



# Agenda Item #: 8

## MOD-002864-2024

View additional details on this proposal and all application materials using the following link:

[Applicant Materials for Consideration –  
Planned Unit Development Modification](#)

### DETAILS

**Location:**

145, 151, 176, 195, 350 & 400 Dunlap Drive

**Subdivision Name:**

Austal USA MMF Addition Subdivision, Austal Outfit  
Yard 1 Subdivision

**Applicant / Agent:**

Joey Nunnally, Austal USA

**Property Owner:**

Austal USA, LLC

**Current Zoning:**

I-2, Heavy Industry District

**Future Land Use:**

Heavy Industry

**Applicable Codes, Policies, and Plans:**

- Unified Development Code
- Subdivision Regulations
- Map for Mobile Comprehensive Plan

**Schedule for Development:**

- Three months from approval.

**Proposal:**

- Major Modification of a previously approved Planned Unit Development.

**Considerations:**

1. Major Modification of a previously approved Planned Unit Development with twelve (12) conditions.

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# PLANNING COMMISSION VICINITY MAP - EXISTING AERIAL



The site is surrounded by commercial and residential units.

APPLICATION NUMBER <u>      8      </u> DATE <u>      March 21, 2024      </u>	 NTS
APPLICANT <u>      Joey Nunally, Austal USA (Stephen Delahunty, PE, Sawgrass Consulting, Agent)      </u>	
REQUEST <u>      PUD Modification      </u>	

## SITE HISTORY

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Two (2) of the three (3) areas within the subject site have been developed by Austal USA with various Planned Unit Developments (PUD's), Subdivisions, and variances, all for the purpose of expanding the company's shipbuilding operations. No one single case has included all of the areas to be reviewed by this application, and the areas now under review are not contiguous. One area is currently Alabama Department of Transportation property which has never been part of any application before the Planning Commission or Board of Zoning Adjustment.

## STAFF COMMENTS

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### **Engineering Comments:**

Retain NOTES #1 – 7 on SHEET 2 of 6 of the AUSTAL PUD MODIFICATION.

### **Traffic Engineering Comments:**

A traffic impact study will be required. The parking within the right-of-way is currently being reviewed by permitting and traffic engineering as a part of a right-of-way use agreement. 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 Article 3, Section 64-3-12 of the City's Unified Development Code.

### **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 (2021 International Fire Code). Fire apparatus access is required to be within 150' of all non-sprinklered commercial buildings and within 300' of all sprinklered commercial buildings. Fire water supply for all commercial buildings will be required to meet the guidance of Appendices B and C of the 2021 International Fire Code. The minimum requirement for fire hydrants is to be within 400' of non-sprinkled commercial buildings, within 600' of sprinkled commercial buildings, and within 100' of fire department connections (FDC) for both standpipes and sprinkler systems.

### **Planning Comments:**

The purpose of this application is to allow shared parking between multiple building sites and to allow multiple buildings on multiple building sites. Two of the three sites comprising this application are developed as part of the Austal USA shipbuilding complex. Due to the route of the proposed Mobile River Interstate 10 Bridge, the applicant must vacate a large portion of the parking area along the South side of ADDSCO Road within the Modular Manufacturing Facility site which was approved via a PUD approved on January 19, 2012. Replacement parking is proposed in another portion of that site, and in an area which is proposed to be purchased by the

applicant. Along with the new parking, the applicant also proposes manufacturing, production, warehousing and smaller support buildings on the Modular Manufacturing Facility site. The third site (Outfit Yard) is along the South side of Pinto Pass and Dunlap Drive which received Planned Unit Development approval on September 18, 2014 to allow multiple buildings on a single building site. No replacement parking is proposed on that site, but new buildings are proposed beyond those of the previously approved PUD. The bridge corridor traverses the North end of that site, but has no impact on buildings or parking.

As PUD approvals are site plan-specific and as the current expansion proposal is much larger in nature, the site is required to obtain Major Modification approval in order to proceed with the proposed construction. As a major modification to the previously approved PUDS is needed for parking, the applicant was advised to bring all anticipated parking and buildings to the Commission and City Council in one (1) application. The applicant states a time frame of three months from approval to begin construction.

The Modular Manufacturing Facility site will lose 650 of the current parking spaces. Within that site, three new parking areas will provide 382 parking spaces. Another 99 parking spaces are proposed adjacent to that site along the East side of Dunlap Drive within the public right-of-way. The applicant proposes to purchase 13.85± acres of land owned by the Alabama Department of Transportation extending from the West side of Dunlap Drive to the East bank of the Mobile River, at the West terminus of Austal Way. Within that area, 212 replacement parking spaces are proposed at its North end. The 650 lost spaces will then be replaced by 693 parking spaces. The proposed Mobile River Interstate 10 Bridge traverses the Southern portion of that area, and 534 future parking spaces are proposed within the bridge corridor. Dunlap Drive and ADDSCO Road and existing internal drives will provide all access to the proposed parking areas.

Pertaining to the Modular Manufacturing Facility site, in addition to the proposed relocation of parking, five (5) large manufacturing, production and warehousing buildings are proposed, ranging in size from approximately 16,250 square feet to approximately 74,375 square feet. Approximately 34 much smaller support buildings are also proposed within that site. The proposed bridge corridor across the site will result in the removal of 19 existing frontage heritage trees along ADDSCO Road. As this area will eventually be under the bridge when completed, the replacement of the lost trees should not be required.

The proposed 99 parking spaces within the Dunlap Drive right-of-way will require Traffic Engineering and Engineering approval, and as illustrated in the Traffic Engineering comments, the process of obtaining approval has begun.

Within the Outfit Yard, the applicant proposes two (2) new large buildings totaling approximately 96,700 square feet, and six (6) smaller buildings at approximately 5,000 square feet each. No new parking or access to that site is proposed. The approved September 18, 2014 PUD for that site indicated several proposed buildings, but it appears that only one (1) building was constructed. As proposed the new buildings would constitute an expansion of over 50% of the existing building footprint, thus full compliance with the landscaping and tree planting requirements of the UDC would apply at the time of new construction.

