

**PLANNED UNIT DEVELOPMENT &
SUBDIVISION STAFF REPORT****Date: February 16, 2022**

<u>NAME</u>	Esfeller Industrial Park Subdivision
<u>SUBDIVISION NAME</u>	Esfeller Industrial Park Subdivision
<u>LOCATION</u>	5400 Hamilton Boulevard (Northwest corner of Hamilton Boulevard and the CSX Railroad right-of-way, extending to the East terminus of East Rite Road).
<u>CITY COUNCIL DISTRICT</u>	District 4
<u>PRESENT ZONING</u>	I-2, Heavy Industry District
<u>AREA OF PROPERTY</u>	4 Lots / 45.8± Acres
<u>CONTEMPLATED USE</u>	Subdivision approval to create four (4) legal lots of record from one legal lot of record and Planned Unit Development approval to allow shared access between multiple building sites.
<u>TIME SCHEDULE</u>	March 2022 – April 2022
<u>ENGINEERING COMMENTS</u>	Subdivision: <u>FINAL PLAT COMMENTS</u> (should be addressed prior to submitting the FINAL PLAT for review and/or signature by the City Engineer): <ul style="list-style-type: none">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. Clarify the location of the large “COMMON AREA ACCESS EASEMENT” in the NE corner of the property and the boundary of the COMMON AREA (10.392 AC).C. Label Rabbit Creek.D. Provide and label the monument set or found at each subdivision corner.E. Show and label the PRIVATE ROAD right-of-way as a separate parcel and not part of LOTS 1, 3, and 4. Revise the area of each of these Lots.F. National Wetlands Inventory (NWI) mapping, as shown on City of Mobile GIS information, indicates that there is potential for wetlands within the property or properties shown on this plat. Show and label the delineated wetlands, or provide a note stating that the wetlands shown on this plat are scaled from the NWI data and have not been delineated.

- G. Provide a note that a 25' riparian buffer may be required, during development, along the edge of anything considered by ADEM to be a water of the state.
- H. Provide the Surveyor's and Owner's (notarized) signatures.
- I. 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.
- J. Add a note that all existing and proposed detention facilities, common areas, and wetlands shall be the responsibility of the Property Owner(s), and not the responsibility of the City of Mobile.
- K. Add a note that all easements shall remain in effect until vacated through the proper Vacation process.
- L. Provide the As-Built submittal documents for the Land Disturbance Permit (BLD2016-00020). Land Disturbing activity has been done however the close-out of the LDP has been completed as required prior to concrete plant opening for business.
- M. Email a pdf copy of the FINAL SUBDIVISION PLAT and LETTER OF DECISION to the Permitting Engineering Dept. for review at land.disturbance@cityofmobile.org prior to obtaining any signatures. No signatures are required on the drawing.
- N. After addressing all of the FINAL SUBDIVISION PLAT review comments provide the ORIGINAL (with all signatures except for the Planning Commission, Traffic Engineering, and City Engineer), one (1) copy, and a transmittal letter to the Engineering Permitting Department. They can be dropped off at 205 Government St. or mailed to PO Box 1827, Mobile, AL, 36633.

Planned Unit Development:

- 1. Remove NOTES #1-#5 (LEFT SIDE OF THE SHEET). These are notes that are required on the Land Disturbance Permit plans not the PUD Site Plan.
- 2. Remove NOTES #1-#6 (RIGHT SIDE OF THE SHEET). These are notes that are required on the Land Disturbance Permit plans not the PUD Site Plan.
- 3. Add the following note - Any existing or proposed detention facility shall be maintained as it was constructed and approved. The Land Disturbance Permit application for any proposed construction includes a requirement of a Maintenance and Inspection Plan (signed and notarized by the Owner) for the detention facility. This Plan shall run with the land and be recorded in the County Probate Office prior to the Engineering Department issuing their approval for a Final Certificate of Occupancy.
- 4. Retain NOTES #7 - #12, as shown on the NEW PUD SITE PLAN drawing dated 9-28-21.

TRAFFIC ENGINEERING**COMMENTS**

Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Any 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 [Act 929 of the 1961 Regular Session of the Alabama Legislature (Acts 1961, p. 1487), as amended, and City Code

Chapters 57 and 65]. Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from undeveloped residential sites, developed residential sites in historic districts, and all commercial sites will require a tree removal permit.

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). Fire apparatus access is required to be within 150' of all commercial and residential buildings. A fire hydrant is required to be within 400' of non-sprinkled commercial buildings and 600' of sprinkled commercial buildings.

CONTEMPLATED USE

The applicant is requesting Subdivision approval to create four (4) legal lots of record from one legal lot of record and Planned Unit Development approval to allow shared access between multiple building sites.

The site has been given a Light Industry (LI) land use designation per the adopted Future Land Use Plan and Map. The Future Land Use Plan and Map complements and provides additional detail to the Development Framework Maps in the Map for Mobile, adopted by the Planning Commission at its November 5, 2015 meeting.

This land use designation applies to an array of modern, low-impact industrial uses that include assembly and processing, warehousing, distribution and wholesaling facilities. The bulk of the light industrial use must be contained within a building or facility. If a light industrial use requires outside storage, the storage must be limited in area and appropriately screened from view in accordance to specific zoning requirements. This designation may also include uses such as complementary offices and retail.

LI also includes areas that may be regarded as “industrial business”, where the land uses include business administration and logistics operations for industrial concerns, building trade contractors facilities and advance research facilities, as well as stand-alone educational, scientific and industrial research facilities, or any combination of those facilities located in light industrial and technology parks. Many parcels used for industrial business are smaller and scattered throughout Mobile. For this reason, these parcels are not singled out in the FLUM, but rather are addressed through zoning.

