

**ZONING AMENDMENT
& SUBDIVISION STAFF REPORT****Date: June 19, 2014****APPLICANT NAME**

SAAD Development Corporation

SUBDIVISION NAME

Powair International Subdivision

LOCATION1517 and 1521 South Broad Street
(East side of South Broad Street, 475'± North of Duval Street)**CITY COUNCIL
DISTRICT**

District 3

PRESENT ZONING

B-3, Community Business District, and I-2, Heavy Industry District

PROPOSED ZONING

I-2, Heavy Industry District

AREA OF PROPERTY

1 Lot / 22.7± Acres

CONTEMPLATED USE

Subdivision approval to create 1 legal lot of record, and Zoning approval to rezone the site from B-3, Community Business District, and I-2, Heavy Industry District, to I-2, Heavy Industry District, to eliminate split zoning.

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**

September 2014 through October 2015

**ENGINEERING
COMMENTS****Subdivision:** The following comments should be addressed prior to acceptance and signature by the City Engineer:

- A. Dedication of the Broad Street ROW to be approved by the City Engineer and Traffic Engineer prior to submitting the Plat for signature.
- B. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- C. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.

- D. Any areas receiving drainage from a public street will require a drainage easement, the width and alignment of any required easement shall be coordinated with, and approved by, the City Engineer.
- E. Remove the County Engineer's signature block from the Plat. The County Engineer no longer signs plats within the municipal limits of the City of Mobile.
- F. Provide a copy of the Final Plat along with the original when submitting for City Engineer's signature.

TRAFFIC ENGINEERING

COMMENTS

Prior to the issuance of any land disturbance permits, a traffic impact study will be required to be submitted and approved by Traffic Engineering. Traffic Engineering approval of this site is contingent upon the construction by the developer/owner of all improvements (if any) identified in the study. The site is limited to two curb cuts, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Coordinate all work possible with ongoing Broad Street construction project. All 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 of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.

REMARKS

The applicant is requesting Subdivision approval to create a single legal lot of record from 12 metes-and-bounds parcels, 47 legal lots of record, and 3 vacated streets; and Zoning approval to rezone the site from B-3, Community Business District, and I-2, Heavy Industry District, to I-2, Heavy Industry District, to eliminate split zoning.

The site is currently occupied by a vacant warehouse, and is bounded to the West by various businesses and vacant land in B-5, Office-Distribution District, B-3, Community Business District, I-1, Light Industry District, B-2, Neighborhood Business District, and R-1, Single-Family Residential District; to the East by vacant land and the Mobile Airport Authority in an I-2, Heavy Industrial District; and to the North and South by vacant land in an I-2, Heavy Industrial District.

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 appears to be 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. The accuracy of recommended land uses on the General Land Use Component map is limited due to the large scale of the map. 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.

The applicant states that a change in condition necessitates rezoning to allow the operation of a business proposed to manufacture and assemble wind turbine components, which requires an I-2, Heavy Industrial District to operate. The applicant also states that there is an increased need in the area for manufacturing and industrial uses, which are in keeping with several businesses in the area. Furthermore, the proposed subdivision would result in a split-zoned lot, making rezoning the property necessary.

The applicant states that the site will be consist of a 256,000± square foot building with 10,000 square foot of office space, and a 64± square foot detached security office. It should be noted that if the site will be developed with multiple buildings, an application for a Planned Unit Development will be required. Furthermore, the applicant states that there will be between 750 to 900 employees at the site, and do not state how many of those will be warehouse/manufacturing employees, making it difficult to determine the number of required parking spaces. Also, there is no information provided for tree and landscaping to be provided.

