



Agenda Item # 17

SUB-003830-2026 & MOD-003833-2026

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

[Applicant Materials for Consideration – Subdivision](#)

[Applicant Materials for Consideration – Planned Unit Development Modification](#)

DETAILS

Location:

3201 Airport Boulevard

Applicant / Agent:

Zeke Hudson, Rowe Engineering & Surveying

Property Owner(s):

Bel Air Mall Realty Holding, LLC

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

Schedule for Development:

- N/A

Proposal:

- Subdivision approval to create two (2) legal lots of record.
- Modification of a previously approved Planned Unit Development.

Considerations:

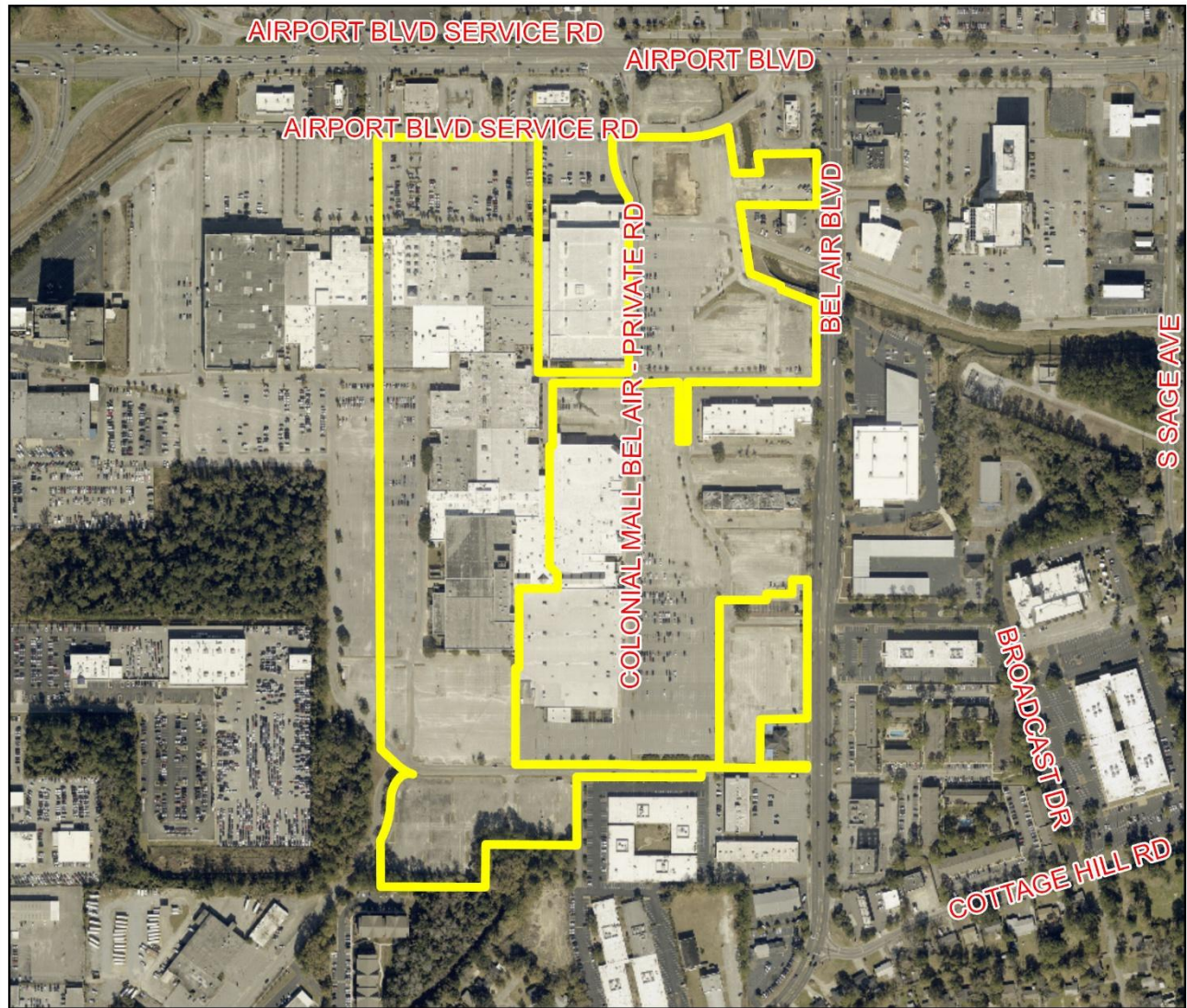
1. Subdivision proposal with eight (8) conditions; and
2. Modification of a previously approved Planned Unit Development with eleven (11) conditions.

