



## Agenda Item # 9 SUB-003658-2026

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

[Applicant Materials for Consideration](#)

### DETAILS

**Location:**

1617 Brill Road

**Subdivision Name:**

Nigzhel Christopher Landing Subdivision

**Applicant:**

Kari Givens, Byrd Surveying, Inc.

**Property Owner:**

Knowles Development Group, Inc.

**Current Zoning:**

R-1, Single-Family Residential Suburban District

**Future Land Use:**

Mixed Commercial Corridor

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

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

**Proposal:**

- Subdivision approval to create five (5) legal lots of record from one (1) metes-and-bounds parcel.

**Commission Considerations:**

1. Subdivision proposal with eight (8) conditions.

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# NIGZHEL CHRISTOPHER LANDING SUBDIVISION



APPLICATION NUMBER 8 DATE April 16, 2026



## SITE HISTORY

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This development area was originally annexed into the Mobile City Limits in 1956. This includes the subject site, which now has a metes-and-bounds description.

The Planning Commission reviewed the following applications in October 2022:

- Subdivision – request to create one (1) legal lot of record from one (1) metes-and-bounds parcel
- Planned Unit Development – request to allow multiple buildings (manufactured homes) on a single building site.
- Planning Approval – request to allow a mobile home park in an R-3, Multi-Family Residential zoning district.
- Rezoning – request to rezone from R-1, Single Family Residential District, to R-3, Multi-Family Residential District.

The Planning Commission denied the Planned Unit Development, Planning Approval and Rezoning. The Subdivision application was approved; however, the approval has since expired.

It should be noted that Staff has non-conforming documentation on file confirming previous use of the property as a mobile home park. All mobile homes were removed after 2017 and the site has since remained vacant, suggesting the non-conforming status has expired.

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

## 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. Review the bearing for the south property line. The written description shows a different bearing than is shown beneath the 283.78' label on the drawing.
- C. Retain NOTES 1 - 5.
- D. Revise NOTES # 7 to "As shown on the 1984 aerial photo LOTS 1 – 5 will share the 15,000 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 – 2,500 sf, LOT 2 - 2,500 sf, LOT 3 - 2,500 sf, LOT 4 - 2,500 sf, and LOT 5 – 5,000 sf. Stormwater detention will be required for any additional impervious area that exceeds the allowable credit for that LOT.
- E. 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 Traffic Engineering and conform to AASHTO standards.

## **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 five (5) legal lots of record from an existing metes-and-bounds parcel. The site is served by public water and sanitary sewer.

The lots front Brill Road, a minor street with curb and gutter improvements requiring a 50-foot-wide right-of-way. The preliminary plat illustrates the existing 50-foot right-of-way width along Brill Road, making additional dedication unnecessary. If approved, the right-of-way width should be retained on the Final Plat.

The lots are properly labeled with their area in both square feet and acres on the preliminary plat, as required by Section 5.A.2(e).4. of the Subdivision Regulations. If approved, this information should be retained on the Final Plat, adjusted for any required dedication; alternatively, a table providing the same data is acceptable.

Proposed Lots 1, 2, 3, and 4 meet the minimum 60-foot width requirement of Section 6.C.2(b)(2) of the Subdivision Regulations for residential lots within a Suburban sub-district. Lot 5 is illustrated as 43.47 feet wide along Brill Road resulting in a panhandle or flag-shaped lot. According to Section 6.C.9.(a) of the Subdivision Regulations, flag lots are not generally allowed. If approved, a waiver of Section 6.C.9.(a) will be required.

A 25-foot minimum front yard setback is illustrated along Brill Road, as required by Section 6.C.8. of the Subdivision Regulations and Article 2, Section 64-2-5.E. of the UDC. Lot 5 illustrates the 25-foot minimum building setback where the lot is at least 60 feet wide in compliance with Article 2, Section 64-2-5.E of the UDC and Section 6.C.8. of the Subdivision Regulations. This information should be retained on the Final Plat, if approved.

The site is within the Peninsula Overlay and as such, development or redevelopment of the property is subject to the applicable provisions of Article 12 of the Unified Development Code. If approved, a note stating as much should be placed on the Final Plat.

