

**PLANNING APPROVAL,
PLANNED UNIT DEVELOPMENT,
REZONING &
SUBDIVISION STAFF REPORT****Date: November 6, 2014****NAME**

McGill-Toolen High School

SUBDIVISION NAME

McGill-Toolen High School Subdivision, Phase Three

LOCATION1501 Old Shell Road, 1557 Spring Hill Avenue and 8 & 12
North Lafayette Street.(Areas bounded by Old Shell Road, North Catherine Street,
Spring Hill Avenue and North Lafayette Street)**CITY COUNCIL
DISTRICT**

District 2

PRESENT ZONINGB-1, Buffer Business District, R-1, Single-Family
Residential District, and R-3, Multi-Family Residential
District.**AREA OF PROPERTY**

3 Lots / 3.4± Acres

CONTEMPLATED USEPlanning Approval to amend a previously approved
Planning Approval to allow a parking lot expansion for a
private church school in an R-1, Single-Family Residential
District; Planned Unit Development approval to amend a
previously approved Master Plan to allow a new parking
lot, expansion of an existing parking lot, and shared access
and parking; and Subdivision approval to create three legal
lots of record.**TIME SCHEDULE
FOR DEVELOPMENT***Parking Lot expansion, January 2015; Building expansion,
Spring 2015.***ENGINEERING
COMMENTS****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. Add a note to the SUBDIVISION PLAT stating that a Land Disturbance permit will be required for any land disturbing activity in accordance with the of the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17), latest edition. Storm water detention may be required for any existing development (since 1984) that did not receive Land Disturbance permitting and for any future addition(s) and/or land disturbing activity.
- C. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 28 -#73) each lot will receive the following historical credit of impervious area towards stormwater detention requirement per the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17), latest edition. Coordinate with City Engineering Department staff to establish the exact amount prior to the submittal of the Land Disturbance Permit application.
- D. 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.
- E. Provide legible street names in the vicinity map.
- F. Dedication of property to Public Right-of-Way (as approved by the City Engineer and Traffic Engineer) along Kilmarnock Street.
- G. Dedication of property to Public Right-of-Way (as approved by the City Engineer and Traffic Engineer) along Lafayette Street.
- H. Provide and label the bearing and distance labels or interior angles to match the written legal description.
- I. Provide and label the monument set or found at each subdivision corner.
- J. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- K. Provide the Surveyor's Certificate and Signature.
- L. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- M. Add a note that sidewalk is required to be constructed along the frontage of each lot, or parcel, at time of development, unless a sidewalk waiver is approved.
- N. Provide a copy of the Final Plat along with the original when submitting for City Engineer signature.

Planned Unit Development: ADD THE FOLLOWING NOTES TO THE PUD SITE PLAN:

1. Any work performed in the existing ROW (right-of-way) such as driveways, sidewalks, utility connections, grading, drainage, irrigation, or landscaping will require a ROW permit from the City of Mobile Engineering Department (208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII).
2. A Land Disturbance Permit application shall be submitted for any proposed land disturbing activity with the property. A complete set of construction plans including, but not limited to, drainage, utilities, grading, storm water detention systems, paving, and all above ground

structures, will need to be included with the Land Disturbance permit. This Permit must be submitted, approved, and issued prior to beginning any of the construction work.

3. Any and all proposed land disturbing activity within the property will need to be submitted for review and be in conformance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.

4. The proposed development must comply with all Engineering Department Policy Letters.

Planning Approval: No comments.

Rezoning: No comments.

TRAFFIC ENGINEERING COMMENTS

Based on the increased number of proposed parking spaces and the existing conditions related to school traffic in this area, a traffic impact study will be required for this site. The impact study must be completed prior to the issuance of any permits for land disturbance activities. Development of the proposed expansion is contingent upon the construction or implementation of any recommendations in the traffic impact study. The proposed parking lot on N Lafayette Street should share access with the existing lot on the corner at Dauphin Street, with a total of two curb cuts for the combined lots. Springhill Avenue (US Highway 45) is an ALDOT maintained roadway. Driveway number, size, location and design to be approved by ALDOT (where applicable) and Traffic Engineering and conform to AASHTO standards. Based on the preliminary site plan, the site driveway on Springhill Avenue is restricted to right-out only. Specific design of the driveway will also need to be coordinated with the Mobile Fire Department to meet access requirements. All on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.

Revised for the November 6th meeting:

Based on the increased number of proposed parking spaces and the existing conditions related to school traffic in this area, a traffic impact study will be required for this site. The impact study must be completed prior to the issuance of any permits for land disturbance activities. Development of the proposed expansion is contingent upon the construction or implementation of any recommendations in the traffic impact study. Springhill Avenue (US Highway 98) is an ALDOT maintained roadway. Lot 1 is limited to one curb cut (right-in/right-out only) onto Springhill Avenue, and Lot 2 is limited to its existing curb cut onto Springhill Avenue, with size, location and design to be approved by ALDOT and Traffic Engineering and conform to AASHTO standards. Based on the preliminary site plan, the site driveway on Springhill Avenue is restricted to right-in/right-out only, subject to providing 50' of queuing space between the property line and the first parking spaces. Access for Lot 1 to Kilmarnock Street is not exclusively denied, however will only be permitted with the submission of a revised PUD, to be approved by all site reviewing departments within the City. The proposed parking lot on N Lafayette Street (Lot 3) should share access with the existing lot on the corner at Dauphin Street, with a total of two curb cuts for the combined lots. The existing residential driveway is to

remain for use by the building to remain onsite. All 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 61-929 and City Code Chapters 57 and 64). *Mobile Tree Commission Permit is required before removing existing Pecan tree from city right of way for construction of proposed drive to Springhill Ave.*

FIRE DEPARTMENT

COMMENTS

All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.

MAWSS COMMENTS

MAWSS has water and sewer services available, but a Capacity Assurance application for additional sewer service 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 amend a previously approved Planning Approval to allow a parking lot expansion for a private church school in an R-1, Single-Family Residential District; Planned Unit Development approval to amend a previously approved Master Plan to allow a new parking lot, expansion of an existing parking lot, and shared access and parking; Subdivision approval to create three legal lots of record, and Rezoning from B-1, Buffer Business District, R-1, Single-Family Residential District, and R-3, Multi-Family Residential District, to B-1, Buffer Business District, to eliminate split zoning in a proposed Subdivision. Private church schools require Planning Approval when located in R-1 districts. *A building expansion is also proposed.*

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.

Planned Unit Development review examines the site with regard to its location to ensure that it is generally compatible with neighboring uses; that adequate access is provided without generating excess traffic along minor residential streets in residential districts outside the PUD; and that natural features of the site are taken into consideration. PUD review also examines the design of the development to provide for adequate circulation within the development; to ensure adequate access for emergency vehicles; and to consider and provide for protection from adverse effects of adjacent properties as well as provide protection of adjacent properties from adverse effects from the PUD. PUD approval is site plan specific, thus if any new construction is anticipated that will

change an approved site plan, an application to amend an existing, approved PUD must be made prior to any construction activities.

It is very important to note that the Planning Approval and PUD review are site plan specific; therefore *any* future changes to the overall site plan must be submitted for PUD review. Additionally, if the site plan is changed from what is approved by the Planning Commission, a new application for Planning Approval will be required.

The applicant proposes to expand the parking facilities in two areas separate from the main campus but both adjacent to existing parking facilities. To the Southeast and along North Lafayette Street, an existing condominium complex is proposed to be removed and most of that site would be paved. The rear portion of the adjacent site to the North with an existing single-family residence would also be paved and the residence would be used as temporary faculty housing and possibly as a meeting hall. Both of those sites are zoned R-1.

