



Agenda Item # 6

SUB-SW-003680-2026

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

[Applicant Materials for Consideration](#)

DETAILS

Location:

175 West I-65 Service Road North

Applicant / Agent:

Christopher Lieb / Lieb Engineering

Property Owner:

Quintussa Properties, LLC

Current Zoning:

LB-2, Limited Neighborhood Business Suburban District

Future Land Use:

Mixed Density Residential

Applicable Codes, Policies, and Plans:

- Unified Development Code
- Subdivision Regulations
- Map for Mobile Comprehensive Plan

Proposal:

- Request to waive the construction of sidewalks along West I-65 Service Road North and Zimlich Avenue.

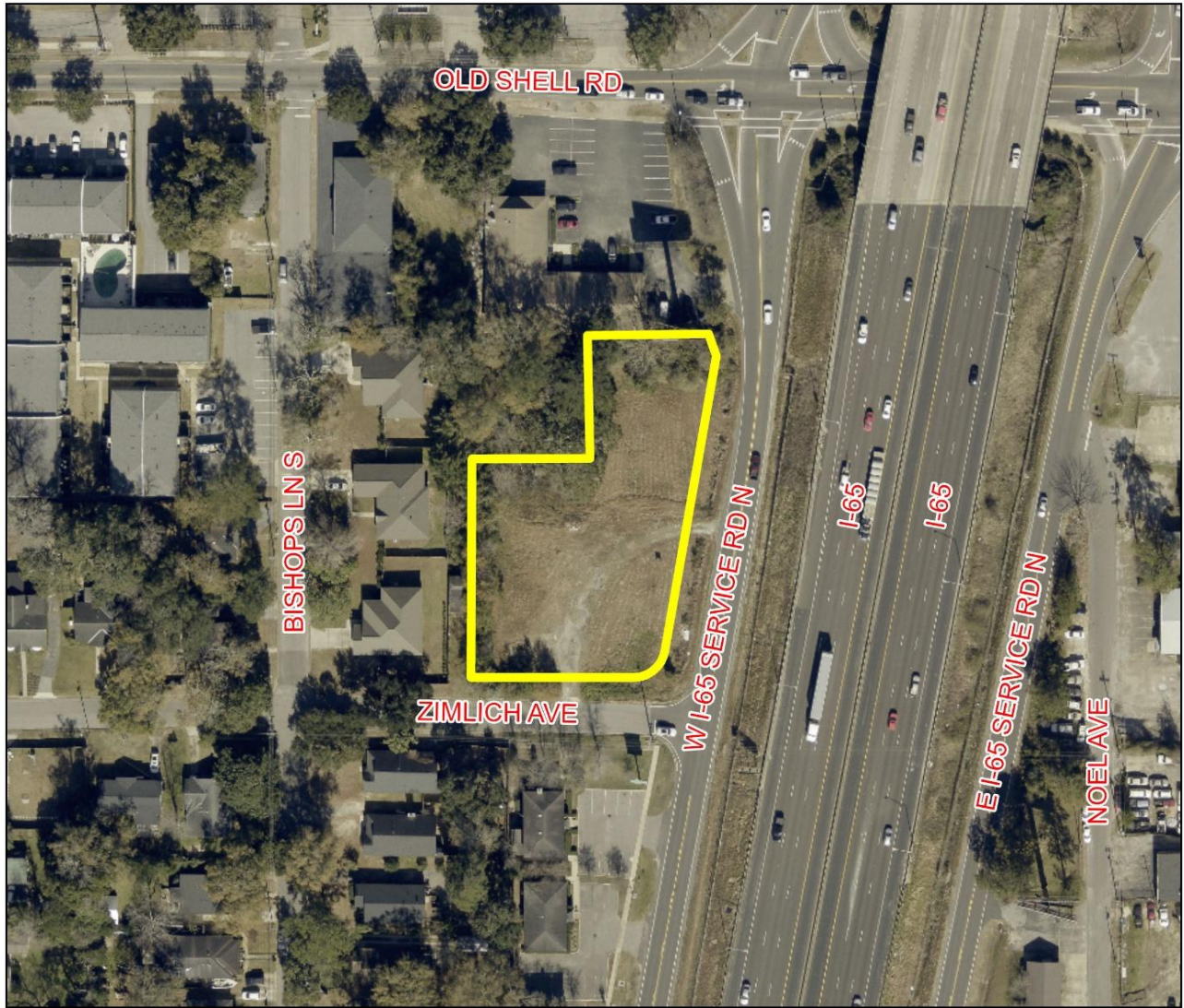
Commission Considerations:

1. Sidewalk Waiver


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PLANNING COMMISSION
VICINITY MAP - EXISTING AERIAL



The site is surrounded by residential and commercial units.

