

**PLANNED UNIT DEVELOPMENT
& SUBDIVISION STAFF REPORT****Date: September 6, 2012****DEVELOPMENT NAME**

Pinebrook Subdivision

SUBDIVISION NAME

Pinebrook Subdivision

LOCATION

3952, 3954, 3958, 3960, 3962, 3964, 3966, 3968, 3972
Airport Boulevard and 271, 273, 275, 277, 279, 281 and
283 South McGregor Avenue
(Northwest corner of Airport Boulevard and McGregor
Avenue)

**CITY COUNCIL
DISTRICT**

District 5

AREA OF PROPERTY5 Lots / 18.5 ± acres (*per application, 14.5 ± acres per plat*)**CONTEMPLATED USE**

Planned Unit Development Approval to amend a
previously approved Planned Unit Development to allow shared access and parking between
multiple building sites, and Subdivision approval to create 5 lots.

**TIME SCHEDULE
FOR DEVELOPMENT**

To commence after all necessary approvals.

**ENGINEERING
COMMENTS**

The following comments should be addressed prior to
acceptance and signature by the City Engineer:

- 1) Provide all of the required information on the Final Plat (i.e. signature blocks, signatures, certification statements, legal description, required notes).
- 2) A signature block and signature for the Traffic Engineering Department shall be placed on the Final Plat.
- 3) Dedicate ROW to provide 50' width from centerline along South McGregor Avenue. Location to be as approved by Traffic Engineering and Engineering.
- 4) Any work performed in the existing ROW (right-of-way) such as driveways, sidewalks, utility connections, drainage, irrigation, or landscaping will require a ROW permit from the City of Mobile Engineering Department (208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII).
- 5) Any and all proposed development within the property lines will need to be in conformance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17 , Ordinance #65-007 & #65-045); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.

- 6) A complete set of construction plans for the site work (including drainage, utilities, grading, storm water systems, paving) will be required to be submitted with the Land Disturbance permit. These plans are to be submitted and approved prior to beginning any of the construction work.

Revised for the November 1st meeting:

The following comments should be addressed prior to acceptance and signature by the City Engineer:

- 1) *Provide all of the required information on the Final Plat (i.e. signature blocks, signatures, certification statements, legal description, required notes).*
- 2) *A signature block and signature for the Traffic Engineering Department shall be placed on the Final Plat.*
- 3) *Dedicate sufficient ROW to provide 50' width from the centerline along South McGregor Avenue.*
- 4) *Any work performed in the existing ROW (right-of-way) such as driveways, sidewalks, utility connections, drainage, irrigation, or landscaping will require a ROW permit from the City of Mobile Engineering Department (208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII).*
- 5) *Parking spaces are not allowed within a Public ROW. Applicant can either request a vacation of a portion of the Airport Blvd ROW, or request that the proposed parking spaces be approved by the City through a ROW agreement.*
- 6) *Any ROW and/or easement that is proposed to be vacated must be approved by the City Council. A vacation request would be submitted through the City Clerk's office.*
- 7) *All dumpster pads shall be located so that the surface runoff within the dumpster pad is collected and tied to the Sanitary Sewer system prior to the issuance of a Certificate of Occupation.*
- 8) *Any and all proposed development within the property lines will need to be in conformance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17 , Ordinance #65-007 & #65-045); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.*
- 9) *A complete set of construction plans for the site work (including drainage, utilities, grading, storm water systems, paving) will be required to be submitted with the Land Disturbance permit. These plans are to be submitted and approved prior to beginning any of the construction work.*

TRAFFIC ENGINEERING
COMMENTS

The right-of-way width on McGregor Avenue is not illustrated the same on the Subdivision plan versus the PUD plan. Right-of-way dedication should be consistent across the property frontage, in accordance with the Master Street Plan. A revised traffic impact study was submitted for this development. Traffic Engineering approval of this site is contingent upon the construction by the developer/owner of all improvements identified in the study. It should be noted that the improvements include the installation of a traffic signal near the western property limits on Airport Boulevard and the removal of the traffic signal near the northern property limits on McGregor Avenue. Although it is not clearly stated,

the proposed signal must have hard-wire connection via fiber to the existing, adjacent signal system that begins at McGregor Avenue and runs east. This requires compatible signal equipment including but not limited to the controller, detection, and interconnectivity. City standard mast arm installation is also required. The improvements also include physical changes, such as a concrete island, to limit the right-in, right-out driveway on McGregor Avenue; striping will not be considered a physical improvement. Additional driveways on Airport Boulevard must either be modified or closed, as discussed in the study, as well as modifications to the median along Airport Boulevard. Design plans for all improvements within the public right-of-way must be approved by Engineering and Traffic Engineering.

Revised for the November 1st meeting:

A note has been included on the site plan to address the connection and compatibility of the proposed signal on Airport Boulevard, in addition to the call-out to remove the traffic signal on McGregor Avenue. The service entrance on Airport Boulevard has been separated from the signalized intersection; circulation to the west and north of the buildings should be one-way in a clockwise direction based on the confined pavement widths. Design plans for all improvements within the public right-of-way must be approved by Engineering and Traffic Engineering. Seventy parking stalls are now illustrated in the right-of-way of Airport Boulevard; a right-of-way use agreement will be required. New parking stalls and modified aisles should meet the latest standards for dimensions (24' aisles for two-way traffic and 18' x 9' parking stalls). All proposed parallel parking spaces will need to be a minimum of 23' x 8' to meet the current standard.

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 61-929 and City Code Chapters 57 and 64).

Full compliance with landscaping and tree requirements of the Zoning Ordinance.

FIRE DEPARTMENT

COMMENTS

All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile. The proposed relocation of a fire hydrant at the rear of the Pine-brook Shopping Center will require a Sprinkler Contractor to submit plans and obtain a permit from the Fire Code Enforcement Division of the Bureau of Fire Prevention if this is a private hydrant.