To the Northwest and along the West side of Kilmarnock Street, four existing vacant paved parking areas are proposed to be utilized by the school. Also in that area, an existing vacant office building fronting Spring Hill Avenue would be removed and that site would also become parking. The various properties involved in that area are zoned R-1, R-3, Multi-Family Residential, and B-1, Buffer Business. The PUD is required in both the Southeast and Northwest areas due to the fact that there will be shared access and parking between existing lots of record belonging to the school and proposed new lots. Also, the existing medical clinic at the Southwest corner of Spring Hill Avenue and Kilmarnock Street would share parking with the school but the existing shared access between the clinic and the adjacent office building site would be eliminated. The proposed Subdivision would also reconfigure the lot lines between the corner medical clinic and the surrounding properties.

The applicant last received Planning Approval and Planned Unit Development Approval in December, 2011, to amend site plans to match errors made during construction of a parking lot expansion at the Northeast corner of Old Shell Road and Catherine Street. That expansion was approved via Planning Approval and PUD approvals of December, 2010. The associated Subdivision and Rezoning also approved at that time were not affected by the amended Planning Approval or PUD.

With regard to the Planning Approval and PUD site plans, there are no calculations given for the required number of parking spaces based upon the student count and no number given for the total existing spaces. High schools require one parking space for every four students. The applicant's web site profile for 2013-2014 indicates approximately 1180 students enrolled in grades nine through twelve which would require approximately 295 parking spaces. Staff's count of existing parking spaces shown on the site plans indicates approximately 394 spaces. There are 283 new parking spaces stated as proposed. This would give a total of approximately 677 parking spaces. The exact number of existing parking spaces shown is hard to determine because the configuration of the spaces along the South and East sides of the large grass field on the North side of the main campus is different from what is indicated on aerial photographs. And the exact number of proposed parking spaces given (283) is different from what is indicated graphically by count on the site plans (278). There are 66 new spaces stated and 61 graphically-

indicated within the proposed Lafayette Street expansion. None of the existing parking directly North of the field house is indicated, and the site plan indicates an existing building in that area which actually does not exist. And none of the existing nose-in/back-out parking along the West side of North Lafayette Street is indicated. The site plans should be revised to give the actual enrollment and calculated required parking spaces, the actual configuration and number of all existing parking spaces and buildings, and the actual number and configuration of proposed parking spaces. The numbers for the total parking spaces proposed after the parking expansions should be after any required revisions to the site plans.

As per the Traffic Engineering comments, based on the increased number of proposed parking spaces and the existing conditions related to school traffic in this area, a traffic impact study will be required for this site. The impact study must be completed prior to the issuance of any permits for land disturbance activities. Development of the proposed expansion is contingent upon the construction or implementation of any recommendations in the traffic impact study and the site plans should be revised to show any changes required by the traffic impact study. The proposed parking lot on North Lafayette Street should share access with the existing lot on the corner at Dauphin Street, with a total of two curb cuts for the combined student parking lots. As three total curb cuts are illustrated, the site plans should be revised to eliminate one of the curb cuts along North Lafayette Street and provide shared access between the existing and proposed student parking areas. Traffic Engineering will allow the drive on the North side of the “yellow house” to remain, but its use should be restricted to only the residential use of that structure and not for access to the student parking area in the rear.

Springhill Avenue (US Highway 45) is an ALDOT maintained roadway. The driveway number, size, location and design must be approved by ALDOT (where applicable) and Traffic Engineering and conform to AASHTO standards. Based on the preliminary site plans, the site driveway on Springhill Avenue should be restricted to right-out only, with no entry from Spring Hill Avenue, and the site plans should be revised to indicate such. Specific design of the driveway will also need to be coordinated with the Mobile Fire Department to meet access requirements. As the site plans indicate gates at the Spring Hill Avenue driveway, a note should be required on the site plans stating that the gates are to remain open during all school hours, or, if closed during school hours to prevent unauthorized entry, the gates are to be remotely electronically activated. All on-site parking, including ADA handicap spaces, must meet the minimum standards as defined in Section 64-6 of the City’s Zoning Ordinance.

It should be noted that there is no scale indicated on the site plans, and no scale could be graphically-determined. Therefore, revised site plans should be drawn to a given scale. Pertaining to revised site plans, both North Lafayette Street and Kilmarnock Street are of substandard right-of-way along the subject sites. As dedications will be required via the Subdivision, the site plans should be revised accordingly. And as full compliance with the buffering, tree planting and landscaping requirements of the Zoning Ordinance will be required, the site plans should be revised to indicate such, to include a 6’ high wooden privacy fence along adjacent residential sites, frontage and perimeter trees and parking trees.

The narrative supplied indicates that the existing “yellow house” on North Lafayette Street, which is proposed to remain, currently serves as housing for one of the school’s coaches. It is

also stated that it is needed from time to time to provide housing for a new teacher and that it could serve as a meeting place for student groups such as Campus Ministry and Chorus. As all of these activities are school-related, and the housing is similar to that allowed with a parish house, these activities would be allowed via the Planning Approval. However, the use as a meeting place for group activities may require compliance with certain building and fire codes and the allowance of those uses should be subject to full compliance with such codes.

As previously noted, the area encompassing the Northwest parking area expansion is split-zoned R-1, R-3, and B-1. As this should become a single lot (Lot 1) via the associated Subdivision, a uniform zoning classification must be obtained. Application for rezoning to B-1 has been submitted and is scheduled to be heard at the November 6th Commission meeting. The rezoning process should be completed prior to signing of the Final Plat for the Subdivision.

All portions of the proposed expansion are within the Old Dauphin Way Historic District. Therefore, all required approvals from the Architectural Review Board should be obtained prior to the commencement of any land disturbance activities.

Regarding the Subdivision application, the proposed expansion sites front North Lafayette Street, Kilmarnock Street, and Spring Hill Avenue. North Lafayette Street is a minor street with a required 50' right-of-way. The plat indicates a current substandard right-of-way width of 47' along the site. Therefore, dedication should be required to provide 25' from the centerline of North Lafayette Street along Lot 3. Kilmarnock Street is also a minor street requiring a 50' right-of-way. As the plat indicates a substandard 35' right-of-way along the site, dedication would normally be required to provide 25' from the centerline of Kilmarnock Street along the entire site. However, as such dedication may encroach into the building footprint of the existing structure on proposed Lot 2, dedication along Lot 2 should be waived in lieu of a 50' minimum building setback line as measured from the current centerline of Kilmarnock Street. Dedication to provide a 25' corner radius at the intersection of Kilmarnock Street and Spring Hill Avenue should be required to coincide with the existing rights-of-way of both streets. Dedication to provide 25' from the centerline of Kilmarnock Street along Lot 1 should be required. As Spring Hill Avenue is a component of the Major Street Plan with a compliant 100' and 109' right-of-way along the site, no dedication would be required.

As a means of access management, a note should be required on the Final Plat stating that the Spring Hill Avenue curb cut is limited to right-out traffic only and no entry from Spring Hill Avenue, with the specific design of the driveway to be coordinated with the Mobile Fire Department to meet access requirements. A note should be required on the Final Plat stating the Lot 2 is limited to the existing curb cut to Spring Hill Avenue. And a note should be required on the Final Plat stating that Lot 3 is limited to one curb cut to North Lafayette Street, provided that the adjacent parking area to the South has one of the existing two curb cuts to North Lafayette Street removed. A note should be required on the Final Plat stating that the driveway number, size, location and design of all curb cuts must be approved by ALDOT (where applicable) and Traffic Engineering and conform to AASHTO standards. As Traffic Engineering has several concerns with the traffic flow in the area, the Final Plat should not be signed until the required Traffic Impact Study (TIS) is completed and approved by Traffic Engineering and the Planning Approval and PUD site plans are revised to illustrate any required modifications of the TIS.

