

**SUBDIVISION &  
ZONING AMENDMENT STAFF REPORT****Date: April 21, 2016****APPLICANT NAME**

Gulf City Body &amp; Trailer Works, Inc.

**SUBDIVISION NAME**

Gulf City South Subdivision

**LOCATION**

111 Short Texas Street  
(Southwest corner of Short Texas Street and South Royal Street, extending to the Northwest corner of Texas Street and South Royal Street extending to the East side of St. Emanuel Street)

**CITY COUNCIL  
DISTRICT**

District 2

**PRESENT ZONING**

I-1, Light Industry

**PROPOSED ZONING**

I-2, Heavy Industry

**AREA OF PROPERTY**

2.29± Acres

**CONTEMPLATED USE**

Subdivision Approval to create a single legal lot of record from an existing metes-and-bounds parcel; and Rezoning from I-1, Light Industry District, to I-2, Heavy Industry District, to allow a steel service facility.

**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.**

**TIME SCHEDULE  
FOR DEVELOPMENT**

None given.

**ENGINEERING  
COMMENTS**

*Subdivision: The following comments should be addressed prior to submitting the FINAL PLAT for acceptance and 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. Add legible street names to the vicinity map.
- C. Review the interior angles listed on the plan and in the written legal description. One of them appears to be an exterior angle.
- D. Revise the plat to label each lot with its size in acres and square feet, or the furnishing of a table on the Plat providing the same information.
- E. Show and label all flood zones.
- F. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation.
- G. Provide and label the monument set or found at each subdivision corner. Include witness monuments for the corner(s) where a monument cannot be set.
- H. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- I. Provide the Surveyor's Certificate and Signature.
- J. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- K. Add a note to the SUBDIVISION PLAT stating 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.
- L. Add a note to the Plat stating 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.
- M. 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.
- N. Provide a copy of the FINAL PLAT to the Engineering Dept. for review prior to obtaining any signatures.
- O. Provide a copy of the Final Plat along with the original when submitting for City Engineer signature.

**Rezoning:** No comments

## **TRAFFIC ENGINEERING**

### **COMMENTS**

Site is limited to its existing curb cuts with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Any new 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 (State Act 61-929 and City Code Chapters 57 and 64).

**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)

**MAWSS COMMENTS**

MAWSS Comments: MAWSS has water and sewer services available, but a Capacity Assurance application for additional sewer service has not been applied for. MAWSS cannot guarantee additional sewer service until the Capacity application is approved by Volkert Engineering, Inc.

**REMARKS**

The applicant is requesting Rezoning from I-1, Light Industry District, to I-2, Heavy Industry District, to allow a steel service facility.

The applicant states:

*“The owner/applicant of this property is requesting a change in the zoning classification from I-1 to I-2 to allow them to lease the site to a steel service center that requires a warehouse and an outside storage area. The property has been vacant for more than 4 years which indicates there is not a need for I-1 properties but there is an increased need for I-2 industrial sites in addition to sites that are available. This area of Mobile is comprised of businesses that require I-1 and I-2 zoning. There is I-2 zoning East of Royal Street and also on the North side of Short Texas Street. Additionally, the second block South is zoned I-2, therefore a change in zoning classification should not have an adverse effect on the surrounding properties.”*

Pertaining to the narrative and the proposed use of the site, a “steel service center” is a vague description of the use and the Chart of Permitted Uses in the Zoning Ordinance does not list such a classification. Metal products fabrication is the closest-related listing and that is allowed by right in I-1 districts. Also, industrial machinery and equipment distribution, a closely-related classification, is allowed by right in I-1 districts. Therefore, rezoning of the subject property for the proposed use may not be necessary since the use may already be allowable. Without a more precise narrative a determination on the proposed rezoning cannot be made.

The legal description for the site is metes-and-bounds; therefore, a pre-1952 legal description should be provided or a one-lot Subdivision application submitted to make the site one legal lot of record. A discrepancy has been noted by staff in that the site plan indicates South Royal Street to have a current 64’ right-of-way and City GIS indicates approximately a 90’ right-of-way for South Royal Street along the site’s frontage. In that the Major Street Plan requires an 80’ right-of-way for South Royal Street along the site frontage, there may be the possibility that dedication would be required to provide 40’ from the centerline of South Royal Street. It should be noted that the City GIS indicates the right-of-way wider along the West side of South Royal Street within this block, the block due South, and approximately half-way up the block to the North for what was a railroad spur track. Therefore, this discrepancy should be accounted for.

