

**PLANNED UNIT DEVELOPMENT
STAFF REPORT****Date: October 4, 2018****DEVELOPMENT NAME**

Springhill Village, LLC

LOCATION

4350, 4354, 4356, 4358, 4360, 4362, 4364 and 4366 Old Shell Road
(North side of Old Shell Road, 390'± West of Dilston Lane, extending to the East side of North McGregor Avenue, 480'± North of Old Shell Road)

CITY COUNCIL**DISTRICT**

District 7

AREA OF PROPERTY

9.8± Acres

CONTEMPLATED USE

Planned Unit Development Approval to allow multiple buildings on a single building site, with shared access and parking to accommodate two new buildings.

**TIME SCHEDULE
FOR DEVELOPMENT**

None given.

ENGINEERING**COMMENTS**

RETAIN NOTES #1 - #7 AS SHOWN ON THE PUD

SITE PLAN.

Revise, as necessary, the existing two (2) dumpster pads to isolate and collect the storm runoff and transport it to the sanitary sewer system.

TRAFFIC ENGINEERING**COMMENTS**

Site is limited to two curb cuts per street frontage with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. 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. Handicap parking spaces on site do not illustrate the required access aisle. Modifications to include the aisles may change the number of onsite parking spaces. The proposed on-street parking should be adjacent to sidewalk so that patrons aren't required to traverse grass/landscaping to access the site. Sidewalk on McGregor Avenue should also be designed to connect to the existing sidewalk on adjacent property to the south. Roadway widening may be necessary on McGregor Avenue to accommodate the relocation of the entrance to the site. Striping modifications will be required to restripe the turn lane to a two-way turn lane, now that the left turns into the site and onto Princess Anne will have to share the same lane to turn left.

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 may 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 allow multiple buildings on a single building site with shared access and parking to accommodate two new buildings. The applicant proposes to add new development to the site under the Village Center Sub-district of the Voluntary Traditional Center District requirements of Section 64-3.H. of the Zoning Ordinance.

The subject site is a shopping center with various retail and service businesses contained within two one-story buildings containing approximately 83,035 square feet and 33,767 square feet (total of 116,802± square feet). The applicant proposes to construct two additional buildings on the site, two stories each, totaling 15,488 square feet (footprint), 30,976 square feet total two stories each, while reducing the existing smaller building to 30,270 square feet. The proposed development will result in a total of 144,281± square feet of building area within the shopping center.

As more than one building is proposed to be on the site, and as there would be shared access and parking with other adjacent sites, a Planned Unit Development must be approved; hence this application. It should be noted that the site is currently of a metes-and-bounds legal description; therefore, if the PUD is approved, it should be subject to the submittal and approval of a one-lot Subdivision to create a legal lot of record of the site.

The site has been given a Traditional Neighborhood Center (NC) land use designation, per the recently adopted Future Land Use Plan and Map. 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 du/ac— 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 traditional contexts: These tend to be in those areas east of the Beltline and correspond to MxDR neighborhoods. In these NCs, buildings should orient to the street, with on-site parking typically pushed to the back of the site. The design qualities of the public realm are emphasized, including the provision of continuous sidewalks, tree canopy, pedestrian amenities, on-street parking and bicycle facilities where appropriate.
- 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 of 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 the 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.

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 will require approval by the Planning Commission. Also, PUD approvals expire within one (1) year if no permits for the development are obtained or an extension granted.

The site is zoned B-2, Neighborhood Business. It is adjoined to the East by B-2 and R-1, Single-Family Residential zoning; to the North by R-1; and to the South by B-2. Across the Old Shell Road frontage is B-2, and across the North McGregor Avenue frontage is R-1.

The applicant states:

1. *Currently the site is zoned B-2, we are requesting to rezone this property to a planned unit development ("PUD") which will allow us to adopt the Village of Springhill zoning for Traditional Center District ("TCD") as referenced in section 64-3-H of the City of Mobile Code of Ordinances.*
2. *This will allow us to reduce the setbacks to 0 feet along Old Shell Rd and McGregor Ave, which is consistent with the TCD.*
3. *We are reducing the square footage of the eastern most building from +/-33,767 sf to +/-30,270 sf.*
4. *We plan to replace the current sidewalks along Old Shell Rd and McGregor Ave to match the existing sidewalks in front of Regions Bank on Old Shell Rd that are built to the TDC standards, so all sidewalks around the property are uniform in design and meet the design standards set for in the Village of Springhill blueprint.*
5. *We plan to increase the square footage of the shopping center from +/-113,305 sf. to +/-144,281 sf.*
6. *The existing parking count is 470 parking spaces or 4.14 spaces per thousand sf. The PUD parking count will be 486 or 3.37 spaces per thousand sf.*
7. *The southern most entrance off of McGregor Ave is proposed to be removed. Currently there are 2 entrances +/-160 feet apart along McGregor which creates another unnecessary intersection so we plan on removing the southern entrance to help facilitate better traffic flow along McGregor.*
8. *The middle entrance/exit off of McGregor will be shifted to the south in order to align with the main drive aisle in front of Rouses Supermarket. This should allow traffic to flow better and not bottle neck into McGregor.*