The plat should be revised to illustrate the 25' minimum building setback line along Lots 1 and 3 as measured from any required dedication, and along Lots 1 and 2 as measured from the current right-of-way line of Spring Hill Avenue. The plat should be revised to illustrate the minimum building setback line for Lot 2 along Kilmarnock Street as measured 50' from the centerline of that street. Also, the plat should be revised to label each lot with its size in both square feet and acres, after any required dedication, or a table should be furnished on the Final Plat providing the same information.

As previously mentioned, Lot 1 would be split-zoned as proposed. Therefore, rezoning to one uniform zoning classification should be completed prior to signing the Final Plat.

The geographic area defined by the City of Mobile and its planning jurisdiction, including this site, may contain Federally-listed threatened or endangered species as well as protected non-game species. Development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species.

RECOMMENDATION

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

- 1) dedication sufficient to provide 25' from the centerline of North Lafayette Street along Lot 3;
- 2) dedication sufficient to provide 25' from the centerline of Kilmarnock Street along Lot 1;
- 3) dedication of a 25' corner radius at the intersection of Spring Hill Avenue and Kilmarnock Street on Lot 2;
- 4) illustration of the 25' minimum building setback line along Lot 3 as measured from any required dedication;
- 5) illustration of the 25' minimum building setback line along the Kilmarnock Street frontage of Lot 1 as measured from any required dedication;
- 6) illustration of the 25' minimum building setback line along Spring Hill Avenue for Lots 1 and 2 as measured from the current right-of-way line;
- 7) illustration of the minimum building setback line for Lot 2 along Kilmarnock Street as measured 50' from the centerline of Kilmarnock Street;
- 8) placement of a note on the Final Plat stating that Lot 1 is limited to right-out access only to Spring Hill Avenue and no entry from Spring Hill Avenue, with the specific design of the driveway to be coordinated with Traffic Engineering, ALDOT and the Mobile Fire Department to meet access requirements;
- 9) placement of a note on the Final Plat stating that Lot 2 is limited to the existing curb cut to Spring Hill Avenue;
- 10) placement of a note on the Final Plat stating that Lot 3 is limited to one student parking curb cut to North Lafayette Street, provided that the adjacent parking area to the South has one of the two existing curb cuts to North Lafayette Street removed;

- 11) placement of a note on the Final Plat stating that the North curb cut on Lot 2 is limited to residential use only for the existing house and not for access to the student parking area to the rear;
- 12) placement of a note on the Final Plat stating that the driveway number, size, location and design of all curb cuts must be approved by ALDOT (where applicable), and Traffic Engineering and conform to AASHTO standards;
- 13) submission to and approval by Traffic Engineering of a Traffic Impact Study (TIS), and revision of the Planning Approval and PUD site plans to illustrate any required modifications of the TIS, prior to signing the Final Plat;
- 14) revision of the plat to label each lot with its size in both square feet and acres, after any required dedication, or the furnishing of a table on the Final Plat providing the same information;
- 15) rezoning of Lot 1 to one uniform zoning classification to eliminate split zoning prior to signing the Final Plat;
- 16) placement of a note on the Final Plat stating that development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species;
- 17) subject to the 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. *Add a note to the SUBDIVISION PLAT stating that a Land Disturbance permit will be required for any land disturbing activity in accordance with the of the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17), latest edition. Storm water detention may be required for any existing development (since 1984) that did not receive Land Disturbance permitting and for any future addition(s) and/or land disturbing activity.*
 - C. *Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 28 -#73) each lot will receive the following historical credit of impervious area towards stormwater detention requirement per the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17), latest edition. Coordinate with City Engineering Department staff to establish the exact amount prior to the submittal of the Land Disturbance Permit application.*
 - D. *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.*
 - E. *Provide legible street names in the vicinity map.*
 - F. *Dedication of property to Public Right-of-Way (as approved by the City Engineer and Traffic Engineer) along Kilmarnock Street.*
 - G. *Dedication of property to Public Right-of-Way (as approved by the City Engineer and Traffic Engineer) along Lafayette Street.*
 - H. *Provide and label the bearing and distance labels or interior angles to match the written legal description.*
 - I. *Provide and label the monument set or found at each subdivision corner.*
 - J. *Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.*
 - K. *Provide the Surveyor's Certificate and Signature.*
 - L. *Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.*

M. Add a note that sidewalk is required to be constructed along the frontage of each lot, or parcel, at time of development, unless a sidewalk waiver is approved. N. Provide a copy of the Final Plat along with the original when submitting for City Engineer signature.];

- 18) subject to the Traffic Engineering comments: *[Based on the increased number of proposed parking spaces and the existing conditions related to school traffic in this area, a traffic impact study will be required for this site. The impact study must be completed prior to the issuance of any permits for land disturbance activities. Development of the proposed expansion is contingent upon the construction or implementation of any recommendations in the traffic impact study. The proposed parking lot on N Lafayette Street should share access with the existing lot on the corner at Dauphin Street, with a total of two curb cuts for the combined lots. Springhill Avenue (US Highway 45) is an ALDOT maintained roadway. Driveway number, size, location and design to be approved by ALDOT (where applicable) and Traffic Engineering and conform to AASHTO standards. Based on the preliminary site plan, the site driveway on Springhill Avenue is restricted to right-out only. Specific design of the driveway will also need to be coordinated with the Mobile Fire Department to meet access requirements. All on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.];*
- 19) subject to the 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 61-929 and City Code Chapters 57 and 64).];*
- 20) subject to the Fire Department comments: *(All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.);*
- 21) submission and approval of three (3) copies of revised Planning Approval and PUD site plans prior to signing the Final Plat.

Planned Unit Development: Based upon the preceding, this request is recommended for approval, subject to the following conditions:

- 1) revision of the site plan to a given scale;
- 2) submission to and approval by Traffic Engineering of a Traffic Impact Study (TIS) and revision of the site plan as required by the TIS;
- 3) revision of the site plan to include parking calculations based on the number of students;
- 4) revision of the site plan to indicate all existing parking spaces proposed to remain in their current configuration and accounting for those not shown on the submitted site plan;
- 5) revision of the site plan to indicate all proposed parking spaces, accounting for discrepancies in the proposed numbers on the submitted site plan, with any revisions which may be required by the Subdivision conditions and the TIS;
- 6) revision of the site plan to accurately depict the existing building configurations;
- 7) revision of the site plan to eliminate one of the three student parking lot curb cuts along North Lafayette Street, either by sharing access between the existing and proposed

