

**SUBDIVISION &  
ZONING AMENDMENT STAFF REPORT****Date: March 3, 2022****APPLICANT NAME**

Ramshead, LLC (Mason Head, Agent)

**SUBDIVISION NAME**

Ramshead Subdivision

**LOCATION**4119, 4161, 4173, and 4175 Halls Mill Road  
(East side of Halls Mill Road, 210'± South of Moore Creek  
drainage canal).**CITY COUNCIL  
DISTRICT**

Council District 4

**PRESENT ZONING**R-1, Single-Family Residential District, B-3, Community  
Business District, and I-1, Light Industry District**PROPOSED ZONING**

I-2, Heavy Industry District

**AREA OF PROPERTY**3 Lots / 51.0± Acres (Subdivision)  
5 Lots / 55.4± Acres (Rezoning)**CONTEMPLATED USE**Subdivision Approval to create three legal lots of record  
from seven metes-and-bounds parcels; and Rezoning from  
R-1, Single-Family Residential District, B-3, Community  
Business District, and I-1, Light Industry District to I-2,  
Heavy Industry District.**It should be noted, however, that any use permitted in  
the proposed district would be allowed at this location if  
the zoning is changed. Furthermore, the Planning  
Commission may consider zoning classifications other  
than that sought by the applicant for this property.****ENGINEERING  
COMMENTS****Subdivision: FINAL PLAT COMMENTS** (should be  
addressed prior to submitting the FINAL PLAT for review and/or signature by the City Engineer):

- A. Check the original file for the plat. There appears to be three (3) “seams” running vertical that has made some of the text and line work illegible.
- B. 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.
- C. Provide a written description for the subdivision boundary.

- D. 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.
- E. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation.
- F. Show and label each and every Right-Of-Way and easement. The 15' wide ROW along the UNNAMED ROAD should not be shown as part of LOT 3.
- G. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 23 - #86) the proposed LOTS will receive historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control) as follows: LOT 1 – NONE, LOT 2 – NONE, & LOT 3 – 20,000 sf.
- H. 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.
- I. 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](mailto:land.disturbance@cityofmobile.org) prior to obtaining any signatures. No signatures are required on the drawing.
- J. 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.

**Rezoning:**

- 1. Any work performed in the existing 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 (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 64-6 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.

## **TIME SCHEDULE FOR DEVELOPMENT**

None provided.

## **REMARKS**

The applicant is requesting Subdivision Approval to create a three legal lots of record from seven metes-and-bounds parcels; and Rezoning from R-1, Single-Family Residential District, B-3, Community Business District, and I-1, Light Industry District to I-2, Heavy Industry District.

The site has been given Low Density Residential (LDR), Parks and Open Space (POS), and Light Industry (LI) land use designations, 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.

**Low Density Residential (LDR)**

Low Density Residential land use designation applies to existing residential neighborhoods found mostly west of the Beltline or immediately adjacent to the east side of the Beltline.

The primary land use in the LDR districts is residential and the predominant housing type is the single-family housing unit, detached or semi-detached, typically placed within a street grid or a network of meandering suburban streets. The density in these districts ranges between 0 and 6 dwelling units per acre (du/ac).

These neighborhoods may also contain small-scale, low-rise multi-unit structures at appropriate locations, as well as complementary retail, parks and civic institutions such as schools, community centers, neighborhood playgrounds, and churches or other religious uses if those uses are designed and sited in a manner compatible with and connected to the surrounding context. The presence of individual ancillary uses should contribute to the fabric of a complete neighborhood, developed at a walkable, bikeable human scale.

**Light Industry (LI)**

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.

**Parks and Open Space (POS)**

This designation applies to parkland maintained in a natural, semi-natural state, or developed with facilities and set aside for human enjoyment and recreation or for the protection of wildlife or natural habitats. Parks may include squares, playgrounds, playfields, gardens, greens, greenways

and blueways, and other recreational areas and facilities that are accessible to the public. Open space may include any open piece of land, publicly or privately held, that is undeveloped (has no buildings or other built structures). This designation is not intended to identify public land acquisition or to prohibit the development potential of individual properties.

The designation applies to all existing and future parks and open space within the City, including both active and passive uses. Open space, including public access to water bodies, is generally consistent with all other land use categories, i.e., a park can be located within any other land use category, either incidental to a development or as part of a publicly-owned or publicly-sponsored local, community or regional park. Therefore, a Parks and Open Space designation is deemed consistent with all land use categories in the Future Land Use Map.

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 applicant proposes to create three legal lots of record from seven metes-and-bounds parcels. The lot sizes are depicted in square feet and acres on the plat, and exceed the minimum lot size requirements of Section V.D.2. of the Subdivision Regulations. If approved, the lot sizes in square feet and acres should be retained on the Final Plat.

