



## Planning Commission Application PART I

### Project Data

Address of Subject Property 2655 Lane Parke Rd, 900 Jemison Ln,

1000 Jemison Ln  
Zoning Classification Lane Parke PUD

Name of Property Owner(s) Evson, Inc., et al.

Phone Number 205 960 4428 Email john@evsoninc.com

Name of Representative Agent (if applicable)

Mel McElroy, Maynard, Cooper + Gale, P.C.

Phone Number \_\_\_\_\_ Email \_\_\_\_\_

Name of Engineer or Surveyor Jeff Slaton, Goodwyn, Mills + Cawood, Inc.

Phone Number 205-879-4462 Email jslaton@gmchnetwork.com

Property owner or representative agent must be present at hearing

### Plans

See applicable Section of the Zoning Ordinance for submittal requirements pertaining to your particular application. Applicable Code Section may be found in Part II, list of application types. Contact City Planner with any specific questions as to required plans submittal.

**LANE PARKE**  
**Mountain Brook Village**

**PUD AMENDMENT APPLICATION**

The Project Owner previously submitted an application for the re-zoning of the Property from Local Business District and Residence D District to a Planned Unit Development District in accordance with Article XVI of the City Code, which application was, following public hearings, approved by the City Council upon the adoption of Ordinance 1871 dated May 21, 2012 (as amended from time to time, the "Approved PUD"). All capitalized terms not otherwise defined herein shall have the meanings given to them in the Approved PUD.

The current owners of the Property subject to the Approved PUD are hereby submitting an application to the Planning Commission and the City Council (the "PUD Amendment Application") for the approval of certain amendments to the Approved PUD, which will provide an alternate Drive Through and Access Plan for Parcel 5 in the Approved PUD. Specifically, the owners request that the Approved PUD be amended by replacing the Table of Contents and pages 16 and 97 and of the Approved PUD with the changed pages, and by adding a new Appendix G to the Approved PUD, each as set forth in Exhibit "A" attached hereto. The names and addresses of all property owners whose property lies within 500 feet of Parcel 5 of the Property, as certified by Stewart Title Guaranty Company, are listed on Exhibit "B" attached hereto.

Accordingly, the owners hereby submit the information included herein to the City pursuant to the application requirements of Article XVI of the City Code in order to amend the Approved PUD.

# P-19-20

## ***Petition Summary***

Request for approval of an amendment to the Planned Unit Development (PUD) for Lane Parke.

## ***Analysis***

The proposed PUD amendment has 3 prongs:

1. To amend the Traffic & Access Plan to allow alternate drive-thru locations (especially adding one to Block 8).
2. To amend the Base Zoning Standards to allow 4 drive-thrus instead of 3.

## ***Planning Commission Recommendation***

At its meeting of July 1, 2019, the planning commission recommended approval of the proposed drive-thru amendment (P-19-20), with a condition that the language be tightened up with regard to specific proposed tenant types and specific locations within Lane Parke. Language has been added to require a traffic/queue analysis and city council approval for each and every proposed drive-thru in the project; every time a new tenant drive-thru is proposed in future.

## ***Traffic Study of Drive-Through Queue***

### ***Proposed Coffee Shop (Block 10)***

The proposed drive-thru lane that is to access a coffee shop (Block 10) has the capacity to store nine vehicles. At the bottom of Page 5 (Skipper Queue Study), based on a Skipper study of a Starbucks in Trussville, it is anticipated that the queue for the proposed coffee shop would exceed the nine-queue storage available for 6 minutes per day, as follows:

- The queue will exceed storage by one vehicle for three (3) minutes
- The queue will exceed storage by two vehicles for one (1) minute
- The queue will exceed storage by three vehicles for one (1) minute
- The queue will exceed storage by four vehicles for one (1) minute

If the queue exceeds the nine car available queue storage, vehicles will interfere with the flow of traffic on Jemison Lane.

### ***Proposed Fast Casual Restaurant (Block 8)***

The proposed drive-thru lane that is to access a fast-casual restaurant (Block 8) has the capacity to store two vehicles. Charts on Pages 5 and 6 of the Skipper Queue Study indicate frequent excesses of the 2-car queue storage limit throughout the day (between 4-6 cars in the queue). At the bottom of Page 6, the study indicates that no queue is expected to impede traffic on Culver Road.

However, if the queue exceeds the two car available queue storage, vehicles will interfere with the use of on-site parking (behind the Ray & Poynor building) and it would seem

that there is at least some unknown risk a queue could impede traffic flow on Culver Road.

***Affected Regulation***

Article XVI, Planned Unit Development District; Section 129-266, Additional Requirements and Provisions

