

**SUBDIVISION,
PLANNED UNIT DEVELOPMENT, &
REZONING STAFF REPORT****Date: March 23, 2017****APPLICANT NAME**

Sarah & Michael Stashak

SUBDIVISION NAME

Old Shell at Ashland Place Subdivision

DEVELOPMENT NAME

Old Shell at Ashland Place Subdivision

LOCATION2165 & 2167 Old Shell Road
(South side of Old Shell Road, at the Southern terminus of
Frazier Court)**CITY COUNCIL
DISTRICT**

Council District 1

PRESENT ZONING

R-1, Single-Family Residential District

PROPOSED ZONING

R-3, Multiple Family Residential District

AREA OF PROPERTY

1 Lots/1.0± Acre

CONTEMPLATED USE

Subdivision Approval to create a single legal lot of record from a single legal lot of record and a single metes-and-bounds parcel; Planned Unit Development to allow reduced multiple buildings with shared access and parking along with reduced front yard setbacks on a single building site; and Rezoning from R-1, Single-Family Residential District to R-3, Multiple Family Residential District allow a the construction of townhomes.

It should be noted, however, that any use permitted in the proposed district would be allowed at this location if the zoning is changed. Furthermore, the Planning Commission may consider zoning classifications other than that sought by the applicant for this property.

**TIME SCHEDULE
FOR DEVELOPMENT**Construction within 3 months after approval
Construction phase to last 8-12 months

ENGINEERING
COMMENTS

Subdivision: FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review and/or signature by the City Engineer):

- A. Provide all of the required information on the SUBDIVISION PLAT (i.e. signature blocks, signatures, certification statements, written legal description, required notes, legend, scale, bearings and distances) that is required by the current Alabama State Board of Licensure for Professional Engineers and Land Surveyors.
- B. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- C. Add a note to the SUBDIVISION PLAT stating that a Land Disturbance permit will be required for any land disturbing activity in accordance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.
- D. Add a note to the Plat stating that the approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit.
- E. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved.
- F. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- G. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the ORIGINAL (with all other signatures) and one (1) copy (signatures not required) of the revised Final Plat to the Engineering Department.

Planned Unit Development:

ADD THE FOLLOWING NOTES TO THE PUD SITE PLAN:

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 Land Disturbance Permit application shall be submitted for any proposed land disturbing activity with the property. A complete set of construction plans 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 land disturbing activity within the property will need to be submitted for review and be in conformance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.

4. The approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit. The Owner/Developer is responsible for acquiring all of the necessary permits and approvals.
5. The proposed development must comply with all Engineering Department design requirements and Policy Letters.

Rezoning: No Comments

TRAFFIC ENGINEERING

COMMENTS

Lot 1 is limited to two curb cuts to Old Shell Road with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. New required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.

URBAN FORESTRY

COMMENTS

Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties (State Act 2015-116 and City Code Chapters 57 and 64).

FIRE DEPARTMENT

COMMENTS

All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance. (2012 International Fire Code)

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 Subdivision Approval to create a single legal lot of record from a single legal lot of record and a single metes-and-bounds parcel; Planned Unit Development to allow reduced multiple buildings with shared access and parking along with reduced front yard setbacks on a single building site; and Rezoning from R-1, Single-Family Residential District to R-3, Multiple Family Residential District allow a the construction of townhomes.

The applicant wishes to demolish an existing residence and combine a metes-and-bounds parcel and a legal lot of record to create a single legal lot of record, to allow for the construction of seven (7) new townhomes. If the rezoning request is approved, the site could theoretically contain up to 25 dwelling units, however, that does not take into consideration area required for parking, landscaping, storm water detention, building setbacks, etc., and with a Planned Unit Development (PUD), the site would be limited to the number of units proposed as part of the PUD.

It should be noted that a 1-lot Subdivision, Planned Unit Development, and Rezoning to R-3, Multiple-Family Residential District was approved by the Planning Commission at its November 20, 2008 meeting to allow the construction of three townhomes at 2165 Old Shell Road; however those approvals were allowed to expire.

The applicant states:

Project Description:

We are seeking to design and build 7 residential townhomes at 2165 and 2167 Old Shell Road. We relocated to Mobile from Atlanta in the summer of 2016. In researching the real estate market for ourselves as well as for family members, we realized that there are few options in the Midtown Mobile area for higher-end, or updated townhomes.

We are seeking to rezone the subject properties from R-1 to R-3. We targeted these properties for our proposed project in part because they are adjacent to a commercial property that is zoned B-2 and nearby to a subdivision that has already been rezoned to R-2 and developed.

Our target residents are empty nesters or families who desire a lower maintenance residence. Key attributes of our proposed project:

- Master bedroom on the main floor*
- More of an open-concept floor plan*
- Attached 2-car garages that are not visible from the road*
- 2 bedrooms and 2 bathrooms upstairs with additional flex space*
- 10' ceilings downstairs, 9' ceilings upstairs*
- Gracious porches*
- Ample green space*

At this juncture, we are requesting one variance:

- We request to reduce the front yard setback to 15' from the 25' requirement. We are requesting this 10' reduction to better accommodate the required 20' fire access road that will encircle the property.*

We are soon-to-be residents of Midtown ourselves, and we appreciate the charm, history and character of the neighborhood. Our project seeks to preserve these attributes and bring a new housing option to Midtown. We are using a well-regarded architect out of Atlanta, GA (Greg Busch). We specifically chose Greg due to his respect for adhering to the character of a neighborhood. We are aware of the aesthetic requirements including preserving green space and the tree canopy, as well as designing a building and using building materials that are appropriate for the neighborhood. In addition, we are working closely with a talented team of partners in Mobile on a variety of issues including construction, financing, engineering, landscaping, marketing/sales and legal.

