



## Agenda Item # 3

### BOA-003435-2025

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

[Applicant Materials for Consideration](#)

## DETAILS

**Location:**

7120 Airport Boulevard

**Applicant / Agent:**

PCDA Architecture

**Property Owner:**

Grace Community Church

**Current Zoning:**

B-3, Community Business Suburban District

**Future Land Use:**

Mixed Commercial Corridor

**Case Number:**

6698

**Unified Development Code (UDC) Requirement:**

- The Unified Development Code (UDC) requires all structures to be a minimum of 25 feet away from a front property line in a B-3 Community Business Suburban District.

**Board Consideration:**

- Setback Variance to allow construction of a new structure less than 25 feet from the front property line in a B-3, Community Business Suburban District.

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# BOARD OF ADJUSTMENT

## VICINITY MAP - EXISTING AERIAL



The site is surrounded by commercial and residential units.

APPLICATION NUMBER	6698	DATE	October 6, 2025
APPLICANT	PCDA Architecture		
REQUEST	Setback Variance		



## SITE HISTORY

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The subject site was annexed into the City in September 2007, and was assigned a B-3, Community Business District zoning classification.

The site has never been before the Board of Zoning Adjustment or the Planning Commission.

## STAFF COMMENTS

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### Engineering Comments:

No comments.

### 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 applicant is requesting a Setback Variance to allow construction of a new structure less than 25 feet from the front property line in a B-3, Community Business Suburban District; the Unified Development Code (UDC) requires all structures to be a minimum of 25 feet away from a front property line in a B-3 Community Business Suburban District.

The entire application packet is available via the link on Page 1.

The subject site was in use as a church at the time of its annexation into the City in 2007. The applicant proposes to make renovations to the existing structures and also expand the fellowship building and the classroom portion of the main church building. The expansions consist of a covered patio over an existing concrete basketball court at the West end of the fellowship building, and a covered porch at the East end of the fellowship building; covered walkways between the two (2) buildings; and a youth classroom expansion of the main church building.

In order to maintain the existing internal vehicular traffic flow between the front and rear parking lots, the proposed covered patio, youth classroom expansion, and a portion of the covered walkways would have to be on the West side of the property. The existing structures meet the 25-foot setback requirement from the Park Avenue right-of-way along that side of the property. However, due to the angle of the West façade alignment with the West property line, the proposed setback would meet the 25-foot requirement at a point, then would increase to a maximum encroachment of 9'-10" at the Southern-most point.

As the proposed expansion is less than 50% of the existing site coverage, no landscaping or tree plantings would be required.

It should be noted that Park Avenue is actually a side street and the proposed expansion would be into a side street yard, but the Unified Development Code (UDC) considers the 25-foot setback requirement as a front yard setback requirement, regardless of whether on a front street or a side street.

The applicant cites the following as justification for the request:

*Grace Community Church is outgrowing their existing facility. We are proposing to build additions on east and west sides of existing buildings. Proposed West side additions would cross 25' setback line by approximately 10' at the corner nearest to the property line on Park Avenue. The existing facility has two parking lots (front and back), with entry/exit access at Airport Boulevard and Park Avenue. The two existing parking lots are connected by a drive along the east side of the property. The proposed additions keep this connection open, allowing cars to exit onto Park Avenue and Airport Boulevard.*

*We are requesting a 15' setback, which would be a variance of 10' from the current 25' setback. This variance would allow the proposed additions and maintain two exits off the property to separate streets for vehicle egress to/from the front and rear parking lots.*



## VARIANCE CONSIDERATIONS

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### Standards of Review:

Variances are not intended to be granted frequently. The applicant must clearly show the Board that the request is due to very unusual characteristics of the property and that it satisfies the variance standards. What constitutes unnecessary hardship and substantial justice is a matter to be determined from the facts and circumstances of each application.

Article 5 Section 10-E. 1. of the Unified Development Code states that the Board of Adjustment may grant a variance if:

- The Applicant demonstrates that the variance shall not be contrary to the public interest;
- Where, owing to special conditions a literal enforcement of the provision of this Chapter will result in unnecessary hardship; and
- The spirit of this Chapter will be observed and substantial justice done.

