



Agenda Item # 4

SUB-003473-2025

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

[Applicant Materials for Consideration](#)

DETAILS

Location:

1608 Crestwood Drive

Subdivision Name:

Crestwood B Subdivision

Applicant:

Joseph Mastroianni

Property Owner:

Joseph Mastroianni

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

Commission Considerations:

1. Subdivision proposal with nine (9) conditions.

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CRESTWOOD B SUBDIVISION



APPLICATION NUMBER 4 DATE November 20, 2025



SITE HISTORY

The site was originally part of the 20-lot Crestwood Subdivision, Block 1, the plat for which was recorded in the Mobile County Probate Court in November 1941.

Since that time, construction of the University Loop interchange claimed a large portion of the property such that the parcel now has a metes-and-bounds legal description. Future development thus requires subdivision of the property into one (1) or more lots of record.

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. 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. Label "LOT 7" that is listed as the POB.
- C. Add the bearing and distance for the western property line of the subdivision that is common to both LOT 1 and 2. Check that it matches the written bearing and distance provided in the written description.
- D. Retain NOTES 5, 6, & 9 – 11.
- E. 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 – NONE and LOT 2 – NONE. The two lots will share the 4,000 SF credit provided to the original lot as follows: LOT 1 – 2,000 SF, LOT 2 – 2,000 SF. Stormwater detention will be required for any additional impervious area on either LOT over the 2,000 SF.
- F. 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 two (2) legal lots of record from one (1) metes-and-bounds parcel. The site is served by public water and sanitary sewer.

The lot has frontage along Crestwood Drive, a minor street with curbing and gutter and improvements requiring a 50-foot-wide right-of-way. It also fronts University Loop and University Boulevard, both Principal Arterial streets, each requiring a minimum 100-foot-wide right-of-way. The preliminary plat indicates a sufficient right-of-way width along Crestwood Drive and varying rights-of-way vary along University Loop and University Boulevard. Internal mapping data and parcel records indicate that sufficient right-of-way likely exists along both Principal Arterial Streets. Therefore, if approved, the plat must be revised to clearly depict either their existing right-of-way widths or dedication sufficient to provide 100-foot-wide rights-of-way, whichever is greater.

No additional dedication should be required for Crestwood Drive.

The proposed Lots 1 and 2 both exceed 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. They are properly labeled with their sizes 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 1 illustrates a 25-foot width along Crestwood Drive. The proposed Lot 2 illustrates an approximate 24-foot width along Crestwood Drive. Section 6.C.2.(b)(2) of the Subdivision Regulations requires lots to be at least 60 feet wide at the building setback line. It should be noted that the proposed Lot 1 is a panhandle, or flag-shaped lot. According to Section 6.C.9.(a) of the Subdivision Regulations, flag lots are generally not allowed. The applicant has provided a letter stating that the highway department acquired right-of-way along University Loop and University Boulevard. This acquisition, according to the applicant, has resulted in reduced road frontage along

Crestwood Drive. Staff finds that any other configuration may result in a land-locked parcel because the lots do not have access to University Boulevard or University Loop. If approved, a waiver of Section 6.C.9.(a) will be required, but the plat should be revised to illustrate the 25-foot minimum building setback line where the lots are at least 50-feet wide, in compliance with Article 2, Section 64-2-5.E of the UDC and Section 6.C.8. of the Subdivision Regulations.

The preliminary plat indicates that the proposed lots will front three streets. Section 6.C.7. of the Subdivision Regulations discourages lots with multiple street frontages. Recent GIS imagery indicates a vegetative buffer exists along University Boulevard and University Loop with no known curb cuts. The site has maintained access exclusively from Crestwood Drive. Therefore, a waiver of Section 6.C.7. may be appropriate.

Finally, the plat should be revised to illustrate the required 25-foot front yard setback along all street frontages, not just Crestwood Drive, in accordance with Article 2, Section 64-2-10.E. of the UDC and Section 6.C.8. of the Subdivision Regulations, adjusted for any required dedication.