However, the likelihood of South Royal Street being widened is slim; thus setback in lieu of right-of-way dedication may be a more preferable option.

The legal description provided seems to have an error in that the Point of Beginning is at the Southwest corner of Royal Street and Texas Street as opposed to the Northwest corner of that intersection. Therefore, the legal description should be reviewed and corrected. Also, the legal description indicates the 12.5' alley running from St. Emanuel Street is not part of the site, but it is enclosed within the fence surrounding the site. Therefore, the legal description should either be corrected to account for the inclusion of the alley into the site or the site plan should be revised to relocate the fence to the North and East sides of the alley and restrict any site access to the alley.

The site plan indicates areas with parallel parking spaces in which the interior spaces scale to be 20' long. As 23' is the required minimum length for interior parallel parking spaces, the site plan should be revised to provide such.

### **RECOMMENDATION**

Based on the preceding, this application is recommended for holdover to the meeting of April 7<sup>th</sup> to allow the applicant to address the following items:

- 1) revision of the narrative to provide a detailed description of the proposed use of the site which would warrant the Rezoning request;
- 2) submittal of a pre-1952 legal description for the property or the submittal of a one-lot Subdivision;
- 3) verification of the right-of-way width of South Royal Street along the site frontage and revision of the site plan to depict additional setback in lieu of dedication to be measured from 40' from the centerline of South Royal Street, in compliance with the Major Street Plan;
- 4) verification of and correction of (if necessary) the Point of Beginning of the legal description of the site;
- 5) correction of the legal description to account for the inclusion of the alley from St. Emanuel Street within the site enclosure on the site plan, or revision of the site plan to relocate the site enclosure to the North and East boundaries of the alley and restrict any site access to the alley; and
- 6) revision of the interior parallel parking spaces to a minimum 23' length.

Revisions, additional documentation and a possible one-lot Subdivision application should be submitted no later than March 18<sup>th</sup>.

### ***Revised for the April 21<sup>st</sup> meeting:***

*The Rezoning application was heldover from the March 17<sup>th</sup> meeting to allow the applicant to address the above-listed items. Although originally heldover to the April 7<sup>th</sup> meeting, the application had to be administratively heldover again to the April 21<sup>st</sup> meeting since there was no meeting on April 7<sup>th</sup> due to a lack of quorum.*

*The applicant addressed all items listed other than revising the narrative to provide a detailed description of the proposed use of the site which would warrant the Rezoning request and submittal of a pre-1952 legal description of the entire site. A one-lot Subdivision application was submitted to create one legal lot of record from the existing metes-and-bounds parcel.*

*Due to the fact that the site was created from the acquiring of various metes-and-bounds parcels by various owners at various times, there was no one legal description prior to 1952 to describe the site in its current configuration; thus the need for the one-lot Subdivision.*

*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 proposed lot meets the minimum size requirements of Section V.D.2. of the Subdivision Regulations. The lot is not labeled on the plat with its size; therefore, the plat should be revised to label the lot with its size in both square feet and acres, after any required dedication, or a table should be furnished on the Final Plat providing the same information.*

*The site has frontage on South Royal Street, Short Texas Street, St. Emanuel Street and Texas Street. Short Texas Street, St. Emanuel Street and Texas Street are all minor streets with compliant 50' rights-of-way; therefore, no dedication would be required. South Royal Street is a component of the Major Street Plan with a planned 80' right-of-way. The current right-of-way width along the site is 72.5' of which 40.5' are from the site street-front property line to the centerline of the right-of-way; therefore, no dedication would be required along South Royal Street. The plat should be revised, however, to provide a 25' corner radius dedication at all public street corners. The plat illustrates a 25' building setback line along Short Texas Street, but a 20' minimum building setback line along all other street frontages. Section 64-4.D.3. of the Zoning Ordinance allows for a 20' side yard setback; thus the Subdivision Regulations could be waived for the 20' side yard allowance.*

