



# Agenda Item # 1

## SUB-002119-2022

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

[Applicant Materials for Consideration](#)

### DETAILS

---

**Location:**

5041 Rangeline Crossing Drive

**Subdivision Name:**

Rangeline Crossing Subdivision, Phase 4

**Applicant / Agent:**

Goodwyn Mills Cawood, LLC (Melissa Currie, Agent)

**Property Owners:**

Rangeline Land Associates, LLC

**Current Zoning:**

B-3, Community Business Suburban District

**Future Land Use:**

District Center

**Applicable Codes, Policies, and Plans:**

- Unified Development Code
- Subdivision Regulations
- Map for Mobile Comprehensive Plan

**Schedule for Development:**

- Not Applicable

**Proposal:**

- One-year extension of Subdivision approval to create two (2) legal lots of record from six (6) existing lots and two (2) common areas.

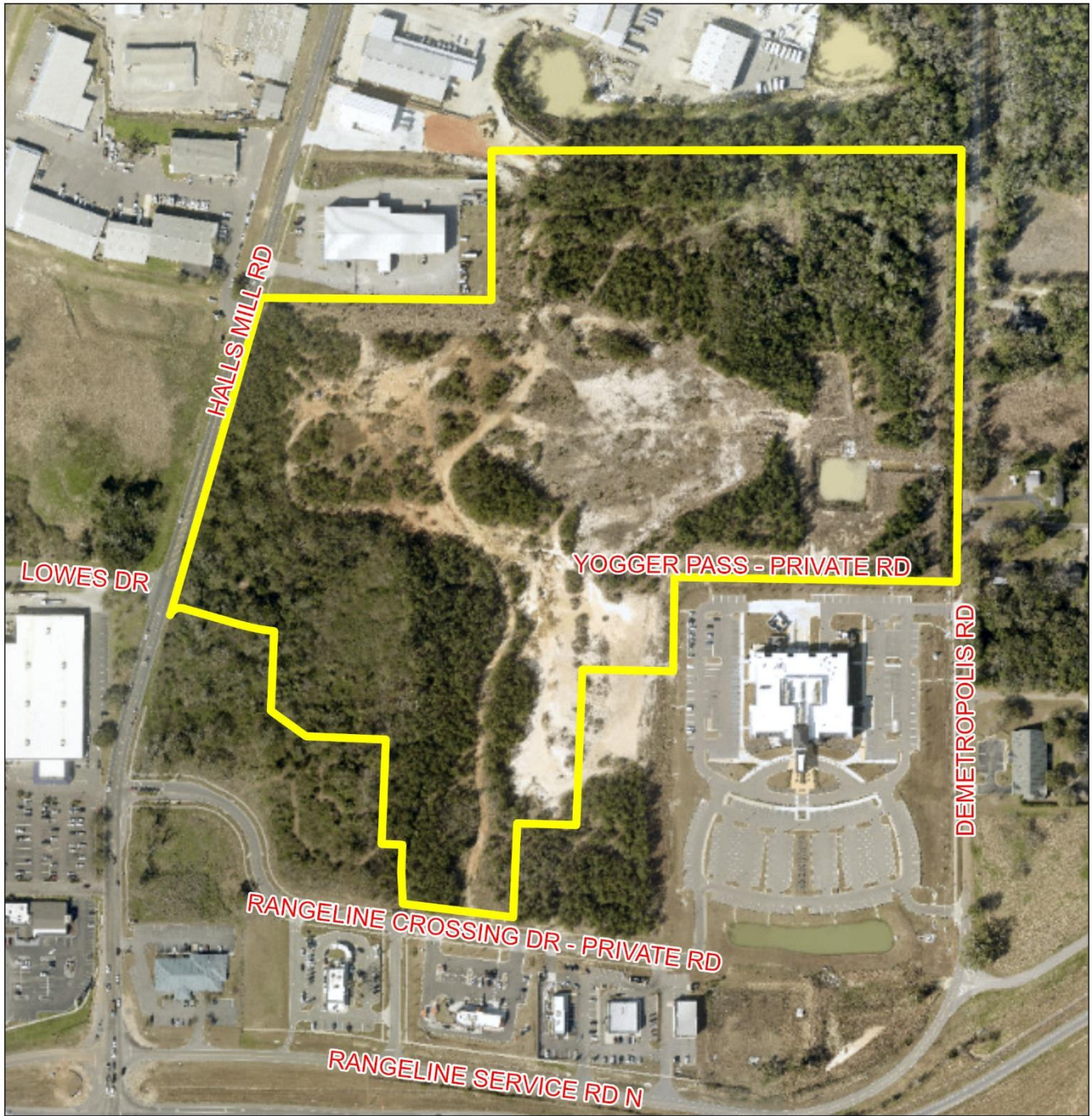
**Commission Considerations:**

- One-year extension of previous approval.

**Report Contents:**

	<b>Page</b>
Context Map .....	2
Site History .....	3
Staff Comments .....	3
Subdivision Considerations .....	4
Exhibits .....	7

# RANGELINE CROSSING SUBDIVISION, PHASE 4



APPLICATION NUMBER 1 DATE September 21,



NTS

## SITE HISTORY

---

The subject site has been before the Planning Commission several times before as part of Subdivisions and Planned Unit Developments to allow shared access between multiple lots. The subject Subdivision was originally approved with a Planned Unit Development to allow a two (2) phase multi-family residential by the Planning Commission at its August 4, 2022 meeting. The applicant recently submitted a Minor Modification to the Previously Approved Planned Unit Development, where the only change made was for the multi-family development to be made in four (4) phases instead of two (2).

The most recent applications for the larger Rangeline Crossing development were before the Planning Commission at its March 2, 2023 meeting with a 1-lot Subdivision, and a Planned Unit Development to allow the development of a new commercial site at the Northwest corner of Rangeline Service Road North and Demetropolis Road.

## STAFF COMMENTS

---

### Engineering Comments:

No comments.