APPLICATION NUMBER <u> 6 </u> DATE <u> May 21, 2026 </u>	 NTS
APPLICANT <u> Quintussa Properties, LLC (Christopher Lieb, Lieb Engineering, Agent) </u>	
REQUEST <u> Sidewalk Waiver </u>	

SITE HISTORY

The site was originally part of the 18-lot *Forest Subdivision*, the plat for which was recorded in the Mobile County Probate Court in January 1927.

In August 2008, the Planning Commission approved a one-lot subdivision combining various lots and portions of lots from the original subdivision. The plat was subsequently recorded in the Mobile County Probate Court in September 2008 as *JGL Square Subdivision*.

At the same time, the Planning Commission reviewed a concurrent Rezoning application and recommended approval of a rezoning from R-1 (Single-Family Residential District) to B-2 (Neighborhood Business District) to the City Council. However, on September 23, 2008, the City Council instead adopted an LB-2 (Limited Neighborhood Business District) zoning classification, subject to the following conditions:

- 1) The site shall be limited to two curb cuts onto the I-65 Service Road, with access denied to Zimlich Avenue. The size, design, and exact location of all curb cuts shall be approved by Traffic Engineering and conform to AASHTO standards;
- 2) Provision of a minimum 25-foot building setback along West I-65 Service Road North and a minimum 20-foot setback along Zimlich Avenue;
- 3) Provision of an 8-foot-tall buffer fence and compliance with Section 64-4.D.1. of the Zoning Ordinance regarding the required 10-foot setback adjacent to residential property to the west;
- 4) The parking area shall be illuminated in accordance with Section 64-6.A.3. of the Zoning Ordinance if used at night;
- 5) Full compliance with the tree and landscape requirements of the Zoning Ordinance;
- 6) Full compliance with Engineering comments; and
- 7) Full compliance with all other municipal codes and ordinances.

It should also be noted that the plat for *JGL Square Subdivision* was recorded with similar access management limitations, as well as a condition requiring a compliant residential buffer where the site adjoins residential property.

In June 2019, Subdivision and Rezoning applications were submitted for Planning Commission review to combine the existing lot with an adjacent parcel to the west and place the resulting lot under a single zoning classification; however, both applications were withdrawn prior to consideration.

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

STAFF COMMENTS

Engineering Comments:

It appears that there is sufficient room within the ALDOT ROW, behind the ditch, or within the property, for the construction of a sidewalk that could be approved through the ROW Permit process.

Traffic Engineering Comments:

No comments.

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 within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance (2021 International Fire Code). Fire apparatus access is required to be within 150' of all non-sprinklered commercial buildings and within 300' of all sprinklered commercial buildings. Fire water supply for all commercial buildings will be required to meet the guidance of Appendices B and C of the 2021 International Fire Code. The minimum requirement for fire hydrants is to be within 400' of non-sprinkled commercial buildings, within 600' of sprinkled commercial buildings, and within 100' of fire department connections (FDC) for both standpipes and sprinkler systems.

Planning Comments:

The applicant is currently in the process of obtaining a Land Disturbance Permit to develop the site for use as a chiropractic facility. Accordingly, the proposed development must comply with all applicable provisions of the Unified Development Code (UDC), the Subdivision Regulations, and all other relevant codes and ordinances.

Pursuant to Section 7.C.4. of the Subdivision Regulations, sidewalks are required along the site's frontages on West I-65 Service Road North and Zimlich Avenue. The applicant is requesting a waiver of this requirement based on the following justifications:

1. **Limited Space:** The applicant states that limited space exists within the I-65 Service Road right-of-way to accommodate sidewalks.
2. **Connectivity Challenges:** The applicant states that there is little potential for redevelopment along Zimlich Avenue, limiting opportunities for future sidewalk connectivity.

The applicant has submitted a site plan illustrating the proposed development. All application materials are available for review using the link provided on Page 1 of this report.

SIDEWALK WAIVER CONSIDERATIONS

Standards of Review:

The Mobile City Council adopted a "Complete Streets" policy on May 31, 2011. The purpose of the Complete Streets Policy is to support the design and construction of streets to enable safe access to all users, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and abilities.