Article 5 Section 10-E.2. states; no variance shall be granted:

- (a) In order to relieve an owner of restrictive covenants that are recorded in Mobile County Probate Court and applicable to the property;
- (b) Where economic loss is the sole basis for the required variance; or
- (c) Where the variance is otherwise unlawful.

### Considerations:

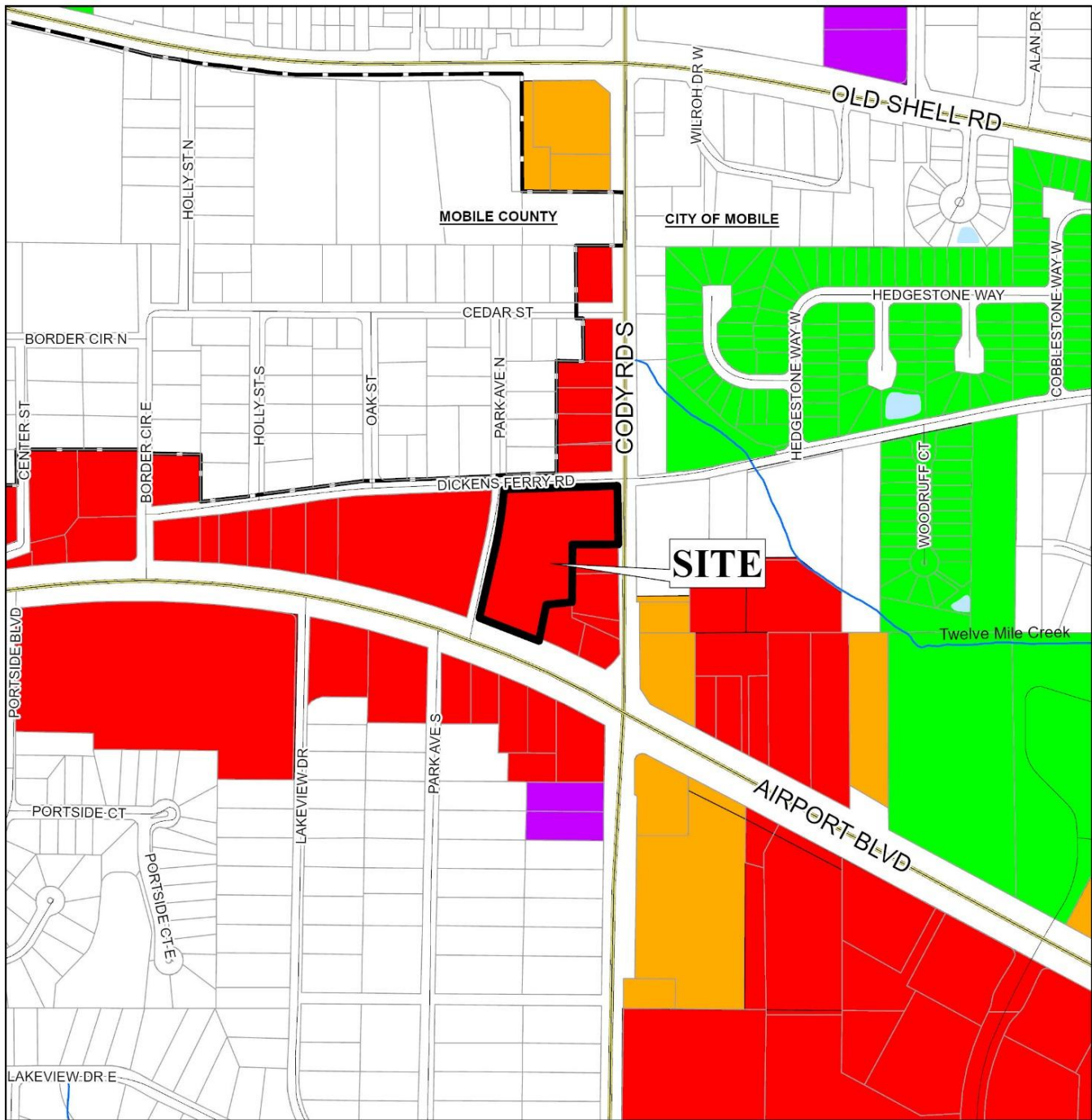
Based on the requested Variance application and documentation submitted, if the Board considers approval of the request, the following findings of fact must be present:

- A. The variance **will not** be contrary to the public interest;
- B. Special conditions exist such that a literal enforcement of the provisions of the chapter **will** result in unnecessary hardship; and
- C. The spirit of the chapter **shall** be observed and substantial justice done to the applicant and the surrounding neighborhood by granting the variance.

