

**PLANNED UNIT DEVELOPMENT  
STAFF REPORT****Date: November 7, 2013****DEVELOPMENT NAME**

McGowin Park, LLC

**LOCATION**

1250 and 1400 Satchel Paige Drive  
(Northwest corner of Satchel Paige Drive and Bolling Bros  
Boulevard extending to the East side of I-65 and extending  
to the South side of Government Street)

**CITY COUNCIL  
DISTRICT**

District 4

**PRESENT ZONING**

B-3, Community Business District

**AREA OF PROPERTY**

47.76 ± Acres

**CONTEMPLATED USE**

Planned Unit Development Approval to allow multiple  
buildings on a single building site and allow shared access  
and parking.

**TIME SCHEDULE  
FOR DEVELOPMENT**

Begin immediately

**ENGINEERING  
COMMENTS**

1. Any work performed in the existing ROW (right-of-way) such as driveways, sidewalks, utility connections, grading, drainage, irrigation, or landscaping will require a ROW permit from the City of Mobile Engineering 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).
2. A complete set of construction plans for any proposed site work – including, but not limited to, drainage, utilities, grading, storm water detention systems, paving, and all above ground structures, will need to be included with the Land Disturbance permit. This Permit must be submitted, approved, and issued prior to beginning any of the construction work.
3. 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.
4. Add a note to the Plan stating that the approval of all applicable federal, state, and local agencies (including all stormwater runoff, wetland and floodplain requirements) would be required prior to the issuance of a permit for any land disturbance activity.
5. Add a note to the Plat stating that the proposed development must comply with all Engineering Department Policy Letters:

- i. 5-13-2009 Policy Letter(Car wash drains and dumpster pads to drain to Sanitary Sewer System)
- ii. 8-4-2004 Policy Letter (Video inspection of new Storm Sewer System Piping)
- iii. 3-18-2004 Policy Letter (Additional subdivision street requirements)

## **TRAFFIC ENGINEERING**

### **COMMENTS**

Driveway number, size, location and design to be approved by Traffic Engineering (and ALDOT if applicable) and conform to AASHTO standards. Access for the west development is limited to the driveway connections at each roundabout and the two right-in/right-out driveway on Satchel Paige Drive. Additional driveways for outparcels will be determined at the time of their development as approved by Traffic Engineering; shared driveways may be required for multiple outparcels. A traffic impact study was completed for this site and approved by both the City and ALDOT. Development is contingent upon completion of off-site improvements, as indicated in the study.

## **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).

Urban Forestry will require a revised landscape plan for the existing theater development. An approved permit from the Mobile Tree Commission will be required before removal of 10 existing Live Oak Trees located on Satchel Paige Blvd.

## **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.

## **MAWSS**

### **COMMENTS**

MAWSS has water and sewer services available, but a Capacity Assurance application for additional sewer service has not been applied for. MAWSS cannot guarantee additional sewer service until a Capacity application is approved by Volkert Engineering Inc.

## **REMARKS**

The applicant is requesting Planned Unit Development Approval to develop the overall site in question as a retail and restaurant complex, consisting of multiple buildings on multiple lots with both public and private street access. To simplify phasing and possible future amendments, the overall site is being split into two applications – McGowin Park West Development and McGowin Park East Development, on the West and East sides of Satchel Paige Boulevard respectively. Each application will have a separate report and recommendation, although very similar.

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 for PUD approval must be made prior to any construction activities.

This request is for the McGowin Park West Development, which consists of 47.76 acres and lies between I-65 and Satchel Paige Boulevard. The development consists of a 148,000 sf anchor store with an associated gas station, an 89,600 sf shopping center, and 7.41 acres of outparcel area for future development. The parking lot for the existing theater is being reconstructed to allow for a more efficient design. The theater is included in the PUD, and is to be renovated and updated. The theater parking lot relocation, shopping center, and large anchor store will be constructed in the initial phase. The outparcels will be developed individually, and will require individual PUD applications – which may be administrative as all other approvals will have been obtained. A multi-tenant pylon sign is proposed along the interstate and each outparcel will have a monument sign along Satchel Paige Boulevard.