- parking areas utilizing the two existing curb cuts, or eliminating one of the existing two curb cuts on the existing parking area;
- 8) placement of a note on the site plan stating that the existing curb cut to the existing house on North Lafayette Street is limited to residential use of the house and not to be used for access to the student parking area to the rear;
 - 9) revision of the site plan to indicate exit onto Spring Hill Avenue for the Northwest parking area as being right-out only and not to have any entry from Spring Hill Avenue, with the specific design of the curb cut to be coordinated with the Fire Department for access requirements, ALDOT, and Traffic Engineering;
 - 10) placement of a note on the site plan stating that the gates on the Spring Hill Avenue curb cut are to remain open during all hours of normal school activity, or, if closed during school hours to prevent unauthorized entry, the gates are to be remotely electronically activated;
 - 11) placement of a note on the site plan stating that all on-site parking, including ADA handicap spaces, must meet the minimum standards as defined in Section 64-6 of the Zoning Ordinance;
 - 12) revision of the site plan to indicate a 6' high wooden privacy fence along all adjacent residential properties, dropping to 3' high within the first 25' from a front property line;
 - 13) revision of the site plan to indicate full compliance with the landscaping and tree planting requirements of the Zoning Ordinance to include frontage, perimeter and parking trees and proper landscaping percentages with all calculations to be provided on the site plan;
 - 14) rezoning of the Northwest parking area to a uniform zoning classification prior to signing the Final Plat for the Subdivision;
 - 15) placement of a note on the site plan stating that the site is located within the Old Dauphin Way Historic District and all required approvals of the Architectural Review Board must be obtained prior to any land disturbance activities;
 - 16) subject to the Engineering comments: *[ADD THE FOLLOWING NOTES TO THE PUD SITE PLAN: 1. Any work performed in the existing ROW (right-of-way) such as driveways, sidewalks, utility connections, grading, drainage, irrigation, or landscaping will require a ROW permit from the City of Mobile Engineering Department (208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII). 2. A Land Disturbance Permit application shall be submitted for any proposed land disturbing activity with the property. A complete set of construction plans including, but not limited to, drainage, utilities, grading, storm water detention systems, paving, and all above ground structures, will need to be included with the Land Disturbance permit. This Permit must be submitted, approved, and issued prior to beginning any of the construction work. 3. Any and all proposed land disturbing activity within the property will need to be submitted for review and be in conformance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control. 4. The proposed development must comply with all Engineering Department Policy Letters.];*
 - 17) subject to the Traffic Engineering comments: *[Based on the increased number of proposed parking spaces and the existing conditions related to school traffic in this area, a traffic impact study will be required for this site. The impact study must be completed*

prior to the issuance of any permits for land disturbance activities. Development of the proposed expansion is contingent upon the construction or implementation of any recommendations in the traffic impact study. The proposed parking lot on N Lafayette Street should share access with the existing lot on the corner at Dauphin Street, with a total of two curb cuts for the combined lots. Springhill Avenue (US Highway 45) is an ALDOT maintained roadway. Driveway number, size, location and design to be approved by ALDOT (where applicable) and Traffic Engineering and conform to AASHTO standards. Based on the preliminary site plan, the site driveway on Springhill Avenue is restricted to right-out only. Specific design of the driveway will also need to be coordinated with the Mobile Fire Department to meet access requirements. All on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.];

- 18) subject to the 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 61-929 and City Code Chapters 57 and 64).];*
- 19) subject to the Fire Department comments: *(All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.);*
- 20) submission and approval of three (3) copies of a revised site plan prior to signing the Final Plat; and
- 21) full compliance with all municipal codes and ordinances.

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

- 1) revision of the site plan to a given scale;
- 2) submission to and approval by Traffic Engineering of a Traffic Impact Study (TIS) and revision of the site plan as required by the TIS;
- 3) revision of the site plan to include parking calculations based on the number of students;
- 4) revision of the site plan to indicate all existing parking spaces proposed to remain in their current configuration and accounting for those not shown on the submitted site plan;
- 5) revision of the site plan to indicate all proposed parking spaces, accounting for discrepancies in the proposed numbers on the submitted site plan, with any revisions which may be required by the Subdivision conditions and the TIS;
- 6) revision of the site plan to accurately depict the existing building configurations;
- 7) revision of the site plan to eliminate one of the three student parking lot curb cuts along North Lafayette Street, either by sharing access between the existing and proposed parking areas utilizing the two existing curb cuts, or eliminating one of the existing two curb cuts on the existing parking area;
- 8) placement of a note on the site plan stating that the existing curb cut to the existing house on North Lafayette Street is limited to residential use of the house and not to be used for access to the student parking area to the rear;
- 9) revision of the site plan to indicate exit onto Spring Hill Avenue for the Northwest parking area as being right-out only and not to have any entry from Spring Hill Avenue, with the specific design of the curb cut to be coordinated with the Fire Department for access requirements, ALDOT, and Traffic Engineering;

- 10) placement of a note on the site plan stating that the gates on the Spring Hill Avenue curb cut are to remain open during all hours of normal school activity, or, if closed during school hours to prevent unauthorized entry, the gates are to be remotely electronically activated;
- 11) placement of a note on the site plan stating that all on-site parking, including ADA handicap spaces, must meet the minimum standards as defined in Section 64-6 of the Zoning Ordinance;
- 12) placement of a note on the site plan stating that use of the “yellow house” as temporary faculty housing is allowed, but use as assembly for student gatherings or classes will require compliance with City building and fire codes;
- 13) revision of the site plan to indicate a 6’ high wooden privacy fence along all adjacent residential properties, dropping to 3’ high within the first 25’ from a front property line;
- 14) revision of the site plan to indicate full compliance with the landscaping and tree planting requirements of the Zoning Ordinance to include frontage, perimeter and parking trees and proper landscaping percentages with all calculations to be provided on the site plan;
- 15) rezoning of the Northwest parking area to a uniform zoning classification prior to signing the Final Plat for the Subdivision;
- 16) placement of a note on the site plan stating that the site is located within the Old Dauphin Way Historic District and all required approvals of the Architectural Review Board must be obtained prior to any land disturbance activities;
- 17) subject to the Traffic Engineering comments: *[Based on the increased number of proposed parking spaces and the existing conditions related to school traffic in this area, a traffic impact study will be required for this site. The impact study must be completed prior to the issuance of any permits for land disturbance activities. Development of the proposed expansion is contingent upon the construction or implementation of any recommendations in the traffic impact study. The proposed parking lot on N Lafayette Street should share access with the existing lot on the corner at Dauphin Street, with a total of two curb cuts for the combined lots. Springhill Avenue (US Highway 45) is an ALDOT maintained roadway. Driveway number, size, location and design to be approved by ALDOT (where applicable) and Traffic Engineering and conform to AASHTO standards. Based on the preliminary site plan, the site driveway on Springhill Avenue is restricted to right-out only. Specific design of the driveway will also need to be coordinated with the Mobile Fire Department to meet access requirements. All on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City’s Zoning Ordinance.];*
- 18) subject to the 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 61-929 and City Code Chapters 57 and 64).];*
- 19) subject to the Fire Department comments: *(All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.);*
- 20) submission and approval of three (3) copies of a revised site plan prior to signing the Final Plat; and
- 21) full compliance with all municipal codes and ordinances.

Revised for the November 6th meeting:

The Subdivision, Planned Unit Development and Planning Approval applications were heldover from the October 16th meeting to allow the applicant to address and illustrate issues listed above and those requested at the meeting and to also allow the applications to be heard in conjunction with the Rezoning request mentioned above in the report. The applicant coordinated with Traffic Engineering and ALDOT and revisions were submitted to address traffic flow issues. Also addressed was the large non-existing building indicated within the existing parking lot on the West side of North Lafayette Street but not indicated as proposed or included within the project.

The proposed parking lot expansion is intended to replace parking which will be lost with the construction of a proposed building addition within the parking area along the West side of North Lafayette Street. This addition was originally shown on the site plans to be existing but is now shown on the revised site plans as a proposed student center. The addition was first indicated on the 2005 PUD for the school as future, and the school now wishes to pursue construction.

Other aspects of the site plans have been revised to satisfy shortcomings found on the original site plans. The site plans are drawn to a given scale, parking calculations are provided, all existing and proposed parking spaces are indicated with corrected numbers, and revisions required by Traffic Engineering have been made. Primarily, the access to the expanded parking area on the East side of North Lafayette Street has been revised to utilize the two existing curb cuts and have internal access to the new parking area. In the Northwest expanded parking area, the curb cut to Spring Hill Avenue has been revised to accommodate right-in/right-out traffic as opposed to the right-out only which was originally allowed. Some of the Northern-most parking spaces in that area have been eliminated to allow traffic queuing on site after turning in from Spring Hill Avenue.

