

**SIDEWALK WAIVER REQUEST
STAFF REPORT**

Date: September 17, 2020

NAME Gulf Coast Trucks (Clark Geer Latham and Associates, Agent)

LOCATION Southeast corner of Conception Street Road and New Bay Bridge Road.

PRESENT ZONING I-2, Heavy Industrial District

**ENGINEERING
COMMENTS**

Conception Street Road:

- a. A portion of the ROW is controlled by ALDOT.
- b. It appears that there is sufficient room within the ROW, or within the property, for the construction of a sidewalk that could be permitted through the ROW Permit process.

New Bay Bridge Road:

- a. This ROW is controlled by ALDOT.
- b. Except for the drainage ditch at the north end it appears that there is sufficient room within the ROW, or within the property, for the construction of a sidewalk that could be permitted through the ROW Permit process.

**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). Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from a commercial site will require a tree removal permit.

REMARKS

The applicant is requesting a waiver for the construction of a sidewalk along Conception Street Road and New Bay Bridge Road.

The site has been given both a Traditional Center (TC) and Mixed Density Residential (MxDR) land use designation per the adopted Future Land Use Plan and Map. The Future Land Use Plan and Map complements and provides additional detail to the Development Framework Maps in the Map for Mobile, adopted by the Planning Commission at its November 5, 2015 meeting.

The Traditional Center land use designation generally applies to transportation corridors east of I-65, which serve as the primary commercial and mixed-use gateway to Downtown and the City’s traditional neighborhoods (equivalent to Map for Mobile’s Traditional Neighborhoods).

Depending on their location (and as allowed by specific zoning), TC designations incorporate a range of moderately scaled single-use commercial buildings holding retail or services; buildings

that combine housing units with retail and/or office; a mix of housing types including low- or mid-rise multifamily structures ranging in density from 4 to 10 du/ac; and attractive streetscapes and roadway designs that safely accommodate all types of transportation – transit, bicycling, walking, and driving. In these areas, special emphasis is placed on the retention of existing historic structures, compatible infill development, and appropriate access management.

The Mixed Density Residential land use designation applies mostly to residential areas located between Downtown and the Beltline, where the predominant character is that of a traditional neighborhood laid out on an urban street grid.

These residential areas should offer a mix of single family homes, townhouses, 2- to 4-residential unit buildings, accessory dwellings, and low- and mid-rise multifamily apartment buildings. The density varies between 6 and 10 du/ac, depending on the mix, types, and locations of the housing as specified by zoning.

Like Low Density Residential areas, Mixed Density Residential areas may incorporate compatibly scaled and sited complementary uses such as neighborhood retail and office uses, schools, playgrounds and parks, and churches and other amenities that create a complete neighborhood fabric and provide safe and convenient access to daily necessities.

It should be noted that the Future Land Use Plan and Map components of the Map for Mobile Plan are meant to serve as a general guide, not a detailed lot and district plan. In many cases the designation on the new Future Land Use Map may match the existing use of land, but in others the designated land use may differ from what is on the ground today. As such, the Future Land Use Plan and Map 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, where applicable, the zoning classification.

The applicant states the following to justify the sidewalk waiver request:

This property is zoned I-2 and has no surrounding sidewalks constructed on any adjacent properties, or properties in the general area. With this being a corner lot, it would require roughly +/- 1,740 LF of sidewalk that would technically lead to nowhere since there is no surrounding sidewalks in the area.

The tie-in property edge where the sidewalk would terminate on Conception St Rd. would die into a crushed stone lot. While the North property line tie-in would be at the Canadian National Railroad intersection. Adjacent to this location, there is roughly a 14' drop-off containing an existing drainage outfall.

For the corner of Conception St Rd. and New Bay Bridge Rd. there is no existing striping across the 4-lane road for pedestrian crossing. As well as no sidewalk on the North side of New Bay Bridge Rd. to use if a pedestrian were to cross this road.

We would like to be granted a sidewalk waiver to avoid having to implement a sidewalk for this property, as we see no practical use for one in this high traffic and industrial zoned area.

It should be pointed out that the Mobile City Council adopted a “complete streets” policy on May 31, 2011. The purpose of the complete streets policy is to support the design and construction of streets to enable safe access to all users, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and abilities.