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 site fronts onto South Broad Street, a major street, which should have a right-of-way of 100-feet. The preliminary plat illustrates 40' to the centerline of South Broad Street, therefore dedication should be made to provide 50' from the centerline. The site is also bisected by a proposed major street, Royal Street South, which is to have an 80-foot wide right-of-way. The Planning Commission waived the Royal Street South Major Street requirement for another industrial site 2,900± foot to the Northeast. Furthermore, the Alabama Port Authority owns property adjacent to the site of this application that will be developed into a multi-modal rail yard. As such, the waiver of the Royal Street South Major Street requirement may be appropriate for the applications at hand, due to the low probability of road construction.

Per Traffic Engineering comments, a Traffic Impact Study will be required to be submitted and approved by Traffic Engineering. Traffic Engineering approval of this site is contingent upon

the construction by the developer/owner of all improvements (if any) identified in the study. The site should be limited to two curb cuts, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards.

The 25-foot minimum building setback is depicted for proposed lot, and should be retained on the Final Plat, if approved.

A portion of the site is contained within the 100-year and 500-year floodplains associated with Mobile Bay. The presence of floodplains indicate that the area may be environmentally sensitive; therefore, the approval of all applicable federal, state and local agencies would be required prior to the issuance of any permits.

There are Alabama Power, Mobile Areas Water Sewer System, sanitary sewer, and temporary drainage easements illustrated in various locations on the proposed lot. If approved, a note should be placed on the Final Plat stating that no structures shall be constructed in any easements.

Finally, the geographic area defined by the city of Mobile and its planning jurisdiction, including this site, may contain Federally-listed threatened or endangered species as well as protected non-game species. Development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species.

RECOMMENDATION

Rezoning: Based upon the preceding, the Rezoning request is recommended for Approval, subject to the following conditions:

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

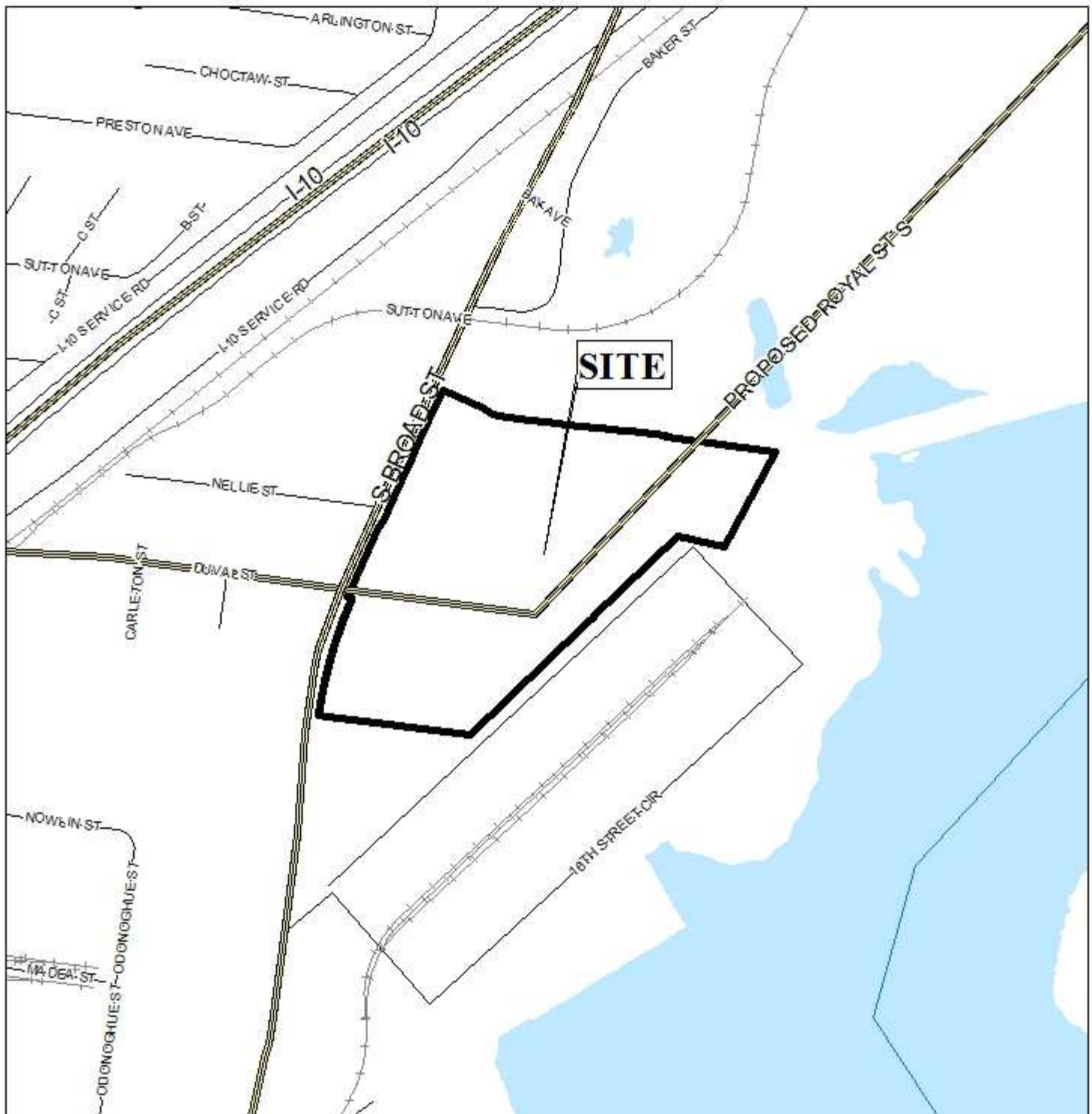
Subdivision: The Subdivision request is recommended for Tentative Approval, with a waiver of any right-of-way dedication or setback requirements for the proposed Royal Street Major Street, subject to the following conditions:

- 1) dedication to provide 50' from the centerline of South Broad Street;
- 2) retention of the lot size, in square feet and acres, or provision of a table on the Final Plat with the same information;
- 3) placement of a note on the Final Plat stating that the site is be limited to two curb cuts, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards;
- 4) retention of the 25' minimum building setback line;
- 5) compliance with Engineering comments (*The following comments should be addressed prior to acceptance and signature by the City Engineer: Dedication of the Broad Street ROW to be approved by the City Engineer and Traffic Engineer prior to submitting the Plat for signature. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. Any areas receiving drainage from a public street will require a drainage easement, the width and*

alignment of any required easement shall be coordinated with, and approved by, the City Engineer. Remove the County Engineer's signature block from the Plat. The County Engineer no longer signs plats within the municipal limits of the City of Mobile. Provide a copy of the Final Plat along with the original when submitting for City Engineer's signature.);

- 6) compliance with Traffic engineering comments (*Prior to the issuance of any land disturbance permits, a traffic impact study will be required to be submitted and approved by Traffic Engineering. Traffic Engineering approval of this site is contingent upon the construction by the developer/owner of all improvements (if any) identified in the study. The site is limited to two curb cuts, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Coordinate all work possible with ongoing Broad Street construction project. All 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) compliance with Fire Department comments (*All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.);*
- 8) placement of a note on the Final Plat stating that approval of all applicable Federal, state and local agencies is required for wetland and floodzone issues, if any, prior to the issuance of any permits or land disturbance activities;
- 9) placement of a note stating that no structures will be constructed in any easements; and
- 10) placement of a note on the Final Plat stating that approval of all applicable federal, state, and local agencies is required for endangered, threatened, or otherwise protected species, if any, prior to the issuance of any permits or land disturbance activities.