Report Contents:

Page

Context Map	2
Site History	3
Staff Comments	3
Commission Considerations	6
Exhibits	8

PLANNING COMMISSION VICINITY MAP - EXISTING AERIAL



The site is surrounded by commercial units. A set of apartments lie to the southeast.

APPLICATION NUMBER	17	DATE	August 20, 2026
APPLICANT	MAEF Center for Advanced Careers / Bel Air Mall Subdivision		
REQUEST	Subdivision, PUD Modification		



SITE HISTORY

The site has been before the Planning Commission several time for Subdivisions and Planned Unit Developments (PUDs). The most recent, approved on March 21, 2024, was the Resubdivision of Lot 1 of the Resubdivision of Lot 2 of Bel Air Mall Subdivision, and associated PUD to allow multiple buildings on a single building site and shared access and parking between multiple building sites. The Subdivision plat was recorded in Probate Court, and the PUD was completed.

The site has also had several sign variance applications over the years. In August 2012, a sign variance was granted to allow a tenant in the mall fronting Airport Boulevard (Versona) to have a total of three (3) wall signs. In April 2016, a sign variance was granted to allow a tenant in the mall fronting Airport Boulevard (Belk) to have a total of three (3) wall signs. Most recently, in June 2016, a sign variance was denied to allow an exterior wall sign for a tenant (Versona) without an individual entrance.

STAFF COMMENTS

Engineering Comments:

Subdivision

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

- A. Provide all 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 each LOT (A and B) only once on the FINAL PLAT. LOT A is listed six (6) times and LOT B is listed three (3) times.
- C. Make sure to label all lots that are NOT INCLUDED in this proposed subdivision.
- D. Clarify which LOT includes the piece labeled INTERNATIONAL DRIVE (37' PRIVATE DRIVE). It appears to be part of LOT B.
- E. Clarify the label "INTERNATIONAL DRIVE (60' R/W PRIVE ROAD)" and label the limits of the PUBLIC ROW.
- F. Label the portion of LOT A in the SE corner of the subdivision that has a single frontage on Bel Air Blvd. as LOT C, or indicate how it is tied to the rest of LOT A.
- G. Provide a written legal description of the entire proposed subdivision boundary that matches the bearing and distance labels.
- H. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an A, AE, or X (shaded) flood zone designation.
- I. Retain NOTES 6 – 8, 12, and 15.
- J. Delete NOTES #13.
- K. 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 prior to obtaining any signatures. No signatures are required on the drawing.

Planned Unit Development Modification

- A. Delete NOTES 5 – 8, 12 – 13, and 15.
- B. Add the following notes to the PUD SITE PLAN:
 - 1. Any work performed in the existing ROW (right-of-way) such as driveways, sidewalks, utility connections, grading, drainage, irrigation, or landscaping will require a ROW permit from the City of Mobile

Engineering Permitting Department (251-208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII).

2. A Land Disturbance Permit application shall be submitted for any proposed land disturbing activity with the property. A complete set of construction plans including, but not limited to, drainage, utilities, grading, storm water detention systems and paving will need to be included with the Land Disturbance permit. This Permit must be submitted, approved, and issued prior to beginning any of the construction work.
3. Any and all proposed land disturbing activity within the property will need to be submitted for review and be in conformance 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.
4. Any existing or proposed detention facility shall be maintained as it was constructed and approved. The Land Disturbance Permit application for any proposed construction includes a requirement of a Maintenance and Inspection Plan (signed and notarized by the Owner) for the detention facility. This Plan shall run with the land and be recorded in the County Probate Office prior to the Engineering Department issuing their approval for a Final Certificate of Occupancy.
5. 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. The Owner/Developer is responsible for acquiring all the necessary permits and approvals.
6. The proposed development must comply with all Engineering Department design requirements and Policy Letters.

