



Agenda Item # 2

SUB-003570-2025

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

[Applicant Materials for Consideration](#)

DETAILS

Location:

East side of Bay Front Road,
558'± South of Terrell Road

Subdivision Name:

Bay Front Subdivision, Replat Part of Lots 1 & 2

Applicant:

Hunter Smith or Daniel Clark,
Smith Clark & Associates, LLC

Property Owner:

Ray Sonnenschein

Current Zoning:

R-1, Single-Family Residential Suburban District

Future Land Use:

Low Density Residential

Applicable Codes, Policies, and Plans:

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

Proposal:

- Subdivision of 1 lot, 0.58± acres

Commission Considerations:

1. Subdivision proposal with eight (8) conditions.

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BAY FRONT SUBDIVISION, REPLAT PART OF LOTS 1 & 2



APPLICATION NUMBER 2 DATE January 15, 2026



SITE HISTORY

The site was originally part of the Bay Front Subdivision, the plat for which was recorded in the Mobile County Probate Court in September 1946.

There are no other Planning Commission or 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. 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. B. Provide a written bearing and distance for the tie between the reference monuments (CRS set 158' +/- from Mobile Bay).
- C. C. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an A, AE, or X (shaded) flood zone designation. The highest BFE = 12.
- D. D. Show and label the BFE (Base Flood Elevation) on each lot that contains a V or VE flood zone designation.
- E. E. As shown on the 1984 aerial photo LOT 1A will receive 3,400 sf of historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control). Stormwater detention may be required for any additional impervious area that exceeds the allowable credit for that LOT.
- F. F. Retain NOTES 6-8 and 11-12.
- G. G. 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.

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 located within the City Limits of Mobile shall comply with the provisions of the City of Mobile Fire Code Ordinance, which adopts the 2021 edition of the International Fire Code (IFC).

Fire apparatus access roads shall be provided to within 150 feet of all non-sprinklered commercial buildings and within 300 feet of all sprinklered commercial buildings, as measured along an approved route around the exterior of the facility.

An approved fire water supply capable of meeting the requirements set forth in Appendices B and C of the 2021 IFC shall be provided for all commercial buildings. Fire hydrant placement shall comply with the following minimum standards:

- Within 400 feet of non-sprinklered commercial buildings
- Within 600 feet of sprinklered commercial buildings
- Within 100 feet of fire department connections (FDCs) serving standpipe or sprinkler systems

Although the International Residential Code (IRC) functions as a stand-alone document for the construction of one- and two-family dwellings and townhouses, it does not govern the design or layout of emergency access or community-level fire protection infrastructure. Therefore, residential developments must also comply with the applicable requirements of the International Fire Code, including, but not limited to, those listed above concerning the design, construction, regulation, and maintenance of fire apparatus access roads and fire protection water supplies.

Planning Comments:

The purpose of this request is to create one (1) legal lot of record from a portion of (2) metes and bounds parcels. The site is served by public water and sanitary sewer.

The lot has frontage along Bay Front Road, a minor street without curbing and gutter and improvements requiring a 60-foot-wide right-of-way. The lot also fronts Mobile Bay to the rear. The preliminary plat indicates varying right-of-way along Bay Front Road. If approved, the plat must be revised to clearly depict either the existing right-of-way width along Bay Front Road or dedication sufficient to provide a 60-foot-wide right-of-way, whichever is greater.

The proposed Lot 1A exceeds the minimum area requirements of Article 2, Section 64-2-5.E. of the Unified Development Code (UDC) for lots served by public water and sanitary sewer within the R-1, Single Family Residential Suburban District. The lot is properly labeled with the size in both square feet and acres on the preliminary plat, as required by Section 6.C.8. of the Subdivision Regulations. If approved, this information should be retained on the Final Plat, adjusted for any required dedication; alternatively, a table providing the same information will suffice.

