



Agenda Item # 09

ZON-UDC-003682-2026

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

[Applicant Materials for Consideration](#)

DETAILS

Location:

7241, 7251, 7261, and 7271 Grelot Road

Applicant / Agent:

Steven D. Cooner / Jimmy Lyon

Property Owner:

Steven D. Cooner

Current Zoning:

R-1, Single-Family Residential Suburban District

Proposed Zoning:

B-1, Buffer Business Suburban District

Future Land Use:

Mixed Commercial Corridor

Applicable Codes, Policies, and Plans:

- Unified Development Code
- Map for Mobile Comprehensive Plan

Proposal:

- Rezoning from R-1 Suburban to B-1 Suburban
- **Note:**
Any use permitted in the proposed district would be allowed at this location if the zoning is approved. The Planning Commission may consider other zoning districts than the proposed sought by the applicant for this property.

Commission Considerations:

1. Rezoning with one (1) condition.


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PLANNING COMMISSION VICINITY MAP - EXISTING AERIAL



The site is surrounded by residential units. An office building lies to the east.

APPLICATION NUMBER <u> 9 </u> DATE <u> May 21, 2026 </u>	 NTS
APPLICANT <u> Steven D. Cooner </u>	
REQUEST <u> Rezoning from R-1 to B-1 </u>	

SITE HISTORY

The Planning Commission approved a one-lot subdivision of a portion of the site (7271 Grelot Road) in 2008 while the property was in unincorporated Mobile County but within the City of Mobile's extraterritorial planning jurisdiction. The plat was subsequently recorded in the Mobile County Probate Court as *Liberty Subdivision*. Since that time, however, the lot has been reconfigured to incorporate an adjoining parcel to the east (7261 Grelot Road) and is now described by metes and bounds.

The remaining three (3) parcels associated with this request are also described by metes and bounds.

The site was annexed into the City of Mobile in 2023 and assigned an R-1, Single-Family Residential Suburban District, zoning classification.

The site is currently undeveloped, and there are no other Planning Commission or Board of Zoning Adjustment cases associated with the property.

STAFF COMMENTS

Engineering Comments:

1. Any work performed in the existing ROW (right-of-way) such as driveways, sidewalks, utility connections, grading, drainage, irrigation, or landscaping will require a ROW permit from the City of Mobile Engineering Permitting Department (251-208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII).
2. A Land Disturbance Permit application shall be submitted for any proposed land disturbing activity with the property. A complete set of construction plans including, but not limited to, drainage, utilities, grading, storm water detention systems and paving will need to be included with the Land Disturbance permit. This Permit must be submitted, approved, and issued prior to beginning any of the construction work.
3. Any and all proposed land disturbing activity within the property will need to be submitted for review and be in conformance 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.
4. Any existing or proposed detention facility shall be maintained as it was constructed and approved. The Land Disturbance Permit application for any proposed construction includes a requirement of a Maintenance and Inspection Plan (signed and notarized by the Owner) for the detention facility. This Plan shall run with the land and be recorded in the County Probate Office prior to the Engineering Department issuing their approval for a Final Certificate of Occupancy.
5. 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. The Owner/Developer is responsible for acquiring all of the necessary permits and approvals.
6. The proposed development must comply with all Engineering Department design requirements and Policy Letters.

Traffic Engineering Comments:

Shared driveway access and cross access will be required between the show sites. Sites are limited to one shared driveway access to Grelot Road with size, location, and design to be approved by 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 applicant requests rezoning of the subject site from R-1, Single-Family Residential Suburban District, to B-1, Buffer Business Suburban District. No development is currently proposed for any of the parcels associated with the request; however, the applicant states that the rezoning would allow small business establishments intended to serve residents of the surrounding area. A detailed description and justification of the request are provided in the applicant's narrative, accessible via the link on Page 1 of this report.

The subject site is surrounded primarily by properties zoned R-1, Single-Family Residential Suburban District, except for an adjacent property to the east zoned LB-2, Limited Neighborhood Business Suburban District, which received that zoning classification upon annexation into the City. Surrounding land uses are predominantly residential in character, with the LB-2 property developed with a single multi-tenant building occupied primarily by office-type uses and one nail salon.

