

Public Comments received for Planning Commission – June 18, 2026

UPDATED 06/17/2026 AFTER 2:00 P.M.

Agenda #01 SUB-003642-2026 Rogers Group Subdivision

Dear Planning Commissioners and Staff,

I am representing the Mobile Environmental Justice Action Coalition in writing a Public Comment regarding the Rogers Group Inc. City of Mobile Subdivision Application, Sub-003730-2026. We have numerous concerns about both the substance of the Rogers Group, Inc's (the Applicant) Subdivision Application (Sub App) itself as well as the historic land use at the site, including City of Mobile Code Enforcement. These substantive concerns include an apparent lack of due diligence with respect to existing rights of ways and easements. We also have many questions about what appears to be land disturbance already underway at the site that may plainly be in violation of City of Mobile development guidance norms and rules. Additionally, there's important cultural and historic context about the properties in question that we strongly feel must be added to the Public Record. We will dive deeper into each of these concerns below.

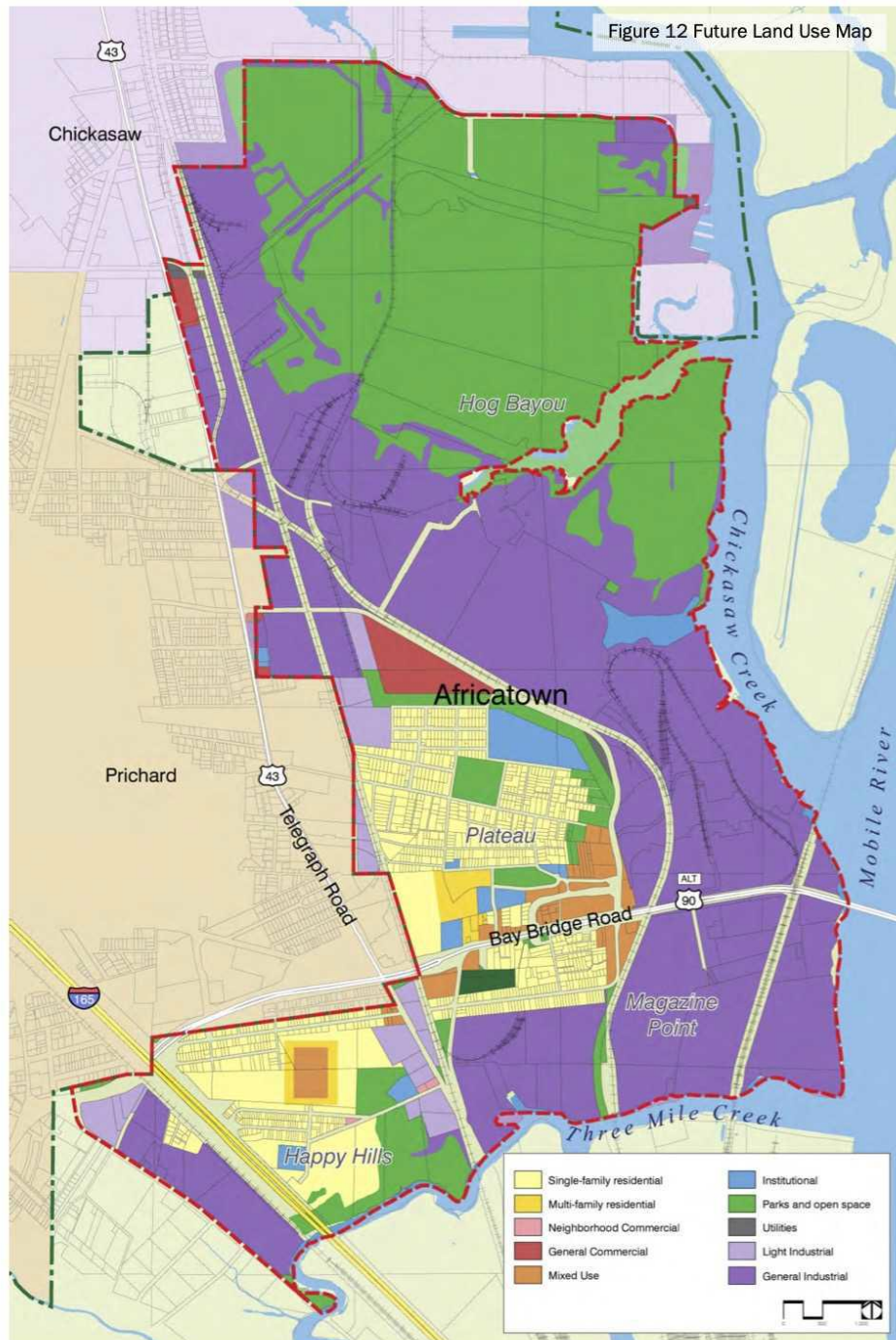
For the reasons stated in our opening paragraph, we are seeking a Hold Over for a month to afford ourselves, Planning Staff, and the Applicant the time to run down answers to these critical questions and provide clarity to the historic Africatown community and its many stakeholders committed to the fair treatment and meaningful involvement of Africatown residents in these sorts of legal governmental decision-making processes.

Background

The Mobile Environmental Justice Action Coalition (MEJAC) was formed in September 2013 by Africatown residents in partnership with Africatown stakeholders and regional advocates with the mission to engage and organize with Mobile, Alabama's most threatened communities in order to defend the inalienable rights to clean air, water, soil, health, and safety; to promote environmental justice; and to take direct action when the government fails to do so, ensuring community self-determination.

MEJAC is no stranger to the Planning Commission, though at the time of submission of this Public Comment, we have not had the pleasure of having had a conversation with the Applicant. That said, we are looking forward to having the opportunity to meet with them this afternoon. This Public Comment will be shared with them today, as well. We have always been committed to public dialogue and public participation since our inception.

MEJAC has been one of the most active community based organization participants in the City of Mobile's Zoning and Planning public participation opportunities since our inception. Our interest in these parcels stretches back to the Africatown Neighborhood Plan, which was adopted by the Planning Commission as a guiding document in January 2016. In that document, the community identified a desired alternative use for several parcels included in the Applicant's Sub App. Here is a look at page 26 of the Africatown Neighborhood Plan, a map of the Future Land Use Map for Africatown derived from the Plan:



Much to the dismay of engaged Africatown residents and stakeholders, the City of Mobile did not formally adopt this or the other "Parks and open space" areas along Three Mile Creek described in its formal Future Land Use Map derived from the Map for Mobile deliberative process. Still, the vision was maintained and further codified in the concurrent development of the Africatown Connections Blueway. Through years of consultation with Africatown-area faith institutions, the area of Africatown that the Applicant has acquired was embraced as the "Place of Baptisms" Point of Interest on the Africatown Connections Blueway map, as seen below in the latest iteration of the promotional brochure for the Blueway:

THE AFRICATOWN CONNECTIONS BLUEWAY

For more details on each point of interest and the blueway, please visit the Africatown Heritage Preservation Foundation's website:
<https://AfricatownHPF.org/>

Local Outfitters: Rent Kayaks

WildNative Tours:
www.WildNativeTours.com
 (251) 272 4088

Mobile Kayak Rental Company:
www.MobileKayakRentalCompany.com
 (251) 786 2902




THANK YOU TO OUR PARTNERS










Additional thanks to Dr. David Padgett from Tennessee State University for the GPS coordinates.