9. *Along McGregor Ave. there are 11 parallel parking spaces proposed within the City R.O.W..*
10. *The parking lot and drive lanes to the north and east of Regions bank will be reconfigured to channelize the traffic flow to reduce congestion and confusion among patrons.*
11. *This PUD is generally compatible with neighboring uses.*
12. *Adequate access is provided without generating excess traffic along minor residential streets in residential districts outside the PUD.*
13. *The natural features of the site have been taken into consideration.*
14. *The design of the development will provide for adequate circulation within the development.*
15. *The design of the development will ensure adequate access for emergency vehicles.*
16. *The current development does provide for protection from adverse effects of adjacent properties as well as protection from adverse affects from the PUD.*
17. *We will submit a variance request for the following to BZA:*
 - a. *We will need a variance to retain/replace the existing free standing/pylon signs along Old Shell Rd and McGregor.*
 - b. *We will need a variance to allow this site to have less than the required 80% of building frontage along the road frontage on Old Shell Rd and McGregor Ave.*
 - c. *We will need a variance to allow the existing width of the main entry drive to Old Shell Rd.*
18. *Once we have PUD and BZA approval, we will submit a subdivision application.*

It should be noted that the applicant's reference to rezoning is inaccurate. No rezoning is necessary as all proposed uses for the site are allowed in a B-2 district. The applicant is requesting, however, to add new development to the existing shopping center under the Traditional Center District regulations.

The applicant is proposing to reconfigure the existing shopping center to include one new two-story 10,402 square-foot building fronting Old Shell Road, and one new two-story 20,574 square-foot building fronting North McGregor Avenue. Approximately 3,500 square feet of the South end of the existing multi-tenant building will be removed to allow additional parking and room for the proposed two-story building facing Old Shell Road. The resultant square footage of all buildings on site will be approximately 144,281 square feet. Of the three existing entrances/exits along North McGregor Avenue, the Southern-most will be eliminated, and the middle one will be shifted to the South to align with the current drive aisle in front of the Rouses Supermarket building. The Northern entrance/exit will remain as currently configured. The existing entrances/exits along Old Shell Road are proposed to remain, with a minor change to relocate the pylon sign. Reconfiguration of portions of the parking lot is proposed to facilitate the traffic flow North of Old Shell Road, and on-site parking is proposed to increase from the current 470 spaces to 486 spaces.

The PUD is necessary due to the multiple buildings proposed on the site with shared access and parking with the Regions Bank site. However, the applicant has requested that the application be reviewed under Section 64-3.H.(Traditional Center District)3.b.(Village Center Sub-district) of

the Zoning Ordinance as opposed to the normal non-Traditional Center District review process. The Regulating Plan for a Traditional Center District (TDC) allows for certain reductions in setbacks beyond the normal B-2 setbacks, and allows for more-relaxed parking ratios than normally required. It also has certain street frontage requirements, sidewalk width requirements, signage restrictions and entrance/exit drive restrictions.

The site has frontage on Old Shell Road and North McGregor Avenue, both of which are components of the Major Street Plan. However, as it is unlikely that frontage will be required for any future widening of either street, dedication will not be required along either street. As per the Traffic Engineering comments, the site should be limited to two curb cuts per street frontage with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards.

The site plan illustrates the items mentioned by the applicant's narrative. The primary focus of the PUD is to allow the two proposed buildings with zero front yard setbacks along both street frontages. The TCD Regulating Plan allows a front build-to line from zero to five feet back from the front property line; therefore, the proposed front setbacks are compliant. The reduced setbacks will also be compatible with existing buildings within the immediate area historically built with reduced front setbacks. The TCD Regulating Plan also requires sidewalks to be a minimum of 12' and a maximum of 15' wide. As proposed, the Old Shell Road sidewalk will be 15' wide, and the North McGregor Avenue sidewalk will be 12' wide. However, as per the Traffic Engineering comments the sidewalk along North McGregor Avenue should be designed to connect to the existing sidewalk on adjacent property to the South.

The applicant proposes 11 parallel parking spaces along North McGregor Avenue. Although on-street parking is not addressed within the TCD Regulating Plan, on-street parking was approved for the development of the CVS Pharmacy at the Southwest corner of Old Shell Road and South McGregor Avenue, albeit nose-in/back-out parking. The review for that site was done prior to the adoption of the TCD Regulating Plan. Parallel parking was provided for the development at 456 North McGregor Avenue. It would then seem that parallel parking would be justified, subject to revision of the site plan to address the Traffic Engineering comments concerning relocating the parking adjacent to the sidewalk so that patrons are not required to traverse grass/landscaping to access the site.

