AutoZone
Urbana Commons, Lot 1

SP-99-08, AP #15917 (SWM #15918, APFO #15919, FRO #15920)

Site Development Plan Approval
The Applicant is requesting Site Development Plan approval for construction of a 7,382 sf auto parts retail store on a single 1.05-acre (45,615 sf) lot.

ADDRESS/LOCATION:
Northwest quadrant of the intersection of Worthington Boulevard and Fingerboard Road; adjacent to Royal Farms convenience store site, in Urbana

TAX MAP/PARCEL:
Tax Map 96, Parcel 189, Lot 1

COMP. PLAN:
General Commercial (GC)

ZONING:
General Commercial (GC)

PLANNING REGION:
Urbana

WATER/SEWER:
W-3/S-3

APPLICANT/REPRESENTATIVES:

APPLICANT:
AutoZone Development, LLC

OWNER:
Fingerboard Properties, LLC

ENGINEER/PLANNER:
McIlvried, DiDiano & Mox, LLC

STAFF:
Denis Superczynski

RECOMMENDATION:
Conditional Approval

ATTACHMENTS:
Exhibit 1 - Site Plan Rendering (1)
Exhibit 2 - Site Plan Rendering (2)
Exhibit 3 - Modification Requests for: Light Spillage, Parking increase, Loading Space reduction, and Alternate Landscape Plan
The Applicant is requesting Site Development Plan Approval for construction of an auto parts retail sales store (7,382 s.f.) to be constructed on a 1.05-acre commercial lot (Lot 1) in the Urbana Commons subdivision. The proposed use is being reviewed as “Part sales and installation” under the heading of *Automobile and Related Services* per Section 1-19-5.310 (Use Table) in the Zoning Ordinance. The proposed use is a principal permitted use in the General Commercial Zoning District subject to site development plan approval. The primary building entrance will be located toward the interior of the site with a corner entrance oriented toward Fingerboard Road (MD 80) along the parcel’s southern boundary. Vehicular access will be provided via a private internal right-of-way – Welmar Drive – which will serve as a connection between Fingerboard Road at its southern terminus and Worthington Boulevard at its northern terminus. Other sites that will be served by this new internal drive include the existing Frederick Memorial Hospital medical center on Worthington Boulevard (Lot 4 of Urbana Commons), future commercial/retail uses on Lots 2, and 3, the existing Royal Farms convenience store, and the Landon House complex on the adjacent Parcel 38 along the western boundary of the Urbana Commons subdivision site.

All proposed uses will occur within a new structure. The existing parcel is currently vacant, rough-graded, undeveloped land (see graphic below).

Adjacent Lots 2 and 3 remain undeveloped at this time. Any development activity on those two separate lots will be subject to Site Development Plan review and approval by the Planning Commission.
BACKGROUND

Development History

The Urbana Commons development (of which Lot 1 is a part) received Preliminary Subdivision Plan approval and Conceptual Site Plan approval for four commercial lots in 2006. Two restaurants, a commercial structure, and a medical office building were originally proposed for this site. Final Plat approval and Final Site Plan approval was granted only for the FMH medical office on Lot 4 (SP-99-08, now existing) in 2007. No additional activity progressed on the site after construction of the medical building until the Royal Farms convenience store received Site Development Plan approval for Lot 5 from the Planning Commission in April 2014.

As part of the most recent site development plan process, an internal private right-of-way – Welmar Drive – was coordinated by the owners of the Urbana Commons site and the Landon House site. The re-working of the internal circulation maximizes usable acreage on both the Urbana Commons and Landon House sites and minimizes separate commercial entrance points for the separate parcels.

The Urbana Commons site was subject to an APFO LOU dated February 6, 2008, all requirements of which have been satisfied.

Existing Site Characteristics

The proposed Auto Zone site is currently vacant, rough-graded and slopes gently downward toward the east with a drop off of approximately 22 feet across the length of the parcel. The site is located at the intersection of Worthington Boulevard and Fingerboard Road and results in a highly visible commercial site in this emerging neighborhood.

