



## Agenda Item # 3 - EXTENSION

BOA-002942-2024

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

[Applicant Materials for Consideration](#)

### DETAILS

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**Location:**

669 Azalea Road

**Applicant / Agent:**

The CORE Project, Inc. / Matthew McDonald, Agent

**Property Owner:**

Mobile First Church of the Nazarene

**Current Zoning:**

R-1, Single-Family Residential Suburban District

**Future Land Use:**

Mixed Commercial Corridor

**Case Number(s):**

6592/6106/5990/5149

**Unified Development Code Requirement:**

- The UDC does not allow a day care center (child and adult) with social assistance, welfare, and charitable services in a R-1, Single-Family Residential Suburban District.

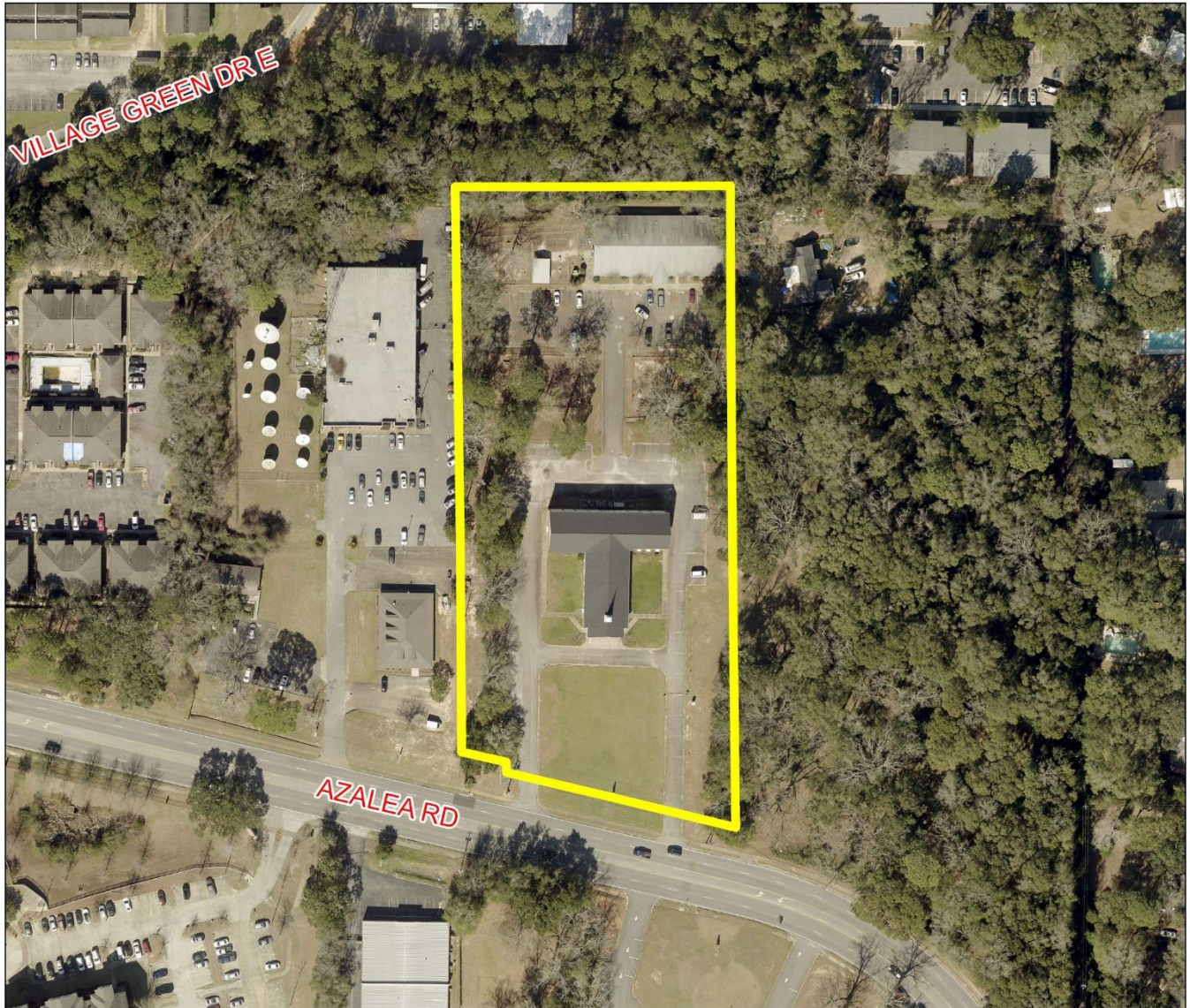
**Board Consideration:**

- Use Variance to allow a day care center (child and adult) with social assistance, welfare, and charitable services in a R-1, Single-Family Residential Suburban District.


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# BOARD OF ADJUSTMENT VICINITY MAP - EXISTING AERIAL



The site is surrounded by commercial and residential units.

APPLICATION NUMBER <u>6592</u> DATE <u>January 6, 2025</u>	 NTS
APPLICANT <u>The CORE Project, Inc. / Matthew McDonald, Agent</u>	
REQUEST <u>Use Variance</u>	

## SITE HISTORY

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City aerial imagery indicate the existing church building has been present on site since at least 1984. In 1988, the existing education building was approved and constructed as well as the granting of a Planning Approval request to allow daycare services to be associated with the existing church facilities. The Planning Commission approved a second Planning Approval in 1998 to expand the existing parking facilities on site.

At its January 6, 2003 meeting, the Board of Zoning Adjustment approved a Sign Variance to allow a second freestanding sign to be located on the site. However, the Board denied a 2015 Sign Variance request to allow a digital sign at a church in an R-1, Single-Family Residential District within 300 feet of other R-1 districts.

At its May 1, 2017 meeting, the Board of Zoning Adjustment approved a Sign Variance to allow a digital sign at a church in an R-1 district within 300 feet of other R-1 zoned properties.

Most recently, at the June 3, 2024 meeting, the Board approved a Use Variance to allow a day care center (child and adult) with social assistance, welfare, and charitable services in a R-1, Single-Family Residential Suburban District.

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

## STAFF COMMENTS

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### **Engineering Comments:**

No comments.

