



# Agenda Item # 8

## SUB-003672-2026

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

[Applicant Materials for Consideration](#)

### DETAILS

**Location:**

1111 Government Street

**Subdivision Name:**

Oakleigh Row Subdivision

**Applicant:**

Stephen Howle, SPH Holdings, LLC

**Property Owner:**

Jarrett Wingfield

**Current Zoning:**

B-2, Neighborhood Business Urban District

**Future Land Use:**

Traditional Corridor

**Applicable Codes, Policies, and Plans:**

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

**Proposal:**

- Subdivision approval to create four (4) legal lots of record from one (1) existing metes-and-bounds parcel.

**Commission Considerations:**

1. Subdivision approval with ten (10) conditions.

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# OAKLEIGH ROW SUBDIVISION



APPLICATION NUMBER 8 DATE April 16, 2026



## SITE HISTORY

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The subject site was annexed into the City of Mobile in 1889.

With the adoption of the Zoning Ordinance in 1967, the site was assigned an R-3, Multi-Family Residential District zoning classification.

In January 1971, the Board of Zoning Adjustment approved a Front Yard and Side Yard Variance for a restaurant on the site.

The site was rezoned from R-3 to B-2, Neighborhood Business District, in February 1971.

## STAFF COMMENTS

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### Engineering Comments:

FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review):

- A. Provide all of the required information on the SUBDIVISION PLAT (i.e. signature blocks, signatures, certification statements, written legal description, required notes, legend, scale, bearings and distances) that is required by the current Alabama State Board of Licensure for Professional Engineers and Land Surveyors.
- B. Add a note - As shown on the 1984 aerial photo LOTS 1 -4 will share the 42,500 SF of historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control) as follows: LOT 1 – 27,000 sf, LOT 2 – 5,000 sf, LOT 3 – 5,500 sf, and LOT 4 – 5,000 sf. Stormwater detention will be required for any additional impervious area that exceeds the allowable credit for that LOT.
- C. 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.
- D. 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.
- E. 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.
- F. 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.
- G. Add a note - all easements shall remain in effect until vacated through the proper Vacation process.
- H. Email a pdf copy of the FINAL SUBDIVISION PLAT and LETTER OF DECISION to the Permitting Engineering Dept. for review at [land.disturbance@cityofmobile.gov](mailto:land.disturbance@cityofmobile.gov) prior to obtaining any signatures. No signatures are required on the drawing.

### Traffic Engineering Comments:

Driveway number, size, location, and design to be approved by ALDOT (where applicable) and Traffic Engineering and conform to AASHTO standards. Any required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Article 3, Section 64-3-12 of the City's Unified Development Code.

## **Urban Forestry Comments:**

Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties [Act 929 of the 1961 Regular Session of the Alabama Legislature (Acts 1961, p. 1487), as amended, and City Code Chapters 57 and 65]. Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from undeveloped residential sites, developed residential sites in historic districts, and all commercial sites will require a tree removal permit.

## **Fire Department Comments:**

All projects located within the City Limits of Mobile shall comply with the provisions of the City of Mobile Fire Code Ordinance, which adopts the 2021 edition of the International Fire Code (IFC).

Fire apparatus access roads shall be provided to within 150 feet of all non-sprinklered commercial buildings and within 300 feet of all sprinklered commercial buildings, as measured along an approved route around the exterior of the facility.

An approved fire water supply capable of meeting the requirements set forth in Appendices B and C of the 2021 IFC shall be provided for all commercial buildings.

Fire hydrant placement shall comply with the following minimum standards:

- Within 400 feet of non-sprinklered commercial buildings
- Within 600 feet of sprinklered commercial buildings
- Within 100 feet of fire department connections (FDCs) serving standpipe or sprinkler systems

Although the International Residential Code (IRC) functions as a stand-alone document for the construction of one- and two-family dwellings and townhouses, it does not govern the design or layout of emergency access or community-level fire protection infrastructure. Therefore, residential developments must also comply with the applicable requirements of the International Fire Code, including, but not limited to, those listed above concerning the design, construction, regulation, and maintenance of fire apparatus access roads and fire protection water supplies.

## **Planning Comments:**

The purpose of this request is to create four (4) legal lots of record from one (1) existing metes-and-bounds parcel. The site is served by public water and sanitary sewer services.

The subject site has frontage on Government Street and Church Street. Government Street is a component of the Major Street plan with a planned and current right-of-way width of 100 feet. Therefore, no frontage dedication would be required along Government Street. Church Street is a minor street with curb and gutter and a compliant 50-foot right-of-way width. Therefore, no frontage dedication would be required along Church Street. The street right-of-way width labels should be retained on the Final Plat, if approved.