The subject site is currently zoned General Commercial (GC) (see graphic below). The site was rezoned from Village Center (VC) to GC in 2010 as part of the Countywide Comprehensive Plan update process. The Landon House development (zoned VC) is located immediately to the west.

As is visible in the aerial imagery of Figure 1, surrounding land uses in the vicinity of the proposed AutoZone store, present a mix of old and new Urbana. Directly across Fingerboard Road (MD 80) from the subject parcel (south) is the site of the former Cracked Claw Restaurant/Peter Pan Inn which is zoned GC. The former Cracked Claw site is now mostly improved for commercial/retail development including a new CVS Pharmacy (constructed in 2013), an auto parts store, and a convenience store/gas station. The Landon House, located to the west and zoned Village Center (VC), is a pre-Civil War structure that is currently undergoing extensive renovations. The site is being adapted for use as offices, a restaurant and events facility. Neighboring land uses east of the site (east side of Worthington Blvd) include a mix of retail, restaurant, and neighborhood convenience uses. An FMH medical office resides on Lot 4 of the Urbana Commons development, to the northwest of the subject site.

Properties to the north and east are zoned Planned Unit Development (PUD) and are part of the Villages of Urbana development. Residential uses are planned or constructed on the north side of Worthington Boulevard, across the road from the Urbana Commons property. The portion of Worthington Boulevard that passes along the northern frontage of the Urbana Commons site is constructed as the relocated MD 355 and will carry that state highway designation within three years. Generally, the proposed site has been prepared for development with the ingress/egress drives onto both Worthington Blvd and Fingerboard Road already completed and open to traffic.
ANALYSIS

In addition to the general site plan review criteria, Staff worked with the Applicant on several key issues related to the proposed development including:

- Building orientation, massing, and general architectural design
- Establishment of a street façade that addresses both Fingerboard Road and Worthington Blvd
- Maximizing the efficiency and clarity of the internal circulation on the site
- Seeking an appropriate compromise between drive aisle width and parking space depth
- Managing multiple auto-oriented uses on a high traffic parcel while maintaining a safe and convenient pedestrian environment
- Managing driveway access from this site onto Welmar Drive and the public street network
- Accommodating site planning standards while managing site layout constrictions due to the location of underground utilities
Detailed Analysis of Findings and Conclusions

Site Development Plan Approval shall be based upon the criteria found in Section 1-19-3.300.4 Site Plan Review Approval Criteria of the Frederick County Zoning Ordinance.

Site Development, Section 1-19-3.300.4 (A): Existing and anticipated surrounding land uses have been adequately considered in the design of the development and negative impacts have been minimized through such means as building placement or scale, landscaping, or screening, and an evaluation of lighting.

Findings/Conclusions

1. Dimensional Requirements/Bulk Standards, Section 1-19-6.100: In the General Commercial Zoning District, setback requirements, lot dimension requirements, and maximum height limitations for the proposed use are located in Section 1-19-6.100 (Design Requirements For Specific Districts). In the GC District, the required front yard for commercial uses is 25 feet; the side yard is 8 feet; and, rear yard is 25 feet. Per Section 1-19-6.140(C), in the case of corner lots, there shall be no required rear yard. These standards
are satisfied in the proposed Site Plan. The retail store structure, at a proposed height of 29', will not exceed the maximum height standard of 60 feet.

The existing lot meets the dimensional requirements of 12,000 s.f. (for minimum lot area) and 100’ lot width (minimum lot width) for the proposed use in the GC zoning district. Staff finds the proposed setback and height dimensions to be consistent with those permitted in the Zoning Ordinance.

- **Minimum Required Front yard setback (GC):** 25 ft
- **Proposed Front yard setback:**
  - (Worthington Blvd) 74+ ft
  - (Fingerboard Rd) 32+ ft
- **Proposed Side yard setback:**
  - (northern boundary) 50 ft
  - (western boundary) 96 ft
- **Minimum Rear yard setback (GC):** No rear yard for a corner lot
- **Proposed Building Height:** 29 ft

2. **Signage, Section 1-19-6.300:** Signage proposed must comply with Zoning Ordinance Sections 1-19-6.300 through 1-19-6.340. The proposed signage plan identifies and distributes site signage based upon the following calculation:

   - **Maximum Signage Area Permitted:** 133.92 sq. ft.
   - **Signage Area proposed on Site plan:** 130.57 sq. ft.