## **SUBDIVISION CONSIDERATIONS**

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### **Standards of Review:**

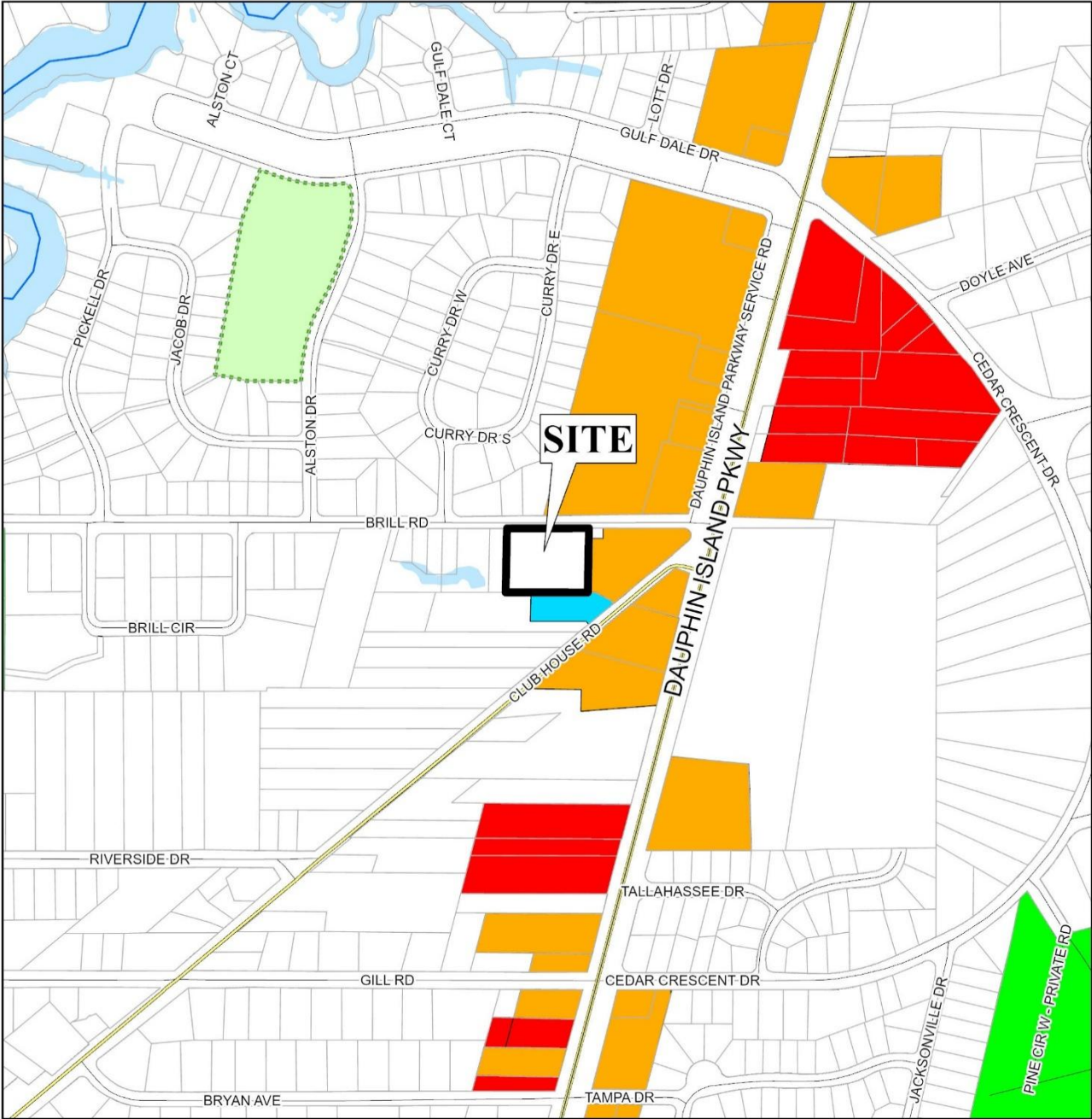
Subdivision review examines the site with regard to promoting orderly development, protecting general health, safety and welfare, and ensuring that development is correlated with adjacent developments and public utilities and services, and to ensure that the subdivision meets the minimum standards set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

### **Considerations:**

If the Subdivision request is considered for approval a waiver of Section 6.C.9.(a) (for lot shape) of the Subdivision Regulations will be required, and the following conditions could apply:

1. Retention of the 50-foot right-of-way width along Brill Road;
2. Retention of the lot sizes in both square feet and acres, or provision of a table on the Final Plat with the same information;
3. Retention of the 25-foot minimum building setback line along Brill Road where each lot is at least 60 feet wide;
4. Placement of a note on the Final Plat stating the site is within the Peninsula Overlay and development or redevelopment of the site is subject to the applicable provisions of Article 12 of the Unified Development Code;
5. Compliance with all Engineering comments noted in this staff report;
6. Placement of a note on the Final Plat stating all Traffic Engineering comments noted in this staff report;
7. Compliance with all Urban Forestry comments noted in this staff report; and,
8. Compliance with all Fire Department comments noted in this staff report.

