Planning Commission
November 19, 2026

Agenda Item # 8

SUB-003956-2026

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

Applicant Materials for Consideration

DETAILS

Location:
400, 400-B, 530, 540, & 660 Dunlap Drive

Subdivision Name:
Pinto Island Industrial Park Subdivision, Resubdivision of Lot 2

Applicant / Agent:
Lawler and Company, Inc.

Property Owners:
Mobile Naval Yard, LLC

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 two (2) legal lots of record.

Considerations:

1. Subdivision approval with nine (9) conditions.

Report Contents: **Page**

Context Map 2
Site History 3
Staff Comments 3
Subdivision Considerations 5
Exhibits 6

PLANNING COMMISSION
VICINITY MAP - EXISTING AERIAL



The site is surrounded by industrial units.

APPLICATION NUMBER 8 DATE November 19, 2026

APPLICANT Pinto Island Industrial Park Subdivision

REQUEST Subdivision

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SITE HISTORY

The subject site was originally developed in 1917 as the Alabama Drydock and Shipbuilding Company, which continued operations at the site until the business ceased operations in the mid-1970s. Since that time, the property has remained in use under various ownerships for marine vessel construction, modification, and dismantling.

In 2008, the Board of Zoning Adjustment approved a Tower Height Variance to allow construction of a 198-foot-tall guyed weather observation tower. In 2019, a Site Variance was approved to allow a 150-foot-tall flagpole on the property.

In September 2023, the site was granted a Building Height Variance to allow buildings exceeding 100 feet in height. However, the variance expired before construction commenced.

The property has been the subject of numerous Planned Unit Development (PUD) applications dating back to 1996. The most recent PUD approval encompassing the overall site was granted in 2007, allowing multiple buildings on multiple parcels with shared parking and access. Subsequently, in July 2023, the Planning Commission approved a Major Modification to the PUD to allow construction of four (4) ship assembly bays in conjunction with an existing shipyard within the I-2, Heavy Industry District.

In March 2023, the Planning Commission approved the *Pinto Island Industrial Park Subdivision*, creating three (3) lots. The subdivision plat was subsequently recorded.

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/revise the boundary line between LOT A and LOT B. It is difficult to distinguish.
C. Check the graphic scale and revise if necessary.
D. Add legible street names and text to the vicinity map.
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. Add a note - 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.
G. Add a note - 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.
H. Add a note - 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.
I. Add a note - 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.
J. Add a note - all easements shall remain in effect until vacated through the proper Vacation process.

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.

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 subdivide one (1) existing legal lot of record, identified as Lot 2 of the previously recorded *Pinto Island Industrial Park Subdivision*, into two (2) legal lots of record. The site is served by public water and sanitary sewer services.

It should be noted that the site is subject to a Major Modification of a Planned Unit Development (PUD) approved in July 2023. As the proposed subdivision would alter the configuration of the previously approved PUD, approval of the subdivision should be contingent upon approval and recording of a subsequent Major PUD Modification prior to signing the Final Plat. Alternatively, the applicant may pursue termination of the existing PUD, which must also be completed prior to signing the Final Plat.

The site is located at the southern terminus of the public portion of Dunlap Drive, which continues into the property as a private street with a compliant 60-foot-wide right-of-way. The designation of Dunlap Drive as a private street should be retained on the Final Plat, if approved. Additionally, the preliminary plat illustrates a compliant 25-foot minimum building setback line along Dunlap Drive within the subject property. Both the right-of-way width and the minimum building setback line should be retained on the Final Plat, consistent with the preliminary plat.

The Unified Development Code (UDC) does not establish minimum or maximum lot area requirements for properties within the I-2, Heavy Industry District. Accordingly, the proposed lot areas are not subject to a minimum or maximum dimensional requirement. However, the lot area labels, expressed in both square feet and acres, should be retained on the Final Plat, if approved, or provided in a table containing the same information.

Several easements are located throughout the property. Therefore, if approved, the Final Plat should include a note stating that no structure may be constructed or placed within any easement without the permission of the applicable easement holder.

