

**PLANNED UNIT DEVELOPMENT  
& SUBDIVISION STAFF REPORT****Date: March 20, 2014****DEVELOPMENT NAME**

R J Billingsley

**SUBDIVISION NAME**

MAC Business Park

**LOCATION**

3265 Hamilton Boulevard  
(South side of Hamilton Boulevard, 0.5 ± mile East of  
Rangeline Road.)

**CITY COUNCIL****DISTRICT**

District 4

**AREA OF PROPERTY**

4 Lots / 6.8 ± acres

**CONTEMPLATED USE**

*Planned Unit Development Approval to allow a private  
road subdivision, and Subdivision approval to create 4 lots.*

**TIME SCHEDULE  
FOR DEVELOPMENT**

None given.

**ENGINEERING****COMMENTS**

Subdivision: The following comments should be addressed prior to acceptance and 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). B. Add a note to the SUBDIVISION PLAT stating that a Land Disturbance permit will be required for any land disturbing activity in accordance with the of the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17 , Ordinance #65-007 & #65-045), latest edition. C. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 24 - # 78) the Lot will receive historical credit of impervious area towards stormwater detention requirement per the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17, Ordinance #65-007 & #65-045), latest edition. Coordinate amount with City Engineering Department with submittal of the Land Disturbance Permit application. D. Dedication of the corner radius (25' minimum or as approved by the City Engineer and Traffic Engineer) at the west and east side of Mac Dr. where it connects to Hamilton Blvd. E. Dedication of a cul-de-sac or adequate turnaround (as approved by the City Engineer, Traffic Engineer, and Fire Dept.) at the south end of Mac Drive. F. The proposed private road should be constructed in accordance with current Engineering Department policy letters and design criteria. This would allow the potential for future acceptance of the roadway (and dedicated ROW) by the City G. Provide and label the monument set or found at each subdivision corner. H. Add a signature block for the Traffic Engineer and City Engineer. I. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. J. Add a note that sidewalk is required to be constructed along the frontage of each lot, or parcel, at time of

development, unless a sidewalk waiver is approved. K. According to the NWI map a potential for wetlands exist on this parcel. Show the location of the delineated wetlands or submit a letter from a registered wetland delineator or PE stating that there are no wetlands present. L. Portions of Hamilton Blvd are also maintained by ALDOT. Contact ALDOT and City of Mobile Engineering Dept. during design phase for ROW requirements.

***Revised for the March 20<sup>th</sup> meeting:***

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

- A. Delete Subdivision Note 1. This subdivision is located within the City of Mobile.
- B. Add a note to the SUBDIVISION PLAT stating that a Land Disturbance permit will be required for any land disturbing activity in accordance with the of the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17 , Ordinance #65-007 & #65-045), latest edition.
- C. Dedication of a cul-de-sac or adequate turnaround (as approved by the City Engineer, Traffic Engineer, and Fire Dept.) at the south end of Mac Drive. The Subdivision Regulations require a minimum 60' radius.
- D. The proposed private road should be constructed in accordance with current Engineering Department policy letters and design criteria, and the Subdivision Regulations. This would allow the potential for future acceptance by the City for the maintenance of the roadway (and dedicated ROW).
- E. Provide and label the monument set or found at each subdivision corner.
- F. Add a signature block for the Traffic Engineer and City Engineer.
- G. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- H. Add a note to the SUBDIVISION PLAT that sidewalk is required to be constructed along the frontage of each lot, or parcel, at time of development, unless a sidewalk waiver is approved.
- I. Portions of Hamilton Blvd are also maintained by ALDOT. Contact ALDOT and City of Mobile Engineering Dept. during design phase for ROW requirements.

***Planned Unit Development:***

1. Any work performed in the existing Hamilton Blvd 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). Also, the applicant may need to coordinate with ALDOT.
2. Add a note to the PUD Site Plan that any and all proposed land disturbing activity within the property will need to be submitted for review and be in conformance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17, Ordinance #65-007 & #65-045); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.
3. Add a note to the PUD Site Plan that each Lot Owner shall be required to submit a Land Disturbance Permit application for any proposed land disturbing activity with the

property, including the construction of the proposed PRIVATE ROAD. 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.