The proposed lot meets the minimum 60-foot width requirement of Section 6.C.2(b)(2) of the Subdivision Regulations for residential lots located within a Suburban district. The lot has an approximate 80-foot width along Bay Front Road. It should also be noted that the proposed Lot 1A is illustrated as approximately 570-feet in depth. Section 6.C.3. of the Subdivision Regulations states that the maximum depth of any lot exclusive of unusable land, shall not be more than 3.5 times the width of the lot at the building setback line. The proposed lot exceeds this requirement. Such lot designs are not uncommon within the vicinity of the subject site. Therefore, if approved, a waiver of Section 6.C.3. of the Subdivision Regulations will be required.

A 25-foot minimum building setback is illustrated along Bay Front Road, as required by Section 6.C.8. of the Subdivision Regulations and Article 2, Section 64.2.5.E. of the Unified Development Code (UDC). If approved, the 25-foot minimum setback line along Bay Front Road should be retained on the Final Plat.

Side and rear setbacks are illustrated on the preliminary plat, which is not a requirement of the Subdivision Regulations. If approved, the side and rear setbacks should therefore be removed from the Final Plat.

The site is located within the Peninsula Overlay District. Accordingly, if the Subdivision is approved, the development of the lot will be subject to the provisions of Article 12 of the Unified Development Code (UDC).

SUBDIVISION CONSIDERATIONS

Standards of Review:

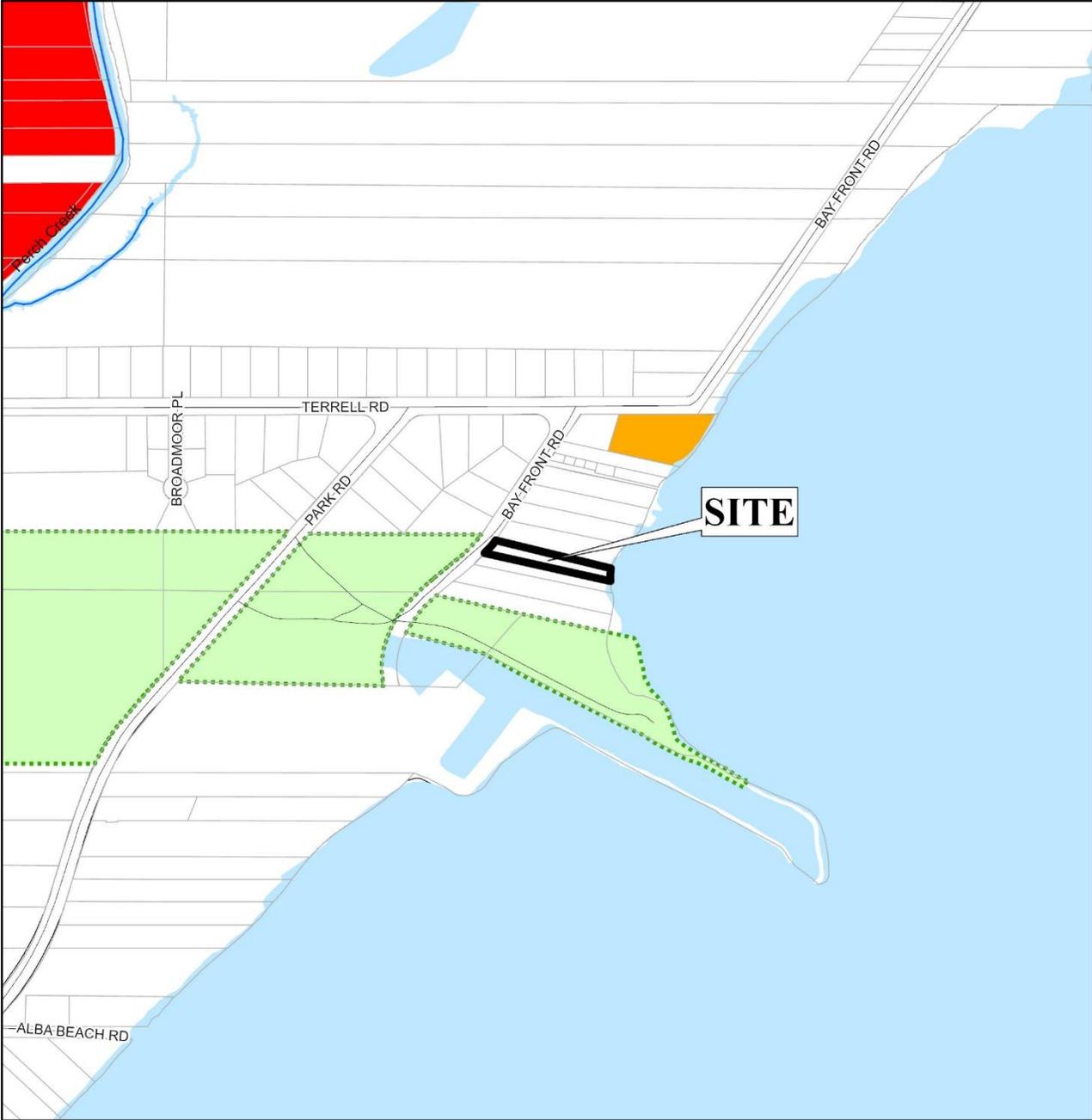
Subdivision review examines the site with regard to promoting orderly development, protecting general health, safety and welfare, and ensuring that development is correlated with adjacent developments and public utilities and services, and to ensure that the subdivision meets the minimum standards set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