SUBDIVISION CONSIDERATIONS

Standards of Review:

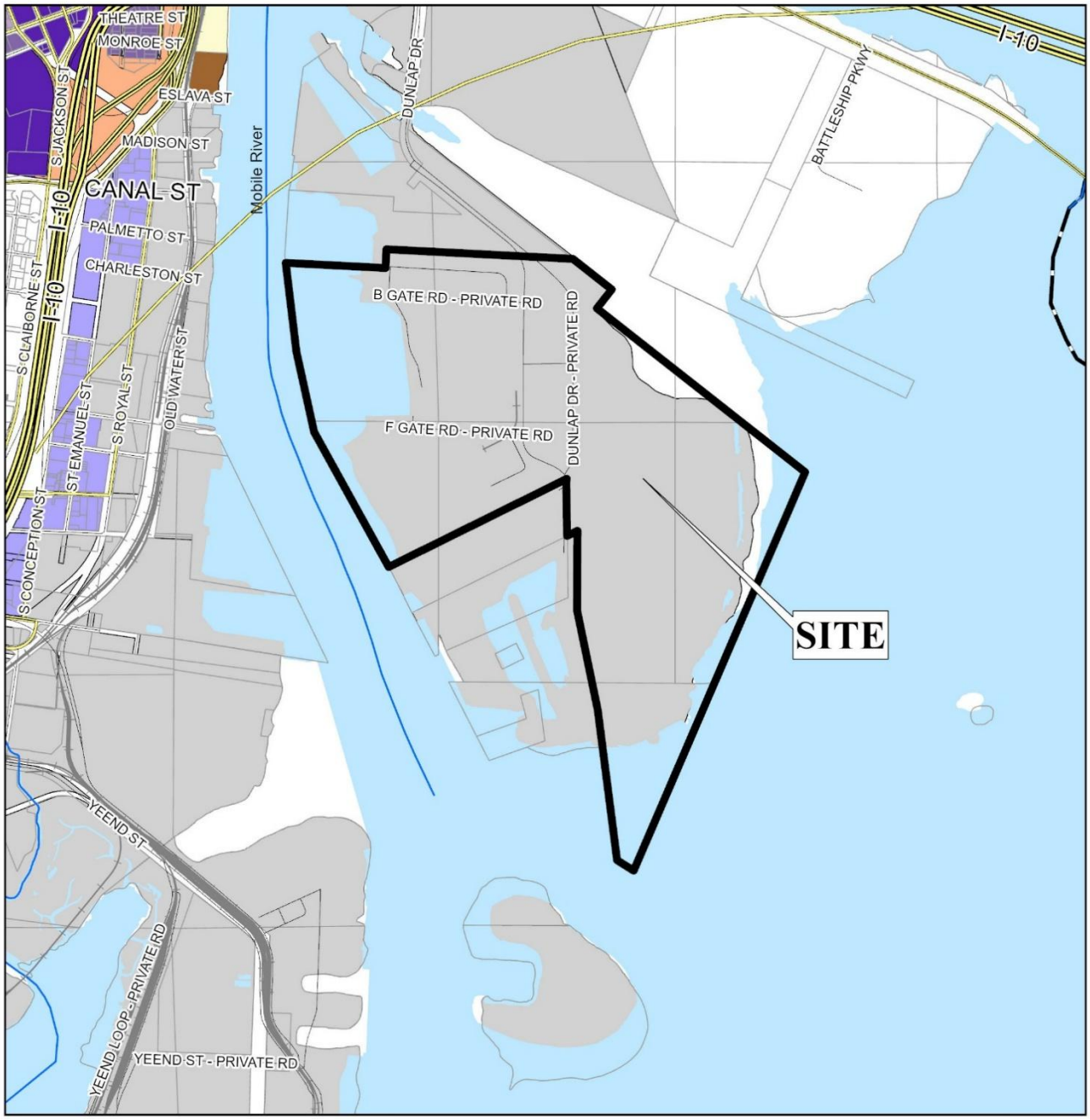
Subdivision review examines the site with regard to promoting orderly development, protecting general health, safety and welfare, and ensuring that development is correlated with adjacent developments and public utilities and services, and to ensure that the subdivision meets the minimum standards set 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, the following conditions could apply:

1. Approval and recording of a Major Planned Unit Development Modification for the subject site, or termination of the existing Planned Unit Development, prior to signing the Final Plat;
2. Retention of the 60-foot right-of-way width and designation of Dunlap Drive as a private street on the Final Plat;
3. Retention of the 25-foot minimum building setback line along Dunlap Drive on the Final Plat;
4. Retention of the lot area labels, expressed in both square feet and acres, on the Final Plat, or provision of a table containing the same information;
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 applicable 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 8 DATE November 19, 2026