Wetlands are present on the site. The presence of wetlands indicates that the area may be environmentally sensitive; therefore, the approval of all applicable federal, state and local agencies would be required prior to the issuance of any permits or land disturbance activities (other than clearing). The developer has received approval from the Corps of Engineers for their mitigation plan.

The geographic area defined by the City of Mobile and its planning jurisdiction, including this site, may contain Federally-listed threatened or endangered species as well as protected non-game species. Development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species.

The site has frontage on Satchel Paige Drive and Bolling Brothers Boulevard, and is adjacent to I-65, all with compliant rights-of-ways. Due to the size of this development, and the fact that the primary access will be from Government Boulevard via Satchel Paige Drive, the City of Mobile and ALDOT required a Traffic Impact Analysis to be performed. The study assumed full build out of the development, including the outparcels and restaurant pads. The scope of the study included Government Boulevard between the I-65 interchange and McVay Drive, Satchel Paige Blvd between Government Boulevard and Halls Mills Road, and McVay Drive between Government Boulevard and Halls Mills Road.

The study has been reviewed by the City of Mobile and ALDOT, and all recommendations from those entities have been incorporated into the study and site plan(s). A diagram of the recommended improvements is included with each PUD application. The off-site road

improvements, including the widening of Satchel Paige Boulevard, will be constructed in the initial phase of each PUD. Upon completion of the initial phase of construction, ALL recommended improvements – both on and off site – will have been completed.

The developer has worked closely with ALDOT and the City of Mobile during the design process to ensure that the development complies with access management programs. In addition, a meeting was held between the applicant, several of the nearby businesses most impacted by the required changes to Government Boulevard, ALDOT, and City staff from Engineering, Traffic Engineering, and the Planning Section of Urban Development to discuss the impact of the changes and the development.

As stated above, the site has frontage on Satchel Paige Drive and Bolling Brothers Boulevard – both public streets. The development also proposes internal streets for access and circulation. During a predevelopment meeting it was discussed that all access streets are to be built to city standards. In addition, the construction of sidewalks along all street frontages, including private streets was discussed. It was noted that in some instances due to right-of-way alignment, sidewalks would have to be constructed on private property and that no easement would be required. While sidewalks are not reflected on the site plan, they will be required.

The applicant also submitted a preliminary sign package for free standing signs associated with the development. There is to be a 50' group sign along I-65 with the development name and tenant panels for all tenants within the overall McGowin Park (West and East), a 30' group sign along Government Boulevard and Satchel Paige Drive with the development name and tenant panels for all tenants within the overall McGowin Park (West and East), and an individual monument sign for each out parcel along Satchel Paige Drive. A similar sign package applies to McGowin Park East Development and will be detailed in that report.

While this preliminary sign package may not technically comply with the strict provisions of the sign regulations, given the size of the development and comprehensive nature of the proposed sign packages, allowance of the sign package as proposed would be appropriate.

With regard to landscaping and tree planting requirements, specifics regarding landscape percentages were provided and meet or exceed the minimum requirements. However, it appears that when tree plantings were calculated, the I-65 frontage was not included – or at least not as frontage. While tree plantings are a critical issue, simply requiring compliance as a condition of approval (if approved) would address the issue, if any.

As illustrated on the site plan, there are to be several out parcels that are individual lots, and several that are “restaurant pads” on the larger, main lots. Therefore, subdivision approval will be required for all individual lots. Typically, the subdivision application would accompany the PUD application(s); however, in this particular case there are some finer details relating to specific locations of interior lot lines that are worked out. The subdivision application(s) will be submitted by the first deadline in December. Therefore, if approved, the approval should be conditional upon the completion of the subdivision process prior to the issuance of permits for actual building construction (Land Disturbing and Right-of-Way permits for road construction would be appropriate during this time frame).