### Traffic Engineering Comments:

A traffic impact study was prepared for the proposed residential addition to the Rangeline Crossing development. Unlike other studies, this impact study was conducted with existing traffic as it exists currently. Recommended improvements include right and left turn lanes on Halls Mill Rd at the proposed Yogger Pass, as well as a recommended typical section for the Yogger Pass roadway, however, the level of service of Yogger Pass is predicted to be LOS F, which is failing. With the exception of the roadway extension to Demetropolis Road, all improvements are recommended to be constructed concurrent with the development of Phase 1. Due to the failing level of service at the completion of Phase I, the developer should consider other improvements to the developments access to mitigate the failing level of service for Yogger Pass. Changes to future development which significantly increases trips per day will require a revised Traffic Impact Study and, as appropriate, additional off-site improvements. The adjacent public roadways are estimated to have adequate levels of service however the private streets (Rangeline Crossing Dr and Yogger Pass) are estimated to have failing levels of service in the peak hours. The private street of Rangeline Crossing Dr is proven to have failing levels of service as development was previously to this street. Traffic Engineering recommends the driveway proposed for this residential development to Rangeline Crossing Drive be limited to emergency access only to lessen the impacts to the intersection at Halls Mill Road. Traffic Engineering also recommends that the development as a whole with all of the access roads be studied for recommendations that will improve the levels of services for the access streets. At full build out of Phase Two of the current application it is estimated that the delay for Rangeline Crossing will be 17 minutes during the pm peak and Yogger Pass will have a delay of over 3 minutes. Traffic Engineering approval is contingent upon the completion of off-site improvements as recommended in the traffic impact study. Driveway number, size, location, and design are subject to the approved PUD for this site and shall be approved by ALDOT (where applicable) and Traffic Engineering and conform to AASHTO standards. Required 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 [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 commercial and residential buildings. A fire hydrant is required to be within 400' of non-sprinkled commercial buildings and 600' of sprinkled commercial buildings.

