

**PLANNING APPROVAL,
ZONING AMENDMENT
& SUBDIVISION STAFF REPORT****Date: July 21, 2016**

<u>APPLICANT NAME</u>	Central Presbyterian Church
<u>SUBDIVISION NAME</u>	Central Presbyterian Church Subdivision
<u>LOCATION</u>	1260 & 1262 Dauphin Street and 4 North Ann Street (Northeast corner of Dauphin Street and North Ann Street).
<u>CITY COUNCIL DISTRICT</u>	District 2
<u>PRESENT ZONING</u>	R-1, Single-Family Residential District, and B-1, Buffer Business District.
<u>PROPOSED ZONING</u>	B-1, Buffer Business District
<u>AREA OF PROPERTY</u>	1 Lot/2.1± Acres
<u>CONTEMPLATED USE</u>	<p>Subdivision approval to create a single legal lot of record from one metes-and-bounds parcel, and Zoning approval to rezone the site from R-1, Single-Family Residence District and B-1, Buffer Business District, to B-1, Buffer Business District.</p> <p>It should be noted, however, that any use permitted in the proposed district would be allowed at this location if the zoning is changed. Furthermore, the Planning Commission may consider zoning classifications other than that sought by the applicant for this property.</p>
<u>REASON FOR REZONING</u>	To eliminate split zoning.
<u>TIME SCHEDULE FOR DEVELOPMENT</u>	Immediately.
<u>ENGINEERING COMMENTS</u>	Subdivision: The following comments should be addressed prior to submitting the FINAL PLAT for acceptance and signature by the City Engineer:

- 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. Dedicate the corner radius (25' minimum or as approved by the City Engineer and Traffic Engineer) at the Southwest corner of LOT 1.
- C. Provide and label the monument set or found at each subdivision corner.
- D. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- E. Provide the Surveyor's Certificate and Signature.
- F. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- G. Add a note to the SUBDIVISION PLAT stating that a Land Disturbance permit will be required for any land disturbing activity in accordance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control; the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.
- H. Add a note to the Plat stating that the approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit.
- I. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved.
- J. Provide a copy of the FINAL PLAT to the Engineering Dept. for FINAL PLAT review prior to obtaining any signatures.
- K. Provide a copy of the FINAL PLAT to the Engineering Dept. for FINAL PLAT review prior to obtaining any signatures.
- L. After FINAL PLAT review by the Engineering Dept. provide the red-line markup, a copy of the revised original Final Plat, and the original when submitting for City Engineer signature.

TRAFFIC ENGINEERING

COMMENTS

The site is limited to its existing curb cuts with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Any new on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.

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 (State Act 2015-116 and City Code Chapters 57 and 64).

FIRE DEPARTMENT

COMMENTS

All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance (2012 International Fire Code).

MAWSS COMMENTS

MAWSS has water and sewer services available, but a Capacity Assurance application for **additional** sewer services has not been applied for. MAWSS cannot guarantee **additional** sewer service until a Capacity application is approved by Volkert Engineering, Inc.

REMARKS

The applicant is requesting Planning Approval to allow a school in an existing church in a B-1, Buffer Business District. Planning Approval is required for schools in B-1 zoning districts.

The review required for Planning Approval examines the applicant's location and site plan with regard to transportation, parking and access, public utilities and facilities, traffic congestion and hazard, and to determine if the proposal is in harmony with the orderly and appropriate development of the district.

It is very important to note that the Planning Approval review is site plan specific; therefore any future changes to the site plan, as approved, by current or future applicants must be submitted for Planning Approval.

The applicant states:

This application is for approval to use 2 existing classrooms, 3 bathrooms and a hallway in the Central Presbyterian Church Sunday School Building for a small-scale Montessori preschool and elementary school and childcare program not to exceed 49 children. Improvements to the property include the installation of a floor sink in a mop closet, exhaust fans in 3 bathrooms, and the painting of 2 classrooms. All improvements are interior for the purpose of complying with health department regulations and do not affect the exterior of the building. All improvements are scheduled to be completed by July 2016 with operation to begin as soon as possible upon receipt of the necessary permits and licenses, for the operation of the 2016-2017 school year beginning in August 2016.

Azalea City Montessori was founded by a group of parents who wanted progressive options for their children's education that do not currently exist in midtown and downtown Mobile. Our mission is to provide Montessori education programs that are affordable and welcoming to a diverse swath of the community. After two years of searching, we finally found Central Presbyterian Church which offers the facilities we need in an affordable and welcoming environment. We believe our small school will thrive here and provide parents with a much-needed service while becoming a harmonious, elevating force in the neighborhood.

