



Agenda Item # 1

SUB-003868-2026

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

[Applicant Materials for Consideration](#)

DETAILS

Location:

5685 I-10 Industrial Parkway

Subdivision Name:

PL Russell Subdivision

Applicant / Agent:

Byrd Surveying, Inc.

Property Owner:

B & E + 7, LLC

Current Zoning:

B-3, Community Business Suburban District, and
I-1, Light Industry District

Future Land Use:

Mixed Commercial Corridor and Light Industry

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

Commission Considerations:

1. Holdover.

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PLANNING COMMISSION VICINITY MAP - EXISTING AERIAL



The site is surrounded by commercial units.

APPLICATION NUMBER 1 DATE September 17, 2026
 APPLICANT PL Russell Subdivision
 REQUEST Subdivision



SITE HISTORY

The subject site is located within the area annexed into the City of Mobile as part of the 2009 Theodore Tillmans Corner Annexation. As part of the annexation process, the property was rezoned from R-1, Single-Family Residential District, to B-3, Community Business District, and I-1, Light Industry District.

A portion of the subject site was included in the *Sea Island 90 Subdivision*, a two (2)-lot subdivision approved by the Planning Commission in May 2022 and subsequently recorded in the Mobile County Probate Court.

There are no other Planning Commission or Board of Zoning Adjustment cases associated with the subject 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 the POB – is it the CRF or the CTF?
- C. Revise NOTES #7 to read - As shown on the aerial photos LOTS A & B share the 16,000 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 A – 8,500 sf and LOT B – 7,500 sf. Stormwater detention will be required for any additional impervious area that exceeds the allowable credit for that LOT.
- D. If the applicant submits a copy of an approved Mobile County Site Plan for any of the existing additional improvements added since the 2008 annexation, then additional historical credit may be approved by the City Engineer.
- E. Retain NOTES #1 - #5.
- 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.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 two (2) legal lots of record from one (1) metes-and-bounds parcel and one (1) existing legal lot of record. The site is served by public water and sanitary sewer.

The proposed lots have frontage along I-10 Industrial Parkway, a minor street without curb and gutter that requires a 60-foot-wide right-of-way at this location. The preliminary plat illustrates the required right-of-way width; therefore, no additional dedication is necessary. This information should be retained on the Final Plat, if approved.

The proposed lots meet the minimum lot width requirements of Section 6.C.2.(b)(4) of the Subdivision Regulations for lots in Commercial Districts. The lots also exceed the minimum lot area requirements of Article 2, Section 64-2-14.E. of the Unified Development Code (UDC) for lots served by public water and sanitary sewer within a B-3, Community Business Suburban District. No minimum lot area is required for lots within the I-1, Light Industry District. The proposed lots are labeled with their areas in both square feet and acres on the preliminary plat. If approved, this information should be retained on the Final Plat, or a table providing the same information may be included.

The preliminary plat illustrates a 25-foot front yard setback along I-10 Industrial Parkway, in accordance with Article 2, Section 64-2-21.E. of the UDC and Section 6.C.8. of the Subdivision Regulations. If approved, this setback should be retained on the Final Plat.

As proposed, Lot B may be considered a flag-shaped lot. Section 6.C.9. of the Subdivision Regulations generally discourages flag-shaped lots, except in unusual circumstances or in areas where varied and irregular lot configurations are common. Although the proposed configuration is non-standard, similarly shaped lots appear to be present in the surrounding area and are utilized for industrial purposes. Therefore, a waiver of Section 6.C.9. of the Subdivision Regulations may be appropriate.

As submitted, approval of the subdivision would result in both proposed lots being split-zoned between B-3, Community Business Suburban District, and I-1, Light Industry District. The applicant has also submitted a request to rezone the property. Article 5, Section 64-5-1.D. of the UDC requires applications related to the same site to be filed and heard concurrently. Therefore, a holdover of the Subdivision application would be appropriate to allow the subdivision and rezoning requests to be considered concurrently.

