



Agenda Item # 15

SUB-SW-003903-2026

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

[Applicant Materials for Consideration](#)

DETAILS

Location:

5263 U.S. Highway 90 West

Applicant / Agent:

Vincent D. LaCoste, II, Bethel Engineering, Inc.

Property Owner:

Wholesale Auto Group, LLC, an Alabama Limited Liability Company

Current Zoning:

B-3, Community Business Suburban District

Future Land Use:

District Center

Applicable Codes, Policies, and Plans:

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

Proposal:

- Waive the construction of sidewalks along U.S. Highway 90 West and Halls Mill Road.

Commission Considerations:

1. Sidewalk Waiver

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PLANNING COMMISSION

VICINITY MAP - EXISTING AERIAL



The site is surrounded by commercial units and vacant land.

APPLICATION NUMBER 15 DATE October 15, 2026
 APPLICANT Vincent D. LaCoste, II, Bethel Engineering, Inc.
 REQUEST Sidewalk Waiver



SITE HISTORY

The site was annexed into the City of Mobile in 2008.

Prior to annexation, the site was included in several subdivision applications considered by the Planning Commission. At its December 21, 2000, meeting, the Planning Commission approved a seven (7)-lot subdivision that included the subject site, and the approved plat was subsequently recorded in Probate Court. The site was later included in a two (2)-lot subdivision approved by the Planning Commission on February 6, 2003, with the approved plat subsequently recorded in Probate Court.

The site was again included in an eight (8)-lot subdivision approved by the Planning Commission on January 20, 2005, followed by another two (2)-lot subdivision approved on June 15, 2006. The plats associated with both approvals were subsequently recorded in Probate Court.

No other Planning Commission or Board of Zoning Adjustment applications associated with the site have been identified.

STAFF COMMENTS

Engineering Comments:

It appears that there is sufficient room behind the existing roadside ditch, 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 within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance (2021 International Fire Code). Fire apparatus access is required to be within 150' of all non-sprinklered commercial buildings and within 300' of all sprinklered commercial buildings. Fire water supply for all commercial buildings will be required to meet the guidance of Appendices B and C of the 2021 International Fire Code. The minimum requirement for fire hydrants is to be within 400' of non-sprinkled commercial buildings, within 600' of sprinkled commercial buildings, and within 100' of fire department connections (FDC) for both standpipes and sprinkler systems.

Planning Comments:

The site is currently undeveloped but has permits in review for an 8,000 square-foot automotive dealership and service station.

Pursuant to Section 7.C.4. of the Subdivision Regulations, sidewalks are required along the site's frontages on U.S. Highway 90 West and Halls Mill Road. The applicant has requested a waiver from this requirement along U.S. Highway 90 West and Halls Mill Road, citing the following justifications:

1. **No pre-existing sidewalks.** There are no pre-existing sidewalk connections on U.S. Highway 90 West or Halls Mill Road.
2. **ALDOT restrictions.** U.S. Highway 90 West is an Alabama Department of Transportation (ALDOT) route with an open ditch section with steep slopes and extremely high traffic volume. ALDOT does not allow a sidewalk in its right-of-way so any sidewalk would have to be built and maintained on private property.

The applicant has submitted a survey of the property. All application materials are available for review via the link provided on Page 1 of this 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.

