

ZONING AMENDMENT,
PLANNED UNIT DEVELOPMENT,
PLANNING APPROVAL &
SUBDIVISION STAFF REPORT

Date: March 15, 2007

<u>NAME</u>	Pull-A-Part
<u>SUBDIVISION NAME</u>	Pull-A-Part Subdivision
<u>LOCATION</u>	West terminus of Desirrah Drive South, extending West to Wilkins Road and South to the North terminus of Poates Place.
<u>CITY COUNCIL DISTRICT</u>	District 1
<u>PRESENT ZONING</u>	I-1, Light Industry District
<u>PROPOSED ZONING</u>	I-2, Heavy Industry District
<u>AREA OF PROPERTY</u>	1 Lot / 66.0 \pm Acres
<u>CONTEMPLATED USE</u>	<p><i>Subdivision</i> approval to create one (1) lot, <i>Rezoning</i> from I-1, Light Industry District, to I-2, Heavy Industry District, to allow an automotive wrecking, dismantling, and salvage operation, <i>Planning Approval</i> to allow an automotive wrecking, dismantling, and salvage operation in an I-2, Heavy Industry District, and <i>Planned Unit Development</i> approval to allow two buildings on a single building site, three automobile processing pads, an automobile crusher, an automobile process yard, and an automobile display yard.</p> <p>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.</p>
<u>TIME SCHEDULE</u>	6-8 Months
<u>ENGINEERING COMMENTS</u>	A drainage easement is required for swales accepting public water or the owner can relocate swales with City of Mobile's approval. Check direction of flow arrows shown on swales. The storm water ordinance does not allow water to be

concentrated onto an adjacent property without a hold harmless agreement. All storm water must tie to the City of Mobile storm drainage system. Show limits of AE flood zone. Detention cannot be performed in the AE flood zone. Show minimum finished floor elevation for any buildings or structures and/or slabs, on which, mechanical and electrical equipment will be installed. The applicant is responsible for verifying if the site contains wetlands. The site can be checked against the National Wetlands Inventory on the COM web site Environmental Viewer. If the site is included on the NWI, it is the applicant's responsibility to confirm or deny the existence of regulatory wetlands. If wetlands are present, no fill allowed without a Corps of Engineers permit. Must comply with all storm water and flood control ordinances. Any work performed in the right of way will require a right of way permit.

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).

FIRE DEPARTMENT**COMMENTS**

No comments.

REMARKS

The applicant is requesting Subdivision approval to create one (1) lot, Rezoning from I-1, Light Industry District, to I-2, Heavy Industry District, to allow an automotive wrecking, dismantling, and salvage operation, Planning Approval to allow an automotive wrecking, dismantling, and salvage operation in an I-2, Heavy Industry District, and Planned Unit Development approval to allow two buildings on a single building site, three automobile processing pads, an automobile crusher, an automobile process yard, and an automobile display yard. Planning Approval is required for the proposed use in an I-2 district.

The applicant proposes to initially develop approximately one-quarter to one-third of the 66 ± acre site: future development is depicted for the Southwest portion of the site, and such development will have to go through the Planning Approval and PUD approval process prior to the issuance of permits to expand any operation that may be approved through the application at hand. The site will be used for an automotive parts operation, where cars are brought onto the site, drained of fluids and stripped of hazardous materials, and then made available to the public for parts removal. Once the vehicles have been stripped of their parts-related economic value, they are crushed on-site and removed from the property.

The site is currently vacant, and is bounded to the West by single-family residences in an existing R-1, Single-Family Residential District, to the North by vacant land in an R-1 district, to the East and Southeast by a mixture of vacant land, commercial and industrial uses in B-3 Community Business, I-1 Light Industry and R-1 districts, and to the Southwest by a mixture of

vacant land and a residence in an R-1 district. The uses to the South are separated from the site by an unopened right-of-way for Isabella Lane, a minor street.