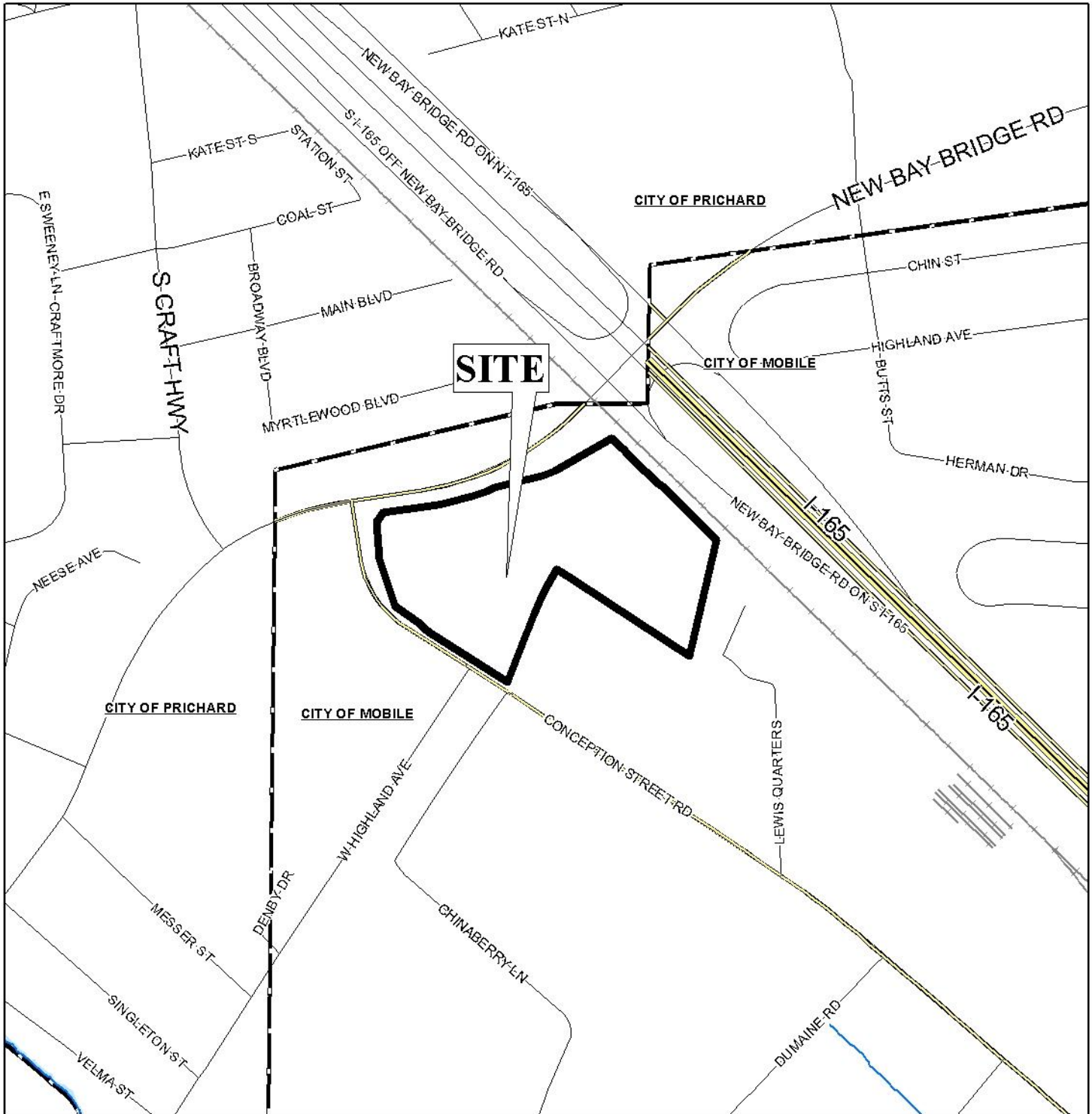
At its meeting on February 7, 2019 the Planning Commission approved a 2-lot, 18.4± acre subdivision for the subject site to create two (2) legal lots of record from three (3) existing metes-and-bounds parcels. While the subdivision has been recorded in Probate Court, the requisite seven (7) copies have not been submitted to Planning & Zoning and are needed.

