

**PLANNED UNIT DEVELOPMENT  
STAFF REPORT****Date: June 7, 2012****DEVELOPMENT NAME**

Pinebrook Investment

**LOCATION**3960 Airport Boulevard  
(Northwest corner of Airport Boulevard and McGregor  
Avenue South)**CITY COUNCIL  
DISTRICT**

District 5

**PRESENT ZONING**B-2, Neighborhood Business District  
B-3, Community Business District**AREA OF PROPERTY**

18 ± Acres

**CONTEMPLATED USE**Planned Unit Development Approval to amend a  
previously approved Planned Unit Development to allow  
the reconfiguration of accessways and traffic patterns.**TIME SCHEDULE  
FOR DEVELOPMENT**

Pending necessary approvals

**ENGINEERING  
COMMENTS**

1. 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 ROW (Mobile City Code, Chapter 57, Article VIII).

2. Any and all proposed development 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.

3. A complete set of construction plans for the site work (including drainage, utilities, grading, storm water detention 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**

A traffic impact study is required to illustrate that the traffic signal warrants outlined in the 2009 Manual on Uniform Traffic Control Devices could be satisfied. A draft report was provided to Traffic Engineering that was incomplete. The

development information for the site and the proposed improvements differ between the submitted PUD site plan and the draft report. Improvements in the draft study included removal of the traffic signal accessing the site from McGregor Avenue and striping changes on McGregor Avenue at the Airport Boulevard intersection. Additionally, physical improvements should be made to restrict turning movements at the “right-in, right-out” driveway on McGregor Avenue to “provide a more efficient, effective and compatible traffic flow for existing traffic” for both adjacent roadways. The “truck access only” driveway and median opening is not acceptable and will not be permitted. The rear circulation of the building is designed to be one-way, based on the angle of the parking in the northeast and southwest corners, and the reduced aisle width in the northeast corner and north-central area of the site. The alignment of a proposed driveway with a traffic signal on Airport Boulevard should be further coordinated with Traffic Engineering, especially as it relates to access of the service road south of Airport Boulevard. This may require closure of access points in the vicinity of a proposed traffic signal. Any resubmitted site plans should include driveway curb-cuts across from the property, both on the mainlines and service roads, to better illustrate the access around the site and what could be impacted.

## **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 frontage tree requirements of the Zoning Ordinance to be coordinated with Urban Forestry.

## **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.

### **REMARKS**

The applicant is requesting Planned Unit Development approval to amend a previously approved Planned Unit Development to allow the reconfiguration of accessways and traffic patterns.

The applicant proposes to modify, primarily, the adjacent service road area along Airport Boulevard to accommodate a traffic signal for the existing Pinebrook Shopping Center. The revised access will include a separate truck access entry (the modification of an existing entry/exit), a new signalized entry/exit, the elimination of two slip entries, and the modification of an existing entry/exit to be only right in, right out. Changes to the actual shopping center site will be minimal, and limited to what is necessary to reconfigure the service road and the proposed new signalized intersection: no parking spaces will be added or eliminated, no changes to the existing buildings are proposed, and no changes to the frontage along McGregor Avenue South are proposed.

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.

The first PUD for the site was approved by the Planning Commission in 1986. The most recent PUD, from May 2009, was to accommodate the now constructed Regions Bank at the corner of McGregor Avenue South and Airport Boulevard.

The Pinebrook Shopping Center site was first developed in the early 1960s. The last major expansion of the site was completed by the early 1990s. The site is composed of multiple tax parcels, multiple buildings, and is split-zoned. A rezoning application was denied by the Planning Commission in July 2009, due to the lack of a completed application, and due to the failure to submit a Subdivision application. Due to the lack of a legal lot(s) for the site and the split zoning, new applications for Zoning, Subdivision and Planned Unit Development will be necessary at some point in the future.

The site fronts Airport Boulevard and McGregor Avenue South, both planned major streets. Each right-of-way should be a minimum of 100-feet, as recommended by the Major Street Plan component of the Comprehensive Plan: the site plan does not include right-of-way width information, however, it appears that the right-of-way for McGregor Avenue South is not adequate. The 2009 approved PUD for the new Regions Bank included the following requirement, which has not apparently been met:

- 3) *dedication to the City by deed of 12-feet of right-of-way along McGregor Avenue, as depicted on the site plan, to be completed prior to issuance of the final Certificate of Occupancy;*

It appears that the final Certificate of Occupancy was issued, but staff cannot find records indicating that the land was deeded, as required. A Subdivision application for the overall site would rectify right-of-way and lot issues.

