



Agenda Item # 9

SUB-SW-003476-2025

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

[Applicant Materials for Consideration](#)

DETAILS

Location:

1080 Montlimar Drive

Applicant / Agent:

AWDDS Montlimar, LLC (Thomas Dreesman, Agent)

Property Owner:

AWDDS Montlimar LLC

Current Zoning:

B-3, Community Business Suburban District

Future Land Use:

District Center

Applicable Codes, Policies, and Plans:

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

Proposal:

- Waive construction of a sidewalk along Montlimar Drive and Carlyle Close East.

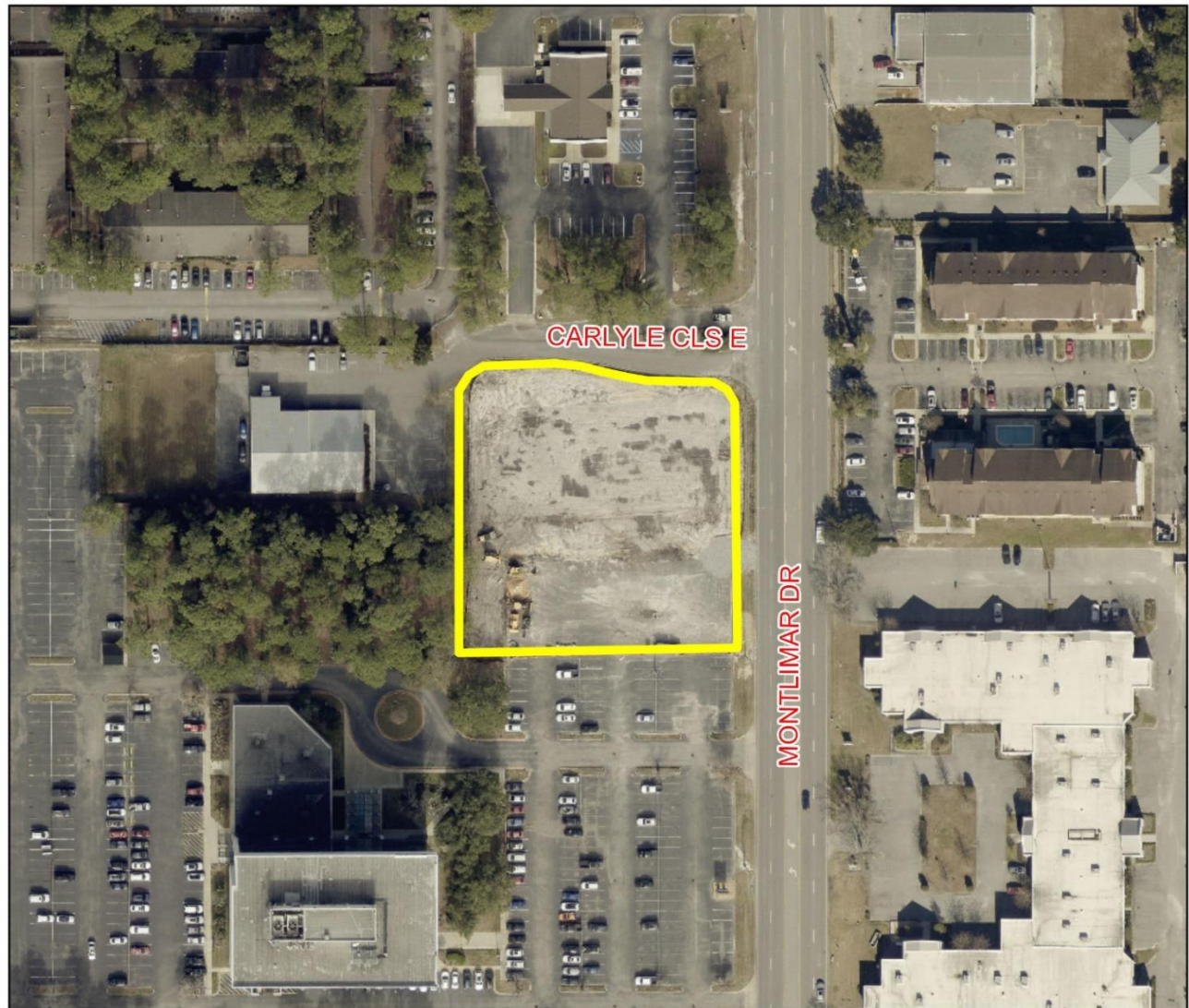
Commission Considerations:

1. Sidewalk Waiver request.

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PLANNING COMMISSION VICINITY MAP - EXISTING AERIAL



The site is surrounded by commercial units. Apartments lie to the northwest.

