

**SIDEWALK WAIVER REQUEST
STAFF REPORT****Date: April 4, 2019****NAME**

M & E, Inc.

LOCATION2025 West I-65 Service Road North
West side of West I-65 Service Road North, 550'± North of
Brookdale Drive North**PRESENT ZONING**

I-1, Light Industrial District

ENGINEERING**COMMENTS**

Although it appears that the current site conditions may allow for sidewalk construction outside of the ALDOT right-of-way this site is located on an ALDOT right-of-way, runs parallel to an existing, wide drainage ditch, and has a large drainage ditch that runs along the south property line and, therefore, it is recommended that this request be approved.

TRAFFIC ENGINEERING**COMMENTS**

West I-65 Service Road North is an ALDOT maintained roadway. Traffic Engineering understands ALDOT's position to be unsupportive of sidewalk construction specifically within this right-of-way as it is related to the interstate system. If ALDOT does not support the construction of sidewalk within their right-of-way, the sidewalk will have to be constructed on private property if a waiver is unattainable.

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 West I-65 Service Road North, where the property will be developed with a new 10,000 square foot building and parking lot. There is currently an approved site plan for construction on file.

The applicant states:

“Sidewalk construction in accordance with City standards is not possible due to the existing grading conditions of the existing drainage ditches along the East and South property lines. In addition, there is an existing box culvert located at the Southeast corner of the property that drains into an existing ditch running East & West along the South property line. In order for the sidewalk to continue across this ditch a pedestrian bridge would have to be constructed.

The sidewalk as shown on the approved drawings is located outside of the City Right-of-Way and on owner's property; however, even in this location it is not possible to build the sidewalk according to City standards, without having to fill in the drainage ditches to accommodate the sidewalk. Lastly, this sidewalk would be a "stand alone" sidewalk as there are no other existing sidewalks along the service road in its entirety."

It should be noted 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.

The site has been given a Light Industry land use designation, per the recently 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.

This land use designation applies to an array of modern, low-impact industrial uses that include assembly and processing, warehousing, distribution and wholesaling facilities. The bulk of the light industrial use must be contained within a building or facility. If a light industrial use requires outside storage, the storage must be limited in area and appropriately screened from view in accordance to specific zoning requirements. This designation may also include uses such as complementary offices and retail.

LI also includes areas that may be regarded as "industrial business", where the land uses include business administration and logistics operations for industrial concerns, building trade contractors facilities and advance research facilities, as well as stand-alone educational, scientific and industrial research facilities, or any combination of those facilities located in light industrial and technology parks. Many parcels used for industrial business are smaller and scattered throughout Mobile. For this reason, these parcels are not singled out in the FLUM, but rather are addressed through zoning.

Light industrial uses are characterized by attractive, accessible and connected development, compatible with the character of surrounding neighborhoods. Development may take the form of planned campuses in park-like settings or unified design corridors, with consideration to factors such as site and building orientation, building design, landscaping and buffering, lighting, continuity of pedestrian networks, access and connectivity to transit and to freight transportation. Heavy commercial and, in some cases, high-density residential land uses may serve as transitions between LI and other, lower-intensity land use designations. Protection buffers may also be required by zoning.

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.

This development site is adjacent to commercially zoned properties to the North, South & West and industrially zoned property to the East. Although the submitted site plan illustrates a sidewalk on private property, Engineering notes that the presence of existing drainage ditches on the property will make sidewalk construction difficult.