   Calculated 10 x Square Root of the Total Building Frontage:

   - Based on total public street-facing frontages 115'-4" + 64'-0" = 179'-4".

   One free-standing pylon sign is permitted along MD 80 frontage as shown. The proposed pylon sign is limited to 25 feet in height. The identification/branding area of this pylon sign is 31.25 sf. in size.

   The signage plan submitted as Sheet 7 of the Site Development Plan demonstrates that the Applicant will meet the requirements of the Zoning Ordinance for signs in the GC Zoning District for the proposed use (Commercial) per Section 1-19-6.320(7).

3. **Landscaping, Section 1-19-6.400:** The Applicant has submitted a landscape plan in accordance with Zoning Ordinance Section 1-19-6.400. Landscaped screening of parking areas is generally sufficient as shown. In addition to those plantings which fulfill the vegetative screening and tree shading requirements of the ordinance, a number of shrubs have been proposed along the facade of the building facing Worthington Boulevard in order to soften the architectural edges of this utility facade.

   The Applicant is proposing to plant one street tree per 35 feet of road frontage, as required. A total of eleven (11) street trees are required by Ordinance and the Applicant is instead proposing to plant nine (9) Bosque elms trees, in addition to the four (4) trees previously planted during the construction of Worthington Boulevard. The Bosque elm is a good choice.
at this location as it is highly tolerant of urban conditions and is expected to reach a mature height of about 60 feet. The Redmond linden and Liberty elm trees proposed for the shade tree plantings in and around the parking areas are also well-chosen for this Site and will contribute greatly in future decades to establishing a comfortable microclimate in a commercial area dominated by buildings, roads and parking areas. Staff notes that AutoZone has proposed North American-native, tall growing, deciduous species to fulfill on-site street tree requirements.

Vegetative screening of parking areas has been accomplished through the proposed planting of evergreen and deciduous shrubs at appropriate locations on the lot.

The Applicant is requesting a modification (see attached Exhibit 3) to allow an alternate landscaping plan which would relieve the Applicant of the requirement to more fully landscape the parking area along the front of the building. The Applicant has requested approval to landscape the bulb and surrounding unpaved areas at the loading space in the parking area north of the building with shrubs and ground cover in order to avoid the placement of deep-rooted trees in the DUSWM utility easement and to allow clear ‘air space’ for trucks negotiating the turn into and out of the loading area.

Staff recommends approval of the alternate landscape plan by the Planning Commission based upon the Applicant’s proposed site design and well considered selection of shade trees for this site.

4. **Lighting, Section 1-19-6.500**: The Applicant has provided a lighting plan in accordance with Zoning Ordinance Section 1-19-6.500. Multiple building mounted lights and pole-mounted lamps are proposed on site as shown on the lighting plan. Per Zoning Ordinance, the maximum height for pole and building mounted lighting for commercial uses is 18 feet. Sheet 6 of the plan reflects wall mounted lighting of 12’ in height and pole lights at 18 feet in height. However, Note 19 reflects proposed pole lights at a maximum height of 19 feet. The Applicant shall update Note 19 to conform to the maximum heights allowed for commercial uses and as shown on Sheet 6 of the plan. The plan meets the standards in the Zoning Ordinance with one exception.

(1) The Applicant is requesting a modification (see Exhibit 3) to allow a modest spillover of light (up to 1.6 fc) across the property line onto Lot 2 within or near the shared drive aisle and shared parking spaces.

Staff has no objections to this modification request and would generally support modest additional lighting in drive aisles and other areas of intensive vehicular or pedestrian use.

**Conditions**: The Applicant shall update Note 19 to conform with zoning ordinance maximum heights and is also seeking a modification of the lighting plan to permit a modest spillover of light in excess of 0.5 fc at the northern property boundary. Staff has no objection to this minor allowance for additional illumination of the shared drive aisle and parking spaces.