REMARKS

The applicant is seeking Planned Unit Development Approval to amend a previously approved Planned Unit Development to allow shared access and parking between multiple building sites, and Subdivision approval to create 5 lots. The site is located in Council District 5, and according to the applicant is served by public water and sanitary sewer.

The purpose of this application is to create five legal lots from multiple parcels, and to amend a previously approved (conceptually) Planned Unit Development in order to allow modifications

to an existing shopping center to accommodate applicant-proposed changes to site access and adjacent traffic signals. Specifically, the applicant proposes to close access points to Airport Boulevard and create a new intersection with traffic signal on the western edge of the existing shopping center.

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 / Subdivision plat will require approval by the Planning Commission.**

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.

The Planning Commission first approved a Planned Unit Development for this site in 2009 to accommodate a new Regions Bank at the corner of Airport and McGregor, when dedication of right-of-way adjacent to the bank on McGregor was required, but not obtained. In June 2012, the Planning Commission gave “conceptual” approval to a proposal similar to the one at hand as the applicant stated that their prospective tenant needed some sort of approval in place prior to any lease agreements. The current application became necessary when it was determined that all approvals must be in place prior to any lease agreements with the prospective tenant.

The site is zoned B-2, Neighborhood Business, and B-3, Community Business. The applicant proposes to subdivide the site in such a manner so that rezoning will not be required.

A portion of the site has been commercially developed since at least 1960, according to aerial photos. The current building layout of the site was in place by 1997, with major additions occurring between 1984 and 1997.

The site fronts onto Airport Boulevard and South McGregor Avenue, both proposed major streets. According to the Major Street Plan component of the Comprehensive Plan, South McGregor Avenue should have a right-of-way width of 100-feet, however, the right-of-way at this location is currently approximately 60-feet according to the submitted plat. Dedication is shown adjacent to the recently developed Regions Bank at the corner of Airport and McGregor, but is not depicted along the remaining 387 feet of frontage along McGregor: the plat should be revised to depict dedication along the entire frontage along South McGregor Avenue to provide 50-feet as measured from centerline. It should also be pointed out that the widening of South McGregor Avenue from Airport Boulevard to Dauphin Street is currently slated to begin in fiscal year 2016 and is, in fact, in line for federal funding through the Mobile Area Metropolitan Planning Organization. Airport Boulevard has an adequate right-of-way.

Since dedication along South McGregor Avenue will be required, the subdivision plat and the PUD site plan should be revised to reflect and accommodate the dedication. It should be pointed out that parking and signage fronting South McGregor Avenue will be impacted by the dedication of right-of-way. Furthermore, the dedication may impact on-site circulation.

Many of the proposed improvements that are part of the Planned Unit Development will occur in the public right-of-way for Airport Boulevard. Due to the nature of the proposed improvements, a traffic impact study (TIS) was required. Information in the TIS states that the study is based upon the directed assumption that an existing 25,000 square foot segment of the shopping center will be demolished to make way for a new 38,000 square foot stand alone retail store: the narrative provided with the application did not mention any demolition, and no building reconfiguration is depicted on the submitted site plan.

As the TIS findings state that the proposed new development will generate higher traffic volumes than what it will be replacing on the site, the following recommendations are made as part of the TIS:

- 1) Install a new traffic signal on Airport Boulevard at Pinebrook Shopping Center's western access point, with improvements to include access to the south side of Airport Boulevard and the service road;
- 2) Remove the existing traffic signal at Pinebrook Shopping Center's northeastern accesspoint;
- 3) Remove the right-in access points from Airport Boulevard onto the northern service road adjacent to the shopping center;
- 4) Remove the left turn to eastbound Airport Boulevard from Pinebrook, to leave only a right-in, right-out function; and
- 5) Alter the existing access point onto McGregor at the middle of the Pinebrook Shopping Center so that it is a right-in, right-out with a physical concrete barrier to prevent other movements.

The TIS also recommends a dedicated right-turn only lane on South McGregor onto Airport Boulevard, and signal retiming of the existing signal at Airport and McGregor.

The site plan submitted with the PUD application reflects some but not all of the improvements recommended by the TIS, thus the site plan should be revised to specifically show all proposed changes recommended by the TIS or by Traffic Engineering.

Furthermore, it should be pointed out that changes to the south side of Airport Boulevard are proposed, including the closing of two existing access-points to the service road on the south side (as they will now be served by the new signalized intersection), and the closure of a median cut that allows traffic from the south side of Airport Boulevard to access westbound Airport Boulevard.

The site plan does not accurately reflect the current tenant mix and uses. Tenants are depicted that are no longer present, and other tenants are depicted in locations that are different from their actual location in the development. The site plan should be revised to accurately reflect tenant locations, and to quantify in square feet the uses – retail, restaurant, office, etc. As the site plan tenant mix is not accurate, staff cannot verify adequate parking on the site. Furthermore, as a new tenant is involved, and as no information as the type of parking ratio required for the new

tenant is provided, staff cannot determine if parking on site will be adequate. It should also be pointed out that there appear to be several parking spaces located in the service road right-of-way near the Marble Slab Creamery: parking in the right-of-way cannot count towards required parking.

The site plan also depicts a proposed entry just west of the proposed new traffic signal. Parking spaces depicted behind Write Impression are angled, and the drive width narrows down to about 15 feet: the entry from Airport Boulevard should be signed as “one way” from Airport into the development. Also it appears that parking spaces in the Northwest corner of the site are so arranged to provide inadequate/substandard circulation and maneuvering. The International Fire Code may require a minimum 20-foot wide fire lane around the rear of the building, with the lane 26-feet in width where-ever there is a fire hydrant.