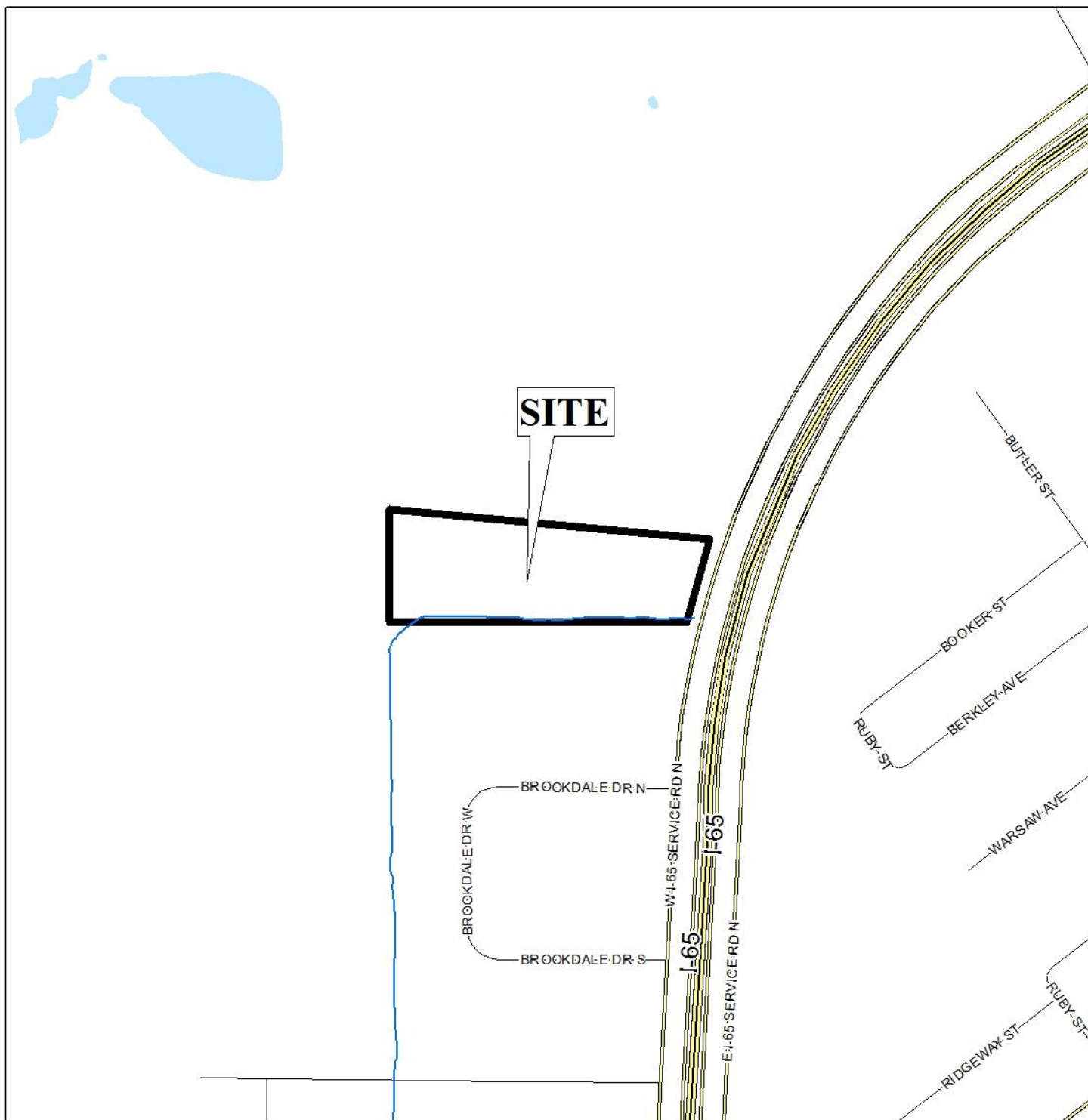
The adjacent properties at along West I-65 Service Road South do not appear to have sidewalks installed; however, many of the adjacent properties were built prior to the 1990's. Also, as other properties are redeveloped like the subject site, sidewalks will be required to be installed.

A sidewalk at 2025 West Interstate 65 Service Road North would provide better connectivity to adjacent properties. However, Engineering has indicated that due to existing drainage one site, construction of a sidewalk may not be advisable. It should be noted that a sidewalk waiver was approved for the property to the North, and neither the property to the North or the South have sidewalks. Therefore, approval of this application may be appropriate. If the waiver is granted, the applicant will need to submit a revised site plan without a sidewalk prior to the issuance of a certificate of occupancy.

RECOMMENDATION

Based upon the preceding, this application for waiver of the sidewalk at 2025 West I-65 Service Road North is recommended for approval.