The site was the subject of a rezoning and subdivision application in 2001. The site was rezoned from R-1 to I-1, and the rezoning application was approved by the City Council in January 2002. Conditions of approval included denial of access to Wilkins Road, Poates Place and Isabella Street, provision of a 30-foot natural vegetative buffer along the West and South property lines, and that the 60 by 440-foot \pm long sliver of land touching Wilkins Road remain zoned R-1, and be made a separate lot. An accompanying subdivision application, while approved, was never completed. After review of the City Council-approved rezoning, it appears that the previously mentioned sliver of land is in fact R-1, but a Planning staff error in the mapping of the rezoning boundary in 2001/2002 depicted the sliver as I-1.

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 review required for Planning Approval examines the applicant's location and site plan with regard to transportation, parking and access, public utilities and facilities, traffic congestion and hazard, and to determine if the proposal is in harmony with the orderly and appropriate development of the district.

Planned Unit Development review, stated in Section 64-5. of the Zoning Ordinance, 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.

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.

It should be noted that PUD approval and Planning Approval are site plan specific, thus any changes to the site plan must be approved by the Planning Commission. Thus any proposed expansion of the use in the future must come through the Planning Commission review process again to revise the PUD and once again obtain Planning Approval.

The site is depicted as industrial on the General Land Use Component of the Comprehensive Plan, which is meant to serve as a general guide, not a detailed lot and district plan or mandate for development. Moreover, the General Land Use Component 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 zoning classification.

As the site was previously approved for industrial zoning, and as the General Land Use Component of the Comprehensive Plan indicates that the site would be appropriate for an industrial use, the proposed rezoning from a light to heavy industrial district may be appropriate. There is only one identified caveat regarding the rezoning request: the previously approved rezoning case required the 60 by 440-foot \pm long sliver of land touching Wilkins Road to remain R-1, thus the same requirement should apply to this application for this portion of the site. It should be pointed out that no development is proposed for the sliver of land.

Regarding the specific use of the site for a self-serve auto salvage yard, the applicant is proposing that the more noise intensive uses (primarily the auto crusher) be located on the Eastern portion of the site, about as far away as possible from existing single-family residences located on the West side of the site. The bulk of the site that is developed will contain the vehicle display yard, which will be located between the more intensive aspects of the auto processing process and the single-family residences. A future expansion area is proposed for the Southwest corner of the site, and the remainder of the site, North of the proposed vehicle display yard and office building, will remain undeveloped. A 145-space employee and customer parking area is also proposed.

The vehicle display yard and the auto processing area will each be surrounded by an 8-foot high opaque fence, which will meet the fencing requirement of the Zoning Ordinance for such uses. In addition to the fence requirement, the proposed use must comply with Chapter 53, Article VII of the Mobile City Code, as recently amended (August, 2006), regarding automobile dismantling, crushing and shredding operations.

Regarding the proximity of industrial and residential uses, the existing I-1 zone for this site is subject to the provision of a 30-foot wide vegetative buffer *“along the West property line, parallel to Wilkins Road; the South property line, parallel and adjacent to Isabella Street, and the North terminus of Poates Place; as well as the West property line, parallel to Poates Place.”* It should also be pointed out that during the previous review, the property North of the site was designated for a future street extension: the street has been removed from the Major Street Plan, thus the R-1 zoned land may be available for residential development at a future date. As the proposed rezoning will be to a more intense classification, it is recommended that the buffer requirement be expanded to 50-feet in width in order to provide adjacent residential uses greater protection, and that the buffer also be provided along the North property line. Residentially-zoned property East of the site is part of the Smith Bakery complex, thus a buffer along the entire Eastern boundary of the site should not be required.

The site is traversed by several drainage features and is located in the Three Mile Creek drainage basin. The provided site plan and subdivision plat, as well as National Wetlands Inventory and FEMA floodplain maps indicate that the site may be environmentally sensitive due to the potential presence of wetlands and floodplains. The approval of all applicable federal, state and local agencies will be required prior to the issuance of any permits or land disturbance activities.

