

**ZONING AMENDMENT,
& SUBDIVISION STAFF REPORT**

Date: September 6, 2007

<u>APPLICANT NAME</u>	TSS, LLC
<u>SUBDIVISION NAME</u>	Laughlin Industrial Park Subdivision
<u>LOCATION</u>	South side of Halls Mill Road, ¼ mile+ West of Halls Mill Service Road.
<u>CITY COUNCIL DISTRICT</u>	District 4
<u>PRESENT ZONING</u>	R-1, Single-Family Residence District
<u>PROPOSED ZONING</u>	I-1, Light Industry District
<u>AREA OF PROPERTY</u>	45.7 acre ± / 14 lots
<u>CONTEMPLATED USE</u>	Subdivision approval to create 14 lots, and Zoning approval to rezone the site from R-1, Single Family Residential to an I-1, Light Industry district to allow a light-industrial park. 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.
<u>REASON FOR REZONING</u>	Applicant is requesting rezoning of the site to create an industrial park.
<u>TIME SCHEDULE FOR DEVELOPMENT</u>	No schedule provided.

ENGINEERING

COMMENTS

Show detention as common area. Show 500-year flood plain and minimum finished floor elevation on each lot touched by 500-year flood plain. It is the responsibility of the applicant to look up the site in the City of Mobile (COM) GIS system and verify if NWI wetlands are depicted on the site. If the COM GIS shows wetlands on the site, it is the responsibility of the applicant to confirm or deny the existence of wetlands on-site. If wetlands are present, they should be depicted on plans and/or plat, and no work/disturbance can be performed without a permit from the Corps of Engineers. 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

All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2003 International Fire Code, including Appendices B through D, with local amendments, and the 2003 International Existing Building Code, as appropriate. All portions of all facilities or buildings shall be within 400 feet of a fire hydrant as measured by an approved route. For Group R-3 and buildings equipped throughout with an approved automatic sprinkler system the distance requirement shall be 600 feet. The number and distribution of fire hydrants shall be in accordance with Appendix C of the 2003 International Fire Code. Fire Flow Requirements shall be in accordance with Table B105.1. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds. Dead-end fire apparatus access roads in excess of 150 feet shall be provided with width and turnaround provisions in accordance with Table D103.4. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet. See Figure D103.1. Additional turn around may be required.

REMARKS

The applicant is requesting Subdivision approval to create a 14 lot subdivision, and Zoning approval to rezone the site from R-1, Single Family Residential to an I-1, Light Industry district to allow a light-industrial park. Light-industrial parks are allowed by right in I-1 districts.

The site appears to be vacant, with the exception of billboards located along Interstate 10. A portion of the site was rezoned from R-1 to B-2, Neighborhood Business District, in January 1985, and subsequently rezoned to I-1 in July 1985.

The site is bounded to the West by vacant land in an R-1 district, by a business located in an I-1 district, to the North by businesses and vacant land located in B-3 Community Business and I-1 districts, and to the South, across Interstate 10, by vacant land in an R-1 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.

Conveyance of a commercial zoning designation to the site will require any development of the individual lots to fully comply with the Zoning Ordinance, including the provision of paved parking, sidewalks, trees and landscaping, residential adjacency buffers, and site lighting.

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 abuts land-locked parcels to the West, however, these parcels abut other parcels under the same ownership (Norville) that have frontage onto a public street. The size of the land-locked parcels (34 + acres) warrant a street-stub from the subdivision proposed by the application at hand.

The site's frontage onto Halls Mill Road is composed of a 60-foot wide strip that the applicant proposes to convert into a cul-de-sac that will be approximately 2,400 feet in length. The right-of-way for the proposed cul-de-sac will be 60 feet, except for the actual turn-around, which will be 100 feet in diameter.

Access management is a concern due to the site abutting Interstate 10. All lots should be denied access to Interstate 10. Lots with 200 feet or less of frontage onto the proposed cul-de-sac should be limited to one curb-cut, while lots with greater than 200 feet of frontage should be limited to two curb-cuts, with the size, design and location of all curb-cuts to be approved by Traffic Engineering and conform with AASHTO standards.

Regarding the cul-de-sac, Section V.B.6. of the Subdivision Regulations states that "ordinarily, closed-end streets shall not be longer than 600 feet." Furthermore, the 2003 International Fire Code (IFC), as adopted by the City of Mobile, requires that closed-end streets exceeding 750 feet in length obtain special approval. It should also be pointed out that the 2003 IFC requires a 96-foot pavement diameter for the cul-de-sac, thus the cul-de-sac right-of-way should be expanded to accommodate the increased diameter width (right-of-way diameter recommended to be 120 feet). Fire-Rescue has additionally indicated that an intermediate turn-around may be required.

