



Agenda Item # 2 SUB-003182-2024

View additional details on this proposal and all application materials using the following link:

[Applicant Materials for Consideration](#)

DETAILS

Location:

2400 Airport Boulevard

Subdivision Name:

Replat of Lot 1, Resubdivision of La Louisiana
Plantation 2 Subdivision

Applicant / Agent:

Jason Linder, Linder Surveying

Property Owner:

Tim Richardson

Current Zoning:

B-2, Neighborhood Business Urban District

Future Land Use:

Traditional Mixed-Use Corridor

Applicable Codes, Policies, and Plans:

- Unified Development Code
- Subdivision Regulations
- Map for Mobile Comprehensive Plan

Proposal:

- Subdivision approval to create one (1) legal lot of record from one (1) existing legal lot of record.

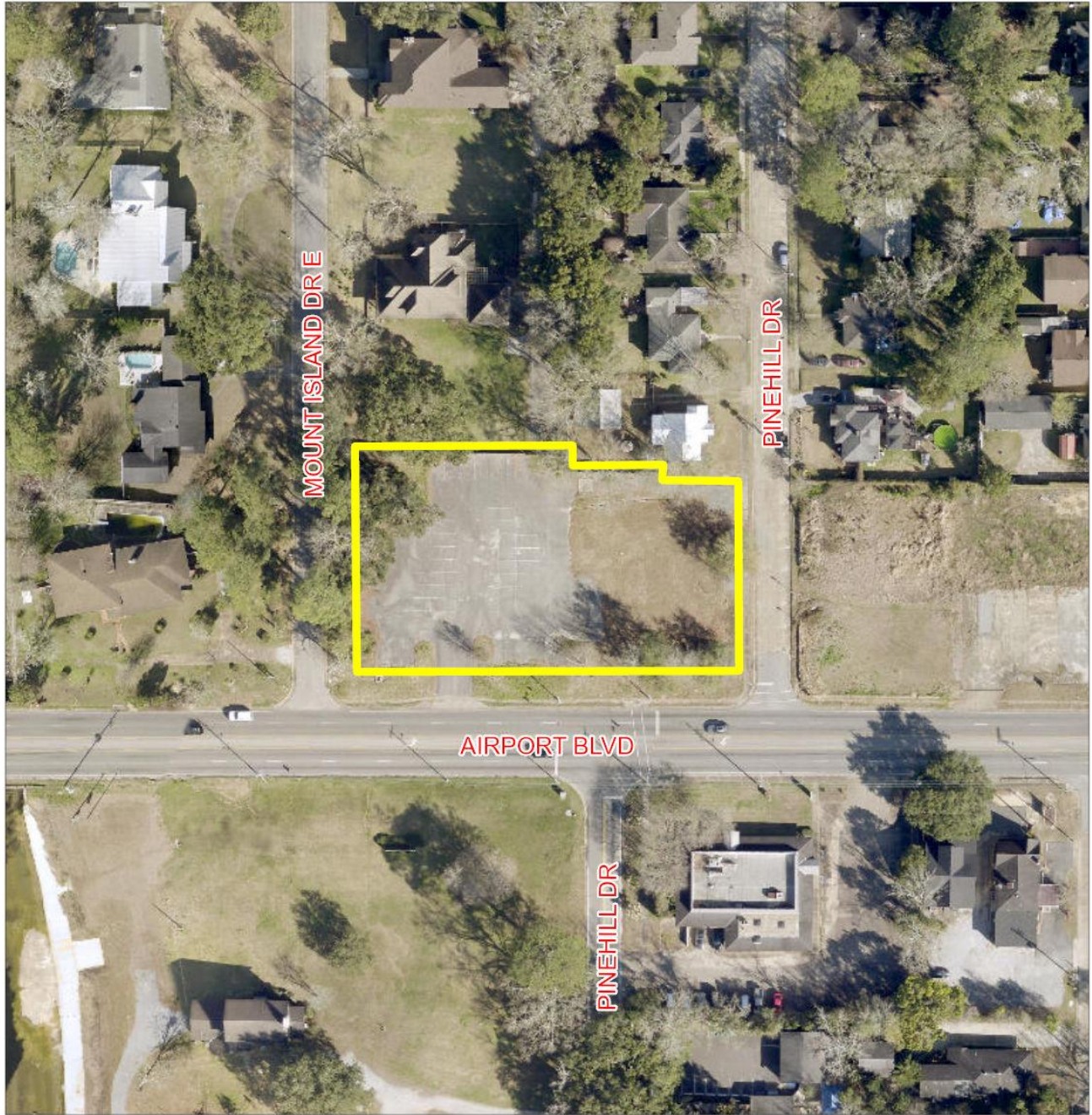
Commission Considerations:

- Subdivision proposal with thirteen (13) conditions.

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REPLAT OF LOT 1, RESUBDIVISION OF LA LOUISIANA PLANTATION 2 SUBDIVISION



APPLICATION NUMBER 2 DATE January 16, 2025



SITE HISTORY

The East half of the subject site was originally composed of Lots 1 and 2, Block 3, McDonald's Old Government Street Heights Subdivision, an old deed book plat. The West half was a metes-and-bounds parcel.

With the adoption of the 1967 Zoning Ordinance, the site was assigned an R-1, Single-Family Residential District zoning classification.

Rezoning of the East half of the property from R-1 to B-2, Neighborhood Business District, was adopted by City Council in June 1979.

Subdivision of the West half of the property into a single legal lot of record was approved by the Planning Commission in September 2004, as La Louisiana Plantation 2 Subdivision, the plat for which was recorded in Probate Court in October 2004.

Both halves of the property were combined into a single lot via a one-lot subdivision approved by the Commission in January 2005, as the Resubdivision of La Louisiana Plantation 2 Subdivision, the plat for which was recorded in Probate Court in September 2005.

To eliminate split-zoning resulting from the one-lot subdivision, rezoning of the property from R-1 and B-2, to B-2, was also approved by the Commission in January 2005 and subsequently adopted by the City Council in June 2005.

With the adoption of the Unified Development Code (UDC) in March 2023, the site was assigned its current B-2, Neighborhood Business Urban District zoning classification.

There are no Board of Zoning Adjustment cases associated with the site.

STAFF COMMENTS

Engineering Comments:

FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review):

- 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 (for an 11"x17" printed copy) to the vicinity map.
- C. Provide data and/or recording information for the 10-foot wide strip on the west property line that is adjacent to Mount Island Dr. E.
- D. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo 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 – 28,500 SF.
- E. 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 prior to obtaining any signatures. No signatures are required on the drawing.

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 Article 3, Section 64-3-12 of the City's Unified Development Code.

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 (2021 International Fire Code). Fire apparatus access is required to be within 150' of all non-sprinklered commercial buildings and within 300' of all sprinklered commercial buildings. Fire water supply for all commercial buildings will be required to meet the guidance of Appendices B and C of the 2021 International Fire Code. The minimum requirement for fire hydrants is to be within 400' of non-sprinklered commercial buildings, within 600' of sprinklered commercial buildings, and within 100' of fire department connections (FDC) for both standpipes and sprinkler systems.

Planning Comments:

The purpose of this application is to create one (1) legal lot of record from one (1) existing legal lot of record. The site is served by public water and sanitary sewer services.

The applicant is requesting to remove the note from the most recently recorded plat limiting access to Airport Boulevard. The applicant also proposes to amend the previously recorded plat for this site to reduce the minimum building setback line from the 25 feet (25') to ten feet (10'), per the current Unified Development Code (UDC) standard for lots in a B-2 Urban District.

The site has frontage on Airport Boulevard and Pinehill Drive. Airport Boulevard is a component of the Major Street Plan with a planned 80-foot right-of-way, and a current right-of-way width of 50 feet from the centerline; therefore, no additional dedication should be required along Airport Boulevard. Pinehill Drive is a minor street with curb and gutter, and a compliant 50-foot-wide right-of-way; therefore, no additional dedication should be required along Pinehill Drive.