LOCATOR MAP



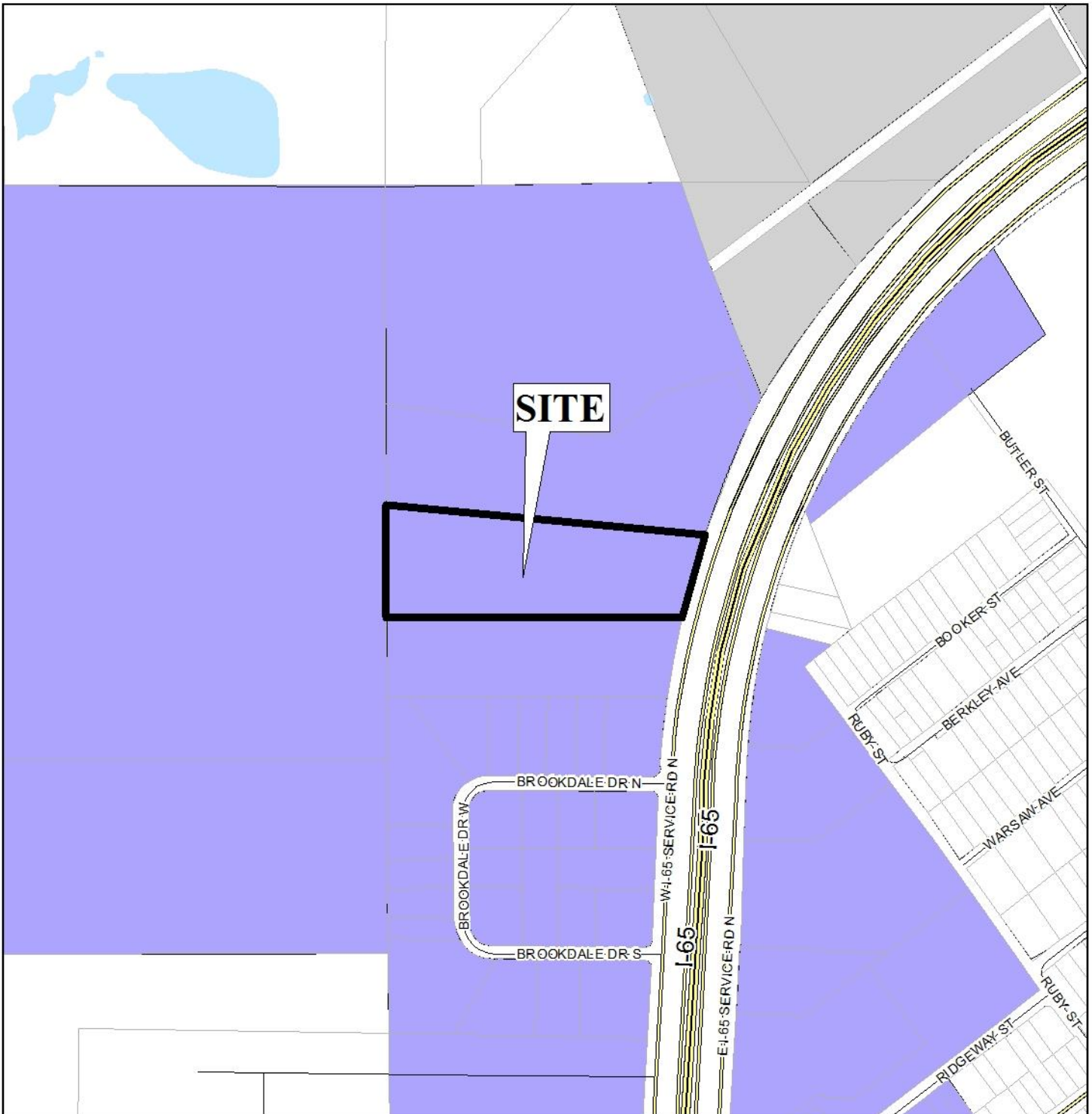
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LOCATOR ZONING MAP