In May 4, 1995 the Planning Commission approved a Sidewalk Waiver request along the East side of McGowin Avenue, a portion of which is now vacated, and is illustrated on the Vicinity Map as an unnamed street dividing the subject site. However, due to the reconfiguration of property lines, a new sidewalk waiver is required.

North of the property the site adjoins an active railroad and I-165. To its West the site adjoins New Bay Bridge Road which in front of the property is a multi-lane highway. The site adjoins Conception Street Road to its South which is heavily traveled by commercial vehicles commuting to and from the industrial developments on both the North and South sides of Conception Street Road. While sidewalks are typically encouraged even in industrial developments, the appropriateness of sidewalks should also take into account the existing infrastructure in the area, i.e., does the construction of the existing roadway safely allow for a sidewalk to be utilized.

RECOMMENDATION Based upon the preceding, the request to waive construction of a sidewalk along Conception Street Road and New Bay Bridge Road is recommended for Approval.

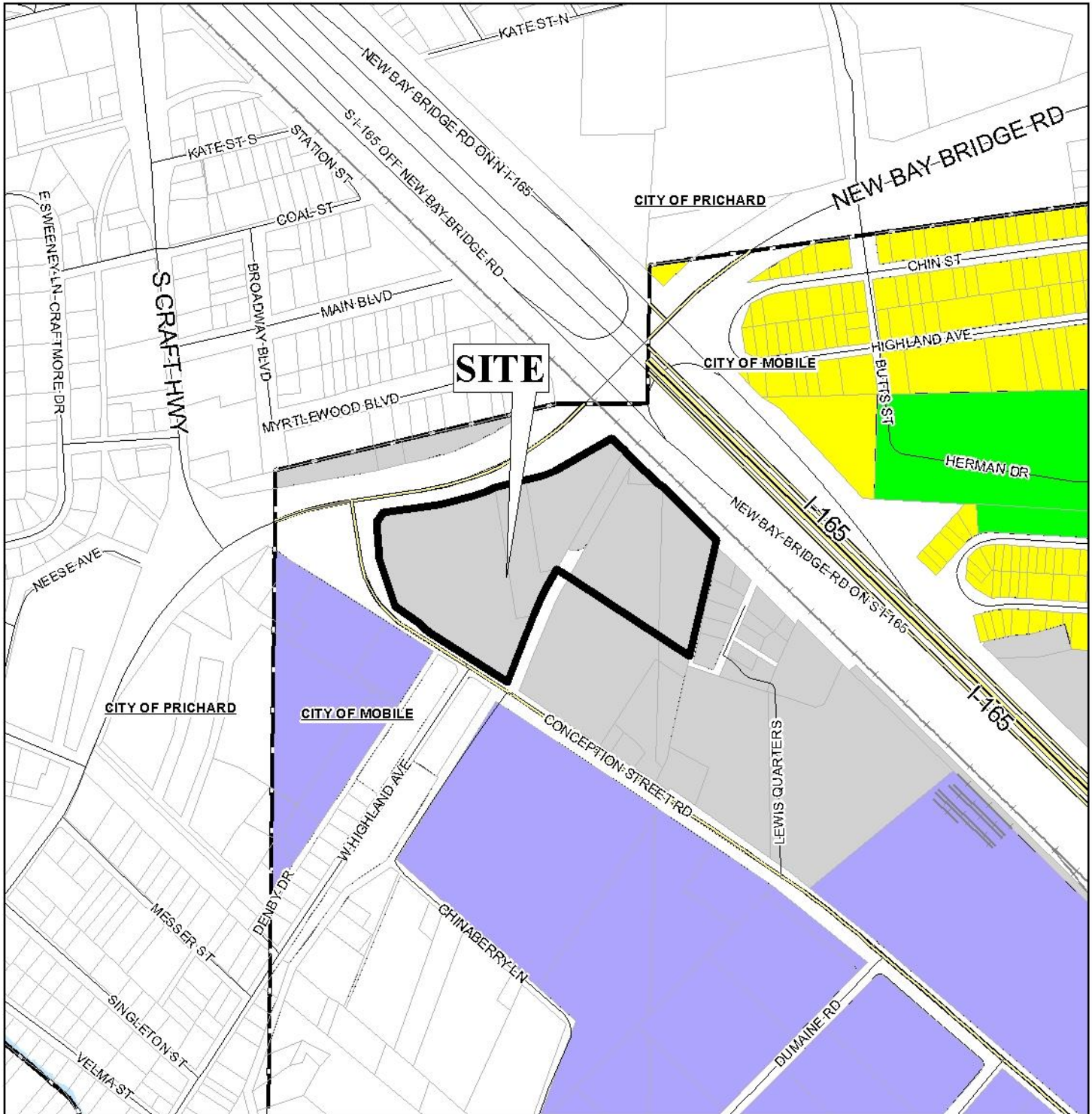
LOCATOR MAP



APPLICATION NUMBER 6 DATE September 17, 2020
APPLICANT Gulf Coast Trucks (Clark Geer Latham and Associates, Agent)
REQUEST Sidewalk Waiver



