



## Agenda Item # 6

SUB-003647-2026

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

[Applicant Materials for Consideration](#)

### DETAILS

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**Location:**

720 Museum Drive

**Subdivision Name:**

Armory Subdivision

**Applicant / Agent:**

Phillip Burton, Burton Property Group, LLC

**Property Owner:**

Museum Partners, LLC

**Current Zoning:**

B-2, Neighborhood Business Suburban District, within the Neighborhood General sub-district of the Spring Hill Overlay

**Future Land Use:**

Neighborhood Center - Traditional

**Applicable Codes, Policies, and Plans:**

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

**Schedule for Development:**

- Not Applicable

**Proposal:**

- Subdivision approval to create three (3) legal lots of record from one (1) legal lot of record.

**Commission Considerations:**

1. Subdivision proposal with eight (8) conditions.

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# ARMORY SUBDIVISION



APPLICATION NUMBER         6         DATE         March 19, 2026        



## SITE HISTORY

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The site was formerly used by the Alabama National Guard as an armory with the existing large building constructed in the mid to late 1960's. The Armory Commission of Alabama deeded the property to the City in the 2000's and in 2023, the City published a Request For Proposal (RFP) to sell the property.

The site was before the Board of Zoning Adjustment at its December 4, 2023 meeting with an application to allow a Planned Development on the subject site. The applicant withdrew the application.

On April 7, 2025, the Board of Adjustment approved a Use Variance to allow the subject site to be used as a hotel. A one (1) year extension was granted by the Board at its September 8, 2025 meeting.

On May 15, 2025, the Planning Commission approved a two (2)-lot subdivision for the site, Fort Hardeman Subdivision, Resubdivision of Lots 1 and 2, and a Rezoning from R-1, Single-Family Residential Suburban District, to B-2, Neighborhood Business Suburban District. The City Council subsequently adopted the Rezoning on July 22, 2025. It should be noted that the Subdivision has been recorded in Probate Court, but the required copies of the recorded plat have not been submitted to Planning & Zoning. As such, copies of the recorded plat should be submitted to staff prior to the issuance of permits.

Most recently, the site was before the Board of Zoning Adjustment at its March 2, 2026 meeting to obtain Large Building Footprint, Reduced Landscape Area, Increased Parking, Reduced Street Trees, and Public Access Variances to allow a structure larger than 20,000 square feet, reduced front landscaped area, provision of more parking spaces than allowed, a reduced number of street tree plantings, and reduced public access doors on a site currently zoned B-2, Neighborhood Business Suburban District, within the Neighborhood General sub-district of the Spring Hill Overlay. The Variance request was granted.

## STAFF COMMENTS

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### 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. Retain NOTES 5-8.
- C. Add a note - As shown on the 1984 aerial photo LOTS 1 - 3 will share the 65,000 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) as follows: LOT 1 – \_\_\_\_\_ sf, LOT 2 – \_\_\_\_\_ sf and LOT 3 – \_\_\_\_\_ sf. Stormwater detention will be required for any additional impervious area that exceeds the allowable credit for that LOT. (NOTE that the applicant may assign any amount of sf, but the total for the three (3) LOTS shall add to a maximum of 65,000 sf.)
- D. Add a note - 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.
- 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.gov](mailto:land.disturbance@cityofmobile.gov) prior to obtaining any signatures. No signatures are required on the drawing.

## **Traffic Engineering Comments:**

A traffic impact study will be required. 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 and Article 13, Section 64-13-6 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 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 three (3) legal lots of record from one (1) legal lot of record. The site is served by public water and sanitary sewer.

The subject site has frontage along both North McGregor Avenue, a minor arterial street, per the Major Street Plan, and Museum Drive, a minor street without curb and gutter. As a minor arterial street, North McGregor Avenue should have a 60-foot wide right-of-way. While the right-of-way along North McGregor Avenue is depicted as varying, the preliminary plat indicates an existing compliant 60-foot right-of-way at this location. Museum Drive is shown to have an existing 80' right-of-way, therefore dedication should not be required.

The proposed Lot 3 does not meet the minimum width requirements of Section 6.C.2.(b)(4) of the Subdivision Regulations for commercially zoned property. Therefore approval of the proposed Subdivision will require a waiver of that portion of the Subdivision Regulations. However, all lots exceed the minimum area requirements of Article 2, Section 64-2-11.E.1. of the Unified Development Code (UDC) for lots served by public water and sanitary sewer within the B-2, Neighborhood Business Suburban District. All lots are properly labeled with their area in both square feet and acres on the preliminary plat. If approved, this information should be retained on the Final Plat; alternatively, a table providing the same information will suffice.