The proposed lots are each identified by a number on the preliminary plat (e.g. Lot 1, Lot 2, etc.), and these should be retained on the Final Plat, if approved.

No minimum building setback lines are illustrated along either street frontage. The site is within the Oakleigh Garden Historic District Overlay, which limits front yard setbacks to no greater or lesser than the setback of those structures on the same side of the street within 150 feet of both sides (exclusive of right-of-way) of the proposed

building site. As such, if approved, the plat should be revised to add a note on the Final Plat stating that the site shall comply with the provisions of the Historic District Overlay (HDO) in Article 14 of the UDC, including the front yard dimensional standards for lots in the HDO.

The preliminary plat indicates that all proposed lots will meet the 4,000 square-foot minimum area requirement of Article 2, Section 64-2-13.E of the UDC for lots in a B-2, Neighborhood Business Urban District. If approved, the lot size labels in both square feet and acres should be retained on the Final Plat, or a table should be furnished on the Final Plat providing the same information.

As the site is zoned commercially, Section 6.C.2.(b)(4) of the Subdivision Regulations states that lots in commercially zoned districts shall be a minimum of 60 feet wide at the building setback line. Lots 2 - 4 are proposed to be slightly under 43 feet wide at the building setback line. Therefore, if approved, a waiver of that section of the Subdivision Regulations would be required.

The site is currently developed with a restaurant and parking lot. The subdivision, if approved, would create four lots with common access. Under single ownership this is allowable, but future shared access by different owners will require easements to be established.

Finally, approvals from the Historic Development Department/Architectural Review Board are required prior to the issuance of any development permits.

## **SUBDIVISION CONSIDERATIONS**

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### **Standards of Review:**

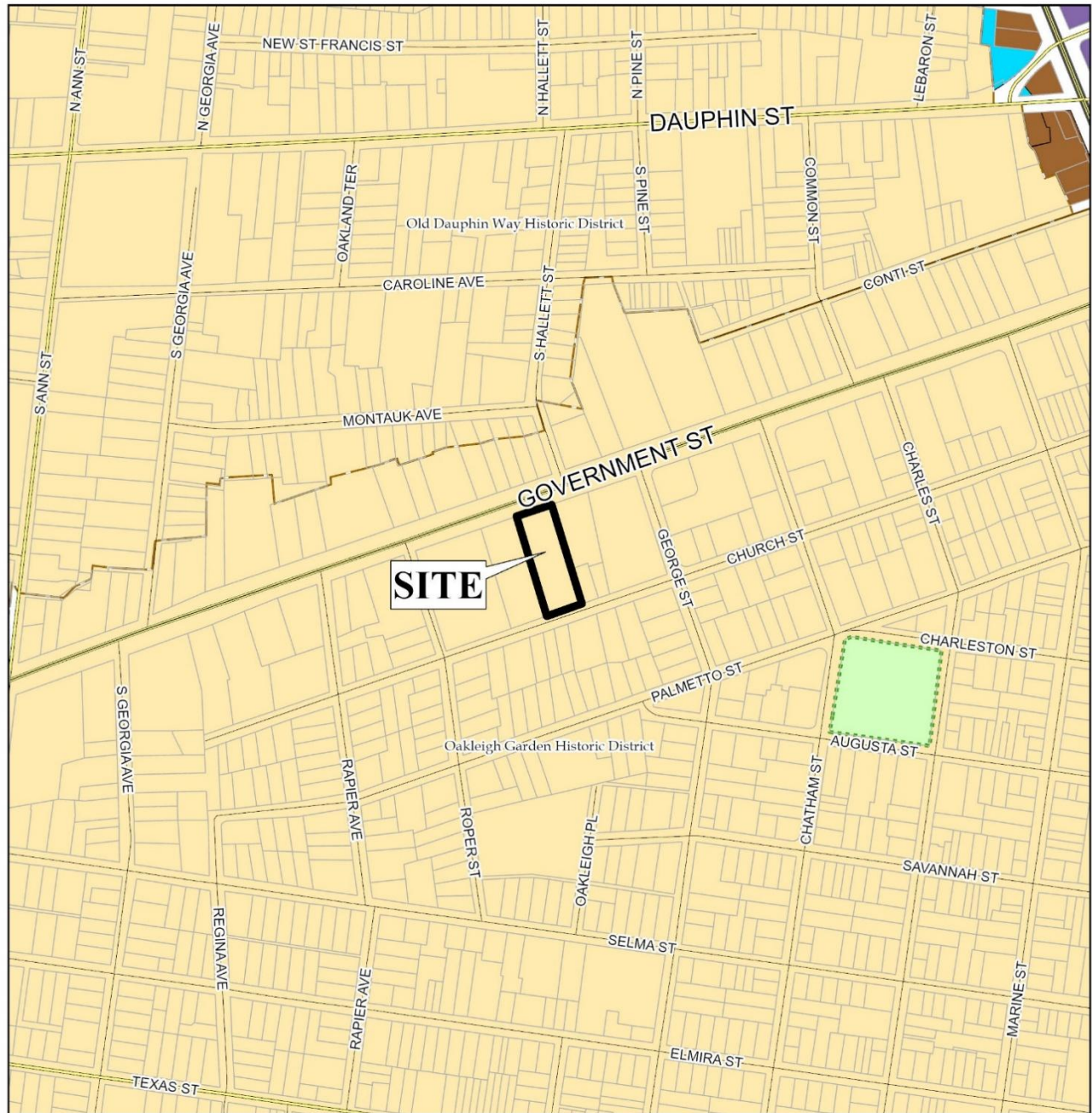
Subdivision review examines the site with regard to promoting orderly development, protecting general health, safety and welfare, and ensuring that development is correlated with adjacent developments and public utilities and services, and to ensure that the subdivision meets the minimum standards set forth in the Subdivision Regulations for lot size, road frontage, lot configuration, etc.