The site has frontage along Halls Mill Road, Interstate 10, and an unimproved, unnamed road. Halls Mill Road is a minor arterial road, according to the Major Street Plan, and as such, should have a 70-foot right-of-way. The preliminary plat depicts the right-of-way as varying, therefore, if approved, the Final Plat should be revised to depict dedication to provide 35-feet from the centerline of Halls Mill Road. Interstate 10 is shown as having a compliant right-of-way of 300-feet, making no dedications necessary. The unimproved, unnamed road to the South of the site is depicted as having an existing 15-foot right-of-way. As the road has not been constructed, and is unlikely to be built given its location, it is suggested that the applicant have the right-of-way vacated, and incorporated into the property. If the applicant does not wish to have the right-of-way vacated, it is recommended that in lieu of dedication, the Final Plat be revised to depict an increased setback of 50-feet along the unnamed road to allow for sufficient right-of-way in the future, should the street be constructed.

The preliminary plat appears to illustrate the 25-foot minimum building setback line along Halls Mill Road, but not Interstate 10 (or the unnamed right-of-way). If approved, the setback should be depicted and labeled along all rights-of-way on the Final Plat.

In regards to access management, a note stating Traffic Engineering comments should be placed on the Final Plat, if approved.

Proposed Lot 3 is illustrated as a flag lot, with a 60-foot wide, 285-foot long “pole” connecting the property to Halls Mill Road. Flag lots are not common in the area, therefore approval of the lot as proposed will require a waiver of Section V.D.1. of the Subdivision Regulations.

As stated in Section 64-9. of the Zoning Ordinance, the intent of the Ordinance and corresponding Zoning Map is to carry out the comprehensive planning objective of sound, stable and desirable development. While changes to the Ordinance are anticipated as the city grows, the established public policy is to amend the ordinance only when one or more of the following conditions prevail: 1) there is a manifest error in the Ordinance; 2) changing conditions in a particular area make a change in the Ordinance necessary and desirable; 3) there is a need to increase the number of sites available to business or industry; or 4) the subdivision of land into building sites makes reclassification of the land necessary and desirable.

The site is bounded to the North, I-1, Light Industry District and R-1, Single-Family Residential District; to the South, by B-3 Community Business District, I-1, and R-1; to the West by B-3 and I-1; and to the East, by R-1.

The applicant states the following to address the rational for the zoning request:

*Application for Zoning Change of the subject property shown on the accompanying drawing is being submitted concurrently with a Subdivision Application to combine seven parcels described as Parcels A thru G into three legal lots of record. Parcels A thru G are currently zoned I-1 and R-1. Parcel H shown on the plat is also owned by the applicant but is already a subdivision with two legal lots of record. Parcel H is currently zoned B-3. Therefore, Parcel H is not included in the Application for Subdivision but is included in the request for zoning change. Surrounding properties along Halls Mill Road are primarily zoned I-1 consisting of businesses suited for this zoning district. The owner of the subject property has had interested buyers who require the property to be zoned I-2 to meet the needs of their business. Therefore, Zoning Statement 3 of the Planning Commission Application for Zoning Change applies as an increased need for business or industrial sites in addition to sites that are available makes it necessary and desirable to rezone the subject property to I-2.*

Section 64-9.A.2.a. of the Zoning Ordinance states that new I-2 districts should contain a minimum of four (4) acres, unless abutting an existing industrially zoned property. As the proposed lot to be rezoned is 55± acres, and abuts industrial zoning, this site exceeds the minimum size recommendations for the creation of a new I-2 district.

The applicant states that there is a need to increase the number of sites available to business or industry which makes the proposed rezoning necessary and desirable. However, there are no specific businesses proposed to be located at the subject site to indicate why I-2 zoning is needed.

While the General Land Use Plan calls out three categories for this site (Low Density Residential, Light Industry and Parks and Open Space), the “highest” category is Light Industry. Moreover, although the site exceeds the minimum size recommendation for the creation of a free-standing I-2 district; the Zoning Ordinance also states that I-2 districts are located for convenient access from existing and future arterial thoroughfares. Access to the site is via Halls Mill Road only, which is a “Minor Arterial Road;” not a Major Street. While the site has “frontage” on I-10, access to I-10 is three miles away, and access to I-65 is over two miles away. It should also be noted that most of the site as illustrated on the Environmental Locator Map is composed of wetlands and all of the “frontage” along I-10 consists of wetlands.

Based on the all the above factors, it seems that I-1, Light Industrial is the more appropriate designation for the site.

### **RECOMMENDATION**

**Subdivision:** Based upon the preceding, the application is recommended for Tentative Approval, subject to the following:

- 1) either vacation of the unnamed road, or provision of a 50-foot setback from the unnamed road;
- 2) retention of the lot sizes in square feet and acres;
- 3) retention of the 25-foot minimum building setback lines along Halls Mill Road and Interstate 10;
- 4) full compliance with Engineering comments: (*FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review and/or 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) that is required by the current Alabama State Board of Licensure for Professional Engineers and Land Surveyors. B. Review and revise the distance labels for the east and west property lines to verify the distance to the reference monument on the east and west property lines. C. 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. D. Show and label all flood zones. New maps went into effect on June 5, 2020. E. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation. BFE = 20'. F. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer. G. Provide the Surveyor's Certificate. H. Provide the Surveyor's and Owner's (notarized) signatures. I. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 25 - #78) LOT 1 will receive historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control) as follows: LOT 1 – 6,400 sf. J. Add a note that a Land Disturbance permit will be required for any land disturbing activity in accordance 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*. K. Add a note that 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. L. 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. M. 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. N. Add a note that all easements shall remain in effect until vacated through the proper Vacation process. O. 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](mailto:land.disturbance@cityofmobile.org) prior to obtaining any signatures. No signatures are required on the drawing. P. 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.);

- 5) placement of a note on the Final Plat stating 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.);
- 6) compliance with the 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.); and
- 7) compliance with the 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.).