If approved, the following conditions should apply:

- 1) Obtaining all necessary building permits; and
- 2) Full compliance with all municipal codes and ordinances.

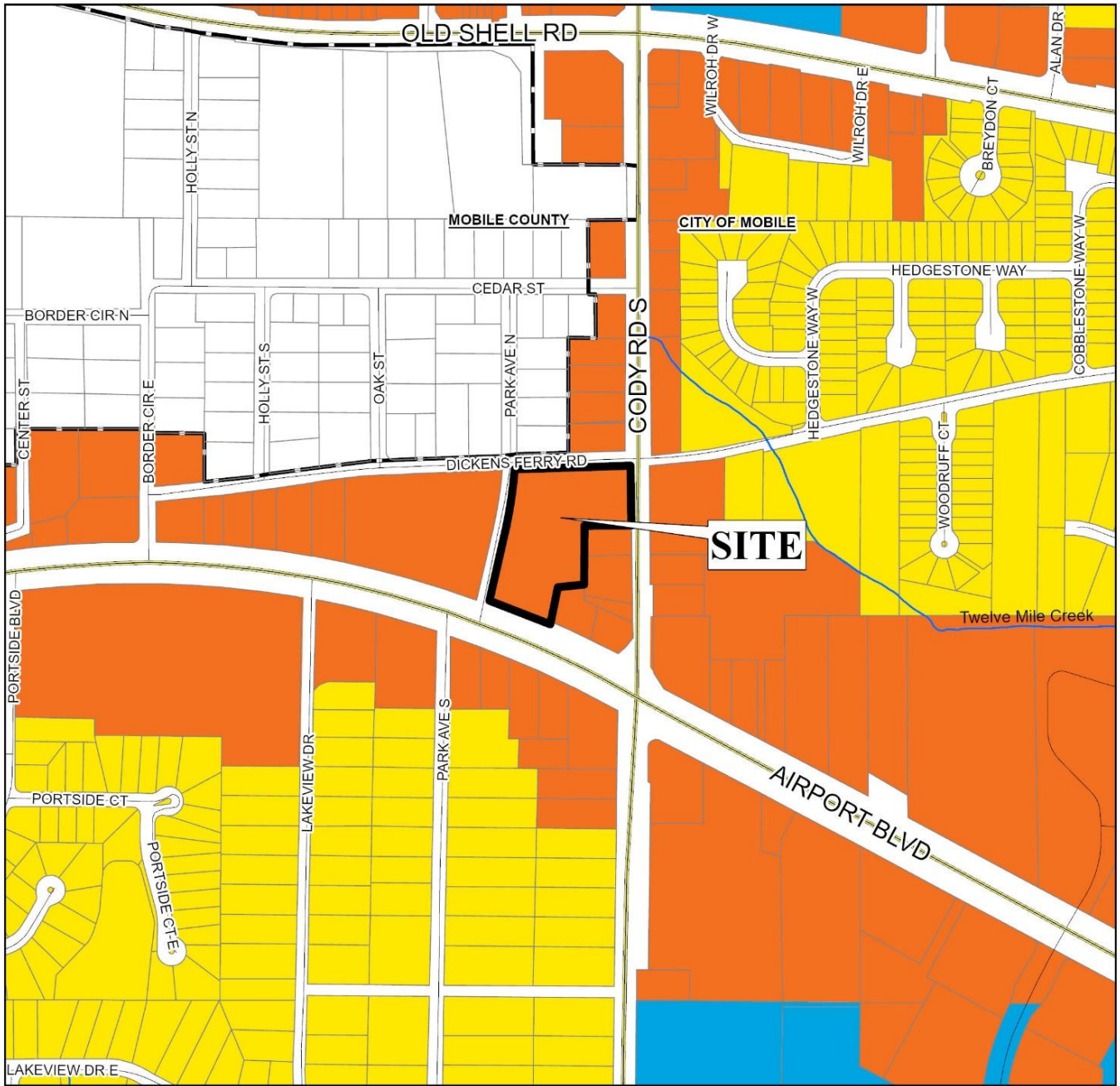
# LOCATOR ZONING MAP



APPLICATION NUMBER 6698 DATE October 6, 2025  
 APPLICANT PCDA Architecture  
 REQUEST Setback Variance



# FLUM LOCATOR MAP



APPLICATION NUMBER 6698      DATE October 6, 2025  
APPLICANT PCDA Architecture  
REQUEST Setback Variance

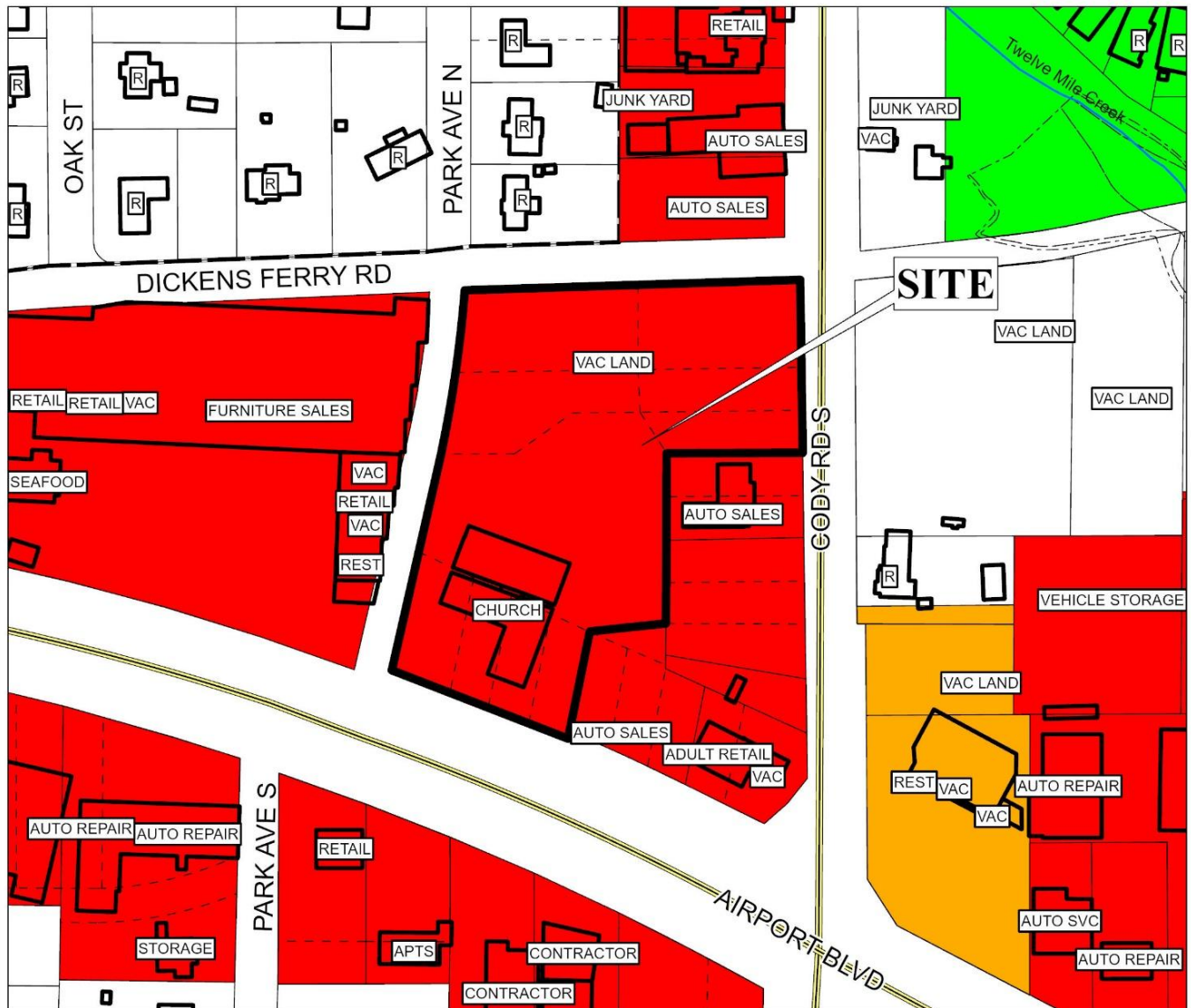
- |                           |                                   |                   |                 |
|---------------------------|-----------------------------------|-------------------|-----------------|
| Low Density Residential   | Neighborhood Center - Traditional | Light Industry    | Water Dependent |
| Mixed Density Residential | Neighborhood Center - Suburban    | Heavy Industry    |                 |
| Downtown                  | Traditional Corridor              | Institutional     |                 |
| District Center           | Mixed Commercial Corridor         | Parks, Open Space |                 |