We anticipate beginning construction within 3 months after approval to rezone the subject property is granted. The construction phase of the project is scheduled to last between 8 and 12 months.

We welcome any comments and concerns that City representatives or neighbors have on about our project.

Plan Consistency Analysis:

We strongly believe that our proposed project at 2165-2167 Old Shell fits seamlessly with the foundational values laid out in the Map for Mobile.

Specifically:

- 1. Strong neighborhoods with: › Unique identity and sense of place › A mix of housing types that provide for residents' diverse needs › Community amenities within walkable distances***

We are aiming to add to the already vibrant Midtown area. Our proposed project is across the street from historic Ashland Place and will be designed to keep with the aesthetic of the neighborhood. Importantly, there are very few multi-family housing options in Midtown of this kind. Our target market is empty nesters looking to downsize from a larger residence where more maintenance may be required. However, we may ultimately appeal to a wide variety of homeowners seeking elegant, new construction, in the Midtown area that requires minimal maintenance. Further, with Publix under construction we envision residents walking and/or biking to the shopping center, nearby restaurants and shops. Our project is already walking distance to restaurants and other commercial businesses at the nearby intersection of Old Shell Rd. and Upham St.

- 2. Functional roadway corridors with: › An attractive and welcoming public realm › Safe accommodations for people and vehicles › A variety of thriving businesses that support a robust economy***

Our project should not have a meaningful impact on roadway corridors.

- 3. Strategic infill and redevelopment with: › A mix of uses that serve the needs of the community › A focus on vacant properties and blighted areas › Concentrated activity that creates vibrancy***

Our project fits squarely with this objective. We are seeking to combine a currently empty lot that abuts a commercial building (AT&T office building) with a neighboring property whereby the neighbor is seeking to downsize her current residence. In combining the two lots, we will have a nearly one acre property that will be the perfect setting for our tasteful townhomes. The two story townhomes will range in size from 2BR to 3BR and will average between 2,500-3,000 square feet. It is a top priority for us to preserve a large greenspace in the center courtyard.

- 4. A connected community with: › Ease of mobility for pedestrians, automobiles, and bicyclists › Safe and appealing transportation options › Access to businesses, parks and open spaces, cultural amenities, and other destinations***

Located on Old Shell Rd., residents would have nearby public transportation options with businesses nearby. We believe that many Mobilians are feeling the pull toward downtown and the significant redevelopment that is occurring. This Midtown location will give residents the combined benefits of neighborhood living and convenient access to downtown. As mentioned above, we also envision residents walking and biking to the nearby Publix development that is under construction. In addition, if we draw the market that we expect (empty nesters), they will also have easy access to the nearby USA and Mobile Infirmary healthcare systems.

5. High quality design of the built environment with: › An attractive and distinctive streetscape and public realm › Maintenance of existing private property to minimize degradation and blight › New private property development that is distinguishing yet in keeping with City and neighborhood character

We are homeowners ourselves in nearby Ashland Place, and we have an affinity for older homes. However, many people enjoy the character of an older home, but not the upkeep required. Our townhomes are fully designed to fit with the existing character of the neighborhood, and we will use modern, lower-maintenance materials (brick/stucco/etc.) that are historically appropriate for our finishes to ensure that the project fits seamlessly with the neighborhood. We specifically selected our architect (Greg Busch,) due to his affinity for historical and neighborhood appropriateness.

6. A strong downtown with: › A greater intensity of uses and activities › Pedestrian-friendly streets and interesting restaurants and entertainment options › Accommodations for tourists as well as those who live and work in Mobile

While our project is not in the downtown area, one of the reasons we specifically chose the site was for its proximity to downtown Mobile. We are strong proponents of the vision for development downtown and believe that more and more residents will choose to live/work in the vibrant Midtown/Downtown areas.

7. Greater opportunities to enjoy natural and recreational assets with: › Quality parks and open spaces › Appropriate and inviting development at key waterfront and riverfront locations › Proximity and connections to residential and commercial areas

Our project should get residents of Mobile in closer proximity to some of the parks and waterfront locations that Mobile has to offer.

Zoning Application Statement:

The zoning ordinance states that an amendment is to be made only when one or more of 4 specific conditions prevail. Condition No. 2: "changes in conditions in a particular area make a change in the ordinance necessary and desirable" prevails relative to the subject property for which this Zoning Change request is being made.

We are seeking to rezone 4 single family residential lots from R-1 to R-3 and then construct 7 high-end residential townhomes. Three of the 4 existing lots have been vacant for at least 20 years and the 4th lot is occupied by an aging dwelling. The property located immediately to the east is zoned B-2 and is occupied by a utility company building and 0.5 acre concrete parking lot. The property located immediately to the west is zoned R-1. The next property to the west is zoned R-2 and is occupied by the nicely developed Ashland Park neighborhood.

The subject properties were targeted for this proposed project in part because they are adjacent to a commercial property that is zoned B-2 and nearby to a subdivision that has already been rezoned to R-2 and developed. Given the presence of B-2 zoning to the east and R-2 zoning to the west, it is evident that this particular area along Old Shell Road has experience a change in conditions and character since the time it was originally developed for single family residential use. The fact that 3 of the 4 lots have been vacant for at least 20 years is a strong indication that single family lot re-development is not likely to occur in this particular area.