As the site is proposed to have more than 25 parking spaces, lighting of the entire site to comply with Sections 64-4.A.2. and 64-6.A.8 of the Zoning Ordinance would be required, which will require the submission of a photometric plan at the time of application for a land disturbance permit.

The Subdivision plat has been revised to shift the common East-West property line between Lots 1 and 2 slightly further South to allow an existing sidewalk to remain on Lot 2.

*The applicant is also requesting rezoning from R-1, Single-Family Residential District, R-3, Multi-Family Residential District, and B-1, Buffer Business District, to B-1, Buffer Business District, to eliminate split zoning within the proposed Subdivision along Spring Hill Avenue. The 2.6± acre area proposed as Lots 1 and 2 is currently split-zoned. **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.*

Lot 2, which consists of the existing medical clinic at the Southeast Corner of Spring Hill Avenue and Kilmarnock Street, is mostly B-1, but there is a strip along the West side which is R-3. Lot 1, which would become an expanded parking lot for the high school, consists of several vacant lots along Kilmarnock Street zoned R-1 and B-1, and an existing parcel fronting Spring Hill Avenue zoned R-3 containing an office building. The existing office building is proposed to be removed. As both lots would have split zoning in their proposed configurations, rezoning is proposed to eliminate such and have uniform zoning throughout both lots. All existing zoning classifications were assigned with the original adoption of the Zoning Ordinance in 1967, except for three properties on the West side of Kilmarnock Street which were rezoned from R-1 to B-1 in 1984 and 1992. It should be noted that the requested B-1 classification would be appropriate for the proposed parking lot expansion as uses and activities associated with high schools are allowed in B-1 with Planning Approval.

The site appears to be depicted as residential on the General Land Use Component of the Comprehensive Plan, which is meant to serve as a general guide, not a detailed lot and district plan or mandate for development. Moreover, the General Land Use Component 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. With that said, the primary reason for this application is to eliminate the split-zoning created by the Subdivision; thus, it will have minimal impact on the surrounding area.

The applicant states the following regarding the rezoning request:

“The applicant is proposing to buy Lot 1 and develop it into a parking area for school activities. The property has multiple zoning classifications and due to the proposed subdivision, Lot 1 needs to have a single zoning classification. Lot 2 and approximately 50% of Lot 1 is currently zoned B-1 and there are B-2 properties located East and South of this site, therefore, a zoning change should not have a negative impact on the surrounding properties.”

As stated in Section 64-9. of the Zoning Ordinance, 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.

The applicant states that condition number four of the acceptable conditions for rezoning is occurring at this site, as previously mentioned. As such, rezoning would seem to be appropriate, with conditions.

As the legal description submitted with the application describes the existing boundaries of the site, and as right-of-way dedication may be required with the Subdivision approval, the legal

description should be revised to match that of the Subdivision after any required right-of-way dedication. The Rezoning should be completed prior to signing the Final Plat for the Subdivision. And as the site is adjacent to residential properties, a buffer in compliance with Section 64-4.D.1. of the Zoning Ordinance should be provided.

RECOMMENDATION

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

- 1) dedication sufficient to provide 25' from the centerline of North Lafayette Street along Lot 3;*
- 2) dedication sufficient to provide 25' from the centerline of Kilmarnock Street along Lot 1;*
- 3) dedication of a 25' corner radius at the intersection of Spring Hill Avenue and Kilmarnock Street on Lot 2;*
- 4) illustration of the 25' minimum building setback line along Lot 3 as measured from any required dedication;*
- 5) illustration of the 25' minimum building setback line along the Kilmarnock Street frontage of Lot 1 as measured from any required dedication;*
- 6) illustration of the 25' minimum building setback line along Spring Hill Avenue for Lots 1 and 2 as measured from the current right-of-way line;*
- 7) illustration of the minimum building setback line for Lot 2 along Kilmarnock Street as measured 50' from the centerline of Kilmarnock Street;*
- 8) placement of a note on the Final Plat stating that Lot 1 is limited to right-in/right-out access along Spring Hill Avenue, with the specific design of the driveway to be coordinated with Traffic Engineering, ALDOT, and the Mobile Fire Department to meet access requirements;*
- 9) placement of a note on the Final Plat stating that Lot 2 is limited to the existing curb cut to Spring Hill Avenue;*
- 10) placement of a note on the Final Plat stating that Lot 3 is limited to two student parking curb cuts to North Lafayette Street;*
- 11) placement of a note on the Final Plat stating that the North curb cut on Lot 3 is limited to residential use only for the existing house and not for access to the student parking area to the rear;*
- 12) placement of a note on the Final Plat stating that the driveway number, size, location and design of all curb cuts must be approved by ALDOT (where applicable), and Traffic Engineering and conform to AASHTO standards;*
- 13) submission to and approval by Traffic Engineering of a Traffic Impact Study (TIS), and revision of the Planning Approval and PUD site plans to illustrate any required modifications of the TIS, prior to signing the Final Plat;*
- 14) revision of the plat to label each lot with its size in both square feet and acres, after any required dedication, or the furnishing of a table on the Final Plat providing the same information;*

- 15) rezoning of Lots 1 and 2 to one uniform zoning classification to eliminate split zoning prior to signing the Final Plat;
- 16) placement of a note on the Final Plat stating that development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species;
- 17) subject to the 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. Add a note to the SUBDIVISION PLAT stating that a Land Disturbance permit will be required for any land disturbing activity in accordance with the of the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17), latest edition. Storm water detention may be required for any existing development (since 1984) that did not receive Land Disturbance permitting and for any future addition(s) and/or land disturbing activity. C. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 28 -#73) each lot will receive the following historical credit of impervious area towards stormwater detention requirement per the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17), latest edition. Coordinate with City Engineering Department staff to establish the exact amount prior to the submittal of the Land Disturbance Permit application. D. 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. E. Provide legible street names in the vicinity map. F. Dedication of property to Public Right-of-Way (as approved by the City Engineer and Traffic Engineer) along Kilmarnock Street. G. Dedication of property to Public Right-of-Way (as approved by the City Engineer and Traffic Engineer) along Lafayette Street. H. Provide and label the bearing and distance labels or interior angles to match the written legal description. I. Provide and label the monument set or found at each subdivision corner. J. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer. K. Provide the Surveyor's Certificate and Signature. L. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures. M. Add a note that sidewalk is required to be constructed along the frontage of each lot, or parcel, at time of development, unless a sidewalk waiver is approved. N. Provide a copy of the Final Plat along with the original when submitting for City Engineer signature.];
- 18) subject to the revised Traffic Engineering comments: [Based on the increased number of proposed parking spaces and the existing conditions related to school traffic in this area, a traffic impact study will be required for this site. The impact study must be completed prior to the issuance of any permits for land disturbance activities. Development of the proposed expansion is contingent upon the construction or implementation of any recommendations in the traffic impact study. Springhill Avenue (US Highway 98) is an ALDOT maintained roadway. Lot 1 is limited to one curb cut (right-in/right-out only) onto Springhill Avenue, and Lot 2 is limited to its existing curb cut onto Springhill

Avenue, with size, location and design to be approved by ALDOT and Traffic Engineering and conform to AASHTO standards. Based on the preliminary site plan, the site driveway on Springhill Avenue is restricted to right-in/right-out only, subject to providing 50' of queuing space between the property line and the first parking spaces. Access for Lot 1 to Kilmarnock Street is not exclusively denied, however will only be permitted with the submission of a revised PUD, to be approved by all site reviewing departments within the City. The proposed parking lot on N Lafayette Street (Lot 3) should share access with the existing lot on the corner at Dauphin Street, with a total of two curb cuts for the combined lots. The existing residential driveway is to remain for use by the building to remain onsite. All on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.];

- 19) subject to the revised 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 61-929 and City Code Chapters 57 and 64). Mobile Tree Commission Permit is required before removing existing Pecan tree from city right of way for construction of proposed drive to Springhill Ave.];
- 20) subject to the Fire Department comments: (All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.); and
- 21) submission and approval of three (3) copies of revised Planning Approval and PUD site plans prior to signing the Final Plat.