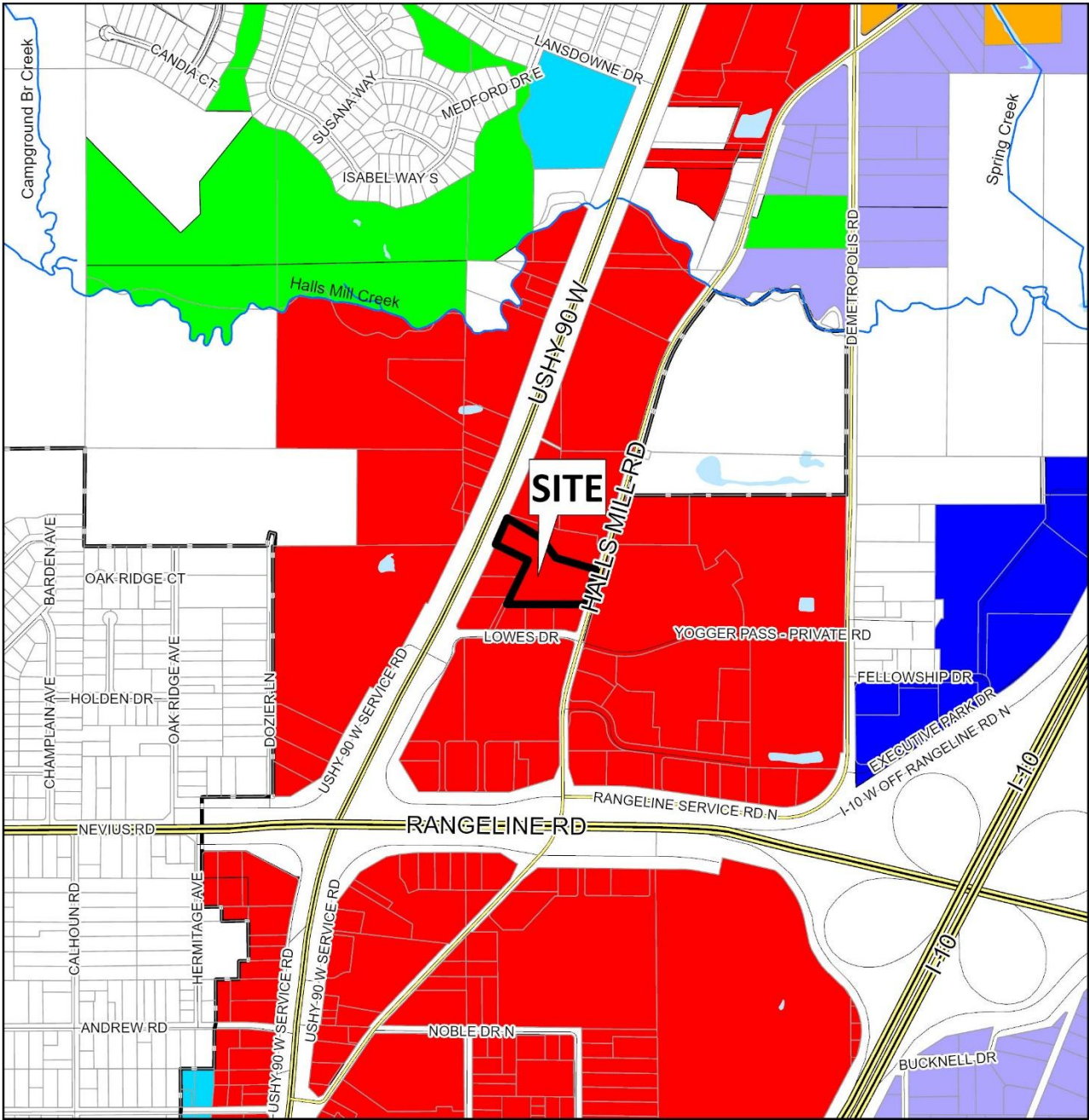
Sidewalks are typically encouraged, even in areas where none currently exist, although the appropriateness of sidewalks should also consider the existing infrastructure in the area.

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, topography, as well as connectivity to existing sidewalks; and
3. Engineering comments, which state that there is sufficient room behind the existing roadside ditch, or within the property, for the construction of a sidewalk that could be approved through the ROW Permit process