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APPLICANT	AWDDS Montlimar, LLC (Thomas Dreesman, Agent)		
REQUEST	Sidewalk Waiver		



SITE HISTORY

The subject site was annexed into the City in 1956.

In February 1983, the site was part of a two-lot Subdivision application that was approved by the Planning Commission and recorded in Probate Court.

In December 2004, a Sign Variance application was submitted to allow additional wall signs for a multi-tenant site, which was denied.

In July 2006, the site was part of a three-lot Subdivision application that was approved by the Planning Commission and recorded in Probate Court.

In January 2014, a Sidewalk Waiver application was submitted for the subject site, but was withdrawn.

In October 2024, building permits were issued for the construction of a new dental office, which has been issued a Temporary Certificate of Occupancy.

STAFF COMMENTS

Engineering Comments:

It appears that there is sufficient room within the ROW, 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 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 applicant is requesting to waive the construction of sidewalks along Montlimar Drive and Carlyle Close East. The site has recently been developed with a new dentist office, which has been issued a Temporary Certificate of Occupancy.

Development of the property is subject to full compliance with all applicable provisions of the Unified Development Code (UDC), Subdivision Regulations, and all other relevant codes and ordinances. Pursuant to Section 7.C.4. of the Subdivision Regulations, the installation of a sidewalk along the Montlimar Drive and Carlyle Close East frontages are required. The applicant is requesting a waiver from this requirement, citing the fact that there are no existing sidewalks to connect to on either end of the site.

A detailed justification for the sidewalk waiver request, along with all supporting documentation (including the site plan, cross-section drawings, and related exhibits), is available via the hyperlink provided on Page 1 of this report.

SIDEWALK WAIVER CONSIDERATIONS

Standards of Review:

On May 31, 2011, the Mobile City Council adopted a “Complete Streets” policy to promote the design and construction of transportation corridors that provide safe, convenient, and equitable access for all users—including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, emergency responders, and individuals of all ages and abilities.

Sidewalk installation is generally encouraged citywide, including in areas where pedestrian infrastructure is currently lacking. However, in determining the appropriateness of sidewalk construction along Montlimar Drive and Carlyle Close East, the Planning Commission should consider the broader context—such as existing development patterns, site-specific topographic constraints, and the presence or absence of nearby pedestrian infrastructure.

