



Agenda Item # 10

SUB-003827-2026

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

[Applicant Materials for Consideration](#)

DETAILS

Location:

53 Foreman Road & 6784 & 6788 Dickens Ferry Road

Subdivision Name:

Gracepointe Mobile Subdivision

Applicant:

Byrd Surveying, Inc.

Property Owner:

Grace Point Church of God and Springhill Church of God

Current Zoning:

R-1, Single-Family Residential Suburban District

Future Land Use:

Low Density Residential & Mixed Commercial Corridor

Applicable Codes, Policies, and Plans:

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

Proposal:

- Subdivision approval to create two (2) legal lots of record from three (3) existing metes-and-bounds parcels.

Commission Considerations:

1. Holdover.

Report Contents:

	Page
Context Map	2
Site History	3
Staff Comments	3
Subdivision Considerations	5
Exhibits	6

GRACEPOINTE MOBILE SUBDIVISION



APPLICATION NUMBER 10 DATE August 20, 2026



SITE HISTORY

The subject site was annexed into the City of Mobile in 1956.

With the adoption of the Zoning Ordinance in 1967, the site was assigned an R-A, Residential-Agriculture District zoning classification. At some time after that, the zoning classification was changed to R-1, Single-Family Residential District.

In November 2002, the site went before the Planning Commission for Subdivision approval to create one legal lot of record; Planning Approval to allow the expansion of an existing church in an R-1 District; and Planned Unit Development Approval to allow multiple buildings on a single building site. All were approved and the site was developed accordingly.

In February 2003, the Planning Commission approved a Sidewalk Waiver for the site to waive construction of sidewalks along Old Shell Road, Foreman Road and Dickens Ferry Road.

In September 2021 the Board of Zoning Adjustment denied a Sign Variance request for the site to allow a digital sign within 300 feet of residentially zoned property.

STAFF COMMENTS

Engineering Comments:

FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review):

- A. Provide all 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. Label the POB.
- C. Revise NOTES #7 to read "As shown on the aerial photos LOTS A and B will share the 50,100 sf of historical credit of existing impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control) and share the 8,000 SF credit provided to the original SF residential lot as follows: LOT A – 9,000 sf, and LOT 2 – 6,300 sf. Stormwater detention will be required for any additional impervious area that exceeds the allowable credit for that LOT.
- D. Retain NOTES 1 - 5.
- 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 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. 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 purpose of this request is to create two (2) legal lots of record from three (3) existing metes-and-bounds parcels. The site is served by public water and sanitary sewer services.

The Subdivision approved in 2002, Providence Church of God Subdivision, consisted of one lot. At some point in time thereafter the site was separated into two (2) tax parcels. The church also bought one (1) metes-and-bounds property along Foreman Road which was surrounded by the church property. Therefore, the application at hand includes all three (3) metes-and-bounds tax parcels which are proposed to be resubdivided into two (2) legal lots of record.

The subject site has frontage on Old Shell Road, Foreman Road and Dickens Ferry Road. Old Shell Road is a component of the Major Steet Plan as a Minor Arterial street with a planned 100-foot right-of-way width. As the current right-of-way width for Old Shell Road along the site is 120 feet, no dedication would be required along Old Shell Road. Foreman Road is a minor street without curb and gutter with a current 80-foot right-of-way width. Therefore, no dedication would be required along Foreman Road. Dickens Ferry Road is also a minor street without curb and gutter, but with a compliant 60-foot right-of-way width. Therefore, no dedication would be required along Dickens Ferry Road. The right-of-way widths of all streets should be retained on the Final Plat, if approved.

The plat should be revised to dedicate a 25-foot radius curve at the intersection of Old Shell Road and Foreman Road, and at the intersection of Foreman Road and Dickens Ferry Road, in compliance with Section 6.C.6. of the Subdivision Regulations.

The preliminary plat indicates a 25-foot minimum building setback line along all street frontages, and this should be retained on the Final Plat, if approved.

Both proposed lots would meet the minimum area requirements of the Subdivision Regulations, and the lot size labels in both square feet and acres should be retained on the Final Plat, if approved, adjusted for any required dedication, or a table should be furnished on the Final Plat providing the same information.

The proposed subdivision modifies a previously approved Planning Approval and a Planned Unit Development (PUD). Article 5, Section 64-5-1.D. of the Unified Development Code (UDC) requires all applications related to the same site to be filed and heard concurrently. As such, Major Modification applications to modify the Planning Approval and PUD should be submitted and considered concurrently with the subdivision application. A holdover will therefore be required.