4. Add a note to the PUD Site Plan stating that the proposed development must comply with all Engineering Department Policy Letters:
  - i. 5-13-2009 Policy Letter (Car wash drains and dumpster pads to drain to Sanitary Sewer System)
  - ii. 8-4-2004 Policy Letter (Video inspection of new Storm Sewer System Piping) 3-18-2004 Policy Letter (Additional subdivision street requirements)

## **TRAFFIC ENGINEERING**

### **COMMENTS**

Driveway number, size, location and design to be approved by Traffic Engineering and conform to AASHTO standards.

## **URBAN FORESTRY**

### **COMMENTS**

Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties (State Act 61-929 and City Code Chapters 57 and 64).

## **MAWSS**

### **COMMENTS**

No comments.

## **FIRE DEPARTMENT**

### **COMMENTS**

All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.

## **REMARKS**

The plat illustrates the proposed 1 lot, 6.8 ± acre subdivision which is located on the South side of Hamilton Boulevard, 0.5 ± miles East of Rangeline Road, and is in Council District 4. The applicant states that the subdivision is served by public water and individual septic tanks.

The purpose of this application is to create one legal lot of record from a portion of a metes-and-bounds parcel.

The site fronts Hamilton Boulevard which is shown as a major street on the Major Street Plan component of the Comprehensive Plan. The preliminary plat does not illustrate a right-of-way width; however, a 100' right-of-way is required. The plat should be revised to illustrate a 50' right-of-way from centerline of Hamilton Boulevard. The plat also depicts a private road named MAC Drive that will be utilized by the proposed parcel A, connecting the parcel to Hamilton Boulevard. The preliminary plat depicts MAC Drive with a 60' right-of-way thus no additional dedication would be required.

As a proposed private street development within the city, an additional application for Planned Unit Development review will be required. Furthermore, private streets must be constructed to the minimum standards within Section VIII.E.2.c. of the Subdivision Regulations.

The 25-foot minimum building setback line, required in Section V.D.9., is not illustrated on the plat. Revisions should be made to depict the 25' minimum building setback line from the private street on the preliminary plat, and should be retained on the Final Plat, if approved.

The lot is not labeled in acres or square feet. Revisions should be made to depict the lot size in square feet and acres or a table should be furnished providing the same information.

It should be noted this application is for a 1-lot subdivision, however a 2-lot subdivision will be required to include the remaining portion of the metes-and bounds parcel to the northeast of the proposed parcel A. The parcel ending in 3.001 must be included as part of the 2-lot subdivision that will be created from the other portion of the parcel ending in 1.001, which will be enclosed by the proposed subdivision. Additional property not included in the 2-lot subdivision can be labeled as "Future Development". The application should be recommended for holdover to allow a revised subdivision application to be submitted, along with a PUD application. Additional labels and postages fees will be required.

It should also be pointed out that no justification was provided for the construction of a private street, nor was a turn-around indicated, within the development that complies with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile. The plat should be revised to depict any additional right-of-way required for the turn-around, and the PUD site plan should also depict compliance.

Based on the preceding, the application is recommended for Holdover for the March 20, 2014 meeting, with revisions due by Monday, February 27, 2014 to address the following:

- 1) submission of a 2-lot subdivision application to include both parcels ending in 3.001 and 1.001;
- 2) additional lot, labels and postage fees will be required for the additional lot;
- 3) depict additional land not included in subdivision as "Future Development";
- 4) labeling of lot sizes in square feet and acres or a table furnished providing the same information;
- 5) revise plat to depict right-of-way width for Hamilton Boulevard;
- 6) revise plat to illustrate a 50' right-of-way from centerline of Hamilton Boulevard;
- 7) submission of an application for Planned Unit Development for the proposed private street development by February 27, 2014;
- 8) revision to depict a 2009 International Fire Code compliant turn-around; and
- 9) justification for the construction of a private street.

