



Agenda Item # 12

SUB-003750-2026

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

[Applicant Materials for Consideration](#)

DETAILS

Location:

North side of Grelot Road, 1,110'± East of Leroy Stevens Road, extending North, 2,730'± to the South terminus of Navion Drive

Subdivision Name:

Cavallo Ridge Subdivision

Applicant / Agent:

Brandon Mason, DHI Engineering, LLC

Property Owner(s):

Patricia Dawson, Cara McLarty, Hattie Mosley, and Helen Roberson

Current Zoning:

R-1, Single-Family Residential Suburban District

Future Land Use:

Low Density Residential

Applicable Codes, Policies, and Plans:

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

Proposal:

- Subdivision approval to create 141 legal lots of record from four (4) metes-and-bounds parcels.

Commission Considerations:

- Subdivision proposal with seventeen (17) conditions.

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CAVALLO RIDGE SUBDIVISION



APPLICATION NUMBER 12 DATE June 18, 2026



SITE HISTORY

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

A portion of the site was included in the proposed *Leona Subdivision*, which was reviewed by the Planning Commission in August 2015 while the property was located within the City's Extraterritorial Planning Jurisdiction. The Planning Commission approved the Preliminary Plat; however, the Final Plat was never submitted for review or signatures, and the approval subsequently expired after one year.

A review of records maintained by the Mobile County Probate Court indicates that a plat for *Leona Subdivision* was recorded in February 2016. However, the recorded plat did not incorporate the revisions required by the Planning Commission and lacked the signatures necessary for recordation, with the exception of the County Engineer's signature. As such, the recorded plat is not valid and may constitute an illegal subdivision of the property.

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

STAFF COMMENTS

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. Delete Sheet No. 2 of 2. This sheet does not contain any additional information that is required to be on the FINAL PLAT.
- C. Provide a written description for the entire proposed subdivision boundary.
- D. Label each of the Drainage Easements as "PRIVATE" unless carrying "PUBLIC" runoff. Coordinate with the ENGINEERING Dept. during the drainage design phase if there are any questions.
- E. Provide a note stating that the required stormwater detention for the LOTS will be provided in a common detention pond in the COMMON AREA.
- F. Add a signature block for the Planning Commission, Traffic Engineer, and City Engineer.
- G. Revise NOTES #13 to read – "As shown on the 1984 aerial photo the subdivision will receive 12,000 SF credit provided to the three (3) original SF residential lot towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control). Stormwater detention will be required for any additional impervious area that exceeds the allowable credit for the entire subdivision (LOTS 1 – 141).
- H. Add a note that the proposed roadway and stormwater improvements shall be complete and approved prior to issuing any residential construction permits.
- I. Retain NOTES #6 - 8, 12, and 15.
- J. Add a note - The proposed road shall be constructed in accordance with current Engineering Department policy letters and design criteria. Provide the as-built certification form, test reports, etc. and as-built plans for the proposed infrastructure prior to providing a copy of the FINAL PLAT to the Engineering Dept. for FINAL PLAT review.
- K. Add a note - The street must be submitted for acceptance by the Mobile City Council prior to submitting the Final Plat for City Engineer signature.

- L. 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:

A traffic impact study will be required. 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 and Article 13, Section 64-13-6 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 application is to create a 141-lot public street subdivision from four (4) metes-and-bounds parcels. The applicant indicates that the site is served by public water and sanitary sewer services.

Access to the proposed subdivision is from Grelot Road, a Minor Arterial Street requiring a 100-foot-wide right-of-way at this location. A 100-foot-wide right-of-way is depicted on the preliminary plat, making additional dedication unnecessary.

Two (2) streets and an extension to Navion Drive are proposed for public dedication within the subdivision, labeled as *Cavallo Ridge Drive*, *Stallion Ridge Loop*, and *Navion Drive*. Each proposed street is depicted with a 50-foot-wide right-of-way, which is compatible with Section 6.B.9. of the Subdivision Regulations for streets equipped with curb and gutter.

Additional right-of-way is provided along portions of *Stallion Ridge Loop* and *Cavallo Ridge Drive* to accommodate partial turnarounds adjacent to proposed Lots 22, 23, and 24, and Lots 137, 138, 139, and 140. Although the dimensions of these rights-of-way are not labeled, they exceed the minimum 50-foot width required for streets with curb and gutter. If approved, the dimensions of these additional rights-of-way should be labeled on the Final Plat.

