



Agenda Item # 8

SUB-003556-2025

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

[Applicant Materials for Consideration](#)

DETAILS

Location:

Southwest corner of Cypress Park Drive & Shipyard Road, and the Northeast corner of Shipyard Road & Crown Drive

Subdivision Name:

Creekline-Cypress Subdivision

Applicant / Agent:

William M. "B.J." Lyon, Jr., Creekline, Inc.

Property Owner:

William M. "B.J." Lyon, Jr., Creekline, Inc.

Current Zoning:

B-5, Office Distribution District

Future Land Use:

Heavy 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 two (2) metes-and-bounds parcels.

Commission Considerations:

1. Subdivision proposal with eight (8) conditions.

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CREEKLINE-CYPRESS SUBDIVISION



APPLICATION NUMBER 8 DATE December 18, 2025



NTS

SITE HISTORY

The site was annexed into Mobile City limits in 1993.

Rezoning of the property from R-1, Single-Family Residential District, to B-5, Office Distribution District, was adopted by the City Council on February 25, 1997.

The site was included with the proposed 28-lot Creekline Subdivision, first approved by the Planning Commission in October 2002. However, after multiple extensions the plat was never finalized and the approval lapsed in 2008.

There are no other 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. Show and label the POB.
- C. Add legible street names to the vicinity map.
- D. Dedicate the corner radius (25' minimum or as approved by the City Engineer and Traffic Engineer) at the southeast corner of PARCEL B to the City of Mobile and list the amount of dedicated acreage in SF and Acres.
- E. Provide a note that a 25' riparian buffer may be required, during development, along the edge of anything considered by ADEM to be a water of the state.
- F. Clearly show and label all flood zones. The information is hard to see when printed at 11"x17".
- G. 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.
- H. Provide a drainage easement from the existing drainage that flows from Cypress Business Park Dr. to the major drainageway along the south side of the subdivision; and for the existing major drainageway that runs along the south side of Parcel A and B. The width and location will need to be coordinated with the ENG Dept. (Attn. George Davis) before the FINAL PLAT can be signed.
- I. As shown on the 1984 aerial photo PARCEL 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: PARCEL A – NONE AND PARCEL B – NONE.
- J. Retain NOTES 7, 8, 9, 13, & 16.
- 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.org 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 two (2) metes-and-bounds parcels. The site is served by public water and sanitary sewer.

The lots have frontage along Cypress Park Drive, Shipyard Road, and Crown Drive. Cypress Park Drive is a minor street with curb and gutter improvements, requiring a 50-foot-wide right-of-way at this location. Crown Drive is a minor street without curb and gutter improvements and requires a 60-foot-wide right-of-way. Shipyard Road is an unimproved minor street, also requiring a 60-foot-wide right-of-way. The preliminary plat depicts sufficient right-of-way widths along each frontage; therefore, no additional dedication is necessary. If approved, this information should be reflected on the Final Plat.

Proposed “Parcel B” is situated at the intersections of Shipyard Road and Cypress Business Park Drive, and Shipyard Road and Crown Drive. Section 6.B.12. of the Subdivision Regulations requires curb radii of not less than 20 feet, or as otherwise approved by the City Engineer. Section 6.C.6. further requires property lines at street intersections to be arcs with radii of at least 25 feet, or as approved by the City Engineer and the Traffic Engineering Director. The preliminary plat depicts a sufficient corner radius dedication at Shipyard Road and Cypress Business Park Drive; however, the plat should be revised to depict a compliant corner radius at the intersection of Shipyard Road and Crown Drive.

The lots exceed the minimum area requirements of Article 2, Section 64-2-16.E. of the Unified Development Code (UDC) for lots served by public water and sanitary sewer within the B-5, Office Distribution District. They 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, adjusted for any required dedication; alternatively, a table providing the same information will suffice.

The lots also exceed the minimum width requirements of Section 6.C.2.(b)(4) of the Subdivision Regulations for commercial lots along all street frontages.

Proposed “Parcel A” exceeds the width-to-depth ratio limitation of Section 6.C.3.; however, similar configurations exist in the surrounding area. Therefore, a waiver of Section 6.C.3. may be appropriate.

While Section 6.C.7. of the Subdivision Regulations discourages lots with multiple street frontages, it allows such lots provided access is limited to one street per block face. Given that the site has historically maintained access from all three (3) street frontages without any apparent adverse impacts on the surrounding neighborhood, a waiver of Section 6.C.7. may be appropriate.