# BOARD OF ADJUSTMENT

## VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial and residential units.

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APPLICANT PCDA Architecture

REQUEST Setback Variance

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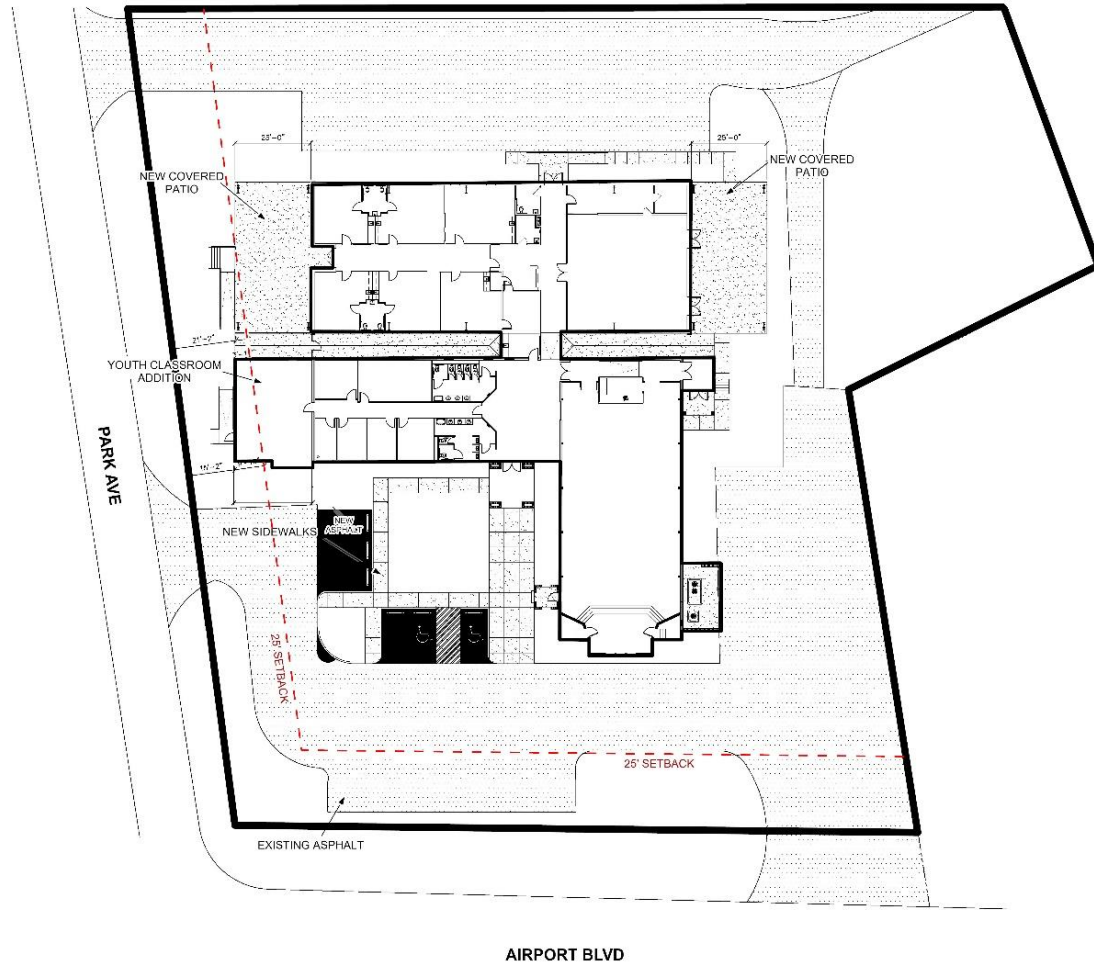
## EXISTING SITE PLAN