*As a means of access management, the site should be limited to its existing curb cuts with the size, location and design to be approved by Traffic Engineering and conform to AASHTO standards.*

*The entire site appears to be depicted as a "Waterfront" Development Area, per the recently adopted Map for Mobile Plan. The intent of a Waterfront Development Area is to allow for:*

- Increased and improved public access to waterfront*
- More passive park space and trails/open space that allows public access but is sensitive to the preservation of the natural shorelines, wetlands, etc.*
- Minimize impacts of development*
- Better streetscaping and aesthetics in waterfront/industrial areas*

*It should be noted that the Map for Mobile Plan is meant to serve as a general guide, not a detailed lot and district plan or mandate for development. Moreover, the Plan 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.*

*Pertaining to the Rezoning request, as previously mentioned, no detailed description of the proposed use of the site which would warrant the Rezoning request was submitted. Furthermore, the proposed Rezoning would not be consistent with the Map for Mobile's Waterfront Development Area designation. And the applicant's assertion that there is an increased need for I-2 sites would be inaccurate for the neighborhood as there has been only one Rezoning East of I-10 from Canal Street to Monroe Park (approximately 2.2 miles) since 1967, and that was to eliminate split zoning from B-3, Community Business, and I-1 to I-1 for a commercial subdivision. However, it should be noted that at such time that a use is proposed which would warrant Rezoning to I-2, such would be compatible with the surrounding neighborhood due to the proximity of existing I-2 zoning immediately to the East and North of the site.,*

### **RECOMMENDATION**

**Subdivision:** *With a waiver of Section V.D.9. for the St. Emanuel, Texas and South Royal Street frontages, the plat meets the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval, subject to the following conditions:*