Lighting of the site and the parking area should be in compliance with the requirements of Sections 64-4.A.2. and 64-6.A.3.c. of the Zoning Ordinance; specifically lighting must not shine directly into adjacent residential properties or into traffic, and parking areas must be illuminated during their operation at night, if applicable.

The site fronts Desirrah Drive South, Wilkins Road, Poates Place and Isabella Street, all minor streets. The applications in 2001 required dedication of right-of-way along Isabella Street, and while the subdivision was never completed, a deed was provided with the City Council-approved rezoning conveying the required right-of-way. The applicant should ensure that the site plan and plat depict the land dedicated for the Isabella Street right-of-way. The site's frontage on Desirrah Drive South and Poates Place is actually the terminus for each street. No access is proposed to Poates Place, and the proposed development will functionally terminate any proposed extension of Desirrah Drive South, thus a cul-de-sac or hammerhead turn around is recommended for Desirrah Drive South within the Alabama Power right-of-way as part of the subdivision plat and site development.

While all adjacent streets are minor in nature, access management is a concern due to the proposed zoning of the site and its proximity to predominantly residential streets. It is recommended that access of the industrially-zoned site to Wilkins Road, Poates Place and Isabella Street be denied, leaving Desirrah Drive South as the only point of access to the auto salvage facility. The number, size, design and location of any curb-cut(s) must be approved by Traffic Engineering and conform to AASHTO standards. The plat and site plan should also be revised to depict the required minimum building setback line from all street frontages, where the building setback is not superseded by the 50-foot vegetative buffer.

Finally, regarding the Subdivision application, the previous approval for the combined Rezoning and Subdivision applications in 2001 included the provision that the 60 by 440-foot \pm long sliver of land touching Wilkins Road remain zoned R-1, and be made a separate lot. It is recommended that the Subdivision application be amended to create a second lot of the sliver of land, per the 2001 approval, to coincide with the existing R-1 zoning of the portion of the site.

RECOMMENDATION

Rezoning: Based upon the preceding, the rezoning request is recommended for Approval, subject to the following conditions: 1) exclusion of the 60 by 440-foot \pm long sliver of land touching Wilkins Road so that it will remain R-1, and revision of the legal description for the rezoning to reflect the exclusion; 2) completion of the Subdivision process to create a two-lot subdivision, to accommodate the R-1 portion of the site identified in item number 1; 3) provision of a 50-foot wide natural vegetative buffer along the Southern, Western and Northern

boundaries of the site, where the site abuts R-1 zoned properties, and depiction of the buffer on the Zoning, PUD and Planning Approval site plans, and the Subdivision plat; 4) full compliance with Engineering comments (*A drainage easement is required for swales accepting public water or the owner can relocate swales with City of Mobile's approval. Check direction of flow arrows shown on swales. The storm water ordinance does not allow water to be concentrated onto an adjacent property without a hold harmless agreement. All storm water must tie to the City of Mobile storm drainage system. Show limits of AE flood zone. Detention cannot be performed in the AE flood zone. Show minimum finished floor elevation for any buildings or structures and/or slabs, on which, mechanical and electrical equipment will be installed. The applicant is responsible for verifying if the site contains wetlands. The site can be checked against the National Wetlands Inventory on the COM web site Environmental Viewer. If the site is included on the NWI, it is the applicant's responsibility to confirm or deny the existence of regulatory wetlands. If wetlands are present, no fill allowed without a Corps of Engineers permit. Must comply with all storm water and flood control ordinances. Any work performed in the right of way will require a right of way permit.*); 5) placement of a note on the Zoning, PUD and Planning Approval site plans stating that approval of all applicable federal, state and local agencies is required prior to the issuance of any permits or land disturbance activities; 6) revision of the Zoning, PUD and Planning Approval site plans to accommodate a cul-de-sac or hammerhead turn-around for Desirrah Drive South, if determined necessary by Mobile Fire Rescue; 7) placement of a note on the Zoning, PUD and Planning Approval site plans stating that access to Wilkins Road, Poates Place and Isabella Street is denied; 8) placement of a note on the Zoning, PUD and Planning Approval site plans stating that lighting of the site and the parking area must be in compliance with the requirements of Sections 64-4.A.2. and 64-6.A.3.c. of the Zoning Ordinance; 9) placement of a note on the Zoning, PUD and Planning Approval site plans stating that compliance with the tree and landscaping requirements of the Zoning Ordinance to be coordinated with Urban Forestry; 10) depiction of the minimum building setback line from all street frontages, where it is not superseded by the 50-foot vegetative buffer; 11) provision of revised Zoning, PUD and Planning Approval site plans to the Planning Section of Urban Development prior to the signing of the Subdivision plat; and 12) full compliance with all other municipal codes and ordinances.