APPLICANT Pinto Island Industrial Park Subdivision

REQUEST Subdivision

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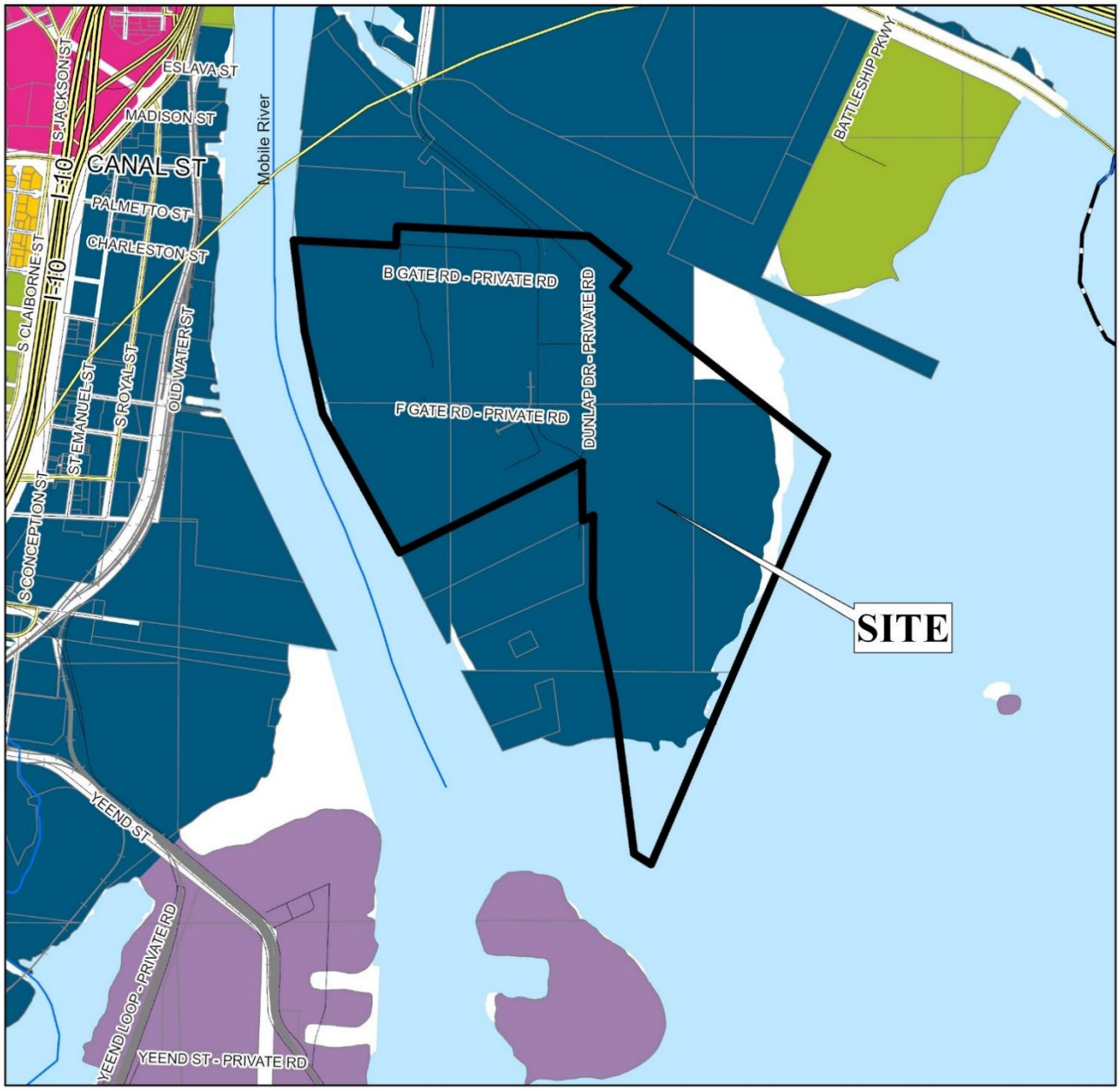
FLUM LOCATOR MAP



