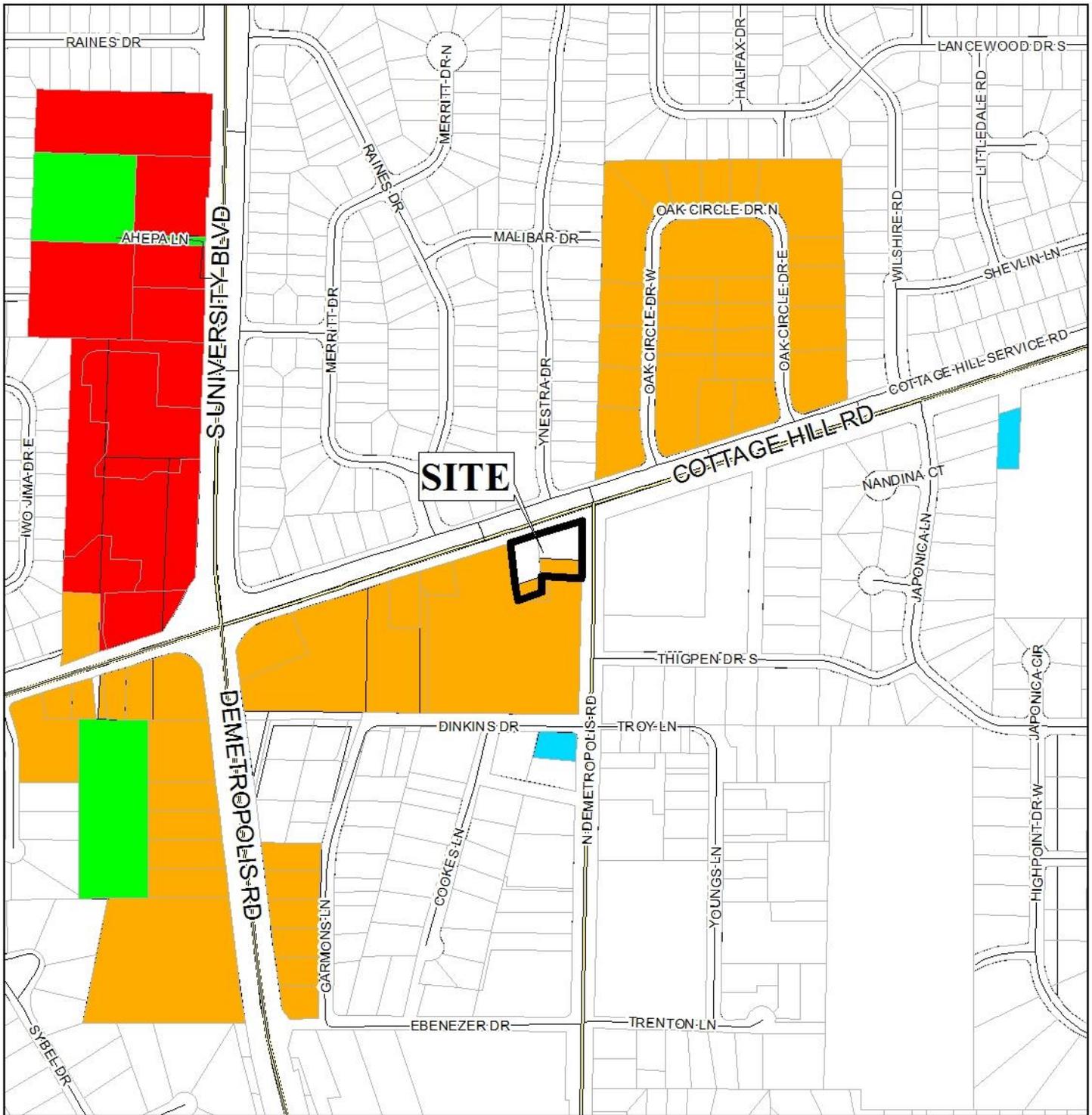
# LOCATOR MAP



APPLICATION NUMBER 2 DATE March 19, 2020  
 APPLICANT Cottage Square Subdivision  
 REQUEST PUD