Considerations:

If the Subdivision request is considered for approval a waiver of Sections 6.C.3. (for lot depth) of the Subdivision Regulations will be required, and the following conditions could apply:

1. Illustration of existing right-of-way width along Bay Front Road or dedication sufficient to provide a 60-foot-wide right-of-way, whichever is greater;
2. Retention of the lot size in both square feet and acres, or the provision of a table on the Final Plat providing the same information, adjusted for any required dedication;
3. Revision of the Final Plat to illustrate a 25-foot minimum building setback line along Bay Front Road;
4. Removal of side and rear setbacks;
5. Compliance with all Engineering comments noted in this staff report;
6. Placement of a note on the Final Plat stating all Traffic Engineering comments noted in this staff report;
7. Compliance with all Urban Forestry comments noted in this staff report; and,
8. Compliance with all Fire Department comments noted in this staff report.

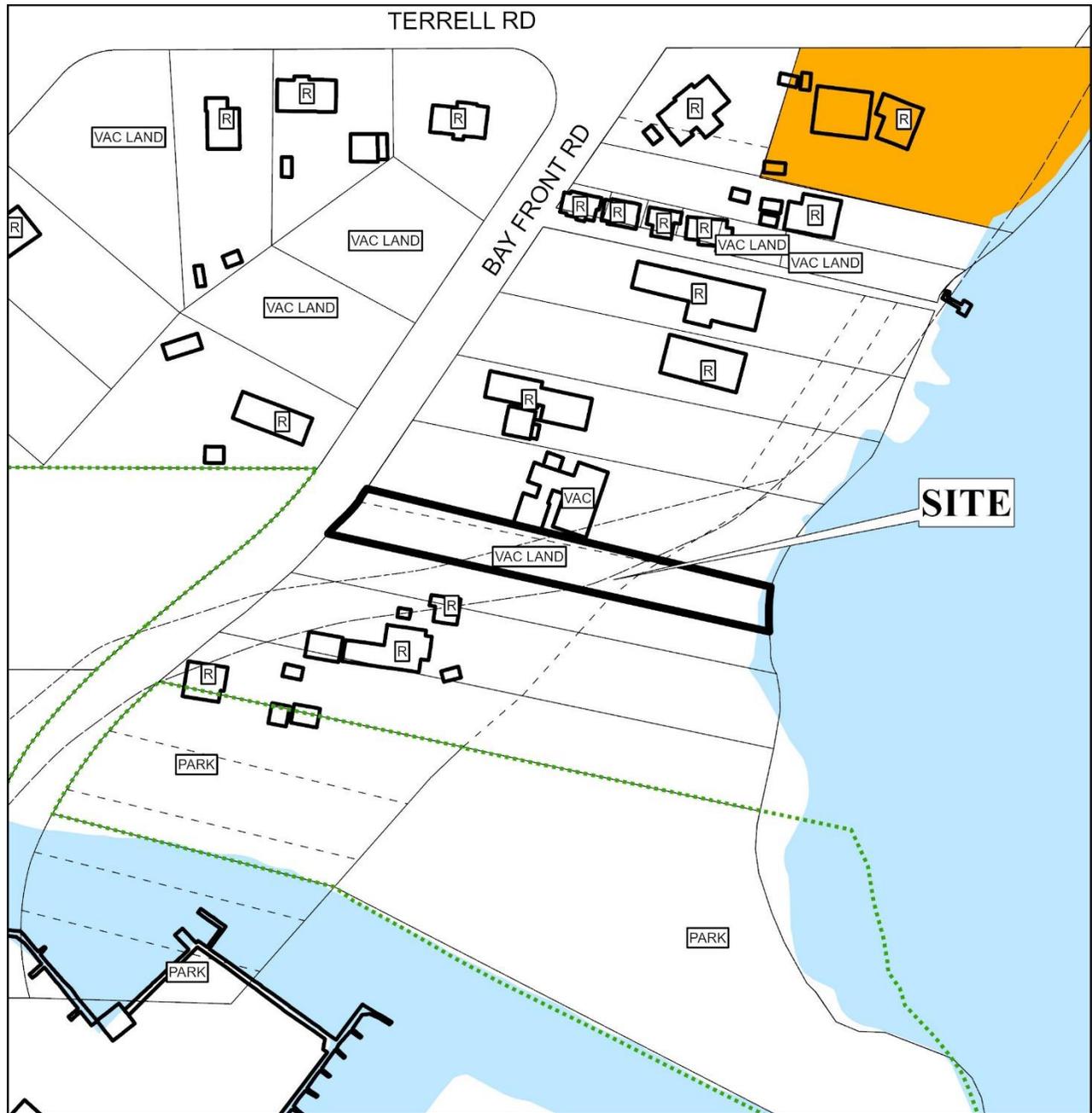
LOCATOR ZONING MAP



APPLICATION NUMBER <u>2</u> DATE <u>January 15, 2026</u>
APPLICANT <u>Bay Front Subdivision, Replat Part of Lots 1 & 2</u>
REQUEST <u>Subdivision</u>



