



Agenda Item # 14

SUB-003619-2026 & SUB-SW-003470-2025

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

[Applicant Materials for Consideration – Subdivision](#)

[Applicant Materials for Consideration – Sidewalk Waiver](#)

DETAILS

Location:

3244 & 3246 Dauphin Street

Subdivision Name:

Chick-fil-A Dauphin Street Subdivision

Applicant / Agent:

CPH Consulting, LLC (Jason Toole, P.E., Agent)

Property Owners:

Northside LTD

Current Zoning:

B-3, Community Business 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 one (1) legal lot of record.
- Waive construction of sidewalks along Dauphin Street.

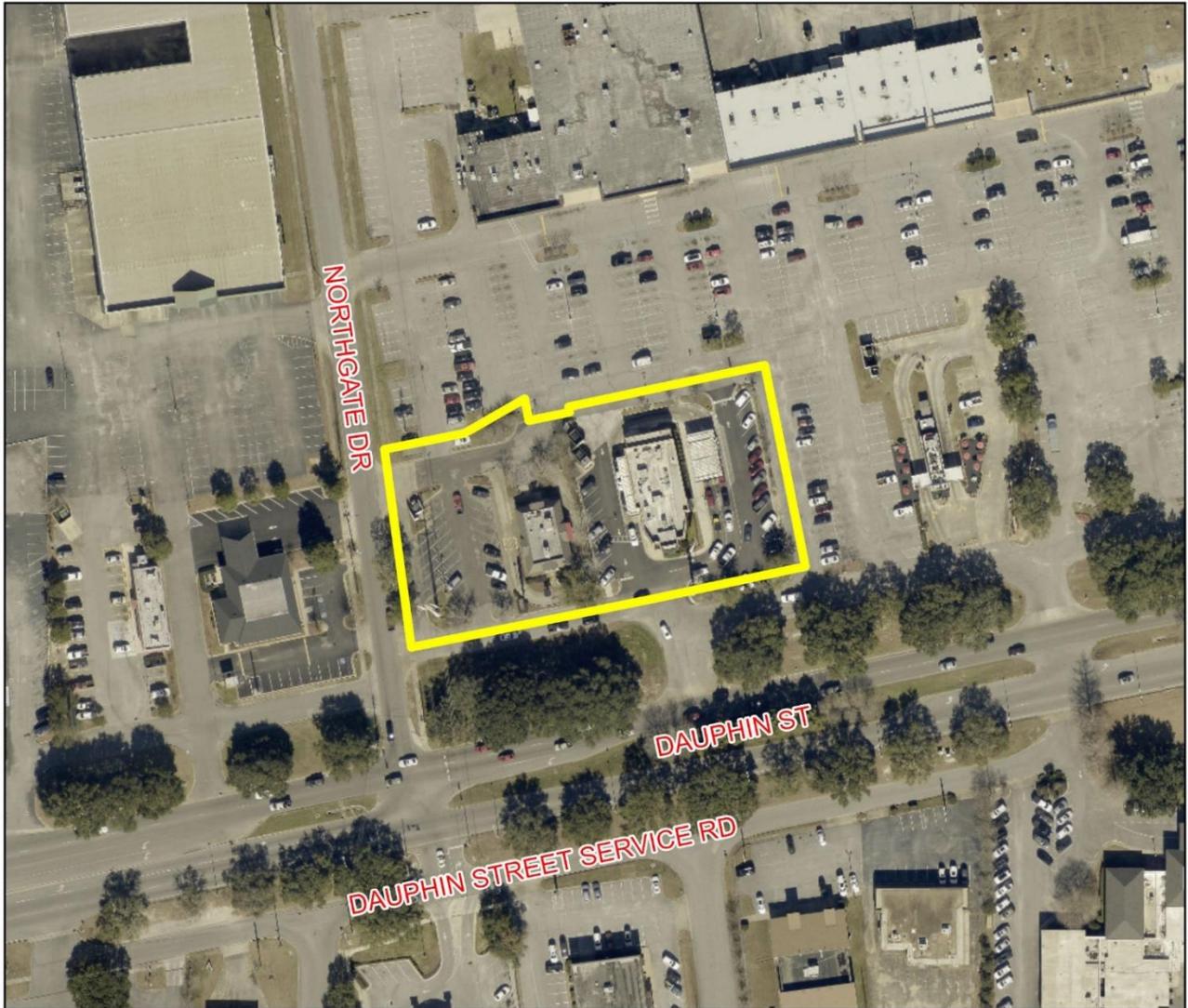
Commission Considerations:

1. Subdivision proposal with twelve (12) conditions; and
2. Sidewalk Waiver request along Dauphin Street.

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PLANNING COMMISSION
VICINITY MAP - EXISTING AERIAL



The site is surrounded by commercial units.