The 25-foot minimum building setback line, required in Section V.D.9., is not shown for the subdivision, but would be required on the final plat, if approved.

A detention basin is proposed for the subdivision. A note should be placed on the Final Plat, if approved, stating that maintenance of the detention basin common areas, and any other common areas, are the responsibility of the subdivision's property owners.

It appears that a portion of the site may contain wetlands and be within the floodplain for Halls Mill Creek. The potential presence of wetlands and 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 or land disturbance activities.

RECOMMENDATION

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

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

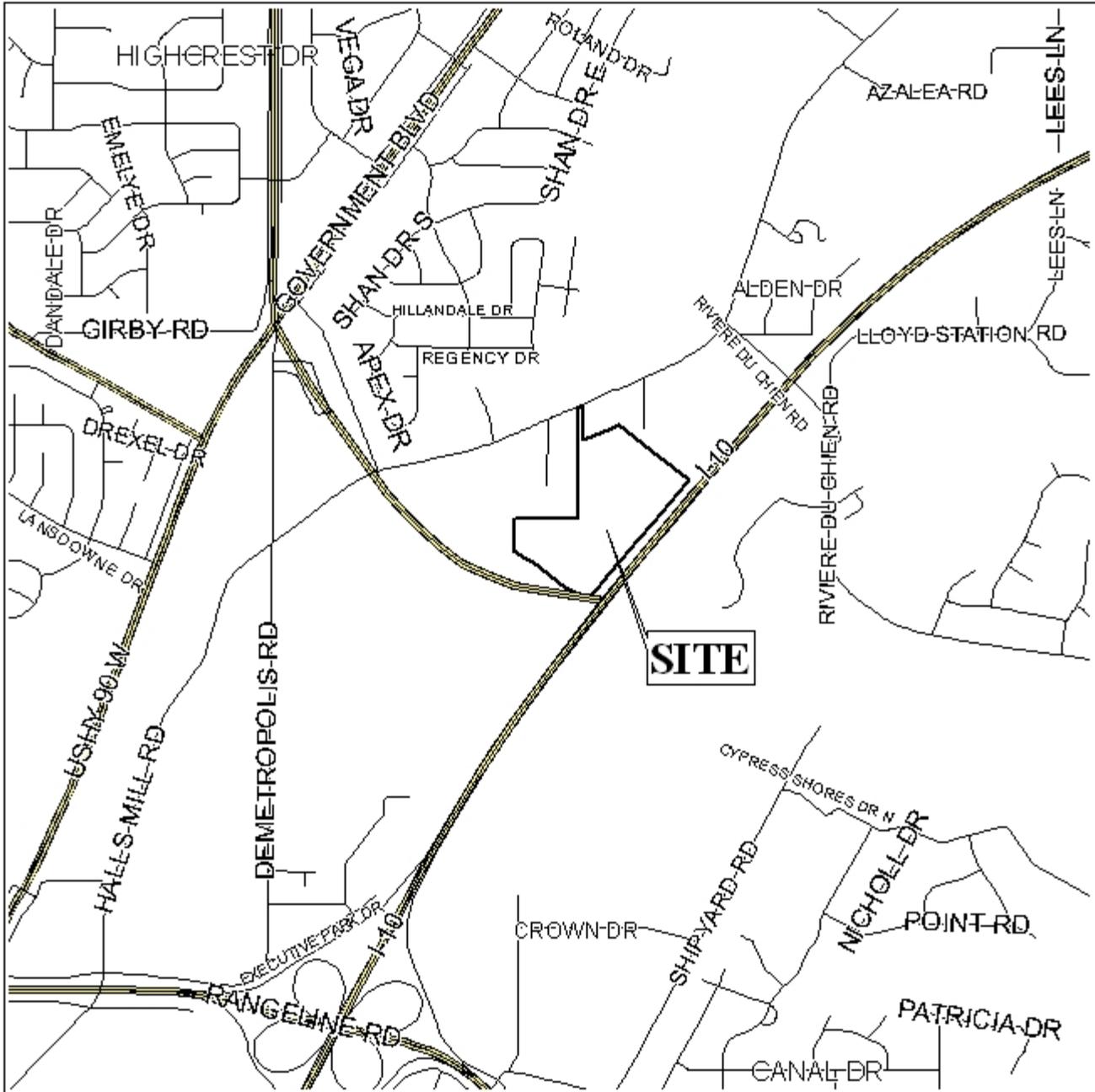
Subdivision: With a waiver of Section V.B.6. for the cul-de-sac length, subject to approval by Mobile Fire-Rescue, the Subdivision request is recommended for Tentative Approval, subject to the following conditions:

- 1) placement of a note on the final plat stating that all lots are denied access to Interstate 10;
- 2) placement of a note on the final plat stating that lots with 200 feet or less of frontage onto the proposed cul-de-sac are limited to one curb-cut, while lots with greater than 200 feet of frontage are limited to two curb-cuts, with the size, design and location of all curb-cuts to be approved by Traffic Engineering and conform to AASHTO standards.
- 3) provision of a street-stub to the larger of the two adjacent land-locked parcels;
- 4) compliance with Fire-Rescue comments, including the redesign of the cul-de-sac to comply with the requirements of the 2003 International Fire Code, as adopted by the City of Mobile, and the obtaining of approval in writing from Mobile Fire-Rescue for the design (if an intermediate turn-around is required) and length of the cul-de-sac prior to the signing of the final plat;
- 5) depiction of the 25-foot minimum building setback line from all street frontages (including Interstate 10), as required by Section V.D.9. of the Subdivision Regulations;
- 6) the labeling of each lot with its size in square feet, or placement of a table on the plat with the same information;
- 7) placement of a note on the final plat stating that the maintenance of the detention common area is the responsibility of the property owners;
- 8) compliance with Engineering comments (*Show detention as common area. Show 500-year flood plain and minimum finished floor elevation on each lot touched by 500-year flood plain. It is the responsibility of the applicant to look up the site in the City of Mobile (COM) GIS system and verify if NWI wetlands are depicted on the site. If the COM GIS shows wetlands on the site, it is the responsibility of the applicant to confirm or deny the existence of wetlands on-site. If wetlands are present, they should be depicted on plans and/or plat, and no work/disturbance can be performed without a*

permit from the Corps of Engineers. 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.)

- 9) approval of all applicable federal, state and local agencies prior to the issuance of any permits or land disturbance activities; and
- 10) full compliance with all other municipal codes and ordinances.