The site plan does not depict the location of any dumpsters or compactors. The Zoning Ordinance requires that they be screened and that they be connected to the Sanitary Sewer. If locations impact traffic circulation or there are significant change to circulation when plans are submitted for permitting, new PUD application(s) will be required.

The dimensions of the drive-through lanes for the gas station are not indicated; but should be a minimum of 24' wide to allow for two way traffic, and meeting all other compliance standards for new construction.

Any lighting of the site must comply with Sections 64-4.A.2., 64-6.A.3.c. and 64-6.A.8. of the Zoning Ordinance.

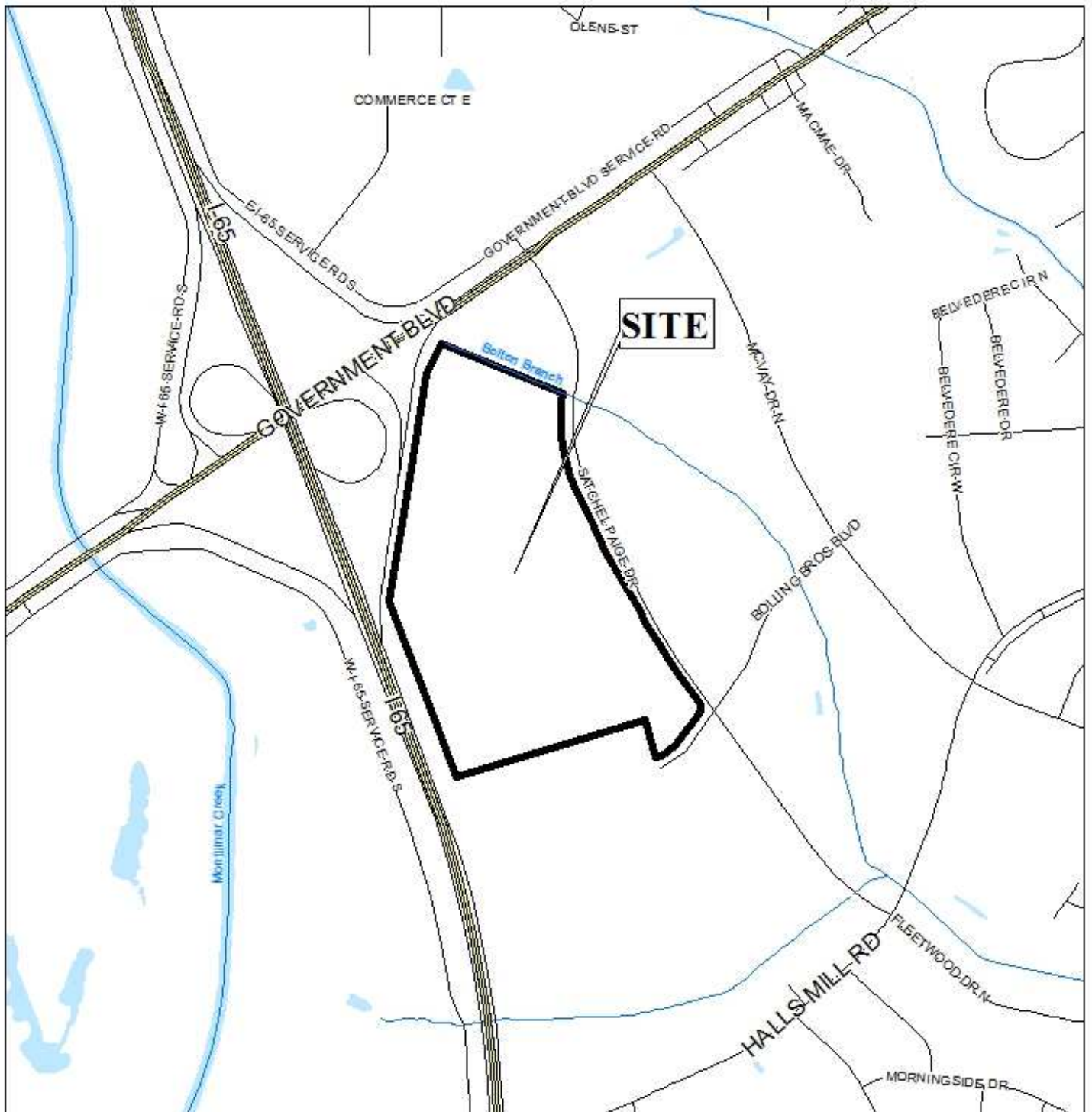
### **RECOMMENDATION**

**Planned Unit Development:** Based upon the preceding, this application is recommended for **APPROVAL** subject to the following conditions:

1. completion of the subdivision process prior to the issuance of permits for actual building construction (Land Disturbing and Right-of-Way permits for road construction would be appropriate during this time frame);
2. compliance with Engineering Department Comments: *(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. 1) A complete set of construction plans for the site work – including, but not limited to, drainage, utilities, grading, storm water detention systems, paving, and all above ground structures, 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) The new and existing dumpsters will need to have the surface grading for the pad(s) minimized and directed to a surface drain that is connected to the Sanitary Sewer system. The drainage from any dumpster pads cannot discharge to the storm sewer system. 3) Must comply with all Engineering Department Policy Letters: a. 5-13-2009 Policy Letter (Car wash drains and dumpster pads to drain to Sanitary Sewer System) b. 8-4-2004 Policy Letter (Video inspection of new Storm Sewer System Piping) 4) 3-18-2004 Policy Letter (Additional subdivision street requirements);*
