



## Agenda Item # 3

SUB-003629-2026

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

[Applicant Materials for Consideration](#)

### DETAILS

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**Location:**

2449 & 2453 Eslava Creek Parkway

**Subdivision Name:**

Sheet Metal Workers Local Union 441 JATC  
Subdivision

**Applicant / Agent:**

Thomas E. Fisher, II

**Property Owner:**

Sheet Metal Workers Union Local 441 Apprentice

**Current Zoning:**

B-3, Community Business Suburban District

**Future Land Use:**

Mixed Commercial Corridor

**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 one (1) legal lot of record from three (3) legal lots of record.

**Commission Considerations:**

1. Subdivision proposal with nine (9) conditions.

**Report Contents:**

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**SHEET METAL WORKERS LOCAL UNION  
441 JATC SUBDIVISION**



APPLICATION NUMBER 3 DATE March 19, 2026



## SITE HISTORY

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The site was annexed into the City of Mobile in 1945.

A portion of the site was originally part of the three (3)-lot Eslava Creek Commercial Park Subdivision, which was recorded in the Mobile County Probate Court in May 1972. Lot C of that subdivision was subsequently resubdivided into eight (8) lots, recorded in Mobile County Probate Court in November 1972 as Eslava Creek Commercial Park Subdivision, Unit Two.

Another portion of the site was created by the one (1)-lot Mramor's Addition to Eslava Creek Commercial Park Subdivision, recorded in July 1999. In January 2001, the Planning Commission approved a Sidewalk Waiver for this lot which waived the requirement to construct sidewalks along Eslava Creek Parkway and Pinehill Drive.

The subject site was granted a Front Yard Setback on October 6, 2025, to allow the construction of a new structure less than 25-feet from the front property line.

On October 16, 2025, the subject site was granted a Sidewalk Waiver to waive the construction of a sidewalk along Eslava Creek Drive.

There are no other Planning Commission or Board of Zoning Adjustment cases associated with the site.

## 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. Check and revise the graphic scale.
- C. Review and revise the written legal description for the Distance of the proposed South property line.
- D. Check and revise, if necessary, the reference to the "NORTH RIGHT OF WAY..." of Eslava Creek Parkway. It appears that the proposed subdivision borders the south side of the Right-of-Way.
- E. Dedicate the corner radius (25' minimum or as approved by the City Engineer and Traffic Engineer) at the SE corner of Eslava Creek Parkway and Pine Hill Dr. to the City of Mobile and list the amount of dedicated acreage in SF and Acres.
- F. Show and label all flood zones. New maps went into effect on June 5, 2020.
- G. Revise the MFFE from 13.0 ft. to 13.5 ft. based on the location of the 13 ft and 14 ft BFE lines on the FEMA maps.
- H. Add a note that as shown on the 1984 aerial photo LOT 1 will receive 3,000 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). Stormwater detention will be required for any additional impervious area that exceeds the allowable credit for that LOT.
- I. Add a note that a Land Disturbance permit will be required for any land disturbing activity in accordance 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.

- J. Add a note that 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.
- K. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved.
- L. Add a note that 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.
- M. Add a note that all easements shall remain in effect until vacated through the proper Vacation process.
- N. 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:**

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 three (3) legal lots of record. The site is served by public water and sanitary sewer.

The proposed lot has frontage on Eslava Creek Parkway and Pinehill Drive. Both are minor streets without curb and gutter, each requiring a 60-foot-wide right-of-way. Substandard right-of-way widths are depicted on the preliminary plat along both streets, making additional dedication necessary. If approved, the plat should be revised to illustrate dedication sufficient to provide 30 feet from the centerlines of Eslava Creek Parkway and Pinehill Drive.

The proposed lot meets the minimum width requirements of Section 6.C.2.(b)(4) of the Subdivision Regulations for commercial lots located within the Suburban sub-district. The lot also exceeds the minimum 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 the B-3, Community Business Suburban District. It is properly labeled with the area in both square feet and acres on the preliminary plat. 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.

Dedication of a 25-foot corner radius at the intersection of Eslava Creek Drive and Pinehill Drive, or as approved by the City Engineer and Traffic Engineer, should be required, in compliance with Section 6.C.6 of the Subdivision Regulations.

If approved, the plat should be revised to illustrate the 25-foot front yard setback along both street frontages, in accordance with Article 2, Section 64-2-14.E. of the UDC and Section 6.C.8. of the Subdivision Regulations.