***Appends***

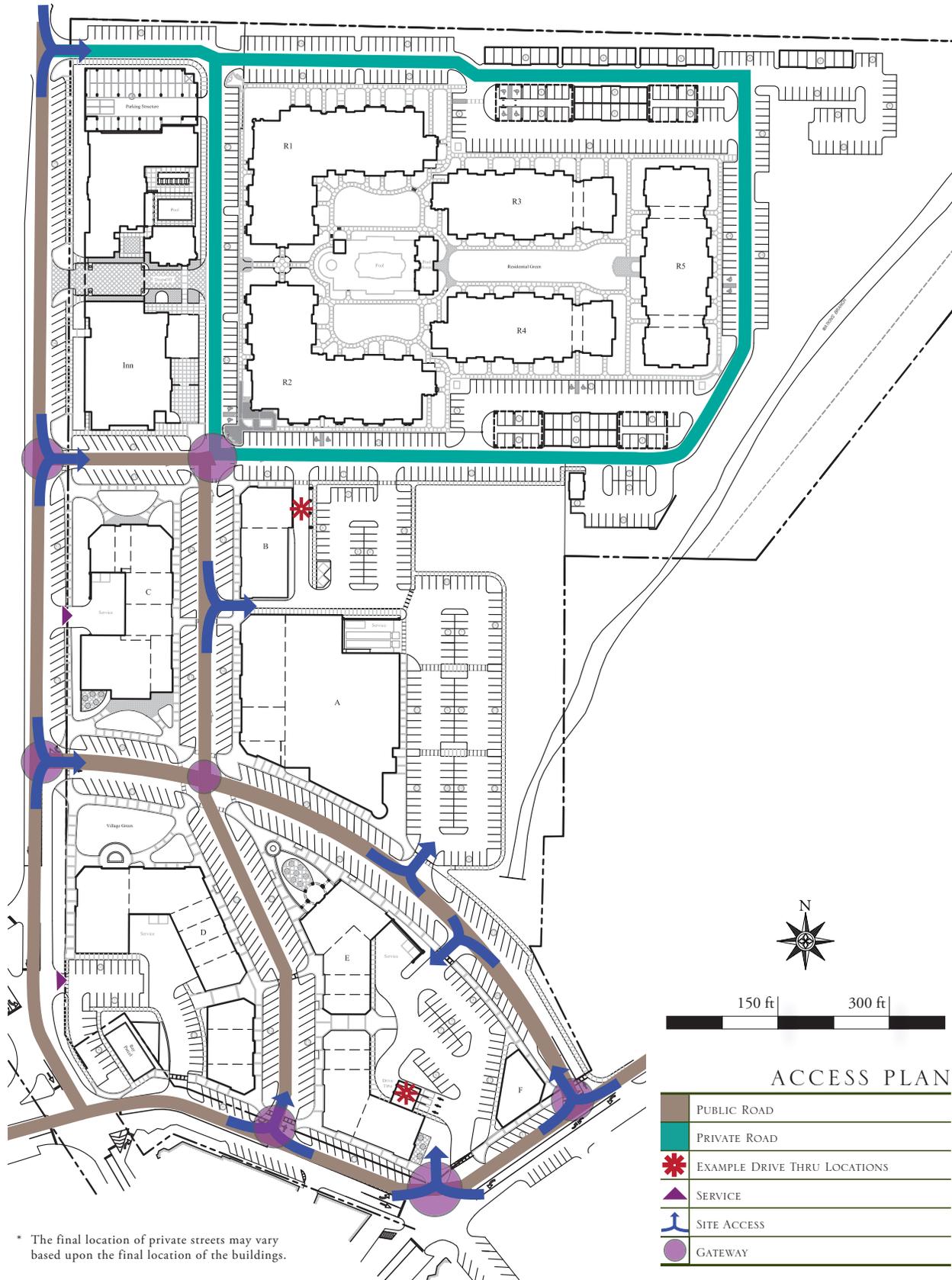
LOCATION: 2655 Lane Parke Road

ZONING DISTRICT: Planned Unit Development

OWNER: Evson, Inc.

PARKING, ACCESS AND TRAFFIC PLAN

\* - UPDATED FOR CONSISTENCY WITH ILLUSTRATIVE PLAN



\* The final location of private streets may vary based upon the final location of the buildings.

N

150 ft | 300 ft

**ACCESS PLAN**

	PUBLIC ROAD
	PRIVATE ROAD
	EXAMPLE DRIVE THRU LOCATIONS
	SERVICE
	SITE ACCESS
	GATEWAY





# *Lane Parke*

MOUNTAIN BROOK, ALABAMA

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BASE ZONING DISTRICT STANDARDS