LOCATOR MAP



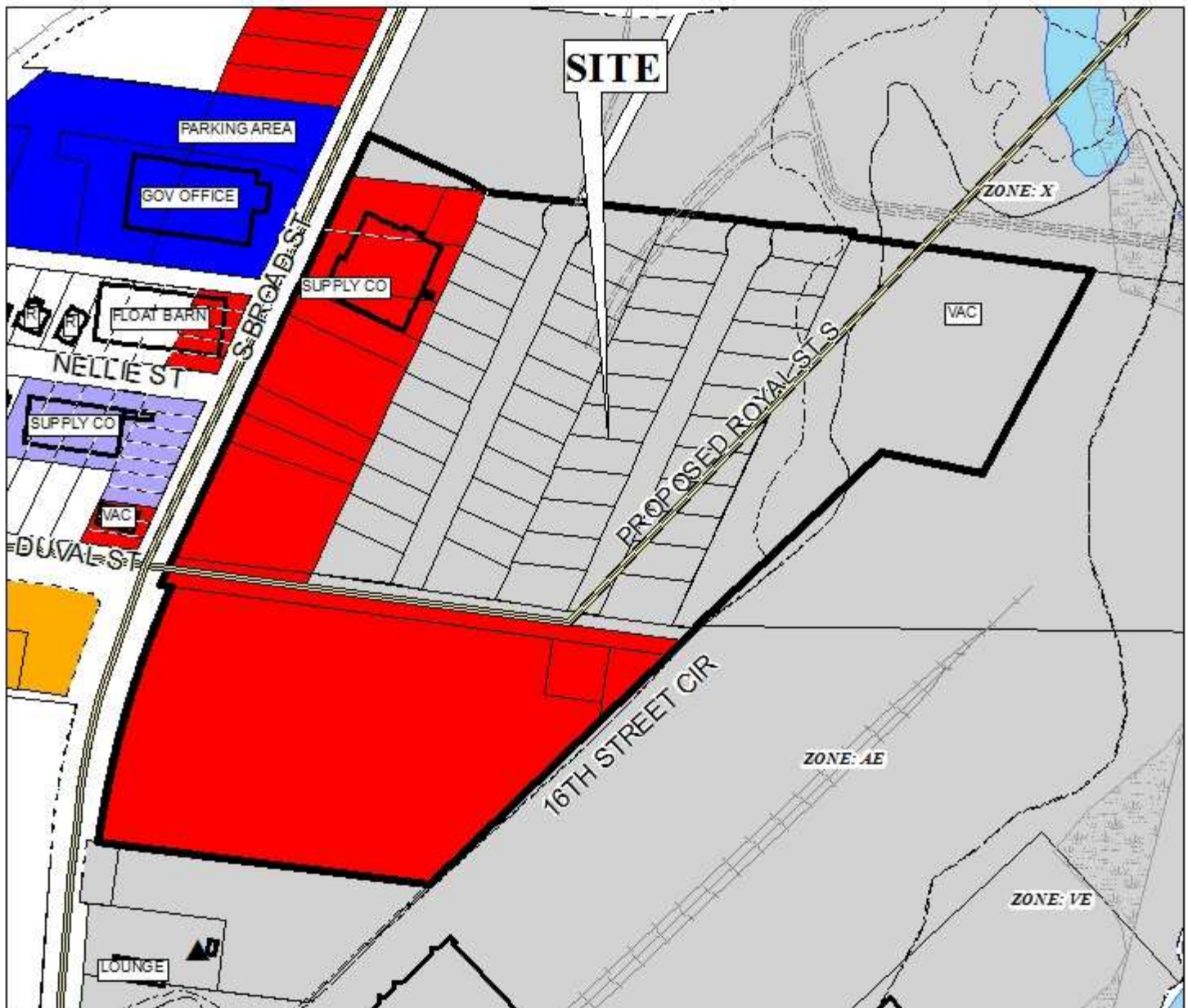
APPLICATION NUMBER 19 & 20 DATE June 19, 2014

APPLICANT Powair International Subdivision

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



PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



Miscellaneous commercial units lie to the west of the site. A lounge is located to the south.