### **Traffic Engineering Comments:**

Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Any required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Article 3, Section 64-3-12 of the City's Unified Development Code.

### **Urban Forestry Comments:**

Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties [Act 929 of the 1961 Regular Session of the Alabama Legislature (Acts 1961, p. 1487), as amended, and City Code Chapters 57 and 65]. Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from undeveloped residential sites, developed residential sites in historic districts, and all commercial sites will require a tree removal permit.

### **Fire Department Comments:**

All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance (2021 International Fire Code). Fire apparatus access is required to be within 150' of all non-sprinklered commercial buildings and within 300' of all sprinklered commercial buildings. Fire water supply for all commercial buildings will be required to meet the guidance of Appendices B and C of the 2021 International Fire Code. The minimum requirement for fire hydrants is to be within 400' of non-sprinkled commercial buildings, within 600' of sprinkled commercial buildings, and within 100' of fire department connections (FDC) for both standpipes and sprinkler systems.

## **Planning Comments:**

The applicant is requesting a six (6)-month extension of the most recent approval of the use variance approved by the Board at its June 3, 2024 meeting with the following conditions:

- 1) Revision of a compliant site plan to include parking calculations and a breakdown of all existing and proposed use types providing the total amount of floor area designated between each use;
- 2) Provision of a note on the site plan stating that any and all future development of the site must comply with current development standards as detailed in the Unified Development Code;
- 3) Compliance with all Engineering comments noted in this staff report;
- 4) Compliance with Traffic Engineering comments as follows: Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. Any required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Article 3, Section 64-3-12 of the City's Unified Development Code;
- 5) Compliance with all Urban Forestry comments noted in this staff report;
- 6) Compliance with all Fire Department comments noted in this staff report;
- 7) Provision of a copy of the recorded site plan (hard copy and pdf) to Planning and Zoning; and,
- 8) Full compliance with all municipal codes and ordinances.

This is the first extension of this approval. The applicant submitted the extension at the advice of staff, as to date, no permits or licenses have been requested or issued for this site.