### **Planning Comments:**

The applicant is requesting a one-year extension of approval of the subdivision and states that an extension is needed, as construction has not yet commenced. As a private road is required to be built, it is understandable that additional time may be needed. The full application is available at the link on page 1 of this report.

There have been no changes in conditions in the surrounding area that would affect the Subdivision as previously approved, nor have there been any changes to the Regulations which would affect the previous approval.

## **SUBDIVISION CONSIDERATIONS**

---

### **Standards of Review:**

Subdivision review examines the site with regard to promoting orderly development, protecting general health, safety and welfare, and ensuring that development is correlated with adjacent developments and public utilities and services, and to ensure that the subdivision meets the minimum standards set forth in the Subdivision Regulations for lot size, road frontage, lot configuration, etc.

### **Considerations:**

If the Planning Commission considers approving the extension request, the previous conditions of approval should still apply, except where applicable regulations have been updated, such as Traffic and Fire requirements:

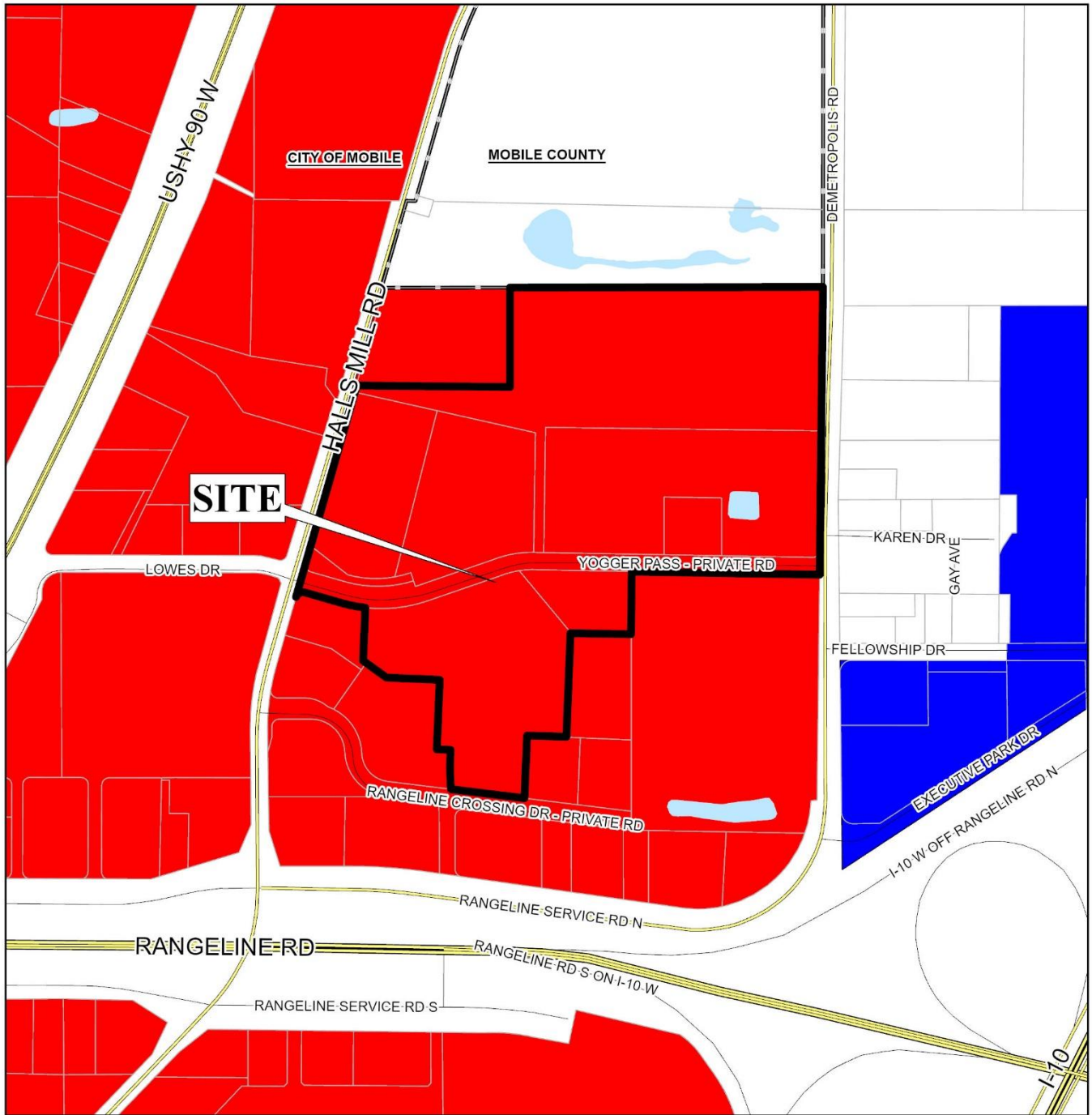
- 1) Retention of lot sizes in square feet and acres;
- 2) Depiction of the 25' minimum building setback along Halls Mill Road, Rangeline Crossing Drive, and Yogger Pass;
- 3) Retention of the 40' minimum building setback line along Demetropolis Road;
- 4) Placement of a note stating that no structures are allowed in any easements without the permission of the easement holder;
- 5) Compliance with Traffic Engineering: (A traffic impact study was prepared for the proposed residential addition to the Rangeline Crossing development. Unlike other studies, this impact study was conducted with existing traffic as it exists currently. Recommended improvements include right and left turn lanes on Halls Mill Rd at the proposed Yogger Pass, as well as a recommended typical section for the Yogger Pass roadway, however, the level of service of Yogger Pass is predicted to be LOS F, which is failing. With the exception of the roadway extension to Demetropolis Road, all improvements are recommended to be constructed concurrent with the development of Phase 1. Due to the failing level of service at the completion of Phase I, the developer should consider other improvements to the developments access to mitigate the failing level of service for Yogger Pass. Changes to future development which significantly increases trips per day will