SUBDIVISION CONSIDERATIONS

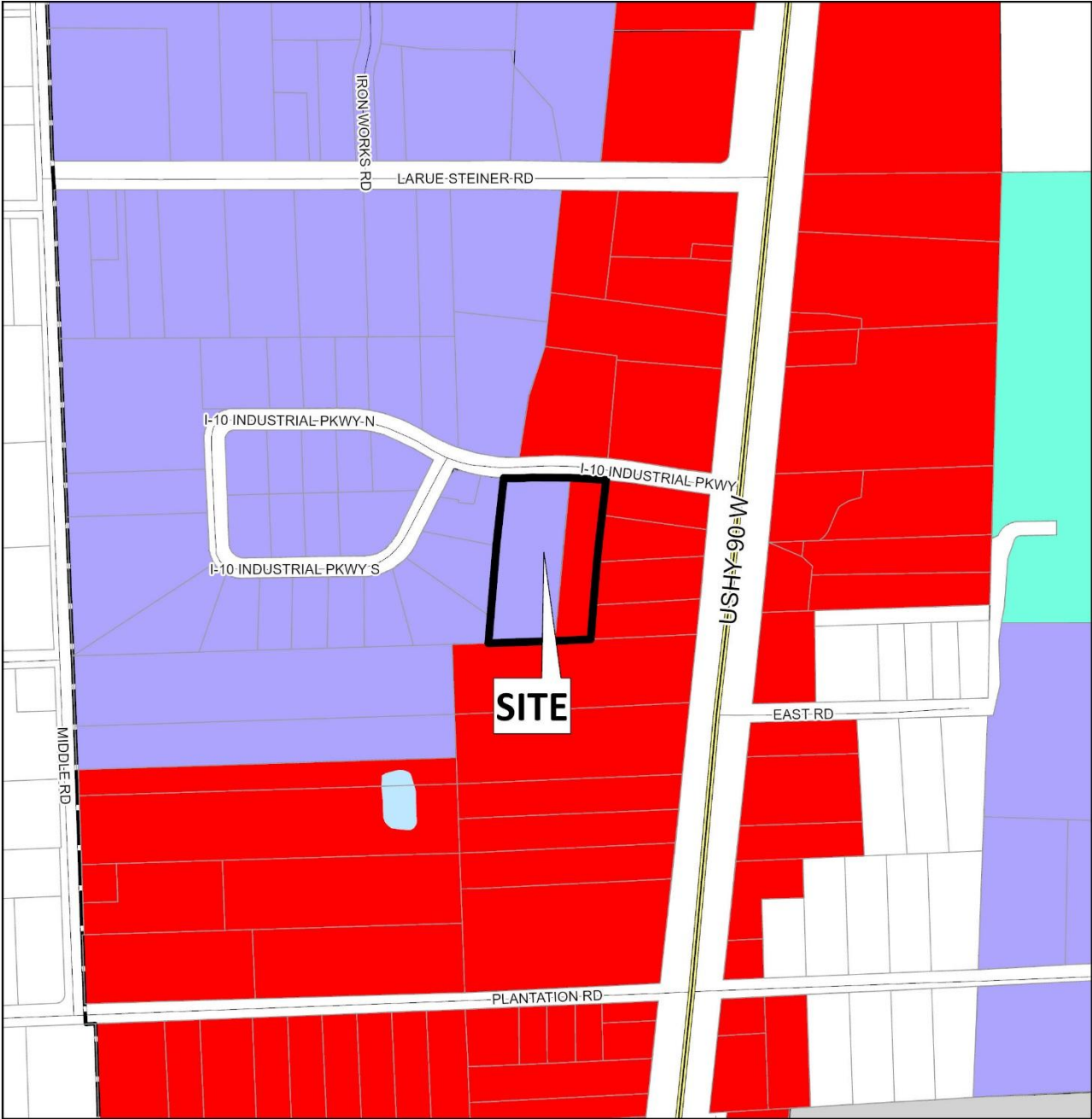
Standards of Review:

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:

The Planning Commission should consider holding over the request until the October 15 meeting to allow the applications for subdivision and rezoning to be considered concurrently.