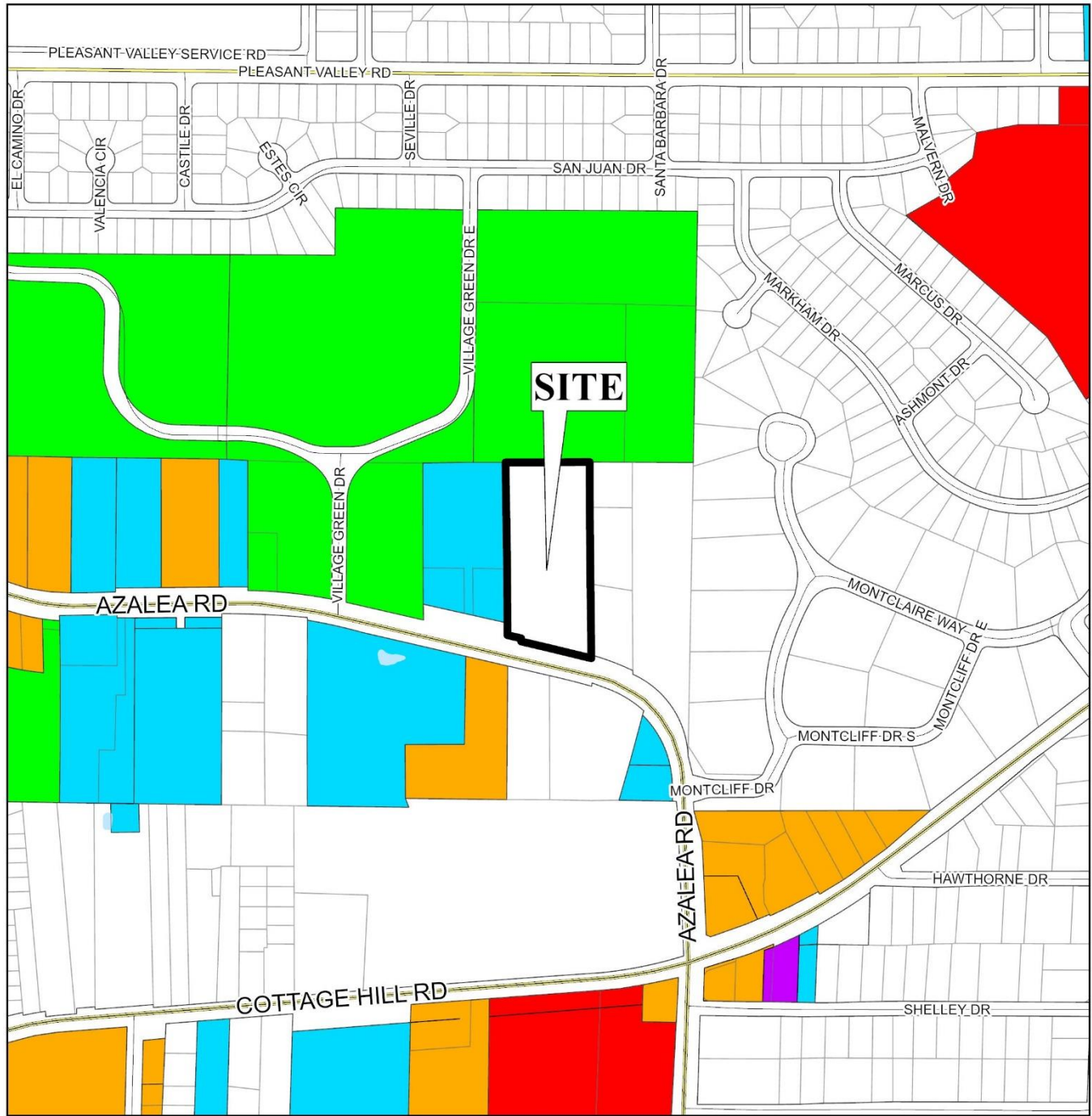
## **VARIANCE EXTENSION CONSIDERATIONS**

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### **Standards of Review:**

The Board is typically amenable to granting extensions, especially a first request when the applicant is working towards complying with the conditions of approval. Granting of such extensions are always in compliance with the findings of facts and conditions associated with the original approval.

