



Agenda Item # 1 - HOLDOVER SUB-003730-2026

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

[Applicant Materials for Consideration](#)

DETAILS

Location:

1930 Bay Bridge Road Cutoff & 124 Industrial Canal
Road East

Subdivision Name:

Rogers Group Subdivision

Applicant:

Tim Gorman, Rogers Group, Inc.

Property Owner:

Tim Gorman, Rogers Group, Inc.

Current Zoning:

I-2, Heavy Industry District

Future Land Use:

Water Dependent

Applicable Codes, Policies, and Plans:

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

Proposal:

- Subdivision approval to create one (1) legal lot of record from six (6) metes-and-bounds parcels.

Commission Considerations:

1. Subdivision proposal with twelve (12) conditions.

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ROGERS GROUP SUBDIVISION



APPLICATION NUMBER 1 DATE July 16, 2026



HOLDOVER COMMENTS

Planning Comments:

The applicant requested a holdover from the May 21 Planning Commission meeting to allow them time to revise the preliminary plat to remove the residentially zoned property along Chin Street. As originally submitted, the plat would have resulted in a split-zoned lot, necessitating separate Rezoning approval by the Planning Commission and City Council. The applicant does not wish to rezone the residential property.

Staff has since received a revised Preliminary Plat that includes only the six (6) parcels zoned I-2, Heavy Industry District.

The Preliminary Plat depicts access to the site via a 50-foot-wide ingress/egress easement located northwest of the property, extending to Bay Bridge Road Cutoff. Section 6.C.4. of the Subdivision Regulations requires all lots to abut a dedicated and maintained public street; however, the easement was established in 1977, with the associated legal instrument referenced on the plat, and appears to have provided access to the property since that time. As such, a waiver of Section 6.C.4. may be appropriate and will be required if the subdivision is approved. If approved, reference to the easement and the associated legal instrument should be retained on the Final Plat.

Additionally, if approved, the Final Plat should be revised to correctly label "Bay Bridge Road Cutoff."

The proposed lot is properly labeled with its area in both square feet and acres, as required by Section 5.A.2.(e).4. of the Subdivision Regulations. If approved, this information should be retained on the Final Plat; alternatively, it may be provided in tabular form.

There is no minimum lot area requirement for properties located within an I-2, Heavy Industry District.

Pursuant to the Africatown Overlay requirements, a 30-foot-wide buffer is required between industrially utilized property and adjacent residential property in accordance with Article 11.G.1.(a)(1) of the Unified Development Code (UDC). If approved, the Final Plat should illustrate a 30-foot-wide buffer along the northern property line adjacent to residentially zoned property.

The Preliminary Plat depicts an existing 100-foot-wide terminal railroad right-of-way and several utility easements. If approved, these easements and rights-of-way should be retained on the Final Plat. Additionally, the note stating, "No structure shall be constructed or placed within any easement without the permission of the easement holder," should also be retained on the Final Plat.

Finally, the site is located within the Africatown Overlay District. Accordingly, any future development or redevelopment of the property will be subject to the applicable provisions of Article 11 of the UDC. If approved, a note stating as much should be placed on the Final Plat.

HOLDOVER 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 Planning Commission considers approval of the subdivision request, a waiver of Section 6.C.4. of the Subdivision Regulations will be required (to allow the lot to not abut a public street), and the following conditions could apply:

1. Retention of the 50-foot-wide ingress/egress easement providing access to Bay Bridge Road Cutoff on the Final Plat, together with reference to the associated legal instrument;
2. Revision of the Final Plat to correctly label "Bay Bridge Cutoff Road";
3. Retention of the lot area in both square feet and acres on the Final Plat, or provision of the same information in tabular form;
4. Illustration of a 30-foot setback along all portions of the site abutting residentially zoned property;
5. Retention of the existing 100-foot-wide Terminal Railroad right-of-way on the Final Plat;
6. Retention of all existing utility easements on the Final Plat;
7. Retention of a note on the Final Plat stating: "No structure shall be constructed or placed within any easement without the permission of the easement holder";
8. Placement of a note on the Final Plat stating that the site is located within the Africatown Overlay District and that development or redevelopment of the site is subject to the applicable provisions of Article 11 of the Unified Development Code;
9. Compliance with all Engineering comments noted in this staff report;
10. Placement of a note on the Final Plat stating compliance with all Traffic Engineering comments noted in this staff report;
11. Compliance with all Urban Forestry comments noted in this staff report; and
12. Compliance with all Fire Department comments noted in this staff report.