Traffic Engineering has indicated in their comments that a new Traffic Impact Study will be required for the site plan submitted for Planning Commission consideration.

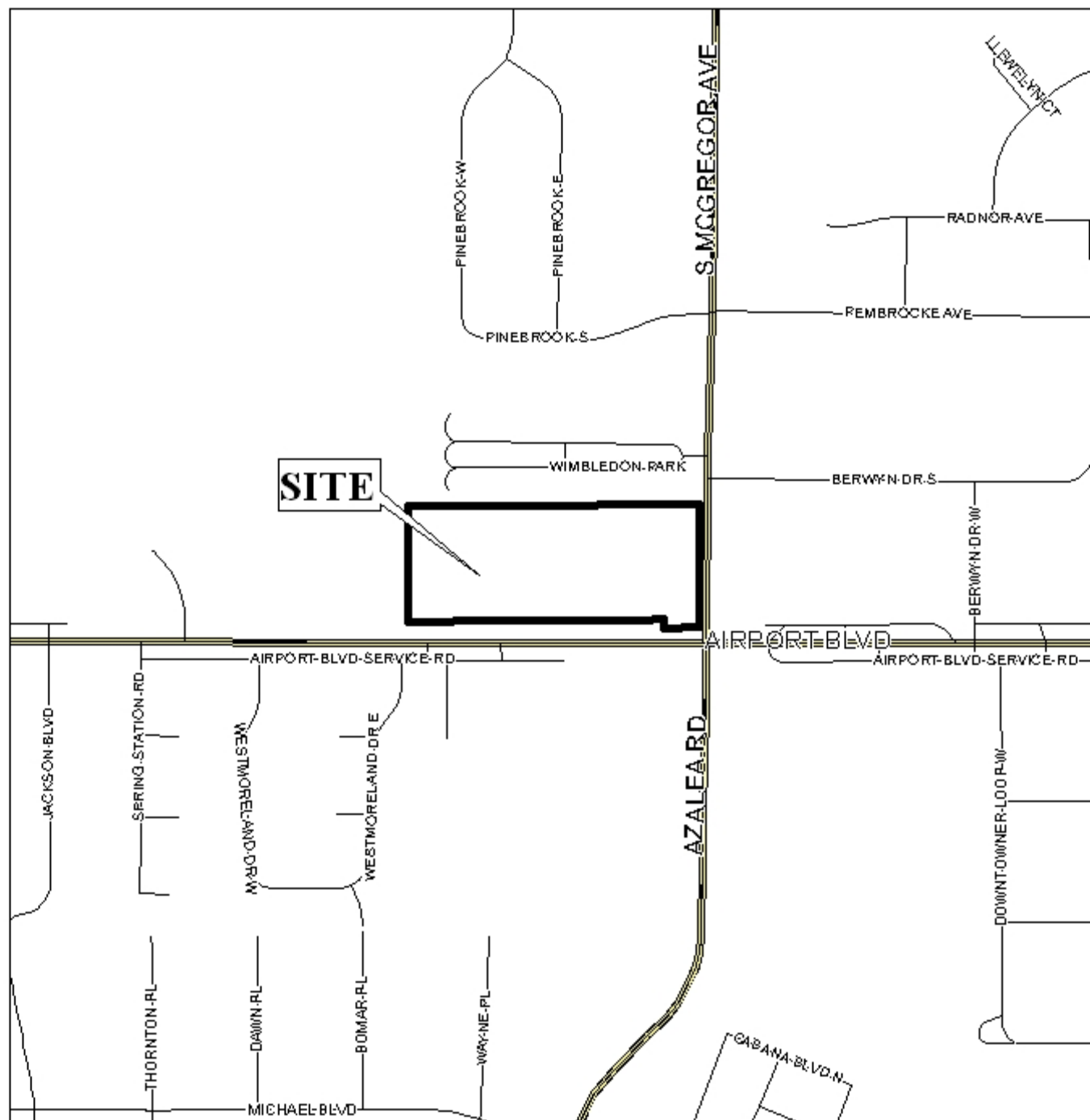
Finally, it appears that the submitted site plan does not reflect the current tenant mix of the shopping center, in that tenants are shown which are no longer in business. Furthermore, Urban Forestry has requested compliance with the frontage tree requirements of the Zoning Ordinance. The site plan should be revised to accurately reflect the tenant mix at time of application, and to show existing trees (size, species) on site.

