

**PLANNED UNIT DEVELOPMENT
& SUBDIVISION STAFF REPORT****Date: March 7, 2013****DEVELOPMENT NAME**

Westwood Plaza Subdivision

SUBDIVISION NAME

Westwood Plaza Subdivision

LOCATION7765 Airport Boulevard
(Southeast corner of Airport Boulevard and Schillinger
Road South, extending to the North side of Thomas Road)**CITY COUNCIL
DISTRICT**

District 6

AREA OF PROPERTY

5 Lots / 21.8 ± acres

CONTEMPLATED USEPlanned Unit Development Approval to allow multiple
buildings on a single building site, with shared access between multiple building sites, and
Subdivision approval to create 5 lots.**TIME SCHEDULE
FOR DEVELOPMENT**

No time frame provided.

**ENGINEERING
COMMENTS**

For the Planned Unit Development:

- 1) Any work performed in the existing Airport Blvd or Schillinger Road ROW (right-of-way) such as grading, drainage, driveways, sidewalks, utility connections, 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) 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) Any proposed dumpster pad(s) must be contained and directed to a surface drain that is connected to the Sanitary Sewer system. The drainage from any dumpster pads cannot discharge to storm sewer.
- 4) An ADEM NOI is required for any land disturbance activity over 1 acre. Provide a copy of the ADEM registration information for the site prior to the issuance of a Land Disturbance permit.

For the Subdivision, the following comments should be addressed prior to review, 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) Add a note to the Plat stating that storm water detention will be required for any future addition(s) and/or land disturbing activity in accordance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17 , Ordinance #65-007 & #65-045). A copy of site and drainage plans approved by Mobile County may be submitted to establish any historic drainage credit.
- 3) Dedicate sufficient ROW along Schillinger Road to provide a 100' wide ROW. Proposed dedication will need to be approved by the City Engineer and Traffic Engineer.

Revised Engineering comments for the July 11th meeting:

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

Subdivision

- 1) *Provide all of the required information on the Final Plat (i.e. signature blocks, signatures, certification statements, legal description, required notes).*
- 2) *Add a note to the Plat stating that storm water detention will be required for any future addition(s) and/or land disturbing activity in accordance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17 , Ordinance #65-007 & #65-045). A copy of site and drainage plans approved by Mobile County may be submitted to establish any historic drainage credit.*
- 3) *Dedicate sufficient ROW along Schillinger Road to provide a 100' wide ROW. Proposed dedication will need to be approved by the City Engineer and Traffic Engineer.*

Planned Unit Development

- 1) *Add a note to the PUD drawing stating that any work performed in the existing Airport Blvd or Schillinger Road ROW (right-of-way) such as grading, drainage, driveways, sidewalks, utility connections, 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) *Add a note to the PUD drawing stating that 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) *Add a note to the PUD drawing stating that any proposed dumpster pad(s) must be contained and directed to a surface drain that is connected to the Sanitary Sewer system. The drainage from any dumpster pads cannot discharge to storm sewer.*
- 4) *Add a note to the PUD drawing stating that any existing dumpster pad(s) will be required to be contained and directed to a surface drain that is connected to the Sanitary Sewer system along with a request for a Building or Land Disturbance Permit for any work within the existing structure(s).*

TRAFFIC ENGINEERING**COMMENTS**

The proposed traffic signal on Schillinger Road will not be permitted at the site driveway. The proposed location is less than the recommended distance from the nearest signalized intersections, to both Airport Boulevard to the north and Glider Avenue to the south. In addition, an ALDOT safety project is to be completed along this corridor in the very near future to improve traffic flow and apply access management techniques. Existing signals may be altered or even removed, and new signalized intersections created that will provide improved access to the corridor. A draft traffic impact study has been submitted and was reviewed. Revisions to the study are necessary to accept the document as final and complete.

Revised Traffic Engineering comments for the July 11th meeting:

A revised site plan has been submitted for this site, as well as a revised traffic impact study. 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 on Schillinger Road at Thomas Road. Installation of this traffic signal is contingent upon the removal of the traffic signal at Schillinger Road/Glider Road. Signalization changes are also included at the intersection of Airport Boulevard/ Alverson Road, as well as off-site improvements in the median and access changes for the Burger King site. The improvements to the site also include physical changes to the driveway nearest Wendy's, to limit the driveway to right-in, right-out only; striping will not be considered a physical improvement. Additional driveways on Airport Boulevard and Schillinger Road 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. Upon completion of the Access Management Study underway for this corridor, additional restrictions may be implemented, including limitations to the proposed driveway between Chick-Fil-A and Krystal.