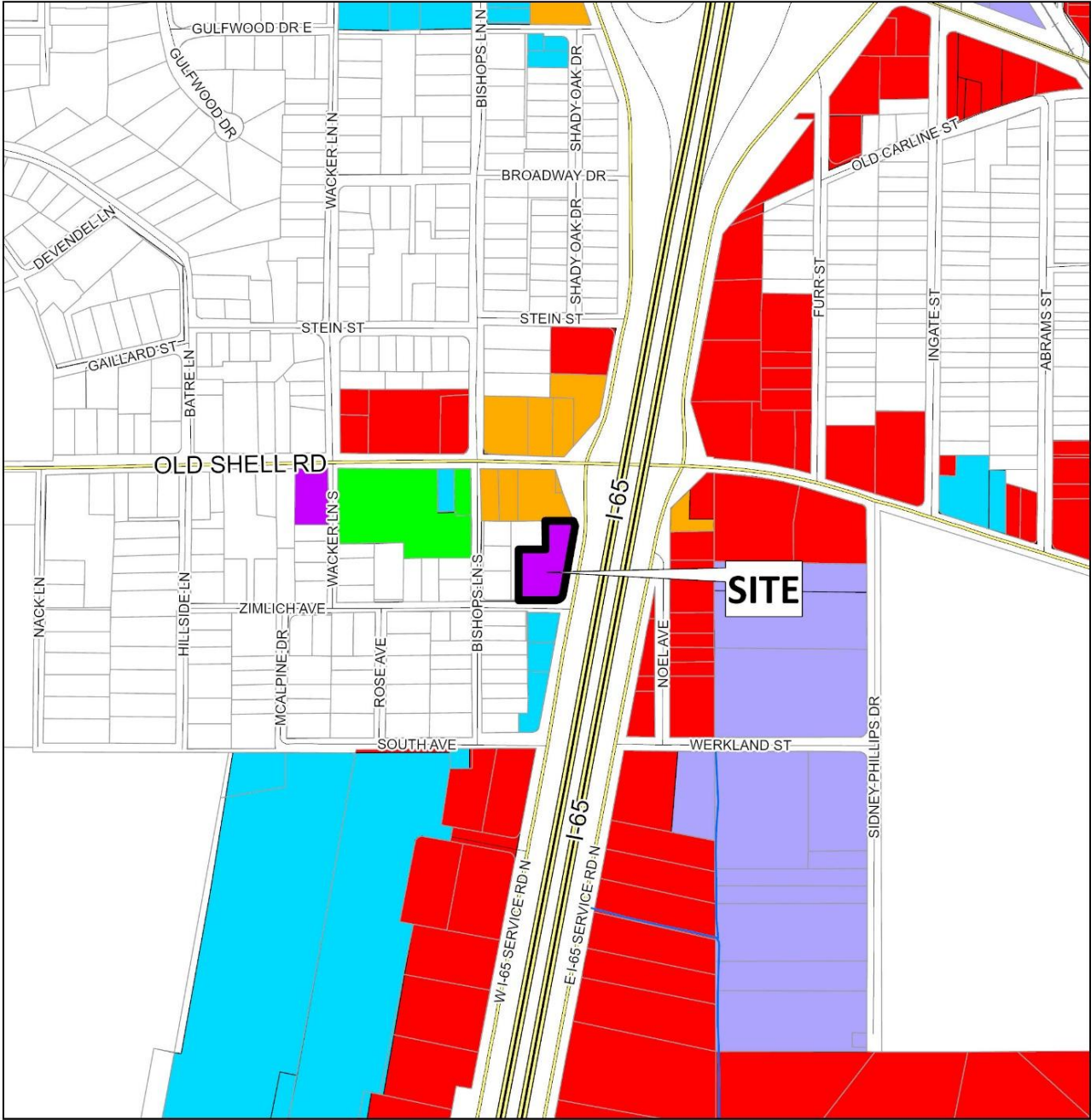
Sidewalks are typically encouraged, even in areas where none currently exist, although the appropriateness of sidewalks should also consider the existing infrastructure in the area.

Considerations:

In rendering a decision, the Planning Commission should evaluate the following factors:

1. The City of Mobile Complete Streets Policy which supports the design and construction of streets for all users, including pedestrians;
2. The existing infrastructure in the area, such as adequate room for construction of a sidewalk, topography, as well as connectivity to existing sidewalks; and
3. Engineering comments, which indicate there is sufficient room within the right-of-way, or within the property, for the construction of a sidewalk.