BAY FRONT SUBDIVISION, REPLAT PART OF LOTS 1 & 2

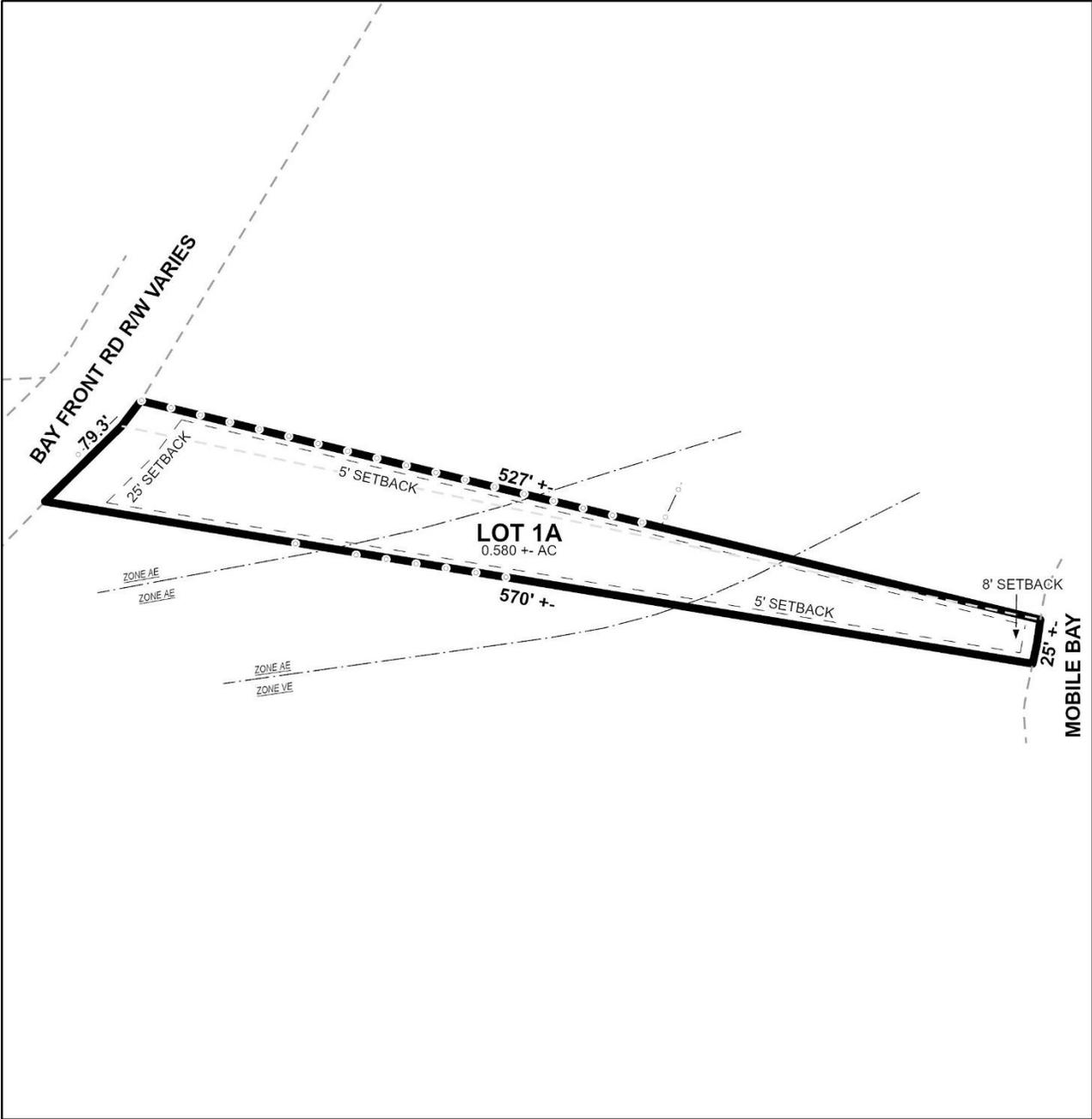


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R-A	R-3	B-1	B-2	B-5	ML	I-2	OPEN	T-3	T-5.2
R-1	R-B	T-B	B-3	CW	MH	PD	SD	T-4	T-6
R-2	H-B	LB-2	B-4	MM	I-1	MUN	SD-WH	T-5.1	



DETAIL SITE PLAN



APPLICATION NUMBER <u>2</u> DATE <u>January 15, 2026</u>	 NTS
APPLICANT <u>Bay Front Subdivision, Replat Part of Lots 1 & 2</u>	
REQUEST _____	

FUTURE LAND USE MAP CORRESPONDENCE TO ZONING

A primary purpose of the Future Land Use Map is to guide zoning decisions. In many cases the designation on the FLUM may match the existing use of land, but in others the designated land use may differ from what is on the ground today. For example, a parcel that is in commercial use today but designated as any of the “mixed use” types on the map could redevelop with a mix of residential and commercial uses (such as retail, office, entertainment, etc., depending on the location).

Each future land use designation on the FLUM will have at least one corresponding zoning district, allowing a more precise application of the FLUM based on specific local conditions. In most cases, there are multiple combinations or types of zoning techniques that can accomplish the future land use designation's objectives.

The correspondence between the FLUM and the zoning district structure is described in the matrix below. This tool gives the City the flexibility over the long-term to determine appropriate changes to the zoning map based on various factors.

The designation of an area with a FLUM land use category does not mean that the most intense zoning district consistent with that category is “automatically” assigned to a property. Instead, an area retains its existing zoning category until it is changed through a landowner-initiated rezoning application, or a rezoning that follows an area plan. This is because the FLUM is a long-term designation, while a change in zoning considers current conditions – such as market demands, availability of infrastructure, or impacts on the immediate neighborhood.