***Revised for the March 20<sup>th</sup> meeting:***

*This application was heldover from the February 20<sup>th</sup> meeting to allow the applicant to amend the subdivision application to include all associated parcels to be subdivided as well as the submission of a Planned Unit Development application and justification for the construction of a private street. Additional requirements included a revised preliminary plat with a 2009*

*International Fire Code compliant turn-around, additional labels and postage fees, and any additional land not included in the subdivision to be labeled as “Future Development”.*

*The purpose of both applications is to allow Planned Unit Development Approval for a private street commercial subdivision, and Subdivision Approval to create 4 legal lots. The site is located in Council District 4, and according to the applicant is served by public water and individual septic tanks.*

*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.*

*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 proposed Lot 1 has frontage on Hamilton Boulevard as well as the proposed private road (MAC Drive). A revised plat illustrating a 50' right-of-way from centerline of Hamilton Boulevard was a previous condition on the preliminary plat and is now illustrated on the recently submitted plat. Lots 2, 3 and 4 all have frontage along the proposed MAC Drive. If approved, each lot should be limited to one curb-cut to MAC Drive to allow access to Hamilton Boulevard and a note placed on the Final Plat stating that Lot 1 is denied curb-cuts or direct access to Hamilton Boulevard.*

*The 25' minimum building setback line is indicated on the preliminary plat and site plan, from both the public and private rights-of-way, and should be retained, if approved.*

*A revised plan illustrating a 2009 International Fire Code compliant turn-around was required and is depicted on the both the site plan and preliminarily plat.*

*The site plan illustrates a 60' wide private road with notes stating “to be paved 24' wide with asphalt”. Section VIII.E.2.c. of the Subdivision Regulations requires a private street to be constructed with “two lanes that shall have a minimum right-of-way width of 50 feet and minimum pavement width of 18 feet with 2' paved wings 150 pounds per square yard of 416 mix over an 8” granular soil base compacted in two 4” thick layers (minimum County standards for a residential street)”. However, the applicant is asking that the asphalt wings be waived and that they be allowed to retain and use the in-place road with open ditch as constructed. Section V.B.6 of the Subdivision Regulations also states that “closed-end streets (cul-de-sacs) shall not be longer than 600 feet”. Thus, if approved, a waiver of Section V.B.6 will be required, as the proposed private street is over 800 feet in length.*

*It should be noted, if approved, Sections VIII.E.2.g and .j of the Subdivision Regulations should be placed as a note on the Final Plat.*

*There is a note depicted on the preliminary plat stating “all rights and drainage easements of record are shown on this plat, but this plat does not necessarily reflect other documents (i.e, utility easements, etc.) that would normally appear as an exception in a title commitment or policy. A note should be placed on the Final Plat stating that no structures shall be constructed or placed within any easements.*

*The proposed PUD, as submitted, only illustrates each proposed lot, access to the private road from Lots 1, 2, & 3, and one proposed building on Lot 3. The plan does not depict any existing structures nor does it illustrate the site to be in full compliance with the requirements of the Zoning Ordinance. Based on the fact a PUD is site plan specific and any new construction and or changes to the site require Planning Commission approval, a revised site plan illustrating both existing and proposed structures on the site is required.*

*The site is zoned I-1, Light Industrial, and although an aggregate outside storage/ laydown yard is allowed by right in an I-1 District, a paved parking lot (for required parking), entrance drive, and access and maneuvering aisle is still required, according to Section 64-6.A.3 of the Zoning Ordinance. The applicant does not illustrate any existing or proposed parking, nor is a paved entrance drive or access and maneuvering aisle illustrated on the site plan.*

*Furthermore, there appears to be no landscaping or frontage trees illustrated on the submitted site plan. Sites being developed are required to provide frontage trees along any abutting public or private road. All lots will require full landscaping compliance. A revised site plan illustrating frontage trees and landscaping is required. It should be noted that as Lot 1 is already developed, compliance is not required at this time: Lots 2, 3 and 4, on the other hand, must be brought into full compliance with the frontage tree and landscaping area requirements of the Zoning Ordinance.*

*There are no dumpsters illustrated on the site plan, nor is there a note stating that curbside pickup will be utilized. If approved, the site plan should be revised to either illustrate a dumpster in compliance with Section 64-4.D.9. of the Zoning Ordinance or place a note stating that curbside service will be utilized.*

*It should also be noted there are no sidewalks depicted on the site plan, nor has a waiver been requested. However, as proposed Lot 1 is already developed, the sidewalk issue should be postponed until such time as the site is redeveloped. Sidewalks along MAC Drive, a private street, are not required or proposed.*