Multiple drainage and utility easements are illustrated on the preliminary plat. If approved, placement of a note on the Final Plat stating that no structure shall be constructed in any easement without permission of the easement holder, should be required.

## 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.

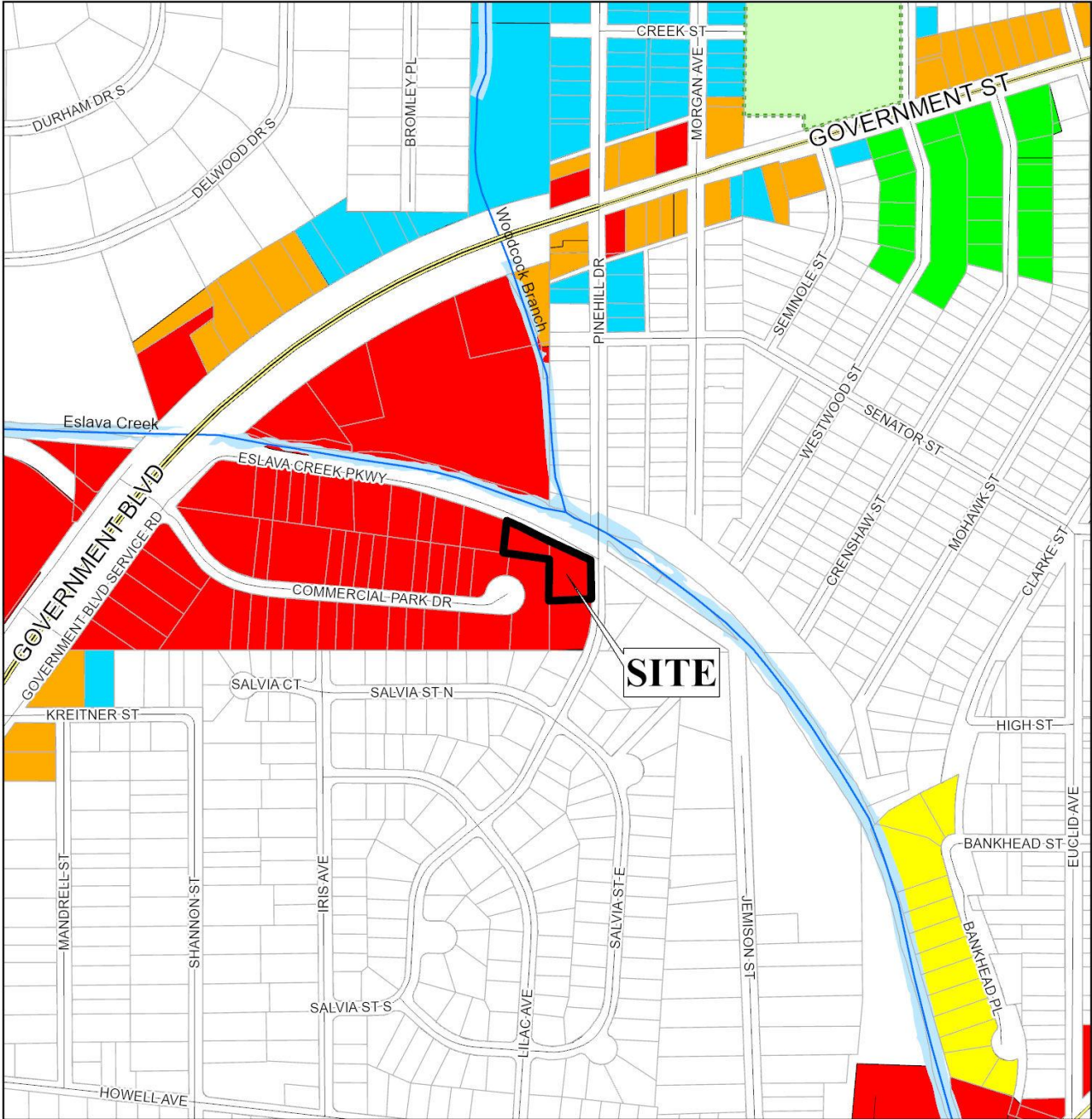
### Considerations:

If the Subdivision request is considered for approval, the following conditions could apply:

1. Revision of the plat to illustrate dedication sufficient to provide 30 feet from the centerline of Eslava Creek Drive and Pinehill Drive;
2. Retention of the lot 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;
3. Dedication of the corner radius at the intersection of Eslava Creek Drive and Pinehill Drive in compliance with Section 6.C.6 of the Subdivision Regulations, as approved by the City Engineer and Traffic Engineer;
4. Revision of the plat to illustrate a 25-foot front yard setback along both street frontages.
5. Placement of a note on the Final Plat stating that no structure may be constructed or placed within any easement without the permission of the easement holder;
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.