Planned Unit Development: The PUD request is recommended for Approval, subject to the following conditions: 1) exclusion of the 60 by 440-foot \pm long sliver of land touching Wilkins Road from the Planned Unit Development, and revision of the PUD legal description and site plan as necessary; 2) completion of the Subdivision process to create a two-lot subdivision, to accommodate the portion of the site identified in item number 1; 3) provision of a 50-foot wide natural vegetative buffer along the Southern, Western and Northern boundaries of the site, where the site abuts R-1 zoned properties, and depiction of the buffer on the Zoning, PUD and Planning Approval site plans, and the Subdivision plat; 4) full compliance with Engineering comments (*A drainage easement is required for swales accepting public water or the owner can relocate swales with City of Mobile's approval. Check direction of flow arrows shown on swales. The storm water ordinance does not allow water to be concentrated onto an adjacent property without a hold harmless agreement. All storm water must tie to the City of Mobile storm drainage system. Show limits of AE flood zone. Detention cannot be performed in the AE flood zone. Show minimum finished floor elevation for any buildings or structures and/or slabs, on which, mechanical and electrical equipment will be installed. The applicant is responsible for*

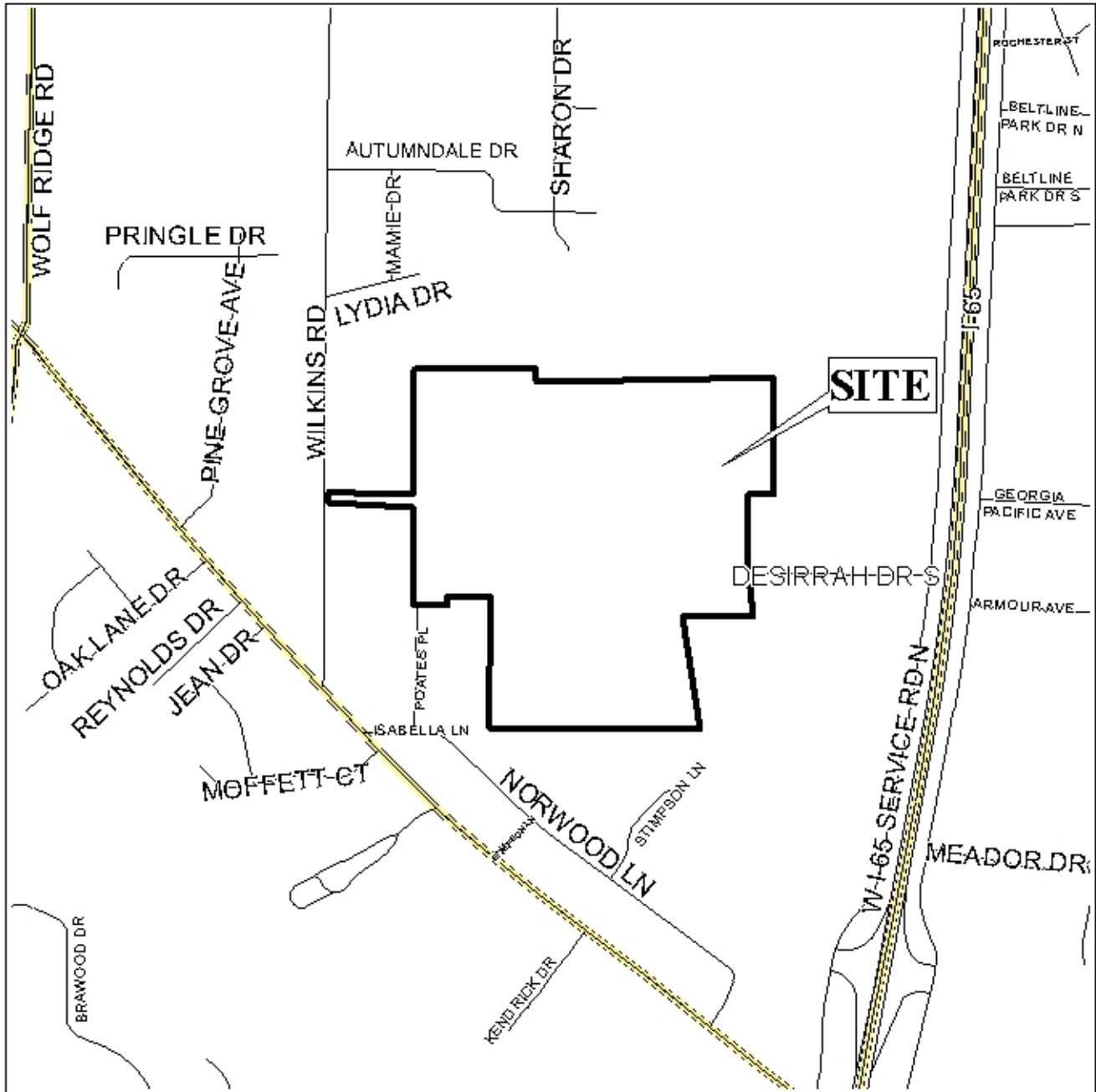