Light industrial uses are characterized by attractive, accessible and connected development, compatible with the character of surrounding neighborhoods. Development may take the form of planned campuses in park-like settings or unified design corridors, with consideration to factors such as site and building orientation, building design, landscaping and buffering, lighting, continuity of pedestrian networks, access and connectivity to transit and to freight transportation.

Heavy commercial and, in some cases, high-density residential land uses may serve as transitions between LI and other, lower-intensity land use designations. Protection buffers may also be required by zoning.

It should be noted that the Future Land Use Plan and Map components of the Map for Mobile Plan are meant to serve as a general guide, not a detailed lot and district plan. In many cases the designation on the new Future Land Use Map may match the existing use of land, but in others the designated land use may differ from what is on the ground today. As such, the Future Land Use Plan and Map allows the Planning Commission and City Council to consider individual cases based on additional information such as the classification request, the surrounding development, the timing of the request, and the appropriateness and compatibility of the proposed use and, where applicable, the zoning classification.

Subdivision review examines the site with regard to promoting orderly development, protecting general health, safety and welfare, and ensuring that development is correlated with adjacent developments and public utilities and services, and to ensure that the subdivision meets the minimum standards set forth in the Subdivision Regulations for lot size, road frontage, lot configuration, etc.

The site has frontage on Hamilton Boulevard, East Rite Road, and Fore Road (a private street). Hamilton Boulevard is a principal arterial street, which should have a right-of-way of 100-feet. The preliminary plat depicts Hamilton Boulevard as having a varying right-of-way, therefore, if approved, the Final Plat should be revised to either depict dedication to provide 50-feet to the centerline, or show that such currently exists. The site has frontage on the street stub of Fore Road, a private street with a compliant 50-foot right-of-way. The applicant proposes to construct a 50-foot wide private street extension from the existing cul-de-sac at the East terminus of East Rite Road.

Section VIII.E.2.c. of the Subdivision Regulations requires that private streets have a minimum right-of-way of 50 feet, which is depicted on the preliminary plat. Section VIII.E.2. has several other requirements that need to be addressed. First, the plat is required to have utility easements acceptable to the appropriate provider of utility services within the Subdivision, and there are none depicted. Second, the Final Plat should contain a note stating that the street is privately maintained and not dedicated to the public. Additionally, a note is required on the Final Plat stating that if the street is not constructed and maintained to City standards that 100% of the cost of the improvements will be assessed to the property owners (it should be noted that if the street is developed with a sub-standard right-of-way, it would not be eligible for City maintenance). Finally, a letter sealed by either a registered land surveyor or civil engineer must be submitted along with the required five copies of the Final Plat, stating that all of the requirements of Section VIII.E.2. of the Subdivision Regulations have been met.

The proposed lots exceed the minimum size as required by Section V.D.2. of the Subdivision Regulations. If approved, the lot sizes should be retained in square feet and acres on the Final Plat.

As a means of access management, a note should be placed on the Final Plat stating the Traffic Engineering comments.

The preliminary plat depicts the required 25-foot minimum building setback along all existing and proposed street frontages. If approved, the minimum setback should be retained on the Final Plat.

The plat indicates a 50-foot Alabama Power easement as well as a Common Area access easement. Therefore, a note should be placed on the Final Plat stating that no structure may be constructed or placed in these easements, without the permission of the easement holder.

The preliminary plat depicts a common area proposed for the development. If approved, a note should be required on the Final Plat stating that the maintenance of the Common Area is the responsibility of the property owners, and not the City of Mobile.

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 if any new construction is anticipated that will change an approved site plan, an application to amend an existing, approved PUD must be made prior to any construction activities. It should be noted that if no permits are pulled within a year of approval, the PUD will expire.

In pursuit of these purposes, the objectives to be met by a PUD are as follows: a) to encourage innovative and diversified design in building form and site development; b) flexibility, to permit greater flexibility in the location and arrangement of buildings and uses than is generally possible under district regulations; c) to encourage the most efficient and sustainable use of land, especially tracts in the inner part of the city that remain undeveloped or that are appropriate for re-development; d) to preserve and protect as urban amenities the natural features and characteristics of land; e) to encourage the provision of common open space through efficient site design; and, f) to encourage optimum use of available public utilities, streets and community facilities.

The applicant provided the following statements in regard to their applications:

Application Description

This PUD application is required because the current property owner (Esfeller Properties) proposes to lease 8 acres of their property (45.8 total acres, Zoned I-2) at 5400 Hamilton Blvd to a company that sells/rents modular trailers. A subdivision application has also been submitted to subdivide the 45.8 acres into 4 parcels. The lessee will use one of these modular trailers as their office for their business operations. The subject property already has a building on it that is being utilized for the property owner's concrete batch plant operations. All of the new parcels will share access to a private street.

The Modular Trailer Operations will begin with approximately 20 trailers to be stored onsite with the potential to increase the total volume of trailers to 200 in the future. The office trailer used for the business operations will include connections for water, sewer and power. The trailer storage surface area will consist of crushed stone/aggregate.

Proposed timeline: March 2022 – April 2022

PUD – Statement

The current property owner (Esfeller Properties) proposes to lease approximately 8 acres of their property (45.8 total acres, Zoned I-2) at 5400 Hamilton Blvd to a company that sells/rents modular trailers. To accommodate this lease, the 45.8 acres will be subdivided into 4 parcels. There will be a private street (installed to City standards) to provide shared access to the 4 parcels. All stormwater will be contained onsite in two (2) detention ponds. A common area at the north end of the property will include a detention pond and wetlands. The lessee will be responsible for obtaining all utilities for the new building. The lessee will obtain a separate address for their operations.

PUD – Plan Consistency Statement

The current property owner (Esfeller Properties) proposes to lease approximately 8 acres of their property (45.8 total acres, Zoned I-2) at 5400 Hamilton Blvd to a company that sells/rents modular trailers. To accomplish this lease, the 45.8 acre property is to be subdivided into 4 lots. All lots will remain I-2 zoning.