If approved, the plat should be revised to illustrate a 25-foot radius curve where Airport Boulevard and Pinehill Drive intersect, per Section 6.C.6. of the Subdivision Regulations.

The lot, as proposed, exceeds the minimum size requirements for lots served by public water and sanitary sewer in a B-2 Urban district. The lot size label should be revised on the Final Plat, if approved, to provide the lot size in both square feet and acres, adjusted for any required dedication; or a table should be furnished on the Final Plat providing the same information.

As previously stated, one reason for this application is to amend the previously recorded 25-foot minimum building setback line to the current standard ten feet (10'). The preliminary plat illustrates a ten-foot (10') minimum building setback line along all street frontages, in compliance with Section 6.C.8. of the Subdivision Regulations, and with Article 2, Section 64-2-13.E. of the UDC for lots in a B-2 Urban District. However, the

setback line along Mount Island Drive East should be removed as the site does not actually have frontage along that street. There is a ten-foot (10') City park strip between the Mount Island Drive East right-of-way and the subject site, as recorded with Mount Island Subdivision in 1949. That strip has never been vacated and is still City property. The previously approved and recorded Resubdivision of La Louisiana Plantation 2 Subdivision of 2005 erroneously omitted the City park strip, and also erroneously indicated Mount Island Drive East with a 30-foot (30') right-of-way width from the centerline to include the area of the City park strip as right-of-way. The current right-of-way width is actually 50 feet (50'). As such, if approved, the plat should be revised to remove the minimum building setback line along the West boundary of the subject site. If approved, the plat should also be revised to indicate the ten-foot (10') City park strip adjacent to the West property line, and also revise the Mount Island Drive East right-of-way width to 50 feet (50').

Regarding access management, the applicant should coordinate with Traffic Engineering prior to development of the property.

The R.O.W. / PROPERTY LINE label along the West boundary should be revised to remove the R.O.W. portion. The ten-foot (10') minimum building setback line along Airport Boulevard and Pinehill Drive should be retained on the Final Plat, if approved, adjusted for any required dedication. The plat should also be revised to remove the 45-foot (45') maximum building setback lines and the ten-foot (10') protection buffer lines, if approved.

SUBDIVISION CONSIDERATIONS

Standards of Review:

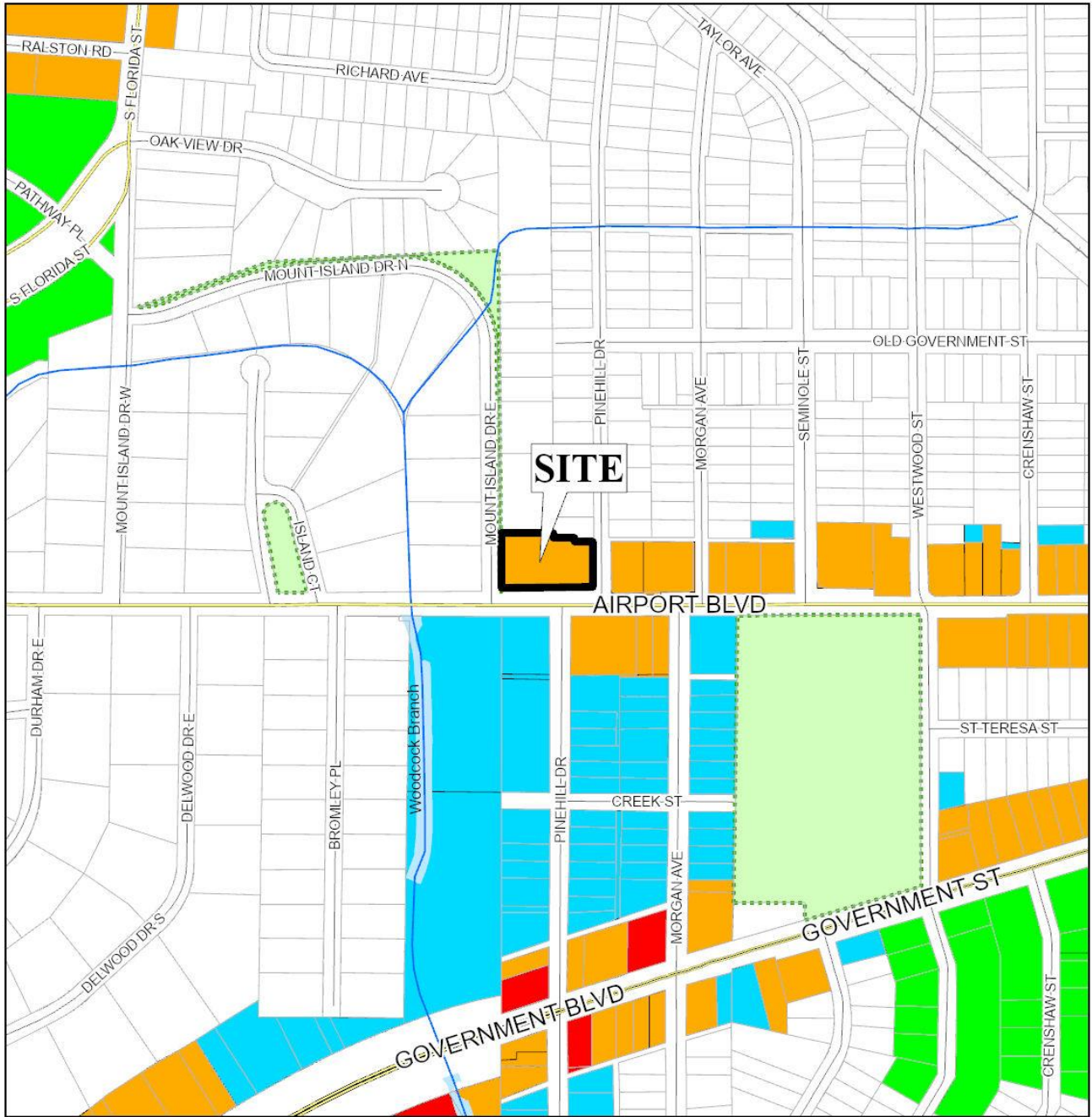
Subdivision review examines the site with regard to promoting orderly development, protecting general health, safety and welfare, and ensuring that development is correlated with adjacent developments and public utilities and services, and to ensure that the subdivision meets the minimum standards set forth in the Subdivision Regulations for lot size, road frontage, lot configuration, etc.

Considerations:

Based on the preceding, if the Subdivision request is considered for approval the following conditions could apply:

1. Retention of the right-of-way widths of Airport Boulevard and Pinehill Drive on the Final Plat;
2. Revision of the right-of-way width of Mount Island Drive East to 50 feet on the Final Plat;
3. Dedication of a 25-foot radius curve at the intersection of Airport Boulevard and Pinehill Drive;
4. Retention of the lot size label in both square feet and acres on the Final Plat, adjusted for any required dedication, or the furnishing of a table on the Final Plat providing the same information;
5. Retention of the ten-foot (10') minimum building setback line along Airport Boulevard and Pinehill Drive, adjusted for any required dedication;
6. Revision of the plat to remove the minimum building setback line along the West boundary line;
7. Revision of the plat to illustrate the ten-foot (10') City park strip adjacent to the West boundary line and East of the Mount Island Drive East right-of-way;
8. Revision of the plat to remove the R.O.W. label from the R.O.W. / PROPERTY LINE label along the West property line;
9. Revision of the plat to remove the 45-foot (45') maximum building setback lines and the ten-foot (10') protection buffer lines;
10. Compliance with all Engineering comments noted in this staff report;
11. Placement of a note on the Final Plat stating the Traffic Engineering comments noted in this staff report;
12. Compliance with all Urban Forestry comments noted in this staff report; and
13. Compliance with all Fire Department comments noted in this staff report.