It should be noted that the site is within what the Map for Mobile Comprehensive Plan considers a Traditional Corridor, wherein the intent for development emphasizes the following:

- emphasize retaining historic buildings and creating appropriate, denser infill development;
- encourage mixed housing types including small multi-family structures along the corridor;

- retail and neighborhood services at intersections;
- combine and close driveways to create a continuous pedestrian friendly environment;
- auto, bicycle, transit and pedestrian traffic are accommodated;
- more dense mixed-use development to include neighborhood services and residential above retail

The site is surrounded by properties also zoned B-1, Buffer-Business District to the East, South and West; and by properties zoned R-1, Single-Family Residence District to the North. Most of the developed properties in the vicinity contain single-family residences; however the Alabama School of Math and Science operates directly to the South of the subject site, it too being the subject of Planning Approval in 1998 to operate a school in a B-1, Buffer-Business District.

The site plan illustrates an existing building and 85 parking spaces. The building does not meet setback requirements for structures on a corner lot in a B-1, Buffer-Business District; however, Side and Rear Yard Setback variances were granted by the Board of Zoning Adjustment at its May 02, 1952 meeting, followed by a 6-month extension at its November 13, 1953 meeting. Additionally, at its November 6, 1962 meeting, the Board approved Front and Side Yard setback variances.

With regards to parking, the site plan indicates the number of existing parking spaces, but they are not illustrated. As such, Staff cannot verify the parking spaces meet requirements of the Zoning Ordinance regarding stall length and width; also, Staff cannot verify the provision of any van accessible parking spaces, or if the widths of existing drive aisles accommodate two-way traffic. Photographs provided by the applicant do prove existing parking spaces are paved with asphalt, and are equipped with wheel stops where vehicles could extend beyond the parking facility; and aerial photographs suggest adequate two-way drive aisle dimension; but, revisions to the site plan must illustrate the dimensions of each parking stall, existing wheel stops, compliance with ADA regulations regarding van accessible parking, and the dimensions of existing drive aisles.

The applicant indicates the church has a seating capacity of 700, thus requiring a minimum of 175 parking spaces given that one (1) parking space must be provided for every four (4) seats within a church sanctuary. As such, considering only 85 parking spaces are provided, the site does not comply with current off-street parking requirements. Furthermore, with the use of the structure expanded to include a teaching facility, additional one and one-half (1 1/2) spaces per teaching station would be required. The applicant does not mention the number of teaching stations by which parking will be affected, but it should be noted that Staff has received application to the Board of Zoning Adjustment to allow the site to operate with fewer parking spaces than the Zoning Ordinance requires.

The site plan does not completely illustrate existing landscaping and trees; and aerial photographs suggest the site is not in compliance with current landscaping and tree regulations. However, given there are no proposed exterior improvements to the site, such compliance is not required. Nevertheless, if the current application is approved, revisions to the site plan illustrating existing landscaping and trees should be required.

A dumpster is not illustrated on the site plan, and one is not visible in recent aerial photographs. If approved, revisions to the site plan illustrating compliance with current dumpster enclosure and sanitary sewer connection requirements of Section 64-4.D.9. of the Zoning Ordinance will be required; or, the applicant may place a note on the site plan stating curbside waste removal will be utilized.

Because the site is commercially utilized and abuts R-1, Single-Family Residence Districts to the North, East and West, a protection buffer is required per Chapter 64-4. D.1. of the Zoning Ordinance; the site plan does not illustrate such a buffer. Therefore, if approved, revision of the site plan to illustrate an appropriate protection buffer in the form of a wall, wooden privacy fence, or the inclusion of a screen planting strip where the site abuts residentially-developed properties is required.

Given the limited scope of operations and improvements, the fact that the site abuts other B-1, Buffer-Business Districts, and that the site is within proximity to another school also subject to Planning Approval, approving this request may be appropriate. Additionally, with respect to the Map for Mobile Comprehensive Plan, the proposed improvements maintain what may not be an historic building, but a building within an historic district, a portion of which has existed since at least 1960 according to aerial photographs. Also, by expanding the use of the existing church to include a school, denser mixed-use development of the site will be achieved.

It should be noted, however, that the site is composed of various metes-and-bounds parcels, a condition which would require subdivision of the property into a legal lot of record to accommodate Planning Approval. It should also be noted that subdivision of the property would result in split-zoning as an R-1, Single-Family Residence District and a B-1, Buffer-Business District. Staff has received applications for subdivision and rezoning of the property, both of which will be heard at the July 21, 2016 meeting of the Planning Commission. As such, holdover of this application may be appropriate to allow all three applications to be heard at the same meeting to better gauge the nature of the proposed requests, and to better address any concerns that may arise from such requests.

RECOMMENDATION

Planning Approval: Based upon the preceding, this request is recommended for Holdover until the July 21st meeting to facilitate the consideration of Planning Approval, Subdivision and Rezoning requests at the same time.