### **Considerations:**

If the Planning Commission considers approving the Subdivision request a waiver of Section 6.C.2.(b)(4) of the Subdivision Regulations will be required (for substandard lot width), and the following conditions could apply:

- 1) Retention of the 100-foot-wide right-of-way along Government Street on the Final Plat;
- 2) Retention of the 50-foot-wide right-of-way along Church Street on the Final Plat;
- 3) Retention of the lot numbers on the Final Plat;
- 4) Revision of the plat to add a note stating that the site shall comply with the provisions of the Historic District Overlay (HDO) in Article 14 of the Unified Development Code, including the front yard dimensional standards for lots in the HDO;
- 5) Retention of the lot size labels in both square feet and acres on the Final Plat, or the furnishing of a table on the Final Plat providing the same information;
- 6) Placement of a note on the Final Plat stating that approvals from the Historic Development Department/Architectural Review Board are required prior to the issuance of any development permits;
- 7) Compliance with all Engineering comments noted in the staff report;
- 8) Compliance with all Traffic Engineering comments noted in the staff report;
- 9) Compliance with all Urban Forestry comments noted in the staff report; and
- 10) Compliance with all Fire Department comments noted in the staff report.

# LOCATOR ZONING MAP



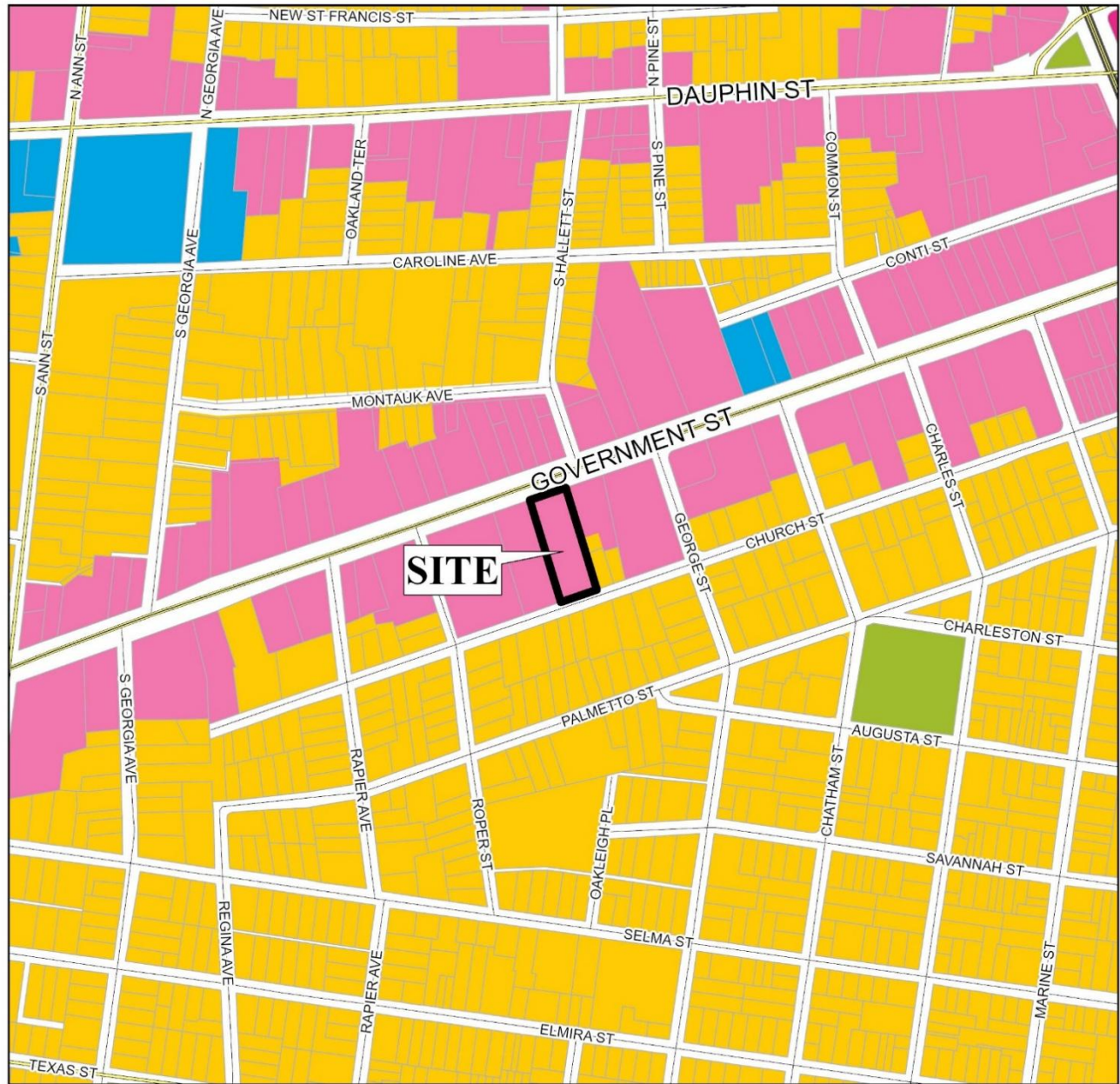
APPLICATION NUMBER 8 DATE April 16, 2026

