



Agenda Item # 5

SUB-003208-2025

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

[Applicant Materials for Consideration](#)

DETAILS

Location:

7900 & 7908 Airport Boulevard

Subdivision Name:

Foo Properties Airport Boulevard West Subdivision

Applicant / Agent:

William Fusaiotti, Foo Properties, Inc. (Don
Whittington, McCrory & Williams, Inc., Agent)

Property Owner:

William Fusaiotti, Foo Properties, Inc.

Current Zoning:

B-3, Community Business Suburban District

Future Land Use:

District Center

Applicable Codes, Policies, and Plans:

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

Proposal:

- Subdivision approval to create two (2) legal lots of record from two (2) existing legal lots and one (1) metes-and-bounds parcel.

Commission Considerations:

- Holdover

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FOO PROPERTIES AIRPORT BOULEVARD WEST SUBDIVISION



APPLICATION NUMBER 5 DATE February 20, 2025



SITE HISTORY

The site was annexed into Mobile City limits in 2007 as part of the West Mobile Annexation. The site was rezoned to B-3, Community Business District, as part of the rezoning associated with the annexation.

At its meeting on May 15, 2014 the Planning Commission approved the L.C. Miller Subdivision as well as a Planned Unit Development to allow multiple buildings on a single building site.

There are no other Planning Commission or Board of Zoning Adjustment applications 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. Provide a different line type or weight (i.e. thicker) that differentiates the proposed subdivision boundary from the other lines shown on the drawing.
- C. Provide and label the monument set or found at each subdivision corner.
- D. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- E. Label Airport Blvd. and indicate the public ROW width and distance from LOT 1 & 2 to the centerline.
- F. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo LOTS 1 and 2 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 – 3,000 sf AND LOT 2 – 17,000 sf.
- G. Add a note 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.
- H. Add a note 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.
- I. 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.
- J. Add a note that all existing and proposed detention facilities, common areas, and wetlands shall be the responsibility of the Property Owner(s), and not the responsibility of the City of Mobile.
- K. Add a note that all easements shall remain in effect until vacated through the proper Vacation process.
- L. 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-sprinkled commercial buildings, within 600' of sprinkled commercial buildings, and within 100' of fire department connections (FDC) for both standpipes and sprinkler systems.

Planning Comments:

The purpose of this request is to create two (2) legal lots of record from two (2) existing legal lots and one (1) metes-and-bounds parcel. The site is served by public water and sanitary sewer services.

Both Lot 1 and Lot 2 front Airport Boulevard, a Principal Arterial street requiring a minimum 100-foot right-of-way width per the Major Street Plan. The preliminary plat does not label Airport Boulevard or illustrate a compliant right-of-way. If approved, the Final Plat must be revised to label Airport Boulevard and either illustrate a compliant right-of-way width or dedication sufficient to provide 50 feet from the centerline of Airport Boulevard.

It should be noted that as proposed, Lot 1 is an irregularly shaped lot. Section 6.C.1. of the Subdivision Regulations requires the size, width, depth, shape, and orientation of all proposed lots be "compatible and appropriate" to the location of the Subdivision and the type of development and use contemplated. Staff was not provided any information regarding the contemplated use or future development, though existing development has been for commercial use. While the proposed layout of Lot 1 is non-standard to commercial development there appear to be other irregularly shaped lots within the area. As such, if approved, a waiver of Section 6.C.1. may be appropriate.

Both lots exceed the minimum size requirements for lots served by public water and sanitary sewer in a B-3 Suburban district and are properly labeled in both square feet and acres on the preliminary plat. If approved, this information should be retained on the Final Plat adjusted for any required dedication; or placement of a table on the Final Plat with the same information will suffice.

It should be noted that per aerial imagery, Lot 1 & 2 and the abutting property to the North may share a common lot line through an existing building, and through part of an existing parking lot. If so, the resulting setbacks of the building on each lot should not be an issue considering Section 64-2-14.E. of the UDC allows for either a zero-foot, or a five (5)-foot side and rear yard setback for lots in the B-3 zoning district; however, shared access to the parking lot should be facilitated via the appropriate legal instrument (e.g. ingress/egress easement, reciprocal easement, etc.), which has not been presented to Staff, and is not illustrated on the preliminary plat.

The preliminary plat illustrates a 25-foot minimum building setback for both Lots along their frontage, in compliance with Article 2 Section 64-2-5.E. of the Unified Development Code which, if approved, should be retained on the Final Plat adjusted for any required dedication.