The large tract of land proposed to be obtained from the Alabama Department of Transportation has never been before the Planning Commission or Board of Zoning Adjustment. The site is vacant, except for some minor structures on portions leased for other commercial purposes. The land portion is crescent-shaped with a large basin off the Mobile River in the middle. The applicant proposes 212 temporary parking spaces along the North and East portions of the site with two (2) access drives off Dunlap Drive. The Southern portion of the site is within the proposed bridge corridor, and the site plan indicates a future parking area for 534 parking spaces within this area with one (1) access point off Dunlap Drive. No buildings are proposed other than a small guard shack at the Northern-most entrance drive. As the site is a metes-and-bounds legal description, it must be made a legal lot of



record via a one-lot subdivision. The applicant requests exemption from the landscaping requirements for this site, and such would seem in order due to the fact that the parking relocation is caused by the bridge construction project.

The site plan provides parking numbers for current parking requirements, spaces provided, those displaced and those replaced, but does not provide any calculations for future requirements for the proposed new buildings throughout the site based on the square footage of office space or the number of manufacturing/warehousing employees. The UDC stipulates that any parking spaces in excess of the minimum requirement must be Alternative Surface. However, due to site being zoned I-2, the entire parking areas could be an approved Alternative Surface – gravel (64-3-12.A.5.(c)(3) and 64-3-12.A.5.(d)(3)). In terms of parking there are other considerations involved, such as the provision of pedestrian safety aisles (64-3-12.A.5.(i) and (j)) and the provision of bicycle parking as per 64-3-12.A.9.(b).

The site plan does not indicate dumpsters, nor are there any notations stating that dumpsters will not be utilized and refuse collection will be either via curbside service or private can collection.

A revised Modified Planned Unit Development site plan (hard copy and pdf) illustrating compliance should be submitted to and approved by Planning and Zoning prior to recording the plan in Probate Court, as required by Section 64-5-8-B.2(f).

## PLANNED UNIT DEVELOPMENT MODIFICATION CONSIDERATIONS

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### Standards of Review:

The Unified Development Code (UDC) in Section 64-5-8-B.(5) states the following concerning Planning Approval / Planned Unit Development Modifications:

Approval Criteria. The Planning Commission shall not recommend a major modification for approval, and the City Council shall not approve the modification, unless the proposed modification:

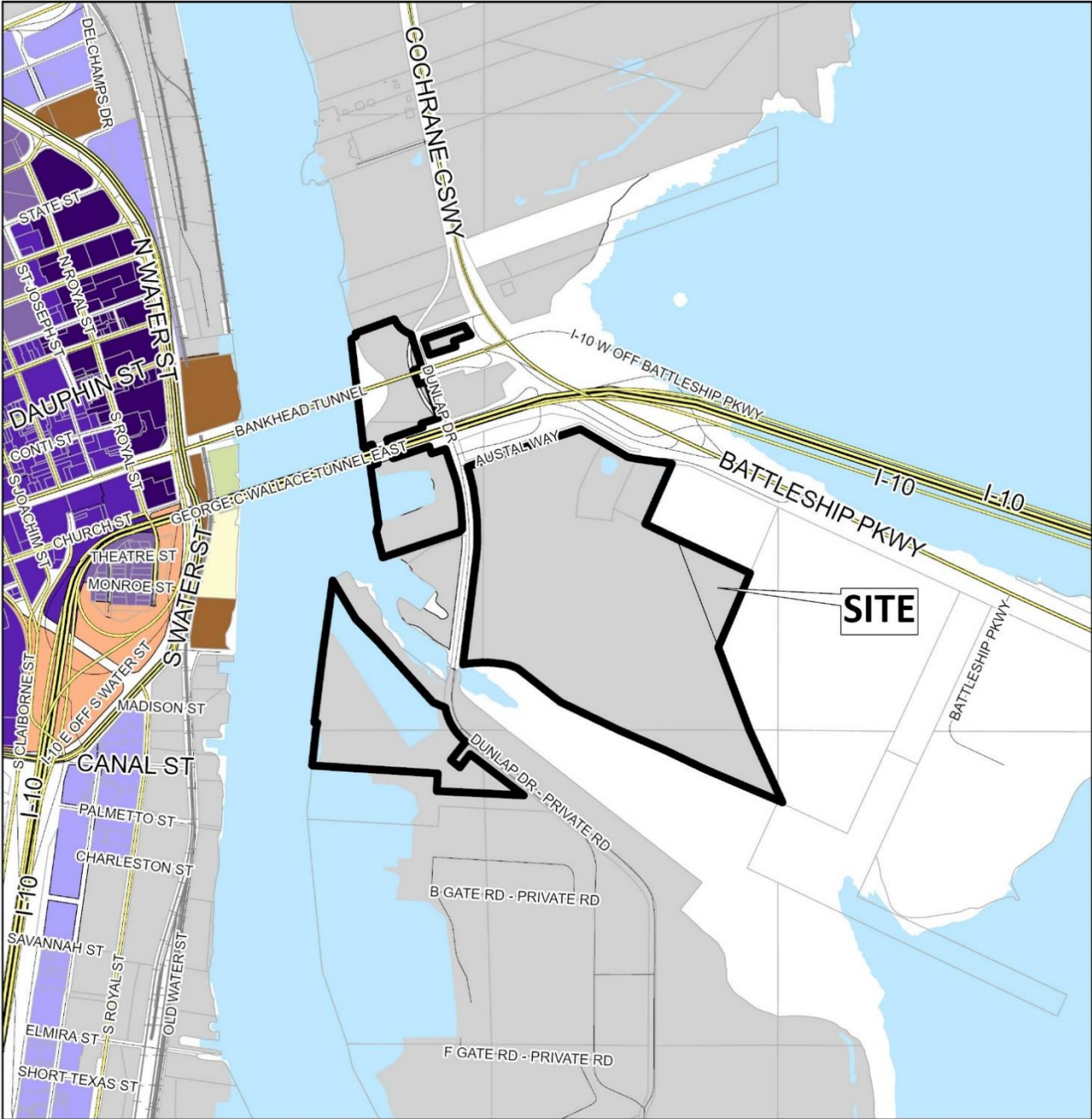
1. Is consistent with all applicable requirements of this Chapter;
2. Is compatible with the character of the surrounding neighborhood;
3. Will not impede the orderly development and improvement of surrounding property;
4. Will not adversely affect the health, safety or welfare of persons living or working in the surrounding neighborhood, or be more injurious to property or improvements in the neighborhood:
  - a. In making this determination, the Planning Commission and City Council shall consider the location, type and height of buildings or structures, the type and extent of landscaping and screening, lighting, hours of operation or any other conditions that mitigate the impacts of the proposed development; and
  - b. Includes adequate public facilities and utilities;
5. Is subject to adequate design standards to provide ingress and egress that minimize traffic hazards and traffic congestion on the public roads;
6. Is not noxious or offensive by reason of emissions, vibration, noise, odor, dust, smoke or gas; and
7. Shall not be detrimental or endanger the public health, safety or general welfare.
8. Benefits Consideration. In addition, consideration should also be given to the City's and the larger community's best interests and the need, benefit, or public purpose of the proposed request.