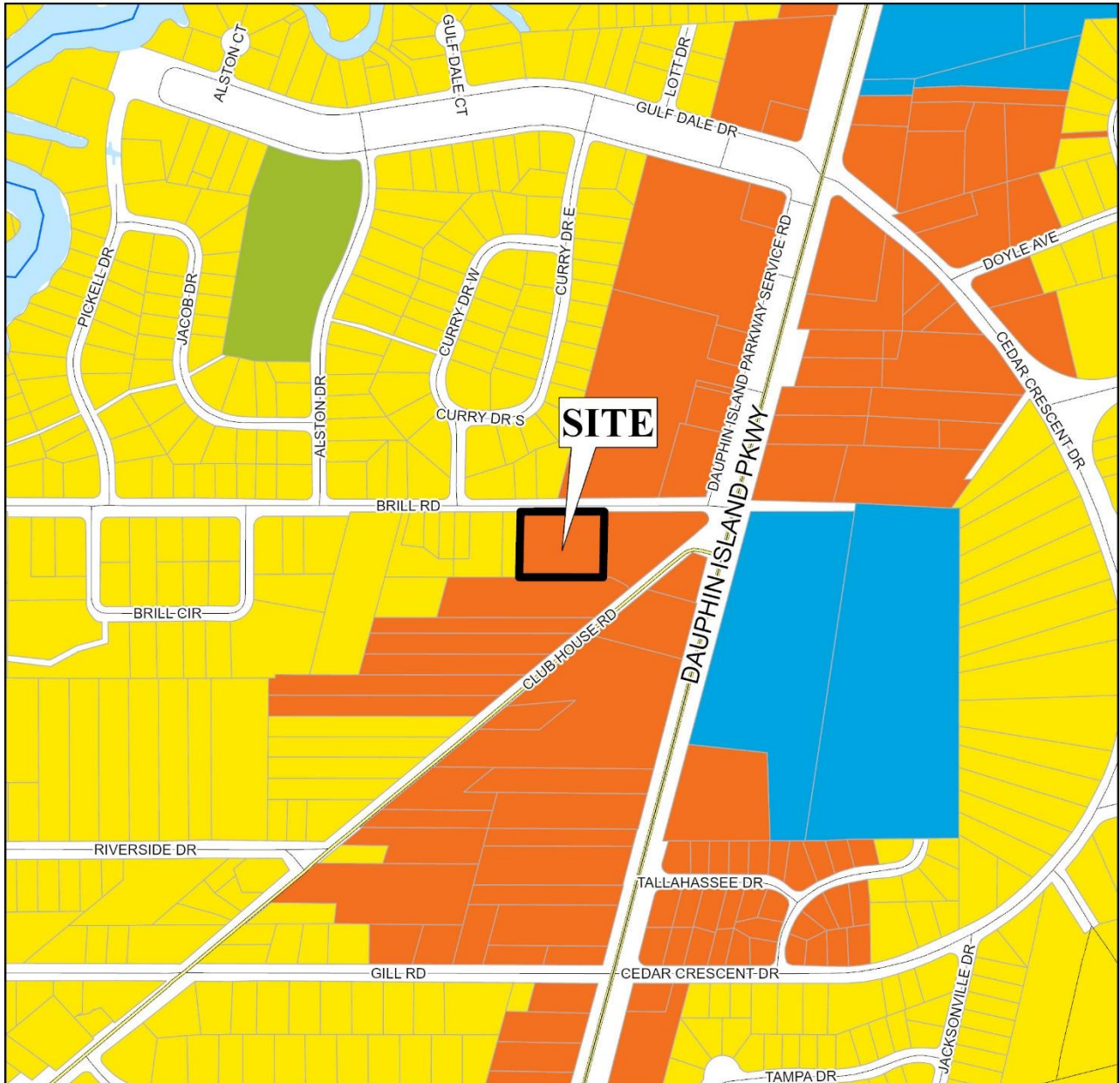
# LOCATOR ZONING MAP




APPLICATION NUMBER	8	DATE	April 16, 2026
APPLICANT	Nigzhel Christopher Landing Subdivision		
REQUEST	Subdivision		