**Rezoning:** Based on the preceding, it is recommended that the Planning Commission consider recommending to the City Council that the site be rezoned to **I-1, Light Industry** for the following reason:

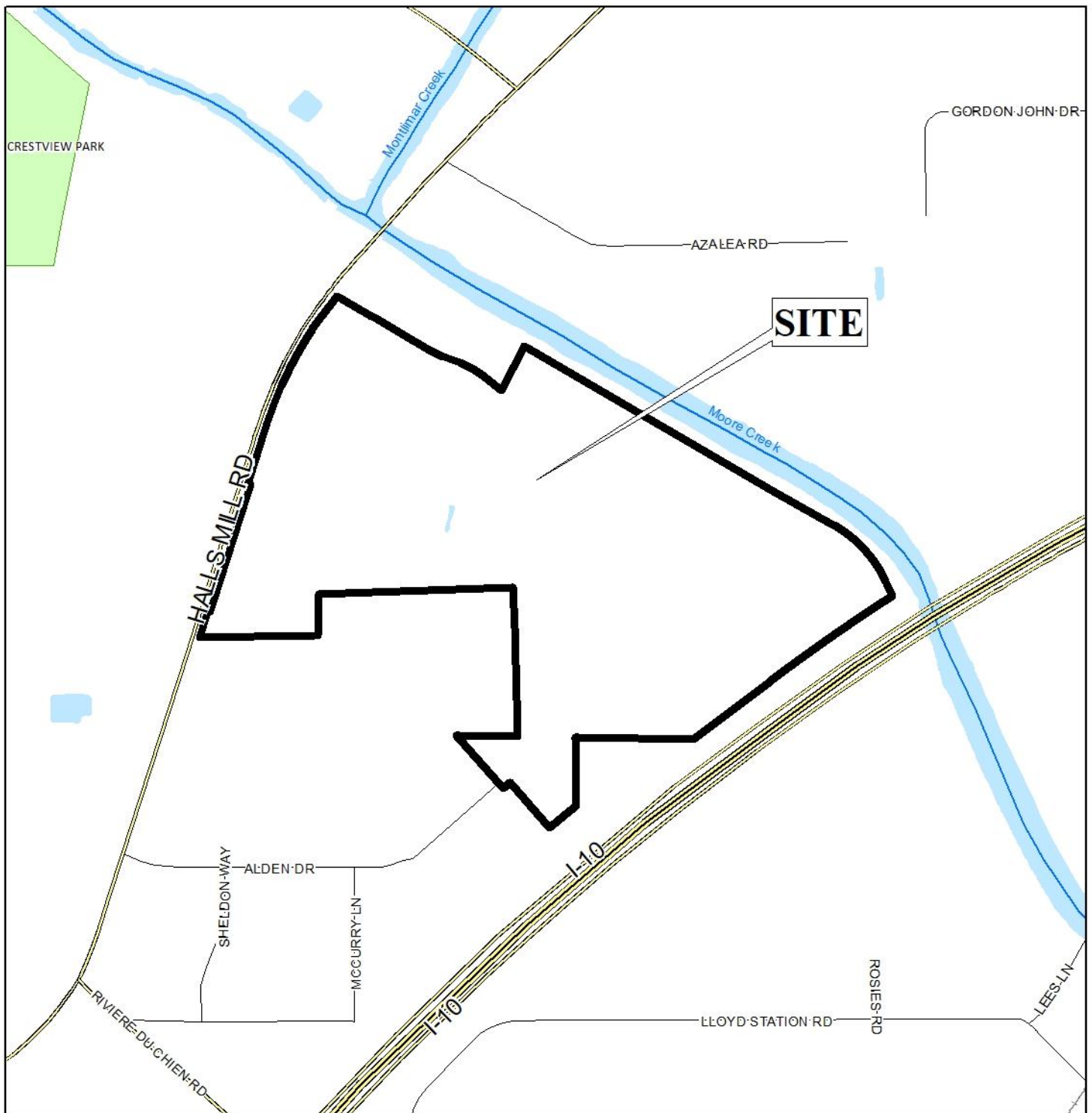
- 1) there is a need to increase the number of sites available to business or industry.

The rezoning should be subject to the following condition:

- 1) completion of the Subdivision process; and
- 2) full compliance with all municipal codes and ordinances.