With regard to the on-site parking, as previously stated, the TCD Regulating Plan allows for reduced parking ratios beyond the standard requirements of Section 64-6.A.6. of the Zoning Ordinance. Most commercial uses within the TCD require parking on the ratio of 1 space per 450 square feet of gross floor area. Restaurants require one space per 300 square feet of gross floor area. Residential use is proposed on the second floor of each of the new buildings; however, there is no on-site parking requirement for residential use in the TCD. A chart of proposed uses per unit and building was submitted by the applicant. With minor adjustments to the provided parking calculations, specifically rounding up on fractional spaces, the site would require 306 parking spaces after the main building reconfiguration and the addition of the two proposed buildings. As the site will have 486 parking spaces after the reconfiguration, sufficient parking will be provided under the TCD Regulating Plan for the proposed uses.

Although the applicant has requested the PUD be reviewed under the TCD Regulating Plan, there are certain aspects of the site plan which do not follow that plan. Specifically, the building frontage, entry drive width and signage allowances are to note.

The TCD Regulating Plan requires the building frontage in a Village Center Sub-district to be at least 80% of the lot frontage as measured from side property line to side property line at the principal façade line. As the Old Shell Road frontage is 190'±, the minimum building width required is 152'. The site plan indicates the proposed building along that frontage to be approximately 75' wide, or about 40% of that street frontage of the site. Along North McGregor Avenue, the site has 447'± of street frontage, and the proposed building is approximately 200' wide, or approximately 45% (358'± required for 80%) of that street frontage of the site. Therefore, a variance would be required to allow the reduced building frontage along both streets. The site plan should be revised to include a chart of proposed uses and areas with parking calculations based on the above ratios with any fractional spaces rounded up.

The TCD Regulating Plan requires that vehicular parking access drives be a minimum of 24' wide and a maximum of 30' wide for two-way traffic. The site plan indicates the two North McGregor Avenue access drives and the Eastern-most Old Shell Road access drive in compliance with this standard. However, the main divided access drive along Old Shell Road is approximately 65' wide. Therefore, a variance would be required to allow the increased width for this access drive.

The site plan indicates the two existing pylon signs on the site are to remain. However, the TCD Regulating Plan prohibits freestanding signs. Therefore, a Sign Variance would be required to allow the signs to remain.

The site plan does not provide a landscaping or tree planting plan. As the TCD Regulating Plan requires 10% of the total building site being developed or redeveloped to be landscaped, the applicant should revise the site plan to provide a landscaping and tree planting plan meeting compliance. This plan should be coordinated with the Planning and Zoning staff and Long Range Planning prior to submittal.

RECOMMENDATION

Planned Unit Development: Staff recommends the following Findings of Fact for Approval of 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 multiple buildings with mixed uses on a single building site, and allows for implementation of aspects of the Blueprint for Spring Hill plan;
- 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 reduced parking requirements will allow for increased use of the site within its existing area;

- 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 the development will not require additional area to be incorporated into the site and will re-purpose existing site area;
- 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 the site area;
- e. the proposal promotes the objective of Open space (to encourage the provision of common open space through efficient site design), because the proposed new buildings are close to the street frontage instead of within the site and will cover only a small portion of the total site area; and
- f. the proposal promotes the objective of Public services (to encourage optimum use of available public utilities, streets and community facilities), because some parking within the public right-of-way is proposed and wider public sidewalks are proposed.