SUBDIVISION CONSIDERATIONS

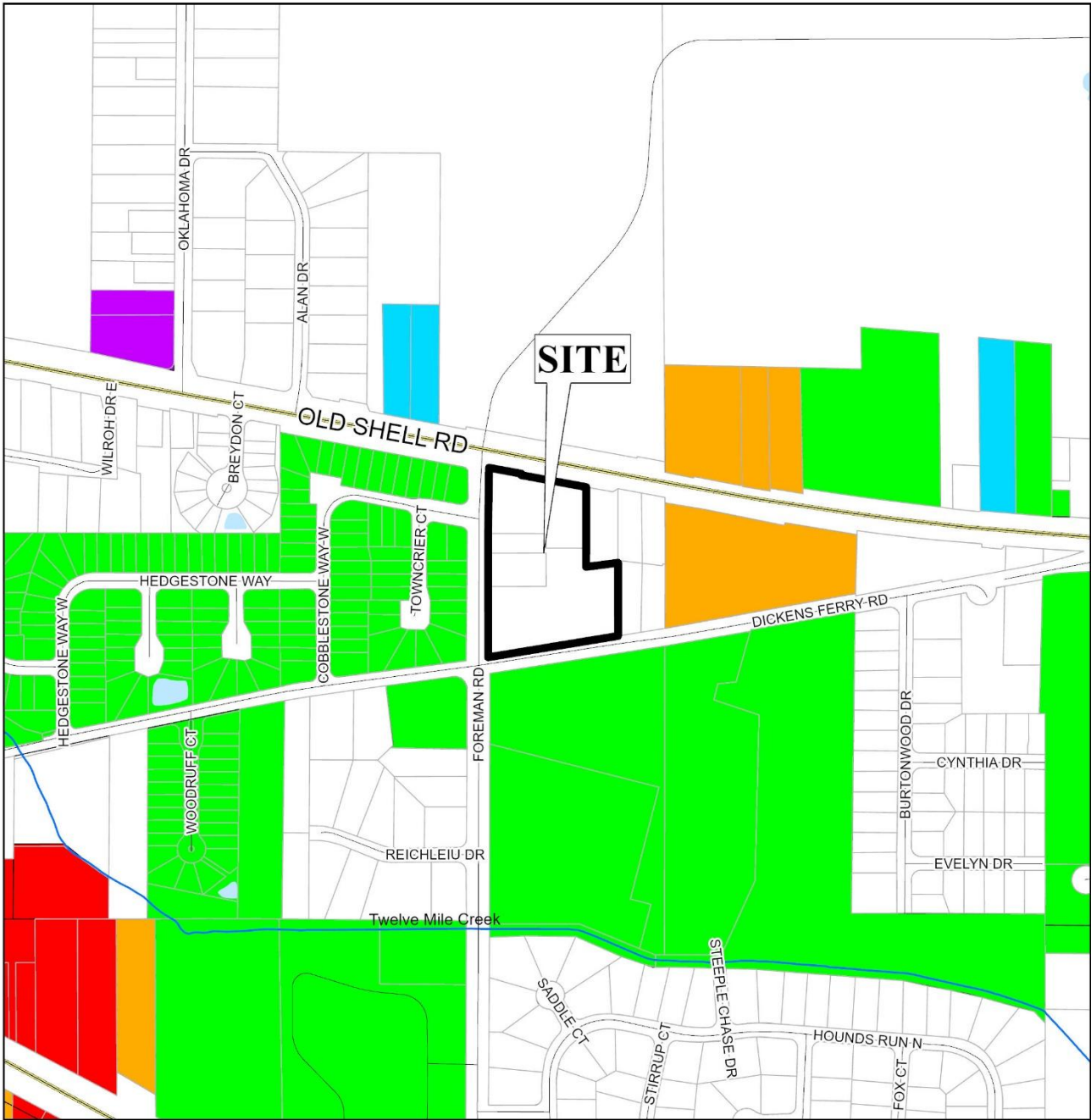
Standards of Review:

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:

The Planning Commission should consider a holdover of the request to allow the applicant to submit Major Modification applications to modify the Planning Approval and Planned Unit Development, pursuant to Article 5, Section 64-5-1.D. of the UDC.