The drive-through for the Marble Slab Creamery is not marked and does not include one-way arrows. The site plan should be revised to include appropriate markings and labels.

Dumpster pads are depicted on the site plan, but aerials and a staff visit to the site verify that there are multiple dumpsters on the site that are not depicted on the submitted site plan, and which would impede implementation of the parking scheme as proposed. The site plan should be revised to show all existing or anticipated dumpsters.

Regarding trees and landscaping, Urban Forestry has requested that the site fully comply with the requirements of the Zoning Ordinance. No information is provided on the site plan regarding total landscape area, frontage landscape area, or trees. The site plan should be revised to reflect compliance with the tree and landscaping requirements of the Zoning Ordinance.

Typically sidewalks are required as part of commercial subdivision applications. A sidewalk waiver was approved for that portion of the Regions Bank site fronting onto South McGregor Avenue, but not along Airport Boulevard. The site plan should be revised to show existing sidewalks, and should either show new sidewalks along the remaining frontages where sidewalks have not been waived, or sidewalk waiver applications should be submitted. Also, a pedestrian crossing should be provided at the proposed signalized intersection, complete with accessible crosswalks.

Commercial sites undergoing new construction or redevelopment may require compliance with the Americans with Disabilities Act (ADA), a federal law. Any site plan submitted for site plan specific review (Planning Approval, Planned Unit Development, Administrative Planned Unit Development, or Board of Zoning Adjustment) should reflect any site-specific requirements of the ADA at time of submittal: site plan changes after Planning Commission or Board of Zoning Adjustment approval may require new applications. Typical ADA site plan specific requirements include the provision of “van accessible” parking spaces, appropriately sized and marked “accessible routes” and unloading areas, and appropriate signage and pavement markings for all handicap parking spaces. It appears that this site may not comply with the basic site plan requirements of the ADA if a tenant space is demolished and rebuilt, as proposed.

Finally, a parking and site circulation (for delivery trucks and vehicles) scheme should be developed that realistically portrays compliant parking and access throughout the site. As the site is composed of a variety of tenants with different parking requirements, the Planned Unit

Development aspect of the application can be used to propose a reduced parking requirement for the overall development, subject to a provision that the mix of tenant spaces will be limited to a certain maximum square feet of uses requiring a 1 parking space per 100 square feet of gross space, and the remaining tenant spaces filled with uses requiring only a 1 parking space per 300 square feet of gross space.

RECOMMENDATION

Subdivision: The request is recommended for Holdover until the October 4, 2012 meeting, so that the following revisions can be made by September 14th:

- 1) Revision of the plat to depict dedication along the entire frontage of South McGregor Avenue to provide 50-feet from centerline;
- 2) Compliance with Engineering comments (1) *Provide all of the required information on the Final Plat (i.e. signature blocks, signatures, certification statements, legal description, required notes).* 2) *A signature block and signature for the Traffic Engineering Department shall be placed on the Final Plat.* 3) *Dedicate ROW to provide 50' width from centerline along South McGregor Avenue. Location to be as approved by Traffic Engineering and Engineering.* 4) *Any work performed in the existing ROW (right-of-way) such as driveways, sidewalks, utility connections, drainage, irrigation, or landscaping will require a ROW permit from the City of Mobile Engineering Department (208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII).* 5) *Any and all proposed development within the property lines will need to be in conformance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17, Ordinance #65-007 & #65-045); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.* 6) *A complete set of construction plans for the site work (including drainage, utilities, grading, storm water systems, paving) will be required to be submitted with the Land Disturbance permit. These plans are to be submitted and approved prior to beginning any of the construction work.)*

Planned Unit Development: The request is recommended for Holdover until the October 4, 2012 meeting, so that the following revisions can be made by September 14th:

- 1) Revision of the site plan to depict dedication along the entire frontage of South McGregor Avenue to provide 50-feet from centerline;
- 2) Revision of the site plan to depict any new building footprint that may be proposed to accommodate the prospective tenant for the site;
- 3) Revision of the site plan to reflect compliance with the Traffic Impact Study recommendations and Traffic Engineering comments (*The right-of-way width on McGregor Avenue is not illustrated the same on the Subdivision plan versus the PUD plan. Right-of-way dedication should be consistent across the property frontage, in accordance with the Master Street Plan. A revised traffic impact study was submitted for this development. Traffic Engineering approval of this site is contingent upon the construction by the developer/owner of all improvements identified in the study. It should be noted that the improvements include the installation of a traffic signal near the western property limits on Airport Boulevard and the removal of the traffic signal near the northern property limits on McGregor Avenue. Although it is not clearly stated, the*

proposed signal must have hard-wire connection via fiber to the existing, adjacent signal system that begins at McGregor Avenue and runs east. This requires compatible signal equipment including but not limited to the controller, detection, and interconnectivity. City standard mast arm installation is also required. The improvements also include physical changes, such as a concrete island, to limit the right-in, right-out driveway on McGregor Avenue; striping will not be considered a physical improvement. Additional driveways on Airport Boulevard must either be modified or closed, as discussed in the study, as well as modifications to the median along Airport Boulevard. Design plans for all improvements within the public right-of-way must be approved by Engineering and Traffic Engineering.);