## Considerations:

If the Planning Commission considers a recommendation of approval of the Modified Planned Unit Development, the following conditions should apply:

1. Approval from Traffic Engineering and Engineering for the 99 parking spaces within the right-of-way along Dunlap Drive;
2. Placement of a note on the recorded site plan stating that full compliance with the UDC landscaping and tree planting requirements for the Outfit Yard, including but not limited to the provision of adequate parking with required safety aisles, landscaping and tree plantings, surfacing and bicycle parking will be provided when the level of improvements exceed 50% of the existing site (at the time of recording);
3. Placement of a note on the recorded site plan stating that complaint parking calculations for the over-all site will be provided as each proposed building is submitted for approval (based on the square footage of office space and the number of manufacturing/warehousing employees);
4. Revision of the site plan to provide pedestrian safety aisles (64-3-12.A.5.(i) and (j)) within all parking areas;
5. Revision of the site plan to provide bicycle parking as per 64-3-12.A.9.(b);
6. Revision of the site plan to indicate compliant dumpsters, or the placement of a note on the site plan stating that dumpsters will not be utilized and refuse collection will be either via curbside service or private can collection;
7. Compliance with all Engineering comments noted in this staff report;
8. Placement of a note on the recorded site plan stating the Traffic Engineering comments noted in this staff report;
9. Compliance with all Urban Forestry comments noted in this staff report;
10. Compliance with all Fire Department comments noted in this staff report;
11. Submittal to and approval by Planning and Zoning of the revised Modified Planned Unit Development site plan prior to its recording in Probate Court, and provision of a copy of the recorded site plan (hard copy and pdf) to Planning; and
12. Full compliance with all municipal codes and ordinances.

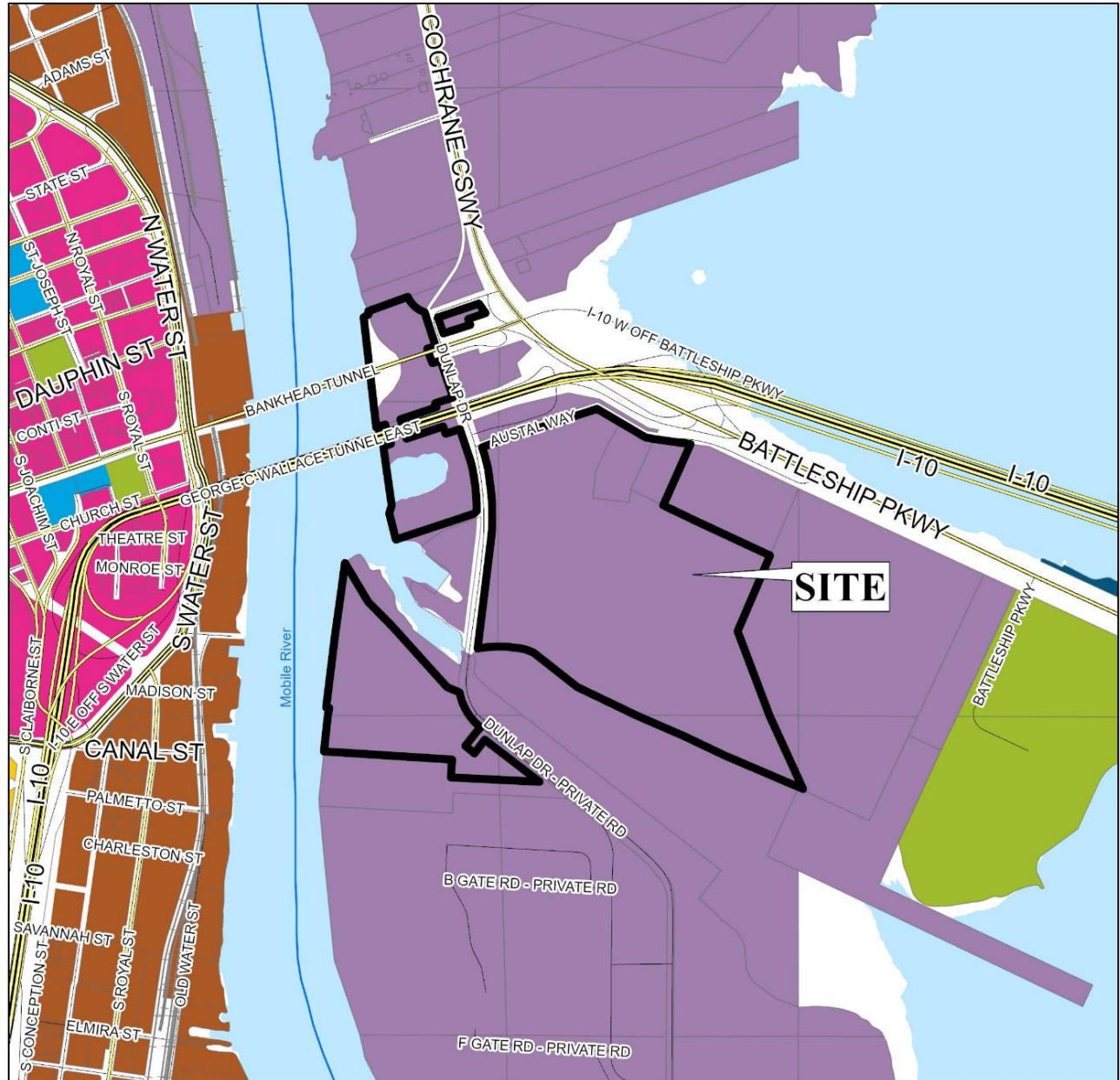
# LOCATOR ZONING MAP



APPLICATION NUMBER	8	DATE	March 21, 2024
APPLICANT	Joey Nunally, Austal USA (Stephen Delahunty, PE, Sawgrass Consulting, Agent)		
REQUEST	PUD Modification		