WELCOME TO THE AFRICATOWN CONNECTIONS BLUEWAY



Points of Interest

1. Lewis Landing 1*
2. Lewis Landing 2*
3. Africatown's Place of Baptisms*
4. Clotilda Landing*
5. Chickasabogue CSX Railroad Turnbridge
6. Hog Bayou Habitat
7. Historic Chickasaw Docks
8. William Brooks Park
9. Off the Hook Marina & Grill
10. Chickasabogue Park
11. Shelton Beach Road Park*
12. Africatown USA State Park*
13. University of Mobile Paddle Launch (Ledbetter Trail)
14. Highway 158 Paddle Launch*

*Future Development Sites



Suggested Routes

- **1** Launch at Lewis Landing One. Paddle south towards downtown to the dead end. Approx 45-minute, 2 miles roundtrip.
- **1** Launch at Lewis Landing One. Follow the straight canal to a waterfall at S. Ridge Rd (6 miles roundtrip); Approx 2 hours, 6 miles roundtrip. To keep paddling to Langan Park, the full trip takes 2.5 hours of paddling + 6 portages; 8 miles total.
- **8** Launch at William Brooks Park. Paddle to Shelton Beach Road. Approximately 4 hours paddling; 10.5+ miles roundtrip.
- **9** Launch at Off the Hook Marina & Grill. Paddle NW on Chickasaw Creek to continue onto the Robbers Island Loop and return to Off the Hook. The trip is 3.25 miles and takes approximately 1 hour to complete.

- November 2024 Edition -

Both the Africatown International Design Idea Competition and Mississippi State University's Department of Landscape Architecture went further in elaborating on the possibilities of some of the Applicant's parcels that form the vision of the Africatown Connection's Blueway's Place of Baptisms site. Some graphic design mock ups MSU developed in partnership with Africatown groups are below:

Africatown Connections Blueway

The Place of Baptisms

Group 1 - Simon Powney



LA 3654/LA 8523 SPRING 2018

The boardwalk trail as it meanders through the wetland meadow



Africatown Connections Blueway

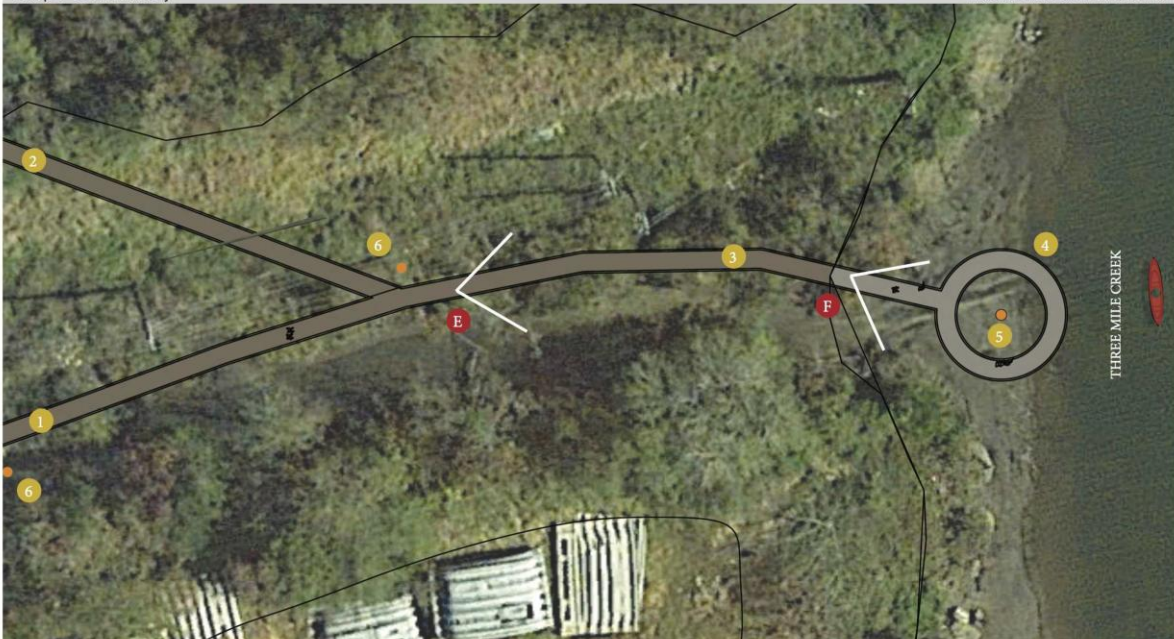
The Place of Baptisms

Group 1 - Simon Powney

- | | |
|-----------------------------|--------------------------------|
| 1 6ft WIDE BOARDWALK | 5 EAST FACING ART INSTALLATION |
| 2 WILD LIFE TRAIL | 6 ART INSTALLATION |
| 3 WALKING TRAIL 6FT | 7 |
| 4 CIRCULAR VIEWING PLATFORM | 8 |



LA 3654/LA 8523 SPRING 2018



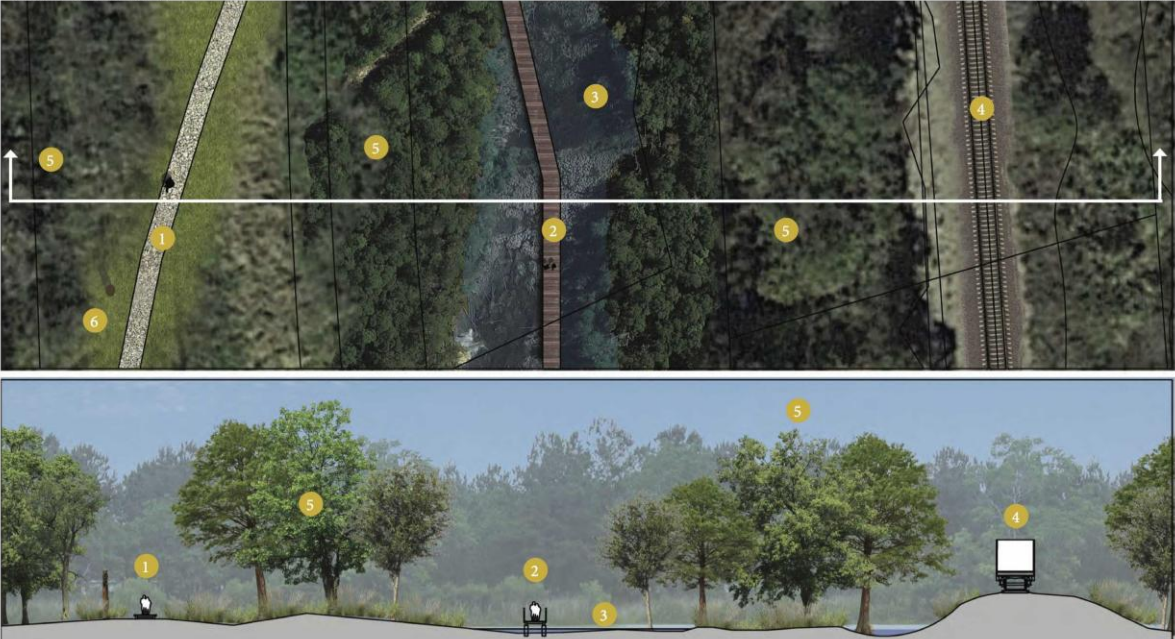
Africatown Connections Blueway

The Place of Baptisms

1	66" GRAVEL TRAIL	5	EXISTING WOODLAND BUFFER
2	WILD LIFE BOARDWALK TRAIL	6	ART INSTALLATION
3	WETLAND HABITAT	7	
4	EXISTING RAILROAD	8	

Group 1 - Simon Powney

LA 3654/LA 8523 SPRING 2018



Africatown Connections Blueway

The Place of Baptisms



Group 1 - Simon Powney

LA 3654/LA 8523 SPRING 2018



Africatown Connections Blueway

The Place of Baptisms

Group 1 - Simon Powney



LA 3654/LA 8523 SPRING 2018

The trail leads to a circular viewing platform nestled in a inlet along Three Mile Creek where an east facing totem eminds the visitor of the connections this community has with its past.