# LOCATOR MAP



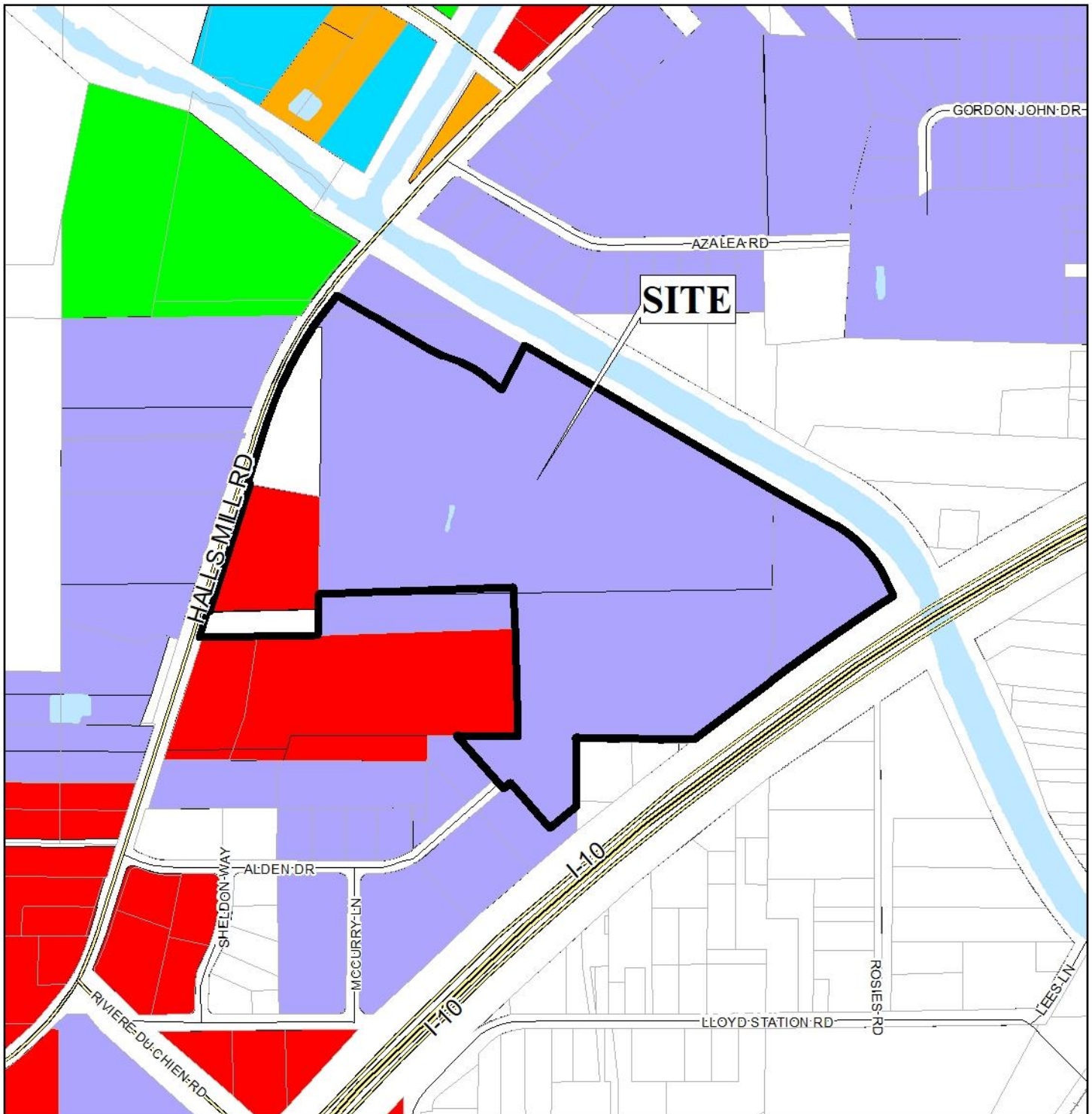
APPLICATION NUMBER 8 DATE March 3, 2022

APPLICANT Ramshead Subdivision

REQUEST Subdivision, Rezoning from I-1, R-1 and B-3 to I-2



# LOCATOR ZONING MAP



APPLICATION NUMBER 8 DATE March 3, 2022

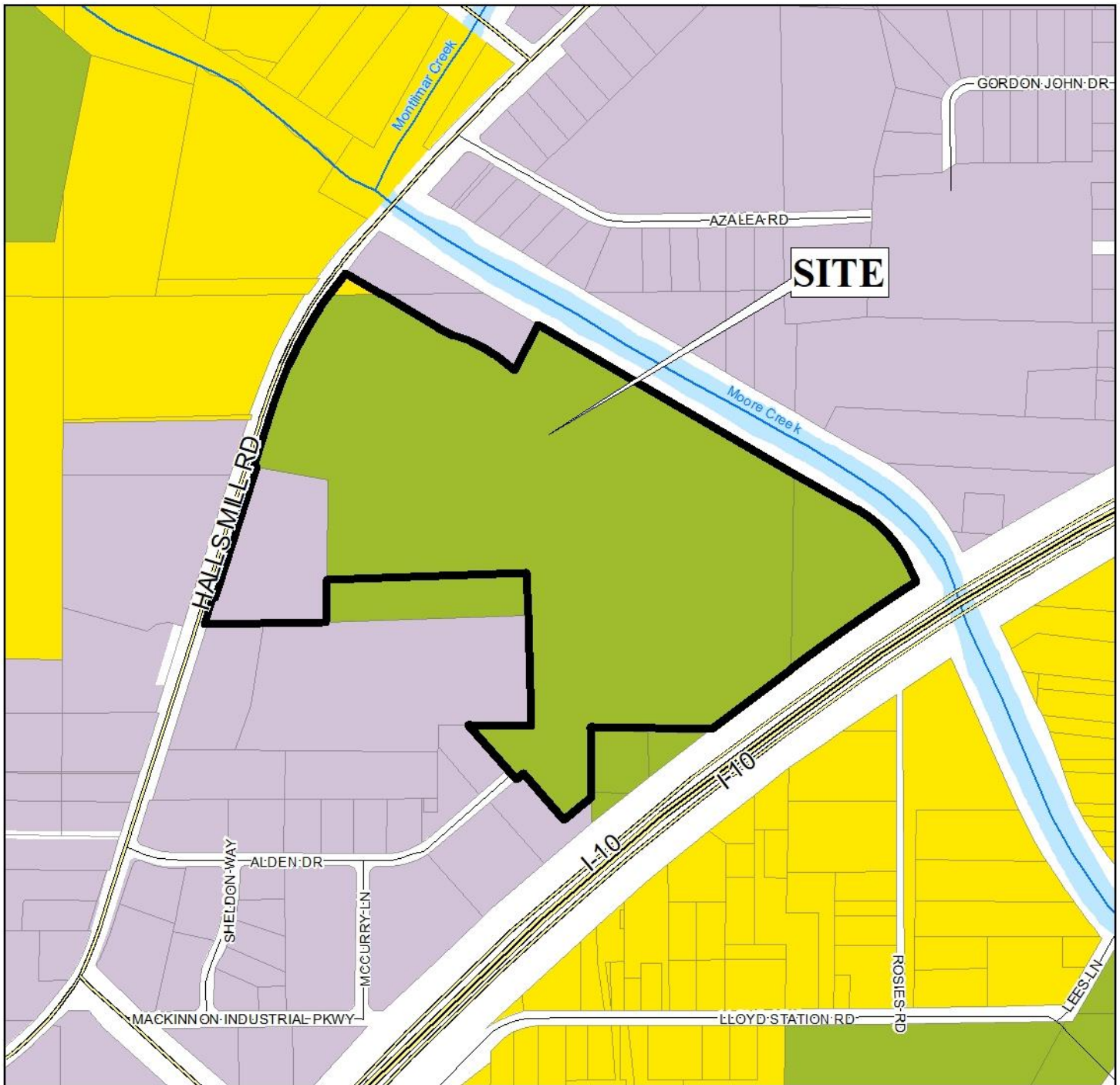