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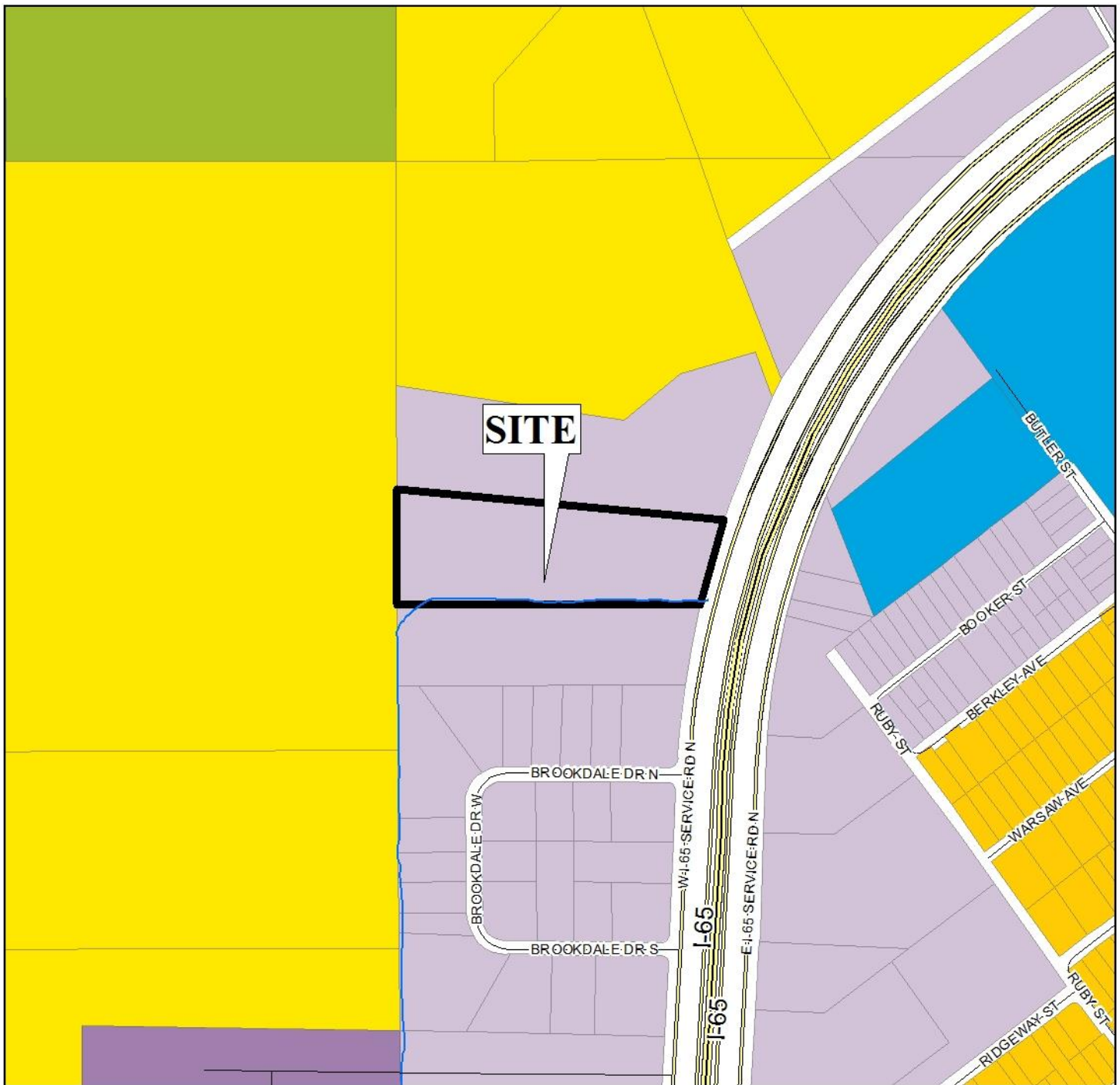
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FLUM LOCATOR MAP