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LEGEND

R-1	R-2	R-3	R-A	R-B	H-B	T-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2
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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING

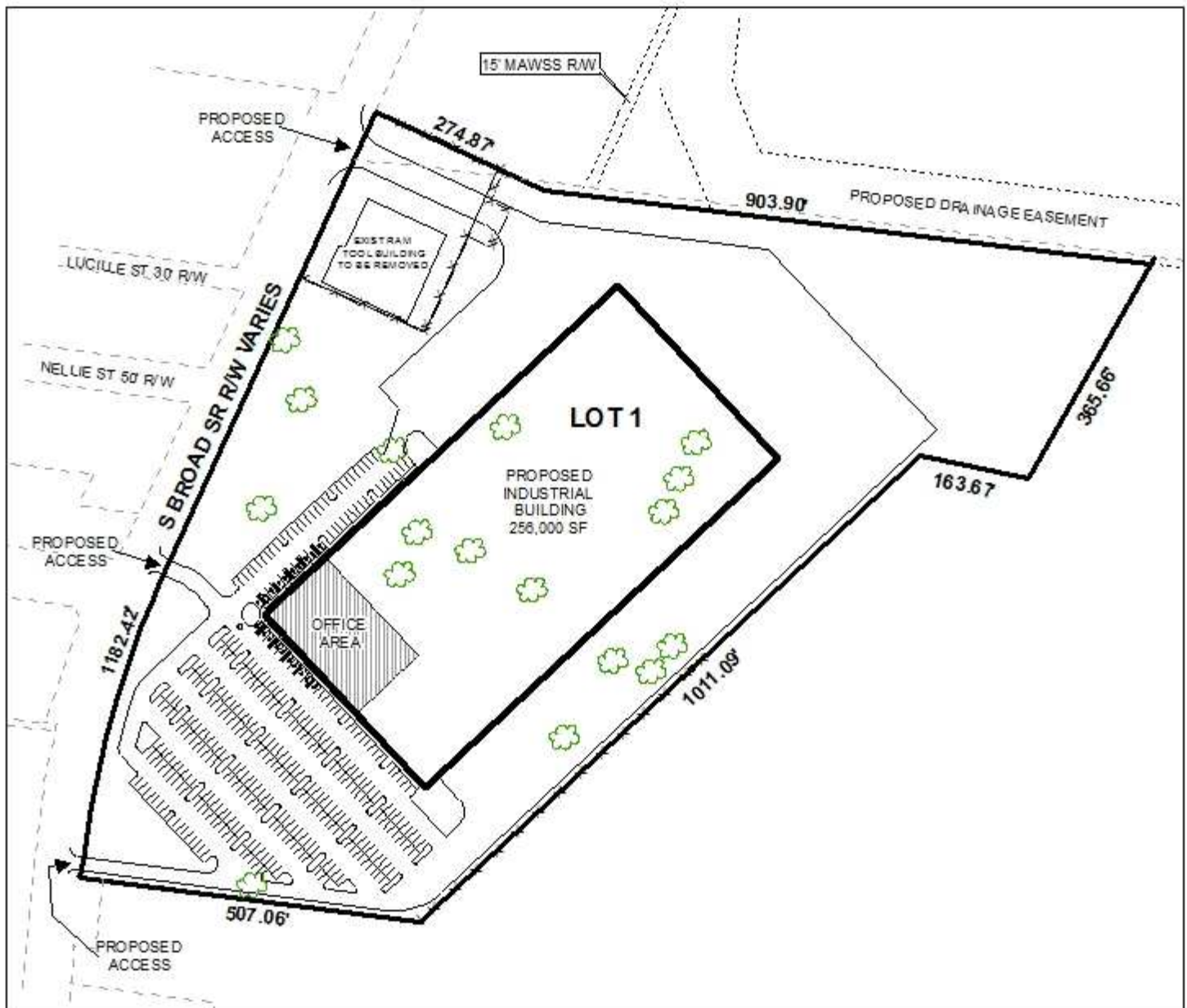


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SITE PLAN



The site plan illustrates the proposed building, and parking, proposed drives, and the existing building to be removed.