Traffic Engineering Comments:

Access to the site is limited to the driveways shown on the approved PUD plan with 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 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:

Subdivision

The purpose of this request is to subdivide one (1) legal lot of record into two (2) legal lots of record and establish a shared access between them. The site is served by public water and sanitary sewer.

A detailed description of the request and supporting application materials is available through the link provided on Page 1 of this report.

The site has frontages along two public streets, Airport Boulevard and Bel Air Boulevard, both with existing compliant rights-of-way, making no dedication necessary. International Drive is a private street contained on the proposed Lot B, which has a 37' right-of-way. As a private street with curb and gutter, International Drive should have a right-of-way of 50', however the most recent Subdivision of this site, approved by the Planning Commission at its March 21, 2024 meeting did not require any additional right-of-way to be set aside, therefore it should not be required at this time.

Both lots, as proposed, exceed the minimum size requirements for lots served by public water and sanitary sewer in B-3 zoning districts. Their sizes are appropriately labeled in square feet and acres on the preliminary plat. If approved, this information should be retained on the Final Plat; or, provision of a table on the Final Plat with the same information will suffice.

If approved, the Final Plat should be revised to depict the 25-foot minimum building setback along each street frontage, per Section 64-2-14.E. of the UDC for lots in B-3 zoning districts within the Suburban subdistrict.

There are several ingress and egress easements throughout the site. If approved, the note should be retained on the Final Plat, stating that no structures are to be placed in any easement, without the permission of the easement holder.

The proposed Lot 1 is an unusual shape, presumably to accommodate both the existing structures and associated lease parcels. As such, a waiver of Section 6.C.3. of the Subdivision Regulations may be appropriate.

Planned Unit Development Modification

The applicant is not proposing any physical changes to the site at this time. It is simply the desire of the applicant to create a new lot for an existing structure on the site, that they wish to sell to a new owner. As such, the existing PUD must be modified to alter the previously approved lot lines.

It should be noted that the PUD site plan only indicates that the proposed Lot B is the only lot in the PUD. However, if approved, the site plan should be revised to indicate that proposed Lot A is still a part of the PUD. The inclusion of Lot A does not require any additional property owner authorizations or notifications.

It should be noted that future development or redevelopment of the proposed lots may require additional modifications of the PUD to be approved by the Planning Commission and City Council. A note stating as much should be placed on the recorded site plan, 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, a waiver of Sections 6.C.3. (unusually shaped lots) will be required, and the following conditions could apply:

1. Retention of the right-of-way widths for Airport Boulevard and Bel Air Boulevard;
2. Retention of the lot sizes in both square feet and acres on the Final Plat, or provision of a table on the Final Plat with the same information;
3. Retention of all easements on the plat and the note stating that no structures are to be placed in any easement, without the permission of the easement holder
4. Depiction of the 25-foot minimum building setback line along each street frontage, per 64-2-14.E. of the UDC for lots in B-3 zoning districts;
5. Compliance with all Engineering comments noted in this staff report;
6. Provision 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.

PLANNED UNIT DEVELOPMENT MODIFICATION CONSIDERATIONS

Standards of Review:

The Unified Development Code (UDC) in Section 64-5-8-B.(5) states the following concerning Planned Unit Development Modifications:

Approval Criteria. The Planning Commission shall not recommend a major modification for approval, and the City Council shall not approve the modification, unless the proposed modification:

1. Is consistent with all applicable requirements of this Chapter;
2. Is compatible with the character of the surrounding neighborhood;
3. Will not impede the orderly development and improvement of surrounding property;
4. Will not adversely affect the health, safety or welfare of persons living or working in the surrounding neighborhood, or be more injurious to property or improvements in the neighborhood:
 - a. In making this determination, the Planning Commission and City Council shall consider the location, type and height of buildings or structures, the type and extent of landscaping and screening, lighting,