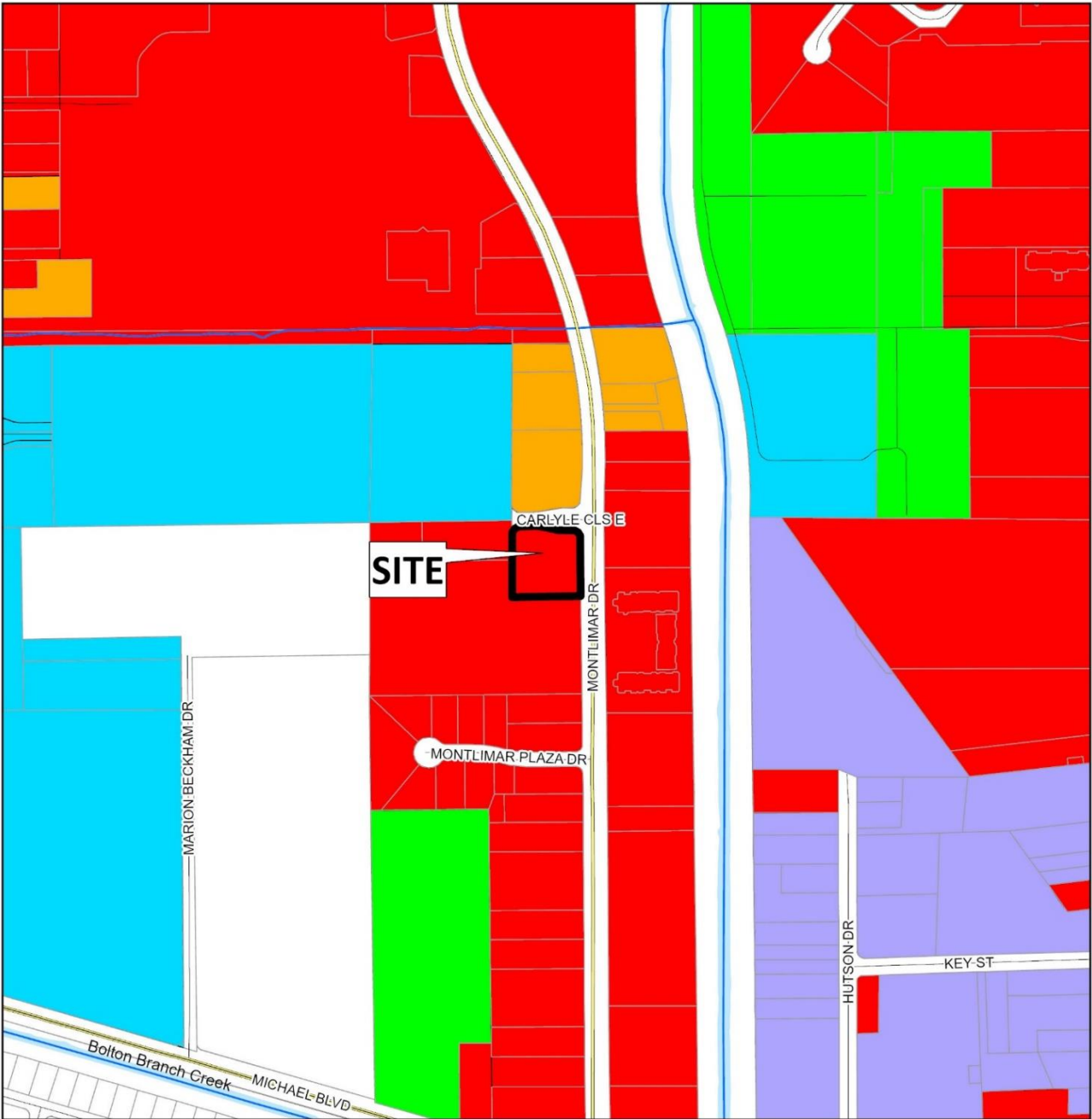
Considerations:

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, as well as connectivity to existing sidewalks and future sidewalks; and
3. Engineering comments, which indicate that there is sufficient room within the ROW, or within the property, for the construction of a sidewalk that could be permitted through the Land Disturbance/ROW Permit process.

LOCATOR ZONING MAP



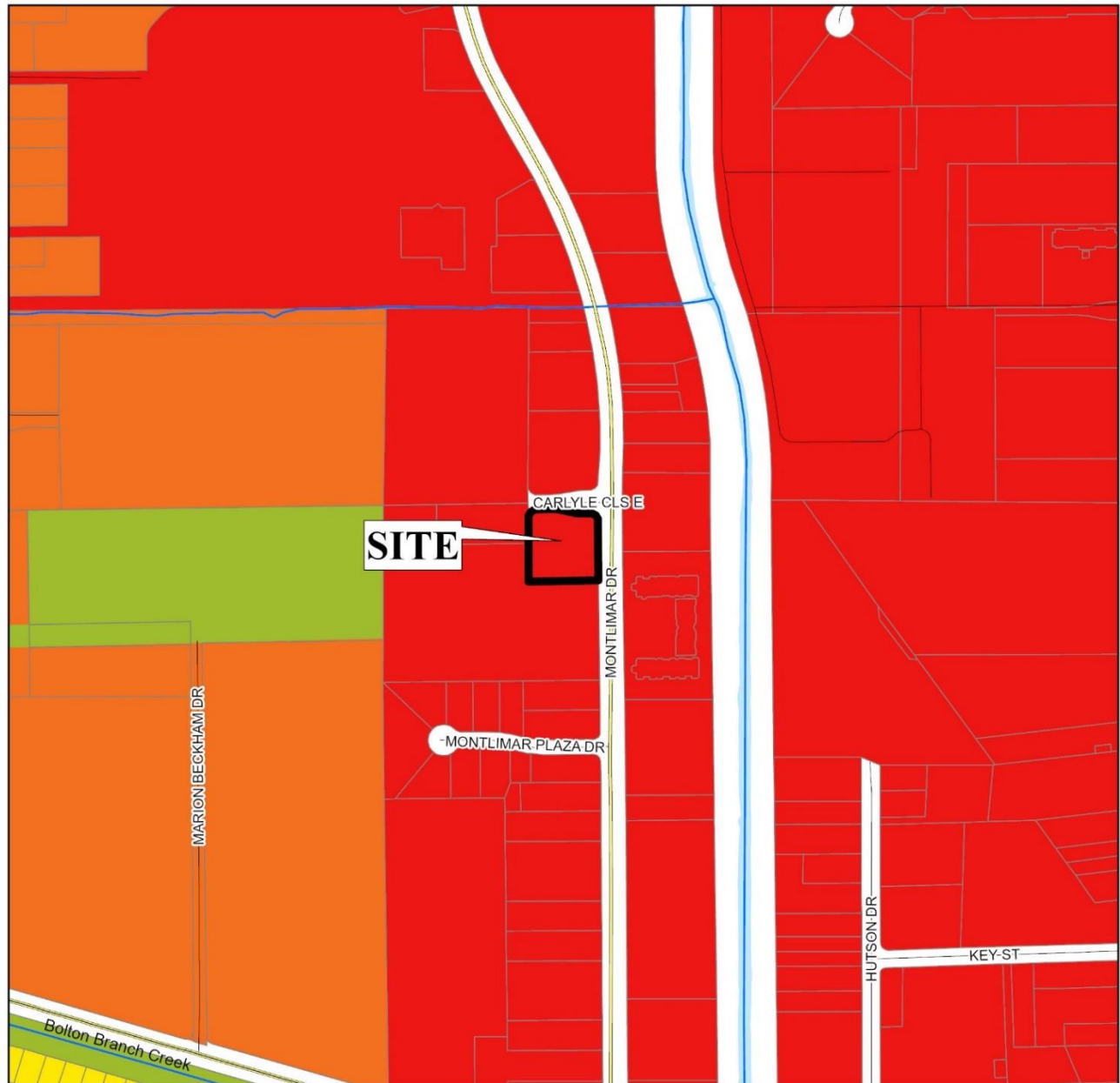
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REQUEST Sidewalk Waiver