3. compliance with traffic engineering comments *(Driveway number, size, location and design to be approved by Traffic Engineering (and ALDOT if applicable) and conform to AASHTO standards. Access for the west development is limited to the driveway connections at each roundabout and the two right-in/right-out driveway on Satchel Paige Drive. Additional driveways for outparcels will be determined at the time of their development as approved by Traffic Engineering; shared driveways may be required for multiple outparcels. A traffic impact study was completed for this site and approved by both the City and ALDOT. Development is contingent upon completion of off-site improvements, as indicated in the study);*

4. compliance with 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.);*
5. 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). Urban Forestry will require a revised landscape plan for the existing theater development. An approved permit from the Mobile Tree Commission will be required before removal of 10 existing Live Oak Trees located on Satchel Paige Blvd.)*
6. approval of all applicable federal, state and local agencies would be required prior to the issuance of any permits or land disturbance activities (other than clearing);
7. development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species;
8. ALL recommended traffic and access improvements – both on and off site – are to be completed simultaneous or before completion of the initial phase of construction;
9. all internal road construction (public and private) to be to City standards;
10. construction of sidewalks along all road frontages (public and private), due to right-of-way alignment, some sidewalks may have to be constructed on private property (easements shall not be required);
11. limited to the free-standing sign package as described in the application (and submitted for preliminary review);
12. full compliance with landscaping and tree planting requirements – including I-65 frontage in all calculations;
13. illustration of dumpster and/or compactor locations, screening, and notation of connection to sanitary sewer on the final PUD site plan, as well as on all site plans for permitting;
14. drive-through lanes for the gas station to be a minimum of 24' wide to allow for two way traffic;
15. lighting of the site must comply with Sections 64-4.A.2., 64-6.A.3.c. and 64-6.A.8. of the Zoning Ordinance;
16. submission of a revised PUD site plan depicting compliance with all conditions prior to the issuance of permits for building construction; and
17. full compliance with all other municipal codes and ordinances.