SITE HISTORY

This subject site was annexed into the Mobile City Limits in 1945 and has a metes-and-bounds description.

There are no 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. Clarify how the 100-foot-wide Terminal Railroad ROW can be included in LOT A. Is it an easement?
- C. Revise the written legal description or the bearing and distance labels for the proposed NW line of the subdivision boundary (686.65' or 685.65').
- D. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an A, AE, or X (shaded) flood zone designation. BFE = 11.

- E. Revise NOTES #14 to read - As shown on the 1984 aerial photo LOT A 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 A – NONE.
- F. Retain NOTES 7-9, 13 and 16.
- G. Provide the printed name of the “Member” (Daniel Scott Lang, AA Transmissions, LLC) in the Owner signature block.
- H. 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.

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 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 seven (7) existing metes-and-bounds parcels. The site is served by public water and sanitary sewer service.

The proposed lot has frontage on Chin Street, a minor street with curb-and-gutter improvements requiring a 50-foot-wide right-of-way. However, neither the street nor the right-of-way are depicted on the preliminary plat. If approved, the plat should be revised to illustrate Chin Street and provide dedication sufficient to establish 25 feet from the street centerline, unless a waiver of Section 6.B.9. of the Subdivision Regulations is recommended by the City Engineer and Traffic Engineer.

The preliminary plat also depicts additional access via a 50-foot-wide ingress/egress easement located northwest of the property. The easement was established in 1977, with the associated legal instrument referenced on the plat. If approved, this information should be retained on the Final Plat.

The proposed lot is properly labeled with its area in both square feet and acres, as required by Section 5.A.2.(e).4. of the Subdivision Regulations. If approved, this information should be retained on the Final Plat and adjusted as necessary to account for any required dedication. Alternatively, the information may be provided in tabular form.

There is no minimum lot area requirement for lots located within an I-2, Heavy Industry District.

The proposed lot provides approximately 35 feet of frontage along Chin Street, which does not meet the minimum lot width requirements applicable to either Urban Residential lots or industrially zoned lots. Additionally, the lot configuration may be considered a “flag lot,” which is discouraged by Section 6.C.9. of the Subdivision Regulations. However, in order to satisfy the requirements of Section 6.C.4. of the Subdivision Regulations requiring all lots to abut a public street, waivers of Sections 6.C.2.(b)(3), 6.C.2.(b)(4), and 6.C.9. may be necessary. Given that access to Chin Street appears to have existed in its current substandard configuration for an extended period of time, such waivers may be appropriate.

Pursuant to the Africatown Overlay requirements, a 30-foot-wide buffer is required between industrially utilized property and adjacent residential property in accordance with Article 11.G.1.(a)(1) of the Unified Development Code (UDC). If approved, a 30-foot-wide setback should be illustrated along the northern property line adjacent to residentially zoned property, as well as along the portion of the lot where it expands to at least 60 feet in width along Chin Street.

The preliminary plat illustrates an existing 100-foot-wide terminal railroad right-of-way, as well as several utility easements. If approved, these easements and rights-of-way should be retained on the Final Plat. Additionally, the note stating, “No structure shall be constructed or placed within any easement without the permission of the easement holder,” should also be retained on the Final Plat.

The site is split-zoned R-2, Two-Family Residential Urban District, and I-2, Heavy Industry District. As such, approval of the subdivision request should be contingent upon completion of the rezoning process to place the property under a single zoning classification.

Lastly, the site is located within the Africatown Overlay District. Accordingly, any future development or redevelopment of the site will be subject to the applicable provisions of Article 11 of the UDC. If approved, a note stating such should be placed on the Final Plat.