As the site is located in the Neighborhood General sub-district of the Spring Hill Overlay, the principal façade of any structures shall be between six-feet (6') and eighteen-feet (18') from the front property line. The preliminary plat depicts this information, and should be retained on the Final Plat, if approved.

## **SUBDIVISION CONSIDERATIONS**

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### **Standards of Review:**

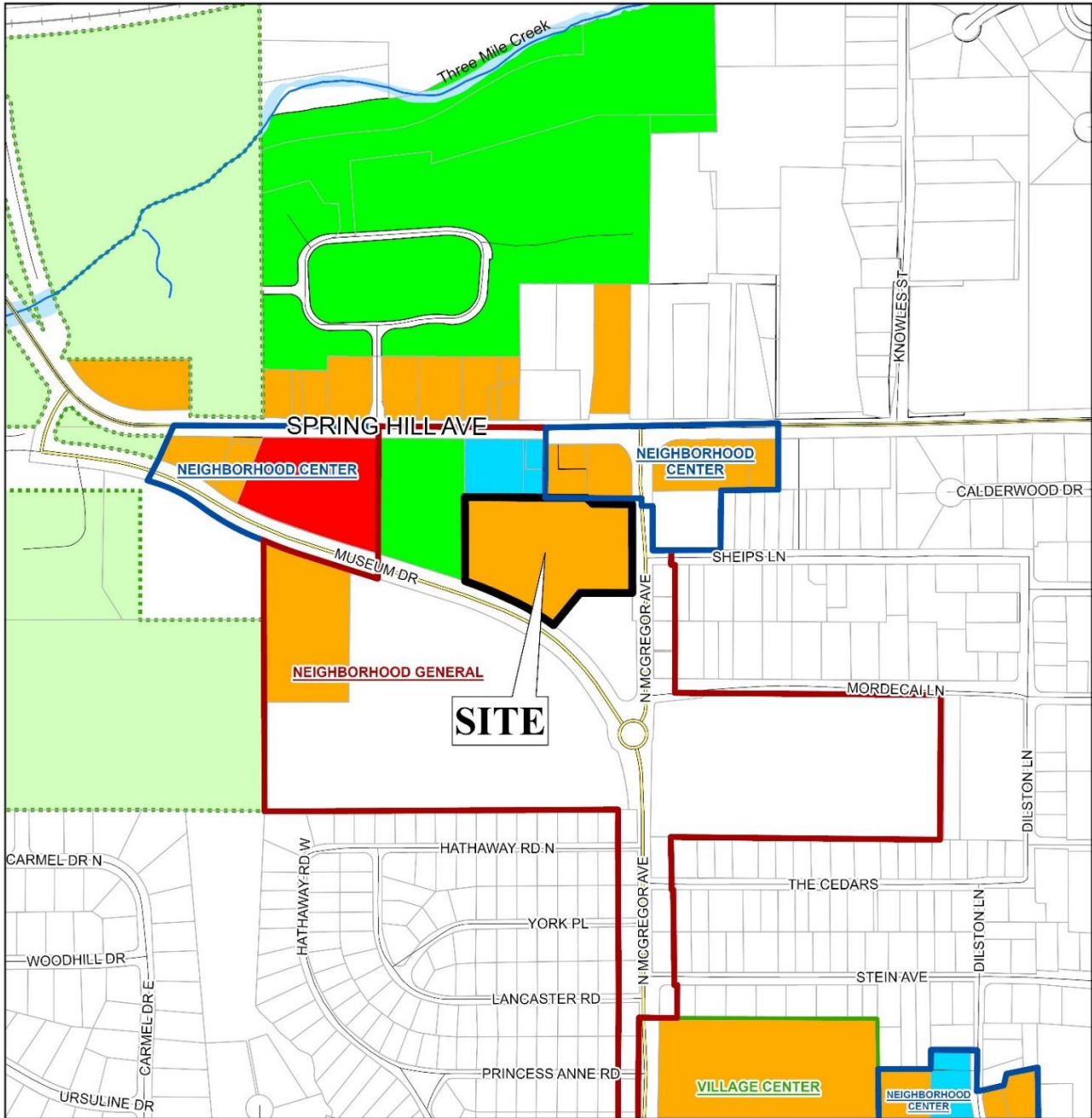
Subdivision review examines the site with regard to promoting orderly development, protecting general health, safety and welfare, and ensuring that development is correlated with adjacent developments and public utilities and services, and to ensure that the subdivision meets the minimum standards set 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 Section 6.C.2.(b)(4) (lot width) of the Subdivision Regulations will be required, and the following conditions could apply:

1. Submittal of the required copies of the recorded Fort Hardman Subdivision, Resubdivision of Lots 1 & 2 to staff prior to the signing of the new plat;
2. Retention of the existing right-of-way widths on the Final Plat, as depicted on the preliminary plat;
3. Retention of the lot sizes in both square feet and acres, or the provision of a table on the Final Plat providing the same information;
4. Retention of the principal building façade build-to zone between six-feet (6') and eighteen-feet (18') from the front property line along both street frontages;
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.

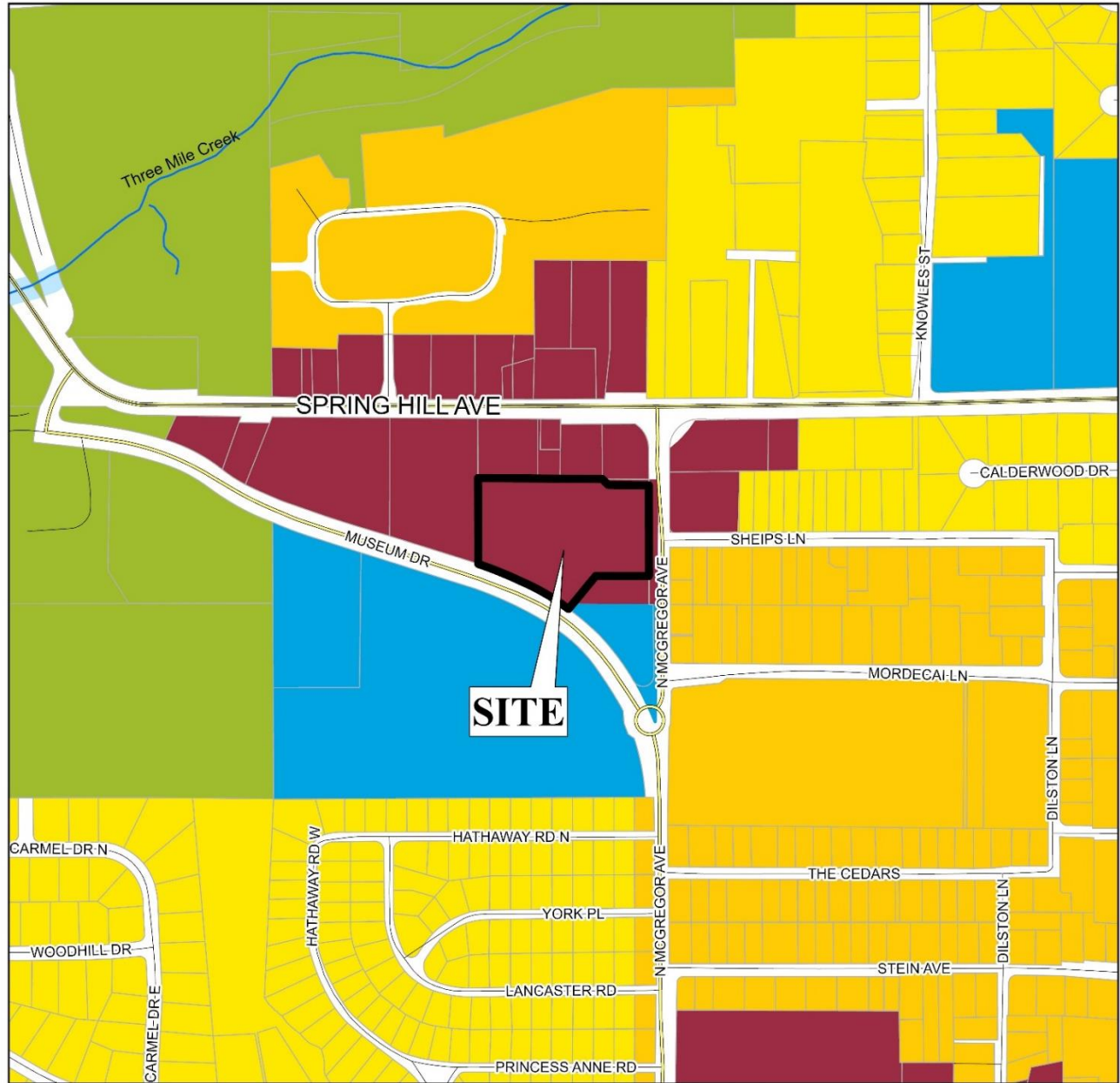
# LOCATOR ZONING MAP



APPLICATION NUMBER	6	DATE	March 19, 2026
APPLICANT	Armory Subdivision		
REQUEST	Subdivision		