APPLICATION NUMBER <u> 14 </u> DATE <u> February 19, 2026 </u>	
APPLICANT <u> Chick-fil-A Dauphin Street Subdivision </u>	
REQUEST <u> Subdivision, Sidewalk Waiver </u>	

SITE HISTORY

In February 2001, the subject site was included as part of the four (4)-lot *Dauphin Plaza Subdivision*, which was recorded in the Mobile County Probate Court in May 2001.

In June 2001, the site received Administrative Planned Unit Development (PUD) approval, allowing shared access among multiple neighboring building sites.

In September 2001, the lot now developed with a Chick-fil-A restaurant was granted a Sidewalk Waiver, thereby waiving the requirement to construct a sidewalk along Dauphin Street.

In June 2018, an additional Administrative PUD was approved to permit modifications to the Chick-fil-A drive-thru while continuing to allow shared access among multiple neighboring building sites.

Most recently, in November 2025, the site appeared before the Board of Zoning Adjustment to request Front Yard Setback, Tree Planting, and Dumpster Variances; however, the application was withdrawn at the meeting.

STAFF COMMENTS

Engineering Comments:

Subdivision:

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. Retain ENGINEERING COMMENTS #1-5 shown on the PLAT.
- C. 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 prior to obtaining any signatures. No signatures are required on the drawing.

Sidewalk Waiver:

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. No current ENGINEERING projects indicate any proposed sidewalks for this area.

Traffic Engineering Comments:

Driveway number, 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:

Subdivision

The purpose of this application is to combine two (2) existing legal lots of record into one (1) legal lot of record. The site is served by public water and sanitary sewer, and the proposed lot meets the minimum area requirements of the Subdivision Regulations.

The site was previously subject to Administrative Planned Unit Developments (PUDs) under the former Zoning Regulations. However, with the proposed demolition of all existing improvements and the complete redevelopment of the property, the Unified Development Code (UDC) permits neighboring building sites to maintain shared access without the need for a PUD.

The preliminary plat clearly identifies the two (2) existing legal lots of record comprising the proposed lot; however, the new lot is labeled "Overall" rather than "Lot 1" or a similar designation. If approved, the resulting lot should be labeled "Lot 1" on the Final Plat.

The site has frontage on the Dauphin Street Service Road and Northgate Drive. The Major Street Plan classifies Dauphin Street as a minor arterial along this segment, requiring a 100-foot-wide right-of-way. The preliminary plat indicates that the Service Road has an existing 60-foot-wide right-of-way and Dauphin Street has an existing 122-foot-wide right-of-way; therefore, no additional dedication is required. Northgate Drive is classified as a minor street with curb and gutter improvements and requires a 50-foot-wide right-of-way. The preliminary plat depicts an existing 50-foot-wide right-of-way; thus, no dedication is necessary.

Section 6.B.12. of the Subdivision Regulations requires curb radii of not less than 20 feet at street intersections, unless otherwise approved by the City Engineer. Section 6.C.6. further requires property lines at street intersections to be arcs with radii of at least 25 feet, unless otherwise approved by the City Engineer and the Traffic Engineering Director. The preliminary plat does not depict a corner radius dedication at the intersection of Dauphin Street Service Road and Northgate Drive, as the original 2001 subdivision did not require such dedication. Therefore, if approved, a waiver of Sections 6.B.12. and 6.C.6. may be appropriate.

The preliminary plat illustrates the required 25-foot minimum front yard setback along both the Dauphin Street Service Road and Northgate Drive. If approved, these setback lines should be retained on the Final Plat. The preliminary plat also depicts 5-foot setbacks along the north and east property lines where the site abuts private property; however, these setbacks should be removed from the Final Plat.