As previously mentioned, the site was the subject of Planned Unit Development (PUD) approval in 2014. Redevelopment of the site is not proposed at this time, but revision of the lot lines modifies the PUD in such a way that a Major Modification will need to be reviewed by the Planning Commission and approved by City Council, per Section 64-5-8.B.2. of the UDC. Moreover, the subdivision request cannot be considered for approval by the Planning Commission until the Major Modification request is submitted for review, per Section 64-5-1.D. of the UDC, which requires all applications related to the same site to be filed and considered concurrently.

SUBDIVISION CONSIDERATIONS

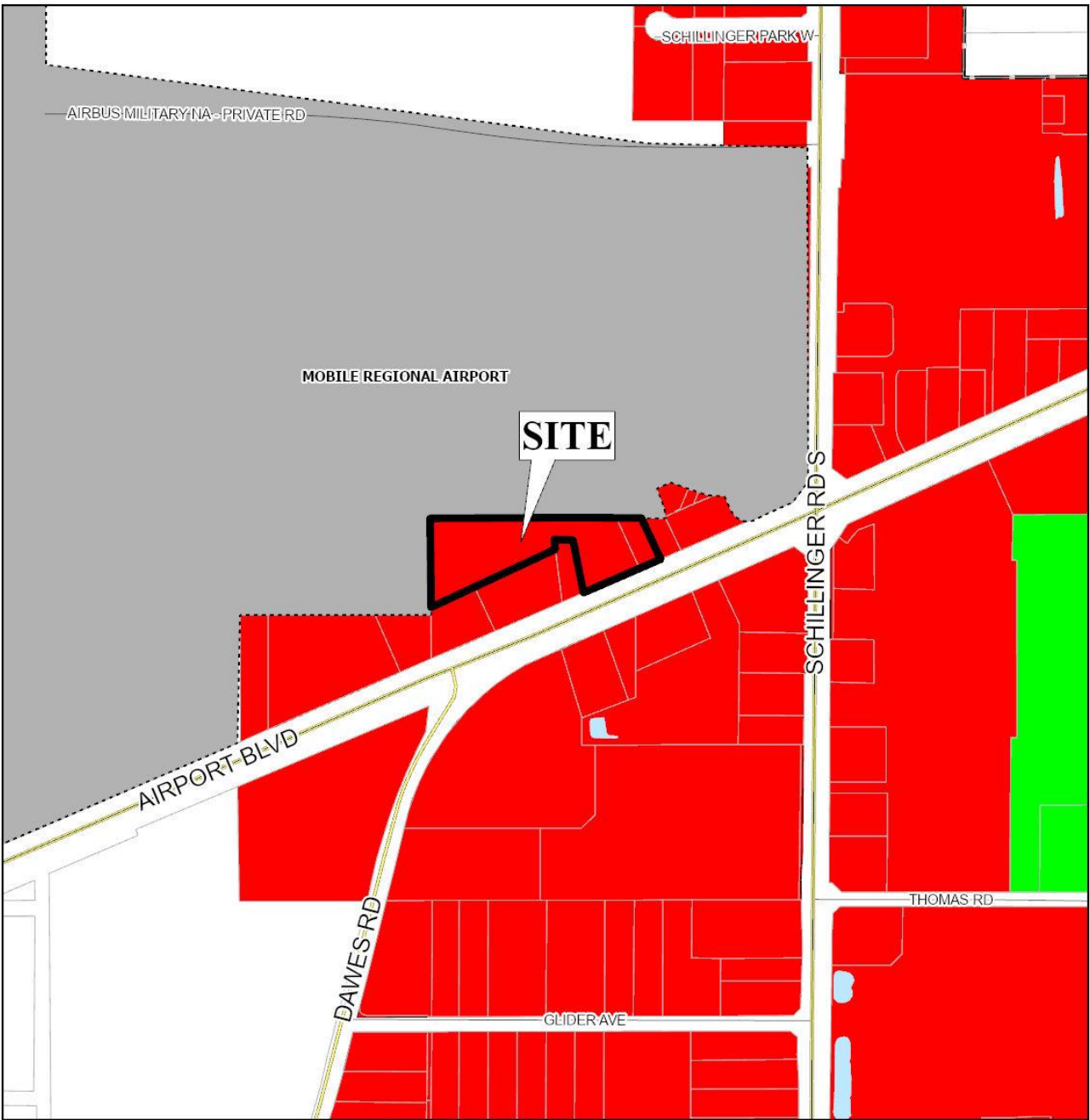
Standards of Review:

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:

The Planning Commission cannot consider the application at this time as a request to review a Major Modification of the previously approved Planned Unit Development has not been submitted. Article 5, Section 64-5-1.D of the Unified Development Code requires all applications related to the same site to be filed and considered concurrently. Additionally, submission of a rezoning application to consolidate the B-3 portion of the site to one (1) zoning ordinance, with one (1) set of conditions, may be appropriate.