**Transportation and Parking, Section 1-19-3.300.4 (B)**: The transportation system and parking areas are adequate to serve the proposed use in addition to existing uses by providing safe and efficient circulation, and design consideration that maximizes connections with surrounding land uses and accommodates public transit facilities. Evaluation factors include: on-street parking
impacts, off-street parking and loading design, access location and design, vehicular, bicycle, and pedestrian circulation and safety, and existing or planned transit facilities.

Findings/Conclusions

1. **Access/Circulation**: The Applicant proposes to utilize the existing, shared Welmar Drive for access to both MD 355 (Worthington Boulevard) and MD 80 (Fingerboard Road). A connecting internal circulation loop (Hawks Tail Lane), that is partially constructed now and will be completed by the Applicant, will provide additional ingress/egress options for those visiting this site and others in the commercial subdivision. Staff and the applicant evaluated various layouts during the review of both the Urbana Commons subdivision and the Royal Farms site development plan. The intent of this analysis was to ensure that the access and circulation pattern minimizes conflict and aids traffic flow to and within this site, including access to adjacent lots. All drive aisles are sufficiently wide to provide for emergency vehicle access while minimizing the need for extensive paved surfaces.

2. **Connectivity, Section 1-19-6.220 (F)**: The site, as planned, will utilize existing and proposed links to the local road network as well as to adjacent development. These links increase connectivity to and within the site. The shared internal access drive is located so as to provide maximum benefit to multiple existing and planned uses as well as to serve as a convenient local pedestrian and vehicular connection to nearby adjoining sites in the neighborhood. The use of the Welmar Drive private right-of-way provides for maximum connectivity within the site while minimizing the number of direct access points onto the adjacent public roadways.

3. **Public Transit**: This site is not directly served by any current County or regional transit service. The I-270 Transitway, identified in the County’s Comprehensive Plan as a transit corridor following the right-of-way along Worthington Boulevard, would be located just to the northeast of this site. A 44-foot wide transitway reservation is provided on the Preliminary Subdivision Plan (across proposed Lots 1-3) and is reflected on the proposed Auto Zone site development plan. Proposed development of the site is located outside of the reservation area.

4. **Vehicle Parking and Loading, Section 1-19-6.200 through 1-19-6.220**: Pursuant to Section 1-19-6.220 of the Zoning Ordinance, parking space requirements for the proposed land use are as follows:

   **Retail Store**
   Required: 28 spaces (1 space per 250 sf of floor area excluding storage) (6,862 sf of net floor area)
   Provided: 29 spaces
   Loading Space: 2 large spaces required; 1 large space provided

   The Applicant has requested a modification (see Exhibit 3) under Section 1-19-6.220(A)(1) to allow for one (1) additional parking space on this site. While Staff generally seeks to limit the number of vehicle parking spaces on development sites, the proposed number is consistent with overall strategy of providing a shared parking environment for all users of the Urbana Commons project.
Shared parking opportunities have been maximized through the general configuration of the individual uses and structures on adjoining lots allowing for some flexibility during times of unusually high demand for vehicle parking at any given building in the development.

The Applicant has shown evidence of a shared parking agreement covering this and the other sites within Urbana Commons as well as a joint access easement.

5. **Bicycle Parking:** The Zoning Ordinance requires bicycle parking to be provided for buildings 5,000 s.f. in size or greater. Each commercial use requires the provision of one bicycle rack per 20 vehicle parking spaces. Each rack must accommodate two parked bicycles. The bike racks are generally located in well-illuminated, hard-surfaced areas within close proximity to front entrances. AutoZone is proposing two racks (4 bike spaces), a number that meets the County requirement applied based on the required 28 vehicle parking spaces. The racks are located on their own pad, within 25 ft of the front entrance, in close proximity to both the drive aisle and a connecting sidewalk link to Fingerboard Road, and are shaded by the proposed elm tree. A note has been provided on the Site Plan that states the intention to be compliant with the Frederick County Bicycle Parking Design Guide.