The site's Future Land Use Map (FLUM) designation is Mixed Commercial Corridor (MCC), which supports a range of retail and service uses intended to serve surrounding neighborhoods and the broader community. However, the Comprehensive Plan and Future Land Use Plan are intended to serve as general guidance rather than a parcel-specific mandate for development. The Unified Development Code (UDC) further provides that rezoning requests

should be evaluated based on surrounding development patterns, compatibility, and the appropriateness of the proposed zoning classification.

This portion of the Grelot Road corridor has remained predominantly residential in character since at least the late 1980s, as evidenced by aerial photography, and is developed largely with established single-family residences. While limited non-residential uses exist in the area, commercial development along this stretch of the corridor is sparse and widely separated. Beyond the adjacent LB-2 property, the next closest commercial use is approximately 720± feet to the east and consists of a convenience store with gasoline sales. Additional commercial uses are located nearly one mile to the west and include a carpet and flooring wholesaler and another convenience store with gasoline sales. The spacing between these commercial uses suggests the corridor has not developed with a continuous or concentrated commercial character.

Although the applicant states that the rezoning would allow small business establishments to serve area residents, no specific development, site plan, or use has been proposed in conjunction with the request. As such, the potential use and development intensity permitted under the requested B-1 zoning classification remain speculative. Without a defined development proposal, it is difficult to evaluate how future commercial development would align with the established residential development pattern or whether it would be compatible with surrounding land uses. While the nearby office and service-oriented uses may support limited neighborhood-scale commercial activity, they do not appear to establish a broader commercial development trend along this portion of the corridor.

Additionally, the applicant has not demonstrated that the existing zoning classification was applied in error, nor that conditions in the area have changed substantially enough to justify expanding commercial zoning into an otherwise residential corridor. Although the request may generally align with the broad MCC designation of the FLUM, the request may not sufficiently demonstrate compatibility with the surrounding area or consistency with the existing development pattern. Expanding commercial zoning absent a defined development proposal could incrementally erode the residential character of the corridor and encourage additional non-residential rezonings in the future.

REZONING CONSIDERATIONS

Standards of Review:

The Unified Development Code (UDC) in 64-5-5.E. states that Rezoning is intended to carry out the objective of a sound, stable and desirable development and that casual change or amendment would be detrimental to the achievement of that objective.

The UDC goes on to say that zoning changes should be consistent with the Comprehensive Plan. However, the Comprehensive Plan and Future Land Use Plan (FLUP) and Map (FLUM) are meant to serve as a general guide, not a detailed lot and district plan; they are not a legal mandate for development. The FLUP and FLUM allow the Planning Commission and City Council to consider individual cases based on several factors including: surrounding development, classification requested, timing of the request, and the appropriateness and compatibility of the proposed use the zoning classification.

The UDC states that an application for rezoning shall include a statement of the justification for the proposed amendment that addresses all of the following:

- A. Consistency. Whether the proposed amendment is consistent with the Comprehensive Plan;
- B. Mistake. For a Rezoning, whether there was a mistake or error in the original zoning map; and

- C. Compatibility. Whether the proposed amendment is compatible with:
 - (1) The current development trends, if any, in the vicinity of the subject property;
 - (2) Surrounding land uses;
 - (3) Would adversely impact neighboring properties; or
 - (4) Cause a loss in property values.
- D. Health, Safety and General Welfare. Whether the proposed amendment promotes the community's public health, safety, and general welfare;
- E. Capacity. Whether the infrastructure is in place to accommodate the proposed amendment; and
- F. Change. Whether changed or changing conditions in a particular area make an amendment necessary and desirable.
- G. Benefits Consideration. In addition, consideration should also be given to the City's and the larger community's best interests and the need, benefit, or public purpose of the proposed request.