Revised for the July 21st Meeting:

The application for Planning Approval was heldover from the July 7th meeting of the Planning Commission to allow Staff to review, and for the Planning Commission to simultaneously consider, Subdivision and Rezoning applications necessitated by the Planning Approval.

The applicant is requesting Subdivision approval to create 1 legal lot of record, and Zoning approval to rezone the proposed lot from R-1, Single-Family Residence District, and B-1, Buffer

Business District, to B-1, Buffer Business District, to eliminate split zoning resulting from the subdivision.

The site was the subject of Planning Approval at the July 7, 2016 meeting of the Planning Commission to consider expanded use of the site to include operation of a school in a B-1, Buffer Business District. It was discovered that the site would require Subdivision to become a legal lot of record, and Rezoning to eliminate split zoning resulting from the subdivision; and, as such, the Planning Approval application was recommended for holdover until the July 21, 2016 meeting to allow applications for Subdivision and Rezoning to also be considered.

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.

The preliminary plat illustrates the proposed 1-lot, 2.1± acres subdivision located on the Northeast corner of Dauphin Street and North Ann Street.

The site has frontage on Dauphin Street, a major street requiring a 100' right-of-way, and North Ann Street, a minor street with curb and gutter requiring a 50' right-of-way. An adequate 50' right-of-way width along North Ann Street is depicted, therefore making no dedication necessary; and the preliminary plat illustrates a 60' right-of-way width along Dauphin Street, thus normally requiring revision of the plat to dedicate 50' from the centerline of Dauphin Street. However, if dedication were required, it would result in a portion of the existing structure being situated in the right-of-way; therefore, a waiver of Section V.D.9. of the Subdivision Regulations would be required to allow just a 25' setback from the existing Dauphin Street right-of-way. Considering a waiver of Section V.D.9. of the Subdivision Regulations was granted by the Planning Commission at its July 7, 2016 meeting for a similar situation at a proximal site, such a waiver may also be appropriate for the subject site.

Dedication of the corner radii at Dauphin Street and North Ann Street should be required per Section V.D.6. of the Subdivision Regulations.

The proposed lot size is provided in square feet and acres and exceeds the minimum size requirements of the Subdivision Regulations. This information should be retained on the Final Plat, or a table should be furnished on the Final Plat providing the same information, if approved.

It should be noted that the 25' minimum building setback line is not illustrated along all street frontages where the lot is at least 60' wide; however, Side and Rear Yard Setback variances were granted by the Board of Zoning Adjustment at its May 02, 1952 meeting, followed by a 6-month extension at its November 13, 1953 meeting. Additionally, at its November 6, 1962 meeting, the Board approved Front and Side Yard setback variances. Nevertheless, the 25' minimum building setback line should be illustrated along North Ann Street where the lot is at least 60' wide, per Section V.D.9. of the Subdivision Regulations.

It should be noted that the lot is irregular in shape and may be considered a flag lot, a design which is generally discouraged by Section V.D.1. of the Subdivision Regulations. However, similar lots are permitted in locations where varied and irregularly-shaped lot designs are common and the informality of design is consistent with other lots in the vicinity. The subject lot is seemingly the result of the purchasing of various standard lots over the years, the combination of which has resulted in an irregular shape. While the Subdivision Regulations discourage such irregularities in subdivision design, the site was developed well before current regulations and, as such, may be appropriate. Additionally, at least two lots whose designs may also be considered flag lots and were approved by the Planning Commission are located within 850' of the site; and, as such, waiver of Section V.D.1. of the Subdivision Regulations may be appropriate.

With regards to access management a portion of the site has 10' of frontage along North Ann Street resulting from the lot's irregular shape, and may facilitate an opened alley. However, 10' is an inadequate width to provide vehicle access to the lot from this portion of the site and, as such, should be prohibited from doing so until additional street frontage is provided. Until such a time when additional street frontage can be provided along North Ann Street, the lot should be limited to its existing curb cuts along Dauphin Street, with any changes in their sizes, locations or designs to be approved by Traffic Engineering, and conform to AASHTO standards. A note stating as much should be provided on the Final Plat, if approved.

Finally, any additional site improvements of the proposed lot are subject to the acquisition of the appropriate land disturbance and building permits, and should comply with all applicable codes and ordinances.

Regarding the proposed rezoning of the site, Section 64-9 of the Zoning Ordinance iterates that the intent of the Ordinance and corresponding Zoning Map is to carry out the comprehensive planning objective of sound, stable and desirable development. While changes to the Ordinance are anticipated as the city grows, the established public policy is to amend the ordinance only when one or more of the following conditions prevail: 1) there is a manifest error in the Ordinance; 2) changing conditions in a particular area make a change in the Ordinance necessary and desirable; 3) there is a need to increase the number of sites available to business or industry; or 4) the subdivision of land into building sites makes reclassification of the land necessary and desirable.