*Wetlands appear to exist on portions of the site. Therefore, a note should be placed on the final plat and site plan stating that approval of all applicable federal, state and local environmental agencies for wetlands issues is required prior to the issuance of any permits or land disturbance activities.*

*The geographic area defined by the city of Mobile and its planning jurisdiction, including this site, may contain Federally-listed threatened or endangered species as well as protected non-*

*game species. Development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species.*

*Finally, aerial photos from early 2013 show that proposed Lots 2 and 3 were being used for the storage of office trailers, however, staff was unable to find such use: this use did not exist on the site prior to annexation. Every business operating on the site must have a City of Mobile business license, and if started after annexation, must also have a Zoning Clearance certificate.*

## **RECOMMENDATION**

***Planned Unit Development:*** *Based upon the preceding, this application is recommended for Holdover until the April 17<sup>th</sup> meeting with revisions by March 26, 2014 to address the following:*

- 1) revise the site plan to illustrate all existing and proposed structures;*
- 2) revise the site plan to illustrate paved parking lots (for required parking), entrance drives, and access and maneuvering aisles;*
- 3) revise site plan to illustrate frontage trees and full landscaping compliance for Lots 2 and 3;*
- 4) placement of a note on the site plan stating that approval of all applicable Federal, state and local agencies is required for wetland issues, if any, prior to the issuance of any permits or land disturbance activities;*
- 5) revise the site plan to indicate a dumpster will be provided in compliance with Section 64-4.D.9. or a note on the plan stating that curbside pickup will be utilized;*
- 6) subject to Engineering comments: "1. Any work performed in the existing Hamilton Blvd 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). Also, the applicant may need to coordinate with ALDOT. 2. Add a note to the PUD Site Plan that any and all proposed land disturbing activity within the property will need to be submitted for review and be in conformance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17, Ordinance #65-007 & #65-045); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control. 3. Add a note to the PUD Site Plan that each Lot Owner shall be required to submit a Land Disturbance Permit application for any proposed land disturbing activity with the property, including the construction of the proposed PRIVATE ROAD. 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. 4. Add a note to the PUD Site Plan stating that the proposed development must comply with all Engineering Department Policy Letters: i.5-13-2009 Policy Letter(Car wash drains and dumpster pads to drain to Sanitary Sewer System) ii.8-4-2004 Policy Letter (Video inspection of new Storm Sewer System Piping) 3-18-2004 Policy Letter (Additional subdivision street requirements)*

7) *full compliance with all other municipal codes and ordinances.*

***Subdivision:*** *Based upon the preceding, this application is recommended for Holdover until the April 17<sup>th</sup> meeting to be heard in conjunction with the associated PUD, and so that the following can be added to the plat:*

- 1) Notes required by Section VIII.E.2. of the Subdivision Regulations, specifically items h. and j.*

***Revised for the May 1<sup>st</sup> meeting:***

*This application was heldover from the March 20<sup>th</sup> meeting to allow the applicant to make revisions to the previously submitted site plan. The applicant has addressed most of the revisions as listed in the Letters of Decision regarding the subdivision and PUD. However, the second condition listed in the Letter of Decision for the PUD application requests a “revised site plan to illustrate frontage trees and full landscaping compliance for Lots 2 and 3”. The applicant submitted a revised site plan that depicts 14 frontage trees for Lot 3, but the landscaping calculations have not been provided as required. The applicant has also failed to provide frontage trees and landscaping calculations for Lot 2; thus, making no attempt to bring Lot 2 into full compliance.*

**RECOMMENDATION**

***Planned Unit Development:*** *Based upon the preceding, this application is recommended for denial due to the following reasons:*