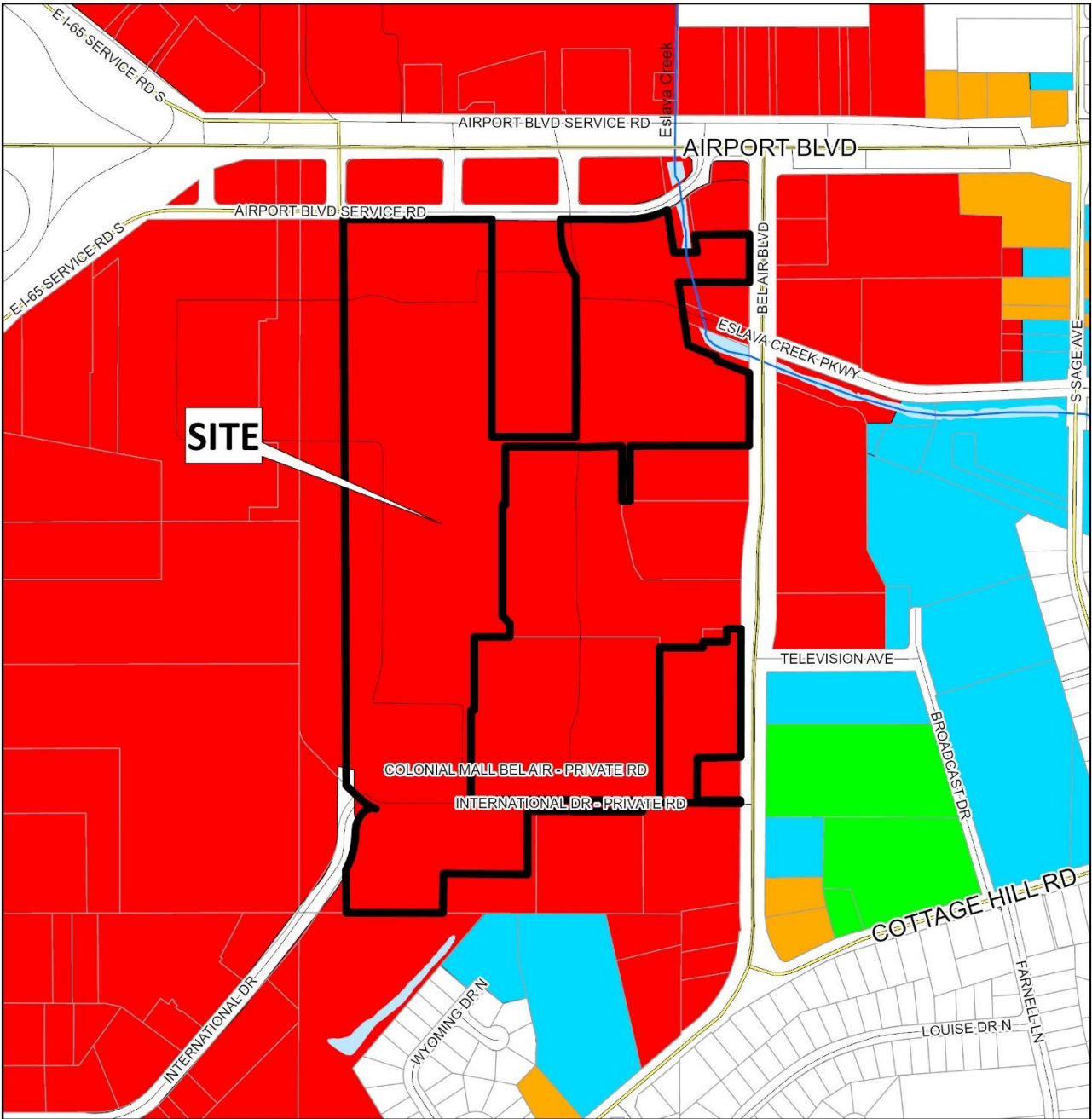
- hours of operation or any other conditions that mitigate the impacts of the proposed development; and
 - b. Includes adequate public facilities and utilities;
5. Is subject to adequate design standards to provide ingress and egress that minimize traffic hazards and traffic congestion on the public roads;
 6. Is not noxious or offensive by reason of emissions, vibration, noise, odor, dust, smoke or gas; and
 7. Shall not be detrimental or endanger the public health, safety or general welfare.
 8. Benefits Consideration. In addition, consideration should also be given to the City's and the larger community's best interests and the need, benefit, or public purpose of the proposed request.