- 4) Revision of the site plan to comply with Engineering Comments (1) *Provide all of the required information on the Final Plat (i.e. signature blocks, signatures, certification statements, legal description, required notes).* 2) *A signature block and signature for the Traffic Engineering Department shall be placed on the Final Plat.* 3) *Dedicate ROW to provide 50' width from centerline along South McGregor Avenue. Location to be as approved by Traffic Engineering and Engineering.* 4) *Any work performed in the existing ROW (right-of-way) such as driveways, sidewalks, utility connections, drainage, irrigation, or landscaping will require a ROW permit from the City of Mobile Engineering Department (208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII).* 5) *Any and all proposed development within the property lines will need to be in conformance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17 , Ordinance #65-007 & #65-045); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.* 6) *A complete set of construction plans for the site work (including drainage, utilities, grading, storm water systems, paving) will be required to be submitted with the Land Disturbance permit. These plans are to be submitted and approved prior to beginning any of the construction work.);*
- 5) Revision of the site plan to accurately depict the tenant location and mix, and to accurately provide tenant space sizes in square feet;
- 6) Revision of the site plan to show all existing dumpsters and dumpster pads;
- 7) Revision of the site plan to depict a compliant and realistic parking and truck/vehicle circulation scheme, showing any required one-way circulations, even if the scheme will result in a reduction in the total number of parking spaces below what meets typically required parking ratios by use;
- 8) Revision of the site plan to reflect compliance with parking and other site requirements of the Americans with Disabilities Act, as it relates to the proposed changes to the site/tenant space;
- 9) Revision of the site plan to label any existing drive-throughs and one-way aisles;
- 10) Compliance with 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 61-929 and City Code Chapters 57 and 64). Full compliance with landscaping and tree requirements of the Zoning Ordinance.);*
- 11) Revision of the site plan to depict existing sidewalks, and new sidewalks along all other road frontages where they have not been waived by the Planning Commission;
- 12) Revision of the site plan to depict an accessible pedestrian crossing at the proposed signalized intersection; and

- 13) Revision of the site plan to provide tree and landscape area information to depict full compliance with the tree and landscaping requirements of the Zoning Ordinance.

Revised for the October 4th meeting:

No additional information was provided by the applicant for the meeting.

RECOMMENDATION

Subdivision: The request is recommended either for Holdover until the November 1, 2012 meeting, with the previously requested revisions submitted by October 15th, or Denial.

Planned Unit Development: The request is recommended either for Holdover until the November 1, 2012 meeting, with the previously requested revisions submitted by October 15th, or Denial

Revised for the November 1st meeting:

The application was heldover from the October 4th meeting, at the applicant's request. Revisions were provided to staff on October 29th, and do not reflect all requested revisions.

The revised site plan depicts the demolition and reconstruction of a portion (about 25%) of the existing shopping center. The existing center has an approximate 199,000 square foot building footprint, while the revised site plan shows the center's building footprint will shrink to approximately 196,000 square feet, a reduction of approximately 3,000 square feet. Based upon the mix of existing and proposed tenants, the site would require a minimum total of 725 parking spaces.

The site plan depicts various other revisions, including the conversion of the service road area along Airport Boulevard to parking and landscape area for the shopping center, new dumpsters and dumpster pads, revised parking, and a revised right in, right out entry on McGregor Avenue.

Use of the existing Airport Boulevard service road for parking is proposed. The service road was required as part of a 1968 rezoning of a large portion of the site from R-A, Residential-Agricultural, to B-2. The conversion of the existing service road area to 71 parking spaces for the shopping center will require either the vacation of the right-of-way or the execution of a right-of-way use agreement via the City Council. A vacation of the right-of-way is the preferred route for the City, as it will provide free-and-clear ownership to the applicant if the request is approved. As submitted, the development will have 716 parking spaces on the property and 71 proposed in the Airport Boulevard service road right-of-way, for a total of 787 parking spaces.

The applicant will not be able to comply with the tree and landscaping requirements of the Zoning Ordinance, and is requesting a reduction in the tree and landscape area requirements. The applicant will be able to provide on site approximately 8.5% overall (instead of 12%), and

28.8% frontage (instead of 60%). As a compromise for compliance, they propose to landscape the right-of-way area adjacent to their property along Airport Boulevard with new heritage trees, and count that area towards meeting the frontage landscape area requirement (brings the site up to 56.5%, from 28.8%). It should be noted that existing vegetated landscape area on the Northwest portion of the site will be cleared to make way for additional parking.

Regarding tree compliance, the site would be required to provide 42 frontage trees along Airport Boulevard, 17 frontage trees along McGregor Avenue, 58 perimeter trees and 37 parking area trees, for a total of 154 trees on site, of which 88 must be overstory trees, and 66 may be understory trees. The site plan depicts approximately 20 overstory/frontage trees on site (some of which exist), and 24 frontage trees in the right-of-way along Airport Boulevard, and 8 frontage trees in the to-be dedicated right-of-way along McGregor Avenue. Approximately 55 understory trees or tree-form shrubs are depicted elsewhere on the site, for a total of 106 possible trees proposed as part of the redevelopment of the site. As proposed, the site will be approximately 48 trees overall short, if the trees proposed for the right-of-way are included in the calculations. It should be noted that the trees proposed in the right-of-way appear to require the removal of approximately 24 large existing crepe myrtles: removal will require approval of the Mobile Tree Commission.

As proposed, the revised site plan will require the Planning Commission to approve reduced tree and landscape compliance on site, which the Commission can do via the PUD process. However, any trees that cannot be placed on site must be contributed to the tree bank for use elsewhere.

It should be pointed out that the Subdivision Regulations require the provision of a sidewalk along all street frontages, and one of the requested revisions was the depiction of sidewalks. No new sidewalks are depicted on the revised site plan, however, a note appears on the plan stating that a sidewalk waiver will be requested in a separate application to the Planning Commission. A sidewalk waiver was approved by the Planning Commission in May 2009 for that portion of the Regions Bank site fronting onto McGregor, but was denied for that portion fronting Airport Boulevard.

The main buildings of the shopping center will be served by a service driveway behind the main building, with a dedicated entrance from Airport Boulevard. Due to the narrow widths along portions of the service drive, it is recommended that the drive be signed and marked as one-way in from Airport Boulevard, and requiring all traffic to exit at the Northeast side of the property where the service drive returns to the main parking and circulation area. The Northeast service drive should be marked with "do not enter" signs and marked with arrows indicating that it is one way.