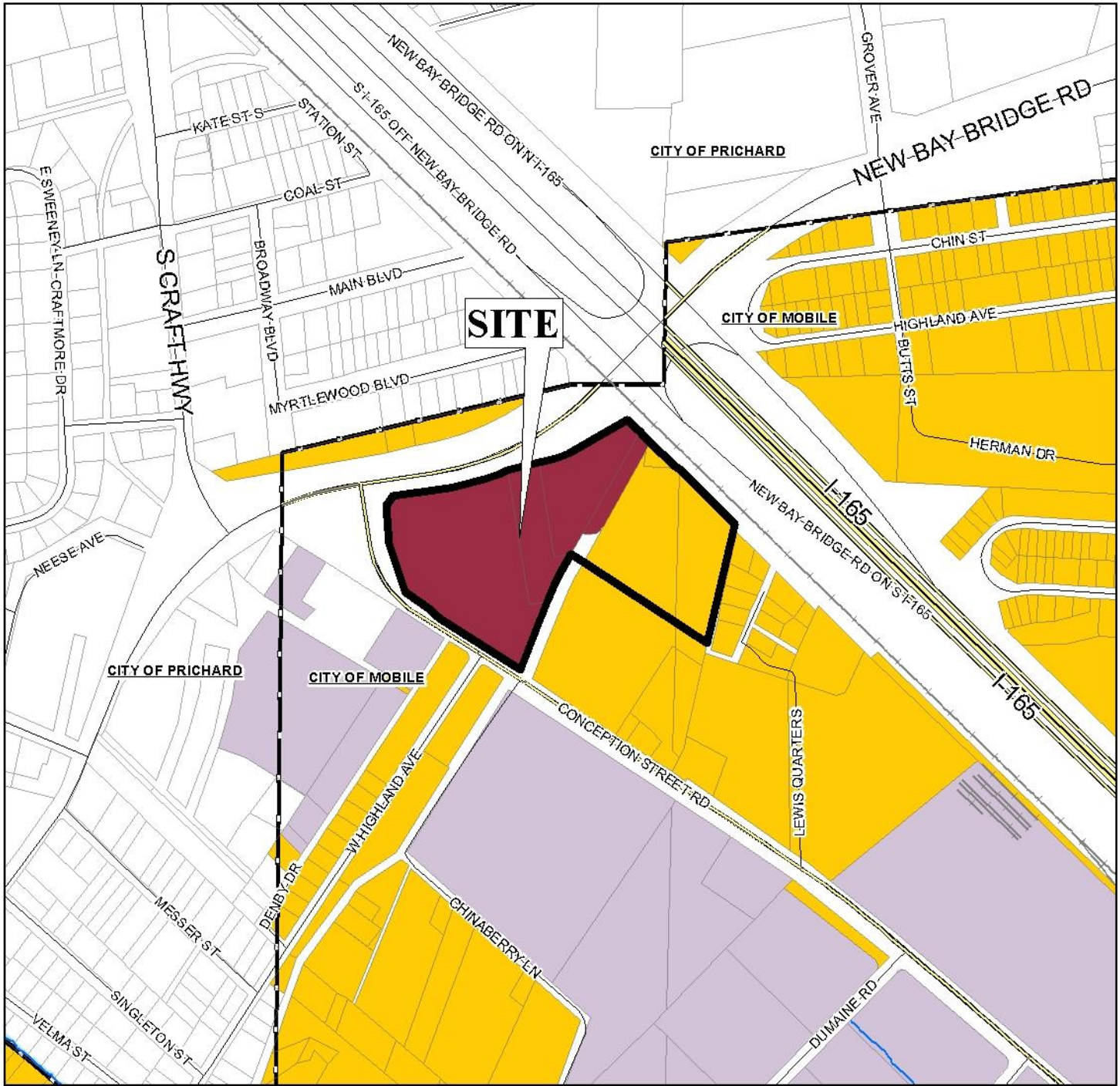
LOCATOR ZONING MAP



APPLICATION NUMBER 6 DATE September 17, 2020
APPLICANT Gulf Coast Trucks (Clark Geer Latham and Associates, Agent)
REQUEST Sidewalk Waiver



FLUM LOCATOR MAP



APPLICATION NUMBER 6 DATE September 17, 2020

APPLICANT Gulf Coast Trucks (Clark Geer Latham and Associates, Agent)