All proposed street names must be approved by the City Engineer to avoid duplication. Any revisions to the proposed street names, or the assignment of additional names to distinguish portions of a street, such as the northern segment of *Stallion Ridge Loop*, should be reflected on the Final Plat, if approved.

Proposed Lots 11, 27, 28, 38, 60, 78, 80, 91, 101, 112, 122, and 126 are corner lots subject to the 25-foot corner radius requirement of Section 6.C.6. of the Subdivision Regulations. A curve data table on the preliminary plat indicates that each corner lot provides a radius meeting or exceeding this requirement; therefore, no additional dedication is necessary. This table should be retained on the Final Plat, if approved.

Two (2) common areas are also located at the intersection of *Cavallo Ridge Drive* and Grelot Road. According to the curve data table, each provides a 25-foot corner radius, satisfying the requirements of Section 6.C.6. This information should also be retained on the Final Plat, if approved. As proposed, each of the lots will meet the minimum size requirement of Article 2, Section 64-2-5.E. of the Unified Development Code (UDC) for lots served by public water and sanitary sewer in the R-1 Suburban district. Lot sizes are labeled 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 or provided in an accompanying table.

All but three (3) of the proposed lots meet the minimum 60-foot lot width requirement of Section 6.C.2(b)(2) of the Subdivision Regulations for residential lots within the Suburban sub-district. Proposed Lots 23, 138, and 139 have widths of approximately 49.13 feet, 47.87 feet, and 53.06 feet, respectively. Because these lots abut the proposed partial turnarounds, resulting in wedge-shaped configurations, but continue to satisfy the minimum lot area requirements of the UDC, a waiver of Section 6.C.2(b)(2) may be appropriate and will be required to accommodate the reduced lot widths, if approved.

Four (4) common areas are provided, each with their sizes labeled in square feet and acres on the preliminary plat in accordance with Section 5.A.2.(f) of the Subdivision Regulations. However, the common areas are not sequentially labeled, being identified as "Common Area 1," "Common Area 2," "Common Area 5," and "Common Area 7". If approved, these labels should be revised to provide a sequential numbering system or, alternatively, each area should simply be labeled "Common Area."

In accordance with Section 2.A. of the Subdivision Regulations, a note should be placed on the Final Plat stating that maintenance of all common areas shall be the responsibility of the property owner(s) and not the responsibility of the City of Mobile.

Front, side, and rear yard setbacks are depicted on each proposed lot. However, Section 6.C.8. of the Subdivision Regulations only requires the minimum front yard setback to be shown on a subdivision plat. Therefore, all side and rear yard setback lines should be removed from the Final Plat, if approved. In addition, the plat should be revised to depict a 25-foot front yard setback along each existing and proposed street where the adjacent

common area has a width of at least 60 feet, in compliance with Section 6.C.8. of the Subdivision Regulations and Article 2, Section 64-2-5.E. of the UDC. A 25-foot front yard setback should also be depicted along Navion Drive adjacent to the northernmost common area (currently labeled “Common Area 7”), despite that common area being less than 60 feet in width.

Multiple easements are depicted on the preliminary plat, including drainage and access easements. If approved, this information should be retained on the Final Plat along with the provision of a note stating that no structure shall be erected within any easement without the permission of the easement holder.

Finally, Section 7.C.4. of the Subdivision Regulations requires sidewalks to be constructed on both sides of all subdivision streets concurrently with development of each lot, as well as along common areas and other non-lotted areas. The preliminary plat includes a note reflecting this requirement, unless a sidewalk waiver is approved. This note should be retained on the Final Plat, if approved.

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.