# FLUM LOCATOR MAP



APPLICATION NUMBER 6 DATE March 19, 2026

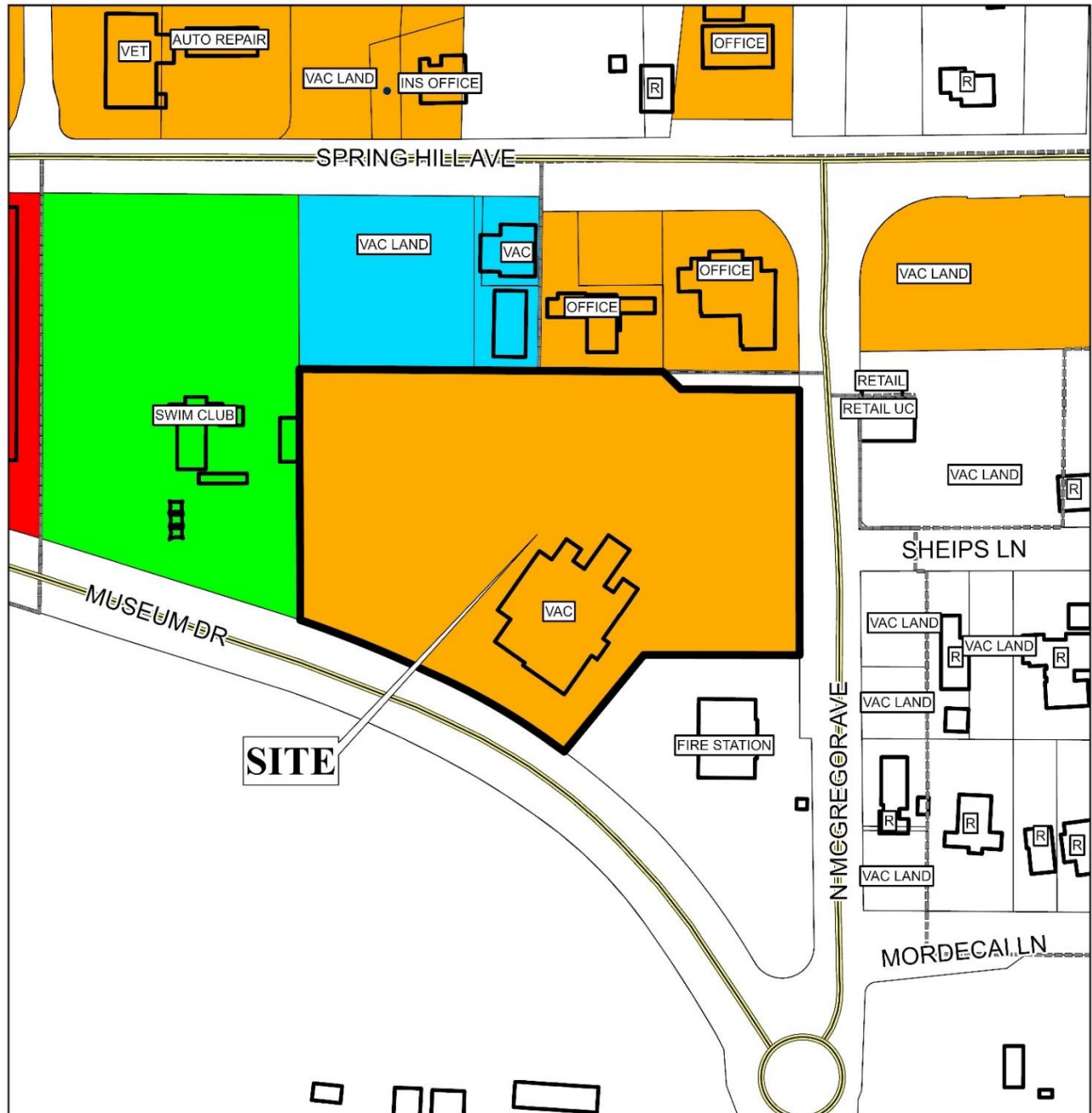
APPLICANT Armory Subdivision

REQUEST Subdivision

- |   |   |   |   |
|---|---|---|---|
| <span style="color: yellow;">■</span> Low Density Residential   | <span style="color: maroon;">■</span> Neighborhood Center - Traditional | <span style="color: lightgrey;">■</span> Light Industry | <span style="color: blue;">■</span> Water Dependent |
| <span style="color: orange;">■</span> Mixed Density Residential | <span style="color: purple;">■</span> Neighborhood Center - Suburban    | <span style="color: grey;">■</span> Heavy Industry      |   |
| <span style="color: pink;">■</span> Downtown                    | <span style="color: lightpink;">■</span> Traditional Corridor           | <span style="color: cyan;">■</span> Institutional       |   |
| <span style="color: red;">■</span> District Center              | <span style="color: orange;">■</span> Mixed Commercial Corridor         | <span style="color: green;">■</span> Parks, Open Space  |   |