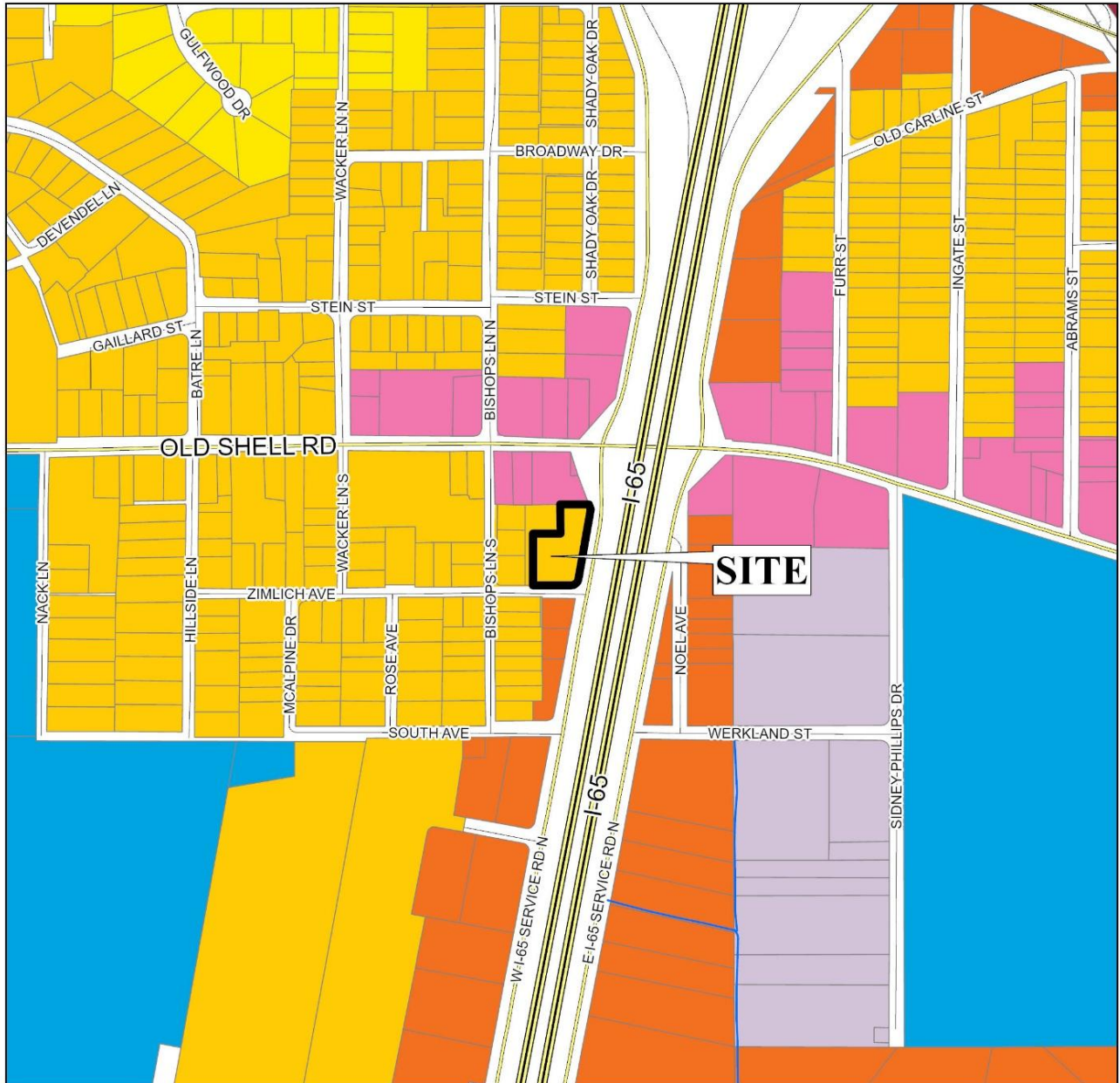
LOCATOR ZONING MAP



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FLUM LOCATOR MAP



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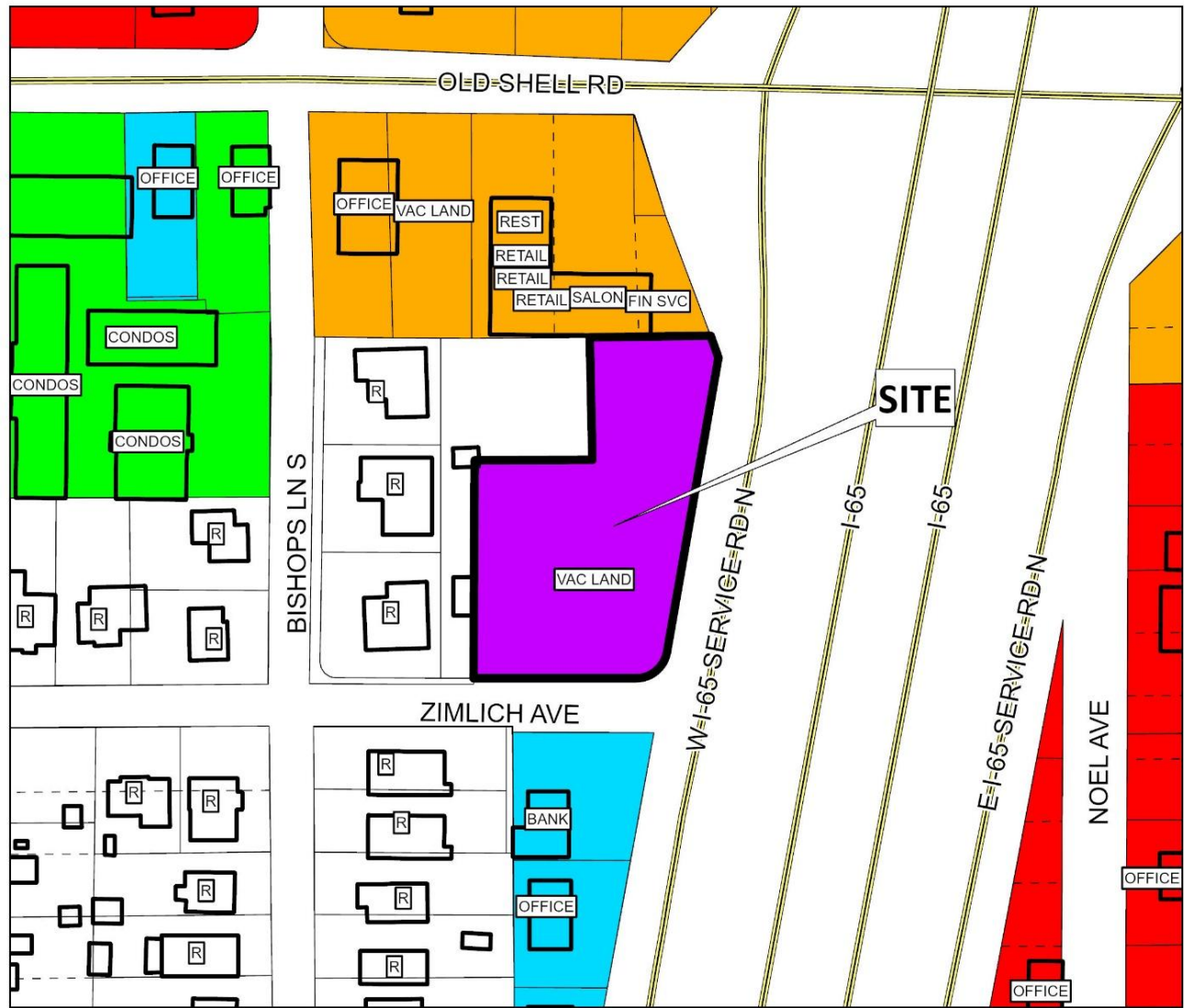
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- | | | | |
|---|---|---|---|
| ■ Low Density Residential | ■ Neighborhood Center - Traditional | ■ Light Industry | ■ Water Dependent |
| ■ Mixed Density Residential | ■ Neighborhood Center - Suburban | ■ Heavy Industry | |
| ■ Downtown | ■ Traditional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