None of these big ideas should come as a surprise to commercial developers interested in using Africatown as a base of operations. Our groups are readily recognizable and accessible in terms of contact. Unfortunately, to date, the Applicant's lack of consultation with both their immediate neighbors despite over a year of reported interaction between them with respect to persistent noise and dust concerns but also with the spectrum of interconnected, cooperating Africatown community based organizations informs what is clearly a lack of regard not only of the sensitivities of their immediate neighbors but also to the desires of Africatown resident and stakeholder groups who have never stopped being active and visible in the work that they have produced on behalf of the community's institutions. This work has been guided by the Africatown Neighborhood Plan as well as emergent, harmonious opportunities to deepen the community's ability to both assert the agency of residents as human beings living in a historic residential space but to also tell the community's unique and compelling historical narrative, all of which only enhances the image of Africatown and Mobile as desirable places to live, work, play, and pray.

Substantive Concerns with the Sub App

In addition to the concerning lack of awareness of their social environment, there are several substantive reasons to hold over the Applicant's Sub App.

- The R-2 frontage on Chin Street
 - Being R-2, this section of property prompts much closer examination with respect to conformity with the zoning code. There are general prohibitions to this sort of "flag pole lot" in the zoning code, and the Sub App presents no evidence of necessity or extreme hardship. Whether this portion of the property should be included in the single lot, as requested, is very important to the Applicant's immediate neighbors.

- The Lack of Chin Street on the Preliminary Plat
 - There's no way for Planning to properly review frontage, right-of-way dedication, sidewalk compliance, or any other code compliance requisites when the street isn't even depicted.
- Split Zoning
 - R-2 and I-2 are inherently incompatible. There's no proper rationale for Planning Commission to form a basis of compliance if rezoning isn't being sought. To be clear, rezoning any Residential property, especially along a major residential street would be a non-starter for Africatown groups, generally speaking, and we would oppose any recommendations of that nature. However, split zoning isn't an option that is defensible by any normal Planning procedure. The easiest procedure would be that the Planning Commission require that the property along the Chin Street frontage be excluded from the requested single lot of record and instead become a second, exclusively R-2 lot of record. But that would not resolve all concerns and there would still be deficient information in the Sub App to justify any recommendation by Planning or decision by the Planning Commission due to the lack of Chin Street on the preliminary plat as described previously.
- Africatown Safety Zone and Africatown Overlay Requirements Unresolved
 - The R-2 "flag pole lot" on Chin Street is within both the Africatown and the Africatown Safety Zone Overlays of the zoning code Article 11. The Applicant's Sub App and the corresponding Staff Report doesn't not properly analyze the provisions of these Overlays and how they interplay with the Applicant's Sub App requests. This sort of analysis is required, not optional. Suffice it to say that those of us who spent years of our lives dedicated to the passage of these protections for Africatown residents are keenly interested in how Planning Staff and the Planning Commission and the City Council will choose to interpret these elements. MEJAC's belief is that thorough analysis and stringent, compliant recommendations with respect to the Enhanced Buffer Zones, landscaping, and parking requirements area all triggered by any potential activity on the site. While a Subdivision Application is nothing more than a paperwork consolidation, there appears to already be land disturbance on property that is beyond the footprint of the previous aggregate distributor activities conducted by Vulcan Materials.
- Unresolved Easement and Rights-Of-Way Questions
 - In their Sub App, the Applicant admits a lack of due diligence with respect to the property's easements, rights-of-way, and title searches.
 - Due to repeat localized flooding that has had catastrophic local impacts, nearby residents are deeply concerned with the archaic drainage ditch on the Applicant's property. This may be a City of Mobile stormwater easement, but it is not described clearly. The purposes of providing for robust public participation in these sorts of decisions aren't simply to act as a release valve for frustrated residents or competing business interests. Resolving the historic lack of enforcement, lack of clarity, lack of responsibility for public infrastructure of past administrations, deliberately or accidentally, is also a meaningful role to play for community based organizations like ours to assist the City's deliberative bodies in their roles in cleaning up the messiness of yesterday's legal authorities. The question of whether the City of Mobile holds any

recorded stormwater easements across any of the seven parcels proposed to be consolidated into Lot A is important to community interests to further the resourcing of mitigation of localized flooding impacts.

- The Sub App also shows the 100ft Terminal Railroad easement, but the documentation provided for this isn't signed by the Applicant. It references a "Daniel Scott Lang" as a member of "AA Transmissions LLC". While presumably long since passed along to subsequent owners, chain-of-custody isn't clear and must be resolved through appropriate documentation before the Commission can proceed with granting the Sub App. Additionally, due to the nature of the interests of the Africatown community in these parcels in particular, described as "Parks and open space" in the Africatown Neighborhood Plan and incorporated into the Africatown Connections Blueway Place of Baptisms and related alternative development proposals, the community is interested in this clarity.
- The lack of Chin Street being depicted on the preliminary plat raises a bevy of easement and right-of-way compliance questions that cannot be adequately resolved until it is included.
- The Planning Commission simply shouldn't proceed with such an inadequate plat. The Commission simply shouldn't approve a Subdivision Application for property which they cannot reliably discern ownership. The Commission may not even be legally allowed to proceed without certainty.

Residents Have Documented Site Work

Nearby residents have recorded the Applicant proceeding to move dirt and build on adjacent properties that are not in the historic footprint of the "Outdoor Storage" land use previously conducted by Vulcan Materials. Have Land Disturbance Permit or Construction Permits been issued? Were Africatown Overlay requirements appropriately considered in that deliberative process? We have questions and concerns about the order of operations regarding these things. For all the reasons above, we would be delighted to be corrected about the construction activities on the site.

For these reasons, MEJAC feels the Applicant's Sub App fails to justify adoption and must be held over for clarity before approval.

Thank you for your consideration of our request. We look forward to working with the Applicant and the Commission as the Subdivision Application request proceeds.