It should be noted that the site is within what the Map for Mobile Comprehensive Plan considers a Traditional Corridor, wherein the intent for development emphasizes the following:

- emphasize retaining historic buildings and creating appropriate, denser infill development;*
- encourage mixed housing types including small multi-family structures along the corridor;*
- retail and neighborhood services at intersections;*
- combine and close driveways to create a continuous pedestrian friendly environment;*
- auto, bicycle, transit and pedestrian traffic are accommodated;*

- *more dense mixed-use development to include neighborhood services and residential above retail*

It should also be noted that the Map for Mobile Plan is meant to serve as a general guide, not a detailed lot and district plan or mandate for development. Moreover, the Plan allows the Planning Commission and City Council to consider individual cases based on additional information such as the classification request, the surrounding development, the timing of the request, and the appropriateness and compatibility of the proposed use and zoning classification.

The site is surrounded by properties also zoned B-1, Buffer-Business District to the East, South and West; and by properties zoned R-1, Single-Family Residence District to the North. Most of the developed properties in the vicinity contain single-family residences; however there are various commercial developments within the aforementioned B-1, Buffer Business Districts, including the Alabama School of Math and Science which operates directly to the South of the subject site, it too being the subject of Planning Approval in 1998 to operate a school in a B-1, Buffer-Business District.

The site plan illustrates an existing building which does not meet setback requirements for structures on a corner lot in a B-1, Buffer-Business District; however, as previously mentioned Front, Side, and Rear Yard Setback variances were granted by the Board of Zoning Adjustment in 1952, 1953 and 1962. The site is most recently the subject of a Parking Variance at the July 11, 2016 meeting of the Board of Zoning Adjustment to allow 102 parking spaces for an existing church with 700 seats and a proposed school with two teaching stations in a B-1, Buffer Business District; uses which would require 178 parking spaces.

The site plan illustrates 102 existing, paved parking spaces, each of which appear to exceed the required length, but not the required width. Using recent aerial photos, Staff can determine that each parking stall meets the minimum width requirements for parking spaces, but some spaces are short 3'± in length. Presumably, the shorter parking stalls are delineated in such a way to ensure adequate aisle width for two-way traffic, a condition which appears to characterize maneuverability on the site. Using additional aerial photos, Staff can verify that such inadequacies in parking stall dimensions have existed since at least 1984; and, as such, may be considered non-conforming. However, revisions to the site plan should reflect existing parking stall dimensions for permitting, if approved.

The site plan does not illustrate any van accessible parking spaces, but photographs provided by the applicant indicate at least eight (8) accessible spaces which, again using aerial photographs have clearly existed since at least 2002 and may pre-date current accessible parking regulations. Revision of the site plan to illustrate existing accessible spaces should be required for permitting, if approved.

The site plan does not illustrate the provision of curbing or wheel stops, but Staff has determined using aerial photographs, as well as photographs provided by the applicant, that all 102 parking spaces are provided with wheel stops where vehicles could extend beyond the parking facility. As such, all existing wheel stops should be illustrated on a revised site plan for permitting, if approved.

The site plan illustrates existing trees and indicates existing landscape calculations; however, aerial photographs suggest that the site is not in compliance with current landscaping and tree regulations and that the provided landscaping calculations appear to be incorrect. Given there are no proposed exterior improvements to the site, such compliance is not required; but, if the current application is approved, revisions to the site plan indicating the correct landscaping calculations should be required for permitting.

A dumpster is not illustrated on the site plan, and one is not visible in recent aerial photographs. If a dumpster will be placed on the property, it must comply with the current dumpster enclosure and sanitary sewer connection requirements of Section 64-4.D.9. of the Zoning Ordinance; or, the applicant may place a note on the site plan stating curbside waste removal will be utilized, if approved.

Photographs provided by the applicant show an existing, exterior playground; thus, a protection buffer is required per Chapter 64-4. D.1. of the Zoning Ordinance where the playground abuts residential property. Revision of the site plan to illustrate such a buffer in the form of a wall, wooden privacy fence, or the inclusion of a screen planting strip will be required for permitting, if approved.

It should be noted that the current site plan indicates there are 104 parking spaces; however, 102 parking spaces are illustrated. This information should be corrected on a revised site plan, if approved.

With respect to the Map for Mobile Comprehensive Plan, the proposed improvements maintain what may not be an historic building, but a building within an historic district, a portion of which has existed since at least 1960 according to aerial photographs. Also, the proposed rezoning may reflect the changing character of not just the general area, but also the intended character of the area outlined in the Map for Mobile Comprehensive Plan, particularly with respect to the fact that, by expanding the use of the existing church to include a school, denser mixed-use development of the site will be achieved. Additionally, given the limited scope of operations and improvements, the fact that the site abuts other B-1, Buffer-Business Districts, and that the site is commercially utilized, approving this request may be appropriate.