LOCATOR ZONING MAP

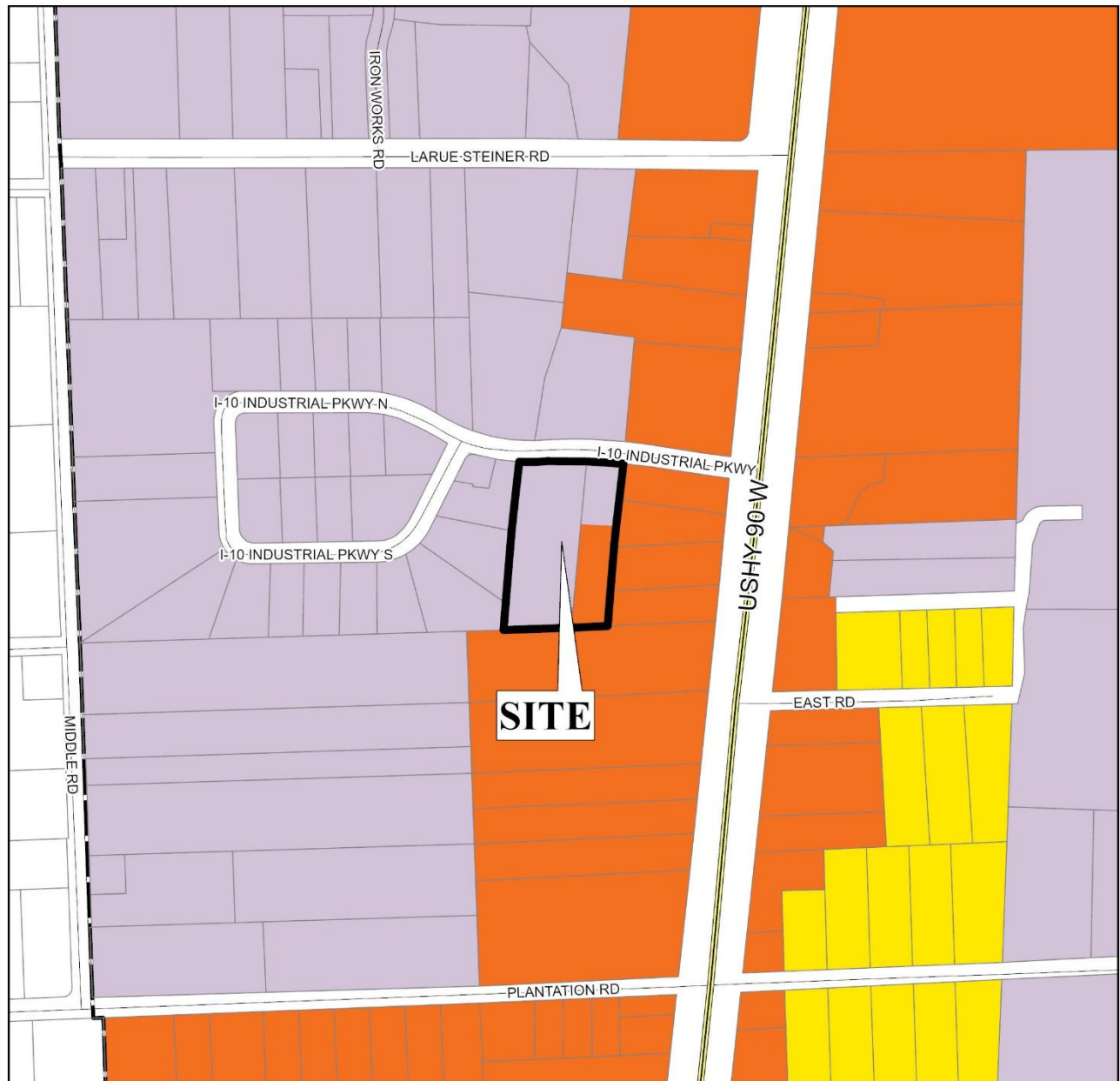


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APPLICANT	PL Russell Subdivision		
REQUEST	Subdivision		