Planned Unit Development: Based upon the preceding, this request is recommended for approval, subject to the following conditions:

- 1) submission to and approval by Traffic Engineering of a Traffic Impact Study (TIS) and revision of the site plan as required by the TIS;
- 2) revision of the site plan to indicate any revisions required by the Subdivision conditions and the Traffic Impact Study;
- 3) retention of the note on the site plan stating that the existing curb cut to the existing house on North Lafayette Street is limited to residential use of the house and not to be used for access to the student parking area to the rear;
- 4) placement of a note on the site plan stating that the curb cut on Lot 1 to Spring Hill Avenue is limited to right-in/right-out traffic with the specific design of the driveway to be coordinated with Traffic Engineering, ALDOT, and the Mobile Fire Department to meet access requirements;
- 5) retention of the note on the site plan stating that all on-site parking, including ADA handicap spaces, must meet the minimum standards as defined in Section 64-6 of the Zoning Ordinance;
- 6) placement of a note on the site plan stating that use of the "yellow house" as temporary faculty housing is allowed, but use as assembly for student gatherings or classes will require compliance with City building and fire codes;
- 7) revision of the site plan to illustrate a 6' high wooden privacy fence along all adjacent residential properties, dropping to 3' high within the first 25' from a front property line;

- 8) *lighting of the entire site to comply with Sections 64-4.A.2. and 64-6.A.8 of the Zoning Ordinance, which will include the submission of a photometric plan at the time of applying for a land disturbance permit;*
- 9) *retention of the note on the site plan stating that the sites of the new parking lots shall comply with the landscaping and tree planting requirements of the Zoning Ordinance to include frontage, perimeter and parking trees and proper landscaping percentages;*
- 10) *rezoning of Lots 1 and 2 to a uniform zoning classification prior to signing the Final Plat for the Subdivision;*
- 11) *retention of the note on the site plan stating that the site is located within the Old Dauphin Way Historic District and all required approvals of the Architectural Review Board must be obtained prior to any land disturbance activities;*
- 12) *subject to the Engineering comments: [ADD THE FOLLOWING NOTES TO THE PUD SITE PLAN: 1. Any work performed in the existing ROW (right-of-way) such as driveways, sidewalks, utility connections, grading, drainage, irrigation, or landscaping will require a ROW permit from the City of Mobile Engineering Department (208-6070) and must comply with the City of Mobile Right-of-Way Construction and Administration Ordinance (Mobile City Code, Chapter 57, Article VIII). 2. A Land Disturbance Permit application shall be submitted for any proposed land disturbing activity with the property. A complete set of construction plans including, but not limited to, drainage, utilities, grading, storm water detention systems, paving, and all above ground structures, will need to be included with the Land Disturbance permit. This Permit must be submitted, approved, and issued prior to beginning any of the construction work. 3. Any and all proposed land disturbing activity within the property will need to be submitted for review and be in conformance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17); the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control. 4. The proposed development must comply with all Engineering Department Policy Letters.];*
- 13) *subject to the revised Traffic Engineering comments: [Based on the increased number of proposed parking spaces and the existing conditions related to school traffic in this area, a traffic impact study will be required for this site. The impact study must be completed prior to the issuance of any permits for land disturbance activities. Development of the proposed expansion is contingent upon the construction or implementation of any recommendations in the traffic impact study. Springhill Avenue (US Highway 98) is an ALDOT maintained roadway. Lot 1 is limited to one curb cut (right-in/right-out only) onto Springhill Avenue, and Lot 2 is limited to its existing curb cut onto Springhill Avenue, with size, location and design to be approved by ALDOT and Traffic Engineering and conform to AASHTO standards. Based on the preliminary site plan, the site driveway on Springhill Avenue is restricted to right-in/right-out only, subject to providing 50' of queuing space between the property line and the first parking spaces. Access for Lot 1 to Kilmarnock Street is not exclusively denied, however will only be permitted with the submission of a revised PUD, to be approved by all site reviewing departments within the City. The proposed parking lot on N Lafayette Street (Lot 3) should share access with the existing lot on the corner at Dauphin Street, with a total of two curb cuts for the combined lots. The existing residential driveway is to remain for use by the building to remain onsite. All on-site parking, including ADA*

handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.];

- 14) subject to the revised 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 61-929 and City Code Chapters 57 and 64). Mobile Tree Commission Permit is required before removing existing Pecan tree from city right of way for construction of proposed drive to Springhill Ave.];*
- 15) subject to the Fire Department comments: (All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.);*
- 16) submission and approval of three (3) copies of a revised site plan prior to signing the Final Plat; and*
- 17) full compliance with all municipal codes and ordinances.*

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

- 1) submission to and approval by Traffic Engineering of a Traffic Impact Study (TIS) and revision of the site plan as required by the TIS;*
- 2) revision of the site plan to indicate any revisions required by the Subdivision conditions and the Traffic Impact Study;*
- 3) retention of the note on the site plan stating that the existing curb cut to the existing house on North Lafayette Street is limited to residential use of the house and not to be used for access to the student parking area to the rear;*
- 4) placement of a note on the site plan stating that the curb cut on Lot 1 to Spring Hill Avenue is limited to right-in/right-out traffic with the specific design of the driveway to be coordinated with Traffic Engineering, ALDOT, and the Mobile Fire Department to meet access requirements;*
- 5) retention of the note on the site plan stating that all on-site parking, including ADA handicap spaces, must meet the minimum standards as defined in Section 64-6 of the Zoning Ordinance;*
- 6) placement of a note on the site plan stating that use of the "yellow house" as temporary faculty housing is allowed, but use as assembly for student gatherings or classes will require compliance with City building and fire codes;*
- 7) revision of the site plan to illustrate a 6' high wooden privacy fence along all adjacent residential properties, dropping to 3' high within the first 25' from a front property line;*
- 8) lighting of the entire site to comply with Sections 64-4.A.2. and 64-6.A.8 of the Zoning Ordinance, which will include the submission of a photometric plan at the time of applying for a land disturbance permit;*
- 9) retention of the note on the site plan stating that the sites of the new parking lots shall comply with the landscaping and tree planting requirements of the Zoning Ordinance to include frontage, perimeter and parking trees and proper landscaping percentages;*
- 10) rezoning of Lots 1 and 2 to a uniform zoning classification prior to signing the Final Plat for the Subdivision;*