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).

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 seeking Planned Unit Development Approval to allow multiple buildings on a single building site, with shared access between multiple building sites, and Subdivision approval to create 5 lots. The site is located in Council District 6, and according to the applicant is served by public water and sanitary sewer.

The purpose of this application is to allow for the redevelopment and expansion of an existing shopping center, Westwood Plaza. The applicant proposes to demolish over half of an existing 152,000 \pm square foot strip shopping center, and through expansion and new construction, create a 229,332 \pm square foot main strip shopping center, a separate 18,453 \pm square foot shopping center on the same lot, and two new out buildings on separate lots, containing 5,050 \pm square feet and 6500 \pm square feet, respectively. Two existing restaurants, the Chick-Fil-A and the Krystal, will be part of the overall PUD, but on separate lots. In total, the 21.8 \pm acre site will accommodate a total of 265,440 \pm square feet of development. The existing 3,178 \pm square foot Wendy's restaurant, already on a separate lot and sharing access with the development, is not part of the PUD or the Subdivision applications.

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 site is zoned B-3, General Business District, thus the proposed development is allowed by right. The site abuts an R-3, Multi Family Residential District to the East, but is otherwise adjacent to other B-3 sites.

The site has frontage onto three streets. Airport Boulevard is a major street with an existing 140 foot wide right-of-way. Schillinger Road South is major street with an existing right-of-way, as labeled on the preliminary plat, of 100 feet: research by staff has determined that the right-of-way is in fact closer to 80-feet and 90-feet, thus dedication adequate to provide 50-feet from centerline will generally be required. The site also has frontage onto Thomas Road, a minor street with an existing right-of-way that meets minimum required width.

The main portion of the site was subdivided into a lot in 1986. At the December 4, 1986 meeting of the Planning Commission, the applicant asked that the requested 10-foot dedication along Schillinger Road be waived due to the fact that the site had existing buildings near the road, and due to the fact that Mobile County had no plans to widen the then three lane road. The Planning Commission waived the dedication requirement.

Now, Schillinger Road is a five lane road with approximately 36,000 cars per day, on par with the adjacent Airport Boulevard. Due to the volume of traffic and the previous widening to five

lanes, staff recommends that dedication of 10-feet of right-of-way along Schillinger be required for proposed Lots 1, 2 and 5, and that an additional setback only in lieu of dedication be required for the proposed Lots 3 and 4, which are already developed.

Due to the scope and nature of the proposed redevelopment and expansion for the site, a Traffic Impact Study was prepared by a consultant for the applicant, and included the following recommendations:

- 1) Close the access points to Westwood Plaza located on Airport Boulevard and the access point on Schillinger found just south of Wendy's. This will reduce the conflict between northbound vehicles on Schillinger Road that make a right turn onto Airport Boulevard and the vehicles exiting Westwood Plaza, as well as avoiding blocking an access point due to queue build up.
- 2) Create two new access points to Westwood Plaza. The first point should be at the intersection of Airport Boulevard and Alverson Road. This will allow westbound traffic on Airport Boulevard to access Westwood Plaza without traveling through the intersection of Airport Boulevard and Schillinger Road. The second should utilize the existing El Jalapeño entrance. This location will provide direct access to the loading docks for delivery trucks as well as a second access for eastbound traffic on Airport Boulevard without going through the traffic signal at Alverson Road.
- 3) The addition of a traffic signal at Westwood Plaza's western entrance along Schillinger road located in between Chick-Fil-A and Krystal.
- 4) The gap in the median island located in front of the existing El Jalapeño entrance should be closed in order to prevent westbound traffic from making a left turn into Westwood Plaza.
- 5) Close the existing access points to Chick-Fil-A on its south side and the existing access points to Krystal on its north side. These two closures are recommended as a condition of obtaining a traffic signal permit for the new signal on Schillinger Road.

The site currently has 3 curb-cuts to Schillinger Road, 3 onto Thomas Road, and 6 onto Airport Boulevard (this includes properties that will be assimilated into the proposed development). The proposed site plan depicts a reduction in the overall number of curb-cuts, so that there are only 2 curb-cuts to Schillinger Road, 2 onto Thomas Road, and 3 onto Airport Boulevard. The proposal includes the addition of a signalized intersection on Schillinger Road to serve the development, and a tying in of the development with the existing signal at Alverson Road on Airport.