# FLUM LOCATOR MAP



APPLICATION NUMBER 8 DATE March 21, 2024

APPLICANT Joey Nunally, Austal USA (Stephen Delahunty, PE, Sawgrass Consulting, Agent)

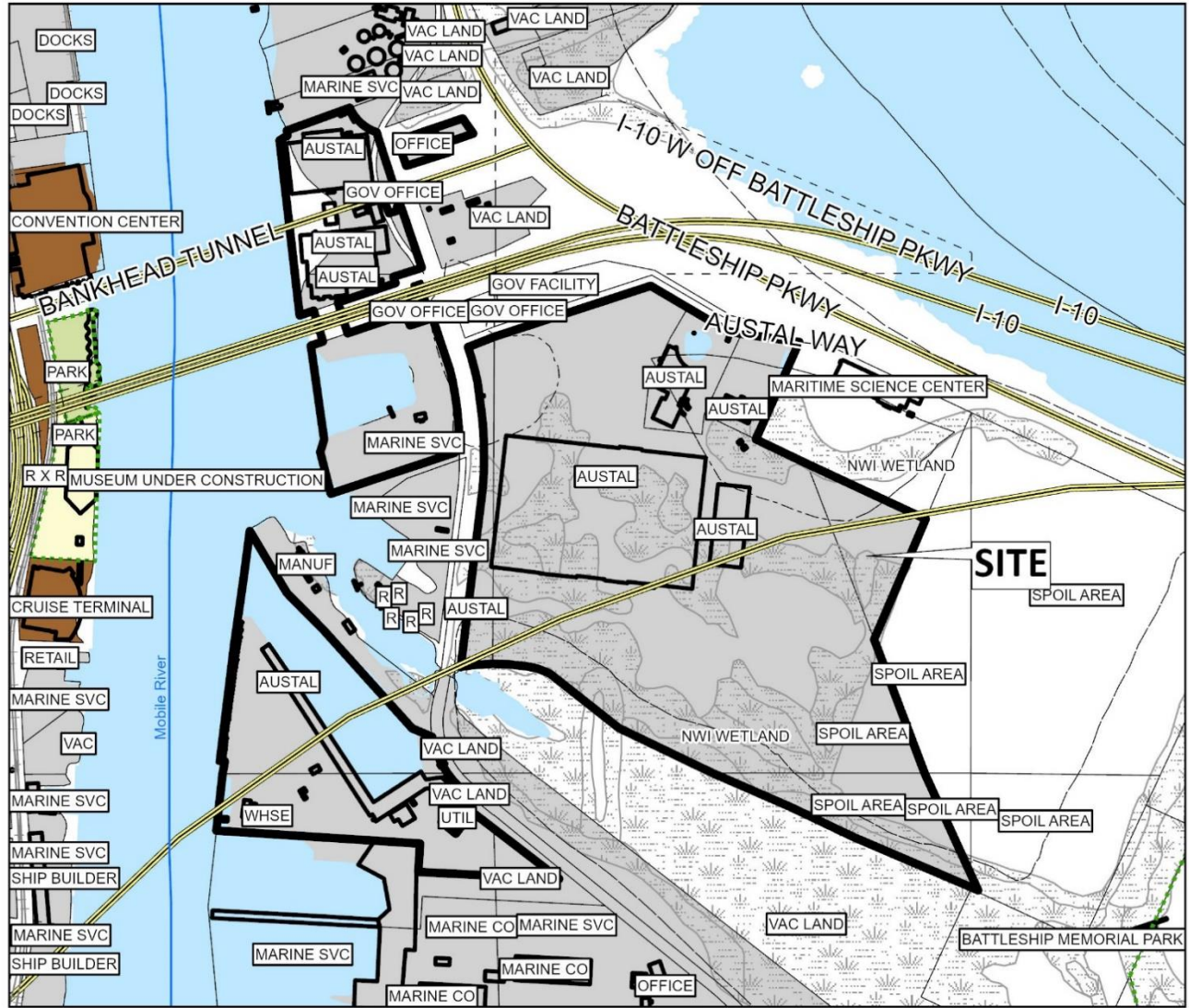
REQUEST PUD Modification

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| <span style="display: inline-block; width: 15px; height: 10px; background-color: magenta; border: 1px solid black;"></span> Mixed Density Residential | <span style="display: inline-block; width: 15px; height: 10px; background-color: blue; border: 1px solid black;"></span> Neighborhood Center - Suburban       | <span style="display: inline-block; width: 15px; height: 10px; background-color: lightpurple; border: 1px solid black;"></span> Light Industry | <span style="display: inline-block; width: 15px; height: 10px; background-color: darkblue; border: 1px solid black;"></span> Water Dependent      |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black;"></span> Downtown                      | <span style="display: inline-block; width: 15px; height: 10px; background-color: pink; border: 1px solid black;"></span> Traditional Corridor                 | <span style="display: inline-block; width: 15px; height: 10px; background-color: purple; border: 1px solid black;"></span> Heavy Industry      |   |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: orange; border: 1px solid black;"></span> District Center            | <span style="display: inline-block; width: 15px; height: 10px; background-color: lightorange; border: 1px solid black;"></span> Mixed Commercial Corridor     | <span style="display: inline-block; width: 15px; height: 10px; background-color: cyan; border: 1px solid black;"></span> Institutional         |   |