As previously mentioned, the Major Street Plan component of the Comprehensive Plan shows that the segment of McGregor Avenue adjacent to the site is to have a 100-foot wide right-of-way. The existing right-of-way width along the majority of the site is only 60 feet, thus full compliance would require the dedication of 20 feet, eliminating 30 existing parking spaces. The revised site plan shows dedication of 12 feet along the entire length of McGregor Avenue. For the 2009 Planned Unit Development approval for the Regions Bank site, staff agreed to only require a 12-foot dedication along that portion of the Regions Bank site abutting McGregor Avenue, which was subsequently approved by the Planning Commission (but not obtained by

deed, as required). Information from the October 2012 Statewide Transportation Improvement Program document prepared by the ALDOT, shows that Preliminary Engineering for the widening of McGregor Avenue from Dauphin Street to Airport Boulevard will take place in Fiscal Year 2012, that Right-of-Way acquisition and Utility Relocation will start in Fiscal year 2013, and that Construction will start in Fiscal Year 2016. Therefore, the need for additional right-of-way is imminent.

The revised site plan includes a note stating that the site will be brought into compliance with Americans with Disabilities Act and with dumpster sanitary-sewer connection requires over a period not to exceed 5 years from the date of approval of the site plan.

Finally, the applicant proposes to renovate the façade of the shopping center and widen the sidewalk abutting the buildings over a phased make-over of the site, to include the new construction and other proposed improvements.

RECOMMENDATION

Subdivision: The request is recommended for Tentative Approval, subject to the following conditions:

- 1) Compliance with Engineering comments (*The following comments should be addressed prior to acceptance and signature by the City Engineer: 1) Provide all of the required information on the Final Plat (i.e. signature blocks, signatures, certification statements, legal description, required notes). 2) A signature block and signature for the Traffic Engineering Department shall be placed on the Final Plat. 3) Dedicate sufficient ROW to provide 50' width from the centerline along South McGregor Avenue. 4) Any work performed in the existing ROW (right-of-way) such as driveways, sidewalks, utility connections, drainage, irrigation, or landscaping will require a ROW permit from the City of Mobile Engineering Department (208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII). 5) Parking spaces are not allowed within a Public ROW. Applicant can either request a vacation of a portion of the Airport Blvd ROW, or request that the proposed parking spaces be approved by the City through a ROW agreement. 6) Any ROW and/or easement that is proposed to be vacated must be approved by the City Council. A vacation request would be submitted through the City Clerk's office. 7) All dumpster pads shall be located so that the surface runoff within the dumpster pad is collected and tied to the Sanitary Sewer system prior to the issuance of a Certificate of Occupation. 8) Any and all proposed development within the property lines will need to be in conformance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17, Ordinance #65-007 & #65-045); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control. 9) A complete set of construction plans for the site work (including drainage, utilities, grading, storm water systems, paving) will be required to be submitted with the Land Disturbance permit. These plans are to be submitted and approved prior to beginning any of the construction work.);*
- 2) Compliance with Traffic Engineering comments (*A note has been included on the site plan to address the connection and compatibility of the proposed signal on Airport*

Boulevard, in addition to the call-out to remove the traffic signal on McGregor Avenue. The service entrance on Airport Boulevard has been separated from the signalized intersection; circulation to the west and north of the buildings should be one-way in a clockwise direction based on the confined pavement widths. Design plans for all improvements within the public right-of-way must be approved by Engineering and Traffic Engineering. Seventy parking stalls are now illustrated in the right-of-way of Airport Boulevard; a right-of-way use agreement will be required. New parking stalls and modified aisles should meet the latest standards for dimensions (24' aisles for two-way traffic and 18' x 9' parking stalls). All proposed parallel parking spaces will need to be a minimum of 23' x 8' to meet the current standard.);

- 3) *Compliance with Fire comments (All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile. The proposed relocation of a fire hydrant at the rear of the Pinebrook Shopping Center will require a Sprinkler Contractor to submit plans and obtain a permit from the Fire Code Enforcement Division of the Bureau of Fire Prevention if this is a private hydrant.);*
- 4) *Curb-cuts to McGregor Avenue and Airport Boulevard limited to an approved Planned Unit Development plan, with minimal adjustments to the size, design and location to be approved by Traffic Engineering, Planning and Engineering, and to comply with AASHTO standards;*
- 5) *Vacation of the Airport Boulevard service road right-of-way prior to the recording of the final plat;*
- 6) *Submission of sidewalk waiver requests for Airport Boulevard and that portion of McGregor Avenue not already waived, prior to the signing of the final plat; and*
- 7) *Revision of the plat to reflect lot size changes due to right-of-way dedication along McGregor and right-of-way vacation along Airport Boulevard.*