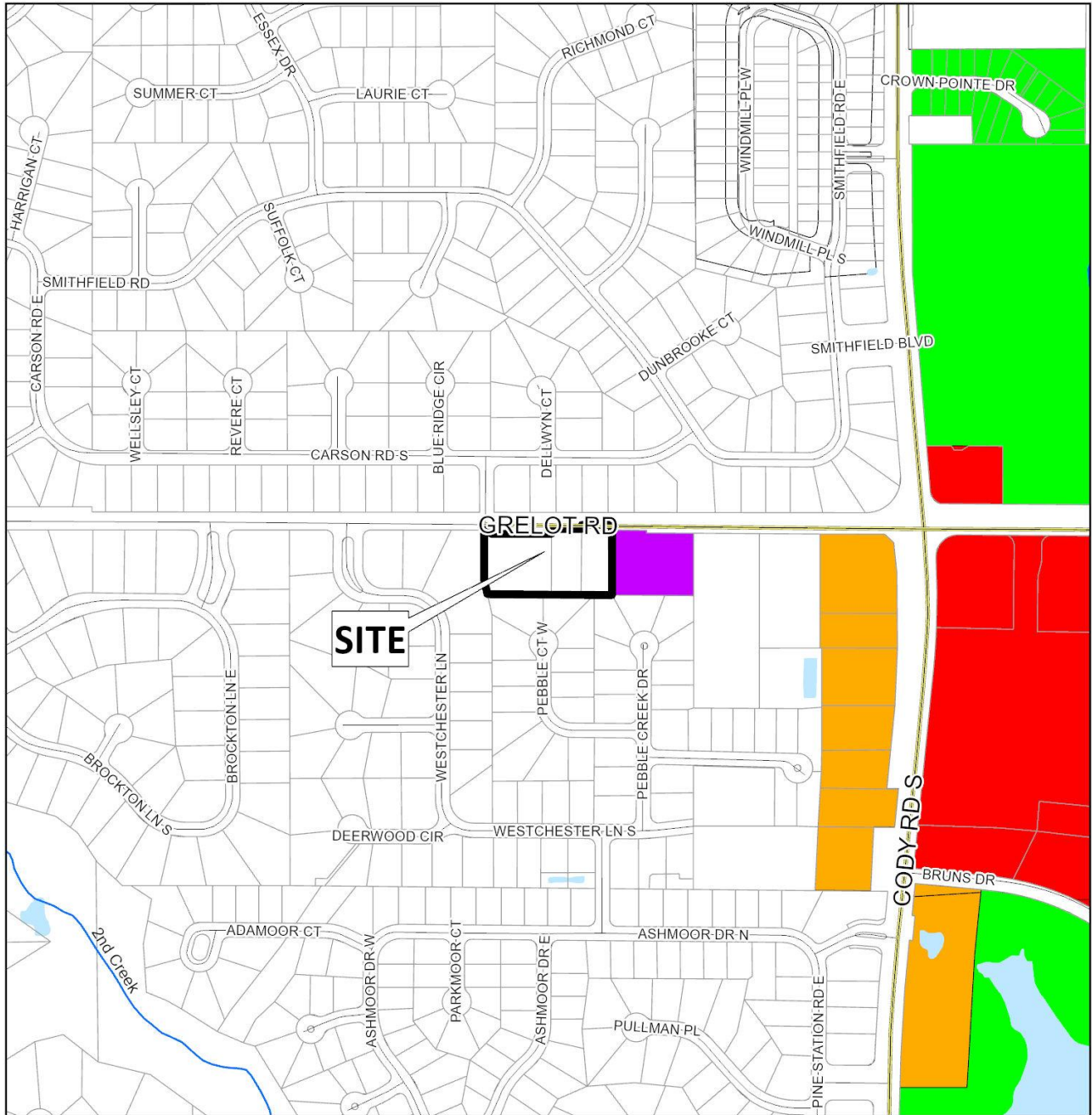
The applicant's responses to address the above criteria are available in the link on page one (1).

