



Agenda Item #: 8

MOD-002556-2023

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

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

DETAILS

Location:

350, 400, 530 & 660 Dunlap Drive

Subdivision Name:

Pinto Island Industrial Park Subdivision

Applicant / Agent:

Joey Nunnally, Austal USA

Property Owner:

Austal USA, LLC and EPIC Alabama Maritime Assets

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:

- Not provided

Proposal:

- Modification of a previously approved Planned Unit Development

Considerations:

1. Modification of a previously approved Planned Unit Development with eight (8) conditions.


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PLANNING COMMISSION VICINITY MAP - EXISTING AERIAL



The site is surrounded by industrial units.

APPLICATION NUMBER <u> 8 </u> DATE <u> July 20, 2023 </u>	 NTS
APPLICANT <u> Pinto Island Industrial Park Subdivision </u>	
REQUEST <u> PUD Modification </u>	

SITE HISTORY

The subject site was originally developed as the Alabama Drydock and Shipbuilding Company in 1917, and remained such until that business ceased operations in the mid 1970s. Since then the site has been under various ownerships, all for the purpose of marine vessel building, modification or dismantling.

The site has had numerous Planned Unit Development (PUD) applications approved since 1996. The over-all site last received PUD approval in 2007 to allow multiple buildings, on multiple parcels with shared parking and access.

STAFF COMMENTS

Engineering Comments:

ADD THE FOLLOWING NOTES TO THE REVISED PUD SITE PLAN:

1. Any work performed in the existing Public 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 Permitting Department (251-208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII).
2. A Land Disturbance Permit application shall be submitted for any proposed land disturbing activity with the property. A complete set of construction plans including, but not limited to, drainage, utilities, grading, storm water detention systems and paving 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.
3. Any and all proposed land disturbing activity within the property will need to be submitted for review and be in conformance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.
4. A 25' riparian buffer may be required, during development, along the edge of anything considered by ADEM to be a water of the state.
5. 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.
6. The approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit. The Owner/Developer is responsible for acquiring all of the necessary permits and approvals.
7. The proposed development must comply with all Engineering Department design requirements and Policy Letters.

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 64-3-12 of the Unified Development Code (UDC).

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 commercial and residential buildings. A fire hydrant is required to be within 400' of non-sprinkled commercial buildings and 600' of sprinkled commercial buildings.

Planning Comments:

The subject site is developed as an existing shipyard. The applicant proposes to expand within two areas of the facility in order to fabricate modular components for nuclear submarines constructed by other shipyards. No PUD has been approved by the Commission which covers the entire site. 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.

No time frame for the proposed development was provided; however, the applicant states that an increase in employment of 2,000 workers is expected in the next 24 months. All access to the two (2) areas of expansion would be via Dunlap Drive and the existing internal drives.

Three (3) final assembly bays are proposed toward the north end of the site totaling approximately 229,193 square feet. Further to the North, a large parking area is proposed between Dunlap Drive and the remains of Pinto Pass. Toward the South end of the site a modular manufacturing facility consisting of approximately 271,250 square feet is proposed, as well as a bulk gas storage building, a paint booth building and an associated parking area.

The development as proposed will consist of over 500,000 square feet of building improvements, thus constituting a 50% plus improvement for the site; therefore, full compliance with the UDC will be required. From a landscaping perspective, the site must have 12% landscaping (64-2-22.E.10); however, as the site is zoned I-2 and is served by internal access streets, tree plantings are only required for the parking areas.

Regarding parking, if these new buildings generate 2,000 employees as stipulated by the applicant, then 667 parking spaces are required, and 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 area 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 compliant tree and landscape islands (64-3-7.A.2.(b)(3)a and Section 64-3-7.A.3.(c)(2)). Bicycle parking is also required per 64-3-12.A.9.(b).

The proposed building expansions will comply with setback and site coverage allowances of the UDC; however, the buildings will exceed the maximum height allowed in an I-2 district, thus a variance for the building height would be required.