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NTS

FLUM LOCATOR MAP



APPLICATION NUMBER 1 DATE September 17, 2026

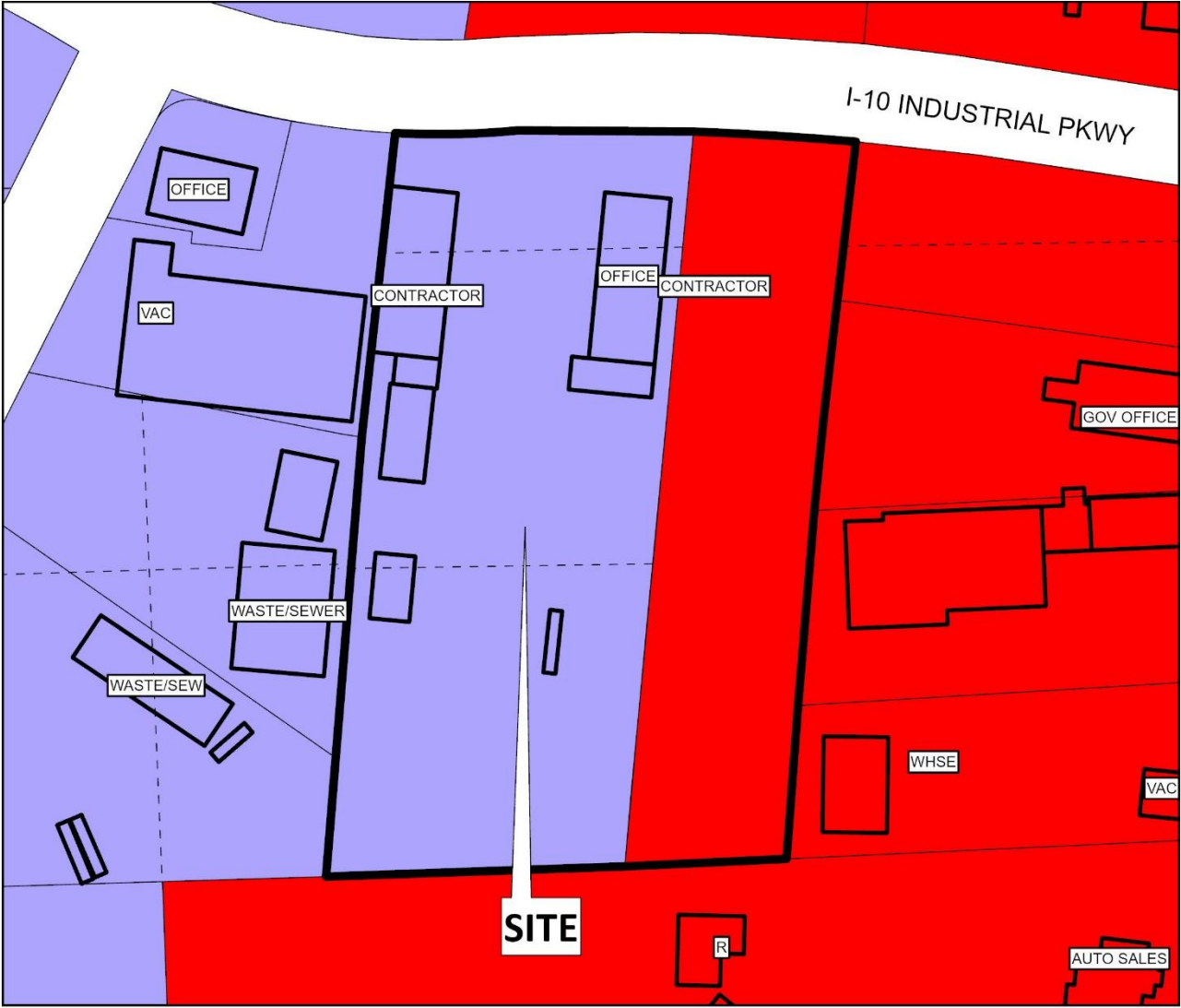
APPLICANT PL Russell Subdivision

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 | |



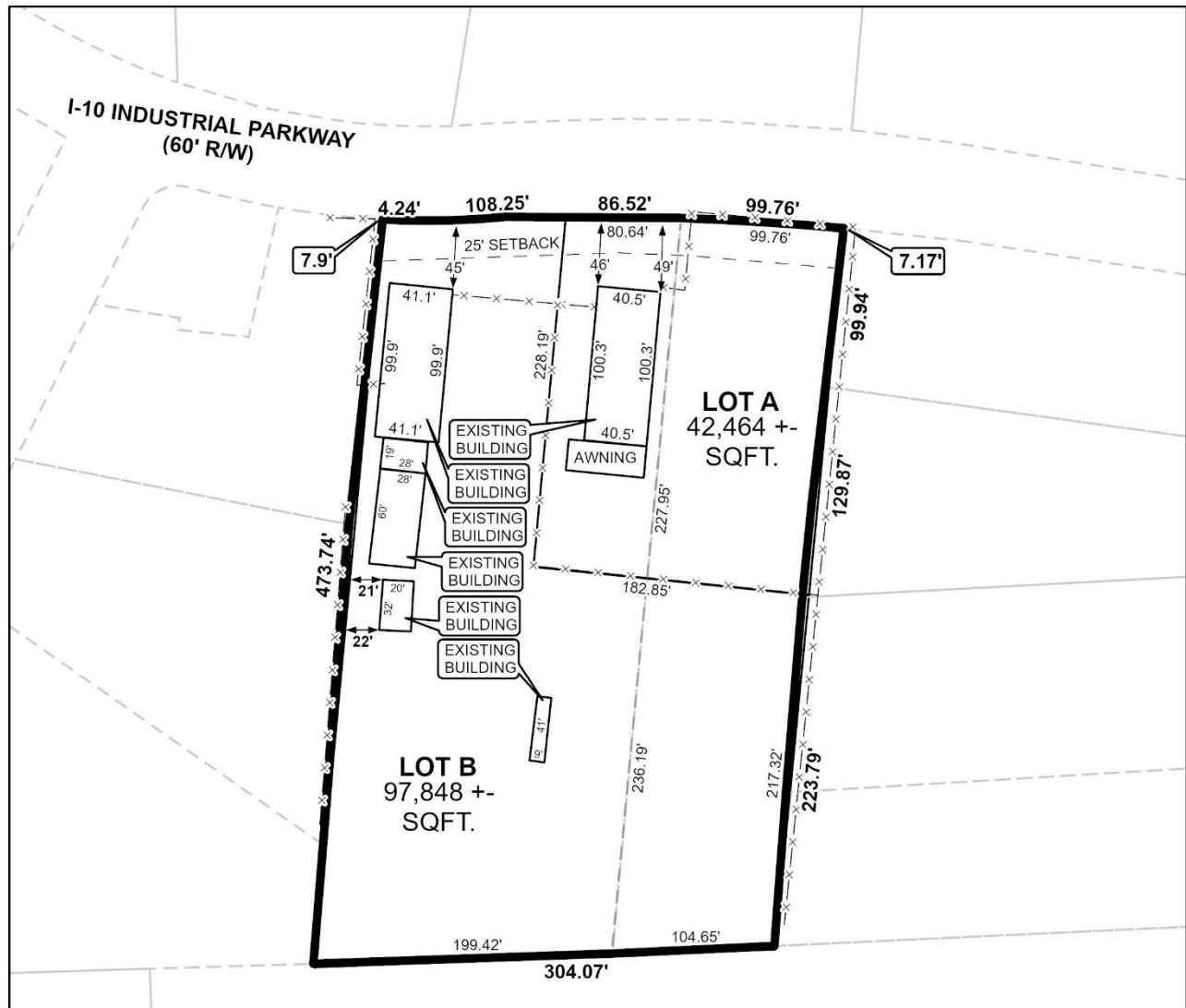
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R-A R-1 R-2	R-3 R-B H-B	B-1 T-B LB-2	B-2 B-3 B-4	B-5 CW B-4	ML MH MM	I-2 PD I-1	OPEN SD SD-WH	T-3 T-4 T-5.1	T-5.2 T-6