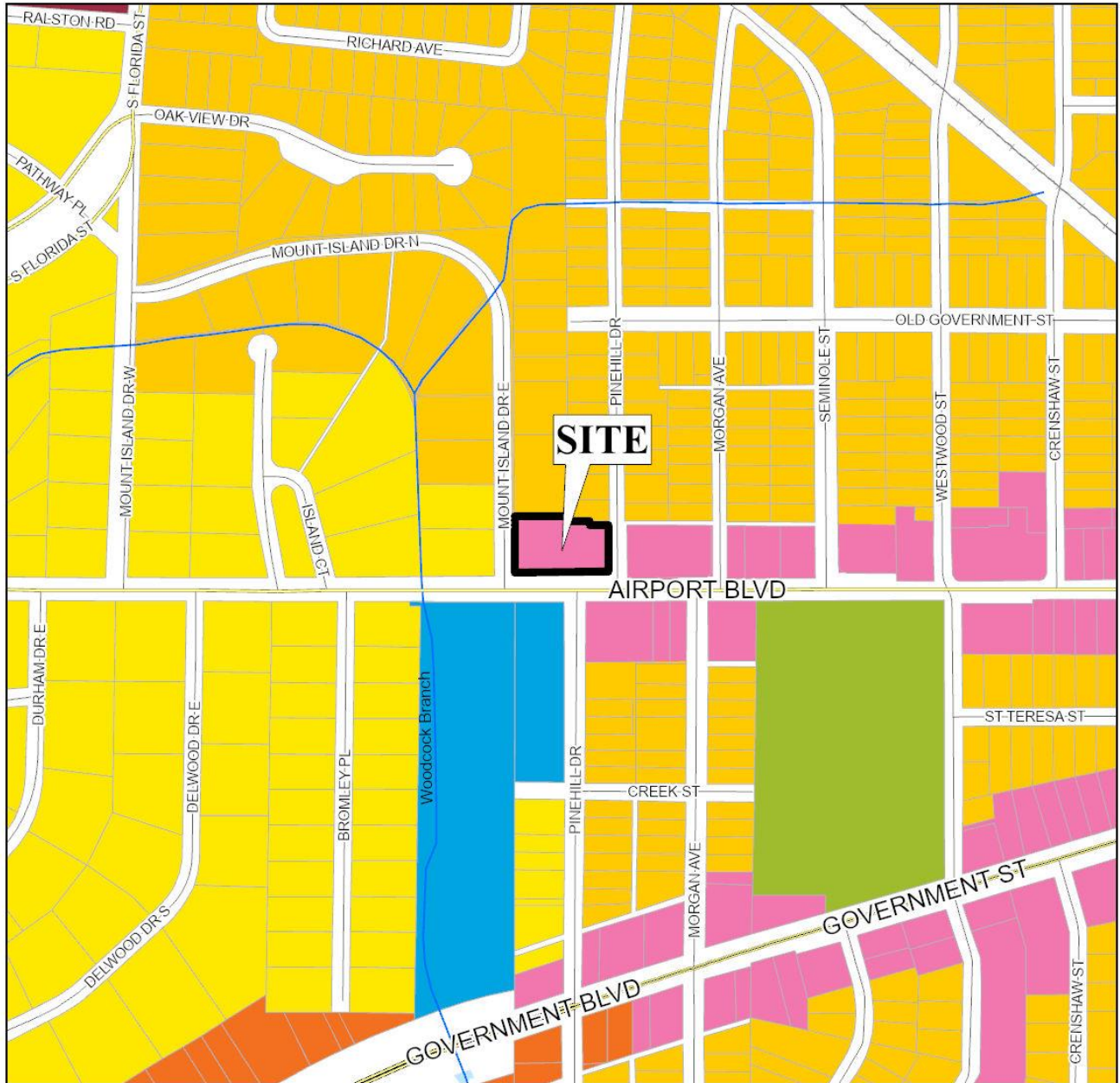
LOCATOR ZONING MAP



APPLICATION NUMBER 2 DATE January 16, 2025
 APPLICANT Replat of Lot 1, Resubdivision of La Louisiana Plantation 2 Subdivision
 REQUEST Subdivision