FLUM LOCATOR MAP



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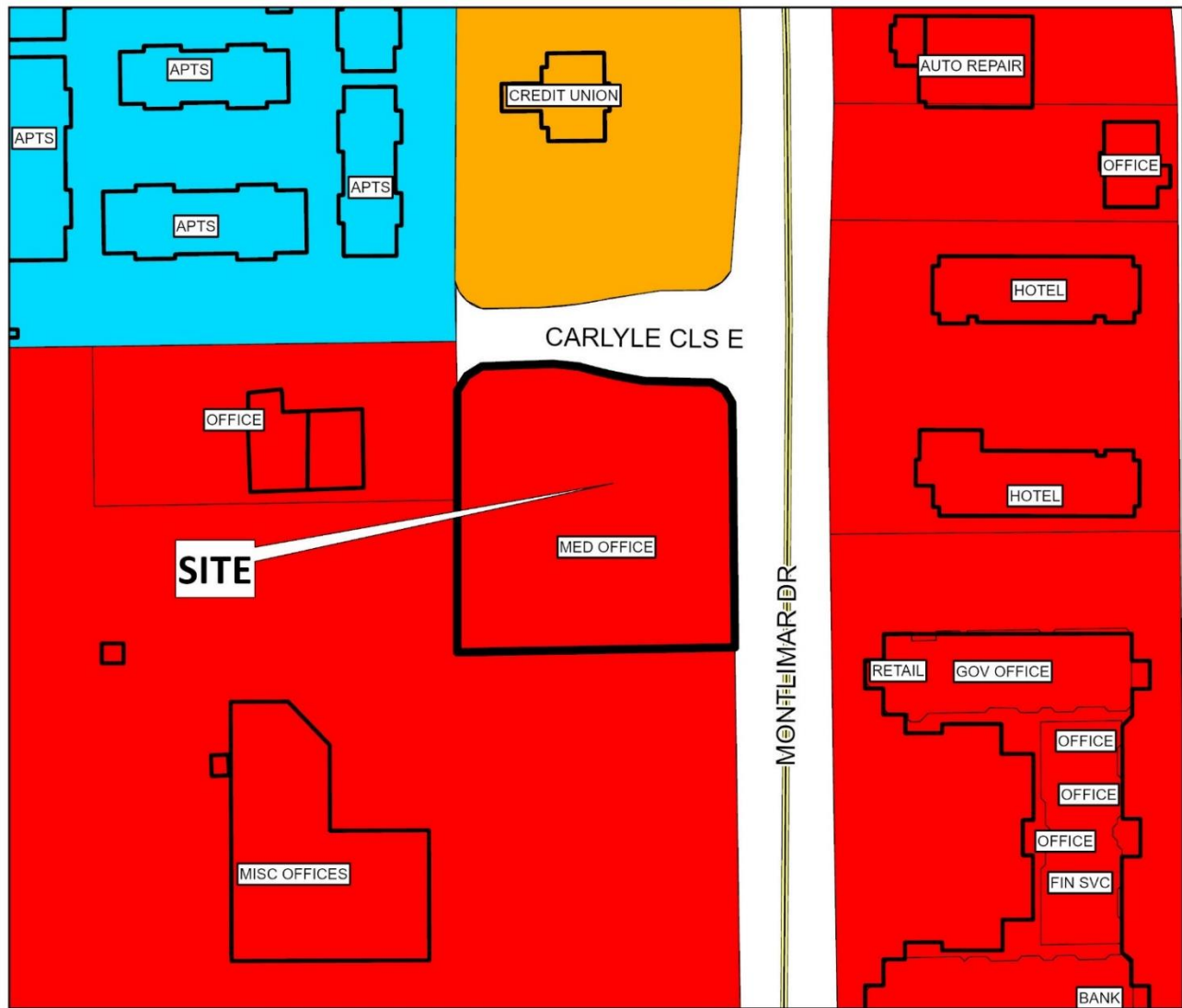
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- | | | | |
|---------------------------|-----------------------------------|-------------------|-----------------|
| Low Density Residential | Neighborhood Center - Traditional | Light Industry | Water Dependent |