verifying if the site contains wetlands. The site can be checked against the National Wetlands Inventory on the COM web site Environmental Viewer. If the site is included on the NWI, it is the applicant's responsibility to confirm or deny the existence of regulatory wetlands. If wetlands are present, no fill allowed without a Corps of Engineers permit. Must comply with all storm water and flood control ordinances. Any work performed in the right of way will require a right of way permit.); 5) placement of a note on the Zoning, PUD and Planning Approval site plans stating that approval of all applicable federal, state and local agencies is required prior to the issuance of any permits or land disturbance activities; 6) revision of the Zoning, PUD and Planning Approval site plans to accommodate a cul-de-sac or hammerhead turn-around for Desirrah Drive South, if determined necessary by Mobile Fire Rescue; 7) placement of a note on the Zoning, PUD and Planning Approval site plans stating that access to Wilkins Road, Poates Place and Isabella Street is denied; 8) placement of a note on the Zoning, PUD and Planning Approval site plans stating that lighting of the site and the parking area must be in compliance with the requirements of Sections 64-4.A.2. and 64-6.A.3.c. of the Zoning Ordinance; 9) placement of a note on the Zoning, PUD and Planning Approval site plans stating that compliance with the tree and landscaping requirements of the Zoning Ordinance to be coordinated with Urban Forestry; 10) depiction of the minimum building setback line from all street frontages, where it is not superceded by the 50-foot vegetative buffer; 11) provision of revised Zoning, PUD and Planning Approval site plans to the Planning Section of Urban Development prior to the signing of the Subdivision plat; and 12) full compliance with all other municipal codes and ordinances.