The redeveloped site will have 1,164 parking spaces, according to information on the site plan. The resulting parking ratio will be 4.39 parking spaces per 1,000 square feet of floor area. The Zoning Ordinance requires a ratio of 1 parking space per 300 square feet of retail area, and 1 parking space per 100 square feet of restaurant area. It appears that the site will have sufficient parking area to accommodate a mix of retail and restaurant uses.

As the site is being substantially redeveloped, compliance with the tree and landscaping requirements of the Zoning Ordinance will be necessary, per the 50% rule of Section 64-4.E.2.b., which states:

In order to encourage the renovation, upgrading and maintenance of existing structures, these landscaping requirements shall apply to sites with an existing structure(s) in the event that the total gross floor area of the presently existing structure(s) is increased or decreased by fifty (50) percent. Increases or decreases can occur by either additions or deletions to existing structure(s), or the placement or removal of structures on the site.

The 21.8 ± acre site will require 113,975 square feet of landscape area, of which at least 68,385 square feet must be located between the buildings and the street frontages. It appears that the applicant is only proposing to provide 82,292 square feet of landscape area, of which only 60,734 square feet will count towards the frontage requirements: the site will be just over 31,000 square feet short of the required landscape area on site. As such, the applicant proposes to count area in the right-of-way towards the overall landscape requirements, and up to three percent of the total required landscape area (in this case 3,419 square feet) can occur in the right-of-way.

Regarding trees, 89 frontage trees, 82 perimeter trees and 59 parking area trees will be required, for a total of 230 trees to be provided on site. The site plan only depicts 219 trees (those on the Wendy's site are excluded since they are not part of the PUD application). It should also be pointed out that the site plan indicates that many of the proposed frontage trees will be in the right-of-way along all three fronting roads. The site plan should be revised to depict all required trees on the site.

The site abuts an R-3, Multi-Family Residential District property that is developed with apartments. The Zoning Ordinance requires that the commercial site provide a 10-foot wide setback buffer, and either an evergreen vegetative buffer or a six-foot high wooden privacy fence. The site plan should be revised to depict the buffer required by Section 64-4.D.1. of the Zoning Ordinance.

Staff assumes that lighting of the site will be redone. As such, any new lighting on the site must comply with the requirements of the Zoning Ordinance. It should be pointed out that a recent amendment to the Ordinance requires that the applicant provide a photometric plan at time of the permitting site plan review process. See Section 64-6.A. of the Zoning Ordinance for specific requirements.

A Sidewalk Waiver application was not included for consideration with the two applications at hand. Therefore, the site plan should be revised to depict a sidewalk along all street frontages, or a note should be placed on the site plan indicating that a Sidewalk Waiver will be requested.

Accessible parking spaces are depicted on the site plan. The applicant should ensure that an adequate number of spaces is provided per the requirements of the 2009 International Building Code, and that of those spaces, the minimum number of "van accessible" spaces with appropriately-sized access aisles are provided. All parking spaces on site, including accessible spaces, must be a minimum of 9 x 18 feet.

The 25-foot minimum building setback line is not depicted on the preliminary plat or the site plan. Both the plat and the site plan should be revised to depict the minimum building setback line, adjusted for any requested or future right-of-way dedication.

Finally, the applications did not include information regarding the ownership of all of the property under consideration. Specifically, staff could not verify that the applicant either owned all of the property included as part of the applications, or that appropriate authorization was provided by property owners other than the applicant. The applicant should provide proof that they either own all of the property included in the applications, or that they are authorized to act on the behalf of the owners.