This proposed use is acceptable in the current zoning of I-2 and is also in accordance with the Light Industrial land use set forth in the Future Land Use Map. The proposed lease property (Lot 1 of the proposed subdivision) is conveniently located to Hwy 90 and I-10. This location provides convenient access to the Mobile area's heavy industrial sector and construction projects. The proposed development will not have any negative impact to the surrounding neighbors. Most of the neighboring properties are to be zoned Industrial under the FLUM.

Lots 2, 3, and 4 will continue to be used as part of Esfeller's concrete plant operations.

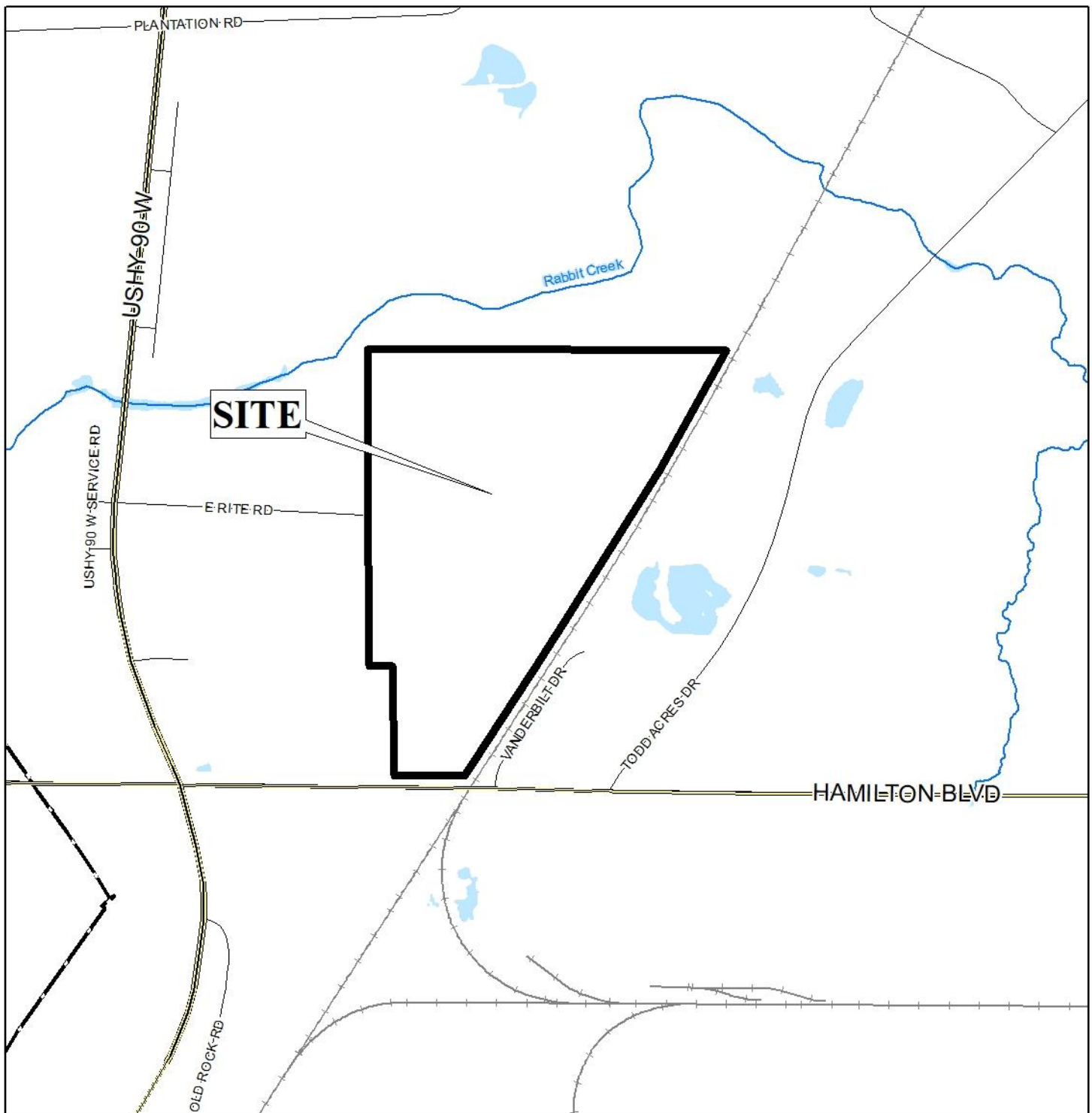
The site plan depicts the proposed Lot 1 to be developed with an aggregate surfacing with modular trailers to be displayed for sale, along with an office trailer, and associated parking. It should be noted that the sales of modular trailers is not allowed in an I-2, Heavy Industry District. In order to allow the proposed use, the site will need to be rezoned to either I-1, Light Industry District or B-3, Community Business District. Therefore, staff recommends the applications be heldover to allow the applicant to submit the required rezoning application, and allow all applications to be heard concurrently.

RECOMMENDATION

Subdivision: Staff recommends the application be heldover to the March 17th meeting to allow the applicant additional time to submit the necessary rezoning application.

Planned Unit Development: Staff recommends the application be heldover to the March 17th meeting to allow the applicant additional time to submit the necessary rezoning application.