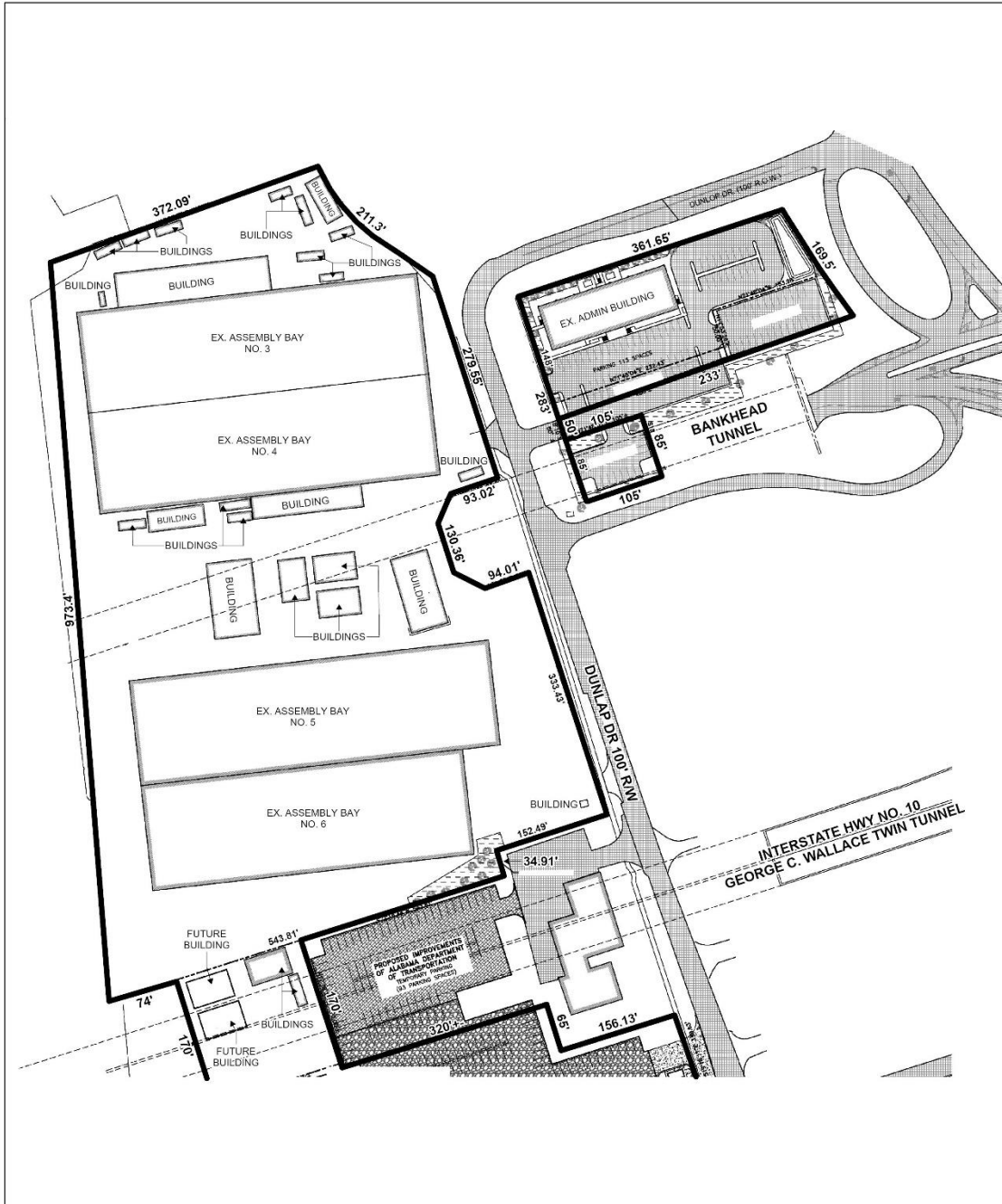
# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING




The site is surrounded by marine services and industrial units.

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<span style="display: inline-block; width: 15px; height: 10px; background-color: #ffff00; border: 1px solid black;"></span> R-2	<span style="display: inline-block; width: 15px; height: 10px; background-color: #ffcc99; border: 1px solid black;"></span> H-B	<span style="display: inline-block; width: 15px; height: 10px; background-color: #800080; border: 1px solid black;"></span> LB-2	<span style="display: inline-block; width: 15px; height: 10px; background-color: #654321; border: 1px solid black;"></span> B-4	<span style="display: inline-block; width: 15px; height: 10px; background-color: #add8e6; border: 1px solid black;"></span> MM	<span style="display: inline-block; width: 15px; height: 10px; background-color: #9370db; border: 1px solid black;"></span> I-1	<span style="display: inline-block; width: 15px; height: 10px; background-color: #ffff00; border: 1px solid black;"></span> MUN	<span style="display: inline-block; width: 15px; height: 10px; background-color: #ff4500; border: 1px solid black;"></span> SD-WH	<span style="display: inline-block; width: 15px; height: 10px; background-color: #4b0082; border: 1px solid black;"></span> T-5.1																									
<div style="text-align: center;"> <span style="color: green; font-size: 2em;">N</span>    <span style="font-weight: bold;">NTS</span> </div>																																	