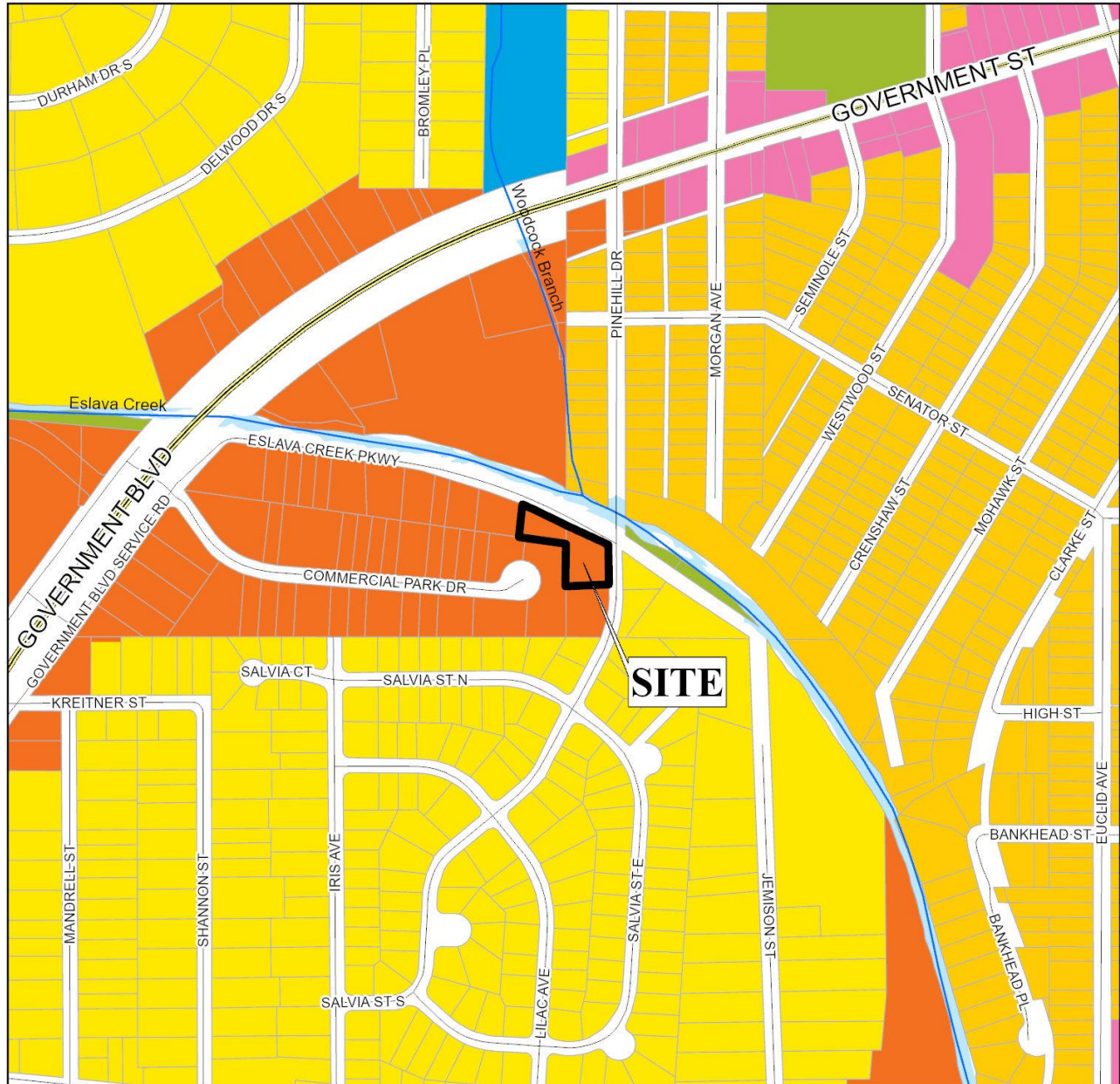
# LOCATOR ZONING MAP



APPLICATION NUMBER 3 DATE March 19, 2026  
 APPLICANT Sheet Metal Workers Local Union 441 JATC Subdivision  
 REQUEST Subdivision