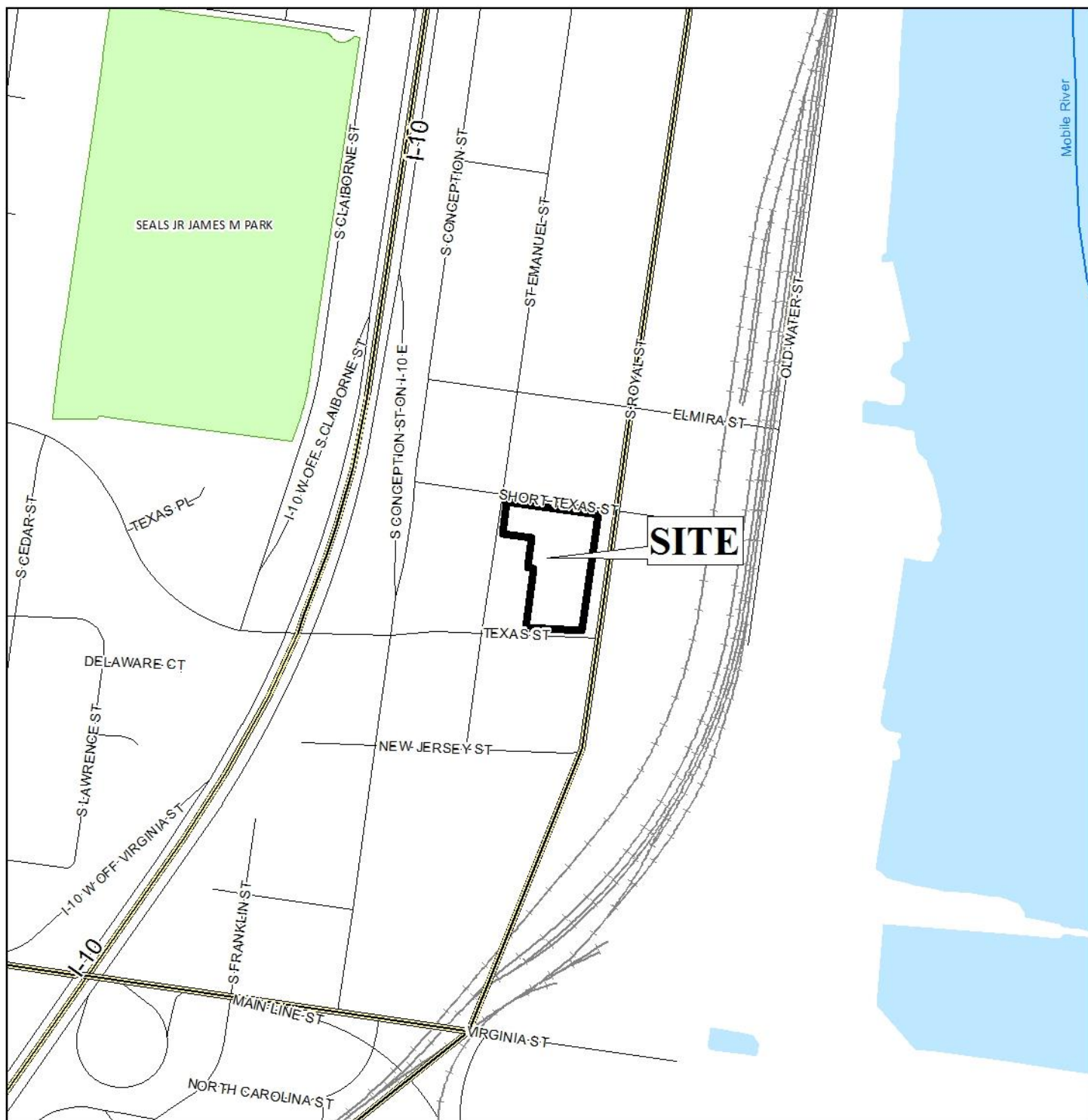
- 1) revision of the plat to label the lot with its size in both square feet and acres, after any required dedications, or the furnishing of a table on the Final Plat providing the same information;*
- 2) revision of the plat to provide a 25' corner radius dedication at all public street corners;*
- 3) retention of the 25' minimum building setback line along Short Texas Street and the 20' minimum building setback line along all other street frontages;*
- 4) placement of a note on the Final Plat stating that the site is limited to its existing curb cuts with the size, location and design to be approved by Traffic Engineering and conform to AASHTO standards;*
- 5) subject to the Engineering comments: [The following comments should be addressed prior to submitting the FINAL PLAT for acceptance and 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. Add legible street names to the vicinity map. C. Review the interior angles listed on the plan and in the written legal description. One of them appears to be an exterior angle. D. Revise the plat to label each lot with its size in acres and square feet, or the furnishing of a table on the Plat providing the same information. E. Show and label all flood zones. F. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation. G. Provide and label the monument set or found at each subdivision corner. Include witness monuments for the corner(s) where a monument cannot be set. H. Add a signature block for the Owner,*

- Notary Public, Planning Commission, Traffic Engineer, and City Engineer. I. Provide the Surveyor's Certificate and Signature. J. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. K. Add a note to the SUBDIVISION PLAT stating 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. L. Add a note to the Plat stating 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. M. 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. N. Provide a copy of the FINAL PLAT to the Engineering Dept. for review prior to obtaining any signatures. O. Provide a copy of the Final Plat along with the original when submitting for City Engineer signature.];*
- 6) subject to the Traffic Engineering comments: (Site is limited to its existing curb cuts with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Any new on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.);*
  - 7) subject to 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 (State Act 61-929 and City Code Chapters 57 and 64).]; and*
  - 8) subject to 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)].*

**Rezoning:** *Based upon the preceding, the application is recommended for Denial for the following reasons:*

- 1) the proposed use of the site is allowed under its current I-1, Light Industry classification;*
- 2) no justification was presented which would warrant Rezoning as required by Section 64-9.A.1. of the Zoning Ordinance; and*
- 3) the proposed Rezoning would not be consistent with the Map for Mobile's Waterfront Development Area designation.*