APPLICANT Ramshead Subdivision

REQUEST Subdivision, Rezoning from I-1, R-1 and B-3 to I-2





# FLUM LOCATOR MAP



APPLICATION NUMBER 8 DATE March 3, 2022

APPLICANT Ramshead Subdivision

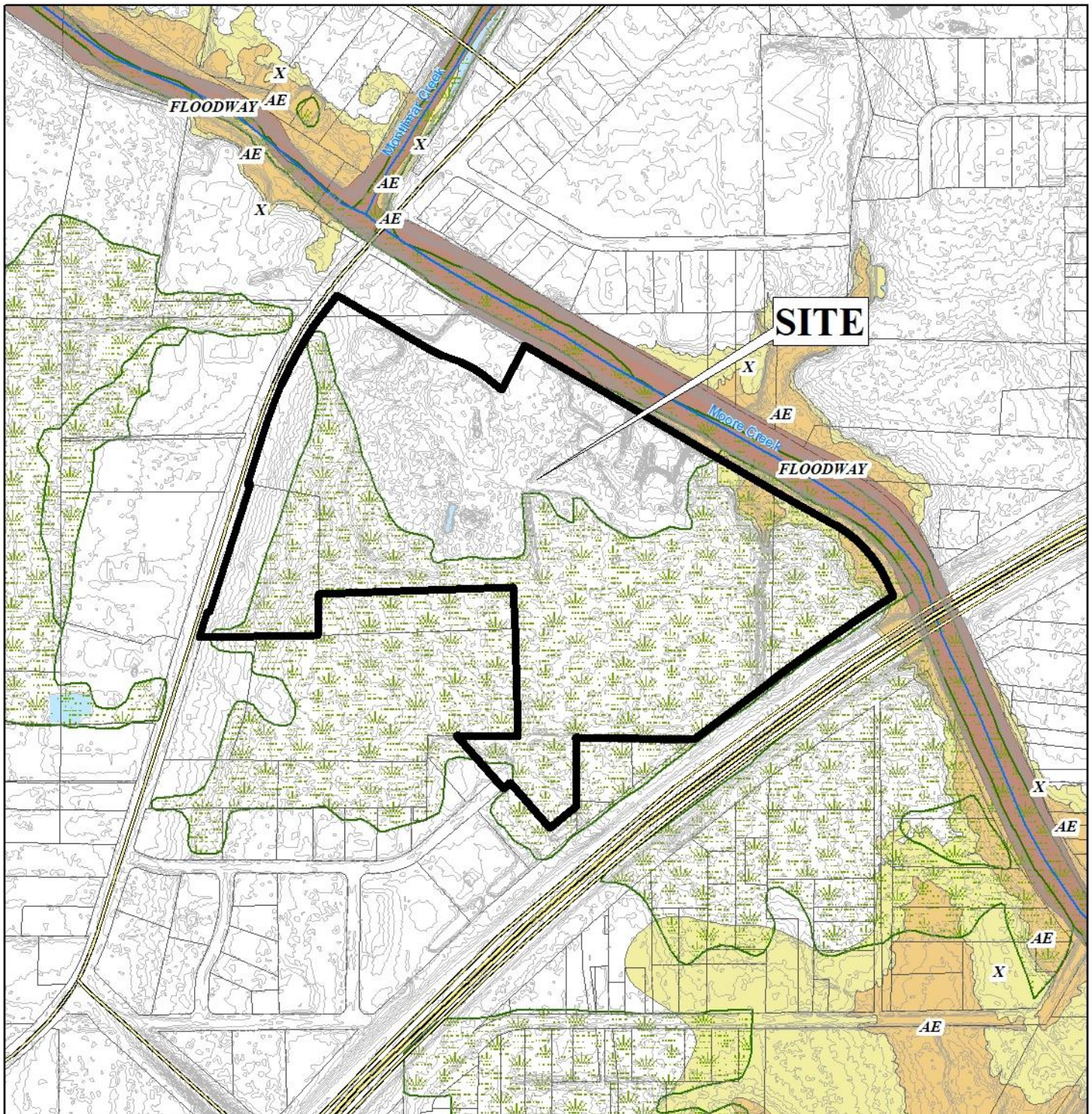
REQUEST Subdivision, Rezoning from I-1, R-1 and B-3 to I-2