REQUIRED LOT WIDTH & MINIMUM LOT DEPTH			
Free-Standing	60' width	Not Applicable	Lane Parke will be divided into Parcels as identified on Page 3 of this PUD Application. The Design Standards and Illustrative Master Plan contemplate buildings and structures being oriented with respect to such Parcels, so minimum lot widths and depths are not necessary.
Street-Front	25' width		
Residential	60' width; 100' depth		
STREET WALL			
Street-Front	Street wall to cover 90-100% of a lot	Not applicable to drive aisles and access points to any structured parking	To allow for efficient vehicular travel and convenient access to parking within the Lane Parke Plan.
Residential	Street wall to cover 65-100% of a lot	Not Applicable	To allow for greater spacing between buildings, and to provide a center courtyard for the addition of green space and amenities.
PRIMARY ENTRANCES			
Primary Entrances	One (1) primary entrance to be located every 50' of street frontage on Primary Frontages	Exceptions permissible with respect to tenants occupying in excess of 4,000 square feet of space that require single point entry	To accommodate the requirements of larger tenants in the Lane Parke Plan.
FACADE PROJECTIONS			
Free-Standing	Bay windows and balconies may extend up to 5' from the facade, but may not extend over front building line.	Bay windows and balconies may extend up to 3' over the front building line.	To allow for more variation on buildings that preserve a tight street edge.
PARKING, VEHICLE AND PEDESTRIAN ACCESS STANDARDS			
Parking Quantity	Retail-5 per 1,000; Service-5 per 1,000; Office-4 per 1000; Residential-2 per dwelling unit plus visitor spaces	Parking quantity and access will be implemented in accordance with the Parking, Access and Traffic Plan included in Section 13 of this PUD application	Parking quantities incorporate shared use reductions, as allowed by the Village Overlay Standards.
Parking Design	Parking for all residential uses shall be located in the rear of any residential building, and no parking shall be permitted in any front yard or side yard; allowance for visitor parking in front of any building if located on – street and available for public use	Parking design for the Residential Use Area will be implemented in accordance with the Parking, Access and Traffic Plan included in Section 13 of this PUD application, which does not forbid parking in front or side yards	This will allow for multiple, yet smaller and more discreet, parking fields and is necessary to provide a center courtyard for the addition of green space and amenities. The location of the Residential Buildings away from the commercial core of Lane Parke and the Village mitigates the aesthetic impacts of parking areas within front and side yards.
Vehicle Access Limitations	Vehicle access to all lots shall be limited according to frontage type on the applicable Building and Development Regulating Plan	The limitation on vehicle access to buildings for both Primary and Secondary Frontages shall not apply to drive aisles and access points to any structured parking, as generally depicted in the Illustrative Master Plan	To allow for efficient vehicular travel and convenient access to parking within the Plan, so service areas will be located in accordance with the Parking, Access and Traffic Plan in Section 13 of this PUD Application.
Drive-through Facilities	Drive-through facilities may be permitted only where ingress and egress is provided from a Secondary or Access Street as identified in the Master Plan	Drive-through facilities shall be permissible in <b>four (4) three (3)</b> locations in accordance with the Design Standards	The Design Standards comply with the spirit of the Village Overlay Standards but specific streets in the Lane Parke Plan vary from the layout in the Village Master Plan. <b>The drive through locations are supported by traffic studies.</b>
SERVICE YARDS			
Service Yards	Residence G Standards and Local Business District Standards require service yards to be located at the rear of the buildings and specify size and material requirements	Does not require service yards to be at the rear and dictates that service yards be screened from view (see Design Standards)	Some of the buildings in the Lane Parke Plan do not have a rear yard and will have streets on all sides. Accordingly, service areas shall be located in accordance with the Parking, Access and Traffic Plan and screened in accordance with the Design Standards.
MATERIAL SPECIFICATIONS			
Standards	All buildings shall have one primary material covering at least 70% of building facades	The primary material for Residential Buildings may consist of less than 70% coverage of the building facades	To break up the scale of this larger (up to 4-story) building type.
Building Materials	Primary Materials and Secondary Materials do not include the use of painted brick	Allows for the use of painted brick	To provide greater variety without compromising the aesthetic of Mountain Brook Village.
SIDEWALK WIDTH			
Sidewalk Width	Sidewalks on primary streets shall be 8-12' wide	The sidewalk on the section of Lane Parke Road north of Park Lane Court South shall be 6' minimum	This sidewalk will not support retail traffic and will serve as a transition to residential areas north of Lane Parke.

Additional notes:

- Utilities. The Building Typology requirements do not apply where utility easements and drainage/floodway easements prohibit the ability to conform.
- Ray Building. To the extent the Ray Building does not comply with the Village Overlay Standards, the Local Business District requirements or the Design Standards in any respect, no alterations to the Ray Building shall be required and the Ray Building may remain as currently constructed as a legal non-conforming structure. Any future material exterior alterations or renovations to the Ray Building shall conform to the appropriate Architectural Style set forth in the Pattern Book.
- Design Standards. The Design Standards are hereby incorporated herein by reference and any provisions thereof not expressly identified above that deviate from the Village Overlay Standards, the Residence G Standards or the Local Business District regulations shall be permissible. To the extent any provisions of the Design Standards are inconsistent with the provisions of the Village Overlay Standards, the Residence G Standards or the Local Business District regulations, the Design Standards shall control.
- Parking Design. The requirements related to Parking Design shall not apply, as parking and access will be implemented in accordance with the Parking, Access and Traffic Plan included in Section 13 of this PUD Application.



## DRIVE THROUGH FACILITIES

Drive through facilities may be designed and constructed as amenities to first floor retail or commercial space in the following locations as shown in the Parking, Access and Traffic Plan or in the Alternate Drive Through and Access Plan: (i) within parcel 10, (ii) within parcel 8, and (iii) within parcel 5; ~~(i) within Parcel 10 and (ii) within Parcel 5 along Park Lane Court South~~; provided however, that such drive through facilities may only service the following uses (each being referred to individually as a “Drive Through Use Category”): (i) banks/financial institutions, (ii) pharmacies (including pharmacies ancillary to another primary use), (iii) dry-cleaners, (iv) coffee shops and (v) specialty food related concepts not included within the fast-food restaurant category such as bakeries, delicatessens and stores offering the sale of ice cream, yogurt and/or smoothies. Fast-food restaurant uses may not utilize drive through facilities.

Prior to constructing any drive-through facilities, the Project Owner shall submit to the City Council a study prepared by a reputable traffic engineer (a “Stacking Study”) concluding that the stacking of vehicles for a particular Drive Through Use Category in a particular location will not have a material adverse impact on traffic and circulation within the Project and on any adjacent public roads. The Project Owner shall be permitted to construct a drive-through facility with respect to a particular Drive Through Use Category and location upon receipt of written approval from the City Council based on the City Council’s reasonable approval of the Stacking Study for such particular Drive Through Use Category and location.

The size and design of buildings and storefronts may vary from the sizes and designs shown in the Illustrative Master Plan and in the Parking, Access and Traffic Plan to accommodate the inclusion of or changes to drive-through facilities as permitted by these Design Standards.

## DESIGN REVIEW

In connection with the preparation of schematic design documents for any building(s), the Project Owner shall submit to the zoning officer (as defined in the City Code) schematic design drawings (site plan, floor plans and elevations of the buildings therein) (“Preliminary Plans”) for review and comment relative to compliance with the Design Standards. The zoning officer shall have the right to consult with the Design Committee for guidance on whether the Preliminary Plans comply with the Design Standards. Upon

written request of the zoning officer, the Project Owner shall present the Preliminary Plans to the Design Committee at a regularly scheduled meeting of the Design Committee and cooperate with any subsequent inquiries of the Design Committee. The zoning officer will notify the Project Owner in writing within 30 days of the last to occur of the submittal of the Preliminary Plans or the Project Owner’s presentation to the Design Committee if said Preliminary Plans do not comply with the Design Standards, which written notice shall include a description of why the Preliminary Plans are not in compliance with the Design Standards.