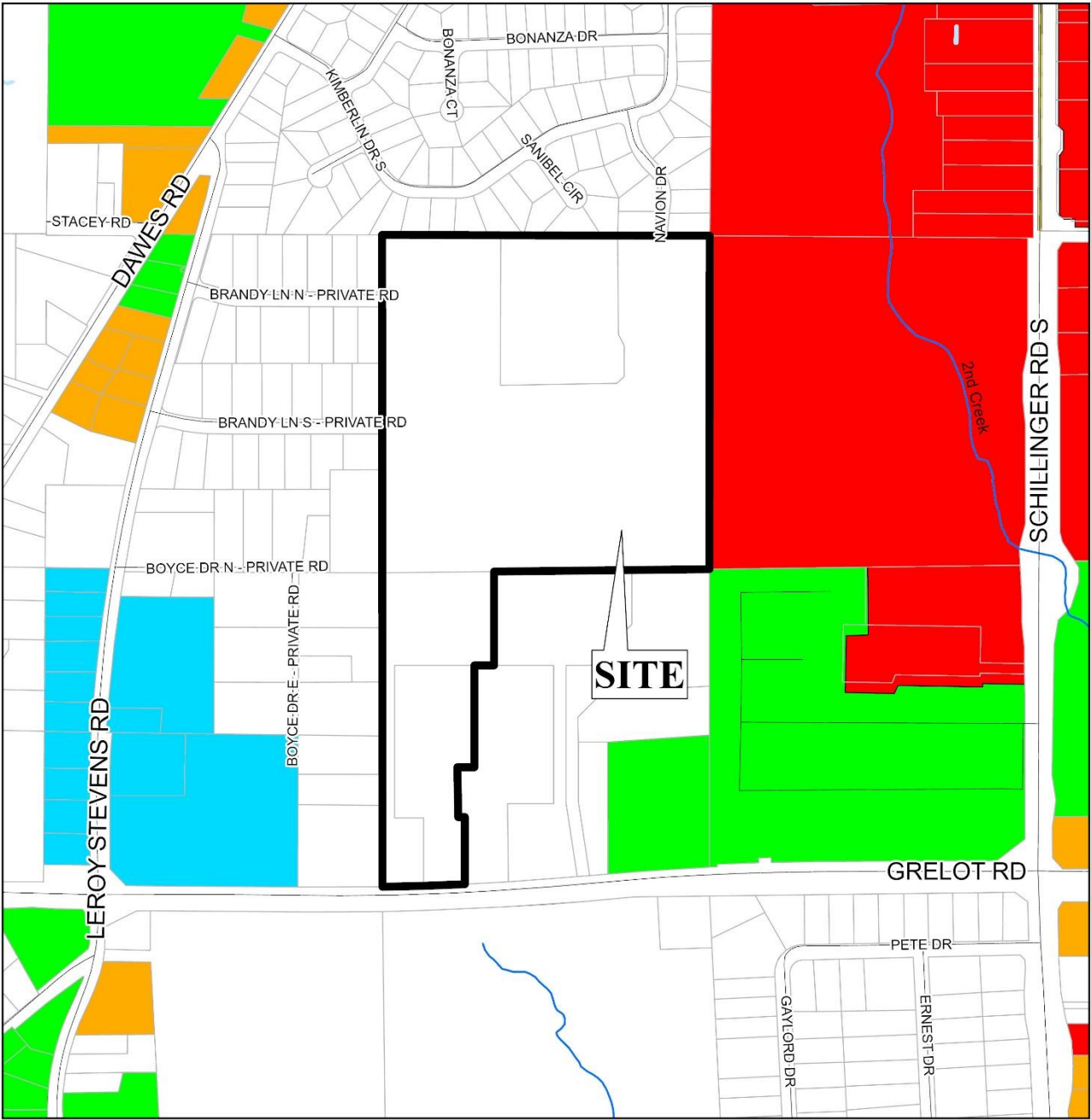
Considerations:

If the Planning Commission considers approving the Subdivision request a waiver of Section 6.C.2(b)(2) of the Subdivision Regulations will be required (for reduced lot width), and the following conditions could apply:

1. Retention of the 100-foot-wide right-of-way along Grelot Road, as depicted on the preliminary plat;
2. Retention of the 50-foot-wide rights-of-way along each proposed street, as depicted on the preliminary plat
3. Labeling of the dimensions of the additional right-of-way associated with the partial turnarounds adjacent to proposed Lots 22, 23, 24, 137, 138, 139, and 140, on the Final Plat;
4. Approval of all street names by the City Engineer prior to recording of the Final Plat, with any approved name changes reflected on the Final Plat;
5. Retention of the curve data table demonstrating compliance with the required 25-foot corner radii for all corner lots and common areas on the Final Plat;
6. Retention of lot area labels in both square feet and acres or in an accompanying table on the Final Plat;
7. Revision of the common area labels on the Final Plat to provide sequential numbering or, alternatively, labeling all such areas simply as “Common Area”;
8. Provision of a note on the Final Plat stating that the maintenance of all common areas shall be the responsibility of the property owner(s) and not the City of Mobile;
9. Removal of all side and rear yard setback lines from the Final Plat;
10. Depiction of a 25-foot front yard setback adjacent to all common areas where they are at least 60 feet in width, including the northernmost common area along Navion Drive, despite it being less than 60 feet wide;
11. Retention of all easements on the Final Plat, as depicted on the preliminary plat;
12. Provision of a note on the Final Plat stating that no structure shall be placed within any easement without the permission of the easement holder;