Finally, the criteria for rezoning clearly indicate the site must meet at least one of four conditions to be considered an appropriate amendment to the Ordinance. Staff can speculate that approving this request may be appropriate due to a manifest error in the Ordinance regarding split-zoning resulting from the subdivision.

RECOMMENDATION

Planning Approval: *Based upon the preceding, this request is recommended for approval subject to the following conditions:*

- 1) revision of the site plan to accurately depict existing parking stall dimensions;*
- 2) revision of the site plan to indicate existing accessible parking spaces;*

- 3) *revision of the site plan to illustrate existing wheel stops for parking spaces;*
- 4) *revision of the site plan to accurately indicate existing landscaping;*
- 5) *revision of the site plan to provide a dumpster, if one will be utilized, in compliance with the current enclosure and sanitary sewer connection requirements of Section 64-4.D.9. of the Zoning Ordinance, or placement of a note on the site plan stating that curbside pickup will be utilized;*
- 6) *revision of the site plan to illustrate an appropriate protection buffer in the form of a wall, wooden privacy fence, or the inclusion of a screen planting strip where the existing playground abuts residentially-developed properties ;*
- 7) *correction of the site plan to indicate the site is equipped with 102 parking stalls;*
- 8) *attainment of all necessary permits prior to the issuance of Zoning Clearance;*
- 9) *provision of two revised site plans to the Planning and Zoning Department prior to the issuance of permits;*
- 10) *completion of the Subdivision and Rezoning processes; and*
- 11) *full compliance with all municipal codes and ordinances.*

Subdivision: *With a waiver of Sections V.D.1. and V.D.9. of the Subdivision Regulations this application is recommended for Tentative Approval, subject to the following:*

- 1) *dedication of the corner radii per Section V.D.6. of the Subdivision Regulations;*
- 2) *retention of the lot size in square feet and acres on the Final Plat, or the furnishing of a table on the Final Plat providing the same information, adjusted for any right-of-way dedication;*
- 3) *revision of the Final Plat to illustrate the 25' minimum building setback line along all frontages where the lot is at least 60' in width;*
- 4) *placement of a note on the Final Plat stating that, until such a time when additional street frontage can be provided along North Ann Street, the lot should be limited to its existing curb cuts along Dauphin Street, with any changes in their sizes, locations or designs to be approved by Traffic Engineering, and conform to AASHTO standards;*
- 5) *compliance with Engineering comments: (The following comments should be addressed prior to submitting the FINAL PLAT for acceptance and signature by the City Engineer:*
 - 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) *Dedicate the corner radius (25' minimum or as approved by the City Engineer and Traffic Engineer) at the Southwest corner of LOT 1.*
 - C) *Provide and label the monument set or found at each subdivision corner.*
 - D) *Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.*
 - E) *Provide the Surveyor's Certificate and Signature.*
 - F) *Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.*
 - G) *Add a note to the SUBDIVISION PLAT stating that a Land Disturbance permit will be required for any land disturbing activity in accordance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.*
 - H) *Add a note to the Plat stating that the approval of all applicable federal, state, and*