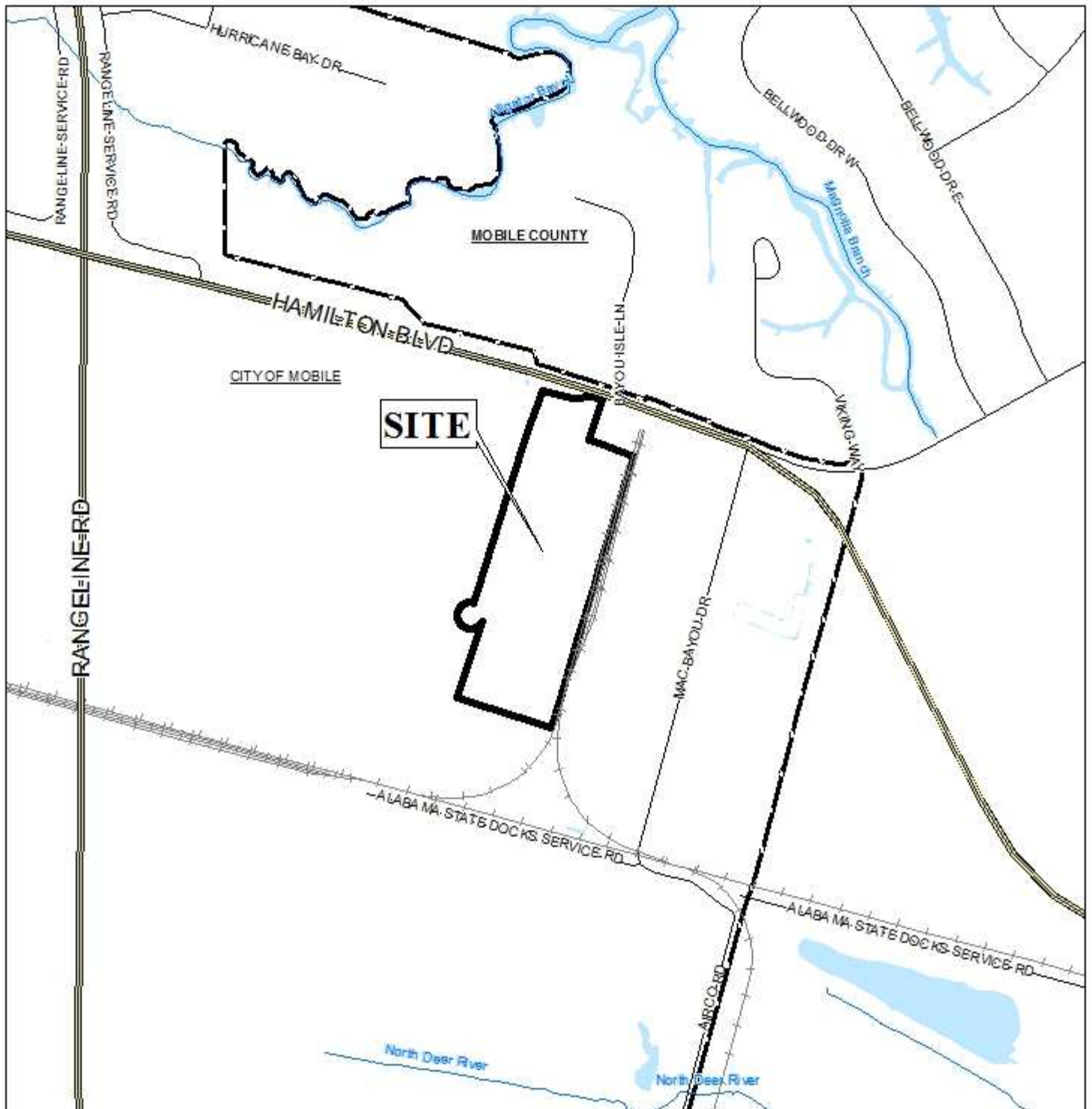
- 1. the applicant has failed to provide full landscaping calculations for Lot 3; and*
- 2. the applicant has failed to provide both frontage trees and landscaping calculations for Lot 2.*

***Subdivision:*** *Based upon the preceding, this application is recommended for denial due to the following reason:*

- 1. the Planned Unit Development application is recommended for denial, thus the private street subdivision can not be recommended for approval, as a private street subdivision must have a PUD if located within the city limits.*