# ARMORY SUBDIVISION

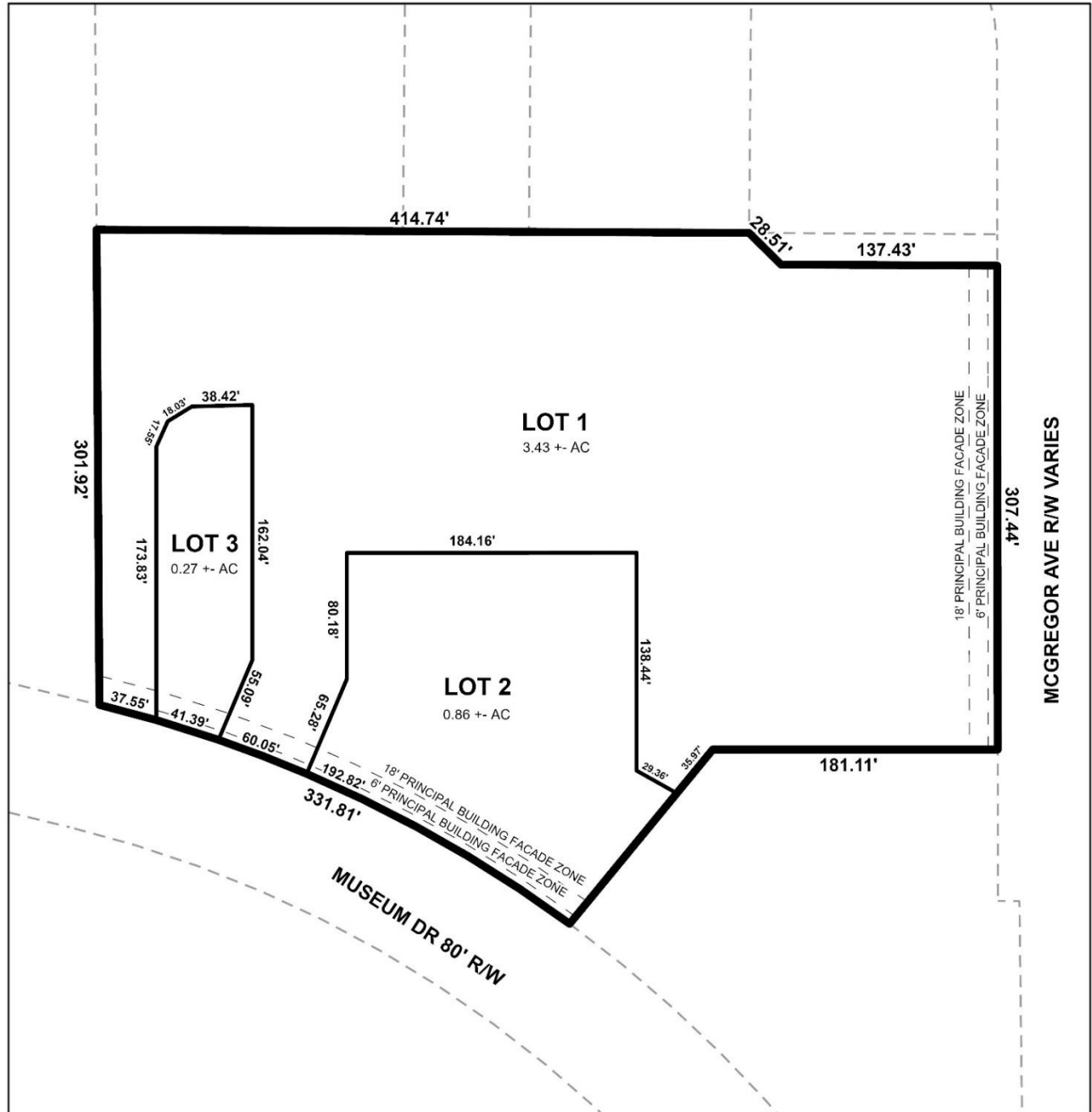



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R-A	R-3	B-1	B-2	B-5	ML	I-2	OPEN	T-3	T-5.2
R-1	R-B	T-B	B-3	CW	MH	PD	SD	T-4	T-6
R-2	H-B	LB-2	B-4	MM	I-1	MUN	SD-WH	T-5.1	