SUBDIVISION CONSIDERATIONS

Standards of Review:

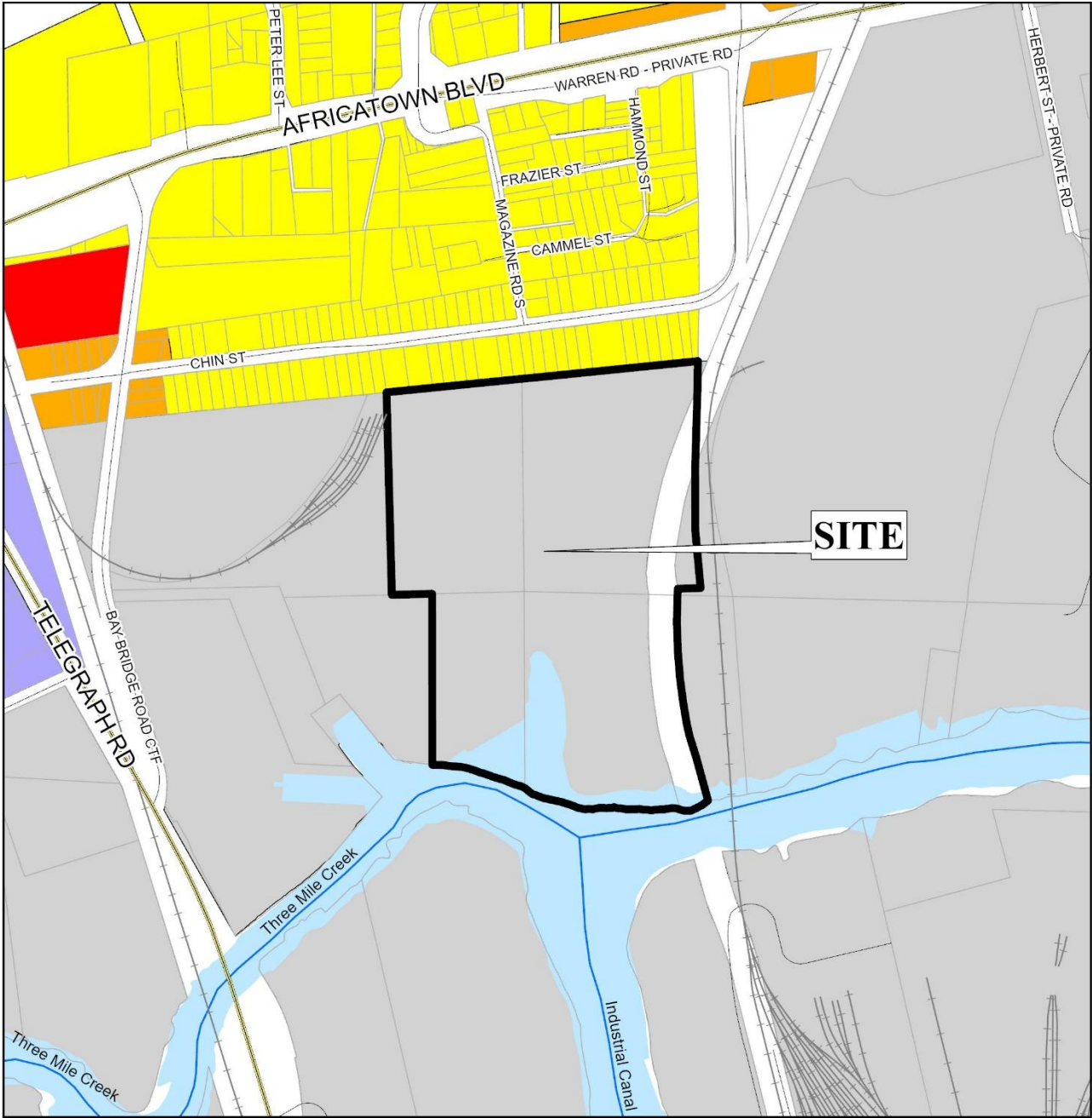
Subdivision review examines the site with regard to promoting orderly development, protecting general health, safety and welfare, and ensuring that development is correlated with adjacent developments and public utilities and services, and to ensure that the subdivision meets the minimum standards set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