Considerations:

If the Planning Commission considers a recommendation of approval of the Rezoning request to the City Council, the following condition could apply:

1. Full compliance with all municipal codes and ordinances.

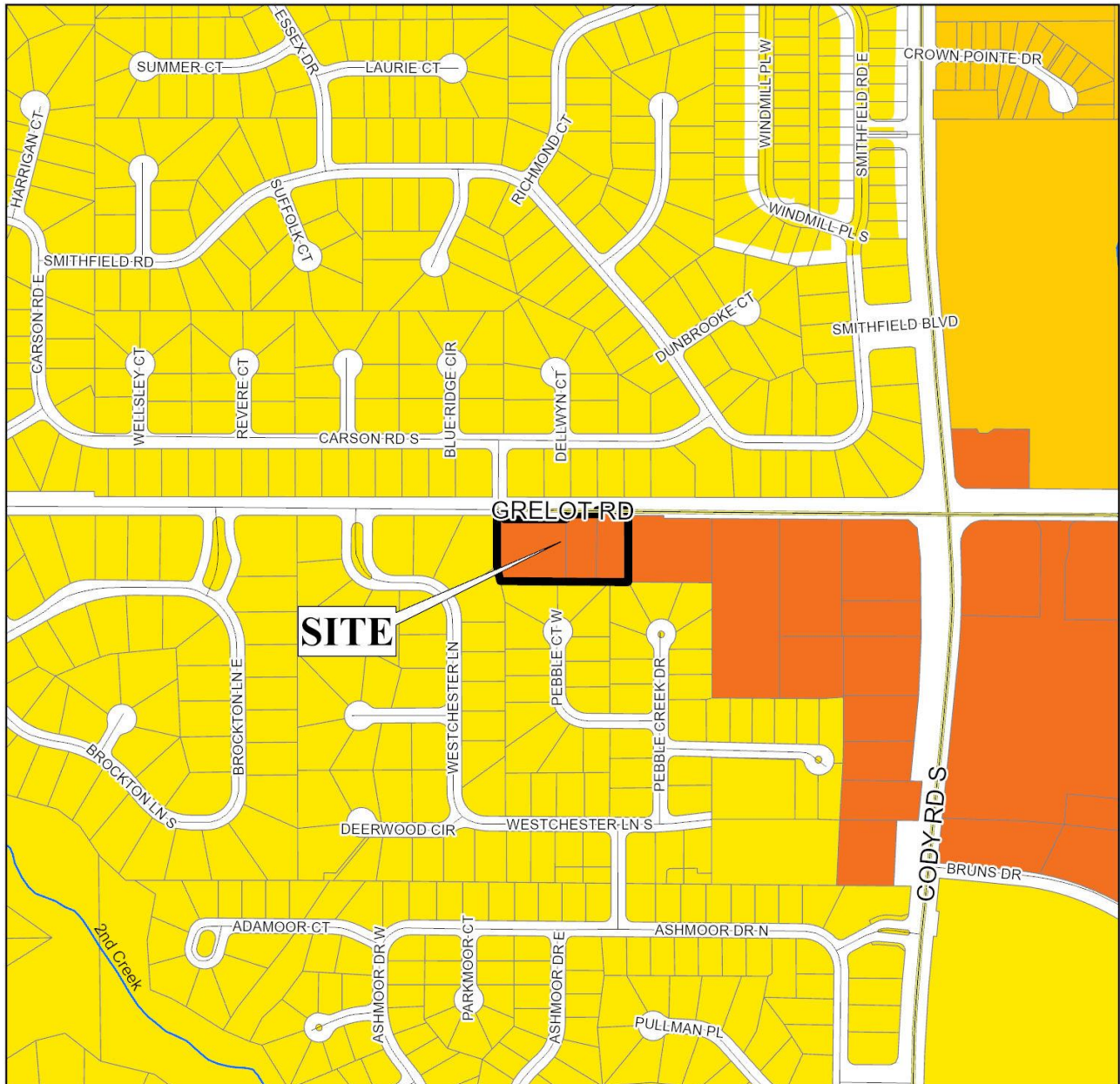
LOCATOR ZONING MAP




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APPLICANT	Steven D. Cooner		
REQUEST	Rezoning from R-1 to B-1		