# LOCATOR MAP



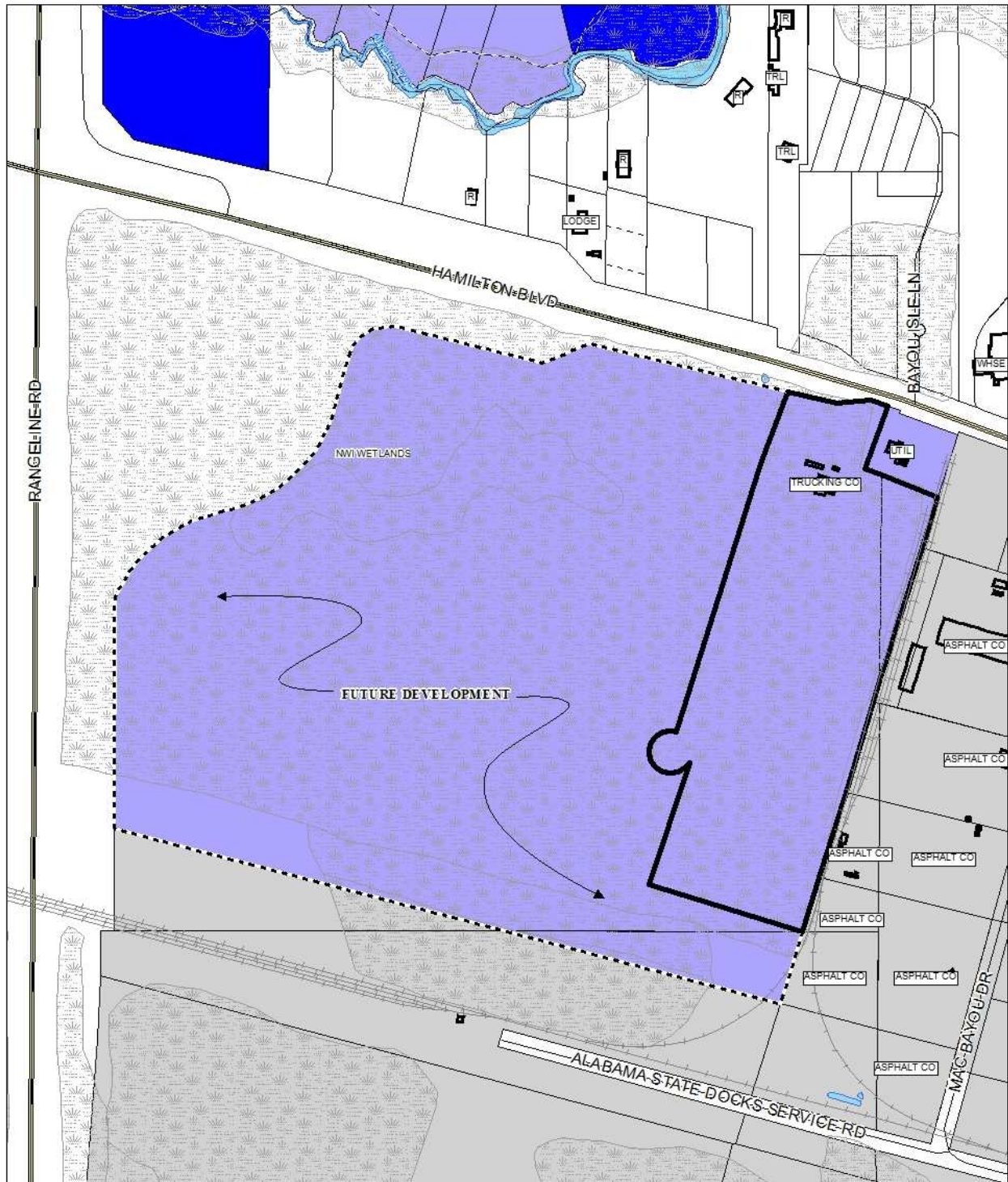
APPLICATION NUMBER 1 & 2 DATE May 1, 2014

APPLICANT MAC Business Park Subdivision (A private road Subdivision)

REQUEST Subdivision, Planned Unit Development



# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



An asphalt company is located to the east of the site.

APPLICATION NUMBER 1 & 2 DATE May 1, 2014

APPLICANT MAC Business Park Subdivision (A private road Subdivision)

REQUEST Subdivision, Planned Unit Development

LEGEND															
R-1	R-2	R-3	R-A	R-B	H-B	T-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2	



NTS



# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



An asphalt company is located to the east of the site.