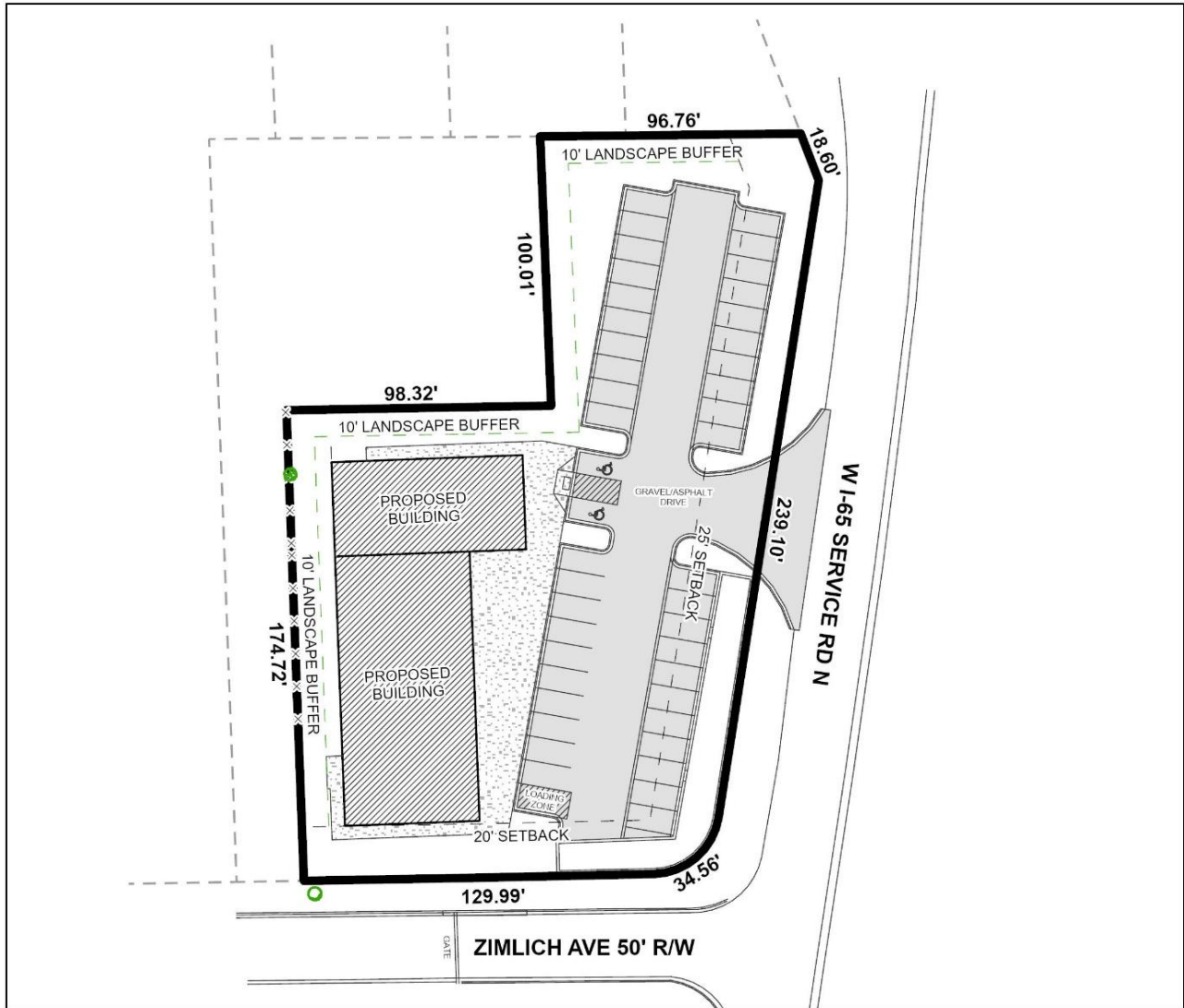
PLANNING COMMISSION VICINITY MAP - EXISTING ZONING