SUBDIVISION CONSIDERATIONS

Standards of Review:

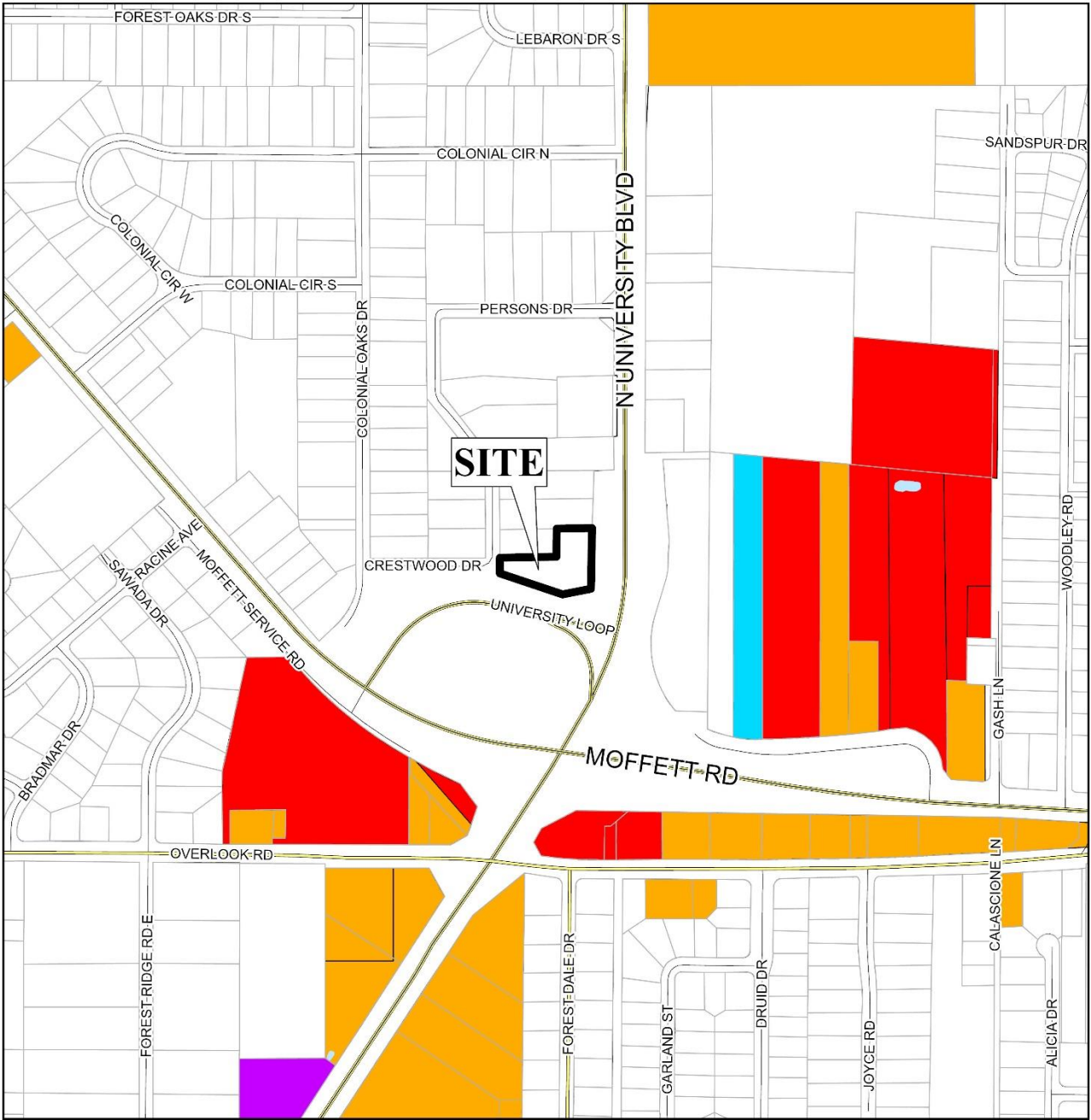
Subdivision review examines the site with regard to promoting orderly development, protecting general health, safety and welfare, and ensuring that development is correlated with adjacent developments and public utilities and services, and to ensure that the subdivision meets the minimum standards set 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.7. (for multiple street frontages), Section 6.C.2.(b)(2) (for lot width) and Section 6.C.9.(a) (for lot shape) of the Subdivision Regulations will be required, and the following conditions could apply:

1. Retention of the right-of-way along Crestwood Drive on the Final Plat, as depicted on the preliminary plat;
2. Revision of the Final Plat to depict either the existing right-of-way width along University Boulevard and University Loop or dedication sufficient to provide 100-foot-wide rights-of-way, whichever is greater;
3. Retention of the lot's 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;
4. Revision of the Final Plat to illustrate a 25-foot minimum building setback line where each lot is at least 50-feet wide;
5. Revision of the Final Plat to illustrate the required 25-foot front yard setback along all street frontages, in compliance with Article 2, Section 64-2-10.E. of the UDC and Section 6.C.8. of the Subdivision Regulations, adjusted for any required dedication;
6. Compliance with all Engineering comments noted in this staff report;
7. Placement of a note on the Final Plat stating all Traffic Engineering comments noted in this staff report;
8. Compliance with all Urban Forestry comments noted in this staff report; and,
9. Compliance with all Fire Department comments noted in this staff report.