RECOMMENDATION

Subdivision: Based upon the preceding, this application is recommended for Holdover until the April 4th meeting, with the following revisions due by March 18th:

- 1) Provision of documentation showing that the applicant owns all of the property included as part of the application, or that they are authorized to act on the behalf of the property owner;
- 2) Revision of the plat to reflect dedication to provide 50-feet from centerline along Schillinger Road for proposed Lots 1, 2 and 5;
- 3) Revision of the plat to reflect additional setback along Schillinger Road of 10-feet for proposed Lots 3 and 4;
- 4) Revision, if necessary, to reflect compliance with Engineering comments (*1. Any work performed in the existing Airport Blvd or Schillinger Road ROW (right-of-way) such as grading, drainage, driveways, sidewalks, utility connections, 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. 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. Any proposed dumpster pad(s) must be contained and directed to a surface drain that is connected to the Sanitary Sewer system. The drainage from any dumpster pads cannot discharge to storm sewer. 4. An ADEM NOI is required for any land disturbance activity over 1 acre. Provide a copy of the ADEM registration information for the site prior to the issuance of a Land Disturbance permit.*);
- 5) Revision, if necessary, to reflect compliance with Traffic Engineering comments (*The proposed traffic signal on Schillinger Road will not be permitted at the site driveway. The proposed location is less than the recommended distance from the nearest signalized intersections, to both Airport Boulevard to the north and Glider Avenue to the south. In addition, an ALDOT safety project is to be completed along this corridor in the very near future to improve traffic flow and apply access management techniques. Existing signals may be altered or even removed, and new signalized intersections created that will provide improved access to the corridor. A draft traffic impact study has been submitted and was reviewed. Revisions to the study are necessary to accept the document as final and complete.*);
- 6) Depiction of the 25-foot minimum building setback line along all street frontages, reflecting any required dedication or future right-of-way widths.

Planned Unit Development: Based upon the preceding, this application is recommended for Holdover until the April 4th meeting, with the following revisions due by March 18th:

- 1) Provision of documentation showing that the applicant owns all of the property included as part of the application, or that they are authorized to act on the behalf of the property owner;
- 2) Revision of the site plan to reflect right-of-way dedication along Schillinger Road, as specified for the Subdivision plat;
- 3) Revision of the site plan to reflect the required 25-foot minimum building setback line along all street frontages, adjusted for required dedication or additional setback;
- 4) Revision of the site plan to depict sidewalks along all street frontages, or placement of a note on the site plan stating that a Sidewalk Waiver application will be submitted;
- 5) Revision of the site plan to ensure that an adequate number of “accessible” and “van accessible” parking spaces with accompanying access aisles are provided, in compliance with the 2009 International Building Code;
- 6) Revision of the site plan, including the placement of a note on the plan, to ensure that all parking spaces are a minimum of 9 x 18 feet;
- 7) Revision, if necessary, to reflect compliance with Engineering comments (*1. Any work performed in the existing Airport Blvd or Schillinger Road ROW (right-of-way) such as grading, drainage, driveways, sidewalks, utility connections, 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. 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. Any proposed dumpster pad(s) must be contained and directed to a surface drain that is connected to the Sanitary Sewer system. The drainage from any dumpster pads cannot discharge to storm sewer. 4. An ADEM NOI is required for any land disturbance activity over 1 acre. Provide a copy of the ADEM registration information for the site prior to the issuance of a Land Disturbance permit.*);
- 8) Revision, if necessary, to reflect compliance with Traffic Engineering comments (*The proposed traffic signal on Schillinger Road will not be permitted at the site driveway. The proposed location is less than the recommended distance from the nearest signalized intersections, to both Airport Boulevard to the north and Glider Avenue to the south. In addition, an ALDOT safety project is to be completed along this corridor in the very near future to improve traffic flow and apply access management techniques. Existing signals may be altered or even removed, and new signalized intersections created that will provide improved access to the corridor. A draft traffic impact study has been submitted and was reviewed. Revisions to the study are necessary to accept the document as final and complete.*);
- 9) Revision of the site plan to depict full compliance with the tree and landscape requirements of the Zoning Ordinance, or provision of justification as to why the development will not meet the minimum requirements; and

- 10) Revision of the site plan to depict a 10-foot wide setback buffer, and either an evergreen vegetative buffer or a six-foot high wooden privacy fence.

Revised for the April 4, 2013 meeting:

No revisions were submitted by the applicant, and the applicant did not provide evidence that they either owned all of the property included as part of the application, or that they were authorized to act on behalf of the owner.

RECOMMENDATION

Subdivision: *Based upon the preceding, this application is recommended for Denial.*

Planned Unit Development: *Based upon the preceding, this application is recommended for Denial.*

Revised for the July 11th meeting:

A revised site plan, a tree/landscape plan, subdivision plat and expanded narrative were submitted by the applicant. The revisions reflect some, though not all changes requested by staff.