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

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. Full compliance with the UDC, including but not limited to the provision of adequate parking with required safety aisles, landscaping and tree plantings, surfacing and bicycle parking;
2. Obtaining of the required height variances from the Board of Zoning Adjustment;
3. Compliance with all Engineering comments noted in this staff report;
4. Placement of a note on the recorded site plan stating the Traffic Engineering comments noted in this staff report;
5. Compliance with all Urban Forestry comments noted in this staff report;
6. Compliance with all Fire Department comments noted in this staff report;

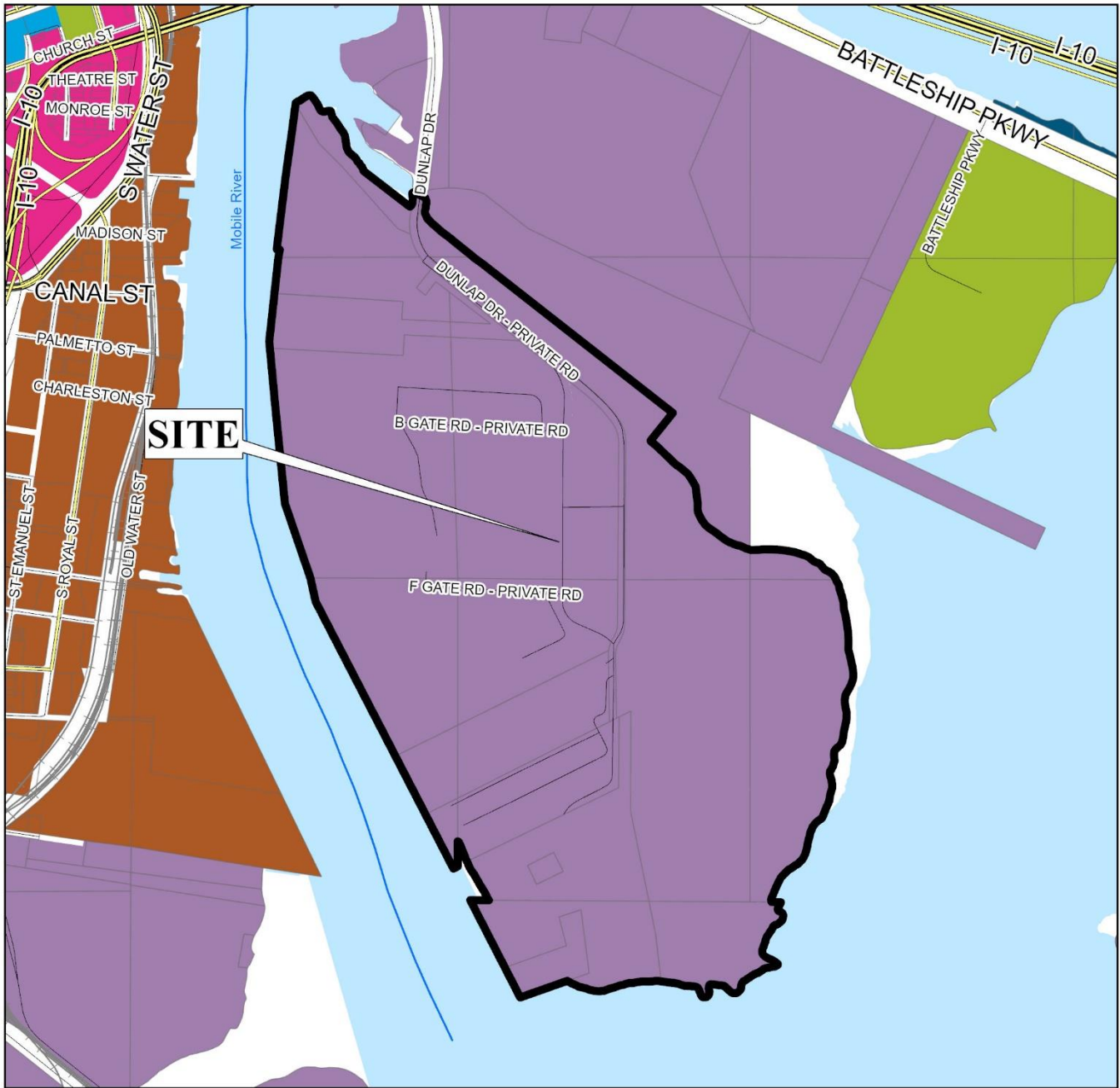
7. Submittal to and approval by Planning and Zoning of the revised Modified Planned Unit Development site plan prior to its recording in Probate Court, and provision of a copy of the recorded site plan (hard copy and pdf) to Planning; and
8. Full compliance with all municipal codes and ordinances.