LOCATOR MAP



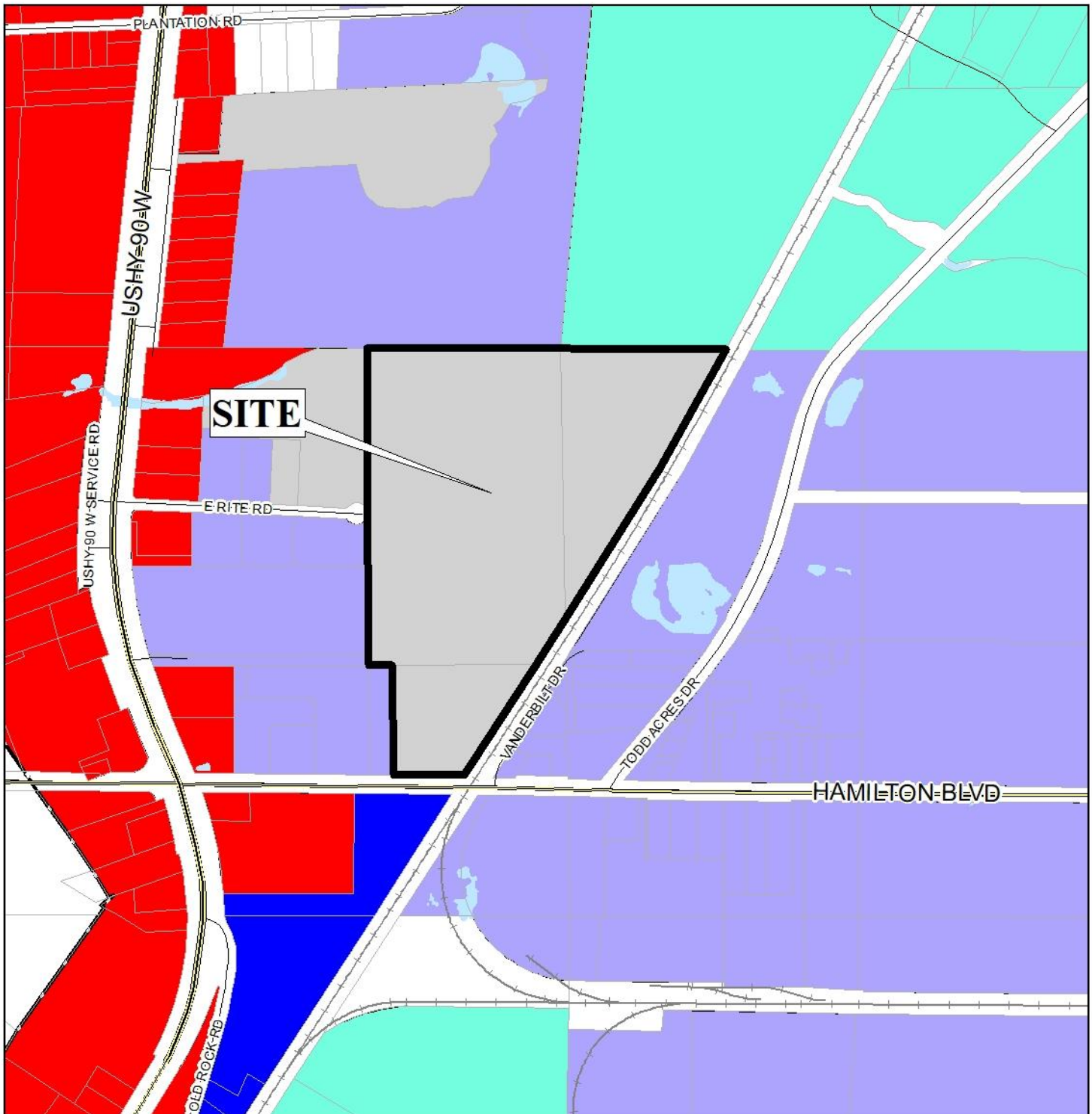
APPLICATION NUMBER 8 DATE February 16, 2022

APPLICANT Esfeller Industrial Park Subdivision

REQUEST Subdivision, Planned Unit Development



LOCATOR ZONING MAP



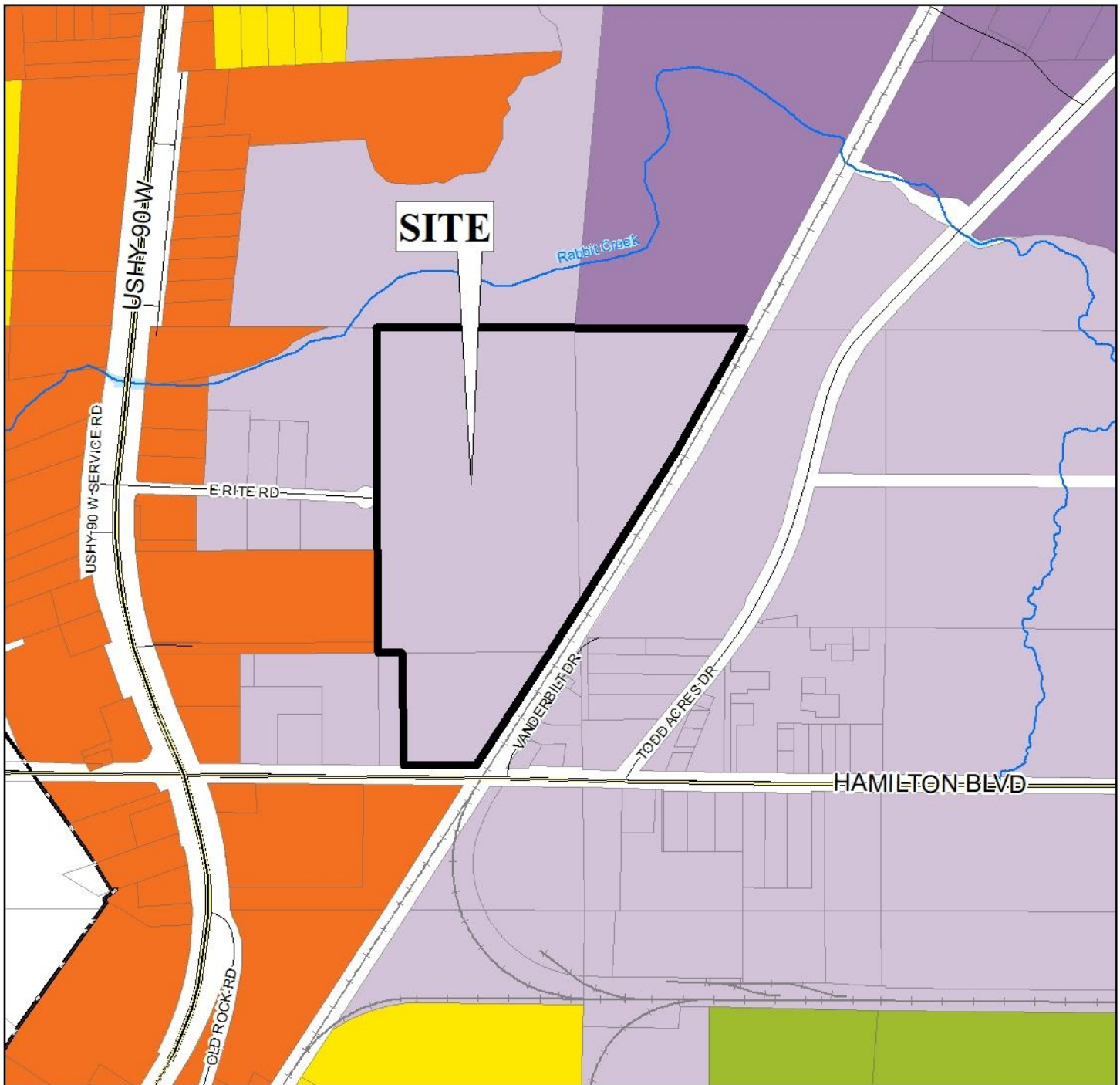
APPLICATION NUMBER 8 DATE February 16, 2022