require a revised Traffic Impact Study and, as appropriate, additional off-site improvements. The adjacent public roadways are estimated to have adequate levels of service however the private streets (Rangeline Crossing Dr and Yogger Pass) are estimated to have failing levels of service in the peak hours. The private street of Rangeline Crossing Dr is proven to have failing levels of service as development was previously to this street. Traffic Engineering recommends the driveway proposed for this residential development to Rangeline Crossing Drive be limited to emergency access only to lessen the impacts to the intersection at Halls Mill Road. Traffic Engineering also recommends that the development as a whole with all of the access roads be studied for recommendations that will improve the levels of services for the access streets. At full build out of Phase Two of the current application it is estimated that the delay for Rangeline Crossing will be 17 minutes during the pm peak and Yogger Pass will have a delay of over 3 minutes. Traffic Engineering approval is contingent upon the completion of off-site improvements as recommended in the traffic impact study. Driveway number, size, location, and design are subject to the approved PUD for this site and shall be approved by ALDOT (where applicable) and Traffic Engineering and conform to AASHTO standards. Required on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.);

- 6) Compliance with Engineering comments (from existing approval): (FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review and/or 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. Provide reference, on the map and the description, to a monumented corner. C. Provide and label the monument set or found at each subdivision corner. D. Add street names to the vicinity map. E. Provide a written description for the subdivision boundary. F. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 22 - #93) LOTS Z-1 and Z-2 will receive historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control) as follows: LOT Z-1 – NONE and LOT Z-2 - NONE. G. Add a note that a Land Disturbance permit will be required for any land disturbing activity in accordance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control); the City of Mobile, Alabama Flood Plain Management Plan (1984); and the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control. H. Add a note that the approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland, and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit. I. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved. J. Add a note that all existing and proposed detention facilities, common areas, and wetlands shall be the responsibility of the Property Owner(s), and not the responsibility of the City of Mobile. K. Add a note that all easements shall remain in effect until vacated through the proper Vacation process. L. Email a pdf copy of the FINAL SUBDIVISION PLAT and LETTER OF DECISION to the Permitting Engineering Dept. for review at [land.disturbance@cityofmobile.org](mailto:land.disturbance@cityofmobile.org) prior to obtaining any signatures. No signatures are required on the drawing. M. After addressing all of the FINAL SUBDIVISION PLAT review comments provide the ORIGINAL (with all signatures except for the Planning Commission, Traffic Engineering, and City Engineer), one (1) copy, and a transmittal letter to the Engineering Permitting Department. They can be dropped off at 205 Government St. or mailed to PO Box 1827, Mobile, AL, 36633.);
- 7) Compliance with Urban Forestry comments: (Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties [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.);
- 8) Compliance with Fire 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 commercial and residential buildings. A fire hydrant is required to be within 400' of non-sprinkled commercial buildings and 600' of sprinkled commercial buildings.); and

9) Completion of the Subdivision process prior to issuance of any building permits.