The existing R-1 zoned property to the south of the subject property and to the north across Old Shell Road is full developed and stable. We do not anticipate that rezoning the subject property to R-3 will have an adverse effect on surrounding land uses or properties. The proposed R-2 zoned multi-family townhome development will provide the perfect transition zoning and usage between the existing B-2 zoned property and the existing R-2 zoned property.

Planned Unit Development:

The townhome condominiums will be sold to individual owners. A Condominium Owners Association will be established and will be responsible for property management and maintenance.

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 lot fronts Old Shell Road, a minor street, with an adequate right-of-way, requiring no dedication. As a means of access management, the lot should be limited to two curb cuts, with the size, location and design to be approved by Traffic Engineering and conform to AASHTO standards.

The proposed lot, as depicted, exceeds the minimum size of 7,200 square feet as regulated by the Subdivision Regulations. The lot size is depicted in both square feet and acres, and this information should be retained on the Final Plat, if approved.

Also as part of the PUD request, the applicant wishes the proposed lot to have a reduced front yard setback of 15' rather than the standard 25' as required by Section V.D.9. of the Subdivision

Regulations. There is a development 50'± to the West of the subject site that was the subject of Subdivision, Planned Unit Development, and Rezoning in 2005 that allowed for a 20' setback along Old Shell Road. The applicant states that the reduced setback is necessary to accommodate a 20' wide private drive to provide fire access around the development. It should be noted that if the proposed number of structures were reduced or reconfigured on the lot, the site would be able to meet Fire Department requirements for access while also complying with the 25' setback required by the Zoning Ordinance and Subdivision Regulations.

The preliminary plat also depicts side yard setbacks of 10' and a rear setback of 8'. It should be noted that to the rear of the site is R-1, Single-Family Residential, and due to the nature of the proposed development, a 10' setback should be required. The site plan provided does illustrate the required 6' high privacy fence (reduced to 3' within the front 25') adjacent to residential properties.

As stated in Section 64-9 of the Zoning Ordinance, the intent of the Ordinance and corresponding Zoning Map is to carry out the comprehensive planning objective of sound, stable and desirable development. While changes to the Ordinance are anticipated as the city grows, the established public policy is to amend the ordinance only when one or more of the following conditions prevail: 1) there is a manifest error in the Ordinance; 2) changing conditions in a particular area make a change in the Ordinance necessary and desirable; 3) there is a need to increase the number of sites available to business or industry; or 4) the subdivision of land into building sites makes reclassification of the land necessary and desirable.

The applicant states that the rezoning request is desirable due to changes in the area. The most recent changes in zoning are the property 50'± to the West of the site that was rezoned from R-1, to R-2 in 2005, the previously mentioned rezoning for a portion of the site in 2008, and a rezoning from R-1 to T-B approximately 215'± East of the site along Upham Street. It should be noted that if the rezoning is approved, a lone 50' wide, developed R-1, Single-Family Residential lot will be left between the existing R-2 and proposed R-3 zoning.

According to the Map for Mobile, the site is located within a Traditional Corridor. The intent for Traditional Corridors is:

- Emphasize retaining historic buildings and creating appropriate, denser infill development
- Encourage mixed housing types including small multi-family structures along the corridor
- Retail and neighborhood services at intersections
- Combine and close driveways to create a continuous pedestrian friendly environment
- Auto, bicycle, transit and pedestrian traffic are accommodated
- More dense mixed-use development to include neighborhood services and residential above retail

The proposed rezoning and associated town home development, does meet the intent of the Map for Mobile in this area as the proposed development will create mixed housing types with multi-family housing along the corridor

As stated in Section 64-5 of the Zoning Ordinance, 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 must be approved by the Planning Commission.

The site plan submitted indicates that 14 parking spaces will be provided (11 are required); with 8 parking spaces being provided in garages.

A note on the site plan states that the site will use private garbage pick-up rather than utilize a dumpster. If approved, this note should be retained on the site plan.

The site plan provided does illustrate full compliance with tree planting and landscape requirements, with several trees to be preserved on site. It should be noted, however that the applicant proposes to keep three existing trees in or immediately next to the front 15-foot setback area, and plant five (5) new live oaks (live oaks due to the presence of an overhead power line within 15 feet). With the existing trees proposed to remain, and their associated canopies, the proposed addition of five live oaks planted 20 feet on center will very likely create an over-planted situation, negatively impacting all of the trees, both existing and new. Thus, staff would recommend that only three (3) new frontage live oaks be planted (assuming the existing trees proposed to remain in the front area are retained), with the other two proposed live oaks being donated to the Mobile Tree Commission's Tree Bank, with any adjustments or changes to tree plantings to be coordinated with Planning and Zoning staff.

It should be noted that the site plan depicts 42" high "ornamental fencing" to be provided along Old Shell Road. Prior to the installation of any fencing along the front property line, the applicant should verify with the Traffic Engineering Department that no site visibility hazards will be created by the proposed fence: a permit should be required specifically for the proposed fence, with a submittal of the proposed fence design as part of the permit request.