SITE PLAN



The site plan illustrates the proposed subdivision of lots and current buildings.

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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]

MIXED COMMERCIAL CORRIDOR (MCC)

This land use designation mostly applies to transportation corridors west of I-65 serving primarily the low-density (suburban) residential neighborhoods. MCC includes a wide variety of retail, services and entertainment uses. This designation acknowledges existing commercial development that is spread along Mobile's transportation corridors in a conventional strip pattern or concentrated into shorter segments of a corridor.

Development Intent

- › New development and redevelopment in Mixed Commercial Corridors is encouraged to raise design quality, improve connectivity to surrounding neighborhoods; improved streetscapes; and improve mobility and accessibility for all users of the corridor.

Land use mix

Primary Uses

- › Commercial
- › Office

Secondary Uses

- › Residential, Multifamily
- › Residential, Attached
- › Civic
- › Parks

Housing mix

- › Multifamily buildings
- › Attached residential such as duplexes, multiplexes, and townhomes

Character Example



Industrial Areas

LIGHT INDUSTRY / BUSINESS CENTER (LI)

This land use designation applies to an array of modern, low-impact industrial uses that include assembly and processing, warehousing, distribution and wholesaling facilities. The bulk of the light industrial use must be contained within a building or facility. This designation may also include uses such as complementary offices and retail, and areas that may be regarded as “industrial business”, including business administration and logistics operations for industrial concerns, building trade contractors facilities and advanced research facilities, as well as stand-alone educational, scientific and industrial research facilities, or any combination of those facilities located in light industrial and technology parks.

Development Intent

- › If the use requires outside storage, the storage must be limited in area and appropriately screened from view in accordance to specific zoning requirements.
- › Light industrial uses are characterized by attractive, accessible and connected development, compatible with the character of surrounding neighborhoods.
- › Development may take the form of planned campuses in park-like settings or unified design corridor with consideration to factors such as site and building orientation, building design, landscaping and buffering, lighting, continuity of pedestrian networks, access and connectivity to transit and to freight transportation.
- › Heavy commercial and, in some cases, high-density residential land uses may serve as transitions between LI and other, lower-intensity land use designations.
- › Protection buffers may also be required.
- › Higher quality building design should be encouraged at highly visible sites.

Land use mix

Primary Uses

- › Light Industrial / Clean Manufacturing
- › Warehousing / Logistics
- › Office

Secondary Uses

- › Commercial
- › Civic
- › Parks

Housing mix

- › A range of housing may be considered but it is not intended for these areas.

Character Example