Prior to commencing construction on any building within Lane Parke, the Project Owner shall apply for a building permit in accordance with the requirements of Section 109-40 through Section 109-46 of the City Code. The zoning officer shall have the right to consult with the Design Committee to determine if the final plans for any building comply with the Design Standards.

The provisions of the foregoing two (2) paragraphs shall be referred to herein as the “Design Review Process”).

## DESIGN REVIEW — SIGNAGE AND AWNINGS

The Project Owner shall submit a final signage plan (based upon the Signage Plan included in Section 12 of this PUD Application) to the Design Committee for review and approval as a Master Sign Plan in accordance with the requirements of Section 121, Division 3, of the City Code and each business within Lane Parke, prior to erecting any signs or awnings, shall submit an application for a sign permit in accordance with the requirements of Section 121, Division 2, of the City Code.

### TRAFFIC AND ACCESS

The plan of traffic and access for Lane Parke shall be as more particularly set forth herein in this Section 13 (the "[Traffic and Access Plan](#)"). The traffic and access improvements constructed in connection with the Lane Parke Plan shall be in accordance with the Traffic and Access Plan [or the Alternate Drive Through and Access Plan](#).

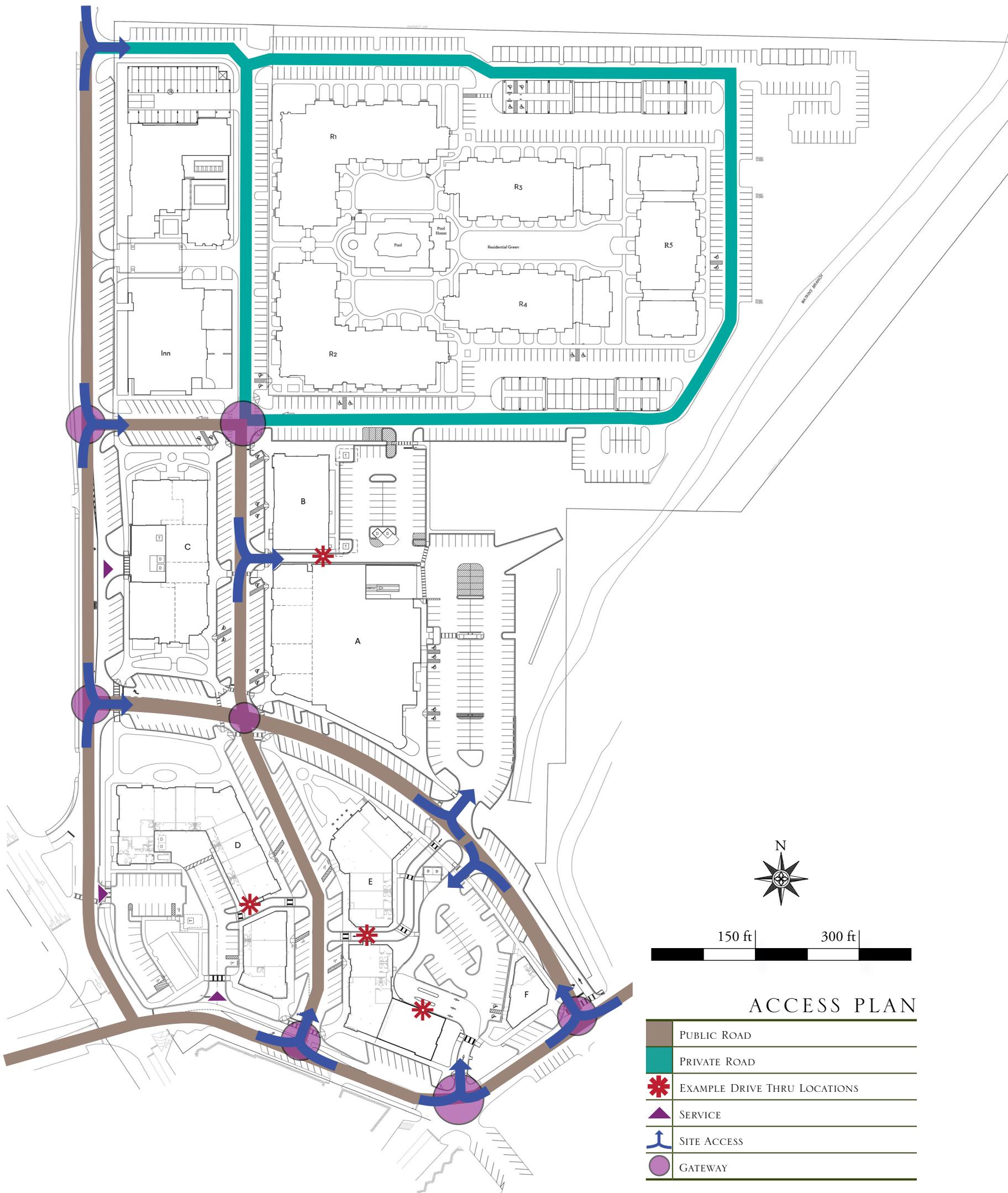
The Traffic and Access Plan has been prepared in accordance with the recommendations of a Traffic Impact Study prepared by Skipper Consulting, Inc, a leading regional traffic consultant, a copy of which has been submitted with this PUD Application as [Appendix B](#) (the "[Traffic Impact Study](#)").