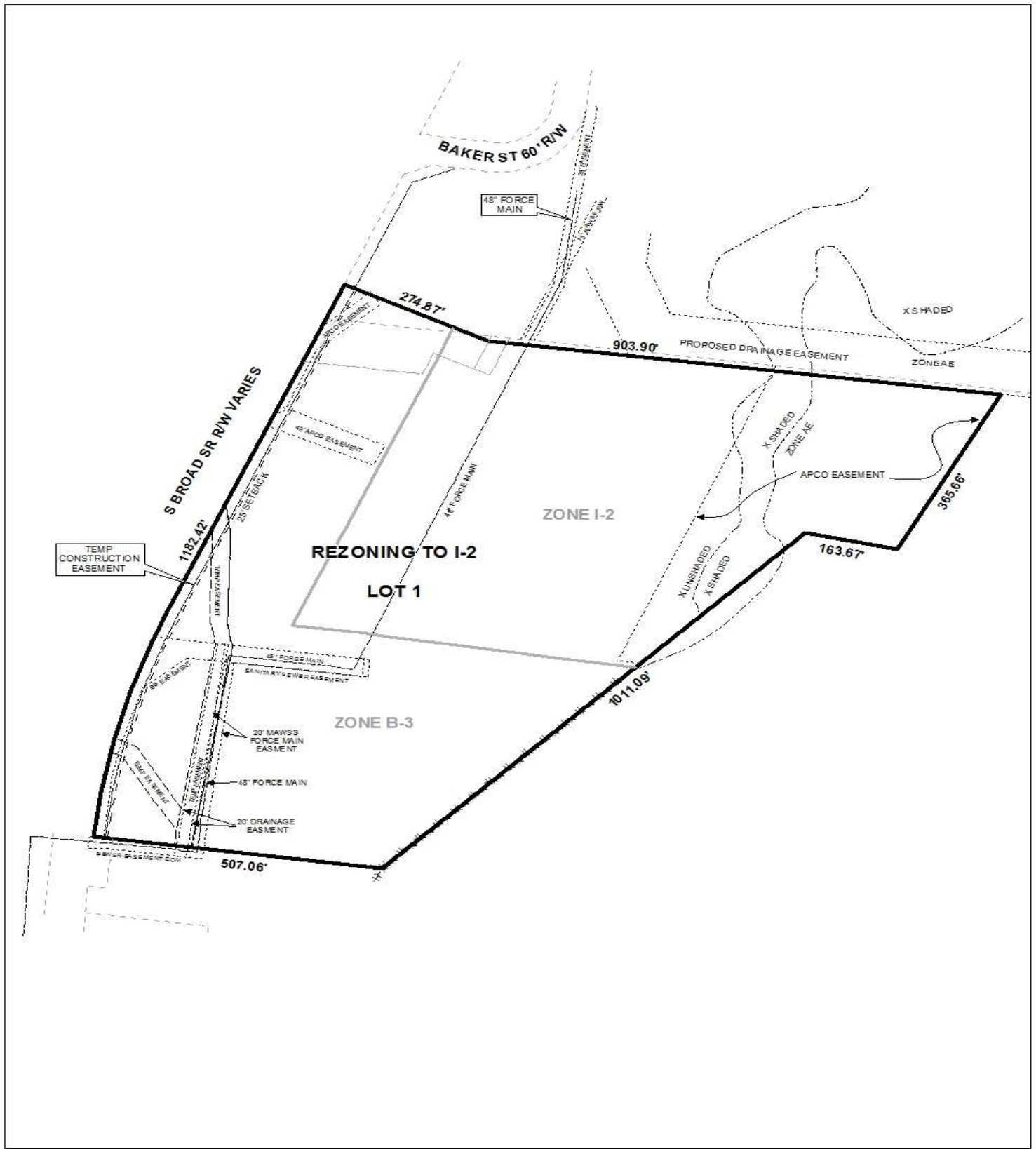
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DETAIL SITE PLAN



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