Finally, the plat should be revised to illustrate the required 25-foot front yard setback along all street frontages, in accordance with Article 2, Section 64-2-16.E. of the UDC and Section 6.C.8. of the Subdivision Regulations, adjusted for any required dedication.

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.

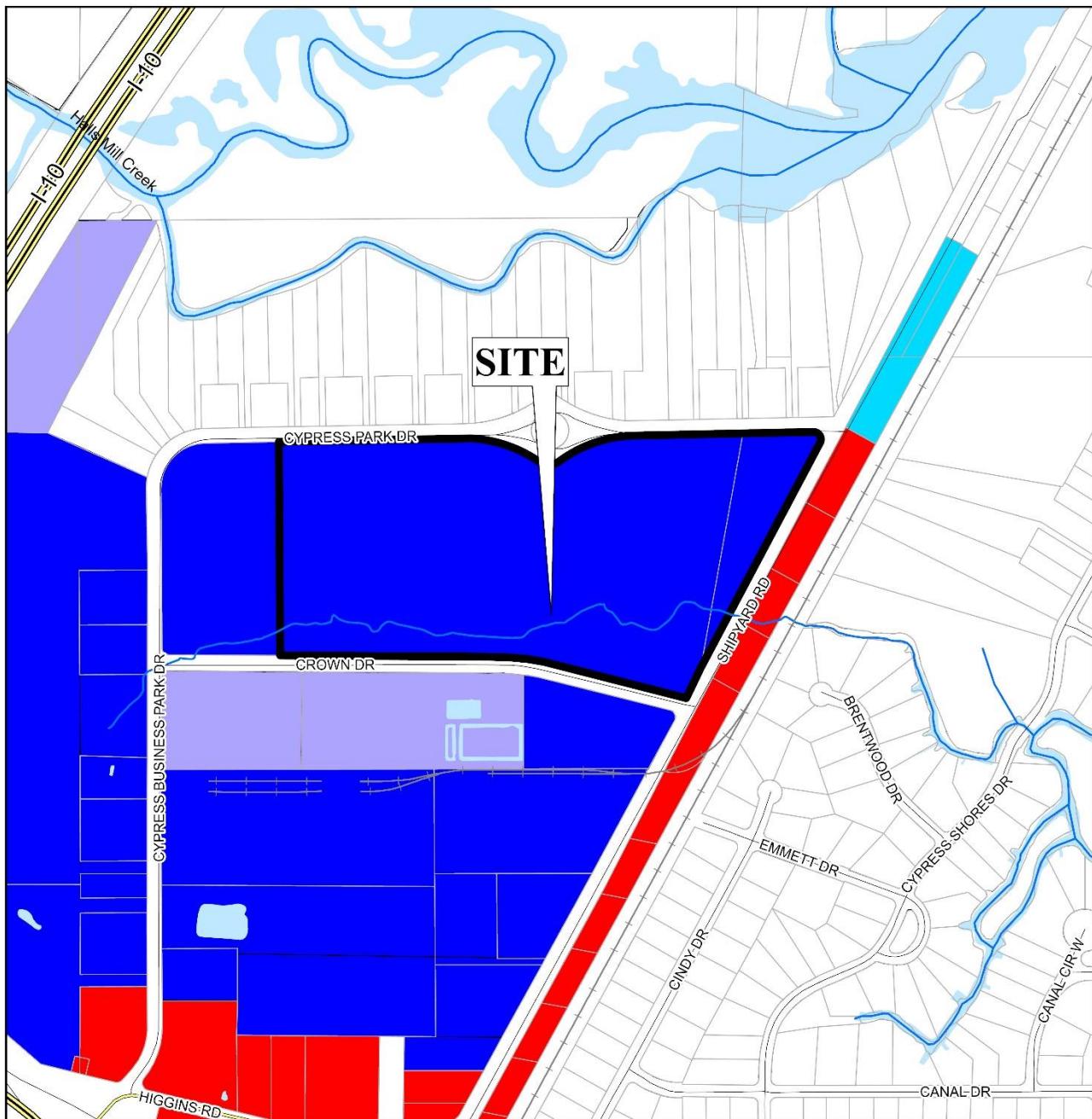
Considerations:

If the Planning Commission considers approving the Subdivision request a waiver of Sections 6.C.3. (for width-to-depth ratio) and 6.C.7. (for excess street frontage) of the Subdivision Regulations will be required, and the following conditions could apply:

1. Retention of the right-of-way widths along Cypress Park Drive, Shipyard Road, and Crown Drive on the Final Plat, as depicted on the preliminary plat;
2. Revision of the Final Plat to depict dedication of a 25-foot corner radius at the intersection of Shipyard Road and Crown Drive, or as otherwise approved by the City Engineer and the Traffic Engineering Director, unless waivers of Sections 6.B.12. and 6.C.6. of the Subdivision Regulations are granted by the Planning Commission;
3. Retention of the lot size labels 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;
4. Revision of the Final Plat to illustrate the required 25-foot front yard setback along all street frontages, in compliance with Article 2, Section 64-2-16.E. of the UDC and Section 6.C.8. of the Subdivision Regulations, adjusted for any required dedication;
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



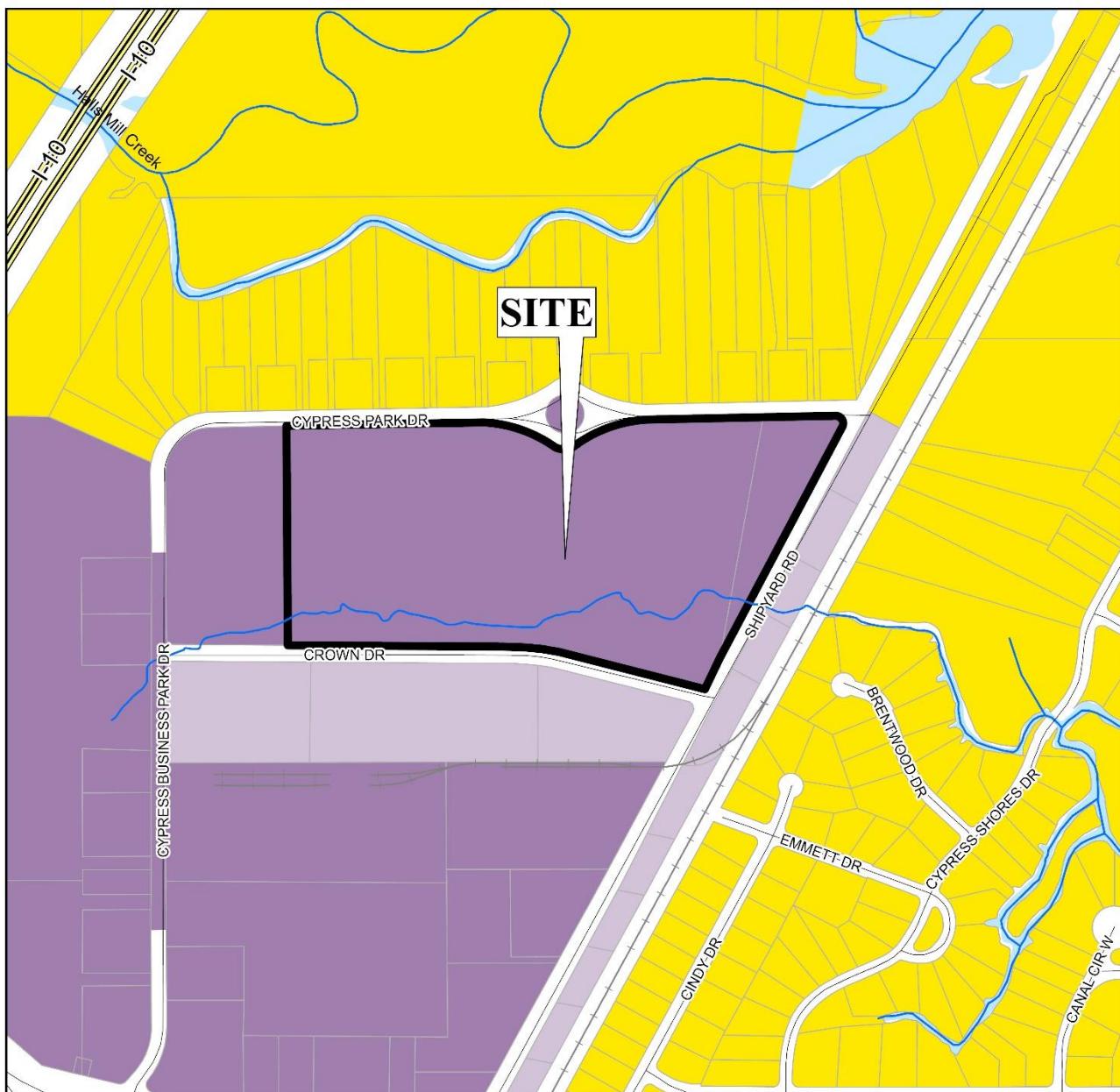
APPLICATION NUMBER 8 DATE December 18, 2025