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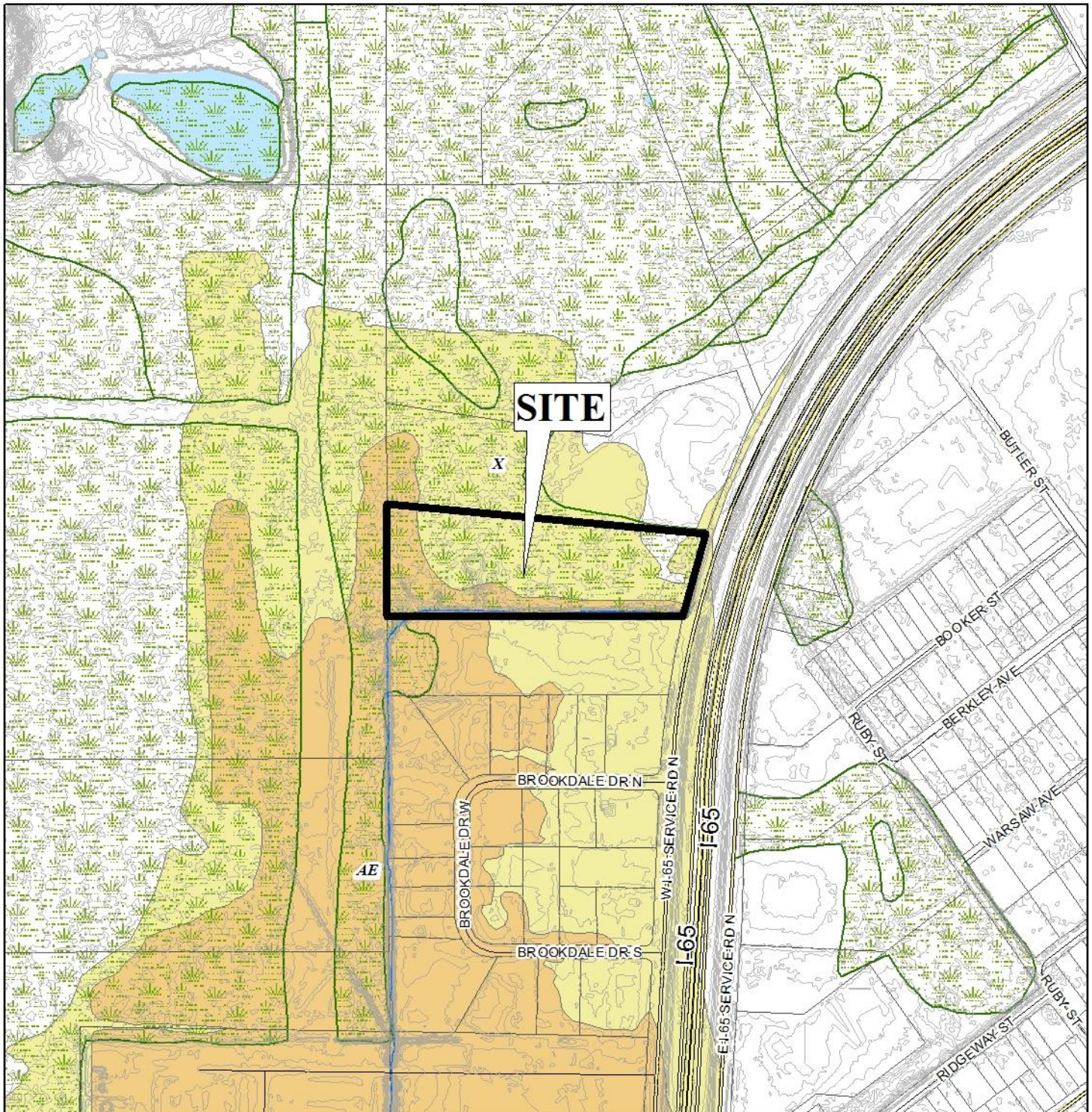
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Low Density Residential	Neighborhood Center - Traditional	Downtown Waterfront	Parks & Open Space
Mixed Density Residential	Neighborhood Center - Suburban	Light Industry	Water Dependent
Downtown	Traditional Corridor	Heavy Industry	
District Center	Mixed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