FLUM LOCATOR MAP



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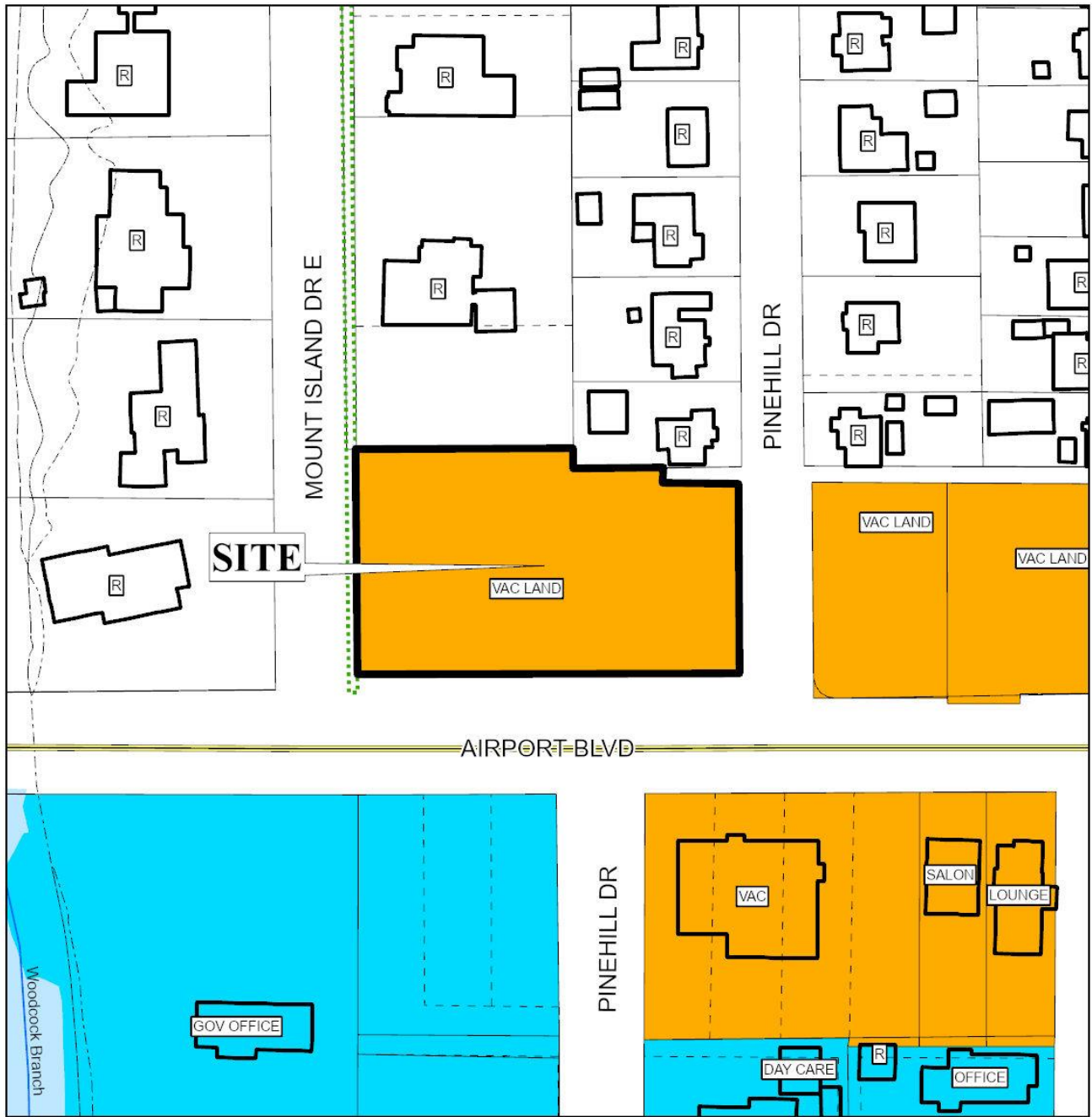
APPLICANT Replat of Lot 1, Resubdivision of La Louisiana Plantation 2 Subdivision

REQUEST Subdivision

- | | | | |
|---------------------------|-----------------------------------|---------------------|--------------------|
| 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 | |