APPLICANT Oakleigh Row Subdivision

REQUEST Subdivision



# FLUM LOCATOR MAP



APPLICATION NUMBER 8 DATE April 16, 2026

APPLICANT Oakleigh Row Subdivision

REQUEST Subdivision

- |   |   |   |   |
|---|---|---|---|
| <span style="color: yellow;">■</span> Low Density Residential   | <span style="color: maroon;">■</span> Neighborhood Center - Traditional | <span style="color: lightgrey;">■</span> Light Industry | <span style="color: darkblue;">■</span> Water Dependent |
| <span style="color: orange;">■</span> Mixed Density Residential | <span style="color: purple;">■</span> Neighborhood Center - Suburban    | <span style="color: grey;">■</span> Heavy Industry      |   |
| <span style="color: pink;">■</span> Downtown                    | <span style="color: lightpink;">■</span> Traditional Corridor           | <span style="color: cyan;">■</span> Institutional       |   |
| <span style="color: red;">■</span> District Center              | <span style="color: orange;">■</span> Mixed Commercial Corridor         | <span style="color: green;">■</span> Parks, Open Space  |   |



# OAKLEIGH ROW SUBDIVISION



APPLICATION NUMBER 8 DATE April 16, 2026

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	





# FUTURE LAND USE MAP CORRESPONDENCE TO ZONING

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

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

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

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

## Zoning correspondence matrix

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

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

## Mixed Use Areas: Corridors

### TRADITIONAL CORRIDOR (TC)

This land use designation generally applies to transportation corridors east of I-65, which serve as the primary commercial and mixed-use gateway to Downtown and the City's traditional neighborhoods. Depending on their location, these areas incorporate a range of moderately scaled single-use commercial buildings holding retail or services; buildings that combine housing units with retail and/or office; a mix of housing types including low- or mid-rise multifamily structures, and attractive streetscapes and roadway designs that safely accommodate all types of transportation – transit, bicycling, walking, and driving.

#### Development Intent

- › Incorporate attractive streetscapes and roadway designs that safely accommodate all types of transportation – transit, bicycling, walking, and driving.
- › Special emphasis is placed on the retention of existing historic structures, compatible infill development, and appropriate access management.

#### Land use mix

##### Primary Uses

- › Commercial
- › Office
- › Civic
- › Residential, Multifamily

##### Secondary Uses

- › Residential, Attached
- › Parks

#### Housing mix

- › Various types ranging in density from 10 to 30 du/ac;
- › Residential units above ground-floor retail
- › Multifamily buildings (small scale)
- › Attached residential such as duplexes, multiplexes, and townhomes

#### Character Example