**RECOMMENDATION**

**Planned Unit Development:** Based upon the preceding, this application is recommended for Holdover until the August 2, 2012 meeting, with revisions/requested information due by June 19<sup>th</sup> :

- 1) Submission of a Subdivision application for the entire site to create one or more legal lots;
- 2) Submission of a Zoning application, if necessary, to eliminate any split-zoning conditions based upon proposed lot lines;
- 3) Revision of the PUD site plan to reflect Traffic Engineering comments (*A traffic impact study is required to illustrate that the traffic signal warrants outlined in the 2009 Manual on Uniform Traffic Control Devices could be satisfied. A draft report was provided to Traffic Engineering that was incomplete. The development information for the site and the proposed improvements differ between the submitted PUD site plan and the draft report. Improvements in the draft study included removal of the traffic signal accessing the site from McGregor Avenue and striping changes on McGregor Avenue at the Airport Boulevard intersection. Additionally, physical improvements should be made to restrict turning movements at the "right-in, right-out" driveway on McGregor Avenue to "provide a more efficient, effective and compatible traffic flow for existing traffic" for both adjacent roadways. The "truck access only" driveway and median opening is not acceptable and will not be permitted. The rear circulation of the building is designed to be one-way, based on the angle of the parking in the northeast and southwest corners, and the reduced aisle width in the northeast corner and north-central area of the site. The alignment of a proposed driveway with a traffic signal on Airport Boulevard should be further coordinated with Traffic Engineering, especially as it relates to access of the service road south of Airport Boulevard. This may require closure of access points in the vicinity of a proposed traffic signal. Any resubmitted site plans should include driveway curb-cuts across from the property, both on the mainlines and service roads, to better illustrate the access around the site and what could be impacted.*);
- 4) Revision of the PUD site plan to reflect 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 frontage tree requirements of the Zoning Ordinance to be coordinated with Urban Forestry.*);
- 5) Revision of the PUD site plan to accurately reflect the tenant mix at the time of application;
- 6) Revision of the PUD site plan to show all existing trees by species and size; and
- 7) Revision of the PUD site plan to accurately label right-of-way widths for Airport Boulevard and McGregor Avenue South, with minimum and maximum widths.