ENVIRONMENTAL LOCATOR MAP



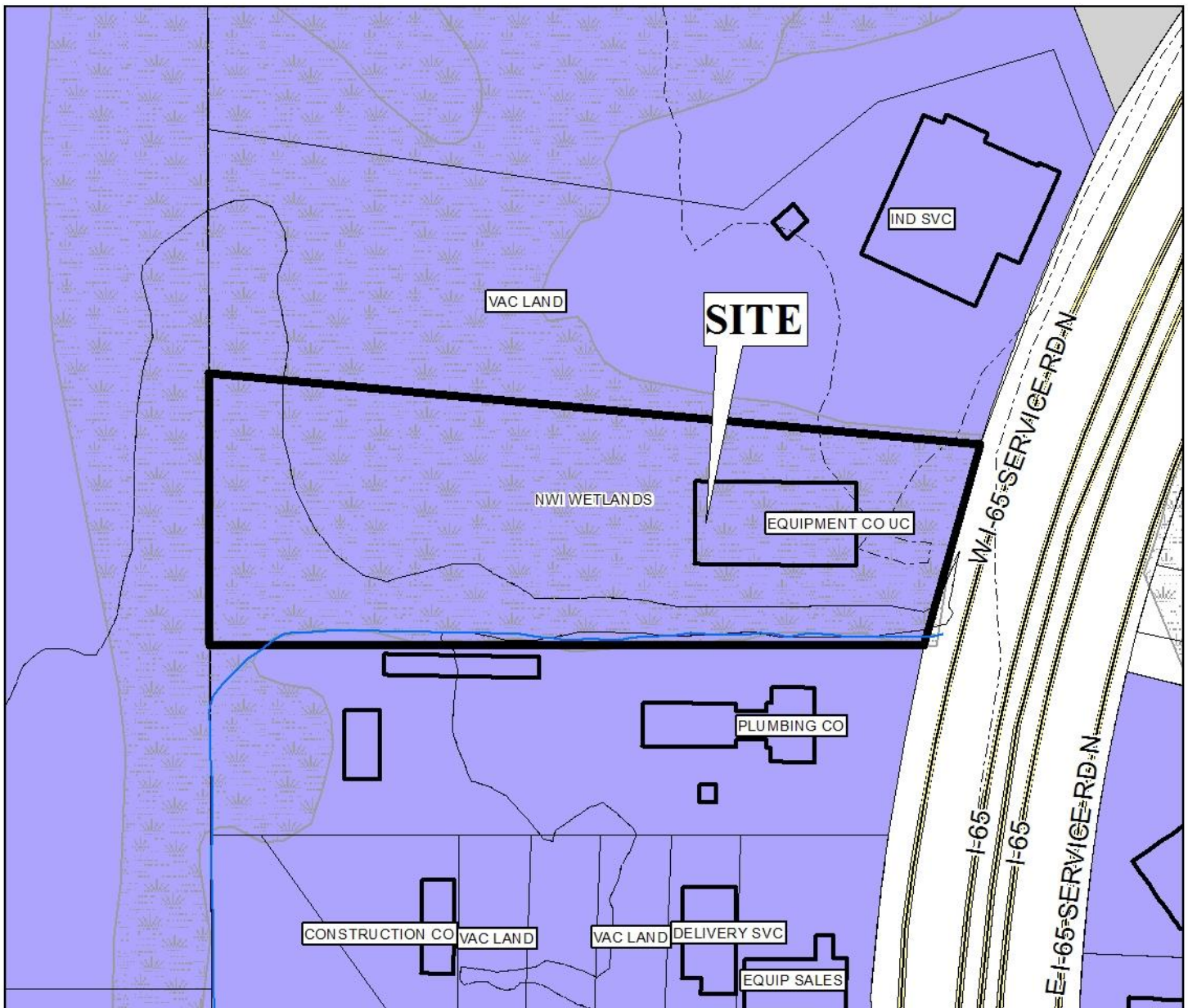
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PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by industrial units.