13. Retention of the sidewalk note on the Final Plat stating that sidewalks shall be constructed on both sides of the subdivision's streets and along common areas and other non-lotted areas in accordance with Section 7.C.4. of the Subdivision Regulations, unless a Sidewalk Waiver is approved;
14. Compliance with all Engineering comments noted in this staff report;
15. Placement of a note on the Final Plat stating all Traffic Engineering comments noted in this staff report;
16. Compliance with all Urban Forestry comments noted in this staff report; and,
17. Compliance with all Fire Department comments noted in this staff report.

LOCATOR ZONING MAP

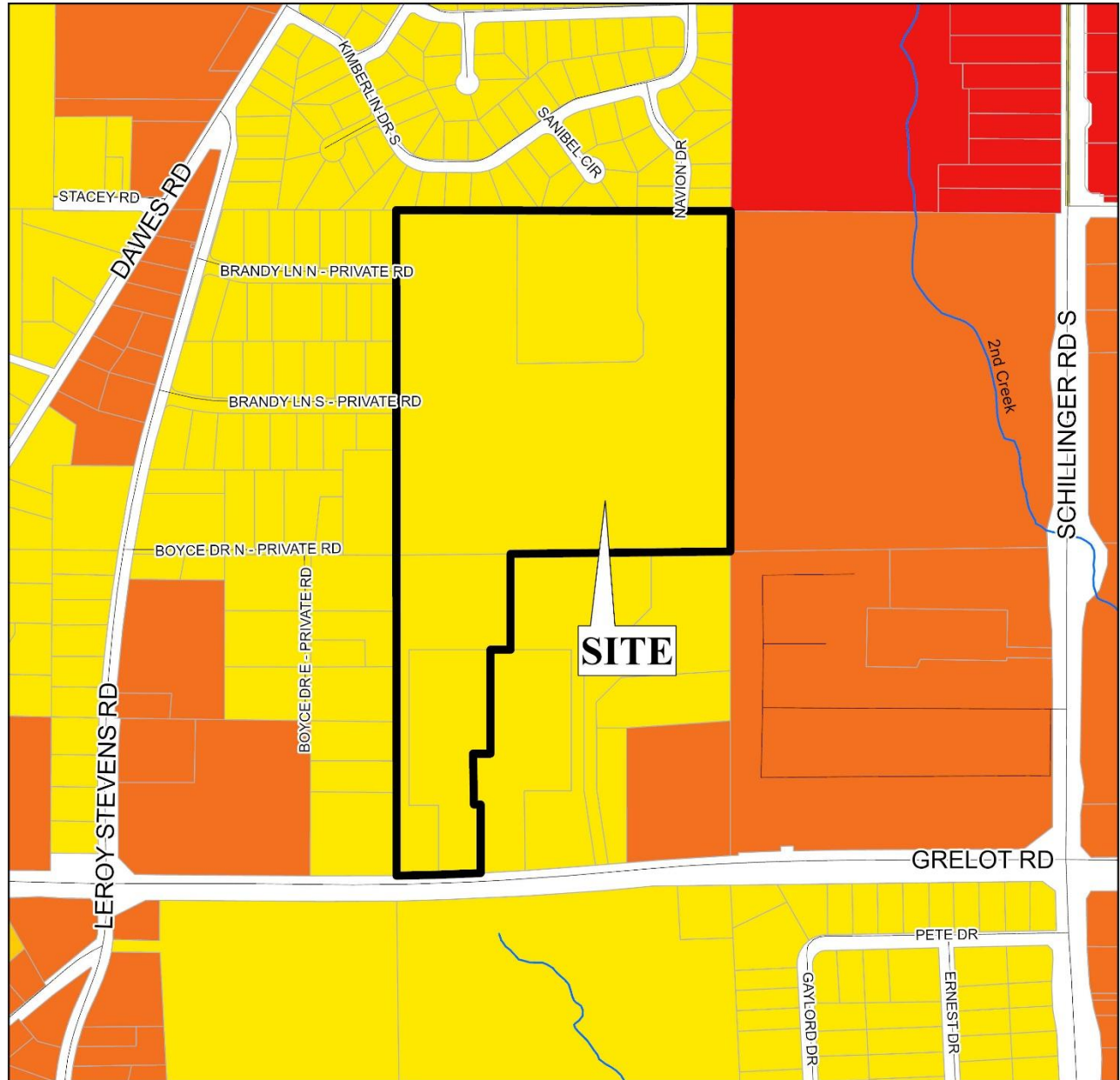


APPLICATION NUMBER	12	DATE	June 18, 2026
APPLICANT	Cavallo Ridge Subdivision		
REQUEST	Subdivision		