The site plan was revised to depict the relocation of the proposed traffic signal to Thomas Road. The revised site plan depicts two entrances onto Schillinger Road, three to Airport Boulevard, and two to Thomas Road. Traffic Engineering comments indicate that additional changes will be required prior to their ultimate approval of the proposed development.

The site plan and Subdivision plat, but not the tree/landscape plan, depict the dedication of 10-feet of right-of-way along Schillinger Road between Airport Boulevard and the Wendy's lot. The applicant states that dedication of right-of-way along other portions of Schillinger Road, as recommended by staff, is not possible due to "*the parking requirements of national retailers.*" In lieu of additional dedication, the site plan reflects a 35-foot setback from Schillinger Road.

Staff maintains that dedication of 10-feet along all of the proposed Lot B and Lot E frontage along Schillinger Road should be required. For proposed Lots C and D, which are developed with fast food restaurants near the road, staff recommends the additional building setback of 35 feet in lieu of dedication. The justification for dedication or additional setback is that traffic volumes will only continue to increase along this segment of Schillinger Road, and due to the scope of redevelopment proposed for this site, it would appear that now is the best time to prepare for future widening projects.

The revised site plan has a note which states that the site will have 1,149 parking spaces, a reduction over the originally submitted site plan, which noted 1,164 parking spaces. A specific

proposed tenant mix was not provided, however, sufficient parking spaces will be provided to allow a mix of restaurant and retail / office uses.

The revised tree / landscape plan does not reflect the proposed right-of-way dedication depicted on the site plan and Subdivision plat. Furthermore, there is a discrepancy in the number of trees that are proposed: the tree/landscape plan quantities chart lists a total of 216 trees, staff counted 214 trees, and the applicant's expanded and revised narrative letter states a total of 186 trees (see table below). It should be pointed out, however, that the applicant proposes to provide 32 frontage trees that will be larger 6-inch caliper specimens, exceeding the 3-inch caliper minimum required.

Trees and Landscaping	Required	<i>Proposed Ltr / Counted</i>
Total Landscape Area in square feet	113,975	107,688
Frontage Landscape Area in square feet	68,385	86,130
Frontage Trees	89	32 / 55
Perimeter Trees		
Overstory	41	74 / 79
Understory	41	22 / 22
Parking Trees	58	58 / 58
Total Trees	229	186 / 214

Revised information was submitted regarding the total and frontage landscape areas proposed: it was previously mentioned in this report that the site will require approximately 113,975 square feet of landscape area, of which at least 68,385 square feet must be located between the buildings and the street frontages. It appears that the applicant is only proposing to provide 107,688 square feet of total landscape area, however, the amount of area dedicated to frontage landscape requirements will be 86,130 square feet, exceeding the minimum required. The landscape area information provided does not clarify if any landscape area in the abutting right-of-way will be counted towards their requirements. Again, it should be pointed out that the combination of building demolition and new building construction typically requires full compliance with the tree and landscape requirements of the Zoning Ordinance, per the 50% rule of Section 64-4.E.2.b., which states:

In order to encourage the renovation, upgrading and maintenance of existing structures, these landscaping requirements shall apply to sites with an existing structure(s) in the event that the total gross floor area of the presently existing structure(s) is increased or decreased by fifty (50) percent. Increases or decreases can occur by either additions or deletions to existing structure(s), or the placement or removal of structures on the site.

No buffer is depicted on the revised site plan or the tree/landscape plan where the site abuts the residential district to the East of the site, as required by Section 64-4.D. of the Zoning Ordinance.

Finally, the applicant has noted their intent to request a Sidewalk Waiver along both Airport Boulevard and Schillinger Road, via a separate application in the future.

While the extensive renovation and expansion of the shopping center will be a vast improvement over the existing shopping center, there are still multiple issues regarding Zoning Ordinance and Subdivision Regulation compliance.