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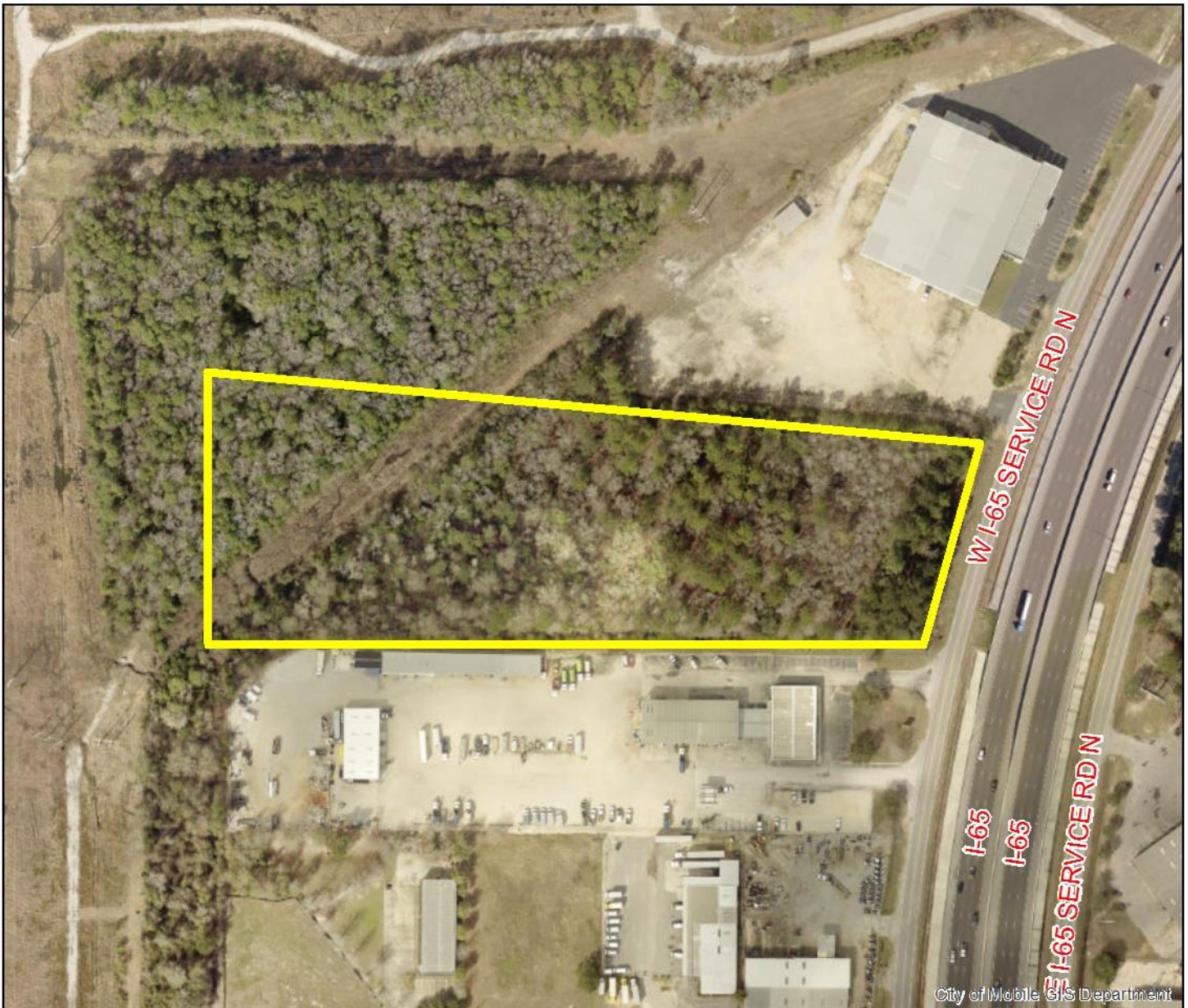
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R-A	R-3	T-B	B-2	B-5	MUN	SD-WH	T5.1
R-1	R-B	B-1	B-3	I-1	OPEN	T3	T5.2
R-2	H-B	LB-2	B-4	I-2	SD	T4	T6



PLANNING COMMISSION VICINITY MAP - EXISTING AERIAL

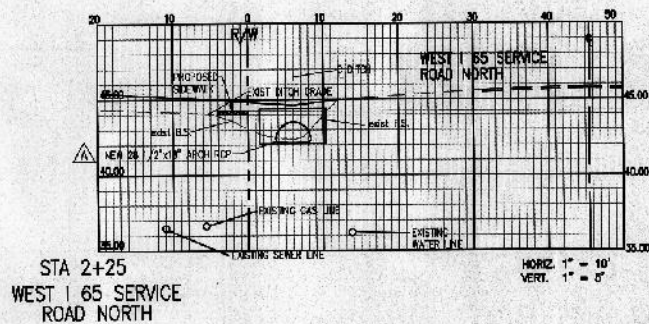
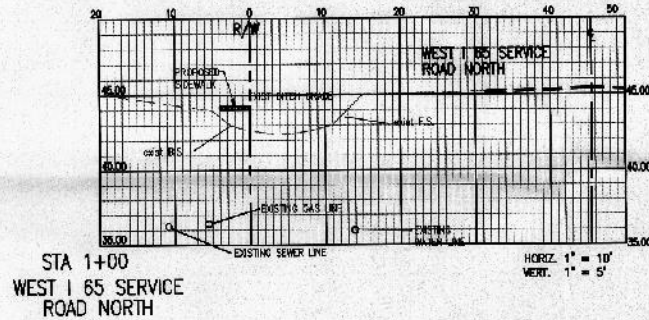
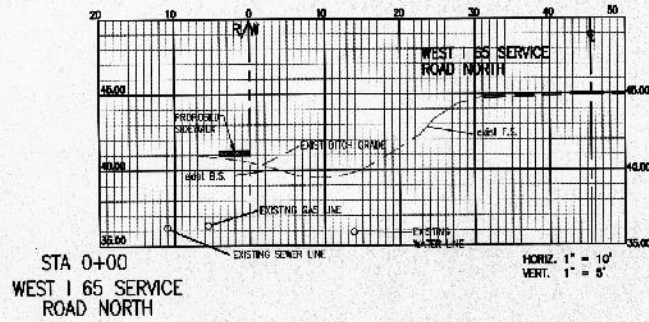


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DETAIL SITE PLAN



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