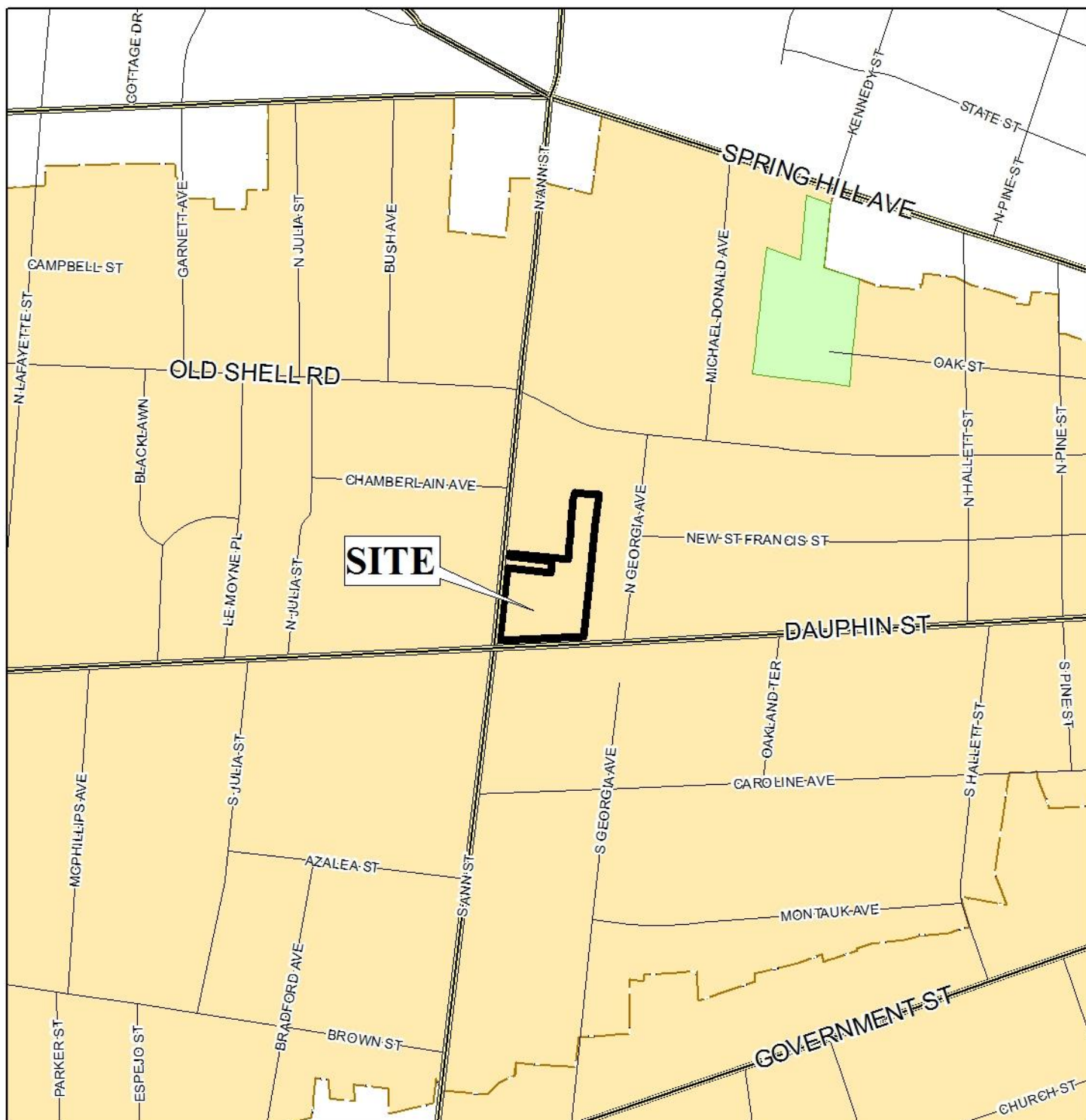
local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit. I) Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved. J) Provide a copy of the FINAL PLAT to the Engineering Dept. for FINAL PLAT review prior to obtaining any signatures. K) Provide a copy of the FINAL PLAT to the Engineering Dept. for FINAL PLAT review prior to obtaining any signatures. L) After FINAL PLAT review by the Engineering Dept. provide the red-line markup, a copy of the revised original Final Plat, and the original when submitting for City Engineer signature.);

- 6) compliance with Traffic Engineering comments: (The site is limited to its existing curb cuts with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Any new on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.);*
- 7) compliance with 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 (State Act 2015-116 and City Code Chapters 57 and 64).);*
- 8) compliance with Fire Department comments: (All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance (2012 International Fire Code).); and*
- 9) compliance with all other municipal codes and ordinances.*

Rezoning: *Based upon the preceding, this application is recommended for Approval subject to the following conditions:*

- 1) completion of the Subdivision processes; and*
- 2) full compliance with all other municipal codes and ordinances.*