RECOMMENDATION

Subdivision: With a waiver of Section V.D.9. of the Subdivision Regulations, the request is recommended for Tentative Approval, subject to the following conditions:

- 1) retention of the lot size in square feet and acres;
- 2) retention of the 15' front setback;
- 3) revision of the Final Plat to indicate a 10' setback where the site abuts R-1, Single-Family Residential District;
- 4) compliance with Engineering comments (*FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review and/or signature by the City*

Engineer): A. Provide all of the required information on the SUBDIVISION PLAT (i.e. signature blocks, signatures, certification statements, written legal description, required notes, legend, scale, bearings and distances) that is required by the current Alabama State Board of Licensure for Professional Engineers and Land Surveyors. B. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. C. Add a note to the SUBDIVISION PLAT stating that a Land Disturbance permit will be required for any land disturbing activity in accordance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control. D. Add a note to the Plat stating that the approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit. E. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved. F. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing. G. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the ORIGINAL (with all other signatures) and one (1) copy (signatures not required) of the revised Final Plat to the Engineering Department.);

- 5) *compliance with Traffic Engineering comments (Lot 1 is limited to two curb cuts to Old Shell Road with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. New required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.);*
- 6) *compliance with Fire Department comments (All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance. (2012 International Fire Code);*
- 7) *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 2015-116 and City Code Chapters 57 and 64); and*
- 8) *completion of the Subdivision process prior to the issuance of permits (demo ok).*

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

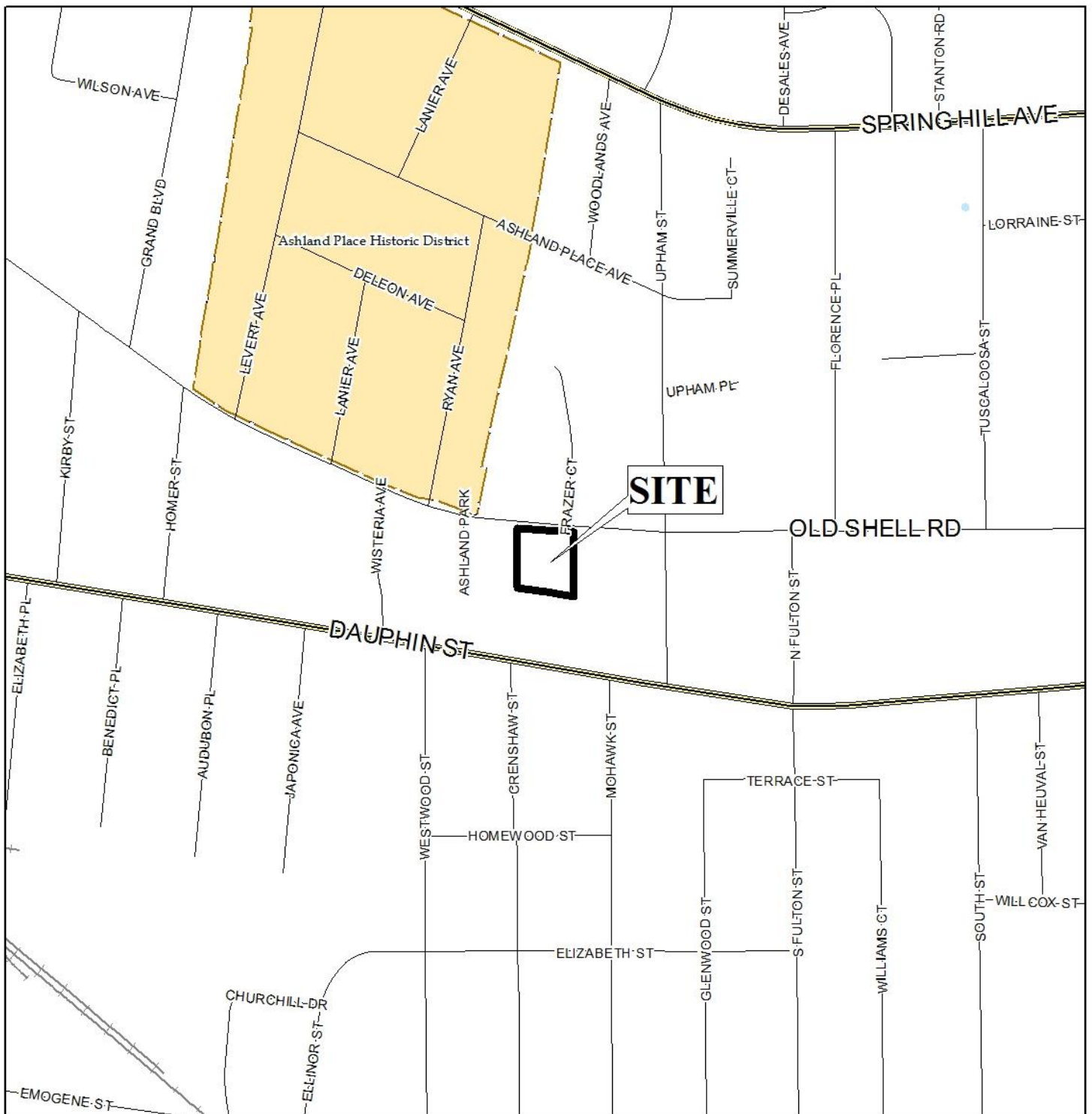
- 1) revision of the site plan to indicate a 10' setback where the site abuts R-1, Single-Family Residential District;
- 2) retention of the note stating that private garbage pick-up will be utilized;
- 3) revision of the proposed tree planting in the front setback area so that only three (3) new live oaks are planted if the two existing oaks and one pine tree are retained, as proposed, with two (2) live oaks being donated to the Mobile Tree Commission's Tree Bank, with any adjustments to this requirement to be coordinated with Planning and Zoning staff;
- 4) full compliance with landscape area and tree planting requirements for the remainder of the site;