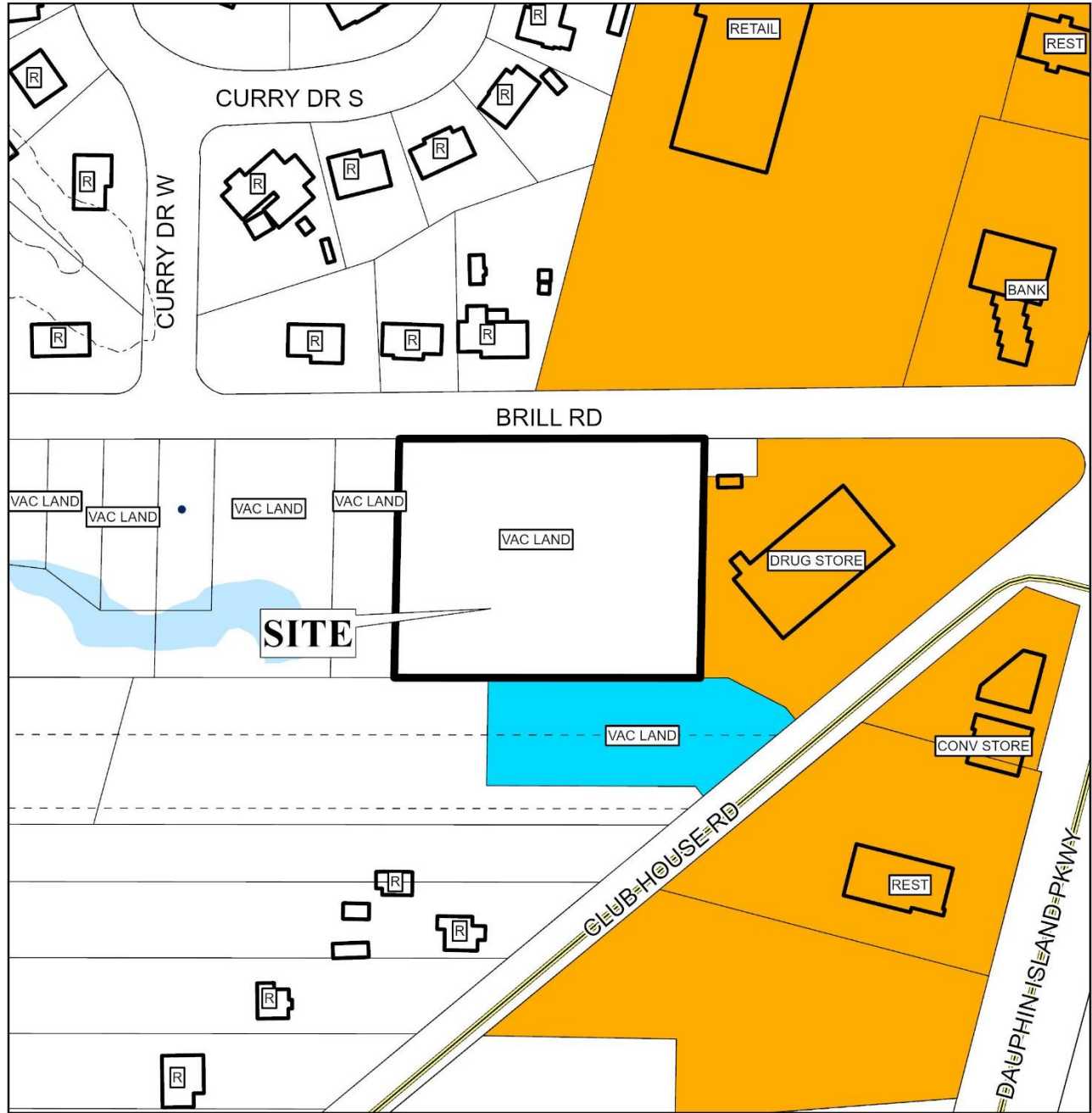


# FLUM LOCATOR MAP



APPLICATION NUMBER <u>8</u>	DATE <u>April 16, 2026</u>	 NTS
APPLICANT <u>Nigzhel Christopher Landing Subdivision</u>		
REQUEST <u>Subdivision</u>		
Low Density Residential Mixed Density Residential Downtown District Center	Neighborhood Center - Traditional Neighborhood Center - Suburban Traditional Corridor Mixed Commercial Corridor	Light Industry Heavy Industry Institutional Parks, Open Space