RECOMMENDATION

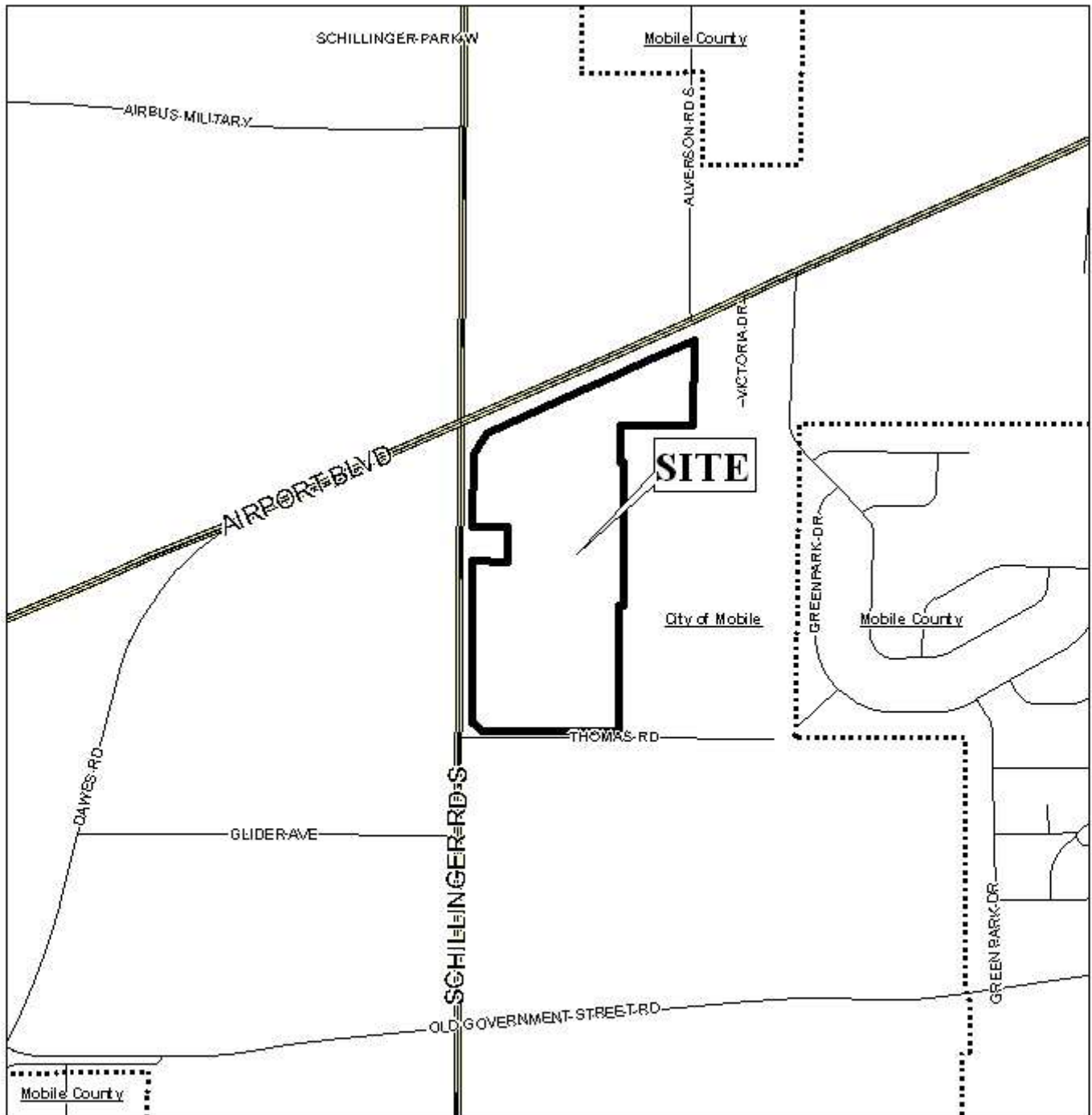
Subdivision: Based upon the preceding, this application is recommended for Denial for the following reason:

- 1) Sufficient dedication and setback in lieu of dedication will not be provided along Schillinger Road, as required by Sections V.B.2. and V.B.14. of the Subdivision Regulations.

Planned Unit Development: Based upon the preceding, this application is recommended for Denial for the following reasons:

- 1) The site plan to does not reflect right-of-way dedication along Schillinger Road, as specified by the Major Street Plan component of the Comprehensive Plan as well as the Subdivision Regulations;
- 2) The site plan does not fully comply with the tree and landscape requirements of Section 64-4.E. of the Zoning Ordinance; and
- 3) A residential protection buffer is not depicted along the East property line, as required by Section 64-4.D. of the Zoning Ordinance.