## SITE PLAN

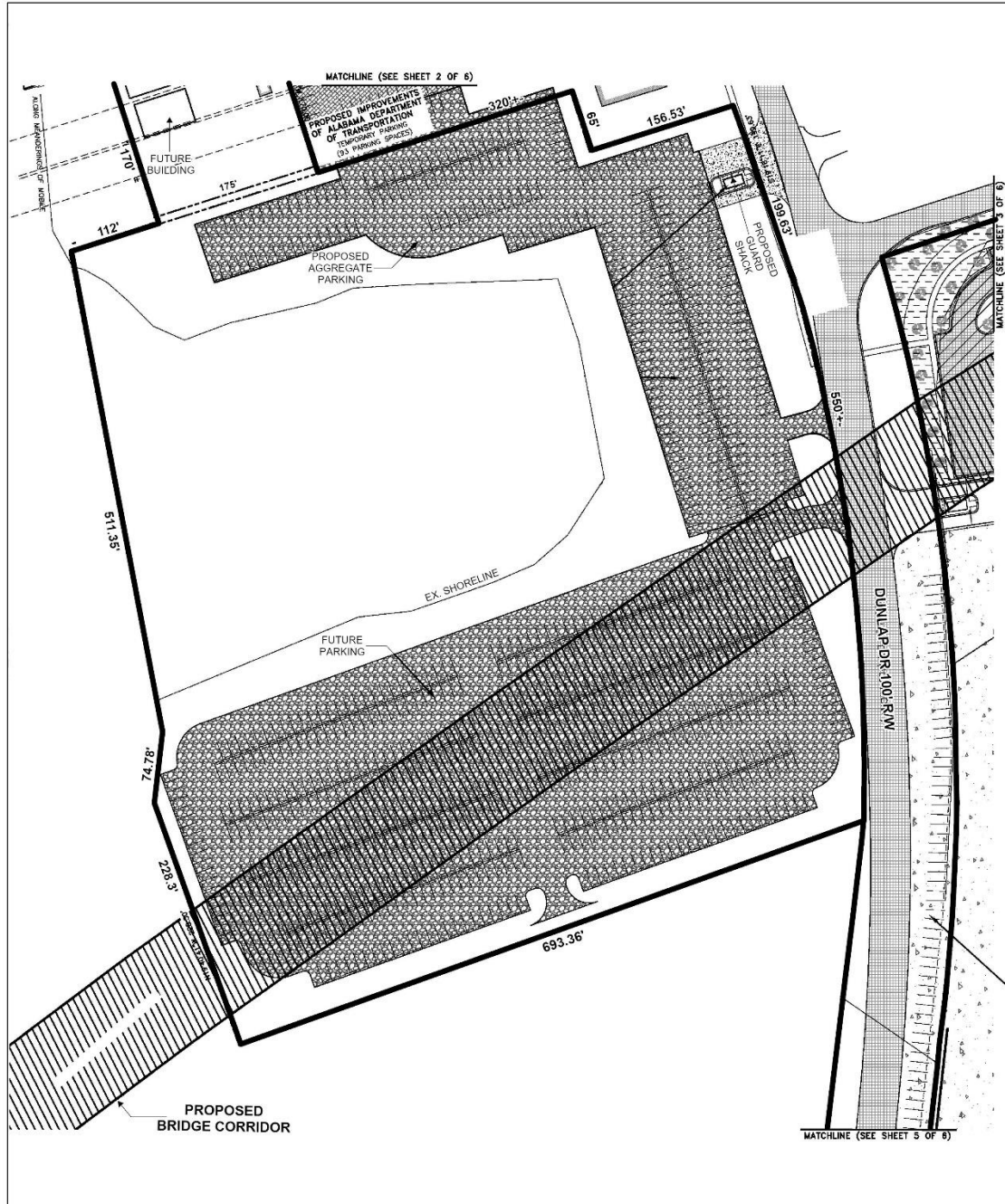


The site plan illustrates existing marine manufacturing facilities, existing buildings, and proposed buildings.


APPLICATION NUMBER	8	DATE	March 21, 2024
APPLICANT	Joey Nunally, Austal USA (Stephen Delahunty, PE, Sawgrass Consulting, Agent)		
REQUEST	PUD Modification		
 <p style="margin: 0;">NTS</p>			



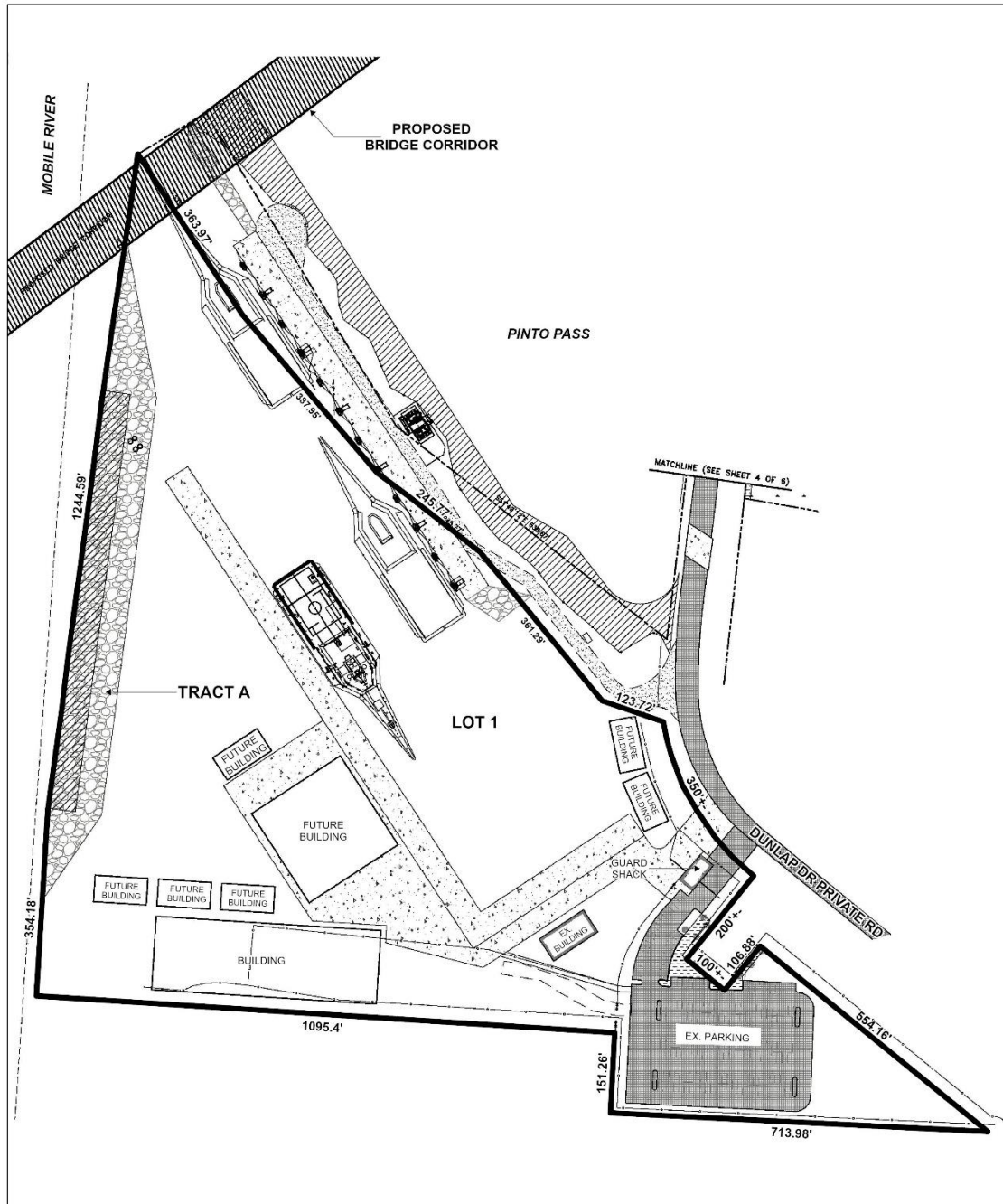
# SITE PLAN



The site plan illustrates proposed buildings and proposed parking.