The Traffic Impact Study recommends that the following improvements be constructed to better service the traffic demands resulting from the uses and improvements to be included within Lane Parke (collectively, the "[Traffic Improvements](#)"):

- Widen Lane Park Road to a three lane cross section from the intersection of Cahaba Road/Culver Road/U.S. Hwy. 280 ramps for approximately 440 feet northward (including turn bay storage, turn bay taper, and transition taper).
- Widening of Culver Road to a three lane cross section.
- Restriping Montevallo Road to provide a left turn lane into the site access.
- Modifying the traffic signal at the intersection of Cahaba Road/Lane Park Road/Culver Road/U.S. 280 Ramps to provide a protected-permissive left turn arrow for traffic turning left from the U.S. 280 ramp northbound onto Cahaba Road and Lane Park Road.

In accordance with the recommendations of the Traffic Impact Study, the Traffic Improvements shall be constructed and/or implemented.

APPENDIX G: ALTERATE DRIVE THROUGH AND ACCESS PLAN



150 ft | 300 ft

ACCESS PLAN

	PUBLIC ROAD
	PRIVATE ROAD
	EXAMPLE DRIVE THRU LOCATIONS
	SERVICE
	SITE ACCESS
	GATEWAY



Proposed PUD

# DRIVE-THROUGH QUEUE TRAFFIC STUDY

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## Lane Parke PUD

Mountain Brook, Alabama

Prepared for:

Evson, Inc.

2621 Lane Park Road  
Mountain Brook, Alabama 35223



SIGNED: *Richard Lyn Caudle*

DATE: 6/10/19

Prepared by:

Skipper Consulting, Inc.

3644 Vann Road, Suite 100  
Birmingham, Alabama 35235

June 10, 2019

## Introduction

This report documents a traffic analysis to support a change in PUD use for the Lane Parke PUD in Mountain Brook, Alabama, in order to allow construction of two uses with drive-through windows. One shop is proposed to be a Coffee Shop, and the other is proposed to be a fast-casual restaurant (not fast food). The proposed shop locations within the PUD and orientation of the drive-through lane is shown in Figure 1.

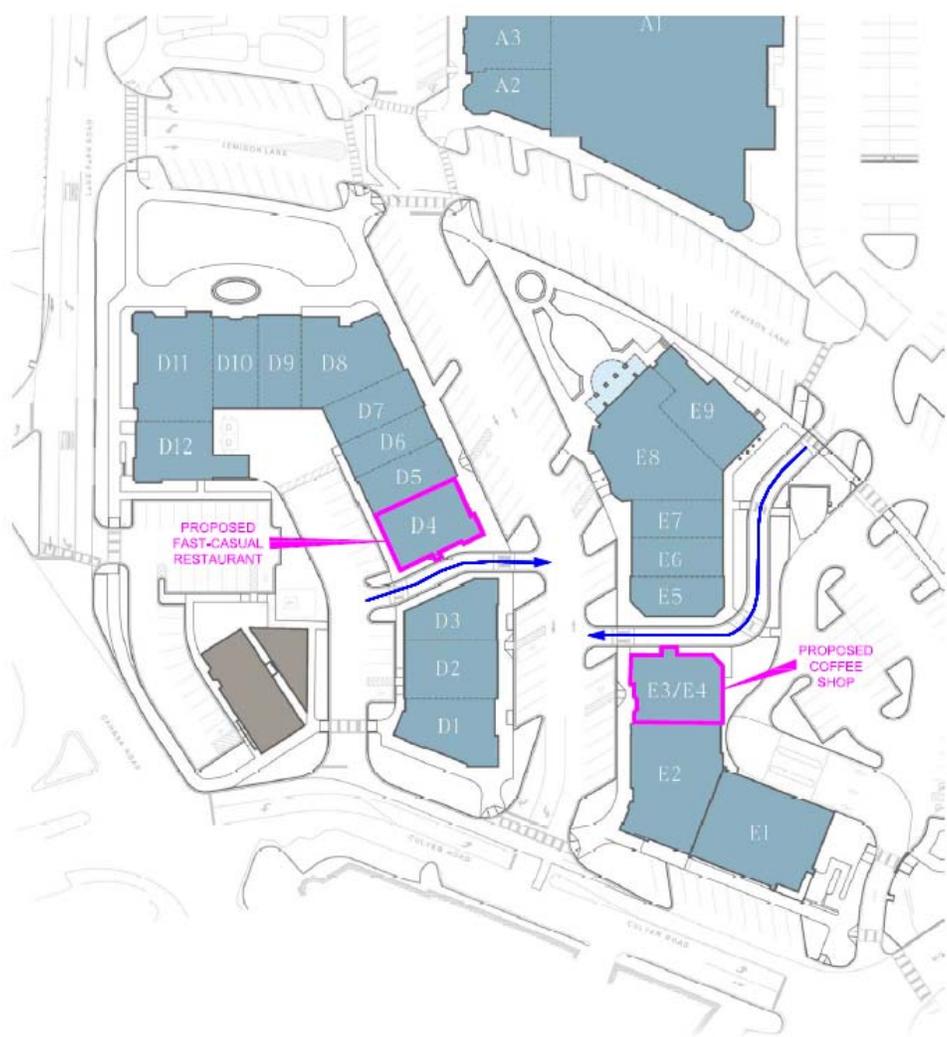


Figure 1. Drive-Through Locations

## Drive-Through Storage

The drive-through lane for the Coffee Shop has the capacity to store approximately nine (9) vehicles beginning at the window before the queue begins to block traffic flow on Jemison Lane. The drive-through lane for the Fast-Casual Restaurant has the ability to store two (2) vehicles beginning at the window. Another five (5) vehicles can be stored in the parking area along the rear of shops D1, D2, and D3 before the queue begins to block traffic flow on Culver Road.

### Existing Queue Length Studies

Existing studies for drive-through queues for Coffee Shops are limited to one report containing maximum queue lengths for six Coffee Shops located in Minnesota and Kansas. The data in the report is limited to reporting the maximum observed queue during a 24-hour period. A graphical depiction of the data is shown below.