The preliminary plat indicates the proposed lot size in both square feet and acres. If approved, this information should be retained on the Final Plat.

The preliminary plat depicts several existing easements within the proposed subdivision, as well as a proposed electric utility easement and a proposed sanitary sewer easement. If approved, a note should be placed on the Final Plat stating that no structure shall be constructed or placed within any easement without permission of the easement holder. Additionally, the preliminary plat indicates that an existing ingress/egress easement along the Dauphin Street Service Road is to be vacated upon recording of the new subdivision plat; this should remain clearly noted on the Final Plat, if approved.

Sidewalk Waiver

A Sidewalk Waiver was granted in 2001 for the portion of the site currently developed with a Chick-fil-A along Dauphin Street. However, because the property is now proposed for complete redevelopment, full compliance with the Unified Development Code (UDC) is required, including the provision of sidewalks along all street frontages.

The applicant requests a waiver of the requirement to construct a sidewalk along the Dauphin Street Service Road. An existing sidewalk is present along Northgate Drive. The applicant also requests that a pedestrian connection from the Northgate Drive sidewalk to the building not be required. It should be noted that, due to the presence of an existing sidewalk, the Planning Commission does not have the authority to waive the requirement for a pedestrian connection to the building. Relief from that requirement would require the submission of a Variance application to the Board of Zoning Adjustment for consideration.

The applicant's narrative is available via the link provided on the first page of this report.

In support of the waiver request, the applicant states that there are no existing sidewalks along the Dauphin Street right-of-way in this area and that construction of a sidewalk at this location would not provide a public benefit. While it is accurate that sidewalks are not currently present along this segment of Dauphin Street, there is a multi-family residential development located at the terminus of Northgate Drive. Residents of that development could benefit from improved pedestrian connectivity between Northgate Drive and Dauphin Street.

Engineering staff have indicated that sufficient space appears to exist either within the right-of-way or on the subject property to accommodate a sidewalk, which could be permitted through the right-of-way permit process.

SUBDIVISION CONSIDERATIONS

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, with a waiver of Sections 6.B.12. and 6.C.6. (corner radius dedication) of the Subdivision Regulations, the following conditions could apply:

1. Retention of the 60-foot-wide right-of-way along the Dauphin Street Service Road on the Final Plat;
2. Retention of the 50-foot-wide right-of-way along Northgate Drive on the Final Plat;
3. Label the new lot as "Lot 1";
4. Retention of the lot size in square feet and acres, or provision of a table on the Final Platt with the same information;
5. Revision of the Final Plat to remove the 5-foot setback lines depicted along the North and East property lines of the proposed lot;
6. Retention of the 25-foot minimum front yard setback line along both street frontages;
7. Placement of a note on the Final Plat stating that no structure shall be constructed or placed in any easement without permission from the easement holder;
8. Retention of a note on the Final Plat indicating vacation of the ingress/egress easement;
9. Compliance with all Engineering comments noted in this staff report;
10. Placement of a note on the Final Plat stating all Traffic Engineering comments noted in this staff report;
11. Compliance with all Urban Forestry comments noted in this staff report; and,
12. Compliance with all Fire Department comments noted in this staff 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 industrial developments, although the appropriateness of sidewalks should also take into account the existing infrastructure in the area, i.e., does the construction of the existing roadway safely allow for a sidewalk to be utilized.