REPLAT OF LOT 1, RESUBDIVISION OF LA LOUISIANA PLANTATION 2 SUBDIVISION

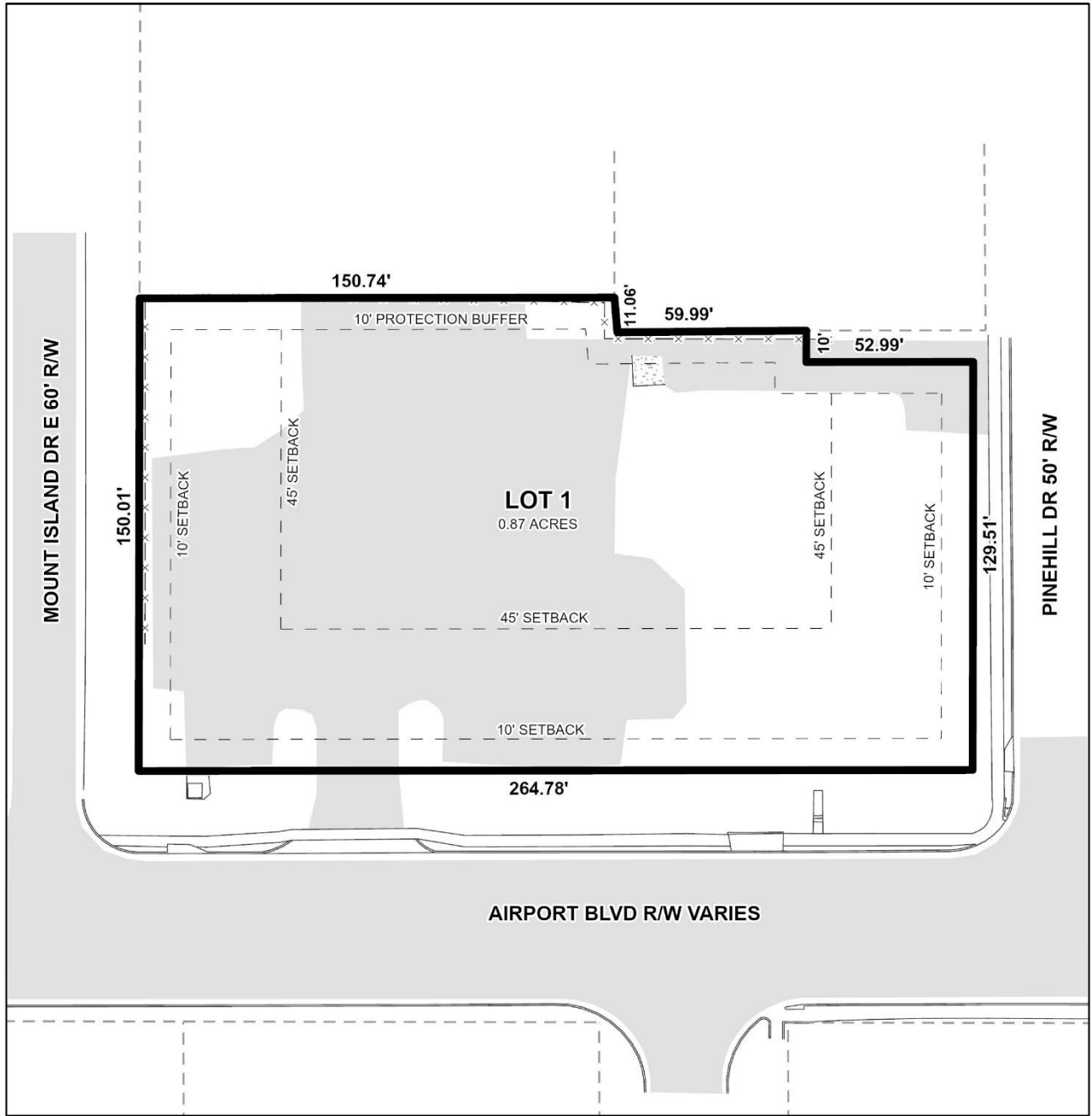


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■ R-A	■ R-3	■ B-1	■ B-2	■ B-5	■ ML	■ I-2	■ OPEN	■ T-3	■ T-5.2
■ R-1	■ R-B	■ T-B	■ B-3	■ CW	■ MH	■ PD	■ SD	■ T-4	■ T-6
■ R-2	■ H-B	■ LB-2	■ B-4	■ MM	■ I-1	■ MUN	■ SD-WH	■ T-5.1	