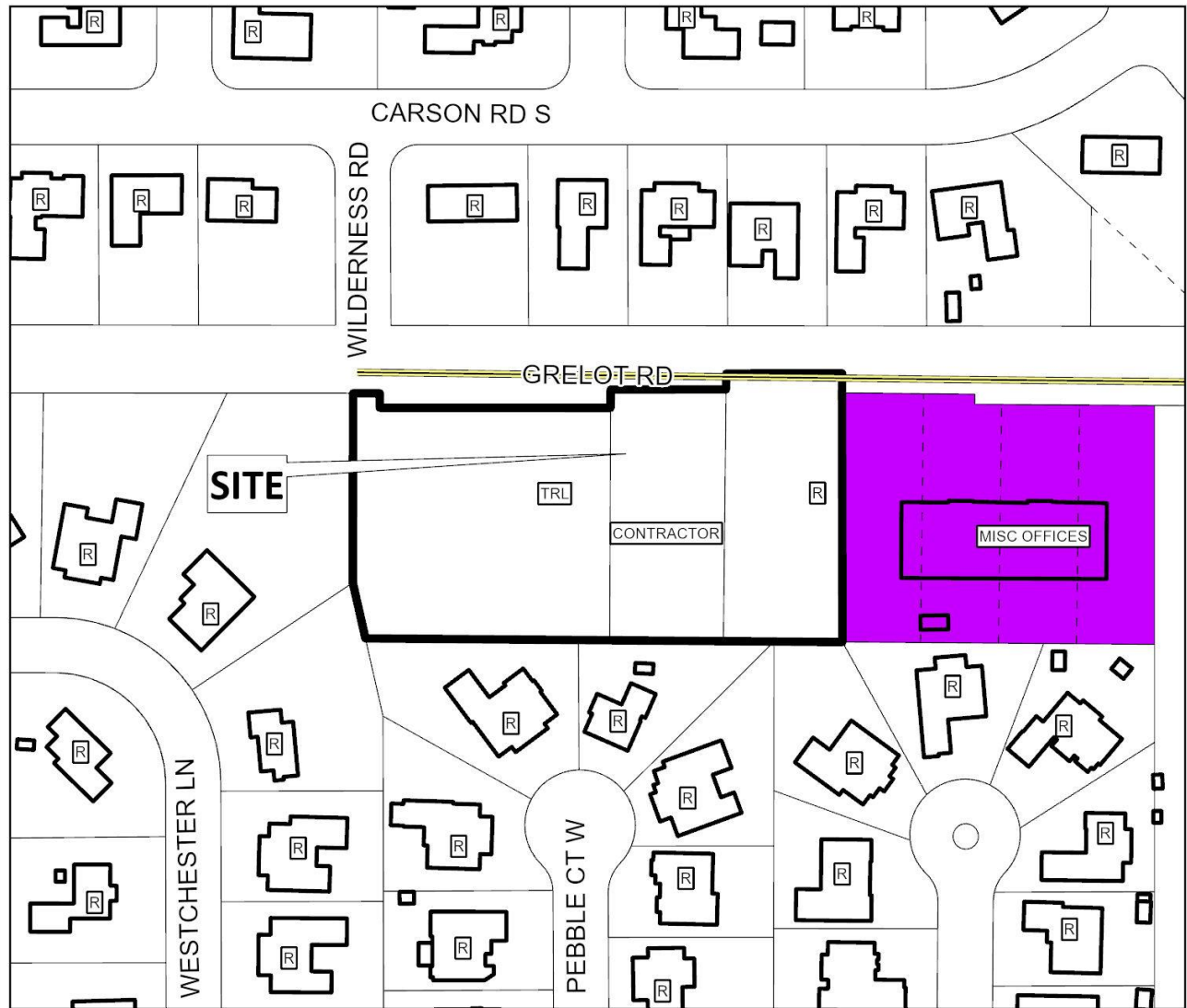


FLUM LOCATOR MAP




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<table style="width: 100%; font-size: small;"> <tr> <td> Low Density Residential</td> <td> Neighborhood Center - Traditional</td> <td> Light Industry</td> <td> Water Dependent</td> </tr> <tr> <td> Mixed Density Residential</td> <td> Neighborhood Center - Suburban</td> <td> Heavy Industry</td> <td></td> </tr> <tr> <td> Downtown</td> <td> Traditional Corridor</td> <td> Institutional</td> <td></td> </tr> <tr> <td> District Center</td> <td> Mixed Commercial Corridor</td> <td> Parks, Open Space</td> <td></td> </tr> </table>				 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	
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			 NTS																