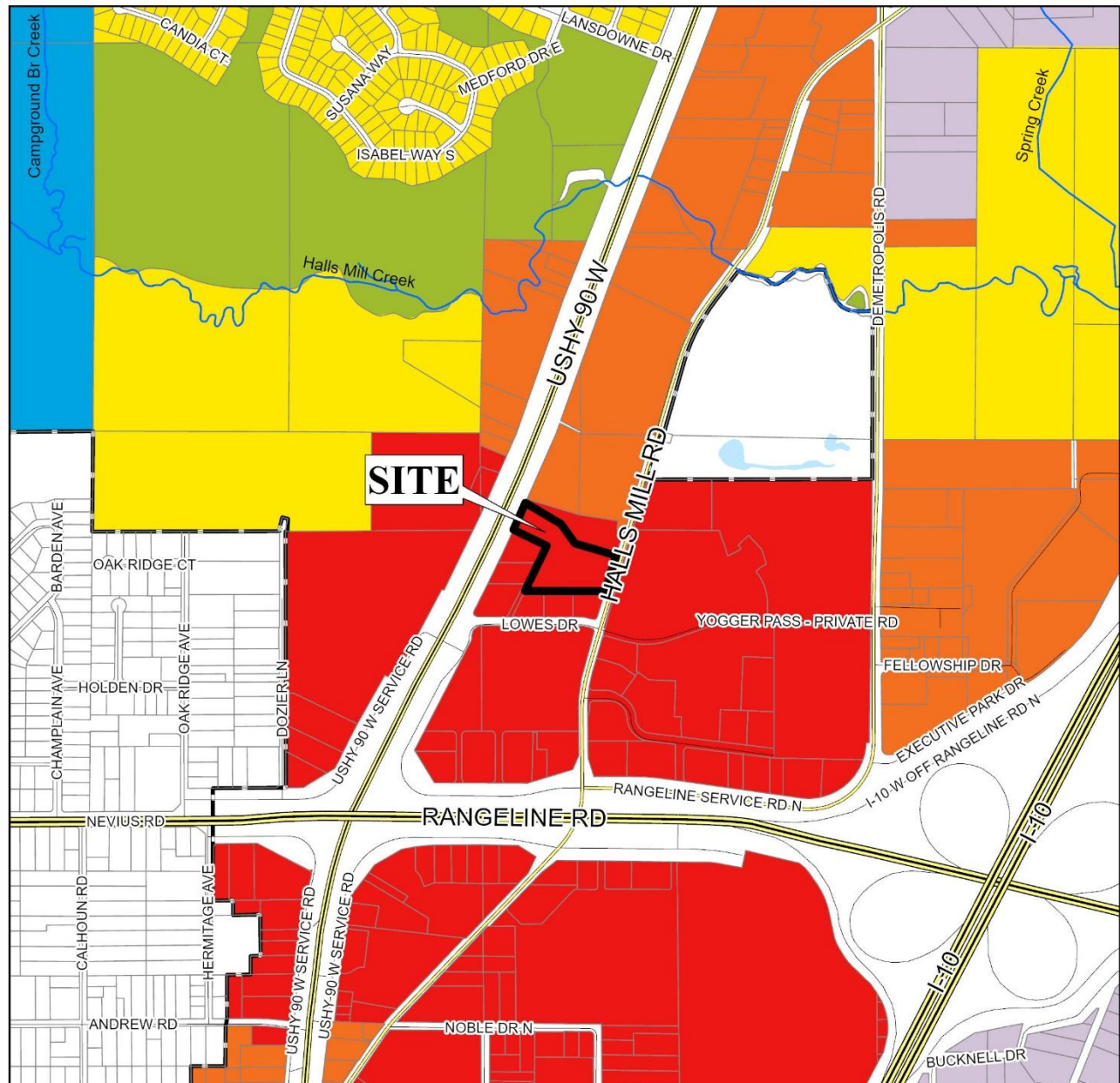
LOCATOR ZONING MAP



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FLUM LOCATOR MAP