Agenda #05 ZON-UDC-003728-2026

Silvertone Enterprise, LLC (Casey Pipes, Helmsing Leach, P.C., Agent)

This application is based upon a claim of "change in conditions", specifically of sudden large increase in University enrollment, and so the application assumes leasing these proposed new units to students. The Commission will remember that at the previous meeting I presented figures for University freshmen enrollment showing much less enrollment increase than was stated in the Application and which was used to justify the Rezoning application. I have now been able to look into the discrepancy re USA freshmen enrollment figures. The explanation is that the Planning Application used information from a University Press Release

(<https://www.southalabama.edu/departments/publicrelations/pressreleases/090525enrollmentincrease.html>) focusing on the number of *new* first-year students; the Planning Application omitted the word "new", and also failed to cite the data source used. The figures for freshmen enrollment that I presented at the previous meeting, showing a far slower rise in enrollment, were taken from the University's publicly-available database (internet locations given last time) and are as accurate as that database is. Planning decisions should surely be based upon hard accurate scientific data, not upon Press Release headlines highlighting specific figures designed for maximum publicity. While the *new* freshmen figures may make a good headline, what is important for planning purposes is the excess number of students over University-owned housing places; this was 24% higher in Fall 2016 than in Fall 2025 because the University has been steadily developing its own housing stock. Since December 2024 the University has further increased its housing by 1,568 places as a result of developing "Traditions at South" and "Central House" (renamed "SouthPaw Village"). While exact enrollment figures for Fall 2026 are obviously not yet available, estimated Fall 2026 University enrollment will increase by a couple of hundred; but the University-owned housing stock has increased much more, by over fifteen hundred places, so the number of students without University housing will certainly decrease significantly this year. I'll make the detailed data available at the meeting, as I can't attach a graph to this online text comment. Incidentally, the freshmen enrollment (and also new freshmen enrollment) may also fall about 4% in Fall 2026 compared to 2025 (but there are wide variations on these figures comparing last year's numbers at this stage, as registrations continue throughout the summer). Therefore, it is not true that a "change in conditions" favors a new R3 development. The major justification for this Application is just not borne out by the data available. There is no need for this development given current and projected University enrollment and housing data, and the lack of community support and poor community consultation. Also at the previous meeting, the question of access through Center Drive was raised. Lot number 8 in Pherin Woods has existing road access to Center Drive, and in principle so could all the other properties down the East side of Pherin Woods, though none has so far chosen to do so. However, all East side Pherin Woods properties have pedestrian access to Center Drive; I myself access Center Drive from Pherin Woods on foot four times daily. At the previous hearing I heard Mr Pipes state that the rezoning application should not be denied because that would treat his client unfairly as he had been expecting to rezone the lot when he bought it. If this is an accurate representation of the applicant, then that is an unreasonable argument. If the present owner only bought this lot because he wanted it rezoned, then that should have been a condition of the purchase. It is totally unreasonable to attend this hearing and say, in effect, "I bought this lot and so now you must rezone it because that's what I want". That is what I understood from Mr Pipes. I think the Planning Commission would be very ill-advised to be swayed by that. Mr Pipes also stated at the first hearing that any poor behavior in "The Social" R3 development across the street would be felt by his client as owner as well. That's untrue; neither Mr Pipes nor the owner will be living there. They will not have to put up with poor behavior from occupants of "The Social" but they are quite happy to increase the antisocial behavior that current

residents must endure. As a small development, this rezoning will hardly impact University housing at all, particularly when compared to the major new housing developments being undertaken by the University itself. There is little positive outcome from this proposed rezoning at the cost of a very drastic deterioration in the neighborhood as voiced by clear community opposition (including nine comments in opposition filed prior to the May 21 meeting). I will summarize briefly my other comments from the last meeting in case they are not carried forward to the June meeting. The required community meeting was poorly publicized, so that no-one attended. This proposed rezoning will drastically change the character of this area as it is opposite "The Social", a large R3 complex, which is associated with rampant poor behavior including noise, obstructive on-street parking, vandalism, and litter. An additional R3 lot will inevitably encourage further antisocial behavior in this neighborhood, reducing property values further. University faculty and staff mostly do not contribute to pressure on rental apartments; they prefer their own properties. The applicant has not explained why housing levels adequate in 2016 – and that have since increased, both on and off campus elsewhere – are not adequate for over 2000 fewer students now. A rezoning application last year for a very close-by lot to be rezoned R3 was denied for several reasons, most of which apply to the present case as the two lots are so close together, because the proposed amendment was not consistent with the Comprehensive Plan; it is not compatible with current development trends of the subject property and surrounding land uses; it would adversely impact neighboring properties and reduce property values; it does not promote the community's public health, safety, and general welfare; infrastructure is not in place to accommodate the proposed amendment; there are no changing conditions in this particular area that make an amendment necessary and desirable; it is not in the City's and larger community's best interests. I should state for the record that I am not related to Commissioner Josh Woods.

Agenda #05 ZON-UDC-003728-2026

Silvertone Enterprise, LLC (Casey Pipes, Helmsing Leach, P.C., Agent)

There are too many multi-family properties including apartments and hotels that have already been built within our immediate area along with USA purchasing housing on West Drive next to Center Drive and East Drive creating traffic crime and safety issues that did not exist until the over building of multi-family properties happened. The city is already letting multiple city ordinances go unchecked in this area like a parking lot across road from an apartment complex with poor lighting where students cross the road looking at phones and ear pods and almost getting hit by cars. Also the apartments are not locking side gate entrances for fire dept. use only allowing multiple entrance/exit onto side streets again creating traffic and safety issues. Also not enough parking is being required for these properties because some of them are single family apartments but are actually being rented as 4 different bedrooms with 4 different occupants. Not to mention deterioration of property values for us homeowners.

Agenda #05 ZON-UDC-003728-2026

Silvertone Enterprise, LLC (Casey Pipes, Helmsing Leach, P.C., Agent)

Dear Planning Commission :Thank you kindly for considering these comments. At the previous meeting in May as well as online comments the Commission was addressed by me and others in opposition to the proposed rezoning of this property citing the negative effects to the surrounding neighborhoods that will follow. My husband and I live across Center Drive from the subject property in the Pherin Woods Subdivision which is several hundred feet from the proposed rezoning. The amendment to the zoning does not align with the Comprehensive Plan and FLUM because there is already a surplus of

mixed density residential nearby. Another student housing complex is detrimental to our single family neighborhoods and will create an imbalance and surplus of transient housing residential conflict and create an adverse effect on immediate neighboring properties and their values. In accordance with the FLUM the rezoning to R-3 of this property is not compatible with the surrounding development of residential single family homes to the immediate West and South. Immediately north of our property (just beyond our backyard) is "The Social" student housing apartment complex. There is constant loud music at night and weekends and pool parties with loud rap music all afternoon and night during the summer. Beer can trash from this complex is thrown over the 8+ foot property dividing wall into my backyard. We have called police numerous times to file a noise complaint. Additional student housing will add additional transient unlawful and peace disturbing activities property values will continue to decline (see the latest tax proposal for the area) and no peace-seeking families will want to live in these single family neighborhoods. This will not be in the best interest of the City if the property values and therefore taxes decline. Most of the multifamily properties targeting students are on Old Shell Road. The intent indicated on the application for the rezoning and at the May Planning commission meeting is clear; that the target population for their housing project will be student rentals. Besides the negative effect it will cause to the quality of life of surrounding residential homes there is no additional need for off-campus housing for South Alabama students. The President of the University himself has just recently stated that incoming freshman and returning students are eager to live ON campus. The surge in demand for housing according to him is for on campus living; hence the University purchase of the apartment complex on Stadium Drive. Moreover the application statement that USA faculty & employees are looking to live in apartments with university students is not true. What University professional or employee desires to live with students? They are looking for single family homes of their own to raise their families. Over the years the quality of life and property values have declined with each new apartment project bringing increased traffic traffic accidents on Old Shell Road and in front of West Drive noise and litter of all kinds. Part of the framework for the Comprehensive Plan for the City of Mobile is to address traffic challenges. Due to the concentration of student housing around our residential neighborhood we regularly experience and witness traffic congestion student traffic accidents reckless hazardous and impulsive driving by students entering and leaving these apartments. I have avoided numerous collisions with students shooting out in front of me from their parking lots with no warning. Therefore no one is in favor of this rezoning. Due to the considerations presented by us and others we respectfully request no further delay in opposing this rezoning.