LOCATOR MAP



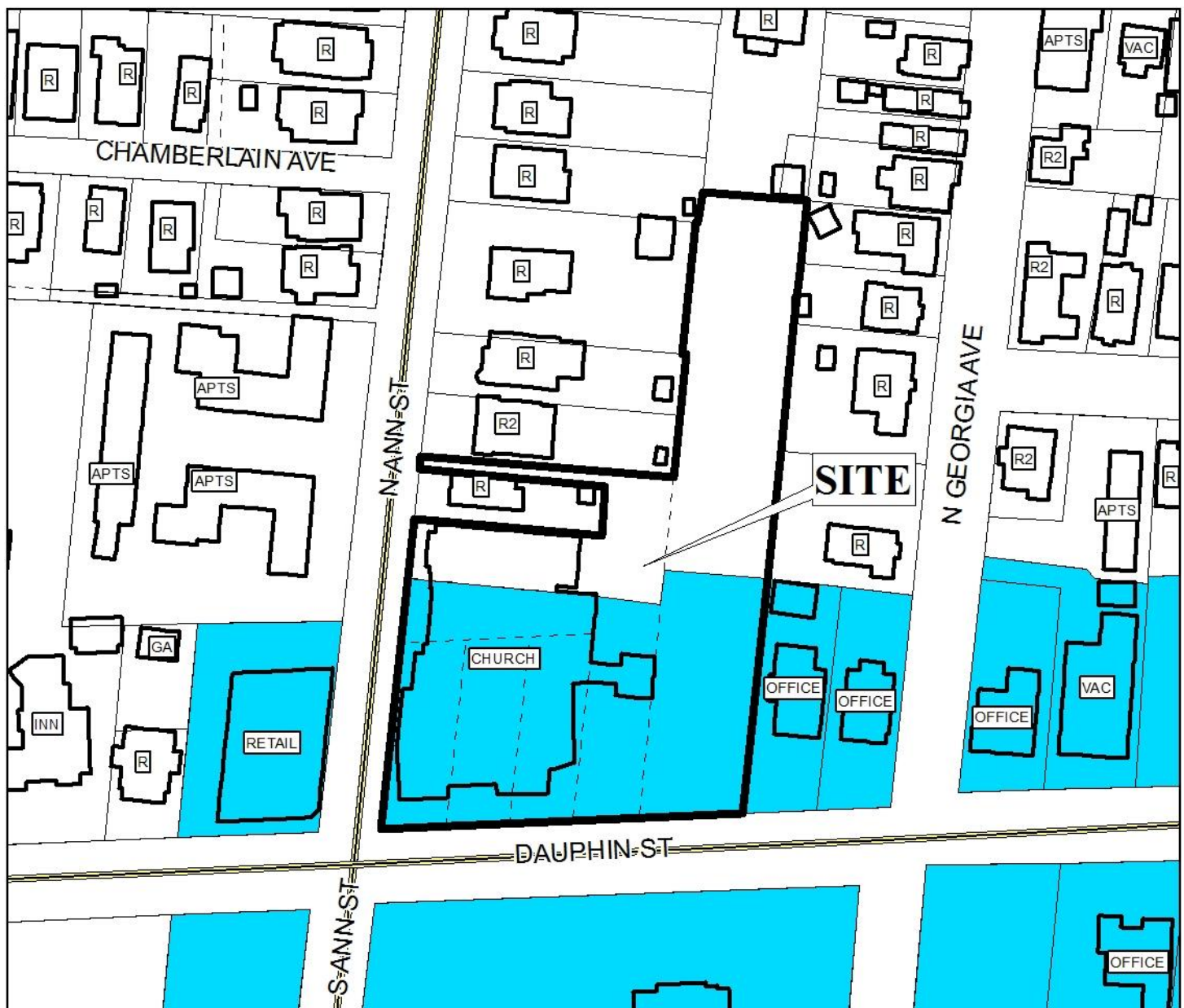
APPLICATION NUMBER 8 DATE July 21, 2016

APPLICANT Central Presbyterian Church Subdivision

REQUEST Subdivision, Rezoning from R-1 and B-1 to B-1



PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by residential units to the north and commercial units to the south.

APPLICATION NUMBER 8 DATE July 21, 2016

APPLICANT Central Presbyterian Church Subdivision

REQUEST Subdivision, Rezoning from R-1 and B-1 to B-1

R-A	R-3	T-B	B-2	B-5	MUN	SD-WH	T5.1
R-1	R-B	B-1	B-3	I-1	OPEN	T3	T5.2
R-2	H-B	LB-2	B-4	I-2	SD	T4	T6



PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by residential units to the north and commercial units to the south.