Considerations:

If the Planning Commission considers a recommendation of approval of the Modified Planned Unit Development, the following conditions could apply:

1. Revision of the site plan and legal description to include proposed Lot A;
2. Retention of the lot sizes in both square feet and acres on the site plan, or provision of a table on the site plan with the same information;
3. Depiction of the 25-foot minimum building setback line along each street frontage, per 64-2-14.E. of the UDC for lots in B-3 zoning districts;
4. Provision of a note on the site plan stating that any future development or redevelopment of the site may require additional modification of the Planned Unit Development, subject to Planning Commission and City Council approval;
5. Completion of the Subdivision process prior to recording the site plan in Probate Court;
6. Compliance with all Engineering comments noted in this staff report;
7. Compliance with all Traffic Engineering comments noted in this staff report;
8. Compliance with all Urban Forestry comments noted in this staff report;
9. Compliance with all Fire Department comments noted in this staff report;
10. Submittal to and approval by Planning and Zoning of the revised Modified Planned Unit Development site plan prior to its recording in Probate Court, and the provision of one (1) copy of the recorded site plan (hard copy and pdf) to Planning and Zoning; and,
11. Full compliance with all municipal codes and ordinances.

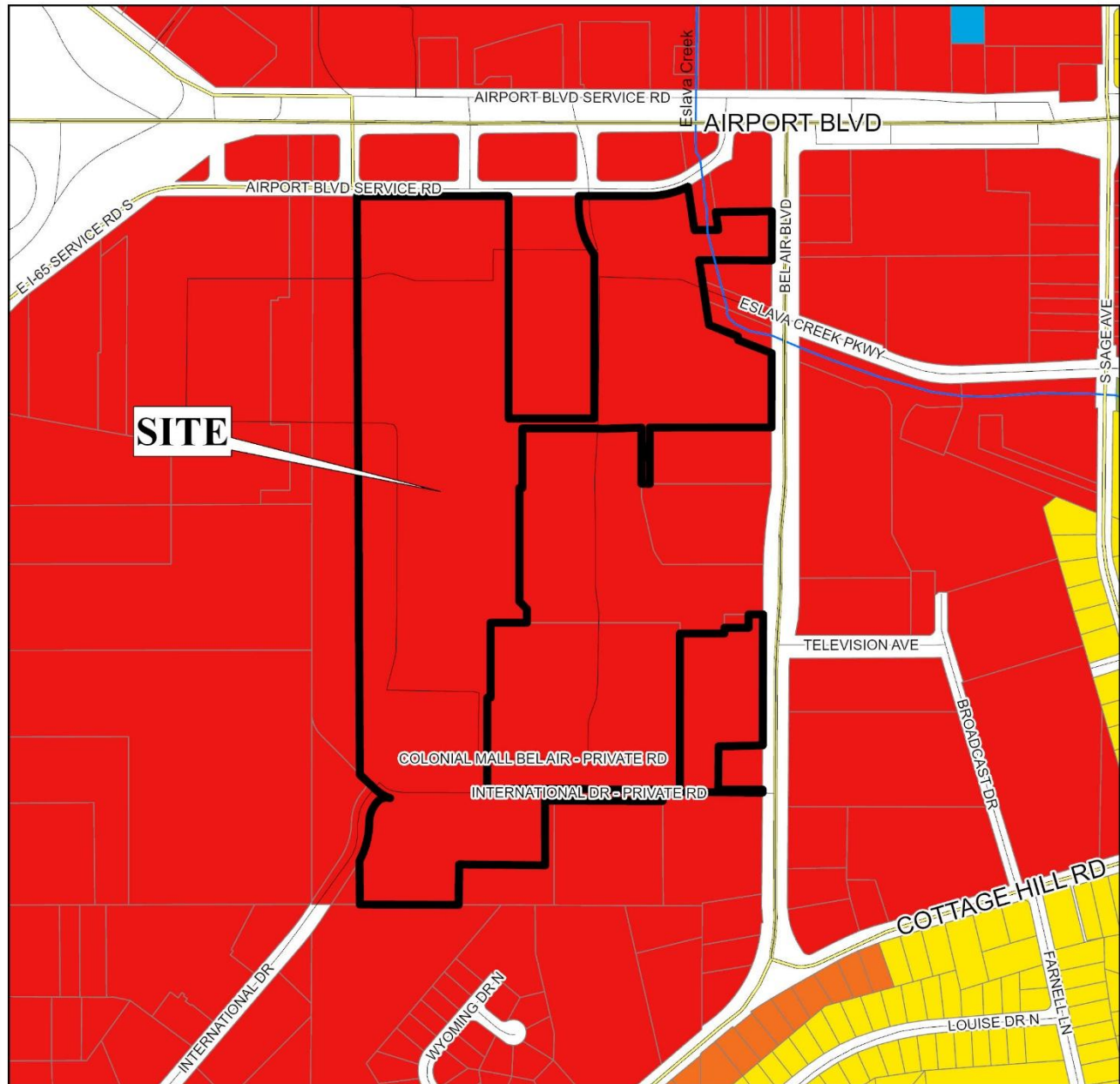
LOCATOR ZONING MAP



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FLUM LOCATOR MAP



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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	