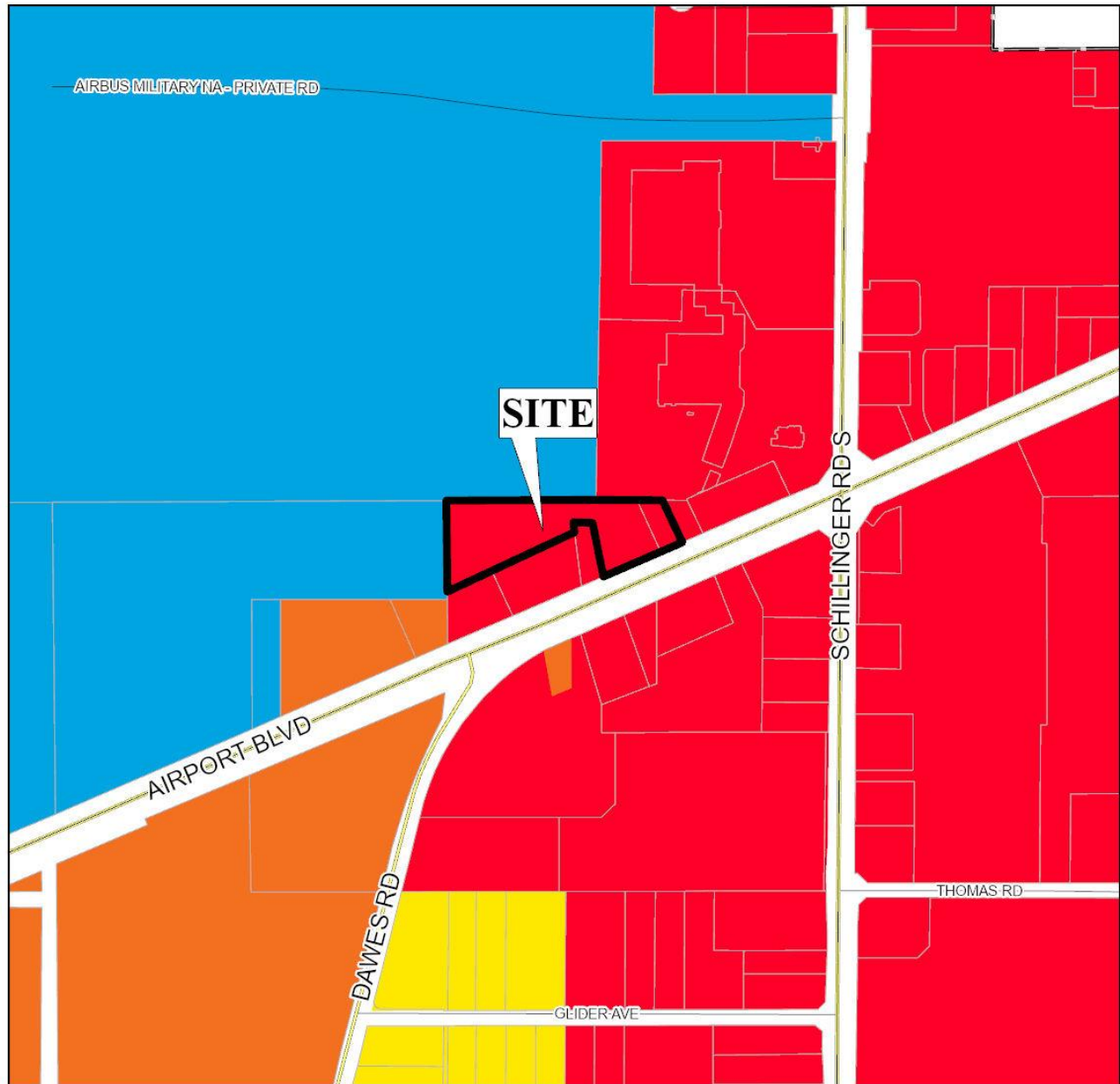
LOCATOR ZONING MAP



APPLICATION NUMBER 5 DATE February 20, 2025
APPLICANT Foo Properties Airport Boulevard West Subdivision
REQUEST Subdivison