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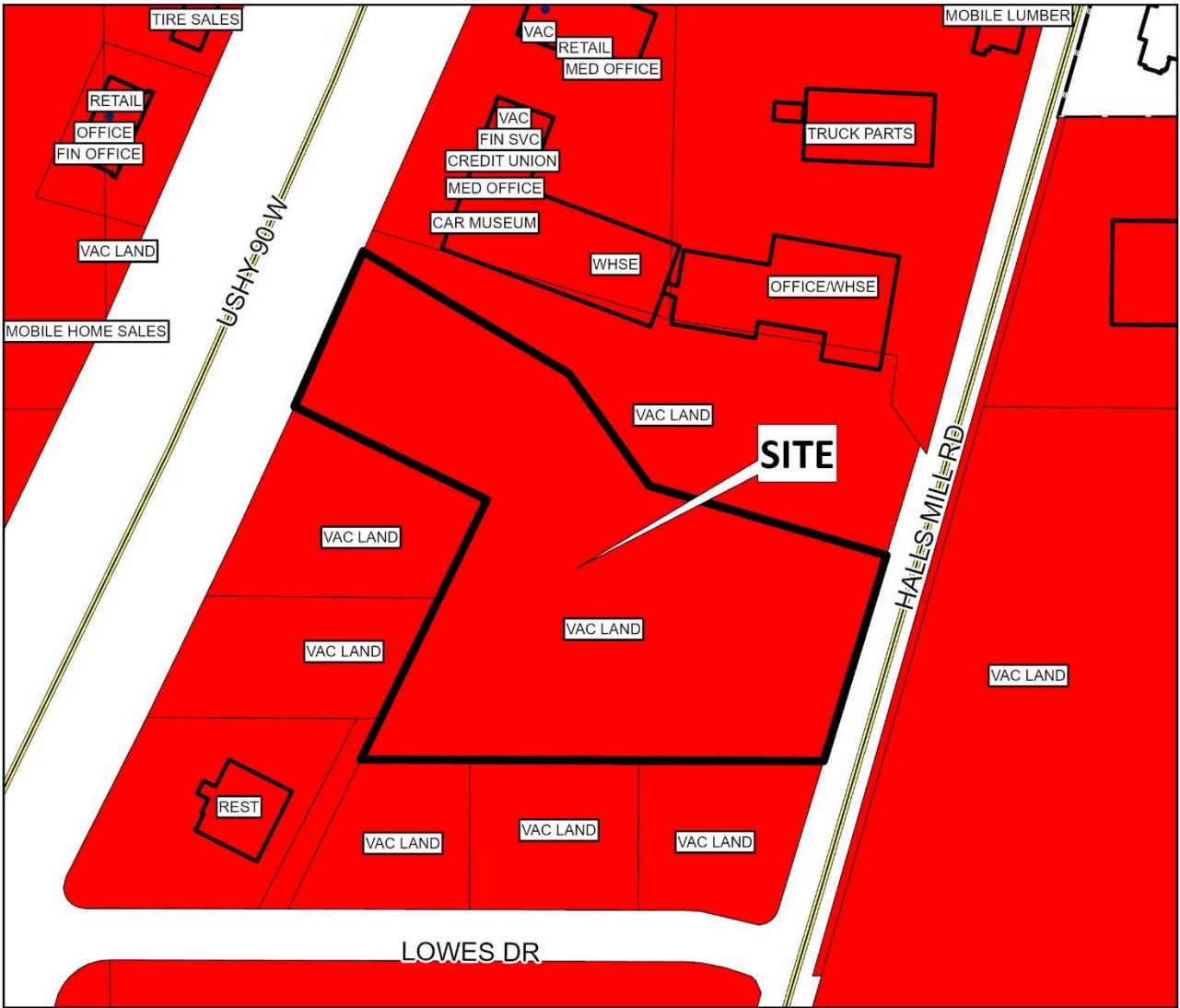
APPLICANT Vincent D. LaCoste, II, Bethel Engineering, Inc.