# LOCATOR MAP



APPLICATION NUMBER 16 DATE November 7, 2013

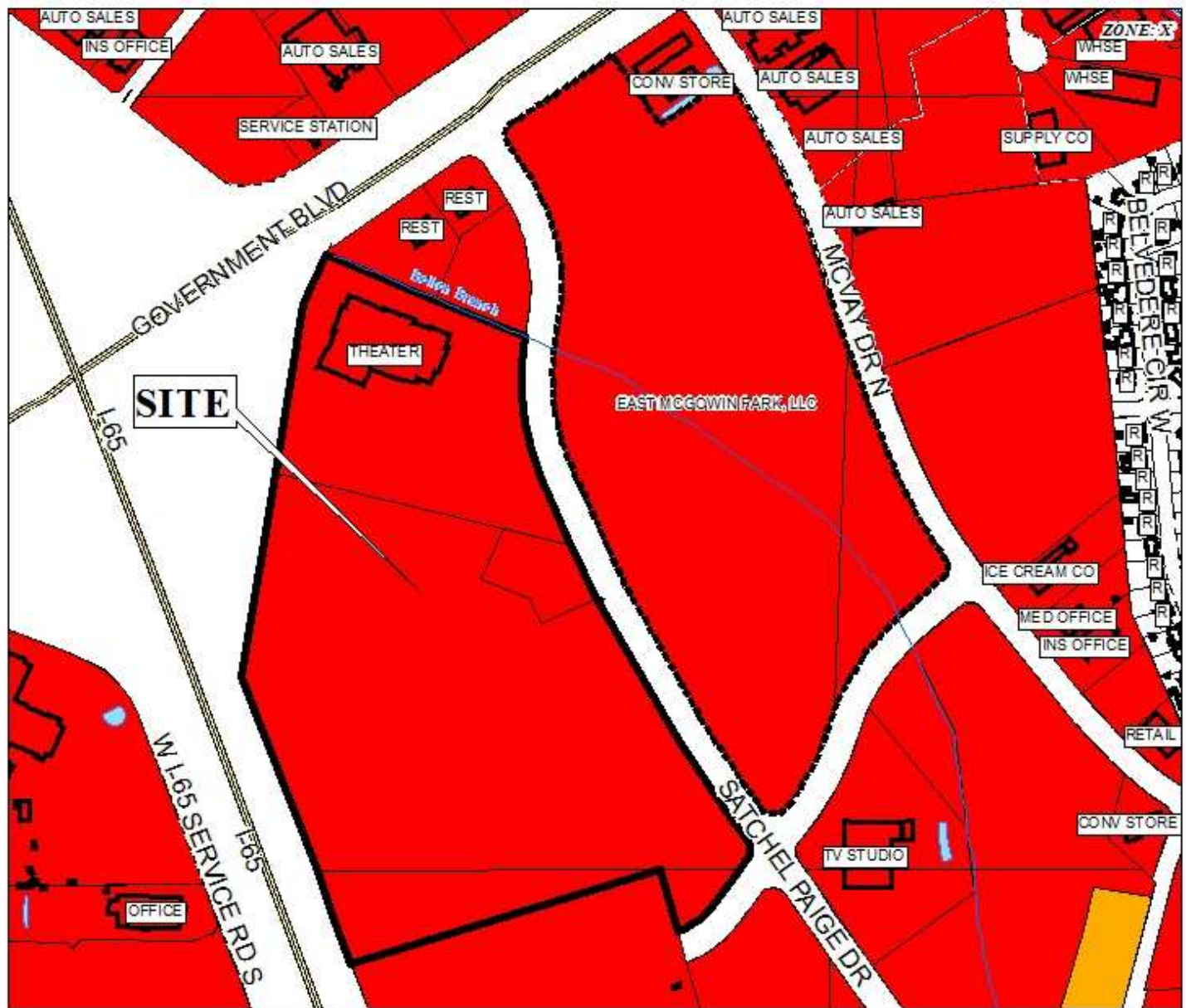
APPLICANT McGowin Park LLC

REQUEST Planned Unit Development





# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial land use units.

APPLICATION NUMBER 16 DATE November 7, 2013

APPLICANT McGowin Park LLC

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





# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



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# SITE PLAN

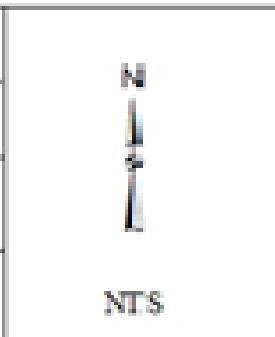


The site plan illustrates the existing theater, anchors, detention areas, parking, outparcels, and shop B.