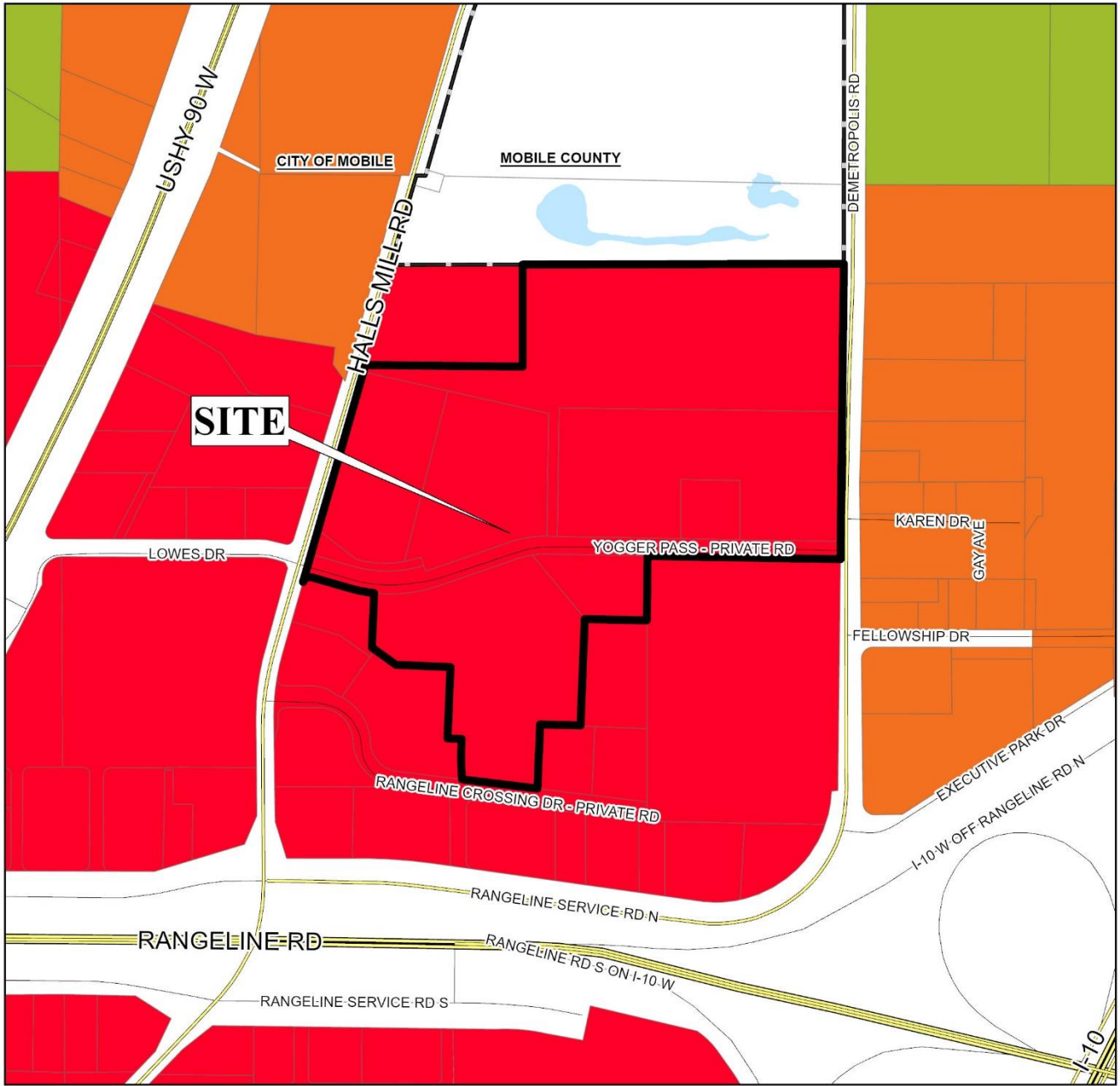
# LOCATOR ZONING MAP



APPLICATION NUMBER	1	DATE	September 21, 2023
APPLICANT	Rangeline Crossing Subdivision, Phase 4		
REQUEST	Subdivision		