LOCATOR ZONING MAP



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FLUM LOCATOR MAP



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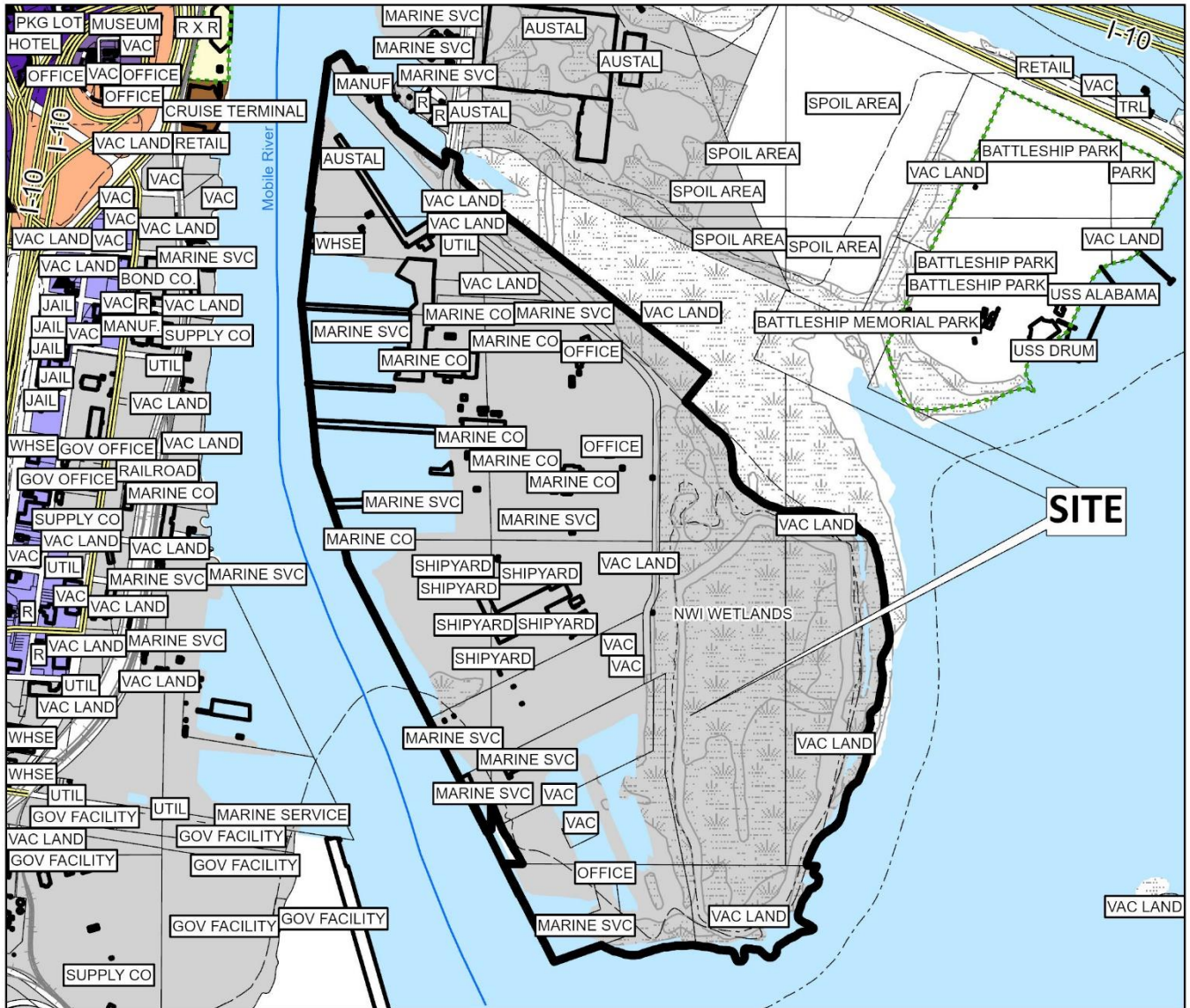
APPLICANT Pinto Island Industrial Park Subdivision