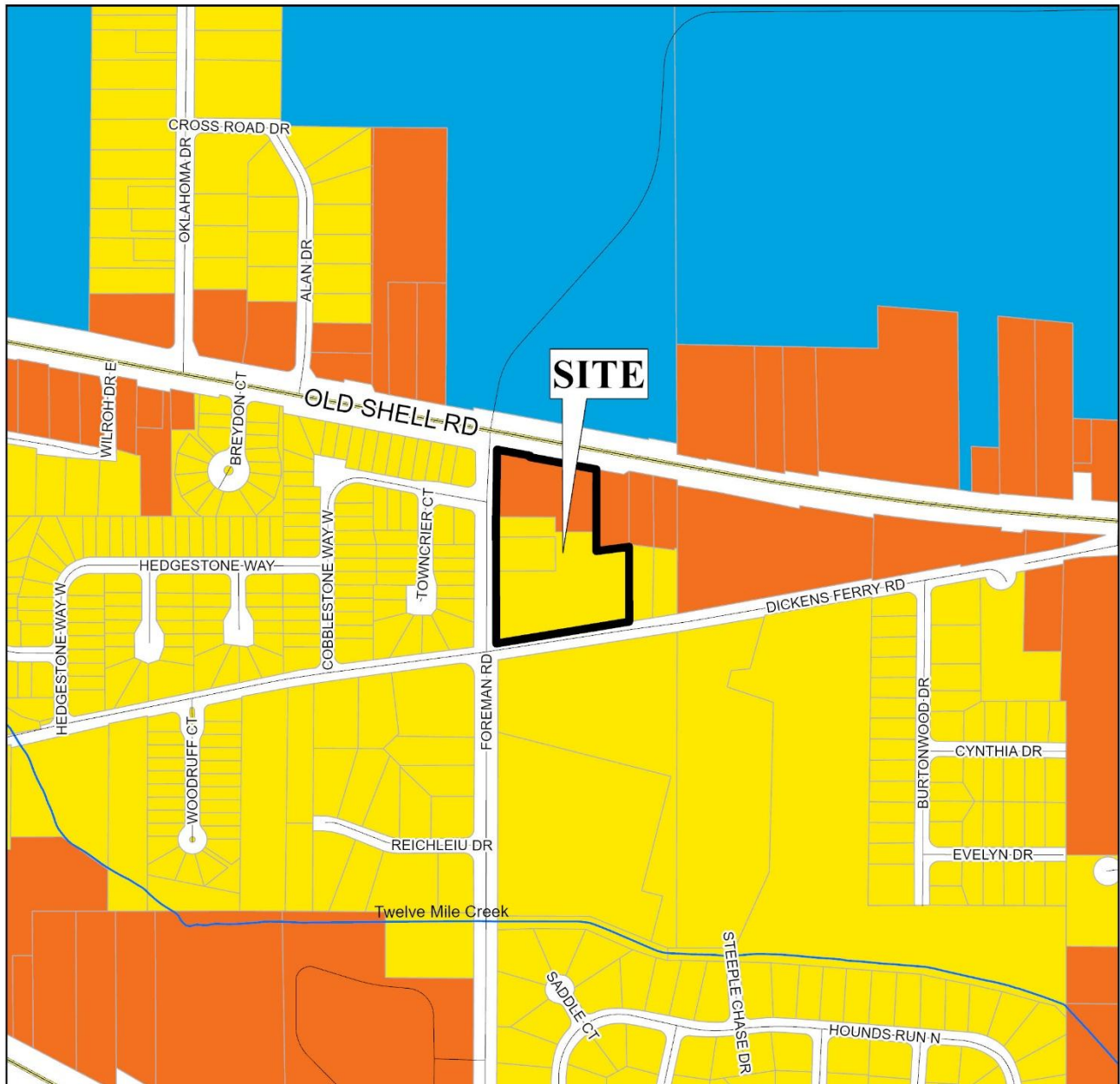
LOCATOR ZONING MAP



APPLICATION NUMBER	10	DATE	August 20, 2026
APPLICANT	Gracepointe Mobile Subdivision		
REQUEST	Subdivision		