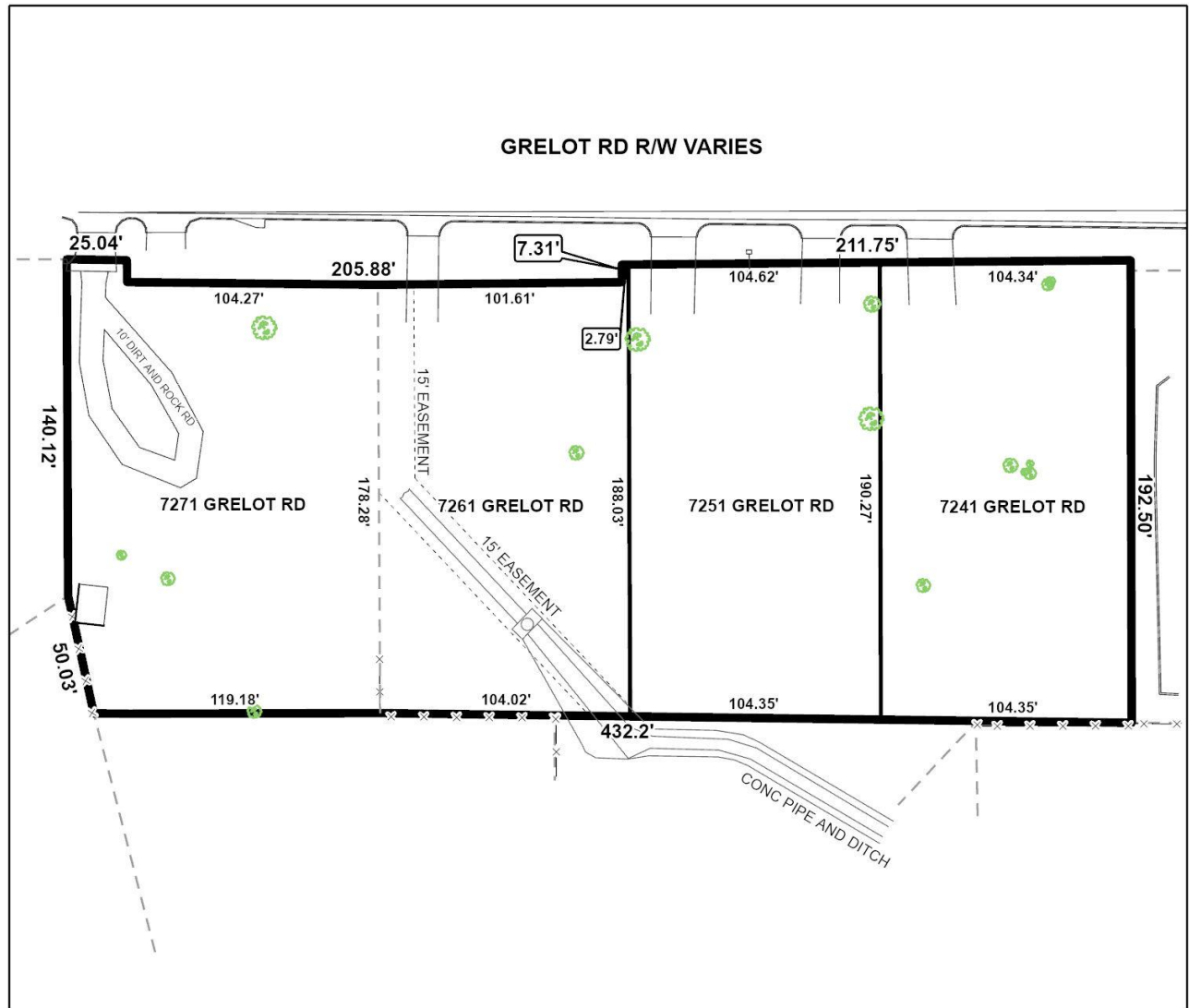
PLANNING COMMISSION VICINITY MAP - EXISTING ZONING




The site is surrounded by residential units. An office building lies to the east.