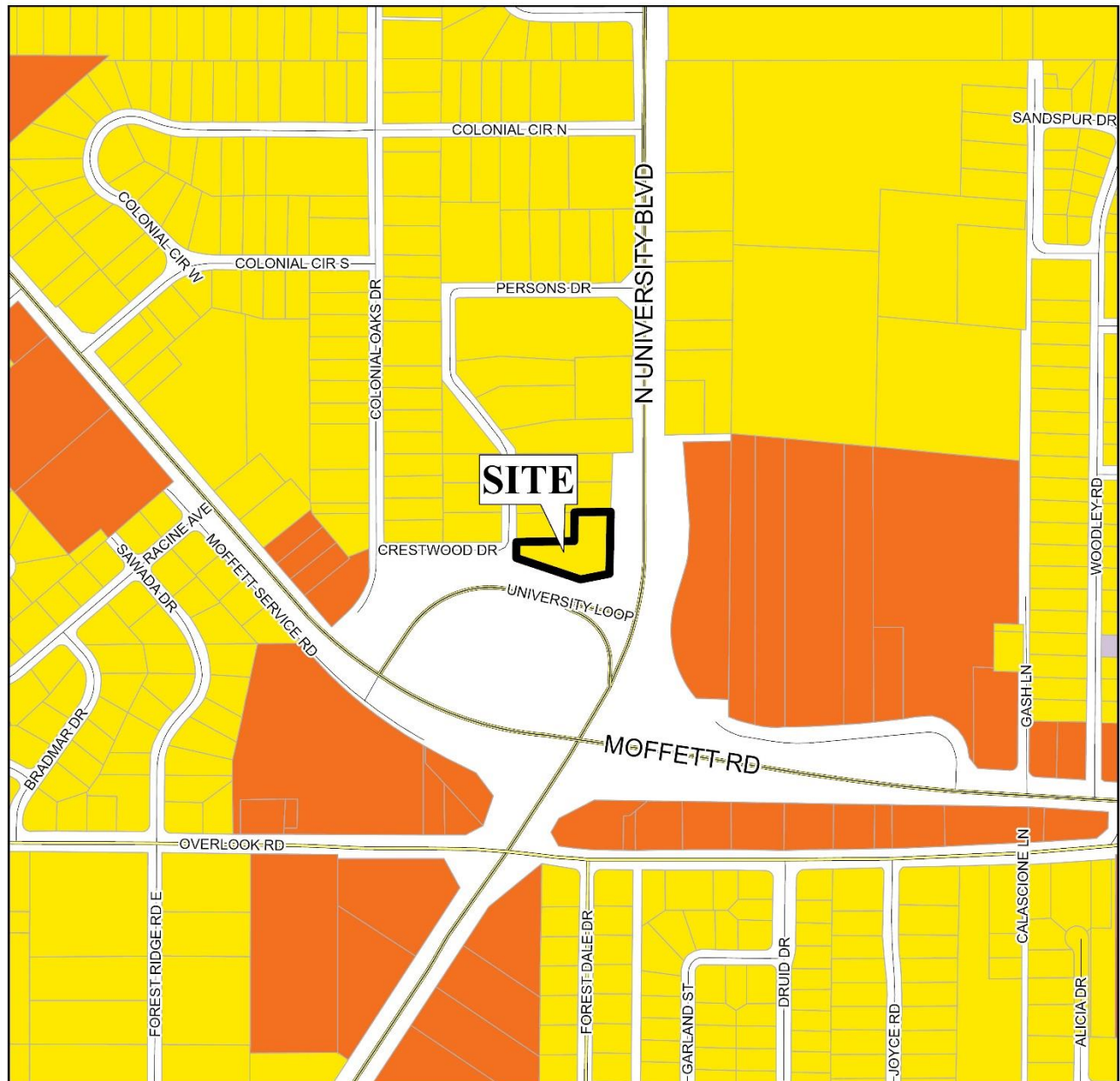
LOCATOR ZONING MAP



APPLICATION NUMBER 4 DATE November 20, 2025
APPLICANT Crestwood B Subdivision
REQUEST Subdivision