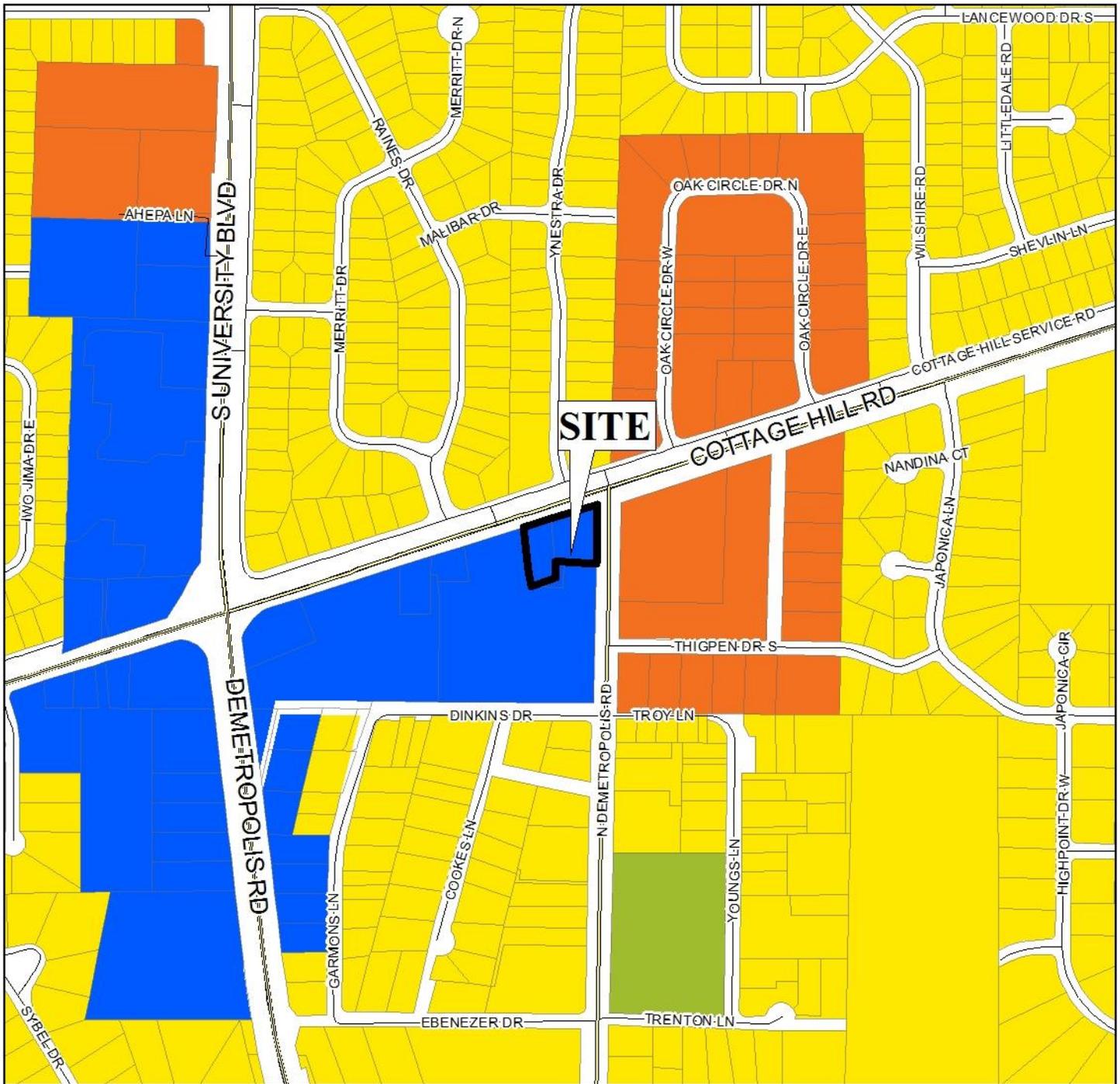
# LOCATOR ZONING MAP



APPLICATION NUMBER 2 DATE March 19, 2020  
 APPLICANT Cottage Square Subdivision  
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# FLUM LOCATOR MAP