Considerations:

If the Planning Commission considers approval of the subdivision request, waivers of Sections 6.C.2.(b)(3), 6.C.2.(b)(4), and 6.C.9. (for lot width and lot design) of the Subdivision Regulations will be required, and the following conditions could apply:

1. Revision of the plat to illustrate Chin Street and dedication sufficient to provide 25 feet from the street centerline, unless a waiver of Section 6.B.9. of the Subdivision Regulations is recommended by the City Engineer and Traffic Engineer;
2. Retention of the 50-foot-wide ingress/egress easement on the Final Plat, together with reference to the associated legal instrument;
3. Retention of the lot area in both square feet and acres on the Final Plat, adjusted for any required dedication, or provision of the same information in tabular form;
4. Illustration of a 30-foot setback along all portions of the site abutting residentially zoned property, as well as along the portion of the lot where it expands to at least 60 feet in width along Chin Street, adjusted for any required dedication;
5. Retention of the existing 100-foot-wide Terminal Railroad right-of-way on the Final Plat;
6. Retention of all existing utility easements on the Final Plat;
7. Retention of a note on the Final Plat stating: "No structure shall be constructed or placed within any easement without the permission of the easement holder";
8. Placement of a note on the Final Plat stating that the site is located within the Africatown Overlay District and that development or redevelopment of the site is subject to the applicable provisions of Article 11 of the Unified Development Code;
9. Completion of the rezoning process to place the property under a single zoning classification prior to Planning and Zoning signing the Final Plat;
10. Compliance with all Engineering comments noted in this staff report;
11. Placement of a note on the Final Plat stating compliance with all Traffic Engineering comments noted in this staff report;
12. Compliance with all Urban Forestry comments noted in this staff report; and
13. Compliance with all Fire Department comments noted in this staff report.

LOCATOR ZONING MAP



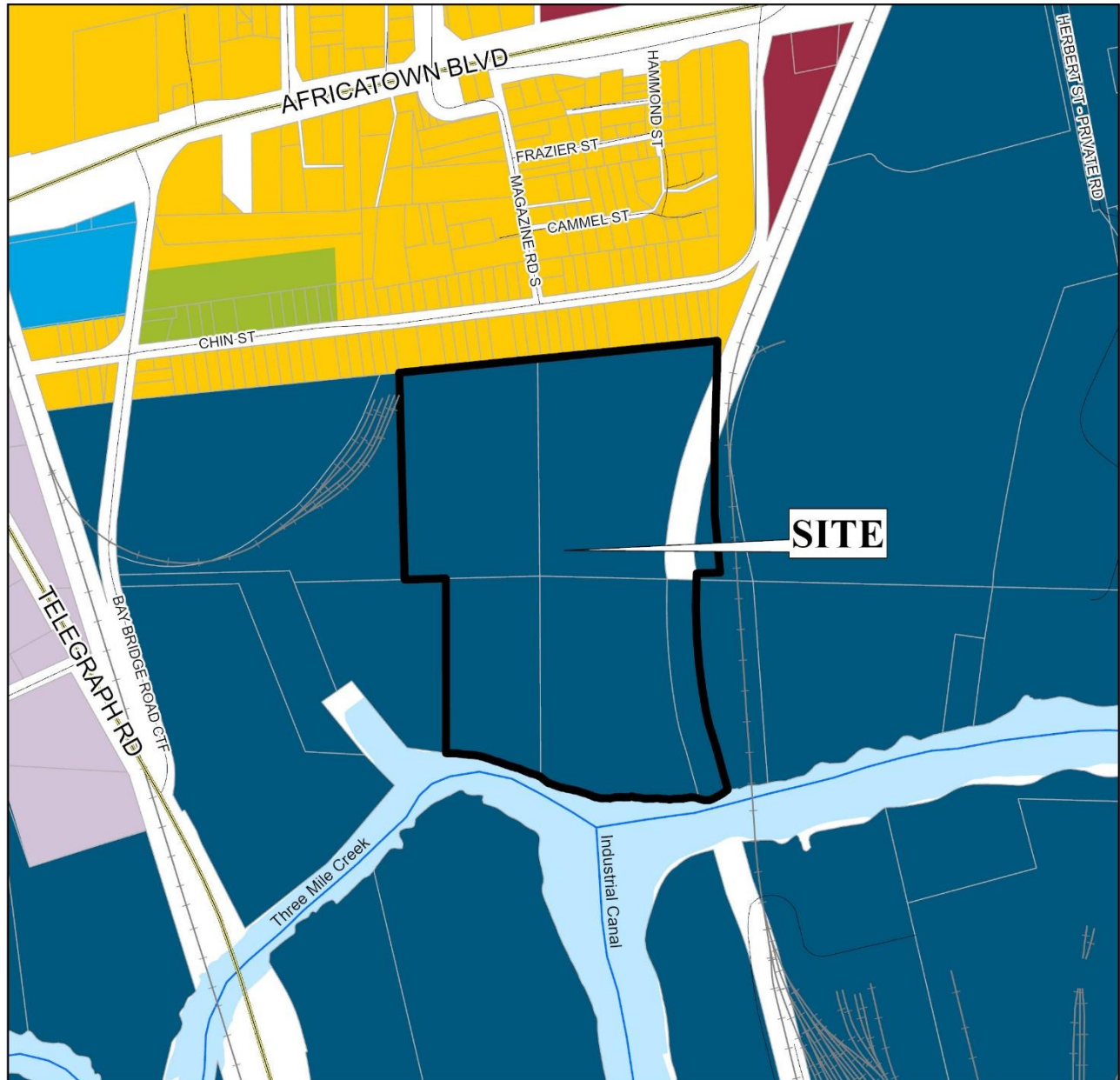
APPLICATION NUMBER	1	DATE	July 16, 2026
APPLICANT	Rogers Group Subdivision		
REQUEST	Subdivision		