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



APPLICATION NUMBER 8 DATE March 3, 2022

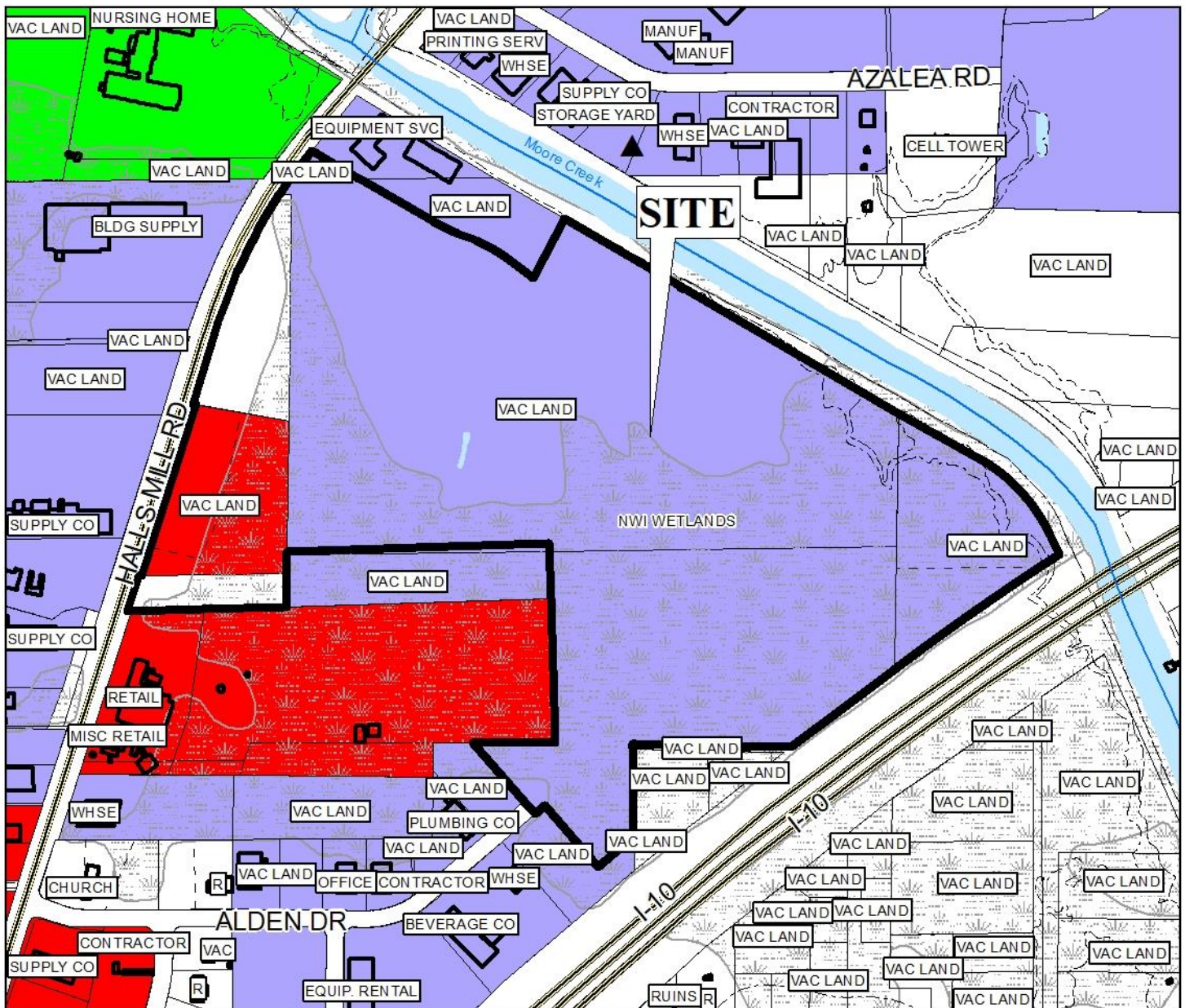
APPLICANT Ramshead Subdivision

REQUEST Subdivision, Rezoning from I-1, R-1 and B-3 to I-2





# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial sites and wetlands.