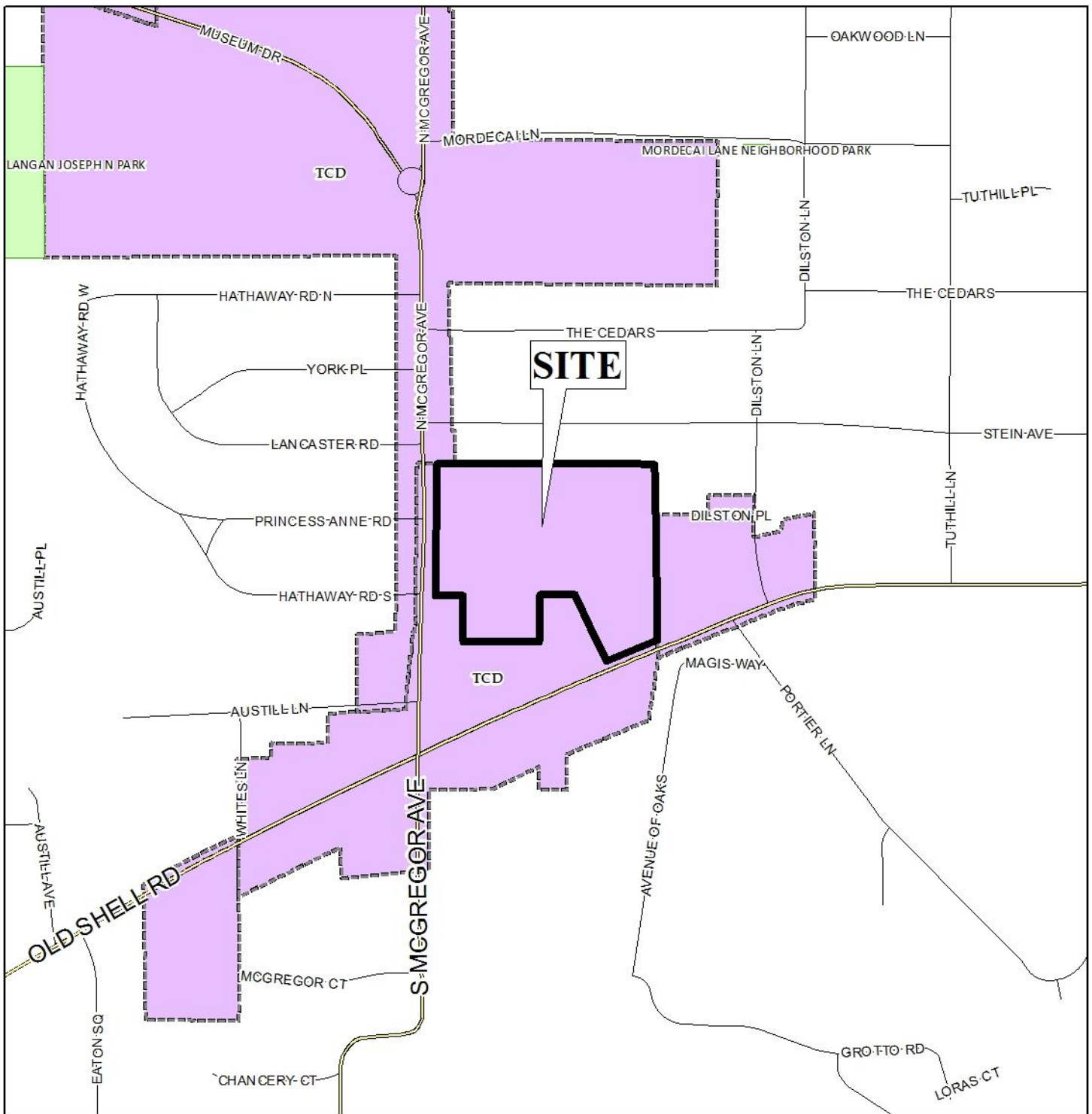
Based upon the preceding, the PUD application is recommended for Approval, subject to the following conditions:

- 1) approval of a one-lot Subdivision to create a legal lot of record of the site;
- 2) revision of the site plan to provide a chart of parking calculations based on the ratio of one space per 450 square feet of gross floor area for general business uses, one space per 300 square feet of gross floor area for restaurant/lounge area, and no parking required for residential use, with all fractional numbers rounded up;
- 3) approval of a variance to allow the reduced building frontage along both streets;
- 4) approval of a variance to allow the increased access drive width for the divided two-way drive along Old Shell Road;
- 5) approval of a Sign Variance to allow the two pylon signs to remain on site;
- 6) revision of the site plan to provide landscaping and tree planting for 10% of the total site, to be coordinated with the Planning and Zoning staff and Long Range Planning prior to submittal;
- 7) compliance with the Engineering comments: *[RETAIN NOTES #1 - #7 AS SHOWN ON THE PUD SITE PLAN. Revise, as necessary, the existing two (2) dumpster pads to isolate and collect the storm runoff and transport it to the sanitary sewer system.];*
- 8) compliance with all Traffic Engineering comments:
 - a. *Site is limited to two curb cuts per street frontage with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. (This should also be a note on the site plan).*
 - b. *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.*
 - c. *Handicap parking spaces on site do not illustrate the required access aisle. Modifications to include the aisles may change the number of onsite parking spaces.*
 - d. *The proposed on-street parking should be adjacent to sidewalk so that patrons aren't required to traverse grass/landscaping to access the site.*
 - e. *Sidewalk on McGregor Avenue should also be designed to connect to the existing sidewalk on adjacent property to the south.*
 - f. *Roadway widening may be necessary on McGregor Avenue to accommodate the relocation of the entrance to the site. Striping modifications will be required to restripe*

the turn lane to a two-way turn lane, now that the left turns into the site and onto Princess Anne will have to share the same lane to turn left.

- 9) 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).];*
- 10) 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).];*
- 11) submittal to and approval by Planning and Zoning of two (2) copies of a revised PUD site plan reflecting all required revisions of this review and incorporating all Board of Zoning Adjustment decisions prior to signing the Final Plat for the Subdivision; and
- 12) completion of the Subdivision process prior to any request for land disturbance.