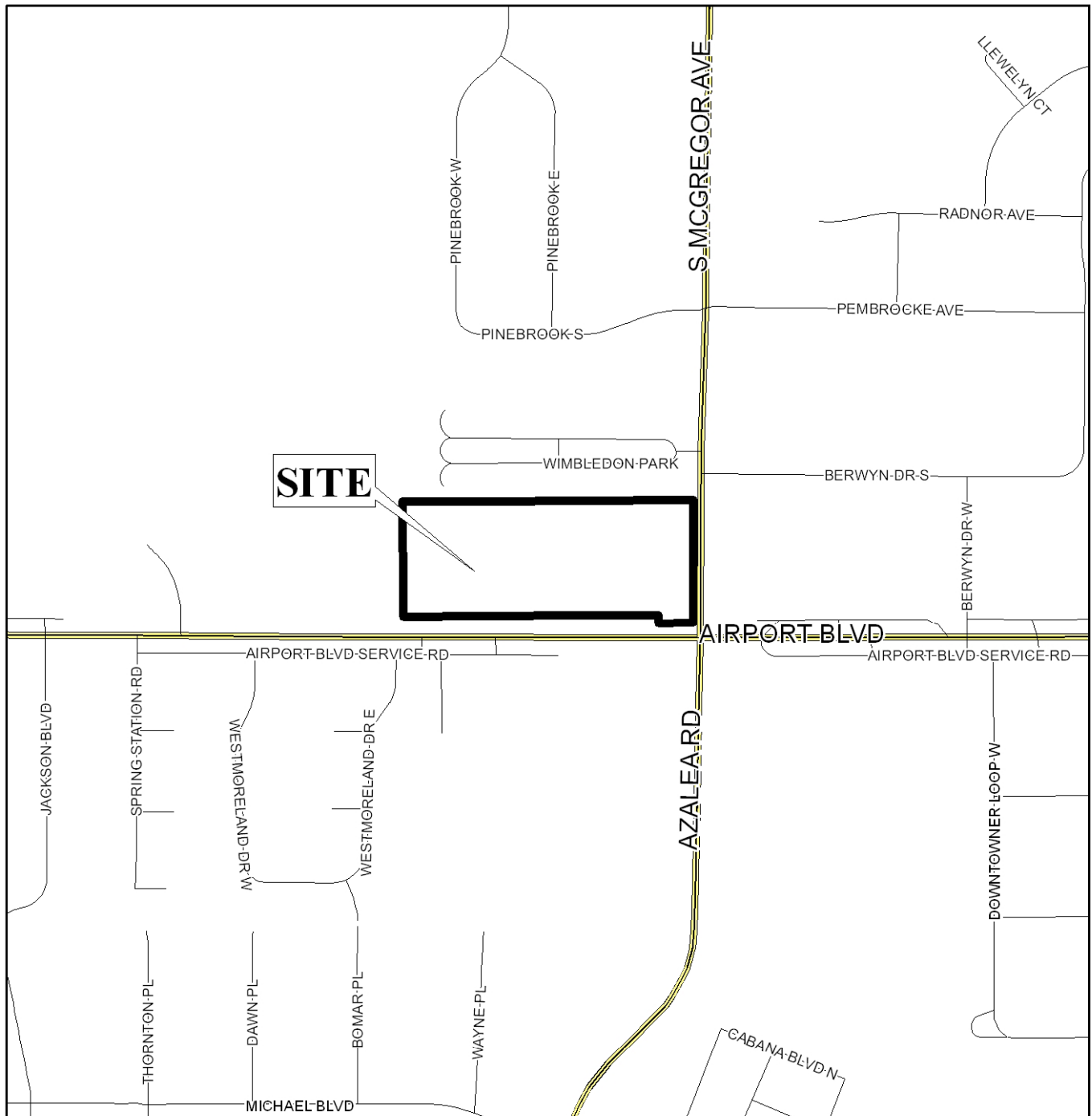
Planned Unit Development: The request is recommended for Approval, subject to the following conditions:

- 1) *The provision of overstory and understory trees, at a minimum, as depicted on the October 29, 2012 revised site plan;*
- 2) *Removal of any existing trees in the right-of-way to be via appropriate approvals, including the Mobile Tree Commission;*
- 3) *Contribution of any required trees that will not be placed on the site to the Tree Bank, to be coordinated with Urban Forestry;*
- 4) *Compliance with Engineering comments (The following comments should be addressed prior to acceptance and signature by the City Engineer: 1) Provide all of the required information on the Final Plat (i.e. signature blocks, signatures, certification statements, legal description, required notes). 2) A signature block and signature for the Traffic Engineering Department shall be placed on the Final Plat. 3) Dedicate sufficient ROW to provide 50' width from the centerline along South McGregor Avenue. 4) Any work performed in the existing ROW (right-of-way) such as driveways, sidewalks, utility connections, drainage, irrigation, or landscaping will require a ROW permit from the City of Mobile Engineering Department (208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII). 5) Parking spaces are not allowed within a Public ROW. Applicant can either request a vacation of a portion of the Airport Blvd ROW, or request that the proposed parking spaces be approved by the City through a ROW agreement. 6)*

Any ROW and/or easement that is proposed to be vacated must be approved by the City Council. A vacation request would be submitted through the City Clerk's office. 7) All dumpster pads shall be located so that the surface runoff within the dumpster pad is collected and tied to the Sanitary Sewer system prior to the issuance of a Certificate of Occupation. 8) Any and all proposed development within the property lines will need to be in conformance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17 , Ordinance #65-007 & #65-045); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control. 9) A complete set of construction plans for the site work (including drainage, utilities, grading, storm water systems, paving) will be required to be submitted with the Land Disturbance permit. These plans are to be submitted and approved prior to beginning any of the construction work.);

- 5) *Compliance with Traffic Engineering comments (A note has been included on the site plan to address the connection and compatibility of the proposed signal on Airport Boulevard, in addition to the call-out to remove the traffic signal on McGregor Avenue. The service entrance on Airport Boulevard has been separated from the signalized intersection; circulation to the west and north of the buildings should be one-way in a clockwise direction based on the confined pavement widths. Design plans for all improvements within the public right-of-way must be approved by Engineering and Traffic Engineering. Seventy parking stalls are now illustrated in the right-of-way of Airport Boulevard; a right-of-way use agreement will be required. New parking stalls and modified aisles should meet the latest standards for dimensions (24' aisles for two-way traffic and 18' x 9' parking stalls). All proposed parallel parking spaces will need to be a minimum of 23' x 8' to meet the current standard.);*
- 6) *Compliance with Fire comments (All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile. The proposed relocation of a fire hydrant at the rear of the Pinebrook Shopping Center will require a Sprinkler Contractor to submit plans and obtain a permit from the Fire Code Enforcement Division of the Bureau of Fire Prevention if this is a private hydrant.);*
- 7) *Curb-cuts to McGregor Avenue and Airport Boulevard limited to an approved Planned Unit Development plan, with minimal adjustments to the size, design and location to be approved by Traffic Engineering, Planning and Engineering, and to comply with AASHTO standards;*
- 8) *Vacation of the Airport Boulevard service road right-of-way prior to the recording of the final plat;*
- 9) *The marking and signing of the service drive to be one-way in from Airport Boulevard and one-way out (with "do not enter" signs) where the service drive rejoins the parking and circulation at the Northeast portion of the site;*
- 10) *Submission of a sidewalk waiver request for Airport Boulevard and for that portion of McGregor Avenue not already waived prior to the recording of the final plat;*
- 11) *Completion of the dumpster sanitary sewer connection and Americans with Disabilities Act compliance within 5 years of the date of Planning Commission approval; and*
- 12) *Full compliance with all other municipal codes and ordinances.*