FLUM LOCATOR MAP



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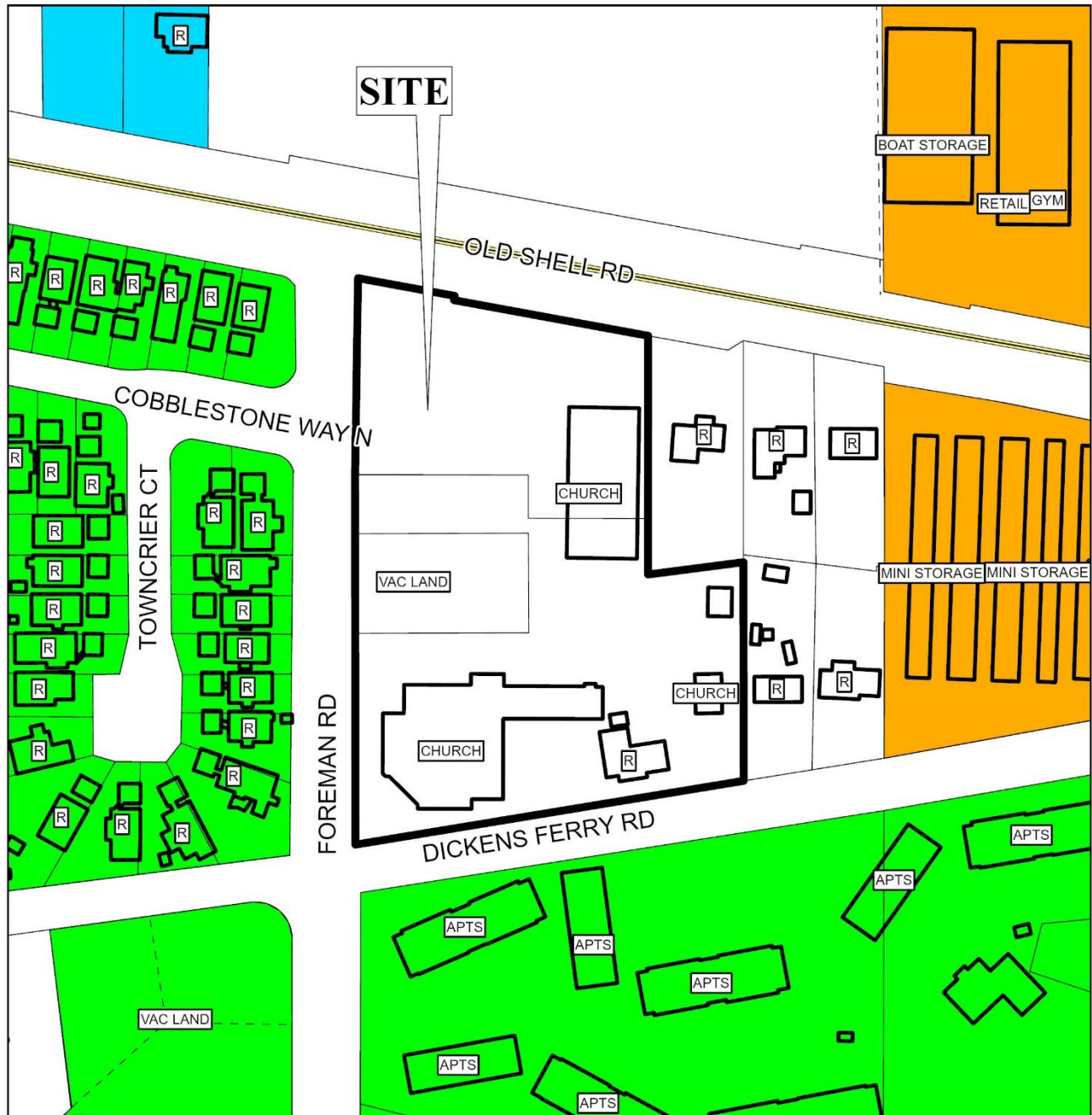
APPLICANT Gracepointe Mobile Subdivision

REQUEST Subdivision

- | | | | |
|---------------------------|-----------------------------------|-------------------|-----------------|
| 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 | |