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<table style="width: 100%; font-size: small;"> <tr> <td style="width: 12.5%;">R-A</td> <td style="width: 12.5%;">R-3</td> <td style="width: 12.5%;">B-1</td> <td style="width: 12.5%;">B-2</td> <td style="width: 12.5%;">B-5</td> <td style="width: 12.5%;">ML</td> <td style="width: 12.5%;">I-2</td> <td style="width: 12.5%;">OPEN</td> <td style="width: 12.5%;">T-3</td> <td style="width: 12.5%;">T-5.2</td> </tr> <tr> <td>R-1</td> <td>R-B</td> <td>T-B</td> <td>B-3</td> <td>CW</td> <td>MH</td> <td>PD</td> <td>SD</td> <td>T-4</td> <td>T-6</td> </tr> <tr> <td>R-2</td> <td>H-B</td> <td>LB-2</td> <td>B-4</td> <td>MM</td> <td>I-1</td> <td>MUN</td> <td>SD-WH</td> <td>T-5.1</td> <td></td> </tr> </table>		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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SITE PLAN

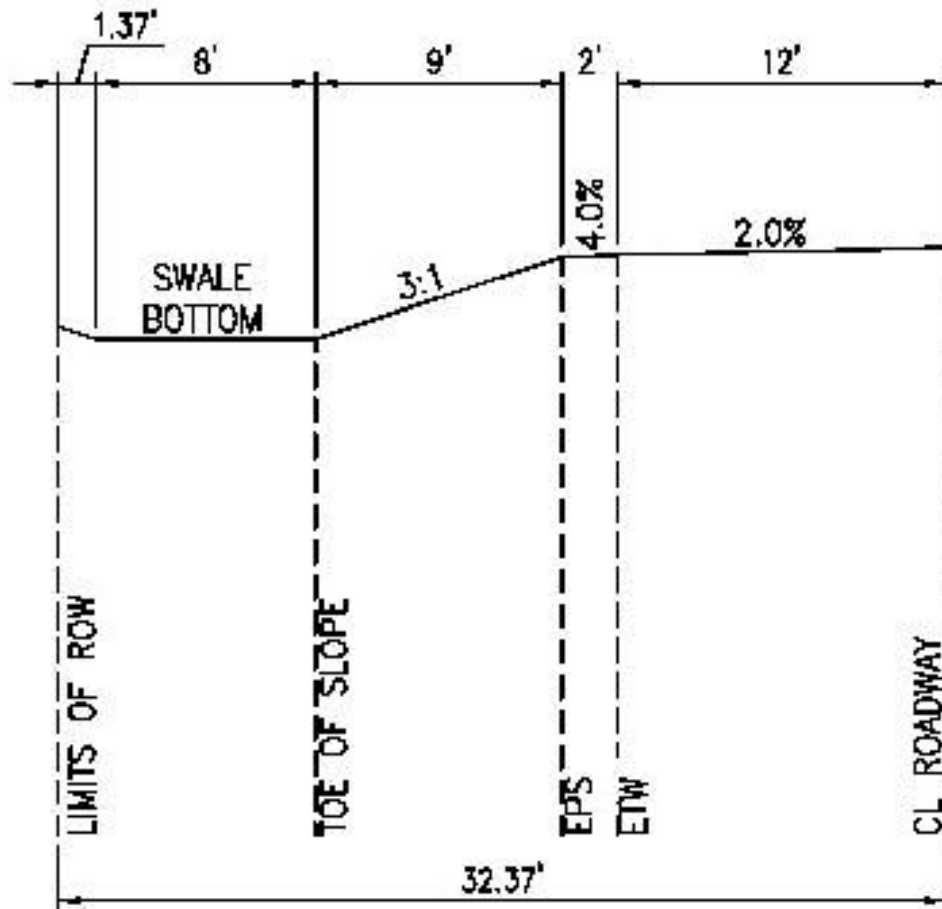


The site plan illustrates proposed buildings, drives, parking, and landscape buffer.