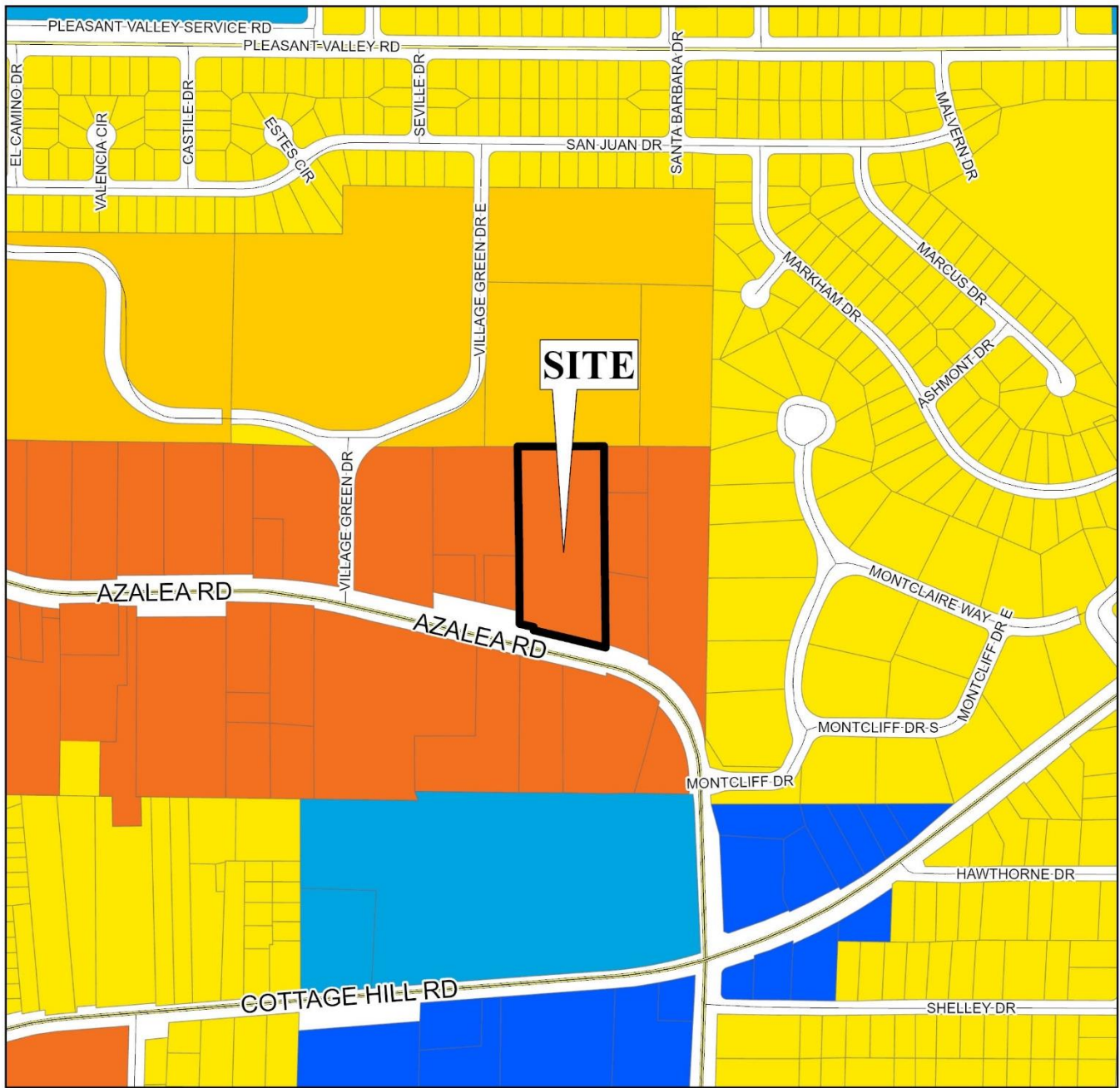
# LOCATOR ZONING MAP



APPLICATION NUMBER <u>6592</u>	DATE <u>January 6, 2025</u>
APPLICANT <u>The CORE Project, Inc. / Matthew McDonald, Agent</u>	
REQUEST <u>Use Variance</u>	