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APPLICANT	McGowin Park LLC
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REQUEST	Planned Unit Development
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## DETAIL SITE PLAN



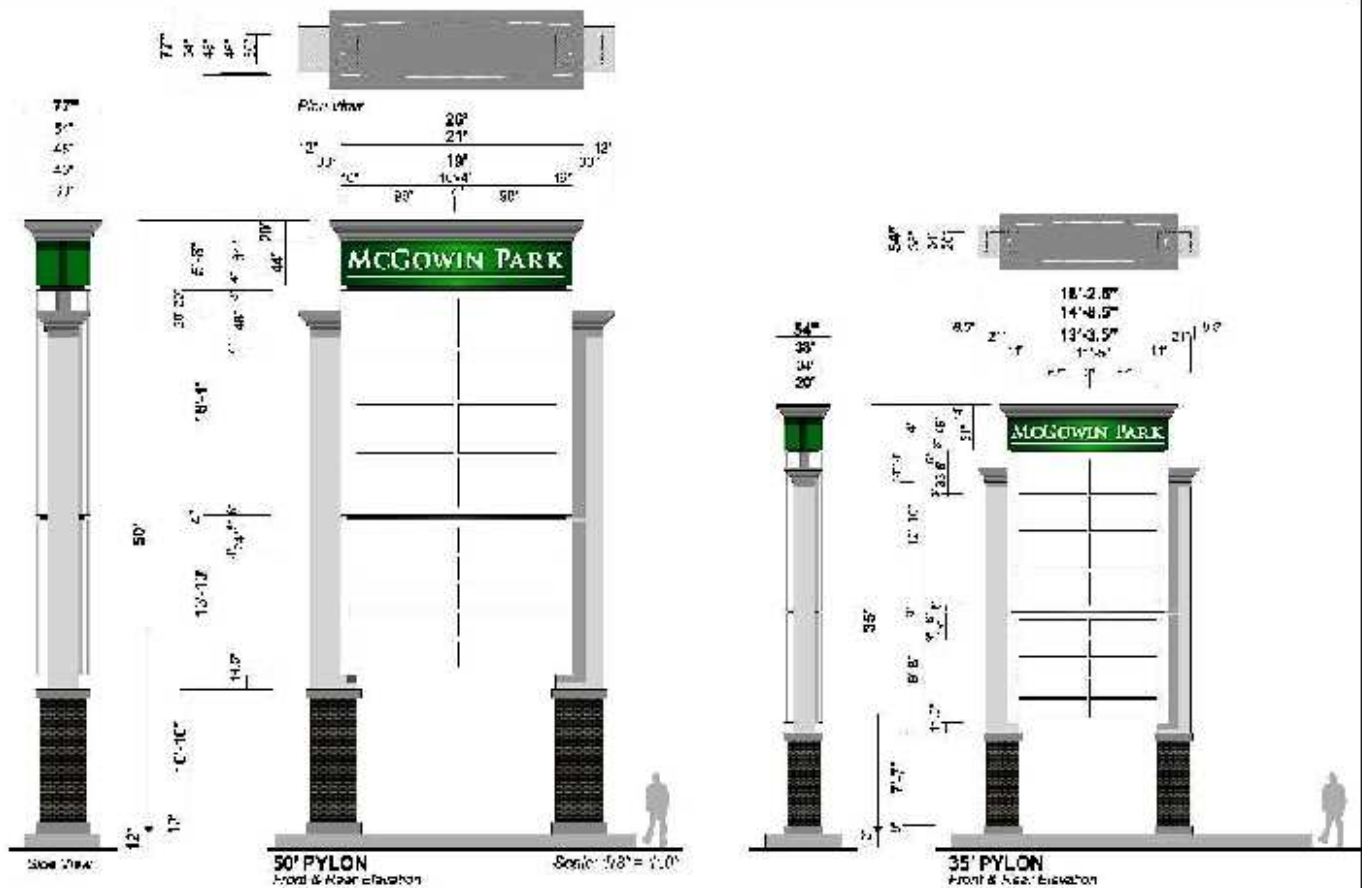
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# DETAIL SITE PLAN