APPLICANT Creekline-Cypress Subdivision

REQUEST Subdivision



FLUM LOCATOR MAP



APPLICATION NUMBER

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APPLICANT

Creekline-Cypress Subdivision

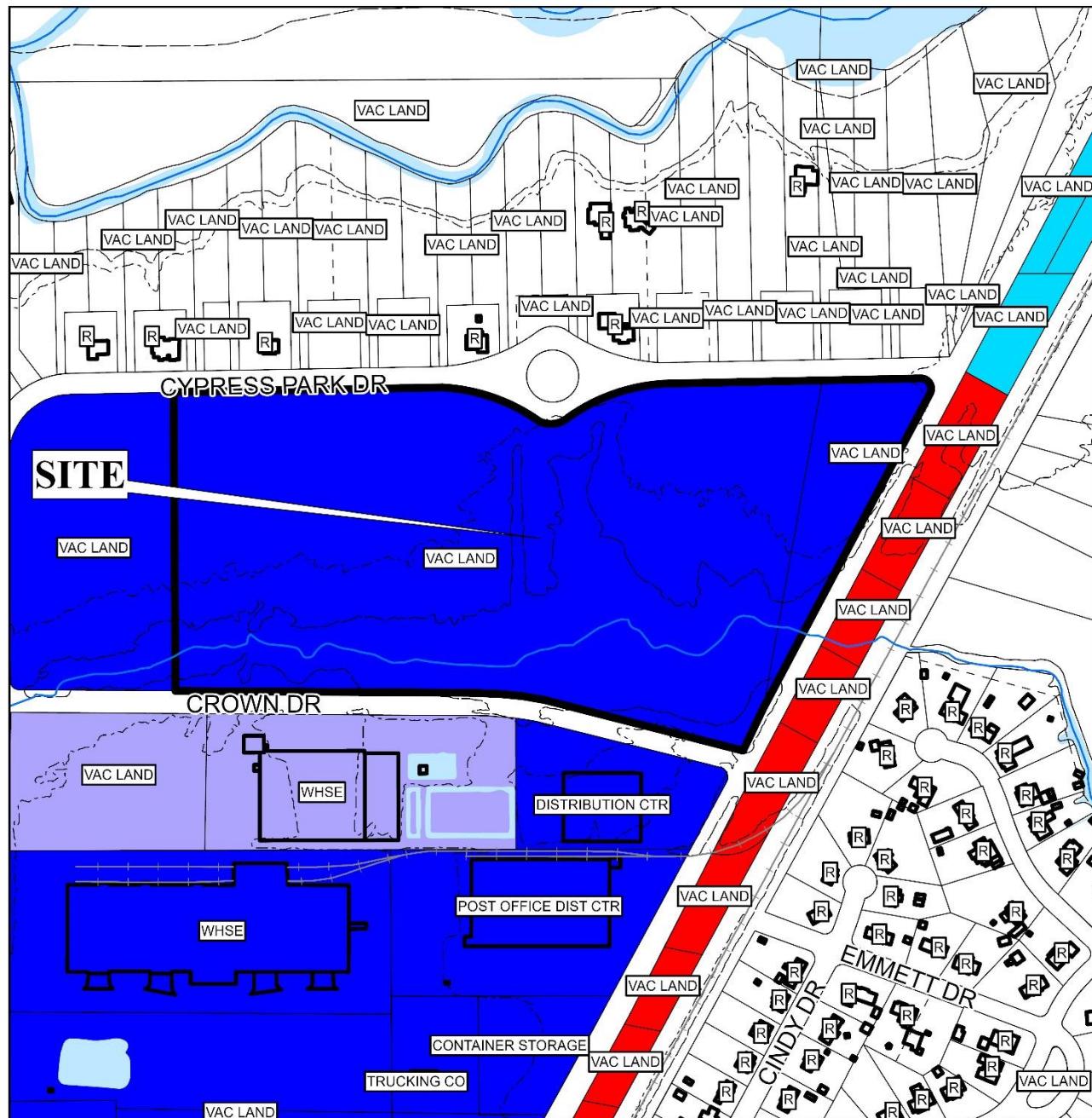
REQUEST

Subdivision

Yellow	Low Density Residential	Maroon	Neighborhood Center - Traditional	Purple	Light Industry	Dark Blue	Water Dependent
Yellow	Mixed Density Residential	Purple	Neighborhood Center - Suburban	Purple	Heavy Industry		
Pink	Downtown	Pink	Traditional Corridor	Blue	Institutional		
Red	District Center	Orange	Mixed Commercial Corridor	Green	Parks, Open Space		