APPLICANT Esfeller Industrial Park Subdivision

REQUEST Subdivision, Planned Unit Development



FLUM LOCATOR MAP



APPLICATION NUMBER 8 DATE February 16, 2022

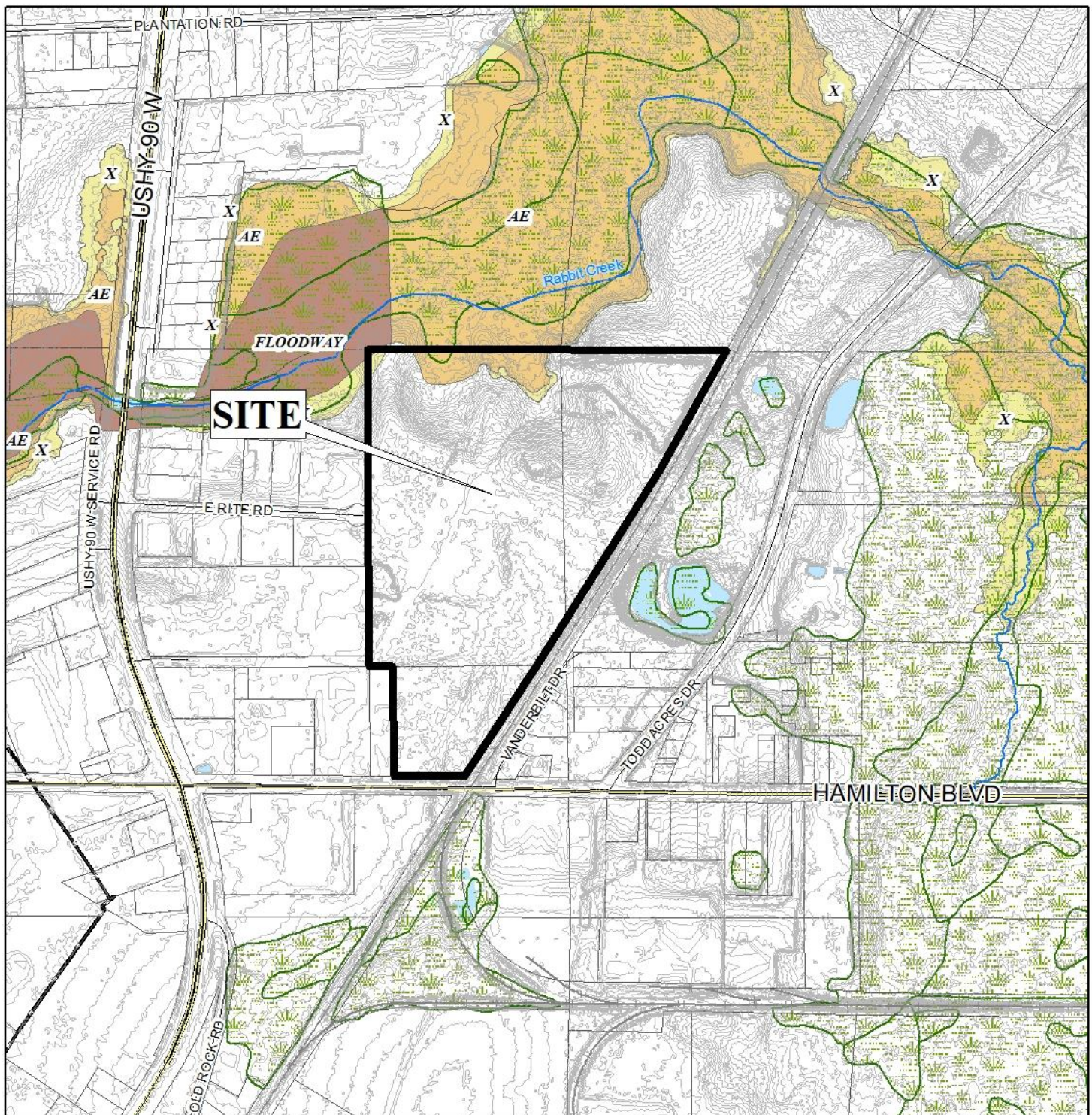
APPLICANT Esfeller Industrial Park Subdivision