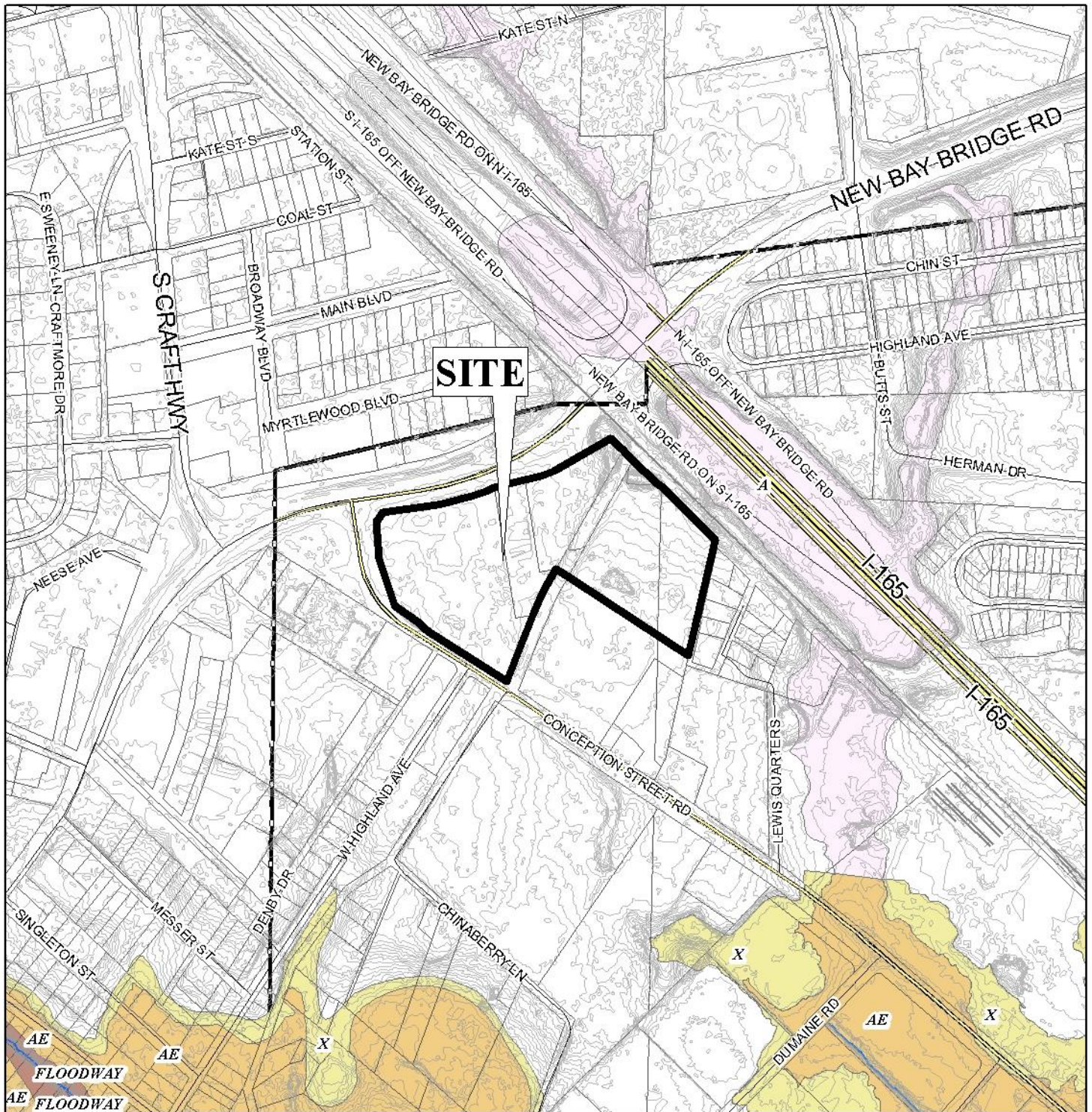
REQUEST Sidewalk Waiver

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



NTS

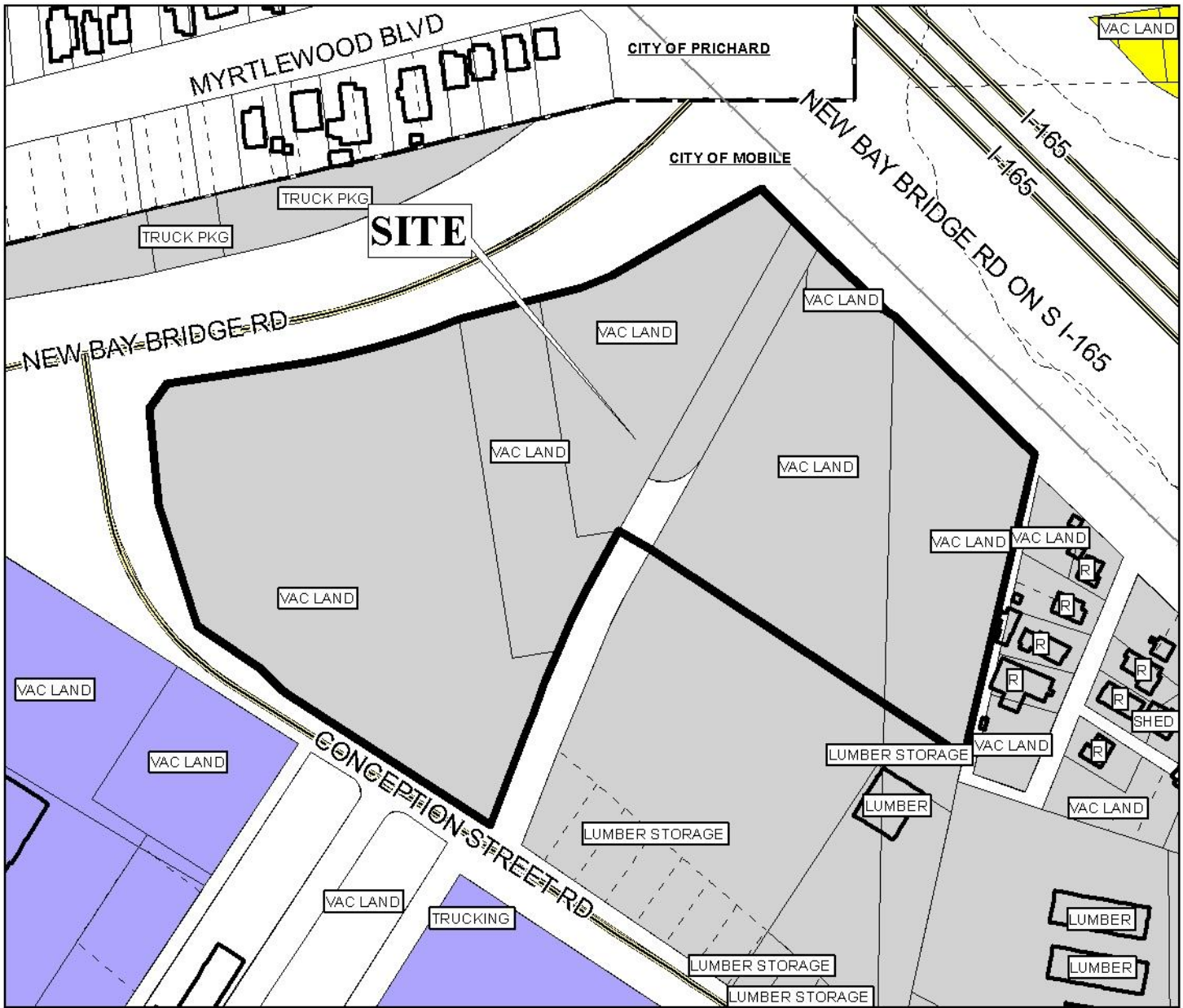
ENVIRONMENTAL LOCATOR MAP



APPLICATION NUMBER 6 DATE September 17, 2020
APPLICANT Gulf Coast Trucks (Clark Geer Latham and Associates, Agent)
REQUEST Sidewalk Waiver



PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



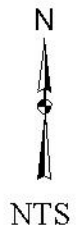
The site is surrounde industrial and residential units.