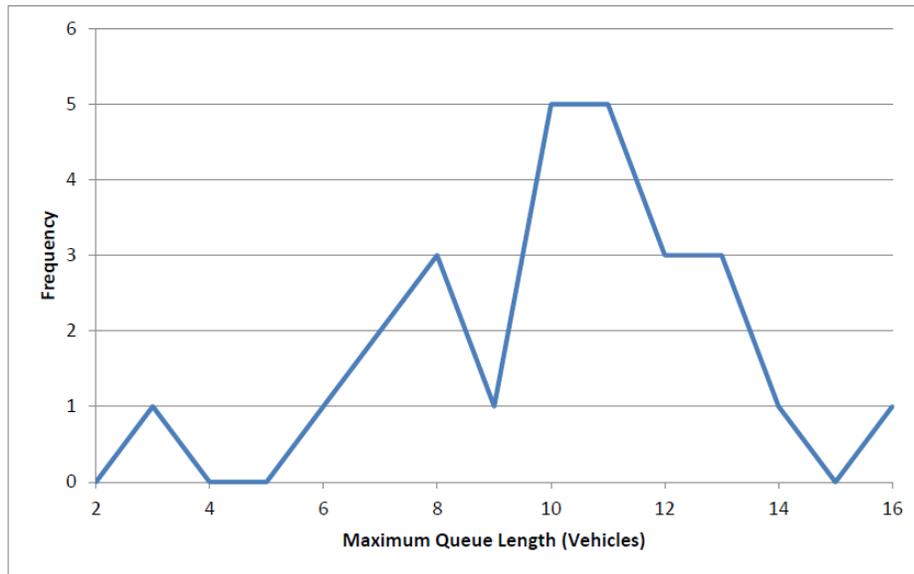


Figure 3.3.2 – Drive-Through Coffee Shop Maximum Queue Frequency – MN + KS Data  
Source: *Drive-Through Queue Generation*, Mike Spack, P.E., et al

The data collected in Minnesota and Kansas can be statistically analyzed to yield the following:

- Average Maximum Queue – 10.2 vehicles
- 85<sup>th</sup> Percentile Queue – 13 vehicles
- Maximum Queue – 16 vehicle

No existing studies for drive-through queues for Fast-Casual Restaurants were located in literature search.

### New Queue Length Data Collection

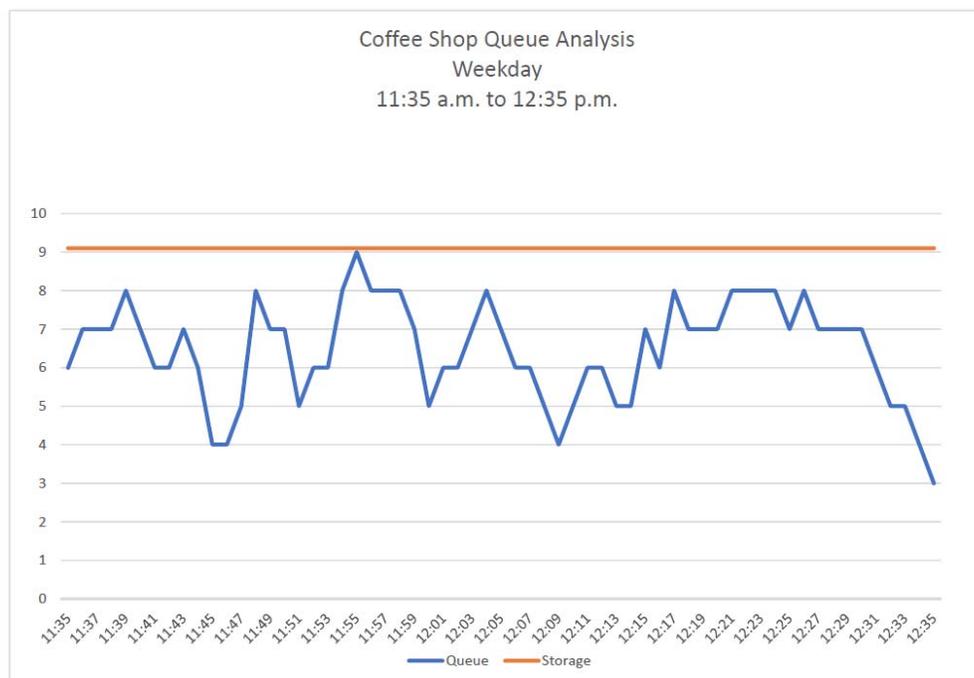
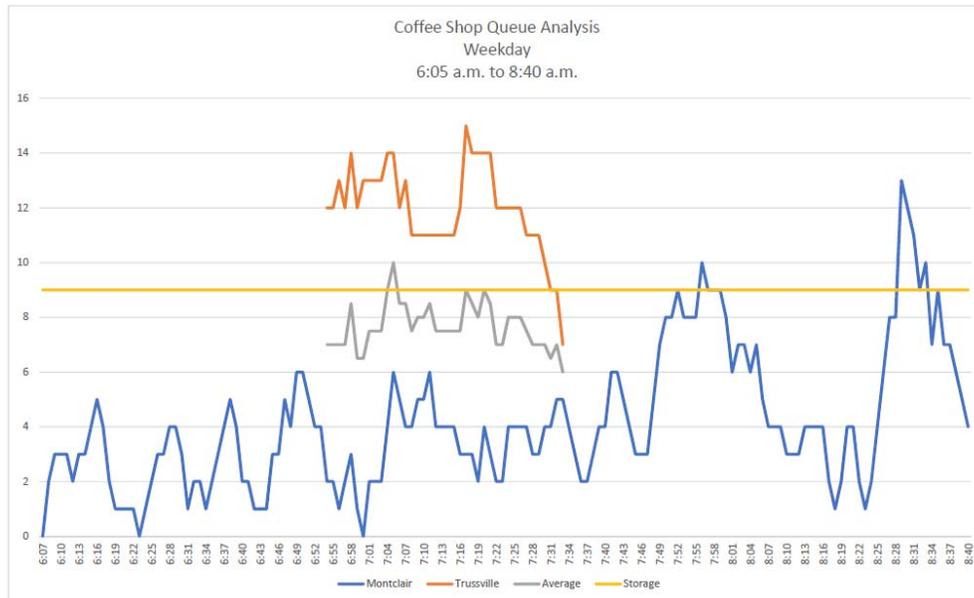
Existing queue length studies available were determined to be insufficient for the purposes of this report. In order to provide a complete picture of the queues, not only the length of the maximum queues must be determined, but also the duration (in minutes) of any queues which exceed the storage available needs to be known in order to make sound decisions regarding the proposal. Therefore, in order to provide a complete picture of queue lengths, Skipper Consulting, Inc. undertook new research to determine queue lengths for drive-throughs for Coffee Shops and Fast-Casual Restaurants. The sites selected for detailed data collection were:

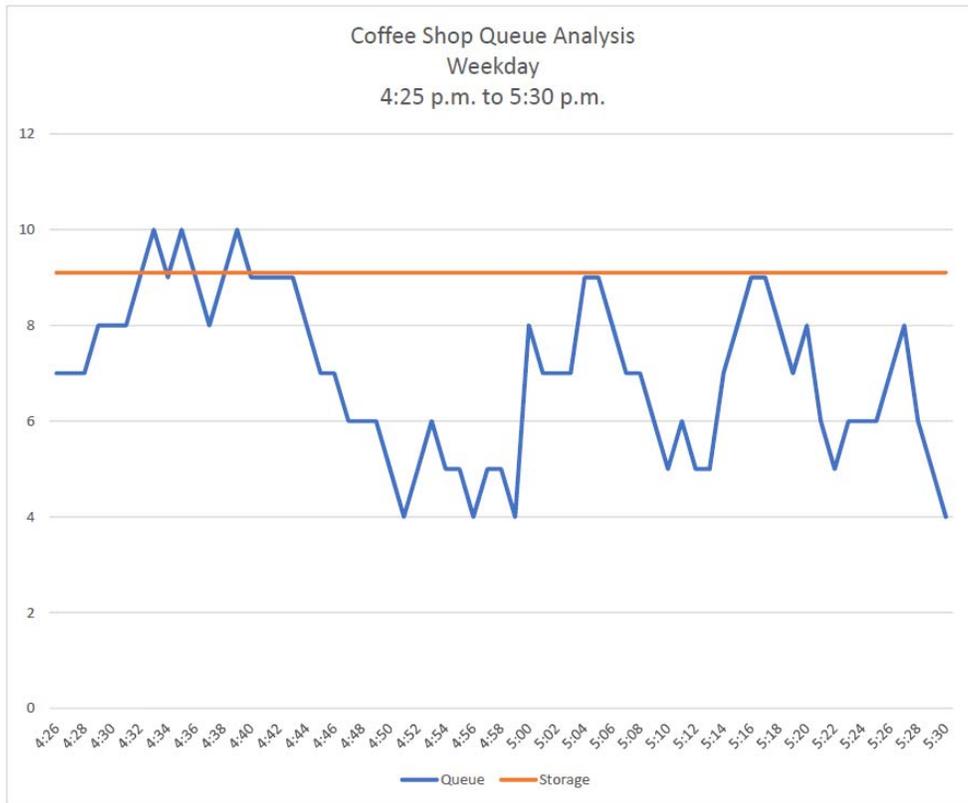
- Coffee Shops
  - Starbucks on U.S. Highway 11 in Trussville

- Starbucks on Montclair Road in Birmingham
- Fast-Casual Restaurant
  - Panera Bread on U.S. Highway 11 in Trussville.

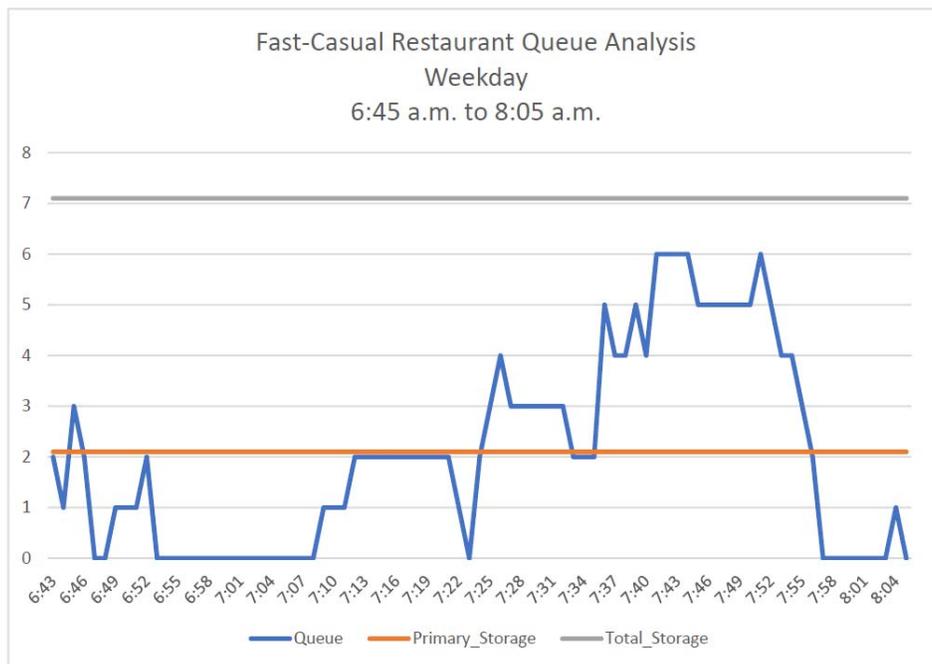
Data collection was performed by observing the queues during the morning, midday, and afternoon peak periods, with the queue data collected minute-by-minute. The results of the queue length data collection are depicted in the following graphs.