Agenda #05 ZON-UDC-003728-2026

Silvertone Enterprise, LLC (Casey Pipes, Helmsing Leach, P.C., Agent)

I am against multi-family or any student housing but would be fine with single family detached homes.

Agenda #05 ZON-UDC-003728-2026

Silvertone Enterprise, LLC (Casey Pipes, Helmsing Leach, P.C., Agent)

Dear Planning Commission: I live in the Pherin Woods community and I'm concerned that the subsequent development of the 162&186 East Dr lot should be limited to detached single-family residences constructed of brick and with an enclosed attached garage as specified in the Staff report. Perhaps this could be reiterated in the formal decision if approved please? Thanks.

Agenda #07 SUB-003757-2026

Sunrise Prayer House Subdivision

Hello,

Thank you for the notification regarding the subdivision of the neighboring property to the north of my residence.

I have two concerns regarding the proposal:

1. Impact to the Live Oak Tree

What impact, if any, will the construction of a home have on the beautiful live oak tree located on the neighboring property? Based on the property line markers, the tree does not appear to be located on the lot being subdivided; however, its canopy extends over much of the proposed lot.

2.Subdivision Designation

I do not understand the designation "Sunrise Prayer House Subdivision." The plans appear to indicate the construction of a two-bedroom, two-bathroom home. Could you please clarify the meaning and intent of this subdivision name?

I believe these may be zoning-related questions, but I hope the intent of my concerns is clear.

Thank you for your time and assistance. I look forward to your response.

Agenda #08 SUB-003743-2026

Marshall Addition to Myrtlewood Lane Subdivision

Members of the City Planning Commission,

Thank you for notifying us of application SUB-003743-2026 for 130 Myrtlewood Lane, Mobile, AL 36608. Our property is adjacent to this lot. It is our understanding that the developer plans on subdividing it into two lots to build two houses (one on each lot). We think this is reasonable but want to be proactive in expressing our concern that the drainage is handled appropriately during planning of the buildings and during construction.

As you know, this lot was sold by the [REDACTED] family in 2021 to a developer who tore down the house, filled in the basement and tried to level the land. Since that time, there has been significant problems with water drainage at the entrance to our driveway with severe washout. Our other neighbors also made changes to their yard that included significant concrete installation to their backyard and again resulted in significant water drainage and erosion problems to our side yard. We have spent the last year speaking with an engineer to develop plans to manage the water in order to preserve our yard and protect our house. We want to ensure that the planned construction at 130 Myrtlewood Lane does not exacerbate our problems and compromise our house's structure.

Finally, I understand this public hearing is about the subdivision of the lot. However, I want to voice my concern that this property's development does not include the construction of more than two houses total. In the past, a previous developer proposed plans to build three houses on this lot, and your commission determined it would adversely affect existing traffic safety issues resulting in safety

concerns for vehicular and pedestrian traffic. Your commission also determined that the proposed subdivision was not in keeping with the character of the surrounding area. Since that decision, nothing has changed about vehicular and pedestrian traffic or the character of our neighborhood. We want to preserve the safety of our family and our neighbors and the beautiful character of our neighborhood.

Thank you for your attention.

Agenda #09 SUB-003722-2026

Pecan Ridge Estates Subdivision

I am writing to strongly request that the Planning Commission deny or hold approval of the proposed four-lot subdivision on Dawes Road as submitted. This proposal should not be reviewed as an isolated project; rather, it must be evaluated within the context of existing road conditions, ongoing nearby development, and severe localized drainage concerns.

I also ask the Commission to consider the unique jurisdictional situation on this section of Dawes Road. While the proposed subdivision sits within the City of Mobile, the properties directly across the street—including mine—remain in Mobile County. The traffic, access, and drainage impacts do not stop at the city boundary; any approval granted by the City directly affects the safety and property of County residents opposite the site.

My specific concerns fall into three main categories:

1. Traffic, Roundabout Dynamics, and School Backups

The segment of Dawes Road between the two roundabouts is already heavily strained and unsafe for residents attempting to enter or exit their properties. While the nearby roundabouts keep traffic moving, they create a continuous flow of vehicles with very few natural breaks, resulting in a severe lack of safe gaps.

This specific corridor already experiences significant congestion and turning backups. Specifically, vehicles turning into the existing Woodberry Forest subdivision entrance cause traffic to back up directly in front of my house. Furthermore, school days significantly impact this road segment; during morning drop-off and afternoon pick-up times at Causey Middle School, school-bound traffic can back up all the way to the roundabout even though the school is not on Dawes Road.

The area also handles heavy business-related traffic from a local cafe, veterinary office, photography studio, and other commercial entities. The traffic is dense enough that delivery drivers (including UPS and USPS) have expressed safety concerns, and I routinely face multi-minute waits just to exit my own driveway. Adding four new residential lots directly opposite my property will introduce additional vehicle conflicts, delivery stops, and service vehicles to an already overtaxed segment.

2. Cumulative Impact of Surrounding Development

This application cannot be viewed in a vacuum. This corridor is facing immense pressure from multiple ongoing projects whose full impacts have not yet been realized:

- Pines of Dawes: This subdivision is still under active development, meaning its full traffic and service-vehicle footprint is not yet felt on this road segment.
- Old Government Street / Dawes Complex: A large multi-building residential

complex is being developed nearby. While not between the roundabouts, it will inevitably add substantial volume to the immediate Dawes Road system.

Approving further development before the combined impacts of these major projects and local school traffic are fully understood is premature and irresponsible.

3. Drainage and Stormwater Runoff

Stormwater management is a critical issue for our property. Our front yard already experiences severe flooding and standing water during rain events. Because the proposed subdivision site appears to sit at a higher elevation than our property, any grading changes, fill dirt, culverts, or new impervious surfaces (roofs and driveways) risk altering current stormwater routes and worsening the flooding we experience. The current drainage patterns between the roadway, roadside ditches, and cross-road runoff are already unclear and must be evaluated before further disruption occurs.