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NTS

FLUM LOCATOR MAP



APPLICATION NUMBER 1 DATE July 16, 2026

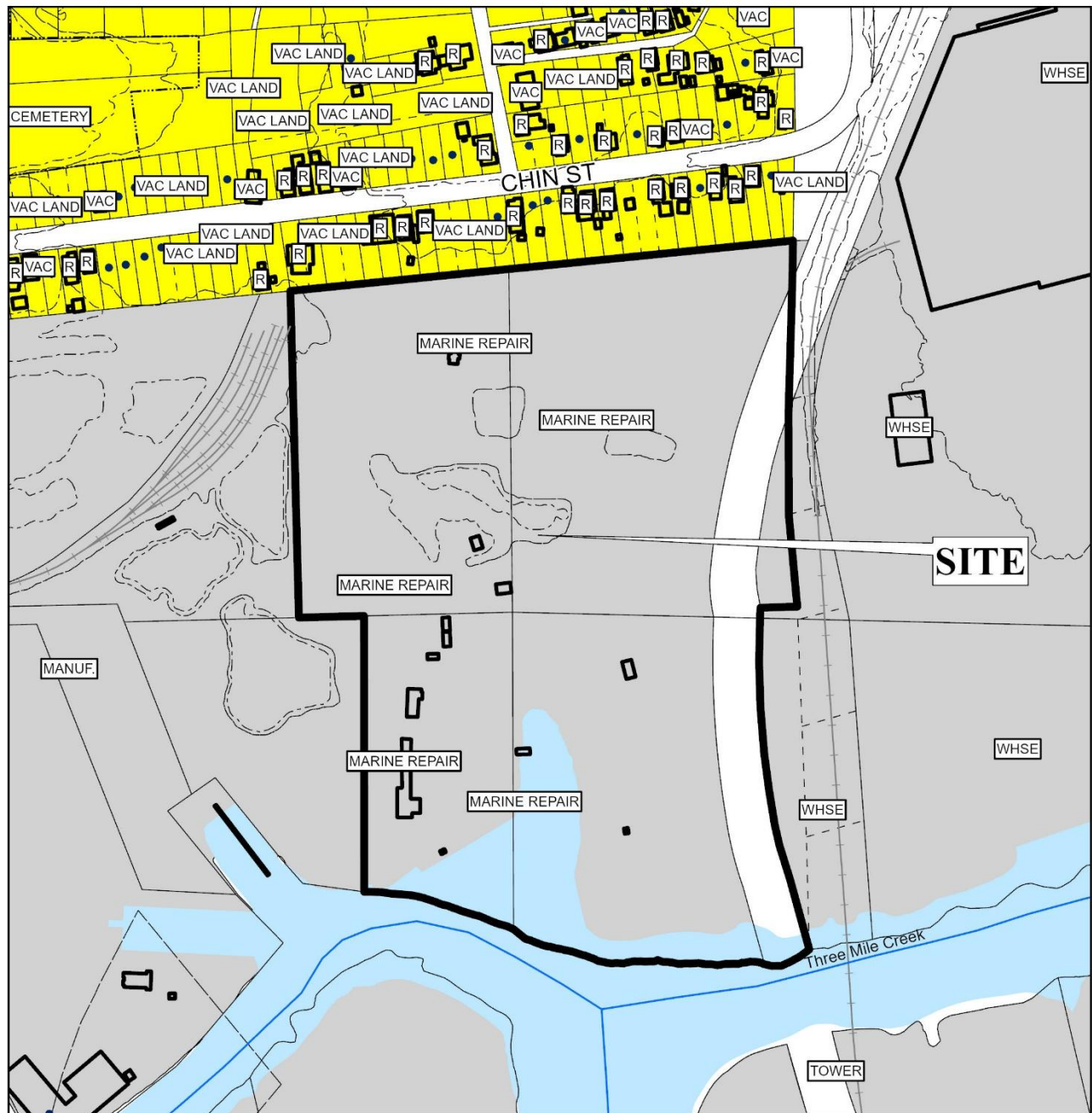
APPLICANT Rogers Group Subdivision

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 | |