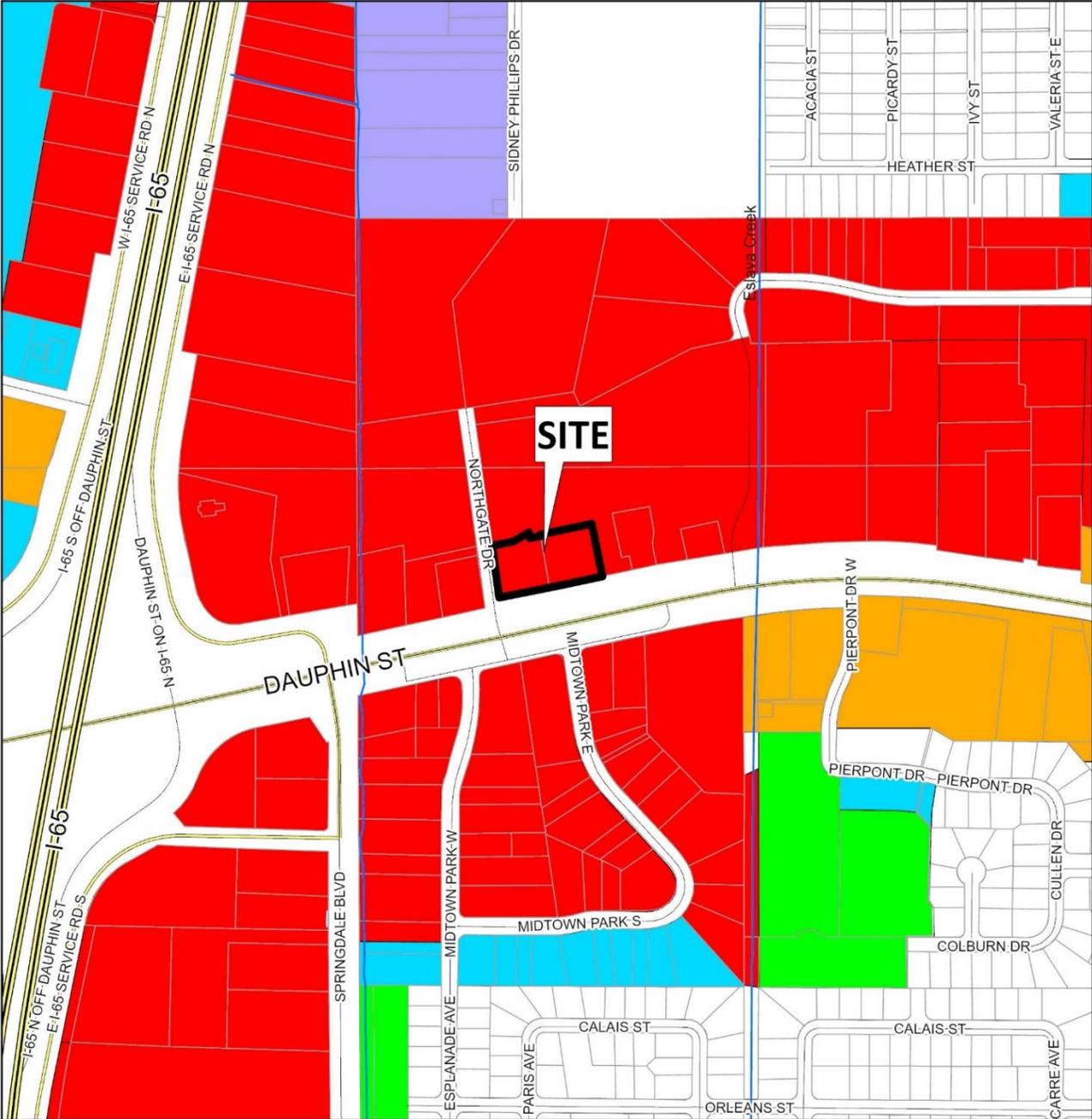
Considerations:

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 approved through the ROW Permit process.