N

NTS

FLUM LOCATOR MAP



APPLICATION NUMBER 12 DATE June 18, 2026

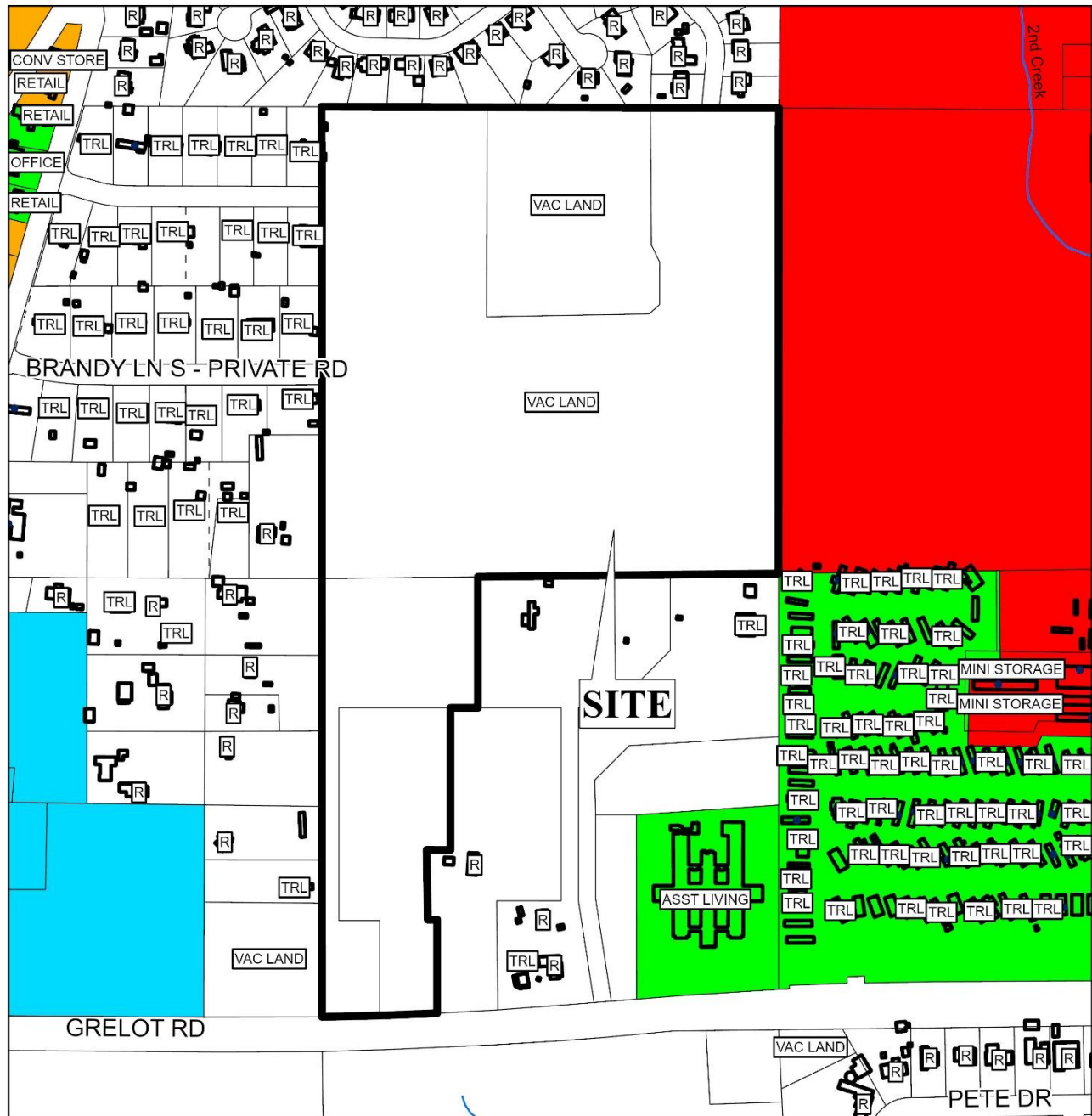
APPLICANT Cavallo Ridge Subdivision

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 | |



CAVALLO RIDGE SUBDIVISION

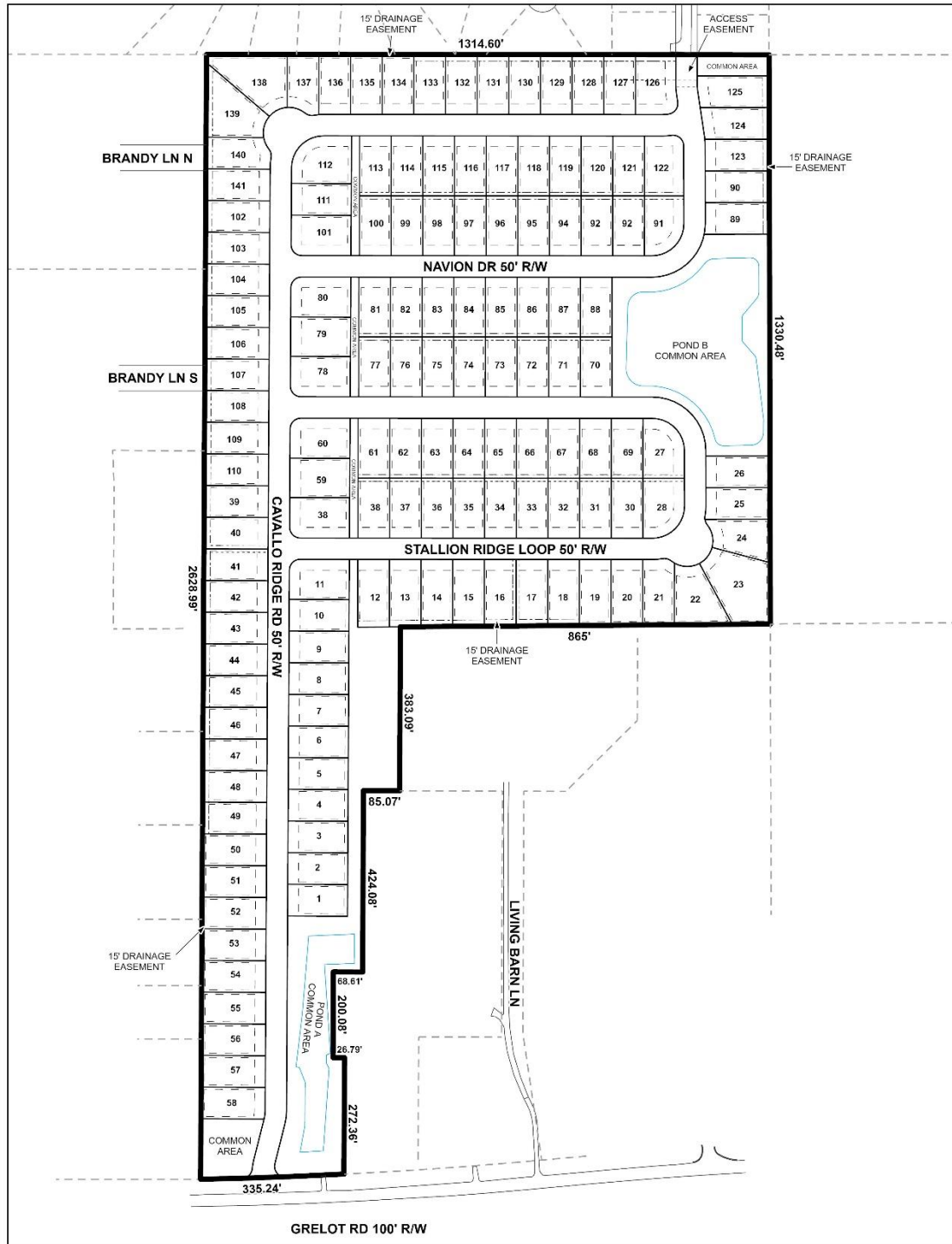


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R-A	R-3	B-1	B-2	B-5	ML	I-2	OPEN	T-3	T-5.2
R-1	R-2	R-B	H-B	T-B	LB-2	B-4	MM	I-1	MUN



DETAIL SITE PLAN



APPLICATION NUMBER 12 DATE June 18, 2026

APPLICANT Cavallo Ridge Subdivision

REQUEST Subdivision



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).

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.

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