CREEKLINE-CYPRESS SUBDIVISION



APPLICATION NUMBER

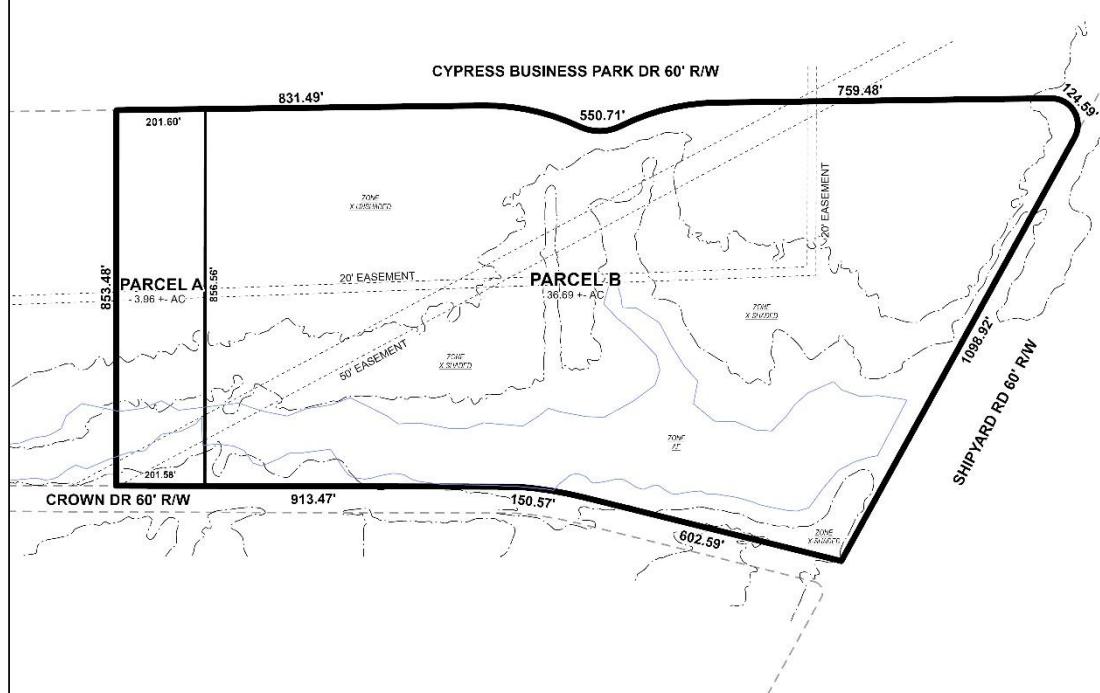
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R-A	R-3	B-1	B-2	B-5	ML	I-2	OPEN	T-3	T-5.2
R-1	R-B	T-B	B-3	CW	MH	PD	SD	T-4	T-6
R-2	H-B	LB-2	B-4	MM	I-1	MUN	SD-WH	T-5.1	



DETAIL SITE PLAN



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APPLICANT Creekline-Cypress 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

HEAVY INDUSTRY (HI)

This designation applies to larger parcels primarily devoted to high-impact industrial activity which is preferably removed from residential and commercial uses. Light industry, industrial business or commercial lands may separate heavy industry from other land uses. Heavy industrial areas are distinguished by the presence of noise, vibration, and/or odors, and benefit from easy access to a multimodal freight transportation network. Some industrial areas along Mobile's waterways are treated separately on the FLUM and classified as Water Dependent Uses

Development Intent

- › Certain types of heavy industry are characterized by low building coverage and activities that rely on large areas of outdoor storage of raw material stockpiles and/or waste-product disposal areas, storage tanks, pipelines, and transportation yards to handle the transfer of heavy materials.
- › The outdoor storage areas should be screened as much as possible by the nature of the stored materials.
- › Land designated as HI may be underdeveloped due to the presence of wetlands on portions of the parcel. In these cases, the wetlands may serve to buffer surrounding uses from the potential impacts of the heavy industrial use.
- › Undeveloped areas of HI parcels that have tree cover may be used as buffering between the heavy industrial use and other uses. Where buffers do not exist naturally, they should be provided as spelled out in the zoning and subdivision regulations.
- › Open areas reserved for dredge disposal are also designated as HI and may contain wetlands.

Land use mix

Primary Uses

- › Heavy Industrial
- › Mining and Material Storage

Secondary Uses

- › Commercial

Character Example