APPLICATION NUMBER <u>8</u>	DATE <u>March 21, 2024</u>	
APPLICANT <u>Joey Nunally, Austal USA (Stephen Delahunty, PE, Sawgrass Consulting, Agent)</u>		
REQUEST <u>PUD Modification</u>		

## SITE PLAN

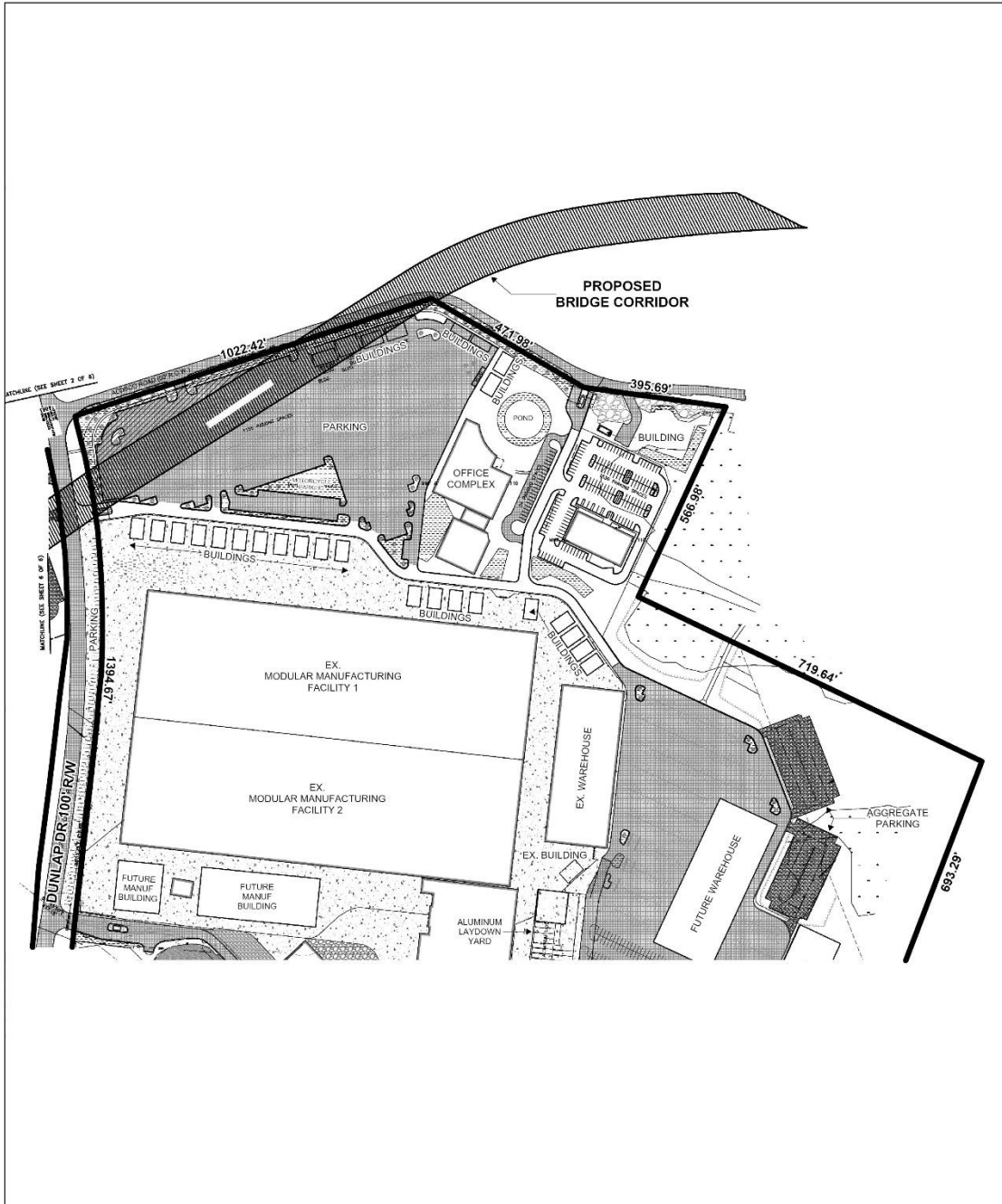


The site plan illustrates existing marine manufacturing facilities, existing buildings, existing parking, and proposed buildings.


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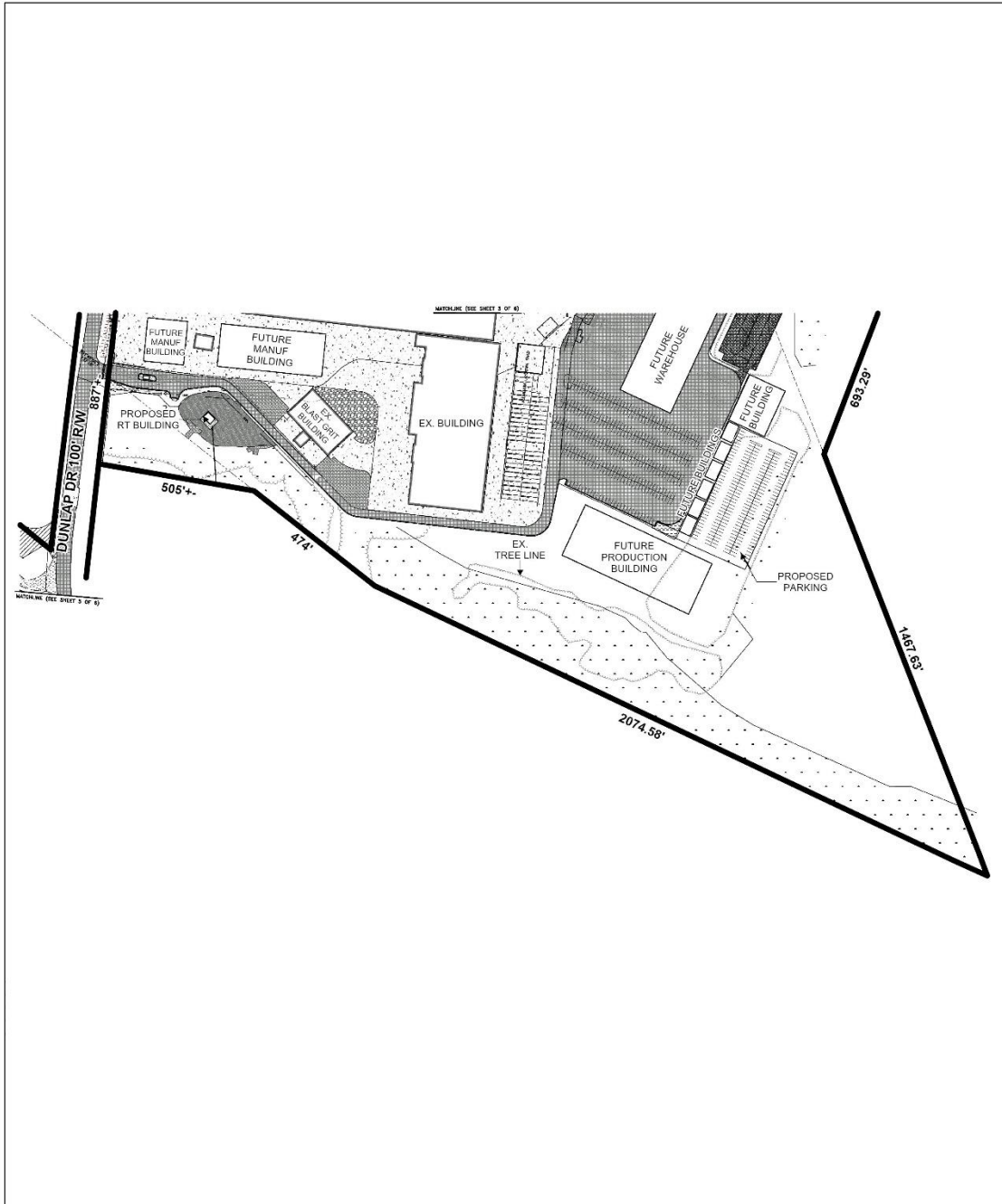
# SITE PLAN