- 5) retention of the required buffer where the site abuts R-1, Single-Family Residential District;
- 6) compliance with Engineering Department comments (ADD THE FOLLOWING NOTES TO THE PUD SITE PLAN: 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 Land Disturbance Permit application shall be submitted for any proposed land disturbing activity with the property. A complete set of construction plans 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 land disturbing activity within the property will need to be submitted for review and be in conformance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control. 4. The approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit. The Owner/Developer is responsible for acquiring all of the necessary permits and approvals. 5. The proposed development must comply with all Engineering Department design requirements and Policy Letters.);
- 7) compliance with Traffic Engineering comments (*Lot 1 is limited to two curb cuts to Old Shell Road with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. New required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.*);
- 8) compliance with Fire Department comments (*All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance. (2012 International Fire Code)*);
- 9) 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 2015-116 and City Code Chapters 57 and 64); and*
- 10) submittal of two revised PUD site plans to the Planning & Zoning Department prior to the signing of the Final Plat

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

- 1) completion of the Subdivision process;
- 2) limited to an approved Planned Unit Development; and
- 3) full compliance with all municipal codes and ordinances.

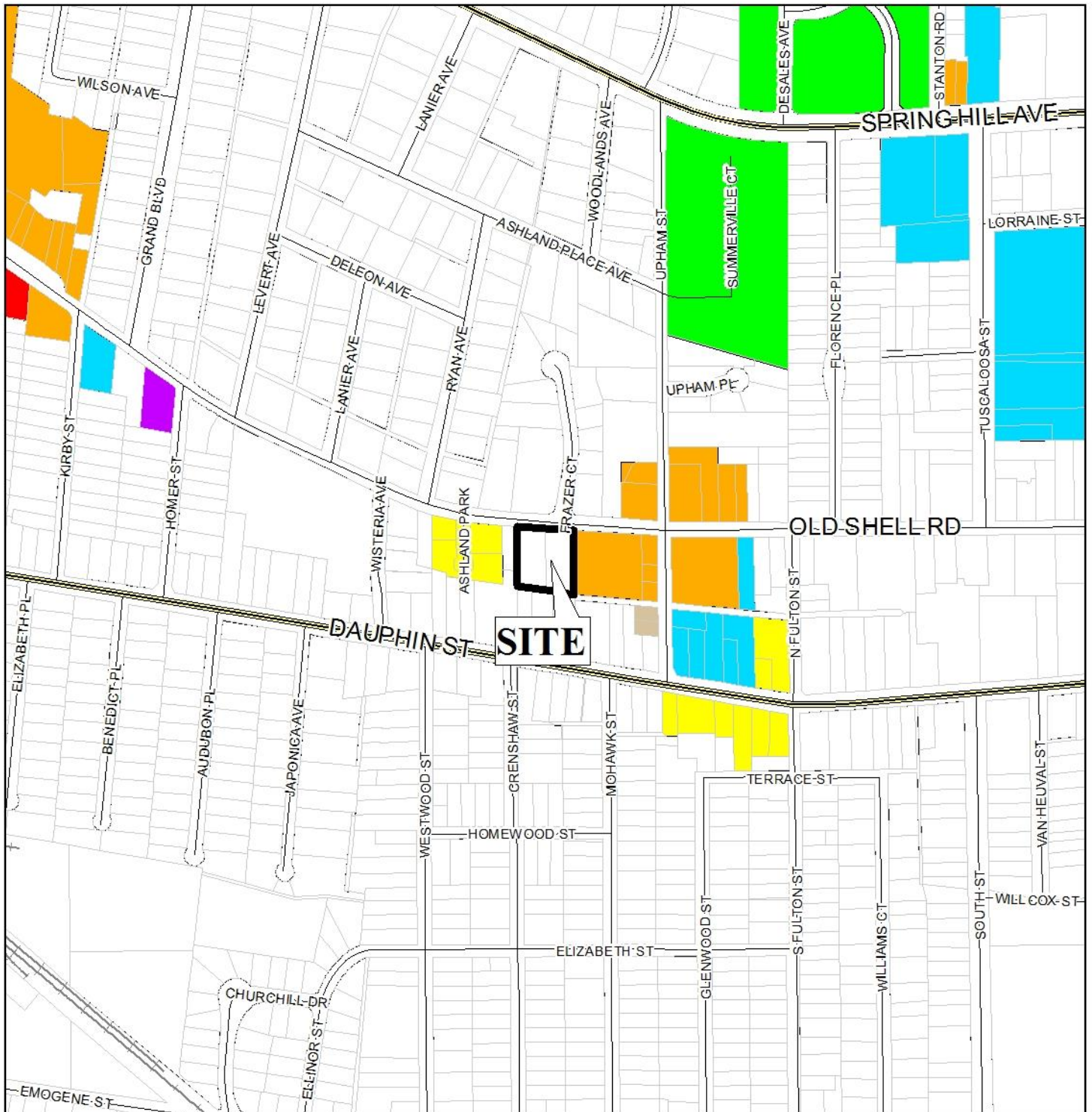
LOCATOR MAP



APPLICATION NUMBER 11 DATE March 23, 2017
APPLICANT Old Shell at Ashland Place Subdivision
REQUEST Subdivision, PUD, Rezoning from R-1 to R-3