APPLICATION NUMBER 8 DATE November 19, 2026

APPLICANT Pinto Island Industrial Park Subdivision

REQUEST Subdivision

- Low Density Residential
- Mixed Density Residential
- Downtown
- District Center
- Neighborhood Center - Traditional
- Neighborhood Center - Suburban
- Traditional Corridor
- Mixed Commercial Corridor
- Light Industry
- Heavy Industry
- Institutional
- Parks, Open Space
- Water Dependent

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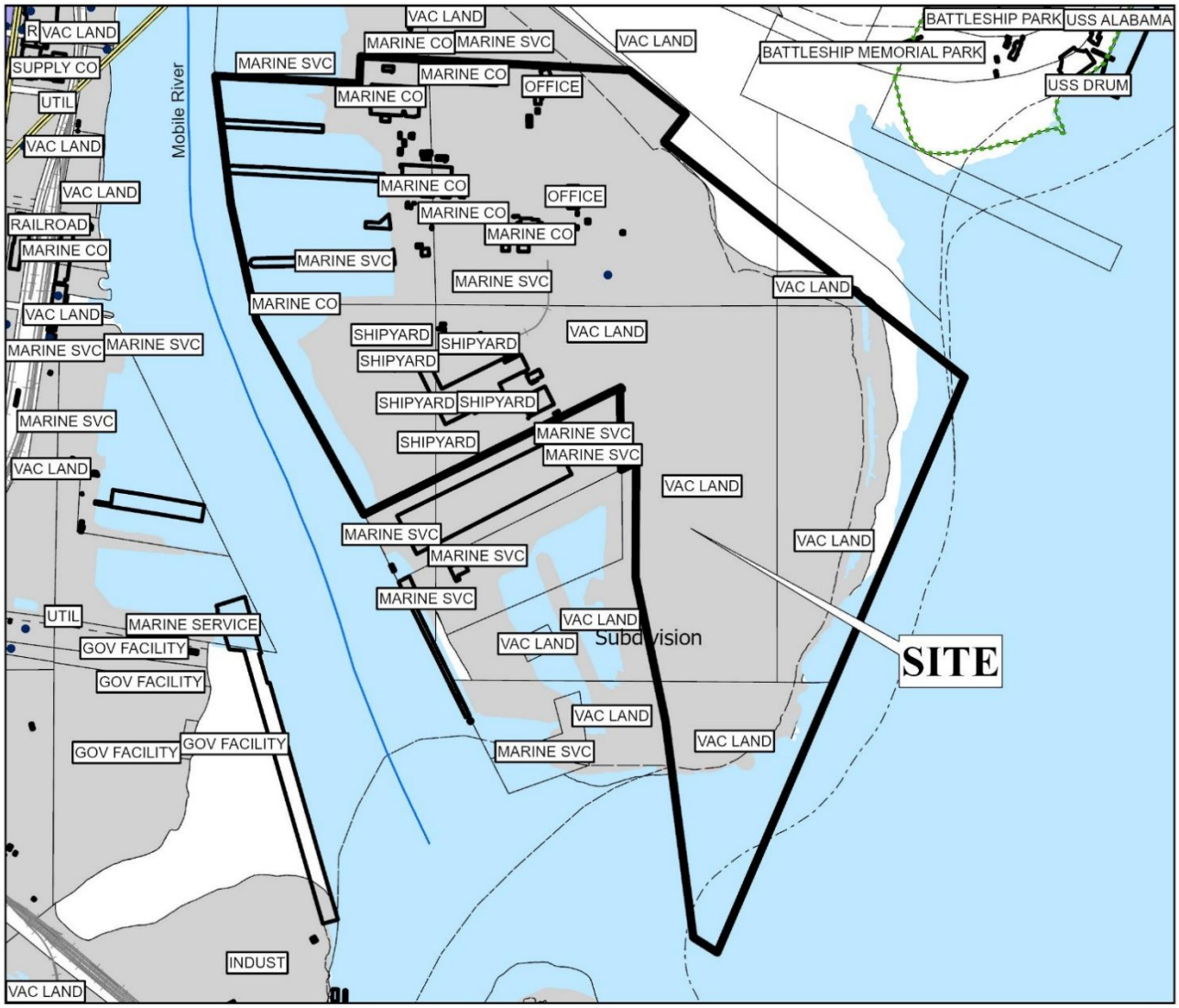
PLANNING COMMISSION
VICINITY MAP - EXISTING ZONING



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APPLICATION NUMBER 8 DATE November 19, 2026