REQUEST 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

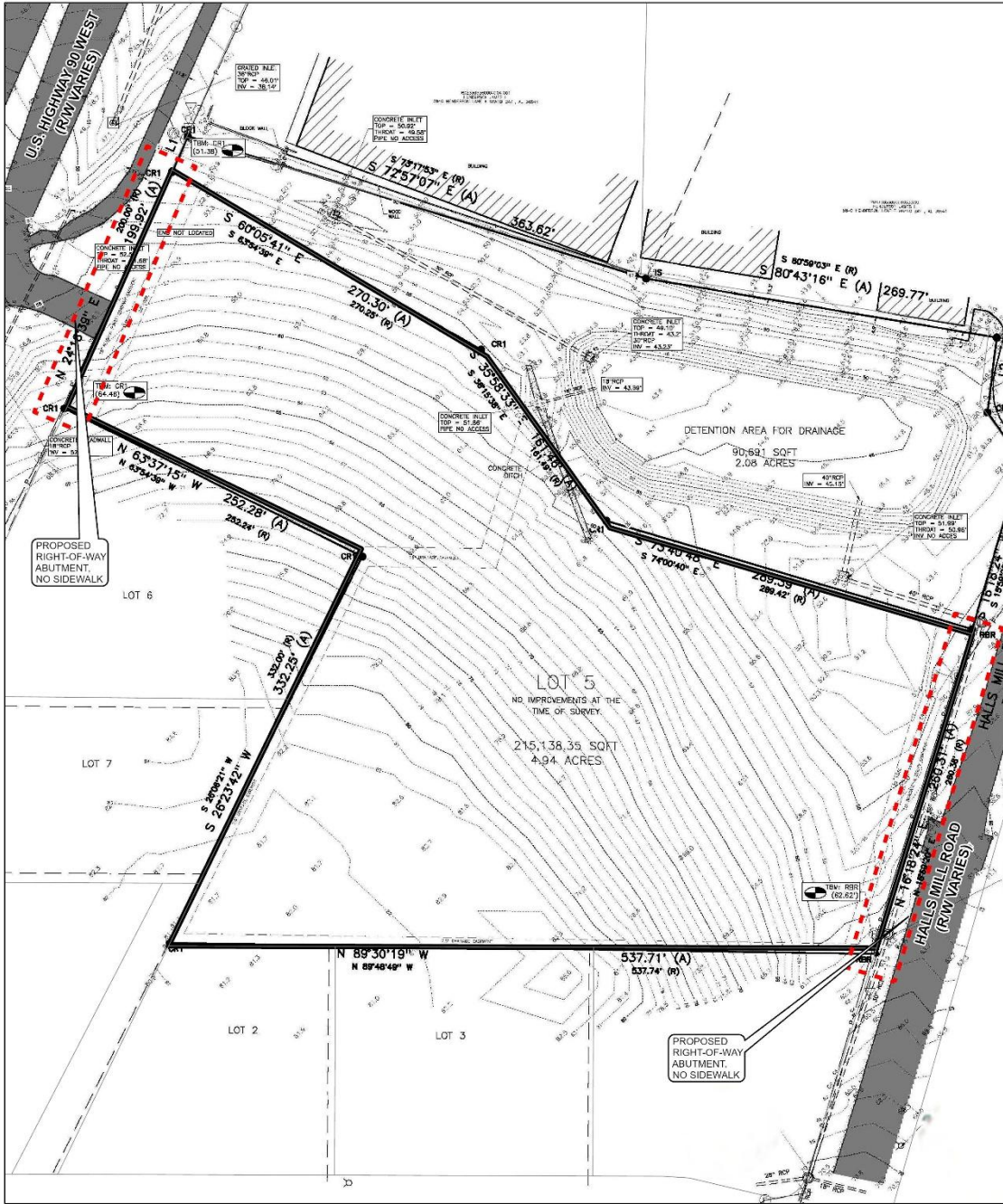


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R-A	R-3	B-1	B-2
R-1	R-B	T-B	B-3
R-2	H-B	LB-2	B-4
B-5	ML	I-2	OPEN
CW	MH	PD	SD
MM	I-1	MUN	SD-WH
T-3	T-4	T-5.1	T-5.2
T-6			



SIDEWALK WAIVER SITE PLAN



The site plan illustrates existing landscape features and proposed right-of-way abutments.

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NTS

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

[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

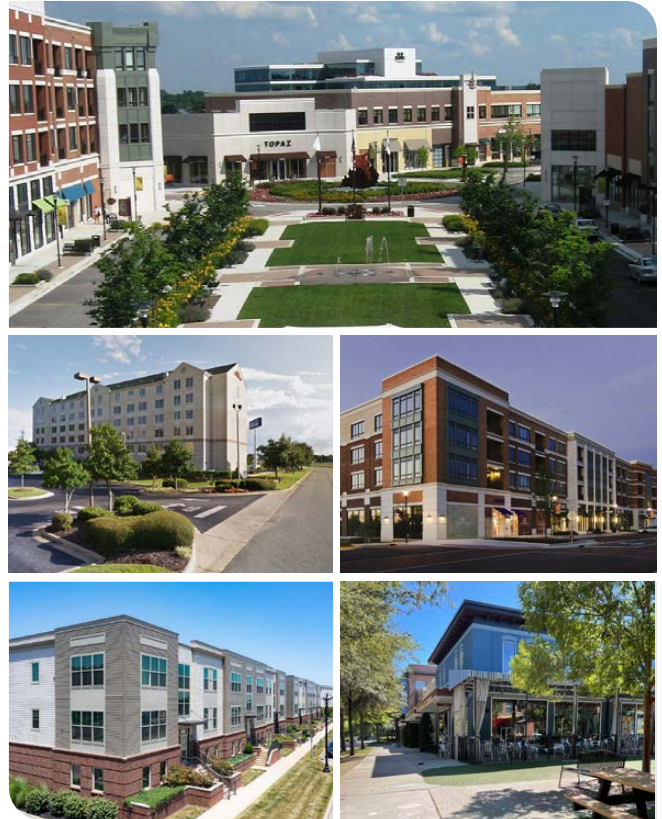
Secondary Uses

- › 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