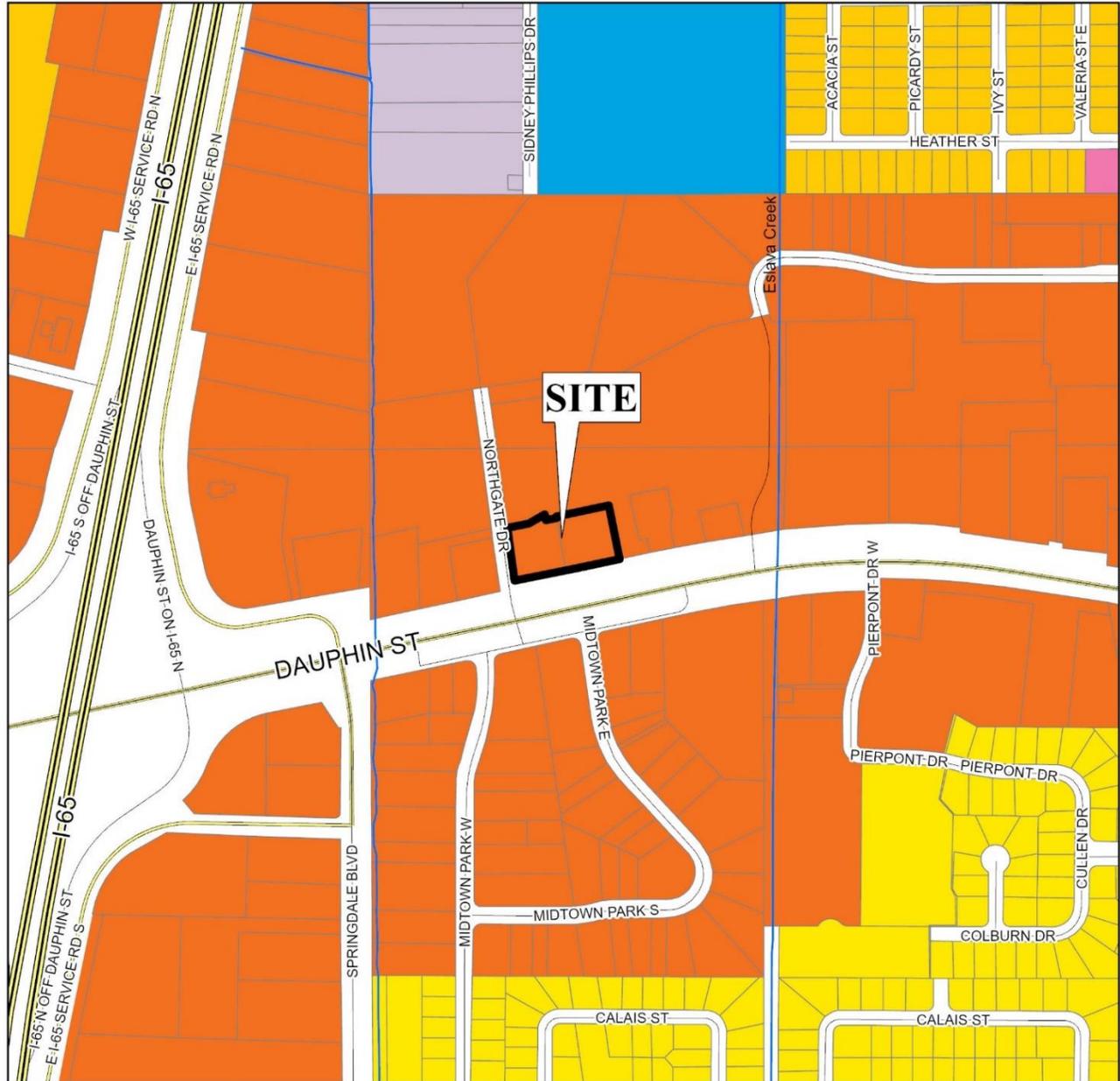
LOCATOR ZONING MAP



APPLICATION NUMBER	14	DATE	February 19, 2026
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REQUEST	Subdivision, Sidewalk Waiver		



FLUM LOCATOR MAP



APPLICATION NUMBER 14 DATE February 19, 2026

APPLICANT Chick-fil-A Dauphin Street Subdivision

REQUEST Subdivision, Sidewalk Waiver

- | | | | |
|---|---|---|---|
| ■ 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 | |