REQUEST Subdivision, Planned Unit Development

Low Density Residential	Neighborhood Center - Traditional	Downtown Waterfront	Parks & Open Space
Mixed Density Residential	Neighborhood Center - Suburban	Light Industry	Water Dependent
Downtown	Traditional Corridor	Heavy Industry	
District Center	Mixed Commercial Corridor	Institutional	



ENVIRONMENTAL LOCATOR MAP



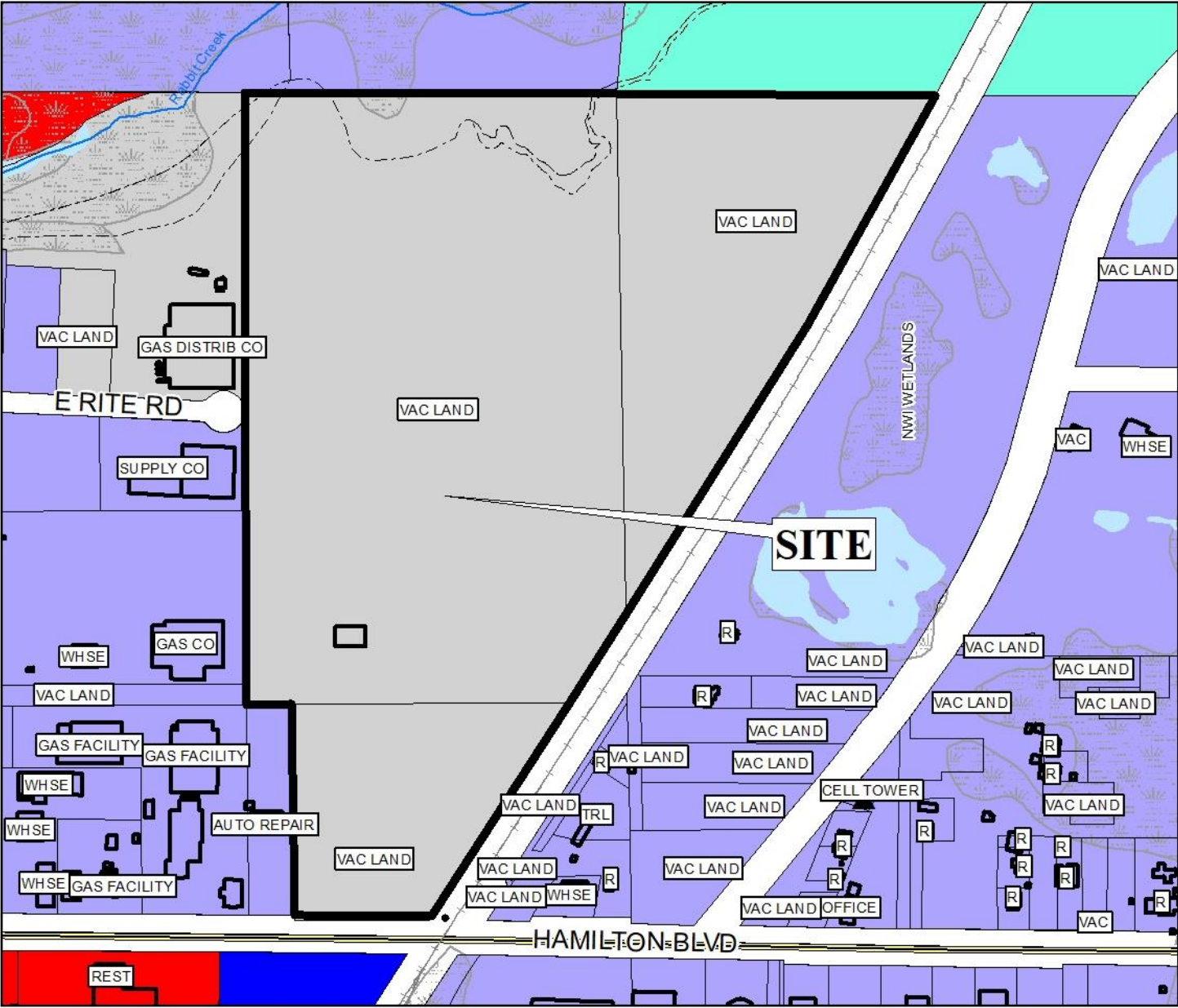
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**PLANNING COMMISSION
VICINITY MAP - EXISTING ZONING**



























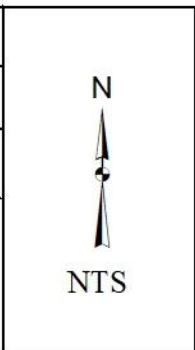
The site is surrounded by industrial units to the west, and commercial units to the east.

APPLICATION NUMBER 8 DATE February 16, 2022

APPLICANT Esfeller Industrial Park Subdivision

REQUEST Subdivision, Planned Unit Development

	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 industrial units to the west, and commercial units to the east.