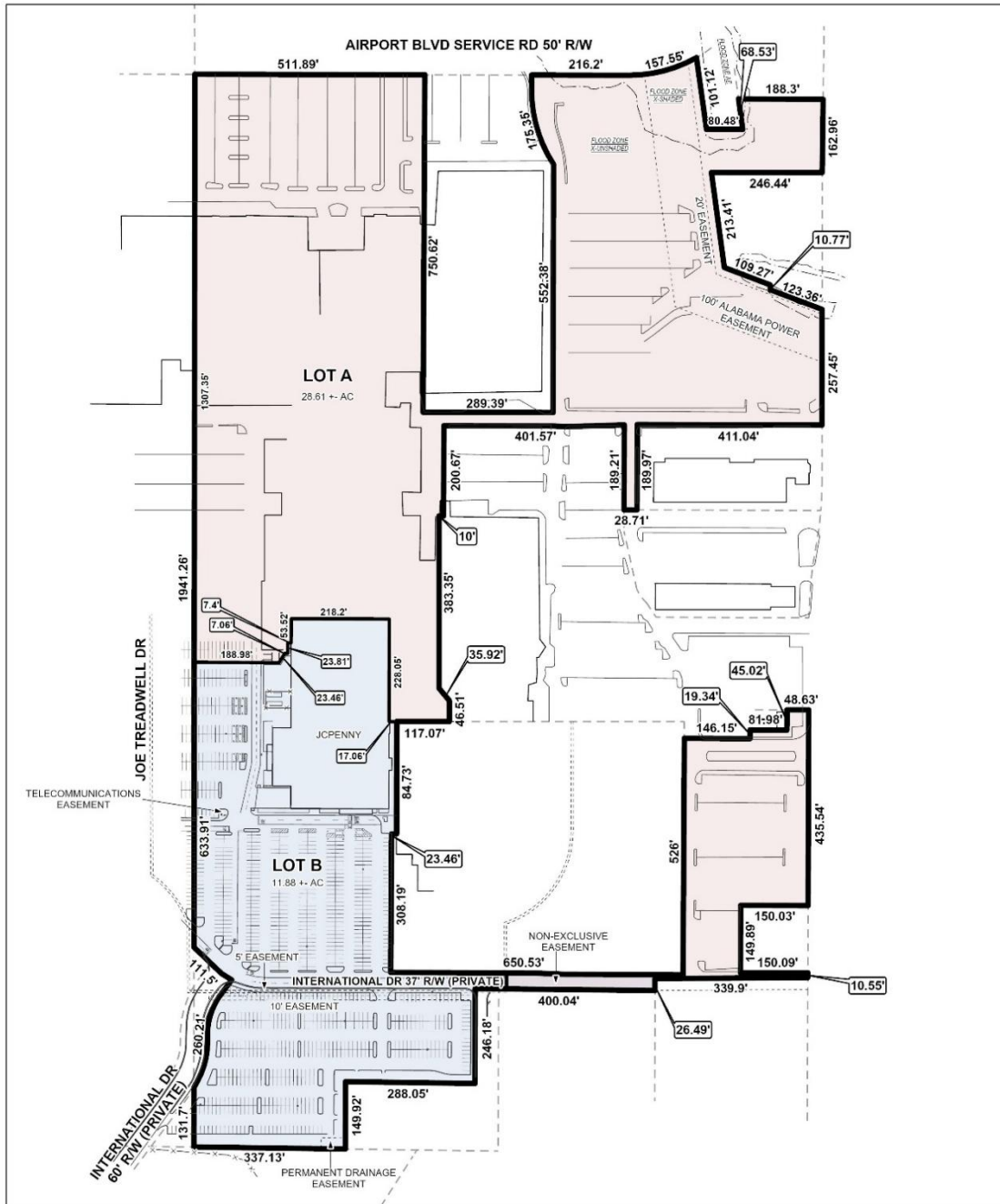


The map shows the Bel Air Mall area, bounded by Airport Blvd to the north and Airport Blvd Service Rd to the east. The mall itself is a large red area with several buildings labeled 'BEL AIR MALL'. To the west of the mall are several 'VAC LAND' (vacant land) areas and 'AUTO SALES' lots. To the east, along Airport Blvd Service Rd, are various commercial buildings including 'OFFICE PARK', 'HOTEL', 'BANK', 'REST', 'RETAIL', 'CLEANERS', 'STORAGE', 'OFFICE', 'TV/RADIO STATION', 'OFFICES/SCHOOL', 'CONV STORE', 'CHURCH', and 'GOV OFFICE'. A large blue area represents a body of water, likely the Patuxent River. A green area represents residential buildings, including 'APTS' (apartments). A white arrow points to a specific location labeled 'SITE' in the center of the mall area. The map also shows several 'VAC' (vacant) lots and 'REST' (restaurant) areas. The surrounding roads are labeled 'AIRPORT BLVD', 'AIRPORT BLVD SERVICE RD', and 'BELL AIR BLVD'.

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SITE PLAN



The site plan illustrates proposed lots, existing buildings, and parking.

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DISTRICT CENTER (DC)