REQUEST PUD Modification

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



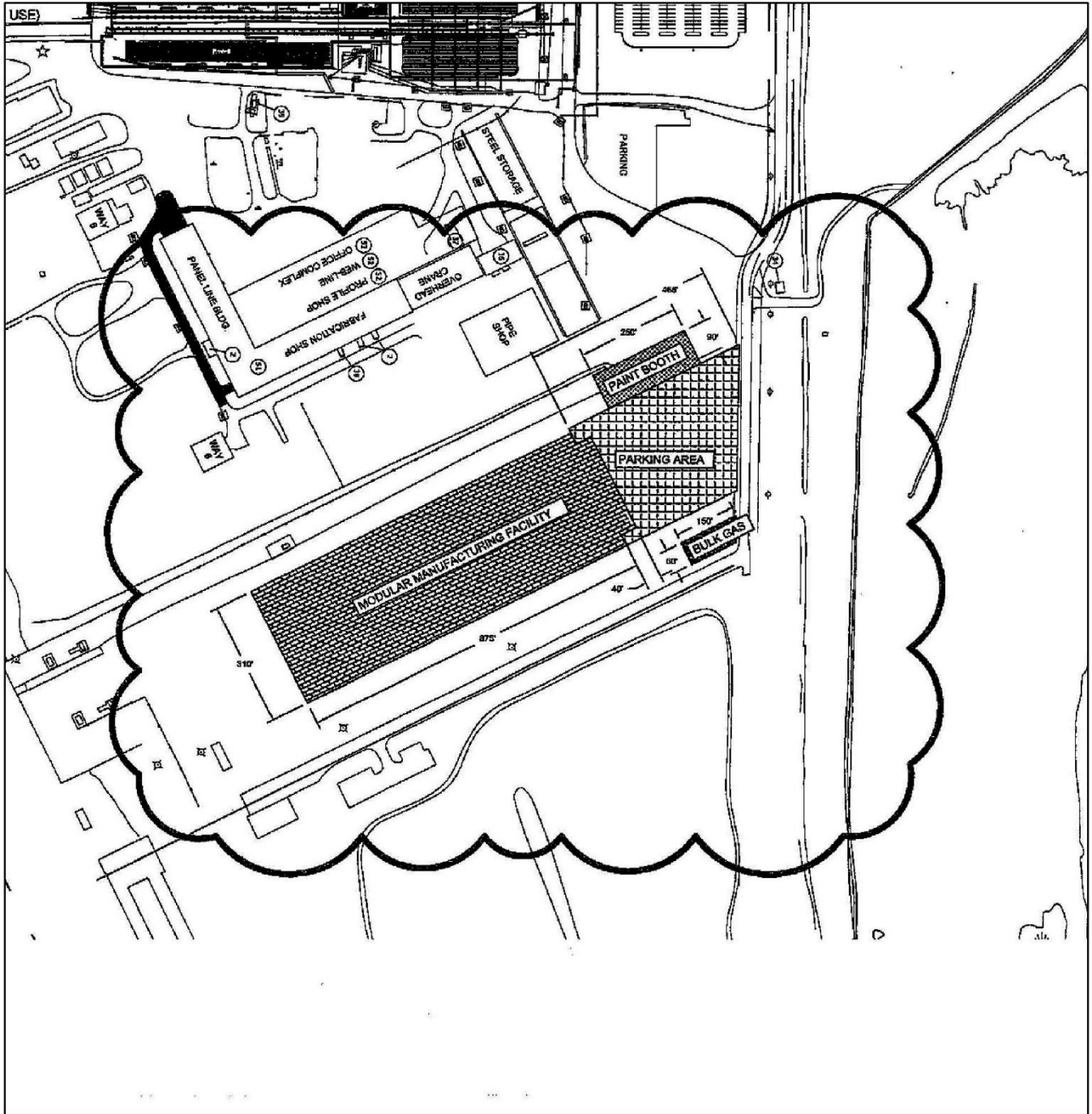
PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



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<div style="display: flex; justify-content: space-between; font-size: small;"> <div style="display: flex; flex-wrap: wrap;"> <div style="width: 20%;"> R-A</div> <div style="width: 20%;"> R-3</div> <div style="width: 20%;"> T-B</div> <div style="width: 20%;"> B-2</div> <div style="width: 20%;"> B-5</div> <div style="width: 20%;"> MUN</div> <div style="width: 20%;"> SD-WH</div> <div style="width: 20%;"> T5.1</div> </div> <div style="display: flex; flex-wrap: wrap; margin-top: 5px;"> <div style="width: 20%;"> R-1</div> <div style="width: 20%;"> R-B</div> <div style="width: 20%;"> B-1</div> <div style="width: 20%;"> B-3</div> <div style="width: 20%;"> I-1</div> <div style="width: 20%;"> OPEN</div> <div style="width: 20%;"> T3</div> <div style="width: 20%;"> T5.2</div> </div> <div style="display: flex; flex-wrap: wrap; margin-top: 5px;"> <div style="width: 20%;"> R-2</div> <div style="width: 20%;"> H-B</div> <div style="width: 20%;"> LB-2</div> <div style="width: 20%;"> B-4</div> <div style="width: 20%;"> I-2</div> <div style="width: 20%;"> SD</div> <div style="width: 20%;"> T4</div> <div style="width: 20%;"> T6</div> </div> </div>		