# NIGZHEL CHRISTOPHER LANDING SUBDIVISION

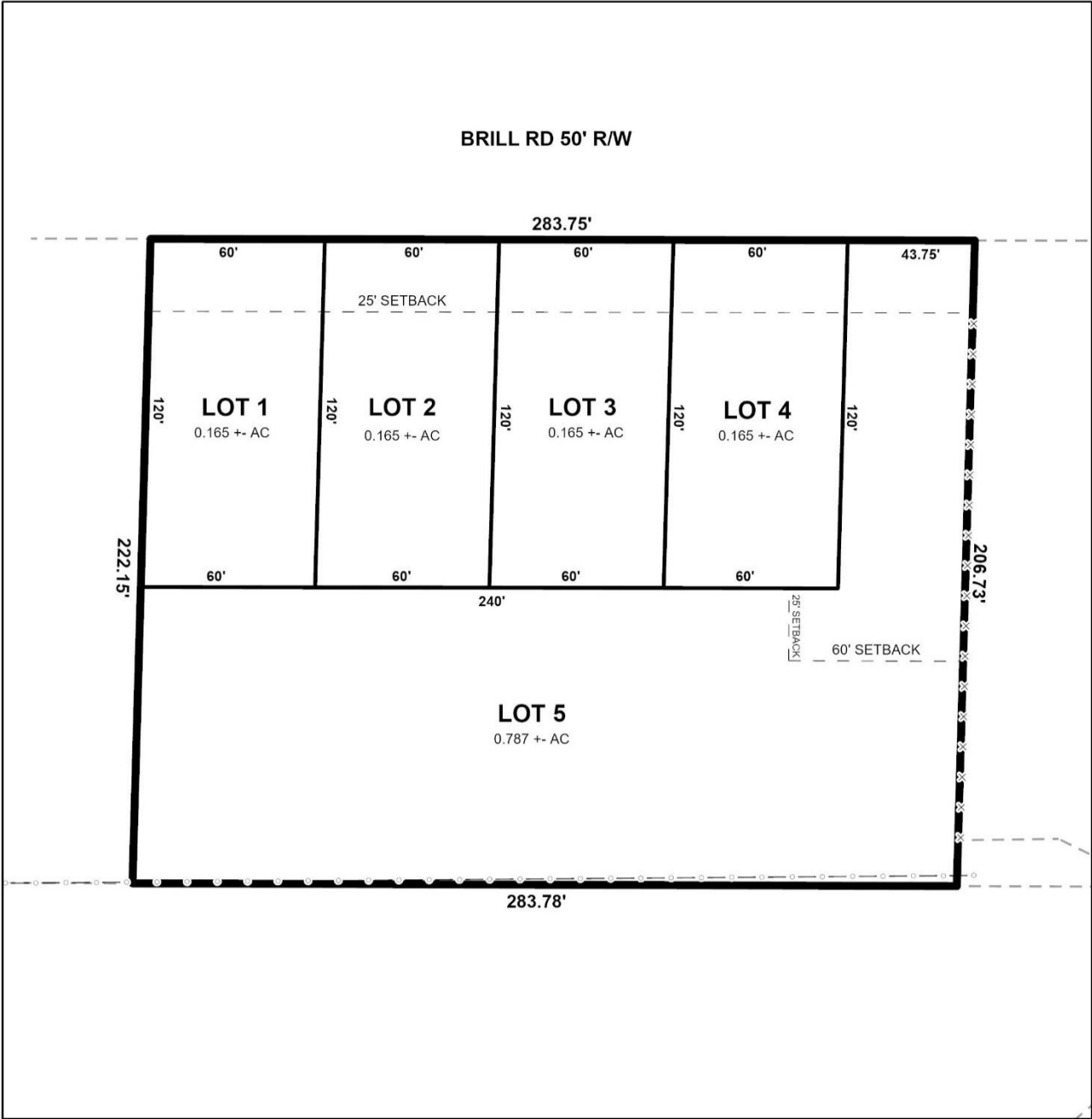


APPLICATION NUMBER 8 DATE April 16, 2026

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	



# DETAIL SITE PLAN



APPLICATION NUMBER <u>8</u>	DATE <u>April 16, 2026</u>
APPLICANT <u>Nigzhel Christopher Landing Subdivision</u>	
REQUEST <u>Subdivision</u>	



# 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 COMMERCIAL CORRIDOR (MCC)

This land use designation mostly applies to transportation corridors west of I-65 serving primarily the low-density (suburban) residential neighborhoods. MCC includes a wide variety of retail, services and entertainment uses. This designation acknowledges existing commercial development that is spread along Mobile’s transportation corridors in a conventional strip pattern or concentrated into shorter segments of a corridor.

### Development Intent

- › New development and redevelopment in Mixed Commercial Corridors is encouraged to raise design quality, improve connectivity to surrounding neighborhoods; improved streetscapes; and improve mobility and accessibility for all users of the corridor.

### Land use mix

#### Primary Uses

- › Commercial
- › Office

#### Secondary Uses

- › Residential, Multifamily
- › Residential, Attached
- › Civic
- › Parks

### Housing mix

- › Multifamily buildings
- › Attached residential such as duplexes, multiplexes, and townhomes

### Character Example