# FLUM LOCATOR MAP



APPLICATION NUMBER 1 DATE September 21, 2023

APPLICANT Rangeline Crossing Subdivision, Phase 4

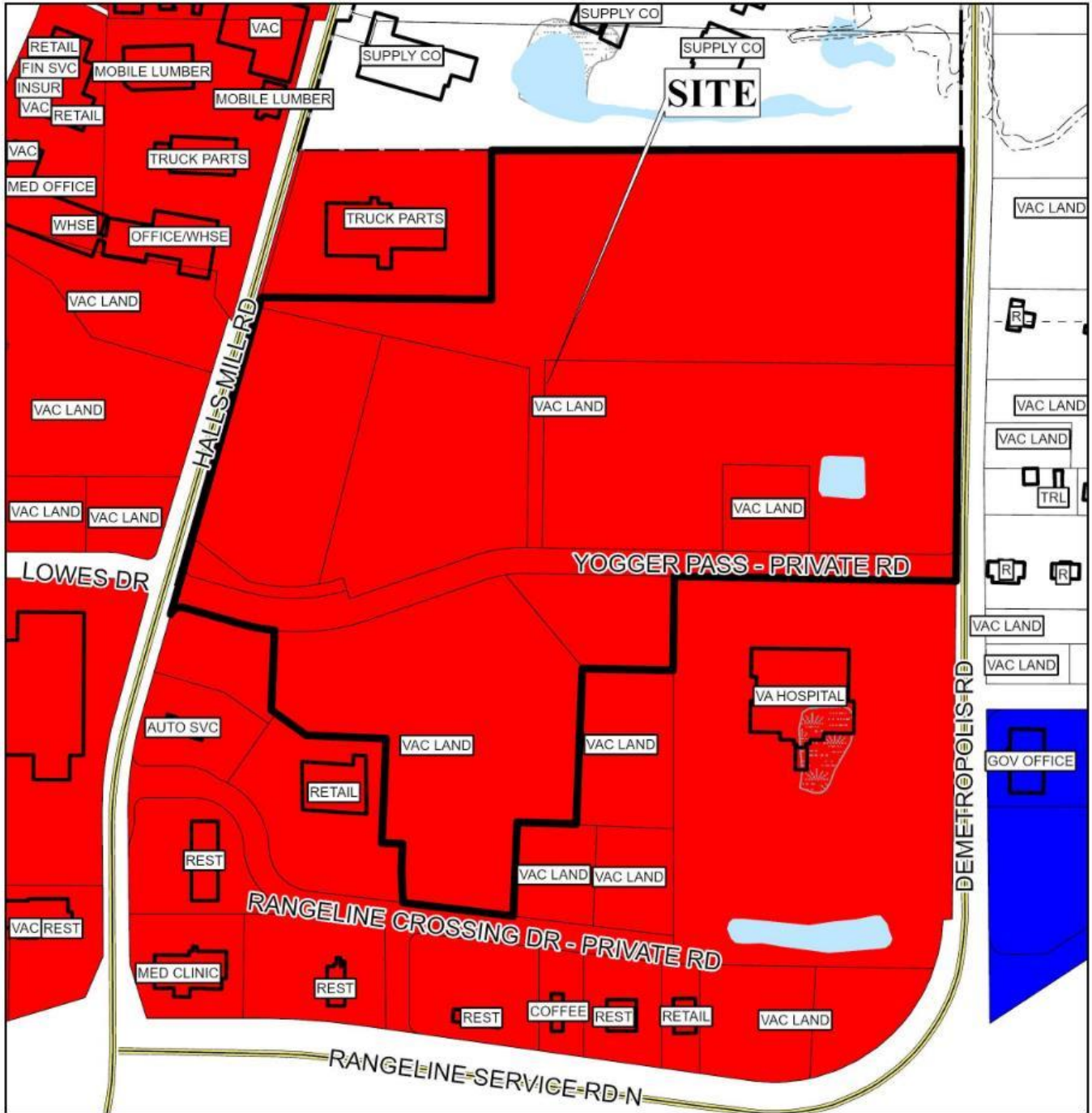
REQUEST Subdivision

- |   |  |   |  |
|---|--|---|--|
| <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: yellow;">■</span> Mixed Density Residential | <span style="color: blue;">■</span> Neighborhood Center - Suburban     | <span style="color: lightgrey;">■</span> Light Industry   | <span style="color: darkblue;">■</span> Water Dependent      |
| <span style="color: pink;">■</span> Downtown                    | <span style="color: pink;">■</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         |  |