# FLUM LOCATOR MAP

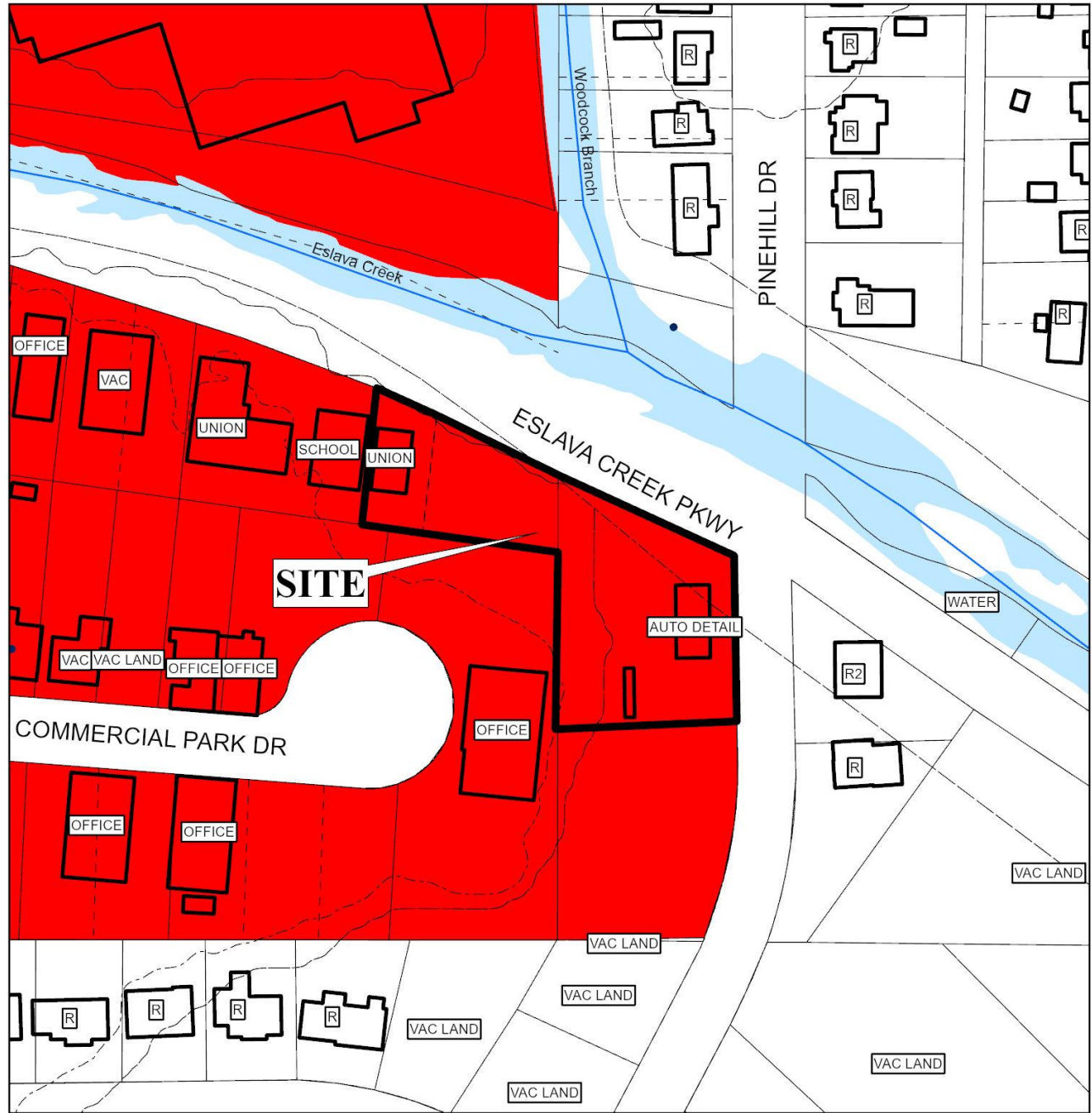


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- |                                                                                                                                                       |                                                                                                                                                               |                                                                                                                                               |                                                                                                                                             |
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| <span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black;"></span> Low Density Residential    | <span style="display: inline-block; width: 15px; height: 10px; background-color: #8B4513; border: 1px solid black;"></span> Neighborhood Center - Traditional | <span style="display: inline-block; width: 15px; height: 10px; background-color: #D3D3D3; border: 1px solid black;"></span> Light Industry    | <span style="display: inline-block; width: 15px; height: 10px; background-color: #008080; border: 1px solid black;"></span> Water Dependent |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #FFD700; border: 1px solid black;"></span> Mixed Density Residential | <span style="display: inline-block; width: 15px; height: 10px; background-color: #800080; border: 1px solid black;"></span> Neighborhood Center - Suburban    | <span style="display: inline-block; width: 15px; height: 10px; background-color: #4682B4; border: 1px solid black;"></span> Heavy Industry    |                                                                                                                                             |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #FF0000; border: 1px solid black;"></span> Downtown                  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #FF69B4; border: 1px solid black;"></span> Traditional Corridor              | <span style="display: inline-block; width: 15px; height: 10px; background-color: #90EE90; border: 1px solid black;"></span> Institutional     |                                                                                                                                             |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #FF4500; border: 1px solid black;"></span> District Center           | <span style="display: inline-block; width: 15px; height: 10px; background-color: #FF8C00; border: 1px solid black;"></span> Mixed Commercial Corridor         | <span style="display: inline-block; width: 15px; height: 10px; background-color: #90EE90; border: 1px solid black;"></span> Parks, Open Space |                                                                                                                                             |