FLUM LOCATOR MAP



APPLICATION NUMBER 5 DATE February 20, 2025

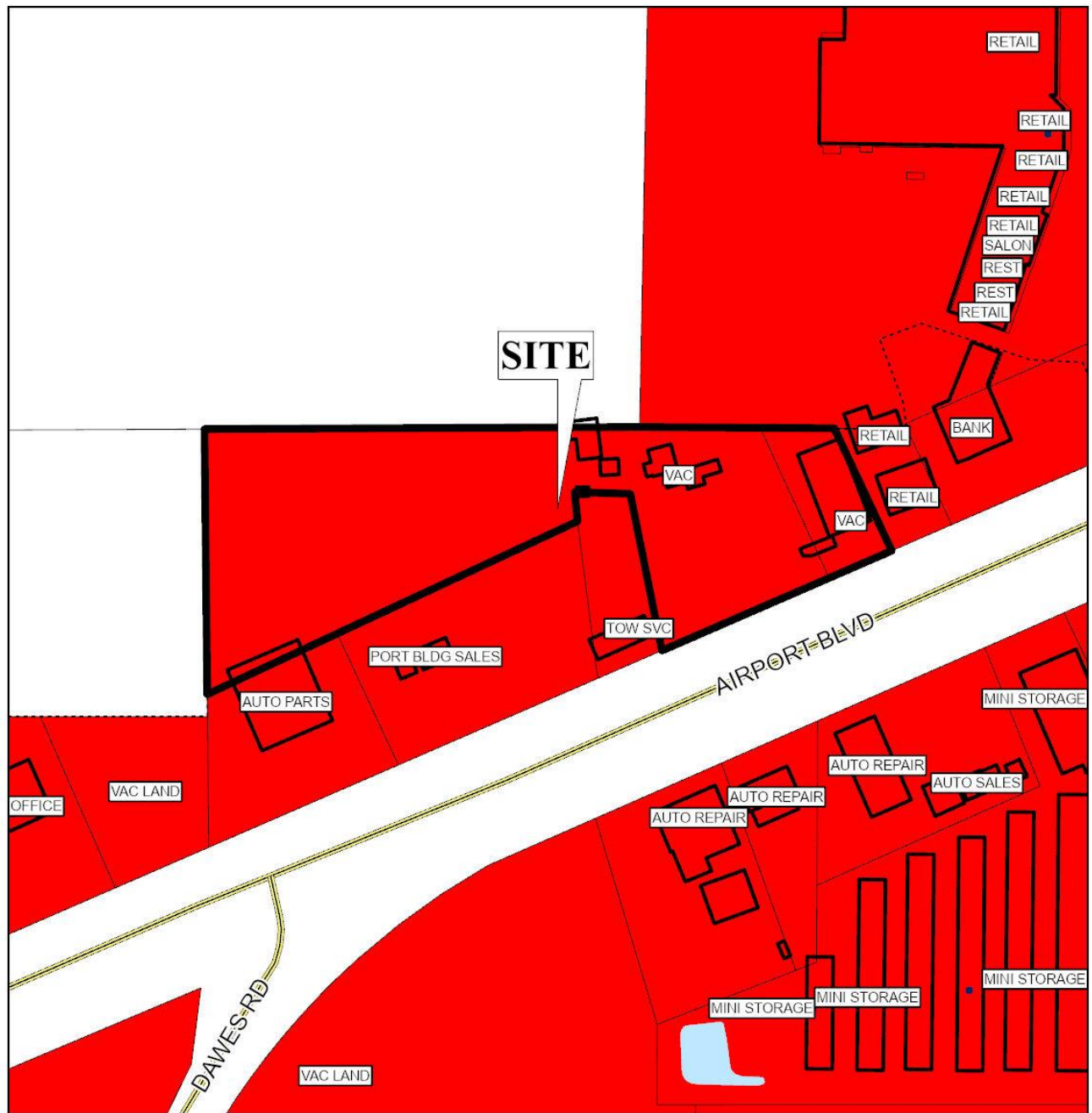
APPLICANT Foo Properties Airport Boulevard West Subdivision