# FLUM LOCATOR MAP

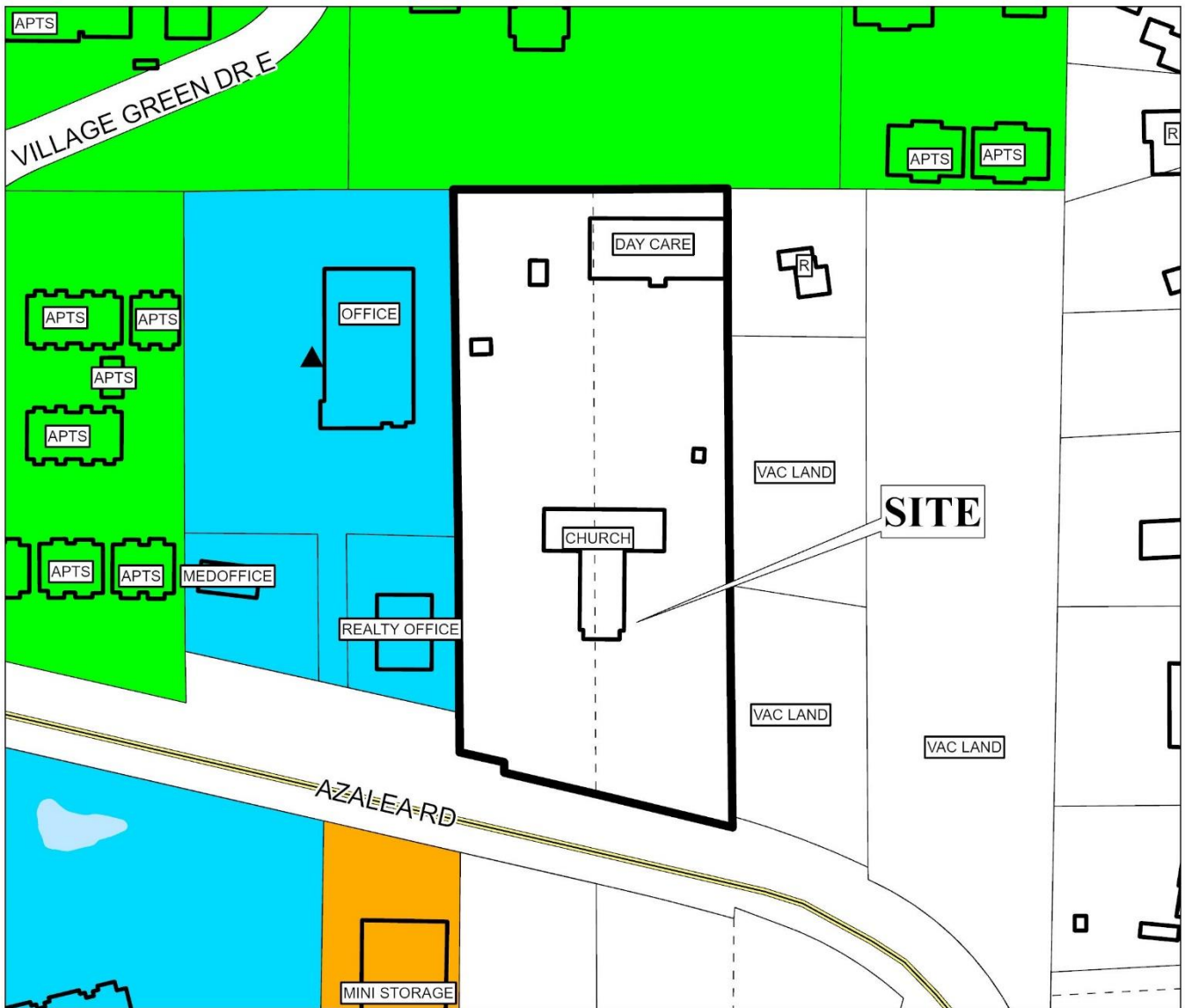


APPLICATION NUMBER 6592 DATE January 6, 2025  
 APPLICANT The CORE Project, Inc. / Matthew McDonald, Agent  
 REQUEST Use Variance