| Mixed Density Residential | Neighborhood 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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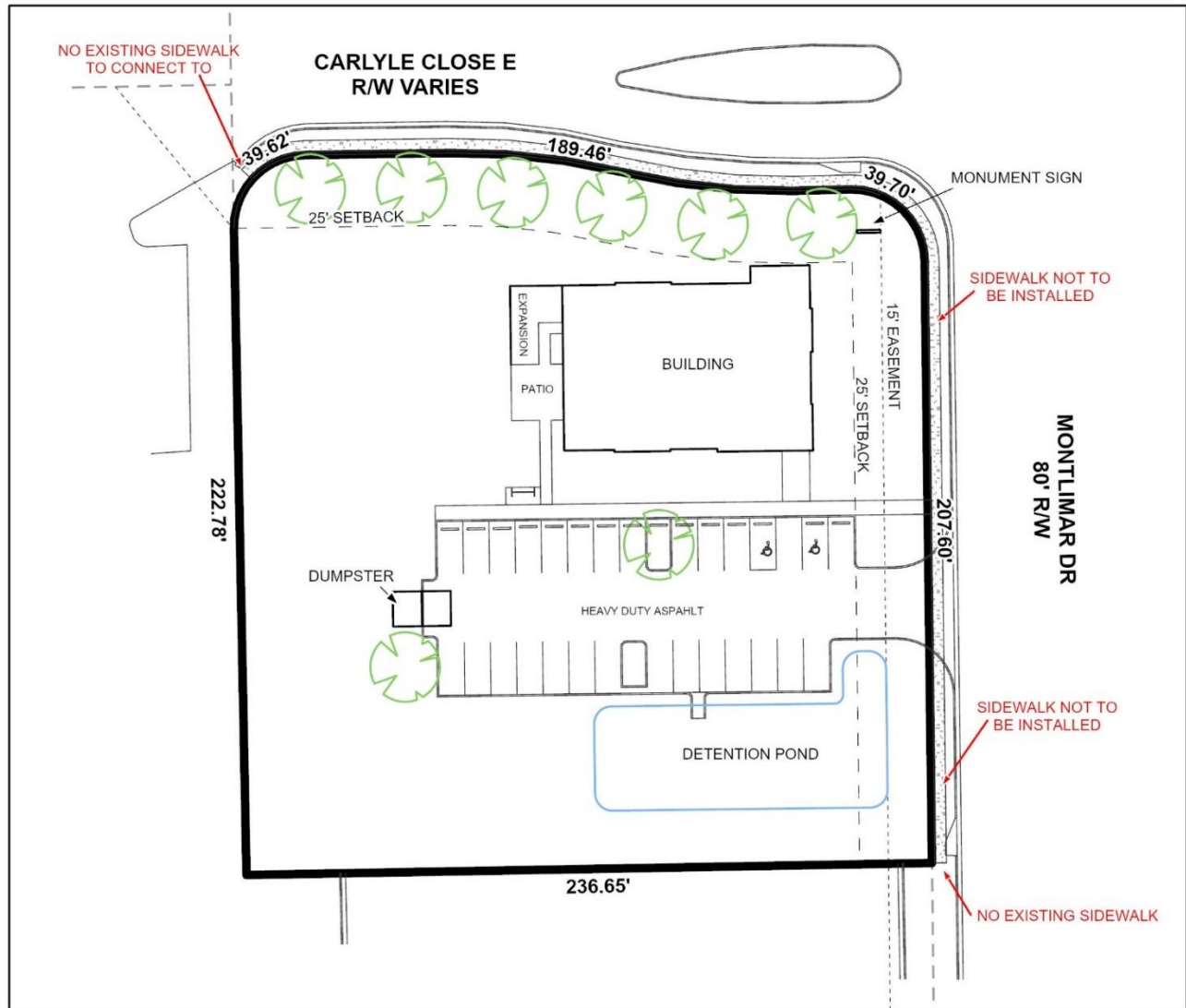
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R-A	R-3	B-1	B-2	B-5	ML	I-2	OPEN	T-3	T-5.2
R-1	R-B	T-B	B-3	CW	MH	PD	SD	T-4	T-6
R-2	H-B	LB-2	B-4	MM	I-1	MUN	SD-WH	T-5.1	