DETAIL SITE PLAN



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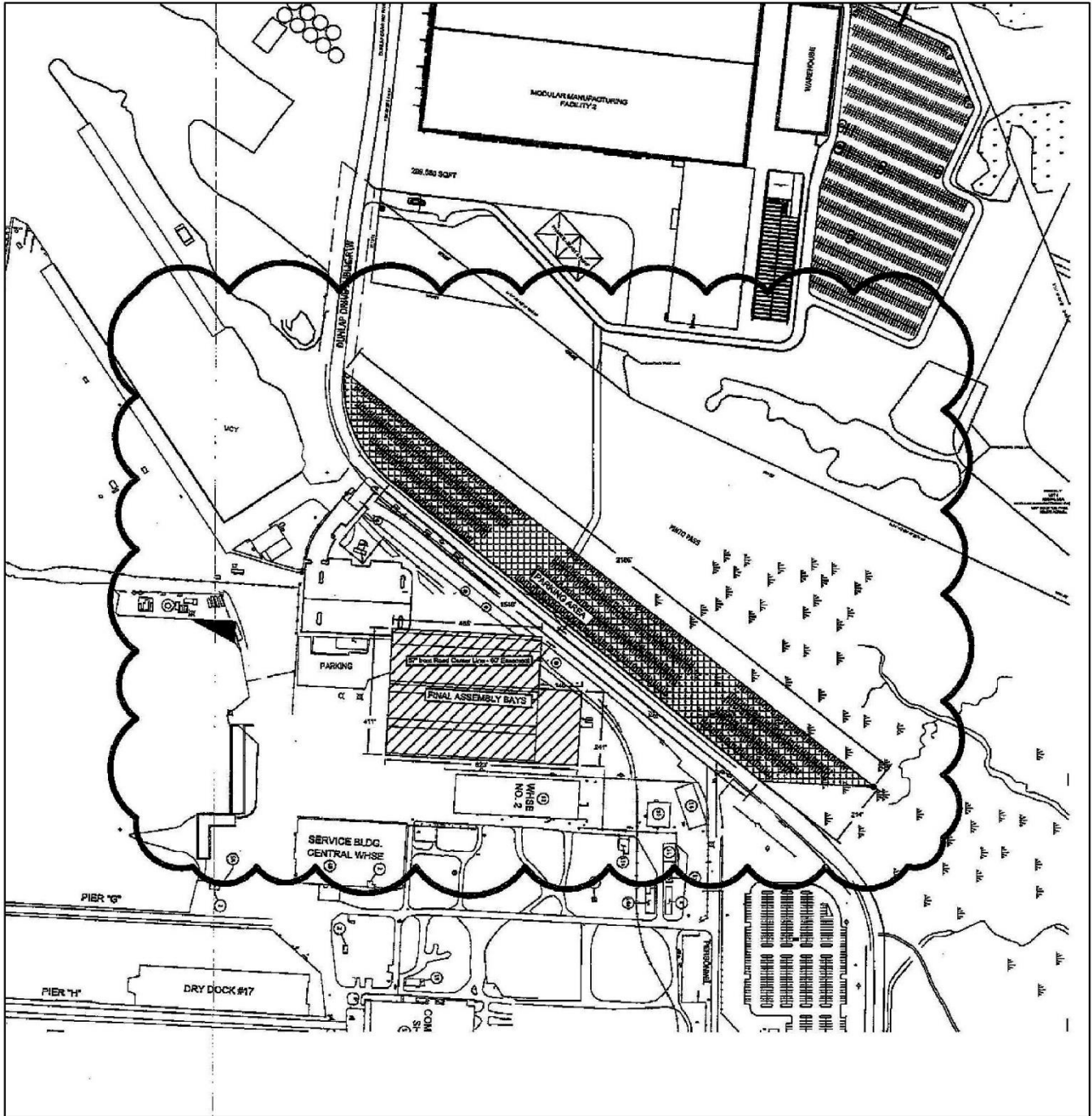
APPLICANT Pinto Island Industrial Park Subdivision

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DETAIL SITE PLAN



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NTS

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.