APPLICATION NUMBER 8 DATE March 3, 2022

APPLICANT Ramshead Subdivision

REQUEST Subdivision, Rezoning from I-1, R-1 and B-3 to I-2

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



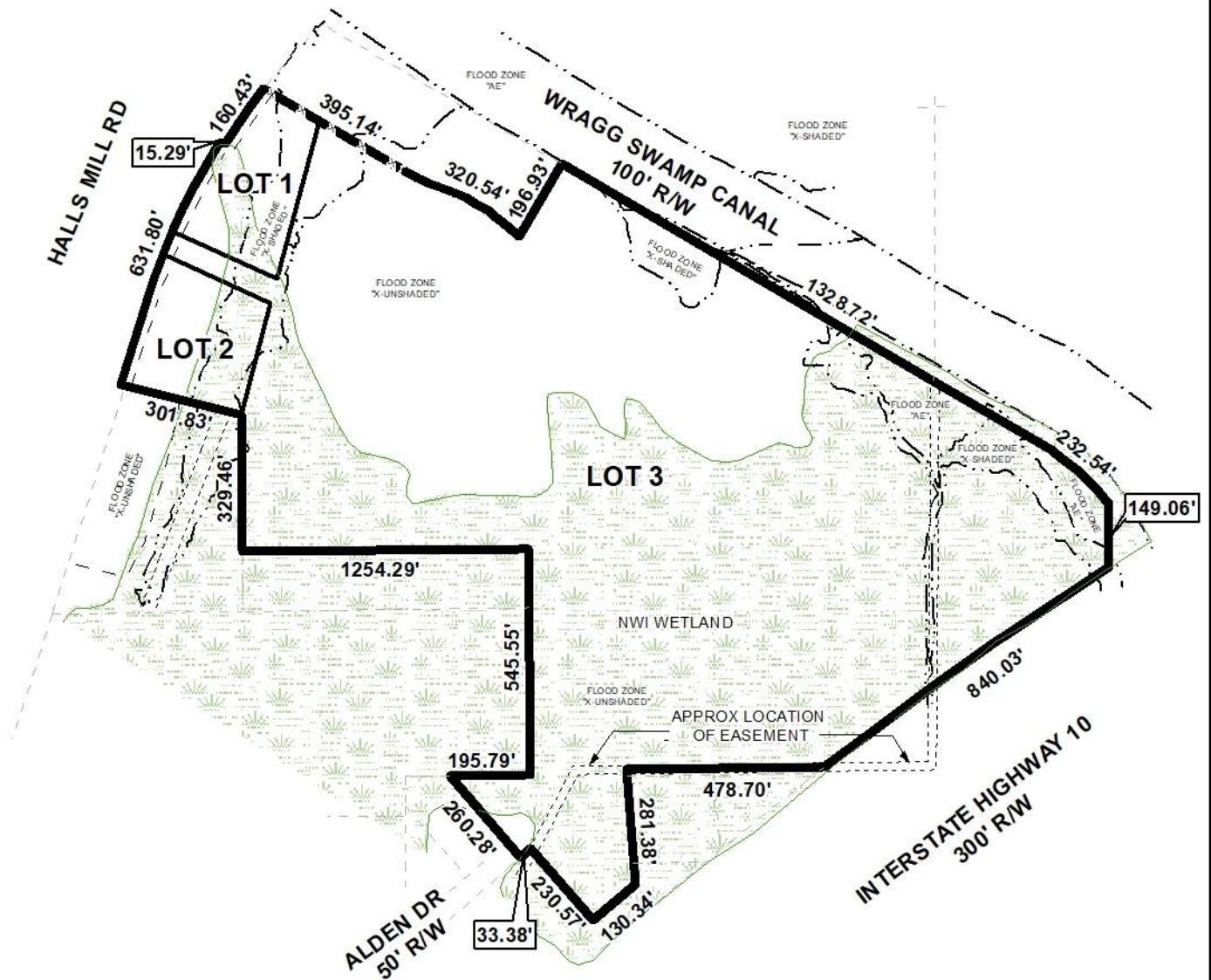
The site is surrounded by commercial sites and wetlands.