APPLICATION NUMBER 6 DATE September 17, 2020

APPLICANT Gulf Coast Trucks (Clark Geer Latham and Associates, Agent)

REQUEST Sidewalk Waiver

 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 AERIAL



The site is surrounded by industrial and residential units.

APPLICATION NUMBER <u> 6 </u> DATE <u> September 17, 2020 </u>
APPLICANT <u> Gulf Coast Trucks (Clark Geer Latham and Associates, Agent) </u>
REQUEST <u> Sidewalk Waiver </u>



SITE PLAN



The site plan illustrates the proposed new building, parking, setback, and easements.

APPLICATION NUMBER 6 DATE September 17, 2020

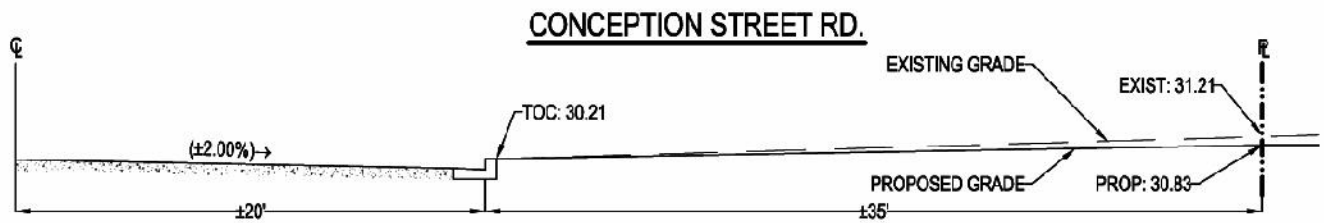
APPLICANT Gulf Coast Trucks (Clark Geer Latham and Associates, Agent)

REQUEST Sidewalk Waiver

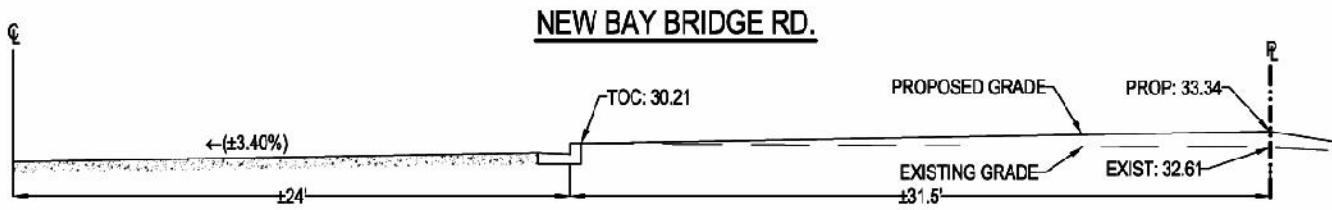


NTS

DETAIL SITE PLAN



SECTION A
 SCALE: 3/16"=1'-0"
 C-1 | C-1



SECTION B
 SCALE: 3/16"=1'-0"
 C-1 | C-1

APPLICATION NUMBER 6 DATE September 17, 2020
 APPLICANT Gulf Coast Trucks (Clark Geer Latham and Associates, Agent)
 REQUEST Sidewalk Waiver