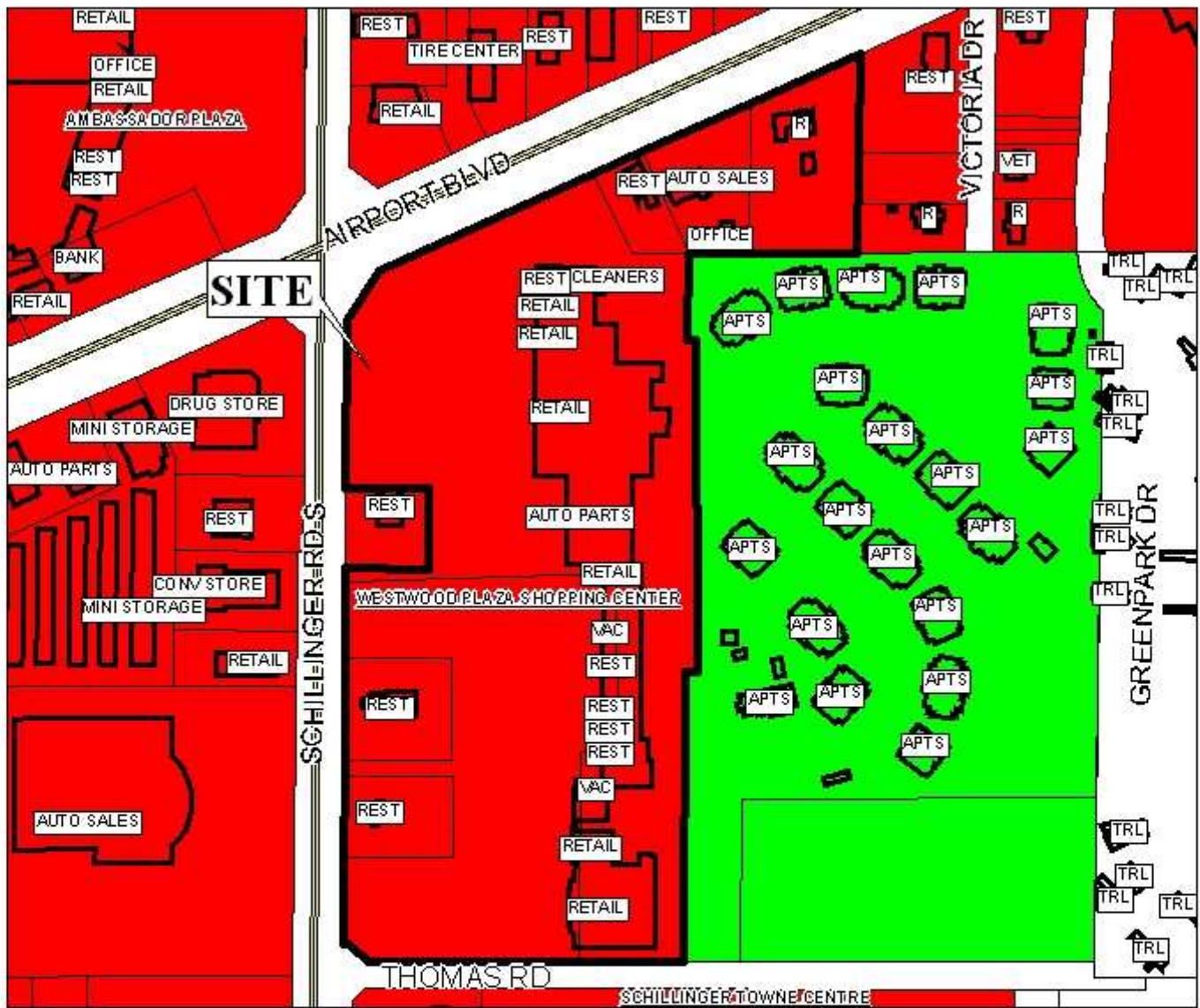
LOCATOR MAP



APPLICATION NUMBER 1 & 2 DATE July 11, 2013
APPLICANT Westwood Plaza Subdivision
REQUEST Subdivision, Planned Unit Development

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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial land use. Apartments are located to the east of the site.

APPLICATION NUMBER 1 & 2 DATE July 11, 2013

APPLICANT Westwood Plaza Subdivision

REQUEST Subdivision, Planned Unit Development

LEGEND

1. *What is the main purpose of the study?*



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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial land use.
Apartments are located to the east of the site.

APPLICATION NUMBER 1 & 2 DATE July 11, 2013
APPLICANT Westwood Plaza Subdivision
REQUEST Subdivision, Planned Unit Development

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SITE PLAN



The site plan illustrates the proposed landscaping.