FLUM LOCATOR MAP



APPLICATION NUMBER 4 DATE November 20, 2025

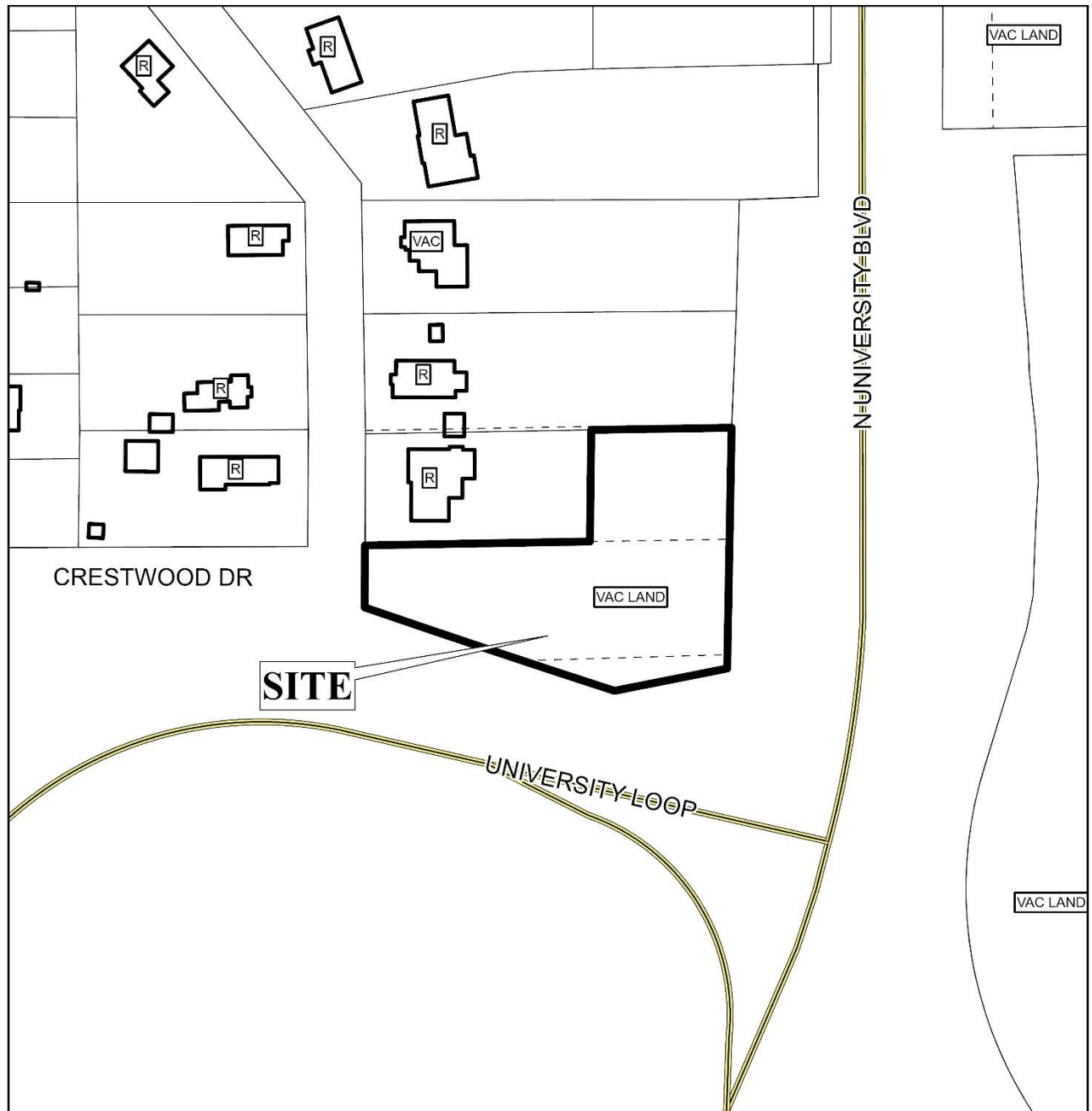
APPLICANT Crestwood B Subdivision

REQUEST Subdivision

- | | | | |
|---------------------------|-----------------------------------|-------------------|-----------------|
| Low Density Residential | Neighborhood Center - Traditional | Light Industry | Water Dependent |
| Mixed Density Residential | Neighborhood Center - Suburban | Heavy Industry | |
| Downtown | Traditional Corridor | Institutional | |
| District Center | Mixed Commercial Corridor | Parks, Open Space | |