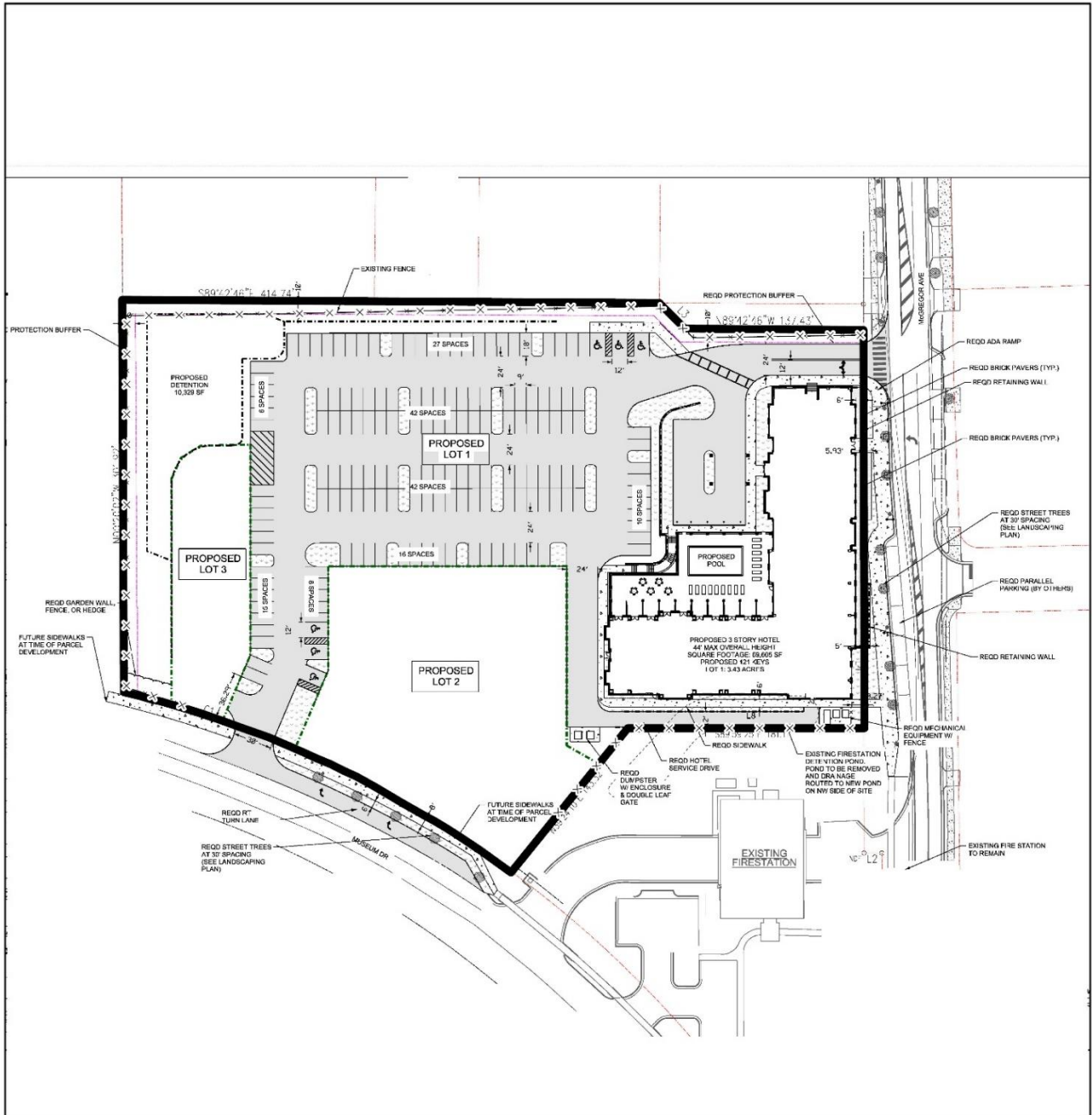


# DETAIL SITE PLAN



APPLICATION NUMBER <u>6</u> DATE <u>March 19, 2026</u>	 N NTS
APPLICANT <u>Armory Subdivision</u>	
REQUEST <u>Subdivision</u>	

# DETAIL SITE PLAN



APPLICATION NUMBER 6 DATE March 19, 2026  
 APPLICANT Armory Subdivision  
 REQUEST Subdivision



# 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			○								○															○
MIXED DENSITY RESIDENTIAL (MDR)		U	U	■	■			■	■					■																○
DOWNTOWN (DT)					■							■										■	■	■	■	■	○		○	
DISTRICT CENTER (DC)								■			U	○	○																	
NEIGHBORHOOD CENTER - TRADITIONAL (NC-T)	■	■	U	■	■	○	■	○	○	○										■	■	■								
NEIGHBORHOOD CENTER - SUBURBAN (NC-S)			S			S	■	S	S	○										■	■									○
TRADITIONAL CORRIDOR (TC)	■	■		■	■	U	■	U	U	○																				○
MIXED COMMERCIAL CORRIDOR (MCC)						■		■	■	■	■	■	■	■																
LIGHT INDUSTRIAL (LI)													■	■	■				■										○	○
HEAVY INDUSTRY (HI)															■	■	■	■											○	○
INSTITUTIONAL LAND USE (INS)										■	■		○	○					○											
PARKS & OPEN SPACE (POS)	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□
WATER DEPENDENT USES (WDWRU)	■					○									■	■	■		○											

- 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.
- 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)

## NEIGHBORHOOD CENTERS (NC)

Neighborhood Center applies to smaller hubs of mixed commercial, community, and recreational activity that cater to adjacent residential areas. Many of these centers exist today in some form. The following principles apply not just to the future development of new centers, but also to the redevelopment of existing centers. These principles are common to all neighborhood centers, but the appropriate design varies depending on whether a center is in a more “traditional” or more “suburban” context.

- › Support a limited amount of commercial employment