- |   |  |   |  |
|---|--|---|--|
| <span style="color: yellow;">■</span> Low Density Residential   | <span style="color: brown;">■</span> Neighborhood Center - Traditional | <span style="color: orange;">■</span> Downtown Waterfront | <span style="color: lightgreen;">■</span> Parks & Open Space |
| <span style="color: orange;">■</span> Mixed Density Residential | <span style="color: blue;">■</span> Neighborhood Center - Suburban     | <span style="color: lightblue;">■</span> Light Industry   | <span style="color: darkblue;">■</span> Water Dependent      |
| <span style="color: pink;">■</span> Downtown                    | <span style="color: lightpink;">■</span> Traditional Corridor          | <span style="color: purple;">■</span> Heavy Industry      |  |
| <span style="color: red;">■</span> District Center              | <span style="color: orange;">■</span> Mixed Commercial Corridor        | <span style="color: cyan;">■</span> Institutional         |  |



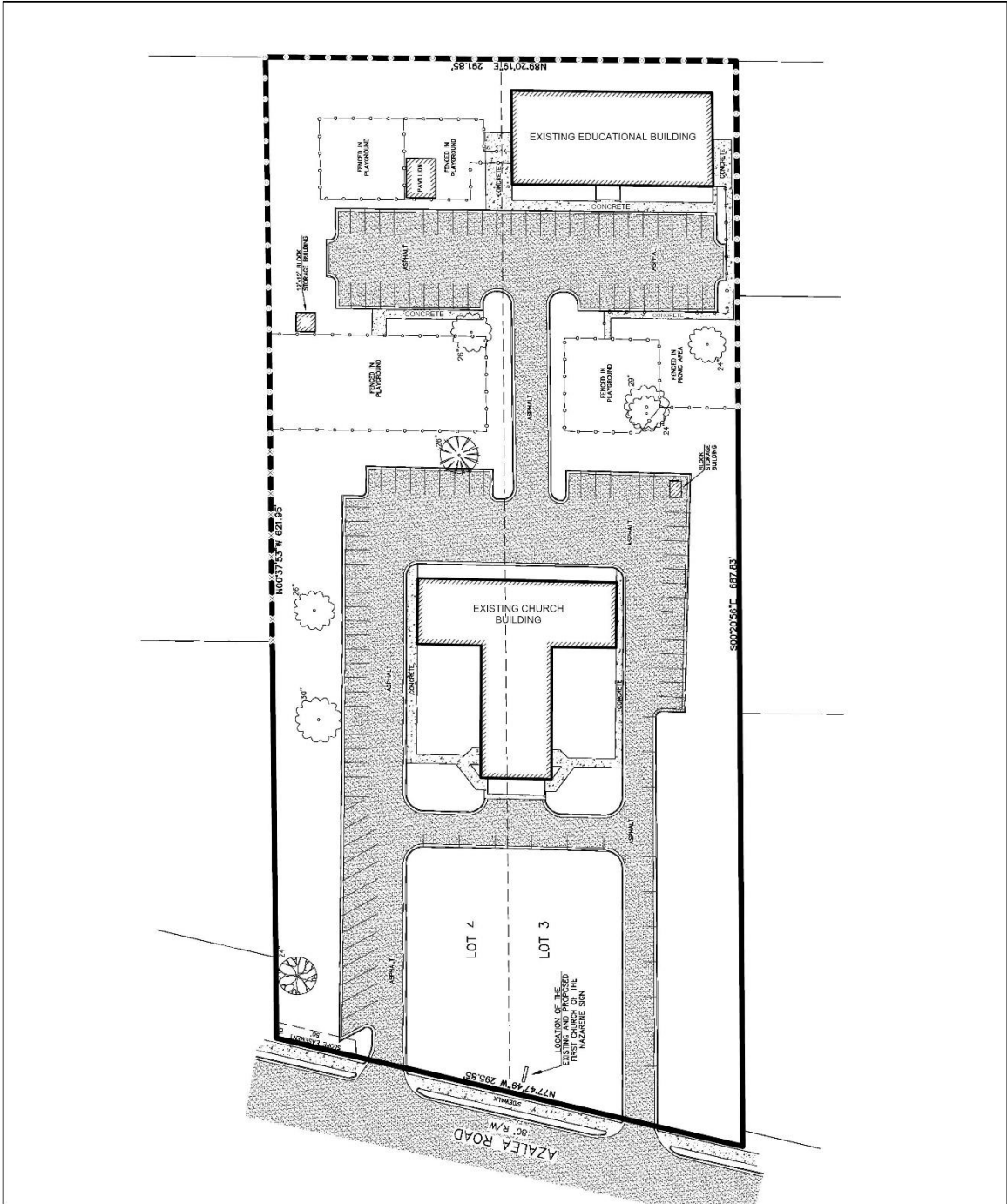
# BOARD OF ADJUSTMENT VICINITY MAP - EXISTING ZONING