The site plan illustrates proposed parking, buildings, landscaping, and drives.

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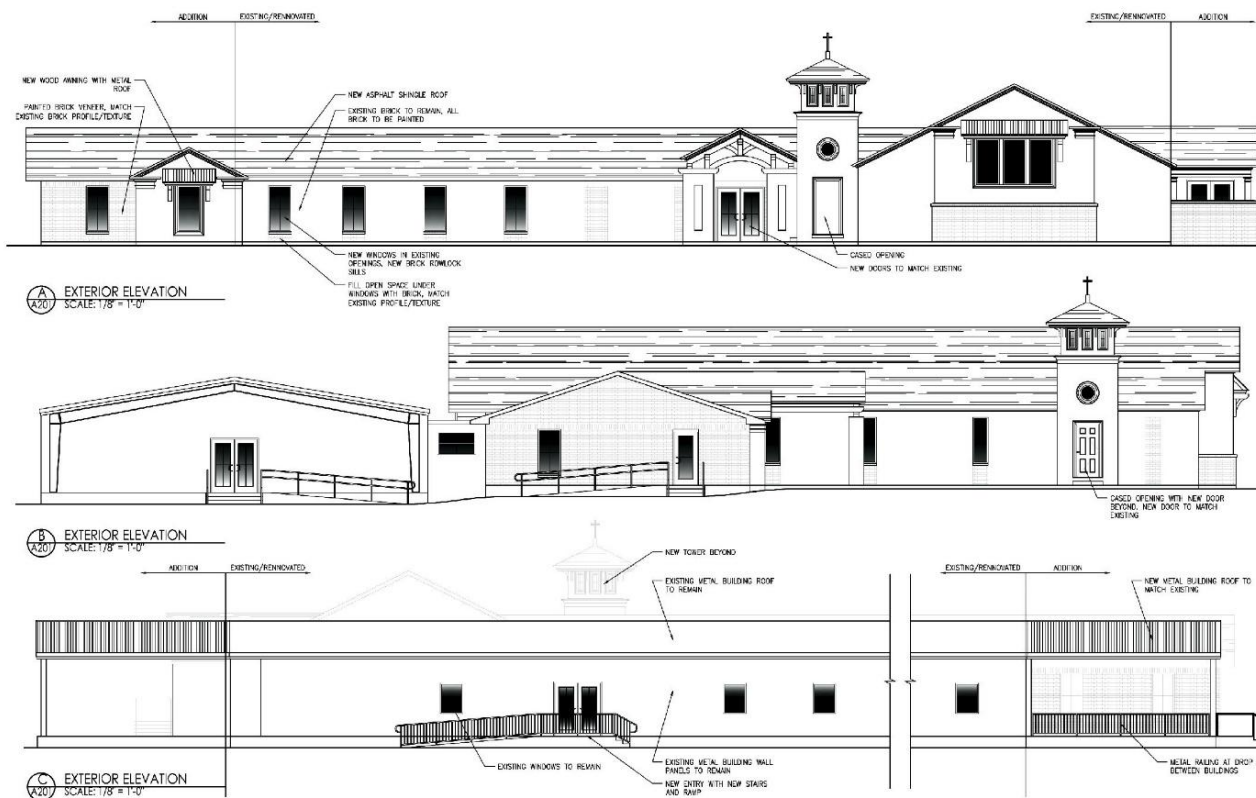
# PROPOSED SITE PLAN