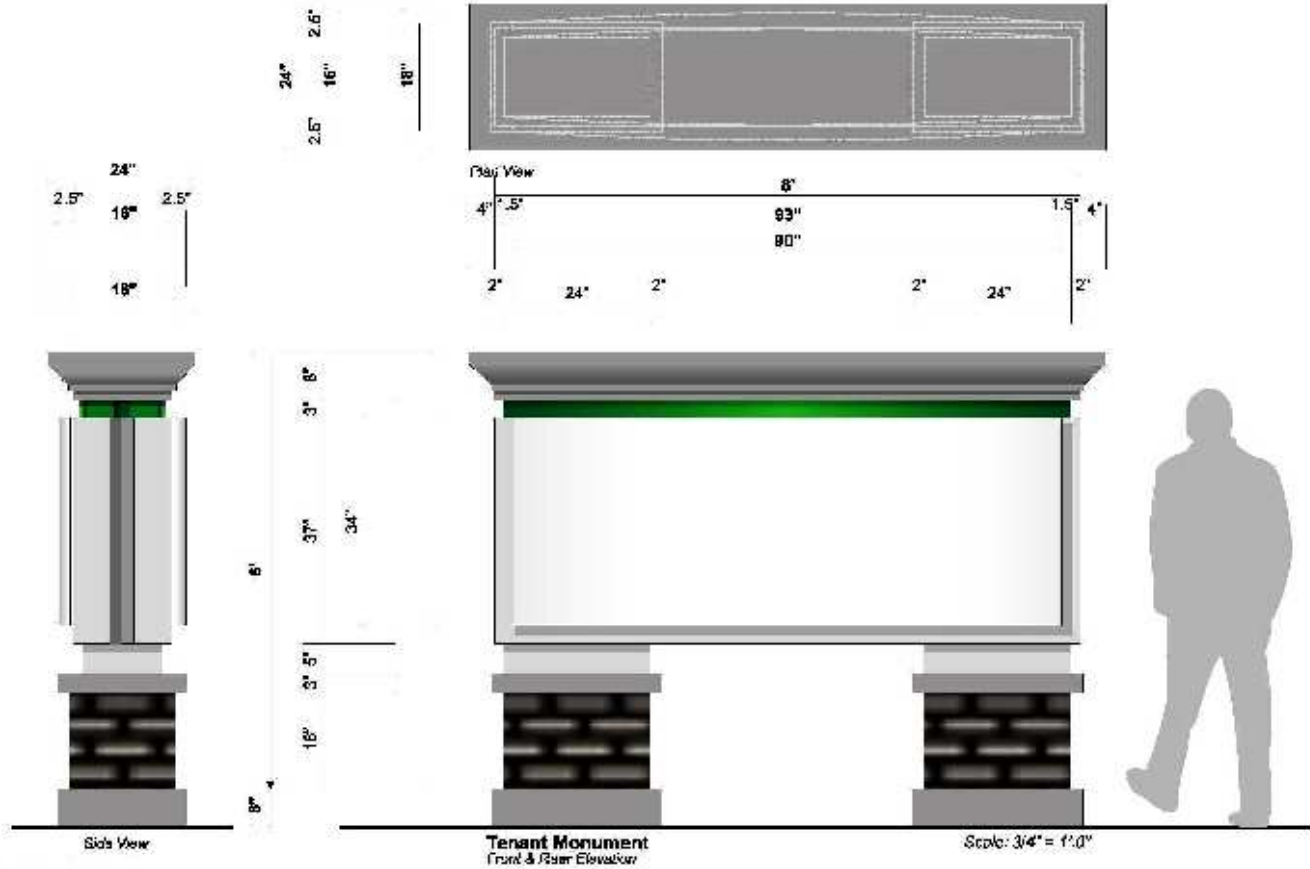
APPLICATION NUMBER 17 DATE November 7, 2013