# SHEET METAL WORKERS LOCAL UNION 441 JATC SUBDIVISION

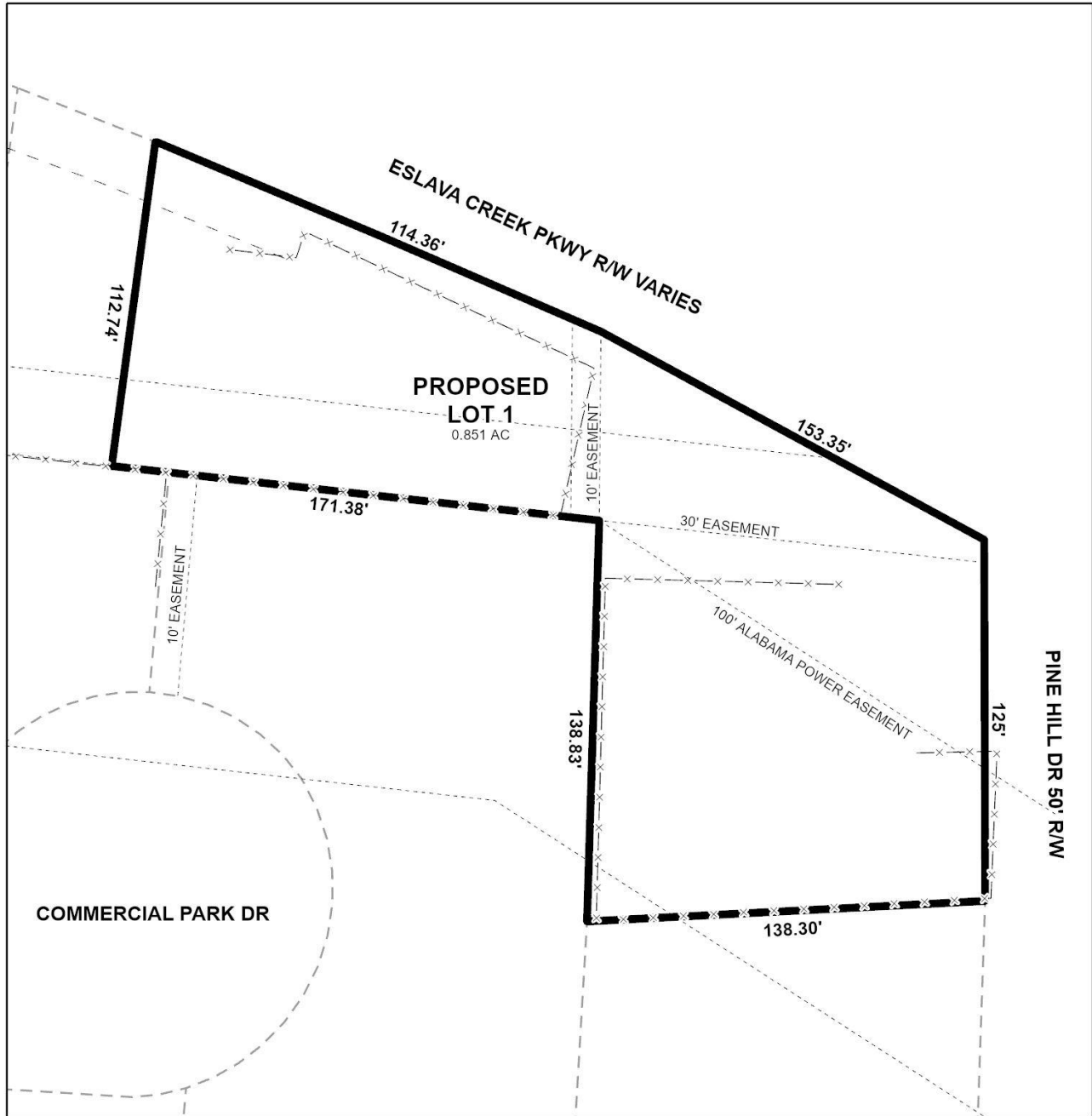


APPLICATION NUMBER 3 DATE March 19, 2026

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| <span style="display: inline-block; width: 15px; height: 10px; background-color: #90EE90; border: 1px solid black;"></span> R-A | <span style="display: inline-block; width: 15px; height: 10px; background-color: #00FF00; border: 1px solid black;"></span> R-3 | <span style="display: inline-block; width: 15px; height: 10px; background-color: #00BFFF; border: 1px solid black;"></span> B-1  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #FFD700; border: 1px solid black;"></span> B-2 | <span style="display: inline-block; width: 15px; height: 10px; background-color: #0000FF; border: 1px solid black;"></span> B-5 | <span style="display: inline-block; width: 15px; height: 10px; background-color: #ADD8E6; border: 1px solid black;"></span> ML  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #D3D3D3; border: 1px solid black;"></span> I-2 | <span style="display: inline-block; width: 15px; height: 10px; background-color: #C8E6C9; border: 1px solid black;"></span> OPEN  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #FFB6C1; border: 1px solid black;"></span> T-3   | <span style="display: inline-block; width: 15px; height: 10px; background-color: #483D8B; border: 1px solid black;"></span> T-5.2 |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #FFFFFF; border: 1px solid black;"></span> R-1 | <span style="display: inline-block; width: 15px; height: 10px; background-color: #FF69B4; border: 1px solid black;"></span> R-B | <span style="display: inline-block; width: 15px; height: 10px; background-color: #D2B48C; border: 1px solid black;"></span> T-B  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #FF0000; border: 1px solid black;"></span> B-3 | <span style="display: inline-block; width: 15px; height: 10px; background-color: #A9A9A9; border: 1px solid black;"></span> CW  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #008080; border: 1px solid black;"></span> MH  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #32CD32; border: 1px solid black;"></span> PD  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #FFDAB9; border: 