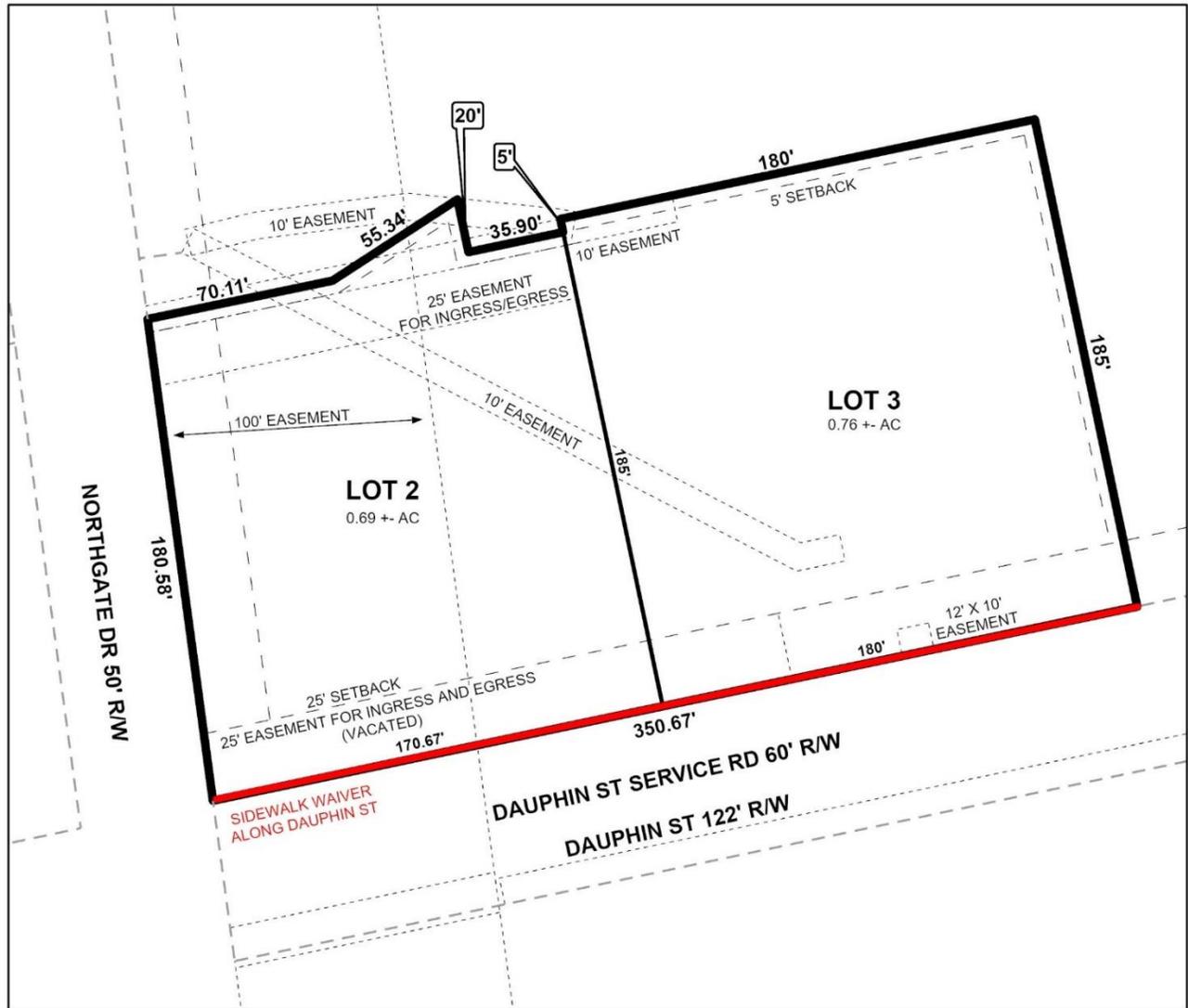
PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial units.

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<table style="width: 100%; font-size: small;"> <tr> <td> R-A</td> <td> R-3</td> <td> B-1</td> <td> B-2</td> <td> B-5</td> <td> ML</td> <td> I-2</td> <td> OPEN</td> <td> T-3</td> <td> 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	
 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 easements and proposed sidewalk waiver.

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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			O																								O	
MIXED DENSITY RESIDENTIAL (MDR)		U	U	■	■			■	■						■																O	
DOWNTOWN (DT)						■						■											■	■	■	■	■		O	O		
DISTRICT CENTER (DC)								■			U	O	O																			
NEIGHBORHOOD CENTER - TRADITIONAL (NC-T)	■	■	U	■	■	O	■	O	O	O											■	■	■									
NEIGHBORHOOD CENTER - SUBURBAN (NC-S)			S			S	■	S	S	O											■	■									O	
TRADITIONAL CORRIDOR (TC)		■	■	■	■	U	■	U	U	O																					O	
MIXED COMMERCIAL CORRIDOR (MCC)						■		■	■	■	■	■	■	■	■																	
LIGHT INDUSTRIAL (LI)													■	■	■	■				■										O	O	
HEAVY INDUSTRY (HI)																■	■	■	■											O	O	
INSTITUTIONAL LAND USE (INS)											■	■		O	O					O												
PARKS & OPEN SPACE (POS)	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	□	
WATER DEPENDENT USES (WDWRU)	■					O									■	■	■		O													

- 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.
- O 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