- 11) retention of the note on the site plan stating that the site is located within the Old Dauphin Way Historic District and all required approvals of the Architectural Review Board must be obtained prior to any land disturbance activities;
- 12) subject to the revised Traffic Engineering comments: [Based on the increased number of proposed parking spaces and the existing conditions related to school traffic in this area, a traffic impact study will be required for this site. The impact study must be completed prior to the issuance of any permits for land disturbance activities. Development of the proposed expansion is contingent upon the construction or implementation of any recommendations in the traffic impact study. Springhill Avenue (US Highway 98) is an ALDOT maintained roadway. Lot 1 is limited to one curb cut (right-in/right-out only) onto Springhill Avenue, and Lot 2 is limited to its existing curb cut onto Springhill Avenue, with size, location and design to be approved by ALDOT and Traffic Engineering and conform to AASHTO standards. Based on the preliminary site plan, the site driveway on Springhill Avenue is restricted to right-in/right-out only, subject to providing 50' of queuing space between the property line and the first parking spaces. Access for Lot 1 to Kilmarnock Street is not exclusively denied, however will only be permitted with the submission of a revised PUD, to be approved by all site reviewing departments within the City. The proposed parking lot on N Lafayette Street (Lot 3) should share access with the existing lot on the corner at Dauphin Street, with a total of two curb cuts for the combined lots. The existing residential driveway is to remain for use by the building to remain onsite. All on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.];
- 13) subject to the revised 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 61-929 and City Code Chapters 57 and 64). Mobile Tree Commission Permit is required before removing existing Pecan tree from city right of way for construction of proposed drive to Springhill Ave.];
- 14) subject to the Fire Department comments: (All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.);
- 15) submission and approval of three (3) copies of a revised site plan prior to signing the Final Plat; and
- 16) full compliance with all municipal codes and ordinances.

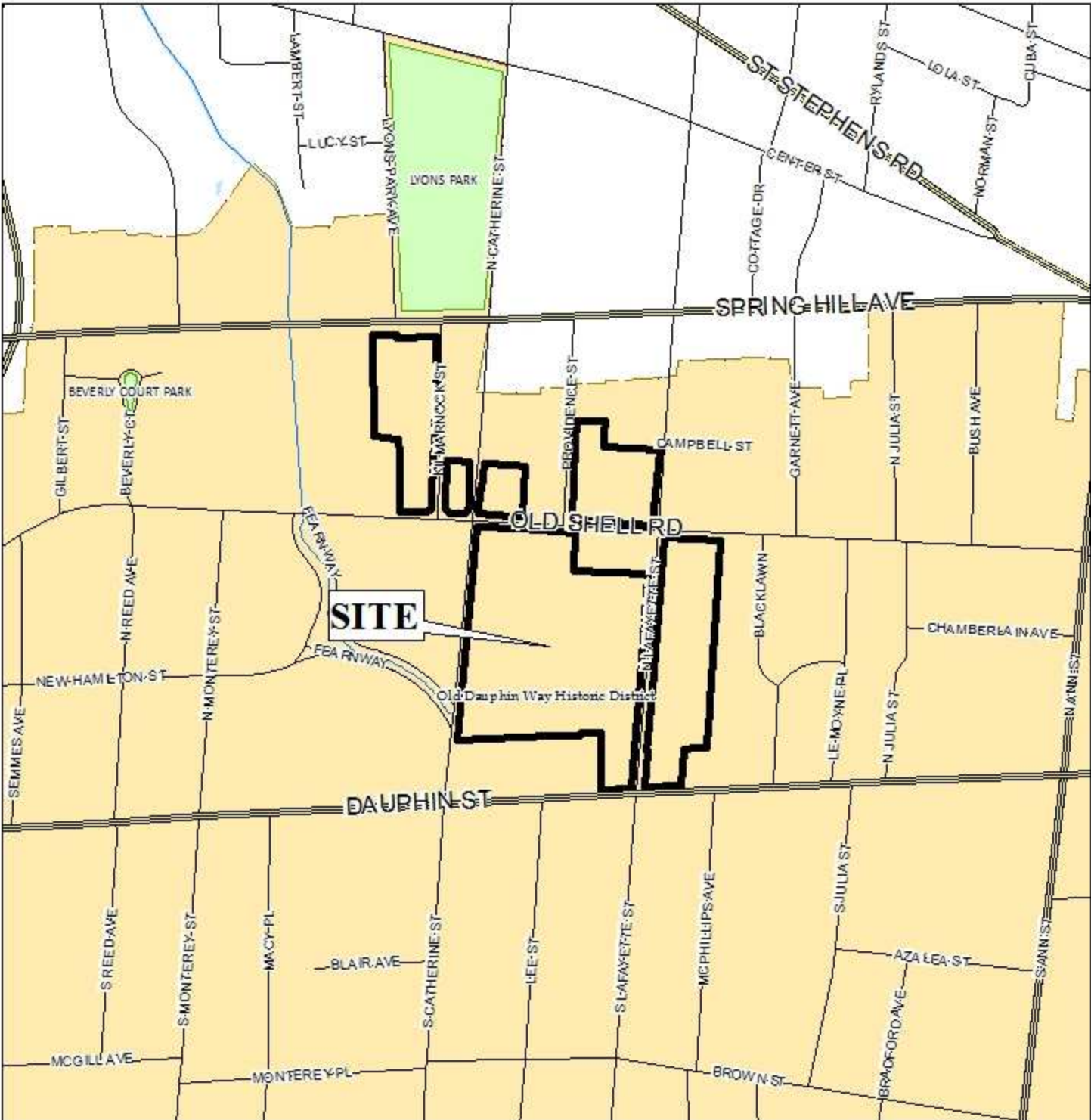
Rezoning: Based upon the preceding, this request is recommended for approval, subject to the following conditions:

- 1) revision of the legal description to match that of the Subdivision plat legal description after any required right-of-way dedication;
- 2) completion of the Rezoning process prior to signing the Final Plat for the Subdivision;
- 3) provision of a buffer, in compliance with Section 64-4.d.1. of the Zoning Ordinance where the property abuts residential properties;
- 4) subject to the revised 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 61-929 and City Code Chapters 57 and 64).

Mobile Tree Commission Permit is required before removing existing Pecan tree from city right of way for construction of proposed drive to Springhill Ave.]; and

- 5) *full compliance with all municipal codes and ordinances.*

LOCATOR MAP



APPLICATION NUMBER 14 DATE November 6, 2014
 APPLICANT McGill Toolen High School Subdivision, Phase Three
 REQUEST Subdivision, PUD, PA, Rezoning from B-1, R-1, and R-3 to B-1



PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by miscellaneous residential and commercial units.

APPLICATION NUMBER 14 DATE November 6, 2014
 APPLICANT McGill Toolen High School Subdivision, Phase Three
 REQUEST Subdivision, PUD, PA, Rezoning from B-1, R-1, and R-3 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