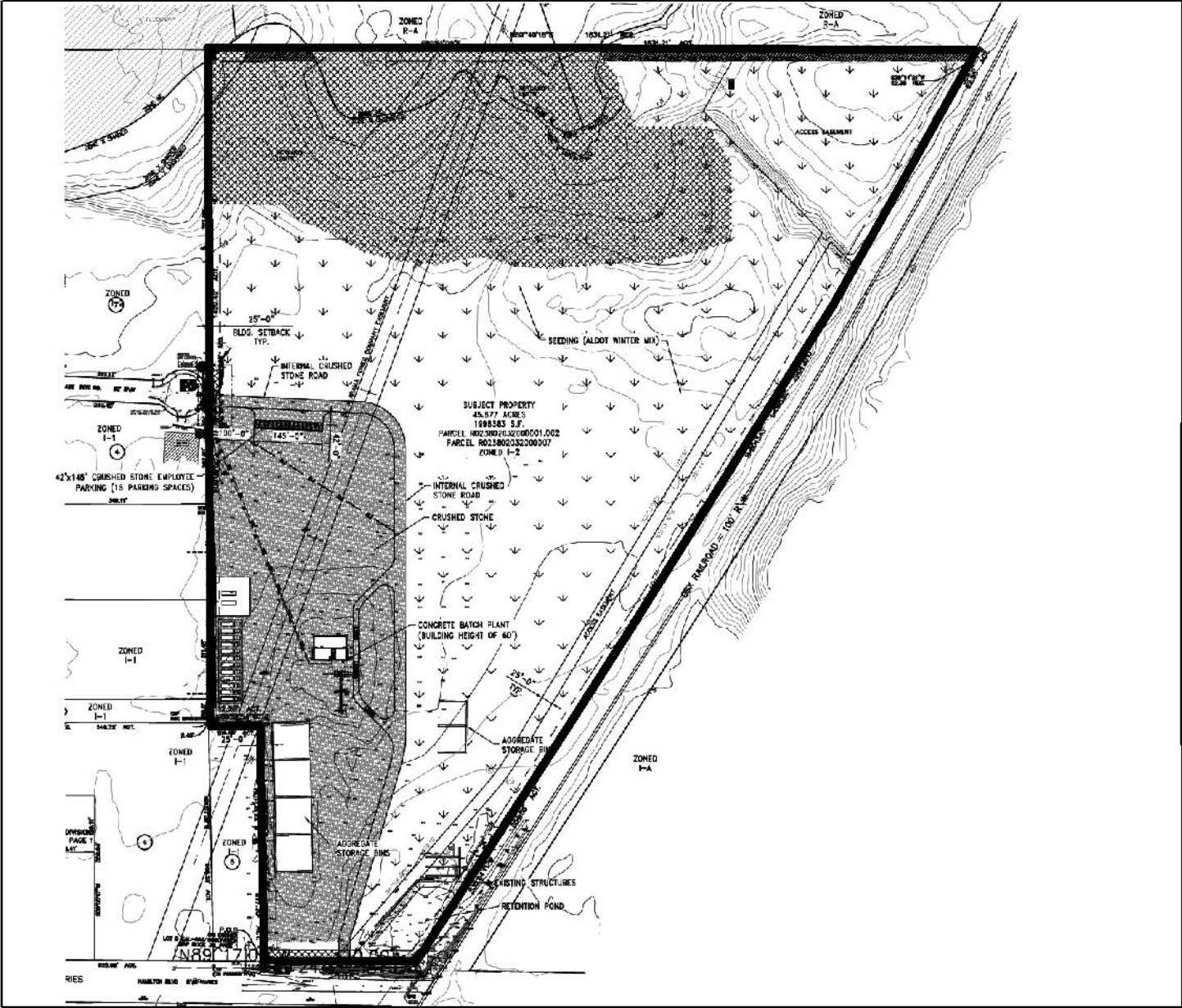
APPLICATION NUMBER 8 DATE February 16, 2022

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REQUEST Subdivision, Planned Unit Development



EXISTING SITE PLAN

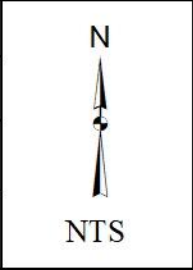


The site plan illustrates the existing property, easements, and storage bins.

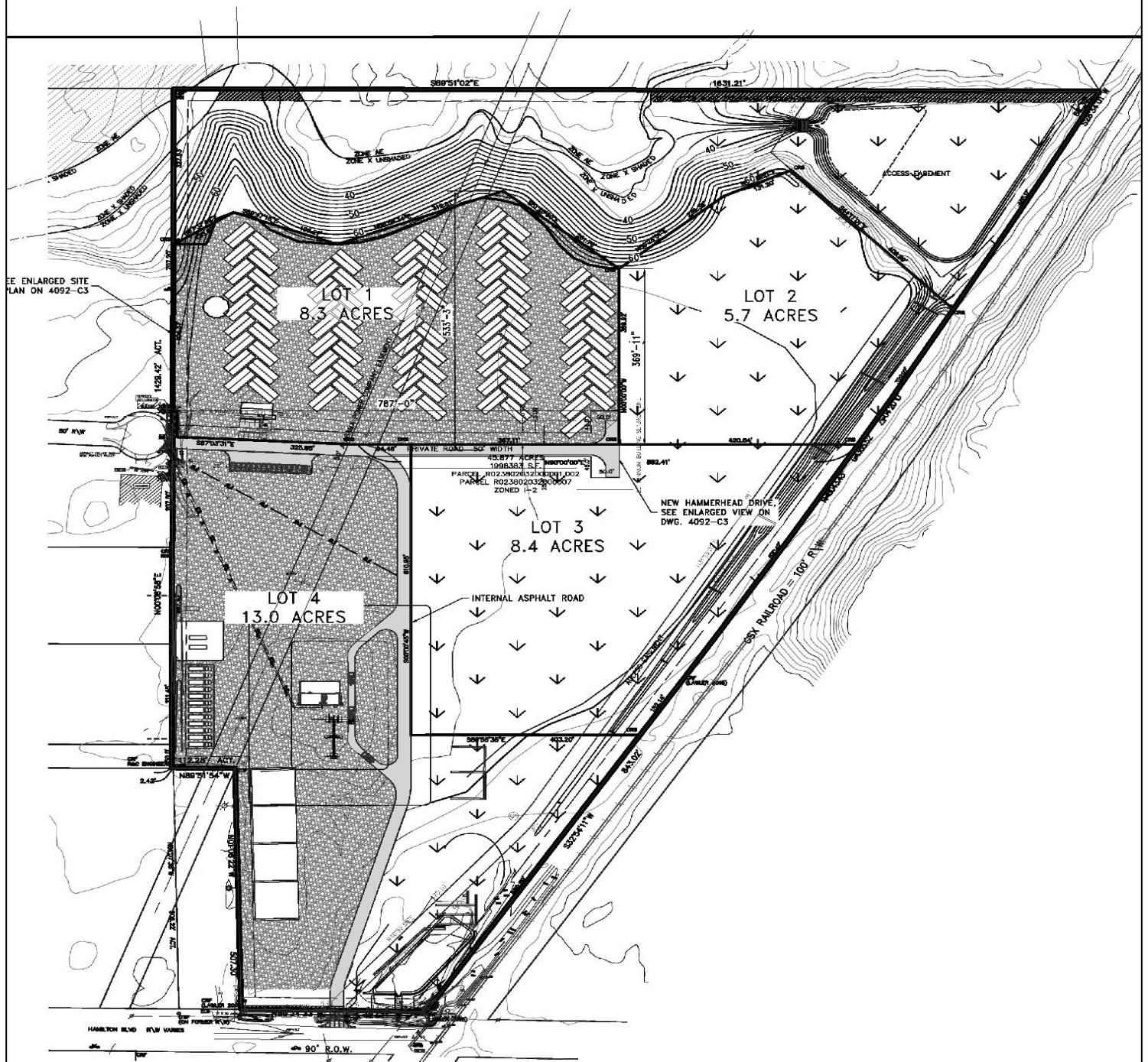
APPLICATION NUMBER 8 DATE February 16, 2022