ROGERS GROUP SUBDIVISION

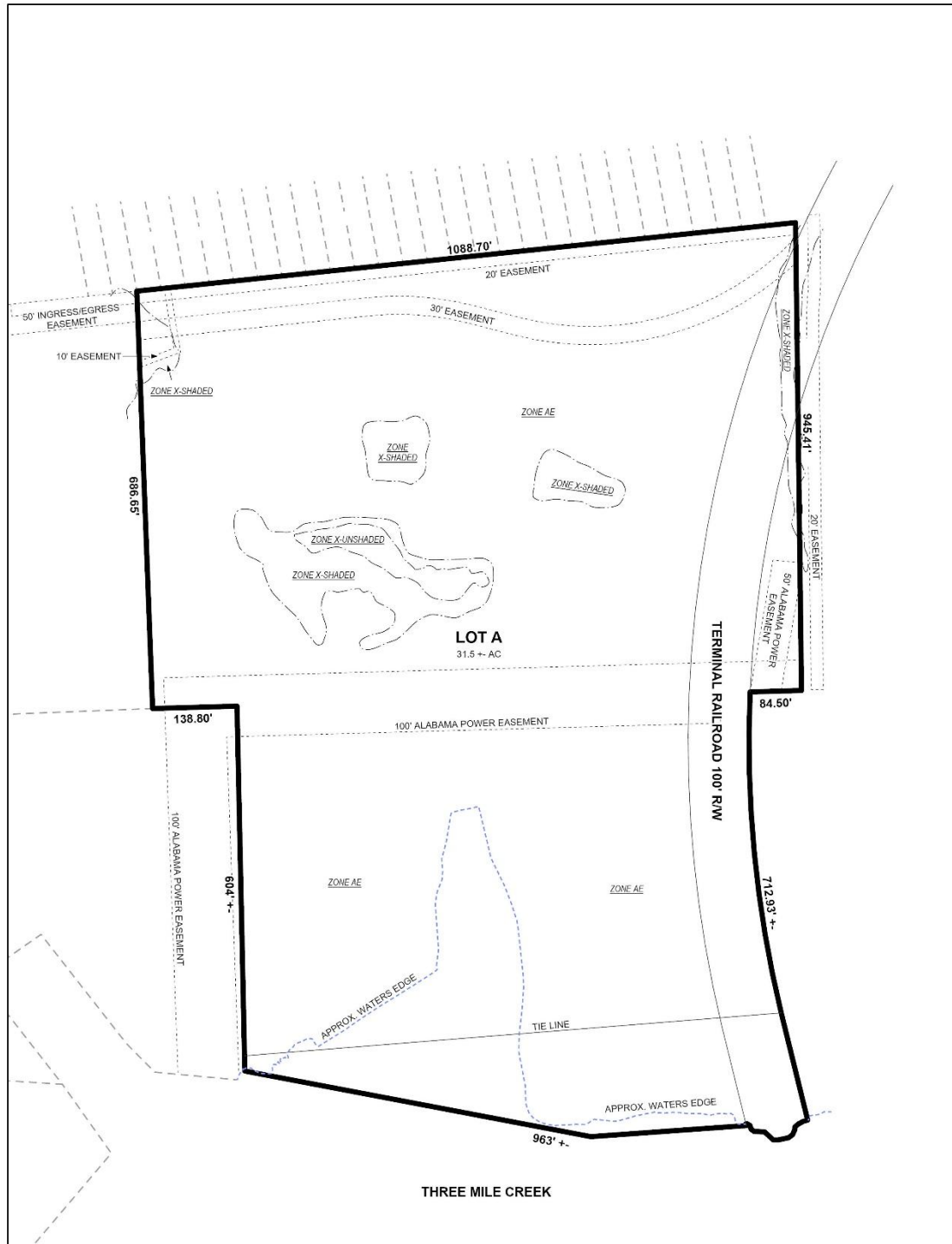


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R-A	R-3	B-1	B-2	B-5	ML	I-2	OPEN	T-3	T-5.2
R-1	R-B	T-B	B-3	CW	MH	PD	SD	T-4	T-6
R-2	H-B	LB-2	B-4	MM	I-1	MUN	SD-WH	T-5.1	