Planning Approval: Based upon the preceding, this application is recommended for Approval, subject to the following conditions: 1) exclusion of the 60 by 440-foot \pm long sliver of land touching Wilkins Road from the proposed development, and revision of the Planning Approval legal description and site plan as necessary; 2) completion of the Subdivision process to create a two-lot subdivision, to accommodate the portion of the site identified in item number 1; 3) provision of a 50-foot wide natural vegetative buffer along the Southern, Western and Northern boundaries of the site, where the site abuts R-1 zoned properties, and depiction of the buffer on the Zoning, PUD and Planning Approval site plans, and the Subdivision plat; 4) full compliance with Engineering comments (*A drainage easement is required for swales accepting public water or the owner can relocate swales with City of Mobile's approval. Check direction of flow arrows shown on swales. The storm water ordinance does not allow water to be concentrated onto an adjacent property without a hold harmless agreement. All storm water must tie to the City of Mobile storm drainage system. Show limits of AE flood zone. Detention cannot be performed in the AE flood zone. Show minimum finished floor elevation for any buildings or structures and/or slabs, on which, mechanical and electrical equipment will be installed. The applicant is responsible for verifying if the site contains wetlands. The site can be checked against the National Wetlands Inventory on the COM web site Environmental Viewer. If the site is included on the NWI, it is the applicant's responsibility to confirm or deny the existence of regulatory wetlands. If wetlands are present, no fill allowed without a Corps of Engineers permit. Must comply with all storm water and flood control ordinances. Any work performed in the right of way will require a right of way permit.*); 5) placement of a note on the Zoning, PUD and Planning Approval site plans stating that approval of all applicable federal, state and local agencies is required prior to the issuance of any permits or land disturbance activities; 6) revision of the Zoning, PUD and Planning Approval site plans to accommodate a cul-de-sac or

hammerhead turn-around for Desirrah Drive South, if determined necessary by Mobile Fire Rescue; 7) placement of a note on the Zoning, PUD and Planning Approval site plans stating that access to Wilkins Road, Poates Place and Isabella Street is denied; 8) placement of a note on the Zoning, PUD and Planning Approval site plans stating that lighting of the site and the parking area must be in compliance with the requirements of Sections 64-4.A.2. and 64-6.A.3.c. of the Zoning Ordinance; 9) placement of a note on the Zoning, PUD and Planning Approval site plans stating that compliance with the tree and landscaping requirements of the Zoning Ordinance to be coordinated with Urban Forestry; 10) depiction of the minimum building setback line from all street frontages, where it is not superseded by the 50-foot vegetative buffer; 11) provision of revised Zoning, PUD and Planning Approval site plans to the Planning Section of Urban Development prior to the signing of the Subdivision plat; and 12) full compliance with all other municipal codes and ordinances.

Subdivision: Based upon the preceding, this application is recommended for Tentative Approval, subject to the following conditions: 1) revision of the Subdivision plat to create a two-lot subdivision, with the second lot encompassing the 60 by 440-foot \pm long sliver of land touching Wilkins Road, to coincide with the R-1 zoned portion of the site; 2) provision of a 50-foot wide natural vegetative buffer along the Southern, Western and Northern boundaries of the lot that has frontage on Desirrah Drive South, where the lot abuts R-1 zoned properties, and depiction of the buffer on the Zoning, PUD and Planning Approval site plans, and the Subdivision plat; 4) full compliance with Engineering comments (*A drainage easement is required for swales accepting public water or the owner can relocate swales with City of Mobile's approval. Check direction of flow arrows shown on swales. The storm water ordinance does not allow water to be concentrated onto an adjacent property without a hold harmless agreement. All storm water must tie to the City of Mobile storm drainage system. Show limits of AE flood zone. Detention cannot be performed in the AE flood zone. Show minimum finished floor elevation for any buildings or structures and/or slabs, on which, mechanical and electrical equipment will be installed. The applicant is responsible for verifying if the site contains wetlands. The site can be checked against the National Wetlands Inventory on the COM web site Environmental Viewer. If the site is included on the NWI, it is the applicant's responsibility to confirm or deny the existence of regulatory wetlands. If wetlands are present, no fill allowed without a Corps of Engineers permit. Must comply with all storm water and flood control ordinances. Any work performed in the right of way will require a right of way permit.*); 5) placement of a note on the plat stating that approval of all applicable federal, state and local agencies is required prior to the issuance of any permits or land disturbance activities; 6) revision of the plat to accommodate a cul-de-sac or hammerhead turn-around for Desirrah Drive South, if determined necessary by Mobile Fire Rescue; 7) placement of a note on the plat stating that access to Wilkins Road, Poates Place and Isabella Street is denied for any lot with frontage onto Desirrah Drive South; 8) provision of revised Zoning, PUD and Planning Approval site plans to the Planning Section of Urban Development prior to the signing of the Subdivision plat; 9) placement of a note on the plat stating that the number, size, design and location of all curb-cuts are to be approved by Traffic Engineering and conform to AASHTO standards; and 10) full compliance with all other municipal codes and ordinances.