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DETAIL SITE PLAN

ALDOT ROW TYPICAL SECTION (A-A)

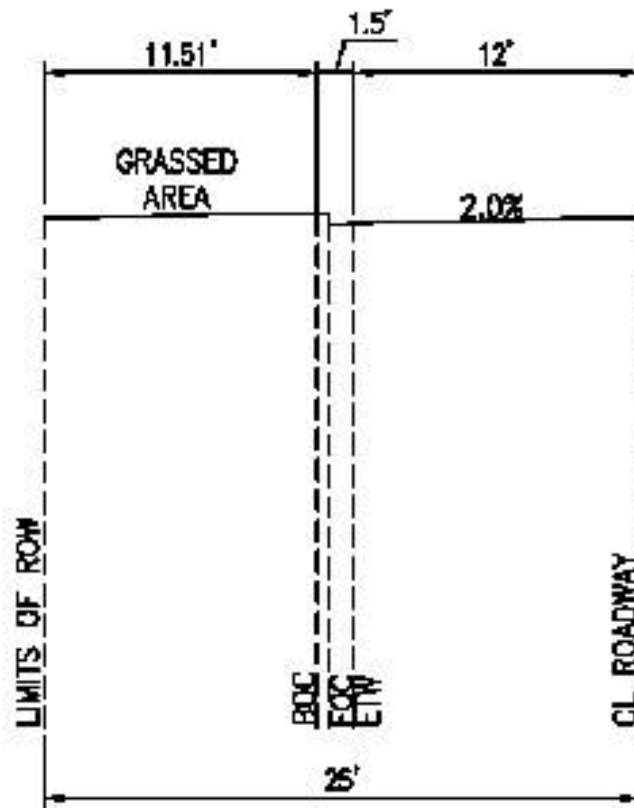


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DETAIL SITE PLAN

ZIMLICH AVE ROW TYPICAL SECTION (B-B)



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FUTURE LAND USE MAP CORRESPONDENCE TO ZONING

A primary purpose of the Future Land Use Map is to guide zoning decisions. In many cases the designation on the FLUM may match the existing use of land, but in others the designated land use may differ from what is on the ground today. For example, a parcel that is in commercial use today but designated as any of the “mixed use” types on the map could redevelop with a mix of residential and commercial uses (such as retail, office, entertainment, etc., depending on the location).

Each future land use designation on the FLUM will have at least one corresponding zoning district, allowing a more precise application of the FLUM based on specific local conditions. In most cases, there are multiple combinations or types of zoning techniques that can accomplish the future land use designation's objectives.

The correspondence between the FLUM and the zoning district structure is described in the matrix below. This tool gives the City the flexibility over the long-term to determine appropriate changes to the zoning map based on various factors.

The designation of an area with a FLUM land use category does not mean that the most intense zoning district consistent with that category is “automatically” assigned to a property. Instead, an area retains its existing zoning category until it is changed through a landowner-initiated rezoning application, or a rezoning that follows an area plan. This is because the FLUM is a long-term designation, while a change in zoning considers current conditions – such as market demands, availability of infrastructure, or impacts on the immediate neighborhood.

Zoning correspondence matrix

	RESIDENTIAL - AG (R-A)	ONE-FAMILY RESIDENCE (R-1)	TWO-FAMILY RESIDENCE (R-2)	MULTIPLE-FAMILY (R-3)	RESIDENTIAL BUSINESS (R-B)	HISTORIC BUSINESS (H-B)	BUFFER BUSINESS (B-1)	TRANSITIONAL BUSINESS (T-B)	LIMITED BUSINESS (LB-2)	NEIGHBORHOOD BUSINESS (B-2)	COMMUNITY BUSINESS (B-3)	GENERAL BUSINESS (B-4)	OFFICE-DISTRIBUTION (B-5)	COMMERCIAL WAREHOUSE (CW)	MARITIME MIXED (MM)	MARITIME LIGHT (ML)	MARITIME HEAVY (MH)	LIGHT INDUSTRY (I-1)	HEAVY INDUSTRY (I-2)	VILLAGE CENTER (TCD)	NEIGHBORHOOD CENTER (TCD)	NEIGHBORHOOD GENERAL (TCD)	DOWNTOWN DEV. DDD (T-6)	DOWNTOWN DEV. DDD (T-5.1)	DOWNTOWN DEV. DDD (T-5.2)	DOWNTOWN DEV. DDD (T-4)	DOWNTOWN DEV. DDD (T-3)	DOWNTOWN DEV. DD (SD-WH)	DOWNTOWN DEV. DD (SD)		
LOW DENSITY RESIDENTIAL (LDR)	■	S	S	S			○								○															○	
MIXED DENSITY RESIDENTIAL (MDR)		U	U	■	■			■	■						■															○	
DOWNTOWN (DT)						■						■											■	■	■	■	■	○	○		
DISTRICT CENTER (DC)								■			U	○	○																		
NEIGHBORHOOD CENTER - TRADITIONAL (NC-T)	■	■	U	■	■	○	■	○	○	○										■	■	■									
NEIGHBORHOOD CENTER - SUBURBAN (NC-S)			S			S	■	S	S	○										■	■									○	
TRADITIONAL CORRIDOR (TC)		■	■	■	■	U	■	U	U	○																				○	
MIXED COMMERCIAL CORRIDOR (MCC)						■		■	■	■	■	■	■	■	■																
LIGHT INDUSTRIAL (LI)													■	■	■	■			■											○	○
HEAVY INDUSTRY (HI)																■	■	■	■											○	○
INSTITUTIONAL LAND USE (INS)											■	■		○	○					○											
PARKS & OPEN SPACE (POS)	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	
WATER DEPENDENT USES (WDWRU)	■					○									■	■	■		○												