APPLICATION NUMBER 2 DATE March 19, 2020

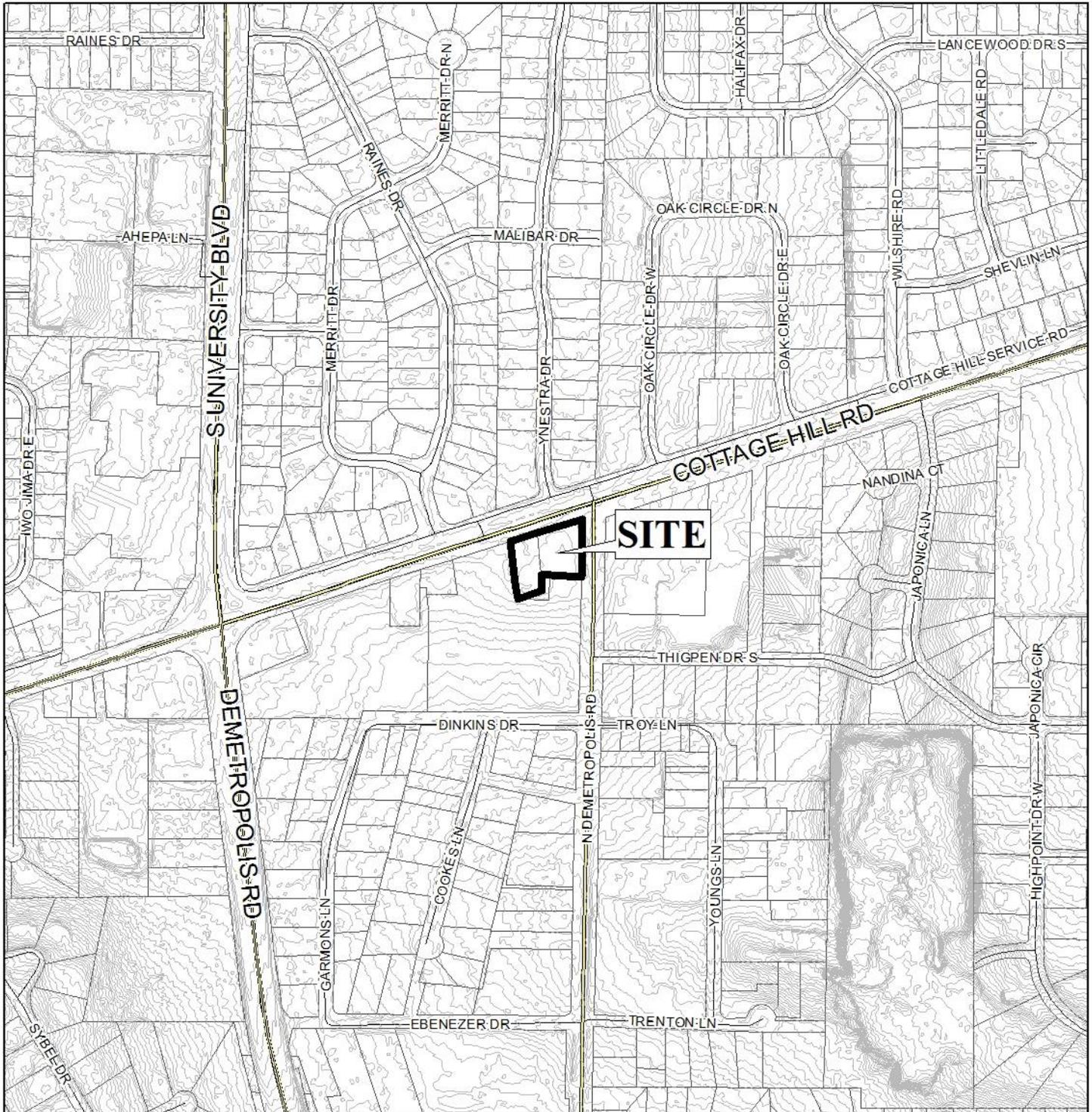
APPLICANT Cottage Square Subdivision

REQUEST PUD

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



# ENVIRONMENTAL LOCATOR MAP

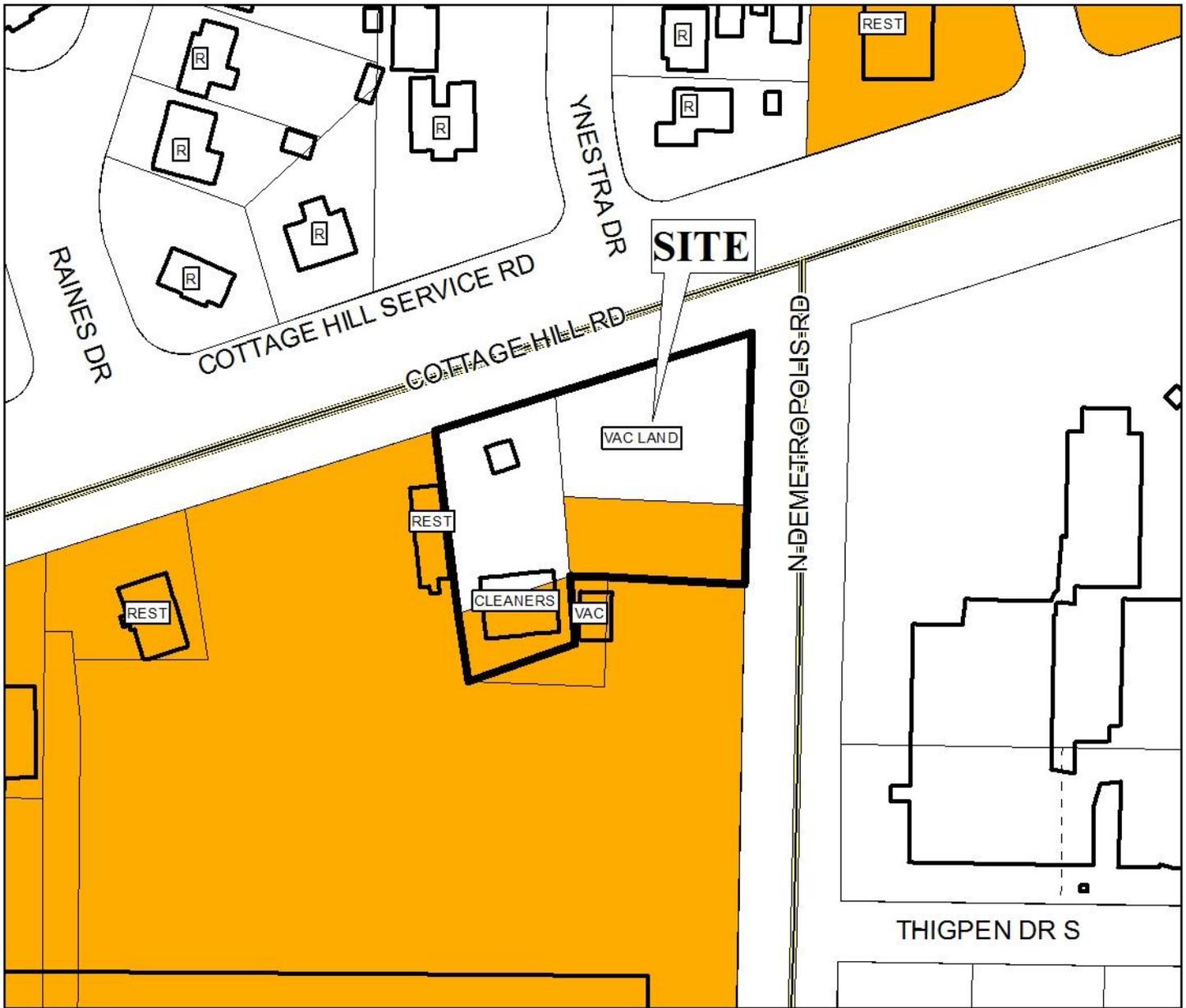


APPLICATION NUMBER	2	DATE	March 19, 2020
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REQUEST	PUD		

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# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by miscellaneous residential and commercial units.

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APPLICANT Cottage Square Subdivision

REQUEST \_\_\_\_\_ PUD

<span style="display: inline-block; width: 15px; height: 10px; background-color: cyan; border: 1px solid black;"></span> R-A	<span style="display: inline-block; width: 15px; height: 10px; background-color: green; border: 1px solid black;"></span> R-3	<span style="display: inline-block; width: 15px; height: 10px; background-color: tan; border: 1px solid black;"></span> T-B	<span style="display: inline-block; width: 15px; height: 10px; background-color: orange; border: 1px solid black;"></span> B-2	<span style="display: inline-block; width: 15px; height: 10px; background-color: blue; border: 