# LOCATOR MAP



APPLICATION NUMBER 11 DATE April 21, 2016

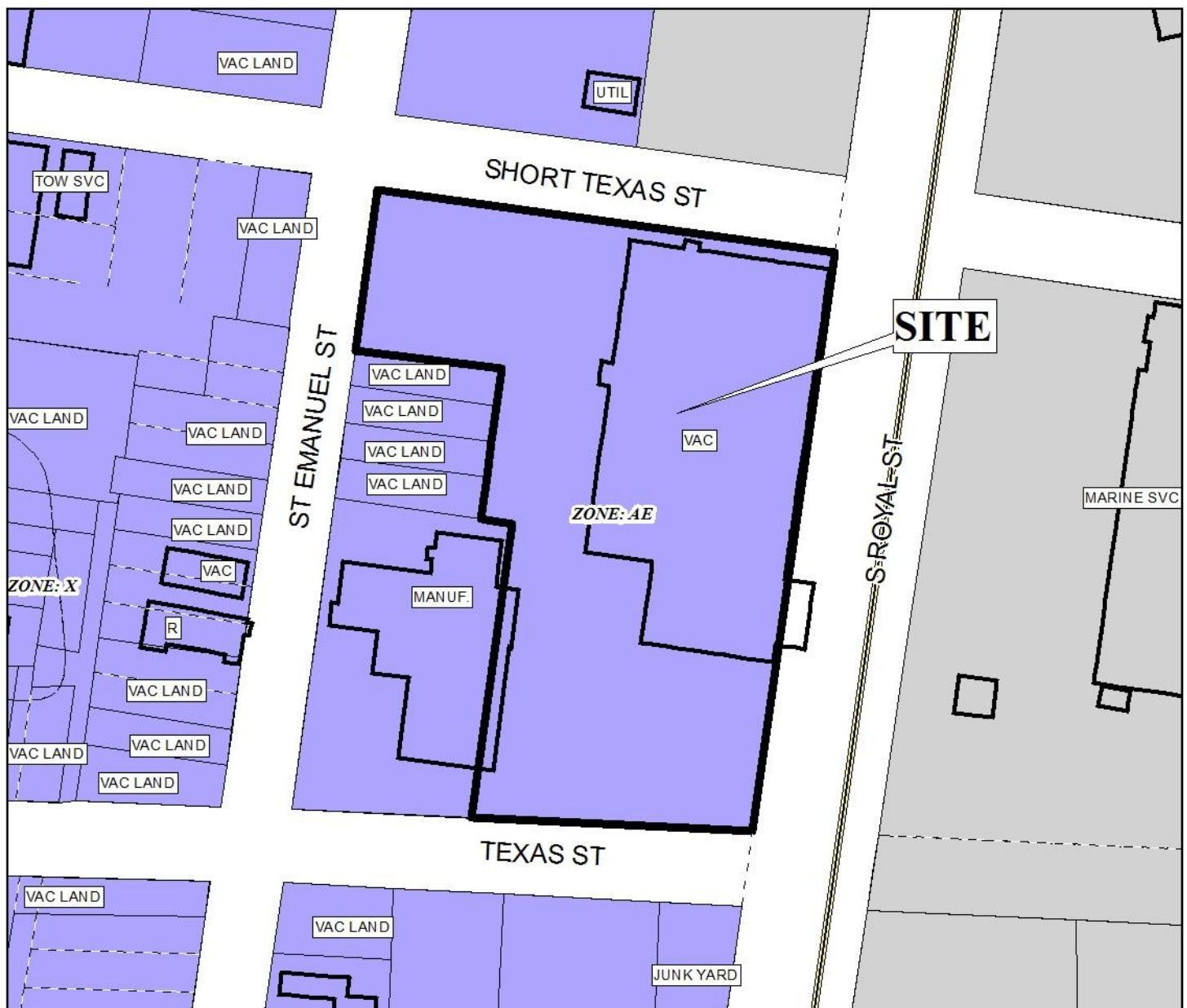
APPLICANT Gulf City South Subdivision

REQUEST Subdivision, Rezoning from I-1 to I-2





# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by miscellaneous services. A residence lies west of the site.

APPLICATION NUMBER 11 DATE April 21, 2016

APPLICANT Gulf City South Subdivision

REQUEST Subdivision, Rezoning from I-1 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 ZONING



The site is surrounded by miscellaneous services. A residence lies west of the site.