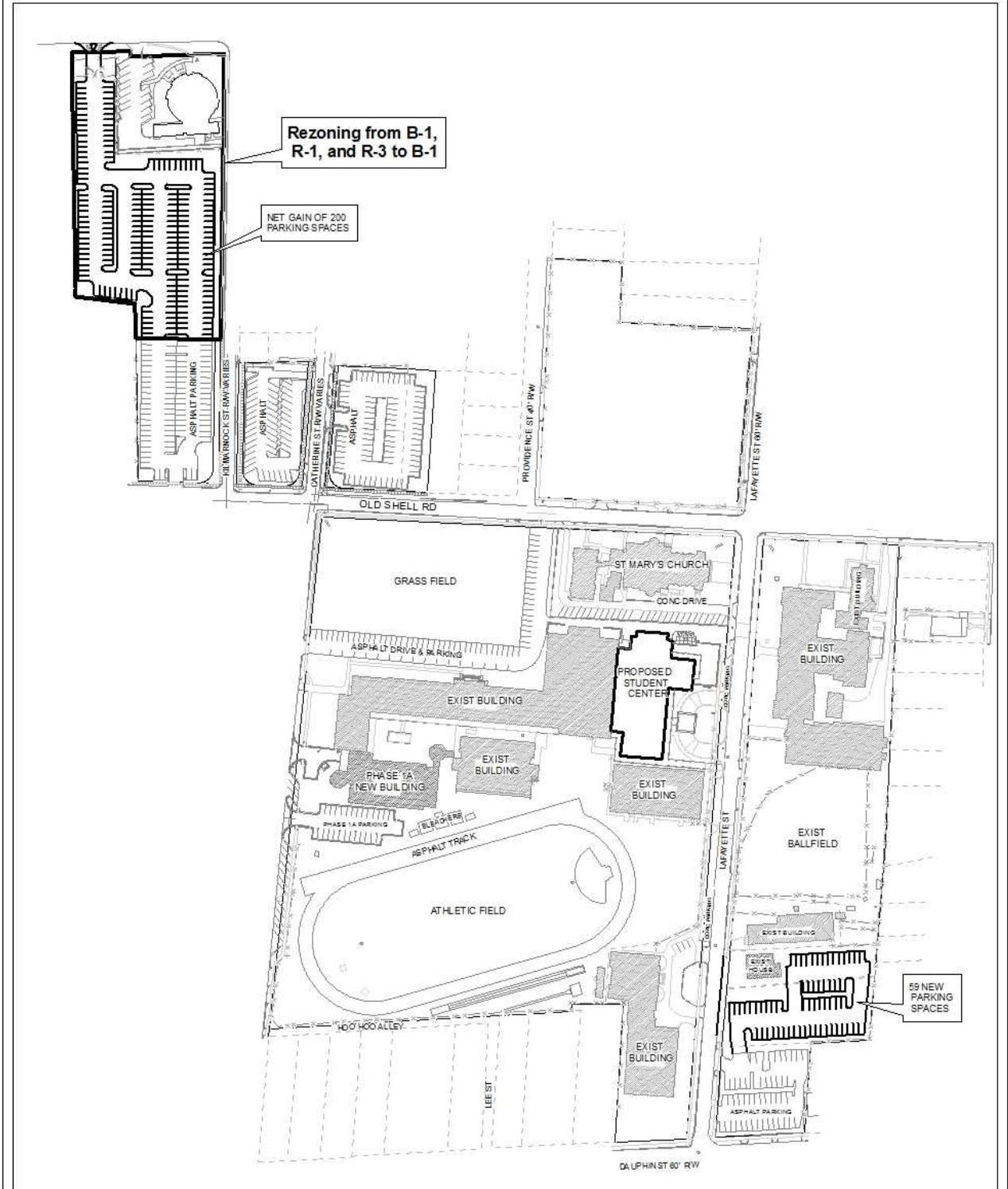


The site is surrounded by miscellaneous residential and commercial units.

APPLICATION NUMBER ____ 14 ____ DATE November 6, 2014
APPLICANT McGill Toolen High School Subdivision, Phase Three
REQUEST Subdivision, PUD, PA, Rezoning from B-1, R-1, and R-3 to B-1

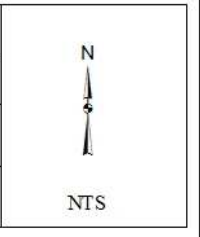


SITE PLAN



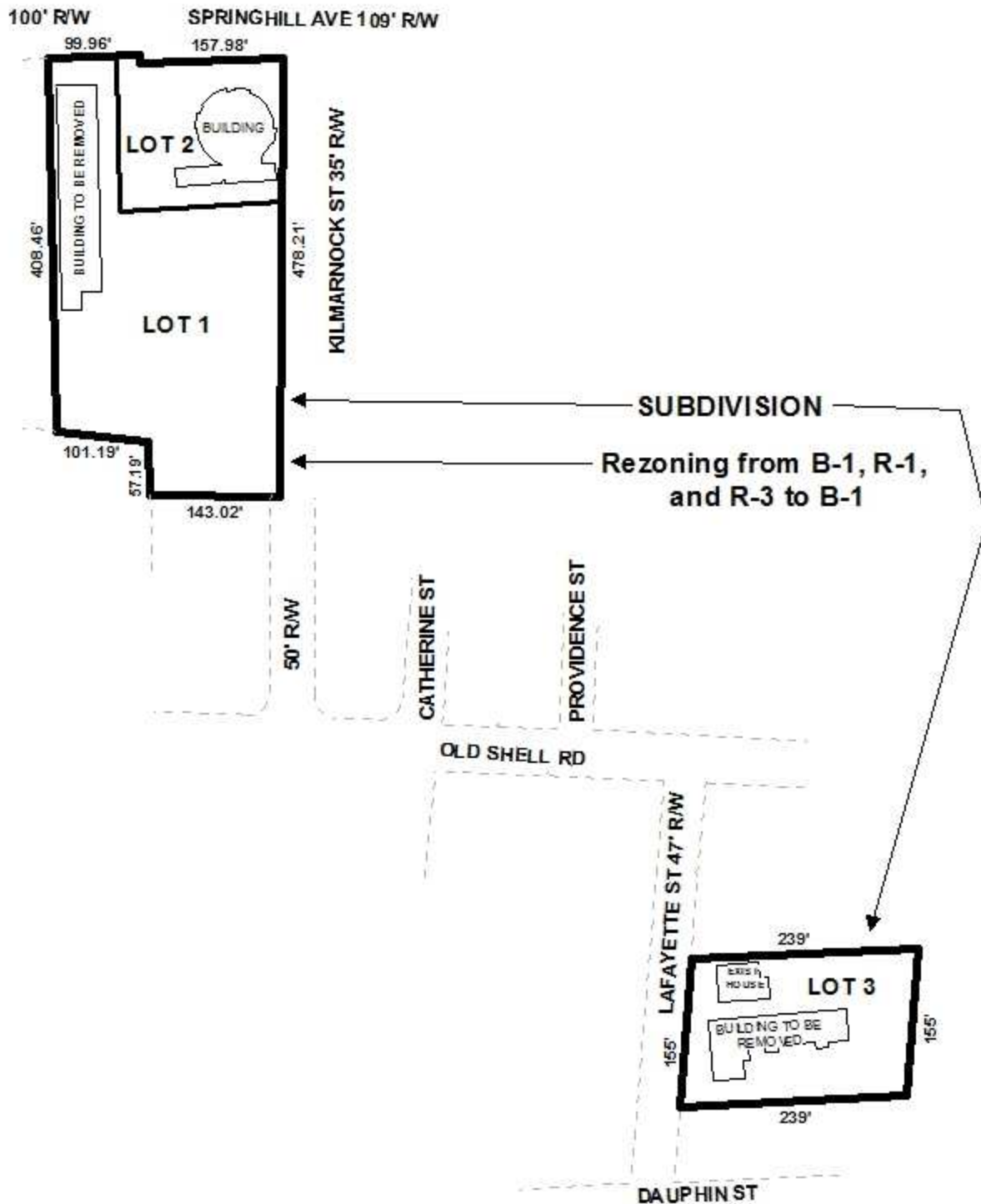
The site illustrates the existing buildings, parking, fields, and new parking.

APPLICATION NUMBER 14 DATE November 6, 2014
APPLICANT McGill Toolen High School Subdivision, Phase Three
REQUEST Subdivision, PUD, PA, Rezoning from B-1, R-1, and R-3 to B-1



NTS

DETAIL SITE PLAN



APPLICATION NUMBER 14 DATE November 6, 2014
 APPLICANT McGill Toolen High School Subdivision, Phase Three
 REQUEST Subdivision, PUD, PA, Rezoning from B-1, R-1, and R-3 to B-1