GRACEPOINTE MOBILE SUBDIVISION

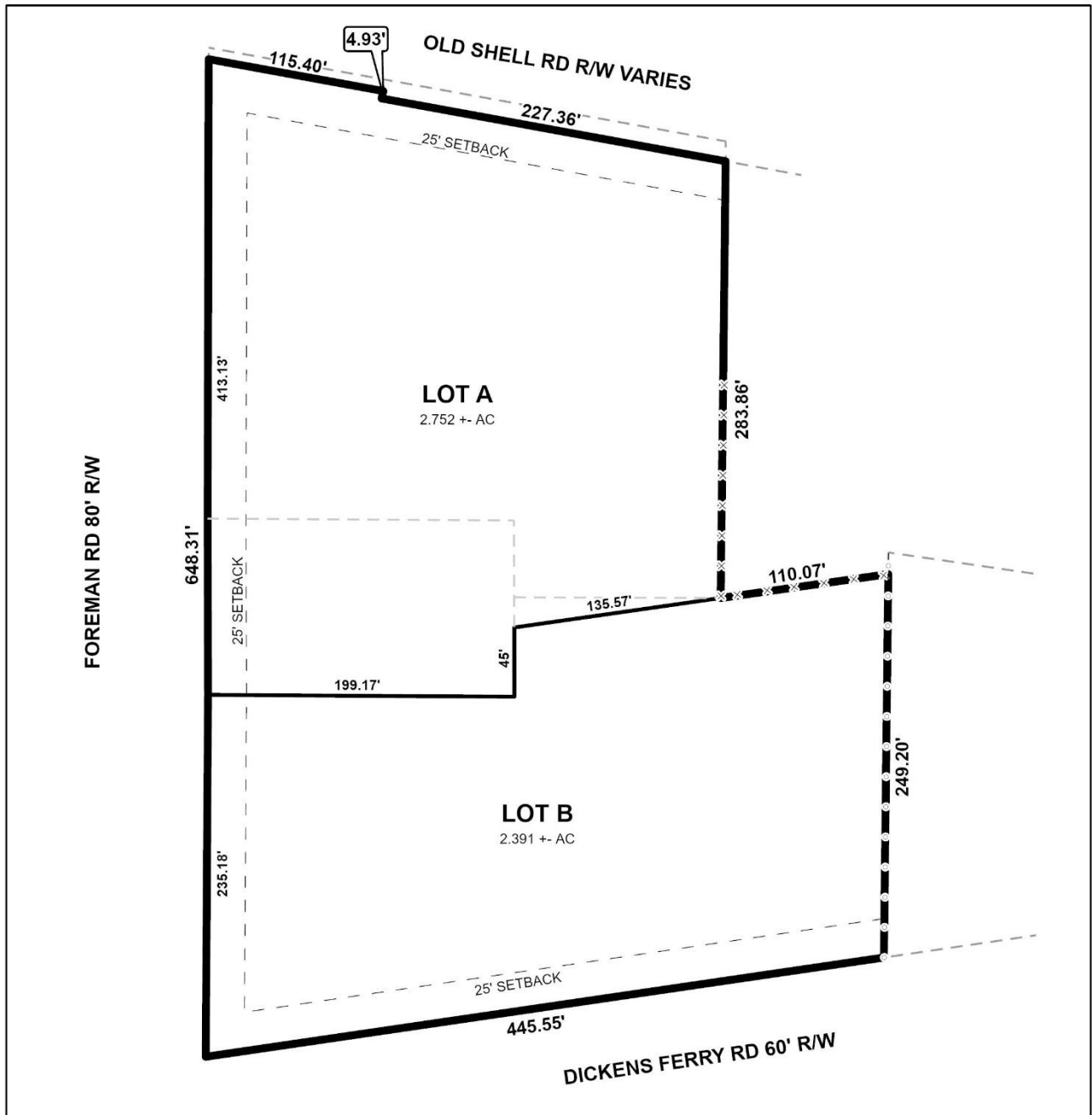


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R-A	R-3	B-1	B-2	B-5	ML	I-2	OPEN	T-3	T-5.2
R-1	R-B	T-B	B-3	CW	MH	PD	SD	T-4	T-6
R-2	H-B	LB-2	B-4	MM	I-1	MUN	SD-WH	T-5.1	



DETAIL SITE PLAN



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APPLICANT Gracepointe Mobile Subdivision

REQUEST Subdivision



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]

LOW DENSITY RESIDENTIAL (LDR)

This designation applies to residential neighborhoods found mostly west of I-65 or immediately adjacent to the east side of I-65. These areas are primarily single family residential, but may contain small-scale complimentary uses and other residential types at appropriate locations. An LDR area may include a wide range of lot sizes, housing size and styles, including some small-scale multi-unit buildings, but housing styles are highly consistent within a subdivision and tend to have limited connectivity between residential types and non-residential uses. Neighborhoods tend to have longer blocks and may be designed in a network of meandering streets. Residential density ranges between 0 and 6 dwelling units per acre (du/ac).

Development Intent

- › Complementary uses are designed and sited in a manner compatible with and connected to the surrounding context.
- › The presence of individual ancillary uses should contribute to the fabric of a complete neighborhood, developed at a walkable, bikeable human scale.
- › When establishing new residential areas or expanding existing developments, provide pedestrian and vehicular connectivity between adjacent developments.

Land use mix

Primary Uses

- › Residential, Single family
- › Residential, Attached

Secondary Uses

- › Residential, Multifamily
- › Civic
- › Parks

Housing mix

- › Predominantly single family subdivisions with lots smaller than one acre
- › Attached residential such as duplexes, multiplexes, and townhomes that have the scale of a single family home

Character Example



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