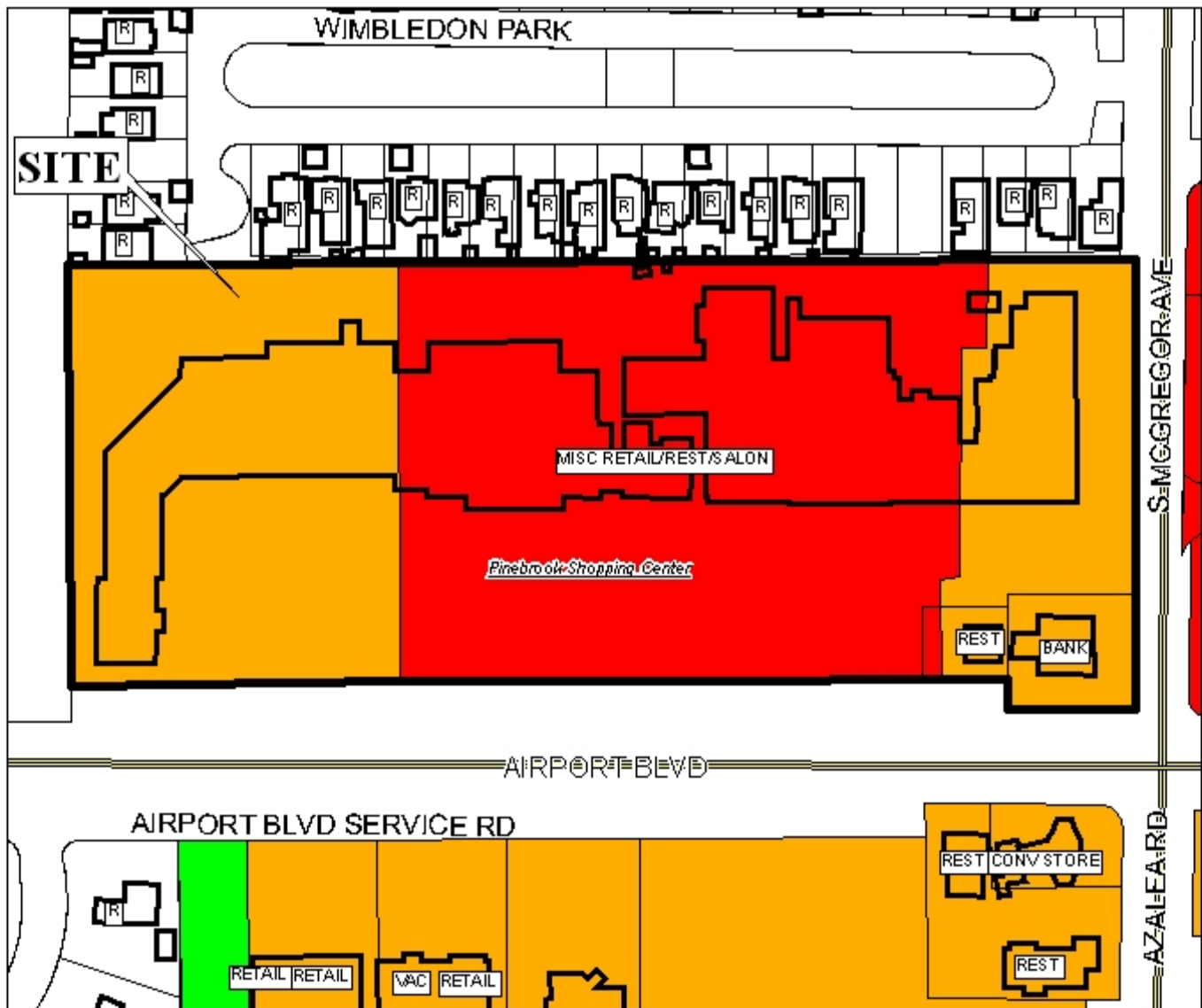
# LOCATOR MAP



APPLICATION NUMBER 6 DATE June 7, 2012  
APPLICANT Pinebrook Investment  
REQUEST Planned Unit Development



# 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 DATE June 7, 2012

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REQUEST Planned Unit Development

LEGEND

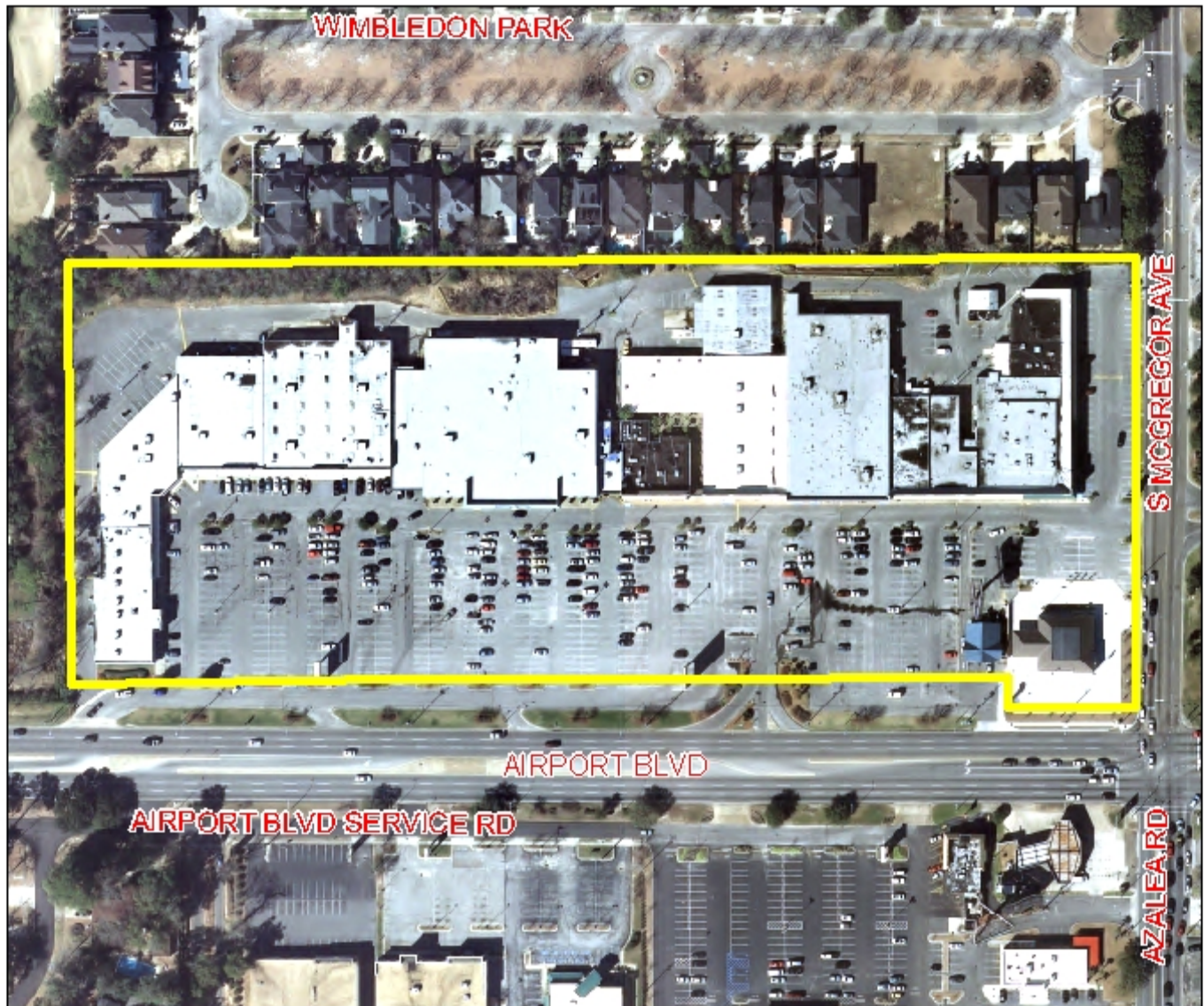
R-1	R-2	R-3	R-A	R-B	H-B	T-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2
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NTS



# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING

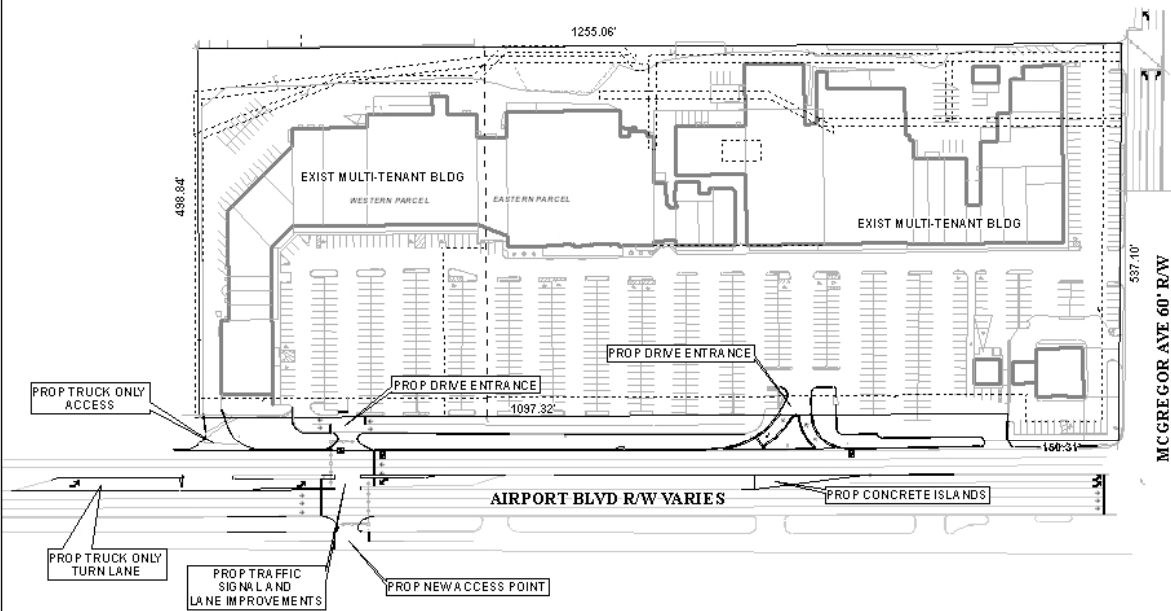


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N  
NTS

# SITE PLAN



The site plan illustrates the existing development and the proposed access points along the existing service road.

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