6. **Pedestrian Circulation and Safety, Section 1-19-6.220:** Pedestrian access to and from the site is accommodated primarily via the sidewalk connections emanating within the site (western and northern boundaries) and from a proposed sidewalk connection to Fingerboard Road near the front entrance of the store. The site is planned to connect to the other commercial lots 2-5 within the Urbana Commons development through an internal pathway system.

While there is no direct sidewalk connection between Worthington Boulevard and the AutoZone site, a connection between the Urbana Commons subdivision and Worthington will be accomplished with the ultimate development of the adjacent Lot 2.

The Applicant is proposing to complete the missing link of Worthington Boulevard sidewalk along its own frontage and those of the adjoining Lots 2 and 3 in order to create a continuous pedestrian route along the new MD 355. No Certificate of Occupancy shall be released for the AutoZone site until this sidewalk link is complete and open to the public. (see Sheet C1.0 for illustration of planned sidewalk link)

Staff worked with the Applicant to develop a design for the small entrance plaza area that provides pedestrian access to Fingerboard Road, a substantial shade tree and accompanying understory plantings, and access to the bicycle parking pad without causing a visual obstruction of the AutoZone sign or entry.

**Conditions:** The Applicant has included a request for modification of the parking space requirement to permit a total of 29 vehicle spaces attached as Exhibit 3.

**Public Utilities, Section 1-19-3.300.4(C):** Where the proposed development will be served by publicly owned community water and sewer, the facilities shall be adequate to serve the proposed development.

**Findings/Conclusions**

1. **Public Water and Sewer Service:** The site is to be served by public water and sewer and is classified W-3/S-3. While the public sewer and water facilities are currently adequate to serve
the proposed use, the Applicant acknowledges that capacity is not guaranteed until purchased. The Division of Utilities and Solid Waste Management has reviewed and approved the proposed site plan.

**Natural Features, Section 1-19-3.300.4(D):** Natural features of the site have been evaluated and to the greatest extent practical maintained in a natural state and incorporated into the design of the development. Evaluation factors include topography, vegetation, sensitive resources, and natural hazards.

**Findings/Conclusions**

1. **Topography:** Lot 1 generally consists of a construction-ready, fully stabilized site within a designated Community Growth Area. The proposed Site Plan will maintain the general grade of the existing lot.

2. **Vegetation:** The Applicant is proposing an alternate landscape plan in accordance with Zoning Ordinance Section 1-19-6.400. The site is no longer in its pre-development vegetative state. The proposed alternate landscape plan, generally meets minimum Code requirements.

3. **Natural Hazards:** Based on available mapping, no wetlands, flooding soils, or FEMA floodplain are located on the site.

**Common Areas, Section 1-19-3.300.4(E):** If the plan of development includes common areas and/or facilities, the Planning Commission as a condition of approval may review the ownership, use, and maintenance of such lands or property to ensure the preservation of such area, property, and facilities for their intended purposes.

**Findings/Conclusions**

1. **Proposed Common Area:** No common areas are proposed as part of this Site Plan. The shared private internal driveway will be subject to a private agreement between the owners and users of the proposed Urbana Commons and Landon House developments. The provision of necessary maintenance and care of this internal driveway, as well as other shared infrastructure on the site, will be specified in private agreements. Completion of the internal drive, Hawks Tail Lane, which will connect the Royal Farms site on the southwest and Welmar Drive on the north, will be undertaken by the Applicant. (see Sheet C1.0 for illustration of planned internal drive link)

**Other Applicable Regulations**

**Stormwater Management – Chapter 1-15.2:** Storm water management (SWM) shall be designed in accordance with the 2009 Maryland Storm Water Design Manual, including all revisions and all supplements. A combined SWM concept/development/improvement plan has been submitted and is under review by staff.
APFO – Chapter 1-20:

1. **Schools** – Schools are not impacted because the proposed development is a non-residential use.

2. **Water/Sewer** – The site is to be served by public water and sewer and is classified W-3/S-3. While the public sewer and water facilities are currently adequate to serve the proposed use, the Applicant acknowledges that capacity is not guaranteed until purchased. Water and sewer service is available to the site and is currently serving the adjacent lot (Royal Farms convenience store situated on Lot 5 of the Urbana Commons subdivision).