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# SITE PLAN



The site plan illustrates the existing buildings, fencing, playgrounds, and parking.

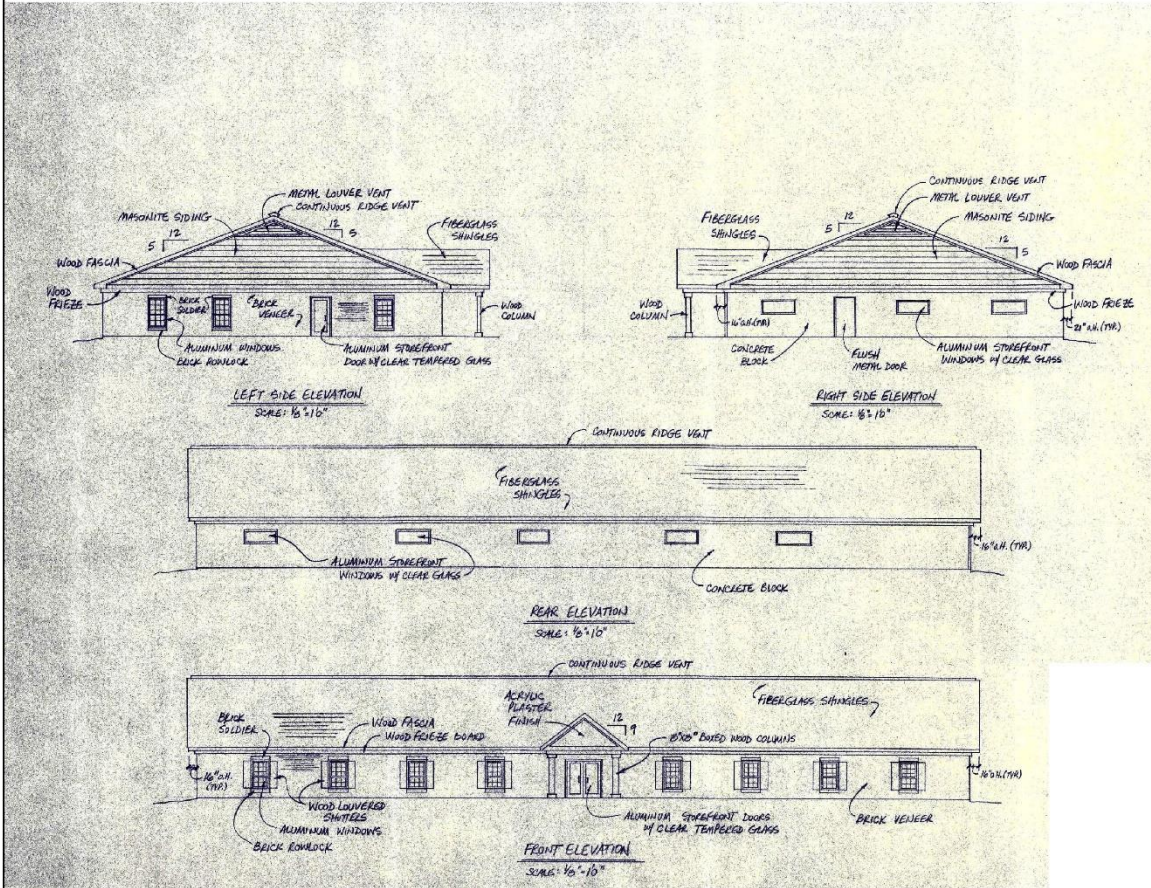
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REQUEST	Use Variance		