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# DETAIL SITE PLAN



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 REQUEST Setback Variance

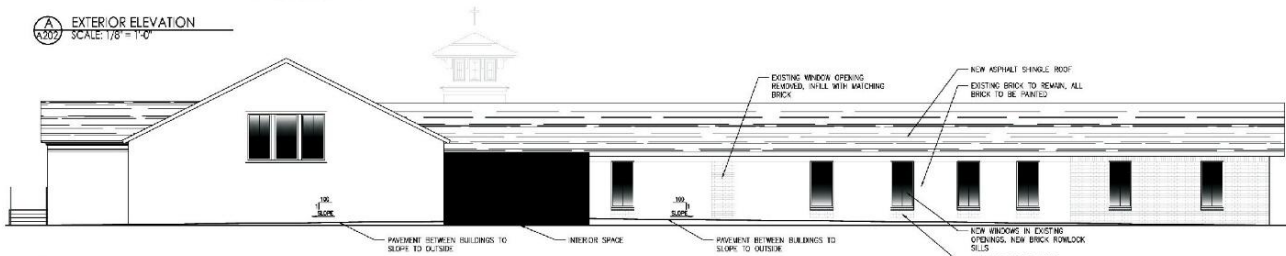




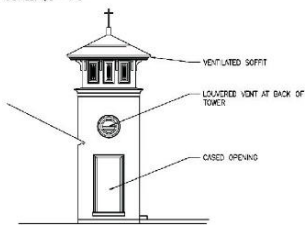
# DETAIL SITE PLAN



A EXTERIOR ELEVATION  
SCALE: 1/8" = 1'-0"



B EXTERIOR ELEVATION  
SCALE: 1/8" = 1'-0"



C EXTERIOR ELEVATION  
SCALE: 1/8" = 1'-0"

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ZONING DISTRICT CORRESPONDENCE MATRIX															
		LOW DENSITY RESIDENTIAL (LDR)	MIXED DENSITY RESIDENTIAL (MXDR)	DOWNTOWN (DT)	DISTRICT CENTER (DC)	NEIGHBORHOOD CENTER - TRADITIONAL (NC-T)	NEIGHBORHOOD CENTER - SUBURBAN (NC-S)	TRADITIONAL CORRIDOR (TC)	MIXED COMMERCIAL CORRIDOR (MCC)	LIGHT INDUSTRIAL (LI)	HEAVY INDUSTRY (HI)	INSTITUTIONAL LAND USE (INS)	PARKS & OPEN SPACE (POS)	DOWNTOWN WATERFRONT (DW)	WATER DEPENDENT USES (WDWUR)
RESIDENTIAL - AG	R-A												□		
ONE-FAMILY RESIDENCE	R-1	■				■		■					□		
TWO-FAMILY RESIDENCE	R-2	■				■		■					□	○	
MULTIPLE-FAMILY	R-3	○	■			■	■						□	○	
RESIDENTIAL-BUSINESS	R-B		○			■		■					□	○	
TRANSITIONAL-BUSINESS	T-B		○		■	■	■	■					□		
HISTORIC BUSINESS	H-B			■		■		■					□		
VILLAGE CENTER	TCD					■	■						□		
NEIGH. CENTER	TCD					■	■						□		
NEIGH. 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. DDD	SD-WH									○	○		□		
DOWNTOWN DEV. DD	SD	○	○	○	○	○	○	○		○	○		□		
BUFFER BUSINESS	B-1		□			□	■	■	■				□	○	
NEIGH. BUSINESS	B-2		○			□	■	■	■				□	○	
LIMITED BUSINESS	LB-2		○			□	■	■	■				□	○	
COMMUNITY BUSINESS	B-3				■				■			○	□	○	
GEN. BUSINESS	B-4			■					■			○	□	○	
OFFICE-DISTRIBUTION	B-5								■	■			□	□	
LIGHT INDUSTRY	I-1									■			□	□	□
HEAVY INDUSTRY	I-2										■		□		□

#### Zoning District Correspondence Matrix

- Directly Related
- Elements of the zoning category are related to the future LU category, but with qualifications (such as a development plan with conditions)
- Land use category 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.

Over time, 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.