3. **Roads** – This application has been previously approved for APFO compliance. The site is subject to the terms of an APFO Letter of Understanding (LOU) dated February 6, 2008. All requirements of the LOU have been satisfied and an exemption was filed for this application (AP 15919).

**Forest Resource Ordinance (FRO) – Chapter 1-21:** FRO mitigation for this site was previously satisfied under AP 14156 (Urbana Commons) and a FRO exemption was filed as part of this application (AP 15920).

**Historic Preservation – Chapter 1-23:** The Stancioff Property (aka, Landon House), a National Register listed property, is located on a nearby parcel, west of the subject site. No adverse impacts to the historic property are anticipated as a result of this development proposal.

**Summary of Agency Comments**

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<td>Conditionally Approved: Pending FCPC review/approval. Address all agency comments as the plan proceeds through to completion.</td>
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<td>State Highway Administration (SHA):</td>
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RECOMMENDATION

Staff has no objection to Conditional Approval of the Site Development Plan subject to the conditions and modifications noted below. If the Planning Commission conditionally approves the Site Plan, the plan is valid for a period of three (3) years, or until March 9, 2019.

Based upon the findings and conclusions as presented in the staff report, the application meets or will meet all applicable zoning, APFO, and FRO requirements once the following conditions are met:

1. Address all agency comments as the plan proceeds through to completion.

2. No Certificate of Occupancy shall be issued for the AutoZone store until such time as:
   a) The internal driveway – providing a connection between the Royal Farms store and Welmar Drive - is constructed and open to traffic; and
   b) The Applicant constructs the missing link of Worthington Boulevard sidewalk along the Lot 1 frontage and the frontage of the adjoining Lots 2 and 3 in order to create a continuous pedestrian route along the new Worthington Boulevard. The sidewalk shall be constructed and open to pedestrians prior to issuance of the certificate of occupancy.

3. Planning Commission approval of the requested modification of the parking requirements to allow 29 parking spaces instead of the required 28 spaces.

4. Planning Commission approval of the alternate landscaping plan to allow a shift in the planting location of shade trees such that the landscaping does not interfere with sewer infrastructure and loading space access by delivery trucks on the northern portion of the site.

5. Prior to final signature approval the Applicant shall update Note 19 to state the following “...The proposed height of the pole lights is 18 feet...”

6. Planning Commission approval of the requested modification to permit modest spillover of light – up to 1.6 fc – in certain areas along the northern property boundary within the shared parking area and drive aisle.

7. Planning Commission approval to provide one (1) large loading space where two (2) are required by the ordinance.
PLANNING COMMISSION ACTION

MOTION TO APPROVE WITH CONDITIONS

I move that the Planning Commission APPROVE Site Development Plan SP-99-08 with conditions and modifications as listed in the staff report for the proposed AutoZone-Urbana Commons (Lot 1), based on the findings and conclusions of the staff report and the testimony, exhibits, and documentary evidence produced at the public meeting.
January 15, 2016

Shawna Lemonds, Planning Manager
Dennis Superczynski
Frederick County
Development Review Planning
30 N. Market Street
Frederick, MD 21701
301-600-1138

RE: AutoZone Store #6491
3400 Worthington Boulevard, Urbana, MD 21704
Lot #1 Urbana Commons, Fingerboard Road at Worthington Boulevard
Frederick County, MD
Modification Request/Justification Letter

Dear Ms. Lemonds & Mr. Superczynski:

In addition to our Land Development submittal for the proposed AutoZone redevelopment project, please accept this letter as our formal request for modifications for the project.

We request five (5) modifications for the above referenced AutoZone Store for Lighting Spillage, Landscaping, Parking Setback, Parking Stalls provided above the required number, and required number of Loading Spaces as follows:

1) Lighting Spillage:
   Per Zoning §1-19-6.500(D)(Lighting) Lighting shall not exceed .50 ft. candles as measured from the property line.