NTS



# DETAIL SITE PLAN



APPLICATION NUMBER	6592	DATE	January 6, 2025
APPLICANT	The CORE Project, Inc. / Matthew McDonald, Agent		
REQUEST	Use Variance		

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NTS

ZONING DISTRICT CORRESPONDENCE MATRIX		LOW DENSITY RESIDENTIAL (LDR)	MIXED DENSITY RESIDENTIAL (MXDR)	DOWNTOWN (DT)	DISTRICT CENTER (DC)	NEIGHBORHOOD CENTER - TRADITIONAL (NC-T)	NEIGHBORHOOD CENTER - SUBURBAN (NC-S)	TRADITIONAL CORRIDOR (TC)	MIXED COMMERCIAL CORRIDOR (MCC)	LIGHT INDUSTRIAL (LI)	HEAVY INDUSTRY (HI)	INSTITUTIONAL LAND USE (INS)	PARKS & OPEN SPACE (POS)	DOWNTOWN WATERFRONT (DW)	WATER DEPENDENT USES (WDWRLU)
RESIDENTIAL - AG	R-A														
ONE-FAMILY RESIDENCE	R-1	■				■		■					□		
TWO-FAMILY RESIDENCE	R-2	■				■		■					□	○	
MULTIPLE-FAMILY	R-3	○	■			■	■						□	○	
RESIDENTIAL-BUSINESS	R-B		○			■		■					□	○	
TRANSITIONAL-BUSINESS	T-B		○		■	■	■	■					□		
HISTORIC BUSINESS	H-B			■		■		■					□		
VILLAGE CENTER	TCD					■	■						□		
NEIGH. CENTER	TCD					■	■						□		
NEIGH. GENERAL	TCD					■							□		
DOWNTOWN DEV. DDD	T-6			■									□		
DOWNTOWN DEV. DDD	T-5.1			■		■		□					□		
DOWNTOWN DEV. DDD	T-5.2			■		■							□		
DOWNTOWN DEV. DDD	T-4			■		■		□					□		
DOWNTOWN DEV. DDD	T-3			■		■							□		
DOWNTOWN DEV. DDD	SD-WH									○	○		□		
DOWNTOWN DEV. DD	SD	○	○	○	○	○	○	○		○	○		□		
BUFFER BUSINESS	B-1		□			□	■	■	■				□	○	
NEIGH. BUSINESS	B-2		○			□	■	■	■				□	○	
LIMITED BUSINESS	LB-2		○			□	■	■	■				□	○	
COMMUNITY BUSINESS	B-3				■				■			○	□	○	
GEN. BUSINESS	B-4			■					■			○	□	○	
OFFICE-DISTRIBUTION	B-5								■	■			□	□	
LIGHT INDUSTRY	I-1									■			□	□	□
HEAVY INDUSTRY	I-2										■		□	□	□

**Zoning District Correspondence Matrix**

- Directly Related
- Elements of the zoning category are related to the future LU category, but with qualifications (such as a development plan with conditions)
- Land use category is appropriate, but the district does not directly implement the category (e.g., open space in an industrial district)



## **MIXED COMMERCIAL CORRIDOR (MCC)**

This land use designation mostly applies to transportation corridors west of I-65 serving primarily the low-density (suburban) residential neighborhoods. MCC includes a wide variety of retail, services and entertainment uses.

This designation acknowledges existing commercial development that is spread along Mobile's transportation corridors in a conventional strip pattern or concentrated into shorter segments of a corridor.

Over time, new development and redevelopment in Mixed Commercial Corridors is encouraged to raise design quality, improve connectivity to surrounding neighborhoods; improved streetscapes; and improve mobility and accessibility for all users of the corridor.