LOCATOR MAP



APPLICATION NUMBER 5 DATE October 4, 2018

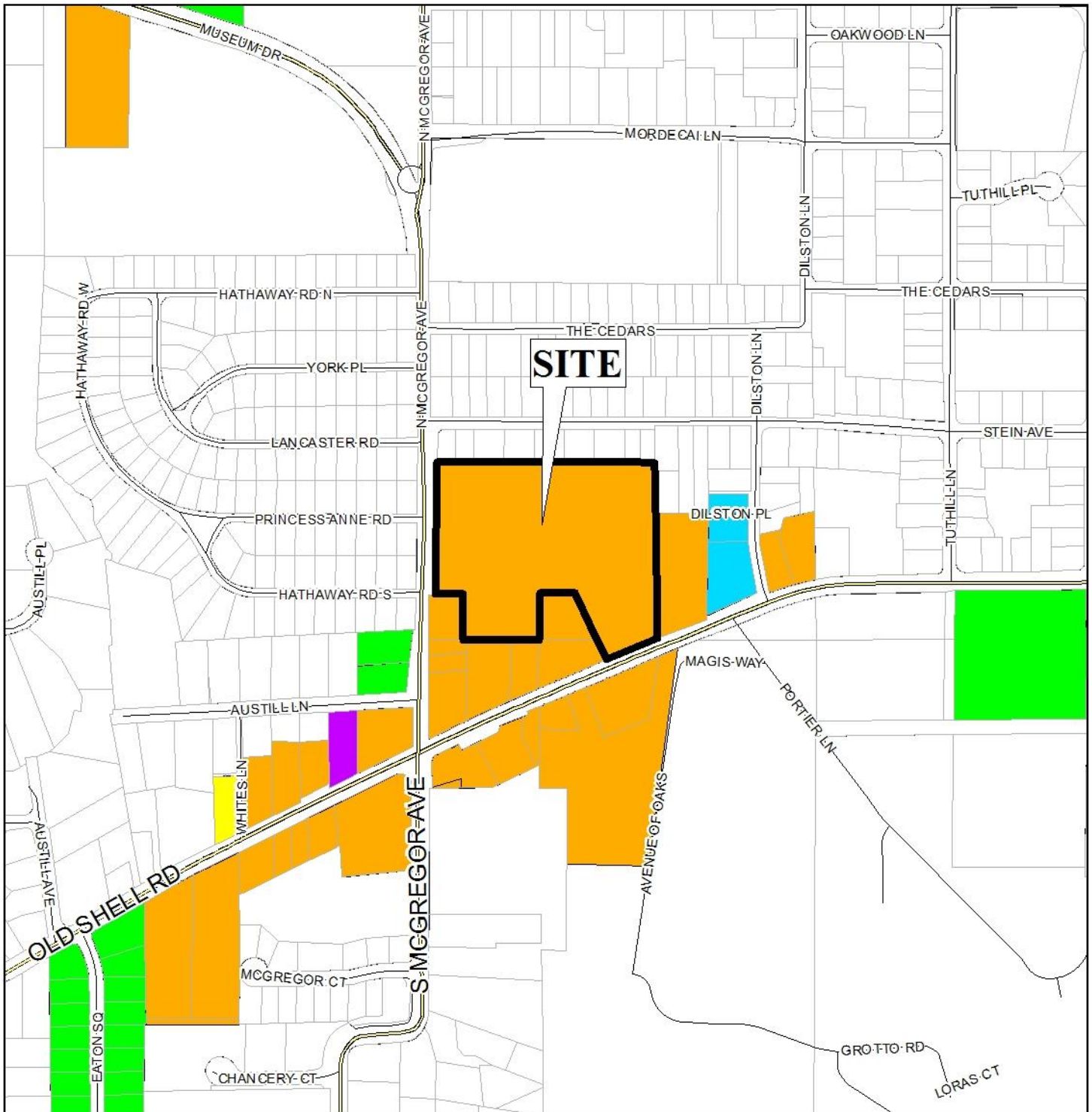
APPLICANT Springhill Village, LLC

REQUEST Planned Unit Development



NTS

LOCATOR ZONING MAP



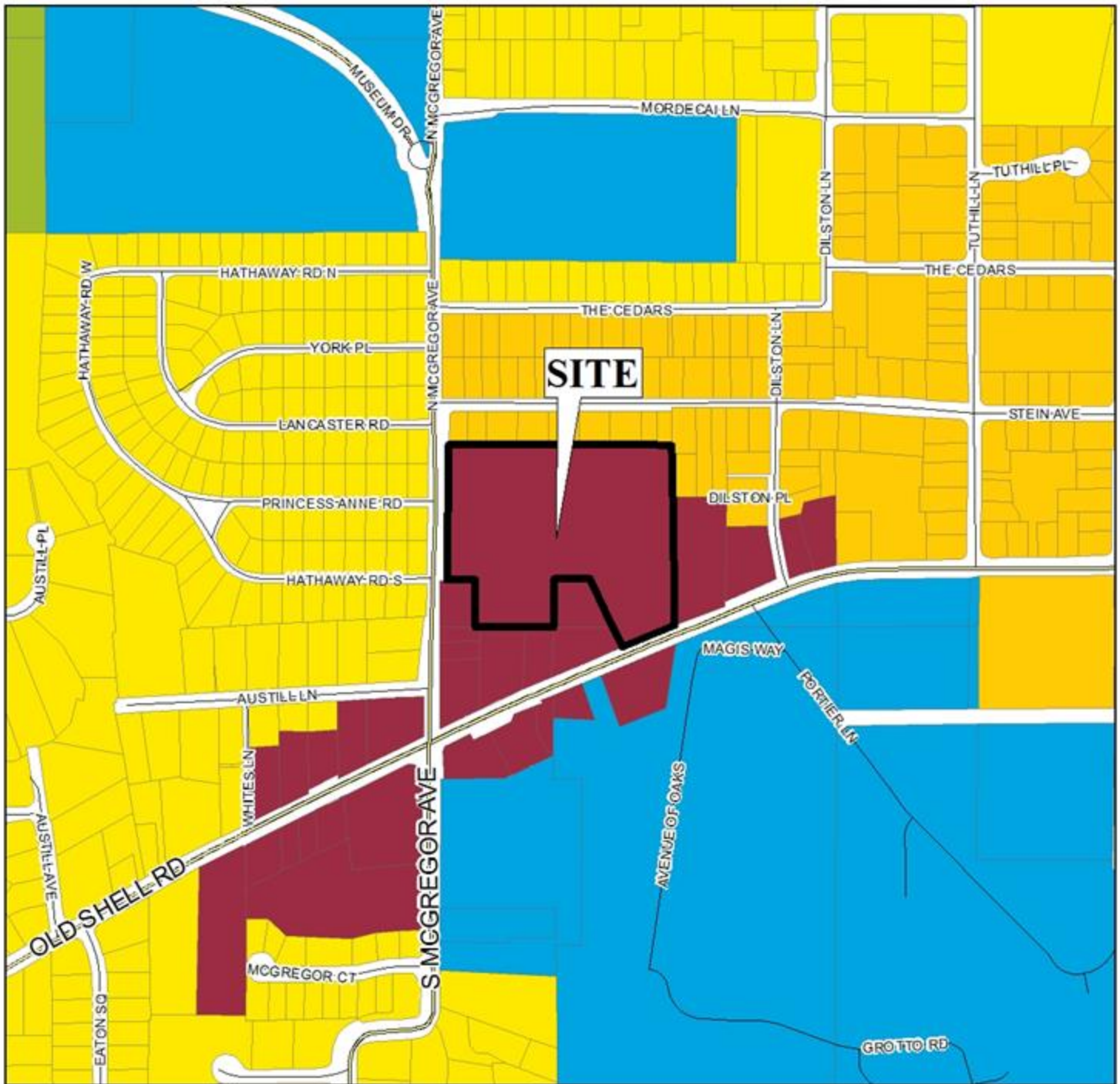
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APPLICANT Springhill Village, LLC

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FLUM LOCATOR MAP



APPLICATION NUMBER 5 DATE October 4, 2018