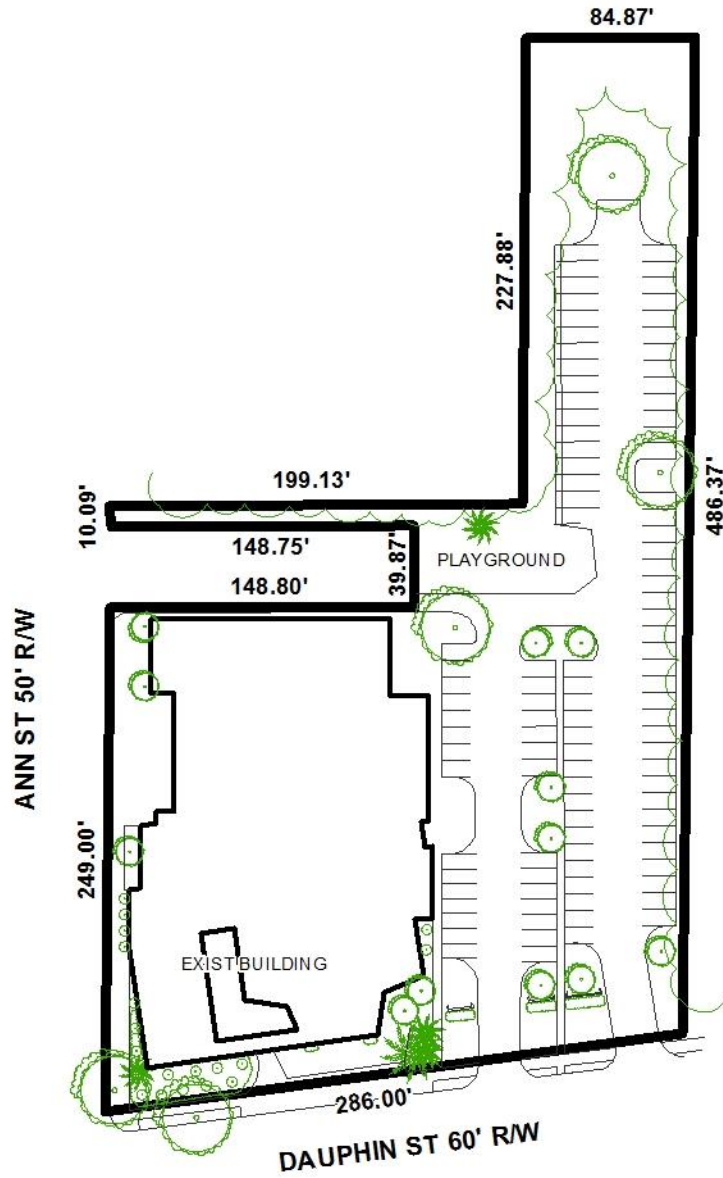
APPLICATION NUMBER 8 DATE July 21, 2016

APPLICANT Central Presbyterian Church Subdivision

REQUEST Subdivision, Rezoning from R-1 and B-1 to B-1



SITE PLAN



The site plan illustrates the existing building and parking facility.

APPLICATION NUMBER 8 DATE July 21, 2016

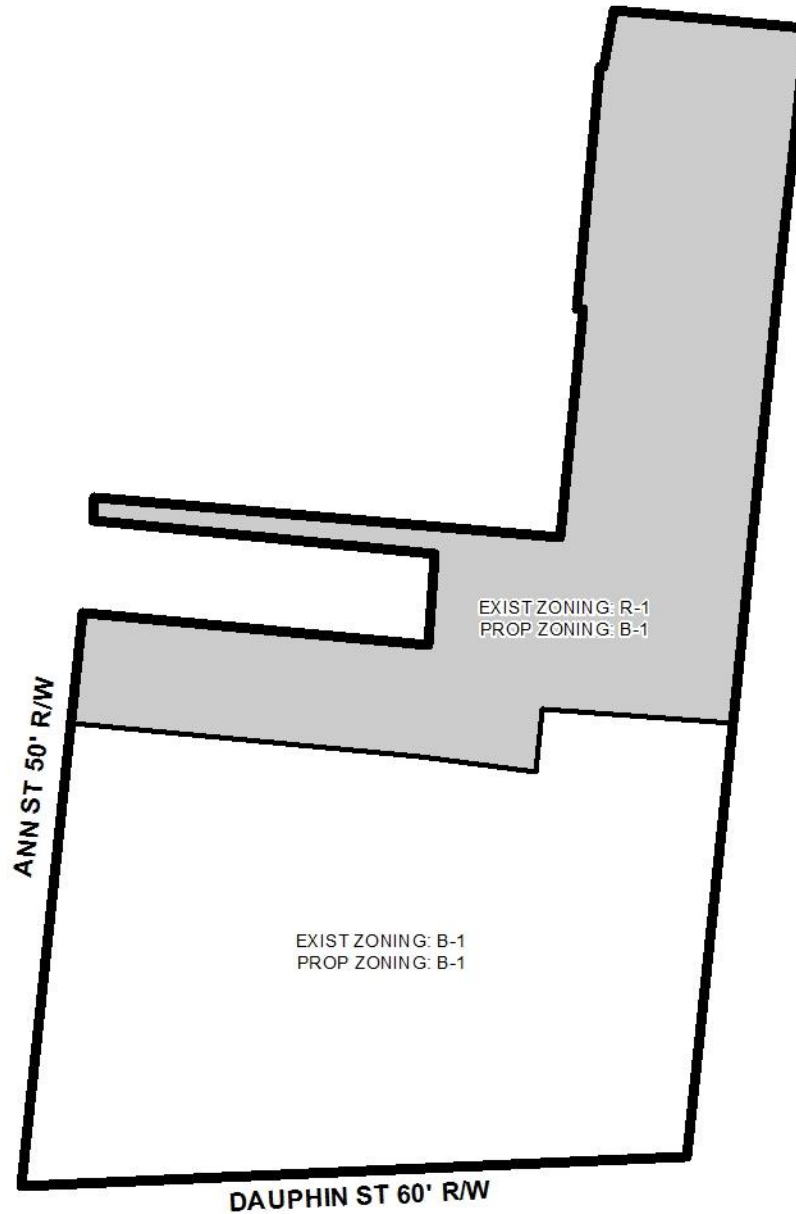
APPLICANT Central Presbyterian Church Subdivision

REQUEST Subdivision, Rezoning from R-1 and B-1 to B-1



NTS

DETAIL SITE PLAN



APPLICATION NUMBER 8 DATE July 21, 2016

APPLICANT Central Presbyterian Church Subdivision

REQUEST Subdivision, Rezoning from R-1 and B-1 to B-1