LOCATOR ZONING MAP



APPLICATION NUMBER 11 DATE March 23, 2017

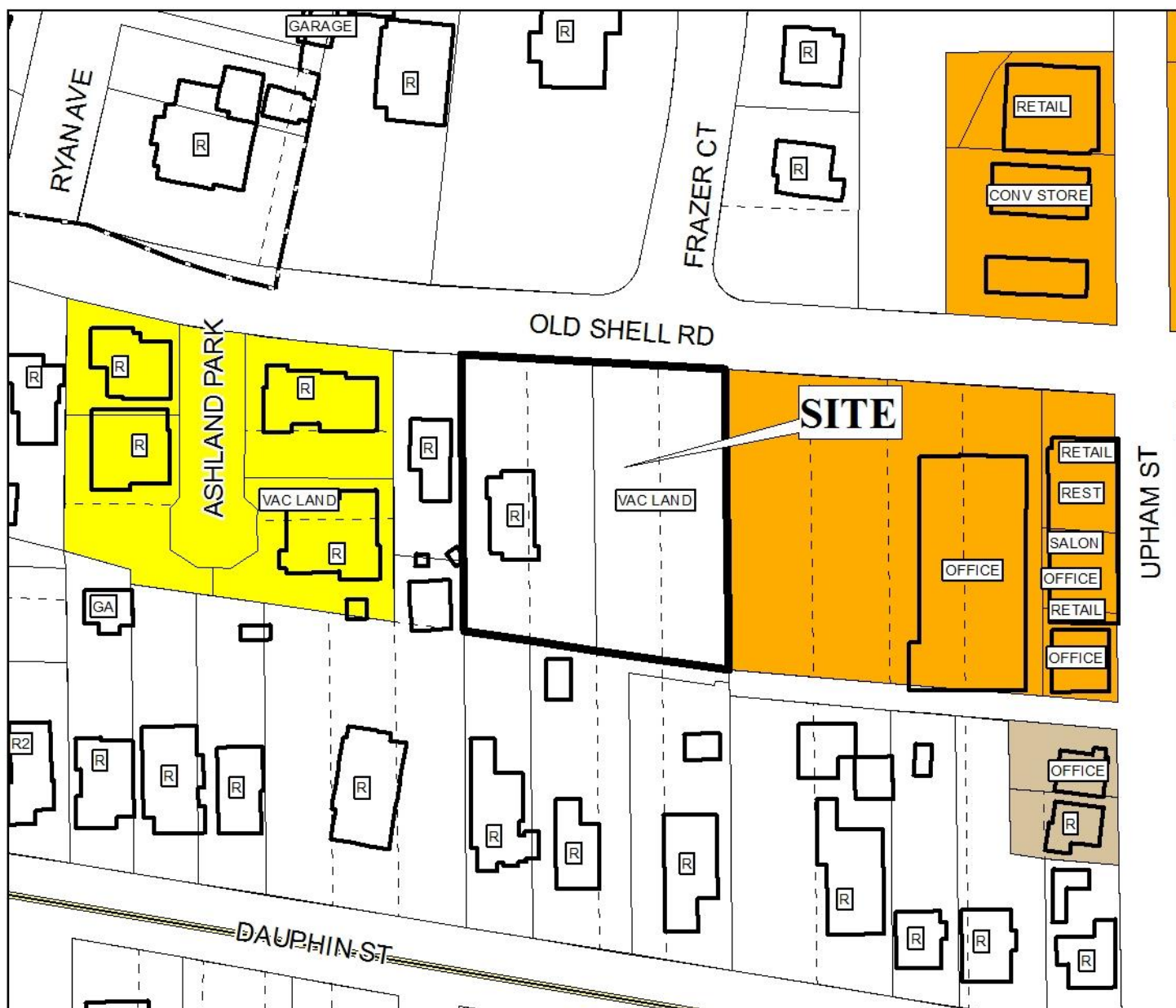
APPLICANT Old Shell at Ashland Place Subdivision

REQUEST Subdivision, PUD, Rezoning from R-1 to R-3



NTS

PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



















The site is surrounded by residential units. Commercial units lie east of the site.









APPLICATION NUMBER 11 DATE March 23, 2017

APPLICANT Old Shell at Ashland Place Subdivision

REQUEST Subdivision, PUD, Rezoning from R-1 to R-3

 R-A
  R-3
  T-B
  B-2
  B-5
  MUN
  SD-WH
  T5.1

 R-1
  R-B
  B-1
  B-3
  I-1
  OPEN
  T3
  T5.2

 R-2
  H-B
  LB-2
  B-4
  I-2
  SD
  T4
  T6



PLANNING COMMISSION VICINITY MAP - EXISTING AERIAL



The site is surrounded by residential units. Commercial units lie east of the site.