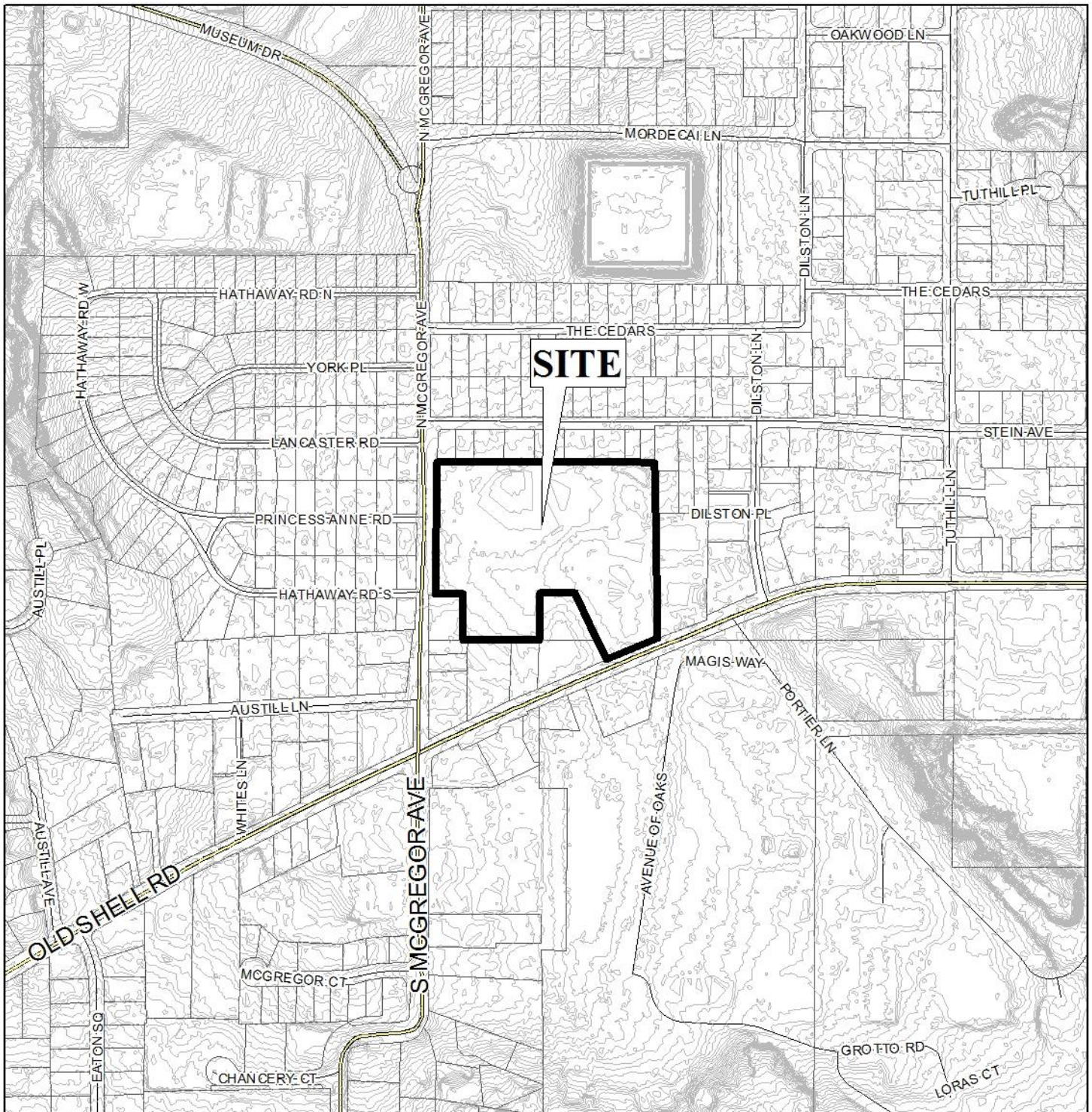
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Low Density Residential	Neighborhood Center - Traditional	Downtown Waterfront	Parks & Open Space
Mixed Density Residential	Neighborhood Center - Suburban	Light Industry	Water Dependent
Downtown	Traditional Corridor	Heavy Industry	
District Center	Mixed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