LOCATOR MAP



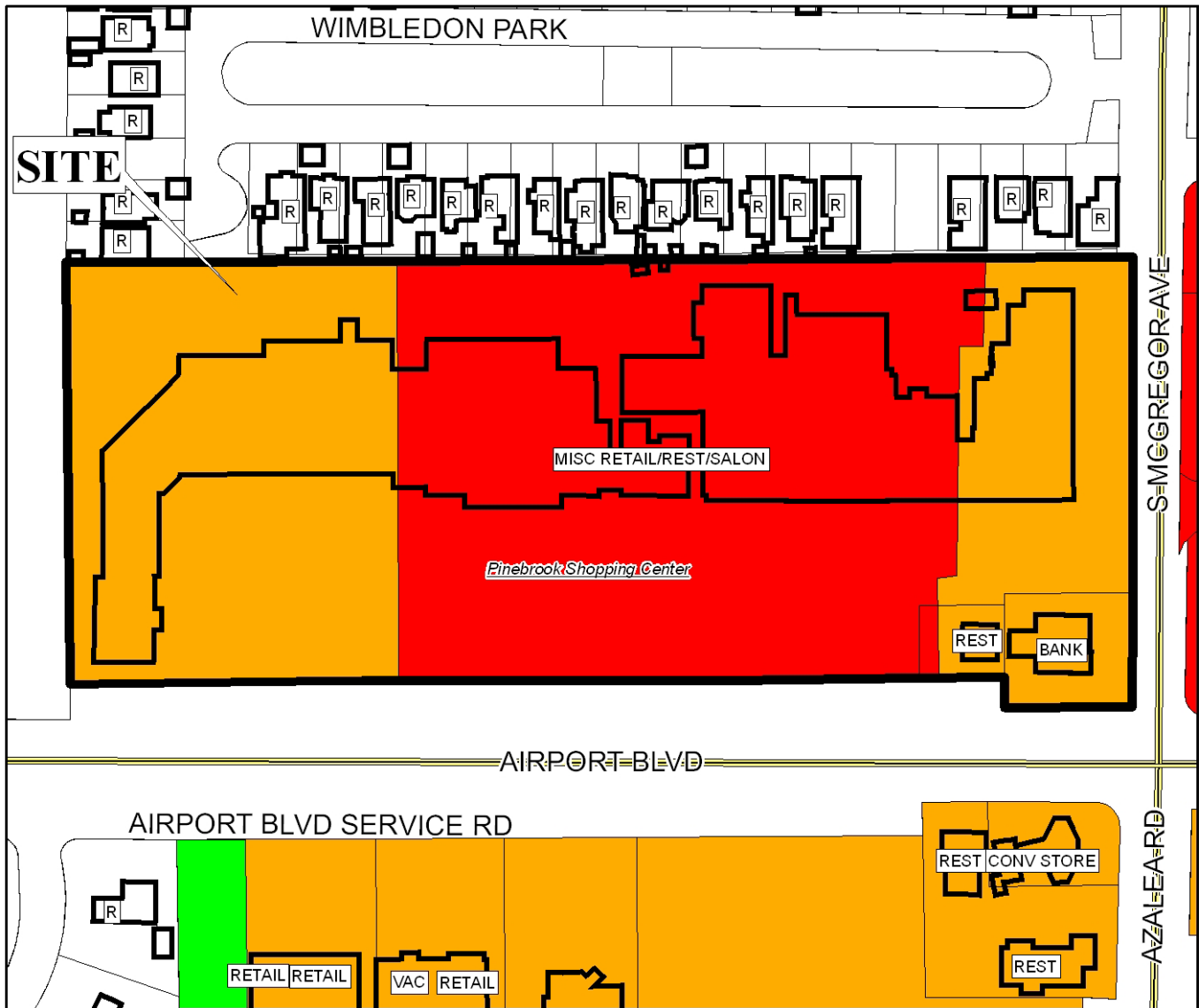
APPLICATION NUMBER 6 & 7 DATE November 1, 2012

APPLICANT Pinebrook Subdivision

REQUEST Subdivision, Planned Unit Development

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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



Residential land use is located to the north of the site.
Business land use is located to the east and south of the site.