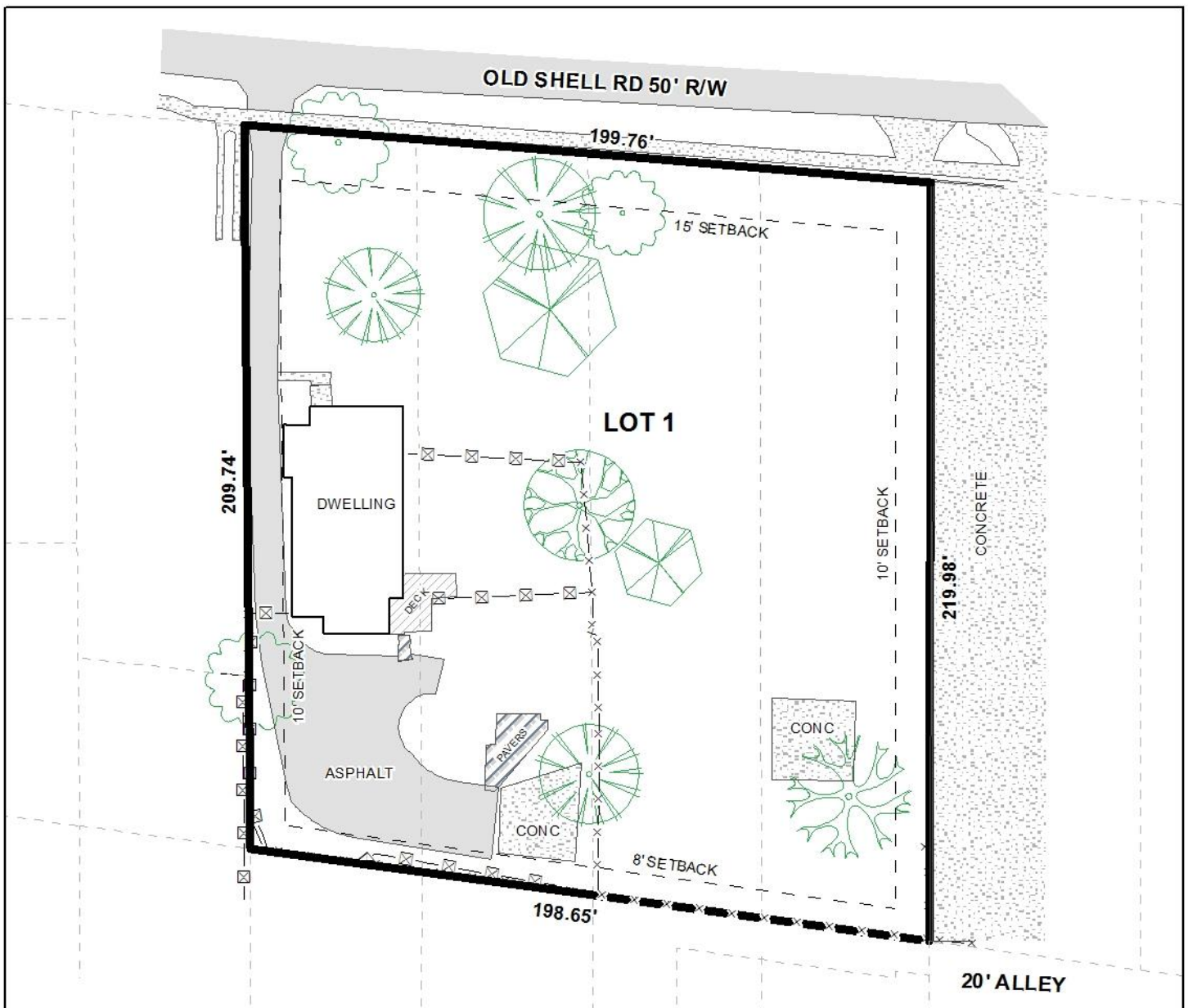
APPLICATION NUMBER 11 DATE March 23, 2017

APPLICANT Old Shell at Ashland Place Subdivision

REQUEST Subdivision, PUD, Rezoning from R-1 to R-3



SITE PLAN



The site plan illustrates the existing dwelling, trees, proposed lot, and setbacks.

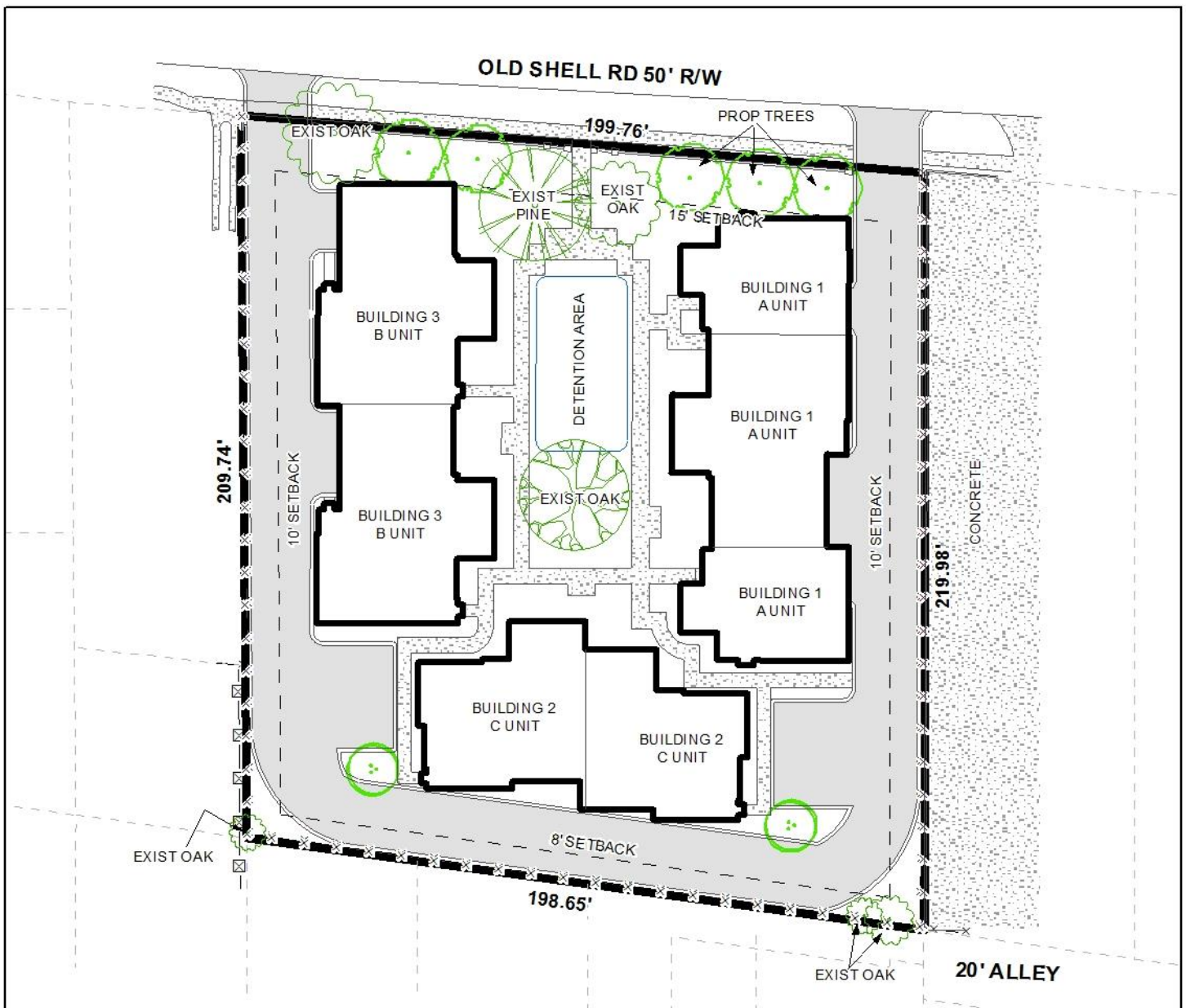
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APPLICANT Old Shell at Ashland Place Subdivision