APPLICATION NUMBER 8 DATE March 3, 2022  
 APPLICANT Ramshead Subdivision  
 REQUEST Subdivision, Rezoning from I-1, R-1 and B-3 to I-2





# SITE PLAN



The site plan illustrates proposed lots and right of way easement.

APPLICATION NUMBER 8 DATE March 3, 2022

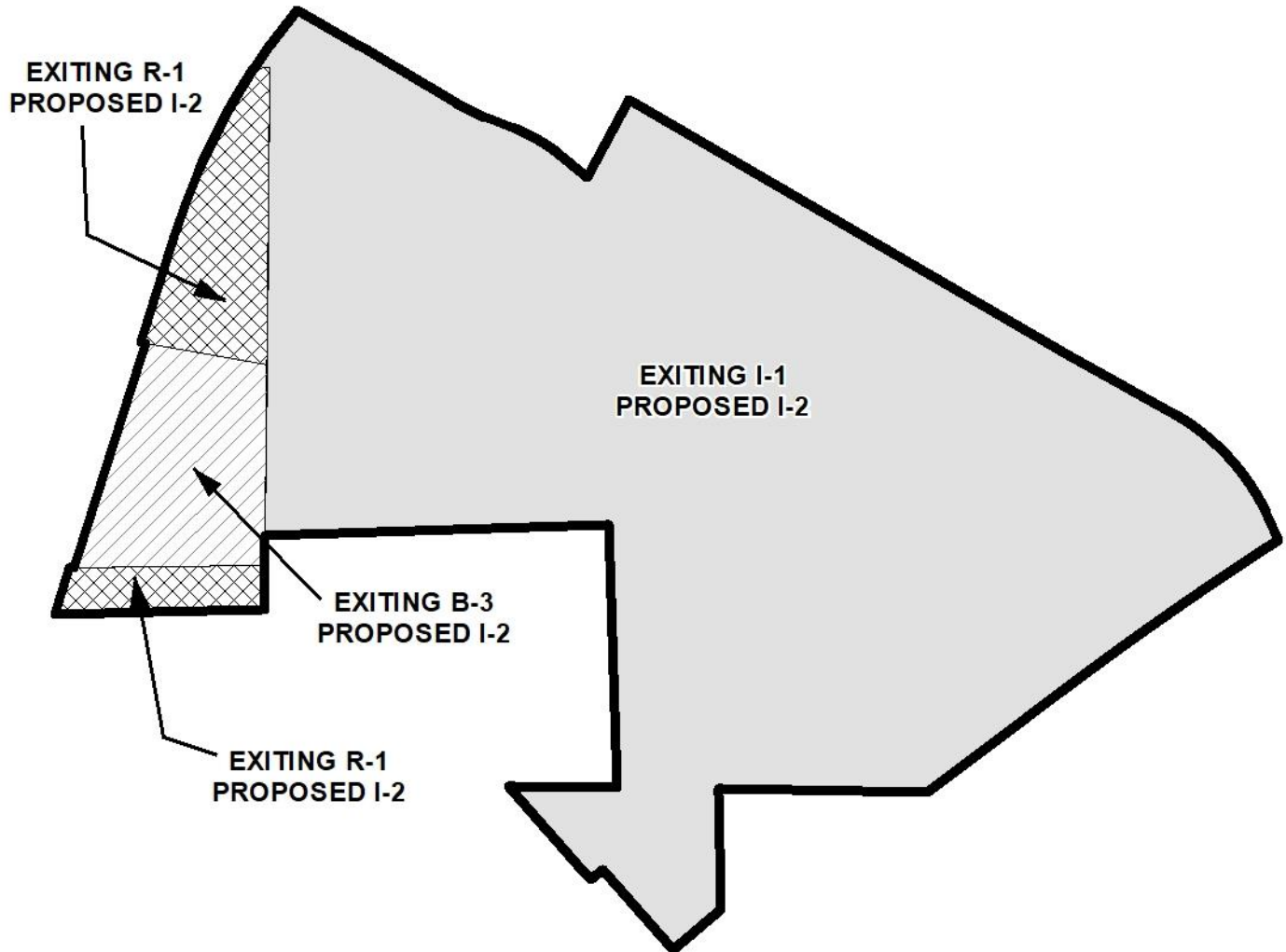
APPLICANT Ramshead Subdivision

REQUEST Subdivision, Rezoning I-1, R-1 and B-3 to I-2



NTS

# DETAIL SITE PLAN



APPLICATION NUMBER 8 DATE March 3, 2022

APPLICANT Ramshead Subdivision

REQUEST Subdivision, Rezoning I-1, R-1 and B-3 to I-2