ENVIRONMENTAL LOCATOR MAP



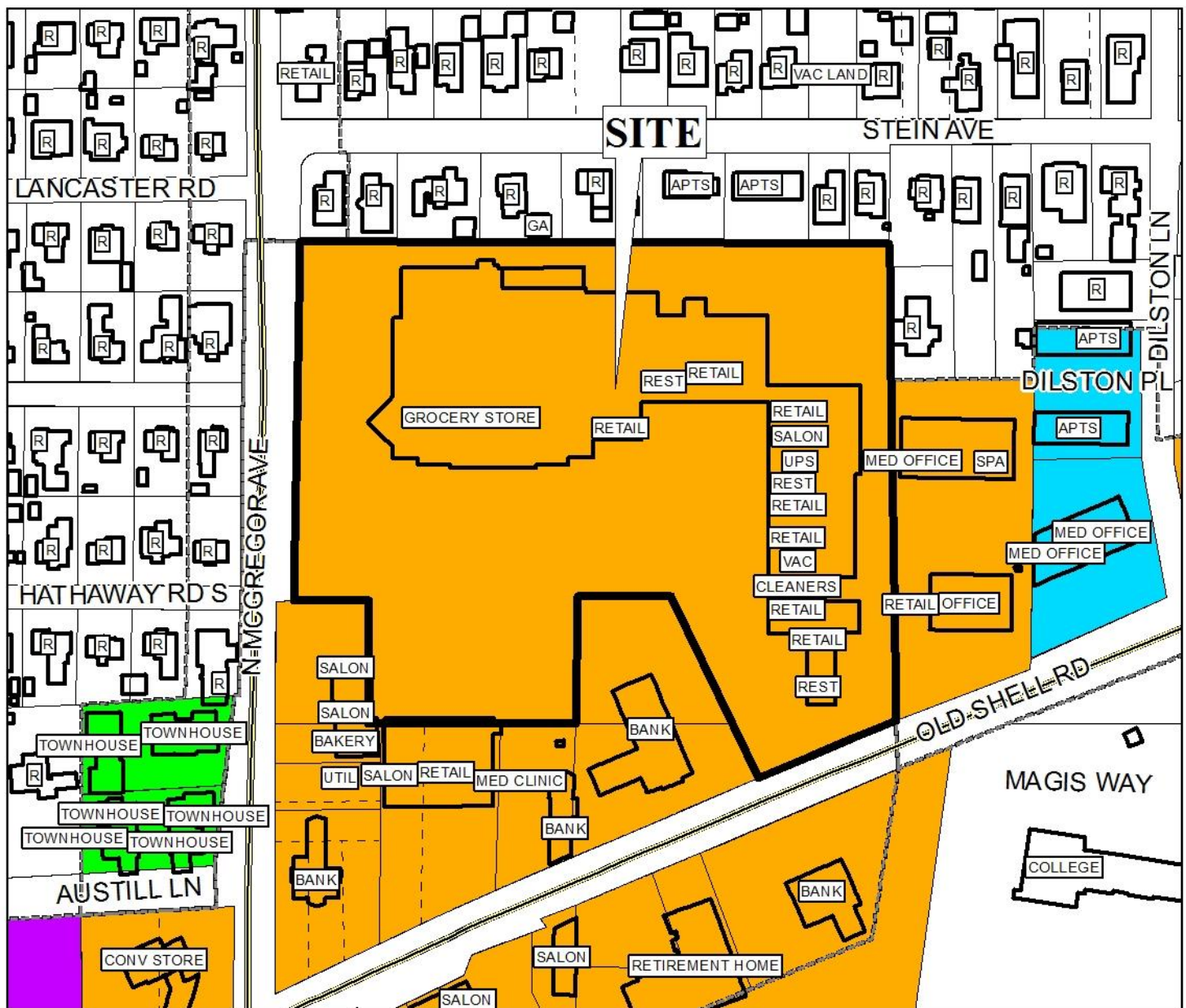
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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by residential units to the north and commercial units to the south.