Requested Actions and Professional Review

Before any approval is considered, I respectfully request that the City require the applicant to provide the following professional documentation for review by both City and County departments:

1. A Comprehensive Traffic Impact Analysis: Prepared by a qualified Transportation Engineer, evaluating this specific roundabout-to-roundabout corridor. This study must account for current peak-hour backups, the specific congestion timeline associated with Causey Middle School, turning backups into Woodberry Forest, the lack of safe gaps for residents during peak hours and the projected cumulative traffic from the proposed four lots, the ongoing Pines of Dawes development, the Old Government Street complex, nearby businesses, and essential service/emergency vehicles.
2. An Engineering Drainage and Stormwater Review: A report from a Civil Engineer specializing in stormwater management/ hydrology detailing how the proposed subdivision will alter runoff and grading.
3. Written Mitigation Guarantees: Certified confirmation from a Civil Engineer that post-development stormwater runoff will not be increased, redirected, or discharged in a manner that worsens flooding or standing water on neighboring properties.

Until these critical traffic safety and drainage issues are thoroughly investigated and coordinated across city and county lines, this proposal should not be approved. Thank you for your time, consideration, and dedication to orderly, safe development.

Agenda #11 SUB-003758-2026 SpringHill Villas Subdivision

Good morning The Staff report page 5 states "each lot is only allowed to be developed with detached single-family residences. Furthermore each residence shall be constructed of brick have an enclosed attached garage per the conditions attached to the Zoning Amendment for the site" so I would respectfully request that if this application is approved then this be explicitly stated as a condition of the subdivision to avoid ambiguity later. Thank you.

Agenda #11 SUB-003758-2026
SpringHill Villas Subdivision

There are too many multi-family properties including apartments and hotels that have already been built within our immediate area along with USA purchasing housing on West Drive next to Center Drive and East Drive creating traffic crime and safety issues that did not exist until the over building of multi-family properties happened. The city is already letting multiple city ordinances go unchecked in this area like a parking lot across road from an apartment complex with poor lighting where students cross the road looking at phones and ear pods and almost getting hit by cars. Also the apartments are not locking side gate entrances for fire dept. use only allowing multiple entrance/exit onto side streets again creating traffic and safety issues. Also not enough parking is being required for these properties because some of them are single family apartments but are actually being rented as 4 different bedrooms with 4 different occupants. Not to mention deterioration of property values for us homeowners.

Agenda #11 SUB-003758-2026
SpringHill Villas Subdivision

Dear Planning Commission: According to the staff report only detached brick-built single-family residences with an attached enclosed garage may be built here. I would respectfully enquire if this can be clearly written into the decision letter so as to prevent any ambiguity. (I am not related to Commissioner Josh Woods.)

Agenda #14 MOD-003753-2026
Lukas Benedetto, Piazza Kitchen & Patio

As owner of the CVS property at 1401 Hillcrest Road in Mobile, this confirms my strong objection to the PUD modification proposed by Lukas Benedetto of Piazza Kitchen and Patio. I will not approve of any alterations that affect my property at this location.

Agenda #14 MOD-003753-2026
Lukas Benedetto, Piazza Kitchen & Patio

I am writing on behalf of Christ United Church as its Administrator. Christ United is very much in favor of the Modification. We have previously subdivided and sold 4 lots in the PUD and believe this family-friendly restaurant will be a great addition to the area, both for our church members and for the surrounding community.

Agenda #15 ZON-UDC-003734-2026
K & R Diesel Repair (Byrd Surveying, Inc., Agent)

Please see email to planning@cityofmobile.org dated 16 June 2026 with attached letter of protest and exhibit evidence in protest of the proposed RA to I-2 rezoning of this property (4600 Hamilton Blvd.). My neighbors and I are firmly against the harm to our own residential property use and feel that the

current application mistaken in several areas concerned with prior historic use as well as estimate of impact of the rezoning on neighbors' properties as well as the high risk of environmental impacts associated with the business use proposed given the sensitive wetland aquaculture in the direct drainage path of the site.

Agenda #15 ZON-UDC-003734-2026

K & R Diesel Repair (Byrd Surveying, Inc., Agent)

For the consideration of the Commission,

I am writing to protest the RA to I-2 rezoning proposal for the property located at 4600 Hamilton Blvd.

Below, we present information that contradicts several justifications within this application for an I-2 rezoning of RA property that we feel are relevant for the Commission's consideration. As two of the three bordering property owners to the applicant, we would like to preserve our properties against visual, auditory, and olfactory nuisances - in addition to protecting them from risk of more harmful effects that would adversely impact our health, safety and enjoyment of the RA zoned area. The third connected property owner, [REDACTED], is recently deceased, and we are unable to make contact with her heirs, so we cannot include them in this protest.

Below we have organized these concerns into the following sections. Additionally, we have provided an Appendix of Exhibits with pictures and graphics to support our written information, where referenced.

1. Site Layout and Errors/Omissions

The applicant's property is bordered on all three sides by properties that are similarly zoned RA and is in no way connected to the other I-2 zoned properties to the west. The frontage is Hamilton Blvd., with an I-1 zoned business located across the street. This business is, incidentally, a crane rental business (All Crane Rentals), but is separate from the one mentioned as the property's previous use in the "Check List B" rezoning document submitted in their application. Please see Exhibit A for the existing planning overlayed with missing site and neighboring features for the commissions's additional consideration depicting neighboring residences and wetland features.

In this submitted application checklist document, it is mistakenly claimed that proposed use/zoning is a correction of a mistake because the previous work performed there was as a "hydraulic crane repair" business (ref. application Checklist B Sect. A) Question #2). In fact, the previous owner, Hydraulic Crane Specialists [HCS], used the property as a covered storage barn for their crane rental mobilization that was more geographically convenient to their customers along the Theodore Industrial Canal. Please see Exhibit B for street views of the previous business use as crane storage, taken from Google Maps around 2023 showing several cranes stored under cover of the open metal building. The mischaracterization of this property to justify a grandfathered claim as an industrial-grade I-2 business site is convenient, but no one was getting paid to repair/rebuild/refit cranes as a going concern at this property.

HCS's actual place of business is located in Saraland at [REDACTED]. The 4600 Hamilton Blvd property's usage was for a storage/staging area when it was annexed into the city limits. It never included any equipment "repair" business or other similar commercial activity on the property -- with only a pole barn and a small portable storage shed equipped with single-phase power

and no plumbing/office facility, it was a quiet storage area unfit to have been a repair shop of any kind.
Surrounding Land Uses

This application Checklist submission also mistakenly that the proposed rezoned area borders “vacant wooded property” to the North claims [ref Applicant Checklist B Sect. B) Question #2]. In fact, bordering the applicant’s property to the North is [REDACTED] homestead, purchased in 2022 (as an RA zoned property), with a house new-built in 2024 and two stocked freshwater ponds. The bordering property to the East is my own partially wooded lot, also intentionally purchased in 2022 because of the RA designation. Please see Exhibit C showing the Johnson homestead and one of the aforementioned ponds.

Also mentioned are two other residential homes located on the neighboring properties approximately 250 yards further east on Hamilton Blvd. One residential owner maintains a landscaping installation home-business and the other is a home-based professional auto repair business. Neither produce the nuisance impact potential that an I-2 designated business could be capable of, and both have existed since before the city annex, so they operate under previous use/grandfathered agreements, I presume.