CRESTWOOD B SUBDIVISION

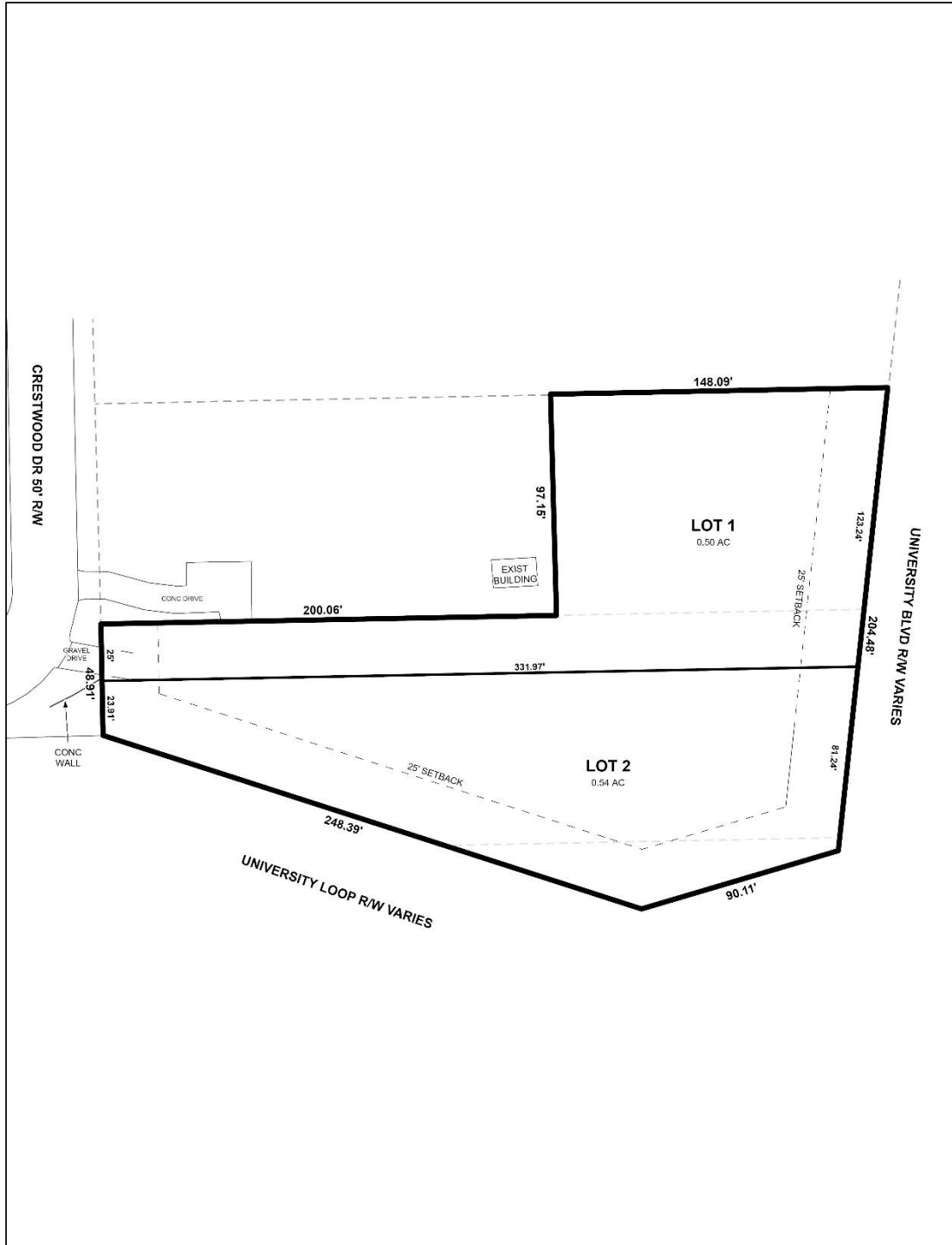


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R-A	R-3	B-1	B-2	B-5	ML	I-2	OPEN	T-3	T-5.2
R-1	R-B	T-B	B-3	CW	MH	PD	SD	T-4	T-6
R-2	H-B	LB-2	B-4	MM	I-1	MUN	SD-WH	T-5.1	



DETAIL SITE PLAN



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APPLICANT Crestwood B Subdivision

REQUEST Subdivision



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

[illegible]

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