   Please note that some of the readings on the photometric plan exceed the 0.50 foot candle requirement at the Northern property line. The maximum reading at the property line is 1.6 foot candles, which occurs only in one place near the parking space and access drive on the northwestern corner of the site. The foot candle readings along the northern property line range from 0.00 fc to 1.6 fc. The light levels along the remaining property lines are below the
required 0.50 foot candle requirement. As the proposed site is adjacent to other commercial properties in the Urbana Commons complex, the proposed lighting should not have any adverse impact on the adjoiners. We request a modification from the requirement of .50 foot candles maximum as measured from the property line.

2) Parking Area Landscaping Modifications:
Per Zoning §1-19-6.400(D)(1)(Landscaping and Screening) Parking area minimum standards include: Parking areas shall be separated into bays with an average of no more than 10 parking spaces. Each parking bay shall contain no more than 15 continuous parking spaces. Between or at the end of each bay of parking spaces there shall be a planting area of at least 5 feet in width. Each planting area shall contain 1 tree at least 6 feet in height at the time of planting and ground cover containing at least two shrubs for every 100 square feet of landscape area.

We request a modification for the landscape island at the end of the parking along the building near the loading area to accommodate the truck turning for deliveries.

We also request a modification from the tree locations for one (1) of the planting area (islands).

- A modification for the tree location for the planting area at the northeastern corner of the parking lot, where the monitoring manhole will be located is needed, as due to the 10’ setback from the manhole and the storm system in this area, it will not be possible to add a tree to the area. Note that shrubs will be able to be planted on this planting area as required. The tree for this area has been relocated along the western side of the parking lot. Also, an additional tree in this area has been added.

An additional planting area island has been added near the southwestern entrance of the building as requested. The total number of parking/planting area trees required is five (5) and we are providing a total of six (6) parking/planting area trees. We have provided sufficient landscaping on the remaining four (4) islands including the required number of shrubs.

3) Parking Setback
Per Zoning §1-19-6.200(B)(Parking and loading, generally) except as permitted by §1-19-6.210(D), parking areas and loading spaces shall not be closer to the right-of-way line than one-half the normally required setback for principal structures.

The parking area on the north side of the site is located 3’-6” from the property line. We request a modification from the parking setback requirement of 4’-0” from the northern property line.

We understand it is the intent of the development to provide parking for the entire development that would be beneficial to all users located on Hawks Tail Lane. This request causes the parking bays to be placed closer within the setbacks. To relieve any adverse affects to the adjoiner, landscaping has been provided in these areas.
4) **Number of Parking Spaces**
   Per §1-19-6.220A.4. (Parking Space Requirements and Dimensions) For a retail store use, the number of required parking spaces is 1 for each 250 SF of floor area excluding preparation and/or storage areas. For the project, there is 6,862 SF of sales area, requiring a total of twenty-eight (28) parking spaces for the site including the handicap/accessible spaces.

   AutoZone is proposing twenty-nine (29) parking spaces for the project. As this is only one space above the requirements, a modification is requested for this project. Per discussions with the developer, all parcels within the Urbana Commons Development are encouraged to maximize parking to provide cross-over parking between adjoining parcels.

5) **Number of Loading Spaces**
   Per §1-19-6.210.B.(Loading Space Requirements) For single-user retail, total building net floor area (in SF) the minimum loading spaces required is 1 large + 1 additional large for each additional 10,000 SF or part thereof over 5,000 SF.

   For the project there is 6,862 SF of net sales floor area, which requires two (2) large loading spaces. AutoZone is requesting that only one (1) loading space be required. According to AutoZone, there will be a truck delivery once per week at off-peak hours (6-7 am, 2-3 pm, and 7-8 pm), with the delivery lasting approx. 30-60 minutes. As there is only one truck delivery, two loading spaces will not be needed for the site.

   Please note that the modification for Light Pole height is no longer needed as AutoZone has reduced the pole height to 18" above grade per the requirements of Zoning §1-19-6.500(8)(2).

   Please contact us if you have any questions or need additional information.

   Sincerely,

   [Signature]

   Jeff Berneburg
   Project Manager

   Cc: Kevin Murphy, AutoZone
   MDM, LLC files