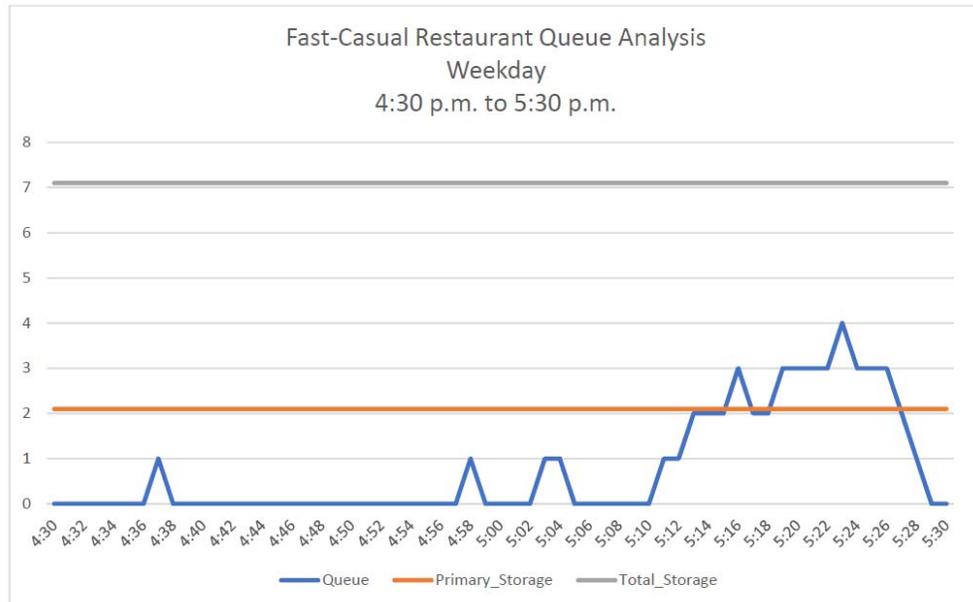
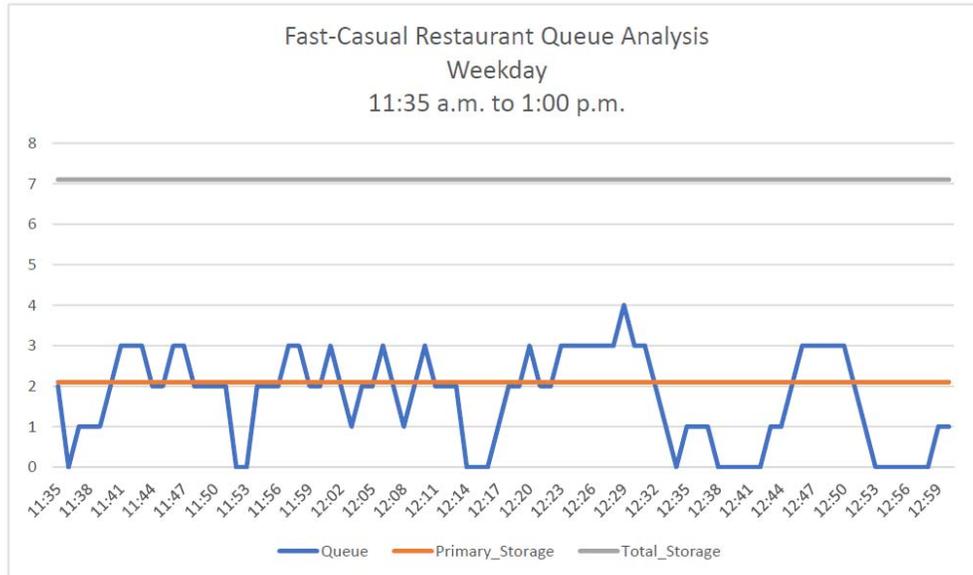
### COFFEE SHOP QUEUES





**FAST-CASUAL RESTAURANT QUEUES**





**Analysis of Queue Lengths**

Coffee Shop

The longest queues (both in length and duration) for the Coffee Shop is during the morning peak period. Based on the data collected, it is estimated that the queue for the proposed Coffee Shop will exceed the available storage of nine (9) vehicles for six (6) minutes during the morning peak period. More specifically,

- The queue will exceed storage by one vehicle for three (3) minutes
- The queue will exceed storage by two vehicles for one (1) minute
- The queue will exceed storage by three vehicles for one (1) minute
- The queue will exceed storage by four vehicles for one (1) minute

During the midday peak period, it is projected that the queue will never exceed the storage. And during the afternoon peak period, it is projected that the queue will exceed the storage for three (3) minutes, with the storage exceeded by one (1) vehicle during those three (3) minutes.

Or, in other words, there is would be projected to be minor disruption to traffic flow on Jemison Lane for six (6) minutes each weekday, with the possibility of both directions of traffic flow being disrupted for up to three (3) minutes each weekday.

#### Fast-Casual Restaurant

The queue length data collected for the Fast-Casual Restaurant shows that the primary storage of two (2) vehicles is projected to be frequently exceeded during the time periods analyzed. However, the projected queue lengths never exceed the available storage including the parking areas behind shops D1, D2, and D3. Or, in other words, it is projected that the drive-through for the Fast-Casual Restaurant would never impact traffic flow on Culver Road.