# RANGELINE CROSSING SUBDIVISION, PHASE 4

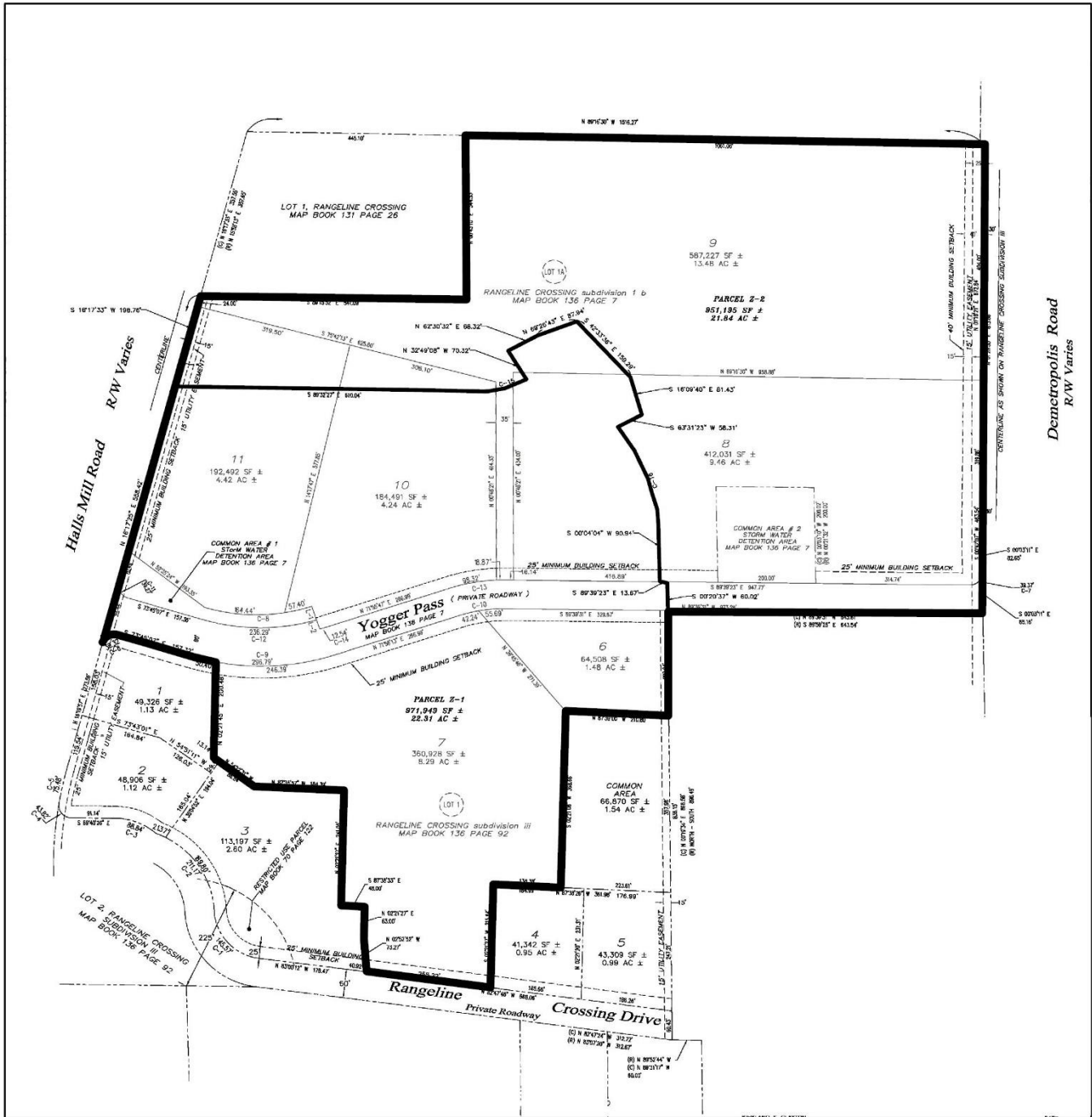


APPLICATION NUMBER 1 DATE September 21, 2023

R-A	R-3	B-1	B-2	B-5	ML	I-2	OPEN	T-3	T-5.2
R-1	R-B	T-B	B-3	CW	MH	PD	SD	T-4	T-6
R-2	H-B	LB-2	B-4	MM	I-1	MUN	SD-WH	T-5.1	



# DETAIL SITE PLAN



APPLICATION NUMBER 1 DATE September 21, 2023  
 APPLICANT Rangeline Crossing Subdivision, Phase 4  
 REQUEST Subdivision



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 (WDWRU)
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)



## **DISTRICT CENTER (DC)**

This designation applies across the city to larger areas of existing mixed-use character or where such character is encouraged. These areas will include moderate to high-density residential (minimum densities of 6 du/ac) in dynamic, horizontal or vertical mixed use environments, to provide a balance of housing and employment.

District Centers generally serve several surrounding neighborhoods and may even have a city-wide or region-wide reach. As such, they are often anchored by a major commercial or institutional employer such as a shopping mall or a medical center.

Depending on location and assigned zoning, residential areas in District

Centers may incorporate a mix of housing types, ranging from mid-rise multifamily buildings containing apartments and lofts, to townhouses and detached single-family homes. Major civic cultural institutions and public spaces provide regional and neighborhood destinations.

District Centers should be designed to induce pedestrian activity, with high quality streetscapes connecting the different components of a center as well as the center to its surrounding area. DC districts may be served by transit and include development of an intensity and design that supports transit use.