SITE PLAN



The site plan illustrates setbacks, proposed buildings, and sidewalks.

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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).

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.

Zoning correspondence matrix

[illegible]

DISTRICT CENTER (DC)

This designation applies across the city beyond Downtown to large areas of existing mixed-use character or where such character is encouraged. District Centers generally serve several surrounding neighborhoods and may even have a city-wide or region-wide reach. They are often anchored by a major commercial or institutional employer such as a shopping mall or a medical center. Depending on location residential areas in District Centers may incorporate a mix of housing types with minimum densities of 20 du/ac in dynamic, horizontal or vertical mixed-use environments ranging from mid-rise multifamily buildings containing apartments and lofts, to townhouses and detached single-family homes. Major civic cultural institutions and public spaces provide regional and neighborhood destinations.

Development intent

- › District Centers should be designed to induce pedestrian activity, with high quality streetscapes connecting the different components of a center as well as the center to its surrounding area.
- › District Centers may be served by transit and include development of an intensity and design that supports transit use.

Land use mix

Primary Uses

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

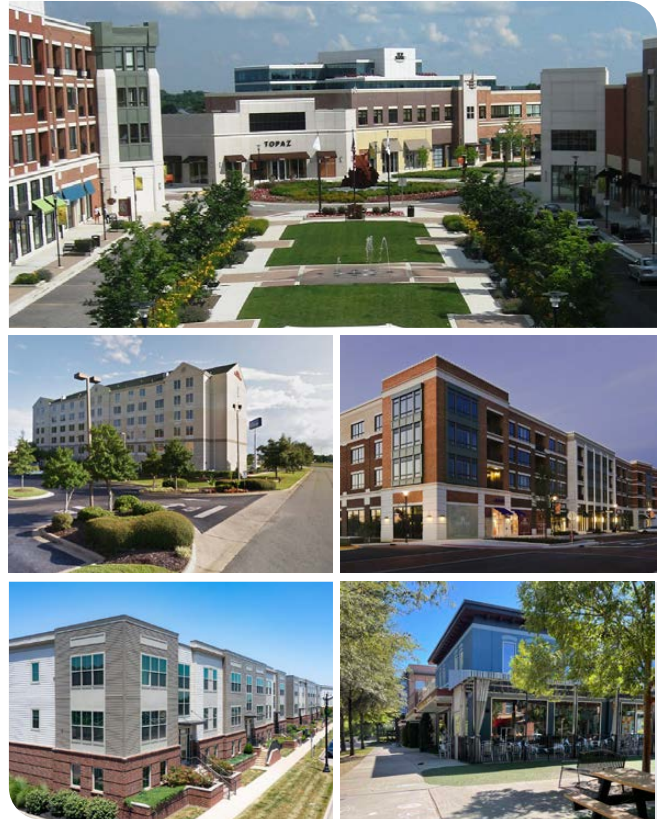
Secondary Uses

- › Residential, Attached
- › Residential, Single Family
- › Parks

Housing mix

- › Residential units above ground-floor retail
- › Multifamily buildings
- › Attached residential such as duplexes, multiplexes, and townhomes

Character Example



Existing district centers should evolve into large walkable mixed-use areas.

Rendering: Dover Kohl