LOCATOR MAP



APPLICATION NUMBER 26 & 27 DATE September 6, 2007

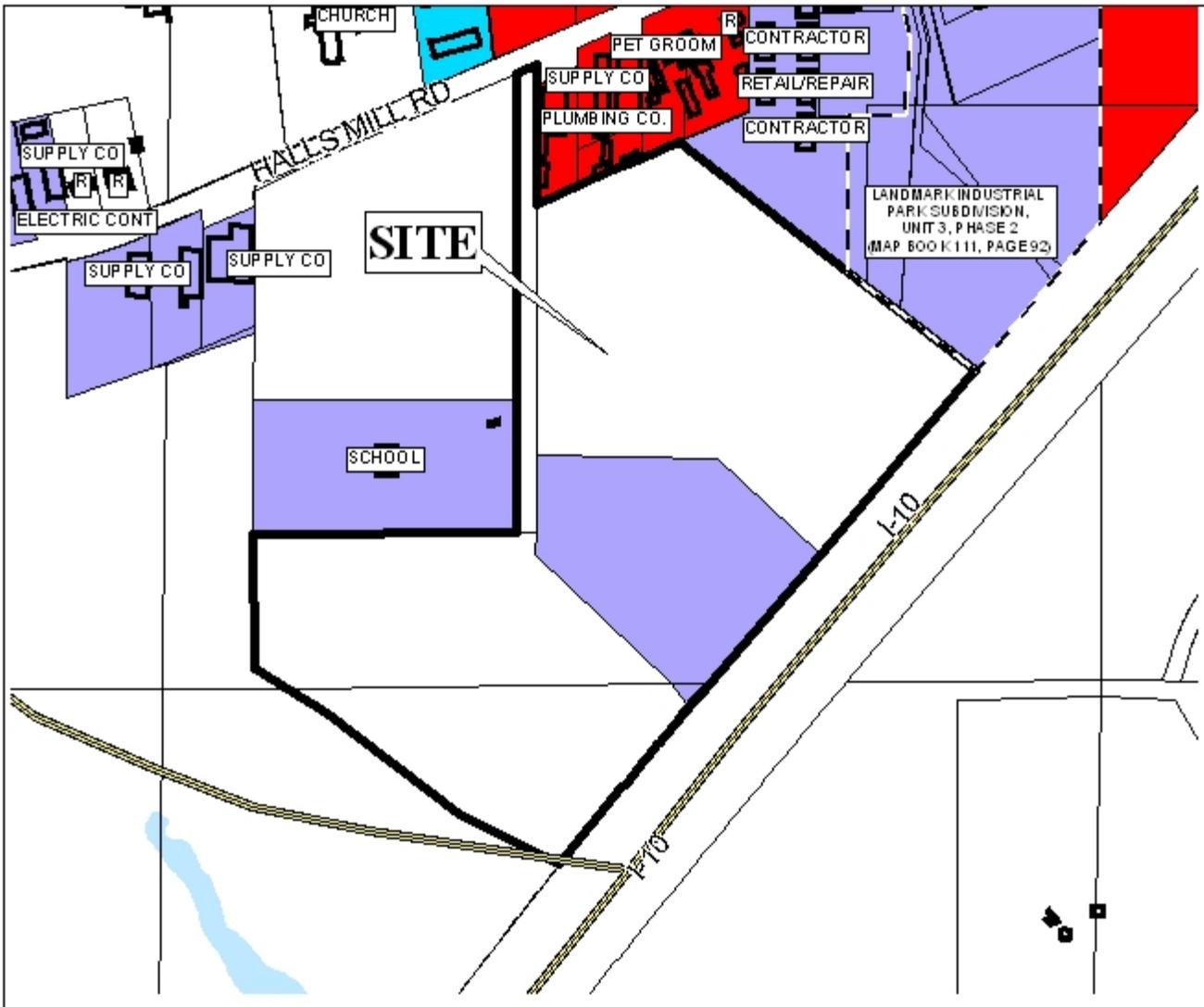
APPLICANT TSS, LLC

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



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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



Supply companies and retail land uses are to the north of the site and a school is to the northwest.

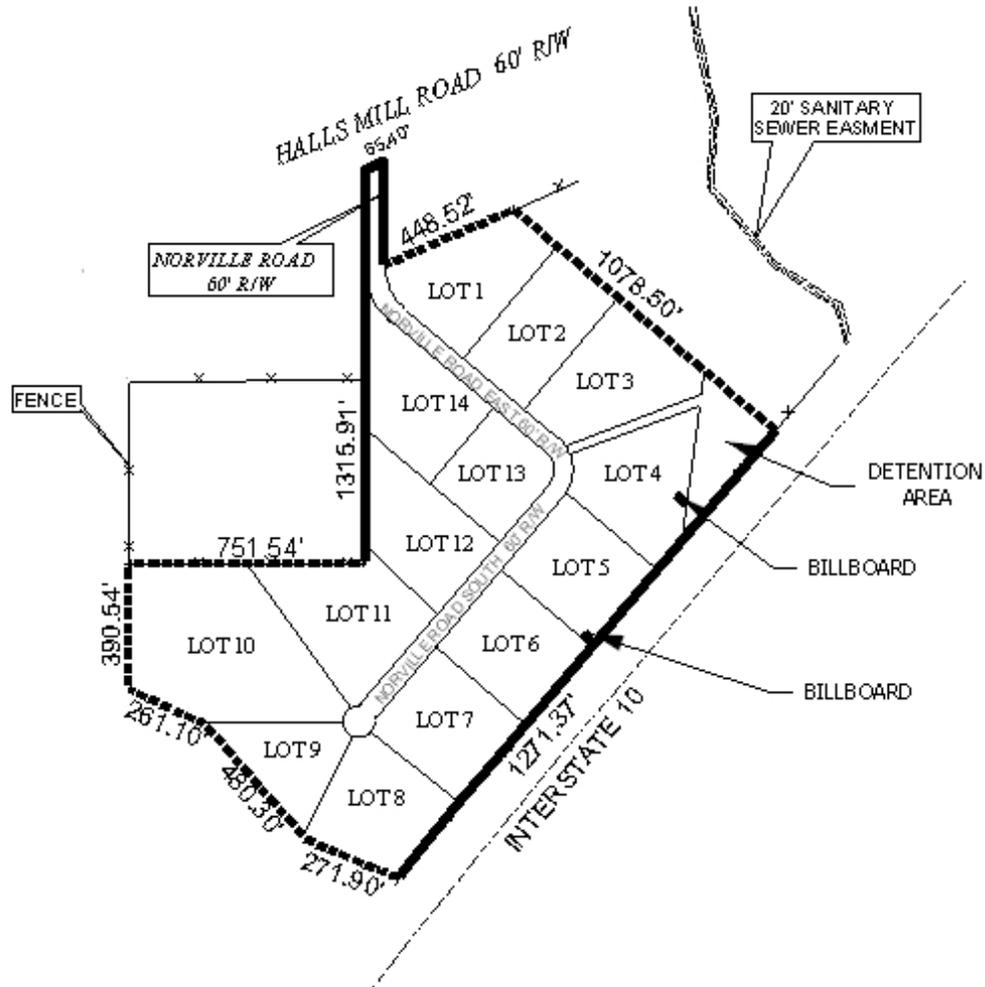
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SITE PLAN



The site plan illustrate easements, fences, billboards, and detention area.

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



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