LOCATOR MAP



APPLICATION NUMBER 11 & 12 & 13 & 14 DATE March 15, 2007

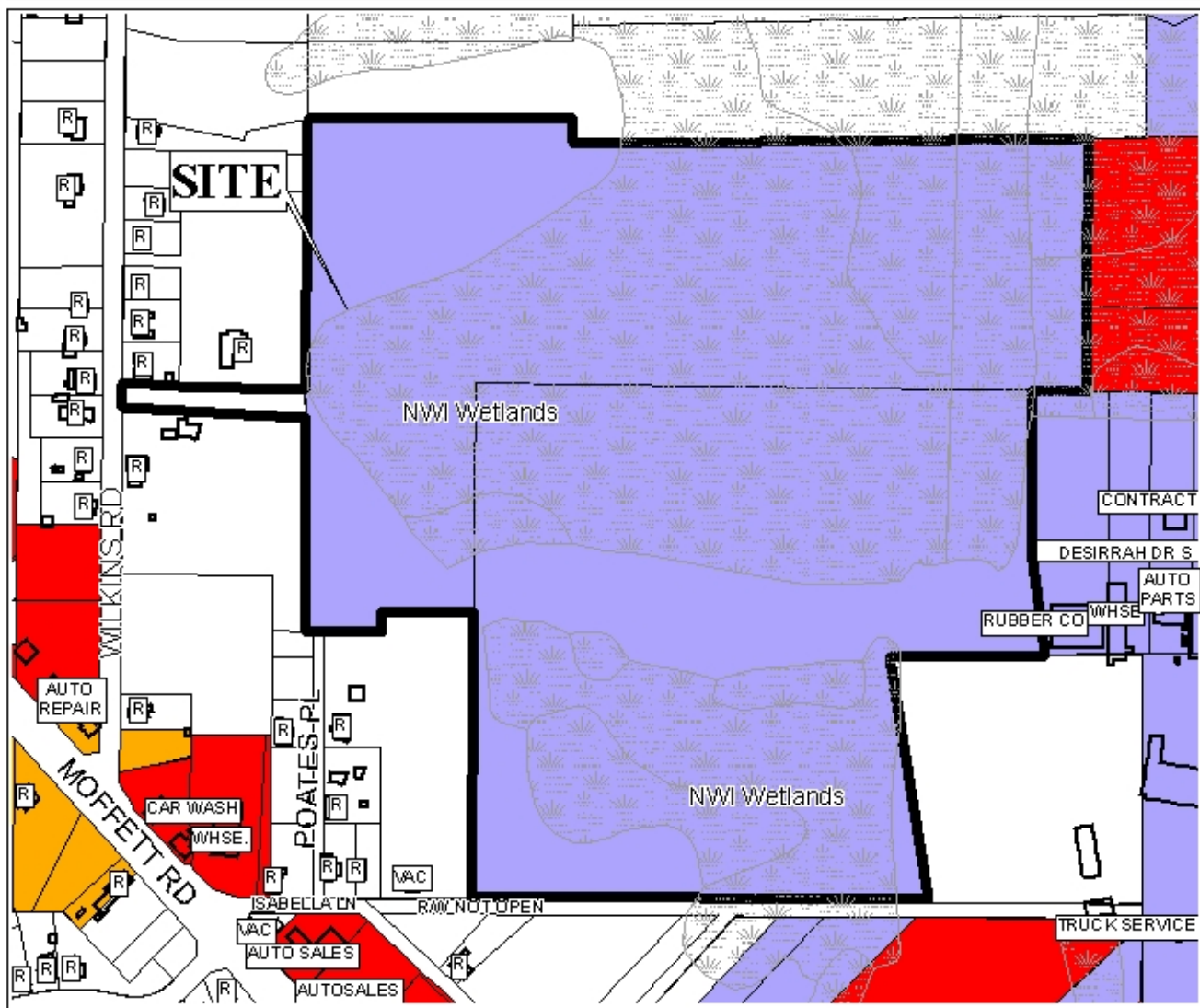
APPLICANT Pull-A-Part

REQUEST Subdivision, Planning Approval, PUD, Rezoning from I-1 to I-2



NTS

PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



Single-family residential units and commercial sites are located to the west of the site. Industrial land use is located to the east of the site.