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# DETAIL SITE PLAN



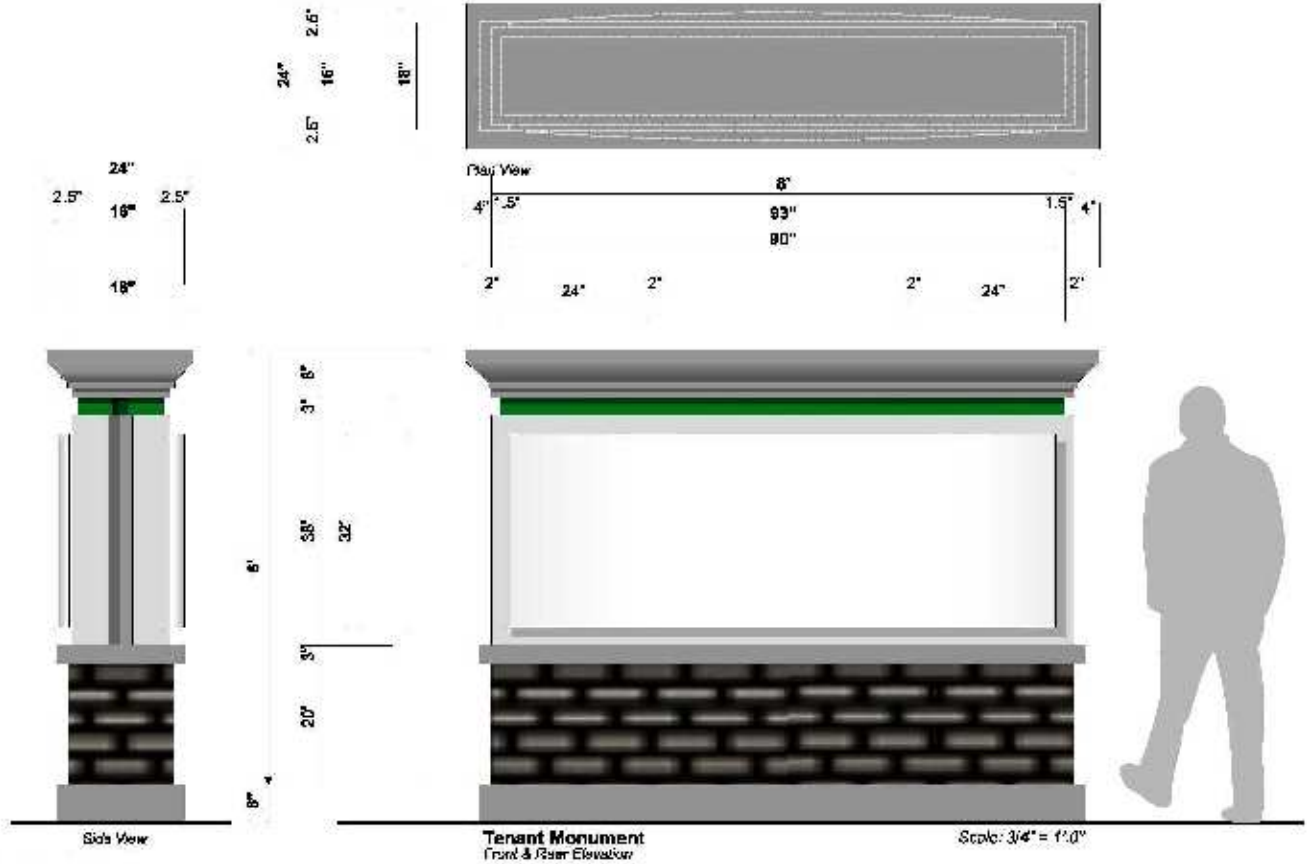
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# DETAIL SITE PLAN



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