Zoning correspondence matrix

	RESIDENTIAL - AG (R-A)	ONE-FAMILY RESIDENCE (R-1)	TWO-FAMILY RESIDENCE (R-2)	MULTIPLE-FAMILY (R-3)	RESIDENTIAL BUSINESS (R-B)	HISTORIC BUSINESS (H-B)	BUFFER BUSINESS (B-1)	TRANSITIONAL BUSINESS (T-B)	LIMITED BUSINESS (LB-2)	NEIGHBORHOOD BUSINESS (B-2)	COMMUNITY BUSINESS (B-3)	GENERAL BUSINESS (B-4)	OFFICE-DISTRIBUTION (B-5)	COMMERCIAL WAREHOUSE (CW)	MARITIME MIXED (MM)	MARITIME LIGHT (ML)	MARITIME HEAVY (MH)	LIGHT INDUSTRY (I-1)	HEAVY INDUSTRY (I-2)	VILLAGE CENTER (TCD)	NEIGHBORHOOD CENTER (TCD)	NEIGHBORHOOD 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. DD (SD-WH)	DOWNTOWN DEV. DD (SD)			
LOW DENSITY RESIDENTIAL (LDR)	■	S	S	S			O																								O	
MIXED DENSITY RESIDENTIAL (MDR)		U	U	■	■			■	■						■																O	
DOWNTOWN (DT)						■						■											■	■	■	■	■		O	O		
DISTRICT CENTER (DC)								■			U	O	O																			
NEIGHBORHOOD CENTER - TRADITIONAL (NC-T)	■	■	U	■	■	O	■	O	O	O											■	■	■									
NEIGHBORHOOD CENTER - SUBURBAN (NC-S)			S			S	■	S	S	O											■	■									O	
TRADITIONAL CORRIDOR (TC)		■	■	■	■	U	■	U	U	O																					O	
MIXED COMMERCIAL CORRIDOR (MCC)						■		■	■	■	■	■	■	■	■																	
LIGHT INDUSTRIAL (LI)													■	■	■	■				■										O	O	
HEAVY INDUSTRY (HI)																■	■	■	■											O	O	
INSTITUTIONAL LAND USE (INS)											■	■		O	O					O												
PARKS & OPEN SPACE (POS)	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	
WATER DEPENDENT USES (WDWRU)	■					O									■	■	■		O													

- Zoning district is appropriate to implement the future land use category.
- US Zoning district with Urban or Suburban subdistrict is appropriate to implement the future land use category.
- O Elements of the zoning district are related to the future land use category and may be appropriate with qualifications or conditions.
- Zoning district is appropriate, but the district does not directly implement the category (e.g., open space in an industrial district)

LOW DENSITY RESIDENTIAL (LDR)

This designation applies to residential neighborhoods found mostly west of I-65 or immediately adjacent to the east side of I-65. These areas are primarily single family residential, but may contain small-scale complimentary uses and other residential types at appropriate locations. An LDR area may include a wide range of lot sizes, housing size and styles, including some small-scale multi-unit buildings, but housing styles are highly consistent within a subdivision and tend to have limited connectivity between residential types and non-residential uses. Neighborhoods tend to have longer blocks and may be designed in a network of meandering streets. Residential density ranges between 0 and 6 dwelling units per acre (du/ac).

Development Intent

- › Complementary uses are designed and sited in a manner compatible with and connected to the surrounding context.
- › The presence of individual ancillary uses should contribute to the fabric of a complete neighborhood, developed at a walkable, bikeable human scale.
- › When establishing new residential areas or expanding existing developments, provide pedestrian and vehicular connectivity between adjacent developments.

Land use mix

Primary Uses

- › Residential, Single family
- › Residential, Attached

Secondary Uses

- › Residential, Multifamily
- › Civic
- › Parks

Housing mix

- › Predominantly single family subdivisions with lots smaller than one acre
- › Attached residential such as duplexes, multiplexes, and townhomes that have the scale of a single family home

Character Example