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R-A	R-3	T-B	B-2	B-5	MUN	SD-WH	T5.1
R-1	R-B	B-1	B-3	I-1	OPEN	T3	T5.2
R-2	H-B	LB-2	B-4	I-2	SD	T4	T6



PLANNING COMMISSION VICINITY MAP - EXISTING AERIAL

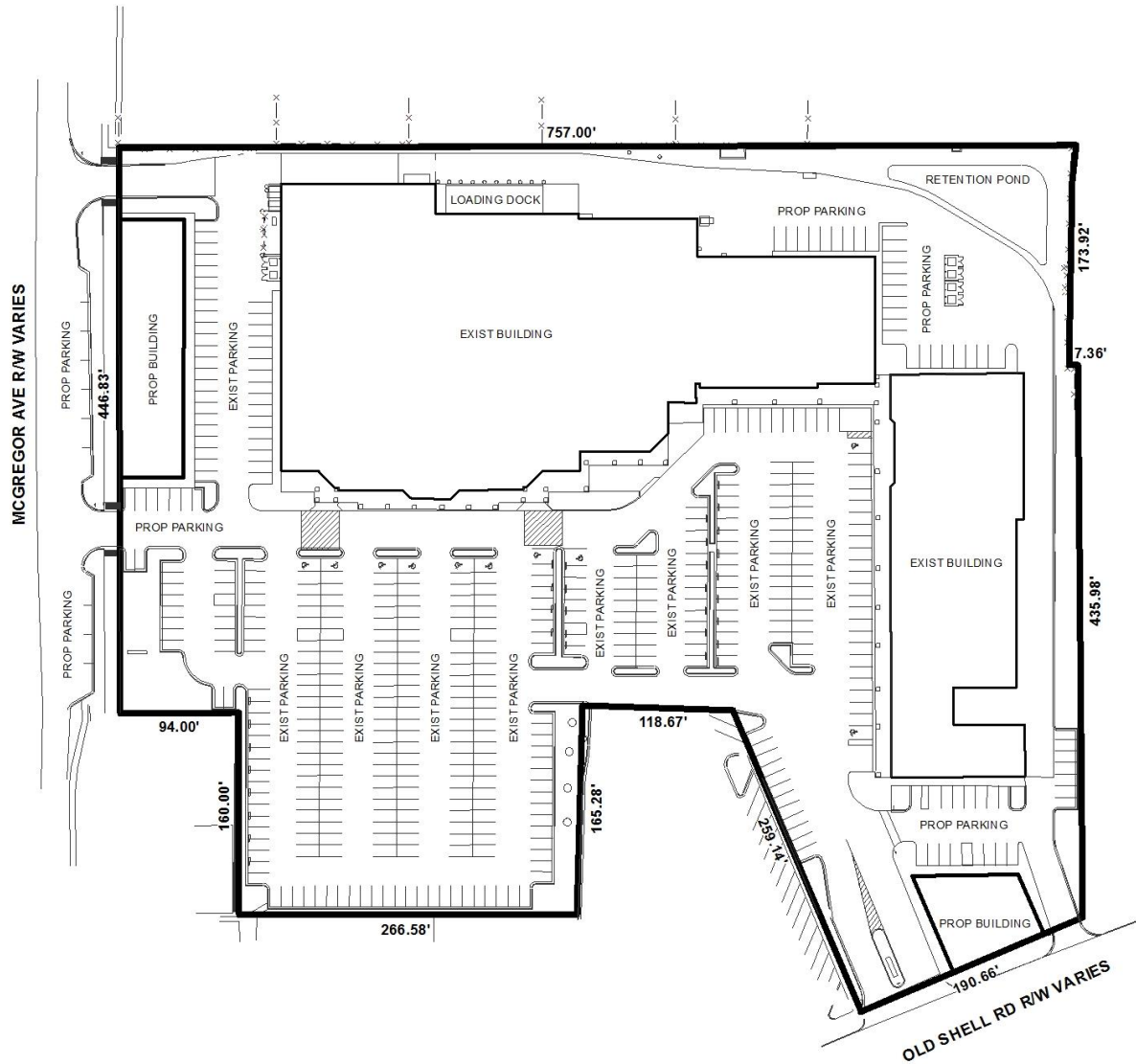


The site is surrounded by residential units to the north and commercial units to the south.

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SITE PLAN



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

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