APPLICATION NUMBER 11 DATE April 21, 2016

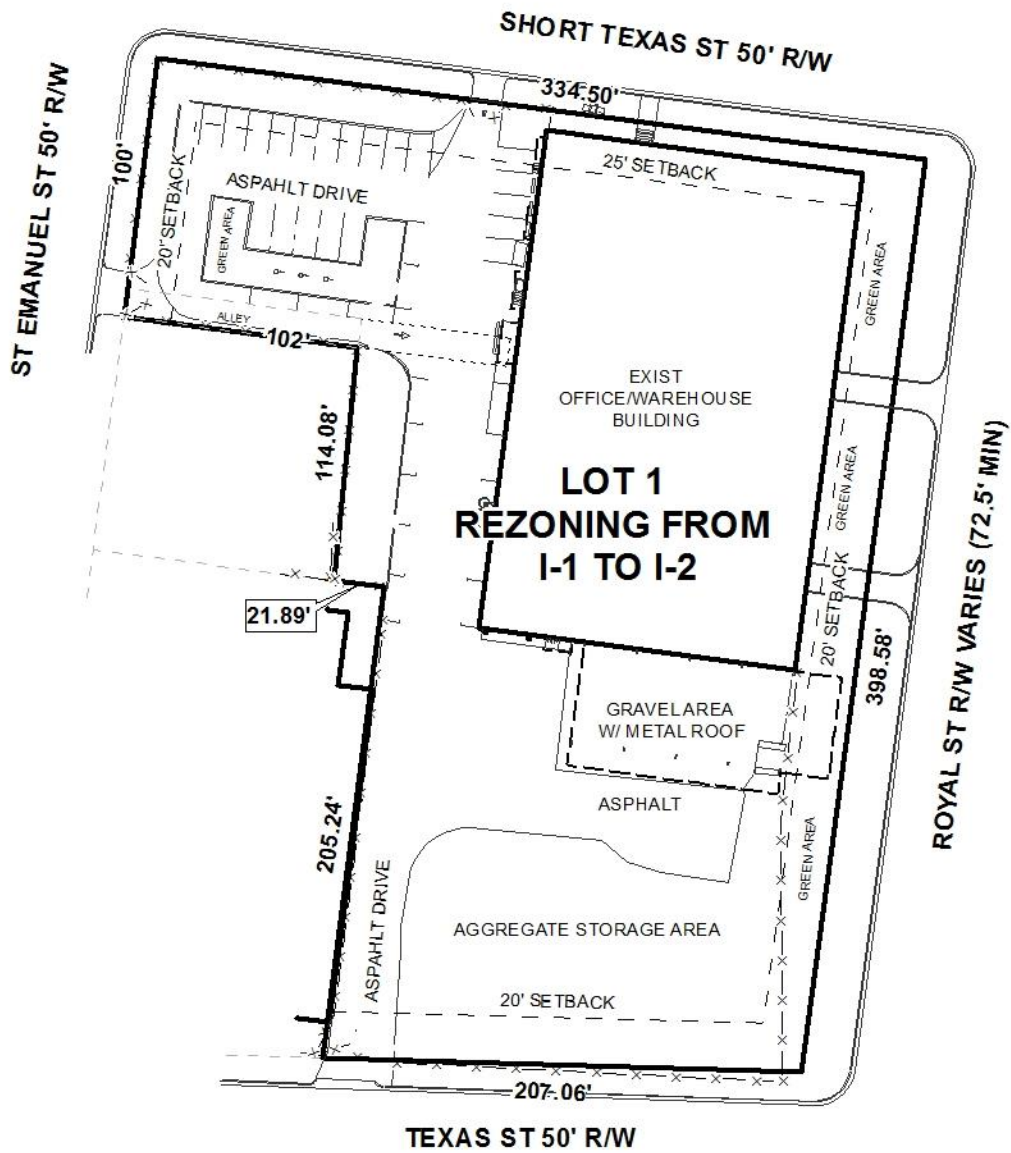
APPLICANT Gulf City South Subdivision

REQUEST Subdivision, Rezoning from I-1 to I-2





# SITE PLAN



The site plan illustrates the existing building, setback, fences, and parking.

APPLICATION NUMBER 11 DATE April 21, 2016

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REQUEST Subdivision, Rezoning from I-1 to I-2



NTS