- Zoning district is appropriate to implement the future land use category.
- US Zoning district with Urban or Suburban subdistrict is appropriate to implement the future land use category.
- Elements of the zoning district are related to the future land use category and may be appropriate with qualifications or conditions.
- Zoning district is appropriate, but the district does not directly implement the category (e.g., open space in an industrial district)

Residential Land Use Areas

MIXED DENSITY RESIDENTIAL (MDR)

This designation applies mostly to residential areas located between Downtown and I-65, where the predominant character is that of a traditional neighborhood laid out on an urban street grid. These areas should offer a variety of residential types in a compact pattern at the scale of a single family neighborhood. They typically have a walkable block pattern with integrated neighborhood amenities such as parks and schools. Small office, commercial, and civic uses may also exist in these areas near major thoroughfares. Residential density ranges between 6 and 30 dwelling units per acre (du/ac) depending on the mix, types, and locations of the housing as specified by zoning.

Development Intent

- › Continue historic preservation efforts to maintain the existing neighborhood character within city-designated historic districts.
- › Support residential infill that fits-in with neighboring homes (building scale, placement, etc.). Support more intense residential infill and redevelopment adjacent to commercial or mixed use centers.

Land use mix

Primary Uses

- › Residential, Single family
- › Residential, Attached

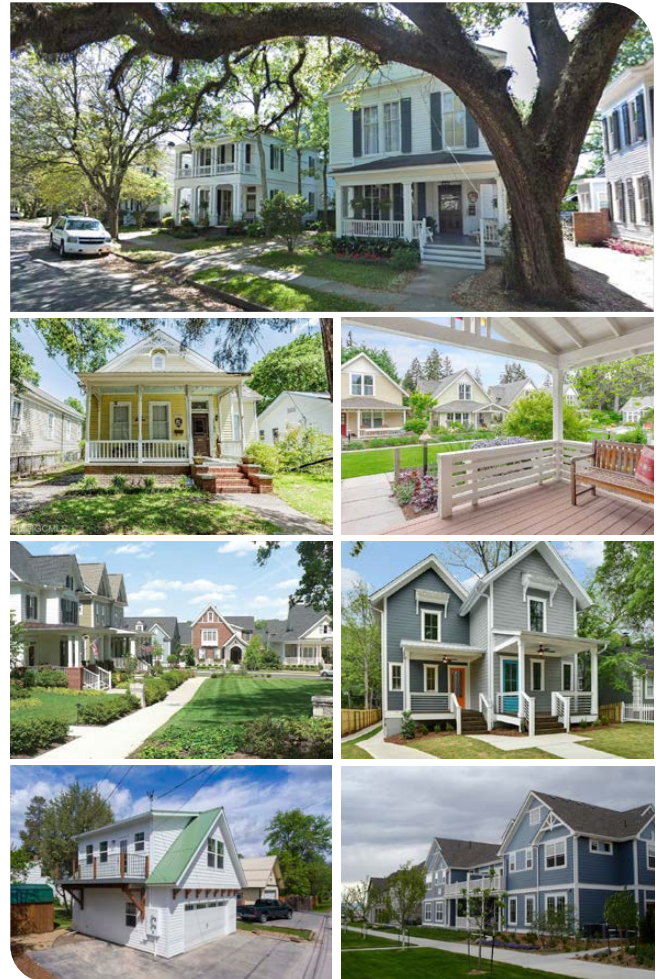
Secondary Uses

- › Residential, Multifamily
- › Commercial
- › Civic
- › Parks

Housing mix

- › Single family on small to medium sized lots
- › Attached residential such as duplexes, multiplexes, and townhomes
- › Small scale multifamily buildings

Character Example



A mixed density neighborhood may include a range of housing types and densities at a similar scale.

Rendering: Dover Kohl