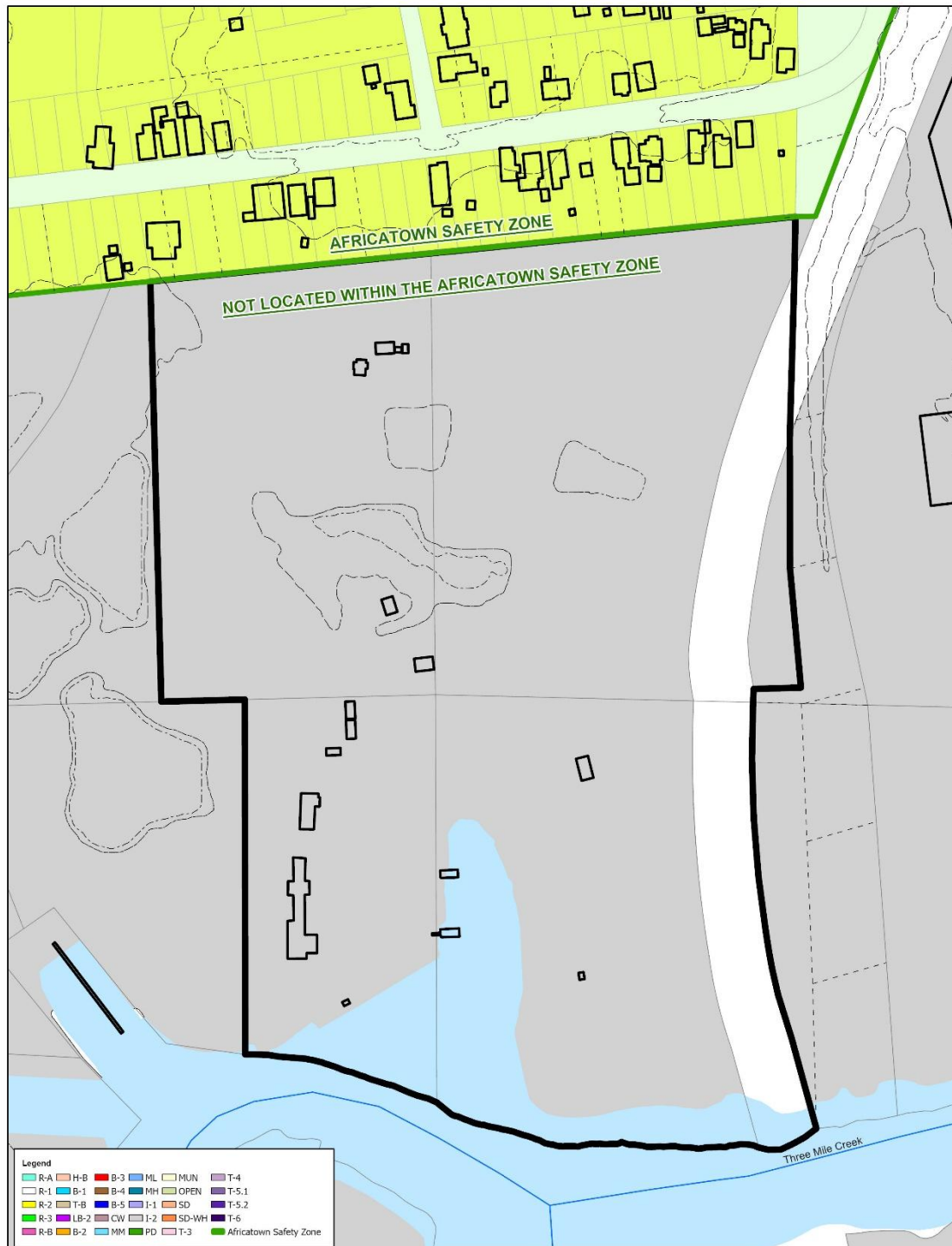
DETAIL SITE PLAN



APPLICATION NUMBER	1	DATE	July 16, 2026
APPLICANT	Rogers Group Subdivision		
REQUEST	Subdivision		



ROGERS GROUP SUBDIVISION



APPLICATION NUMBER 1 DATE July 16, 2026

APPLICANT Rogers Group 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]

WATER-DEPENDENT & WATER-RELATED USES (WDWRU)

This designation applies to areas within the Mobile-Tensaw River Delta, Mobile Bay, Dog River, and associated tributaries, where potential future uses must, under normal operating conditions, be located on, in, or immediately adjacent to coastal waters in order to be physically and economically practicable. This includes various Uses of Regional Benefit. It may also apply to water-related and water-enhanced uses such as marinas, complementary marine businesses, industry and warehousing, housing, restaurants, and other facilities that are open to the public and offer public access to the waters of the state. These areas include port terminal facilities, docks, shipyards, drydocks, etc., that are mostly owned by the State of Alabama (but are not subject to local zoning).



ENVIRONMENTALLY SENSITIVE AREAS

Environmentally Sensitive Areas identify land that may exhibit potential for flooding or have significant development limitations due environmental conditions. In some cases, these lands also serve as buffers to separate areas that may have the potential to become conflicting land uses. The purpose of this overlay is to identify these sensitive areas so that they are given consideration for protection or incorporated as amenities within new developments. This designation does not mean existing development cannot expand in these areas.

The FLUM depicts these areas partially based upon data on environmental constraints that may not correspond precisely with conditions on the ground. However, these areas may also contain specific limitations such as riparian buffer overlays which have a defined width established through the zoning code. When considering rezoning requests or other development proposals, some areas classified as Environmentally Sensitive may be determined not to contain anticipated development constraints, or that existing conditions can reasonably be mitigated. In such cases, the future preferred land use should be based on the underlying designations, contextual considerations, and other relevant City policies.



Intent

- Conserve environmentally sensitive land.
- Buffer incompatible land uses with open space.
- Develop a connected open space network through the city for recreation.