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SITE PLAN

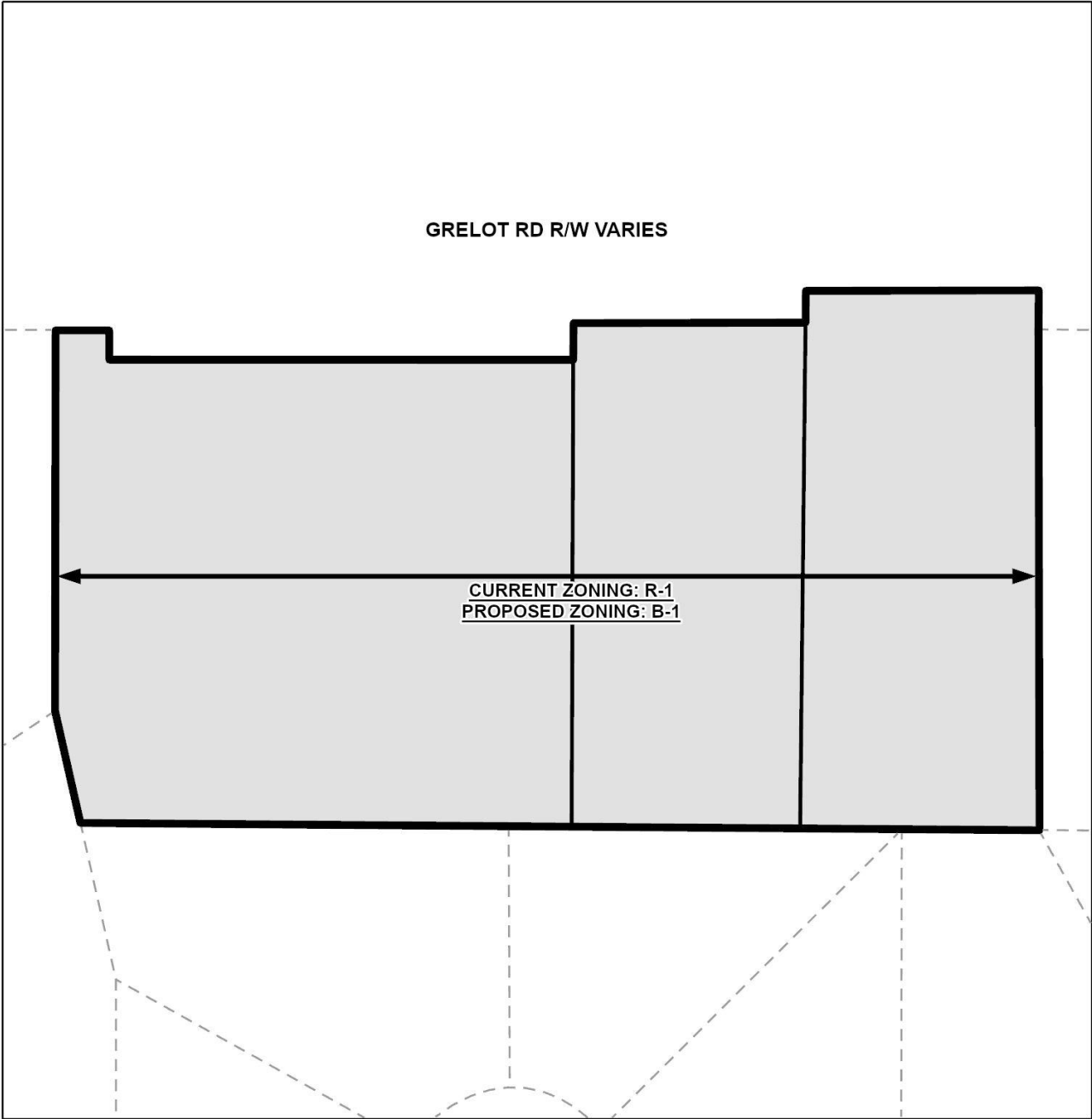


The site plan illustrates proposed zoning, current lots, and easements.

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DETAIL SITE PLAN

GRELOT RD R/W VARIES



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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)

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