1px solid black;"></span> B-5	<span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black;"></span> MUN	<span style="display: inline-block; width: 15px; height: 10px; background-color: orange; border: 1px solid black;"></span> SD-WH	<span style="display: inline-block; width: 15px; height: 10px; background-color: purple; border: 1px solid black;"></span> T5.1
<span style="display: inline-block; width: 15px; height: 10px; background-color: white; border: 1px solid black;"></span> R-1	<span style="display: inline-block; width: 15px; height: 10px; background-color: pink; border: 1px solid black;"></span> R-B	<span style="display: inline-block; width: 15px; height: 10px; background-color: cyan; border: 1px solid black;"></span> B-1	<span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black;"></span> B-3	<span style="display: inline-block; width: 15px; height: 10px; background-color: lightblue; border: 1px solid black;"></span> I-1	<span style="display: inline-block; width: 15px; height: 10px; background-color: lightgreen; border: 1px solid black;"></span> OPEN	<span style="display: inline-block; width: 15px; height: 10px; background-color: pink; border: 1px solid black;"></span> T3	<span style="display: inline-block; width: 15px; height: 10px; background-color: darkpurple; border: 1px solid black;"></span> T5.2
<span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black;"></span> R-2	<span style="display: inline-block; width: 15px; height: 10px; background-color: peachpuff; border: 1px solid black;"></span> H-B	<span style="display: inline-block; width: 15px; height: 10px; background-color: purple; border: 1px solid black;"></span> LB-2	<span style="display: inline-block; width: 15px; height: 10px; background-color: brown; border: 1px solid black;"></span> B-4	<span style="display: inline-block; width: 15px; height: 10px; background-color: gray; border: 1px solid black;"></span> I-2	<span style="display: inline-block; width: 15px; height: 10px; background-color: orange; border: 1px solid black;"></span> SD	<span style="display: inline-block; width: 15px; height: 10px; background-color: lightpurple; border: 1px solid black;"></span> T4	<span style="display: inline-block; width: 15px; height: 10px; background-color: darkpurple; border: 1px solid black;"></span> T6



# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



Mobile County Revenue Commission

The site is surrounded by miscellaneous residential and commercial units.