The site plan illustrates existing manufacturing facilities, existing buildings, existing parking, proposed buildings and proposed parking.

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# SITE PLAN



The site plan illustrates existing manufacturing facilities, existing buildings, existing parking, proposed buildings and proposed parking.

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ZONING DISTRICT CORRESPONDENCE MATRIX			LOW DENSITY RESIDENTIAL (LDR)	MIXED DENSITY RESIDENTIAL (MXDR)	DOWNTOWN (DT)	DISTRICT CENTER (DC)	NEIGHBORHOOD CENTER - TRADITIONAL (NC-T)	NEIGHBORHOOD CENTER - SUBURBAN (NC-S)	TRADITIONAL CORRIDOR (TC)	MIXED COMMERCIAL CORRIDOR (MCC)	LIGHT INDUSTRIAL (LI)	HEAVY INDUSTRY (HI)	INSTITUTIONAL LAND USE (INS)	PARKS & OPEN SPACE (POS)	DOWNTOWN WATERFRONT (DW)	WATER DEPENDENT USES (WDWRU)
RESIDENTIAL - AG	R-A															
ONE-FAMILY RESIDENCE	R-1	■				■		■						□		
TWO-FAMILY RESIDENCE	R-2	■				■		■						□	○	
MULTIPLE-FAMILY	R-3	○	■			■	■							□	○	
RESIDENTIAL-BUSINESS	R-B		○			■		■						□	○	
TRANSITIONAL-BUSINESS	T-B		○		■	■	■	■						□		
HISTORIC BUSINESS	H-B			■		■		■						□		
VILLAGE CENTER	TCD					■	■							□		
NEIGH. CENTER	TCD					■	■							□		
NEIGH. GENERAL	TCD					■								□		
DOWNTOWN DEV. DDD	T-6			■										□		
DOWNTOWN DEV. DDD	T-5.1			■		■		□						□		
DOWNTOWN DEV. DDD	T-5.2			■		■								□		
DOWNTOWN DEV. DDD	T-4			■		■		□						□		
DOWNTOWN DEV. DDD	T-3			■		■								□		
DOWNTOWN DEV. DDD	SD-WH										○	○		□		
DOWNTOWN DEV. DD	SD	○	○	○	○	○	○	○			○	○		□		
BUFFER BUSINESS	B-1		□			□	■	■	■					□	○	
NEIGH. BUSINESS	B-2		○			□	■	■	■					□	○	
LIMITED BUSINESS	LB-2		○			□	■	■	■					□	○	
COMMUNITY BUSINESS	B-3				■				■				○	□	○	
GEN. BUSINESS	B-4			■					■				○	□	○	
OFFICE-DISTRIBUTION	B-5								■	■				□	□	
LIGHT INDUSTRY	I-1										■			□	□	□
HEAVY INDUSTRY	I-2											■		□		□

**Zoning District Correspondence Matrix**

- Directly Related
- Elements of the zoning category are related to the future LU category, but with qualifications (such as a development plan with conditions)
- Land use category is appropriate, but the district does not directly implement the category (e.g., open space in an industrial district)



## HEAVY INDUSTRY (HI)

This designation applies to larger parcels primarily devoted to high-impact industrial activity which is preferably removed from residential and commercial uses. Light industry, industrial business or heavy commercial lands may separate heavy industry from other land uses.

Heavy industrial areas include collection, treatment, and manufacturing processes which use raw materials, are distinguished by the presence of noise, vibration, and/or odors, and benefit from easy access to a multimodal freight transportation network. Certain types of

heavy industry are characterized by low building coverage and activities that rely on large areas of outdoor storage of raw material stockpiles and/or waste-product disposal areas, storage tanks, pipelines, and transportation yards to handle the transfer of heavy materials. The outdoor storage areas should be screened as much as possible by the nature of the stored materials.

Land designated as HI may be underdeveloped due to the presence of wetlands on portions of the parcel. In these cases, the wetlands may serve to buffer surrounding uses from the potential impacts of the heavy industrial use. Undeveloped areas of HI parcels that have tree cover may be used as

buffering between the heavy industrial use and other uses. Where buffers do not exist naturally, they should be provided as spelled out in the zoning and subdivision regulations. Open areas reserved for dredge disposal are also designated as HI and may contain wetlands.

In Mobile, port terminal facilities, docks, shipyards, drydocks, etc., are mostly owned by the State of Alabama. Although not subject to local zoning, these facilities are shown as heavy industrial uses in the FLUM.