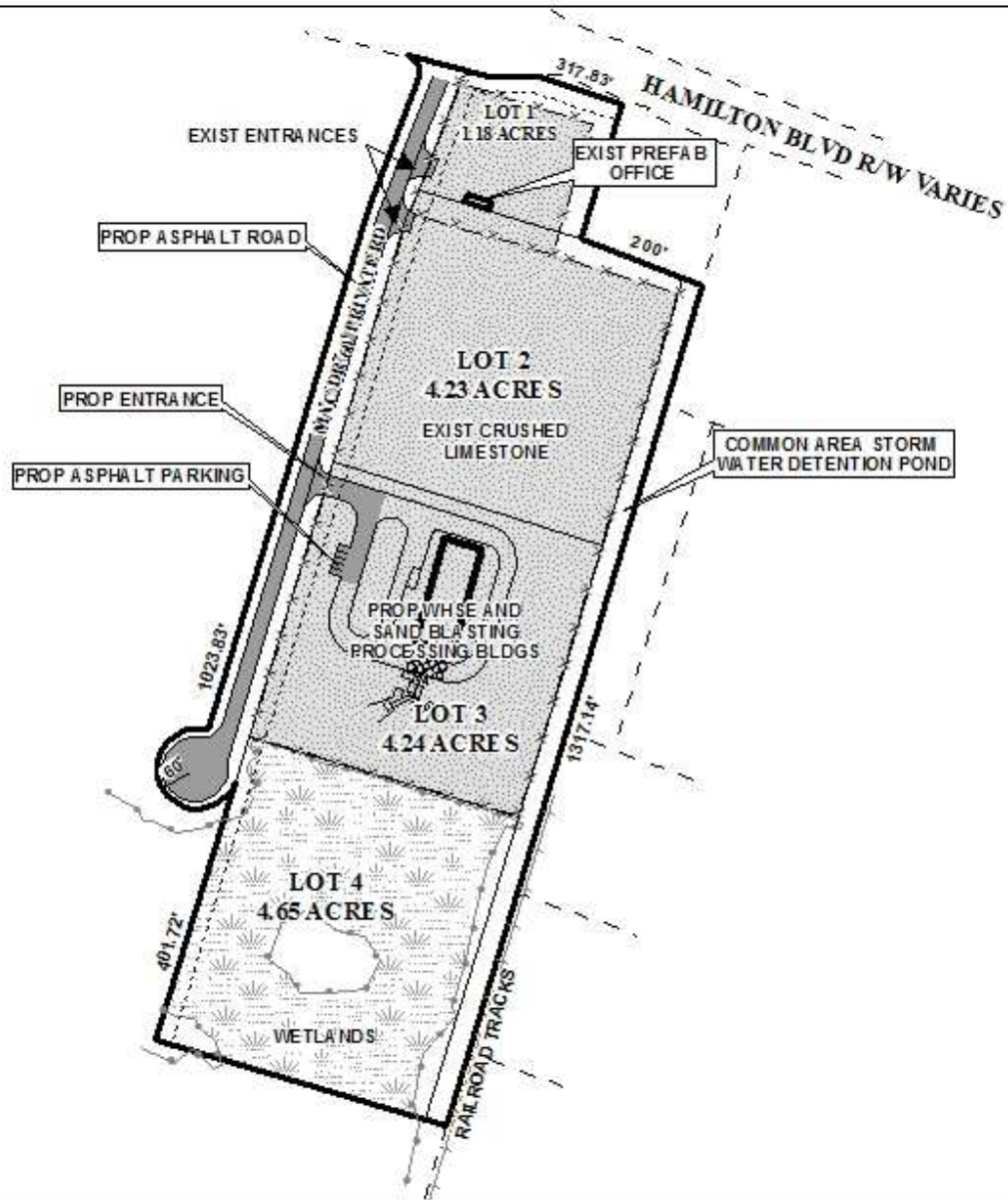
APPLICATION NUMBER	1 & 2	DATE	May 1, 2014
APPLICANT	MAC Business Park Subdivision (A private road Subdivision)		
REQUEST	Subdivision, Planned Unit Development		



NTS



# SITE PLAN



The site plan illustrates the proposed private street subdivision

APPLICATION NUMBER 1 & 2 DATE May 1, 2014

APPLICANT MAC Business Park Subdivision (A private road Subdivision)

REQUEST Subdivision, Planned Unit Development