REQUEST Subdivision, PUD, Rezoning from R-1 to R-3



SITE PLAN

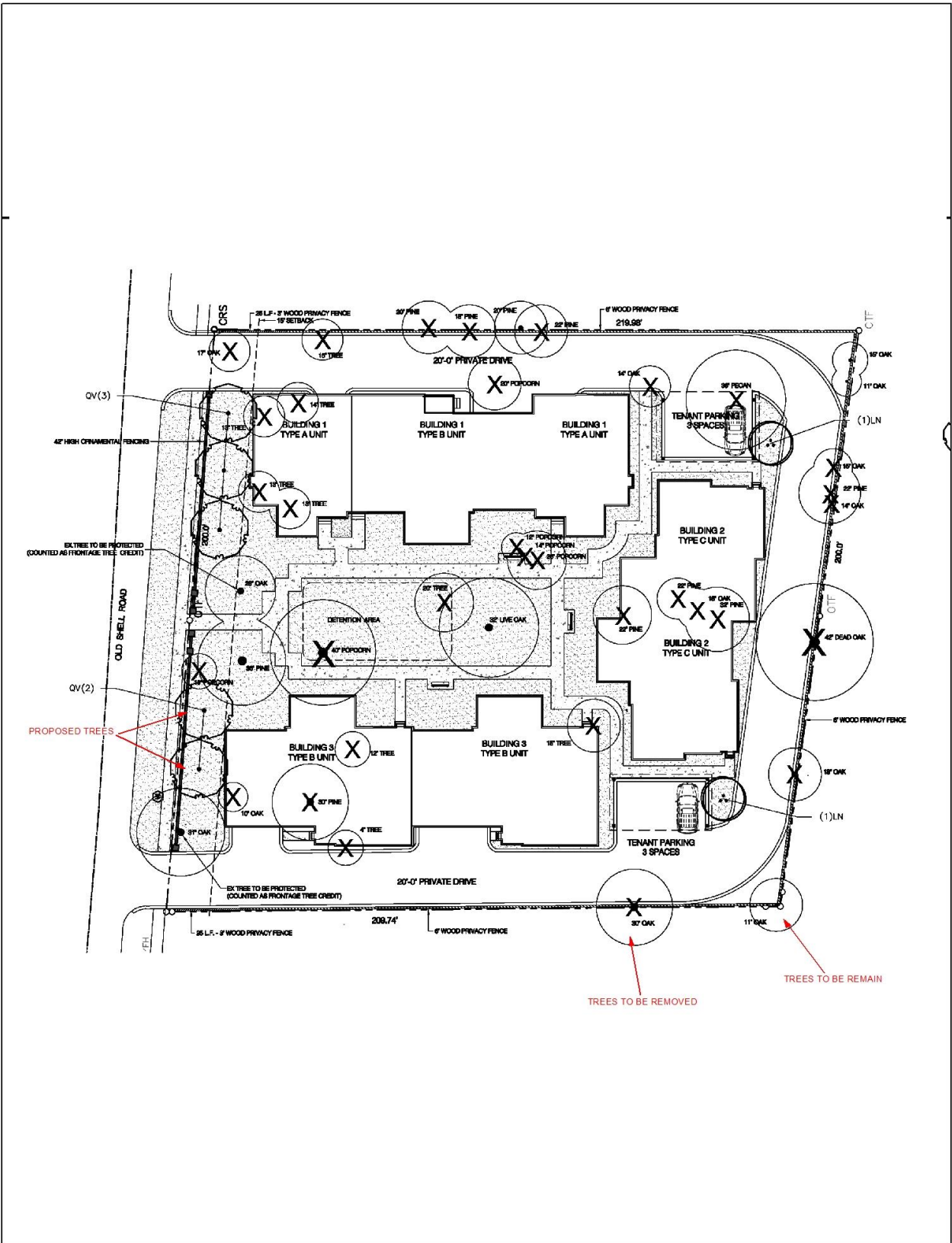


The site plan illustrates the proposed buildings, trees, exist trees, and setbacks.

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 REQUEST Subdivision, PUD, Rezoning from R-1 to R-3



DETAIL SITE PLAN



NTS