2. Site Drainage Elevations/Watershed Supply

The property site plan provided in the application does not contain any survey elevations and so fails to show the wetlands and natural drainage occurring in the area. As there are no city stormwater systems available, all water not infiltrated runs of, and around the applicant’s site. All drainage on the West, North, and East sides runs directly onto [REDACTED] and my combined properties, and into our pond which sits directly on the northern border of the applicant’s property. The drainage on the south side, along the frontage, also runs down the roadside bar ditches and into [REDACTED] wetland property, before filling into a second pond adjacent to our two properties. Please see Exhibit D which depicts the Google Earth Satellite view of all properties, along with a second overlay of the USGS drainage elevations showing the flow of stormwater runoff directions.

All water draining into these ponds and through [REDACTED] and my property are directly connected to major supply branches of Rabbit Creek, which is a major part of the Dog River Watershed. Our chief concern with rezoning is that, with the current elevations of the property, any petrochemical from heavy industrial runoff not safely detained/treated on and I-2 zoned site that is mixed with storm water will damage the sensitive aquaculture of our ponds and also impact the watershed. Please see Exhibit E for photographs taken from my property of the visible after-storm drainage onto my property into [REDACTED] pond after a recent heavy rain event in May.

3. Health and Welfare Impact

It was stated in the applicant’s submission (ref. Checklist B, Sect B question 3) that “There should not be any adverse impact on the neighbors.”

During the community notification activity, it was relayed to myself and [REDACTED] by the applicant’s agent that the intended purpose for rezoning was to eventually establish a Diesel truck repair facility on the site. The residential impacts a business of this type bordering home sites raises several concerns:

- The petrochemical waste caused by leaking equipment and spills;
- The diesel, oil and exhaust smoke odors, and;
- The nuisance noise created by engines/equipment during working hours.

Each one of these is impactful to residential property owners, who have made their own investments in accordance with the long-existing RA zoning status quo. We will suffer adverse impact and loss of our current use as a result of such a business being allowed to rezone for this purpose.

Please see Exhibit F for a satellite view of K&R Diesel Repair's existing operation.

The likelihood of these adverse impacts can be anticipated and predicted by examining the current state of the applicant's other business location. Its condition is exactly what we would be concerned about if it moved next door to our properties. The applicant currently operates in an industrial business area zoned I-1 that is located on Larue Steiner Rd, which is also within the city limits. The satellite view clearly shows that K&R business is a litter of half-repaired equipment, piles of discarded parts and used tires.

Most troubling, there are clearly multiple indications of very large oil/fluid spills visible on the unpaved/permeable yard. No containment or retention capacity is evident at the current business location from the pictures. If these conditions were allowed in a new establishment at 4600 Hamilton Blvd, this likely chemical runoff will cause significant harm to our aquatic property without the implementation of appropriately engineered detention management measures. Again, please reference Exhibit F for the images described above.

4. Protest Summary

As the immediate property owners most likely to be affected by an I-2 rezoning of 4600 Hamilton Blvd, we appreciate the Commission's consideration of our protest. Based on what we know of the impact to residential life that a diesel truck repair facility will likely impart, as well the environmental concerns we have for the welfare of our properties, we feel strongly that the current application for rezoning should be denied.

Whether the applicant takes measures to prevent and contain spills in a responsible manner, the noise and smells will still likely be a nuisance to those living in proximity and enjoying fishing on the pond. Given the small size of the property, very little space is available to buffer this or obscure rows of diesel trucks and trailers from our back yards. These vehicles are 14 feet tall, and no shrub will hide them from view. Just as they appear in the Exhibit provided, these will still be visible from Mr. Johnson's home and its presence next door will forever harm the usage by right of the RA zoning of our properties.

Thank you for your time and consideration.

[Enclosures Exhibits attached]

PS; Upon submitting this letter electronically, I now see that the newly published staff report document provided to the Commission indicates that no one participated in the community meeting required for proper notice of the rezoning effort. While this is technically true, it is not accurate. I corresponded directly with the agent, Byrd

Exhibit A: Existing Planning Zoning Layout w/site details including neighboring properties

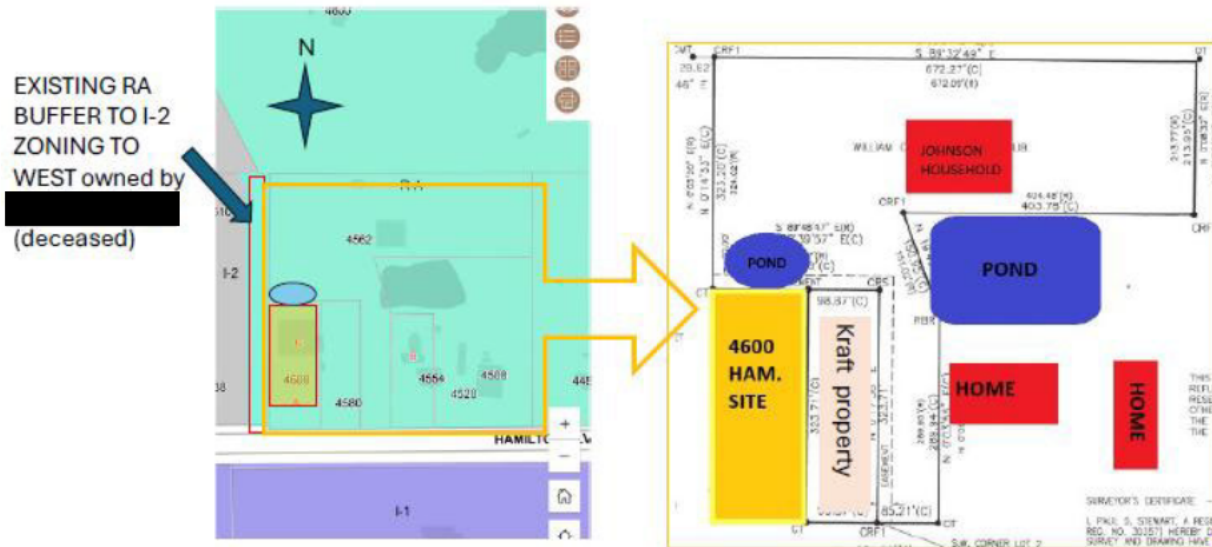


Exhibit B: Hydraulic Crane Specialists: Previous Site Usage was for Crane Storage, not Crane “Repair” Business



Exhibit C: Northern Border-
[REDACTED] Household (Built 2024)



Exhibit D: Storm drainage into adjacent ponds
leading to Rabbit Creek

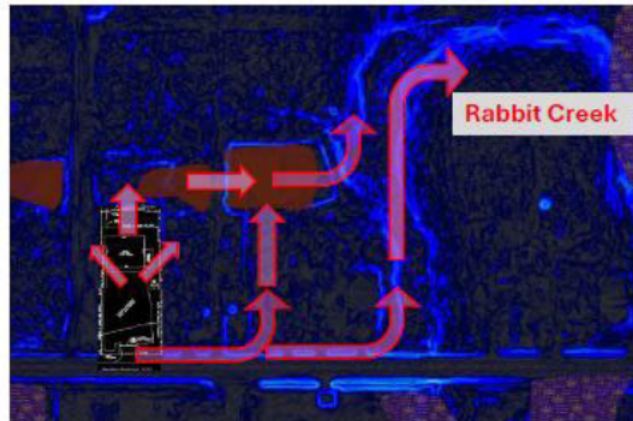


Exhibit E: Storm Drainage from property to adjacent ponds after May storm



Exhibit F: K&R Diesel Repair Current Site (5758 Larue Steiner Rd)



EMAIL CONCERNING COMMUNITY MEETING TO APPLICANT'S AGENT BYRD SURVEYING



4600 Hamilton Blvd Letter

4 messages

Tue, Apr 28, 2026 at 8:44 PM

Dear Mr. Byrd,

Regarding your letter postmarked 22 April 2026:

I am the [REDACTED] adjacent property owner to the location at 4600 Hamilton Blvd. The address of my property is [REDACTED]
I am also communicating on behalf of [REDACTED] who owns the adjacent property at [REDACTED]

The prospect of a Diesel truck repair site at that location gives me a few concerns. As you are no doubt aware, as the surveying company, the elevation drainage for that site is at the adjoining border of our two properties. This border, in addition to the northern property line of your client, drains directly into a wetland area on my neighbor's property, of which I also have easement rights.