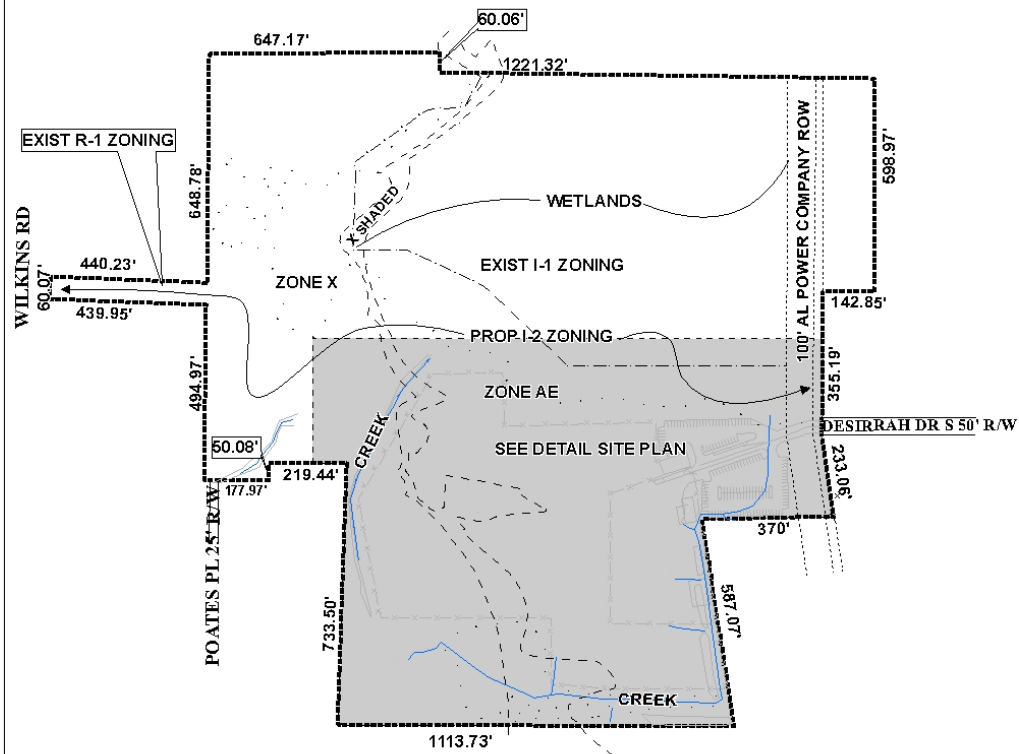
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APPLICANT Pull-A-Part

REQUEST Subdivision, Planning Approval, PUD, Rezoning from I-1 to I-2

LEGEND NTS

SITE PLAN



The site plan illustrates the existing flood zones, wetlands, easements, and proposed zoning

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