APPLICATION NUMBER 6 & 7 DATE November 1, 2012

APPLICANT Pinebrook Subdivision

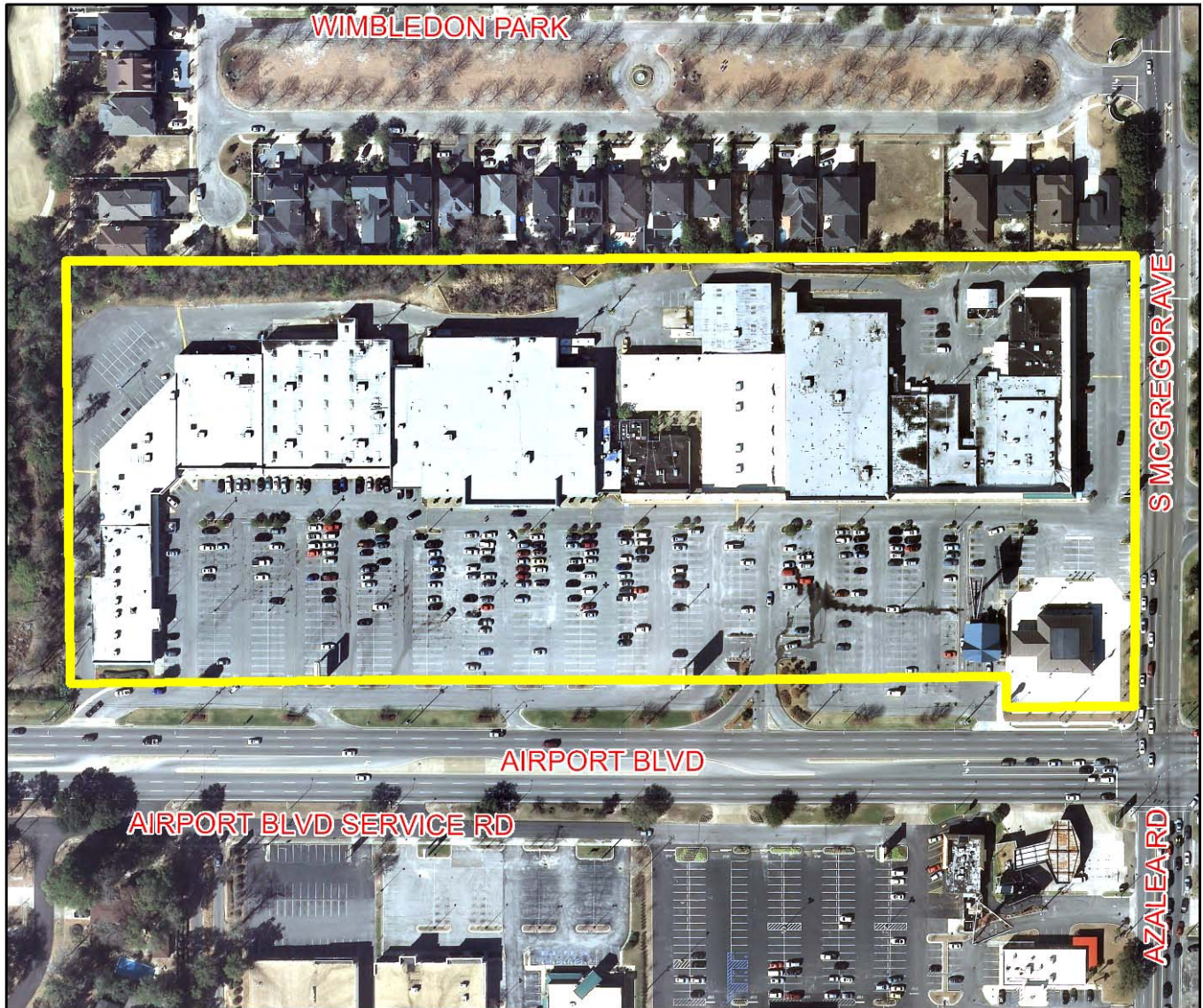
REQUEST Subdivision, Planned Unit Development

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
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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING

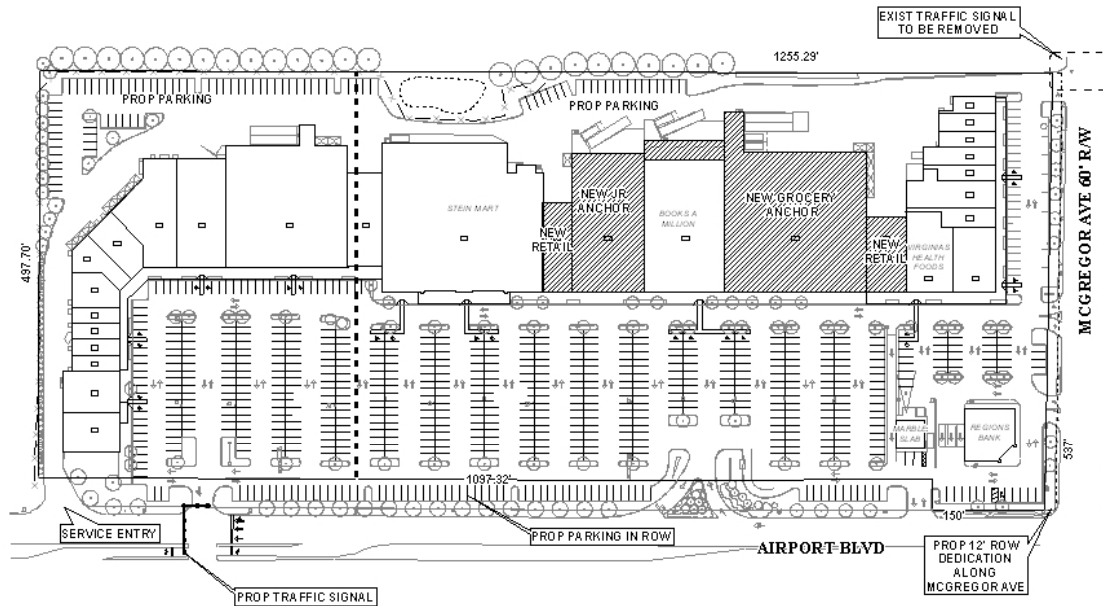


Residential land use is located to the north of the site.
Business land use is located to the east and south of the site.

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APPLICANT Pinebrook Subdivision
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SITE PLAN



The site plan illustrates the proposed tenant spaces, parking, and dedication along McGregor Avenue

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