APPLICANT Esfeller Industrial Park Subdivision

REQUEST Subdivision, Planned Unit Development



SITE PLAN



The site plan illustrates the new lease area, private street, easements, and setback.

APPLICATION NUMBER 8 DATE February 16, 2022

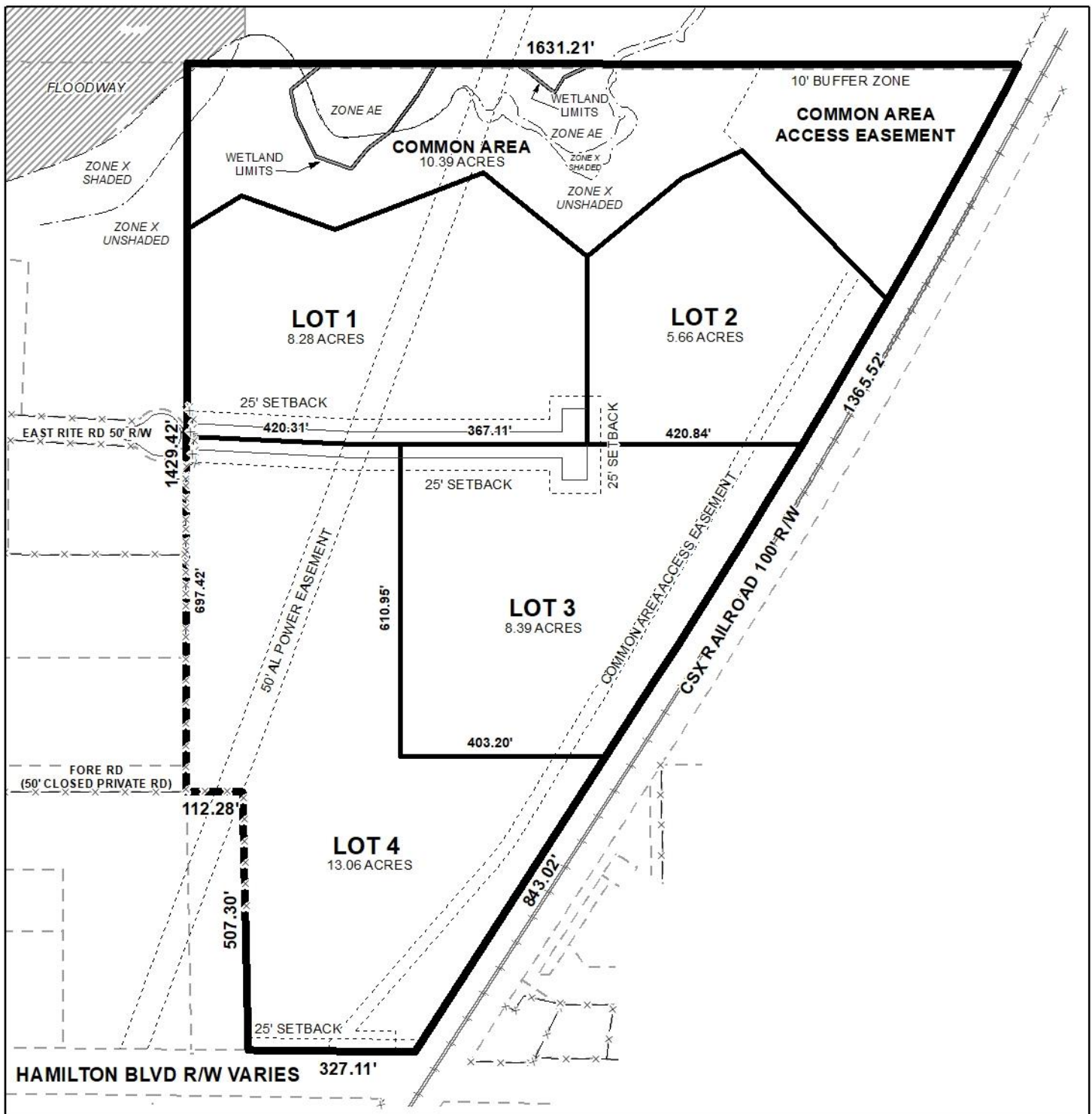
APPLICANT Esfeller Industrial Park Subdivision

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DETAIL SITE PLAN



APPLICATION NUMBER 8 DATE February 16, 2022

APPLICANT Esfeller Industrial Park Subdivision

REQUEST Subdivision, Planned Unit Development