This designation applies across the city beyond Downtown to large areas of existing mixed-use character or where such character is encouraged. District Centers generally serve several surrounding neighborhoods and may even have a city-wide or region-wide reach. They are often anchored by a major commercial or institutional employer such as a shopping mall or a medical center. Depending on location residential areas in District Centers may incorporate a mix of housing types with minimum densities of 20 du/ac in dynamic, horizontal or vertical mixed-use environments 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.

Development intent

- › 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.
- › District Centers may be served by transit and include development of an intensity and design that supports transit use.

Land use mix

Primary Uses

- › Commercial
- › Office
- › Civic
- › Residential, Multifamily

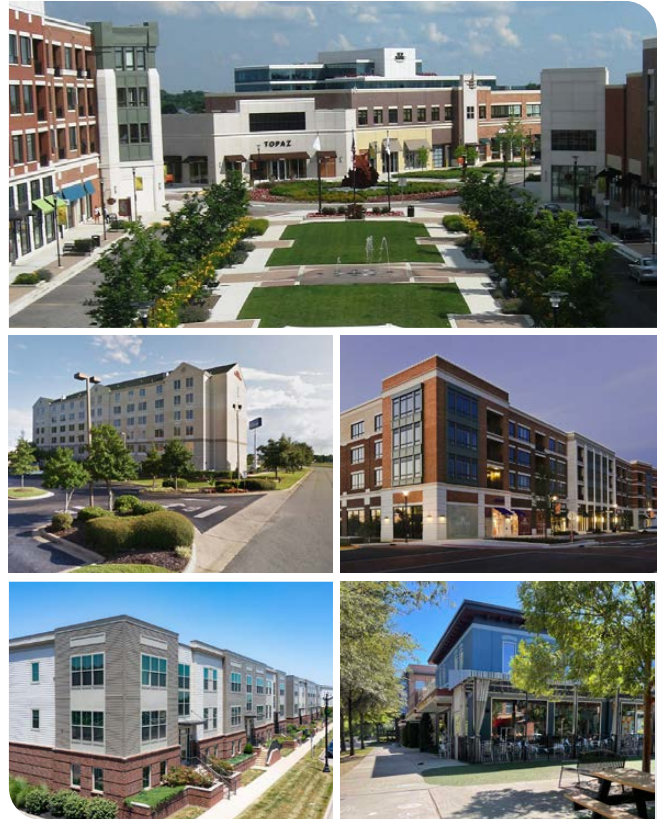
Secondary Uses

- › Residential, Attached
- › Residential, Single Family
- › Parks

Housing mix

- › Residential units above ground-floor retail
- › Multifamily buildings
- › Attached residential such as duplexes, multiplexes, and townhomes

Character Example



Existing district centers should evolve into large walkable mixed-use areas.

Rendering: Dover Kohl