DETAIL SITE PLAN



APPLICATION NUMBER 2 DATE January 16, 2025
 APPLICANT Replat of Lot 1, Resubdivision of La Louisiana Plantation 2 Subdivision
 REQUEST Subdivision



ZONING DISTRICT CORRESPONDENCE MATRIX			LOW DENSITY RESIDENTIAL (LDR)	MIXED DENSITY RESIDENTIAL (MXDR)	DOWNTOWN (DT)	DISTRICT CENTER (DC)	NEIGHBORHOOD CENTER - TRADITIONAL (NC-T)	NEIGHBORHOOD CENTER - SUBURBAN (NC-S)	TRADITIONAL CORRIDOR (TC)	MIXED COMMERCIAL CORRIDOR (MCC)	LIGHT INDUSTRIAL (LI)	HEAVY INDUSTRY (HI)	INSTITUTIONAL LAND USE (INS)	PARKS & OPEN SPACE (POS)	DOWNTOWN WATERFRONT (DW)	WATER DEPENDENT USES (WDWRU)
RESIDENTIAL - AG	R-A															
ONE-FAMILY RESIDENCE	R-1	■				■		■						□		
TWO-FAMILY RESIDENCE	R-2	■				■		■						□	○	
MULTIPLE-FAMILY	R-3	○	■			■	■							□	○	
RESIDENTIAL-BUSINESS	R-B		○			■		■						□	○	
TRANSITIONAL-BUSINESS	T-B		○		■	■	■	■						□		
HISTORIC BUSINESS	H-B			■		■		■						□		
VILLAGE CENTER	TCD					■	■							□		
NEIGH. CENTER	TCD					■	■							□		
NEIGH. GENERAL	TCD					■								□		
DOWNTOWN DEV. DDD	T-6			■										□		
DOWNTOWN DEV. DDD	T-5.1			■		■		□						□		
DOWNTOWN DEV. DDD	T-5.2			■		■								□		
DOWNTOWN DEV. DDD	T-4			■		■		□						□		
DOWNTOWN DEV. DDD	T-3			■		■								□		
DOWNTOWN DEV. DDD	SD-WH										○	○		□		
DOWNTOWN DEV. DD	SD	○	○	○	○	○	○	○			○	○		□		
BUFFER BUSINESS	B-1		□			□	■	■	■					□	○	
NEIGH. BUSINESS	B-2		○			□	■	■	■					□	○	
LIMITED BUSINESS	LB-2		○			□	■	■	■					□	○	
COMMUNITY BUSINESS	B-3				■				■				○	□	○	
GEN. BUSINESS	B-4			■					■				○	□	○	
OFFICE-DISTRIBUTION	B-5								■	■				□	□	
LIGHT INDUSTRY	I-1										■			□	□	□
HEAVY INDUSTRY	I-2											■		□		□

Zoning District Correspondence Matrix

- Directly Related
- Elements of the zoning category are related to the future LU category, but with qualifications (such as a development plan with conditions)
- Land use category is appropriate, but the district does not directly implement the category (e.g., open space in an industrial district)

TRADITIONAL CORRIDOR (TC)

This land use designation generally applies to transportation corridors east of I-65, which serve as the primary commercial and mixed-use gateway to Downtown and the City's traditional neighborhoods (equivalent to Map for Mobile's Traditional Neighborhoods).

Depending on their location (and as allowed by specific zoning), TC designations incorporate a range of moderately scaled single-use commercial buildings holding retail or services; buildings that combine housing units with retail and/or office; a mix of housing types including low- or mid-rise multifamily structures ranging in density from 4 to 10 du/ac; and attractive streetscapes and roadway designs that safely accommodate all types of transportation – transit, bicycling, walking, and driving. In these areas, special emphasis is placed on the retention of existing historic structures, compatible infill development, and appropriate access management.