In fact, the northern border abuts a large pond inhabited by sensitive fish and wetland aquaculture that has been carefully cultivated by myself and my neighbor for several years. This pond is tied to a larger pond which eventually feeds into the Rabbit Creek estuary on Dog River. Runoff from oil-contaminated soil or asphalt would be very detrimental to such a system.

If you would like to provide me a copy of your clients facility plan, engineered by a licensed Alabama firm, and/or a city approved plan for the site, we will communicate our further support.

As previously stated our chief concern would be the potential for hazardous material and stormwater runoff from the site, but also anticipated noise limits (like compressors, impact tools, loud engines) visual/aesthetic (eg scrap parts, waste fluid barrels, truck yard), and hours of operation of your proposed facility.

Unfortunately, I will be out of the country during your proposed in-person meeting date, however if you would like to contact me, my number is [REDACTED]

As this is a city zoning issue, I presume that the next step would be a notice request for zoning variance, at which time we will be happy to give any support necessary, provided these concerns have been addressed. If you know the time of the scheduled hearing, we will attend. I believe Ben Reynolds is the city councilman for this district, I will be happy to contact him in support once everyone is on the same page.

Regards,

[REDACTED]

RESPONSE FROM AGENT; BYRD SURVEYING

Wed, Apr 29, 2026 at 8:45 AM

[REDACTED]

Thank you for your email . You certainly have valid concerns about the development of the site , however this use is similar to the previous business doing hydraulic crane service. I am only handling the proposed rezoning and will not be preparing any commercial site plan the city may require. The owner is currently in business and is aware of ADEM and EPA regulations concerning waste fluids. As you know , the property has a metal building (which the owner plans to enclose) and the drive and parking areas have aggregate surfaces. The city considers aggregate as having the same stormwater runoff coefficient as asphalt or concrete. The trucking/tanker business located at 4640 Hamilton Blvd has a business similar to our proposal.

The city will notify you by mail of the public hearing for this rezoning request but it is scheduled for June 18 at 2:00pm at the Government Plaza Building.

I have 2 meeting this morning but I will call you later.

Agenda #16 ZON-UDC-003749-2026

Nadra Williams

There is concern about the process. I attended the April 20 2026 Neighborhood Meeting; however no notices were mailed. If the commercial property is not purchased will the applicant's property meet codes for 4 apartments and a restaurant?

Agenda #17 ZON-UDC-003752-2026

Matthew Noel, Daddy's Boy Seafood

Dear City of Mobile Zoning Department,

I hope this message finds you well. I am writing to formally request the rezoning of the property located at 4460 Dauphin Island Parkway from residential to maritime zoning. This change would allow Mr. Matthew Noel to sell fresh-caught shrimp directly off his family's shrimp boat to the residents in the community.

This rezoning would not only support Mr. Noel in continuing the long-standing family tradition of shrimp fishing but also provide the community with access to fresh, locally sourced seafood. Allowing fresh shrimp sales directly from the boat would enable Mr. Noel to sustain his livelihood while preserving a cherished family and local heritage.

We believe that this adjustment aligns well with the community's interests by promoting local business, supporting sustainable fishing practices, and offering fresh seafood to residents.

Thank you very much for your time and consideration of this request. We are hopeful for a positive response that will help keep this valuable tradition alive in our community.

Agenda #17 ZON-UDC-003752-2026
Matthew Noel, Daddy's Boy Seafood

Dear City of Mobile Zoning Department,

I hope this message finds you doing well. I am writing to formally request the rezoning of the property located at 4460 Dauphin Island Parkway from residential to maritime zoning. I have personally purchased fresh caught shrimp from Mr. Matthew Noel in the past. I would love to see these improvements to the parkway. This has been a long time tradition for the Noel family and I would love to see it be able to continue.

Agenda #17 ZON-UDC-003752-2026
Matthew Noel, Daddy's Boy Seafood

Dear City of Mobile Zoning Department,

I hope this message finds you well. I am writing to formally request the rezoning of the property located at 4460 Dauphin Island Parkway from residential to maritime zoning. This change would allow Mr. Matthew Noel to sell fresh-caught shrimp directly off his family's shrimp boat to the residents in the community.

This rezoning would not only support Mr. Noel in continuing the long-standing family tradition of shrimp fishing but also provide the community with access to fresh, locally sourced seafood. Allowing fresh shrimp sales directly from the boat would enable Mr. Noel to sustain his livelihood while preserving a cherished family and local heritage.

We believe that this adjustment aligns well with the community's interests by promoting local business, supporting sustainable fishing practices, and offering fresh seafood to residents.

Thank you very much for your time and consideration of this request. We are hopeful for a positive response that will help keep this valuable tradition alive in our community.

Agenda #17 ZON-UDC-003752-2026
Matthew Noel, Daddy's Boy Seafood

To whom it may concern,

I would be grateful if you were to consider boosting this man's income and livelihood possibilities by rezoning property 4460 Dauphin Island Parkway to where he could sell and market his shrimp from his own property. I think he has potential to have a great business there.

Thank you for your considerations.

Agenda #17 ZON-UDC-003752-2026
Matthew Noel, Daddy's Boy Seafood

To whom it may concern,

I am writing to plead the case for a shrimper at 4460 Dauphin Island Parkway, Mobile, AL, to have his property rezoned so he can sell his shrimp from his own property. He has the potential to increase his revenue earned in Mobile.

Agenda #17 ZON-UDC-003752-2026
Matthew Noel, Daddy's Boy Seafood

I hope things are going well for you. I am writing to request the rezoning of the property at 4460 Dauphin Island Parkway from residential to maritime zoning. This change would allow Mr. Matthew Noel to sell fresh caught shrimp directly from his family's shrimp boat to residents in the community.

The rezoning would not only support Mr. Noel in continuing the long standing family tradition of shrimp and fish but also provide the community with access to fresh locally sourced seafood.

Allowing fresh shrimp sales directly from the boat would enable Mr. Noel to sustain his livelihood while preserving a cherished family and local heritage.

We believe that this adjustment aligns well with the community's interest by promoting local fishing practices and offering fresh seafood to residents.

Thank you for your time and consideration of this request. We are hopeful for your positive response.