- › Incorporate some residential use, compatible in character with that of surrounding residential development, providing appropriate transitions in height, massing and other buffering from one land use district to the next.
- › The retail and housing uses should merge around vibrant, compact, accessible nodes, located at key neighborhood intersections or along short road segments. Form vibrant, compact, accessible nodes, located at key neighborhood intersections or along short road segments.
- › Be connected to the surrounding neighborhood and nearby public uses (e.g., schools, parks, etc.) via well-designed sidewalks and complete streets.

### Land use mix

#### Primary Uses

- › Commercial
- › Office
- › Residential, Multifamily

#### Secondary Uses

- › Residential, Attached
- › Civic
- › Parks

### Housing mix

- › Various types ranging in density from 10 to 30 du/ac;
- › Residential units above ground-floor retail
- › Multifamily buildings (small scale)
- › Attached residential such as duplexes, multiplexes, and townhomes
- › Accessory and live-work units



## NC TRADITIONAL (NCT)

These tend to be in areas connected to MxDR neighborhoods. They primarily occur east of I-65.

### Development Intent

- › Buildings should orient to the street, with on-site parking typically pushed to the back of the site.
- › Design qualities of the public realm are emphasized, including the provision of continuous sidewalks, tree canopy, pedestrian amenities, on-street parking and bicycle facilities where appropriate.



## NC SUBURBAN (NCS)

These generally are located among the LDR neighborhoods west of the I-65. Where they exist, these centers currently have a more pronounced vehicular orientation.

### Development Intent

- › Support increase in mix and density of uses (e.g., infill of outparcels, addition of housing, etc.).
- › Retrofit to improve internal walkability (e.g., through the addition of sidewalks, tree canopy, protection from the elements) and external connectivity to the surrounding areas (via sidewalks, paths and trails, street crossings, transit stops, etc.)