1px solid black;"></span> SD    | <span style="display: inline-block; width: 15px; height: 10px; background-color: #9370DB; border: 1px solid black;"></span> T-4   | <span style="display: inline-block; width: 15px; height: 10px; background-color: #4B0082; border: 1px solid black;"></span> T-6   |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #FFFF00; border: 1px solid black;"></span> R-2 | <span style="display: inline-block; width: 15px; height: 10px; background-color: #FFA07A; border: 1px solid black;"></span> H-B | <span style="display: inline-block; width: 15px; height: 10px; background-color: #8A2BE2; border: 1px solid black;"></span> LB-2 | <span style="display: inline-block; width: 15px; height: 10px; background-color: #8B4513; border: 1px solid black;"></span> B-4 | <span style="display: inline-block; width: 15px; height: 10px; background-color: #6495ED; border: 1px solid black;"></span> MM  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #9370DB; border: 1px solid black;"></span> I-1 | <span style="display: inline-block; width: 15px; height: 10px; background-color: #FFFFE0; border: 1px solid black;"></span> MUN | <span style="display: inline-block; width: 15px; height: 10px; background-color: #FF8C00; border: 1px solid black;"></span> SD-WH | <span style="display: inline-block; width: 15px; height: 10px; background-color: #6A5ACD; border: 1px solid black;"></span> T-5.1 |                                                                                                                                   |



# DETAIL SITE PLAN



|                                                                       |                            |
|-----------------------------------------------------------------------|----------------------------|
| APPLICATION NUMBER <u>3</u>                                           | DATE <u>March 19, 2026</u> |
| APPLICANT <u>Sheet Metal Workers Local Union 441 JATC Subdivision</u> |                            |
| REQUEST <u>Subdivision</u>                                            |                            |



# 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)

# 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