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REQUEST Subdivision

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		

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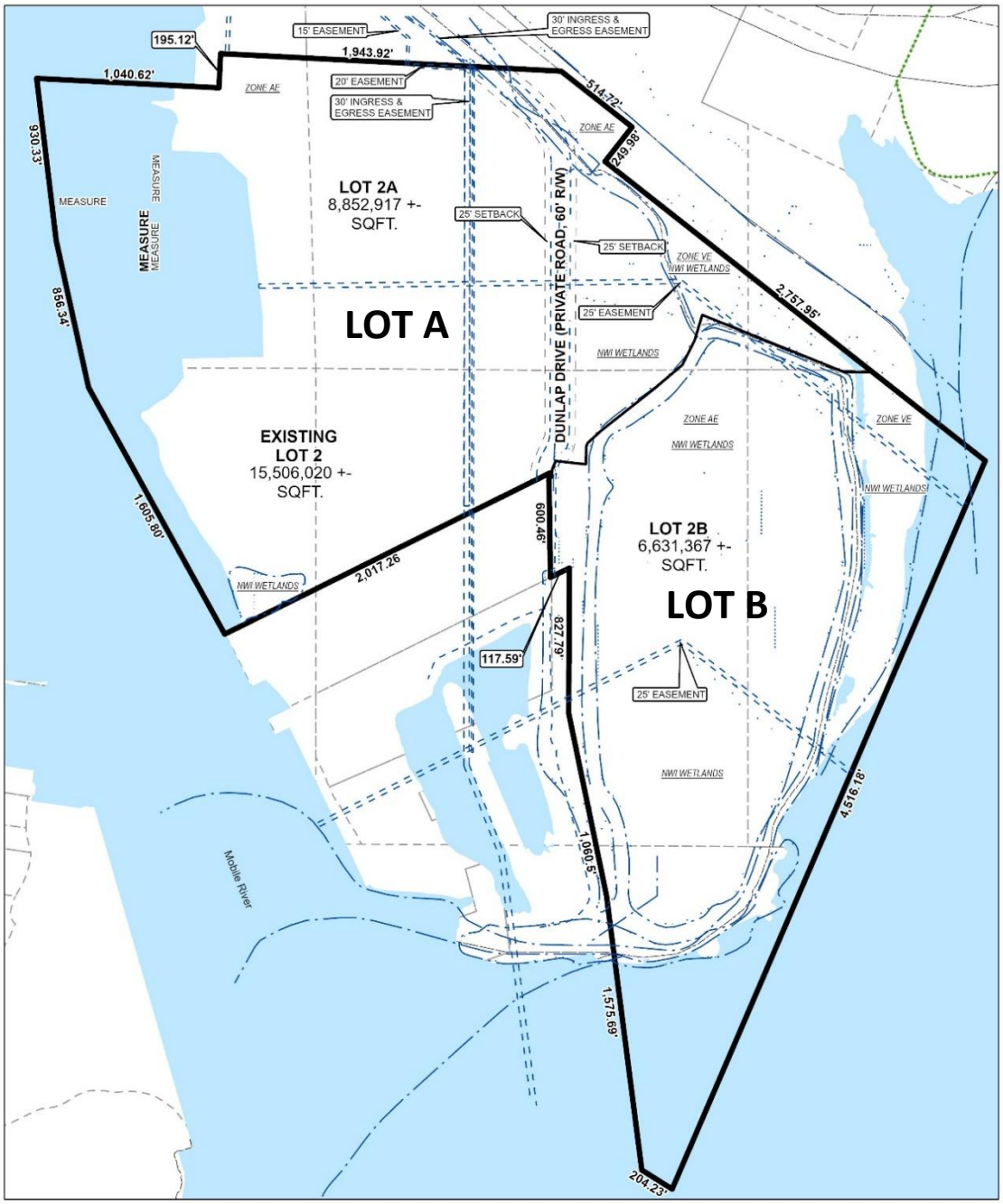
SUBDIVISION SITE PLAN



The site plan illustrates proposed lot subdivision, easements, setbacks, and landscape features.

APPLICATION NUMBER 8 DATE November 19, 2026 APPLICANT Pinto Island Industrial Park Subdivision REQUEST Subdivision	N NTS

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

■ Zoning district is appropriate to implement the future land use category.

U S 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)

	RESIDENTIAL - AC (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. DDD (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)	■					○								■	■	■		○												

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.