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	



FOO PROPERTIES AIRPORT BOULEVARD WEST SUBDIVISION

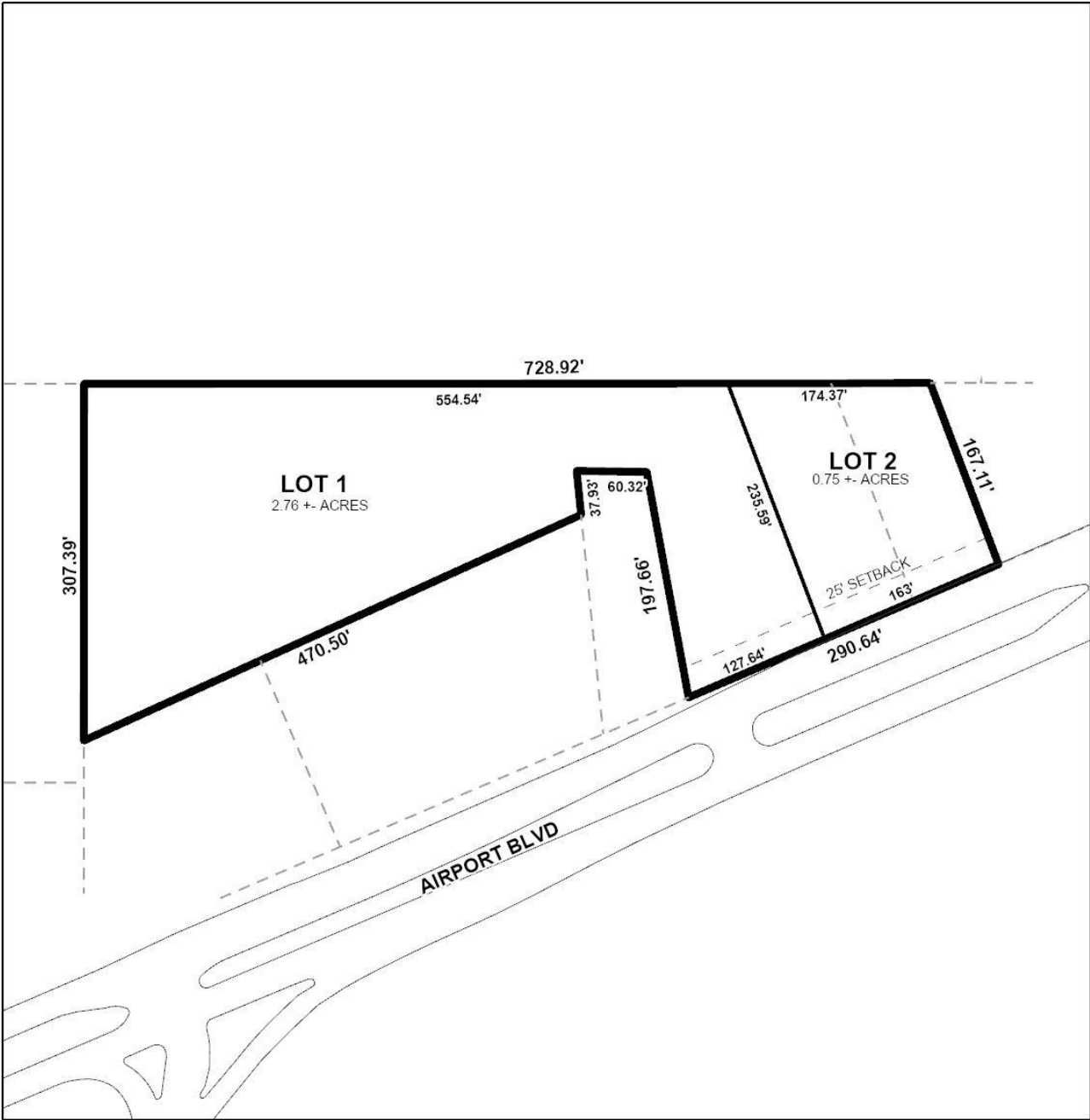


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R-A	R-3	B-1	B-2	B-5	ML	I-2	OPEN	T-3	T-5.2
R-1	R-B	T-B	B-3	CW	MH	PD	SD	T-4	T-6
R-2	H-B	LB-2	B-4	MM	I-1	MUN	SD-WH	T-5.1	



DETAIL SITE PLAN



APPLICATION NUMBER 5 DATE February 20, 2025
 APPLICANT Foo Properties Airport Boulevard West Subdivision
 REQUEST Subdivison



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)



DISTRICT CENTER (DC)

This designation applies across the city to larger areas of existing mixed-use character or where such character is encouraged. These areas will include moderate to high-density residential (minimum densities of 6 du/ac) in dynamic, horizontal or vertical mixed use environments, to provide a balance of housing and employment.

District Centers generally serve several surrounding neighborhoods and may even have a city-wide or region-wide reach. As such, they are often anchored by a major commercial or institutional employer such as a shopping mall or a medical center.

Depending on location and assigned zoning, residential areas in District Centers may incorporate a mix of housing types, ranging from mid-rise multifamily buildings containing apartments and lofts, to townhouses and detached single-family homes. Major civic cultural institutions and public spaces provide regional and neighborhood destinations.

District Centers should be designed to induce pedestrian activity, with high quality streetscapes connecting the different components of a center as well as the center to its surrounding area. DC districts may be served by transit and include development of an intensity and design that supports transit use.