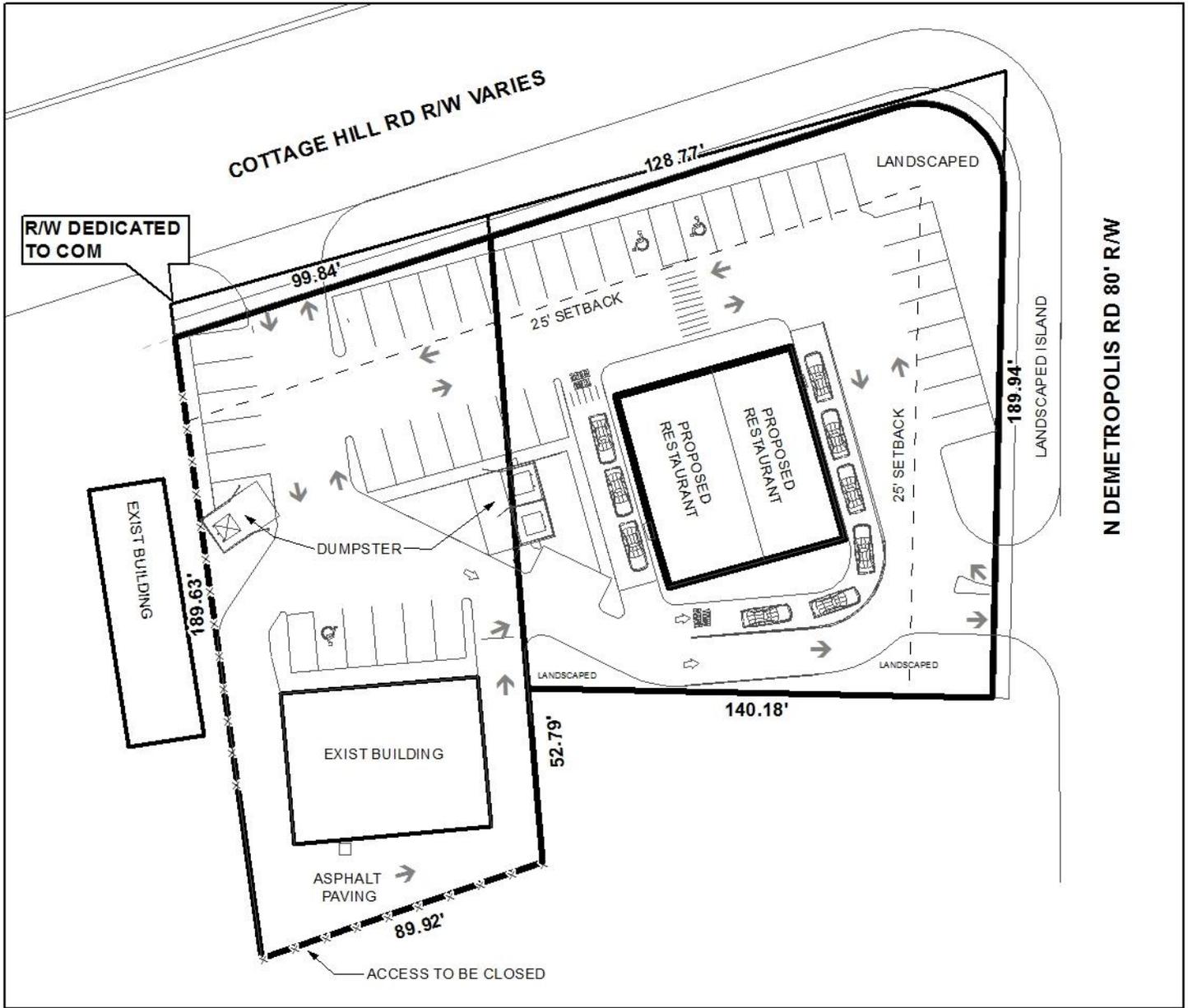
APPLICATION NUMBER     2     DATE     March 19, 2020    

APPLICANT     Cottage Square Subdivision    

REQUEST     PUD    



# PROPOSED SITE PLAN



The site plan illustrates the existing buildings, proposed buildings, and proposed parking.

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 REQUEST PUD