APPLICATION NUMBER 1 & 2 DATE July 11, 2013

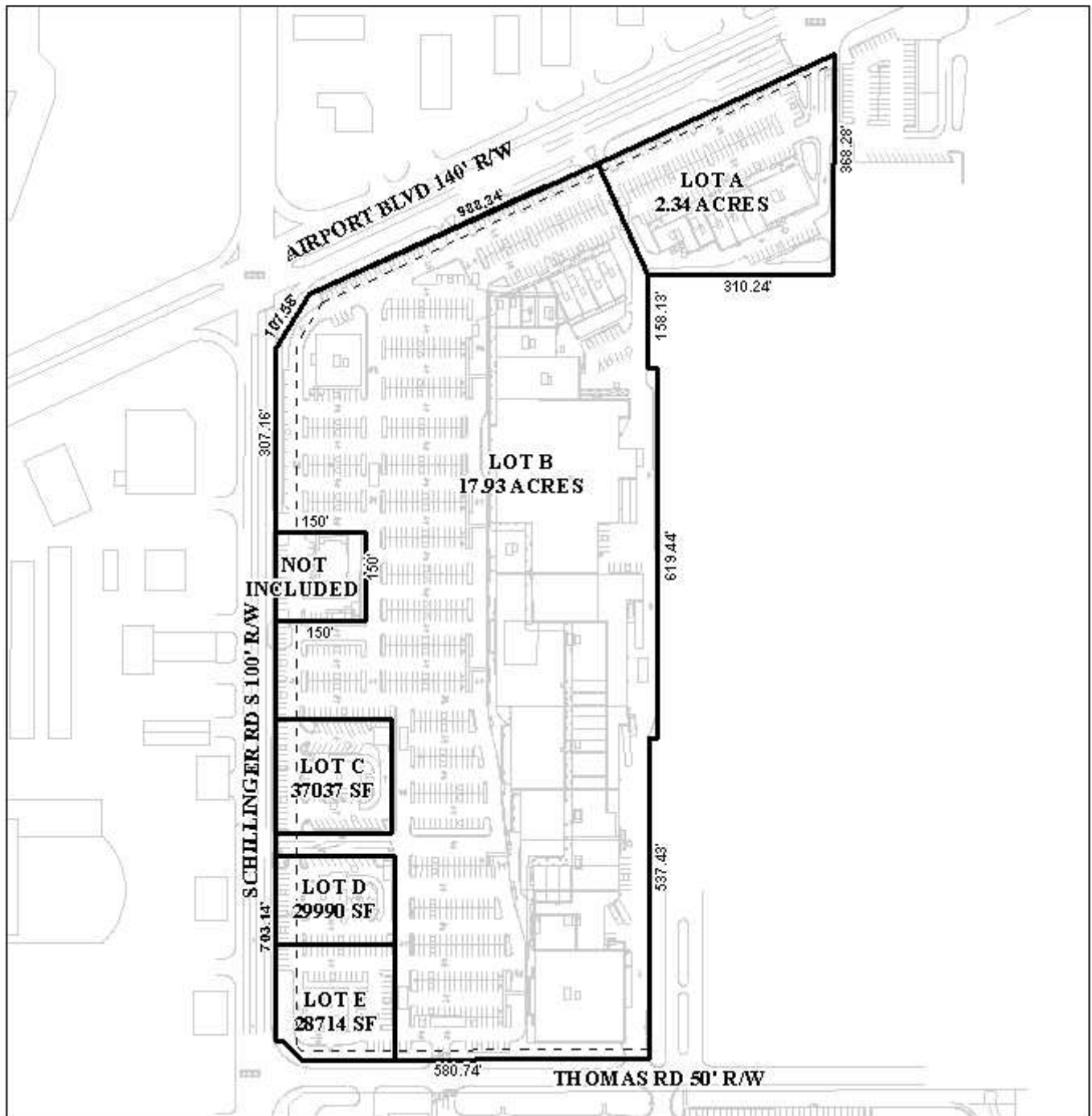
APPLICANT Westwood Plaza Subdivision

REQUEST Subdivision, Planned Unit Development



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DETAIL SITE PLAN



APPLICATION NUMBER 1 & 2 DATE July 11, 2013
APPLICANT Westwood Plaza Subdivision
REQUEST Subdivision, Planned Unit Development

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